

Design Guidelines

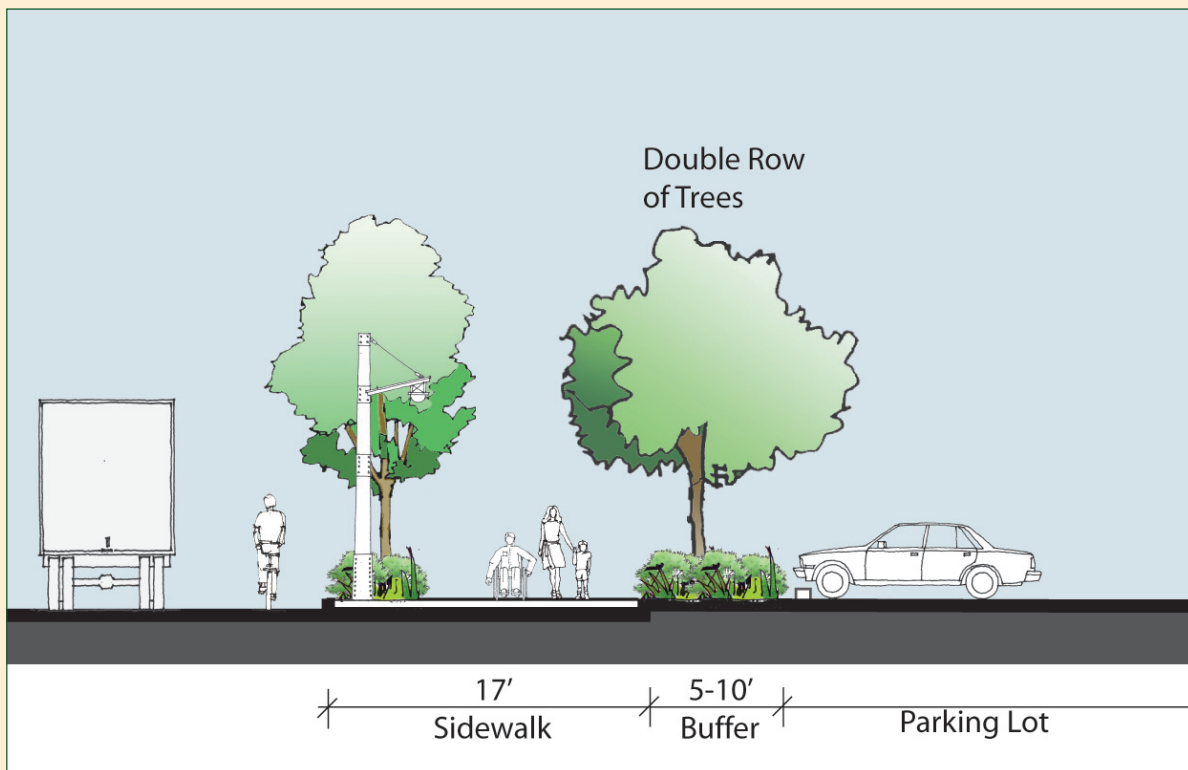
B STREET DESIGN GUIDELINES

Orientation and Layout

- Allow parking along the sides and rear of lots, accessed by side streets and rear alleys.
- Where parking abuts the right-of-way, create landscaped buffers between the sidewalk and parking lots to minimize the impacts on the pedestrian environment.
- Minimize the presence of curb-cuts and driveways along B Street by encouraging vehicular access to buildings from side streets.

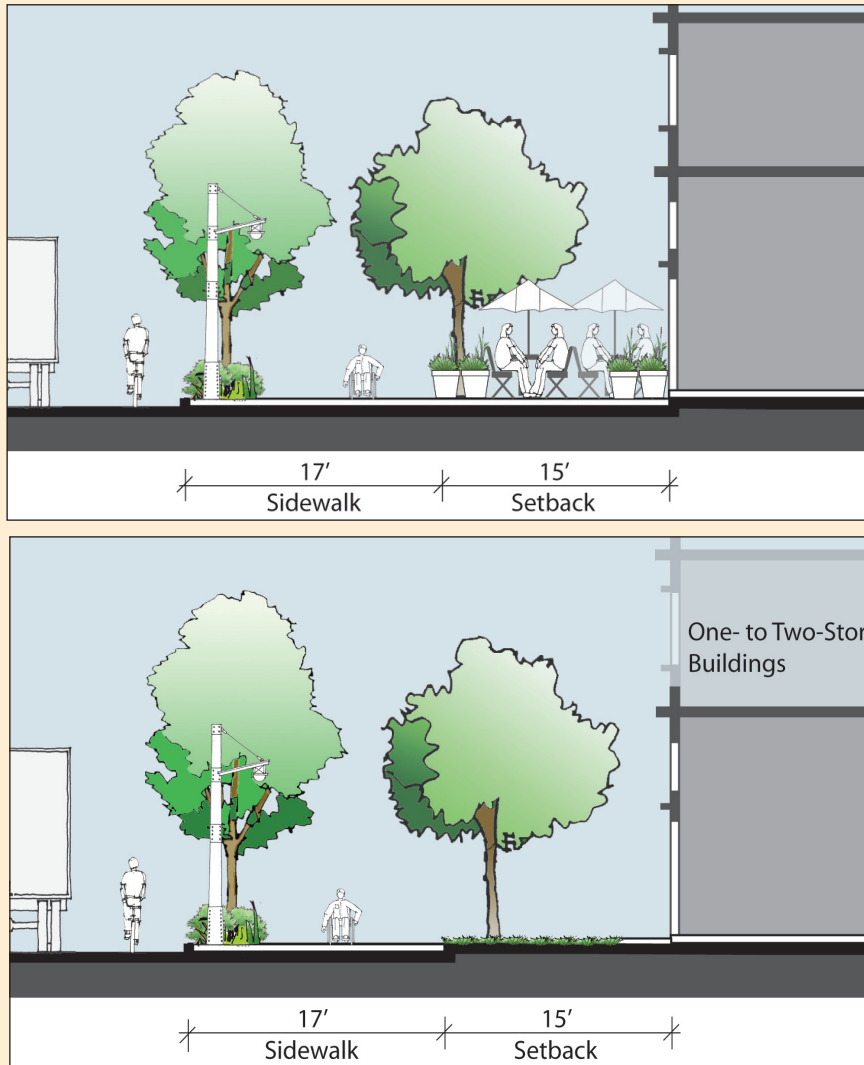


A buffer on both sides of the sidewalk enhances the pedestrian experience.



Massing and Setbacks

- Encourage the location of the majority of the building facades and commercial entrances to buildings along B Street.
- Provide building heights in keeping with the nature of B Street, such as one and two story buildings.
- Allow up to 15 feet wide front setbacks to provide additional room for outdoor seating, spill out uses from adjacent buildings, landscaping and other pedestrian amenities.



Public Realm Articulation

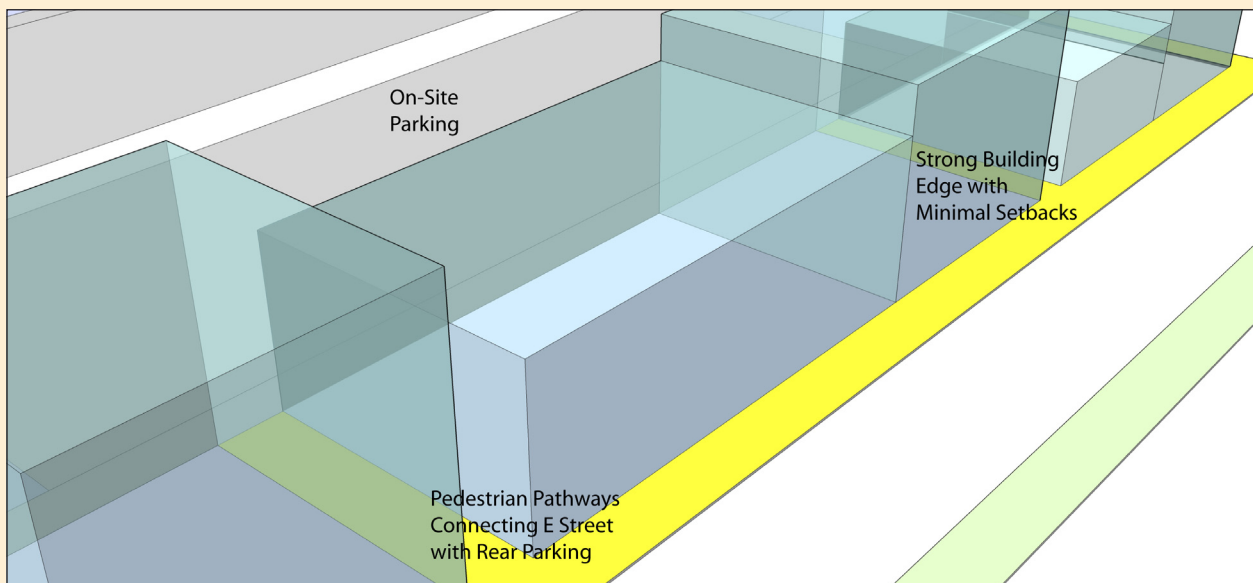
- Provide adequate shade along the east side of B Street with street trees lining the sidewalk.
- Where the sidewalk is widened through increased setbacks, ensure the sidewalk is shaded for pedestrians by providing additional landscaping and a second row of trees along the sidewalks.
- Encourage a boulevard feel along B Street with striking green canopies along both sides of the street to complement the lake.

E STREET DESIGN GUIDELINES

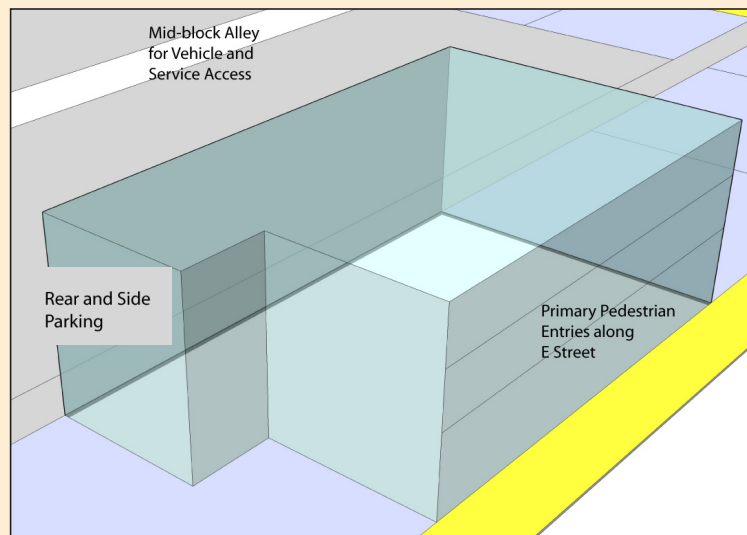
Design guidelines for buildings along E Street will increase the effectiveness of right-of-way improvements intended to improve safety, efficiency, and connectivity for all users. For the best outcome, street improvements must coincide with supportive building design guidelines.

Orientation and Layout

- Create a strong building edge along E Street to define the public realm, maximize visibility of commercial uses, provide “eyes on the street,” and limit turning movements to intersections. “Eyes on the street” refers to the concept that where people are out on the street, natural surveillance reduces criminal behavior.

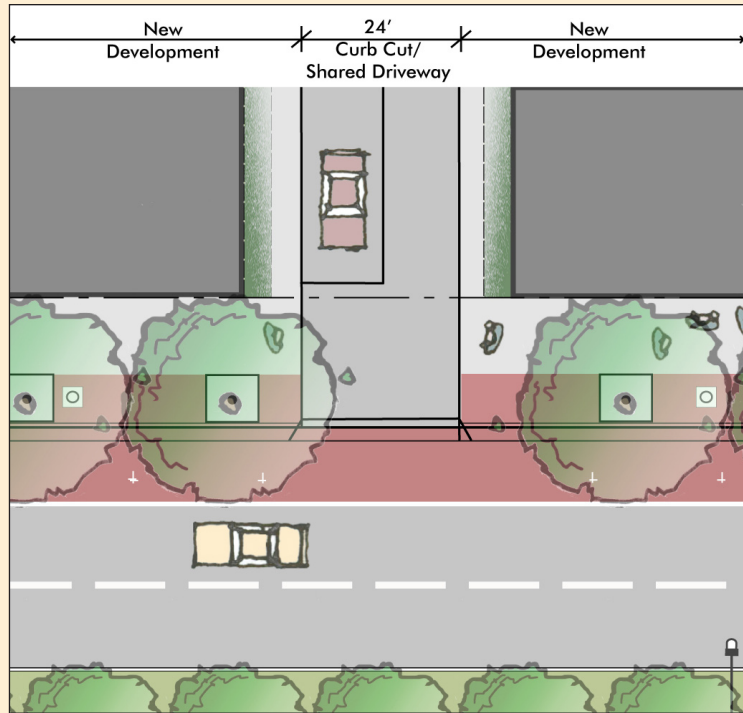


- Locate parking in the rear of the lot, accessed by side roads and existing alleys. Incorporate pedestrian pathways between buildings to link rear parking lots with E Street and to provide convenient and secure access



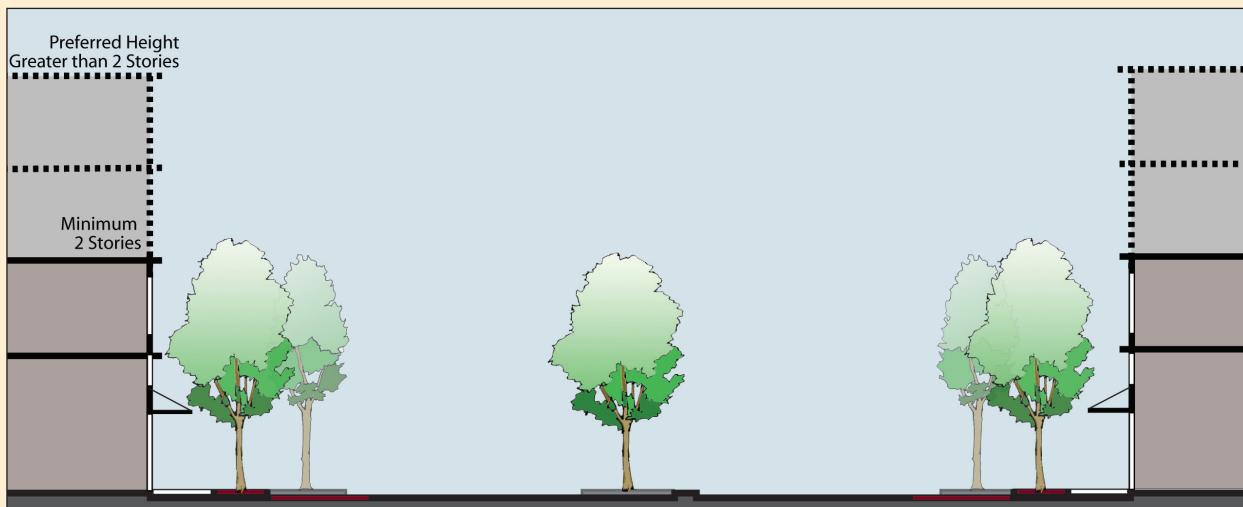
Parking behind and beside buildings is easily accessible from the street through alleys, plazas, and pocket parks.

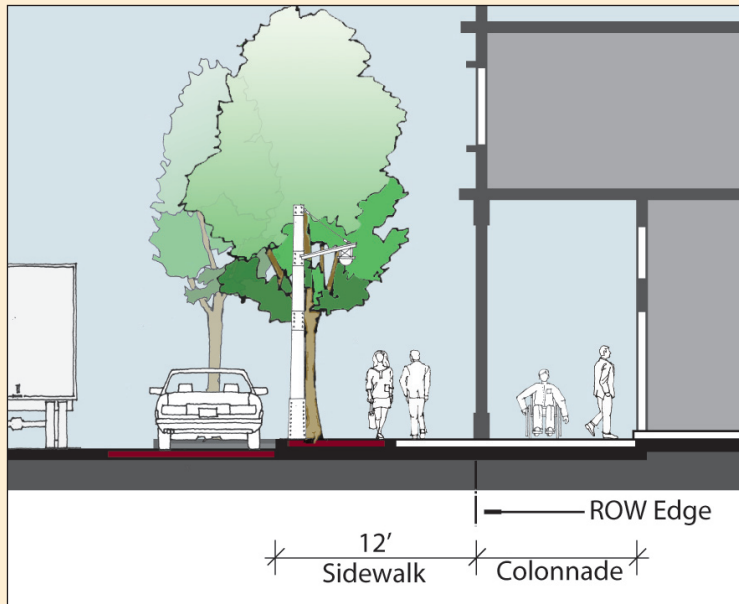
- Minimize the presence of curb cuts and driveways on E Street. Many businesses are served by multiple driveways. Traffic turning across sidewalks creates a conflict with pedestrians. Multiple turning movements also reduces through capacity for the street.
- Where possible, consolidate and narrow existing driveways to 24 feet in width to minimize conflict points between pedestrians and vehicles.
- Where driveway do exist, restrict movements to right-in and right-out only by continuing the raised median.
- Continue sidewalks across driveways. Do not design driveways like intersections.



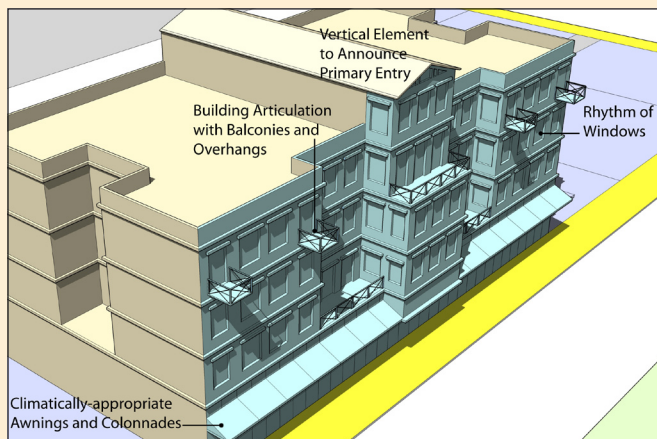
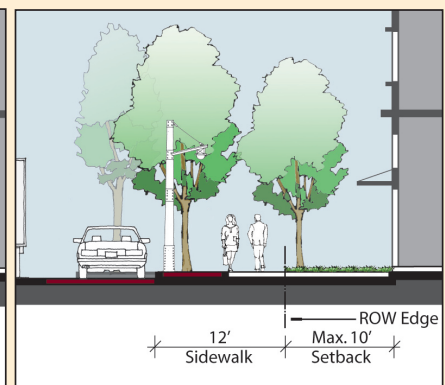
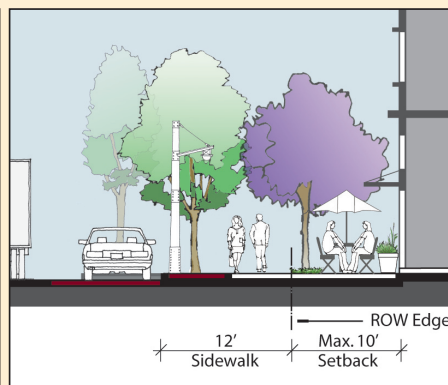
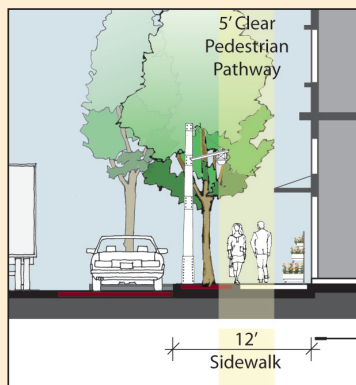
Massing and Setbacks

- Encourage building heights in keeping with the historic buildings along E Street, such as the State Theater and the Marysville Hotel.
- Ensure minimum building heights of two stories to provide some sense of enclosure along the street.
- Encourage heights of 15 to 20 feet floor-to-floor for commercial uses and 10 feet for residential floors
- Respect adjacent historic buildings in scale and massing.





- Where possible, encourage the use of 10 to 15 feet wide colonnades along the ground floor of buildings as climatically-sensitive and appropriate means for extending and enhancing the pedestrian environment.
- Allow maximum 10 feet building setbacks to provide additional room for outdoor seating, spill out uses from adjacent buildings, landscaping, monuments, signs, and other pedestrian amenities.
- Allow buildings to be built to the right-of-way provided building spill out uses do not compromise minimum five feet wide clear pedestrian pathways along sidewalks.



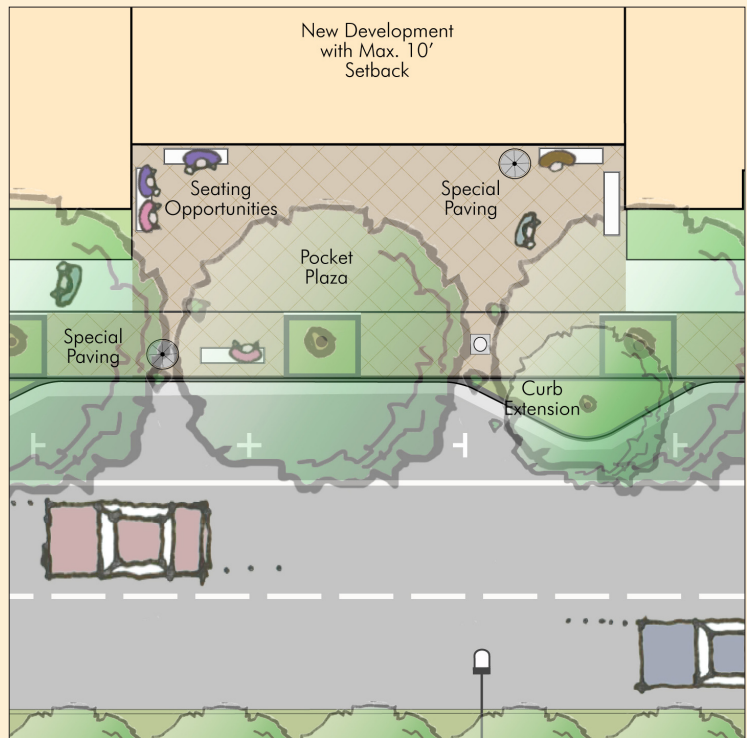
Building Articulation

- Locate most of the building façade along E Street.
- Maximize the number of primary pedestrian building entries along the façade facing E Street.
- Break the mass of larger and longer buildings with distinguishing architectural features, such as vertical elements and minor setbacks.
- Emphasize the primary entry of buildings with vertical elements.
- Articulate front facades with a rhythm of windows, both along the ground floor and upper floors.
- Ensure the ground floor is as transparent as possible to connect the pedestrians and building users.

- Minimize glare and heat gain caused by transparent glass by providing appropriate sun shade elements including awnings and deep overhangs. Integrate climatically sensitive building elements such as loggia, shaded walkways and colonnaded pathways into the overall architecture and façade of the buildings.
- Include pedestrian pathways between buildings connecting rear parking lots to E Street to improve accessibility and create a permeable built edge.
- Encourage the design of grand and distinctive buildings along E Street in keeping with its role as the gateway to Marysville.

Public Realm Articulation

- Celebrate key nodes along E Street like entryways of important community gathering buildings with pocket plazas through building setbacks and curb extensions. Distinguish nodes with special paving and seating opportunities.
- Use a contextually- and climatically-appropriate tree palette for street trees along E Street. Tree species such as London Plane are resilient in urban environments, easily maintained, and provide significant shade.
- Encourage the use of distinctive trees at curb extensions that do not block lines of sight. Ornamental trees, such as Eastern and Western Redbud, and Crepe Myrtle provide striking color contrast, attractive flowerings, and are smaller in size than full growth trees. See appendix for additional species information.
- Provide visual elements such as vertical historic markers within sidewalks to enhance the unique experience of E Street
- Create zones within the roadway public realm as described on pages 20-24.
- Select plants that will not encroach into the pedestrian zone or limit visibility when mature.



Building Use and Historic Preservation

- Encourage mixed use buildings along E Street with pedestrian friendly ground floor uses like cafés, restaurants, shops, and office and/or residential on upper floors.
- If uses are auto-oriented, design should be respectful of other buildings, with parking and other auto uses behind buildings
- Encourage the adaptive re-use of historic buildings along E Street to capitalize on existing assets along the corridor that contribute to the pedestrian environment and add to the richness of the City's fabric.

