

**CITY OF MARYSVILLE**

**EXECUTIVE SUMMARY FOR ACTION**

**CITY COUNCIL MEETING DATE: April 8, 2013**

|   |  |                |
|---|--|----------------|
| <b>AGENDA ITEM:</b><br>PA13004 – <i>Smokey Point Master Plan</i> Industrial Design Standards Amendments   | <b>AGENDA SECTION:</b><br>New business |                |
| <b>PREPARED BY:</b><br>Angela Gemmer, Associate Planner   | <b>APPROVED BY:</b>                    |                |
| <b>ATTACHMENTS:</b><br>1. PC Minutes, dated 1/8/13 and 2/26/13<br>2. Letter from Bill Binford, dated 2/26/13<br>3. PC recommendation<br>4. Adopting Ordinance | <b>MAYOR</b>                           | <b>CAO</b>     |
|   | <b>BUDGET CODE:</b>                    |                |
| <b>BUDGET CODE:</b>   |  | <b>AMOUNT:</b> |

**DESCRIPTION:**

The Planning Commission (PC) held a Public Hearing on February 26, 2013 to review proposed amendments to Chapter 9, *Design Guidelines*, of the *Smokey Point Master Plan*. The proposed amendments are intended to strengthen the architectural design standards within the *Smokey Point Master Plan* area so that, when development occurs in this area, it will be cohesive and of high quality similar to industrial centers in the SW Everett Paine Field Subarea and Bothell’s Canyon Park. Proposed changes include, but are not limited to, the following:

- Strengthened language on screening of service areas and mechanical equipment;
- Clarification of pedestrian building access requirements;
- Requirement to provide physical modulation of walls longer than 60 feet which are visible from streets and public areas; and
- Building material standards to promote use of durable and quality materials.

The PC held a public workshop on January 8, 2013 and a duly advertised public hearing on February 26, 2013 to review the proposal, and received testimony from staff. A letter regarding the proposal was received during the hearing; no other testimony from the public was received. Following the public hearing, the PC made a motion to recommend the proposed amendment to Marysville City Council for adoption by ordinance.

**RECOMMENDED ACTION:**

Affirm the PC’s Recommendation and adopt amendments to *Smokey Point Master Plan*, Chapter 9, *Design Guidelines*, by Ordinance.

**COUNCIL ACTION:**



## MARYSVILLE PLANNING COMMISSION

January 8, 2013

7:00 p.m.

City Hall

### CALL TO ORDER

Chair Leifer called the January 8, 2013 meeting to order at 7:04 p.m. noting the excused absence of Steve Lebo.

**Chairman:** Steve Leifer

**Commissioners:** Jerry Andes, Roger Hoen, Kelly Richards, Marveta Toler, Kay Smith

**Staff:** CAO Gloria Hirashima, Associate Planner Angela Gemmer, Recording Secretary Amy Hess

**Absent:** Steve Lebo

### APPROVAL OF MINUTES:

November 27, 2012

**Motion** made by Commissioner Smith, seconded by Commissioner Richards to approve the November 27, 2012 meeting minutes as presented. Motion carries, (5-0) with Commissioner Toler abstaining as she was not present.

### NEW BUSINESS:

#### Manufactured Home Park – Court of Appeals Decision:

CAO Hirashima reviewed decision of the Court of Appeals related to rezones of Mobile Home Parks. She briefed the newer commissioners on how the process had gone back in 2010. CAO Hirashima also explained a push for preservation of mobile home parks and mobile home park owners in the recent past. Zoning regulations were looked at and passed to preserve the mobile home park lifestyle. She explained the inventory and the assessment that had been done of each of the City's mobile home parks and the process used to designate which parks would be preserved.

Chair Leifer noted that there was a sort of task force in place during this process a couple of years ago that involved park owners, park owner legal counsel, park residents, and staff. All of the information gathered from multiple meetings of these groups was melded into the Ordinance.

## **Smokey Point Master Plan – Proposed Revisions to Design Standards**

Ms. Gemmer overviewed the Smokey Point Master Plan that had been adopted a couple of years ago and what it entailed. Recently, two elements of the plan were looked at more closely to see if they were strong enough. She had done some research in regards to the street design and architectural design standards. Comparisons had been done to SW Everett/Paine Field Subarea as well as Bothell's Canyon Park Subarea Industrial Zone. She described the differences in standards of those two areas in comparison to the SPMP. There were some suggested changes to our standards based on what had been working in other areas. CAO Hirashima added that we had a great opportunity to make these changes now as development had not taken place yet.

Chair Leifer questioned whether there was any allowance for storage of commodities and what screening requirements were in place. Ms. Gemmer responded that she would contact the two jurisdictions she had researched and get some more detail. CAO Hirashima added that she had driven through these areas and had never noticed piles of commodities stacked up; at least not visible from the street side. Chair Leifer wanted to make sure that a type of manufacturer such as decorative stone or aluminum boats could showcase their product where it is being manufactured. Chair Leifer added that he felt that the road standards currently in place are pretty high standards. CAO Hirashima concurred.

Commissioner Hoen wanted to know if there was any attempt to coordinate with Arlington to achieve a uniform look all the way up. Ms. Hirashima responded that at this point, that had not occurred and was difficult to do. The goal was to get what the City wanted rather than just getting what they get since development had not taken place. Chair Leifer noted that we needed to be careful not to price ourselves out of the market. Commissioner Toler did not feel that that would happen. Ms. Gemmer replied that the goal was not to be prohibitive, but to achieve a certain objective. She added that many of the proposed changes were in place for all other zones throughout the City and the suggested changes would bring this area in line with those.

### **COMMENTS FROM COMMISSIONERS:**

Commissioner Andes questioned the new 156<sup>th</sup> overcrossing and whether or not any street lights were going to go in. He had heard complaints about how dark it is and had experienced the darkness himself, almost missing the turn. CAO Hirashima wasn't sure if lights were still coming or if they were waiting for final road alignment, but she would look into it.

### **ADJOURNMENT:**

**Motion** made by Commissioner Smith, seconded by Commissioner Andes to adjourn the meeting at 8:13 p.m. Motion carries, (5-0).

**NEXT MEETING:**

January 23, 2013



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Amy Hess, Recording Secretary



## MARYSVILLE PLANNING COMMISSION

**February 26, 2013**

**7:00 p.m.**

**City Hall**

### **CALL TO ORDER**

Chair Leifer called the February 26, 2013 meeting to order at 7:02 p.m. noting the absence of Roger Hoen.

**Chairman:** Steve Leifer

**Commissioners:** Jerry Andes, Steve Lebo, Marveta Toler, Kay Smith, Kelly Richards

**Staff:** Senior Planner Chris Holland, Associate Planner Angela Gemmer, and Recording Secretary Amy Hess

**Absent:** Roger Hoen

### **APPROVAL OF MINUTES:**

February 12, 2013

**Motion** made by Commissioner Andes, seconded by Commissioner Lebo to approve the February 12, 2013 meeting minutes as presented. Motion carries, (5-0).

### **PUBLIC HEARING:**

#### **Smokey Point Master Plan Design Guidelines Amendments:**

Mr. Holland discussed a letter submitted for the Public Hearing from Bill Binford, a representative of land owners in the Smokey Point area, and summarized the concerns Mr. Binford expressed in the letter. Ms. Gemmer began a summary of the proposed revisions to the Smokey Point Master Plan area. She described the goals of the proposed amendments, which included a cohesive and quality architectural design. Comparisons were done with the SW Everett/Paine Field Subarea and Bothell's Canyon Park. Ms. Gemmer then overviewed the details of each proposed amendment. She discussed the pre-fabricated building prohibition that was included.

Commissioner Toler questioned where "durable" was described in the code. Ms. Gemmer replied that it is a subjective word, but that a dictionary definition would be relied upon and ultimately it would be up to the director if it were to be questioned. There was discussion on how this term would affect the particular materials pointed out in the letter from Mr. Binford. Mr. Holland added that the intent is not to be cost prohibitive, but to provide for a quality and

aesthetically pleasing look and referred to SW Everett/Paine Field and Canyon Park examples. Commissioner Toler questioned if a field trip or photos could be provided to take a look at some examples of high quality industrial parks and give the Commission a better idea of what staff was looking for. Mr. Holland responded that a field trip was in the works.

Commissioner Andes questioned Mr. Binford's letter, and whether the guidelines in place and those proposed would make it cost prohibitive to develop in this area. Mr. Holland didn't feel that the changes being proposed would cause the area to be undesirable or too expensive to develop. He noted that other issues such as lack of fiber optic and storm water and drainage issues were probably more prohibitive at this point but that the city is working to address some of those issues.

Chair Leifer questioned if an outright exclusion of metal buildings was appropriate at this time. He felt that metal buildings could be very aesthetically pleasing, if done right, and wondered if outright excluding them was appropriate given their cost saving capability. Ms. Gemmer responded that metal buildings were not completely excluded, the prohibition was aimed at pre-fabricated metal buildings; adding that a variance could be allowed. Mr. Holland added that the corners, pedestrian access and the like would be subject to the guidelines, but that the entire building would not be subject to those guidelines. Chair Leifer replied that with Mr. Holland's explanation, this didn't appear to pose a problem.

Commissioner Lebo questioned if these particulars would be discussed on a case by case basis once development began. Mr. Holland responded with an example of some acreage that had been developed in the area recently and outlined the process it followed.

Commissioner Lebo felt that the proposed changes were very clean and well thought out.

Chair Leifer discussed space needed to maneuver big rigs and being mindful not to disallow certain types of accessibility which would create increased costs for the developer. He did not want loading requirements to end up costing a developer more in having to create larger parking areas because of restrictions in place based on design standards. He suggested adding language that would note where it would be appropriate on the smaller arterials for loading areas. Ms. Gemmer explained that the intent was to have parking for customers in front of the building and reserving the rear of the building for loading activities. Mr. Holland explained what portions of the code would allow for truck maneuverability.

**Motion** made by Commissioner Richards to recommend the proposed code amendments as written to Council for approval, seconded by Commissioner Toler. Motion carries, (6-0). Commissioner Lebo added that he really liked the proposed changes and was excited to see development in this area.

Seeing no one in the audience, Chair Leifer closed the public hearing.

#### **OLD BUSINESS:**

##### **Chapter 22C.110 MMC Temporary Uses:**

Mr. Holland described the concerns that the Commissioners had at the first workshop and discussed how he had addressed these; including the allowance of temporary real estate offices with no sunset clause. He then discussed the security provisions that would be

required for transitory accommodations and how it would be instituted; on an as needed basis. The issue of registering sex-offenders utilizing these types of accommodations lay with the offender individually, not with the City or the entity hosting the accommodation. Lastly, Mr. Holland explained that there would be no difference in how a religious organization would be treated in comparison to a private group when it came to hosting these types of accommodations. Chair Leifer wondered if it was appropriate for the city to be completely indemnified of any responsibility when it comes to housing the homeless as this is a very important issue. Mr. Holland responded that he didn't feel these requirements were intended for the City to "wash its hands" of transitory accommodations, but what it did was to put standards and protections in place in case these types accommodations were to show up. Mr. Holland also added that through the CDBG and other programs, the City was making attempts to aide these populations. Commissioner Lebo felt that these guidelines were enabling the city to keep order, not prohibit housing assistance or these types of accommodations. Mr. Holland stated that if Planning Commissioners approved of the proposal, a Public Hearing would be scheduled for March 12, 2013.

#### **NEW BUSINESS:**

##### **Residential Site & Building Design Standards:**

Ms. Gemmer discussed the proposed changes and noted that the existing standards had been in place for quite some time. She described the intent of each proposal and the details of each. The standards were not intended to be overly rigid. Chair Leifer was concerned about the language about entrances "facing the street". He questioned how entrances could meet these standards with interior streets. There was further discussion regarding the 50% restriction to street parking.

Commissioner Toler questioned the primary building entrance requirements and how it applied. Ms. Gemmer replied that it applies to multi-family developments. Commissioner Toler felt that having the primary entrance of a multi-family development facing the street was a good idea for emergency situations as well as for aesthetic and safety reasons.

Chair Leifer had concerns about the proposed lighting restrictions. He was concerned about the rigidity of the language regarding visible light and property lines. Ms. Gemmer responded that the intent was not to prohibit seeing the light, but to limit staring directly at the light source itself. Mr. Holland and Ms. Gemmer noted that they would adjust the language to be less prohibitive. Ms. Gemmer described that the intent of the lighting standards was to improve safety and security.

Chair Leifer requested clarification of the requirements of Item 6 (c). Ms. Gemmer responded that if a design meets requirements of one section, it could potentially satisfy another section of the standards.

Commissioner Richards questioned what the restrictions were on the use of chain-link fencing. Ms. Gemmer responded that the goal was to limit use of chain-link fencing, but not applicable in single family homes. Commissioner Richards pointed out that this type of fencing is very secure and also widely used.

Commissioner Andes questioned the requirement of landscape screening 60% of walls within 3 years and how this would be enforced. Ms. Gemmer described that there is an allowance for 2 growth seasons for this requirement to be met. Mr. Holland described some examples of how this standard would be enforced and gave examples of plans that had been approved; including plant size and density requirements. It was not a standard that is really enforceable, but a more of a goal.

#### **Commercial Site & Building Design Standards:**

Ms. Gemmer described the proposed changes and additions to this section of building standards. There was discussion regarding materials and colors. The intent was to have variation in materials and or color. Commissioner Andes questioned how restrictive these standards would be on a 40 foot wide lot in a downtown commercial zone. He was concerned with how forcing these standards might not fit with the surrounding buildings and neighborhood. He wondered if there could be language added regarding smaller Commercial lots. Ms. Gemmer responded that there was some language in section 3 about adjoining properties and neighborhood character. Any new development would be required to adhere to the existing design standards.

Chair Leifer felt that some sort of flexibility should be included in the code for smaller lots that don't really fit with the typical commercial site standards. Mr. Holland responded that many of these situations could be handled by an administrative variance or deviation. He noted that conditions could be added as well on a case by case basis.

#### **Multi-Family Open Space Recreation Space:**

Ms. Gemmer described the proposed changes and additions to this section of code. The open space requirement would allow for more flexibility. Mr. Holland explained that the goal was to allow for higher density in-fill in the downtown area. Chair Leifer noted that there was overlapping language in each of these sections. He thought that the real intent needed to be decided upon made clear. He gave some examples of how much room the open space requirements actually use in a real-life situation. Mr. Holland agreed that it would be good to look at the existing standards and the proposed and see really what was happening based on the requirements. Chair Leifer thought there was some confusion in the language on what standards applied to what type of development. Mr. Holland agreed that there was some confusion in the language and that it could be adjusted to be clearer.

Commissioner Andes questioned why rooftop open areas would not be included for open space requirements. He felt that there should be at least a partial allowance. Mr. Holland responded that he would go back and look at this. Chair Leifer thought Commissioner Andes made a good point.

There was further discussion regarding fencing requirements. Mr. Holland stated that he would take another look at fencing requirements.



Mr. Holland noted that there were two Public Hearings scheduled for the next meeting; the Temporary Use Code update and the Manufacturing Industrial Centers Comp Plan Amendment. He also noted that he would be bringing back information on some of the concerns that had been brought up tonight for a couple more workshops.

**ADJOURNMENT:**

**Motion** made by Commissioner Richards, seconded by Commissioner Lebo to adjourn the meeting at 8:51 p.m. Motion carries, (6-0).

**NEXT MEETING:**

March 12, 2013

  
\_\_\_\_\_  
Chris Holland, Planning Manager, for  
Amy Hess, Recording Secretary

C. W. (Bill) Binford  
6513 132<sup>nd</sup> Ave NE, #345  
Kirkland, WA 98033  
425-891-6633  
bbinford@venturepacific.com

February 26, 2013

Marysville Planning Commission  
1049 State Avenue  
Marysville, WA 98270      email to: [jamoureux@marysvillewa.gov](mailto:jamoureux@marysvillewa.gov)

Subject:      Planning Commission Meeting 2/26/13  
                 Agenda Item III-Public Hearing Testimony  
                 Smokey Point Master Plan amendments

Dear Planning Commission Members:

On behalf of Steiner Farms LLC, I am submitting comments in response to the subject Public Hearing.

Steiner Farms LLC owns 182 acres of property located at 16015 51<sup>st</sup> Ave NE. in the Smokey Point Master Plan area. This property constitutes the single largest tract of land under common ownership in the area affected by this plan.

We have not had the chance to fully review the proposed amendments to the Smokey Point Master Plan, but urge the city to consider the following:

Marysville's distance from the core of the metropolitan Seattle area has been a detriment to industrial development. End user companies wishing to venture this far out of the metropolitan area expect lower cost rents for their buildings as offset for the additional transportation costs to move their products.

In addition, competing industrial land on the Tulalip reservation will pose stiff competition for Marysville in the future.

Therefore, it is very important to keep development costs clearly in mind when establishing design guidelines for this area. Be cautious to not make the Design Guidelines for this plan overly onerous, because doing so will ultimately lead to higher development costs and higher rents. We are concerned that this area will not be able to compete with overly high rents for the foreseeable future.


While many of us personally prefer higher end development standards, please build flexibility into this plan and your building code so that the area can offer a range of price

points in the industrial market place. Natural market forces will create this mix if allowed to do so. Properties closer to the major transportation corridors will typically develop with a higher use and can command higher rents, whereas properties farther away from those corridors cannot.

This would imply the need for regulations that allow for a range of building design types with higher end concrete and masonry exteriors with some wall and roof modulation to lower end product with metal siding. A strong market needs all types. Regulations for site work and site amenities can also significantly affect cost of development and rents. Case in point is Seattle's south industrial complex, Bellevue's Overlake area, Redmond's NW industrial area and the Kent/Auburn Valley industrial areas, all which allow a full range of development options and price points including metal buildings.

We believe that future demand will be driven by more cost effective design due to a highly competitive market place and challenging economic forces that define our world today.

Thank you for the opportunity to comment.

  
C. W. Binford, P.E., PMP  
Owner Representative for Steiner Farms LLC

cc: Steiner Farms LLC



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

## PC Recommendation – *Smokey Point Master Plan, Design Guidelines* Amendments

The Planning Commission (PC) of the City of Marysville, having held a public hearing on February 26, 2013 in review of a NON-PROJECT action amendment of the Marysville Municipal Code (MMC), proposing amendments to the MMC, Chapter 22C.060, *Smokey Point Master Plan Area – Design Requirements*, by amending Chapter 9, *Design Guidelines*, of the *Smokey Point Master Plan*, and having considered the exhibits and testimony presented, PC does hereby enter the following findings, conclusions and recommendation for consideration by the Marysville City Council:

### FINDINGS:

1. The PC held a public work session to review the NON-PROJECT action amendments proposing adoption of the NON-PROJECT action *Smokey Point Master Plan, Ch. 9 Design Guidelines* amendments as described above, on January 8, 2013.
2. The proposal was submitted to the State of Washington Department of Commerce for 30-day expedited review on February 1, 2013, in accordance with RCW 36.70A.106.
3. The PC held a duly-advertised public hearing on February 26, 2013 and received testimony from city staff and the public.
4. At the public hearing, the PC reviewed and considered the *Smokey Point Master Plan, Ch. 9 Design Guidelines* amendments.

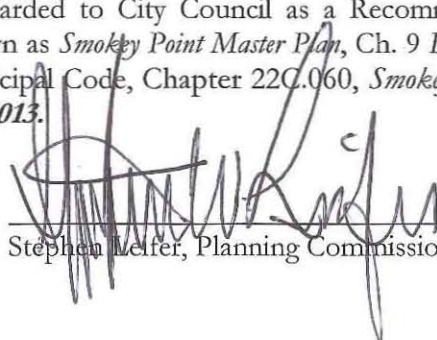
### CONCLUSION:

At the public hearing, held on February 26, 2013, the PC recommended that City Council approve the *Smokey Point Master Plan, Ch. 9 Design Guidelines* amendments.

### RECOMMENDATION:

Forwarded to City Council as a Recommendation of **APPROVAL** of the NON-PROJECT action known as *Smokey Point Master Plan, Ch. 9 Design Guidelines* amendments, an amendment to the Marysville Municipal Code, Chapter 22C.060, *Smokey Point Master Plan Area – Design Requirements*, this **February 26, 2013**.

By:

  
Stephen Melfer, Planning Commission Chair

**CITY OF MARYSVILLE**  
**Marysville, Washington**  
**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE OF THE CITY OF MARYSVILLE, WASHINGTON, AMENDING THE CITY'S MUNICIPAL CODE AND DEVELOPMENT REGULATIONS BY AMENDING MMC CHAPTER 22C.060, SMOKEY POINT MASTER PLAN AREA - DESIGN REQUIREMENTS, BY AMENDING CHAPTER 9, DESIGN GUIDELINES, OF THE SMOKEY POINT MASTER PLAN; AND AMENDING SECTION 22A.010.160 OF MMC CHAPTER 22A.010, GENERAL ADMINISTRATION, RELATED TO TRACKING AMENDMENTS TO THE CITY'S UNIFORM DEVELOPMENT CODE.**

WHEREAS, the State Growth Management Act, RCW Chapter 36.70A mandates that cities periodically review and amend development regulations which include but are not limited to zoning ordinances and official controls; and

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

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

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

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

WHEREAS, during public meetings on January 8, 2013 and February 26, 2013, the Planning Commission discussed the proposed amendments to the Smokey Point Master Plan;

WHEREAS, after providing notice to the public as required by law, on February 26, 2013, the Marysville Planning Commission held a Public Hearing on the proposed amendments to the City's development regulations; and

WHEREAS, on February 26, 2013 the Planning Commission made a Recommendation to the City Council recommending the adoption of the proposed amendments to the Smokey Point Master Plan by amending Chapter 9, Design Guidelines; and

WHEREAS, at a public meeting on \_\_\_\_\_, 2013, the Marysville City Council reviewed and considered the Planning Commission's Recommendation and proposed amendments to the development regulations; and

WHEREAS, the City of Marysville has submitted the proposed development regulation revisions to the Washington State Department of Commerce on February 1, 2013, as required by RCW 36.70A.106;

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 February 26, 2013 Recommendation regarding the proposed 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 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 Title 22 MMC;
- (3) There have been significant changes in the circumstances to warrant a change;
- (4) The benefit or cost to the public health, safety and welfare is sufficient to warrant the action.

Section 3. The Smokey Point Master Plan is hereby amended by amending Chapter 9, Design Guidelines to read as set forth in attached **Exhibit "B"**.

Section 4. Section 22A.010.160, Amendments, of MMC Chapter 22A.010, General Administration, is hereby amended as follows by adding reference to this adopted ordinance in order to track amendments to the City's Unified Development Code:

**"22A.010.160 Amendments.**

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

| <u>Ordinance</u> | <u>Title (description)</u>        | <u>Effective Date</u> |
|------------------|-----------------------------------|-----------------------|
| _____            | SPMP Design Guidelines Amendments | _____, 2013"          |

Section 5. Severability. If any section, subsection, sentence, clause, phrase or work of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality thereof shall not affect the validity or constitutionality of any other section, subsection, sentence, clause, phrase or word of this ordinance.

Section 6. Effective Date. This ordinance shall become effective five days after the date of its publication by summary.

PASSED by the City Council and APPROVED by the Mayor this \_\_\_\_\_ day of \_\_\_\_\_, 2013.

CITY OF MARYSVILLE

By: \_\_\_\_\_  
JON NEHRING, MAYOR

Attest:

By: \_\_\_\_\_

CITY CLERK

Approved as to form:

By: \_\_\_\_\_  
GRANT K. WEED, CITY ATTORNEY

Date of Publication: \_\_\_\_\_

Effective Date: \_\_\_\_\_  
(5 days after publication)

## EXHIBIT B

### Chapter 9 DESIGN GUIDELINES

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#### 9.1 PURPOSE

As discussed in Chapter 2 – Purpose and Intent, there are two levels of guidelines for the Master Plan. First, the range of infrastructure needed are identified and defined through **Development Guidelines**, specifically road networks, street designs, utilities, critical area mitigations, storm drainage systems, and airport compatibility. The **Design Guidelines** apply to all new construction and provide guidance on building and parking lot orientations, landscaping standards, architectural features, pedestrian facilities, pedestrian amenities, and signage.

The purpose of these design guidelines is to diverge from the traditional industrial building concepts to create a master planned commercial/light industrial/technology park that takes an unrelated collection of sites and builds a business district with complementary landscape, streetscape and architectural treatments.

#### 9.2 ZONING AND SITE PLAN REQUIREMENTS

The Smokey Point MPA, has a zoning designation of Light Industrial (LI), except for a parcel zoned retail and where noted on the official zoning map. The underlying zoning Light Industrial will apply for permitted uses, lot coverage, building, setbacks, base landscaping requirements, required parking, and signage code standards. The following are applicable code sections, but applications are not limited exclusively to these sections. They are: *Marysville Municipal Code Chapter(s)* 22C.020, 22C.120, 22C.130, and 22C.160. 19.08, 19.12, 19.14, 19.16, 19.18, 19.20, and 19.42.

##### *9.2.1 Site Plan Approval Process*

A binding site plan is required that will demonstrate how the project meets the intent of the ~~zoning~~ Unified Development Code, the development guidelines, and the design guidelines. The means of pedestrian and vehicular parking lot circulation and building and entry orientation, must be approved by the City in accordance with the design guidelines as applied to the entire area of applicability as stated in this authority section.

#### 9.3 RELATIONSHIP TO CONTEXT

Design guidelines that contribute to cohesiveness within an area are: landscape and streetscape treatments, vehicular circulation patterns, pedestrian circulation patterns, and architectural styles, forms, materials or colors. Physical continuity is also an important aspect. In the following sections, ways to achieve continuity in site design elements are discussed.

The Design Guidelines influence the cohesiveness of the business park internally by establishing the relationship to adjacent land uses, and to the City of Marysville through the following elements:

- Site Layout and Building Orientation



- External and internal road networks.
- Parking lot and building placement.
- Pedestrian and bike corridors.
- Building architectural elements.
- Landscaping.

#### 9.4 SITE LAYOUT AND BUILDING ORIENTATION

There are a number of ways in which architectural and site design can avoid the traditional approach and support a cohesive business park with the following primary guidelines:

All buildings should present a “face” to the street, providing visual interest and a pedestrian scale to the building(s). On corner lots, if the code does not stipulate, the developer may negotiate with the City which street to “face.”

- Visitor and customer parking should be provided along the street, or in front of building entrances, while employee and vendor parking should be located behind or alongside the building.
- Service and storage areas will be located behind the buildings and screened from view from public streets.
- Where sites are adjacent, vehicular circulation should be coordinated to minimize curb cuts and access point to the public streets.
- The internal pedestrian networks within the master planned development should provide pedestrian linkages between the transit service points, pedestrian facilities and services.
- Views of and into the development from neighboring public streets should be considered, with the goal of making the development an attractive destination.
- Landscaping for new development should consider the existing landscaping of adjacent sites to provide continuity along the street fronts and augment the perimeter treatment.

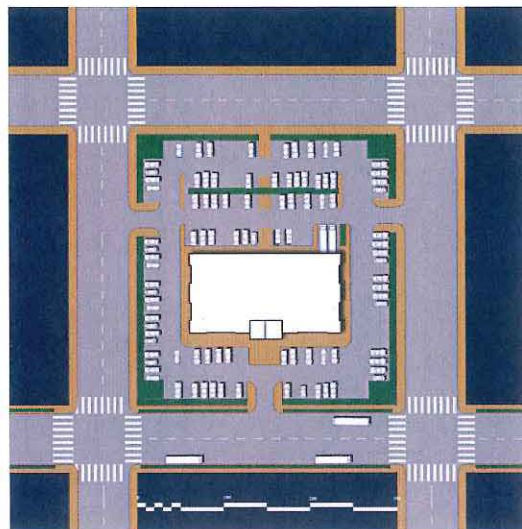
The following two graphics illustrate how industrial building and retail building layouts relate to the surrounding streets.

*This generic site diagram illustrates the overall relationship between the building location and the parking layout within a site anticipated for office / light industrial / warehousing uses in the Smokey Point MPA.*

*The building faces the street, with the greatest architectural detail along the front façade. A minimum of parking is provided for guests and visitors immediately in front of the building, with clear access from the address street.*

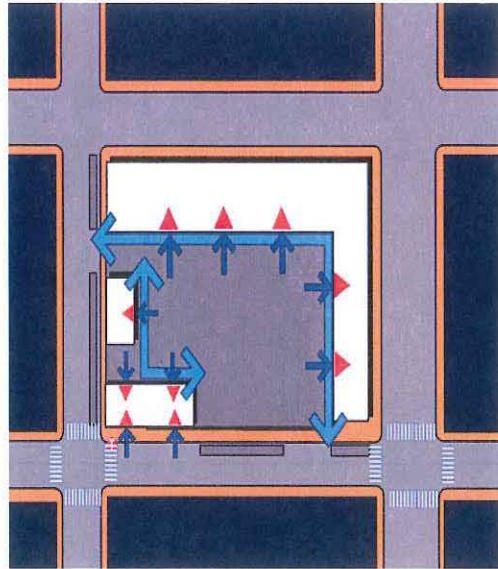
*The majority of parking is behind the building, as is the loading and service area.*

*The site is encompassed by perimeter landscaping, while the landscaping along the address street is a continuation of the streetscape on adjoining sites and blocks.*



**Applicable Site Layout for limited Retail Development**

Store entrances are the destination of customers leaving their vehicles. The example at right supplied a “ladder” style paint stripping to alert drivers of the pedestrian concentration at the store entrance. The example at the right provides parking immediately in front of the building, which lowers the number of pedestrians crossing busy access drives and provides a buffer between pedestrians on the sidewalk in front of the building and moving cars. When parking is provided in front of buildings, it is important to clearly designate “no parking” areas in front of building entrances to provide clear pedestrian access from the parking lot



**9.5 SERVICE AND LOADING AREAS**

Service areas for businesses consume a significant amount of land because of the high percentage of manufacturing and light industrial activities that require truck maneuvering and loading areas. While these areas are essential to the function of the facility, they can be located or screened to enhance the appearance of each site and the Smokey Point MPA in general. The type of manufacturing and light industrial facility and its orientation affects the visual appearance of commercial areas because of the design of the loading docks.

**Design Guidelines – Service Areas**

1. Service areas will be located behind buildings.
2. Service areas ~~shall~~ ~~should~~ be screened by landscaping, fences, or walls that obscure the operations from adjacent streets. “Screening” includes distance from street, location of on-site parking and other site landscaping.
3. Service courts are encouraged when the development includes multiple buildings.
4. Service courts are encouraged as shared facilities between sites or where they can be accessed for shared driveways.

*Example of screening service areas with landscaping.*



*Example of screening service area with building layout.*



## **9.6 VEHICLE CIRCULATION AND PARKING LOTS**

Vehicle circulation and parking lots in the Smokey Point MPA will influence roadway design and layout, site configuration, and building locations. The circulation needs of maneuvering trucks and trailers will be an important influence in the overall look and feel of the individual site and the overall district. While the dimensions and characteristics of truck traffic will be a strong influence, the passenger automobile that delivers customers to the site and store as well as to employment in the office will be another significant portion of the experience in the area.

### **Design Guidelines - Access points**

1. A designated truck and service vehicle access entrance / exit will be established with expanded turning radii. Access points will be subject to sight distance review.
2. A designated visitor and employee access entrance will be established that is not in close proximity to the truck and service vehicle entrance.
3. Access points between major development pads should be combined to minimized curb cuts while recognizing the need to provide adequate emergency access to each building. Left turns should be restricted to turn pockets on the following roads:
  - 152nd Street NE
  - 51st Avenue

### **Design Guidelines – Parking Lots**

1. Visitor parking should be located in front of the building, near the building entrance.
2. Employee parking behind the building is encouraged.
3. Parking lots should be integrated with the landscape concept and pedestrian circulation.

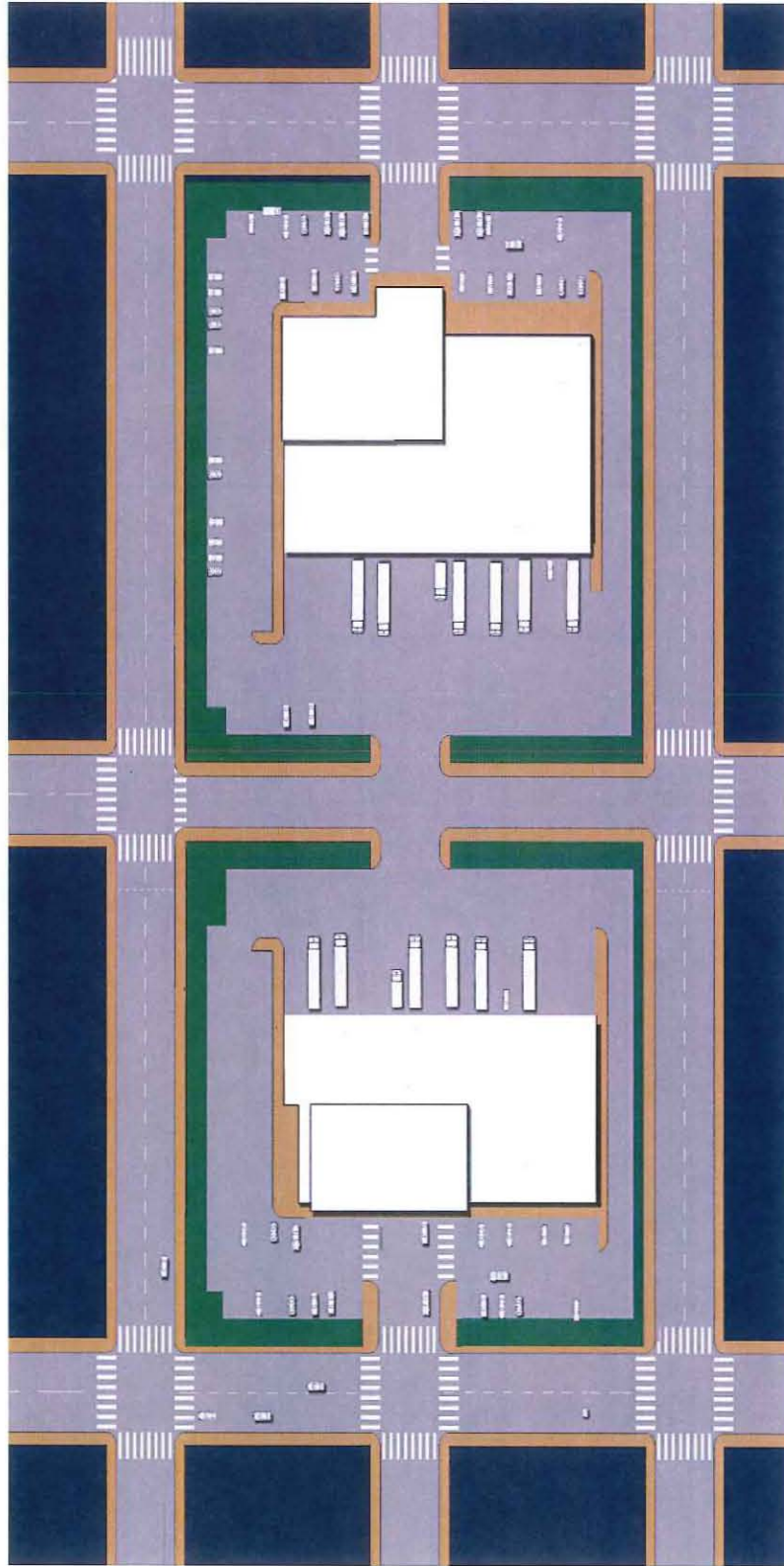


*Example of Building and Parking Layouts with Service areas in the interior of the lot.*

*These site plans show a basic approach to site planning for light industrial / freight forwarding operations.*

*The truck maneuvering and loading docks are located behind the building, while visitor parking is directly off the address street. Employee parking is along the side of the building. Where possible, especially in multi-site developments, some streets should be dedicated to truck access (behind both buildings in this example).*

*Landscape buffers around the site should be used to screen the parking and trucks and create an "address" street where the businesses can benefit from a quality streetscape.*



## 9.7 PEDESTRIAN CIRCULATION AND CORRIDORS

Pedestrians need an origin, a destination and a continuous network to move from one point to another or from the automobile to their destination. Pedestrians have three origins: the building where they work or shop, transit drop off or, more likely, their parked automobile. To allow pedestrians to move between buildings and the street, a complete and continuous pedestrian network must be provided that has pedestrian amenities and visual interest.

Pedestrian flows from the public street to private building entrances and between neighboring properties has been overshadowed in suburban areas by the volume of pedestrians walking from private parking areas to building entrances. Connections to the public pedestrian network will become more important as pedestrian densities increase due to changing land uses and increases in transit ridership.

### Design Guidelines - Pedestrian

1. The public sidewalk network will be completed with each development and roadway improvement to connect all the destinations in the Smokey Point MPA.
2. Clear, convenient, and safe pedestrian circulation ~~shall~~ ~~should~~ be provided between public sidewalks and public building entrances.
3. Parking lot pedestrian crossings will be denoted by either stamped concrete or colored pavement within the first 500 feet of the building entrance. Painted pedestrian stripping may be used outside of the 500-foot perimeter around the building.
4. Pedestrian circulation through parking lots will be well marked.
5. Pedestrian circulation to the building entrances will be adequately sized and be provided with landscaping and weather protection where appropriate.
6. Where pedestrian routes cross parking lots or vehicle routes, they will be clearly identifiable with raised paving pathways. Pervious pavers to support infiltration are encouraged.
7. Buildings should clearly show the pedestrian entrance from the street and from the parking lot.

*Creation of a pedestrian circle in the parking lot with integrated landscaping, softens the building and provides a safe area and connects the businesses to the public sidewalk.*



*A complete network of public sidewalks will encourage pedestrians to walk rather than drive. As the employment density increases in the area, more transit services will be warranted. Within the parking lots, clear paths for pedestrians should be installed to provide a safe, clear means to access the businesses.*



*This new development provides positive pedestrian connections between the public sidewalk and walkways in front of the building. The pedestrian link through the parking area features pedestrian lighting, landscaping and a slightly elevated, crowned surface within the parking area.*



## **9.8 PEDESTRIAN AMENITIES**

The extent and type of pedestrian facilities appropriate for a given development will depend on the nature of the development, the number of users and its proximity to other recreational features. Design review should consider area recreational features and development scale in determining location and extent of pedestrian amenities on the site. As employee recruitment becomes more competitive in emerging northwest businesses ranging from manufacturing to light industrial, investments in pedestrian facilities can provide great benefits to employees. Changing uses in leased spaces is the dilemma for developers in providing fixed pedestrian amenities. Fixed pedestrian facilities constructed in anticipation of tenants may go unused if the use changes at the end of the lease. Providing space for pedestrian amenities in optimal locations and supplying non-fixed seating, landscaping, and other features, may prove more successful.

### **Design Guidelines – Pedestrian/Employee Amenities**

1. In addition to safe and durable walking surfaces, pedestrians should be provided with amenities such as benches, weather protected seating areas, covered walkways, and other features.

2. Accessible open space, maintained grass areas, and mini sports courts are encouraged.
3. Pedestrian amenities should be integrated into the site design.



*This high tech industrial business in Bothell provides benches and tables and integrating the landscape planters with seating.*



*Pedestrian amenities such as these benches are most important in the retail areas. Pedestrian amenities can range from a landscaped plaza to something as simple as a picnic table or bench. They are most attractive to pedestrians when designed in conjunction with businesses and activities that generate pedestrian activity, such as espresso stands and public trails, and provide features such as protection from, weather, noise and traffic.*

*Building arcades and colonnades are a good response to the Northwest rainy climate. In addition to providing shelter, they clearly define an area that is safe from vehicles.*



*Investments in pedestrian facilities or open space gathering area can provide great benefits. This modest facility is well used since it is important to provide a place for rest and relaxation for employees and visitors*



## **9.9 ARCHITECTURAL CONCEPT**

A strong architectural concept has both an aesthetic and an organizational component. The concept should convey the statement or image that the designer wants the building to communicate, and also provide clues as to how the building is to be used; for example, how pedestrians can reach their desired destination. In order to convey a clear message, sites with multiple buildings should also display design unity; individual buildings should reinforce the image of the complex as a whole.

Architectural composition is the design and arrangement of building elements. The composition conveys the architectural concept. In addition to function, the design, proportions and placement of elements should be visually pleasing. Typical components of the composition include the

design, proportions, and placement of windows, doors and other openings, the building base and cornice line, and the roof form(s) and its relationship to other elements within the overall composition.

*The Costco Headquarters was built within the Pickering Park Business Park in Issaquah.*

*The building at right shows a unity of architectural composition, symmetry, a clear entrance and a formal design approach that fits well with its corporate headquarters image.*



*"Speculative" office development is developed to serve multiple tenants, where smaller spaces are needed. In the building at right, the architectural approach was to provide a less specific image.*

*This office building was developed without a specific tenant. In a speculative venture like this, convenient parking is necessary to attract tenants.*



A strong architectural concept should also convey clear organization. For the user and the observer, the clarity of building organization is important to understanding where uses are located in the building and how to reach them. The exterior design gives cues as to where different uses are located.

#### **Design Guidelines -Facades**

1. The front façade of buildings ~~shall~~ **should** be designed to utilize elements such as massing, materials, windows, canopies, and pitched or terraced roof forms to create both a visually distinct "base" as well as a "cap."
2. The building façade that faces the public street will be articulated to reduce the apparent scale of buildings. Strong vertical and horizontal reveals, off-sets, and three-dimensional detail can be incorporated into building design to create shadow lines and break up flat surfaces.

*This building exhibits façade with architectural features and definition for the primary entrance.*



*This building includes many elements that give the observer clues about scale. The doors, windows, and canopy all indicate how a human would “size up” when near this building. Modulating of the building plane and cornice and providing a variety of materials are effective techniques for providing interest to blank walls to the public, particularly when integrated with landscaping treatments.*



## **9.10 SCALE IN DESIGN**

There are multiple scales in building design. One aspect of scale refers to the size of a building relative to another building, or building element relative to other building parts. For example, it might be said of a multi-story building in a one-story retail area that the tall building is “out of scale” with its neighbors.

Another important scale consideration in building design is human scale. Human scale is the size of a building element or space relative to the dimensions and proportions of the human body. Achieving human scale in building design is particularly important in Smokey Point MPA because of the large size of the anticipated buildings.

Light industrial buildings in the Smokey Point MPA could be large, rectangular structures with flat wall surfaces. These buildings could work well for their primary purposes, but several design issues need to be addressed to provide a quality visual and pedestrian environment. Buildings, especially large buildings, need to relate to pedestrians. This can be accomplished by breaking down, or modulating, larger building forms (massing) providing building elements and landscaping that mediates between the scale of the structure and ‘human’ scale. A way to reach that relationship is the incorporation of building elements that are typically designated with pedestrians in mind - entries, canopies and arcades.

### Design Guidelines Scale

1. The side façade of buildings should be designed to utilize elements such as color, materials, and / or landscaping to break up the size and scale of large side walls.
2. Integrate pedestrian scale concepts into the front façade of the building. Elements such as arcades, canopies, balconies, or extending smaller structures out from the main facade.
3. Design the building massing so the taller or bulkier portions are less visible from public streets and sidewalks.



## 9.11 WALL MODULATIONS

The internal functions of buildings often require walls without penetrations or breaks in the plane of the façade. If appropriate, these blank walls should be placed in areas of the site not visible to the public (public streets and private land adjacent to public right-of-way). However, when walls of large structures are visible to the public, the impact of large expanses of blank walls can be minimized by modulation.

Modulation involves recessing and / or projecting portions of the façade of a building within specified intervals of building width and depth, as a means of breaking up the apparent bulk of a structure's continuous exterior walls.

### Design Guidelines Walls

Walls visible from streets and public areas shall be designed to prevent long, unmodulated planes. Design techniques which may be utilized include, but are not limited to, the following:

1. Walls should be provided with Provision of bends, recesses or projections in the walls; to reduce long un-modulated planes-provided, that all walls visible from streets or public areas that are 60 feet or longer shall be modulated. The minimum modulation depth shall be no less than five feet; the minimum modulation length shall be no less than 15 feet; and the maximum modulation length shall be no more than 60 feet. Alternative methods of modulation may be utilized if the Planning Director determines that the alternative methods will result in an equivalent or superior modulation of the walls.
2. Long planes of flat walls should be enhanced with Provision of patterns, changes in colors, artwork or murals, and breaks in materials to enhance the appearance of flat walls.

2.3. ~~or an~~ **A** alternative proposals may be approved by the Planning Director if the design meets the intent of these design guidelines.

*The effect of the modulation may be enhanced with a change of materials or color, texture, or windows.*



*Modulation to break up long horizontal surfaces can be achieved with bay windows, recessed or projected entry features, structural bays that are accented on the exterior of the structure, or repeated 'storefronts' along the ground floor of the façade.*



*Modulation of the façade from the cornice to the ground to can be achieved by incorporating balconies, horizontally-oriented recessed windows, added emphasis on spandrel panels, long landscape planters or other features that project or recess from the main plane of the façade.*



## 9.12 ROOFLINE

The horizon line, where the sky meets the ground, is one of the most important features in the visual environment. The horizon in the Pacific Northwest, with skylines of hills, mountains and water, is much more interesting than that of a flatter horizon. In the same way, the horizontal rooflines of light industrial structures, with simple flat horizons, are less interesting than other, more complex rooflines in the Smokey Point MPA.

### **Design Guidelines Roofline**

1. The roofline of the main façade in large buildings should be broken into several planes.
2. Building elements that protrude above a long horizontal façade can be used to interrupt the cornice.

## **9.13 BUILDING ELEMENTS, DETAILS AND MATERIALS**

Architectural elements are the “pieces” that make up an architectural composition, or the building form, of a building. The elements can include such features as the roof form, entries, an arcade, porch, columns, windows, doors and other openings. The architectural “parts” of a building must be related to the “whole.” Architectural elements such as roof forms, entrances, arcades, porches, columns, dormers, doors and windows must be appropriately scaled and well-proportioned in relationship to the whole building.

### **Design Guidelines - Architectural Elements**

1. The forms of the architectural elements of a building should be consistent with the overall architectural approach or theme.
2. The architectural elements should maintain balance and proportion between themselves and within the overall composition.

### **Design Guidelines – Materials**

1. Building materials shall be constructed of durable, quality and easily maintainable materials.
2. Large areas of rough-cut wood, wide rough-cut lap siding, or large areas of T-111, plywood, or similar materials are prohibited. Vinyl siding is prohibited on the ground floor of commercial buildings.
3. Metal siding must have visible corner molding and trim, and a matte finish.
4. Pre-fabricated metal buildings with corrugated metal siding are prohibited.
5. Exterior building materials are prohibited from projecting or reflecting natural or artificial glare onto public streets.

## **9.14 DETAILS**

Architectural or building details refer to the minor building elements that contribute to the character, or architectural style of the structure, and may include moldings, mullions, rooftop features, the style of the windows and doors, and other decorative features. Architectural details that are used to articulate the structure may also include reveals, battens, material joint lines, and other three dimensional details that create shadow lines and break up the flat surfaces of a façade.

### **Design Guidelines - Architectural Detail**

1. Buildings should be designed with an appropriate scale of detailing to match how the building is experienced.
2. The architectural details of industrial elements (loading area, generators, exhaust vents or pipes, etc.) should match the materials and forms of the overall architectural approach.



## **9.15 MECHANICAL SCREENING**

Roof mounted mechanical equipment for heating, ventilating, and air conditioning can be a significant feature of the building design. Unscreened air handling equipment can detract from the architectural design if visually prominent. To avoid the visually detrimental appearance of this equipment, as well as antennas, satellite dishes and other equipment, several techniques should be employed to obscure their presence.

### **Design Guideline – Mechanical Screening**

Mechanical equipment shall be screened. Screening techniques which may be utilized include, but are not limited to, the following:

1. Provision of sStructures ~~should be provided~~ that screen the equipment.
2. Roof forms ~~to should~~ enclose the equipment.
3. Placement of tThe equipment ~~should be placed~~ so that it is not visible from public areas and neighboring sites.

## 9.16 UTILITIES

Treated similarly to service and loading areas, above grade utility boxes and trash receptacles in business areas will be screened.

### **Design Guidelines – Utilities Standard**

1. Utilities should be located behind buildings except where prohibited by purveyors.
2. Utilities should be screened by landscaping, fences, or walls that obscure the operations from adjacent streets.
3. Utilities, such as meters and switch boxes, should be placed behind walls or screened by landscaping.

*These trees serve two purposes, screening a loading area and screening utility vaults.*





## 9.17 SURFACE STORMWATER DETENTION FACILITIES

As discussed in Chapter 7 – Drainage, site planning considerations to accommodate rainfall and runoff in the northwest must include site features such as drainage, detention, and water quality treatment facilities. In developing site plans for new development, the volumes and flows of surface storm water determine the size of detention and water quality treatment facilities. Good site planning integrates these facilities into the overall site concept.

### **Design Guidelines – Stormwater facilities**

1. Stormwater facilities and Low Impact Development concepts will be integrated and support the preferred basin concepts adopted by the City of Marysville.
2. Stormwater facilities should be integrated into the site concept to provide visual amenity.
3. Stormwater infiltration facilities (paved pedestrian pathways) are encouraged and should be integrated within the landscaping concept for parking lots and site perimeters
4. Rain gardens, vegetated roofs, and use of roof water for irrigation are encouraged for Low Impact Development techniques.