CITY OF MARYSVILLE
Marysville, Washington
ORDINANCE NO. 2922

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 March 12, 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:

<table>
<thead>
<tr>
<th>Ordinance</th>
<th>Title (description)</th>
<th>Effective Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>2922</td>
<td>SPMP Design Guidelines Amendments</td>
<td>April 22, 2013</td>
</tr>
</tbody>
</table>

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 3rd day of April, 2013.

CITY OF MARYSVILLE

By: JON MUNSON, MAYOR

Attest:

By: ____________________________
CITY CLERK

Approved as to form:

By: GRANT K. WEED, CITY ATTORNEY

Date of Publication: 4-17-13

Effective Date: 4-22-13 (5 days after publication)
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 Maller, Planning Commission Chair
Chapter 9  DESIGN GUIDELINES

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.

<table>
<thead>
<tr>
<th>Design Guidelines – Service Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Service areas will be located behind buildings.</td>
</tr>
<tr>
<td>2. Service areas should be screened by landscaping, fences, or walls that obscure the operations from adjacent streets. &quot;Screening&quot; includes distance from street, location of on-site parking and other site landscaping.</td>
</tr>
<tr>
<td>3. Service courts are encouraged when the development includes multiple buildings.</td>
</tr>
<tr>
<td>4. Service courts are encouraged as shared facilities between sites or where they can be accessed for shared driveways.</td>
</tr>
</tbody>
</table>
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 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.

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.

Design Guidelines – Pedestrian/Employee Amenities
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

Smokey Point Master Plan
City of Marysville
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 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.
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.
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 structures should be provided that screen the equipment.
2. Roof forms should enclose the equipment.
3. Placement of the 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.