COLUMBIA POINT

Master Plan and Design Guidelines

August 1999

Columbia Point Master Plan & Design Guidelines

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BACKGROUND

The delineation of this Master Plan for Columbia Point is the culmination of a linear planning process that began in 1989 with the completion of the Tri-Cities Rivershore Enhancement Plan. The plan identified Columbia Point as a major activity center with mixed-use commercial, recreational, and residential development and as a potential site for a destination resort.

As a follow-up to the recommendations of the Rivershore Enhancement Plan, in 1990 the City of Richland undertook and published the **Columbia Point Development Plan.** Its goals for Columbia Point included the following:

- Major development on the site should enhance the economic base of the City of Richland and the Tri-Cities Region by attracting new visitors.
- All future development at Columbia Point should be of very high-quality and contribute to the creation of a showcase development for the City, the Tri-Cities Region, and the entire Northwest.
- Adequate buffers should be provided to protect the sensitive environmental areas of the Yakima River Delta.
- Columbia Point development should be well integrated and provide strong linkages to adjacent areas.
- Development should be balanced to create a place of enjoyment for both tourists and local citizens.
- Opportunities should be increased for public use and enjoyment of the shoreline.
- The Development Plan for Columbia Point should be flexible so that interim development does not preclude longer term development opportunities.

Based on these goals, current 1990 market research, and information regarding public needs and desires, a long-term development program was identified for Columbia Point. That program focused on the delineation of the following four major development program elements.

- A resort-quality business conference center catering to small and mid-size corporate meetings. (This was deemed feasible only in the long-term in the Tri-Cities due to distance from major population centers and lack of a strong tourist image.)
- A mixed-use development combining residential, specialty retail, restaurant, office, and other commercial development.
- A recreational condominium development with a market that included sales to local residents and second homes to visitors and vacationers.

- A cultural center combining performing and visual arts with an expanded science center and children's museum.

In addition to these major new developments, other development program elements included:

- Completion of the proposed Bradley Landing mixed-use project to the north.
- Restoration and enhancement of the golf course, yacht club, and existing hotel (Shilo Inn).
- Development of additional moorage facilities to accommodate Columbia River cruise ships.
- Retention and enhancement of the existing transient moorage and boat launch at Columbia Point Marina Park and Howard Amon Park as strong amenities for major development in the area.
- Completion of pedestrian/bicycle trails along the river shore.

The Development Plan's advisory group, the Richland Shoreline Committee, unanimously recommended and transmitted the plan to the Richland City Council with the following emphasis:

- Development should enhance the area's economic base.
- Development should be of high quality and consistent with the high value the community places on this area.
- Development should be environmentally compatible and protect the adjacent Yakima River Delta.
- Development should not deter nor decrease public use or access to the shoreline.

The Committee also offered the following observations and considerations to the Council:

- Focus efforts on reconfiguration and enhancement of the golf course including recreational condominiums.
- Address certain environmentally sensitive areas including the old landfill, variable soil conditions, potential archeological sites, and wetland sites.
- Include future consideration of a destination resort as the region's economy grows.
- Determine financial feasibility and phasing of public facility and enhancement development.

Finally, the Richland City Council accepted the plan as submitted and directed the City to implement the Richland Shoreline Committee recommendations as follows:

- Adopt the "study" as a basis for a development plan.
- Take steps to implement the plan's suggested actions.
- Take the following additional actions:

- Focus immediately on enhancement and integration of the golf course with development concepts in the plan including soliciting developer assistance for design.
- Work with others to better understand the site and its environmental characteristics.
- Realistically face the role of improving the community's image in order to attract major visitor-serving development and to meet the needs of the community.

Subsequent to these actions, the City of Richland entered into a contract with Prowswood Management, Inc., to develop the site and retained Hewitt Isley to undertake a master plan and delineate design guidelines.

INTENT AND GOALS

The intent of this Master Plan and these design guidelines is to carry forth the vision and direction established in these prior planning efforts and mandated by the Richland City Council. The goals of the plan reiterate many of those described above and are as follows:

- Create a "sense of place" at Columbia Point for the benefit of visitors to and residents of the City of Richland that is harmonious with the character of the site.
- Be environmentally sensitive to existing conditions, and protect and enhance the resource that makes Columbia Point a special place.
- Be economically balanced by accommodating a program of activities that complements both public and private investment so the revenue generated can support development of public amenities.
- Be physically integrated so uses support and complement each other and take advantage of existing and developed site amenities.
- Be of high quality as to be a showcase for the City of Richland and to attract visitors to the City toward enhancing its economic base.
- Increase opportunities for public access, use, and enjoyment of the Columbia River and boat basin shoreline.
- Provide linkages to adjacent areas and activities, thereby, integrating the development into the overall community.
- Be flexible as to the ability of capitalizing on existing current market demands and needs, and addressing and accommodating changes in future market conditions.

PUBLIC BENEFIT

The public benefit devised from this effort is to develop Columbia Point in a way that enhances the existing public amenity, increases the opportunities for access to the river's edge for the

citizens of Richland, and provides economic incentives that will increase the City's tax base and provide revenue for developing new, or improving existing, public amenities on the site.

COMMUNITY CONCEPT

The Proposed Concept, Figure 1, for the Master Plan involves several features which address the goals above by capitalizing on and protecting the existing features of the site, creating and integrating a sense of place, and balancing both public and private investment.

The concept allows and encourages the interaction and integration of all the activities and uses on the site with each other and with the existing and proposed amenities found or to be developed there. The circulation system will enhance these opportunities by providing a variety of interconnected automobile, pedestrian, and bicycle routes through the site thereby offering alternative movement systems.

Golf Course

The Concept Plan focuses on golf course enhancement with a redesign and configuration that will improve its playability and safety, as well as increase its desirability and marketability as the centerpiece of this resort community. All development parcels will be visually and physically accessible to the golf course. In addition, it will be enhanced environmentally with a design that will introduce waterways and features as well as more native vegetation and plants which will create more habitat for an increased number of species. The waterway system, along with its vegetation and topography, will be the primary drainage system for the entire site. All runoff will be directed to this drainage system and through a combination of dry swales, waterways, and ponds, will be either retained or detained and naturally treated before being released into an adjacent watercourse. New wetlands will be created as a part of this treatment process. The golf course will remain a public facility.

Clubhouse Complex

This complex will include public and private clubhouse facilities for the golf course, food service facilities including a restaurant, and a community club for residents of the site.

Boat Basin and Town Center

A major activity node on the site will be developed at the existing boat basin located at the end of the entry boulevard in the form of a mixed-use town center. Activities will include a hotel with some meeting facilities, boutique-type specialty retail, marina related services and retail, restaurants, and public facilities as appropriate.

Higher density multi-family condominium or rental housing will also be considered. Additional transient short-stay moorage will be developed within the existing boat basin. Some longer term lease moorages could also be accommodated depending on market conditions. A broad public pedestrian promenade will line the water's edge providing visual access to the marina and river and integration with an extensive site pedestrian circulation system. A major public plaza and gathering space will be the focus of the town center. The Richland Yacht Club will be maintained as presently configured, but options will be kept open for integrating this facility into an expanded town center for the benefit of all parties. The town center will be the main focus of the community and will establish its image. The intent is to create a lively, spirited place with activity occurring around the clock.

Cultural Center

A second activity node will be developed at the north end of the site along Comstock Street opposite the Shilo Inn. This will be a civic cultural center involving performing arts, exhibition space, a children's museum, and a science center. The facility will be complemented by a business/conference center at the corner of Comstock and George Washington Way that will make joint-use of the adjacent auditorium space in the cultural center. Market conditions will dictate the feasibility and make-up of such a conference facility.

Retail Complex

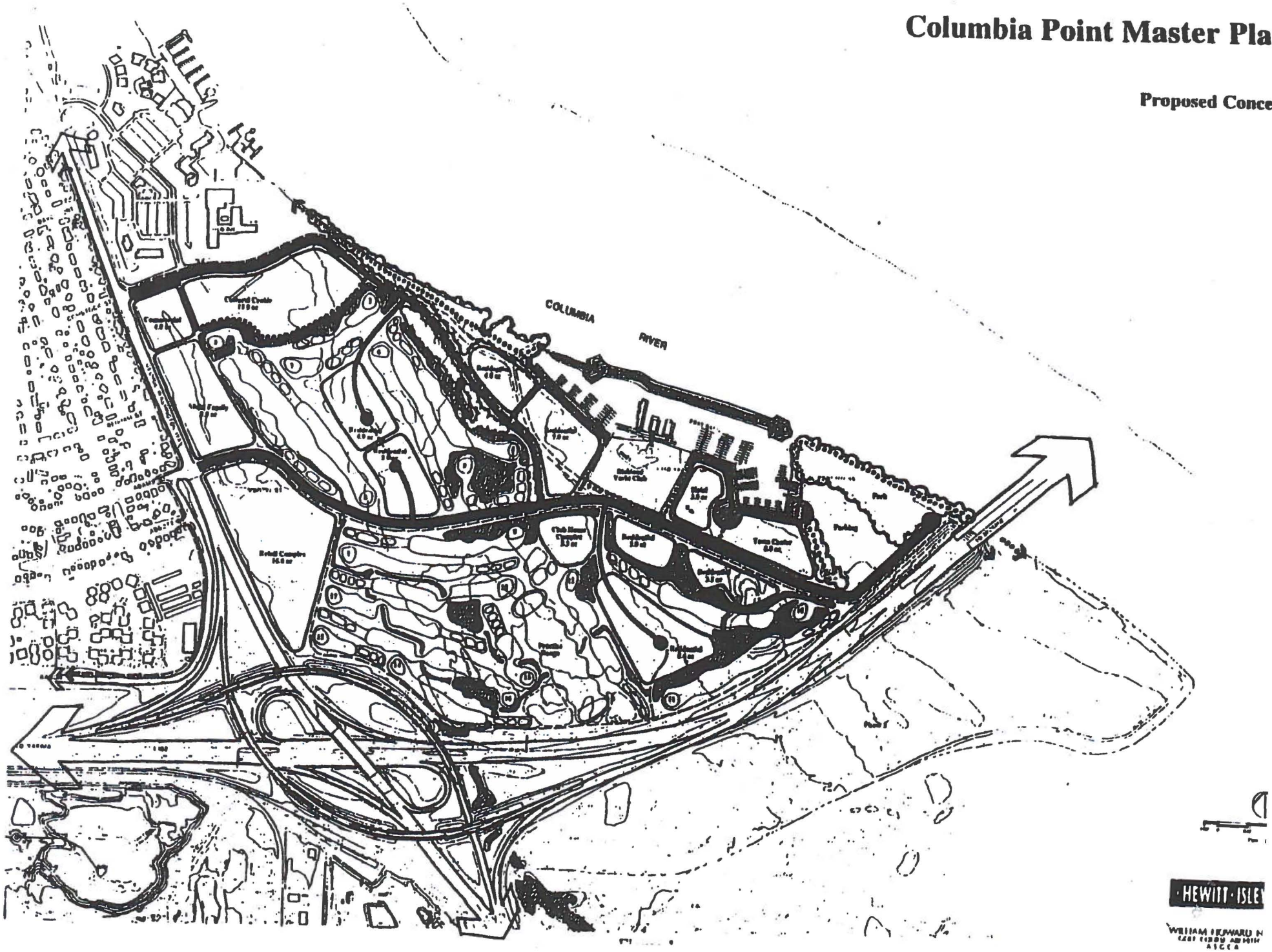
Making the most of the visibility and accessibility provided by George Washington Way and the adjacency of a freeway interchange, a retail complex has been located at the southwest corner of the site along George Washington Way. It will be an auto-oriented complex, but it will also be integrated into the site pedestrian circulation system. A large public gathering courtyard sheltered for outdoor sitting and dining will be incorporated. It will not be an isolated facility. Toward that end, its design character and quality will be consistent and compatible with the standards set for the entire community.

Multi-Family Housing

Also taking advantage of accessibility and visibility benefits, a cluster of multi-family rental housing has been located to the north of the retail complex along George Washington Way. It will also front on the golf course, thereby providing open space amenity for its residents. It will also be architecturally integrated into the style and character of the entire community.

Columbia Point Master Plan

Proposed Concept



Parks and Open Space

A new public waterfront park is conceived to be located along the waterfront at the north end of the site adjacent to and flanking the newly realigned Waterfront Park Drive. This park will encompass the existing vegetated areas along that stretch of the river's edge. It will include the existing small wetland to the south of the road adjacent to the golf course, and the proposed pedestrian accessible jetty/breakwater. The intent is that this park will remain in a relatively "natural" state with the introduction of native plant species to help create a more varied habitat. The existing Marina Park would remain largely as is and be integrated into the new town center with some of those activities fronting on the park.

Residential Area

The concept includes several single-family residential pods, each with its own distinct character and orientation. Some pods will relate specifically to the golf course as they are located within the center of the course itself, surrounded by fairways, watercourses, and other golf course amenities. Other residential areas will border the golf course and also be adjacent to the town center and Columbia Point Boulevard, thereby giving them a more distinctly urban character. There are two residential pods that relate more exclusively to the river and boat basin. A lower density pod to the north will be adjacent to the new waterfront park and will be surrounded by more "natural" open space. The southerly pod of higher density will overlook the boat basin and the more urban riverfront promenade. Finally, high density residential pods will be accommodated in the upper levels of the town center if market conditions support this housing form. Each of these housing types will have to respond to different site opportunities and have their own distinct character, but they will also express architectural styles that create a sense of common community.

Floodways[1]

The Floodways Map, Figure 2, indicates those areas influenced by the 100-year and 500-year flood with associated flood-level elevations at station points along the river's edge. No building construction for habitation can be lower than the 100-year flood level. This is generally recognized as the critical flood level for calculating the flood insurance risk factors by the Federal Emergency Management Agency (FEMA) and the City of Richland. Areas on the site affected by the 100-year flood are limited to the banks of the river and the boat basin. This is consistent with FEMA flood insurance rate maps that show no flooding hazards from the

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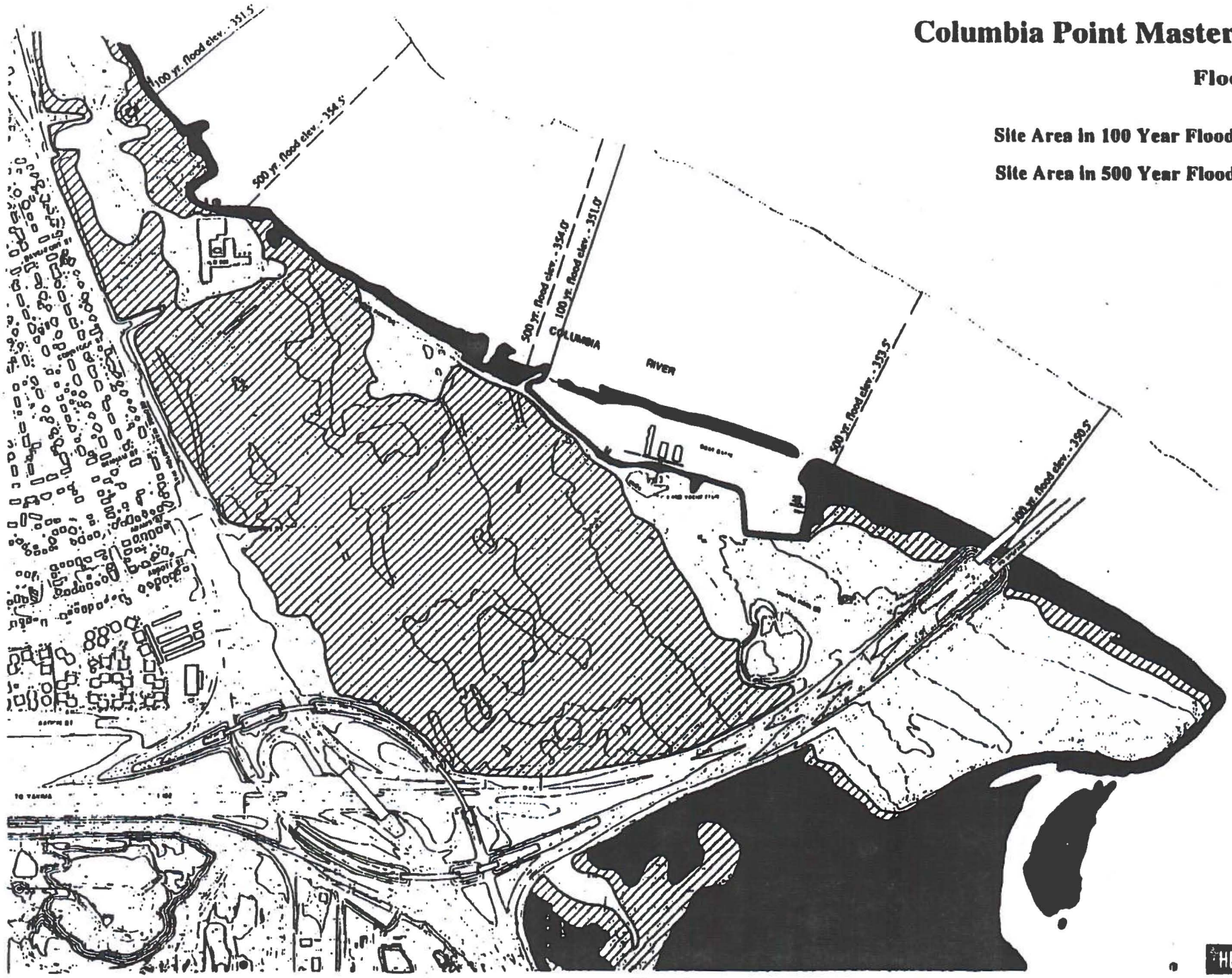
[1] CH2M. Hill, Draft EIS, Columbia Point Development Program, 1982

Columbia Point Master Plan

Floodways

Site Area in 100 Year Floodplain

Site Area in 500 Year Floodplain



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Columbia River (100-year). The 500-year flood is designated as the standard project flood level by the Army Corps of Engineers and is used by the Corps to establish the limits of flowage easements required to accommodate the highest possible pool elevations on the Columbia River. The Corps of Engineers will release lands from the flowage easements if all building sites are raised above the 500-year flood elevations. As indicated on the Floodways Map, this is an elevation of 354.5 feet. Flood water elevations and areas of coverage should be verified with the Corps of Engineers for each individual site.

Ground water elevation beneath the site is approximately 340 feet, or generally about 10 to 13 feet below the surface.

Topography

The Topography Map, Figure 3, indicates general soil conditions and other surface and subsurface features of concern and interest.

Wetlands

One small wetland complex exists on the site. It is located adjacent to the Columbia River, 100 yards west of the Richland Yacht Club embayment. The wetland is crescent shaped, approximately 500-feet long, and averaging less than 40-feet wide. The wetland consists of a man-made detention pond, a channel scoured out by pumped irrigation water, and a series of irregular shaped low-lying areas that interfinger with uplands. These low areas appear to collect excess runoff and irrigation water and are dominated by Reed Canary grass and Russian Olive. (The hydraulic status of these areas will need to be documented to determine their classification as wetlands under the 1987 Corps of Engineers Manual.) The City of Richland's Draft Sensitive Areas Ordinance would classify this half-acre area as a Class IV Wetlands, requiring a 10-foot buffer. This Master Plan calls for maintaining a 100-foot buffer from the wetland and enhancing the surrounding shrublands through the planting of native species. A wetland delineation and flagging of buffer zones must be conducted before construction begins.

Geology and Soils[2]

The gross geomorphology of Columbia Point indicates that the higher area east of the Sham-Na-Pum Golf Course was once a Columbia River gravel bar. Borings done by the Washington State Department of Transportation in connection with the construction of the I-82 freeway, show sand, gravel, and cobble to depths of over 40 feet, particularly along the spine of the old bar or island form. Along the Columbia

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[2] CH2M. Hill, Draft EIS, Columbia Point Development Program, 1982.

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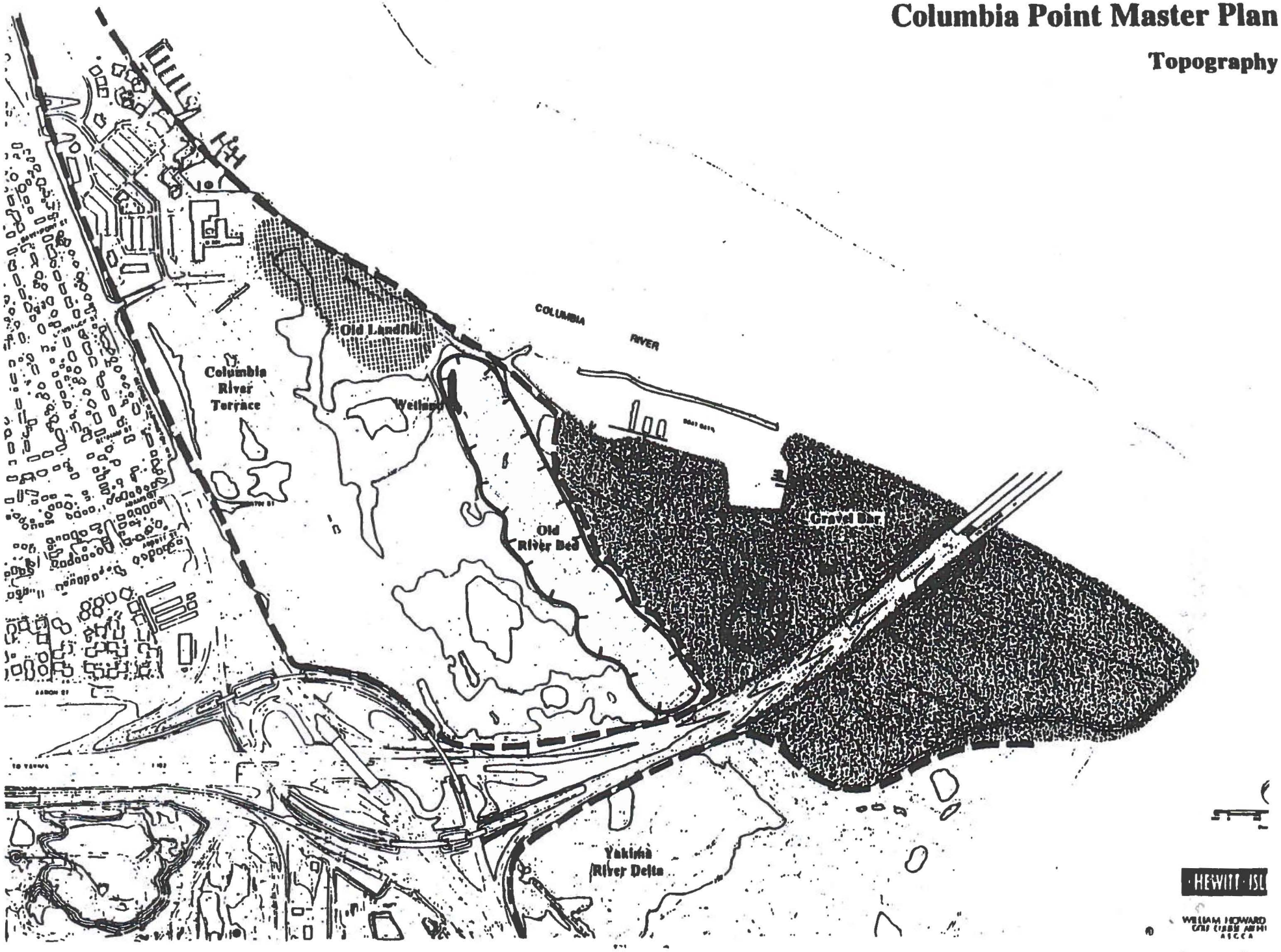
Topography



River, more silty sand is mixed in but still very little relative to the depths of gravely cobbles. This entire area will have excellent bearing capacity, be located out of the flood zones since it is at a higher elevation than the rest of the study area, and provide good surface drainage.

The area between George Washington Way and this gravel island (generally the northwest-southeast end of the golf course) is clearly on old Columbia River channel. The topography indicates that it was gradually blocked by the Yakima River, causing the channel to fill from the western side. As a result, there is a low area (below 350 feet) along the eastern edge of the golf course that may contain even finer silty sand than the Northern Testing Laboratories' report indicates in the more western test pits. This area has a bearing capability of 3,000 to 4,000 pounds per square foot which is considered adequate for the proposed development.

The low area (below 350 feet) east of the golf course may contain an increased portion of silt fines in the sand. If the proportion of sand increases too much, it will affect the bearing capacity of the soil. There is also the possibility that the water table in this area is higher than the average. A significant feature in the area is the abandoned sanitary landfill site to the south and east of the Rivershore Motel. This dump site was active from the early 1950s through the 1960s and was operated as a state-of-the-art landfill for that time. Generally, the site was excavated to the depth of the water table (approximately 338 feet to 340 feet) and then filled with refuse that had been sorted to remove tree limbs and brush. As the excavation was filled, it was capped with soil to a depth of approximately one foot. Thus, the typical depth of refuse in the landfill site ranges from approximately 10 to 25 feet. The actual limits of the landfill site are not defined by any official documentation. The limits of fill have been interpolated from aerial photographs and the memories of people who witnessed the fill operation. Similar to most landfills, it could be expected that methane gas is being produced at this site. The quantities being produced are not known.

Landscaping

A suggested plant list and landscape plan for the development is available from the Richland City staff.

CULTURAL RESOURCES

The Columbia Point site is quite sensitive for cultural resources, including prehistoric and historic archeological sites and traditional cultural places that are important to the Umatilla and Yakima Indian Tribes.

Construction activities that disturb the soil can damage or destroy artifacts and their spatial relationships, both of which are important to the studies of archaeologists. The Indian Tribes are very concerned about the potential disturbance of human burials found on the property.

Archaeological sites located along the shoreline of the Columbia River are part of a district that is listed in the National Register of Historic Places. Southwest of the shoreline, a linear depression is all that remains from the former channel of the Columbia River. Additional archeological sites may be located along this old channel and along the southern part of the property that lies near the mouth to the Yakima River. The southern part of the property also has cultural value to the Umatilla and Yakima Indians.

The City of Richland will conduct surveys to inventory cultural resources on the Columbia Point property, determine if the resources that are found are significant, and evaluate whether development will adversely impact significant resources. If that is the case, the City will plan to avoid impacts or implement measures that will mitigate them, such as modifying the Master Plan and/or scientific archeological excavations. The City plans to conduct a survey which will also include the excavation of limited subsurface areas, in the following sequence.

- The proposed retail complex along George Washington Way (old treatment plant site);
- The proposed multi-family housing complex along George Washington Way (existing par 3 area).
- The southern half of the existing golf course.
- The area between the southern half of the existing golf course and the yacht basin.
- The northern half to the existing golf course and the area between the golf course and the riverfront and yacht basin.

While the City is implementing steps to treat cultural resources of Columbia Point, it is important for individual developers and construction contractors to become familiar with the resources and the process of treatment. They should be aware of the schedule for treating cultural resources on the property and undertake no ground-disturbing activities in specific areas until they know that archeological work has been completed. Part of the archeological work may include observation of construction excavation.

Even though the City will undertake this pre-development inventory and the treatment of resources that may be found, the inventory cannot possibly result in a guarantee that all possible

resources have been discovered and treated. Ultimately, the responsibility for any cultural resources on any given land parcel will be that of the owner and developer of that parcel. To that end, the owner/developer must make sure that all legal and contractual obligations are met regarding any subsequent finding of cultural or archeological resources on their development parcel.

ILLUSTRATIVE PLAN

The following Illustrative Plan Figure 4, is derivative of the Concept Plan described above, as well as a very preliminary development program delineated by Prowswood Management, Inc. based on their current market assessment of the Richland and Tri-Cities area. This plan is for illustrative purposes only. Specific shapes and locations of buildings, parking, landscaping and other site features are subject to change as the detailed design and development proceeds. Its intent is to communicate the character, scale, and pattern of development that the Master Plan anticipates and desires. In addition, the program and derivative illustrative and Land-Use Plans will be flexible so as to be able to respond to specific changes in market demand over time. The goals, intent, concept plan, and existing conditions will remain constant. The Zoning Plan that will enable the implementation of the Master Plan has been established by City ordinance and can be modified only by City Council action.

DEVELOPMENT PROGRAM

The following program reflects what is possible and desirable for the site given the current market conditions, community attitudes, and interest group needs.

Cultural Center

As presently conceived, the cultural center program consists of two performing arts auditoria, one seating approximately 2,300 and the other with the capacity for 700; 80,000 to 100,000 square feet of museum and exhibition space; an outdoor amphitheater; and required parking. Pedestrian connections are provided to Bradley Landing to the north where an extra reserve of parking would be available for night-time performances.

Commercial / Conference Center

Approximately 30,000 to 50,000 square feet of office space would be desirable on the site and could be absorbed in the present market. Plans for this particular four-acre site are flexible in order to accommodate the potential for a conference facility as yet unproven in the Richland area. A combination office/conference center would work well with the Cultural Center by making

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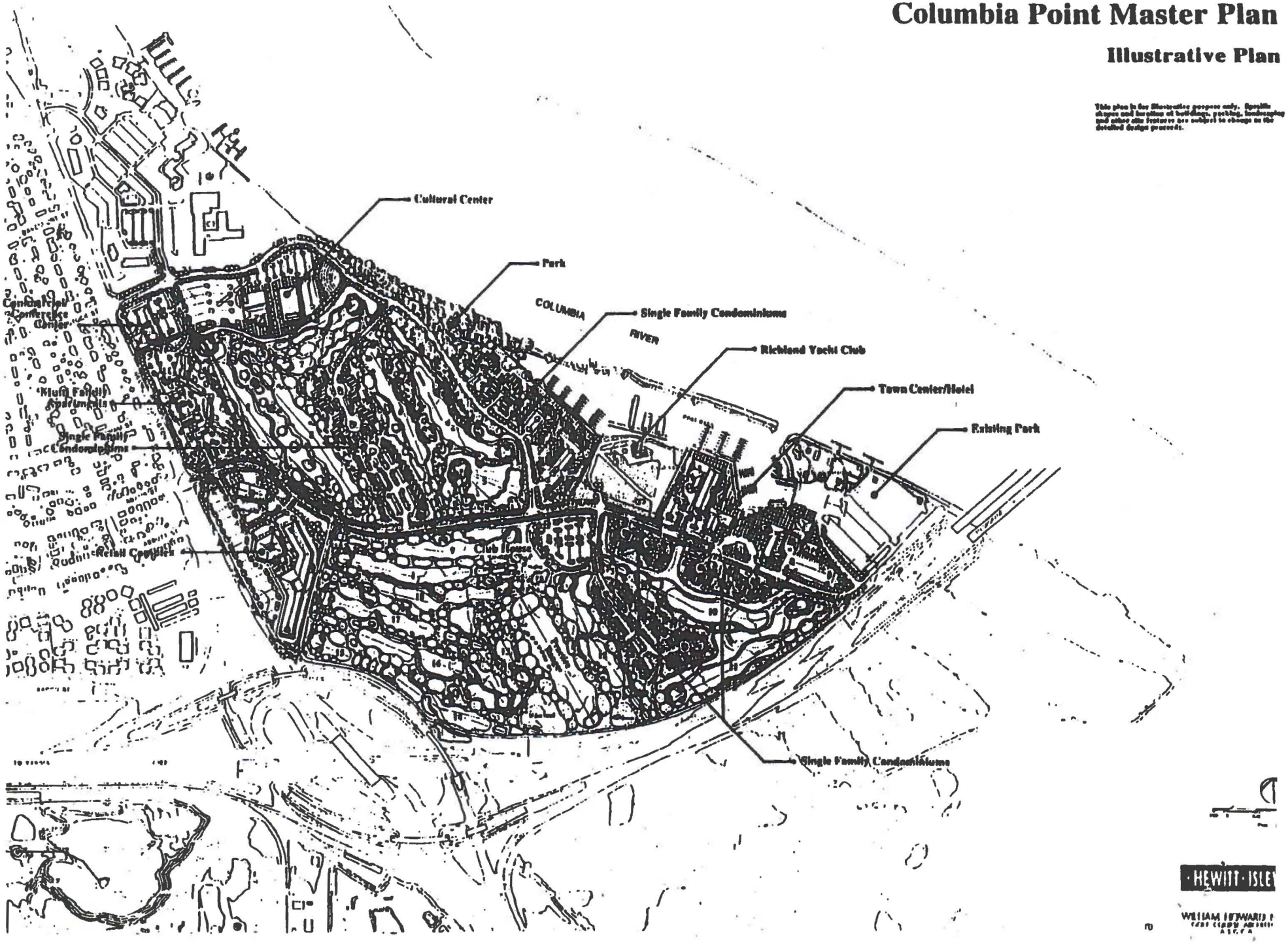
Illustrative Plan

This plan is for illustrative purposes only. Specific shapes and locations of buildings, parking, landscaping and other site features are subject to change as the detailed design proceeds.



joint use of the auditoria and parking for large plenary meeting sessions.

Town Center/ Hotel

This site focal point is planned for 25,000 to 40,000 square feet of boutique retail with conventional parking ratios (as required by zoning). Some of this could be marina or maritime oriented. In addition, a 100 to 150 room, all suites hotel with minor conferencing facilities would provide the focal point of the center. The plan also illustrates about 20,000 square feet of restaurant activity and suggests 100 to 200 additional moorage slips.

Retail Complex

The auto-oriented retail complex illustrates approximately 175,000 square feet of specialty space with conventional parking ratios (as required by zoning). A factory outlet mall would be an appropriate example of the type of use anticipated for this complex. Access would be off the entrance drive and not directly off of George Washington Way.

Multi-Family Apartments

The plan illustrates approximately 160 rental apartment units of a variety of sizes and configurations. Individual buildings are two to three stories in height with under-unit or detached parking shelters or garages.

Single-Family Condominiums

The program suggests a market for a variety of attached single-family condominium units reflecting a range of unit sizes, cluster sizes, and densities. The plan illustrates the following housing types:

- Garden Units
  These are large units of 1,600 to 2,300 square feet arranged in clusters of 8 to 18 units at a density ranging from 4 to 8 dwelling units per acre. They are clustered in courtyard configurations, one to two stories, enclosed garages, outdoor decks, and courtyards. All are garden level entry.
- Town House 1
  These are medium size units of 1,200 to 1,800 square feet arranged in clusters of 24 to 40 units at a density ranging from 8 to 12 dwelling units per acre. These also range from one to two stories and are all garden level entry. Enclosed garages and carports are integrated or detached. Courtyards would connect garages to units. Patios and decks would provide private outdoor space.
- Town House 2
  These are smaller size units of 800 to 1,300 square feet arranged in clusters of 40 or more at a density ranging from 12 to 14 dwelling units per acre. These will be stacked units in a variety of configurations ranging from two to four stories. All

will have ground related entries and private decks or patios for outdoor space. Detached carports would be connected to units by semi-private courtyards.

All residential clusters will be oriented directly toward on-site amenities and be connected to them. In addition, all site activities will be interconnected by the internal pedestrian/bikeway system to promote interaction and integration of uses to assure a lively mix and balance of activity around the clock.

Golf Course

The enhanced and restructured golf course will be approximately an 18-hole, par 70 course of 6,500 total yards of Scottish links nature with a variety of water and topographic features providing interest and challenge. Seven holes will be north of Columbia Point Boulevard providing open space amenity to the cultural, office/conference center, and residential clusters. The remaining eleven holes, along with a practice driving range and several putting greens, will be south of Columbia Point Drive, again, providing open space amenity to retail and residential clusters. The golf course maintenance area will be located and buffered from view of the very south end of the site.

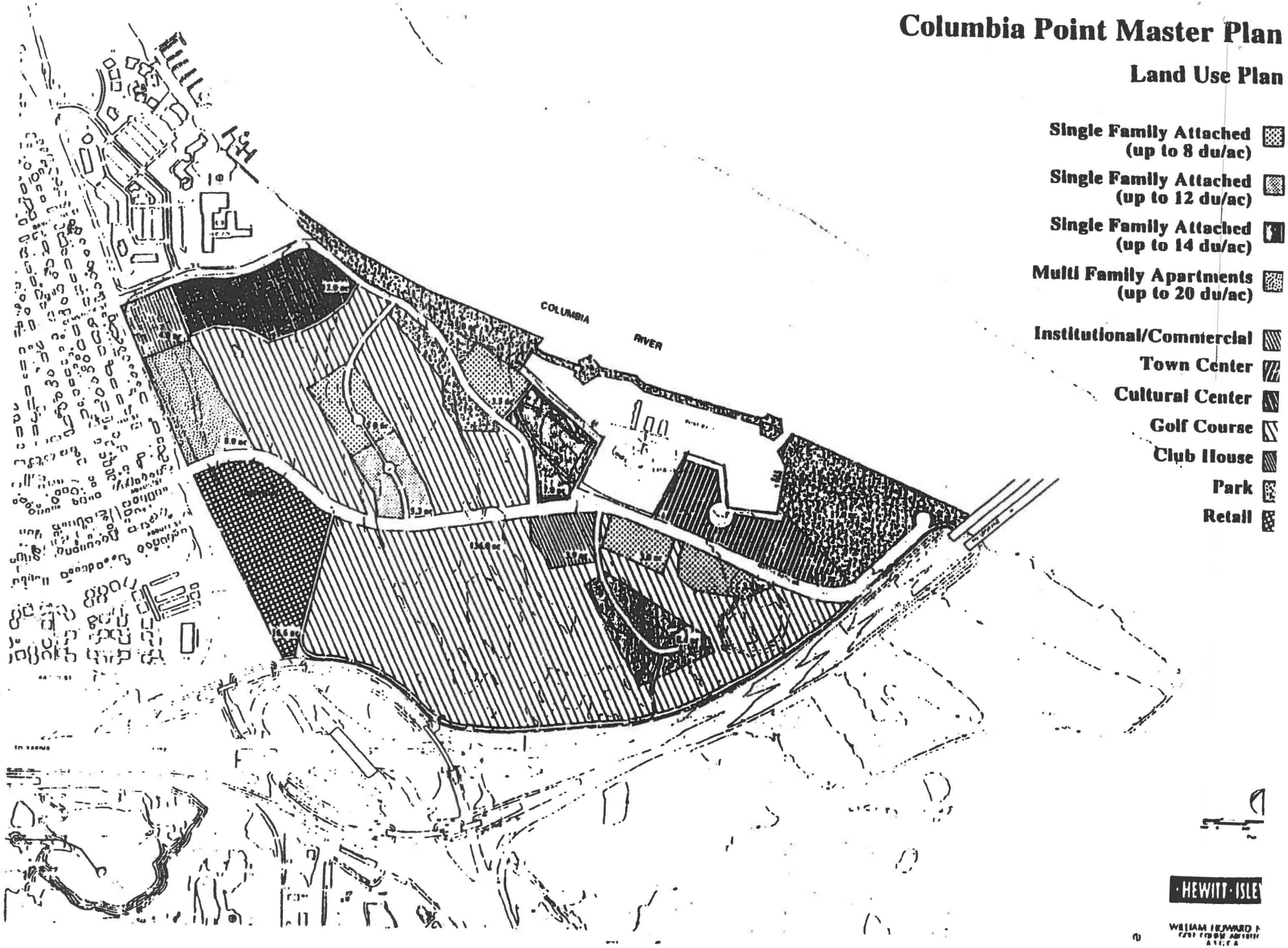
The clubhouse will be highly visible at the geographic center of the site south of Columbia Point Boulevard at its intersection with Waterfront Park Drive. It will include both public and private locker rooms, a spa, a pro shop, a snackbar, and a more formal sit-down restaurant. Associated with the clubhouse will be a private community club for residents of the community. This would include a small meeting space and recreational and limited athletic facilities. Such facilities might include a pool and tennis court.

LAND USE PLAN

The Land Use Plan, Figure 5, identifies the specific areas for the activities described in the Illustrative Plan. For each activity the plan delineates its configuration, area, and density where appropriate. It is the purpose of the Land Use Plan to further define and limit uses and densities beyond what zoning classifications will allow in order to guarantee the implementation of the Concept Plan and its intent. Public right-of-ways have been identified and are described in the subsequent section on "Access and Circulation." The

Columbia Point Master Plan

Land Use Plan



following summarized the land-use distribution:

Residential—Single Family Attached

- up to 8 du/ac 15.0 ac
  up to 120 du
- up to 12 du/ac 5.3 ac
  up to 63 du
- up to 14 du/ac 15.4 ac
  up to 215 du

Total 35.7 ac
up to 398 du

Residential—Multi-Family Apartments

- up to 20 du/ac 8.0 ac
  up to 160 du

Institutional / Commercial 4.0 ac

- conference center
- hotel
- clinic
- professional or executive offices

Town Center 8.0 ac

Mixed Use
Commercial
Residential

- hotel
- meeting facilities
- boutique retail
- restaurant and food service
- marina oriented commercial
- multi-family apartments

Cultural Center 12.0 ac

- performing and visual arts
- conferencing and exhibition
- museums

Golf Course 136.0 ac

Including maintenance areas and drainage system

Clubhouse 3.9 ac

- restaurants
- locker rooms
- lounge and meeting areas
- pro shop
- athletic facilities
- pool
- tennis courts

Park 34.0 ac

- active and passive recreation
- boat ramp
- habitat preservation
- hiking and interpretation

Retail 16.6 ac

- highway related
- general retail
- restaurants

ZONING CATEGORIES

The Zoning Plan, Figure 6, assigns to the various land-use parcels zoning categories based on the City of Richland's current zoning ordinance that allow the types of uses and densities in the Concept Plan. The zoning regulations define minimum requirements for lot sizes, setbacks, separation, height, parking, etc. These zoning categories along with the land-use designations and descriptions above, will direct development as per the Concept Plan.

Limited Business Use District (CLB)
This is a zone classification designed to provide an area for the location of buildings for professional and business offices, motels, hotels, public buildings, apartments, and their associated accessory uses, and other compatible uses serving as an administrative district for the enhancement of the central business districts, with regulations to afford protection for developments in this and adjacent districts and in certain instances to provide a buffer zone between residential areas and other commercial and industrial districts.

Central Business Use District (C2)
This is a business zone classification that provides for a wide range of retail business uses and services, including restaurants, compatible to the core of the city and providing a focal point for the commerce of the city. Retail malls and shopping centers are possible within this district.

Commercial Recreation Use District (CR)
This is a special commercial district providing for the establishment of such uses as marinas, boat docking facilities, resort motel and hotel facilities, and other commercial and apartment uses which are consistent with waterfront oriented development.

Multiple-Family Residential Use District (R3)
This is a residential zone classification allowing for the location of multiple-family dwellings, duplexes, and attached and detached one-family dwellings and providing a high degree of protection for such uses and adjacent low density residential development. Densities up to 14.5 dwelling units per acre are allowable in this category.

Public Reserve Use District (PR)
This is a special-use classification to provide area for the retention of lands necessary for open spaces, parks, and playgrounds, and to provide areas for the location of buildings and structures for public education, recreation, and other public and semi-public uses.

SHORELINE MASTER PROGRAM

The shoreline of the Columbia Point site north, of the I-82 bridge, has been designated an "Urban Environment" by the Richland Shoreline Master program. The designation of urban environments on Richland's shorelines is intended to insure the optimum utilization of shorelines within urban areas in a manner which enhances and maintains the shorelines for a multiplicity of urban uses and provides for maximum public access and circulation. The "Urban Environment" designation places little restriction on activities and uses. It does, however, impose a 35-foot height limit above average grade. This limit can in increased to 55 feet by the Physical Planning Commission if certain criteria are met.

The regulations of the Shoreline Master Program are applied within 200 feet of the water's edge and are an overlay to the existing base zoning which still applies. Regulations also exist for marinas, piers, docks, and shoreline protection which will apply along the water's edge and in the boat basin area. Archaeological areas and historic sites are also addressed and regulated in the Shoreline Master Program.

ACCESS AND CIRCULATION

The Access and Circulation Plan, Figure 7, illustrates the major public thoroughfares on the site and specifically describes the right-of-way profile and features of each prototype.

COLUMBIA POINT PARKWAY

This is the main access drive through the site with primary access from George Washington Way. It will occupy a ninety-foot right-of-way that will include two twelve-foot vehicle lanes in each direction separated by a twelve-foot landscaped median that will change to a left turn lane when needed. The roadway will be flanked by a six-foot planting strip on the south and an eight-foot planting strip on the north. Along the north edge of the right-of-way will be a sixteen-foot two-way bike and pedestrian path.

WATERFRONT PARK DRIVE

Waterfront Park Drive provides secondary access through the site along the Columbia River and connects Comstock Street with Columbia Point Parkway. It will occupy a sixty-two-foot right-of-way that will include three twelve-foot vehicle lanes one of which will be a median and periodic left turn lane. The roadway will be flanked by two six-foot planting strips. Along the north edge of the right-of-way will be a fourteen-foot two-way combined pedestrian and bicycle path.

COMSTOCK STREET

Comstock Street provides a second route of access into the site along the

north boundary connecting George Washington Way and Waterfront Park Drive. It will occupy a sixty-four-foot right-of-way that will include three twelve-foot vehicle lanes, one of which will be a center median and periodic left turn lane. The roadway will be flanked by two ten-foot sidewalks, each with a row of trees placed in five-foot tree grates. Along the north edge of the right-of-way will be an eight-foot two-way exclusive bike path.

COLUMBIA RIVER WATERFRONT TRAIL

This trail provides continuous pedestrian-only access along the water's edge through the Waterfront Park. It will be an informal trail shaped to fit the natural terrain. It will be six-feet wide and paved with crushed rock material. At the boat basin a pedestrian heavy-timber bridge will allow this trail to access the boat basin breakwater or jetty. On the jetty, an eight-foot wide heavy-timber wood boardwalk with railings will allow pedestrian circulation along the entire length of the jetty. Wider overlooks and sitting areas are located at the end and periodically along its length.

WATERFRONT PROMENADE NORTH

The promenade provides continuous pedestrian only access along the water at the south bank of the boat basin and mooring. A fifty-foot public right-of-way will provide accommodation for a minimum twenty-five-foot wide heavy-timber wood boardwalk with railings on the water side. Access ramps to the marina floats will be accommodated as necessary. The remainder of the right-of-way will accommodate wider sitting areas and marina overlooks, landscaping, lighting, and other public amenities.

WATERFRONT PROMENADE SOUTH

The south promenade is identical in concept to that of the north and provides through access to Marina Park. It will also have a fifty-foot public right-of-way with identical design and amenity features. In addition, a major public plaza or square with a minimum dimension of two hundred feet will be provided adjacent to and contiguous with the fifty-foot right-of-way at approximately one-half way along its length.

GOLF COURSE COMBINED TRAIL

This trail is located along the entire south boundary of the golf course and provides access for maintenance vehicles to maintenance and storage areas around the practice range. It will also provide for emergency vehicles requiring an alternative route to the south and eastern most reaches of the site. In addition, this thoroughfare will be open for combined pedestrian and bicycle circulation. This route will occupy a twenty-foot right-of-way that will accommodate a single twelve-foot wide minimum paved surface. Paving

could be hard surface or compacted crushed rock or cinder.

CULTURAL CENTER TRAIL

This provides pedestrian only access along the west and south boundaries of the cultural center site adjacent to a water feature of the golf course. This trail will occupy a twenty-foot right-of-way that will accommodate a minimum ten-foot wide hard surface walkway. The remainder of the right-of-way will accommodate sitting areas, landscaping, lighting, and other pedestrian amenities.

RESIDENTIAL ACCESS DRIVES

These drives provide access via easements across public property to serve residential development areas within the golf course proper. They are private roadways that will include two twelve-foot vehicle lanes, a six-foot sidewalk on one side of the roadway, and a two-foot utility strip on the other. Bicycle travel will be granted access along this thoroughfare in the roadway. In order to avoid long, dead-end cul-de-sacs that limit or may prevent emergency vehicle access, each of these residential access drives will be connected to another means of access/egress via a twenty-foot easement. These routes will be designed identical to the golf course combined trail and will normally accommodate bicycles and pedestrians only, but will allow emergency vehicles access as necessary.

WATERFRONT ACCESS CORRIDORS

Corridors are provided which will connect the Waterfront Promenade and the Columbia River Waterfront Trail through private development parcels to other public thoroughfares on the site. They will be twenty-foot wide public right-of-way and will accommodate ten-foot wide minimum-paved pedestrian-only pathways with the remainder of the right-of-way available for landscaping, lighting and pedestrian amenities. Such corridors will also provide for views to the river from the major access roadways on the site.

CITY OF RICHLAND

Columbia Point Design Guidelines

BACKGROUND

Columbia Point is Richland's most prominent project for mixed-use development and for providing public waterfront access. This site also has the potential to provide for the City of Richland the efficient land-use, variety, and vitality of a live-work pedestrian-oriented community.

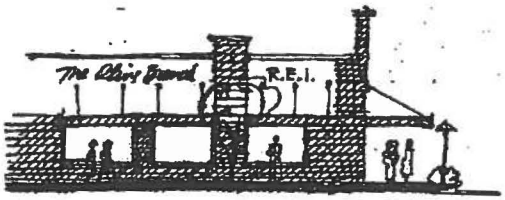
The 1993 Columbia Point Master Plan addresses the City's intention that this site's development enhance local identity, local interests, and provide for the public an overall coherence and character that will establish a place of pedestrian-oriented amenities that are both privately realized and publicly accessible.

These Design Guidelines reference the intentions identified in the Master Plan, replace the architectural guidelines of the original Master Plan, mandate minimum standards for materials and configurations required to achieve them and help create a long-term benefit to the Public.

These Guidelines address the specific criteria that City Staff and the Design Review Committee will use to assess the appropriateness of development proposals at Columbia Point. The Master Plan and Design Guidelines are an overlay to all existing City, State and Federal ordinances. The Washington Shoreline Management Act currently being revised may further affect design at this site.

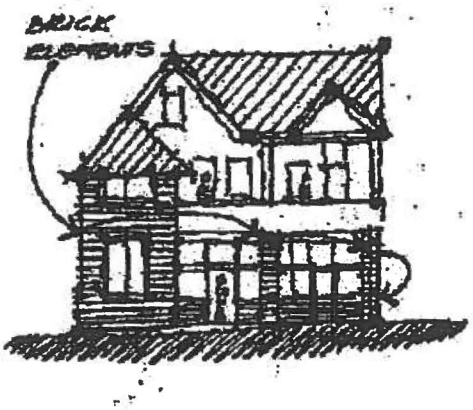
Overall Design Standards

I. Site plans and building plans are to enhance public access to natural areas, pedestrian inter-connections, and access of such potential semi-public amenities as auditoria, meeting rooms, toilet facilities, shops, and restaurants.



II. External materials, forms and colors are to be compatible with those being utilized at other areas of Columbia Point.

III. For Residential and Commercial/Office developments, painted steel frame and metal awnings or built-in arcades are to cover all building sides facing pedestrians paths, and the use of red/brown brick at the first floor at least as a highlight is required.



IV. The pedestrian-oriented design of Columbia Point should be maintained and extended through all commercial, cultural, recreational, and residential areas. Buildings within a tract or site should be connected via sidewalks or delineated pathways, as well as to other parts of Columbia Point and the City.

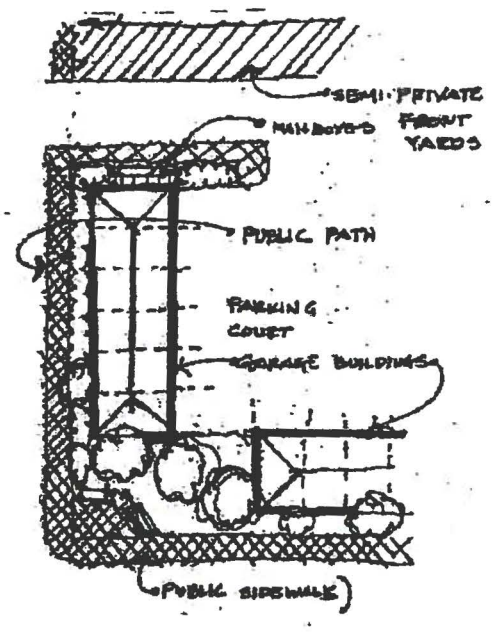
V. The parking area landscaping and general landscaping at all sites shall be of an exceptional nature. Parking areas are to be landscaped so as to provide as much shading of cars in summer months as possible. Tree and plant selection shall take into consideration the area's climate. Landscaping shall screen parking from the site's perimeter, and shall reinforce pedestrian and vehicular traffic patterns.

VI. Entry drives should provide an overview of the project, be lighted and landscaped. Textured or

special paving is encouraged at cluster entries, common courtyards, and pedestrian areas to provide interest and enhance the image. Common mailbox and directory locations should be established

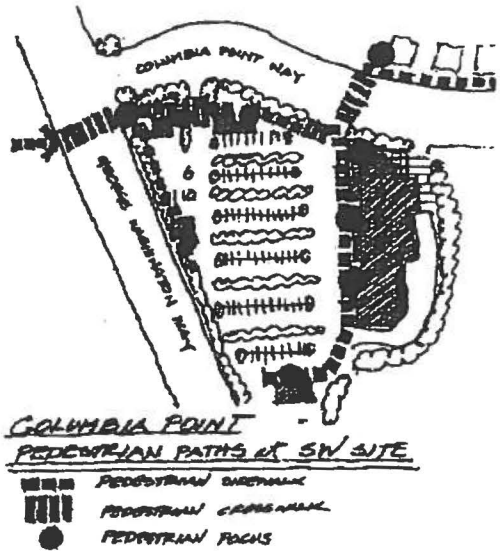
VII. Open parking, carports and garages will be clustered into parking courts. Automobiles and pedestrian circulation shall be separate. Special paving at parking court entries and areas shall be provided. Carport ends exposed to public view shall be screened. Garage doors will be screened from all public roadways. Parking of recreational vehicles, boats, and boat trailers on driveways or roadways for more than 24 hours will be prohibited.

VIII. All building sites and/or clusters must capture all stormwater runoff on each individual site and direct it to the golf course stormwater retention system within the guidelines of that system, or as approved by the City Engineer.



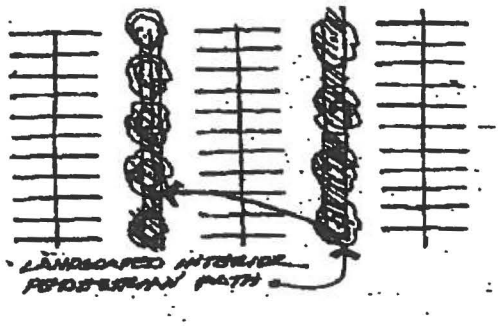
INTENTION: Maintain a pedestrian-oriented development with the efficient land-use, variety, and vitality of a live-work community.

Guideline 1.1: Adjacent to all adjoining public right-of-ways, provide 4-foot to 8-foot wide sidewalks with a minimum 3-foot wide landscaping bed on at least one side as approved by the Design Review Committee. These sidewalks shall connect to on-site paths/sidewalks as described below.



Guideline 1.2: Sidewalks shall connect focal points of pedestrian activity such as public entrances and activity zones. All streets adjoining a development project shall be provided with a sidewalk

Guideline 1.3: Interior site sidewalks that traverse parking lots shall feature adjoining landscaping of trees, shrubs, and groundcover, lighting and outdoor furniture for no less than 60% of their length.

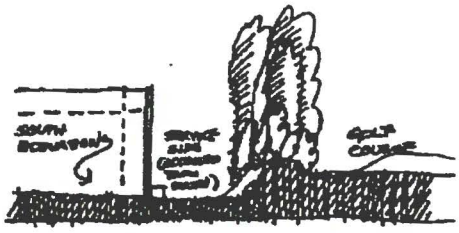


Guideline 1.4: All sidewalks shall be distinguished from adjoining driving surfaces by curbs and/or bollards where appropriate and the use of low-maintenance, durable surface materials such as scored concrete, and/or bricks and pavers.

Guideline 1.5: Pedestrian paths are to be lighted to a minimum level of at least 0.5 foot-candles as measured on the ground. Fixtures are to be non-glare and no higher than 16-feet above the ground. Parking lots are to be lighted to a minimum level of at least 0.5 foot-candles as measured on the ground. Fixtures are to be non-glare and no higher than 25 feet above the ground.

INTENTION: Establish over-all coherence and character throughout site.

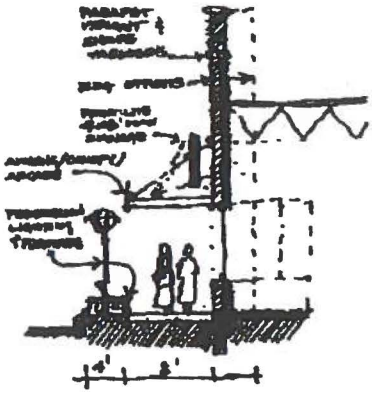
Guideline 2.1: All buildings shall incorporate wall plane projections/recesses, planters, canopies, towers, or other elements to create visual interest and enhance adaptability. There shall be no uninterrupted length of any pedestrian-fronting façade longer than 40 horizontal feet. Front facades should not exceed 150 feet without a change in the wall plane of at least two feet in depth and extending at least 20% of the facade length.



Guideline 2.2: Any side or rear building facade length exceeding 200 feet is to modulate such that projections/recesses comprise at least 20% of facade length with any minimum offset of 3% of facade length.

Guideline 2.3: The service areas of all buildings are to be located such that they are screened from view, from ground level, and from adjacent areas through a combination of screening and landscaping.

Guideline 2.4: Building materials shall include a base course at sidewalk level up to a height of 6 inches minimum to 14 inches maximum of split face masonry or of cast-in-place concrete. A red/brown brick veneer and/or split-face masonry building material shall extend to the underside of all awning/canopy elevations with all corner conditions resolved and with stone or masonry copings sills and joints as appropriate. Where no canopy is used, brick facing shall be used to at least a wainscot height of 3 feet.



Guideline 2.5: At any canopy/ awning face of a building, once above 12 feet from finished grade, the wall finish may transition to a plaster or painted c.m.u. finish, or wood siding finish for a width no greater than 40 feet with brick or split-face masonry intervening for a width of no less than 20 feet.

Guideline 2.6: Painted galvanized steel frame awnings/canopies with metal roofs or "built-in" arcades are to occur as continuously as possible at all sides of commercial/retail buildings facing a pedestrian path.

They are to extend a minimum of 8 feet from the building face at an elevation overhead of 10 feet minimum. Columns and/or pendants, brackets, and framework are to be included as appropriate.

Guideline 2.7: "Awning" height shall be higher at all entries.

Guideline 2.8: Parapets are to extend above all roofs with less than 6-12 slope such that the roof is not visible from the site at ground level. In the front façade the maximum length of any parapet without a change in height is 100 feet. The minimum parapet height difference is 3 feet.

Guideline 2.9: The minimum parapet height difference is to be 6 feet above adjoining parapets at all public entries.

Guideline 2.10: All windows adjoining sidewalks are to be recessed and should include visually prominent sills and surrounds.

Guideline 2.11: Signage at commercial/retail buildings may be provided underneath awnings at a minimum of 9-feet high, and above the awning mounted to the face of the building with a maximum height of 4 feet by a maximum width of 12 feet. Because of the distance from George Washington Way, for retail buildings of at least 20,000 square feet and not exceeding 40,000 square feet, one wall-mounted sign will be permitted not larger than 6 feet tall by 25 feet wide or 150 square feet in total area. For retail buildings larger than 40,000 square feet, 2 wall-mounted signs will be permitted not to exceed 300 square feet in total area. All signage is to be face lighted and back lighted signs. Lighted box signs and moving signs are all prohibited.

Guideline 2.12: If visible, all mechanical equipment, both on rooftops and on grade, is to be screened with walls of durable materials integrated with the materials of the

building.

Guideline 2.13: No vending machines or cart storage or refuse areas are to be visible from outside of buildings. Accessory features such as temporary cart collection points are permitted if screened with landscaping from the required interior landscaping.

Guideline 2.14: Only one freestanding sign shall be allowed in any commercial development. It must be of materials and configuration that are architecturally integrated with the rest of the project and may not exceed 30-feet in height or have a total sign area greater than 240 square feet on each side of the sign. Information identified on the sign shall be limited to site specific identification and not general advertising as approved by the Design Review Committee. At the Cultural Complex site, additional event-signage may be permitted by the Design Review Committee.

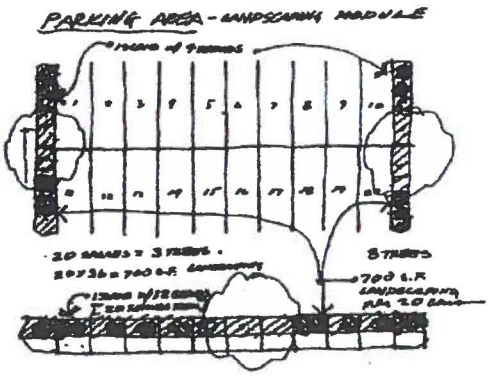
INTENTION: Projects will demonstrate the benefits of designing to enhance the natural features of the site.

Guideline 3.1: Run-off from impervious surfaces shall be controlled and directed into systems both on-site and off-site as directed by the City. On-site detention/retention areas required will be landscaped per City Code as modified herein.

Guideline 3.2: Parking areas will be arranged with a layout perpendicular to the orientation of the main building to facilitate pedestrian movement. Landscaping shall include, at a minimum standard City landscaping requirements with its ratio of paving to landscaping increased by 20%.

Guideline 3.3: Perimeter landscaping at a minimum depth of 6 feet is required at all exterior property lines.

Guideline 3.4: All pedestrian paths and activity areas are



to be lit to a level of at least 0.5 foot-candles as measured on the ground. Fixtures are to be non-glare and no higher than 16 feet above grade. Parking lots are to be lighted to a minimum level of at least 0.5 foot-candles as measured on the ground. Fixtures are to be non-glare and no higher than 25 feet above the ground.

Guideline 3.5: Outdoor signage displays are prohibited except those which can be exhibited from behind building storefront glazing.

Guideline 3.6: Outdoor merchandise displays are prohibited except for temporary displays in designated areas as pre-approved by the Design Review Committee.

Guideline 3.7: A public gathering courtyard, sheltered by landscaping for outdoor sitting and dining, will be incorporated at the north end of the big box shopping center. It must be accessible from secondary entryways at the North side of the building.

Guideline 3.8: Property owners are to maintain and replace as necessary all required landscaping.

Guideline 3.9: Residential buildings are to be a maximum of 80 feet wide. Each residence should be identifiable by a distinct roof feature. Residential parking garage doors shall not be visible from the street.

INTENTION: Share the use of respective specialized features among adjacent buildings so that areas and uses are efficiently used, interconnected, and extend the public use and access of the site as much as practical.

Guideline 4.1 Building and site plans should enhance pedestrian inter-connections and allow public access of potentially semi-public amenities such as auditoria, meeting rooms, toilet facilities, shops, and restaurants as

much as practical.

Guidelines 4.2 The semi-public areas of all buildings are to be located at the first floor as much as is possible and are to be identifiable as such from the exterior of the building.

Guideline 4.3 Building modulation and storefronts as herein described are to help distinguish different uses, identify entrances, and contribute to the overall adaptability of the building and site plan.

Guideline 4.4 Parking space requirements for different uses should be consolidated as much as possible into general parking areas. Residential parking in the mixed-use area can be designated as such within the zone.

Guideline 4.5 All residential unit entries are to be connected to a semi-public way that is landscaped and lighted per standards herein, and which provides a distinction between parking surfaces and walkways. This sidewalk shall also extend to connect to the public paths and sidewalks within and adjoining the property.

INTENTION: Encourage multi-story buildings as much as possible to allow for mixed-use vitality, efficient land-use, and greater visibility of the River and from the City.

Guideline 5.1 Height limits mandated by City Zoning should be amended so that pitched roofs are allowed an additional 10 feet in building height.

INTENTION: Establish landscape guidelines for public areas and private parcels, along with general guidelines for the project including tree preservation, irrigation and maintenance issues. A recommended Plant List is included in the Master Plan identifying acceptable plant types and their preferred locations within the Columbia Point project.

PUBLIC AREAS

Landscaping in the following public areas will be governed by the guidelines in this subsection.

- Street Rights-of-Way
- Parks (including shoreline and breakwater)
- Trails, bikeways, and promenades (see Trailway Design by Callison Architecture)

Guideline 6.1:Landscaping in the public area will be established from a recommended plant palette. Planting design will reinforce the site circulation systems (roads, promenades, walkways, and bicycles routes) and enhance public parks and associated natural environs.

PRIVATE PARCELS

Guideline 6.2: All proposed landscaping in private parcels will satisfy applicable City of Richland landscape codes and requirements or the more rigorous standards in these guidelines, whichever is greater.

Guideline 6.3: All proposed landscaping plans for private parcels will be subject to the Design Review process established for the project.

GENERAL LANDSCAPING

Guideline 6.4: Design of private parcel landscaping will consider microclimatic factors such as seasonal temperature, wind direction, and solar aspect and angle. Other site considerations are views, noise, and existing terrain.

Guideline 6.5: All areas of a private parcel that are not covered by impervious surface will be covered with a

living groundcover or other material as approved by the Design Review Committee. Mulch is not acceptable as a groundcover except as used in planting beds. Pebbles or stones are unacceptable as groundcover except as used in conjunction with a water feature.

Guideline 6.6: Planting of annuals, perennials, vines and shrubs should not look 'spotty' and thus all plantings will be laid out in masses of like species to create a stronger landscape presence. Specimen plantings are not discouraged but will be reserved for locations of visual importance.

Guideline 6.7: All private parcel landscaping will consist of at least 20% evergreen trees and 50% evergreen shrubs and vines. These percentages exclude requirements for evergreen plantings for buffers and adjacencies.

Guideline 6.8: In residential areas there will be a minimum of one deciduous tree for every housing unit. This ratio excludes trees required for parking area and adjacency conditions. A minimum 50% of these trees will be planted in front yards or courtyards, the remainder will be located in back or side yard locations. A minimum 50% will be flowering trees.

Guideline 6.9: In all other land use areas, there will be a minimum of one tree for every 1,000 square feet of landscape area. This ratio excludes trees required for parking area and adjacency conditions. A minimum 25% will be flowering trees.

Guideline 6.10: Refer to City of Richland codes for lot coverage and ratios for each land use.

Guideline 6.11: Landscaping will be used for buffers and screening of parking, loading, and utility areas. Utility areas can include electrical, water, sewer, garbage

collection, and storm water retention facilities.

Guideline 6.12: Buffer plantings will provide a continuous vertical buffer, by a minimum of ten feet in width, and utilize 100% evergreen trees or shrubs spaced to create a uniform hedge within two years. Subject to Design Review approval, the use of walls or other architectural screening may reduce or supersede landscape buffer requirements.

Guideline 6.13: Landscaping in the adjacencies will create a continuous border consisting of a combination of evergreen and deciduous trees, shrubs and groundcovers. Evergreen material will make up no less than 50% of all plantings. The ratio of trees to shrubs will be determined by the designer, but in general it will be higher (more trees) when the land uses are more disparate.

Guideline 6.14: Landscaping for required buffers and adjacencies will meet applicable City of Richland standards and codes.

TREE PRESERVATION

Guideline 6.15: The preservation of existing mature vegetation, where it exists on public sites, will help maintain existing habitats, offset the scale of new structures, and soften the visual transition from an undeveloped landscape to a multi-use development. A detailed tree survey will be conducted to identify and locate important tree masses as well as individual trees with a caliper of six inches or greater.

Guideline 6.16: Where practical, all site improvements or building development located in areas with significant trees will be designed to protect their existence. Grading, trenching, or filling within the root zone of any

significant tree will be avoided. Pavement within canopy areas will only be allowed when unavoidable.

Guideline 6.17: If pavement must be placed within the dripline, drainage, and aeration systems should be employed.

Guideline 6.18: A horticulturist, arborist, or other tree expert will be consulted for substantial development in and around significant tree stands or specimens.

Guideline 6.19: During construction, protective barriers will be erected at the dripline of all significant trees to be preserved.

IRRIGATION

Guideline 6.20: Overall plant material selection for given project areas, wherever possible, shall have compatible drought resistant characteristics. Irrigation programming can then be designed to minimize water application for the entire landscape setting.

Guideline 6.21: Low volume irrigation equipment is encouraged for all planted areas and shall be completely automatic to maximize saturation efficiency and minimize run off.

Guideline 6.22: The irrigation system will be designed for winter shut down and drainage of lines.

Guideline 6.23: Overspray of irrigation onto walks or any other impervious surfaces will be avoided.

Guideline 6.24: Backflow prevention will be as required by codes.

Guideline 6.25: The builder will submit irrigation plans

for approval prior to installation.

Guideline 6.26: Refer to the City of Richland for plan submittal requirements, plan preparation requirements, inspections, and other irrigation requirements.

MAINTENANCE

Guideline 6.27: Publicly owned landscape areas will be maintained by the Columbia Point Master Association. All other landscaping shall be maintained by the owner or Homeowners Association of each parcel in accordance with the best industry standards for professional landscape maintenance. Such maintenance shall include: watering, fertilization, mowing, edging, pruning, trimming, herbicide programming, pesticide programming, clean-up and other on-going seasonal programmed maintenance functions.

Guideline 6.28: Replacement of dead or diseased plant materials originally approved will be accomplished on a routine basis.

Guideline 6.28: Automatic irrigation systems will be routinely inspected, repaired and maintained in an operating condition at all times.

Guideline 6.30: All exterior portions of each parcel including walks, parking areas, and service area will be kept routinely free of litter and debris.

Guideline 6.31: Maintenance programs for private parcels will meet all applicable City of Richland codes.

INTENTION: Establish a general character and image to the site with regard to Building Design

Guideline 7.1: Buildings will be articulated to express the identity of each unit.

Guideline 7.2: Breaks in roof planes, porches, entry courts, decks, roof dormers, and patio walls are required as devices to increase sense of privacy while reducing the apparent mass of the building.

Guideline 7.3: Roof forms will be pitched, gabled, or shed. Flat roof designs will be discouraged except in large-scale retail applications.

Guideline 7.4: Articulated door, window, and wall openings are encouraged.

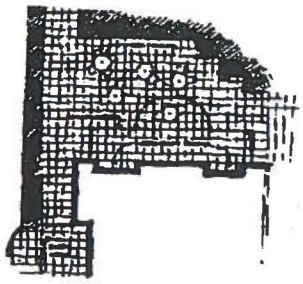
Guideline 7.5: Window and door openings will be concentrated away from the street and public thoroughfares to increase privacy for occupants and reduce light and glare on streets and walkways.

Guideline 7.6: Other architectural forms and features such as chimneys and columns are encouraged to provide scale and offer interest and character.

Guideline 7.7: Building materials generally will be of natural materials (wood, brick, or stone) painted, stained, or left unfinished. Cultured or artificial stone will not be allowed.

Guideline 7.8: Colors will be varied in hue and intensity, with trim colors required to accentuate architectural details and give building exteriors a richness in contrast and texture.

Guideline 7.9: Large two- or three-story buildings will be articulated to reduce apparent mass and to sensitively relate to adjacent structures and spaces.



PEDESTRIAN COURTYARD at NORTH SIDE of LARGE-RETAIL (ADJACENT COLUMBIA POINT DRIVE)

INTENTION: Establish a coordinated system of furnishings compatible with the site and the dominant Columbia Point Image. This framework will assure the use of site furnishings and special features in an appropriate manner and integral to the design of each individual project developed at Columbia Point. All site furnishings will be designed according to ADA (American Disabilities Act) standards for use and accessibility.

Guideline 8.1: General design characteristics will reinforce the image of Columbia Point as a quality resort community developed within the site's natural and cultural context. Natural materials that will withstand use and weathering are appropriate. Wood, metal, and concrete are all acceptable materials. Use of color is encouraged.

Guideline 8.2: There should be a variety of seating opportunities in areas where people will be congregating. Seat walls, enclosing planters or retaining grades can provide extended linear seating areas. Individual benches or seats will be placed in clusters to encourage interaction and conversation. Seating opportunities will be placed along all paths and walkways, individually and in clusters. All furnishings that invite seating will provide a clean, durable, well drained surface. Benches and seats will be comfortable for extended periods. These seating elements shall be designed in such a manner as to be consistent with other such elements found within the Columbia Point Development.

Guideline 8.3: Receptacles will be located where they will not impede pedestrian circulation, but should be unobtrusively and conveniently located at gathering points along primary pedestrian circulation routes. Receptacles will have easy access from the side with weather protection at the top.

Guideline 8.4: Bollards are recommended where a strong physical and visual separation is desired between vehicular and pedestrian circulation or to otherwise control vehicles. Bollards will be able to stand use and abuse and be designed to accommodate lighting where appropriate.

Guideline 8.5: Bicycles racks will be located along bike routes throughout the site and at all designated destination points such as the town center, cultural center, clubhouse, and retail complex. They will be located within 50 feet of building entries and activity areas, be of low profile, and provide adequate support and security of bicycles.

Guideline 8.6: Drinking fountains will be located at all restrooms and in all areas anticipated to attract large numbers of people such as the town center, clubhouse, retail complex, and cultural center. Fountains will be heavy duty, vandal-resistant, and designed to accommodate children.

Guideline 8.7: Public Telephones will be highly visible for convenience and security, and located at major activity areas. They will be lighted and have weather protection. They will be mounted in booths or on walls whenever possible.

Guideline 8.8: Flagpoles, windsocks, banners, etc., are encouraged to provide a festive, lively atmosphere at key pedestrian gathering places, promenades, and major travel routes. They will be discouraged elsewhere so as not to detract from their conscious use at public spaces.

Guideline 8.9: Kiosks will be used sparingly throughout the development and only in areas of high pedestrian use such as the commercial and cultural centers on the site.

They will offer weather protection for displayed material and will be inviting and playful in character. They will be easily accessible and seen.

Guideline 8.10: Bridges will be used throughout the site as a means of separating vehicular and pedestrian traffic, or to allow the flow of water, creating interest and establishing a character for the site. They will be encouraged within development parcels. The design theme will be heavy timber with weathered and bleached surfaces, visible metal, and bolted connections.

Guideline 8.11: In order to maintain the openness of the site and maximize views, fencing will not be allowed around the perimeter of individual development parcels, nor around common open space areas that may be a part of those parcels. Fencing will be allowed to enclose semi-private entry courtyards and private, individual patios. These fences will be no more than six feet high from grade connected to the main building structure, and of materials similar to and compatible with the materials of that structure. Planting materials will be used in lieu of fencing to screen parking areas, service drives, etc. Fences will be allowed around pools for security purposes and will abide by the above guidelines for courtyards and patios. Tennis courts will be fenced as per industry standards.

Guideline 8.12: Outdoor lighting will contribute to the overall nighttime ambiance of Columbia Point and not be a jarring intrusion. Outdoor lighting will be designed to have a source that is shielded or below eye level and to not create glare and obtrusive light on neighboring properties and adjacent roadways. Down directional lighting and indirect lighting are encouraged.

Guideline 8.13: Within pedestrian areas low profile, path finding lighting is encouraged over general area lighting.

Such lighting should have a well defined light pattern. Lighting that is recessed in buildings or included in other site furnishings and features are encouraged. Outdoor architectural lighting that highlights detail and enhances scale is encouraged. Street lighting will reinforce the overall site street hierarchy and provide safety and security for vehicles and pedestrians.

Guideline 8.14: All signs will be approached with restraint to avoid visual clutter and confusion.

Guideline 8.15: All traffic control signs will be compatible with City of Richland sign standards.

Guideline 8.16: When lighted, all signs will be face-lighted, or individual back-lighted letter signs. Lighted box signs or awnings, neon signs, flashing signs, and moving signs are all prohibited.

Guideline 8.17: Development parcel or neighborhood entry identification signs are intended to create a unique identity of each neighborhood through different materials, color, type styles, lighting and planting consistent with the architectural character of the neighborhood . Such signs will not exceed 4 feet in height and 8 feet in width.

Guideline 8.18: Corporate image or general identification signs applied to building facades will be allowed in office/mixed use. All marketing advertising and sales signage must be reviewed and approved by the Columbia Point Design Review Committee without exception.

Guideline 8.19: Pedestrian directional and informational signs will be readable from a maximum distance of 40 feet and will not exceed 4 feet in height and 2 feet in width.

Guideline 8.20: Street name signs will be at a height of 8 feet with 4-inch capital letters on a 6-inch sign panel. Signs will have scotch-like reflective letters, numbers, and symbols. Color and style will be consistent with development parcel sign program and architectural character.

Guideline 8.21: Signage at Commercial/Retail buildings may be provided underneath awnings at a minimum of 9 feet high, and above the awning mounted to the face of the building with a maximum height of 4 feet by a maximum width of 12 feet. Because of the distance from George Washington Way, for retail buildings of at least 20,000 square feet and not exceeding 40,000 square feet, one wall-mounted sign will be permitted not larger than 6 feet tall by 25 feet wide or 150 square feet in total area. For retail buildings larger than 40,000 square feet, 2 wall-mounted signs will be permitted not to exceed 300 square feet in total area. All signage is to be face lighted and back lighted signs. Lighted box signs and moving signs are all prohibited.

Smaller 1-foot by 4-foot signs can be mounted under the walkway cover perpendicular to the storefront.

Guideline 8.22: A single highway identification sign for the retail complex will be permitted along George Washington Way. It may be lighted as per the above guidelines and will comply with the City of Richland sign ordinance.

Guideline 8.23: A single highway identification and entrance sign for the Columbia Point Development will be permitted along George Washington Way at Columbia Point Drive. It may be lighted as per the above guidelines and will not exceed 6 feet in height and 10 feet in width.

LARGE-SCALE COMMERCIAL/RETAIL SITE

The Southwest corner of the Columbia Point site faces onto a major arterial, George Washington Way, and is adjacent to the interstate highway interchange. The Master Plan advocates that this area is best utilized as the most automobile oriented zone of the site, but that it also be "integrated into the site pedestrian circulation system". To help initiate and continue pedestrian activities immediately north of the large-scale retail building "a large public gathering courtyard sheltered for outdoor sitting and dining will be incorporated".

Although this southwest corner is appropriate for automobile traffic that will be both citywide and regional, it must also initiate and exemplify the pedestrian friendly patterns that it is hoped will eventually characterize all of Columbia Point.

Retail Complex concepts to be incorporated into the site include:

- A concentration of retail stores and restaurants in a pedestrian friendly setting.
- Walkways and plazas will be sheltered from the sun and winter weather by landscaping or structure and will connect with the site pedestrian circulation system.
- Organize around public gathering places suitable for seasonal programming of events.

CULTURAL/COMMERCIAL/CONFERENCE SITES

The Northwest corner of Columbia Point is the Master Plan location for activities and construction that will provide the Public with gathering spaces, educational exhibits, and other amenities. Portions of Tract D to the north and east of Bradley Boulevard have soil conditions which are already identified as precluding conventional

building loads. Instead, a large open-air amphitheater has been approved for this area. Tracts C and E are slated for further Office and Commercial buildings.

MARINA/PLAZA/MIXED -USE SITE

The Northeast portion of the site near the Marina is to strengthen the Public amenities already established for waterfront access provided by the levee walk, marina, and boat launch facilities. Buildings for small-scale retail, walk-up office, and residential use are to be arranged so that they provide a public plaza and walkways fronting the riverfront path.

Concepts to be incorporated in the Town Center include:

- A concentration of restaurants and shops, together with the hotel and meeting facilities, will establish a consistent village-like character.
- Organize around a system of sheltered walkways, plazas, and waterfront promenades.
- Uses will be supplemented by seasonally programmed activities of public interest and variety such as arts fairs, craft shows, summer theater, etc.
- A major vertical element or tower will provide identity and act as a focal point of reference.
- The entire center will be focused on one or more major public plaza(s) for gathering and event staging with access to the water's edge.
- Parking will be on the land side of the buildings and within and under buildings when possible.

RESIDENTIAL

Housing at Columbia Point is to enhance the local environment, develop a sense of place, and demonstrate the benefits of adapting planning and design to the specific opportunities presented by the site.

There are no detached single-family residences, and all development shall have a minimum density of 8 dwelling units per acre. There will be a variety of building types of attached multi-family housing as well as apartments. All townhouses are to have ground-level entries, private decks and patios for outdoor space.

Facing the river and facing the golf course, there are to be townhouses in clusters, garden-unit condominiums, along with two and three story apartment buildings. At the tract facing the harbor, apartments / condominiums will occupy space above ground-level retail shops.

All site activities are to be interconnected by sidewalks and to all adjoining public paths.

All residential clusters are to be configured to benefit from and to enhance their surrounding features for both the residents and the public.

Design Elements for Residential Building Clusters:

- Organize buildings to form exterior enclosed gathering spaces where common amenities are visible and accessible to a maximum number of units.
- Organize buildings around a central pedestrian scale that provides a sense of arrival and enclosure and establishes the identity of a particular cluster or neighborhood.
- Each building group should be separated by adequate landscaped buffers to reinforce the identity and privacy of each building group.
- Create private entries with a maximum of four units served by one entry, and two units served by one stair.
- Locate garages and carports adjacent to private entries to reduce the visual impact of the automobiles.
- All units should be ground related with no more than

one-half flight of stairs from grade to unit entry, unless an elevator is provided in the building.

- Maximize river views by locating higher story structures behind lower story structures.
- Satellite dishes no larger than 18 inches in diameter shall be permitted if screened from view of neighbors and from the street. Such screening shall be reviewed and approved by the Design Review Committee.

Building Design Elements:

- Housing will be designed in groups rather than relying on individual housing design.
- The incorporation and articulation of balconies, porches, and stairways are encouraged as they integrate indoor and outdoor living spaces, provide shelter, break up large masses, and offer human scale.
- Roof overhangs and porches are desirable to protect window and door openings from sun and weather and to create covered outdoor space. They also provide shadows and help articulate large wall surfaces.
- Garage doors are a major visual element and will be kept simple in design without bold patterns or applied decoration.

DESIGN REVIEW COMMITTEE ADMINISTRATIVE PROCESS

The Design Review Committee will be composed of representatives of the City of Richland and Columbia Point property owners as provided in the Columbia Point Development CC&R's.

Design Review Structure

The Design Review process will consist of a series of three meetings with the Review Committee consisting of representations by the proponent and subsequent reaction, discussion, and recommendation by the Review

Committee.

The first meeting will be a Pre-Design Meeting intended to discuss the design guidelines and their intent, to understand the proponents programmatic proposal for the site, and to review an analysis and evaluation of the site prepared by the proponent. The proponents programmatic proposal will include the type and amount of development proposed, i.e., size, number, and type of dwelling units; mix and square footage amounts of retail or commercial space; sizes of public facilities; schedule; phasing; etc.; anything that will help describe the intent of the proposal. The site analysis will include a site plan indicating the boundaries of the project, and the existing conditions and characteristics of the site, including any problems and opportunities and how the proponent intends to address them.

The second meeting will be a Schematic Design Meeting intended to discuss preliminary design concepts for the site and the architecture, and to approve an agreed upon direction. The proponent will provide a preliminary site plan that includes building locations and distribution; walks, drives, and parking areas; open space treatment; landscaping and other amenities. In addition, schematic building plans, sections, and elevations will be presented which clearly describe the design intent and character of the architecture.

The third meeting will be Final Design Meeting intended to result in an approval of the site plan and architectural design. Submittals similar to those described above, only more refined and detailed, will be provided. Once approved, changes to the site plan and architectural plans will not be permitted without further design review. If plans are not approved during this meeting, subsequent meetings will be held until the design is approved or proposals withdrawn. Project approvals

shall not be withheld by the Design Review Committee if submissions are found to be in compliance with the Columbia Point Design Guidelines [revised August 1999] applied to them retro-actively. However, additions and changes to such pre-approved projects shall be required to comply with these revised Guidelines.

Design Review Schedule

The following times schedules will be followed during the Design Review process.

- The preliminary Design Meeting will be scheduled within 15 days of a request.
- The Schematic Design Meeting will be scheduled within 30 days of a request. A written recommendation will be available within one week of the meeting.
- The Final Design Meeting will be scheduled within 30 days of a request. A written recommendation will be available within one week of the meeting.
- Necessary follow-up meetings will be on a similar 30-day/one week interval until approval is granted.

Appeals

The decision of the Design Review Committee is final. There will be no appeals.

Submittal Requirements

The following minimum requirements will apply to all submittals at each meeting.

- Site plans and site analysis drawings at 1" = 40'.
- Architectural plans, sections, and elevations at 1/8" = 1'
- Sample board at 20" x 30" showing examples of exterior building materials and colors.
- Exterior color rendering at 20" x 30".