WATERFRONT PLACE CENTRAL SUPPLEMENTAL DESIGN GUIDELINES

Excerpts and Adaptations from the 2005 Port Gardner

Wharf Supplemental Design Guidelines

January 2015

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Section A: Using the Supplemental Design Guidelines

Figure 1 Future 13th Street International Gateway and Workman's Clock tower

- **Intent**
- **Users**
- **Organization**

Intent

The Waterfront Place Central Supplemental Design Guidelines are a tool for communicating the expectations for Waterfront Place Central (WFC) character to designers, engineers, developers, investors, jurisdictions, and the public. The guidelines include images, suggestions, and design principles to help convey, define, and plan the future for this important new community at Everett's waterfront. Some guidelines are general in nature to inspire creativity and allow flexibility, while others convey more specific guidance. Together, their intention is to create a new community that has both a strong identity and a rich and interesting diversity between districts.

They are also intended to compliment and supplement the Waterfront Central Design Standards and Guidelines first approved as part of the Port Gardner Wharf Development Agreement between the City of Everett and the Port of Everett in 2003, and then modified 2014 for Waterfront Place Central. These guidelines replace the "Waterfront Place Central Design Guidelines" referenced in the general condition subsection 3.6.5 in the 2005 version of the Development agreement. They are intended to assist in successfully implementing the design themes expressed by the Waterfront Place Central master plan.

Design is fundamental at creating the unique character of place at Waterfront Place Central. A Design Team's planning process, design, and construction documents should evolve from the careful and thorough analysis of the site and the building's character, setting, and features. Owners, Architects, and design team consultants must approach a project with an understanding and regard for the existing and future features and constraints.

Users

These Guidelines as a supplement to the underlying Waterfront Place Central Design Standards and Guidelines are intended to be used by:

- Design Development Teams including Developers, Architects, Urban Designers, Landscape Architects, Artists, and Engineers.

- City and Port of Everett

Organization

Organization of the Design Guidelines document parallels the development process. Topics begin with the broad picture of the Design Context and moves through the Public Realm, and into Building Design. Design Context (Section A) defines the area, the master plan layout, the established design Districts, and site wide environmental design features such as place making, art, and signage. The Public realm (Section D, E, F) define public areas and amenities including streetscapes and the pedestrian network, plazas and open space, and the water's edge esplanade and marinas. Building Design (Section G) covers the building parcels through site design, general building standards, and standards specific to the various building typologies.

Section B: Site and Goals

Figure 2 View of Future Seiners Wharf

- **Introduction**
- **Development and Community Goals**
- **Site Context**
- **Waterfront Place Central**

The following Waterfront Place Central Design Guidelines are intended to be administered and approved by the Everett Planning and Community Department as an addendum to and compliment to the Planned Development Overlay (PDO) Ordinance and Development Agreement including the Waterfront Place Standards and Guidelines. The Guidelines present a range of design solutions and approaches to achieve a high quality implementation of the development goals. These goals focus on making Waterfront Place Central a pedestrian oriented, mixed use development with extensive public access and open space.

The Guidelines will be used to guide site development based on the Waterfront Place Central site master plan developed by the Port of Everett. The Guidelines are intended to create a high standard of site function, appearance, and public access. The Guidelines and Standards provide a baseline of quality that will foster, rather than preclude or discourage creative or innovative solutions and approaches. Built-in flexibility will ensure that equal or better solutions than those depicted can be explored by development teams.

Waterfront Place Central will be transformed to incorporate its traditional use as a "working waterfront" into a new and vibrant waterfront destination community. Although maritime commercial services will remain, they are consolidated north of 13th Street with a new boat launch and haul out ramp. This consolidation is making way for new retail, office, and residential uses, as well as the addition of significant public spaces and access. A new 2-acre waterfront park and a public Esplanade that wraps the water's edge are major components of the public access improvements. Another important new amenity is the recent development of a new marina on the north side of the pier in the North Basin. On the other side of the wharf to the south is the Central Marina, which is undergoing major improvements.

Development and Community Goals

The following goals represent the City, Port, and community's vision for Waterfront Place Central.

- Create a pedestrian-friendly waterfront destination
- Provide public space and access to the waterfront
- Link the City of Everett to the waterfront with connections to Waterfront Place Central
- Maintain and enhance view corridors
- Develop a mix of uses for a diverse and vibrant community
- Retain and expand existing maritime uses
- Create strong site and building interrelationships
- Integrate Sustainable Design Practices to create a healthy community

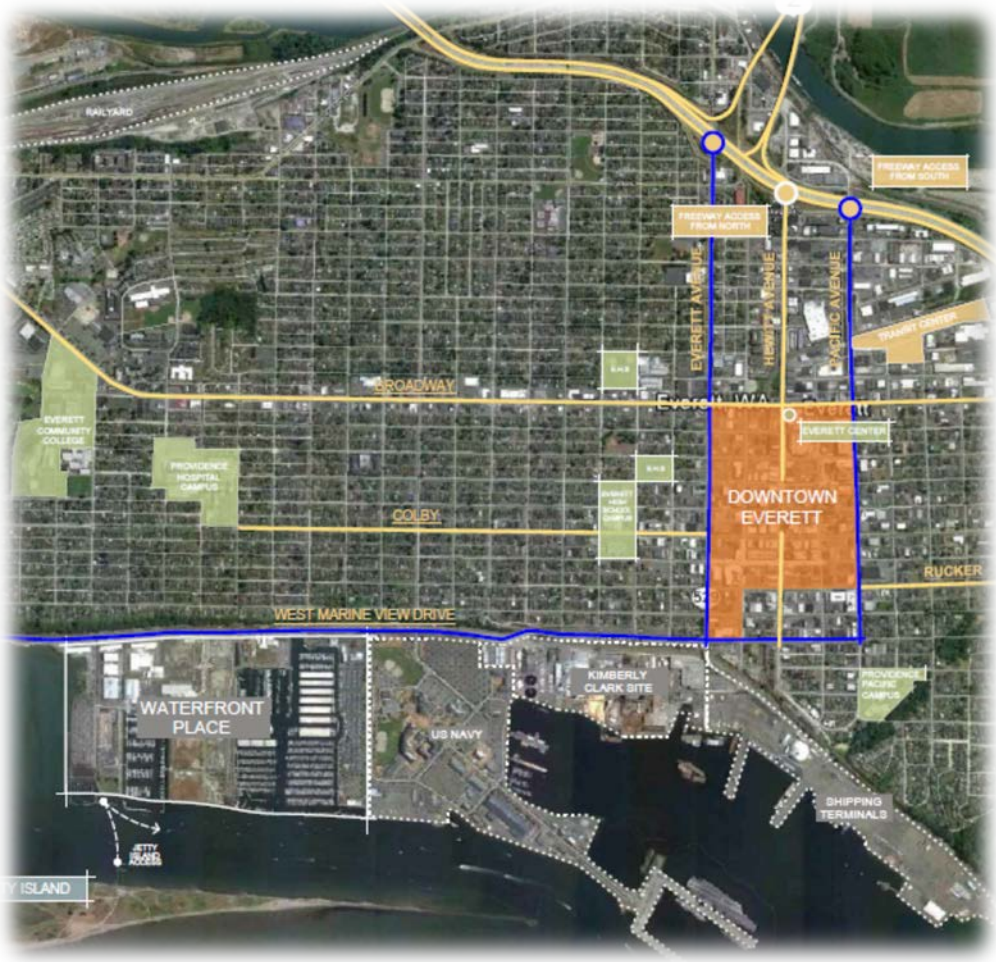


Figure 3 Site Context within North Everett

Site Context

Site Location – Waterfront Place Central is centrally located at the shoreline of the City of Everett waterfront, tucked between a residential neighborhood on a bluff to the east and the Snohomish River Waterway on the west. Separating the pier from the Puget Sound is a thin sand bar beach known as Jetty Island.

Site Access and Circulation

Waterfront Place Central will be pedestrian oriented community neighborhood with extensive public access and open space. Streets, sidewalks, and walkways provide the fundamental structure for access and circulation for pedestrians, vehicles, buses, and bikes. They knit together the internal linkages between areas and allow vehicles and pedestrians to be able to flow smoothly and safely through the site. Site access and circulation at Waterfront Place Central will balance vehicular, bike, and pedestrian access. All must be clearly visible from adjacent streets and to the extent possible they should provide some separation and definition.

Pedestrian Network

A continuous pedestrian network shall create safe access around and through Waterfront Place Central. There are three north-south and three east to west pedestrian corridors. The pedestrian corridors will include connections to the Esplanade. The Esplanade is a major promenade wrapping the site. At 20' wide, it includes a 15' minimum clear travel zone for walking and biking except as provided for in Exhibit 16 Pedestrian Pathway Width Diagram on the west side of the yacht club. An additional 10' will be used to transition to upland landscape and buildings. Pedestrian safety will be important. In addition to meeting all city, state, and federal requirements for pedestrian safety, a series of guidelines for enhanced cross-walks and well defined crossing points are included. Walkway materials or special textures and colors will cross vehicle travel lanes where cross walks are provided. In some areas, intersections may also be elevated to further emphasize the crossing area for safety.

Bicycle Access

Waterfront Place Central will connect with the City-wide bike system via a connection from West Marine View Drive along Jetty Landing to the multi-use waterfront Esplanade. The Esplanade wraps the entire site and connects back onto West Marine View Drive at southern end.

Vehicle Access

Streets provide both a unified network for access as well as an important element in creating the character at Waterfront Place Central. A network of streets with varying size and function establish a hierarchy based on use, traffic and pedestrian volumes, location, and linkages. There will be an entry boulevard, pedestrian streets, plaza streets, general circulation, interior cross streets and a Woonerf. The variation and specificity of the street types reflect the unique quality envisioned for specific districts at the Waterfront Place Central. Within each district, streets will take on an identity that reinforces that district's distinctive character established through urban design and streetscape standards and guidelines

Views

Maintaining and enhancing views is a paramount goal for Waterfront Place Central. The community and visitors will enjoy the views and quality of place the marine environment provides.

View Corridor

A View Corridor at 14th Street will preserve and enhance existing views of the marina. The view corridor shall be protected by limited building along this corridor in accordance with the Port/City Development Agreement.

Residential Views

Development will be sensitive to views from hillside residents to the east by height limit, high quality design, and by providing roof amenities such as planted balconies and rooftop terraces. Mechanical equipment will be screened and roof top color will be selected to minimize glare. Views from new residential buildings on the site will be protected and enhanced by a series of

design measures covered in these Design Guidelines and other provisions in the Development Agreement.

Visibility

Design for safety, security and character of place will include maximizing visibility. Visibility should be maintained in all areas by eliminating high obstructions such as tall walls and fences that act as visual barriers. Ground level lighting is required along all walkways to increase safety and security at night.

Section C: Master Plan

- **Phasing**
- **Districts**

Phasing

A preferred site master plan has been developed for the Waterfront Place Central. Developed from previous site design alternatives for the "North Marina" project as it was previously called, it reflects community input and the needs of the Port of Everett and the community it serves. It preserves the established use options and circulation system, while maintaining flexibility in phasing. The master plan of the site includes a collection of Districts that define unique areas and uses throughout the site. Location of district borders could shift, but the general layout will not substantially change.

Land Use

Waterfront Place Central will have a Waterfront Commercial Comprehensive Plan designation. Rezoning of the site from Maritime Services (M-S) to Waterfront Commercial (W-C) was implemented through a Planned Development Overlay zone (PDO). Future uses will include not only the existing maritime businesses and operations, but also a wide range of public amenity, commercial, and residential land use.

Phasing

Phasing began with shifting most of the existing maritime uses to the Craftsman District. Some of these uses are accommodated in new facilities. Improvements such as north Basin and 13th Street has laid the foundation for the Phase I development. Phase 1 is the Fisherman's Harbor District and also include portions of the Esplanade. Subsequent Phases move toward the west end of the site, to the Millwright District and then Fisherman's Harbor. More details on phases and their accompanying infrastructure investments are found in the PDO.

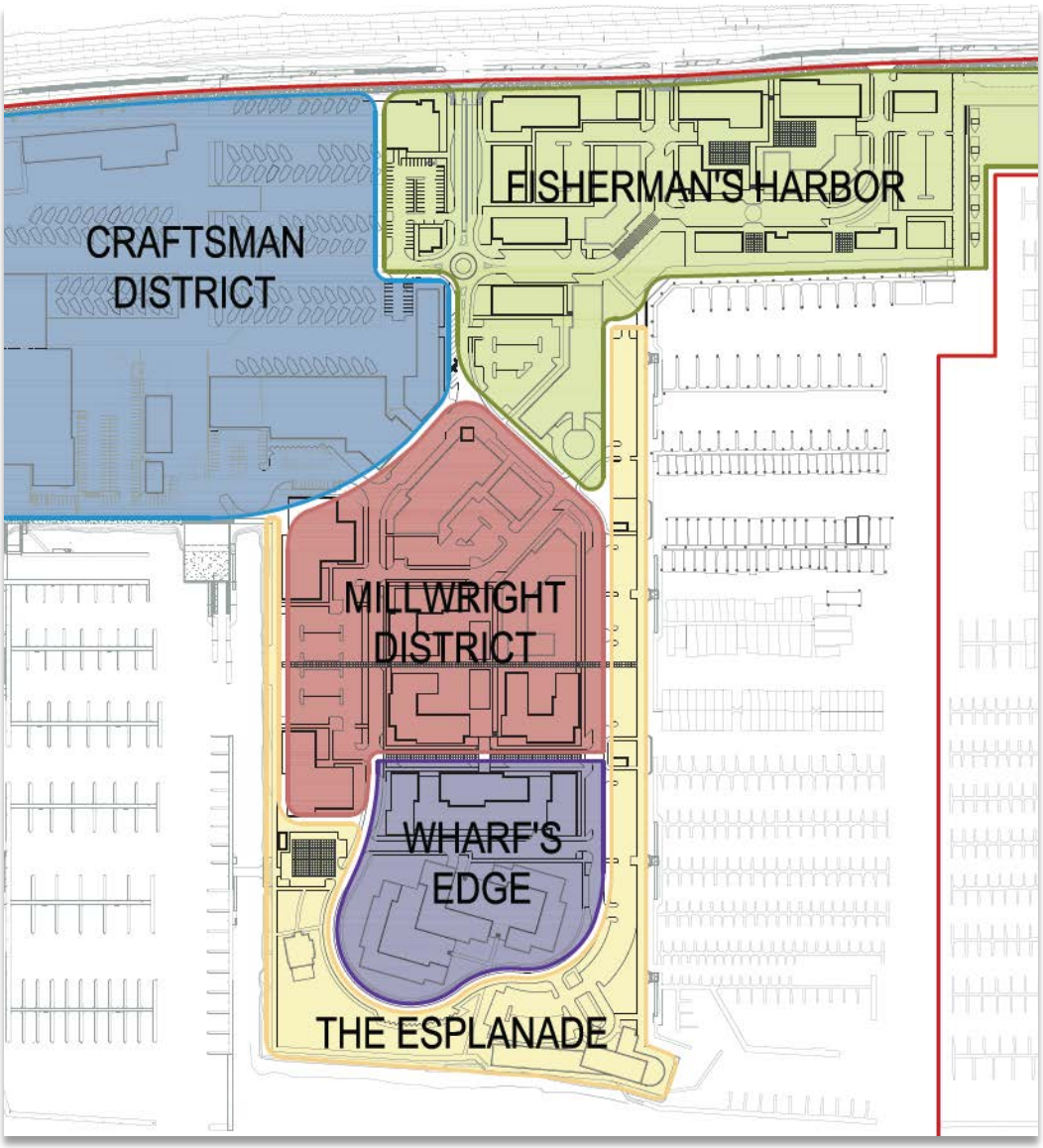


Figure 4 Waterfront Place Central Districts

Districts

Waterfront Place Central is a collection of unique Districts that together convey their common maritime sense of place. District characteristics will reflect unique defining traits according to their primary function, but also be coordinated through design to add to the site's overall richness. Common uses between different districts will allow district characteristics to reinforce each other's qualities, while uses unique to a particular district will allow distinction. Within each district, design will take on an identity that reinforces that district's distinctive character.

District identities, described as follows, will be established through urban design elements and through building design covered in the guidelines and design principles throughout this document. Urban design improvements are covered in Section E & F which includes guidelines on streetscapes, plazas, and open space. Design of buildings and their sites are in Section G.

Craftsman District

The 20.25 acre Craftsman District provides for the majority of marine-related uses that accommodate marina services and all facets of commercial marine activities, including marine commercial, retail, and light industrial uses. In this area, boats are sold, repaired, stored, painted, moved and washed. The District is almost completely contained within the fences of the Port of Everett boat yard encompassing an entire portion of the site north of parcels adjacent to 13th Street, and extending from the east end of the North Docks to West Marine View Drive. The only street within the District is Craftsman Way to the west of the boat yard and east of the waterfront where the travel lift provides boat transportation into the yards. This road is a General Circulation roadway with 12-foot lanes and parallel and angled parking areas. The featured building within this location is Waterfront Center, which doubles as a transit center for the Everett Transit system and provides a home for marine shops on its east facing façade, and retail, restaurants, educational facilities, and offices as well as retail production on the west facing sides. Other buildings include a marine retail building on the West Marine View Drive frontage, the Marina maintenance operations center and boat wash facilities, boater storage lockers, and marina retail and services. The remaining area serves as a boat repair yard providing extensive environmental controls on runoff to keep potential hazardous materials out of the Puget Sound. The design draws on the craft, technology and history of the working waterfront to reflect quality with durable maritime materials and forms and expressive structural details and connections. In the public gathering spaces and featured at the Craftsman District is the Fisherman's Tribute, a statue acknowledging a proud legacy and fishing heritage at the Port. From this Plaza next to the water, visitors can step onto The W trail system because the total trail network, linked to the North and Central piers, and along The Esplanade, is shaped like the letter "W." Within the Waterfront Center visitors can locate a timeline depicting the colorful history of the Port's nearly 100-year heritage; shelter while waiting for transit; or relax in sidewalk café's or lobby seating areas. Also within Waterfront Center are community rooms available for rental. Timing of development in the Craftsman District is anticipated to continue in 2017 when a large manufacturing tenant's lease expires and final demolition and soil clean up actions are taken by the Port. Once the buildings are demolished, the Port intends to relocate boat yards from throughout the uplands to consolidate the boat yards and maintenance offices.

Figure 5 Travel Lift in Operation

Fisherman's Harbor.

The Fisherman's Harbor district includes 11.79 developable acres and is this project's year-round hub of activity that includes commercial fishing, recreational boating, retail shopping, and dining that attracts residents and regional visitors. The key features of this area includes: Seiner Wharf, Pacific Rim Plaza, floating activity barges, dock walk and the small boat course on accessible water. Weddings and other events and ceremonies, such as sister city programs will be welcomed at the Pacific Rim Plaza (located at the end of 14th Street). The international gateway

at 13th Street and West Marine View Drive is on the northern border of Fisherman's Harbor and serves as the defining front door to Waterfront Place. From the gateway, Seiner Drive extends along the inner harbor's eastern most edge to the Seiner Wharf to make up this district. The district reestablishes the neighborhood into the City's street grid by returning the street names back to 13th and 14th Streets, their Everett historical numbers. A new traffic signal will be installed at 13th Street and W. Marine View Drive. 13th Street is featured as the Entry Boulevard, 90' wide with parking and transit stops, and Seiner Drive and 14th Street is an 80' Pedestrian Streets. A large parking court lies adjacent to the Seiner Wharf. 15 to 20' wide bike and pedestrian paths connect to The Esplanade and The W trails in either direction from Fisherman's Harbor. Buildings in this district include the primarily retail-focused mixed use, 114 apartment

homes, eight commercial buildings which could house a drug store, small concept grocer, marine retail, and some office. Along the harbor's edge, four indoor restaurants with patios and an outdoor restaurant and fish market. The largest structure is the 120 key hotel with meeting space, restaurant and cocktail lounge. Three parking structures (above ground) and a large parking court. The design intent of the inner harbor pedestrian areas adjacent to the commercial fishing fleet shown in the perspective above is focused on emphasizing the presence of and access to the inner workings of the fishing community and industrial waterfront. Additionally, waterfront restaurants and walk-ups invite visitors and residents to enjoy a meal while they settle into the marine environment. Site furniture, such as light poles and benches are a hybrid design of traditional and contemporary styles reflecting a historic yet contemporary waterfront. For example, light fixtures may be located on angled poles at varying heights to reference the mast arm on a Seiner. Wood crates and crab pots are used as inspiration for custom designed outdoor benches. In the public gathering spaces, the former asphalt parking lot to the north, where the Seiner Fleet is docked, is peeled back and replaced with wood surfacing to resurrect the feeling

of an old time wharf. At the southern edge of the wharf, there are brightly colored open-air fish market stalls. Along water's edge at Fisherman's Harbor and on the visitor docks, there are places for people to sit and watch fisherman come into port and unload their hauls. The central gathering point and heart of the Waterfront Place project is Pacific Rim Plaza near 14th Street, a 1-acre formal park adjacent to a 120 room hotel, and the jewel of this district where an Archimedes Screw water feature is always the star of the show. Water pulled from the bay through the power of wind as a sail pivots to draw water up through a spinning and lighted globe symbolizing the community's international significance. The plaza features monuments to significant community partners (like sister cities, tribal nations, etc.) and provides ample room for large ceremonies and weddings. At the gateway along 13th Street, visitors are welcomed by flags of the Port of Everett's international trading partners. The flags symbolize the importance and the long history of international commerce with nations such as Japan, South Korea, Russia, China, and Canada and the Port of Everett. When special events occur or an international trade partner visits Port, all the flags will be switched to the flag of that nation, or, similarly to U.S. flags to welcome home Naval Station Everett's ships Along the waterfront, the walking path connects to an elevated patio for restaurants along the water, and two gang planks allow visitors to walk among fishing vessels and a guest moorage dock. A small boat course provides leisurely entertainment through dingy and radio operated sailboat regattas. Along Seiner Wharf, seiner boats will be moored with the names of their captains, length of home porting and ship name on plaques. This district is the early stage, and anticipated to support the establishment of this new mixed use market here. It is anticipated that construction could begin here as early as 2015 and would take about three years to construct.

The Esplanade

An esplanade is defined as a long, open, level area, next to a river or large body of water, where people may walk. Wrapping around the central pier, Waterfront Place features just such a place. The Esplanade is a primary unifying environmental element in the project. Those taking the long walk or bike ride around The Esplanade will find a variety of sights, including ground floor shops, townhomes, restaurants, water and park views and more in areas adjacent to it. The Esplanade commences at 14th Street and the Pacific Rim Plaza and wraps all the way around the central pier to the Craftsman District. Along these walkways seating areas, vistas and landscaping provide a continuous means for public access and circulation. Streets in The Esplanade share portions of Millwright Loop, which is a general circulation road type G and E with parking. Also in the southern portion, 72-hour parking supported with loading areas provide critical access to boaters. On the northern portion, a parking court and street parking. Pedestrians connect through the project along connections from The Esplanade, walking safely over sidewalks and crossings offset by material, color and texture from street pavement. Further afield, The Esplanade connects visitors into surrounding areas in Waterfront Place North and South along connections to the existing three-marina trail

Figure 6 Visitors Enjoy the Esplanade Interpretive Signs

affectionately referred to as “The W.” Bike for rent kiosks and pedi-cabs for hire offer options for those who prefer to ride rather than walk. Environmental design in The Esplanade is created by “Crime Prevention Through Environmental Design (CPTED)-rated designers for safety while its design expresses and reflects the uses around it as it passes through each district, changing the planting pallet, lighting and fixtures to add interest.

Buildings in The Esplanade include: public restrooms and marina showers on the south side, 2 acres of this district include developable lots for a 60-room boutique hotel and spa and fine dining restaurant on the west end. Additionally, a marine club house (envisioned to be the historic Weyerhaeuser building) provides year-around meeting space and offices for marine-related activities. The jewel of The Esplanade is Boxcar Park, a two-acre park opening to the Snohomish River on the western edge of the pier with a natural children’s playground, an outdoor live performance venue, kite flying and picnicking terraces called the Sunset Steps (i.e., terraced to optimize the westerly sunset views at the water). This Park is informal; designed to extend its sister park, The Jetty, across the river through its open spaces. The Esplanade trail meanders through the park separating the uses on each side of the trail; Rocky Islands play ground on the west and the live performance play house –Weyerhaeuser Muse, to the east. Assuring that the marina area appeals to children is a priority for the Port of Everett. Rocky Islands provides a series of miniature islands and provide a treasure trove of natural tidal pools to showoff marine habitat and allow for memorable searches for sea creatures, driftwood fort building or marine biology talks. The grassy hills terraced to make up Sunset steps give beginner kite boarders a location to practice maneuvers and enjoy a picnic before heading out to The Jetty. The Muse continues its valuable community use through a formal garden, community meeting spaces and a stage for concerts, events and outdoor screens to show marine-movies for guests at the dock.

Figure 7 Craft Industries Make and Sell Onsite

Millwright District

The Millwright District includes 11.85 acres of developable land and is the primary commercial and office area within Waterfront Place; home to small businesses, craft industry shops (retail production), and pedestrian trails and marine vistas. This district has three blocks, and the most extensive street network, and includes Millwright Loop (type D general circulation), two interior cross streets (56’ wide type F with angle parking) and a Woonerf (type G, 56’ wide pedestrian-friendly street). There are two parking garages (structure) and one large surface lot. Buildings in the district include the icon building at the east end of the Millwright Loop, a smaller building to the south of the icon, two waterside buildings on the north and the four Timberman Towers connected by a 2-story parking structure. Timberman parking is concealed behind commercial space wrapping the garage on the ground floor and providing for retail production uses similar to Grandville Island shops. Above the ground, office and apartment uses are anticipated. The use of some of this area for office provides opportunities for shared parking on nights and weekends and festival areas. On the north edge of the district, two single purpose

building sites could provide a home for a museum, pavilion or single user like a college or university. Some storefronts have roll up garage doors that open out to the adjacent sidewalk. Within the District the t north-south connector streets and trails that stitch together shorelines within the District and through to the Esplanade via refuge crossings on either side of the pier. Each of these pedestrian connectors offers a unique character and reinforces the housing type it adjoins. The design character of the Millwright District is intended to be indicative of the maritime environment, but would include more classic materials, detailing and bold forms. The district theme pays tribute to the mill town heritage of Everett, and anchoring the east end of the Millwright District at the icon building is the Workman's Clock Tower that provides a vertical beacon into the district. A large clock tower inspired by the original work of the Day Time Register symbolizes the long history of Everett mills along the waterfront. The clock is the central gateway feature and a key symbol of the project as is the first landmark one views at the 13th Street entrance and enhances the city-facing views from above. The clock is located slightly off-center where the street "Y's" to emphasize its informality. Rows of pyramidal shaped trees along 13th Street reinforce the clock tower as a single focal point at the entry into the district. The Workman's Clock is depicted in illustrations for the purposes of planning, but the final version will come as a result of an artists' competition. In the public gathering spaces, a feature of this area is the four trails leading to four courtyards, two North to South and two East to West above pedestrian stairs and pathways connecting the lush internal gardens within the four centrally located towers of office, housing and retail production. The access stairs (or building elevators) lead up to the courtyards that are 13-14 feet above street level and offer expansive views over the water; Everett's version of Seattle's Harbor Steps. Each of the courtyards is programmed and designed differently to provide a variety of neighborhood spaces, including a pocket park, playground, and hardscape patio with a small water feature. As an elevated trail it functions as a perch for looking out over the marina and people watching on the streets below and a quiet refuge from traffic. Timing for Millwright could coincide or closely follow Fisherman's Harbor, as demand for the space and interest from development partners emerge. The four towers would likely be built as one project; indicating a preference for a larger development like a university or major employer to anchor it.

Figure 8 an Example of the Future Woonerf

Wharf's Edge

At the west end of the pier sits 3.61 acres of residential property. This area is located in the western portion of the property mostly landward of the 200-foot shoreline management zone. This will be the residential neighborhood with a variety of housing types including condos or townhomes, lofts and apartments. Parking will be integrated into the design of the buildings so as to minimize surface parking and maximize open space. Retail and service uses may be located on the first floor of buildings fronting the marina to the south and north. Streets within this

district include one 55’ Interior cross street and the 56’woonerf shared with Millwright. The Champfer Street Woonerf is a modern sustainable street design and prioritizes the movements of people walking and biking over vehicles. Cars still have access to drive along the street albeit at slower speeds. As a curb less street it encourages people and cars to mingle together and gives people the confidence to walk and cross the street where they like. To control and slow vehicle speeds down to 5-10 mph, diagonal parking is located on the east side of the street along the north segment and on the west side of the street along the south segment. By alternating parking it creates a gentle curve in the road which makes people drive slower. The Woonerf is paved with cobbles and lined with deciduous trees to create a historic look and feel the cobbles are also an effective tool for slowing vehicle speeds. These streets are also closeable to traffic for hosting pedestrian only events such as the popular and ever expanding Everett Farmers Market or car shows. This north-south pedestrian connection will connect the new, proposed, marina esplanade with the esplanade along the existing marina. The District is the residential-focused mixed use area with views overlooking The Esplanade and the north or south marina areas. Each of the buildings have unique orientations with varying amounts retail, live-work spaces, and structured parking at ground level. The buildings are laced together with a series of formal landscaping and pedestrian paths. The interior private and semi-public courtyards between each of the buildings provide sheltered outdoor recreational and social gathering spaces for guests and residents dawn to dusk. This district is likely the last district to be developed, although may be preferable to be developed prior to the Millwright district due to construction logistics. Given the timing of the first and second zones, construction could start here as early as 2017-2018.

Section D: Environmental Design

- **Place Making**
- **Art and Other Special Features**
- **Signage Guidelines**

Place Making

Waterfront Place Central is more than a collection of buildings and amenities, it is a unique and dynamic community. Place making is a complex process with many elements of which environmental design plays an important role.

Environmental design creates the basic building blocks of place making through the interplay between exterior architecture of building form urban and landscape architecture of sites and public spaces. Successful place making weaves together the architecture and site creating a "dialog" between public and private realms. A vocabulary of materials, forms, and details come together in exterior elements such as building components, lighting, paving, and planting to form the character of place.

At Waterfront Place Central, these elements combine to create a strong overall community identity, but also have variation that helps accentuate the uniqueness of the various Districts. These design elements are covered Section E, F. and G.

Special environmental design features such as art and signage, come together to further enhance the quality of place. Art, signage, and other special elements have the greatest potential for powerfully expressing some unique qualities beyond the building and its site. These elements, covered here, will make the place where they are truly unique and memorable.

Art and Other Special Features

Intent Waterfront Place Central provides many opportunities for art and artful water features, monuments, and interpretation. These special features help create the one of a kind sense of place that will enrich the experience and memory of being at Waterfront Place Central.

Art, when done well, can transmit, expose, and enhance a unique emotional response to special places. A variety of works should be explored to add a dimension of place-making that can be contemplative, engaging, or fun. Art can provide opportunities for discovery, or simply add a sense of whimsy. Like other features of Waterfront Place Central, the art should tap into the uniqueness of the site and its connection to the maritime environment in order to add to the community's unique waterfront sense of place. Art that explores maritime themes and site specific natural and/or cultural meaning is well suited. The Port placed a special emphasis on family gathering places and kid-friendly features.

Water features, monuments, and interpretation are other artful features that convey and create unique experiences for the community and for visitors.

Because art is an integral component to place making, art of artful components are required for all significant buildings or site related projects. The use of Pacific Northwest artists is strongly encouraged. The Port anticipates a local artist's competition for some featured elements within the project site.

Materials and Finishes

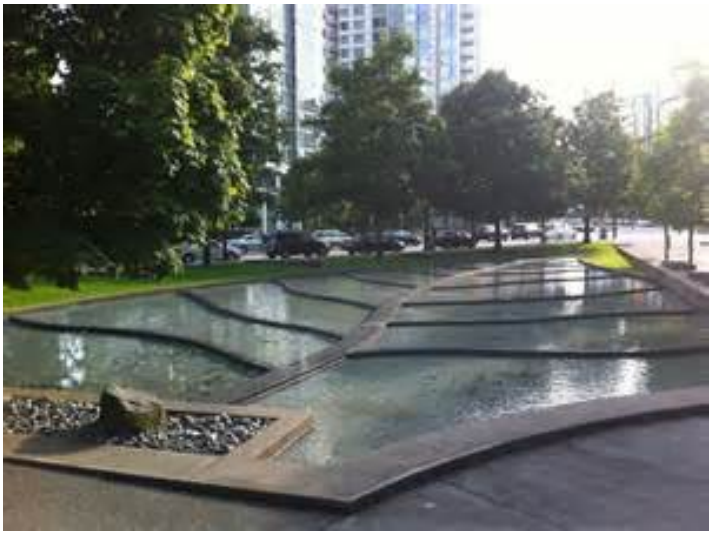
Exterior art and other special features must be made of materials that are durable in the marine climate. This includes a variety of masonry including stone or concrete, as well as various metals such as stainless steel, heavy gauge aluminum, or bronze. In some cases, such as with interpretive panels, the art may also include some highly durable and vandal resistant thermoplastics. Where light and sound are used for art, the housing and fixtures must be weather and vandal resistant. For all art, finishes must be long-lasting and low maintenance. Sealants should be considered in areas with potential exposure to vandalism or staining.

Art and Other Special Feature Types

Figure 9 Example of a Vertical Feature: Crow's nest

Sculpture and Found Objects – Sculpture or a powerful found object can create a focal point within a space or view. The Port intends to pull the project together through a series of iconic vertical elements throughout the site that give form to the community while bonding it together. These landmarks will serve as markers for key project areas.

Integrated Art – Integrated art and artists made building parts can tie art and art concepts to functional elements and spaces. Scale can and should vary widely from small touches of art to large scale environmental works. Smaller elements may be pieces embedded in walls and walkways or building components such as brackets, canopies, lights, downspouts, floor patterns, and signage. Large scale environmental works will explore concepts in the open space areas. These may look at spatial phenomena and landscape as an aesthetic palette. Larger scale works could include an artist designed plaza, waterfront installation, or water feature. On large projects, an artist should be on the design team for their work and ideas to be integrated with the overall design of the building or site.



Water Features –Water creates strong sensory spaces as well as playful places for interaction. Water features area encourages in public plazas to add interest, activity, and stimuli.

Monuments – There may be a desire for the addition of monuments. Monuments can mark a site of historic significance, or memorialize a historic event or person. Monuments should fit within their context, be integrated into walkways or walls, and convey their meaning in simple text or imagery. The Pacific Rim Plaza is a formal outdoor space perfect for this type of feature.

Interpretation – Like monuments, interpretive markers can demarcate a site of historic or natural significance. Unlike monuments, interpretation builds a thematic topic and narrative to uncover the site's natural or cultural attributes. Interpretation should be used sparingly at Waterfront Place Central and integrated into walls and railings so as to not impede views.

Figure 10 Example of Modern Interpretive Art Tells the Story of Native Americans

Commercial Signage Guidelines

Signage is another important element in place making. Well-designed and interesting signs will establish a distinct and memorable identity for Waterfront Place Central. The overriding concept is to achieve uniqueness within the individual businesses while at the same time create a cohesive district identity what is harmonious with the overall character of Waterfront Place Central. The Port of Everett provides way finding signs and regulatory signs that are approved through a sign plan by the City of Everett, conforming to all applicable laws and separate from commercial signs.

Designed signage is encouraged to be informative yet, creative and unique in both its design and use. They should be artistic, graphic, expressive, and individualized, and yet tie into the project themes and district identity that will be part of Waterfront Place Central. Signage will be integrated with architecture and will be part of the overall design approach of the district's place making rather than being seen as a separate design statement.

Sign Design Program and Review

The design of buildings and sites shall identify locations, sizes, and conceptual character for future signs through a 'sign design program'. The sign design program (or sign program) is required to ensure signs fit with the architectural character, proportions, and details of the building in concert with the district and community identity of Waterfront Place Central. As tenants or owners install signs, it is expected that such signs shall be in conformance with the approved sign program.

Development teams are required to review and meet the intent of these design guidelines through the sign design program. The sign design program will use text, scaled drawings or graphics, and examples to identify locations, sizes, and conceptual character for future signs.

Sign Types

Figure 11 Sample of Port Way finding Signs

Traffic, regulatory, and Safety Signs – Signs such as traffic directional signs, regulatory signs, speed limit signs, pedestrian safety signs, parking enforcement signs, ADA signs, fire safety signs, etc. shall be designed and placed in accordance with City of Everett, and the State of Washington regulations and requirements. Street Name and Direction Signs – Street name and direction signs provide an opportunity to reinforce the Waterfront Place Central character. Design must use consistent graphic elements such as font type, style, color and size, but should draw on elements of uniqueness to help reflect the quality of each district. Street signs in the project will include icons from the historic interpretive sign program. These elements of uniqueness could include the sign frame, stand, base or perhaps the addition of an artistic graphic. Text must be in strong contrast to its background and be large enough for clarity from moving vehicles at a distance sufficient enough for safe cueing and turning.

Street Address Signs – Buildings will identify their address through street address signs located near the building's main street entry. Design will be compatible with architecture and district character.

Business and Residential Identification Signs – Identification is vital to the success of any retail or commercial venture. Signage should be used to imaginatively punctuate the business's unique quality. This will also create interest and vitality along the street.

Interesting colorful and tastefully designed signage will inform, stimulate, and identify the business, building, or retail tenant. Graphics and symbols that rely on images and reduce the use of words are encouraged. Permanent lettering and graphics on windows and doors may be used in lieu of sign boards. Commercial signs will be complimentary to buildings, and will communicate the availability of goods and services in a lively, creative manner to both pedestrians and vehicles. They will contribute to the character of the Waterfront Place Central. In pedestrian areas, all signs shall be mounted on buildings. These include projecting signs, wall signs, window signs, signs painted on awning fascia's, and signs suspended from arcades or canopies.

In addition to signs permitted by the sign code, any business may be allowed to have one additional sign, provided that it meets the following criteria:

I. It is principally a 2-dimensional or 3-dimensional graphic symbol denoting what is offered by the business,
II. It is oriented to pedestrians, rather than to people in vehicles,
III. It is no more than 12 square feet in area per side.

Consideration of who is viewing the sign and from where is important in sign design. Some retail spaces may be predominantly viewed from the pedestrian experience. In these cases, small scale identification signs placed at eye level can be very effective.

All signs whether lit or unlit, should utilize a contrasting background for legibility. Due to potential for glare, backlit signs should be designed to minimize glare. Projecting signs supported by ornamental brackets and oriented to pedestrians are strongly encouraged. These must maintain an 8' clear height above the walkway. If located in service areas, projecting signs must be located out of the path of delivery trucks. The use of handcrafted metal signs brackets is encouraged.

Other Business and Residential Signage – For offices and for multifamily residential buildings, an emergency contact sign will be required near the main street entry of each building or store front. This sign will include emergency contact information and hours of operations. This sign to be no more than 1 square foot.

- Directory signs will be needed in mixed use, office, and large multifamily residential buildings. Directory signs must be located inside the building's main entrance.

- Boxes for display of menus, real estate listings, and other types of information display, shall be no greater than six square feet and no part is to extend above 6' – 0" from average grade.

- Murals and super graphics are not generally allowed, but may be considered in special circumstances.

Temporary/Special Event Signs – Signs that are temporary and for special events include signs for holidays, festivals, special events, political signs, etc. No temporary signs may be attached within 10' – 0" of an active storefront or main entry to a residential or office building unless it is for retail merchandise sales designed as a part of the overall window display.

- Temporary marketing signs and banners for the purpose of selling, leasing or renting residential, retail or commercial offices are allowed.
- Temporary tenant identification signs are allowed during construction and up to 90 days after opening of the store.

The following will not be allowed: commercial pole signs; flashing, digital, or electronic message signs; and billboards.

Landscape Signs – Other than City approved Port signs, monument and other landscape signs are discouraged at Waterfront Place Central. Each application will be reviewed on a case by case basis.

Sign Sizes

Projecting and Hanging Signs – Signs that are projecting or hanging from buildings or in arcades shall be allowed 2 square foot of sign face for each 10 feet on lineal front of the business, with a maximum of 12 square feet of sign face seen from either or two directions. Businesses having a frontage of 20' or less may use a maximum of 6 square feet.

Wall Signs – Wall signs on buildings or in an arcade shall be allowed 1 square foot of sign face for each 10 feet of lineal frontage of the business, with a maximum area of 8 square feet of sign face. Businesses having a frontage of 20' or less may use a maximum of 6 square feet. Wall signs for individual business with their own exterior public entrances must locate wall signs near the entrance.

Window, Door, and Awning Signs – Painted windows, doors, and awnings with permanent lettering and graphics are allowed for signage and may be used in lieu of sign boards. Size should be compatible with the architectural character, and not exceed 8 square feet.

Section E: Streetscapes and the Pedestrian Network

- **Introduction**
- **Street Master Plan**
- **Streetscape Character Plan**
- **Sidewalks and Walkways**
- **Parking and Transit Connections**

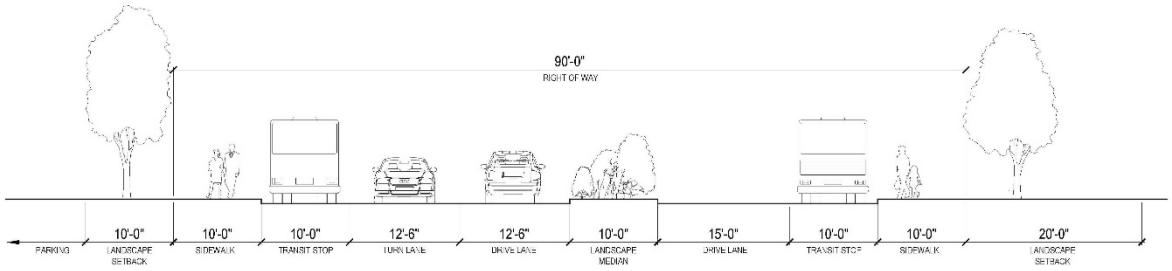
Waterfront Place Central is a pedestrian-oriented, mixed-use village with extensive public access and open space. Streets provide access and circulation for vehicles, buses, bikes, and pedestrians, and form the matrix of internal linkages between retail, office, and residential uses, as well as marina areas and public spaces. The streets of Waterfront Place Central is one of the most important building blocks in creating a rich and vital pedestrian environment. Streets and the streetscape for Waterfront Place Central will:

- **Establishes the Backbone of the Pedestrian Network**: Sidewalks and walkways associated with streets will be the dominant means of access between the various districts, public spaces, and uses. Visitors and residents alike come to Waterfront Place Central via bus, boat, bike or vehicle, but once there, they circulate using a well-integrated and clearly established pedestrian network.
- **Provide Key Circulation Linkages**: The pedestrian system provides ample access to all areas. A hierarchy of the circulation system is established to accommodate anticipated volumes for key linkages and destinations.
- **Expand and Enhance Public Open Space**: With the Esplanade, a live performance venue, marinas, and parks and trails, Waterfront Place Central is a destination for public access to shorelines and recreation. The pedestrian zone of the streets expands these amenities by creating seamless connections and extensions. In addition, some street areas can be closed to vehicles for special events such as festivals or the farmers' market in the Millwright District
- **Create the Waterfront Place Central Identity**: The community is experienced from the streets, elevated vistas, walkways and sidewalks. Urban design of the streetscape is an essential part of the palette in creating the character of Waterfront Place Central.
- **Develop Livable Urban Spaces**: The circulation network helps to create a livable urban space where the focus is making a variety of intimate places.
- **Minimize Impervious Surfaces**: Streets accommodate commercial traffic where necessary and has minimum lane widths. Street trees and planting areas decrease impervious surfaces. Minimizing impervious surfaces is better for the environment and requires less water quality treatment.

Street Master Plan

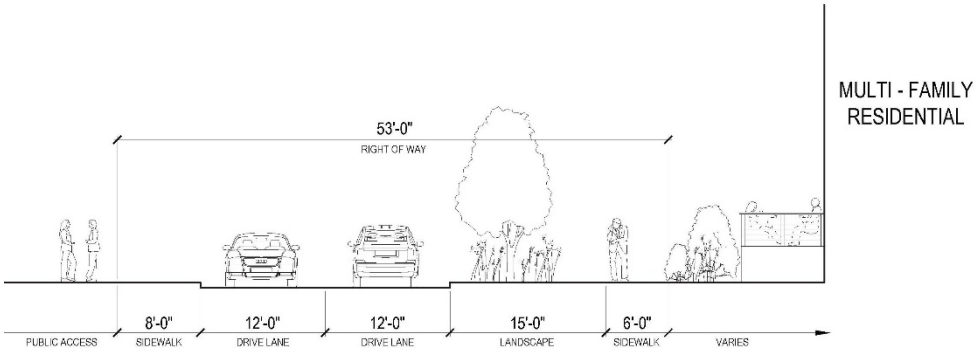
Every street has its own character, but together create a unified network. Within that network, streets vary in size and function. Streets at Waterfront Place Central fall into a typological hierarchy based on use, traffic and pedestrian volumes, location, linkages, and character of the neighborhood.

- Gateway: The gateway to project is a three lane road (two 12'6" eastbound and one 15' westbound travel lane with a center median, and a 10' transit stop is provided on each side along with 10' sidewalks.

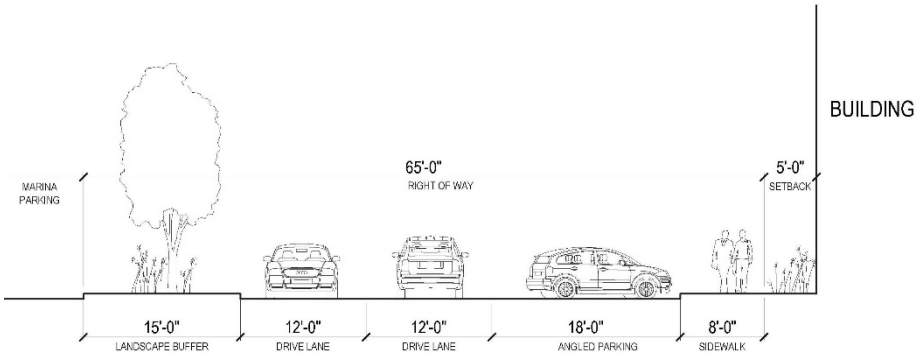


A ENTRY BOULEVARD (EXISTING)

- General Circulation: These local access streets include two 12' travel lanes and 16' angle parking on one side. Sidewalk widths will vary from 9' to 12' depending on street uses.

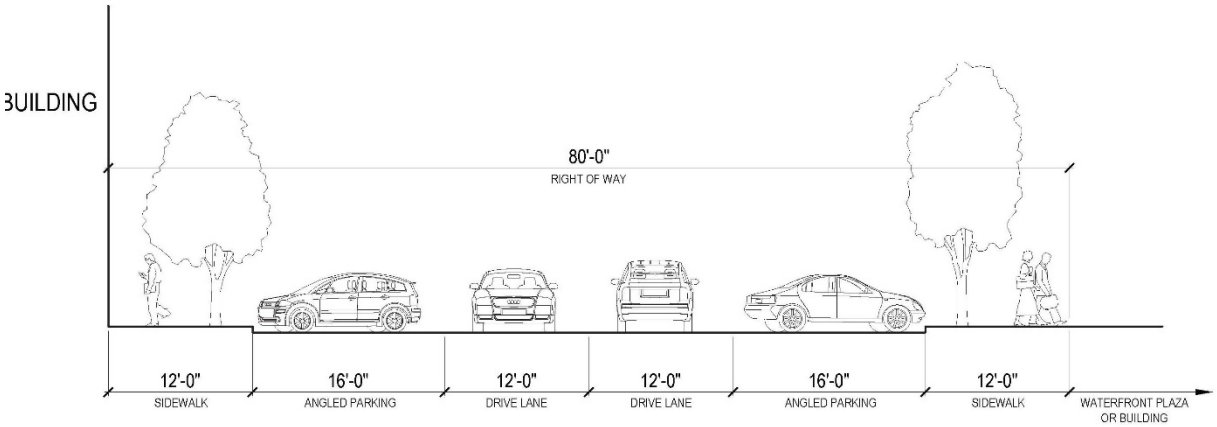


E GENERAL CIRCULATION @ PUBLIC ACCESS

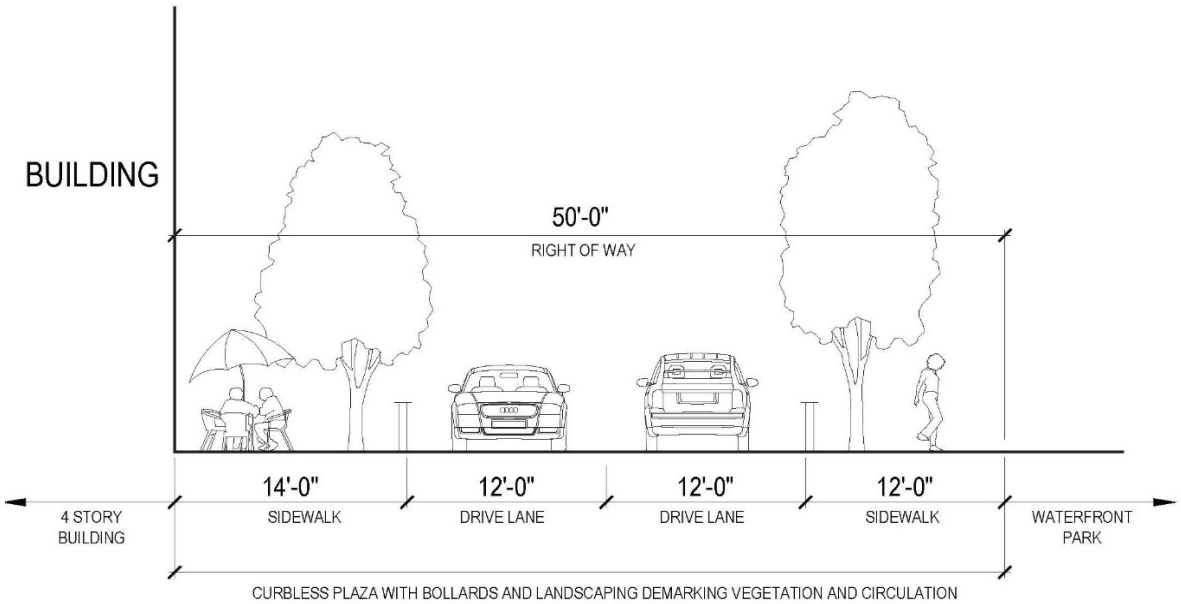


D GENERAL CIRCULATION

- Pedestrian Street: A pedestrian street with two 12’ travel lanes and 8’ parallel parking on each side. Sidewalk widths are 12’ wide.

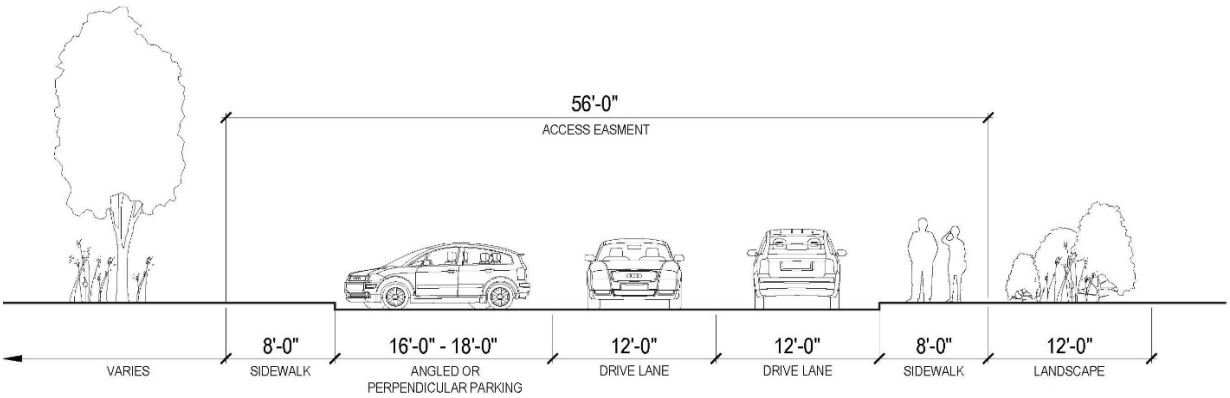


B PEDESTRIAN STREET



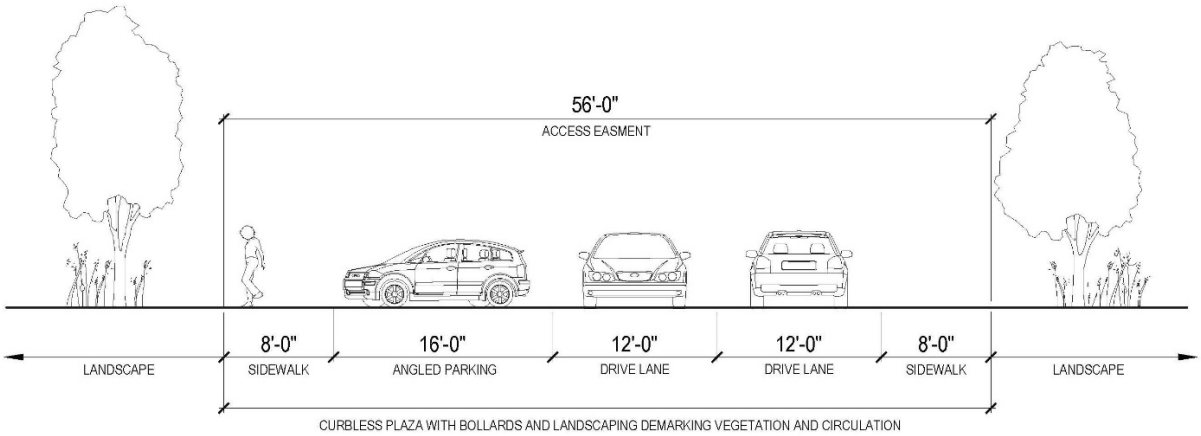
C PLAZA STREET

- Plaza Street: 50’ small street to create an intimate setting.
- Interior Streets: These shorter, local connecting streets include two 12’ travel lanes, 6’ and 18’ angled parking on one side with 8’ sidewalks.



F INTERIOR CROSS STREETS

- Woonerf: this "living" street includes two 12' travel lanes, 16' angled parking on one side and 8' wide sidewalks, bollards, special paving treatment and landscaping to achieve traffic calming.



G WOONERF

Streetscape Character Plan

Within the hierarchy of streets, here are variations and specificity that establish the unique character of streets and pedestrian areas. Variation is envisioned to enhance the character of specific districts at the Waterfront Place Central. The Streetscape Character Plan identifies some recommendations for specific treatments envisioned for key streets, sidewalks, walkways, and their locations.

Within each district, streets will take on an identity that reinforces that district's distinctive character. These identities will be established through urban design and streetscape elements covered in the next section entitled Standards.

- West Marine View Drive: Completed frontage and center island median improvements on West Marine View Drive enhance the public image of Waterfront Place Central to the surrounding community. Frontage improvements include the addition of 12' sidewalks behind the landscape strip, street trees, and a planting strip. Planted islands are included in center land medians of West Marine View Drive where turning pocket cue lanes are not required. This street is also designated as a bike route and appropriate improvements have been included per city requirements.
- 13th Street gateway entry: As the main entrance into Waterfront Place Central, the 13th Street gateway and collector arterial make a significant statement that establishes the identity and character for the community. There will be special paving, lighting and planting in the median and street edges. Millwright District and Loop: This is the Primary employment and craft industries area connected to other districts by roads and trails. The Loop is a vibrant visitor attraction, such like is found at Granville Island where small boutique manufactures of marine-related or local goods are produced and sold at the ground level, with offices and apartments above. Timberman Trails crisscross the Loop, providing walkability and pedestrian safety. Along the Loop paver areas facilitate the summer market. This central area links associated commercial retail development across the pier.
- Seiner Drive at Fisherman's Harbor is aligned down the 13th Street corridor and connects to West Marine View Drive and 14th Street. A unique street configuration and character is called for in the design of this street designated for restaurants and shops. Seiner Drive is connected to the Seiner Wharf and, through it, to the Esplanade.
- Craftsman District Streets: Craftsman District includes all areas north of 13th Street from the water to West Marine View Drive. It will have a large vehicle secondary access south of 10th Street. Since the Craftsman District focus is on marine services, special consideration is needed for requirements of the moving and storage of boats. The working waterfront character is reflected in both the configuration and character of these streets. Other streets in the Craftsman District primarily access existing buildings, yards, and future development. These streets will need to balance pedestrian and vehicular circulation and parking with truck access and boat yard activities. This will be done by defining areas and controlling potential conflicts through controlled access.
- Interior Cross Streets: Weaver and Sawyer Streets will provide north to south connection across the site.

Sidewalks and Walkways

Design Intent –Sidewalks and walkways are designed to create a pedestrian friendly environment with clear, safe, and aesthetically inviting sidewalks and walk- ways. Pedestrian sidewalks and walkways will include unobstructed durable surfaces. Sidewalks run along streets while walkways include all other access ways and connective paths associated with public amenities. Design must reflect the character of the Waterfront Place Central urban waterfront environment through a unique design theme that provides consistency and unity and form a simple background framework on which the rich palette of other streetscape elements can be offset. Areas on the edges of sidewalks and walkways provide areas for planters, seating, low walls, and connections to public or semi-public amenities.

Dimensions - Sidewalks and walkways will have a minimum 5' clear width Travel Zone. This width shall be continuous and unobstructed. As described in the streetscape layout section, several configurations of sidewalks and walkway will be included. Measuring from the inside of curb, these include:

- Type 1: 8'.
- Type 2: 10' wide with 4' wide tree grates or planter strip with street trees 30' 0 on center (O.C.).
- Type 3: 12' wide with 4' wide tree grates widths or planter strips on the curb side. Street trees should be 30' O.C.
- Type 4: 6' wide (min.) walkways.

Accessibility

Pedestrian sidewalks and walkways shall comply with Chapter 11 of the Americans with Disabilities Act (ADA) Handbook and all other accessible requirements and guidelines of the Access Board, State of Washington, and City of Everett.

Specific Sidewalk and Walkway Treatments

- West Marine View Drive: Frontage improvements will use the Type 4 sidewalk.
- 13th Street gateway entry: The 13th Street uses the Type 2 sidewalk. In areas near intersections parallel parking or transit layover areas, bulb out space creates 8’ to 10’ of additional planter strip.
- Millwright District’s Loop Road is the project’s key street, and uses type 1, 2 and 3 sidewalks depending on the abutting uses. For specialty shops and restaurants desiring more area, building design may create additional sidewalk frontage width with building setback and modulation.
- Craftsman District Streets: Craftsman District focus is on marine services. This area calls for the minimum Type 1sidewalk in the few areas where a sidewalk may be needed. Some entry areas and retail frontage may increase the width as needed up to 10'.
- Seiner Drive: This unique street configuration in the Fisherman’s Harbor District is pedestrian focused with Type 3 side- walks flanking a special walkable surface treatment. Design should explore combining the sidewalks and plaza/ street area.
- Interior Cross Streets: Sawyer and Weaver Street have Type 1 sidewalks for servicing the

predominantly mixed use residential areas that may include some retail production, neighborhood retail, and office on the ground floor at corners.

- Esplanade Streets: The primary access street to the Central docks marina is Millwright Loop south, which has Type 1 sidewalks. Millwright Loop north provides access to the north guest docks and Boxcar Park and, on the Millwright Loop west, access to the hotel and restaurant area at the western shoreline. It will have type 1, 2, 3 sidewalks, depending on its adjacent uses.

Intersections

Design Intent – Intersections create areas of special interest and activity. Their design can greatly enhance a pedestrian-friendly environment with clear, safe, and aesthetically inviting treatments. Design must reflect the character of the Waterfront Place Central maritime water-front environment through dimensions, materials, and color that demarcate the intersection as an area of special interest. Pedestrian areas will include unobstructed durable surfaces and safe grade transitions in accessible routes for those with limited mobility and clearly indicated crossing zones.

Parking and Transit Connections

Design Intent– Creating safe parking that provides convenient access to business, public amenities, and residences is important at Waterfront Place Central. On-street parking should be integrated into selected streets and include well defined pedestrian access ways. Parking stalls must be placed to avoid conflicts with door swings. Smaller lots in the adjacent Millwright Loop North should be treated as parking plazas emphasizing these areas as dominated by pedestrians. Parking areas and transit connections must be clearly marked. Minimize visual impact of parking with the use of planting and other design elements at the sidewalk's edge, at bulb outs, and in parking lot planters. For transit stops, pedestrian access areas, and the main transit hub provide special emphasis through distinctive materials, colors, and or patterns.

Transit access is an integral component of the Waterfront Place Central. Access shall include safe and convenient barrier free travel ways to and from bus stops along the main vehicular streets intersecting with Millwright Loop north and south. Transit Stops and Connections shall be clearly marked and emphasized through a variety of design elements.

Vehicular access to parking will not impede pedestrian connection ways. For parking lots, pedestrian connections shall be integrated into the parking lot layout to provide safe, clear, and unobstructed access.

Event parking for special events is predominantly a challenge of event management, but design can play a role in anticipating how the flow of cars and pedestrians occur to and from parking with safe and clear way finding. Shared parking and remote parking with shuttles should be included for large events. Special consideration must be given for providing convenient access for those with limited mobility.

Dimensions and Layout - Transit and parking stall dimensions, aisle widths, and layout shall conform to City of Everett and local Fire Department standards, codes, and regulations unless otherwise approved by the City and Fire Department. These include layout and stall sizes listed in the Everett Parking Requirement Chart and Transit Requirements.

On-street parallel parking shall be 8' wide and angled spots will be “back in” and assume a 2' maximum overhang on the curb. Both types of on street parking will be separated from the pedestrian way by a 6" wide curb with a 4'wide planting strip, or grated street trees. Parking will not be allowed in roadside areas defined for pedestrian access; bollards may serve to control vehicle access. In some areas, removable bollards may be needed to allow fire and maintenance access.

Sight Lines- Parking must be located to ensure clear visibility to and from moving vehicles. For parking lot entries, sigh lines will be consistent with the City of Everett sight line standards.

ADA Parking – Parking shall comply with the State of Washington’s Accessible Parking requirements, Chapter 11 of the ADA Handbook, and all other accessible requirements and guidelines of the Access Board, State, and City of Everett.

Streetscape Planting

Design Intent – Planting along streets at Waterfront Place Central will be a major design element for enhancing character and the quality of place. Plants will define the street edge and add scale, visual interest, and seasonal change. Layout and plant palette selection should reinforce and define the streetscape character of each district. Plants shall be appropriate to this urban marine environment and emphasize the unique qualities of their context. Planting shall be selected and placed to enhance rather than obstruct views. Selections shall be low-water use, and grouped in associations with similar microclimate sun, soil and water requirements. All planting shall be irrigated.

Street Trees - Street trees shall be used along the curb side of streets between the curb and sidewalk or along the walkway. Trees will be used to reinforce pedestrian connections, define edges, and provide shade for seating areas. Trees in view lines of residential areas should be columnar, or they should be branched clear to 8' high and have an open canopy. All street trees shall have a minimum of 2 V2" caliper at the time of planting.

All street and public space trees will be chosen from species that will not obstruct views of any user-groups on the project site or those of potentially affected nearby residential areas as they reach maturity.

Illumination

Design Intent – Streetscape exterior lighting will provide safe and effective evening character illumination for the pedestrian and vehicular areas of roads, sidewalks, and walkways throughout Waterfront Place Central. Design will be special to the development concept and character reflecting this unique urban maritime waterfront environment. The image and

personality of each district will be expressed through fixture type and location, and also through elements such as the incorporation of specialty logos or images on the lights, poles or pole bases. Streetscape lighting includes streetlights for roads and sidewalks, pedestrian lighting for sidewalks and walkways, building illumination as it effects the streetscape, and accent lighting on special architectural and landscaping features.

Dark Sky Requirement- Fixtures for the streetscape will be selected to minimize light pollution. A dark sky is required to be maintained for nearby residents and residents of the Waterfront Place Central. Dark sky criteria must be adhered to as much as possible. Lighting must be shielded from the night sky and adjacent residential properties through down casting, exterior shields, and/or fixture optics.

Illumination Quality and Levels – Light quality will have well balanced color produced by metal halide, halogen, LED, or incandescent bulbs. No high pressure sodium lights are allowed.

Lighting should both enhance an area's character and quality, and also help ensure safety. In areas where lighting is needed for safety, foot-candle levels shall meet the IESNA recommended standards. These standards ensure that lighting levels function in a manner that provide safe and clear illumination to motorists and pedestrians.

Placement – The placement of lighting fixtures should be discrete and unobtrusive so as to eliminate physical clutter and avoid glare into residences and commercial offices. Placement of lighting fixtures should also be done to facilitate maintenance such as re-lamping.

Maintenance and Operation - Lighting fixtures should be placed and designed to minimize maintenance and operation costs. This includes maximizing lamp life through the use of motion detectors, photo-voltage switches and timer switches. Where possible, lighting may serve more than one illumination function.

Lighting Types

Exterior Lighting

Street Lights -. Tall cobra head and box highway type light poles on the roadways are not allowed.

- Commercial and Retail Roadway oriented fixtures illuminating the vehicular areas of roads should of kept 1ow (under 14' high is recommended).
- Residential Street lighting shall mount on lower poles that are no higher than second story residential window level)

Pedestrian Lighting

For safety, security, and for aesthetics, pedestrian lighting is an important aspect of the streetscape. Pedestrian lighting for sidewalks and walkways will be achieved with wall mounted lights, illuminating bollards, footpath lights, or pole mounted lighting. Where possible, use either recessed, wall mounted, or free standing bollard light fixtures that keep the light low to illuminate sidewalks and pathways. Inset stairway and stair step lights are required on all stairs.

- Pole mounted pedestrian lights, if used, should be kept under 10-' 12' in height with light focused downward and shielded from the night sky and from residences.

Accessories may include banner arms and baskets. The height of pole mounted lights is limited to prevent glare and the impacts on views.

- Bollard lights may occur at wide pedestrian ways adjacent to roadways and parking for pedestrian safety, way finding, and ornamentation. Bollard lights serving as pedestrian crossing control functions may be connected by chains.
- Other pedestrian illumination may include wall mounted fixtures on buildings bordering sidewalks. These could double to illuminate flower beds/ planters as well. Column lights may be used as a distinctive way finding element.

Parking Entry Lighting- Lighting for parking entries and exits must ensure areas of potential conflict between pedestrian and vehicles are well lit for safety. On exterior parking lots and entries, these fixtures should be pole mounted lights matching the streetscape lights of that district. For parking garage entries, supplemental light may be integrated nearby into structures.

Parking Lighting- Lighting for all parking lots should be done low level lights, or with fixtures to match the surrounding pedestrian lights. Pole mounted lights, if used should be kept low (under a 14' maximum height pole with mounted fixture). Lighting levels must meet local requirements, dark sky requirements, and IESNA standards.

Accent Lighting– Accent lighting will be used to emphasize special features such as fountains, sculpture, planters, or trees for decorative effects. Fixtures shall be inconspicuous and durable. Accent lights along walkways should be recessed in walls or steps for pedestrian safety and way finding. Small scale accent lights can serve for way finding or be used themselves as special design elements. Accent lights may also serve multi-purposes where possible. They may also be used for illumination of public signage.

Building Mounted Illumination– Building mounted lights may be used to light building entries, walkways, terraces, and plazas in appropriate areas. Building lighting shall be designed to cast downward and be shielded to minimize glare. Because building lights may be turned off, building lighting shall not be depended on exclusively for illuminating walkways. On pedestrian oriented streets, spillover light from retail and restaurants windows enhance the streetscape. These areas are required to cast light from windows 10' from the building on weekend evenings. Lighting from buildings must be balanced with street lighting to ensure areas are not over lit.

Special Event Lighting- Lighting used for special events may include decorative lighting for holidays or festivals lighting. Special Event Lighting shall meet all safety requirements for public gatherings and must be designed to be easily managed for both event and non-event times. Seasonal decorative lighting during holidays and special events should be planned for by providing access to safe exterior electrical power sources.

Decorative Lighting– Neon, running lights, and other types of colored or decorative lighting should be focused in the retail areas of the streetscape. It may also be appropriate for signage or décor in buildings or as part of an art installation.

Streetscape Furnishings

Design Intent – Exterior furnishings will provide public amenities that establish a high quality and consistent urban structure in the streetscape. Design will reflect the context of the area and help to establish the unique qualities of place within the larger Waterfront Place Central context. These elements will be integrated into the overall design of each district. The amount of exterior furnishings should be minimized and where possible, necessary elements should have multiple uses. Consolidation may include combining elements such as refuse and recycling containers, parking meters, traffic signal controls, newspaper vending, kiosks, and bus shelters.

Materials- Exterior furnishings will be constructed of materials durable enough for urban use and the marine climate. This includes steel, heavy gauge aluminum, and masonry. In some cases, wood that is well treated to hold up in the marine environment may be appropriate.

Finishes - Finishes will be durable and low maintenance. Finishes for metals shall be stainless, galvanized, or powder coated. Finishes for masonry shall be smooth. Finishes for wood shall also be smooth, but must also include appropriate protective sealing and treatments for longevity.

Colors- For exterior furnishings that are not stainless or galvanized, finishes should be black or consistent with district theme colors.

Exterior Furnishings Types

Benches- Benches will be integrated into streetscape areas. They will be located in public areas that provide opportunities for views out to the water, people-watching, catching sun, waiting for others, and finding some semi-private space for reading and relaxation. When possible, bench design shall include integration into walls and planters. Free standing benches will be selected for durability and design. Benches must minimize water accumulation on the seating surface and deter abuse from skateboards or other vandalism.

Trash and Recycling Receptacles– Trash and recycling receptacles shall be located in public gathering areas, areas of high pedestrian activity, and areas that produce trash such as concessions and cafes. Trash cans will be lidded and enclosed to keep out seagulls and rodents. They also must be durable, and easy to maintain and change bags. Where possible, trash receptacles shall be integrated into the design of other streetscape elements. Design of the trash receptacle will relate to the streetscape aesthetic of the street, district, or area.

Bollards- Bollards may be used to protect pedestrians from vehicles in areas where pedestrians access walk-ways, and public plazas. Bollards will be both permanent and removable. Permanent bollards may define edges and entrances to pedestrian areas and control vehicular access. They may integrate illumination in pedestrian areas. Removable bollards are to be placed in areas where emergency or maintenance access is required. Bollards should be limited to locations that do not interfere with parking, deliveries, and other functions, but may be used in multi-purpose functions such as posts for fence enclosures for sidewalk

planters or lighting. Bollards will relate to the streetscape aesthetic of the street, district, or area from the choices presented here. Bollards may also be a potential element for integrated art.

Bicycle amenities. Bike racks shall be placed in areas where bikers may need to park their bikes and wish to walk, shop, eat, or rest. They will also be used by residents, visitors, and those who work at Waterfront Place Central. Access to and from the bike racks should be clear and unobstructed. Bike racks must be double-poled and wide for resting the entire bike against the rack rather than single poled. They should relate to the aesthetic of the street, district, or building.

Kiosks - Display of information about the Waterfront Place Central, community events, maps, and other information will be consolidated at information kiosks and display boards. These can be located at strategic locations in the active retail areas. Kiosks are to be designed as an identifiable reoccurring element providing an opportunity for integrated art. Kiosks will include areas for permanent information such as an area map, and for temporary information such as a community events calendar. Kiosk size must be kept to a minimum to reduce visual obstruction. Kiosk design will include information display to be set at heights readable for adults and children, and for those with varying physical abilities.

Newspaper Vending - Newspaper or Information Kiosk other vending machines are limited in the public areas of the Waterfront Place Central. Where allowed, they should be integrated with kiosks or bus shelters.

Signage-A hierarchy of signage is used at the Waterfront Place Central. Along the streets, small signs of a coordinated design will mark roads and key destinations such as the marinas. Business and place identification signs are part of the architectural facade design. Interpretive signs may be included in the streetscape, but shall not block views or pedestrian flow. More information on signage is included in the Chapter 2 of these Design Guidelines.

Special Event Banners- For special festivals, markets, or events at the Performance Venue, small banners may be used on a temporary basis. Banners may be attached to the sidewalk side of street lights in designated areas (limited in number). Banners are intended for community events rather than private advertising. In some circumstances such as sponsored events, banners baring logos and sponsor names may be allowed.

Fences, Railings, and Hedges

Design Intent – Fences, railings, and hedges may provide safety, security, and in some cases privacy for public areas. Design of fences and railings will be compatible with each other through form, materials, and finishes. Design will reflect the aesthetic of the Waterfront Place Central and should be informed by the district or area character.

Walls

Design Intent-Walls provide edges, grade retention, and definition, but also will enhance the urban design character along the streetscape of Waterfront Place Central.

Street and Sidewalk Utilities

Design Intent– Utilities link basic systems and services throughout Waterfront Place Central. These utilities are often accessed in the public areas of the streetscape. Although the design of utilities is often driven by utilitarian needs and constraints, their location and coordination with other streetscape elements can strengthen the overall urban design character and aesthetic. Where ever possible, utilities will be consolidated. Where possible, utility lines shall be located below grade. Utility cabinets that must be above ground will be screened or concealed away from public areas.

Location - Locating exposed utilities is critical for maintaining quality design treatments. All utilities that are not under grounded, concealed, or screened must be located in coordination with exposed elements. They will be aligned and integrated with the layout of other design elements.

Materials - Utility grates, covers and other exposed elements will be constructed of materials durable enough for the marine climate. This includes cast iron, brass, steel heavy gauge aluminum, and masonry.

Finishes - Finishes will be durable and low maintenance. Finishes for metals other than brass or cast iron shall be stainless, galvanized, or powder coated. Finishes for masonry shall be nonporous. Finishes with protective sealing treatments for longevity should be considered.

Colors – For exterior utilities that are not cast iron stainless, or galvanized, finishes shall be black or silver. Other colors such as red may be used in special circumstances.

Utilities Types

- Utility Grates - Grates such as trench drains and catch basin covers must be both functional and can also be decorative. Drain covers with a custom motif are allowed where they can emphasize the connection to the marine environment.
- Concrete lids are to be placed in areas out of sight and out of travel ways.
- Utility Cabinets and Boxes - Cabinets and boxes for utilities must be placed in areas out of sight and out of travel ways. They also should be finished in dark earth tone colors or materials that blend into the setting.
- Utility Corridors and Access – For utility banks and lines where future access may be needed, design of surface treatments should take this into account. Design materials that can be easily replaced or seamlessly patched.

Transit

Design Intent– Bus transit will be an integral part of enhancing a pedestrian-oriented environment for the Waterfront Place Central community. Although the design of transit facilities is often driven by utilitarian needs and constraints, their design and coordination with other streetscape elements can strengthen Waterfront Place Central's urban design character and aesthetic. Transit stops include significant elements the public areas of the streetscape. Bus shelters, signage, and bus stop ground plane treatments must enhance overall aesthetic of the streetscape or district character. These elements are also an opportunity for integrated art.

Location– Specific locations of bus stops and bus shelters must be coordinated with transit agencies. Their location will be integrated with the layout of other design elements.

Section F: Public Realm

RMC Architects | Stephanie Bower, Architectural Illustration

- **Introduction**
- **Open Space Plan**
- **District Open Space Variations**
- **The Esplanade**

Waterfront Place Central is a pedestrian-oriented, mixed use development with extensive public open space. Pacific Rim Plaza, Seiner Wharf, raised courtyards, view point areas, the Boxcar Park with its an outdoor performance venue, the Esplanade, Fisherman's Tribute, and other open space areas provide a connection to the environment creating a rich variety of exterior public spatial experiences for visitors, residents, and workers at Waterfront Place Central.

Parks, trails, and open space for Waterfront Place Central will also:

- Create the heart of the pedestrian environment - Just as sidewalks form the backbone of the pedestrian network, open space create the heart of the community and are integral to the overall site. Visitors and residents alike will come to Waterfront Place Central because of the unique urban marine environment experienced through open space. Expand and Enhance Public Open Space - These spaces shall be placed near each of the water edges of the site, and in areas with views to the water. These public spaces will be created in accordance to the development goals set forth between the Port of Everett and the City of Everett. Total space provided shall cover the agreed upon preferred site master plan.
- Create the Waterfront Place Central Identity - the public realm of the community will be experienced through trails, parks, and open space. Urban Design of these areas is an essential part of the palette in creating the character of Waterfront Place Central.
- Develop Livable Urban Space - Open space will help to create a livable urban space where the focus is making a place for the enjoyment and health of residents, boaters, visitors, and workers.
    - Make Some Spaces interactive - Some spaces shall be "interactive."
    - Promote Sustainable and Environmentally Friendly Practices- Spaces will be designed to improve the health and welfare of the residents and Everett community. By open space, especially ones with street trees and planting, impervious surfaces can be minimized. Minimizing impervious surfaces requires less water quality treatment which will be good for both the environment and for infrastructure costs.
    - Provide Key Pedestrian Nodes - While the pedestrian system will provide ample access to all areas, plazas, vistas, and open space areas from destination nodes of interest and activity, size and use open space will create a variety of pedestrian nodes.

Fig

Open Space Plan

Every trail, park, plaza and open space area has its own character, but together they create a unified network of open space nodes. Within that network, open spaces will vary in size and

level of activity. Open space at the Waterfront Place Central will fall into a general hierarchy based on use, anticipated amount of activity, location, views, and linkages.

- Plaza: A public plazas is an active gathering place and serves to establish connections between buildings and other areas. The Pacific Rim Plaza at the end of 14th Street will serve as a formal open space, with hardscapes and a water feature at the heart of the project.
- View Points and Vistas: Viewpoints are smaller scale plaza areas oriented toward views and designed to focus and enhance that passive use. These are placed around the edge of the pier and upper level stories when possible, and each have their own personality.
- Semi-Public Courtyard: Courtyards provide semi-public open space meaning the space will be used by the public only during day light hours. These courtyards are found in office and residential buildings and vary in size, but they will be significant amenities to the area.

Figure 13 Envisioned Steps to Timberman Trails

- Private Courtyards and Terraces: In some residential-only areas of the site, private space associated with the building occupants provides open space or pet walk areas.
- Public Trials: The Esplanade is the primary and featured unifying the development. The Esplanade and pedestrian access area warp around the pier to the marinas and pedestrian zones.
- Parking Courts. These are convertible parking areas that can be used to facilitate larger festivals or the special needs of a variety of events at the Seiner Wharf, around portions of the Millwright Loop and at the marina clubhouse.
- Sidewalks: Sidewalks within the project are intended to connect and extend the public realm and to create synergy between buildings and spaces to unify the site.

They are all carefully designed to ensure safe pedestrian transitions from the upland development, across parking areas, and to the marinas.

District Open Spaces

Craftsmen District -The design draws on the craft, technology and history of the working waterfront to reflect quality with durable maritime materials and forms and expressive structural details and connections. In the public realm and featured at the Craftsman District is the Fisherman's Tribute, a statue acknowledging a proud legacy and fishing heritage at the Port. From this Plaza next to the water, visitors can step onto The W trail system linked to the North and Central piers, along The Esplanade. Within the Waterfront Center visitors can locate a timeline depicting the colorful history of the Port's nearly 100-year heritage; shelter while waiting for transit; or relax in sidewalk café's or lobby seating areas. Also within Waterfront Center are community rooms available for rental.

Fisherman's Harbor- The design intent of the inner harbor pedestrian areas adjacent to the commercial fishing fleet shown in the perspective above is focused on emphasizing the presence of and access to the inner workings of the fishing community and industrial waterfront. Additionally, waterfront restaurants and walk-ups invite visitors and residents to enjoy a meal while they settle into the marine environment. Site furniture, such as light poles and benches are a hybrid design of traditional and contemporary styles reflecting a historic yet contemporary waterfront. For example, light fixtures may be located on angled poles at varying heights to reference the mast arm on a Seiner. Wood crates and crab pots are used as inspiration for custom designed outdoor benches.

Figure 14 Future Fisherman's Harbor

In the public realm, the former asphalt parking lot to the north, where the Seiner Fleet is docked, is peeled back and replaced with wood surfacing to resurrect the feeling of an old time wharf. At the southern edge of the wharf, there are brightly colored open-air fish market stalls. Along water's edge at Fisherman's Harbor and on the visitor docks, there are places for people to sit and watch fisherman come into port and unload their hauls. The central gathering point and heart of the Waterfront Place project is Pacific Rim Plaza, a one-acre formal park adjacent to a 120-key hotel, and the jewel of this district where an Archimedes Screw water feature is always the star of the show. Water pulled from the bay through the power of wind as a sail pivots to draw water up through a spinning and lighted globe symbolizing the community's international significance. A plaza features monuments to significant community partners (like sister cities, tribal nations, etc.) and provides ample room for large ceremonies and weddings.

Figure 15 13th Street International Gateway

At the gateway along 13th Street, visitors are welcomed by flags of the Port of Everett's international trading partners. The flags symbolize the importance and the long history of international commerce with nations such as Korea, Russia, China, Japan, and Canada and the Port of Everett. When special events occur or an international trade partner visits Port, all the flags will be switched to the flag of that nation, or, similarly to US flags to welcome home naval home ported ships. Along the waterfront, the walking path connects to an elevated patio for restaurants along the water, and two gang planks allow visitors to walk among fishing vessels and a guest moorage dock. A small boat course provides leisurely entertainment through dingy and radio operated sailboat regattas. Along Seiner Wharf, seiner boats will be moored with the names of their captains, length of home porting and ship name on plaques. This district is the early stage, and anticipated to support the establishment of this new mixed use market here.

Figure 16 the Esplanade Winds through Boxcar Park

The Esplanade-The jewel of The Esplanade is Boxcar Park, a two-acre park opening to the Snohomish River on the western edge of the pier with a natural children's playground, an outdoor live performance venue, kite flying and picnicking terraces called the Sunset Steps (i.e., terraced to optimize the westerly sunset views at the water). This Park is informal; designed to extend its sister park, The Jetty, across the river through its open spaces. The Esplanade trail meanders through the park separating the uses on each side of the trail; Rocky Islands play ground on the west and the live performance play house – Weyerhaeuser Muse, to the east. Assuring that the marina area appeals to children is a priority for the Port of Everett. Rocky Islands provides a series of miniature islands and provide a treasure trove of natural tidal pools to showoff marine habitat and allow for memorable searches for sea creatures, driftwood fort building or marine biology talks. The grassy hills terraced to make up Sunset steps give beginner kite boarders a location to practice maneuvers and enjoy a picnic before heading out to The Jetty. The Muse continues its valuable community use through a formal garden, community meeting spaces and a stage for concerts, events and outdoor screens to show marine-movies for guests at the dock.

Figure 17 View to the South from Timberman Trails

Millwright District-The design character of the Millwright District is intended to be indicative of the maritime environment, but would include more classic materials, detailing and bold forms. The district theme pays tribute to the mill town heritage of Everett, and anchoring the east end of the Millwright District at the icon building is the Workman's Clock Tower that provides a vertical beacon into the district. A large clock tower inspired by the original work of the Day Time Register symbolizes the long history of Everett mills along the waterfront. The clock is the central gateway feature and symbol of the project as Waterfront Place is viewed from above or when entering the site on 13th Street. The clock is located slightly off-center where the street "Y's" to emphasize its informality. Rows of pyramidal shaped trees along 13th Avenue reinforce the clock tower as a single focal point at the entry into the district. The Workman's Clock is depicted in illustrations for the purposes of planning, but the final version will come as a result of an artists' competition. In the public realm, a feature of this area is the four trails leading to four courtyards, two North to South and two East to West above pedestrian stairs and pathways connecting the lush internal gardens within the four centrally located towers of office, housing and retail production. The access stairs (or building elevators) lead up to the courtyards that are 13-14 feet above street level and offer expansive views over the water; Everett's version of Seattle's Harbor Steps. Each of the courtyards is programmed and designed differently to provide a variety of neighborhood spaces, including a pocket park, playground, and hardscape patio with a small water feature. As an elevated trail it functions as a perch for looking out over the marina and people watching on the streets below and a quiet refuge from traffic.

Figure 18 Champfer Woonerf

Wharf's Edge-The Champfer Woonerf prioritizes the movements of people walking and biking over vehicles. Cars still have access to drive along the street albeit at slower speeds. As a curb less street it encourages people and cars to mingle together and gives people the confidence to walk and cross the street where they like. To control and slow vehicle speeds down to 5-10 MPH, diagonal parking is located on the east side of the street along the north segment and on the west side of the street along the south segment. By alternating parking it creates a gentle curve in the road which makes people drive slower. The Woonerf is paved with cobbles and lined with deciduous trees to create a historic look and feel the cobbles are also an effective tool for slowing vehicle speeds. These streets are also closeable to traffic for hosting pedestrian only events such as the popular and ever expanding Everett Farmers Market or car shows. This north-south pedestrian connection will connect the new, proposed, marina esplanade with the esplanade along the existing marina. The buildings are laced together with a series of formal landscaping and pedestrian paths. The interior private and semi-public courtyards between each of the buildings provide sheltered outdoor recreational and social gathering spaces for guests and residents dawn to dusk.

Open Space Hardscape Surfaces

Design Intent - Plaza surfaces and associated connective paths will be designed to be both safe and aesthetically inviting. Hardscape material surfaces will be high quality, durable, and designed to provide safely unobstructed and accessible routes of travel and plan. Treatments of surfaces through colors and patterns will create environments that are inviting and help create a coherent sense of place. Design must reflect the character of the Waterfront Place Central urban maritime waterfront environment and, at the same time, create unique District qualities. Plaza edges provide areas for planters, seating, low walls, and connections to other public or semi-public amenities.

Dimensions - Plaza will be of multiple sizes and shapes to fit the particular constructs of their context. Areas defined for pedestrian movement will have a minimum 6' clear width travel zone. This width shall be continuous and unobstructed.

Plaza and Open Space Structures

Trellis and Arbor Structures - May provide areas for privacy and shade, and structure for vines to grow. Materials must be stainless, galvanized, or painted steel, or thy may be wood with weather protected stain or paint. These structures, if wood, should be natural in color or white. Steel, if not galvanized or stainless, shall be painted a dark color or white. Structures must also meet all applicable City codes.

Umbrellas - The use of umbrella is encouraged in plazas and other open spaces, especially those in proximity to cafes and restaurants.

Open Space Planting

Design Intent Waterfront Place Central will be a major design element for enhancing character and the quality of place. Plants will define the space and add scale, visual interest, and season change. Layout and plant palettes selection will reinforce and define the character of each plaza and tie in with the district identity. Plants shall be appropriate to this urban marine environment and emphasize the unique qualities of their context. Planting shall be selected and placed to enhance rather than obstruct views. Selections shall require low-water use, and grouped in associations with similar microclimate needs for sun, soil and water requirements. All planting shall be irrigated to ensure health and survival.

Street Trees- Street trees shall be used in plazas and open space to reinforce pedestrian connections, define edges, and provide shade for seating areas. Trees in view lines of residential areas should be columnar, or branched clear to 8' high and have an open canopy. Trees will also play a major role in establishing identity of the various open space areas.

Understory Planting - Shrubs, hedges, grasses, ground covers, and perennials shall be used in plaza and open space planting areas to provide buffers, define spaces, and add color, texture, scent, and seasonal change. The plant palette should be refined and reflect the character of the district area through form and texture. Layered planting should provide four season interest. Lawn may be used in selected pocket parks and courtyards.

Tree Grates - Plaza trees may set in planters or in tree pits with tree grates. Tree grate surfaces in walkway areas shall be ADA compliant. The size is to be a minimum of 4'x 4', but larger grates should be used for larger trees. Each district should use only one type of tree grate.

Planters, Pots and Boxes - Planters may be a part of plazas, pocket parks, and other open spaces. Planters should be raised 12"to 24" with seat walls at the edges to protect plants from pedestrian short cut paths and trampling. Plant pots and boxes must be at least 18" deep and have a minimum of an 18" diameter.

Planting Integration with Art -Art can use planting to complement and enhance the art with color, fragrance, visual texture, and seasonal change and provide winter interest.

Open Space Illumination

Design Intent -The illumination of plaza and open spaces will increase safety and security, and add a provocative evening character. Illumination can add richness to Waterfront Place Central's unique urban maritime waterfront environment concept and character. The image and personality of the place will be expressed not only through fixture type and location, but also through elements such as the incorporation of specialty logos or images on the lights, poles or pole bases.

Lighting types include:

- Area Lights for larger open spaces and plazas
- Pedestrian Lighting for circulation areas including bollard lights and lighting on steps
- Accent Lighting on special architectural and landscaping features
- Building Illumination as it affects the plazas
- Special Event and Decorative Lighting

Dark Sky Requirement - Fixtures for plazas and open space will be selected to minimize light pollution. The development agreement calls for a dark sky to be maintained for nearby residents. Dark sky criteria includes using lighting that is shielded from the night sky and adjacent residential properties through down casting, exterior shields, and/or fixture optics.

Illumination Quality and Levels - Light quality will have well balanced color produced by metal halide, halogen, LED, or incandescent bulbs. No high pressure sodium lights are allowed. Foot-candle levels shall meet the IESNA recommended standards. These standards ensure that lighting levels function in a manner that provide safe and clear illumination to pedestrians, and that the entire development is properly lit to ensure a safe and secure neighborhood.

Placement – The placement of lighting fixtures in plazas and other open spaces should be discrete and unobtrusive so as to eliminate physical clutter and avoid glare into residences and

commercial offices. Placement of lighting fixtures should also be done to facilitate maintenance such as re-lamping.

Maintenance and Operation– Lighting fixtures should be placed and designed to minimize maintenance and operation costs. This includes maximizing lamp life through the use of motion detectors, photo-voltage switches and timer switches. Where possible, lighting may serve more than one illumination function.

Materials - Exterior lighting will be constructed of materials durable in the marine climate. Fixtures should have vandalism protection where possible. Materials include stainless steel, heavy gauge aluminum, and metals with a powder coat finish.

Finishes– Finishes will be durable and low maintenance. Finishes shall be stainless, galvanized, or powder coated.

Colors– For exterior light fixtures that are not stainless or galvanized, finishes should be black, or use a dark color that fits into a color scheme that is appropriate to the District.

Exterior Lighting Types

Area Lights- Lighting of large gathering places and the Performance Venue may use pole-mounted fixtures with twin arms for an extended light on one arm and either flower baskets, banners, or theme medallions suspended from the other. Lighting shall mount on poles that are no higher than area second story window levels. Light must be focused downward and shielded from the night sky and from residences.

Pedestrian Lighting- For safety, security, and for aesthetics, pedestrian lighting is an important aspect of plazas and open spaces. Pedestrian lighting will be achieved with wall mounted lights, illuminated bollards, footpath lights, or in some cases pole style lighting. Where possible, use either recessed, wall mounted, or free standing bollard light fixtures that keep the light low to illuminate the ground plane and seating surfaces. Inset stairway and stair step lights are required on all stairs.

- Pole style pedestrian lights are smaller than area lights and may be either fixtures on poles or illuminate poles. These lights are 10' maximum height will have a lower illumination then area lights. Light must be focused downward and shielded from the night sky and from residences to minimize any potential impact on views. Poles may include arm extensions for planted baskets.
- Bollard lights may be used at pedestrian ways where plazas are adjacent to connecting roadways and parking, or they may be used for lighting the ground plane of plazas. They can enhance pedestrian safety, way finding, and ornamentation.
- Other pedestrian illumination for open space may include wall-mounted fixtures on building bordering plazas. These could double illuminate flower beds/planters or other features as well.

Accent Lighting– Accent lighting will be used to emphasize or mark special features such as fountains, walls, sculpture, planters, or trees. Fixtures shall be inconspicuous and durable should be recessed in walls, ground planes, or steps. Accent lights may also serve multi-

purposes such as the illumination of public signage.

Building Illumination– Building mounted lights will be used to light walkways, terraces, and plazas in appropriate areas. Building lighting shall be designed to cast downward and be shielded to minimize glare. Because building lights may be turned off, building lighting shall not be depended on exclusively for illuminating plaza walkways.

Specialty Lighting- Specialty lighting may include decorative lighting or event lighting for the Performance Venue and the festival market.

Event Lighting- Events at the Performance Venue will require high safety standards. Lighting must meet all safety requirements for public gatherings. Temporary event lighting should be considered and designed for to be easily and effectively managed for event times.

Decorative Lighting– Decorative lights may be for special effects or for celebrations. Seasonal celebrations include decorative lighting for holidays such as Christmas lights on trees. These should be planned for by providing access to safe exterior electrical power sources. Special effects lighting such as neon, running lights, and other types of colored or decorative lighting is only allowed in plazas along the retail areas of the streetscape. It may also be appropriate for signage or décor in buildings or as part of art installations.

Open Space Furnishings

Design Intent - Exterior furnishings provide public amenities that establish a high quality urban refuge in plazas and open space. Furniture design will reflect Maritime theme with a contemporary feel. Design will reflect the context of the area and help to establish the unique qualities of place within the larger Waterfront Place Central context. These elements will be integrated into the overall design of each district. The amount of exterior furnishings should be minimized and where possible, necessary elements should have multiple uses; for example, retaining walls should be designed as seat walls.

Materials - Exterior furnishings will be constructed of materials durable enough for urban use and the marine climate. This includes steel, heavy gauge aluminum, and masonry. In some cases, wood that is well treated to hold up in the marine environment may be appropriate.

Finishes - Finishes will be durable and low maintenance. Finishes for metals shall be stainless, galvanized, or powder coated. Finishes for masonry shall be smooth. Finishes for wood shall also be smooth, but must also include appropriate protective sealing and treatments for longevity.

Colors_- For exterior furnishings that are not wood, stainless steel, or galvanized, finishes should be black, near-black blue-green.

Exterior Furnishing Types

Benches - Benches will be integrated into plaza and other open space areas. They will be

located in public areas that provide opportunities for views out to the water, people-watching, catching sun, waiting for others, and finding some semi-private space for reading and relaxation. When possible, bench design shall include integration into walls and planters. Free standing benches will be selected for durability and design. Benches must minimize water accumulation on the seating surface and deter abuse from skateboards or other vandalism. They also must relate to the aesthetic of the connecting street, district, or area.

Trash Receptacles - Trash cans shall be located at or near all active public gathering areas especially those located near concessions and cafes. Trash cans must be lidded and enclosed to keep out seagulls and rodents. They also must be durable, easy to maintain, and easy to use when changing bags.

Bollards - Bollards may be used to protect pedestrians from vehicles in areas where pedestrians access public plazas, the Seiner Wharf, and along the Champfer Woonerf. Bollards must be well proportioned and can be either permanent or removable. Permanent bollards can be used to define edges and entrances to pedestrian areas and control vehicular access. They may integrate illumination in pedestrian areas. Removable bollards are to be placed in areas where emergency or maintenance access may be required. Bollards will relate to the aesthetic of the district and may be custom integrated art.

Bicycle amenities - Bike racks may be placed out of pedestrian circulation ways on the edges of plazas or open space areas where bikers may need to park their bikes and wish to walk, shop, eat, or rest. Access to and from the bike racks should be clear and unobstructed. Bike racks must be double-poled and wide resting the entire bike against the rack rather than single-poled. They should relate to the aesthetic of the space in form and placement.

Signage

Plazas, in general will not include signage except interpretive signs or possibly an information kiosk. Signs and information kiosks shall not block views or pedestrian flow. For more information, see the Signage Guidelines in this document.

Special Event Banners

For special festivals, markets, or events at the Performance Venue, small banners may be used on a temporary basis. Banners may be attached to one side of area lights. Banners must not contain private advertising, but may include the names of primary event sponsors.

Fences, Hedges, and Railings

Design Intent – Fences, hedges, and railings at the edges of plazas, courtyards, and other open spaces may provide safety, security, and in some cases privacy. Design of fences and railings will be compatible with other elements through form, materials, and finishes. Design will reflect the aesthetic of the Waterfront Place Central and will be informed by the district or area character.

Materials – Exterior fences and railings will be constructed of materials durable in the marine climate. This includes stainless steel, heavy gauge aluminum, and steel with the appropriate finish.

Finishes - Finishes will be durable and low maintenance such as stainless, galvanized, or powder coated.

Colors - For exterior fences and railings that are not stainless or galvanized, finishes should be black or consistent with the district theme.

Fence and Railing Types:

- *Fences* - Fences may be used for screening, security and separation of space. For security areas, 5'to 8' tall fences will provide controlled access, but maintain visibility such that one cannot hide behind a given area of the fence. For the screening of trash dumpsters and utility areas, a 6' high fence or hedge is required that will provide 100% screening when closed. In no case shall chain link fences be allowed except as a temporary solution for construction security.
- *Hand Railings* – Hand railings will be used for stairways, steep ramps, and other plaza areas where a rail will help assist in balancing as one transitions grade changes. Hand rails must meet all required codes and standards or accessibility.
- *Guardrail* – In areas where there is a steep grade drop-off or other potential safety hazard, guardrails will be used. Guardrails shall meet local codes and standards.

Plaza Walls

Design Intent – Walls provide edges, grade retention, and definition, but also will enhance the urban de-sign character of Waterfront Place Central open space. Where possible, walls shall be designed as 12" to 24" high seat walls to provide opportunities for public seating. Design will reflect Waterfront Place Central environment through recalling historic wharf and sea wall design with materials, stone or masonry unit size, and joinery.

Materials - Walls will be constructed of materials durable enough for the marine climate.

Finishes - Wall finishes for granite will expose the natural material, but should be textured to various degrees according to its application. Brick finishes shall be unpainted natural brick that has a historic look. Finishes for concrete walls should be smooth and durable or lightly imprinted with custom form liner patterns that tie to the district or area character. Concrete should have 'V' groove control joints or channels at frequent intervals. Sealants shall be required in areas with potential exposure to vandalism or staining. All finishes must be long-lasting and low maintenance.

Colors - Granite and brick shall be unpainted with natural color selected to enhance the historic character. For concrete walls, color should be integral or stained with a permanent, non-fading penetrating stain finish. Stain color should adhere to the color palette of the surrounding context.

Plaza and Open Space Utilities

Design Intent- Utilities link basic systems and service throughout Waterfront Place Central. These utilities will tie to and service plaza and open spaces. Although the design of utilities is

often driven by utilitarian needs and constraints, their location and coordination with other elements can strengthen the overall urban design character and aesthetic of plazas and open spaces. Where ever possible, utilities will be consolidated and located below grade. If utilities must be above ground, they will be screened or concealed away from active public areas.

Utility lids and other exposed elements that cannot be concealed or screened must be designed or selected to work with the overall aesthetic of the district character.

Location – Locating exposed utilities is critical for maintaining quality design treatments. All utilities that are not under grounded, concealed, or screened must be located in coordination with exposed elements. They will be aligned and integrated with the layout of other design elements.

Materials – Utility grates, covers and other exposed elements will be constructed of materials durable enough for the marine climate. This includes cast iron, brass, steel, heavy gauge aluminum, and masonry.

Finishes – Finishes will be durable and low maintenance. Finishes for metals other than brass or cast iron shall be stainless, galvanized or powder coated. Finishes for masonry shall be nonporous. Finishes with protective sealing and treatments for longevity should also be considered.

Colors – For exterior utilities that are not cast iron, stainless, or galvanized, finishes shall be black, silver or consistent with the District theme.

Utility Types:

- Utility Grates – Grates such as trench drains and catch basin covers must be both functional and decorative.
- Utility Lids and Covers – Cast iron and galvanized steel utility lids and covers are potential elements for integrated art and design. Designs should visually indicate the type of utility (electric, water, gas, etc.). Concrete lids are to be placed in areas out of sight and out of travel ways.
- Utility Cabinets and Boxes – Cabinets and boxes for utilities must be placed in areas out of sight and out of travel ways were possible. They also should be finished in dark earth tone colors or materials that blend into the setting.
- Utility Corridors and Access – For utility banks and lines where future access may be needed, design of surface treatments should take this into account. Design can reflect the area and use materials that can be easily replaced or seamlessly patched.

The Esplanade at the Water's Edge

The Esplanade is a continuous pedestrian way encompassing Waterfront Place Central. The area includes the Esplanade as well as key connective spaces and passages. As an amenity for pedestrians and boaters, it provides public access along the shoreline, as well as access to the marinas and other site amenities. All development along the shoreline must meet shoreline requirements and regulations. These guidelines for design may require site specific adjustments to meet shoreline and/or other regulatory requirements.

The Esplanade runs along the shoreline and connect the Central Marina to the North Marina and Jetty Island Maine Park and on the south, to Port Gardner Landing. The Esplanade frames the community of residences, retail spaces, restaurants, hotels, offices and marine related facilities that make up Waterfront Place Central.

The water edges of the site (Seiner Wharf, Pacific Rim Plaza, Boxcar, Vistas, Fisherman's Tribute, and Boxcar Park) shall provide public gathering places such as areas for viewing and seating. Design of the Esplanade shall provide a character that is spacious and marine-focused. This will provide a timeless quality through proven materials and a high level of design.

The Esplanade provides continuous public access around Waterfront Place Central consisting of the pedestrian walkway (Esplanade) as well as key connective spaces (nodes) and passages to boat moorage, public, and commercial areas. As the primary public amenity for pedestrians at Waterfront Place Central, the Esplanade will provide a strong unifying element connecting a variety of areas and districts each designed with their own specific qualities. The spine of the Esplanade is a 20' wide walkway that includes a 15 minimum clear travel way. See Exhibit 16 Pedestrian Pathway Width Diagram for dimensions around existing Yacht Club building. This walkway will use repetition and its inherent linear quality to provide a strong and consistent design treatment. Material and forms should emphasize the openness and simple elegance of

Figure 19 a sample esplanade in a more informal area like the west end of the pier

being at the shoreline.

Between the Esplanade walkway and upland developed areas, a 10' wide transitional zone will be created. This space will be used for planting, seating, grading, or additional amenity space for aesthetic enhancement. It may also be used for marina services and outdoor restaurant seating. The transitional zone may be designed to reflect the unique characteristics of the upland district. Some of the unique areas bordering the Esplanade may contain a variety of gathering places for viewing and seating that can be merged with the transitional zone area.

Unlike the Esplanade walkway, the treatment of these transitional spaces will vary in their use, design, and materials reflecting the district's unique characteristics.

Coordination of design and engineering will be critical between the Esplanade projects and the upland development of Waterfront Place Central. These guidelines recommend character, quality, and standards for design to create a very special and unique new community.

The following characterizations of the Esplanade areas give a general sense of the distinct qualities. Other sections of these guidelines should also be consulted to gleam the overall character that will be established through the streetscape, and through the developed sites and buildings in each district.

- East - At Fisherman's Harbor, the transition zone will accommodate grade chances and restaurants with patio seating. As the major commercial retail area, the Fisherman's Harbor will take advantage of views with seating areas for cafes, restaurants, and windows. Grade changes should be used to enhance these views and create terraces, walls and planting. Access noted to the proposed Central Marina walking docks and activities barges will also be included. The Esplanade serves as the pedestrian and bike connection for shops, the plaza and Seiner Wharf and points beyond on the South Docks and Port Gardner Landing.

- South – The South Esplanade borders the Central Marina docks, which has slips for permanent and visiting boat moorage. A large parking area services the marina and runs the entire length of the South Esplanade to the north of the Esplanade. The transitional zone between the 20' Esplanade and parking area will be characterized by a low planted buffer, integrated seating, transitional pedestrian access ways, and marina service buildings and facilities. Access from the Esplanade to the boat docks will be through the secure access gate structures with gangways to the docks and slips. Pedestrian crossings will connect walkers from the Esplanade through to the cross streets and the Loop.

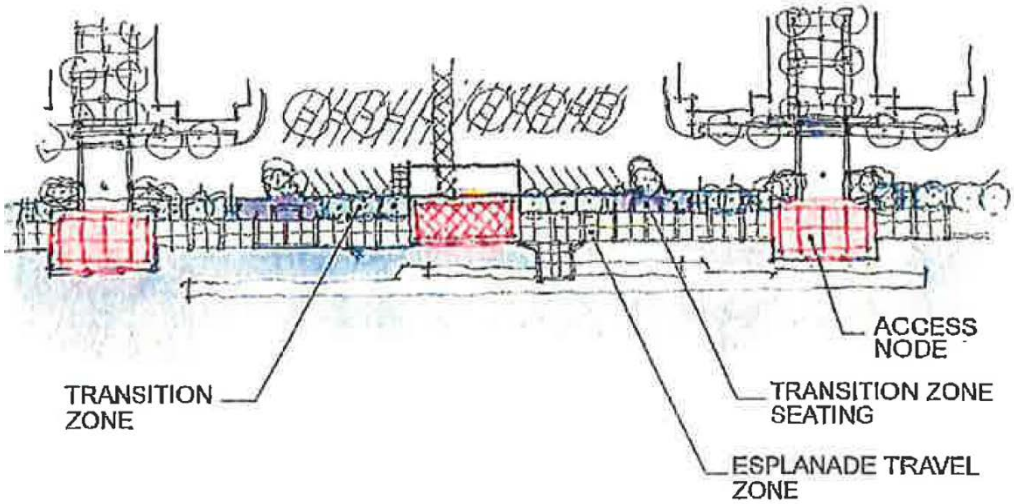


Figure 20 Sketch from Port Gardner Wharf Showing How Site Transitions Between Parking and the Esplanade

- West - The west Esplanade borders the area envisioned for development of a hotel and restaurant, and a public park. The transition zone of the Esplanade will be seamless with

these developed areas, providing connections and gathering places. These will correspond to the dominant uses and locations where seating or gathering areas are directly adjacent to the Esplanade travel lane. The environment should use quality materials and low in height to maintain openness foe views and sun exposure. At the Esplanade, the zone will create compatibility between it and Boxcar Park, integrating it into a great park and open space.

- North – The North Esplanade serves the North Marina, the commercial development of the Craftsman District and boat haul out facility. Further to the North is the Jetty Island Maine Park is tied to the North Esplanade with a walking path. At the Craftsman District to the north, the transition zone can be used for buffering the light industrial activities. In the Craftsman District, commercial marine operational activities shall be designed for and

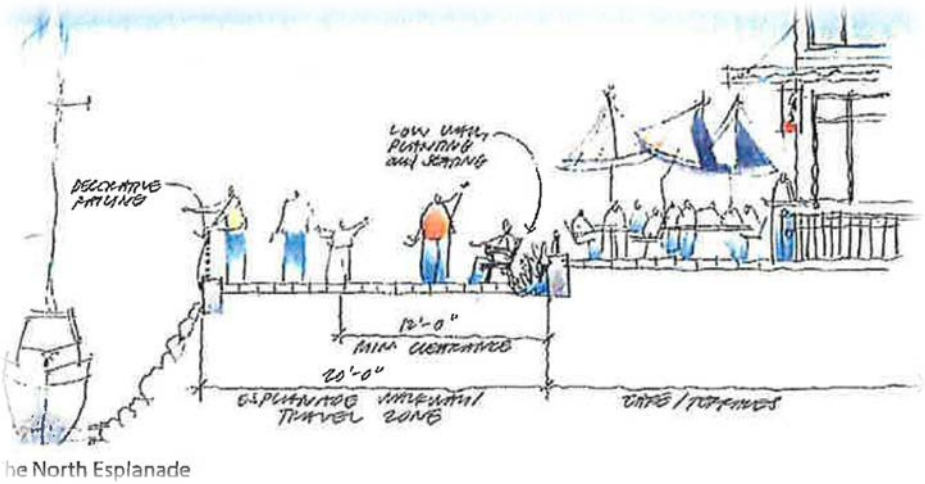


Figure 21 Sketch from Port Gardner Wharf Design (This graphic will be changed to take out the 12'-0" clear unobstructed graphic.

managed to allow pedestrians to safely pass, and boat yard systems to function efficiently. The Craftsman District is primarily a marine-based commercial and light industrial area that will exist independently from the pedestrian Esplanade. Here, the transitional zone will draw on the Craftsman District characteristics through the use of elements which are more industrial in character. This zone provides some buffering and containment in areas where the district's uses may be incompatible. Design should reflect the haul out's interruption of the Esplanade by providing strong visual awareness, through surface materials and lighting of the area, and by integrating safety measures.

Esplanade and other Pedestrian Walkways

Design Intent –Esplanade pedestrian walkways will include unobstructed durable surfaces for the Esplanade, marina access ways, and connective areas for other associated public amenities such as Boxcar Park. Design of the main walking area called the 'Esplanade Travel Zone' will provide a multiuse path that serves as a strong linear framework and consistent edge to the waterfront environment. These lateral walkways provide pedestrian connections that tie into the Esplanade from upland areas. They will intersect the rectilinear Esplanade Travel Zone walkway pattern with special materials, colors, and patterns that reflect the characteristics of the associated upland district. The 'Esplanade Transition Zone' is the area on the land side of the Travel Zone that provides area for seating, low walls, planters, plazas, and other public or

Figure 22 Sample esplanade in a more formal area like Fisherman's Harbor

semi-public amenities.

Accessibility – Pedestrian walkways shall comply with Chapter 11 of the ADA Handbook and all other accessible requirements and guidelines of the Access Board, State of Washington, and City of Everett.

Marina Parking

Design Intent – While parking at the Waterfront Place Central is predominantly on-street and integrated into garages, Central Marina parking is part of the Esplanade and is included in this chapter of the Design Guidelines. The parking for the marina is an important area for design consideration since it is a large area that will be viewed from upland residences and businesses, and will be traversed by all accessing the Esplanade at the south edge of the wharf. Its design should be conceived as a large plaza with well-defined clear routes of travel to the Esplanade and marina. The visual impact of parking must be minimized with the use of varied paving materials, planting, and other design elements.

Access to the Esplanade from the marina parking will be clearly demarcated and include well defined pedestrian access ways accented with specialized materials, colors, and patterns. The primary nodes will lead through the parking and to marina services, view points, and dock access areas. The design treatment of these pedestrian access ways will help to reduce the visual impact of long expanses of parking and will help in way finding for visitors and boaters.

Parking at the marina shall be separated from the Esplanade pedestrian walkway by the transition zone. This zone will include a low barrier such as a curb, low wall, or planting bed, except in the areas for pedestrian access connections. Marina parking must accommodate areas for drop off and pick up. These should be designed as part of the Access Nodes and near marina service and marina commercial buildings. In selected locations, bollards may serve to control vehicle access, but allow pedestrians to access the Esplanade amenities. In some areas, removable bollards will be needed to allow fire and maintenance access.

Special Event Parking – Parking for special events is predominantly a challenge of event management, but design must play a role in anticipating how the flow of cars and pedestrians occur to and from the marina parking area, if used for such events. Creating safe and clear way finding for access to and from the event areas is required. Access shall also include safety and convenience considerations for those with limited mobility.

Parking Layout – Parking stall dimensions and aisle widths shall conform to City of Everett ordinances, standards, codes, and regulations unless otherwise approved by the City.

Parking Materials and Finishes – Marina parking will be concrete, asphalt or permeable pavers except at pedestrian access ways. Wheel stops, curbing, or bollards are required to protect all planted areas. Vertical curb and gutters are required rather then rolled curbs.

Parking Access Ways – Parked vehicles and curbs or wheel sops must not impede pedestrian connection ways through the lot to the Esplanade. Boaters will often be carting supplies and need unobstructed and barrier free passages between parked cars. Pedestrian connections shall be integrated into the parking lot layout to provide safe, clearly visible, and unobstructed points of access to the Esplanade and Marinas. Dimensions, materials, colors, textures shall be as recommended in the Pedestrian Walkway standards.

Landscape Requirements – Parking lot design landscape requirements shall meet the City of Everett standards, codes, and regulations unless otherwise approved by the City. In addition, marina parking shall use the plant materials listed in the Planting section of these design guidelines, or other plans with similar character and habitat.

Plants and Planting

Design Intent – Planting along the Esplanade will be a major design element for enhancing character and the quality of place. Plants will define the transition zone of the Esplanade and the access nodes, but will not be located on the water side of the Esplanade. Layout and selection should reinforce and define spaces, transitions and edges. Species should be clustered and large drifts and groupings rather than being placed piecemeal with excessive variety.

Plant palettes that recall historic waterfront communities or complement the natural shoreline flora of the Pacific Northwest are preferred. In all cases, plants shall be hardy to the marine environment and emphasize the unique qualities of their context. Plantings shall be selected and placed to enhance rather than obstruct views from Waterfront Place Central upland development. Selections shall be low water use, grouped in associations with similar sun, soil and water requirements. All planting must be irrigated.

Trees – Deciduous trees shall be used in the transition zone of public plazas, cafes, dining areas, and other gathering places just off of the interior side of the walkway. Trees will be used to reinforce pedestrian connections to the Esplanade, and to define and provide share for seating areas. Trees shall be placed at pedestrian connections, and informal groves at transitions to the water's edge. Trees in view lines of upland residential areas should be columnar or branched clear to 8' ht. and have an open canopy.

Understory Planting- Shrubs, groundcovers, grasses and perennials shall be used in the transition zone on the Esplanade interior edge plazas, cafes, dining areas, and other gathering places. Plans along the transition zone will be used to provide a buffer for parking and service areas. The plant palette shall be refined. Understory plants along the transition zone should be designed in simple drifts incorporating ornamental and native-like species of shrubs, grasses and groundcovers recalling from and texture of a natural shoreline. Layered planting should provide four season interest. Focus should be on texture, foliage and fragrance rather than flower. Lawn should only be used in areas for passive or active recreation and at transitions requiring circulation.

Tree Grates – Tree grates may be used for all trees placed at ground level that are not part of a larger planting area. The surface of the tree grate shall be ADA compliant. The size is to be a minimum of 4' x 4', but 4' x 6', or 5' x 5' is preferred.

Planters, Pots, and Boxes – Planters, plant pots and planter boxes should be used in the Esplanade. Planters shall be raised to 12" to 24" with seat walls at the edges to protect plants from pedestrian short cut paths and trampling and also provide informal seating areas. Potted plants, if used, should be large. Planter boxes should be considered to add detail interest to café railings or exterior architectural features.

Planting Integration – Art, architecture, and signage shall have site specific integrated planting. Planting is to complement and enhance the design through color, fragrance, visual texture, and seasonal change. Plant selection and landscape architectural design must consider the plants context and ensure the mature size and character of plants are well integrated.

Illumination

Design Intent- the Esplanade exterior illumination will provide light for the Esplanade, pedestrian and vehicular access areas, plaza spaces, the marina facilities, associated public amenities, and for accent lighting on special architectural and landscape features. Design will be special to the Waterfront Place Central concept and character reflecting this unique urban maritime waterfront environment. Fixture types should convey an image that ties to the nautical theme. The image and personality of the entire Esplanade theme should be expressed not only through fixture type and location, but also through elements such as the incorporation of specialty logos or images on the lights, poles, or pole bases.

Dark Sky Requirement – Fixtures along the Esplanade will be selected that minimize light pollution. Per the development agreement, a dark sky is required to be maintained for nearby residents. This will also be beneficial for residents living upland of the Esplanade and marinas. Illumination must adhere to dark sky criteria as established by the City of Everett and per industry standards.

Illumination Quality and Levels – Light quality and level of brightness are very important along the Esplanade. Well balanced color is required such as that produced by metal halide, halogen or incandescent bulbs. Due to the undesirable color, no high pressure sodium lights are allowed. Foot-candle levels shall meet the IESNA recommended standards for the specific uses along the Esplanade. These standards ensure that lighting levels function in a manner that provides safe and clear illumination to motorists and pedestrians, and that the entire development is properly lit to ensure a safe and secure neighborhood. Lighting should not, however, bleed or overlap to create unnecessary brightness or glare. Low, shielded fixtures are preferred on the Esplanade.

Placement – The placement of lighting fixtures should be discrete and unobtrusive so as to eliminate physical clutter and avoid glare into residences and commercial offices. Placement of lighting fixtures should also be done to facilitate maintenance such as changing lamps.

Maintenance and_Operation – Lighting fixtures should be placed and designed to minimize maintenance and operation costs. This includes maximizing lamp life through the use of motion detectors and photo-voltage and timer switches. Where possible, lighting may serve more than one illumination function.

Materials – Exterior lighting will be constructed of materials durable for the marine climate. Fixtures should have vandalism protection where possible. This includes stainless steel, heavy gauge aluminum, and metals with a powder coat finish.

Finishes – Finishes will be durable and low maintenance. Finishes shall be stainless or powder coated.

Colors – For exterior light fixtures that are not stainless, finishes should be black or consistent with District theme.

Exterior Lighting Types

Pedestrian Lighting – For safety, security and for aesthetics, pedestrian lighting is an important aspects of the Esplanade and associated spaces. Illuminated bollards and footpath lights will be used to illuminate the ground plane. Where possible, use either recessed, wall mounted, or free standing bollard light fixtures that keep the light low to illuminate sidewalks and pathways. Inset stairway and stair step lights are required on all stairs.

Pole mounted pedestrian lights, if needed shall be 12' – 14' in height with light focused downward and shielded from the night sky and from residences. Pole mounted pedestrian lights may occur land side of the Esplanade at larger plaza's and terraces that overlap into the Esplanade Transition Zone. They also may be used at marina service and marina commercial areas. Accessories may include banner arms and baskets. The height of the pole mounted lights is limited due to glare and the impacts on views.

Bollard lights may occur at wide pedestrian ways adjacent to roadways and parking, for pedestrian safety, way findings, and ornamentation. Bollard lights serving a pedestrian street crossing control functions may be connected by chains. Other pedestrian illumination may include wall mounted fixtures on buildings bordering sidewalks. These could double to illuminate flower beds/planters as well. Special lights may be used as a distinctive way finding element at the Esplanade Vistas.

Marina Access_Lighting – Lighting for accessing the Marina will be of a higher illumination level, especially at dock access points. These fixtures may be integrated into the access structure.

Marina Parking Lighting – Lighting for marina parking lots shall be the same fixtures to match the pedestrian lights. If pole mounted, the height of the poles shall be minimized as much as possible and, if necessary, a higher wattage bulb shall be used. Lighting levels must meet local requirements, dark sky requirements, and IESNA standards.

Accent Lighting – Accent lighting will be used to emphasize special features such as fountains, sculpture wall niches, planters, or trees for decorative effects along the Esplanade. Fixtures shall be inconspicuous and durable. Accent lights along the waterside of the Esplanade should integrate with railings, be recessed in walls or steps for pedestrian safety and way finding. Small scale accent lights can serve for way finding or be used themselves as special design elements. Accent lights may also serve multi-purposes where possible. They may also be used for illumination of signage.

Building Lighting – Building mounted lighting will be used to light walkways, terraces, and plazas in appropriate areas. Building lighting shall be designed to cast downward and be shielded to minimize glare in areas where it affects the Esplanade. Because building lights may be turned off, building lighting shall not be depended on exclusively for illuminating the Esplanade walkway and access points. In commercial areas it enhances retail and restaurants to have spillover light. These areas should cast light from windows onto the walkways for a distance of 10' from the building.

Special Event Lighting – Lighting used for special events along the Esplanade may include decorative lighting for holidays and Performance Venue events. This lighting shall be temporary only and used for the duration of the special event.

Decorative Lighting – Neon, running lights, and other types of colored or decorative lighting may be appropriate for signage, décor in buildings or as part of an art installation to enhance the Esplanade.

Street Lights – Lighting for roadways and streets connecting to the Esplanade shall not be higher or impede views from the second story residential windows. Tall cobra head and box highway type lights are not allowed. Fixtures should include twin arms with a light from one arm and either flower baskets, banners, or theme medallions suspended from the other.

Esplanade Exterior Furnishings

Design Intent –Exterior furnishings will provide public amenities along the Esplanade. These elements will be integrated into the overall design of the Esplanade and help to establish a high quality and consistent urban structure. Design will reflect the maritime context through strong and simple forms with clean visual lines and well-articulated details and connections. The amount of exterior furnishings should be minimized and where possible, necessary elements should have multiple uses. Consolidation may include refuse and recycling containers, traffic signal controls, and bus shelters.

Materials – Exterior furnishings will be constructed of materials durable in the marine climate. This includes steel, heavy gauge aluminum, and masonry. In some cases, wood that is well treated to hold up in the marine environment may be appropriate for furnishings in areas where vandalism won't be an issue.

Finishes – Finishes will be durable and low maintenance. Finishes for metals shall be stainless, galvanized, or powder coated. Finishes for masonry should be ground smooth rather than rough or split face. Finishes for wood shall also be smooth, but it must also include appropriate protective sealing and treatments for longevity.

Colors – For exterior furnishings that are not stainless or galvanized, finishes should be black or a dark color or otherwise coordinated with the district's theme.

Exterior Furnishing Types

Benches– Benches will be integrated along the Transition Zone. They will be located in a variety of public areas that provide opportunities for views out to the water, people-watching, catching sun, waiting for others, and finding some semi-private space for reading and relaxation. When possible, bench design shall include integration into walls and planters. Free standing benches should be appropriate to the marine design aesthetic and use strong simple lines and forms. Benches should be designed or selected to minimize water accumulation on the seating surface and deter abuse from skateboards or other vandalism.

Trash Receptacles- Trash cans shall be located in public gathering areas, areas of high pedestrian activity, and areas that produce trash such as concessions and cafes. Design of the trash receptacle must relate to the marine design aesthetic with clean lines and form. Trash cans will be lidded and enclosed to keep out seagulls and rodents. They also must be easy to maintain and change bags. Where possible, they should be integrated into seating areas.

Bollards – Bollards may be used to protect pedestrians from vehicles in parking areas and where pedestrians access the Esplanade and other public spaces along the Esplanade. Bollards

must relate to the marine design aesthetic of other elements. Bollards may be a potential element for integrated art. If not, bollards shall fit with the Esplanade aesthetic. Bollards should be limited to locations that do not interfere with parking, deliveries, and other functions, but may be used in multi-purpose functions such as posts for fence enclosures or sidewalks planters. Bollards may also define parking areas. Bollards will be both permanent and removable. Permanent bollards will define edges and entrances to pedestrian areas and control vehicular access. Permanent bollards may integrate illumination when placed in pedestrian areas where emergency or maintenance access is required.

Bicycle_amenities – Bike racks shall be placed in areas near the Esplanade where bikers may need to park their bikes and wish to walk, shop, eat or rest. They will also be used by residents and those who work at Waterfront Place Central. Bike racks will also be needed near the marinas for boaters and boat visitors. Access to and from the bike racks should be clear and unobstructed. Bike racks must be wide for resting the entire bike against the rack rather than single-poled. Bike racks area a great opportunity for sculptural treatment.

Kiosks – Display of information about the Waterfront Place Central, community events, maps, and other information will be consolidated at information kiosks. These should be located not in the Esplanade, but rather placed at strategic locations where pedestrians access public facilities and marinas. Kiosks are to be designed as an identifiable reoccurring element. Design must relate to the area aesthetic and to the opportunity for the kiosks to be sculptural art should be explored. Kiosks will include areas for permanent information such as an area map, and for temporary information such as community events calendar. Kiosk size must be kept to a minimum to reduce visual obstruction. Information should be displayed at heights readable for adults and children, and for those with varying physical abilities.

Fences and Railings

Design Intent – The Esplanade exterior fences and railings may provide safety for public areas, but also should be designed for compatibility with each other through form, materials, and finishes. The district aesthetic of strong simple lines and forma should be reflected along the entire Esplanade. For upland areas, such as along the interior edge of the transition zone, railing and fence design should be informed by the design guidelines of their particular district. Rails should be designed to transition and coordinate.

Materials – Exterior fences and railings will be constructed of marine durable materials including stainless steel, heavy gauge aluminum, and steel with the appropriate finish.

Finishes – Finishes will be durable and low maintenance. Finishes shall be stainless, galvanized, or powder coated.

Colors – For exterior fences and railings that are not stainless or galvanized, finishes should be dark, but may have light or bright accents.

Fences and Railing Types

Fences – At the Esplanade, tall fences will be used only for screening and security at marina services buildings. For security areas, 5’ to 8’ tall fences will provide controlled access, but maintain visibility such that no one can hide behind any given area of the fence. For the screening of trash dumpsters and utility areas, a 6’ high fence is required that will provide

100% screening when closed. In no case shall chain link fences be allowed except as a temporary solution for construction security. Low fences, 2' to 4' tall, will be used for defining areas such as cafes in the transition zone. Fences should have horizontal rails with a larger cap rail and vertical posts at regular spacing.

Hand Railings – At the Esplanade, hand railings will be used for stairways, steep ramps, and other areas where a rail will help assist in balancing as one transitions grade changes. Hand rails must meet all required codes and standards for accessibility.

Esplanade Guardrail – In areas where there is a steep grade drop-off such as along the water side of the Esplanade or other potential safety hazard, guardrails will be used. Guardrails shall meet local codes and standards. Along the Esplanade, the guardrail is a significant feature that creates a clear demarcation between the water and land. Its design should be coordinated to dove-tail well with the north and south marinas matching to the design themes of adjacent districts. Appropriate design variations will be incorporated to punctuate the special emphasis areas.

Walls

Design Intent – Walls at the Esplanade will provide definition, grade retention, and in some areas, may create transition areas to the water. Where possible, walls along the Esplanade shall be designed as seat walls (12" to 24") to provide opportunities for public seating. Design will reflect the maritime environment through recalling historic wharf and sea wall design with materials, stone or masonry unit size, and joinery.

Materials – Walls will be constructed of rock and masonry materials. This includes granite, concrete, and brick. Where possible, granite should reflect historic type and coloring.

Finishes – Wall finishes for rock will expose the natural material, but should be textured to various degrees to correspond to its application. Finishes for concrete walls should be smooth or lightly sanded and durable. Concrete shall have control joints with "V" groove joints or channels at frequent intervals. Protective coatings shall be required in areas with potential exposure to vandalism or staining. Other masonry materials must be long-lasting and low maintenance.

Colors – For concrete walls, color should be integral or stained with a permanent, non-fading penetrating stain finish. Color pigment should replicate natural tones.

Utilities

Design Intent – Utilities at the Esplanade will service the public amenities along the Esplanade and the marinas. Although the design of utilities is often driven by utilitarian needs and constraints, their location and coordination with other elements will strengthen the overall design of the Esplanade. Wherever possible, utilities will be consolidated and located below grade. On the Esplanade, this could be under pavers for relative ease of access. If utilities must be above ground, they will be screened or concealed. Utility lids and other exposed elements that cannot be concealed or screened must be designed or selected to work with the area's maritime aesthetic.

Location – Locating exposed utilities is critical for maintaining quality design treatments. All utilities that are not underground, concealed, or screened must be located in coordination with exposed elements. They will be aligned and integrated with the layout of other design elements.

Materials- Utility grates, covers and other exposed elements will be constructed of materials durable enough for the marine climate. This includes cast iron, brass, steel, heavy gauge aluminum, and masonry.

Finishes- Finishes will be durable and low maintenance. Finishes for metals other than brass or cast irons hall be stainless, galvanized, or powder coated. Finishes for masonry shall be nonporous. Finishes with protective sealing and treatment for longevity should also be considered.

Colors – For exterior utilities that are not cast iron, stainless, or galvanized, finishes shall be dark to blend in with their surroundings.

Utility Types:

Utility Grates – Grates such as trench drains and catch basin covers must be both functional and decorative.

Utility Lids and Covers – Cast iron and galvanized steel utility lids and covers are potential elements for custom art and design. Designs should visually indicate the type of utility (electric, water, gas, etc.) and tie with the marine aesthetic. Concrete lids are to be placed in areas out of sign and out of travel ways.

Utility Cabinets and Boxes – Cabinets and boxes for utilities must be placed in areas out of sight and out of travel ways. Where possible, they also should be finished in dark earth tone colors or materials that blend into the setting.

Utility Corridors and Access – For utility banks and lines where future access may be needed, design of surface treatments must take this into account. Design should both enhance the area and use materials that can be easily replaced or seamlessly patched.

Dock Access Facilities

Design Intent – As with many historic waterfront elements, dock access facilities can and should be designed to add to the aesthetic quality of the Esplanade. Controlled access to the docks and emergency and maintenance vehicle access are important elements to coordinate for design. Design must be aesthetically unified with other aspects for the Esplanade and be compatible with the maritime environment. For these facilities, thought should be given to expressing details and connections.

Materials – Exterior access facilities will be constructed of materials durable enough for the harsh marine climate in heavy use. This includes steel, heavy gauge aluminum, and masonry. In some cases, wood that is well treated to hold up to the marine environment may be appropriate.

Finishes – Finishes will be durable and low maintenance. Metals should be stainless, galvanized, or powder coated. Finishes for masonry shall be nonporous and sealed with water-repellent sealers. Finishes for wood shall be smooth, bust must also include appropriate protective sealing treatments for marine climate longevity.

Access Facility Types

Marina Dock Access Gate – At the entry points to the docks and boat slips, security gates are or will be installed to control access. These gates must be designed to have an expression of the marine aesthetic. They should provide coverage for waiting and storage for carts. Visibility through the gate is important for safety and security. Coordination of design between the access gate and the components of the Esplanade and marina is required through material selection, alignment, surface pattering and dimensions.

Marina Gangways – Leading from the access gate entry points to the docks are gangways. Their slope will vary with the tides and must contain an all-weather slip resistant surface. Guardrails run along both sides of the gangplanks. Coordination of design between the gangway and dock is required through material selection, alignment, surface patterning and dimensions.

Marina Docks – Docks must meet all the functional requirements including a slip resistant surface. Coordination of design between the dock and gangway is required through material selection, alignment, surface patterning and dimensions.

Vehicle Access – Access to the Esplanade facilities must meet all maintenance and emergency access requirements. Access points should overlap with points of access needed for pedestrians. Access should not alter design materials and finishes of the Esplanade. For emergency access areas, designers must work with the fire department to develop alternatives to yellow and red paint stripping.

Boat Ramps and Boat Lifts- Design of lifts along the Esplanade must be coordinated with safety requirements for pedestrians. Visual and physical controls should be incorporated to ensure safe pedestrian access. Noise signals should be minimized when possible.

Section G: Building Site & Design Standards

- **Building Design General Standards**
- **Architectural Design Common Elements**
- **Building Type Character & Quality**

Site & Goals

Building Site Design Development Goals – The site design of the building considers the relationship of the building to its parcel of land and the larger context. The relationship between building and site must be integral. As an important element in the development of Waterfront Place Central, it relates directly to the following goals:

- Create strong relationships between site and buildings
- Create a pedestrian oriented waterfront destination for the City of Everett
- Use Sustainable Design Practices to create a healthy community
- Provide ample public access to the waterfront
- Maintain and Enhance view corridors per the agreement with the City
- Retain existing and expand maritime uses where possible

Design Concepts – The following design concepts guide the character of Waterfront Place Central:

- Waterfront Place Central will be a unique urban community with high quality design.
- Industrial and Maritime history, orientation, and other influences will continue to inform the site design.
- District identity will establish a family of district areas each with their own character. Districts will complement the overall identity.
- Pedestrian oriented design will permeate the development, creating a lively public streetscape and waterfront

District Site Design Elements – There are key elements and special site design considerations for each district:

- Fisherman's Harbor –The Fisherman's Harbor area along West Marine View Drive and Seiner Drive will provide an attractive, interesting, and active edge to the Waterfront Place Central. Site design of Fisherman's Harbor buildings is important for framing the entry and portraying the character of the new community.
- Craftsman District – Because this district maintains the Marine Commercial activities, special considerations of a building's site design must consider the movement and function of boat hauling, maintenance, selling, repair, and storage. Because travel lifts, air tools and other noise makers will be active during most of the working day, site design features must also be considered for noise attenuation.
- Wharf's Edge – Site design will help to characterize this quiet, multi-family residential area. Some commercial activities that are supportive to or compatible with the primary residential use may be included at street level.
- Millwright District - is the business center of the development. Streets are lined with production, retail shops, offices and the Timberman Trails tie the area to the other districts.
- Esplanade District – connects and holds the entire project together and includes hospitality, and restaurants as important uses together with Boxcar Park and the Performance Venue.

Building Site Design Standards

The following site design standards are to be applied to all areas of Waterfront Place Central. Additional standards related to The Public Realm including Streetscape and the Pedestrian Network, Plazas and Open Space, and the Esplanade's are covered in other sections.

Building Location and Setbacks

Districts and the Waterfront Place Central preferred master plan define building type and location. No setback is required along sidewalk frontage except as may be needed for building design, architectural character, or as may be necessary to meet the requirements of these Design Guidelines or codes. In residential areas, front stoops, porches, and entries with stairs are encouraged.

Frontages– Street frontages will be designed to complement the streetscape, the district character, and the building type's use.

Access – Although much access may be through garages, all buildings will have defined pedestrian entrances along all street frontages. A main entrance, defined as such by scale and architectural features, will be provided at the building's street address frontage.

Building Orientation – Views – Views are a critical factor in the site layout of many types of buildings such as residences, hotels, and restaurants. Views to the water must be maximized through building orientation.

Uses – Building use will, to some extent, determine orientation on a site. Residences, hotels, and restaurants shall be oriented to maximize views to the water. Some offices may need views, but many should be laid out with consideration of comfort and ease of use for office workers. Retail streets will be focused on a strong retail streetscape. Marine related commercial will be laid out for operational considerations.

Solar orientation – Buildings shall be laid out on site to maximize solar gain in winter and minimize it in summer. All buildings must have access to natural light and ventilation for users either with windows or sky lights.

Master Plan – Building orientation will also be subject to meeting the building layout indicated in the Waterfront Place Central Plan.

Views and Visibility

View Corridors – Buildings will maintain a View Corridor14th Streets by preservation and enhancement. The view corridor shall be protected by limited building in this corridor. Along the 14th Street Right-of-Way from West Marine View Drive to the marina area. Enhancements will include corridor landscape and public open space treatments.

Residential Views – Building site design will improve views from hillside residents to the east through building location, high quality design and by the siting of roof amenities such as planted balconies and rooftop courtyards. Views from new residential buildings at Waterfront Place Central will be protected and enhanced by building orientation, tree type and placement, and control of lighting. Other site design consideration for views may include locating of mechanical equipment out of views, and siting buildings so roofs are angled to minimize glare.

Visibility– Designing for safety, security and character of place will include maximizing visibility. Visibility should be maintained in all areas by eliminating high obstructions such as tall walls and fences that act as visual barriers. Ground level lighting is required along all walkways to increase safety and security at night.

Corner Lots – Special site design consideration will be given to buildings on corner lots. Where possible, site design should emphasize the corner through layout and design. If possible, main entrances to the buildings should be located at the corner.

Building Access and Circulation

Vehicular – The main access into developed sites will include the accommodation of vehicle parking. In the residential parking garages must accommodate all required parking. Site design will need to minimize the visual impact of parking while at the same time provide clear and safe access. The site will also include on-street parking on selected sides.

Pedestrian – Safe access for pedestrians will be an important element of all site design. Access must connect building entries to the pedestrian network of the streetscape, plazas, and other public spaces. See Section F, The Public Realm.

Bike – West Marine View Drive serves as a bike route to and from the site. It will connect with all streets at Waterfront Place Central. These streets connect internally through the site, with the Esplanade serving as a main bicycle route loop along the Shoreline. All developed areas of the site must accommodate bicyclists by providing secure bicycle storage facilities. These must be integrated into the site or building with consideration of safety, ease of use, and aesthetic character.

Transit – Transit will access the site at 13th Street. Bus stops will be located at four convenient locations throughout the District, including stops near the 13th Street entrance and at the transit hub located across the street from the Waterfront Place Building... Site design of parcels must consider the potential for transit facilities and access to and from these areas.

Parking

On-street Parking – Selected streets, on-street parking will provide space for visitors and customers. Design of sites must coordinate location of building, parking lot, and garage access with on-street parking. Also, on-street parking must be coordinated with location of building uses. See Section E for guidelines related to on-street parking.

Parking Lots and Parking Courts – The Esplanade Marina parking lot, the parking lots in the Craftsman and Fisherman's Harbor Districts will provide space for visitors, customers, and workers. Design of sites must coordinate the orientation of the building with parking to minimize its visual impact, but still provide safe and efficient building access.

Garage Parking – Access to the garage parking will need to be designed with both safety and visual appearance in mind. The intent is to visually diminish the presence of parking structures through screening strategies like wrapping them with buildings or lowering them into the sub grade.

Shared Parking – In mixed use buildings, shared parking should be explored to maximize efficiency of parking/building square footage.

Curb Cuts – Site design shall maintain a continuous uninterrupted sidewalk by minimizing the impacts of driveways. Curb cuts shall not exceed 28' width for combined entry/exits unless called out to a different dimension by the City Engineer or Port Engineer. Sidewalk patterns, colors or other treatments shall carry across driveways and crosswalks to show pedestrian crossing areas. Adjacent developments must consolidate (share) vehicular driveways wherever possible. Curb cuts may not be located near intersections per Everett standards.

On Site Open Space

All residential buildings and commercial office buildings are required to integrate open space into their building sites. Common open space such as courtyards and pocket parks will supplement private open space such as balconies and patios in residential buildings. See Section on the Public Realm within this document.

Courtyards, Decks, Terraces, and Patios – Some building types are required to contain courtyards, decks, terraces, and patios. In some areas, these spaces will be set at a higher grade to increase views. Total space provided in each area shall cover an area approximately to that shown in the master plan and as required. For major courtyards that are more public, the surrounding adjacent facades shall be "interactive," meaning that a visual relationship is established between outdoor and indoor spaces and that there is transparency to the façade. For more private spaces, design must consider the adjacent uses and provide privacy where appropriate through landscape buffers and architectural separation and screening.

On Site Landscape

Locations of Planting – Planting shall be used to enhance a site with an overall landscape architecture design and that provides variety and interest within landscaped areas. Landscape architectural design will include courtyards, plazas, and patios and, in some cases, it will include building frontage enhancements along the streetscape.

Plant Types – Plants used for site enhancement shall conform to design requirements found in the section on Public Realm contained in this document. Courtyards, plazas, and patios shall be developed with planting per the Public Realm sections. Building frontages shall be developed with planting guidelines in the section Streetscapes & the Pedestrian Network found in this document.

Maintenance –Permanent irrigation shall be required where drought tolerant plants are used, temporary irrigation shall be used; temporary irrigation shall be provided for two years. Low maintenance plants should be used wherever possible. Gravel, river rock, pavement or similar non-living materials should not be used as groundcover substitutes.

Site Lighting

Sight lighting contributes to the character of the development, minimizes disturbance to housing on the bluff, and provides pedestrian scale lighting in parking lots and other areas.

- Lighting along streets, pedestrian walkways, and in plazas are covered in other sections of this document.
- Lighting fixtures shall be limited in height and shall be shielded from the sky and adjacent properties and structures, whether through exterior shields or through optics within the fixtures. Direction of the light shall be downward.
- Accent lighting should be used to highlight building/site entrances and special landscape features.
- Special lighting is encouraged during holidays and festivals, however, no flashing, moving, or traveling lighting will be permitted.

Sight Lines

Site design on the building parcel will adhere to required sight lines to ensure safe visibility at garage entries and driveway curb cuts.

Sustainability

Sustainable site design practices are strongly encouraged at Waterfront Place Central. LEED certification equivalent methodology and goals for incorporating green building principles into a project are encouraged. LEED (Leadership in Energy and Environmental Design) Green Building Rating System® is a voluntary, consensus-based national standard for developing high-performance, sustainable buildings. LEED provides a framework for assessing building performance and meeting sustainability goals. Based on well-founded scientific standards, LEED emphasizes state of the art strategies for sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality. Developers may choose not to pursue LEED rating, while still meeting standards for sustainability consistent with these types of practices.

Screening of Service Areas and Mechanical Equipment

Visual separation is required between service and mechanical equipment areas, and all other areas of Waterfront Place Central.

- Loading Building dock areas shall be visually screened by walls, tall fences, and/or plants. Service and delivery access to buildings will be out of view from pedestrian areas and from nearby residents and businesses to the maximum degree practical.
- Trash Enclosures – Trash, garbage and recycling dumpsters at pickup areas will be enclosed by fences or walls and accessed through gates. When not in use, gates will be closed. Views to these enclosures from pedestrian areas and from nearby residents and businesses will be minimized with the use of attractive screening and planting. All garbage bins shall be equipped with rubber lids to reduce noise impacts on adjacent residential and other uses.

- All mechanical equipment such as air conditioning units located on the ground shall be screened by a combination of masonry walls with plantings. Sound buffering must be used to reduce noise impacts. Mechanical units shall be located and screened in such a way as to direct exhaust and noise away from residences on and off site.

Flags and Banners

Flags and banners attached to buildings are limited to the retail and marina areas of the Waterfront Place Central. Flags may be displayed, but shall only be raised in morning and taken down nightly, unless lighted. Banners may be used on a temporary basis.

Signage

Business and place identification signs will be part of the architectural façade design. A hierarchy of signage is used at the Waterfront Place Central.

Electronics

Security systems, TV dishes, cell towers, antennae, and all other electronic based equipment must be minimal in size and hidden from view.

Building Design Standards

Building design not only defines the space for the functional uses or program of a building, it is an essential component that establishes the character and quality of Waterfront Place Central. The following goals are vital to building design for this community.

- Use architectural character to define the sense of place within a district and create a sense of community and neighborhood.
- Provide comfort and safety for residents, visitors, and workers through good building design.
- Build strong relationships between buildings and site.
- Maintain and enhance view corridors.
- Create a pedestrian oriented destination.
- Use sustainable design practices to create a healthy community.

Principles Concepts

- Waterfront Place Central will be a unique urban waterfront community with high-quality design.
- Maritime and industrial history and orientation will be drawn upon for creative direction.
- District identity will provide unique areas that reflect building use and location.

Building Design District Elements

There are key elements and special building design considerations for each district:

- Fisherman's Harbor – 13th Street entry and the frontage along West Marine View Drive will use building design to provide an attractive and interesting community edge to the Waterfront Place Central. Building design is important in giving the Fisherman's Harbor character and an appealing face to the Everett community. The design of office and other buildings in the Fisherman's Harbor District will also create a collage of related architecture with amenities and special places for workers and visitors.
- Craftsmen District – Because this district maintains marine commercial activities, special considerations of the building design must consider the light industrial uses of boat maintenance, selling, repair, and storage. Because travel lifts, air tools, and other industrial noise will be occurring during most of the working day, building design features must also be considered for noise attenuation.
- Wharf's Edge District – Building design will help to characterize quiet, high-end multi-family residential areas. Some commercial activities that are supportive to or comparable with the primary residential use may be included at major corners. The architectural design will draw on a richer palette of materials and decorative detailing.
- Millwright District – Building design will enhance this pedestrian oriented Commercial and Production, office areas by defining great visible retail spaces energized by architectural design. Design will blend a rich palette of historically inspired and unique architectural elements with fundamental measures of successful retail and place marking. The architecture will establish the framework for the variety of retail uses to succeed and

unite for a strong retail district identity. This site sports the projects icon, the Workman's Clock tower.

- The Esplanade – Building design for the hotels and restaurant on this waterfront area will be important in conveying the prime waterfront aspect and individual qualities of the different buildings.

Design of buildings for the Esplanade include marina service facilities located here will use functional design to support the marinas and the public access areas around the site, as well as convey the maritime quality.

Building Design General Standards

The following general building design standards are to be applied to all areas of the Waterfront Place Central. Specific design standards related to each district and associated building types are covered in Section C. These, and all other standards and guidelines, are in addition to all required building codes and ordinances.

Building Location – Districts defined in the preferred Master Plan define building type and location.

Building Facades and Frontage –

- Building façade treatment will be designed to create a pedestrian-friendly presence and image by coordinating with the district's streetscape design. This includes compatible use and layout between the architectural façade with the streetscape's landscape, ground plane materials, lighting, furnishings, utilities, etc.
- Ground level building components such as doors, windows, bays, canopy structures, etc. must convey visual interest and reinforce the District theme. These architectural components will create visual and textural interest at eye level for pedestrians. Curtain wall facades are not allowed.
- Buildings within pedestrian-dominated areas should incorporate detailed architectural and decorative elements into ground-floor street-facing façades. These elements include hanging baskets, signage supported by ornamental brackets, medallions, belt courses, plinths for columns, kick plates for storefront windows, prominent sills, tile work, etc.
- Access – All buildings will have defined pedestrian entrances along each street frontage. A main entrance, defined as such by scale and architectural features, will be provided at the building's street address. Access for some buildings will also include garage entrances. Garage entrances must be designed as integral elements and work aesthetically with the building's elevation.

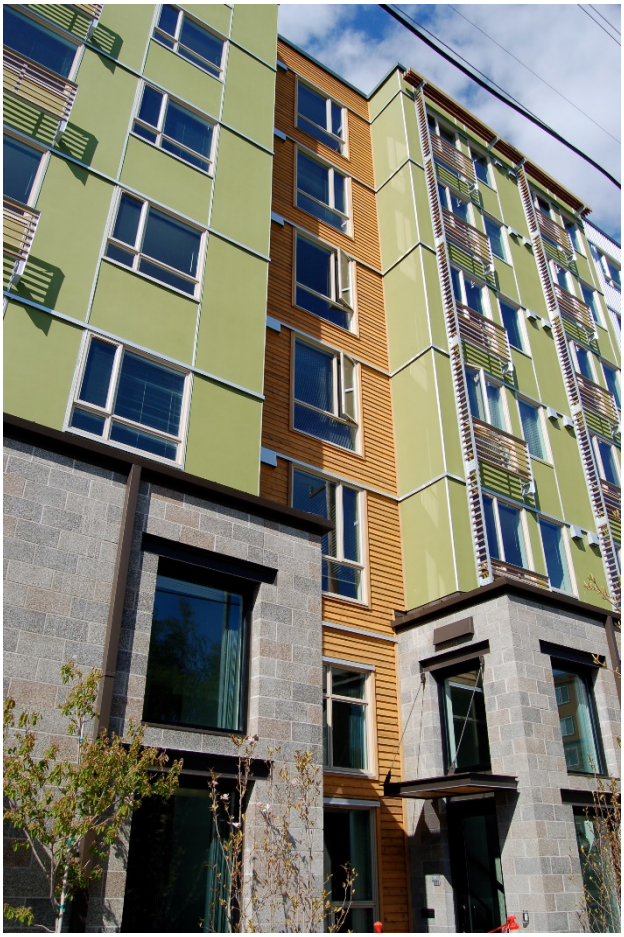
Building Orientation –

- Views – Views are a critical factor in the site layout of many types of buildings such as residences, hotels and restaurants. Views to the water from buildings must be maximized through building orientation.
- Uses – Building use will, to some extent, determine orientation. Residences, hotels and restaurants shall lay out buildings to maximize views to the water. Some offices may desire views, but many should be laid out with consideration of comfort and ease of use for office workers. Retail streets will be focused on a strong retail streetscape. Marine related commercial will be laid out for operational considerations.

- Solar orientation – Buildings shall maximize solar gain in winter and minimize it in summer. Architectural design must explore materials and methods that achieve this goal and meet the requirements of the energy codes.
- Natural Light – All buildings must have access to natural light for users either with windows or sky lights. Building layout and orientation can help to maximize the availability of natural light and ventilation for residences and offices.

Building Height and Massing

Height Limits – Buildings must adhere to the permitted height limits identified in the Waterfront Place Central site plan.



Massing – Building mass on very large buildings shall be broken down through a variety of design treatments. Articulation will reduce the apparent bulk of buildings by breaking them down into smaller components that are consistent with a district's character, the Wharf's maritime vernacular, and the desired visual variety along the pedestrian and street faces. Large, flat, windowless, blank walls will not be allowed. Designers will be required to reduce the mass of large walls in creative ways such as expressing the structure or room modules. Bland walls longer than 100' should be treated with windows, bays, or recesses, or reduced visually in some other way. The purpose is not to create a regular rigid solution, but rather encourage variety, visual interest, and pedestrian scale through the reduction of the mass of large building facades.

Building Variation and Visual Diversity

- Variation through unique architectural expression within the parameters of the District and building type guidelines, will help create a more dynamic urban waterfront character. On large buildings, it will reduce the apparent bulk of the building. Building variation between buildings will create a visually rich pedestrian experience.
- Visual diversity through a variety of massing, materials, fenestrations, heights, and roof treatment is required on all buildings.

Building Setback

- No building setback is required except as is necessary to meet codes and landscaping other requirements of these design guidelines, or as may be needed for building design architectural character or for creation of stoops, courtyards or terraces.

Views and Visibility

View Corridors – As noted in the Site Design section, buildings will maintain a view corridor at 14th Street.

Roof Treatments – Building design will optimize views from the hillside residents to the east through high quality design, height limits, and by providing roof amenities such as planted balconies, rooftop courtyards, terraces, and quality roof material on pitched roofs. Mechanical equipment will be screened and roof top color and materials will be selected to minimize glare and visual intrusion.

One Site Views – Views from the new residential and other prime buildings on the site will be protected and enhanced by building design, as well as the site design considerations such as building orientation, tree type and placement, and control of streetscape lighting. Building design opportunities will maximize quality views through the organization of floor plan layout, size and location of window glazing, placement of decks, patios and courtyards.

Visibility – Safety and security measures will include maximizing visibility by eliminating architectural obstructions and visual barriers in areas of safety concern. Placement, type, and illumination levels of lighting are also required to meet safety and security standards.

Parking Garages –

- Parking Garages are required to be part of the main building structure. They must meet all parking requirements and quantities as established by their use in accordance with all City of Everett Codes and standards.
- Parking garages must be "wrapped" or screened and covered by building usable space and amenities or located within structure while keeping blocks walkable. No parking structures will be substantially visible from any street, residence, or business, except at garage entries. Ventilation openings must be covered with louvers or grills composed with the building elevation.
- Safety and security measures are required in parking garages. Building design considerations for garages such as good lighting, no hiding places, surveillance, and well-defined pedestrian access through parking to elevators are all required in building garages.

Canopies, Awnings, and other Overhangs –

Canopies, awnings and overhangs will provide weather protection and serve to add a transitional scale to building facades. These structures should be provided at the access areas of all commercial/retail buildings. Such covers are required for main entrances of residential buildings and commercial office buildings. Canopies and awnings may project 4' to 10' over sidewalks, but stay at least 2' from the street edge. Cover for portions of exterior decks, courtyards, and patios are also encouraged.

Stairs and Ramps

Stairs should be minimized on retail, office and other public oriented buildings. All buildings must be accessible. Stairs will be used in some residential housing types. Where there is a choice between stairs and ramps, small ramps that meet ADA standards are preferred to provide seamless connections between buildings access ways. Stairs and ramps must be slip resistant, clearly marked, properly illuminated, and meet all codes and standards for safety.

Corner Buildings –

Special design considerations will be given to corner buildings at main intersections. Where possible, buildings will enhance the corner through layout and design. If possible, main entrances to the buildings will be located at the corner.

Building Integrated Open Space-

Building design will accommodate open space requirements per code and per these design guidelines. Courtyards, terraces, balconies, and patios must be integrated with the building architecture. See Section F Public Realm.

Building Lighting

- Lighting on the exterior of buildings will contribute to the character of Waterfront Place Central. As with all lighting on this site, lighting glare disturbance to residences is not allowed.
- Illumination will adhere to dark sky requirements through fixture type, optics, height, and shielding. Direction of light shall be downward.
- Building light design shall complement other design elements used throughout the District.
- Accent lighting should be used to highlight building entrances and special architectural features.
- Decorative lighting on buildings or in windows is encouraged during holidays and festivals, however, no flashing, moving or traveling lighting will be permitted.

Sustainability

Sustainable building design is strongly encouraged. As with a building's site design, LEED certification or its equivalent provides an excellent methodology and goal for incorporating green building principles into a project. LEED (Leadership in Energy and Environmental Design) Green Building Rating System® is a voluntary, consensus based national standard for developing high-performance, sustainable buildings. LEED provides a complete framework for assessing building performance and meeting sustainability goals. Based on well-founded scientific standards LEED emphasizes state of the art strategies for sustainable site development, water savings, energy efficiency, materials selection, and indoor air quality.

Architectural Design Common Elements

The following common architectural design elements will establish a consistent general quality and character throughout the Waterfront Place Central. District specific and building types specific architectural design elements, found in this section will give each building a distinct quality that enhances a district's uniqueness.

Architectural Ground Floor, Middle, Top –

To ensure that buildings within Waterfront Place Central display the greatest amount of visual interest possible, the following standards will apply to buildings with three or more stories.

- Ground Floor – Most buildings should have a distinct "base" at the ground level that emphasizes the edge of the streetscape. A base shall be defined through articulation of a district material or through a change in color or texture. The street level should have the richest collection of materials to create visual and textural complexity and interest at eye level. On masonry buildings, a granite or brick (or masonry cladding) in some form on walls, pilasters, or a plinth is strongly encouraged. Ground floor treatments must also include one or more of the following: windows, details, canopies, stoops, bays, overhangs, artwork, masonry strips, and/or cornice lines.
- Building Middle – The mid-section of a multistory building should include elements such as windows, balconies, and in some cases may include signage. Upper floors shall be articulated both vertically and horizontally at street and main entry elevations. Vertically, the floor height will be expressed through a band of color or material. Horizontally, a rhythm of materials, windows, or structure must be organized and expressed to

correspond to the ground floor treatments. No blank wall facades shall be allowed at street or main entry elevations in any district.

- Building Top – Buildings will include a "top" or roof line treatment that has a distinct outline, such as parapet, cornice, or other architectural termination. The topmost portion of a building should visually terminate with a chance of material, color, or pattern, a slight step back, brackets supporting an overhanging roof, a protecting cornice line, or with the eaves of pitched roof line. Extended parapets will include color, material, or pattern change with a distinctive cap along the top. Projecting cornices will include reveals and possibly some decorative detailing to capture shadow lines. Exposed sloped roof eaves must create a prominent edge when viewed from ground level against the sky. Brackets supporting an overhanging roof should be expressive architectural features.

Roof Forms

Roofs are required to have a distinctive profile and appearance.

- Buildings containing predominantly residential uses with pitched roofs over 6:12 should have dormers with windows, intersecting roof forms, or roof decks that break up the mass of the roofs.
- Roof forms, if pitched, shall be no less than 3:12 or more than 8:12. If not pitched they should be stepped and terraced. Shed roofs may be pitched 1:12 to 3:12. Barrel vaults and other forms may be allowed in some districts.
- All mechanical equipment located on the roof shall be concealed. They should be integrated into the roof form, or covered by a structure, an extended parapet other shielding around the equipment. Painting roof top mechanical equipment or surrounding them with fencing will not generally provide enough concealment to meet this requirement.
- Flat, unembellished roof lines are not allowed on building elevations.
- Roof top decks with integrated landscapes are strongly encouraged.

Entries and Doors

- All entries should include weather protection and should be visually emphasized through a concentration of expressive architectural materials, details, and decoration, and through entry lighting.
- Major entrances to buildings must be made prominent and welcoming not only with details and lighting, but also by being either recessed or having an overhang, canopy, portico or porch.
- On larger buildings and commercial buildings, main entries should also include a clerestory, ornamental lighting fixture, glass window(s) flanking the doorway and a large or double entry door. Large entries may also include signage.
- Entry surfaces form main entries that are not in the sidewalk should also use stone, masonry, or tile paving for an ornamental building name or address.
- Brass or stainless steel hardware that relates to Waterfront Place Central historical industrial and marine nautical aesthetic is recommended for entry ways and doors.
- Except for some residences which may include stoops, all main entries should be located on the ground floor and face the main street or prominent corner.

Exterior Building Materials

Exteriors will be constructed of quality materials durable for longevity in the maritime climate. Durable materials add dimension of timelessness and allow communities to evolve over time. Materials should convey a District's and building type's unique character and identity.

- Acceptable materials include masonry, coated steel, heavy gauge aluminum or aluminum allow, and wood that is well treated.
- Masonry should be stone (such as granite), brick, or high quality concrete. Cladding may be acceptable. Ground face block may also be acceptable in marine commercial and service areas.

For pitched roofs, slate, metal or a composite material may be used. Color, texture, and unit size of composite roofs must have an appropriate maritime or natural look.

Composite exterior skin and roofing materials may be used if color, texture, and unit size are compatible with the district and building type's aesthetic.

Window Glazing

- Tinted, dark gray, green, mirrored or reflective glass or film shall not be permitted at ground level on any building.

Finishes-

Finishes will be durable, low maintenance, and must fit with the Waterfront Place Central aesthetic.

- Steel finishes shall be stainless, galvanized, painted or powder coated.
- Masonry finishes shall be smooth or lightly textured.
- Wood finishes shall include appropriate protective sealants for longevity.

Detailing –

Building details, whether decorative or functional, must be thoughtfully designed to convey visual interest and reinforce the aesthetic quality of Waterfront Place Central. Relating to the maritime aesthetic, details must express and celebrate an efficiency of design. Details should emphasize durable connections between materials. Detailing is a key component that expresses the unique characteristics and qualities of each building type.

Building Mounted Exterior Lighting

Exterior lighting that is mounted to buildings shall be coordinated with the building's architectural design and character as well as the character of the District.

Section H: Building Type Character and Quality

The following guidelines cover specific guideline standards for each building type. Each building type at Waterfront Place Central will have certain standard characteristics that are specific to its use and location. The most unique characteristics and qualities of each building type are elaborated upon in the section which follows – Building Type Characteristics.

Building Types by District

Fisherman's Harbor –Building types in Fisherman's Harbor include the following:

- Retail (Sale of goods and merchandise), including seafood venders.
- Small businesses and professional practices office predominantly consolidated alongside and above retail. If independent office buildings are developed, they will also follow these guidelines.
- Mixed Use (Ground floor retail with residential flats and/or office on the upper floors
- Live/Work (Combination of residential with studio or office space)
- Restaurants with outdoor and indoor seating.
- Larger highway-oriented retail, with a limited number of low-traffic volume drive thru inside of parking garages, where the flow of pedestrians and streetscapes are not inhibited.

The Esplanade –Buildings in the Esplanade include:

- Hotels (With potential Conference facilities)
- Restaurants
- Spas
- Marina service facilities

Millwright District – Building types in Millwright include small and large office, services retail, retail production, upper story office and housing, and neighborhood cafés and restaurants. Same production uses of craft and boutique manufactures where they also operate a portion of their space as retail and storage.

Craftsman District –Building types in the Craftsman District include the following:

- Boat wash and storage
- Retail (Sale of boats and boat related products)
- Office (including maritime businesses consolidated within light industrial and retail commercial buildings) including Port administration/maintenance offices
- Light Industrial (Marine services buildings related to boat repair and servicing)
- Restaurants

Wharf's Edge –This district contains multifamily residential and potentially some mixed-use building types including the following:

- Mixed Use with neighborhood retail, office, or residential on the ground floor and residential flats or offices on the upper floors
- Live-work homes
- Residential Flats of multiple stories (condominiums, apartments)
- Townhouses, some of which may be integrated with residential lofts
- Lofts which may be mixed with flats or built in a town-house configuration

Character and Quality

In addition to the general standards laid out in Building Design, each building type will strive to express its unique character and quality through the guidelines covered in this section. Buildings should reflect design themes of their District and their building type characteristics. The following guidelines cover some of the elements that will help to define a building's character as it will be customized for Waterfront Place Central. Some guidelines are more qualitative than quantitative to allow designers flexibility for creative solutions. Focus is on expressing a building's character through the key elements of that building type. Ground floor relationship to the street and the building's main entry is very important. Materials and details are also very important elements expressing a building's unique qualities.

Marine-Related Retail

This building typology includes retail related to the sale of boats and boat related products. Located both in the Craftsman District, Fisherman's Harbor District and the marina areas, these retail buildings will have a character that reflects the maritime environment. This character will be expressed through maritime inspired forms, materials, and details. Key design components include the following:

- Marine-Related Retail should have clean visual lines and a strong presence at the ground floor that visually ties to the marina or to the working maritime businesses of the Craftsman District.

- Marine-Related Retail may express its character through windows that use narrow dimensioned steel mullions and grid frames reminiscent of Deco or Bauhaus architecture, or perhaps cruise ships of that time period.

- Top treatments of marine retail buildings can be relatively simple without a lot of decorative detailing. Exposed pitched roofs, if used, can include eaves that could create a prominent edge when viewed from ground level against the sky.

- Relating to the boat aesthetic, details should express materials and their structural connections. Detailing should be revealed in marine retail buildings and should emphasize efficiency and logic in the connections between materials.

- Materials – Exteriors of Marine-Related Retail buildings should be constructed of materials that tie into a working maritime environment. These materials should express durability and utility, and in all cases should consider the effects of the marine climate within which they are located. Dominant materials include steel, aluminum, zinc, ground face block or well finished concrete or similar materials. Materials for detail treatments should include steel, aluminum, wood, zinc or similar.

Maritime Related Office

Office use related to maritime businesses may, in most cases, be consolidated within light industrial and retail commercial buildings. If independent office buildings are developed in the Craftsman District, they should follow these guidelines, but buildings with offices as a secondary

use should follow the guidelines of predominant use. Located in the Craftsman District, these buildings will have office uses that will most likely be related to maritime activities. As such, they should reflect the maritime character through maritime inspired forms and materials, and through nautical inspired details. Key design components include the following:

Office main entries should be located on the ground floor and face the main street, access area, or prominent corner. Design should emphasize the entry and use it to express the aesthetic quality of the Craftsman District through maritime inspired forms and materials.

Windows should create a strong rhythm that is related to the interior layout of offices. Window character could draw on historic water-front industrial buildings that used larger expanses of glazing with grid frames and narrow mullions.

Top treatments of marine office buildings can be relatively simple, but should have a distinct visual termination through a change of material, pattern, color, or form. The goal is to create a visually strong but well-designed terminus that fits with the architectural design of the office building.

Details for the marine office buildings should relate to the maritime aesthetic, express materials and their connections, and also express the nature of the business activity. Because this is the Craftsman District, detailing that shows the connection of structure and materials should be revealed and well designed.

Materials – Exteriors of marine office will be constructed of materials that tie office use with a working maritime environment. Materials should be both durable and professional to distinguish this building type from the others in the Craftsman District. Consider steel, heavy gauge aluminum or aluminum alloy, masonry, or treated wood. Masonry such as brick, granite, ground face block, or a well-finished concrete could be the dominant building face material. In all cases, consider materials for their marine climate durability.

Light Industrial Marine Services

This building typology includes light industrial spaces related to boat repair and servicing. Located in the Craftsman District, these buildings will also reflect the maritime character, although they will be much more utilitarian in their structure, form, material, and detailing. Key design components include:

These buildings will embody the craftsmanship component of the Craftsman District and should

architecturally express this on the ground floor. If the building includes a main entry, it should face the main street or access area and be used to express the building's use. Some buildings may include an office loft accessed from inside the main work space which could be expressed architecturally.

The roofs of marine industrial buildings may explore using a monitor roof system similar to historic industrial and waterfront buildings. These provide light into the deep bays and can also provide ventilation.

Details must express the craftsmanship of maritime industry through well-designed structural connections such as turnbuckles and steel bolts. Where possible, consider revealing major structural connections and using them to express the industrial nature of the architecture. Unlike the other building types in this district, this building type is more robust and can use a less refined aesthetic of nautical based detailing.

Materials – Exteriors of marine light industrial buildings will be constructed of materials durable enough for both their use and the climate. Materials should distinguish this building type from the others in the Craftsman District with more industrial steel (painted or galvanized), masonry ground face block, or concrete.

Marina Services

Marina services buildings will include bathroom and laundry facilities serving the marina. These buildings are strategically placed for convenient access to the docks and serve as a portal to the Esplanade. Their character should be expressed through maritime inspired forms, materials, and details related to the boating culture of which they are a part. Designers are encouraged to draw inspiration from maritime forms and boat like nautical details. Key design components include the following:

These buildings will be experienced on the pedestrian level and design should be appealing with rich ground plane details and possibly with the integration of maritime based artwork.

Since the buildings will act as pedestrian portals to the Esplanade, they should pronounce this connection by a canopy, lighting, or possibly a flag pole inspired from a sailboat mast. Siding could be designed to emphasize horizontal lines, much like wooden boat hulls.

Windows in the shower and bathroom facilities, must have obscured glass. Back lit glass block, fritted, or colored translucent glass could act as a beacon at night. These windows could also use the narrow dimensioned steel mullions and grid frames as suggested for the marina retail buildings.

Top treatments of marine service buildings can be relatively simple without a lot of decorative detailing. Exposed pitched roofs, if used, can include eaves that could create a prominent edge.

Details should be used to help reinforce the connection between the building and the maritime aesthetic. Since the buildings are small, a few well thought through and well-designed connection details between materials could help provide pedestrian interest and reveal an aesthetic connection to the marina.

Materials – Exteriors of the marine services buildings should fit with the marina environment. Like the surrounding marina, the use of steel, heavy gauge aluminum or aluminum alloy, masonry, concrete, or treated wood could all be appropriate.

Commercial Retail

Commercial retail includes buildings that will house retail related to the sale of a wide variety of goods, merchandise, and services. Located predominantly in Fisherman's Harbor and Millwright Districts, these retail buildings will create the focal point of the community and create a place imbued with a unique maritime village character. This will be achieved in part by these standards and by the use of historically reflective and maritime inspired forms, details, and materials. Key design components include the following:

Retail relationship between the ground floor and the street shall provide for maximum visibility through storefront glazing, and maximum visual interest through design details, color, and decoration. "Clerestory" windows located above the principal storefront windows are encouraged.

Individual storefronts must provide elements of uniqueness to add to the diversity and visual interest of the street. Overhead protection should be included at the entry and along storefronts for both weather protection and visual interest. They will serve to emphasize entries and create a pedestrian scale at the retail street level.

Top treatments of retail buildings should include decorative detailing and forms. They should achieve a distinct visual termination through a change of material, pattern, color, and form.

Details are encouraged to be inspired by historical maritime and nautical elements to reinforce the distinctive character of the district. Relating to this aesthetic, details can express materials and their connections by being revealed and emphasized. In Fisherman's Harbor, details should be

more decorative, traditional, and varied than in other districts. Include decorative paneling and inlays, or well-designed functional elements.

Materials – Exteriors are encouraged to be constructed of materials that reflect a historic and maritime environment and help to create variety and visual interest. Traditional materials such as brick, granite, metal and protected wood are examples. Limited use of steel and other metals may also be acceptable. Storefront windows should be comprised of clear, "vision" glass. In all cases, consider materials for their durability in the wet and windy marine climate.

Commercial Office

Offices may be predominantly consolidated in the Millwright District, although other buildings in other districts will include some office space. Buildings that emphasize the predominant use as office should adhere to these guidelines. Being planned mostly for the Millwright District, these buildings will reflect that District's character with forms and materials that project a professional image while at the same time tie into the community wide maritime heritage and quality of Waterfront Place Central. Key design components include the following:

The relationship between the ground floor and the street shall provide for visual interest with special forms, materials, and details to tie into the District. Locate building main entries on the ground floor facing the main street or the most prominent corner. Main entrances must present a strong presence.

Exterior elevation facades at upper levels of the building should reveal the repetition and rhythms of office spaces through window treatments and materials. Proportions and patterns of windows must be well designed and organized to create a strong rhythm that is visually pleasing from the exterior.

Top treatments of commercial office buildings need not be overly ornate, but should have a distinct visual termination through a change of material, pattern, color, or form. Parapets should be capped and cornices, if used, should project enough to produce a shadow line in order to create a visually strong but well balanced terminus that fits with the architectural design. Exposed pitched roofs, if used, should include prominent eaves.

Details for commercial office buildings should relate to the district aesthetic, and reveal the inherent quality of materials. They can help to express the nature or professionalism of the business activity by being well designed.

Materials – Exteriors of commercial office buildings will be constructed of materials that are durable, and evoke a professional image that is distinguished from the other districts. Masonry such as brick, granite, metal panels or a well-finished concrete could be the dominant building base material. Masonry cladding or finished steel can express the rhythm of the underlying structural system. Pitched roofs, if used, should be similar to the other district buildings and be a non-corrosive metal. Hardware should be metal and window frames should be steel, aluminum, or wood clad.

Hotel

The business hotel in Fisherman's Harbor and a waterfront hotel may be developed in the Esplanade District. These hotels can serve as a catalyst for pedestrian activity, and offer a destination and anchor for visitors. Their character should emphasize hospitality and comfort with the physical design being evocative of a maritime heritage. These hotels should be high quality in form, materials, and detailing to further enhance the Waterfront Place Central character.

The business hotel will be a mid-range hotel, while the waterfront hotel will serve as a higher end experience. Hotels should include the following key design components:

The hotel's relationship between the ground floor, street, water, and Esplanade is very important in each case. Arrival and entry spaces shall provide maximum visual interest with special and well-designed forms, materials, and details. A portico, main entry, and lobby should present a strong presence and be the public face that connects the main street with the hotel's prominent gathering space.

Architectural design should emphasize the entry and use it to express the aesthetic quality of the hotel. Entry details on the door, entryway and lobby floor, and entry structure can foster a unique identity to the building.

Exterior elevations should be well designed and articulated through high quality decorative window treatments and materials. Proportions and patterns of windows should be organized to create a strong rhythm that is visually pleasing from the exterior. Other areas such as amenity spaces, like terraces, must be integrated with the overall design.

Top treatments of the hotel should have a distinct visual termination through a change of material, pattern, color, or form. The roof terminus should fit with the architectural design character. Exposed pitched roofs, if used, should include prominent eaves. Roof design must be cognizant of views from nearby residences and therefore must be visually pleasant and unobtrusive.

Details for the hotel can be decorative to help create a distinct look and quality. They can work to add scale and visual interest in the public areas for guests and visitors. Detailing should be inspired from a maritime aesthetic and well designed to express the quality and character of the hotel.

Materials – Hotel exteriors must use durable, but welcoming materials. Materials will help evoke a sense of comfort and hospitality. Masonry such as brick or granite, or wood could be the dominant building material. Masonry cladding or a stucco finish may be used in some areas. Pitched roofs, if used, may be similar to the other buildings and be a non-corrosive metal or they could be done with a composite material that has similar look of wood shingles.

Restaurants

Restaurants will be predominantly connected to the waterfront in the Esplanade District. They will serve as a destination and part of the attractive quality at Waterfront Place Central. Design should emphasize their connection to the water and to the streetscape. Restaurant character should emphasize comfort and ambiance through evocative design that draws on the maritime heritage. Restaurants may be varied in their cuisine and character, but all should be of a high quality in their form, materials, and detailing.

Key design components include:

The restaurant's relationship between both the ground floor entry and the water is very important. The entry is the public expression of the restaurant and it should connect strongly with the main street, and be warm and inviting.

There should be ample visual character at the entry with special forms, materials, and details. Views from the outside to the inside should be enticing and views from tables to the water should be maximized where possible.

Restaurants bordering the Esplanade should be connected to and provide an area for outside seating. Service entries and mechanical equipment must be out of view.

Restaurant roofs should fit with the architectural design character whether using capped parapets, cornices, or pitched roofs with prominent eaves. Roof design must be cognizant of views from nearby residences and must be visually attractive.

Details for the restaurant should be decorative to help create the restaurant's distinct look and quality. The details will add scale and visual interest and (if appropriate to the restaurant's cuisine) should be inspired from a maritime aesthetic.

Materials – Restaurant exteriors should use warm and welcoming materials. Masonry such as brick or granite, metal or wood should be the dominant building material. Windows should be maximized to connect the interior and exterior with views both in and out. Pitched roofs, is used, could use slate, wood shingles (or a composite material that has a similar look of wood shingles) or metal.

Mixed Use

Mixed Use includes buildings that will have a mix of residential with retail or office uses. Located predominantly in the Millwright and Fisherman's Districts, these buildings will activate the street with residents, which will extend the times of lively active streets and help create a stronger sense of community. Mixed Use buildings should express a historic maritime character through the use of maritime forms, materials, and details. Key design components include:

For most mixed use buildings, the ground floor will be retail type of use and its design should follow the guidelines for Retail. The upper floors of Residential will provide a main entry on the street which should create its visual interest through design details, color, and form.

Materials, forms and details inspired from historic nautical elements will reinforce the aesthetic quality of the District. The entry should include an overhang, hanging or mounted signage, decorative inlays, or other decorative detailing and articulation. Canopies, awnings, or overhanging balconies further serve to emphasize entries and create a pedestrian scale at the retail street level.

Residential unit layout on the upper floors will help organize exterior elevations and reveal repetition and rhythms with windows and balconies. Proportions and patterns of windows should be organized to create a strong rhythm and balance to the exterior elevations.

Top treatments of the mixed use buildings should have a distinct visual termination through a change of material, pattern, color, or form. Exposed pitched roofs, if used, should include prominent eaves.

Details of the mixed use buildings should be inspired by historical maritime and nautical elements to reinforce the aesthetic quality of the District. Relating to this aesthetic, details that are revealed and emphasized can express materials and their connections.

Materials – Exterior materials on the ground floor will convey the unique district identity with stone and/or masonry, limited use of steel may also be acceptable. If concrete is used, it should have an inlayed ornamental building name or address.

Residential

A wide range of flats from studios to multi-bedroom and penthouses will be located in the buildings that make up the Wharf's End District. These buildings will be a dominant element in creating the character of this neighborhood. A rich palette of forms, materials, detail and décor will work toward developing the neighborhood's timeless and comfortable character.

Key design components include:

- Ground floor of the residential flat buildings should convey the District's character as a comfortable and inviting place to live. Design details, lighting, a canopy, and decorative elements should emphasize the entries, provide visual interest, and create a strong relationship between the ground floor and the street.

- Ground floor windows along pedestrian corridors shall balance visibility from residences with privacy. Windows must be articulated with trim or masonry frame borders and sills.

- Individual buildings must provide some elements of uniqueness from neighboring buildings to add to the diversity of the street. Ground floor design is also encouraged to include bays, overhangs, art, and other focus of articulation as necessary.

- Residential buildings with stacked flats should be well designed with repeating window patterns, a change in colors and materials, and provision of upper story balconies, dormers, or bay windows on all street and major courtyard elevations. A change in the building plane may also be considered to reduce bulk on large buildings.

- Proportions and patterns of windows should be organized to create a strong rhythm and balance to the exterior elevations. Upper floors should use large or bay windows to maximize views.

- Top floors should express a change of character through increased glazing area, larger decks, stepping back, or possibly a change of material, patter color or form. Roofline treatments should have a distinct visual termination. Exposed pitched roofs should include prominent eaves. If not pitched, they shall be stepped and terraced.

- In the Wharf's End district, details may be more decorative and evoke a more historic, traditional, or varied character than in other districts. They should add to the timeless and comforting quality conceived for the neighborhood.

- Exterior Materials – Residential exterior materials will help convey the unique neighborhood identity of the district by being high quality and visually interesting. Masonry, stone metal or concrete may be considered as acceptable finishes or cladding. Well treated wood and a limited use of steel may also be acceptable.

Townhouses

The Townhouse or live-work typology provides a multilevel housing choice on the minor residential streets. Located exclusively in the Wharf's Edge, townhouses will create a smaller scale character. With individual entrances on the street, they create a distinct neighborhood feel and can connect well to the street. Key design components include:

Ground floor design should create a strong relationship between the main floor and the street by providing well-articulated entrances and store fronts.

Entries will help to refine the District's character as a comfortable, elegant, and timeless place to live and work. They should take visual interest through design character, lighting, and decorative detailing.

Ground floor windows along pedestrian corridors shall balance visibility from residences with privacy.

Upper floors of each unit should also have some distinct qualities of variation that help to add interest. They should include balconies, terraces, dormers, or bay windows, as well as a rich palette of colors and materials. A change in the building plane could be considered between town homes.

Townhouse details should convey the image of being well crafted and permanent with a timeless and comforting quality. The residential scale can lend itself to some unique and varied character between units. Interesting details focused at entries can give each town home its own identity.

Materials – High quality and visually interesting masonry, stone and wood (marine durable) will help to convey the qualities of the neighborhood residential district. Entry ways should use the best materials with ground plane surfaces done in stone, tile, or integral colored concrete.

Lofts

Lofts are a unit type that may be mixed into larger buildings that contain flats, but if used predominantly in a building, may create its own building type and character. Loft buildings may create a smaller scale neighborhood character than stacked flats and should be located on minor residential streets on the edges of the residential neighborhood district. They provide a transitional building type that can be less traditional in style and fit better with streets that may also include commercial uses. With their two level layout and potential for individual entrances on the street, they can and should create a strong streetscape connection. Lofts should consider the following key design components:

Freestanding lofts can create a strong relationship between the main floor and the street by providing entry courtyards with well-articulated entrances. Loft entries should provide visual interest through design character, lighting, and decorative detailing.

Ground floor windows along pedestrian corridors shall balance visibility from residences with privacy.

Second floor elevations should also include some variation to add interest within the rhythm of windows on units. Balcones and terraces and perhaps a change in the building plane should be considered between lofts to provide distinctness and spatial definition. Upper floors should use large windows to maximize views.

Building tops of lofts should be stepped and terraced. Flat roof parapets should terminate with a cap or reveal and perhaps a change of material, pattern, color or form.

Detailing on loft buildings should convey a high level of craftsmanship. Loft details can help merge the residential scale and quality with other building types and can be less decorative and traditional.

Materials – Loft materials may be less richly decorative than other residential housing types, but quality should still be high and visually interesting. Masonry, well finished concrete, or metal may be suitable materials. Marine durable wood could also be used to help convey a warmer quality for the neighborhood.

Live/Work Residential

Live/Work residential buildings will add an interesting building type that provides housing and work space for artists, designers, and other sole proprietors. Located potentially in Wharf's Edge, these buildings will activate the street and create a more lively and interesting character. They provide a transitional building type that can be less traditional in style and fit better with streets that may also include commercial uses. The key design components include:

Live/Work buildings must create a strong relationship between the ground floor and the street by providing work spaces and entrances with ample visual interest. Individual live/work units should provide some unique elements and variation to differentiate each from its neighbors and add architectural diversity on the street.

Main entrances should be large, recessed, or covered, and made welcoming by emphasizing details and lighting.

Incorporate the most expressive materials and decorative detailing near the entry, including special ground plane surface treatments.

Each live/work unit should also include some variation on the second floor elevations. Balconies and terraces will provide distinctness and spatial definition within rhythm of unit windows. Upper floors should be located and sized to maximize views.

Building tops on live/work units should be stepped and terraced. Flat roof parapets or cornices should terminate with a cap or reveal and perhaps a change of material, pattern, color, or form.

Detailing live/work buildings should convey a high level of craftsmanship to merge a residential scale and quality with a commercial working building. Details can be less decorative and traditional, but should still help to provide some unique and varied character between units.

Materials – Live/work building exteriors should use materials that are less decorative and more utilitarian than other residential housing types. Masonry, brick, ground face block, metal or well finished concrete may all be appropriate choices. Marine durable wood could also be used to convey a warmer quality. Metal roofing with an appropriate color may be used. Entry ways can be varied but should have ground plane surfaces done in stone, concrete pavers, or integral colored concrete.