



Snohomish County
Urban Center Development Plan

POINT WELLS DEVELOPMENT PROJECT NARRATIVE



Table of Contents

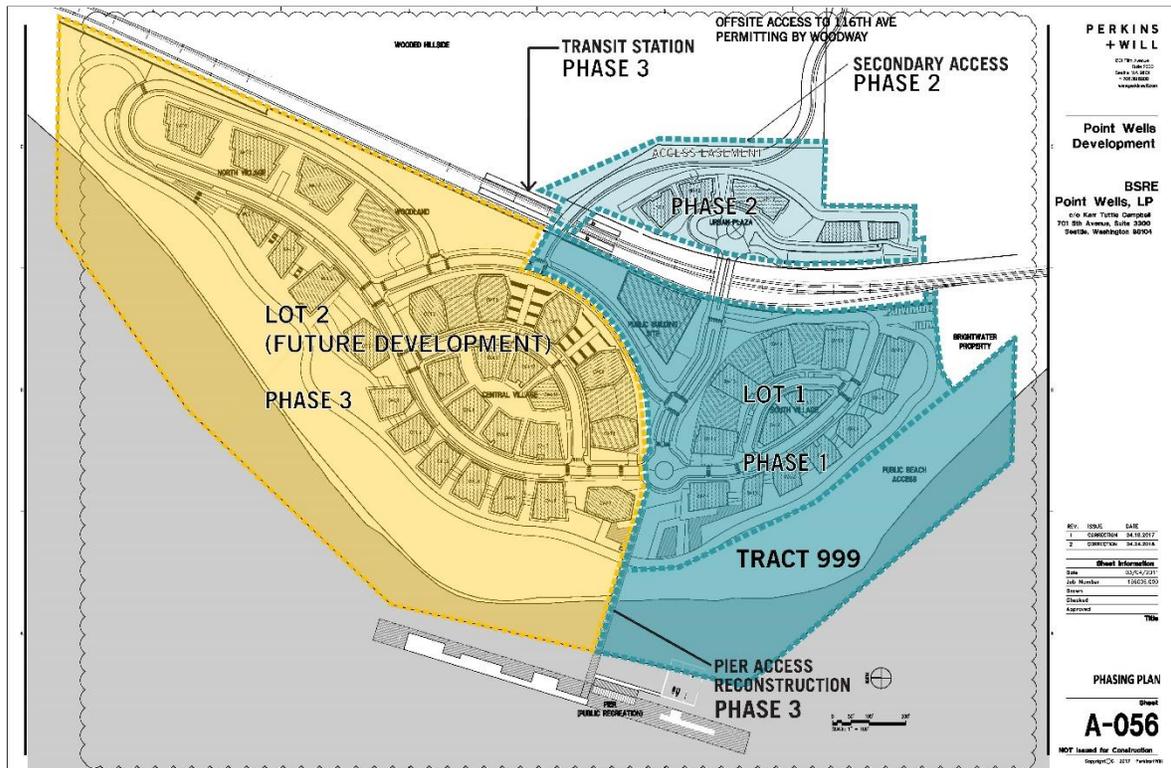
Phasing Plan Narrative	5
Residential Development Calculations	9
Conforms to Urban Center Code Narrative	14
Requested Zoning Code Deviations	28
Drainage Report	30
Master Plan Concept	31
Design Guidelines	34
Landscape Narrative	47
Drawings	52
Appendix	53

Phasing Plan Narrative

INTRO

The development of the Point Wells project 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 work for the site is going to 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 also split into phases in an effort to build up the infrastructure gradually, thus 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, 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 beaches and 1000 feet of dock are the types of attractions that are the focus of Phase 1. Required site circulation to these



amenities will be included during this phase. The south vehicle bridge across the train tracks is the start of the tree-lined boulevard to the Beach Plaza. The boulevard transitions from the bridge and terminates at the pier. The north vehicle bridge leads across the train tracks from the access easement road and connects into the Woodland Road east of the Central village, which connects to the south with the Boulevard. 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 second access are included in this phase for emergency vehicles. This access will remain in place and connect to the esplanade and site circulation when built in later phases. Public beach parking will exist on the south edge of the South Village, behind the Tower 6. This will provide parking for the public and will have over 10% of the surface landscaped.

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 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 will accommodate the overall infrastructure for the future phases. For further detail on the phasing plan for the systems, please refer to the mechanical and electrical design portions of this report.

PHASE 2

This phase encompasses the Urban Plaza, retail, commercial and residential construction, parking, the public transit hub, the ENVAC trash collection terminal and the security/EMT office and onsite parking. 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. The fire and police office is included in this initial phase to provide the emergency response for the first residents. The office area will be determined by the future overall site population.

PHASE 3 CENTRAL VILLAGE

The Central Village is the largest of the development areas on the site. It comprises over 1000 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 will be planned and built in sub-phases. Retail spaces within and between the bases of the high-rise towers foster street activity. 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. The space between the Central Village and the North Village is a restored woodland zone that breaks up the density of residential buildings on the site.

A Sound Transit rail station is included in phase 3 based on the increased resident demand. This station consists of two grade-level platforms served by the north bridge over the railroad tracks. The bridge connects the Town of Woodway to the Central Village and is built in phase 1. Vertical circulation allows access to north and southbound platforms from the bridge.

PHASE 3 NORTH VILLAGE

The final phase of development is the North Village area. The woodland area to the south and east separates 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 around the North Village high-rise towers to connect to sub-grade parking. 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.



Int'l St. Clair, Inc.

Residential Development Calculations

TOTALS

	SV	CV	NV	UP	TOTALS
NUMBER OF UNITS TOTAL	720	1204	889	272	3085
SENIOR LIVING UNITS	288	313	356	136	1093
RESIDENTIAL PARKING STALLS NEEDED	576	1048	712	204	2540
RETAIL PARKING STALLS NEEDED	96	79	0	67	242
OFFICE PARKING STALLS NEEDED	44	42	0	71	157
TOTAL PARKING STALLS REQ.	716	1169	712	342	2939
TOTAL PARKING STALLS PROVIDED	714	1764	743	356	3577
TOTAL BUILDING AREA (sqft)	653,499	1,053,266	707,676	249,654	2,664,095
SITE AREA (sqft)					2,653,620
FAR					1.00
note: No residential units over 1,000 sq ft					

URBAN PLAZA

(Refer to page 19 'Parking' for ratios applied)

URBAN PLAZA (PHASE 2)																																
BUILDING	USE	HEIGHT	LEVELS (from sea level)	NUMBER OF LEVELS	UNIT 1 (SF)	UNIT 2 (SF)	UNIT 3 (SF)	UNIT 4 (SF)	UNIT 5 (SF)	UNIT 6 (SF)	UNIT 7 (SF)	UNIT 8 (SF)	UNIT 9 (SF)	UNIT 10 (SF)	UNIT 11 (SF)	RESIDENTIAL FLOOR AREA	UNIT QUANTITY	ENVAC FLOOR AREA	ENERGY CENTER FLOOR AREA	POLICE / FIRE FLOOR AREA	CIVIC FLOOR AREA	OFFICE FLOOR AREA	RETAIL FLOOR AREA	BUILDING AREA (not including stairs, shafts, mech.)	SENIOR LIVING UNITS	UNIT SIZE AVERAGE	SR PARKING STALLS	RETAIL PARKING	OFFICE PARKING	ALL PARKING REQUIREMENT	BICYCLE PARKING	
UP-T1			+55'	1																			9,180									
			+75'	1																		5,252										
			+90' TO +235'	13	995	534	515	550	668	472	553					55,731	91							58,097		622						
SUB-TOTAL	Mix.	180'		15												55,731	91					5,252	9,180	72,529		622		19	11		5	
UP-T2			+55'	1																			9,180									
			+75'	1																		5,252										
			+90' TO +225'	12	984	530	500	572	925							42,132	60							43,476		702						
SUB-TOTAL	Mix.	170'		14												42,132	60					5,252	9,180	57,908		702		19	11		5	
UP-T3			+55'	1																		9,180	8,130									
			+75'	1																		7,995										
			+90' TO +205'	11	647	574	648	638	686	665	488	530	590	620	587	73,403	121							77,044		607						
SUB-TOTAL	Mix.	150'		13												73,403	121					17,175	8,130	102,349		607		17	35		5	
SERVICE BUILDING 1			+35'	1														4,595						4,595								
			+55' TO +70'	1																			5,687									
SUB-TOTAL	Mix.	35'		2														4,595					5,687	10,282				12				5
SERVICE BUILDING 2			+35'	1																2,927				2,927								
			+55' TO +70'	1																			3,659		3,659							
SUB-TOTAL	Mix.	35'		2																2,927			3,659	6,586				14				5
UP TOTAL	5 Mix.															171,266	272	4,595	0	2,927	0	31,338	32,177	249,654	136	644	68	67	71	342	25	

Note: for buildings UP-T1 - UP-T3 building height includes 15' mechanical penthouse.
 Note: heights are measured from the average grade for the building footprint
 Note: Mix. denotes any building with a combination of residential, retail or office. Pub. is a public building that may house community spaces as well as infrastructure for the site.

NORTH VILLAGE

NORTH VILLAGE (PHASE 3)																																	
BUILDING	USE	HEIGHT	LEVELS (from sealevel)	NUMBER OF LEVELS	UNIT 1 (SF)	UNIT 2 (SF)	UNIT 3 (SF)	UNIT 4 (SF)	UNIT 5 (SF)	UNIT 6 (SF)	UNIT 7 (SF)	UNIT 8 (SF)	UNIT 9 (SF)	UNIT 10 (SF)	UNIT 11 (SF)	UNIT 12 (SF)	UNIT 13 (SF)	AREA (RESIDENTIAL) (SF)	UNIT QUANTITY	ENVAC FLOOR AREA	ENERGY CENTER FLOOR AREA	POLICE/FIRE FLOOR AREA	CIVIC FLOOR AREA	OFFICE FLOOR AREA	RETAIL FLOOR AREA	BUILDING AREA (not including stairs, shafts, etc.)	SENIOR LIVING UNITS	SR PARKING STALLS	AVERAGE UNIT SIZE	RETAIL PARKING STALL TOTAL	TOTAL PARKING REQUIREMENT	BICYCLE PARKING	
NV-L1		+17'		1		675	758	735										2,168	3							2486						723	
		+28' TO +48'		3	777	675	758	735	592									10,611	15							14271						707	
		+58 TO +83'		1	730					587	600								3							1992						639	
SUB-TOTAL	Res.	66'		5														12,779	21							18,749				690		5	
NV-L2		+17'		1			653	789	767	653	843							3,705	5							3400						741	
		+28'		1		532	653	789	767	653	843							4,237	6							4562						706	
		+38 to +58'		3	664	532	653	789	767	653	843							14,703	21							15711						700	
		+68' TO +93'		1	664	528					843							2,035	3							2449						678	
SUB-TOTAL	Res.	76'		6														24,680	35							26,122				706		5	
NV-L3		+17'		1			784	814	722	647	981	986	679	650				6,263	8							6426						783	
		+28'		1	693	820	784	814	722	647	981	986	679	650	573			8,349	11							8539						759	
		+38 to +78'		5	693	820	784	814	722	647	981	986	679	650	573	626		44,875	60							46075						748	
		+88' TO +113'		1	693	820	784					986	679	650	573	626		5,811	8							5225						726	
SUB-TOTAL	Res.	96'		8														65,298	87							66,265				754		5	
NV-T1		+28'		1	938	622	709	788			590	725	953	813	909	807	976	8,830	11							9410						803	
		+38' TO +203'		15	937	854	744	726	689	566	590	618	814	894	842	682	799	146,325	195							155250						750	
SUB-TOTAL	Res.	175'		16														155,155	206							164,660				777		5	
NV-T2		+28'		1	938	622	709	788			590	725	953	813	909	807	976	8,830	11							9410						803	
		+38' TO +193'		14	937	854	744	726	689	566	590	618	814	894	842	682	799	136,570	182							144900						750	
SUB-TOTAL	Res.	165'		15														145,400	193							154,310				777		5	
NV-T3		+28'		1	938	622	709	788			590	725	953	813	909	807	976	8,830	11							9410						803	
		+38' TO +173'		13	937	854	744	726	689	566	590	618	814	894	842	682	799	126,815	169							134550						750	
SUB-TOTAL	Res.	145'		14														135,645	180							143,960				777		5	
NV-T4		+28'		1	938	622	709	788			590	725	953	813	909	807	976	8,830	11							9410						803	
		+38' TO +153'		12	937	854	744	726	689	566	590	618	814	894	842	682	799	117,060	156							124200						750	
SUB-TOTAL	Res.	125'		13														125,890	167							133,610				777		5	
NV TOTAL	7 Res.																	664,847	889	0	0	0	0	0	0	707,676	356	178	751	0	712	35	

Note: for buildings NV-L1 to NV-L3 and NV-T1 to NV-T4 building height includes 15' mechanical penthouse.

Note: heights are measured from the average grade for the building footprint

Note: Mix. denotes any building with a combination of residential, retail or office. Pub. is a public building that may house community spaces as well as infrastructure for the site.

CENTRAL VILLAGE

CENTRAL VILLAGE (PHASE 3)																														
BUILDING	USE	HEIGHT	LEVELS (from seal level to top of slab)	NUMBER OF LEVELS	UNIT 1 (SF)	UNIT 2 (SF)	UNIT 3 (SF)	UNIT 4 (SF)	UNIT 5 (SF)	UNIT 6 (SF)	UNIT 7 (SF)	UNIT 8 (SF)	UNIT 9 (SF)	UNIT 10 (SF)	AREA (RESIDENTIAL) (SF)	UNIT QUANTITY	ENVAC FLOOR AREA	ENERGY CENTER FLOOR AREA	POLICE/FIRE FLOOR AREA	CIVIC FLOOR AREA	OFFICE FLOOR AREA	RETAIL FLOOR AREA	BUILDING AREA (not including stairs, shafts, ...)	SENIOR LIVING UNITS	SR PARKING STALLS	AVERAGE UNIT SIZE	CIVIC AND OFFICE PARKING TOTAL	RETAIL PARKING STALL TOTAL	TOTAL PARKING REQUIREMENT	BICYCLE PARKING
CV-L1			+16'	1	979	768	958	948							3,653	4							3,039							913
			+28'	1	946	979	768	958	948	892					5,491	6							5,874							915
			+38' TO +48'	1	946					892					1,838	2							2,076							919
SUB-TOTAL	Res.	32'		3											10,982	12						10,989			916					5
CV-L2			+16'	1		971	817	975	933						3,696	4							3,955							924
			+28'	1	679	971	817	975	933	984					5,359	6							5,725							893
			+38' TO +48'	1	679					984					1,663	2							1,807							832
SUB-TOTAL	Res.	32'		3											10,718	12						11,487			883					5
CV-L3			+16'	1		823	906	988	985						3,702	4							3,961							926
			+28'	1	885	823	906	988	985	925					5,512	6							5,866							919
			+38' TO +48'	1	885					925					1,810	2							1,739							905
SUB-TOTAL	Res.	32'		3											11,024	12						11,566			916					5
CV-L4			+16'	1		926	757	967	996						3,646	4							3,900							912
			+28'	1	789	926	757	967	996	978					5,413	6							5,795							902
			+38' TO +48'	1	789					978					1,767	2							1,659							884
SUB-TOTAL	Res.	32'		3											10,826	12						11,354			899					5
CV-L5			+16'	1		997	769	996	971						3,727	4							3,983							932
			+28'	1	843	997	769	996	971	943					5,513	6							5,884							919
			+38' TO +48'	1	843					943					1,786	2							1,548							893
SUB-TOTAL	Res.	32'		3											11,026	12						11,415			915					5
CV-L6			+16'	1		994	958	977	966						3,895	4							4,182							974
			+28'	1	864	994	958	977	966	958					5,717	6							6,114							953
			+38' TO +48'	1	864					958					1,822	2							1,787							911
SUB-TOTAL	Res.	32'		3											11,434	12						12,083			946					5
CV-L7			+28'	1	975	955	826	640	914	909	941	693			6,853	8							7,200							857
			+38' TO +83'	3	975	955	826	958	914	909	941	693			21,513	24							23,019							896
SUB-TOTAL	Res.	55'		4											28,366	32						30,219			877					5
CV-L8			+28'	1	972	575	837	669	635	642	792				5,122	7							5,448							732
			+38' TO +83'	3	972	575	837	756	654	662	792	622			17,610	24							18,837							734
SUB-TOTAL	Res.	55'		4											22,732	31						24,285			733					5
CV-L9			+28'	1	981	620	467	792	753	529	990				5,132	7							5,399							733
			+38' TO +83'	3	977	640	482	816	753	529	990	683			17,610	24							18,897							734
SUB-TOTAL	Res.	55'		4											22,742	31						24,296			733					5
CV-L10			+28'	1	964	993	769	922	971	755					5,374	6							5,531							896
			+38' TO +83'	3	964	993	904	911	997	755	985				19,527	21							19,692							930
SUB-TOTAL	Res.	55'		4											24,901	27						25,223			913					5
CV-L11			+28'	1	470	783	967	975	989						4,184	5							4,402							837
			+38' TO +103'	5	470	762	998	998	999	902					25,645	30							27,535							855
SUB-TOTAL	Res.	75'		6											29,829	35						31,937			846					5
CV-L12			+28'	1		706	770	891	459	754					3,580	5							3,694							716
			+38' TO +113'	6	772	730	797	876	459	754					26,328	36							27,210							731
SUB-TOTAL	Res.	75'		7											29,908	41						30,904			724					5
CV-L13			+28'	1	895	949	924	924	474						4,166	5							4,132							833
			+38' TO +103'	5	916	975	960	907	474	783					25,075	30							25,825							836
SUB-TOTAL	Res.	75'		6											29,241	35						29,957			835					5
CV-T1			+28'	1											0	0						8,006								8405
			+42' TO +187'	13	926	968	936	789	735	750	589	718	812		93,899	117							96,655							803
SUB-TOTAL	Mix.	150'		14											93,899	117						8,006	105,060			803	17			5
CV-T2			+28'	1											0	0						10,361								10,729
			+42' TO +197'	14	926	968	936	789	735	750	589	718	812		101,122	126							104,090							803
SUB-TOTAL	Mix.	160'		15											101,122	126						10,361	114,819			803	21			5
CV-T3			+28'	1											0	0						3,825								4,127
			+42' TO +207'	15	926	968	936	789	735	750	589	718	812		108,345	135							111,525							803
SUB-TOTAL	Mix.	170'		16											108,345	135						3,825	115,652			803	8			5
CV-T4			+28'	1											0	0						3,812								4,169
			+42' TO +217'	16	926	968	936	789	735	750	589	718	812		115,568	144							118,960							803
SUB-TOTAL	Mix.	180'		17											115,568	144						3,812	123,129			803	8			5
CV-T5			+28'	1											0	0				</										

SOUTH VILLAGE

SOUTH VILLAGE (PHASE 1)																													
BUILDING	USE	HEIGHT	LEVELS (from streetlevel)	NUMBER OF LEVELS	UNIT1 (SF)	UNIT2 (SF)	UNIT3 (SF)	UNIT4 (SF)	UNIT5 (SF)	UNIT6 (SF)	UNIT7 (SF)	UNIT8 (SF)	AREA (RESIDENTIAL) (SF)	UNIT QUANTITY	ENVA/C FLOOR AREA	ENERGY CENTER FLOOR AREA	POLICE/FIRE FLOOR AREA	CIW/C FLOOR AREA	OFFICE FLOOR AREA	RETAIL FLOOR AREA	BUILDING AREA (not including stairs, shafts, etc.)	SENIOR LIVING UNITS	SR PARKING STALLS	AVERAGE UNIT SIZE	OFFICE PARKING STALL TOTAL	RETAIL PARKING STALL TOTAL	TOTAL PARKING REQUIREMENT	BICYCLE PARKING	
SV-L1			+16'	1	724	722	590	546					2,582	4							1,314			646					
			+28'	1	724	722	590	546	628				3,210	5							3,531			642					
			+38' TO +48'	1	724				628				1,352	2							1,517			676					
SUB-TOTAL	Res.	32'		3									7,144	11							6,362			655				5	
SV-L2			+16'	1		942	797	992					2,731	3							3,117			910					
			+28'	1	936	942	797	992	678				4,345	5							4,662			869					
			+38' TO +48'	1	936				678				1,614	2							3,043			807					
SUB-TOTAL	Res.	32'		3									8,690	10							10,822			862				5	
SV-L3			+16'	1		707	800	833	737				3,077	4							3,640			769					
			+28'	1	693	707	800	833	737	902			4,672	6							5,014			779					
			+38' TO +48'	1	693					902			1,595	2							3,310			798					
SUB-TOTAL	Res.	32'		3									9,344	12							11,964			782				5	
SV-L4			+16'	1		704	652	849	650				2,855	4							3,194			714					
			+28'	1	564	704	652	851	651	747			4,169	6							4,501			695					
			+38' TO +48'	1	564					747			1,311	2							3,151			656					
SUB-TOTAL	Res.	32'		3									8,335	12							10,846			688				5	
SV-L5			+16'	1		832	656	619					2,107	3							2,385			702					
			+28'	1	427	828	656	619	806				3,336	5							3,595			667					
			+38' TO +48'	1	427				806				1,852	3							2,013			617					
SUB-TOTAL	Res.	32'		3									7,295	11							7,993			662				5	
SV-L6			+28'	1	840	767	644	669					2,920	4							1,257			4,533					
			+38' TO +103'	5	840	767	644	852	760	915			23,890	30							25,760			796					
SUB-TOTAL	Mix.	75'		6									26,810	34							1,257			30,293			3	5	
SV-L7			+28'	1	631	617	688	619					2,555	4							1,329			4,228					
			+38' TO +103'	5	631	619	687	620	892	622	439		22,550	35							24,365			639					
SUB-TOTAL	Mix.	75'		6									25,105	39							1,329			28,593			3	5	
SV-T1			+16'	1									0								5,798			5,798					
			+28'	1									0								5,692			5,965					
			+43' TO +158'	10	995	679	655	890	838	584	645	685	59,710	80							66,670			746					
SUB-TOTAL	Mix.	127'		11									59,710	80							5,692			5,798			12	12	5
SV-T2			+28'	1									0								7,262			8,153					
			+43' TO +168'	11	995	679	655	890	838	584	645	685	65,681	88							73,337			746					
SUB-TOTAL	Mix.	133'		12									65,681	88							7,262			81,490			15	5	
SV-T3			+28'	1									0								6,090			7,577					
			+43' TO +188'	13	995	679	655	890	838	584	645	685	77,623	104							86,671			746					
SUB-TOTAL	Mix.	153'		14									77,623	104							6,090			94,248			13	5	
SV-T4			+28'	1									0								6,233			7,950					
			+43' TO +208'	15	995	679	655	890	838	584	645	685	89,565	120							100,005			746					
SUB-TOTAL	Mix.	173'		16									89,565	120							6,233			107,955			13	5	
SV-T5			+28'	1									0								2,051			2,995					
			+43' TO +188'	13	995	679	655	890	838	584	645	685	77,623	104							86,671			746					
SUB-TOTAL	Mix.	153'		14									77,623	104							2,051			89,666			5	5	
SV-T6			+28'	1	995	679	655	890		584	645	685	5,133	7							5,815			733					
			+43' TO +168'	11	995	679	655	890	838	584	645	685	65,681	88							73,337			746					
SUB-TOTAL	Mix.	133'		12									70,814	95							79,152			740				5	
COMMUNITY BUILDING			+28'	1												25,886													
			+40'	1																				15,682					
SUB-TOTAL	Pub.	15'		2												25,886								15,682			32	5	
SV TOTAL	5 Res. 8 Mix. 1 Pub.												533,739	720	0	25,886	0	21,374	0	30,020	653,499	288	144	733	44	96	716	70	

Note: for buildings SV-L6, SV-L7, and SV-T1 - SV-T6 building height includes 15' mechanical penthouse.

Note: heights are measured from the average grade for the building footprint

Note: Mix. denotes any building with a combination of residential, retail or office. Pub. is a public building that may house community spaces as well as infrastructure for the site.

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
- 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 1.0, 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))
 - Where dwelling units are present within 50' of the property line, 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 meets the above requirements in each village individually.***
- 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 Point Wells plan conforms with the parking location requirement.***

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 storm water 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. The proposed plan is to utilize the Filterra system (manufactured by Contech Engineered Solutions) for all stormwater treatment. This system will take space within the planter area, and be planted with trees.***

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 with completion of the first building or first phase of the development
- ▶ ***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 smoke-proof 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 as well the “east access road” (connecting to 116th Ave W) provide a 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.***
- 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 1.0, 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

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.



Although the site is isolated along the north and east edge, this is a community oriented, sustainable development that offers onsite amenities to its residents and surrounding neighborhoods. It is conceived of as a well-connected, transit-oriented 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 to create 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 the north and south bridges over the train tracks. 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 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 makes it ideal for a multipurpose facility which could include public meeting and exhibition spaces, library and orientation center. The location and the primary use by residents helps to minimize the requirement for parking and the impact of additional vehicles in the development. The

community center site will be directly accessible from the main boulevard access road and the bridge. The clean energy 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 by trash pickup from this location during phase 1 until the completion of phase 2 and the central ENVAC center is constructed in the Upper Plaza service building 1. The ENVAC utility lines will run from the village garages to this central location, and will be coordinated so as not to compromise the parking garage clearances or other utility lines running throughout the site.

The distinct urban villages will each be defined by an iconic urban form in a crescent configuration creating a sweeping edge of dispersed tower structures that dramatically capture the panoramic views of Puget Sound and the iconic Olympic Mountains. The North village has a distinct character and is slightly more removed from the Central and South villages. The buildings and urban form of the North Crescent village cascade in height, decreasing from North to South as they engage with the other villages and the shore.

The tower buildings of the Central 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 boutique retail uses and amenities like gym or daycare spaces. The ground plane steps 16' 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 and there is minimal parking at grade allowing for unrestricted pedestrian movement at grade and offering residents direct access to their residences from a protected and secure basement.

The organization 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. This concept will allow a diversity of expression between buildings while maintaining a strong overall unity and landmark identity to the project. A set of design guidelines for development could be developed to ensure a consistent language and material use while allowing for differentiation between villages and buildings. The scope of the guidelines would 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 would 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 amphitheater, 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 esplanade that will provide direct



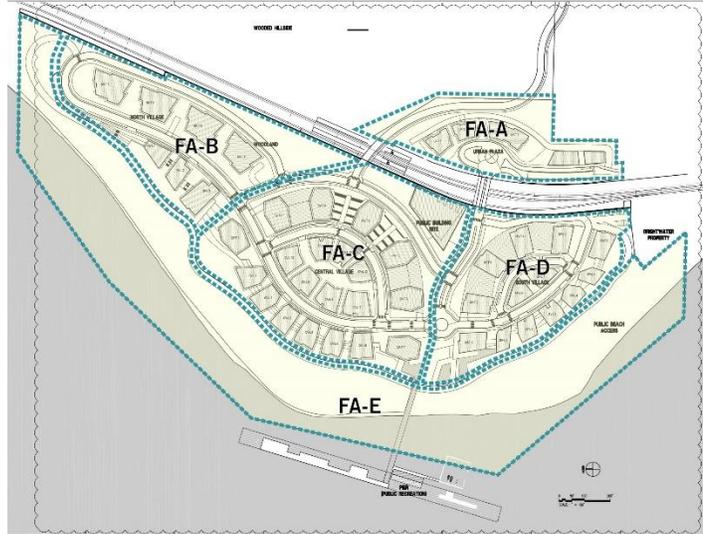
access to the shoreline and the waterfront properties. The restored beach is envisioned as an active continuous open space and varied recreation environment, the wooded areas will provide a backdrop that breaks up the built environment.

The focal point 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. The parking requirement for the pier will be met by street parking stalls located within 300' of the entrance to the bridge structure. And the loading requirement will be handled by the Central Village loading dock area. It will be visually upgraded while retaining some of its key marine features and character. As a water dependent building it will have the existing structures renovated, these might potentially incorporate a small craft rental, fishing supplies, café use, public art, and access to a boat launch, it could also offer a potential docking location for a local ferry service. The pier does not contain a marina which services or moors vessels or dispenses fuel. However it has a non-covered floating dock used for non-motorized watercraft.

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 Pont 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 a major point of entry for road guided traffic. The south 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 e'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 two low two-story buildings will transition the scale from predominantly single family structures along Richmond Beach Dr. NW. to the denser development on site. These buildings 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, mechanical units and meters are located away from main entry facades or screened from views. The first parking level is accessed at grade when the road diverges up to the plaza, and the lower level is accessible via an internal ramp.

Residential use, will vary in scale, size, and cost to provide some market affordable housing as well as senior living units. Retail and market uses will be dedicated to most of the ground floor and office with office taking up the remainder and the entire second floor. The parking garage below ground level will service the requirements of both the residential units and retail/office use in urban plaza. The residential buildings will step in size from South to North allowing for natural lighting and views and helping to scale the project with the adjacent residential neighborhoods.

The residential towers will 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 the retail and commercial 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, signs 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 providing sufficient lighting and weather protection. Pedestrian areas should be activated with planting and interactive elements and blank walls will be limited to less than 20’.
- **BUILDING SETBACKS AND VIEWSCAPES** Building massing must take into account the framing of views for adjacent residences. The majority of the development should meet the edge of property line with minimal 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 from the view of sites located uphill or to the south. 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.) At lower levels, decorative materials such as board-form concrete will be used to articulate the base of the building.
- **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 will be differentiated and mechanical equipment enclosed or screened from higher viewpoints. The roof design within a village 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 to minimize hardscape.
- **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 and relate the plaza back to an individual scale.

- **LIGHTING AND SIGNAGE** Point Wells Urban Plaza’s lighting plan will conform to the Design standard set out in 30.34A.110 of the Snohomish county code, and will be equipped with “cut offs” to direct light downwards. Flashing lights and “up-lighting” will not be utilized in the design. Street lighting will be planned to minimize glare and light pollution while providing even lighting of public paths and spaces. All signage within the project will conform to the requirements laid out in 30.27.010 of the Snohomish county code. Retail signs will be scaled to fit with a pedestrian urban experience rather than an vehicular experience, and therefore will be scaled to fit with a typical viewing distance from 0-300ft. Height of retail signage will also be based on a pedestrian experience of the development, thus primarily locating signage between 4 and 12 feet from the ground and attaching signs to directly to the retail buildings in the development and not utilizing free standing signs that require support structures.

FOCUS AREA B | **NORTH VILLAGE**

The ‘North Village’ or FA-B is predominantly a residential neighborhood defined by a sweeping line of 4 high-rise structures on the east connected by a common access road to 3, 5-8 story, multifamily structures towards the waterfront. It is the median sized village and is unique in location due to the proximity to beach, waterfront amenities, private gardens, 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 east slope of the site, from the train tracks, across the road and extending into the high rise landscaping is a heavily wooded natural habitat. This typical northwest wooded landscape 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 eastern border of the site. A sound-wall with planting and water features can mitigate the noise caused by passing trains. The roadway and public sidewalk location encourage areas for outlooks and overlooks to view Puget Sound and the Olympics along the north-west edge of the village.
- **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 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. Mid-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 (sun-shading, natural ventilation, energy recovery...). At lower levels, decorative materials such as board-form concrete will be used to articulate the base of the building.
- **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** Hard landscaping with intermittent planted areas should be used to create the small plaza areas and streets at multiple levels. Along the southern edge of the high-rise towers will be an expansive planted area that softens the boundary between the woodland zone and the residential towers. Pervious landscaping will be used for pocket parks and all hardscape on grade (vs. above structure). There will be a variety of green space and paved areas. Site and open space design will respond to particular site conditions such as: high-bank front yards, view corridors, large landscape features (board walk, beach, etc.).
- **LIGHTING AND SIGNAGE** Point Wells North Village lighting plan will conform to the Design standard set out in 30.34A.110 of the Snohomish county code, and will be equipped with "cut offs" to direct light downwards. Flashing lights and "up-lighting" will not be utilized in the design. Street lighting will be planned to minimize glare and light pollution while providing even lighting of public paths and spaces. All signage within the project will conform to the requirements laid out in 30.27.010 of the Snohomish county code. The North Village does not contain any retail, so the only signs that would be used in this village are navigational signs related to the parking areas and entrances.

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. This is the largest of the 3 villages and it is 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 low-rises 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 and the Olympics. 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 low-rises along the west portion of the site should have their own separate entrances. Low-rise 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 between CV-T1 and T2 and CV-T6 and T7 on the north and south ends respectively of FA-C.
The proximity of the esplanade, and bridge 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 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 feel between the low and mid-rise buildings. Use of large open space areas between western buildings and board walk will be for semi-private gardens to buffer residences from the public esplanade. Village low-rises and midrise multifamily buildings forms should be modulated in a varied 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.). At lower levels, decorative materials such as board-form concrete will be used to articulate the base of the building.

- **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** Hard landscaping with intermittent planted areas should be used to create the small plaza areas and different village access typologies. Hardscaping will be used for the esplanade, while pervious landscaping will be used for 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 (board walk, beach, etc.).
- **LIGHTING AND SIGNAGE** Point Wells Central Village lighting plan will conform to the Design standard set out in 30.34A.110 of the Snohomish county code, and will be equipped with "cut offs" to direct light downwards. Flashing lights and "up-lighting" will not be utilized in the design. Street lighting will be planned to minimize glare and light pollution while providing even lighting of public paths and spaces. All signage within the project will conform to the requirements laid out in 30.27.010 of the Snohomish county code. Retail signs will be scaled to fit with a pedestrian urban experience rather than an vehicular experience, and therefore will be scaled to fit with a typical viewing distance from 0-300ft. Height of retail signage will also be based on a pedestrian experience of the development, thus primarily locating signage between 4 and 12 feet from the ground and attaching signs to directly to the retail buildings in the development and not utilizing free standing signs that require support structures.

Located at the southern tip of Point Wells, FA-D is the smallest village and is made of 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.

There will be retail spaces on ground level of the high-rise tower bases. The residential uses should vary in scale, size, and cost. Residents will have parking garage access from between SV-T1 and T2 as well as SV-T5 and T6. Ground floor units of low-rises 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 and the Olympics. 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. A 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 low-rise along the west portion of the site should have their own separate entrances. Low-rise 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 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 low-rises and midrise multifamily buildings should be modulated in a varied 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.) At lower levels, decorative materials such as board-form concrete will be used to articulate the base of the building.
- **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 and surfaces and all will have screened/covered mechanical spaces. 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** Hard landscaping with intermittent planted areas should be used to create the small plaza areas and different village access typologies. Hardscaping will be used for the esplanade, while pervious landscaping will be used for 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 (board walk, beach, etc.).
- **LIGHTING AND SIGNAGE** Point Wells South Village lighting plan will conform to the Design standard set out in 30.34A.110 of the Snohomish county code, and will be equipped with "cut offs" to direct light downwards. Flashing lights and "up-lighting" will not be utilized in the design. Street lighting will be planned to minimize glare and light pollution while providing even lighting of public paths and spaces. All signage within the project will conform to the requirements laid out in 30.27.010 of the Snohomish county code. Retail signs will be scaled to fit with a pedestrian urban experience rather than an vehicular experience, and therefore will be scaled to fit with a typical viewing distance from 0-300ft. Height of retail signage will also be based on a pedestrian experience of the development, thus primarily locating signage between 4 and 12 feet from the ground and attaching signs to directly to the retail buildings in the development and not utilizing free standing signs that require support structures.

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. Parking for the pier will be supported through the street parking in the Central Village and South Village which exists within 300' of the boardwalk entrance. Loading for retail spaces will be contained within the Central Village parking garage and then distributed accordingly.

- **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 low-rise from North, Central, and South Villages will have a varying buffer to the esplanade. Village low-rise 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 '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.

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

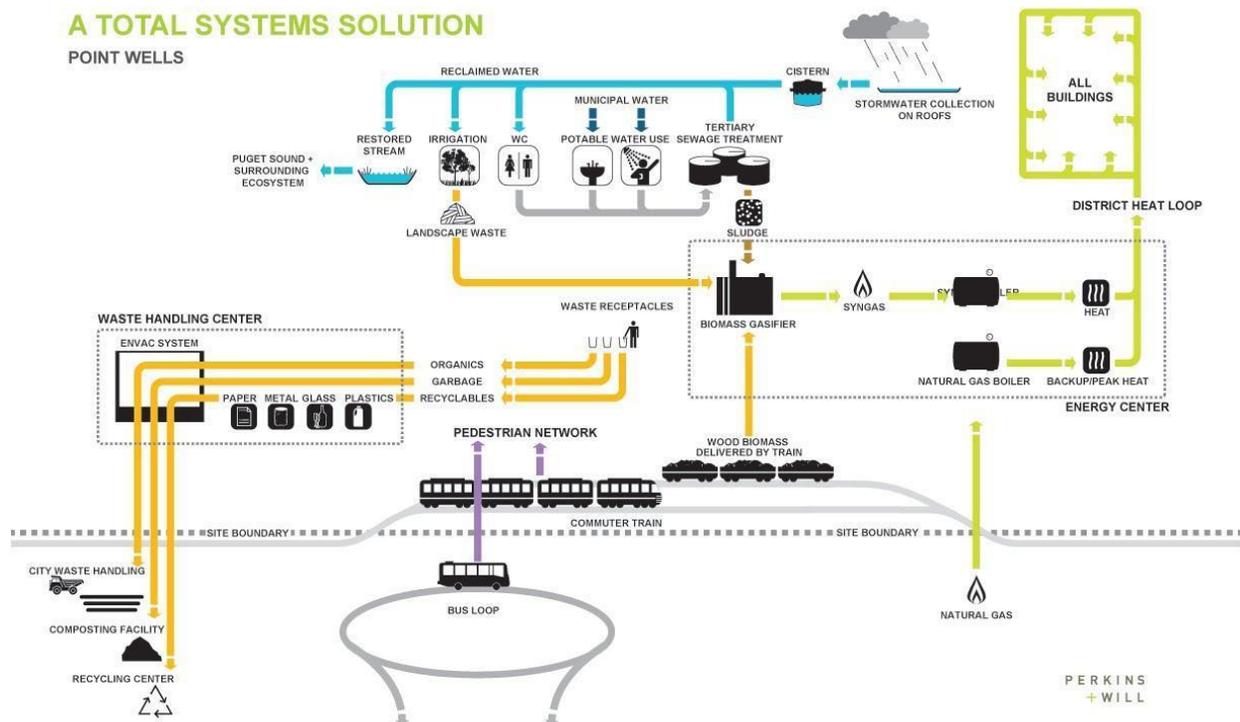
Due to an almost unobstructed south west exposure the site has excellent opportunities for day-lighting strategies. Natural daylighting shall be utilized as much as is feasible. The building layout and fenestration will be based on solar exposure. In more complex situations by refraction and deflection 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 will be 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, 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.



LEED 2009 for New Construction and Major Renovation Project Checklist		Point Wells Development #####	
20	6	Sustainable Sites	Possible Points: 26
Y	1	Prereq 1 Construction Activity Pollution Prevention	
	1	Credit 1 Site Selection	1
	5	Credit 2 Development Density and Community Connectivity	5
	1	Credit 3 Brownfield Re-development	1
	6	Credit 4 Alternative Transportation—Public Transportation Access	6
	1	Credit 4.2 Alternative Transportation—Bicycle Storage and Changing Rooms	1
	3	Credit 4.3 Alternative Transportation—Low-Emitting and Fuel-Efficient Vehicles	3
	1	Credit 4.4 Alternative Transportation—Parking Capacity	1
	1	Credit 5.1 Site Development—Protect or Restore Habitat	1
	1	Credit 5.2 Site Development—Maximize Open Space	1
	1	Credit 6.1 Stormwater Design—Quantity Control	1
	1	Credit 6.2 Stormwater Design—Quality Control	1
	1	Credit 7.1 Heat Island Effect—Non-roof	1
	1	Credit 7.2 Heat Island Effect—Roof	1
	1	Credit 8 Light Pollution Reduction	1
10	10	Water Efficiency	Possible Points: 10
Y	4	Prereq 1 Water Use Reduction—20% Reduction	
	2	Credit 1 Water Efficient Landscaping	2
	2	Credit 2 Innovative Wastewater Technologies	2
	4	Credit 3 Water Use Reduction	4
24	5	Energy and Atmosphere	Possible Points: 35
Y	Y	Prereq 1 Fundamental Commissioning of Building Energy Systems	
	Y	Prereq 2 Minimum Energy Performance	
	Y	Prereq 3 Fundamental Refrigerant Management	
	15	Credit 1 Optimize Energy Performance	1 to 19
	5	Credit 2 On-Site Renewable Energy	1 to 7
	2	Credit 3 Enhanced Commissioning	2
	2	Credit 4 Enhanced Refrigerant Management	2
	3	Credit 5 Measurement and Verification	3
	2	Credit 6 Green Power	2
7	4	Materials and Resources	Possible Points: 14
Y	3	Prereq 1 Storage and Collection of Recyclables	
	1	Credit 1.1 Building Reuse—Maintain Existing Walls, Floors, and Roof	1 to 3
	2	Credit 1.2 Building Reuse—Maintain 50% of Interior Non-Structural Elements	1
	1	Credit 2 Construction Waste Management	1 to 2
	1	Credit 3 Materials Reuse	1 to 2
15	15	Indoor Environmental Quality	Possible Points: 15
Y	Y	Prereq 1 Minimum Indoor Air Quality Performance	
	Y	Prereq 2 Environmental Tobacco Smoke (ETS) Control	
	1	Credit 1 Outdoor Air Delivery Monitoring	1
	1	Credit 2 Increased Ventilation	1
	1	Credit 3.1 Construction IAQ Management Plan—During Construction	1
	1	Credit 3.2 Construction IAQ Management Plan—Before Occupancy	1
	1	Credit 4.1 Low-Emitting Materials—Adhesives and Sealants	1
	1	Credit 4.2 Low-Emitting Materials—Paints and Coatings	1
	1	Credit 4.3 Low-Emitting Materials—Flooring Systems	1
	1	Credit 4.4 Low-Emitting Materials—Composite Wood and Agrifiber Products	1
	1	Credit 5.1 Indoor Chemical and Pollutant Source Control	1
	1	Credit 6.1 Controllability of Systems—Lighting	1
	1	Credit 6.2 Controllability of Systems—Thermal Comfort	1
	1	Credit 7.1 Thermal Comfort—Design	1
	1	Credit 7.2 Thermal Comfort—Verification	1
	1	Credit 8.1 Daylight and Views—Daylight	1
	1	Credit 8.2 Daylight and Views—Views	1
6	6	Innovation and Design Process	Possible Points: 6
Y	Y	Prereq 1 Innovation in Design:	
	1	Credit 1.1 Innovation in Design:	1
	1	Credit 1.2 Innovation in Design:	1
	1	Credit 1.3 Innovation in Design:	1
	1	Credit 1.4 Innovation in Design:	1
	1	Credit 1.5 Innovation in Design:	1
	1	Credit 2 LEED Accredited Professional	1
1	2	Regional Priority Credits	Possible Points: 4
Y	1	Credit 1.1 Regional Priority: S5o3 S5o4.2, S5o4.4	1
	1	Credit 1.2 Regional Priority: E4o1 (40%/44%)	1
	1	Credit 1.3 Regional Priority: E4o2 (13%)	1
	1	Credit 1.4 Regional Priority: MRo1.1 (75%)	1
83	11	Total	Possible Points: 110

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 separate pedestrian from vehicle traffic. 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 communal open space adjacent to the Boulevard terminus. 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 have an irregular layout which will be the counterpoint to the formal alley 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 rolls 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 delineation between different recreation intensity levels; an 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 26' 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 provide limited vehicular access. The treatment of the ground-plane 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.



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 south 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 form 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 brings vehicles along the back of 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 a woodland zone before passing between the buildings of 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. Pedestrian paths through the forest will provide a loop between the North Crescent and the Central Crescent, this will be further worked out in the development phase. This access allows for residents to loop back to the start of the esplanade along the back of the villages, creating a easily accessible walking path throughout the site.

ECOLOGICAL HABITAT

- **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. 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.

PLANT LIST

Refer to plant list on sheet L-001

IRRIGATION

PWP response: the comment references SCC30.25.015, General Landscaping Requirements, subsection 2.c.

Permanent irrigation will be required to maintain the proposed landscaping. Irrigation plans will be required. Irrigation plans will be submitted after the plans have been entitled.

Drawings

See attached full size drawings.

Appendix

List of zoning code deviations - PENDING

Minutes from Neighborhood Meeting - PENDING

Pre-submittal conference forms - PENDING