



Snohomish County
Urban Center Development Plan

POINT WELLS DEVELOPMENT PROJECT NARRATIVE

1
April 17, 2017 rev1
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BSRE Point Wells, LP

PERKINS+WILL

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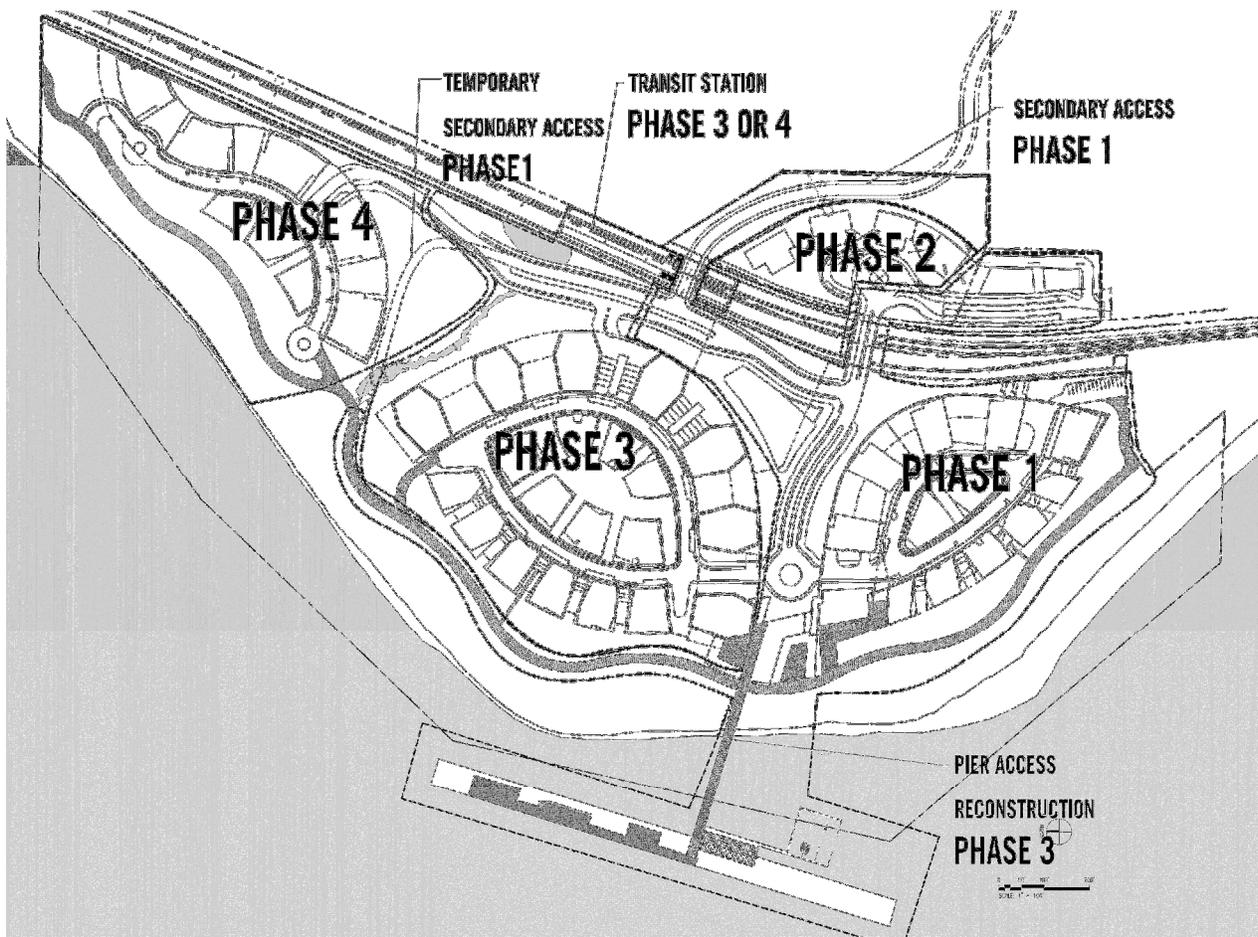
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Phasing Plan Narrative

INTRO

We anticipate that project site development will occur in phases over the course of several years. The environmental cleanup action plan and the development marketing strategy are the primary drivers for this phasing. The scheduled cleanup process breaks the site into cleanup areas that correspond to the proposed phasing boundaries. Decommissioning and cleanup of the site will be conducted for each phase during the design and permitting of the site improvements of that corresponding phase.

The building and site development will follow the cleanup starting with the primary site infrastructure and public amenities that will make the development attractive to both potential residents and the community at large. The infrastructure necessary to support a development the size of Point Wells is significant. The development design and construction is phased in an effort to build up the infrastructure gradually providing what is necessary to support the scale of the corresponding phase.



PHASE 1

Phase 1 includes public amenities, retail, a mix of residential unit types, parking, utilities, the police/fire station, and off-site traffic and utility improvements including secondary access to 116th Avenue West in Woodway. Public amenities will attract residents to the development and will play a large part in its overall success. Views of the Puget Sound and Olympic Mountains, provisions for waterfront outdoor activity and access to southwest facing sandy beaches and 1000 feet of dock are the types of attractions that are the focus of



Phase 1. Site circulation to these amenities is also built out during this phase. The vehicle bridge across the train tracks is the start of the tree-lined boulevard to the Beach Plaza. The boulevard transitions to a bridge and terminates at the pier. These elements are built first followed by the below grade parking for residents and shoppers, then the vehicular and pedestrian circulation that provides emergency vehicle access to new construction. The esplanade west of the Central Village and a temporary second access are included in this phase for emergency vehicles. This temporary access will remain in place until the full extent of the esplanade and site circulation is built in later phases.

Due to the large building area encompassed by the phase boundary the building design and construction will likely consist of sub-phases (i.e. phase 1A, 1B, 1C) each made up of 3-4 buildings containing a mix of uses and residential unit types. The retail and residential components of Phase 1A for instance would include one tower element and one to two low-rise residential buildings along the waterfront. The Energy Center and Envac trash collection system will be constructed as part of this phase to provide the initial infrastructure for Phase 1 buildings. These spaces are also sized to ultimately accommodate the overall infrastructure for the future phases. Further detail on the phasing plan for these systems is found in the mechanical and electrical design portions of this report. The fire station and police station are included in this initial phase to provide the emergency response for the first residents. The station needs are determined by the future overall site population.

PHASE 2

This phase encompasses the Urban Plaza, retail, commercial and residential construction, parking and the public transit hub. The Urban Plaza is the gateway to the project site. It will provide shopping, entertainment and office facilities to the residential community in and around Point Wells. The plaza itself serves many functions including vehicle and pedestrian circulation and drop-off. As the site population continues to grow, the need for access to public transportation increases. This is why Phase 2 includes the sub-plaza, one level below the Urban Plaza. It is the transit hub providing the community with access to local Seattle Metro bus routes on the Point Wells site.

PHASE 3

The Central Village is the largest of the development areas on the site. It comprises approximately 1,269 residential units, retail and parking. The Energy Center expands in this phase to incorporate the utilities to serve this additional population. The village access and lanes connect the new buildings on the site which again are likely to be built in sub-phases. Retail at the base of the towers fuels street activity and a pocket park at the center of the village provides family recreation space for the community. The southwest residential tower will be built first, working with the northwest tower of the South Village to bracket the Beach Plaza. The southwest tower includes retail overlooking a public amphitheater providing access to the esplanade. The esplanade and the beach development here is a continuation of the restoration work started in Phase 1 that leads to a proposed wetland area where beach meets woodland. The open channel of the wetland and the surrounding landscape provides an educational nature walk between the Central Village and the North Village.

PHASE 4

The final phase of development completes the third crescent that is the North Village. The woodland and the open channel separate this village from the others. This village of residential towers and low-rise buildings is tucked away in the northern end of the site served by the Woodland road. The road will wind its way through the woodland and connect to sub-grade parking and another system of circulation. It will provide vehicular and pedestrian access to the site amenities. Utilities are completed to accommodate the additional density of this new village. The esplanade and beach restoration work is completed in this phase providing views and beach access to the west.

A potential Sound Transit station is included in either phase 3 or phase 4 depending on resident demand. This station consists of two grade-level platforms served by the bridge over the railroad tracks. The bridge connects the Town of Woodway to the Central Village and is built in phase 1.



Residential Development Calculations

TOTALS

	AREA (COMMERCIAL) IN S.F.	AREA (RETAIL) IN S.F.	AREA (RESIDENTIAL) IN S.F.	NO. OF UNITS
URBAN PLAZA	32,262	26,300	254,208	256
NORTH VILLAGE	0	0	902,279	903
CENTRAL VILLAGE	0	44,000	1,368,517	1,269
SOUTH VILLAGE	0	35,791	686,954	652
TOTAL	32,262	106,091	3,211,958	3,080

URBAN PLAZA

	BUILDING	NUMBER OF STORIES	FLOOR PLATE (SF)	AREA (COMMERCIAL)	AREA (RETAIL)	AREA (RESIDENTIAL)	NO. OF UNITS
URBAN PLAZA							
	UP-T1	14	6,192	0	0	86,688	84
	UP-T2	12	5,584	0	0	67,008	72
	UP-T3	10	5,584	0	0	55,840	60
	UP-T4	8	5,584	0	0	44,672	40
	UP PODIUM 1 RETAIL	1	26,300		26,300	0	0
	UP PODIUM 2 OFFICE	1	32,262	32,262	0	0	0
				32,262	26,300	254,208	256

NORTH VILLAGE

	BUILDING	NUMBER OF STORIES	FLOOR PLATE (SF)	AREA (COMMERCIAL)	AREA (RETAIL)	AREA (RESIDENTIAL)	NO. OF UNITS
NORTH VILLAGE							
	NV-T1	16	10,551	0	0	168,816	159
	NV-T2	16	12,203	0	0	195,248	207
	NV-T3	14	12,697	0	0	177,758	181
	NV-T4	12	12,719	0	0	152,628	155
	NV-T5	10	12,697	0	0	127,190	129
	NV-L1	3	5,239	0	0	11,233	12
	NV-L2	5	9,002	0	0	40,507	36
	NV-L3	5	6,041	0	0	28,899	24
				0	0	902,279	903

CENTRAL VILLAGE

	BUILDING	NUMBER OF STORIES	FLOOR PLATE (SF)	AREA (COMMERCIAL)	AREA (RETAIL)	AREA (RESIDENTIAL)	NO. OF UNITS (BASED ON 850 SF PER UNIT)
CENTRAL VILLAGE							
	CV-T1	11	10,830	0	0	119,130	110
	CV-T2	13	10,830	0	0	140,790	130
	CV-T3	15	10,830	0	0	162,450	150
	CV-T4	17	10,830	0	0	184,110	170
	CV-T5	15	10,830	0	0	162,450	150
	CV-T6	13	10,830	0	0	140,790	130
	CV-T7	10	10,830	0	0	108,300	100
	CV-PODIUM	1		0	44,000	0	0
	CV-L1	3	VARIES	0	0	14,166	12
	CV-L2	3	VARIES	0	0	14,529	12
	CV-L3	3	VARIES	0	0	14,363	12
	CV-L4	3	VARIES	0	0	14,406	12
	CV-L5	3	VARIES	0	0	14,423	12
	CV-L6	3	VARIES	0	0	14,182	12
	CV-L7	5	8,405	0	0	42,025	40
	CV-L8	5	7,341	0	0	36,705	39
	CV-L9	5	7,341	0	0	36,705	39
	CV-L10	5	8,405	0	0	42,025	34
	CV-L11	6	6,215	0	0	37,290	35
	CV-L12	6	5,398	0	0	32,388	35
	CV-L13	6	6,215	0	0	37,290	35
				0	44,000	1,368,517	1,269

SOUTH VILLAGE

	BUILDING	NUMBER OF STORIES	FLOOR PLATE (SF)	AREA (COMMERCIAL)	AREA (RETAIL)	AREA (RESIDENTIAL)	NO. OF UNITS (BASED ON 850 SF PER UNIT)
SOUTH VILLAGE							
	SV-T1	16	7,950	0	0	127,200	127
	SV-T2	14	7,950	0	0	113,250	112
	SV-T3	12	7,950	0	0	97,350	96
	SV-T4	10	7,950	0	0	81,450	80
	SV-T5	8	7,950	0	0	65,550	64
	SV-T6	8	7,950	0	0	63,600	64
	SV-PODIUM	1	32,880	0	24,000		0
	SV-L1	3	VARIABLES	0	0	8,561	9
	SV-L2	3	VARIABLES	0	0	13,070	11
	SV-L3	3	VARIABLES	0	0	13,709	14
	SV-L4	3	VARIABLES	0	0	13,663	14
	SV-L5	3	VARIABLES	0	0	10,200	11
	SV-L6	4	7,399	0	1,952	27,644	25
	SV-L7	4	7,399	0	1,899	27,707	25
				0	35,791	662,954	652

Conforms to Urban Center Code Narrative

GENERAL

Snohomish County's development regulations are contained in **Title 30, Unified Development Code**.

The Code includes all county-administered regulations affecting the Point Wells Urban Center, including:

- Zoning (Urban Center)
- Allowable uses
- Development standards
- County-administered programs for State and Federal requirements:
 - Shorelines Management
 - Critical Areas
- Application requirements and review procedures for various types of permits and land use actions
- Mitigation requirements

The Unified Development Code also incorporates by reference and amends:

- International Building Code (with State and local amendments) (IBC)
- International Fire Code (with State and local amendments) (IFC)
- International Mechanical Code (with State and local amendments) (IMC)
- International Electrical Code (with State and local amendments) (IEC)
- Uniform Plumbing Code (with State and local amendments) (UPC)
- International Fuel Gas Code (with State and local amendments) (IFGC)
- Washington State Energy Code (WSEC)
- Washington State Ventilation and Indoor Air Quality Code (VIAQ)

- ***The design team did not set zoning or development regulations of Shoreline or Woodway since the site is outside the jurisdiction of both of those municipalities. Where adjoining properties are within those jurisdictions, the relevant Snohomish County provisions have been applied (for example, setbacks from residentially-zoned property).***

Other agencies or organizations having potential control over development on the site:

- Snohomish County's Engineering Design and Development Standards (EDDS)
- Burlington Northern Santa Fe Railroad (BNSF)
- Purveyors of water, sewer, natural gas, electricity and communications services
- Providers of fire, police and EMS services
- Sound Transit's design guidelines and standards for passenger facilities
- Americans with Disabilities Act and Federal Fair Housing Guidelines

Snohomish County rezoned the Point Wells site from Industrial to Planned Community Business in September, 2009 and to Urban Center in May, 2010. A permanent Urban Center Code (Section 30.34A of the UDC) was adopted May 12, 2010, and became effective June 6, 2010.

USES

Allowable uses are identified in **30.22.100 Urban Zone Categories: Use Matrix**. The principal uses being considered for the Point Wells Urban Center are all permitted uses:

- Multifamily dwellings
- Townhouse dwellings
- Supporting retail uses
- Restaurants
- Health and personal services
- Library and other public facilities
- Offices
- Public parks and recreation facilities
- Transit center
- Energy Center ("Utility Facility")

The State Shoreline Management Act limits uses within **200 feet** of the ordinary high water mark, and over-water uses on the pier. Point Wells' shoreline is designated Urban Environment; within that designation the County's policies allow the following uses that are part of the Point Wells Urban Center:

- Commercial uses (minimum 25-foot setback unless use is water-dependent - buffer vegetated or other erosion-control measures)
 - Commercial use on the pier must be water-dependent or "provide substantial members of the public the opportunity to physically or visually enjoy the shoreline".
- Residential uses (minimum 25-foot setback)
- Recreation
- Beach and open channel enhancement
- Bulkheads
- Boating facilities

The pier is built on State of Washington-owned tidelands, and is not subject to the Urban Center code. The Urban Center Plan proposed redevelopment of the pier will focus on rehabilitation of existing structures, and uses will be limited to water-oriented public recreation opportunities. This limited pier redevelopment will address potential view impact concerns and additional shadow impacts on the water that could adversely impact endangered salmon fingerlings, and overall aesthetics.

Critical Area Regulations (30.62A) limit uses within the required buffers adjacent to Fish and Wildlife Conservation Areas, wetlands, streams, habitat conservation areas, and geological hazard areas. Only passive recreation is allowed within these areas. The Point Wells Urban Center plan proposes only

passive recreation uses within the buffers that are established by the project, and will significantly enhance the buffer areas by removing existing impervious surface and replacing it with habitat enhancement.

DEVELOPMENT LIMITS - ZONING REGULATIONS AFFECTING DEVELOPABLE AREA

The Urban Center Code (30.24A) controls development through the following provisions:

- Floor Area Ratio (FAR; Table 30.34A.030(1)):
 - Mixed Use developments: base FAR = **1.0 minimum, 2.0 maximum**
 - ▶ Bonuses can increase allowable FAR to 3.0. "Super bonuses" can increase allowable FAR to 5.0. Implementation of the Point Wells Urban Center plan is not dependent on the use of bonuses. Many features are incorporated, nonetheless, which would qualify the project for additions for bonuses and super bonuses.
 - ▶ ***The Point Wells Urban Center plan has a proposed FAR of 1.27, based on overall site acreage.***
- Portions of buildings above 60 feet facing a public right-of-way or R-9600 zoned property must step back at least **10 feet** from the first floor facade, with a change in facade treatment that distinguishes the difference. The Planning Director is authorized to approve alternate designs that provide equivalent effect.
 - ▶ ***Note: this is a detailed building design issue that will need to be addressed in subsequent design phases.***
- Massing and Articulation: 30.34A.130 is a Development Standard that requires:
 - Articulation of a base for buildings taller than **30 feet**
 - Articulation of a base, middle and top for buildings taller than **60 feet**.
 - ▶ ***Note: this is a detailed building design issue that will need to be addressed in subsequent design phases.***
- Landscape buffer: 30.34A.060 requires a landscape buffer adjacent to R-9600 zones:
 - **25 feet average, 15 feet minimum**
 - **Buffer is not required adjacent to the railroad right-of-way**
 - ▶ ***Note: Modifications to bulk provisions contained in 30.63C.040(1)(a) for Low-Impact Development apply to the Urban Center Zone. The design team has assumed that by implementing low impact development techniques the County will approve these modifications.***

DEVELOPMENT LIMITS - OTHER REGULATIONS AFFECTING DEVELOPABLE AREA

Shorelines Management (30.44) implements the County's responsibilities under the State Shoreline Management Act, and incorporates provisions of the Act by reference.

- Uses and building heights are restricted within **200 feet** of the Ordinary High Water Line.
- Minimum **25-foot** setback unless use is water-dependent - buffer vegetated or other erosion-control measures.

Critical Area Regulations (30.62 and 30.62A) limit development adjacent to Fish and Wildlife Conservation Areas, wetlands, streams, habitat conservation areas, and geological hazard areas. Typically there is a 15-foot building setback from buffers. This can be relaxed if it can be shown that what is proposed will not disturb the buffer.

- Marine waters: Minimum shoreline buffer is **150 feet** from Ordinary High Water Line (OWHL) (30.62A.320, Table 2a):
 - Buffer can be reduced through averaging: maximum reduction is **50%**; total required buffer area needs to be maintained
 - Buffer can be reduced by up to **25 percent** through habitat enhancement
 - Buffer can be reduced through Innovative Development Design techniques.
 - Maximum combined reduction is **50 percent** of the standard buffer width
 - Within buffers total impervious area is limited to **10 percent within 300 feet** of OWHL
 - ▶ ***Note: The design is based on developing closer than 300 feet of OWHL, with equivalent pervious surface provided beyond 300 feet. Use of Innovative Design methods to allow this is a relatively common practice in Snohomish County.***
- Streams: Minimum buffer is **100 feet** from OWHL
- Wetlands: Buffer is dependent on the wetland category and ranges from **25 to 75 feet** from OWHL
 - ▶ ***Stream and wetland buffers are proposed to be reduced through averaging: maximum reduction is 50%; 25 feet minimum buffer***
 - ▶ ***Stream and wetland buffers are proposed to be reduced through Innovative Development Design techniques.***
- Buffer/setback requirements from streams or estuaries that are created by the project are not defined in code.
 - ▶ ***The Urban Center Plan provides setbacks that can be justified as providing adequate protection, as addressed in the mitigation portion of the Critical Area Study.***
- Landslide Hazard Area: for identified slopes the minimum buffer is **1/2 the height** of slope.
 - ▶ ***Note: Landslide hazard buffers can be reduced if supported by geotechnical and engineering studies. The design team has assumed that by implementing these studies and low impact development techniques the County will approve modifications to the prescriptive setbacks.***

Burlington Northern Santa Fe Railroad limits development adjacent to the railroad:

- Supports for overhead structures must be at least **25 feet** from the track centerline.

DEVELOPMENT LIMITS - REGULATIONS AFFECTING BUILDING HEIGHT

The Urban Center Code (30.34A.040) contains the following provisions:

- Maximum building height is **90 feet**
- An additional 90 feet of building height may be approved under specific conditions.
 - ▶ ***The Point Wells Urban Center Plan assumes full use of this provision.***
- Height is measured from "average final grade" to top of building (**30.23.050(4)**)
 - Top of building is defined as coping of a flat roof, or mid-point of a sloping roof (30.23.050(4))
 - Fill or re-grading may raise the average final grade by no more than 10 feet above the average existing grade.
 - Rooftop mechanical equipment must be screened. Parapet walls are not covered by the Building Height definition.
- ▶ ***The Point Wells Urban Center Plan assumes full use of the increased height provisions for rooftop features (30.23.050)***
- Ground floor levels of residential structures must have minimum **13-foot** structural ceiling height
- Reduced building heights: Buildings within 180' feet of property lines abutting Urban Low Density Residential (R-9600) zoned property must be no taller than **1/2 of the building setback** (within the 180-foot setback, buildings may not exceed 90'). This applies to the north property line. The setback along the east property edge is measured from the east boundary of the BNSF property.

Shorelines Management (30.44):

- Buildings within **200 feet** of the Ordinary High Water Line are limited to **35 feet** in height.

Burlington Northern Santa Fe Railroad:

- All portions of overhead structures must be at least **23'-4"** above the highest rail.

PARKING

The Urban Center Code (30.34A.050) contains the following:

- Parking ratios:
 - Residential units larger than 1,000 square feet: 1.5 to 2.5 stalls per unit
 - Residential units smaller than 1,000 square feet: 1 to 1.5 stalls per unit
 - Senior Housing: 0.5 to 1 stall per unit
 - Retail or Office: 2 to 4 stalls per 1,000 net square feet
 - Restaurant: 2 to 8 stalls per 1,000 net square feet
 - all uses require a minimum of two bicycle parking spaces
- ▶ ***The Point Wells Urban Center plan reduces the above parking requirements as allowed through a shared parking plan.***
- Location:
 - Parking must be located under, behind or to the side of buildings.
- ▶ ***The Point Wells Urban Center plan locates all required parking in below-grade structures.***

SCC 30.26 adds the following requirements:

- Parking must be located within **300 feet** of the building it serves
- Loading space:
 - **10-foot by 25-foot, 14-foot height** clearance for every **20,000 square feet** gross building area used for the receipt or distribution of vehicles, material, or merchandise.
- Specifies required stall and drive aisle dimensions (30.26.065)
- ▶ ***The Point Wells Urban Center plan conforms with loading, stall size and drive aisle dimensions. The applicant has requested a variance from the parking location criteria. Refer to zoning code variance request for location of parking.***

LANDSCAPING

The **Urban Center Code (30.34A.060)** contains the following landscaping requirements. These are in addition to SCC 30.25.015, 30.25.017, 30.25.023, 30.25.043, and 30.25.045:

- Landscape buffer adjacent to R-9600 zones: **25 feet average, 15 feet minimum**
- "Intensive planting" of areas not occupied by buildings or paving
- Landscaping is to:
 - be integrated with other site design elements
 - support the overall design
- Street tree requirements are per the Environmental Design Development Standards (EDDS) section 4-020A

The referenced requirements from **SCC 30.25** include:

- Minimum **10 percent** of the lot area is to be landscaped
 - Up to **20 percent** of the required area may include landscape features such as decorative paving, sculptures, fountains, rock features, benches, picnic tables, and other amenities
 - Standards for different types of landscape (Type A and Type B), which apply to different areas of the site
 - Landscaping at stormwater detention areas
 - Installation and maintenance standards
- ***Because the landscape experience is an essential component of the Point Wells project, the Urban Center plan will significantly exceed all of these requirements.***

OPEN SPACE

The Urban Center Code (30.34A.070) contains the following open space requirements:

- Amount of open space:
 - **150 square feet** per residential unit
 - **2 percent** of non-residential floor area
- Arrangement:
 - Minimum of **50 percent** of open space accessible to the public for active recreation
 - Minimum of **25 percent** of active recreation space must be contiguous
 - ▶ ***Because the open space experience is an essential component of the Point Wells project, the Urban Center plan will significantly exceed these requirements. This can be seen on the attached Open Space Diagram (sheet A-052).***
- Phasing:
 - **30.34A.190** requires on-site recreation and pedestrian circulation to be installed during
 - ▶ ***Because of the need to phase clean-up and site remediation in conjunction with site development, the Point Wells Urban Center plan proposes to develop the on-site public pedestrian and open space network to follow the phasing schedule of the overall development.***

CIRCULATION AND ACCESS

The Urban Center Code (30.34A.080) includes the following:

- Pedestrian connections within the development that support the overall site design
 - Connections to pedestrian circulation adjoining the site
- Road design reference standards:
 - Snohomish County's Engineering Design and Development Standards (EDDS)
 - Appendix E Street Design, from "Southwest Snohomish County Urban Centers Phase 1 Report"
 - Specific road designs for public roads in urban centers
- Transportation demand management measures that reduce at least **15 percent** of peak-hour trips

SCC 30.24 establishes requirements and design standards for access systems in general:

- System is under the purview of the County Engineer
- BNSF approval is needed for access crossing the railroad right-of-way
- The County Engineer, under selected conditions, may approve use of private roads in lieu of public roads within a development
- Deviations from the EDDS may be granted by the County Engineer.

- ***The Point Wells Urban Center plan proposes to employ low-impact development practices which incorporate a high level of sustainable design practice. EDDS deviations are included as part of this plan for proposed site circulation. Detailed discussions with Snohomish County will be part of subsequent design phases.***

BUILDING CODES

The International Building Code (IBC), together with State and County amendments, governs building construction. The 2009 editions of the code will become effective in July 2010.

- Buildings taller than **75 feet** are considered high-rise buildings:
 - Automatic fire alarm, sprinkler and standpipe systems are required
 - A secondary supply of water (storage tank) is needed
 - Fire pumps will be needed if water pressure is not adequate
 - Buildings must be of non-combustible (concrete or fireproofed steel) construction
 - Emergency voice/alarm and fire department communication systems are required
 - Each building must have a fire command center
 - Standby and emergency power is needed to support life-safety systems - site plan should accommodate generators
 - Exit stairs must be in smokeproof enclosures
 - In most cases elevator shafts are pressurized
- For all buildings the type of construction and the fire separation distances between buildings will dictate:
 - Fire ratings of exterior walls
 - Fire ratings and sizes of openings in exterior walls
 - Overall building floor area and height
- There will be required fire-rated separations between different types of occupancy (such as parking to residential).
- The underground parking levels will require mechanical ventilation - site design will need to accommodate exhaust discharge points. It is not expected the parking structures will fall under the provisions for Underground Buildings (IBC 405).
- Acceptance testing will be required following installation of life-safety systems
- ▶ ***Note: Building Code requirements generally do not have an impact on the overall site design. These will be addressed and resolved in later stages of project design.***

International Fire Code (with State and local amendments) (IFC): interpretations of these requirements are made by Snohomish County.

- Site Access: Richmond Beach Road provides the only viable route to the site.
- ▶ ***Discussion is needed with the fire marshal to establish the necessary alternative means for providing an effective on-site force to serve an emergency event.***
- Fire apparatus access roads (SCC 30.53A.512):
 - Must provide fire vehicle access to within **150 feet** of all portions of exterior walls of first story of all buildings (possible to increase distance with sprinklered buildings - for planning purposes we have assumed **200 feet** max)

- Minimum **20 feet** clear width (unobstructed - no parking)
- Minimum **13.5** feet clear vertical clearance
- Road surfaces are to conform with the County's Engineering Design and Development Standards (EDDS)
- ▶ ***Confirmation will be needed from the fire marshal to use low-impact development techniques such as pervious paving.***
- Fire apparatus with connected hoses may not block access by other apparatus
- Need to support weight of apparatus (AASHTO HB-17 @ structured roadways)
- Minimum turning radius **20 feet** inside radius, **40 feet** outside radius
- Turnaround provided where dead ends exceed **150 feet**
- Intermediate turnarounds where dead ends exceed **1,200 feet**
- Maximum grade **15 percent**
- ▶ ***Refer to Point Wells Urban Center plan fire truck apparatus "Exhibit B" for turning movements throughout the site.***
- Water supply:
 - Adequate water supply is needed to provide the required fire flow. Fire flow at each typical tower building is estimated at **3,500 to 4,000 gallons per minute**, which needs to be maintained for **3 to 4 hours** (IFC Table B105.1).
 - ▶ ***Confirmation has been given from the local water district that adequate water service is available, see attached letter (Olympic View Letter of Water Availability).***
- Fire hydrants and fire department connections:
 - Locations will be identified during subsequent design phases in consultation with the fire marshal. Fire hydrant spacing is dependent on available fire flow: 4,000 gallons per minute would require 4 hydrants spaced a maximum of 350 feet apart. Hydrants must be within **300 feet** of hose length to any portion of all first floor exterior walls.
- Hazardous materials:
 - Hazardous materials are not expected to be a component of the project

The following technical codes generally do not have an impact on the overall site design. These will be identified, addressed and resolved in later stages of project design:

- International Mechanical Code (with State and local amendments) (IMC)
- International Electrical Code (with State and local amendments) IEC)
- Uniform Plumbing Code (with State and local amendments) UPC)
- International Fuel Gas Code (with State and local amendments) (IFGC)
- Washington State Energy Code (WSEC)
- Washington State Ventilation and Indoor Air Quality Code (VIAQ)

- Americans with Disabilities Act and Federal Fair Housing Guidelines

Requested Zoning Code Deviations

LIST OF REQUESTED ZONING CODE DEVIATIONS AND/OR DEVIATIONS FROM EDDS (ENGINEERING DEVELOPMENT AND DESIGN STANDARDS)

The Urban Center Code (30.24A) controls development through the following provisions:

- Floor Area Ratio (FAR; Table 30.34A.030(1)):
 - Mixed Use developments: base FAR = **1.0 minimum, 2.0 maximum**
 - Bonuses can increase allowable FAR to 3.0. "Super bonuses" can increase allowable FAR to 5.0. Implementation of the Point Wells Urban Center plan is not dependent on the use of bonuses, although the project will be able to qualify for bonuses if the need arises.
 - ▶ ***The Point Wells Urban Center plan has a proposed FAR of 1.27, based on overall site acreage.***
- Landscape buffer: 30.34A.060 requires a landscape buffer adjacent to R-9600 zones:
 - **25 feet average, 15 feet minimum**
 - **Buffer is not required adjacent to the railroad right-of-way**
 - ▶ ***Note: Modifications to bulk provisions contained in 30.63C.040(1)(a) for Low-Impact Development apply to the Urban Center Zone. The design team has assumed that by implementing low impact development techniques the County will approve these modifications.***

Critical Area Regulations (30.62 and 30.62A) limit development adjacent to Fish and Wildlife Conservation Areas, wetlands, streams, habitat conservation areas, and geological hazard areas. Typically there is a 15-foot building setback from buffers. This can be relaxed if it can be shown that what is proposed will not disturb the buffer.

- Marine waters: Minimum shoreline buffer is **150 feet** from Ordinary High Water Line (OWHL) (30.62A.320, Table 2a):
 - Buffer can be reduced through averaging: maximum reduction is **50%**; total required buffer area needs to be maintained
 - Buffer can be reduced by up to **25 percent** through habitat enhancement
 - Buffer can be reduced through Innovative Development Design techniques.
 - Maximum combined reduction is **50 percent** of the standard buffer width
 - Within buffers total impervious area is limited to **10 percent within 300 feet** of OWHL
 - ▶ ***Note: The design is based on developing closer than 300 feet of OWHL, with equivalent impervious surface provided beyond 300 feet. Use of Innovative Design methods to allow this is a relatively common practice in Snohomish County.***

- Streams: Minimum buffer is **100 feet** from OWHL
- Wetlands: Buffer is dependent on the wetland category and ranges from **25 to 75 feet** from OWHL
 - ▶ *Stream and wetland buffers are proposed to be reduced through averaging: maximum reduction is 50%; 25 feet minimum buffer*
 - ▶ *Stream and wetland buffers are proposed to be reduced through Innovative Development Design techniques.*
- Buffer/setback requirements from streams or estuaries that are created by the project are not defined in code.
 - ▶ *The Urban Center Plan provides setbacks that can be justified as providing adequate protection, as addressed in the mitigation portion of the Critical Area Study.*
- Landslide Hazard Area: for identified slopes the minimum buffer is **1/2 the height** of slope.
 - ▶ *Note: Landslide hazard buffers can be reduced if supported by geotechnical and engineering studies. The design team has assumed that by implementing these studies and low impact development techniques the County will approve modifications to the prescriptive setbacks.*

Targeted Drainage Report

See attached report from SvR dated April 17, 2017

29
April 17, 2017 rev1
DRAFT

BSRE Point Wells, LP

PERKINS+WILL

Master Plan Concept

The Point Wells project aspires to be a visionary sustainable destination community. The development will exemplify *new urbanism* reflected in its mix of uses and innovative environmental design that is pedestrian focused with a walkable public realm minimizing the need and presence of private vehicles.



With its exclusive location and distinct natural character it is not unlike an island but is conceived as a well-connected, transit-orientated community linked by rail, road, and public transport to the greater Metropolitan areas of Seattle, Tacoma, and Everett. At the same time it will become an important extension of, and fully accessible to the surrounding communities of Richmond Beach, Shoreline and Woodway.

The project will seek a balanced integration between landscape and built environments emphasizing the quality and character of the project through the prominence of the landscape design. The thickly wooded hillside to the East of the railway will be extended across the rail line by creating a new Woodland amenity for residents

while establishing strong visual continuity with the surrounding landscape.

The Master Plan Concept for the site is organized around a community of three distinct urban villages and an Urban Plaza serving as a place of arrival and entry connecting to the surrounding communities. The Urban Plaza will serve as a commercial and public transit hub connecting pedestrians with rail and a bus station via a secondary access bridge to the main site. It will have a village square feel and scale accommodating a mix of uses serving the residents of Point Wells and the surrounding communities with boutique retail, grocery shopping, restaurants, and other services as well as accommodating a mix of offices and senior housing. Fire services and police will also be housed within the Urban Plaza complex. As the place of arrival it will set the tone and character for public spaces populated with public art with shared surface paving and planted streetscapes.

An important feature of the project will be a centrally located area for a potential future community center that can serve both the residents of the Point Wells community and residents of the surrounding communities. The central location of the community center and its direct connection to the rail station bridge makes it ideal for a

multipurpose facility which could include public meeting and exhibition spaces, library and orientation center. The community center site will be directly accessible from the main boulevard access road and the bridge. The clean energy and waste treatment center will be located in the same general area to enable significant portions of the energy production to occur onsite. Waste collection will be handled through an automated ENVAC system which will process and remove waste from the site.

The distinct urban villages will each be defined by an iconic urban form in a crescent configuration creating a sweeping edge of tower structures that dramatically capture the panoramic views of Puget Sound and the iconic Olympic Mountains. The North village has a distinct character and separate access road off the main boulevard which meanders through the wooded landscape arriving at the beachfront entrances to the residential buildings. The buildings and urban form of the North Crescent village vary and sweep in height North to South as the undulating composition meanders toward the north boundary of the site.

The tower buildings of the Middle and South crescent vary in height reflecting the rugged mountain skyline and framing views of the landscape. The urban villages incorporate a mix of residential buildings types and boutique retail uses. The ground plane steps 14' in height at the crescent edge and defines a sweeping pedestrian street that intermingles shop fronts and residential entrances.

The larger scale of the crescent urban form contain and create a unique place and character of smaller scaled village buildings creating a neighborhood of streets and lanes that offer intimate scaled spaces, views and pathways connecting to the beachfront and shoreline. All parking for residents is below grade allowing for unrestricted pedestrian movement at grade and offering residents direct access to their entrances form a protected and secure basement.

The organizing of the site into distinct villages using the concept of a consistent urban form is intended to achieve a sense of visual unity and reflect the whole as a community. The concept will allow a diversity of expression while maintaining a strong overall unity and landmark identity to the project. The concept will generate a set of design guidelines that will reinforce the overall unified approach. The scope of the guidelines will be to set out controlling principals of architectural composition to maintain the coherence of the physical character of the development. Building materials, massing, roofscapes, elevational planes and datum will be established. Guidelines. Development phasing and clustering of development parcels will also be easily and logically accommodated by the Master Plan concept.

The Concept for the Master Plan proposes access to amenities for public benefit across the site. As a destination community the main access will be via a formal boulevard to access a beachfront plaza and public space which will include an outdoor amphitheatre, shops and restaurant spaces with generous outdoor terraces oriented southwest to capture sun and the waterfront environment. The entire length of the Point Wells beachfront will be accessible via a beachfront promenade that will



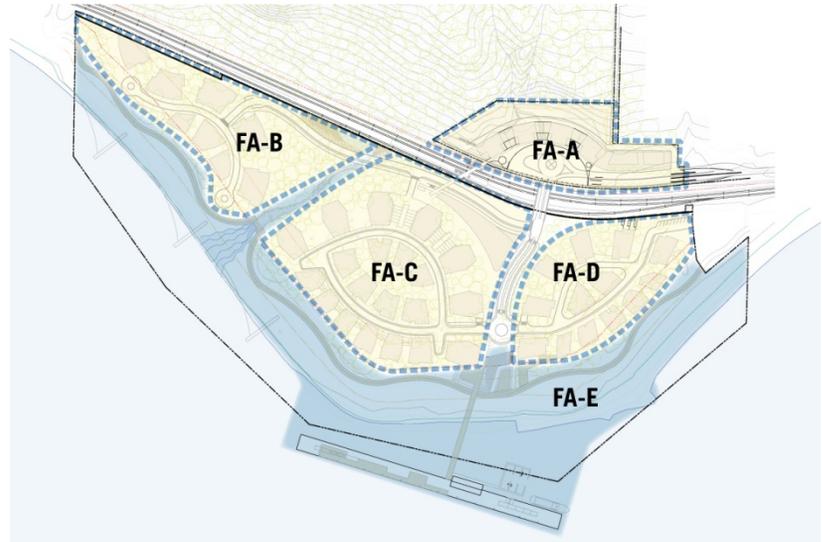
provide direct access to the shoreline and the waterfront properties. The restored beach is envisioned as an active and varied recreation environment, including a wetland area fully accessible for both residents of the development and the surrounding communities.

The focus of the shoreline will be the re-purposed 1000' existing pier as an iconic and sculptural structure, offering the unique experience of a recreational public pier and viewing platform. The Master Plan concept envisions the Pier becoming *the* destination amenity for the development, accessible to the public via a new bridge structure extending from the beachfront plaza. It will be visually upgraded while retaining some of its key marine features and character. Incorporating a café use, public art, and access to a boat launch, it will also offer a potential docking location for a local ferry service.

Design Guidelines

INTRODUCTION AREA A | URBAN PLAZA

The Point Wells site is organized into 5 Focus Areas (FA-A through FA-E) that correspond to the organization of the Masterplan Concept. The design guidelines are specific to each Focus Area and will be used describe and guide future development (see illustration). Each area has its own unique character, and through responding to external and internal constraints, they combine to create a cohesive whole



FOCUS AREA A | URBAN PLAZA

The 'Urban Plaza' or FA-A is the place of arrival to the Point Wells site. It is bordered to the west by the BNSF rail-line, to the east by the Town of Woodway and the County of Shoreline. Richmond Beach Drive NW access road terminates at the south border of the urban plaza and is the point of entry for all road guided traffic. A vehicular bridge leads from the center of FA-A over the railway to the Boulevard, the public building, the different villages and the pier. The bridge at the north end of FA-A provides secondary access to the site and connects the development to the Town of Woodway at 116th Avenue West.



The bridge also connects community residents to the rail platforms. The Urban Plaza serves as the main commercial and transit hub for the community. It is significant in location due to proximity to the surrounding neighborhoods, major transit lines and its gateway character for the Point Wells site. The gateway character should be enhanced through the use of architectural elements, landscape features and references to the history of the site.

- **USE AND CHARACTER** FA-A will allow for higher density mixed use, grocery market, offices, and boutique retail. The major "Landmark" features are the two vehicular and pedestrian bridges which will - through elegant and expressive design - form a visual gateway from into the community. A large open pedestrian plaza will be located between "landmark buildings" to the east and the rail line along the western border. Restaurants, Caf  s and retail will be accessed from the plaza. Transit bus lines will run through the transit plaza below grade, and

rail transit will be accessed from the north and south vehicular bridges which link the urban plaza to the three villages. At the south/east portion of the urban plaza a low two-story building will transition the scale from predominantly single family structures along Richmond Beach Dr. NW. to the denser development on site. The building should accommodate community services such as an underground central waste collection system and a small Fire and Police station. Service elements such as loading docks, parking entries, mechanical units and meters should be located away from main entry facades or screened from views.

Residential use, will vary in scale, size, and cost to provide some market affordable housing. Retail and market uses will be dedicated to ground floor and office the second, providing buffer from public to private domain. A Parking garage below ground level will service the residential units and retail/commercial use in urban plaza. The residential buildings will step in size from South to North allowing for natural lighting and views.

Provide opportunities for balconies and rooftop terraces/gardens that take advantage of sunlight and views. Views from the residences towards activity on the plaza should be maintained and therefore contribute to security.

- **MASSING AND STREETFRONT** Building shapes should be modulated and massing should be broken up. Upper portions of buildings should be set back along base to help minimize shadow impact on other buildings, roads and open plaza. Establish orientation to landmarks such as the bridges and artwork, reinforcing the iconic presence of the entry/gateway. Buildings should have human scale features such as canopies, planters and distinct entry areas from main plaza. At street front level building and landscape design should give priority to pedestrians over vehicles. Create attractive, secure building entries by sufficient lighting and weather protection. Pedestrian areas should be activated and blank walls at lower levels minimized.
- **BUILDING SETBACKS AND VIEWSCAPES** Building massing must take into account the framing of views. The majority of the development should meet the edge of property line with minimal to no setback. Taller structures should be located against the northeast borders of the site in order to respect and protect view corridors for upland parcels. The heavily wooded hillside to the East will obscure most of the plaza buildings to view from sites located uphill. Small arrival areas and courtyards should be incorporated in order to break up the facades and serve as entries to the public pathways and buildings. Building setbacks should enhance a pedestrian friendly environment. Side and front setbacks should be depending on uses and design of proposed development.
- **EXTERIOR BUILDING MATERIALS** Exterior building materials should be selected to enhance the existing industrial and marine character of the site. Buildings should be constructed of durable maintainable materials that have attractive characteristics from a distance and when viewed up close. Exteriors should be constructed with materials and construction techniques that lend themselves to a high quality of detailing and can respond appropriately to varying environmental considerations (such as sun shading, natural ventilation and energy recovery.)
- **BUILDING ROOFLINES** The Point Wells site is generally located at a lower elevation than the surrounding areas. Special attention should be paid to the design of the roofscapes. Their visibility from above makes them essentially a “fifth elevation”. Building heights should be differentiated and a variety of rooflines (flat, sloped, curved) are considered appropriate. The roof design should complement adjacent buildings. Opportunities for balconies and rooftop terraces/gardens should be incorporated to buildings, taking advantage of sunlight and views. Extensive and intensive roof gardens and "green roofs should be implemented both as building amenities and as environmentally responsible measures.

- **SITE WORKS** Point Wells Urban Plaza will be located at the center of FA-A. The plaza should be designed as an animated venue and feature the major transit paths, a unique water feature and sustainable elements incorporated into public art and outdoor uses. Predominantly hard landscaping should be used to create the formal plaza. Changes in paving patterns and materials indicate varying uses such as drive isles, pedestrian-/bike zones, crosswalks etc. The plaza can accommodate varying community functions in the future. Trees, water, grade changes and views should create interesting, visual urban environments.

The 'North Village' or FA-B is predominantly a residential neighborhood defined by a sweeping line of 5 mid to high-rise structures on the east connected by a common access road to 2-4 story multifamily structures towards the waterfront. It is the smallest of the 3 villages and is unique in location due to the proximity to beach, waterfront amenities, private gardens, an open channel & restored wetland, jetties, and culmination point of the esplanade.

- **USE AND CHARACTER** The lower density of FA-B allows for a small neighborhood feel, primarily residential, with opportunities for small pocket parks serving the residents. The open channel to the south will flow through a heavily wooded natural habitat. This typical northwest sequence of landscapes will be a focal point of the site and is accessible to residents and the public as a natural, quiet and contemplative recreation zone.

Sound mitigation measures and innovative architecture must be implemented to minimize the acoustical interference of the railway to the western border of the site. A sound-wall with planting and water features can mitigate the noise caused by passing trains. Encourage areas for outlooks and overlooks to view Puget Sound, the Olympics and the wetland.
- **MASSING AND STREETFRONT** Building massing must take into account the framing of views and open space between structures. Building shapes should be modulated and massing should be broken up. Upper portions of buildings should be set back along base to help minimize shadow impact on other buildings, roads and open space. The building character and form should mediate the massing between the natural beach area and the heavily wooded hillside east of the train tracks. Main entrances should be accessible from the central vehicle access to enhance neighborhood character and interaction. Transition from vehicle access to private residences should be facilitated through the use of small gardens and stoops. Relate proportions of the building to site circulations and surrounding structures.
- **BUILDING SETBACKS AND VIEWSCAPES** High-rise buildings on FA-B should be stepped in order to provide opportunities for balconies and rooftop terraces/gardens that take advantage of sunlight and views. A set back from the neighborhood access will create semi private zones and a pedestrian oriented neighborhood. Large open space areas between eastern buildings and board walk create private landscape areas and distance from public esplanade. Village townhomes should be sited in a random fashion creating interesting vistas to water and beach. Lo-rise buildings along the waterfront should be partially setback to accommodate pedestrian-friendly lanes and to activate the street. The design of the building facade at street level includes bays for seating and building entries composed of transparent materials to increase transparency and security after dark.
- **EXTERIOR BUILDING MATERIALS** Exterior building materials should be selected to enhance the existing industrial and marine character of the site. Buildings should be constructed of durable maintainable materials that have attractive characteristics from a distance and when viewed up close. Exteriors should be constructed with materials and construction techniques that lend themselves to a high quality of detailing and can respond appropriately to varying environmental considerations (sunshading, natural ventilation, energy recovery..).
- **BUILDING ROOFLINES** The Point Wells site is generally located at a lower elevation than the surrounding areas. Special attention should be paid to the design of the roofscapes as a fifth elevation. Building heights should be differentiated and a variety of rooflines (flat, sloped, curved) are considered appropriate. The roof design should complement adjacent buildings. Opportunities for balconies and rooftop terraces/gardens should be incorporated

to buildings, taking advantage of sunlight and views. Extensive and intensive roof gardens and "green roofs" should be implemented both as building amenities and as environmentally responsible measures.

- **SITE WORKS** Predominantly hard landscaping with a intermittent planted areas should be used to create the small plaza areas and streets at multiple levels. Pervious landscaping will be used for the esplanade, pocket parks and all hardscape on grade (vs. above structure). Site and open space design should respond to particular site conditions such as: high-bank front yards, view corridors, large landscape features (ravines, creek, board walk, beach, etc.).

FOCUS AREA C | CENTRAL VILLAGE

This focus area is unique as the largest neighborhood in the center of the site just to the west of the Urban Plaza. mixed-use FA-C is directly connected to FA-A via the two vehicle and pedestrian bridges. It is framed to the north by the open channel and to the south by the main boulevard, the main access to the site. FA-C is the central location for the energy center/ water treatment and backup generators to service the entire development. A community center is located between the north and south bridges. The largest of the 3 villages and unique in its location close to the retail-commercial areas of the upper plaza and main arterials the Central Village can be characterized as high-density mixed-use neighborhood with landmark features/buildings highlighting the waterfront presence of the site.

- **USE AND CHARACTER** Located in the center of the site, FA-C will be a focal point to the development with landmark buildings and an open space in the mid-rise residential portion. All buildings are oriented with a waterfront focus. Primarily residential and live/work, there will be allowance for retail facilities at the base level of the high-rise structures forming an arched row from north to south. The residential uses should vary in scale, size, and cost to provide some market-affordable housing. Residents will have parking garage access in 2 locations. Ground floor units of townhomes should have direct front-door access and porches, providing a buffer between the public and private domain. A sound-wall with planting and water features will mitigate the noise caused by passing trains. Encourage areas for outlooks and overlooks to view Puget Sound, the Olympics and the wetland. Sound mitigation measures and innovative architecture must be implemented to minimize the acoustical interference of the railway to the western border of the site.
- **MASSING AND STREETFRONT** Buildings should respond in form and scale to the Urban plaza, boulevard to the south and community building to the east. Building massing should limit obstruction of views from the upper stories of the Urban Plaza. Landmark building will be located adjacent to Waterfront Plaza. Lower floors of high-rise buildings close to the beach and waterfront plaza should accommodate beach related commercial functions (i.e. restaurant, café). Units in the townhomes along the west portion of the site should have their own separate entrances. Townhome facades along the waterfront and within the village should be of human (smaller) scale and provide a pedestrian friendly interface for people between the public and private realm by means of porches, terraces, or courtyards. Residential parking will be provided beneath living units, public parking will be provided behind retail at the level of the tower entries. Access to parking will be from the boulevard and the road on the east side of FA-C.

The proximity of the esplanade, bridges, and open channel should be taken into consideration during building and landscape design. Sight lines, setbacks, and circulation should respect the fact that these are primary links for cyclists, pedestrians, and other non-motorized traffic throughout the site.

- **BUILDING SETBACKS AND VIEWSCAPES** Higher buildings should be stepped and modulated in order to provide opportunities for balconies and rooftop terraces/gardens that take advantage of sunlight and views. Views from the residences towards activity on the street or public pathways should be maintained and therefore contribute to security. Base of high-rise buildings should accommodate retail and commercial spaces for residents and neighbors.

A setback from the neighborhood village access will create semi-private zones and a pedestrian oriented neighborhood. Use of large open space areas between western buildings and board walk for private gardens and distance from public esplanade. Village townhomes and midrise multifamily buildings should be sited in a

random fashion creating interesting vistas to water and beach. Low-rise buildings along the waterfront will be setback from north and south faces to accommodate pedestrian-friendly lanes. The design of the building facade at street level includes pedestrian scale storefronts, signage and bays for seating and activate the street. Building entries should be composed of transparent materials to increase security after dark.

- **EXTERIOR BUILDING MATERIALS** Buildings in FA-C should respond to residential and commercial vocabulary developing in the Urban Plaza and neighboring residential focus areas developing to the north and south of the site while following the general urban guidelines above. Buildings should be constructed of durable maintainable materials that have attractive characteristics from a distance and when viewed up close. Exteriors should be constructed with materials and construction techniques that lend themselves to a high quality of detailing and can respond appropriately to varying environmental considerations (sun shading, natural ventilation, energy recovery, etc.).
- **BUILDING ROOFLINES** The Point Wells site is generally located at a lower elevation than the surrounding areas. Special attention should be paid to the design of the roofscapes as a fifth elevation. Building heights should be differentiated and a variety of rooflines (flat, sloped, curved) are considered appropriate. The roof design should complement adjacent buildings. Opportunities for balconies and rooftop terraces/gardens should be incorporated to buildings, taking advantage of sunlight and views. Extensive and intensive roof gardens and "green roofs" should be implemented both as building amenities and as environmentally responsible measures.
- **SITE WORKS** Predominantly hard landscaping with intermittent planted areas should be used to create the small plaza areas and different village access typologies. Pervious landscaping will be used for the esplanade, pocket parks and all hardscape on grade (vs. above structure). Site and open space design should respond to particular site conditions such as: high-bank front yards, view corridors, large landscape features (ravines, creek, board walk, beach, etc.).

FOCUS AREA D I SOUTH VILLAGE

Located at the southern tip of Point Wells, FA-D is a combination of predominantly residential, restaurant, and boutique retail use. Adjacency to the Urban Plaza, Waterfront Plaza and proximity to the main boulevard contributes to the strong commercial presence of the South Village. Its location is unique due to views and natural lighting from the south, close proximity to waterfront amenities, landmark building highlighting waterfront plaza and the culmination point of the esplanade.

- **USE AND CHARACTER** The lower density of FA-D allows for a smaller neighborhood feel, primarily residential, with opportunities for pocket parks serving the residents. The lower density FA-D will be a combination of restaurant, retail, office, and work/live residential uses.

Mixed-use designation would allow for work and live activities to be combined in the same building. Primarily residential and live/work units, there will be allowance for retail facilities on ground level of high-rise base. The residential uses should vary in scale, size, and cost to provide some market-affordable housing. Residents will have parking garage access. Ground floor units of townhomes should have direct front-door access and porches, providing a buffer between the public and private domain.

A sound-wall with planting and water features will mitigate the noise caused by passing trains. Encourage areas for outlooks and overlooks to view Puget Sound, the Olympics and the wetland. Sound mitigation measures and innovative architecture must be implemented to minimize the acoustical interference of the railway to the western border of the site.

- **MASSING AND STREETFRONT** Buildings on FA-D should respond to the waterfront plaza and boulevard to the north. Building massing should limit obstruction of views from the upper stories of the Urban Plaza, Central Village and adjacent community. Landmark building will be located adjacent to Waterfront Plaza. Lower floors of high-rise buildings close to the beach and waterfront plaza should accommodate beach related commercial functions (i.e.: restaurant, café'). Building shapes should be modulated and massing should be broken up. Upper portions of buildings should be set back along base to help minimize shadow impact on other buildings, roads and open space.

Main Entrances should be accessible from main village access to enhance neighborhood character and interaction. Transition from public village access to private residences should be facilitated through the use of small gardens and stoops.

Most units in the townhomes along the west portion of the site should have their own separate entrances. Townhome facades along the waterfront and within the village should be of human (smaller) scale and provide a pedestrian friendly interface for people between the public and private realm by means of porches, terraces, or courtyards. The building character and form should mediate the massing between the natural beach area and the heavily wooded hillside east of the train tracks.

Building forms should be additive, asymmetrical, and irregular to evoke/maintain a marine industrial character. Building fronts should be lively, unique and inviting, utilizing building elements to attract pedestrians into the retail uses on the ground level. Residential parking will be provided beneath living units, public parking will be provided behind retail at the level of the tower entries.

- **BUILDING SETBACKS AND VIEWSCAPES** High-rise buildings on FA-D should be stepped and modulated in order to provide opportunities for balconies and rooftop terraces/gardens that take advantage of sunlight and views. Views from the residences towards activity on the street or public pathways should be maintained and therefore contribute to security. Base of high-rise buildings should accommodate retail and commercial spaces for residents and neighbors. They will be set back from the neighborhood village access to create a pedestrian oriented neighborhood. Lo-rise buildings along the waterfront will be setback from north and south faces to accommodate pedestrian-friendly lanes.

Large open space areas between western buildings and board walk create private landscape areas and distance from public esplanade. Village townhomes and midrise multifamily buildings should be sited in a random fashion creating interesting vistas to water and beach. Low-rise buildings along the waterfront will be setback from north and south faces to accommodate pedestrian-friendly lanes. The design of the building facade at street level includes pedestrian scale storefronts, signage and bays for seating and activate the street. Building entries should be composed of transparent materials to increase security after dark.

- **EXTERIOR BUILDING MATERIALS** Buildings in FA-D should respond to residential and commercial vocabulary developing in the Urban Plaza and neighboring residential focus areas developing to the north and south of the site while following the general urban guidelines above. Buildings should be constructed of durable maintainable materials that have attractive characteristics from a distance and when viewed up close. Exteriors should be constructed with materials and construction techniques that lend themselves to a high quality of detailing and can respond appropriately to varying environmental considerations (sun shading, natural ventilation, energy recovery.)
- **BUILDING ROOFLINES** The Point Wells site is generally located at a lower elevation than the surrounding areas. Special attention should be paid to the design of the roof scapes as a fifth elevation. Building heights should be differentiated and a variety of rooflines (flat, sloped, curved) are considered appropriate. The roof design should complement adjacent buildings. Opportunities for balconies and rooftop terraces/gardens should be incorporated to buildings, taking advantage of sunlight and views. Extensive and intensive roof gardens and "green roofs should be implemented both as building amenities and as environmentally responsible measures.
- **SITE WORKS** Predominantly hard landscaping with a intermittent planted areas should be used to create the small plaza areas and different village access typologies. Pervious landscaping will be used for the esplanade, pocket parks and all hardscape on grade (vs. above structure). Site and open space design should respond to particular site conditions such as: high-bank front yards, view corridors, large landscape features (ravines, creek, board walk, beach, etc.).

FOCUS AREA E | WATERFRONT

FA-E forms the western edge of the site. The Waterfront Plaza, Open channel, Esplanade, and Pier are the major features and amenities that comprise the Waterfront. The open channel, flowing east-west from the Urban Plaza to Puget Sound, brings in the element of habitat restoration and biological/ecological improvements to the site, marking the past identity of the site's natural features. The pier, the jewel of Point Wells, highlights and displays public art which enhances the character of the entire community. Together with the Waterfront Plaza, the pier combines commercial and various public amenities accessible to the residents and community via the esplanade and boulevard.

- **USE AND CHARACTER** The Waterfront elements will highlight the natural elements that enhance the site. Commercial, restaurant, and retail use will be concentrated around the Waterfront Plaza and Pier. Large scale artwork will be prominently displayed and define different areas along the esplanade. Landmark buildings from Central and South Villages participate in the presence of Waterfront Plaza from the entry, functioning as secondary gateway pieces to the waterfront.

Linkage of esplanade to waterfront plaza, pier, and open channel should be taken into consideration during building and landscape design. Sight lines, setbacks, and circulation should respect the fact that these are primary links for cyclists, pedestrians, and other non-motorized traffic throughout the site.

- **TRANSITIONS** Majority of development should meet the edge of the 75' setback. Small arrival areas and courtyards should be incorporated, breaking up the esplanade path and serving as direct access points for village residents. Waterfront townhomes from North, Central, and South Villages will have a varying buffer to the esplanade. Village townhome facades along the waterfront should be of human (smaller) scale and provide a pedestrian friendly interface for people between the public and private realm by means of porches, terraces, or courtyards.

Building fronts around the Waterfront Plaza and Pier should be lively and inviting, utilizing human scale site elements like awnings, trellises, benches and landscape elements to attract pedestrians. Buildings and public art should reflect sustainable and innovative ideologies to evoke and influence future developments.

- **ELEMENTS** The Waterfront Plaza and Pier will continue the path of the community's main boulevard access and should be designed as animated and lively venues that feature selected sustainable elements into public art and use. Soft landscaping will be utilized in portions of the pier to create park-like settings, integral to the landscaping of village pocket parks, open channel, and beach. Trees, water, grade changes, and views should create visual and physical connections. Along the west side of the pier terraced areas should function as event spaces or sunbathing stages.

The Point Wells open channel water feature should include the surface treatment of site surface water. The open channel will flow between the North and Central Crescent through a heavily planted buffer between the two residential villages. Visually linked open spaces should be located adjacent and connected to the open channel.

The 'ESPLANADE' is the recreational pedestrian, cyclist, and non-motorized circulation path along the waterfront for Point Wells. The esplanade is the binding element of all villages and continuation of pedestrian and cyclist circulation from the Urban Plaza. Private and semi-private landscaped courtyards and visually linked open

spaces should be located adjacent and connected to the esplanade. Soft and hard landscaping should be provided to create a friendly, lively pedestrian environment. The esplanade should be connected to further development north and south of the project site in the future to build a contiguous public trail along the waterfront.

There is an existing Brightwater easement along the southern property line of FA-E. This will be retained as public right of way and will provide emergency access through the property.

PROJECT SUSTAINABILITY

MASTERPLAN CONCEPT

The planned development will take on the remediation of this brown-field site, convert it to a visionary community and move towards sustainable prosperity by striving for a 'carbon neutral' status. By using carbon offset as a financial instrument it is aimed at reduction in greenhouse gas emissions. Point Wells will use a number of strategies that strive to reduce energy consumption and the greater goal of energy independence and become a thriving community. The resulting amenities will benefit the surrounding community and future residents for decades to come.

LANDSCAPE

Located just 15 miles north of downtown Seattle, Washington and nestled between the Woodway hills and the Puget Sound shoreline the Point Wells site is exposed to exceptional views and exposure to the West towards the Olympic Peninsula. The Point Wells landscape design strives to create an ecologically and neighborhood friendly environment with amenities to serve both the residents of the new development as well as the residents of the surrounding communities.

Due to an almost unobstructed south west exposure the site has excellent opportunities for day-lighting strategies. The current plan aims to remove or remediate polluted soils and replace them with clean and fertile ground which will accommodate plant growth and reinstate some of the lost biotopes.

The landscaping concept places trees and planting areas as buffers for prevailing winds & sun. Deciduous trees will add shade in summer months while allowing for sunlight to enter the building in the winter

LIGHTING

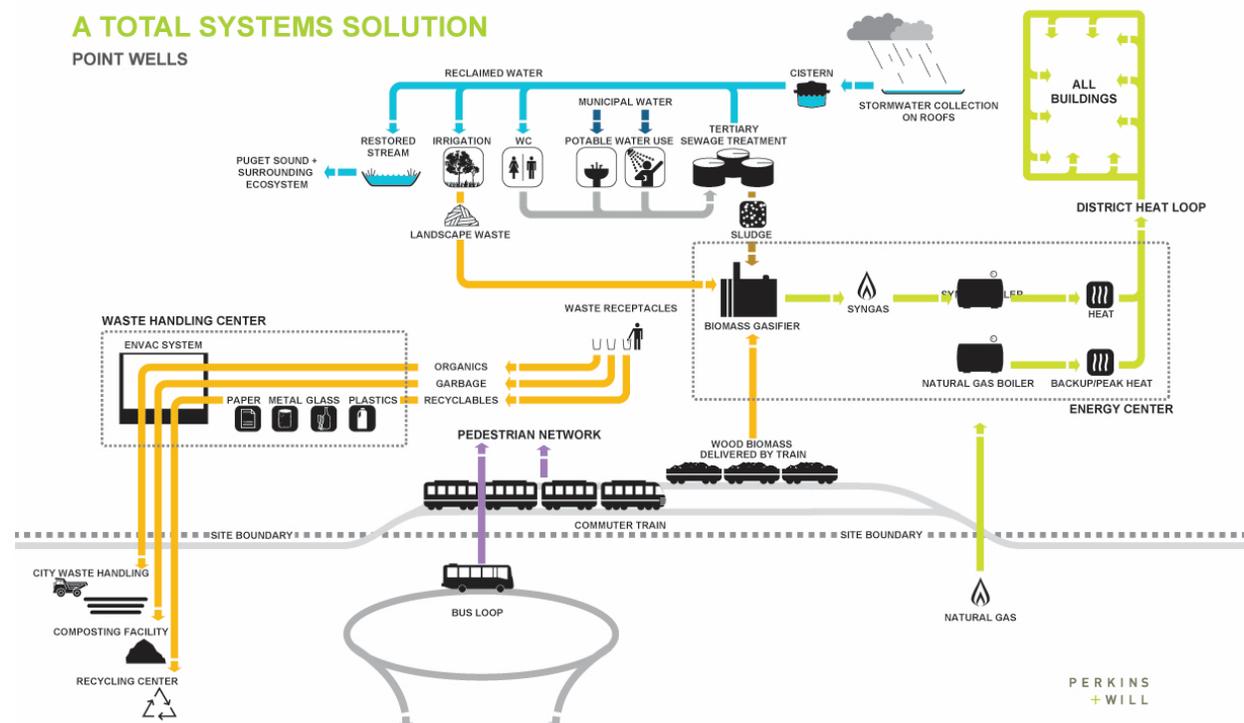
Natural daylighting shall be utilized as much as is feasible. The building layout and fenestration will be based on solar exposure. In more complex situations by refraction and deflection units can carry light deep into spaces. Create a stimulating environment (the human visual perception is based on daylight).

ENERGY CONSERVATION

By maximizing daylighting in the building through the use of vision glazing, skylights, and clerestories and coupling this with an automatic daylighting control system for much of the lighting, additional energy savings are realized. Back of house work areas, toilet rooms and offices are controlled via occupancy sensors with local override switches. Light fixtures were selected to balance light output and fixture efficiency resulting in a mixture of fluorescent direct and indirect light fixtures and LED's. LED's are used at exterior locations in the seat walls and in the interior spaces.

A district heating system potentially using waste wood biomass, a carbon neutral fuel, will provide Point Wells with a very low carbon footprint as well as an economical operation. The carbon emissions at full development will be at 4% of the current industrial site annual emissions. Water, an increasingly important resource, will be used effectively at Point Wells. Low water use fixtures and appliances along with efficient irrigation techniques will significantly reduce water usage. On site waste water treatment with water reuse will be investigated and could reduce use of potable water to 40% of comparable sites.

The outfall from the Brightwater plant is a very large source of water in the 52F +/- range in the winter and up to about 75F in the summer. Tapping into the outfall, putting the treated effluent through heat exchangers or heat pumps, and returning the effluent to the outfall would be a very effective system. As the design process continues we will explore this as a possible energy savings solution.



PRELIMINARY LEED 2009 NC CHECKLIST

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LEED 2009 for New Construction and Major Renovation Project Checklist		Point Wells Development #####	
20	6	Sustainable Sites	Possible Points: 26
Y	1	Prereq 1 Credit 1	Construction Activity Pollution Prevention 1
Y	5	Credit 2	Site Selection 5
Y	1	Credit 3	Development Density and Community Connectivity 1
Y	6	Credit 4	Brownfield Redevelopment 6
Y	1	Credit 4.1	Alternative Transportation—Public Transportation Access 1
Y	3	Credit 4.2	Alternative Transportation—Bicycle Storage and Changing Rooms 3
Y	1	Credit 4.3	Alternative Transportation—Low-Emitting and Fuel-Efficient Vehicles 1
Y	1	Credit 4.4	Alternative Transportation—Parking Capacity 1
Y	1	Credit 5.1	Site Development—Protect or Restore Habitat 1
Y	1	Credit 5.2	Site Development—Maximize Open Space 1
Y	1	Credit 6.1	Stormwater Design—Quantity Control 1
Y	1	Credit 7.1	Stormwater Design—Quality Control 1
Y	1	Credit 7.2	Heat Island Effect—Non-roof 1
Y	1	Credit 8	Heat Island Effect—Roof 1
Y	1	Credit 8	Light Pollution Reduction 1
10	10	Water Efficiency	Possible Points: 10
Y	4	Prereq 1 Credit 1	Water Use Reduction—20% Reduction 4
Y	2	Credit 2	Water Efficient Landscaping 2
Y	4	Credit 3	Innovative Wastewater Technologies 4
Y	4	Credit 3	Water Use Reduction 4
24	5	Energy and Atmosphere	Possible Points: 35
Y	4	Prereq 1 Prereq 2	Fundamental Commissioning of Building Energy Systems 4
Y	15	Prereq 3	Minimum Energy Performance 15
Y	4	Credit 1	Fundamental Refrigerant Management 4
Y	5	Credit 2	Optimize Energy Performance 5
Y	2	Credit 3	On-Site Renewable Energy 2
Y	2	Credit 4	Enhanced Commissioning 2
Y	3	Credit 5	Enhanced Refrigerant Management 3
Y	2	Credit 6	Measurement and Verification 2
Y	2	Credit 6	Green Power 2
7	4	Materials and Resources	Possible Points: 14
Y	3	Prereq 1 Credit 1.1	Storage and Collection of Recyclables 3
Y	1	Credit 1.2	Building Reuse—Maintain Existing Walls, Floors, and Roof 1
Y	2	Credit 2	Building Reuse—Maintain 50% of Interior Non-Structural Elements 2
Y	1	Credit 3	Construction Waste Management 1
Y	1	Credit 3	Materials Reuse 1
83	11	Total	Possible Points: 110
Certified 40 to 49 points Silver 50 to 59 points Gold 60 to 79 points Platinum 80 to 110			

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Landscape Narrative

Located just 15 miles north of downtown Seattle, Washington and nestled between the Woodway hills and the Puget Sound shoreline, the Point Wells landscape design strives to create an ecologically and neighborhood friendly environment with amenities to serve both the residents of the new development as well as the residents of the surrounding communities.

The landscape design incorporates many varied environments across this 60 acre site, including a formal Boulevard, naturalized woodlands, and a beachfront wetland. The variety of spaces allow for both passive and active recreation for users of all ages.

The overall site design is formulated of 5 main components:

- Public Plazas
- Streetscapes
- Informal Villages
- Ecological Habitat
- Beachfront Promenade

PUBLIC PLAZAS

- **URBAN PLAZA** The Urban Plaza acts as the primary arrival zone of Point Wells and will likely be a hub of activity. The plaza is envisioned as a joint pedestrian and vehicular surface with continuous stone paving. Vehicular traffic will pass through this space and bollards will be used to direct traffic. Along the western edge of the plaza is an art installation of tall thin steel columns which will create visual impact and interest upon arrival. This arrival beacon is the first of a series of art installations deployed across the Point Wells development and has the potential to be part of a public art program. The second important element of the plaza is an artful water feature simulating a stream running across the plaza. The plaza will be broken by planting and seating to create a comfortable environment in which to sit, people-watch, wait for the bus, look out to the water, or visit the retail stores.

WATERFRONT PLAZA + AMPHITHEATER

- The Waterfront Plaza and Amphitheater will be the heart of activity on the western side of the railroad tracks, as it is along the central path of circulation and flanked by cafes with outdoor dining spaces. The Waterfront Plaza is a joint pedestrian and vehicular surface with traffic routing defined by bollards. The paving material transitions from the asphalt Boulevard to an irregular cut stone paving which sets the tone for the adjacent Villages. Set within the Waterfront Plaza is a water feature which acts as the focal point of the plaza as well as the terminus to the Boulevard. The irregular paving used allows for tree planting anywhere within the plaza by selectively removing stones. The planting will



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have an irregular layout which will be the counterpoint to the formal allee of trees along the Boulevard. As the paving and planting transition from formal to informal, the past roughness of the site and the present renewal of the site is referenced.

The bridge out to the Pier springs from the western edge of the plaza adjacent to a terraced stone amphitheater. This intimate amphitheater venue focuses people towards the water and will be used for small concerts or everyday gatherings for enjoyment of the view.

- **PIER** The Pier is the iconic sculptural destination point of the landscape: a colorful and vibrant installation of sculpture to act as a floating beacon, viewable from land or water. It is envisioned as a wall-less room with large sculptures juxtaposed against the existing industrial cranes and relics, viewed against the sky and water. Potential artists for the Pier include Ned Kahn, Doug Hollis, or Janet Laurence. Planting along the eastern edge of the Pier soften its industrial nature and give the pier an appearance of a lush island thus merging the old and new uses of the site.

BEACHFRONT PROMENADE

A continuous 0.7 mile long Beachfront Promenade rools along the western edge of the site and has the potential to be connected to the adjacent beachfront properties to the north and the south. The promenade is comprised of two surface conditions to allow for both passive and active recreation; a pervious esplanade for pedestrians and emergency vehicles shared with an adjacent paved surface for bicycles and rollerblades. The overall path width varies along its length. In all locations there is a minimum of 20' of path to provide a generous space for all users. As the path pulls away from the village architecture, large spaces are created adjacent to the Promenade. These spaces will be developed to include number of different elements including playgrounds, gardens, and art display. Access points down to the beach are provided where the path is located closer to the villages.

INFORMAL VILLAGES

All of the crescent villages have an informal landscape character which begins with the irregular cut stone paving pattern. The craggy nature of the paving pattern selected reinforces the architectural geometries of the village and is reminiscent of small European villages. The pattern also provides an intimate landscape at the pedestrian scale amidst the architecture. The paved surfaces, broken by landscape, will be void of curbs but demarcated by bollards providing limited vehicular access. The treatment of the groundplane is designed with the pedestrian experience in mind, with lush planting coming directly out of the paving throughout the village. At the heart of the Central Village there is a larger planting area which will act as a small neighborhood park.



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As you move out of the villages, westward towards the water, the paving pattern begins to pull apart into stepping stones and gives way to a larger planted area between the west face of the village buildings and the esplanade. These planted areas will help to screen the private decks on the village buildings while also providing a lush landscape beyond which are views to the water.

STREETSCAPES

- **BOULEVARD + BRIDGE** The Boulevard and Bridge act as the main access from the Urban Plaza into the site. The formal Boulevard landscape provides a lush, tree lined experience for both vehicular and pedestrian users. A line of deciduous canopy trees planted in a bed of flowering shrubs and groundcover separates the joint pedestrian and bicycle path from the vehicular roadway. Adding to the pedestrian experience, a rhythm of sculptures adjacent to the sidewalk punctuate the length of the village access and are set within the woodland. The Bridge over the railroad tracks is an extension of the formal Boulevard expression. Planters featuring cascading flowering plantings will soften the edges of the bridge.
- **WOODLAND ROAD** West of the railroad bridge crossing, the Woodland Road is an intimate, informal drive through the woods that delivers vehicles to the North Crescent community. Unlike the main Boulevard, which has the pedestrian and bicycle path directly adjacent to the roadway, the Woodland Road path winds through the woods before reaching the North Crescent. By extending the existing woods into the site, a connection is made between the new community development with the existing character of the surrounding communities.
- **ECOLOGICAL HABITAT** A major goal of the Point Wells Development is to create an environment which invites healthy living for people, plants, and animals. As a team, we have set out to reinvent this contaminated site into a productive habitat that relates to the surrounding community and ecology.
- **WOODLAND** The existing coniferous and deciduous forest to the east of the site is quite remarkable and a great foil against which to set the architecture. We have worked to fit the new architecture into this existing hillside landscape by extending the forest all the way up to and in between the Crescent Towers. An oil tank from the existing site will be retained and repurposed for storm water detention. Pedestrian paths through the forest will provide a quarter mile loop as well as access between the North Crescent and the Central Crescent. The Woodland is also home to the Open channel which begins on the hillside, west of the Urban Plaza.

ECOLOGICAL HABITAT

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- SHORELINE** The potential for a varied shoreline morphology offers opportunities to expand fish and wildlife habitat, create beaches for public and private use, and vary the character of the landscape along 0.7 miles of waterfront. By nature of the water currents around the site, groin walls will be employed to capture sand and create sandy beaches towards the north of the site. The beaches north of the wetland will be intimate in size and have a more naturalized, rocky, and planted eastern edge. Moving south, the beaches will become more expansive in length and depth providing large areas for relaxation, sun bathing, and people watching during the summer months. The beach will be a great amenity to both the Point Wells Communities as well as the public.
- OPEN CHANNEL + WETLAND** In wet months water meanders through the site in a wide, bouldery open channel bed. The woodland open channel is fed from filtered storm water which will be collected from the architectural roofs and paved surfaces. The rocky open channel bed will provide habitat area for many different creatures and will also be an inviting play area for children. The open channel continues down to the west and terminates at the esplanade before draining into an existing storm outfall.



PLANT LIST

- Trees
 - Acer circinatum
 - Acer saccharum
 - Cedrus deodara
 - Fagus sylvatica
 - Gleditsia triacanthus
 - Liquidambar styraciflua
 - Picea omorika
 - Pinus contorta
 - Platanus acerifolia
 - Quercus palustris
- Shrubs
 - Ceanothus species
 - Cornus alba
 - Hydrangea quercifolia
 - Laurel nobilis
 - Phormium tenax
 - Rhododendron macrophyllum
 - Rhododendron occidentale
- Groundcovers / Perennials / Ferns / Grasses
 - Adiantum aleuticum
 - Anemone nemorosa
 - Arctostaphylos uva-ursi
 - Bergenia species
 - Blechnum spicant
 - Deschampsia cespitosa
 - Helleborus hybrids
 - Hemerocallis hybrids
 - Iris Pacific Coast Hybrids
 - Narcissus species
 - Polystichum munitum
- Vines
 - Passiflora species

IRRIGATION

The Woodland area *may* only need temporary irrigation for establishment. The remainder of the site will likely need permanent irrigation.

Drawings

See attached full size drawings.

Appendix

List of zoning code deviations - PENDING

Minutes from Neighborhood Meeting - PENDING

Pre-submittal conference forms - PENDING