Snohomish County
Urban Center Development Plan

POINT WELLS DEVELOPMENT PROJECT NARRATIVE

Exhibit V-4 Point Wells Project Narrative revised Dec 12 2019
PFN: 11-101457 LU

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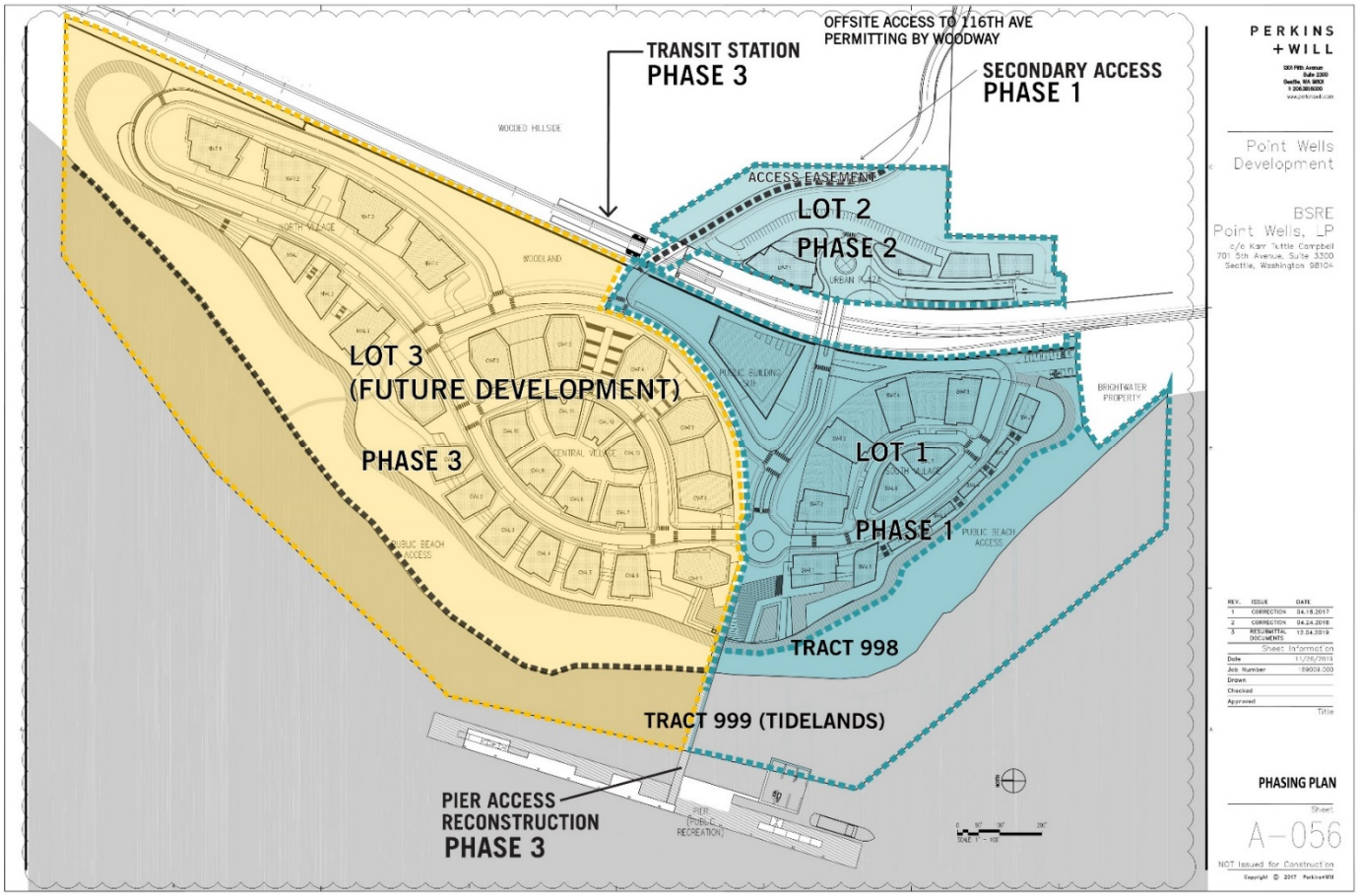
Phasing Plan Narrative

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.

The ratio of senior living units to market rate units has been determined based on a development ratio which reduces the daily, AM and PM peak hours of traffic generated to and from the project site relative to a site development that does not include age restrictions for its residences. If future studies identify a need to further reduce vehicle trips, an approach to achieving this result may include revising the currently proposed residential unit mix ratio by increasing the number of senior living units.


OFFSITE ACCESS TO 116TH AVE
PERMITTING BY WOODWAY
TRANSIT STATION
PHASE 3
SECONDARY ACCESS
PHASE 1
WOODED HILLSIDE
ACCESS EASEMENT
LOT 2
PHASE 2
URBAN PLAZA
WOODLAND
LOT 3
(FUTURE DEVELOPMENT)
PHASE 3
CENTRAL VILLAGE
PUBLIC BUILDING SITE
BRIGHTWATER PROPERTY
LOT 1
PHASE 1
PUBLIC BEACH ACCESS
TRACT 998
TRACT 999 (TIDELANDS)
PIER ACCESS
RECONSTRUCTION
PHASE 3
PIER (PUBLIC RECREATION)
PERKINS
+WILL
Point Wells
Development
BSRE
Point Wells, LP
c/o Karr Tuttle Campbell
701 5th Avenue, Suite 3300
Seattle, Washington 98104
PHASING PLAN
Sheet
A-056
NOT Issued for Construction

PHASE 1 SOUTH VILLAGE

~~Phase 1~~The initial phase of development includes public amenities, retail, a mix of residential unit types, parking, utilities, public transportation 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 are the types of attractions that are the focus of Phase 1. Required site circulation to these amenities will be included during this phase. This includes access from Richmond Beach Road through the upper bench to the south vehicle bridge across the train tracks, which is the start of the tree-lined boulevard to the Beach Plaza. The boulevard transitions from the bridge and terminates at the pier in a large public Amphitheatre. The north vehicle and pedestrian bridge leads across the train tracks from the second access road and connects into the Woodland Road. 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 west terminus of the esplanade will include a temporary connection to the boulevard to serve as a second access for emergency vehicles. This access will be replaced by the continuation of the esplanade and site circulation built in later phases. Public beach parking will exist on the south edge of the South Village, behind the ~~Tower 6~~Lowrise 6. This will provide parking for the public and will have over 10% of the surface landscaped.

A Sound Transit commuter rail station is included in ~~p~~Phase 1. 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 Woodland Road. Stairs~~,~~ and elevators provide access to both north and southbound platforms from the bridge.

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 will be constructed as part of the first ~~is~~ phase as to provide the ~~initial~~ infrastructure for Phase 1 buildings~~. These~~, with spaces ~~are~~ sized to ultimately accommodate the overall infrastructure for the future phases. Further detail on the phasing plan for these systems is found in the mechanical and electrical design portions of this report. During ~~phase~~ Phase 1 the ~~e~~Energy C~~c~~enter building will also serve as staging waste for collection until the build-out of the Envac system in subsequent phases.

PHASE 2 URBAN PLAZA

This phase encompasses the Urban Plaza with ~~,~~ retail, commercial and residential construction, and parking, as well as the public transit hub, the ENVAC trash collection terminal and ~~the~~ security/EMT offices and onsite parking. The Urban Plaza is the gateway to the ~~project site~~new community. 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~~Therefore Phase 2 includes the sub-plaza, one level below the Urban Plaza. It is the transit hub providing the community with access to local King County Metro bus routes to and~~,~~ from ~~and on~~around ~~the~~ the Point Wells site. The security and emergency community services offices are~~is~~ included in this initial phase to provide the emergency response for the first residents. The office needs are determined by the future overall site population.

PHASE 3.1 CENTRAL VILLAGE

The Central Village is the largest of the development areas on the site. It comprises over 1,000 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~~ while 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, highlighted by a daylighted watercourse fed by Chevron Creek and feeding into the Puget Sound.

PHASE 3.2 NORTH VILLAGE

The final phase of development is the North Village ~~area~~neighborhood. ~~The woodland area to the south and east separates this village from the others.~~ This ~~village~~ collection of residential towers and low-rise buildings is tucked away in the northern end of the site, served by the Woodland ~~road~~Road, ~~The~~with the reforrested~~woodland~~ area to the south ~~and~~ east separates~~ing~~ this village from the others~~.~~. The road will wind its way through the ~~woodland~~ trees 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 including the expanded Esplanade and public access beach. Utilities from the Energy Center are completed to accommodate the additional density of this new village. ~~The e~~Expansion of the Esplanade and over 7.5 acres of beach restoration work ~~is completed in this phase providing~~ culminates the Point Wells development with a total of 11.5 acres of public access ~~views and~~ beachfront and 180 degree views across the Puget Sound to the west. ~~access to the west.~~

Residential Development Calculations

TOTALS

	SV	CV	NV	UP	TOTALS
NUMBER OF UNITS TOTAL	605	1204	897	140	**2,846**
SENIOR LIVING UNITS	242	313	359	70	**984**
RESIDENTIAL PARKING STALLS NEEDED	484	1048	718	105	**2,355**
RETAIL PARKING STALLS NEEDED	98	81	0	59	**238**
OFFICE PARKING STALLS NEEDED	44	42	0	51	**137**
TOTAL PARKING STALLS REQ.	626	1171	719	215	**2,731**
TOTAL PARKING STALLS PROVIDED	710	1764	743	271	**3,488**
TOTAL BUILDING AREA (sqft)	587,927	1,152,047	804,505	108,334	**2,652,813**
SITE AREA (sqft)					**2,653,620**
FAR					**1.00**

URBAN PLAZA

(Refer to page ~~19~~ 22 'Parking' for ratios applied)

URBAN PLAZA (PHASE 2)

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)	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																		18,100	18,100							
			+75'	1																	18,100		18,100							
			+90' TO +235'	14	650	650	675	650	650	650	850	650	650	700	94,850	140							45,500		678					
SUB-TOTAL	Mix.	180'		**16**											**94,850**	**140**					**18,100**	**18,100**	**81,700**		**678**		**37**	**37**		**5**
UP-COMMERCIAL			+55'	1																	4883		4,883							
			+75' TO +90'	1																		4,883	4,883							
SUB-TOTAL	Mix.	35'		**2**																	**4883**	**4,883**	**9,766**				**10**			**5**
SERVICE BUILDING 1			+35'	1													4,595						4,595							
			+55' TO +70'	1																		5,687	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.**														**94,850**	**140**	**4,595**	**0**	**2,927**	**0**	**26,642**	**28,670**	**108,334**	**70**	**678**	**35**	**59**	**51**	**215**	**20**

Note: for buildings UP-T1 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..)	SENIOR LIVING UNITS	SR PARKING STALLS	AVERAGE UNIT SIZE	RETAIL PARKING STALL TOTAL	TOTAL PARKING REWUIREMENT	BICYCLE PARKING
NV-L1			+17'	1		925	830	625										2,380	3							5154			793			
			+28' TO +48'	3	895	925	830	625	613	621								13,527	18							15462			752			
			+58 TO +83'	1	895				613	621								2,129	3							2560			710			
SUB-TOTAL	Res.	66'		5														18,036	24							23,176			752			5
NV-L2			+17'	1			679	815	767	505	545							3,311	5							5811			662			
			+28'	1		575	679	815	767	505	545	565						4,451	7							5811			636			
			+38 to +58'	3	679	575	679	815	767	505	545	565						15,390	24							17433			641			
			+68' TO +93'	1	679	575					545	565						2,364	4							2449			591			
SUB-TOTAL	Res.	76'		6														25,516	40							31,504			633			5
NV-L3			+17'	1			797	832	567	635	922	931	679	668				6,031	8							10023			754			
			+28'	1	693	860	797	832	567	635	922	931	679	668	679			8,263	11							10023			751			
			+38 to +78'	5	693	860	797	832	567	635	922	931	679	668	679	638		44,505	60							50115			742			
			+88' TO +113'	1	693	860	797					931	679	668	679	638		5,945	8							6980			743			
SUB-TOTAL	Res.	96'		8														64,744	87							77,141			747			5
NV-T1			+28'	1	938	622	709	788			590	725	953	813	909	807	976	8,830	11							11598			803			
			+38' TO +203'	15	937	854	744	726	689	566	590	618	814	894	842	682	799	146,325	195							173970			750			
SUB-TOTAL	Res.	175'		16														155,155	206							185,568			777			5
NV-T2			+28'	1	938	622	709	788			590	725	953	813	909	807	976	8,830	11							11598			803			
			+38' TO +193'	14	937	854	744	726	689	566	590	618	814	894	842	682	799	136,570	182							162372			750			
SUB-TOTAL	Res.	165'		15														145,400	193							173,970			777			5
NV-T3			+28'	1	938	622	709	788			590	725	953	813	909	807	976	8,830	11							11598			803			
			+38' TO +173'	13	937	854	744	726	689	566	590	618	814	894	842	682	799	126,815	169							150774			750			
SUB-TOTAL	Res.	145'		14														135,645	180							162,372			777			5
NV-T4			+28'	1	938	622	709	788			590	725	953	813	909	807	976	8,830	11							11598			803			
			+38' TO +153'	12	937	854	744	726	689	566	590	618	814	894	842	682	799	117,060	156							139176			750			
SUB-TOTAL	Res.	125'		13														125,890	167							150,774			777			5
NV TOTAL	**7 Res.**																	**670,386**	**897**	**0**	**0**	**0**	**0**	**0**	**0**	**804,505**	**359**	**180**	**748**	**0**	**719**	**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 sealevel 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							5,295			913				
			+28'	1	946	979	768	958	948	892					5,491	6							6,725			915				
			+38' TO +48'	1	946					892					1,838	2							2,076			919				
SUB-TOTAL	Res.	32'		3											10,982	12							14,096			916				5
CV-L2			+16'	1		971	817	975	933						3,696	4							5,193			924				
			+28'	1	679	971	817	975	933	984					5,359	6							6,646			893				
			+38' TO +48'	1	679					984					1,663	2							1,995			832				
SUB-TOTAL	Res.	32'		3											10,718	12							13,834			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							1,983			905				
SUB-TOTAL	Res.	32'		3											11,024	12							11,810			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	763	996	971						3,727	4							3,983			932				
			+28'	1	843	997	763	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							8,330			857				
			+38' TO +83'	3	975	955	826	958	914	909	941	693			21,513	24							24,990			896				
SUB-TOTAL	Res.	55'		4											28,366	32							33,320			877				5
CV-L8			+28'	1	972	575	837	669	635	642	792				5,122	7							6,825			732				
			+38' TO +83'	3	972	575	837	756	654	662	792	622			17,610	24							20,475			734				
SUB-TOTAL	Res.	55'		4											22,732	31							27,300			733				5
CV-L9			+28'	1	981	620	467	792	753	529	990				5,132	7							6,886			733				
			+38' TO +83'	3	977	640	482	816	753	529	990	683			17,610	24							20,658			734				
SUB-TOTAL	Res.	55'		4											22,742	31							27,544			733				5
CV-L10			+28'	1	964	993	769	922	971	755					5,374	6							7,125			896				
			+38' TO +83'	3	964	993	904	911	997	755	985				19,527	21							21,375			930				
SUB-TOTAL	Res.	55'		4											24,901	27							28,500			913				5
CV-L11			+28'	1	470	783	967	975	989						4,184	5							5,978			837				
			+38' TO +103'	5	470	762	998	998	999	902					25,645	30							29,890			855				
SUB-TOTAL	Res.	75'		6											29,829	35							35,868			846				5
CV-L12			+28'	1		706	770	891	459	754					3,580	5							4,971			716				
			+38' TO +113'	6	772	730	797	876	459	754					26,328	36							29,826			731				
SUB-TOTAL	Res.	75'		7											29,908	41							34,797			724				5
CV-L13			+28'	1	895	949	924	924	474						4,166	5							5,569			833				
			+38' TO +103'	5	916	975	960	907	474	783					25,075	30							27,845			836				
SUB-TOTAL	Res.	75'		6											29,241	35							33,414			835				5
CV-T1			+28'	1											0	0						8,900	9,450							
			+42' TO +187'	13	926	968	936	789	735	750	589	718	812		93,899	117							104,897			803				
SUB-TOTAL	Mix.	150'		14											93,899	117						8,900	114,347			803		18		5
CV-T2			+28'	1											0	0				10,361			11,863							
			+42' TO +197'	14	926	968	936	789	735	750	589	718	812		101,122	126							112,966			803				
SUB-TOTAL	Mix.	160'		15											101,122	126				10,361			124,829			803	21			5
CV-T3			+28'	1											0	0						3,825	5,109							
			+42' TO +207'	15	926	968	936	789	735	750	589	718	812		108,345	135							121,035			803				
SUB-TOTAL	Mix.	170'		16											108,345	135						3,825	126,144			803		8		5
CV-T4			+28'	1											0	0						3,825	5,109							
			+42' TO +217'	16	926	968	936	789	735	750	589	718	812		115,568	144							129,104			803				
SUB-TOTAL	Mix.	180'		17											115,568	144						3,825	134,213			803		8		5
CV-T5			+28'	1											0	0				10,361			11,863							
			+42' TO +207'	15	926	968	936	789	735	750	589	718	812		108,345	135							121,035			803				
SUB-TOTAL	Mix.	170'		16											108,345	135				10,361			132,898			803	21			5
CV-T6			+28'	1											0	0						3,825	5,109							
			+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						3,825	109,199			803		8		5
CV-T7			+28'	1											0	0						8,900	10,185							
			+42' TO +187'	13	926	968	936	789	735	750	589	718	812		93,899	117							104,897			803				
SUB-TOTAL	Mix.	150'		14											93,899	117						8,900	115,082			803		18		5
CV TOTAL	13 Res. 7 Mix.														976,029	1204	0	0	0	20,722	0	49,997	1,152,047	313	157	838	42	81	1,171	100

Note: for buildings CV-L7 - CV-L13 and CV-T1 - CV-T7 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.

SOUTH VILLAGE

SOUTH VILLAGE (PHASE 1)

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)	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	OFFICE PARKING STALL TOTAL	RETAIL PARKING STALL TOTAL	TOTAL PARKING REQUIREMENT	BICYCLE PARKING
SV-L1			+16'	1		545	655	625	535				2,360	4							3,956			590				
			+28'	1	635	555	600	735	735				3,260	5							4,540			652				
			+38' TO +48'	1	635				735				1,370	2							2,185			685				
SUB-TOTAL	Res.	32'		3									6,990	11							10,681			642				5
SV-L2			+16'	1	640	220	680						1,540	3														
			+28'	1	605	805							1,410															
			+38' TO +48'	1	640	840							1,480															
SUB-TOTAL	Res.	32'		3	1885	1865	680						4,430	3							4,873			1477				5
SV-L3			+16'	1	640	220	680						1,540	3														
			+28'	1	605	805							1,410															
			+38' TO +48'	1	640	840							1,480															
SUB-TOTAL	Res.	32'		3	1885	1865	680						4,430	3							4,873			1477				5
SV-L4			+16'	1	640	220	680						1,540	3														
			+28'	1	605	805							1,410															
			+38' TO +48'	1	640	840							1,480															
SUB-TOTAL	Res.	32'		3	1885	1865	680						4,430	3							4,873			1477				5
SV-L5			+16'	1	640	220	680						1,540	3														
			+28'	1	605	805							1,410															
			+38' TO +48'	1	640	840							1,480															
SUB-TOTAL	Res.	32'		3	1885	1865	680						4,430	3							4,873			1477				5
SV-L6			+16'	1		570	560	570					1,700	3										567				
			+28'	1	770	570	560	570	855				3,325	5										665				
			+38' TO +48'	1	565	570	560	570	580	600														574				
SUB-TOTAL	Mix.	75'		3									5,025	8						0	5,528			616				5
SV-L7			+28'	1	631	617	688	619					2,555	4						1,329	5,403			639				
			+38' TO +103'	5	631	619	687	620	892	622	439		22,550	35							27,015			644				
SUB-TOTAL	Mix.	75'		6									25,105	39						1,329	32,418			642		3		5
SV-L8			+28'	1	631	617	688	619					2,555	4						1,329	5,403			639				
			+38' TO +103'	5	631	619	687	620	892	622	439		22,550	35							27,015			644				
SUB-TOTAL	Mix.	75'		6									25,105	39						1,329	32,418			642		3		5
SV-T1			+16'	1																5,965	7,075							
			+28'	1										0				5,965			7,075							
			+43' TO +158'	10	995	679	655	890	838	584	645	685	59,710	80							70,750			746				
SUB-TOTAL	Mix.	127'		11									59,710	80				5,965		5,965	84,900			746	12	12		5
SV-T2			+28'	1										0						7,305	9,465							
			+43' TO +168'	11	995	679	655	890	838	584	645	685	65,681	88							74,547			746				
SUB-TOTAL	Mix.	133'	158	12									65,681	88						7,305	84,012			746		15		5
SV-T3			+28'	1										0						6,705	8,817							
			+43' TO +188'	13	995	679	655	890	838	584	645	685	77,623	104							88,101			746				
SUB-TOTAL	Mix.	153'		14									77,623	104						6,705	96,918			746		14		5
SV-T4			+28'	1										0						6,575	9,047							
			+43' TO +208'	15	995	679	655	890	838	584	645	685	89,565	120							101,655			746				
SUB-TOTAL	Mix.	173'		16									89,565	120						6,575	110,702			746		14		5
SV-T5			+28'	1										0						2,051	7,075							
			+43' TO +188'	13	995	679	655	890	838	584	645	685	77,623	104							88,101			746				
SUB-TOTAL	Mix.	153'		14									77,623	104						2,051	95,176			746		5		5
COMMUNITY BUILDING			+28'	1												25,886												
			'+40'	1														15,682			15,682							
SUB-TOTAL	Pub.	15'		2												25,886		15,682			15,682				32			5
SV TOTAL	5 Res. 8 Mix. 1 Pub.												450,147	605	0	25,886	0	21,647	0	31,259	587,927	242	121	937	44	98	626	70

Note: for buildings SV-L6, SV-L7, and SV-T1 - SV-T5 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 leased to BSRE under an aquatics Lands Lease between Washington State Department of Natural Resources and Chevron U.S.A. Inc. The pier~~, 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~~project and will

significantly enhance the buffer areas by removing existing impervious surface and replacing it with habitat enhancement.

- ***Note: 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.***

► *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: Elevations of all building typologies are shown in the A300 series of the drawing set. The elevations are indicative and more detailed building design issues will be addressed in subsequent design phases. The elevations were developed to 'closely approximate the look and feel of the color palette and rendering shown in the applicant's presentation', per recommendation#6 of the Snohomish Design Review Board Recommendations***
- 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 OHWL
    - ► ***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. An application for Zoning Code Variance in regards to building height and setback for the ~~Upper~~ Urban Plaza Buildings has been submitted as part of this application.

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 tree wells.***

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 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)
- ► ***The project design complies with the requirements of the IFC.***

- 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

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 OHWL
  - ► ***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 24, 2018

Master Plan Concept

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

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

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

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

An important feature of the project will be a centrally located area for a potential future community center that can serve both the residents of the Point Wells community and residents of the surrounding communities. The central location of the community center and its direct connection to the rail station bridge makes it ideal for a multipurpose facility which could include public meeting and exhibition spaces, library and orientation center. The community center site will be directly accessible from the main boulevard access road and the bridge. The clean energy and waste treatment center will be located in the same general area to enable significant portions of the energy production to occur onsite. Waste collection will be handled through an automated ENVAC system which will process and remove waste from the site.

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

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

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

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

The Concept for the Master Plan proposes access to amenities for public benefit across the site. As a destination community the main access will be via a formal boulevard to access a beachfront plaza and public space which will include an outdoor amphitheatre, shops and restaurant spaces with generous outdoor terraces oriented southwest to capture sun and the waterfront environment. The entire length of the Point Wells beachfront will be accessible via a beachfront promenade that will provide direct access to the shoreline and the waterfront properties. The restored beach is envisioned as an active and varied recreation environment, including a wetland area fully accessible for both residents of the development and the surrounding communities.

The focus of the shoreline will be the re-purposed 1000' long existing pier as an iconic and sculptural structure, offering the unique experience of a recreational public pier and viewing platform. The Master Plan concept