

Marysville

Gateway Master Plan



MAKERS architecture and urban design
and
Nakano Associates

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Introduction

Why Gateways?

Gateways are a somewhat unique urban design feature given their ability to fulfill a variety of roles and purposes. In their most basic capacity they signify one's arrival into Marysville by identifying a sense of place, thereby providing a defining element for the community and a welcoming first impression for visitors. Gateways of this type are often achieved with signage, banners, art, or a unique urban design element, making them effective directional and wayfinding tools as well.

Other roles are slightly more subtle but equally important. Given their locations at major entry and exit points, gateways will frequently signify a welcome or change or transition. Whether it's a change in land uses, neighborhoods, special districts, or traffic speeds, the gateway can be a useful way to trigger a traveler's awareness of the situation and the implications.

The Marysville gateways identified in this Master Plan will serve five primary purposes. These include:

- Civic pride
- Welcome
- Wayfinding
- Informational
- Event advertisement

The gateways can also be designed to say "Good-Bye" on the reverse side.

Purpose of the Master Plan

The City of Marysville initiated the Gateway Master Plan because it saw an opportunity to create a cohesive plan that coordinates gateway features with other streetscape elements. The Master Plan is a framework of guidelines to be referred to during the design and implementation of both City and private developer projects. Specifically, this plan:

- Identifies the location and purpose for eleven gateway locations
- Offers a hierarchy of gateway elements with a cohesive design theme

- Provides a recommended palette of materials for the gateways, adjacent landscaping, and the streetscape
- Outlines policies that encourage implementation in a manner consistent with the goals of the City's Comp Plan

Process

Development of the Gateway Master Plan utilized an interactive process involving regular meetings and workshops between the consultant team and an advisory committee of approximately fifteen local stakeholders. These stakeholders, which included City staff, business owners, and residents, were selected to serve as an advisory committee because they represented a wide range of interests and objectives. They were particularly helpful with identifying what elements best reflected the character and values of Marysville, as well as the specific purpose for each of the ten proposed gateway locations.

The planning process was initiated in July 2006 with a workshop that included the consultant team and advisory committee. During the workshop a series of gateway images from other communities were reviewed and evaluated by the advisory committee for their appropriateness and appeal in Marysville. Using the input provided during this first workshop, the consultant team developed a conceptual plan for various gateway elements. A second workshop was scheduled to review these conceptual designs and collect additional input from the advisory committee. Following the second workshop the consultant team continued to refine the gateway concepts into a series of preferred design schemes, which were presented to the committee at a third and final workshop in November 2006.

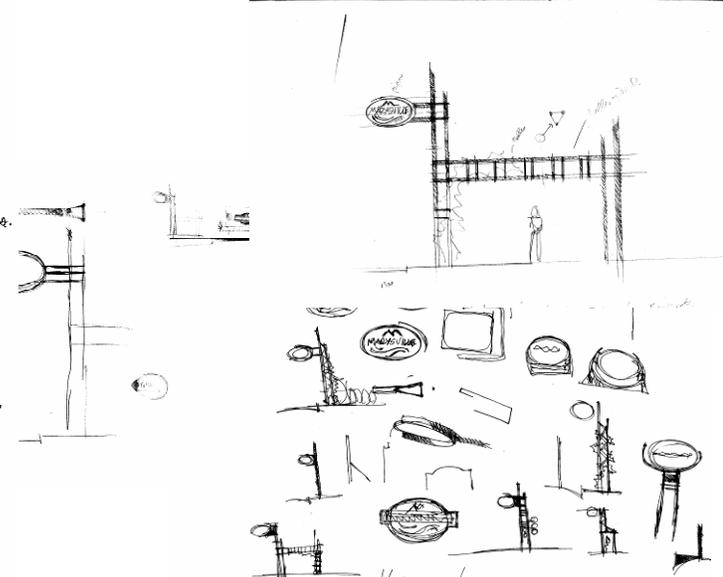
Big	Rate your preference for the element. (1 = unfavorable / 10 = favorable)	What aspects are positive? Scale, size, details, materials, etc.	What aspects are negative? Scale, size, details, materials, etc.
	1	too modern	
	2	life over hand make more modern retro	8 8th apples logo.
	3	vandalism	
	4	red letters (blue water / mountains) keep same on all gateway	

Streets trees
banners
street furniture
art

can be different

MAKERS architecture and urban design
Marysville Gateway Master Plan, Workshop #1
10/20/06

2



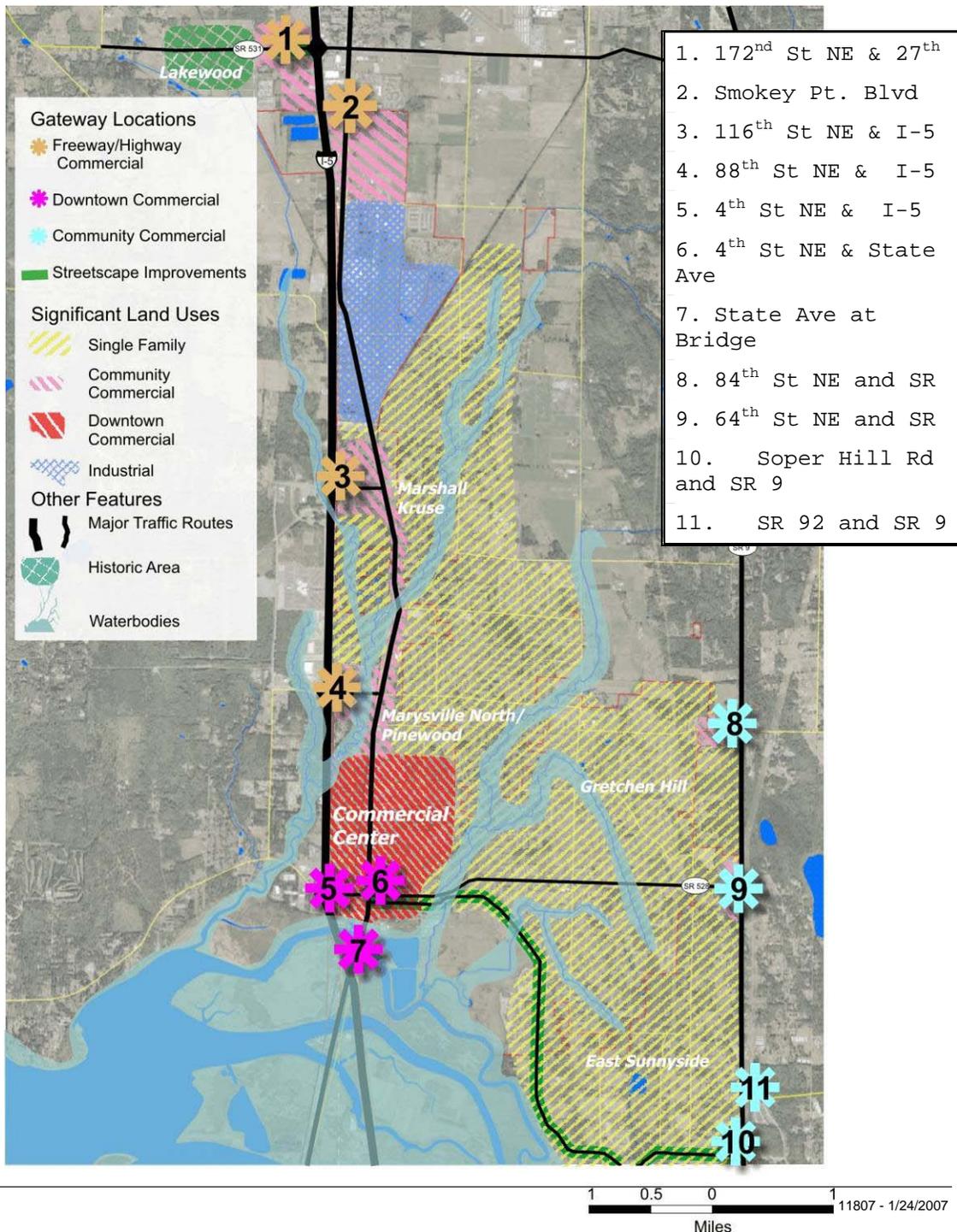
Input from the third workshop led to the development of this Master Plan.

Figure 1. Concept Images Generated Early in the Process

Proposed Gateways

Location

Eleven locations were identified by the advisory committee as appropriate sites for a gateway feature. These sites are listed, illustrated, and described below. In addition to the eleven gateways, Comeford Park in downtown Marysville was also identified for additional urban design enhancements that correspond to the gateway design concepts.



1. 172nd Street NE and 27th Avenue NE

This site is on SR 531 (172nd St) one block west of I-5 and signifies the entrance into Lakewood, a neighborhood in Marysville. It is a high visibility location supporting heavy traffic volumes of both local and regional visitors.

2. Smokey Point Blvd at North City Limit

This site is a major entrance to Marysville from the north. It is used regularly by local residents and provides good access to downtown.

3. 116th Street NE and I-5

This area is currently under development as a "gateway shopping center." It is located near a major interchange with I-5 and serves regional traffic as well as local residents. This area of 116th Street NE was identified for a gateway by the 2005 Comprehensive Plan.

4. 88th Street NE and I-5

This site is situated next to a major I-5 interchange. It was identified in the Comprehensive Plan as a gateway location that should have an attractive and consistent streetscape. The interchange is currently in need of beautification but is probably a lower priority than other gateway locations since there are no projects currently planned.

5. 4th Street NE and I-5

This site is a major entrance into downtown Marysville off of I-5 into downtown. There is an existing gateway structure at this site that needs to be modified / updated to fit within the context of this Master Plan.

6. 4th Street NE and State Avenue

This is a key intersection in downtown Marysville. There is a new Walgreen's being developed at this site which includes a small plaza/retail structure at the corner.

7. State Avenue at Bridge

The bridge crossing Ebey Slough is a major entrance into Marysville from the south. Washington State Department of Transportation is replacing the old steel bridge with a new concrete structure, creating an opportunity to integrate a gateway feature with the new bridge design.

8. 84th Street NE and SR 9

This site is in a neighborhood-commercial area with redevelopment potential. 84th Street NE is an important access point from the east.

9. 64th Street NE and SR 9

This site is on SR 528 (64th St), which is a principle arterial providing access to Marysville from the east. There are major development plans for this intersection, including a Wal-Mart on the northwest corner.

10. Soper Hill Road and SR 9

This site is currently outside the City limits, making it a lower priority compared to other gateway locations. However, City annexation of this area and future growth is expected to be significant, making it an important thoroughfare for vehicles traveling west to Marysville, I-5, and Everett.

11. SR92 and SR 9

This site was recently annexed to the City. This gateway will be located at a planned extension of the SR92 intersection at Highway 9. The Whiskey Ridge subarea plan identifies this as a gateway into southeast Marysville.

Types

The proposed gateway sites have been categorized as freeway/ highway commercial, downtown commercial, and community commercial based on the character of their surroundings.

Freeway / Highway Commercial

Gateways one through four are located on major freeway and highway corridors, making them important gateways for both local residents and visitors from elsewhere in the region.

Downtown Commercial

Gateways five through seven are located in and around downtown Marysville. They differ from the other gateways being proposed in that they are designed to function at the pedestrian scale and serve a key role as wayfinding tools.

Community Commercial

Gateways eight through ten are located at small scale neighborhood-commercial developments. They are oriented primarily toward the residents who live in surrounding single-family neighborhoods.

Purposes

Each of the proposed gateways serves a unique purpose based on its location and type. The purposes summarized below were developed during workshops with the Master Plan advisory committee.

Purpose	Gateway Location											
	1	2	3	4	5	6	7	8	9	10	11	
Civic Pride	X	X	X	X	X	X	X	X	X	X	X	X
Welcome	X	X	X	X	X	X	X	X	X	X	X	X
Wayfinding					X	X						
Informational		X				X						
Event Advertisement	X	X	X	X	X	X	X	X	X	X	X	X

Design Principles

The following overarching principles should be applied to the design, installation/construction, and maintenance/upkeep of gateways.

Principle 1: Implement over time as opportunities arise

Gateways should be implemented as components of capital investments or private developments. A private developer should be encouraged to construct a gateway as a component of their plan. The City shall negotiate with the developer to either collect fees for municipal construction of a gateway or the developer should construct a gateway that complies with the City's Gateway Master Plan. Capital projects should reference this plan and where possible, incorporate the construction of gateway(s) into the project. Construction of capital projects should not preclude construction of future gateways.

Many locations within Washington Department of Transportation (DOT) ROW have been identified as appropriate locations for gateways. As projects are initiated within these ROWs the City should explore partnerships with DOT to enhance the interstate and the many highways that are adjacent to or in many cases run through Marysville.

The City currently has signage in place to designate Public facilities or to aid in the location of the facilities. As the signs become outdated they should be replaced with signage that is coordinated with the elements of this plan.

Principle 2: Consider the long-term maintenance and upkeep

The materials and components used for gateways should be durable and maintainable with the City resources. At a minimum, the lights, signage, and landscaping should be consistent with the City's existing palette to allow for efficient and economical maintenance and upkeep. In addition, all gateway elements should be vandal proof.

Principle 3: Gateway designs should be simple in character

The gateways should be free from excessive embellishments and limited to the recommended design palette. Where possible the following key elements should be used as common motifs:

- Metal Trellis
- Masonry block base

- Landscaping
- Logo and the red and blue colors

Principle 4: Pedestrian amenities such as benches should be incorporated into gateways

Street furniture should be incorporated into gateway plans when they are located within areas of pedestrian activity and the available ROW can accommodate furniture.

Principle 5: Landscaping should be an integral component of each gateway plan

Gateway elements should be set off by planters containing shrubs and trees that offer visual interest and relate/connect the gateway and the surrounding streetscape.

Principle 6: Flowing water can be incorporated as a feature element

The watershed that flows through the downtown and Ebey Slough that borders the southern portion of downtown is a strong Marysville image. The existing gateway at 4th Street and Interstate - 5 includes water as a feature element. Incorporating flowing water in a gateway can play tribute to its contribution to Marysville's image.

Principle 7: Gateways should be sized and positioned appropriately for the location.

The size and scale of the gateway should not overpower adjacent landscaping, buildings or other site features or obstruct visibility of nearby businesses. Gateways should be located outside of vehicular lines of sight while being visible and legible from streets and paths.

Common Element Guidelines

The use of common, repeated elements on each of the gateways will unite the individual gateways.

Materials and Color Palette

All gateway materials and colors should be architecturally compatible with the guidelines set forth below. Gateway design should consider adjacent land uses and roadway function and configuration, site features, available site area, view corridors, and natural features.

- The gateway bases should be constructed of smooth face masonry units. Colored concrete block should be used with faces ground to expose the variegated stones. Color should be similar to what is illustrated in Figure 2 below, medium grey concrete with dark grays, greens, and reds for the exposed aggregate.
- The top of the block walls should have a solid precast concrete coping between 2" and 4 " thick of a dark gray to match the masonry blocks.
- Trellises should be constructed of welded steel tubes 2" to 3" wide with a baked enamel treatment in a flat black.
- All gateways should have an engineered concrete footing.
- Stainless steel should have a satin finish, semi-reflective with a hairline texture running through it. Refer to Figure 3 below.

Figure 2. Concrete Masonry Block



Finish

Figure 3. Satin



Stainless Steel

Logo

The logo was developed with input from the advisory committee. The design intent is to reflect Marysville's unique setting and values. Surrounding mountains and water are represented by the swooping "waves" at the top and bottom. The font style reflects a growing community built on small town values.

Individual components, the swoops or text, can be used separately or as a complete entity.

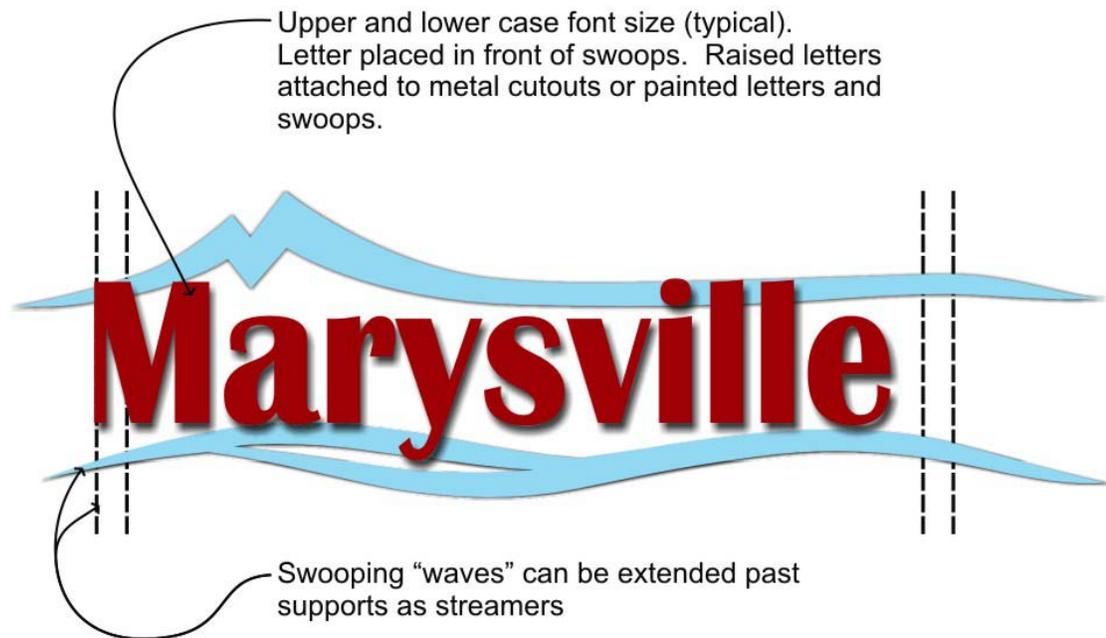


Figure 4. Recommended Logo

Sign Text

The text messages conveyed to the public on the signs should be clear and concise.

- All sign text should be similar to Optima in upper and lower case. See Figure 5 below.
- Monument sign lettering should be legible from the distance of the intended audience (i.e. motorist, pedestrian). The height of a typical letter should range from 6 to 12 inches. Exceptions may be considered for special site conditions that may warrant larger lettering for visibility. Lettering height should be determined based on site specific conditions to ensure legibility.
- All text should be in the identified red color.
- Lettering on large and medium sized signs should be dimensional with flat edges and a baked enamel finish.
- All dimensional lettering should be stud mounted over the top of the flat cut blue metal swooshes.
- Lettering on small signs should be painted onto the backing surface.



Figure 5. Suggested Font Style and Color

Lighting

Sign illumination should complement the setting. Illumination shall be designed to avoid nuisances or hazards.

- All gateways should be externally illuminated from a ground source on a photocell or timer.
- Light sources should be concealed from pedestrians' and motorists' "line of sight." Avoid light spill onto adjacent areas.

- External light sources should be constructed of durable materials to withstand the effects of weather and vandalism.

Landscaping

Landscaping should be an integral component of each gateway. Gateway designers should follow the existing codes regarding screening, spacing, and density. This will ensure that plantings follow a similar pattern to what is currently allowed in the City. The planting should be designed for each type of gateway described below.

Freeway/Highway Commercial

Planting should provide seasonal color and an appealing visual impact throughout the year. Since these locations will be located near busy roads and viewed by fast moving traffic, we recommend that the shrub plantings create broad swaths and bold patterns. Groundcovers and large scale trees should be located in ways that emphasize the patterns created by the shrubs.

Downtown Commercial

Highlight the character of downtown and focus on the pedestrian experience by creating more intricate planting schemes using a variety of evergreen and deciduous plants. Plant a backbone of evergreens for year round interest and emphasize the seasons using deciduous plants with beautiful blooms and strong fall colors. Select street trees with bold fall colors and bright blooms.

Community Commercial

Create a landscape planting that matches the scale of the surrounding neighborhoods and shopping centers. Use mass plantings where appropriate and highlight the gateway with splashes of seasonal color. Use both evergreen and deciduous trees in a way that highlights the gateway. For gateways located on the boarder between neighborhoods and more rural locations; use a blend of native plants to create a rural character.

Note: Gateway sites bordering streams and estuaries should include a combination of gateway and native

plants. Gateway plantings should be used along the road and around signage. Use native plants to blend back toward the stream or estuary. Select native plants that respond best to the environmental conditions on site.

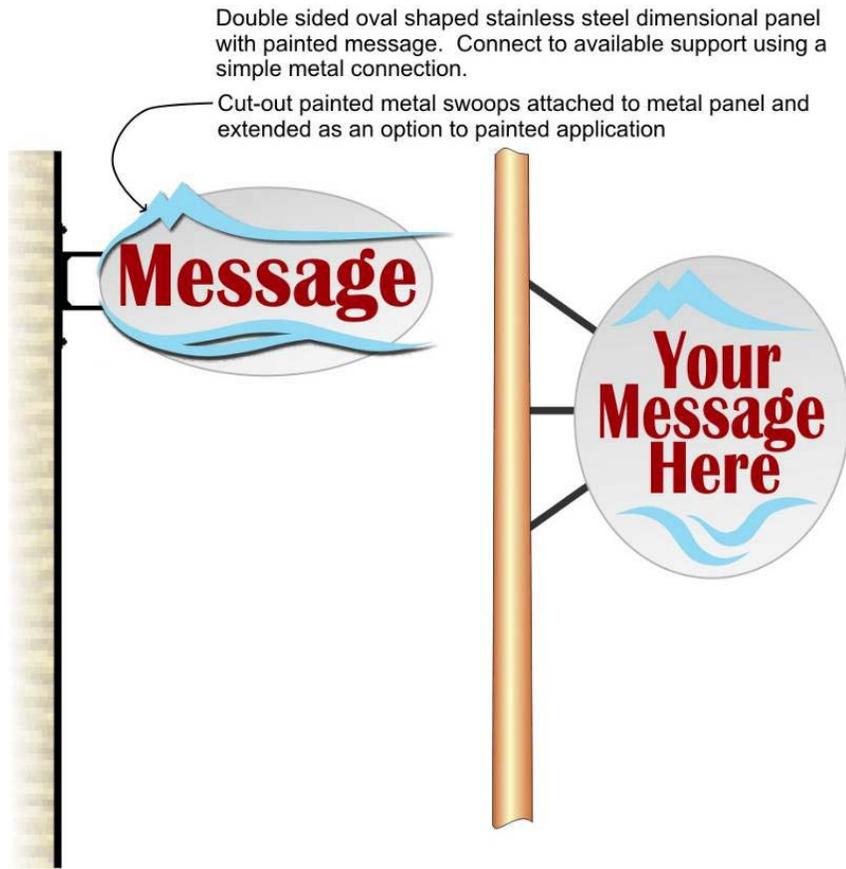
Gateway Design Concepts

The following concepts are provided as guidelines to be applied during the refinement of each particular gateway at a particular site. Design may warrant some deviation. However, the effort should be made to adhere to the overall design intent and remain consistent with the common elements - material, color, logo, sign text, lighting, and landscaping.

Small Scale – Informational

A small scale sign for use within pedestrian orientated areas. A horizontal or vertical oval shaped stainless steel backer, solid or perforated, with painted swooping logo elements on the top and bottom. Painted message of matching font style located in middle. Sign can be surface or post mounted.

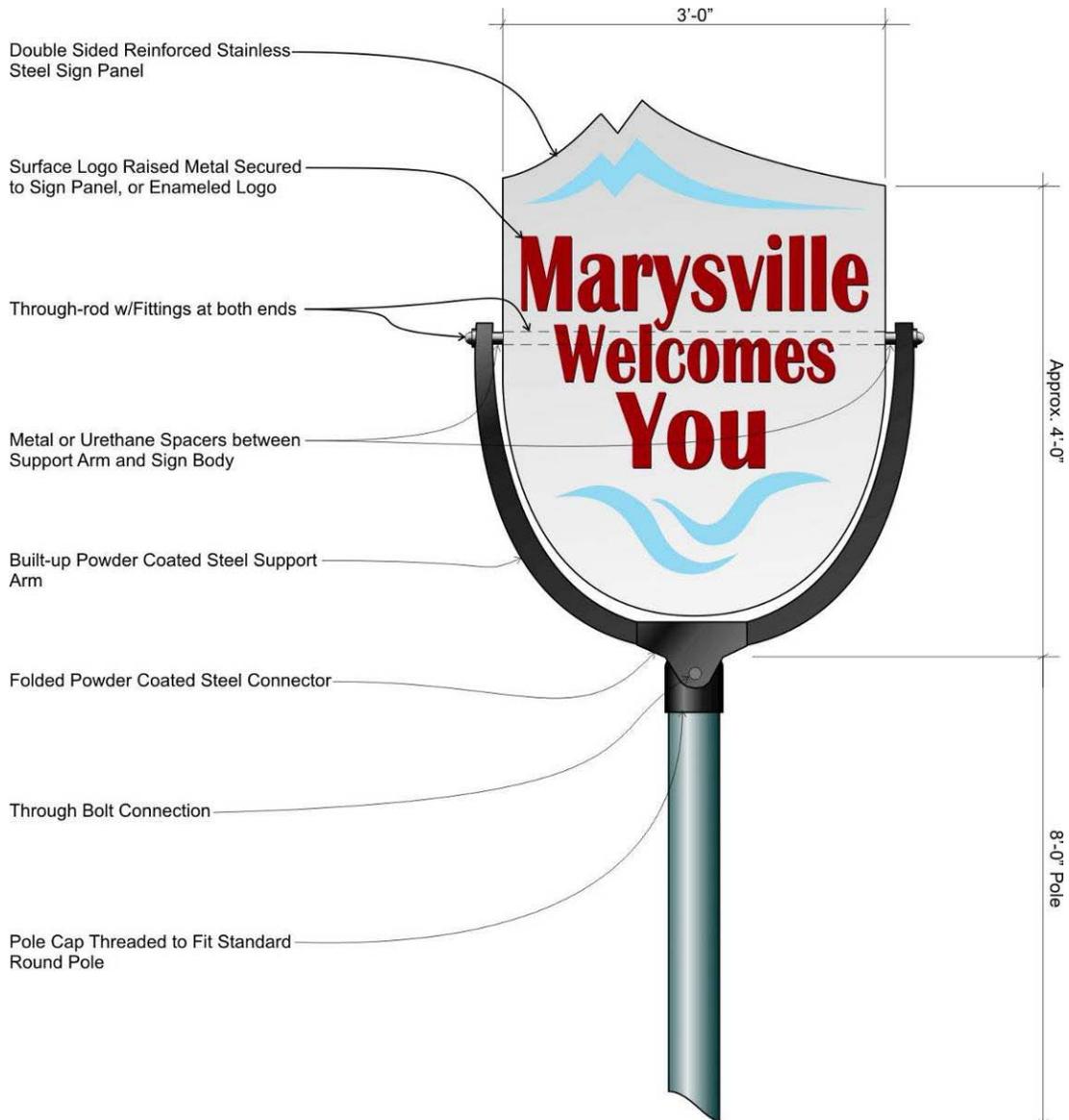
Cost Estimate: \$2,000 (assumes a volume discount through multiple sign orders)



Medium Scale – Post Top Mounted

A medium scale, double sided metal panel with painted logo elements and message similar to small scale informational sign. Sign is ideally located within the streetscape where available ROW is limited and there is a mix of pedestrian and motorists pass by traffic.

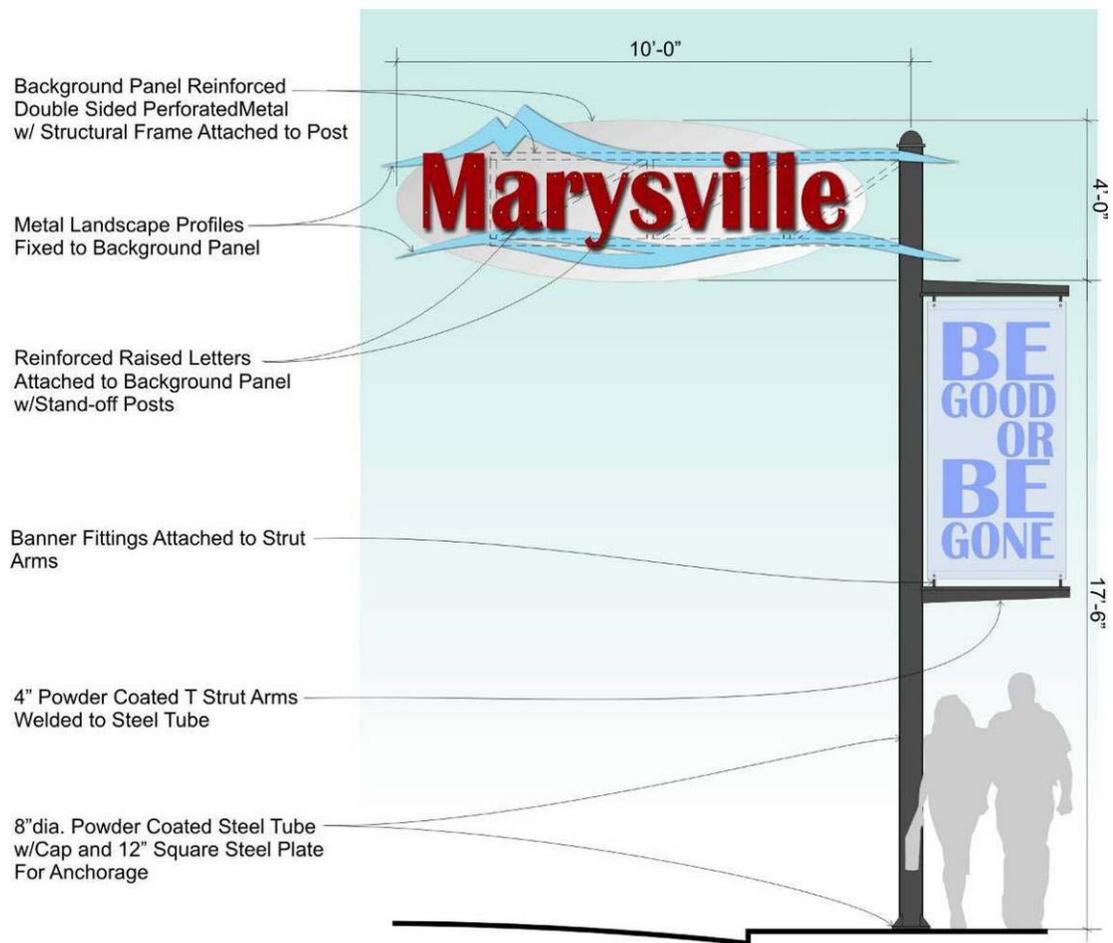
Cost Estimate: \$4,000 (assumes a volume discount through multiple sign orders)



Medium Scale – Cantilevered

The medium scale cantilevered sign is offered for situations where an over roadway gateway offers the most visibility since motorists are the predominate form of traffic. The post does however offer the opportunity to incorporate a pedestrian scale sign. Brackets can be added for banners.

Cost Estimate: \$53,000 (includes pole)

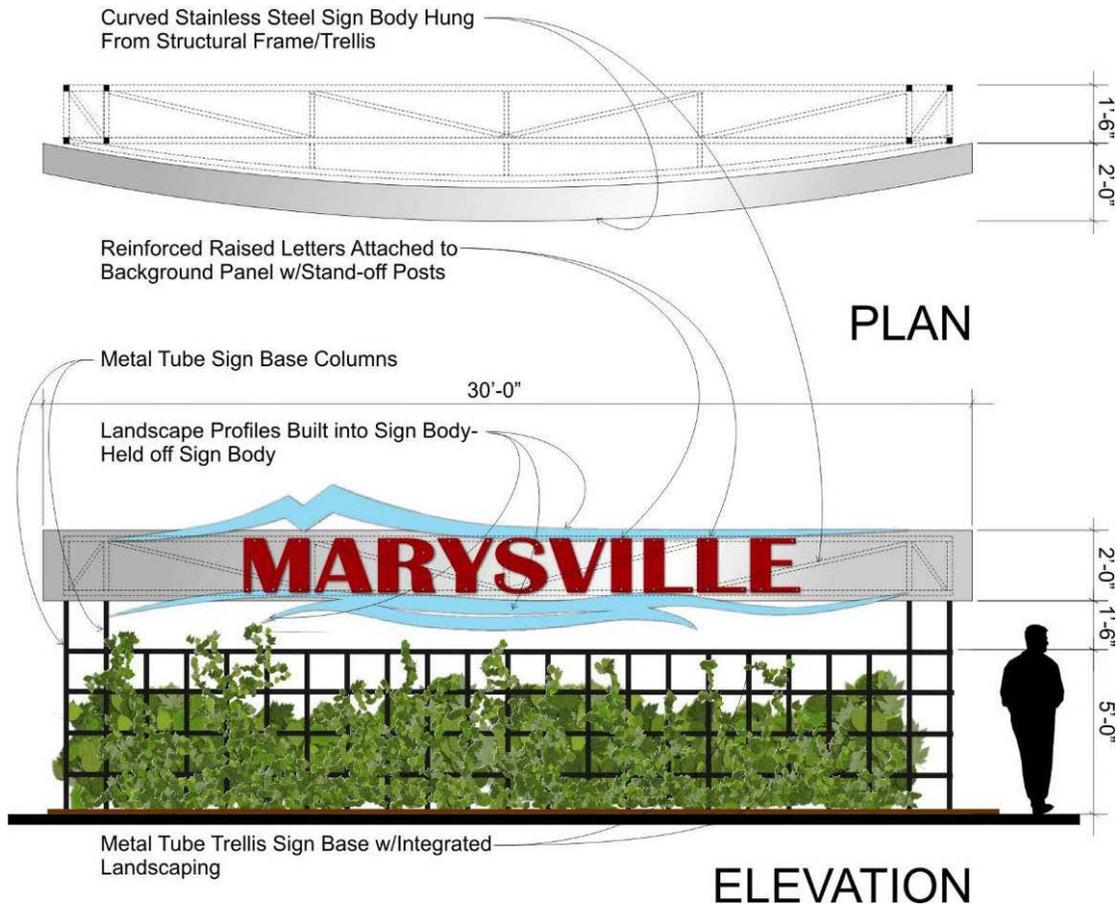


Large Scale – Horizontal

A large scale horizontal sign is offered for locations where visibility from a distance is desired and/or where motorists are moving quickly past the gateway. Footprint requirements are a significant consideration for large scale horizontal gateways.

A stainless steel backing panel with swoosh elements on top and bottom and "Marysville" in all capitals in the middle. Could be constructed with or without a concrete masonry base. The illustration below shows the gateway without a concrete masonry base.

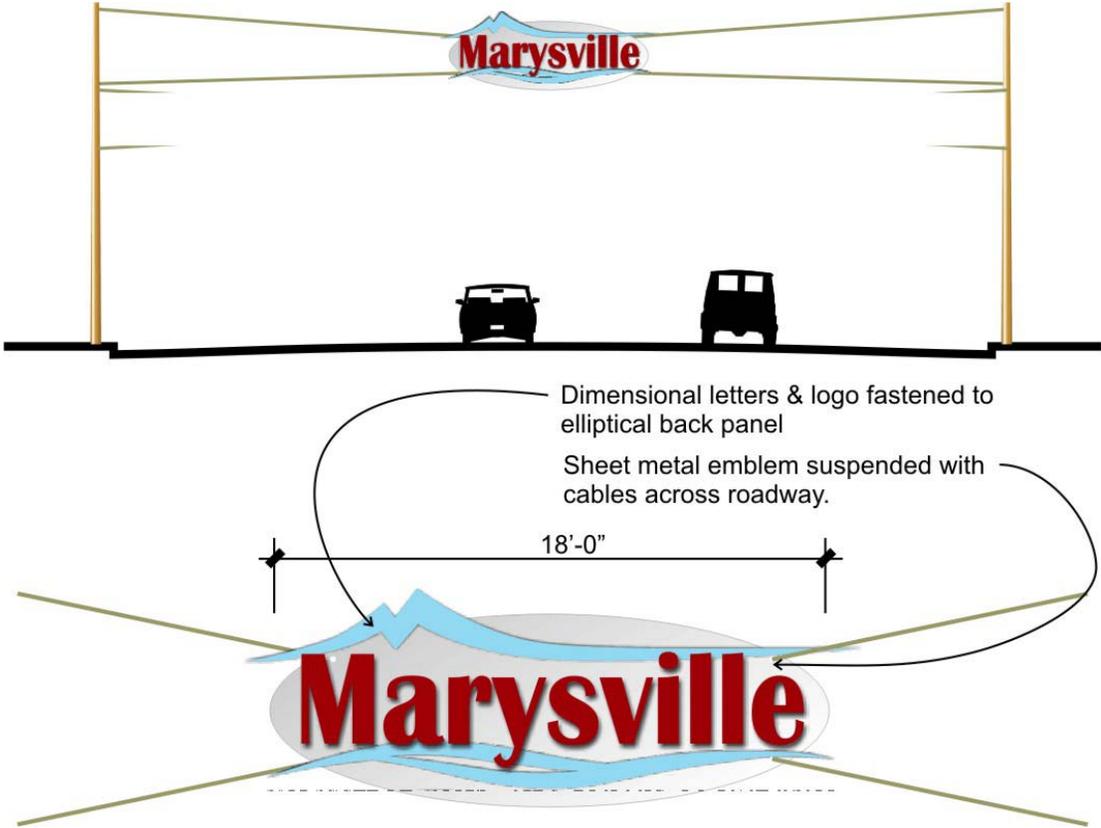
Cost Estimate: \$61,000 (includes base lights, trellis, landscaping, etc.)



Large Scale – Suspended Horizontal

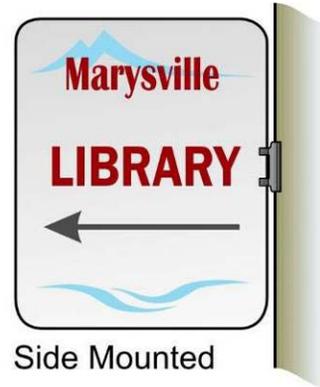
A large scale suspended sign is offered for over roadway applications.

Cost Estimate: \$44,000 (includes cables but not poles)



Directional Signs

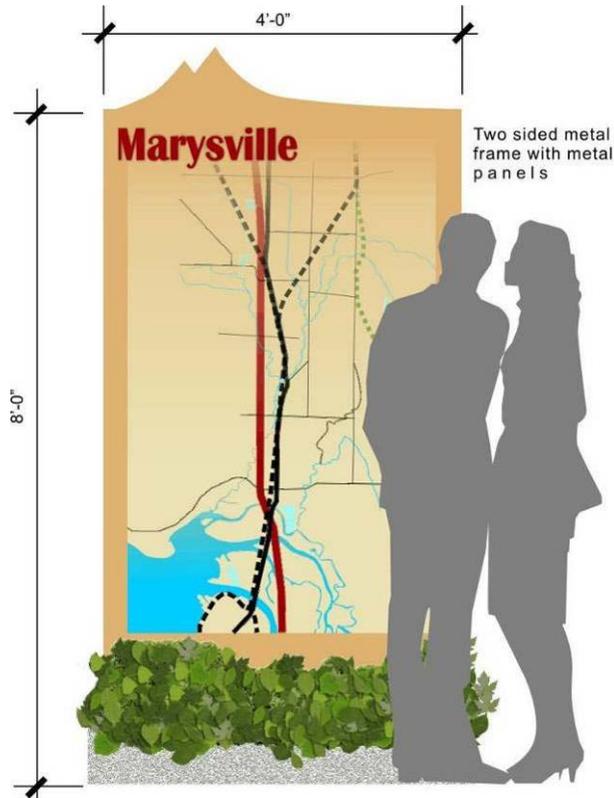
The following directional signs are suggestions as City fabricated directional signs. The design intent is to frame the directional information with the logo.



Directional Kiosks

A monument type of kiosk can be placed in public spaces where pedestrians look for directions to destinations throughout the city.

Cost Estimate: \$14,000 (assumes a volume discount through multiple sign orders)



Informational Reader Board

As with the directional kiosk a monument type of kiosk with an electronic reader board could be placed in civic spaces or at locations where large amounts of community members pass by as pedestrians or motorists.

Cost Estimate: \$71,000 (includes electronic reader board on one side)



Landscape Palette

Plant palettes have been generated to enhance the types of gateways indicated in Section II.B. of this report. As mentioned above the gateway types are Freeway/ Highway Commercial, Downtown Commercial, and Community Commercial. The plant palette is derived from the "Administrative Landscaping Guidelines" for the City of Marysville and augmented with additional plants. A three-letter code is placed in front of each plant name to indicate if the plant is best suited to one of the three gateway types listed above.

Three-letter prefixes are as follows:

FRE = Freeway/ Highway Commercial
DTC = Downtown Commercial
COM = Community Commercial

PLANTS THAT GROW WELL IN WET PLACES

Trees

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

Shrubs

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

PLANTS THAT GROW WELL IN DRY PLACES

Trees

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

Shrubs

Acacia sp. - Acacia
Arbutus unedo - Strawberry Tree
Arctostaphylos sp. - Manzanita
Artemisia sp. - Varies
Atriplex caescens - Saltbrush

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

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

RECOMMENDED STREET PLANTINGS

Small Trees

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

Medium Trees

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

Large Trees

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

Shrubs

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

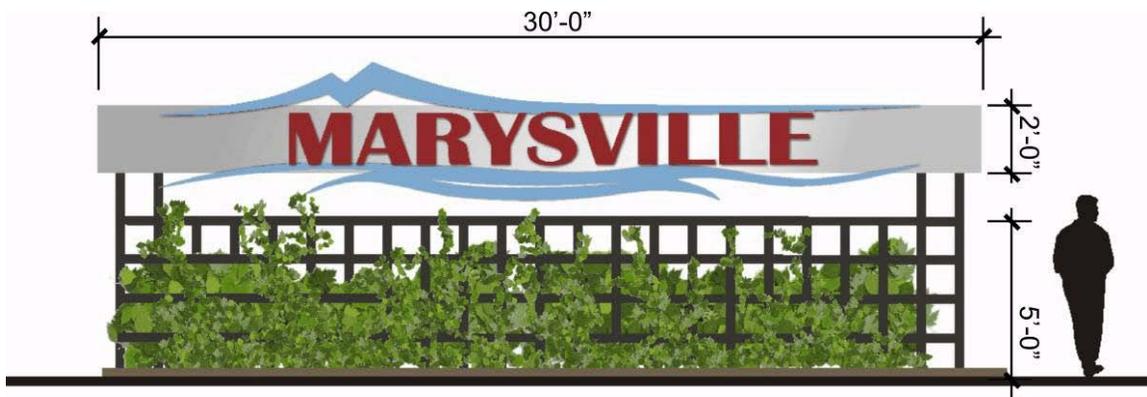
Ground Covers And Vines

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

Applications

172nd Street NE and 27th Avenue NE

A large scale horizontal sign is suggested for this gateway location.



116th Street NE and I-5

The large scale - horizontal gateway concept will be applied at this location.



88th Street NE and I-5

The medium scale - post top mount gateway concept will be applied at this location.



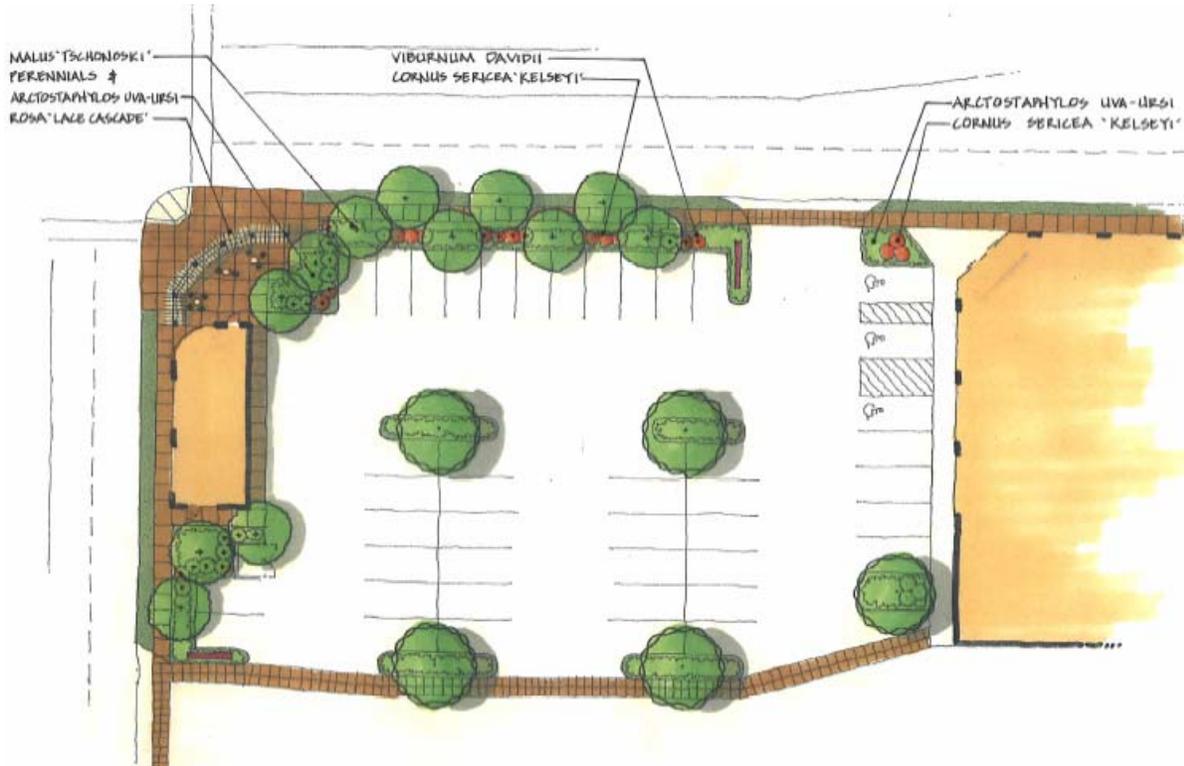
84th Street NE and SR 9

The large scale horizontal gateway concept could be applied to either the northwest or southwest intersection corners.



4th Street NE and State Avenue

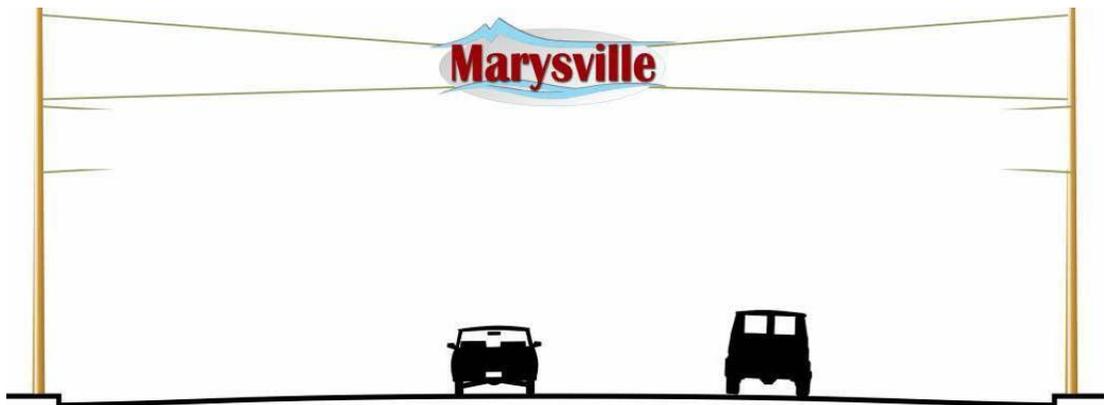
A new plaza / retail structure is being considered for this location in conjunction with other redevelopment efforts occurring on the southwest quadrant of 4th Street and State Avenue). It is possible that a gateway element could be incorporated with the plaza design.



State Avenue at Bridge

The large scale - suspended horizontal gateway concept will be applied at this location upon completion of the new bridge over Ebey Slough. Although it is not being illustrated in the graphics below, it is possible that some lateral portions of the existing bridge structure could remain in place to serve as tie-offs for the gateway cables.

The structural integrity of the vertical supports for an over roadway banner may be problematic. A detailed engineering analysis will be required to determine the feasibility of this concept. Vertical banners may be a more practical alternative.



Comeford Park

Comeford Park will be modified to include a unique pedestrian scale gateway feature at the southeast corner of the park.



64th Street NE and State Route 9

A large scale horizontal gateway is suggested for the corner of State Route 9 and State Route 528 where a new Wal-Mart is proposed. The gateway could be used to screen from the roadway the stormwater detention pond planned for this corner.

