

EXHIBIT D

AMENDED

**BRIGGS VILLAGE
MASTER PLAN DEVELOPMENT**

March, 2014

**BRIGGS VILLAGE MASTER PLAN
Volume I**

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Referenced Documents

Volume II: Briggs Village Design Guidelines	February 2013
Volume III: Briggs Village Master Plan Final Environmental Impact Statement	May 2003

BRIGGS VILLAGE MASTER PLAN

A. Village Layout: Land Uses

The Mixed Use District and Town Square

The primary activity center of Briggs Village is the Mixed Use District and the village green, known as Town Square. The Mixed Use District is envisioned as a blend of retail, office, and housing in buildings ranging from one-to-three stories surrounding Town Square. Town Square is within one-quarter mile walking distance of over 90% of village residents and the village trails, sidewalks, and breezeways offer multiple routes to the Town Square from the neighborhoods, transit stops, and parking areas.

The Mixed Use District is planned to provide between a minimum of 94,985 to a maximum of 175,000 square feet of commercial office, retail, and grocery; community uses up to 56,000 square feet; and housing with required parking, including:

- A grocery of approximately 30,000 and up to 35,000 square feet
- A minimum of 33,700 and up to 60,750 square feet of commercial/retail space
- A minimum of 5,000 and up to 162,000 square feet of commercial/offices¹
- A minimum of 94,985 and up to 175,000 maximum square feet of combined grocer, retail, and office space.

The amount and distribution of uses within the Mixed Use District buildings seek to meet several objectives:

- To create an appropriate scale of development surrounding Town Square initially and allow for expansion in the future.
- To concentrate retail uses around Town Square and create a lively shopping environment in order to ensure the viability of those uses.
- To maximize the amount of housing in the district, in order to ensure that Town Square is busy day- and evening-long, and to help meet the minimum village density requirement.

The southern, western and northern edges of Town Square are intended for a high level of commercial activity. The Pavilion is intended to be the heart of a more active area of Town Square. The eastern edge with the Clock Tower is envisioned as a gathering place. Within the Mixed Use District, initially the buildings will primarily be a stand-alone use (commercial, residential, grocer). As future market conditions allow, additional mixed use commercial and residential development can be added. The initial mixed use buildings will be side by side within Town Center. Residential uses will be located in all-residential buildings at the outer edge of the town Center and 10 units over commercial buildings. Commercial buildings shall be encouraged to imply multiple floor levels in order to frame and enclose Town Square. All commercial buildings may be two to three stories or one story with a minimum 24-foot exterior façade with 30-foot on building corners and at least 18-foot interior space).

¹ The amendment allows flexible placement of the commercial retail and office space, provided that each use is within the minimum and maximum thresholds.

The primary orientation of the buildings within the Mixed Use District is towards the Town Square, with additional access to the buildings from the parking areas. The streets within this district are designed to create an attractive and comfortable shopping and social environment, with wider sidewalks, street trees, awnings, and storefronts with display windows. Each block facing Town Square shall have a 30-foot corner building tower feature. (See Volume 2, Briggs Village Design Guidelines.)

Parking for the residents, tenants and customers of the district is initially provided both on-street and in off-street parking lots and structured parking as future commercial and residential is added.

Loading and service areas are planned to occur at the rear or sides of the building. In the case of the largest service needs, the grocer, the loading area will be screened from the adjacent boulevard by buildings and landscaping. Access to and from the loading area is from Briggs Drive, rather than the radial shopping street that leads to the Town Square.

Town Square

Town Square comprises over 1-acre of open space. The proposed square is roughly 175 feet wide plus 60-foot wide street private rights-of-way, including on-street parallel and perpendicular parking surrounding the square, and 12'-20' sidewalks. (Public access is assured through easement.) The pentagonal shape of Town Square allows exacting symmetry within the village, as well as radial streets that extend from the corners of the square through the neighborhoods to the greenbelt and trail system. The symmetry of the village plan is appropriate to a site with such irregular and varying terrain and invites access from the residential villages north, west, and east.

The landscaping of Town Square shall be consistent with the vision for the two activity zones; a park-like setting will be created in the eastern end of Town Square (including a clock tower located at the entrance to the square from Henderson Boulevard) within the "quiet" zone and a more urban plaza will be created in the "active" zone and features the pavilion at its center. The active/market zone is envisioned to have urban type amenities. The Town Square features will be able to accommodate outdoor public gatherings such as weekend markets, spilling across the street from the grocer area and serve to draw pedestrians into the square. (See Volume 2, Briggs Village Design Guidelines.) Buildings bordering the east edge of Town Square shall be carefully oriented to the sun, plaza amenities and pedestrian movement throughout the retail area.

Gateways

Briggs Village provides many opportunities for focal points and special buildings in several ways. The street layout includes streets that terminate at open spaces or community facilities, such as the radial streets that end at the community building in the North Residential Phase or the greenbelts in the West Residential Phase. The radial streets also offer potential for creating interesting corner features on the buildings surrounding Town Square buildings, as they terminate views across the square.

Curvilinear roadways and entryways, such as Briggs Drive, create unfolding views and gateways through strong street edges, created by building placement and scale. Gateways are also made by breaking the rhythm of buildings along a street, such as the break in townhomes and Town Square housing along the Briggs Drive that forms the entry to the City Park from Town Square. Similarly, opportunities to create gateways within open spaces shall be considered in the detailed design of those areas.

Prominent Buildings and Focal Points

Briggs Village has a head start in creating prominent civic buildings with the YMCA located on the key intersection within the South Olympia area, at Yelm Highway and Henderson Boulevard. A signature clock tower is also planned to be located at the entryway to Town Square from Henderson Boulevard. The tower should be tall enough to stand apart from the other buildings around Town Square, consistent with City height restrictions, and to serve as a wayfinding element with the village.

Focal points will be created through careful placement of amenities, landscaping or buildings throughout the village. Planned focal points include the Town Square clock tower and pavilion features, viewpoints or viewing platforms and trailheads, and the daycare building. Building treatment may not need to be extraordinary (i.e., including special features like towers) if placement is carefully planned, and especially if the structure is intended to blend with the surrounding landscape or neighborhood. Examples include the greenbelt trailheads and viewing platforms that may be simple wayfinding structures. (Please see Briggs Village Design Guidelines.)

Natural features, such as specimen trees, may also serve as focal points and important landmarks within the village and open space areas. Efforts shall be made to protect landmark or specimen trees. Detailed tree protection plans will be prepared by a qualified professional forester as each phase of the development is submitted for review and permitting.

The Housing Neighborhoods

Four housing neighborhoods surround the Mixed Use District to the north, west and east. Each neighborhood is planned to provide a mix of housing types, including single-family detached homes, townhomes, duplexes and apartments. The densest housing is located on Briggs Drive and Henderson Boulevard closest to the village center. Density transitions to townhouse and duplex attached units along key local arterials and entryways. The single-family detached units are located at the perimeter of the village. The four neighborhoods provide nearly 500 housing units plus the senior living units and the Mixed Use District residential units. The total housing program is shown in Table 1 on the following page.

Table 1
Briggs Village Housing Program
(Table 1 is attached as Exhibit G to implementing Ordinance.)

RESIDENTIAL	Requirement OMC 18.05	Minimum	Maximum
I. Total Residential – Units - All types	90% of all residential within $\frac{1}{4}$ mile of village	810	810*
Single & Multifamily	18.05.050(E) Table 5.03A	401	401*
A. Single-family (50% to 75%)	18.05.050(E)(1)(a) Table 5.03A	233	58.1%
1. Detached	Min. 5%	135	33.6%
2. Townhome	18.05.050(E)(2)	88	21.9%
3. Single-family over Commercial	Table 5.03B	10	N/A
B. Multifamily (25% to 50%)	18.05.050(E)(1)(b) Table 5.03A	168	41.9%
4. Duplex	18.05.050(E)(2)	24	5.6%
5. Apartments	Min 5% Table 5.03B	144	35.9%
C. Other	18.05.050(E)(1)(c)	409	409*
5. Apartments next to town square		137	137*
6. Senior Living		200	200
7. Condominium		72	72*

*** Additional residential above commercial, next to town square mixed use buildings, are required if commercial use increases above minimum of 94, 985 Sq. Ft. OMC 18.05.050(C)(2).**

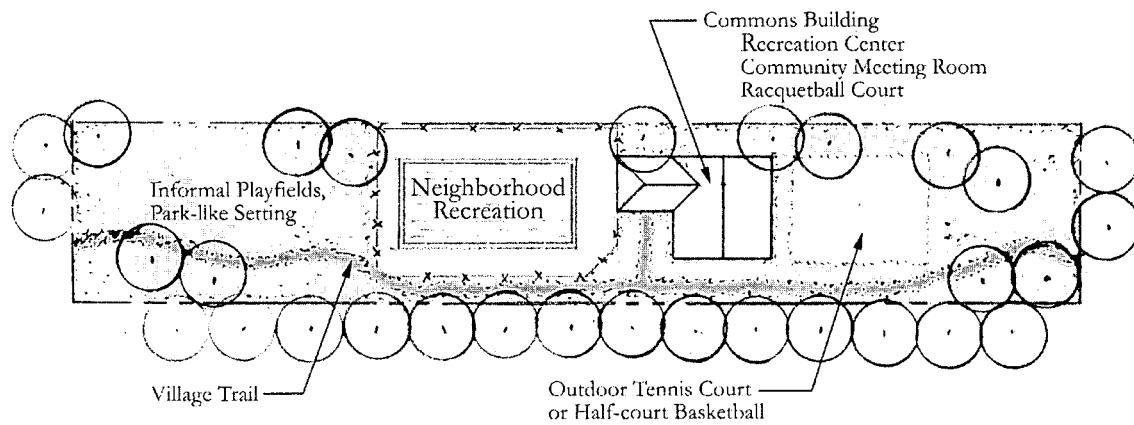
The housing program meets the various City density requirements and requisite mix of housing types. Neighborhoods have been carefully planned to create cohesive streetscapes, with similar housing types and building profiles facing common streets. Transitions in housing types are optimally achieved at alleyways or across open spaces, wherever possible.

A range of products and building styles is encouraged for each housing type, as described in the Briggs Village Design Guidelines. The widest range of housing styles is allowed in the single-family detached units, while a more closely neo-classical style is described for townhome, duplex, and apartment units.

Briggs Village and the City entered into an agreement setting the residential density at 810 units. See the Concomitant Agreement recorded at Thurston County, Auditor's File No. 3324016 on November 21, 2000.

“Commons” Areas

Each of the four neighborhoods are planned to include one or more “commons,” recreational areas aimed at serving the families of each neighborhood. Opportunities for the commons could provide for a variety of potential activities such as racquetball, basketball, outdoor tennis and field games as depicted in the following graphic.



Village Layout: Open Space

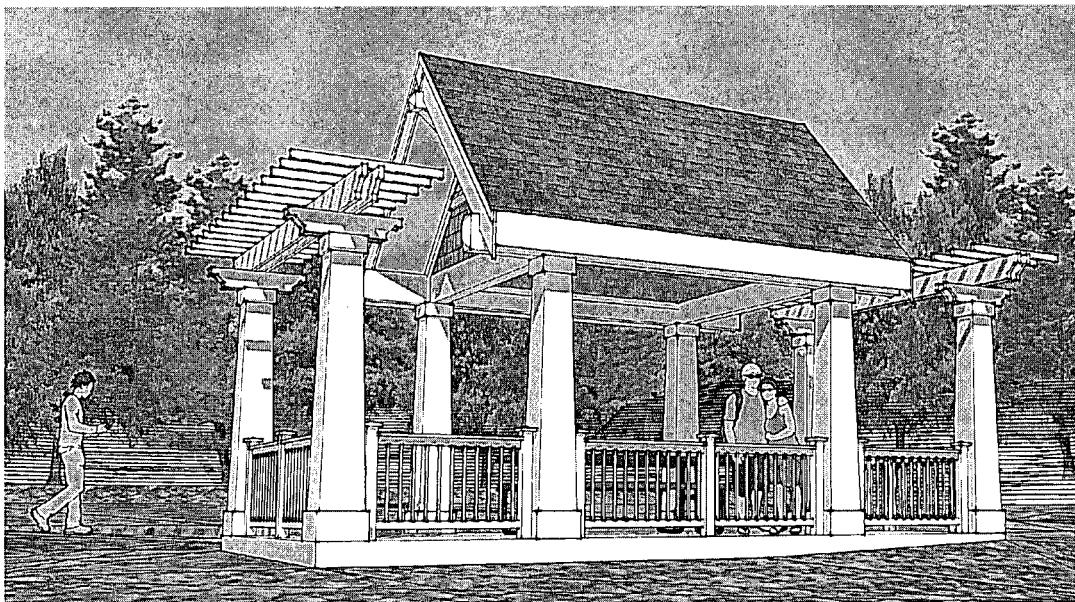
Amount and Type of Open Space

The Briggs Village provides an enormous amount of open space for the use of its residents and the greater Olympia community. Open spaces comprise over 40% of the total site area of the village, and include a variety of types and activities, such as the public, city-owned neighborhood park, the Foundation-owned and operated Arboretum, the neighborhood association's parks and Town Square areas, and the general open space surrounding the kettles.

A greenbelt is created that links the six kettles and ensures that all residents are within 400-500 feet of significant open space. Naturally, a system of trails is planned within the greenbelt that will allow a 3-1/3 mile walk or run around the village, avoiding sidewalks and conflicts with vehicle traffic wherever possible. This trail system includes loops around the environmentally enhanced Central Kettle and allows for off-site connections, such as the linkage to South Street. The trails include both pedestrian only and combined pedestrian and bike paths. Other bike facilities, such as bike lanes within the Henderson Boulevard and Briggs Boulevard rights-of-way, are also provided.

Overlooks, interpretive centers, and community facilities such as the daycare, provide focal points within the greenbelt and can be reached from Town Square through a combination of sidewalks and trails. These structures are intended to provide a visual and physical connection between the center of the village and the open space.

Public access to Ward Lake is provided by way of a public overlook/viewpoint located near the Northeast Kettle. Views of Ward Lake are also offered from the extensive trail system within the Arboretum that extends along the lake's edge. Physical public access (i.e., touching the lake, swimming docks, etc.) is not proposed for several reasons, including the need to protect adjacent property owners' (i.e., outside the village) privacy and to reduce potential liabilities along this steep edge of the lake. A possible overlook design is illustrated below.



Briggs Village Landscape Design – Mixed Use District

Creating a distinctive landscape throughout the village is a key intent of the Briggs Family, as long-standing nurserymen and members of the community. The landscaping is intended to reflect the heritage of the site as a nursery, as relates to the types and variety of plant materials used throughout the village. The open space plans and landscape guidelines are designed to:

- Highlight the village trail system through coordinated plantings, lighting, and furniture, and thereby provide continuity and connection between the neighborhoods and Town Square.
- Build on Olympia's "Olmstead" tradition, in the design and planting of the greenbelt area, as well as incorporate the wetland enhancement plan.
- Allow the identities of the neighborhood and Town Square to emerge through differing street trees, lighting fixtures, and paving.

Guidelines for the landscape are included in the Design Guidelines, volume 2. This document provides landscape direction for areas within street rights-of-way, including street trees, lighting and paving, as well as for communal open spaces, such as Town Square as well as landscaping and screening of parking areas and plantings occurring outside of street rights-of-way.

The landscaping of the Mixed Use District is distinguished in several ways from landscaping in the neighborhood areas and village greenbelt and trail system that surrounds Town Square. The streetscapes in the Town Square are envisioned to be more urban in character than those in the housing neighborhoods by:

- Incorporating special paving and lighting fixtures/standards and furniture.
- Designing a pedestrian and traffic environment that incorporates bollards and street trees in tree wells.
- Encouraging more uniform plantings as a backdrop to the buildings.

Planting is encouraged at building entries, pedestrian corridors and courtyards, and upper floor balconies and terraces in an effort to create inviting and comfortable outdoor spaces for meeting, eating, and shopping.

Briggs Village Landscape Design – Screening

Parking courts are used wherever possible within the village in an effort to screen parking from the street with buildings. Additionally, future structured or underground parking is envisioned when conditions allow for additional commercial and residential mixed use buildings around the Town Square. The parking that will require screening is located along Henderson Boulevard; the most significant parking area serves the grocer.

Careful screening and landscaping of the parking for the grocer is needed in order to both minimize the negative aesthetic effects of parking lots from streets (i.e., views of cars, asphalt, glare from lighting), and to allow visibility of the parking area to assure shoppers of parking convenience. Screening of parking lots will be accomplished primarily through the use of low, evergreen hedges. Plant selection and placement will be designed to maintain vehicle sight lines and avoid conflicts or damage from cars. In addition, low walls may be used as a backdrop for planting, signage or low-height lighting.

Screening of service areas, where not contained within a parking structure, will meet the City's UDC landscaping code, by providing solid screening such as fences and evergreen plant materials.

Briggs Village Landscape Design – Existing Trees

Briggs Village is committed to maintaining a healthy “urban forest,” comprised of existing trees as well as the significant new planting that will occur as part of the street tree plan, the greenbelt and other, communal landscaped open space.

The Tree Plan and the Street Tree Plan are included in the Master Plan and Design Guidelines and provide direction regarding the type and location of trees to be preserved as well as planted within the village.

Existing mature trees are largely isolated in areas along Ward Lake and around the kettles. Additionally, a stand of conifers exists along the ridge between the South and Central Kettles. The Tree Plan includes an inventory of existing trees and identifies those areas where existing tree retention is unlikely, due to development constraints and desire for view corridors as major neighborhood and open space amenities. Unique specimens are also identified in the Tree Plan and will be retained, where possible. Briggs will maintain the forested edge along the South Kettle and many other tree stands throughout the village, as possible.

Permanent and temporary construction impacts to existing trees will be minimized through those treatments suggested in the City's Design Guidelines (e.g., minimal alteration, soil disturbance and compaction within driplines, trees wells and construction fences) and any treatments identified during the SEPA mitigation process.

Canopy Trees

Canopy trees will be sited per the landscaping code, every 9 stalls on surface parking lots.

Any future parking structures will incorporate planters for shrubs and groundcovers on the upper level.

Village Layout: Circulation

Street Network

A network of streets has been created to provide multiple connections between the village's neighborhoods, Town Square and open spaces, such as the City Park. The network is based on a hierarchy of streets, including local access streets, commercial collector roadways, and a central roadway, configured in a modified grid system. Local access streets connect to radial arterials that originate from both the Town Square and the internal, Briggs Drive. The Briggs Drive is a key arterial within the village. Its entryways to Henderson Boulevard and Yelm Highway are carefully located to meet the City's block length and spacing requirements and the topographic constraints of the site. Briggs Drive is an organizing element within the village, defining the Mixed Use District, and providing access between neighborhoods. Challenges facing the design of the Briggs Drive focus on preventing it from becoming too wide, and becoming "pedestrian unfriendly" and a barrier to cross-village movement, in order to accommodate the many functions that could occur along this roadway. Please see the Streetscape Design section of the Briggs Village Design Guidelines.

The street grid is modified to adapt to the very irregular terrain and unique natural features of the site, including several large kettles. The street layout has been designed to create geometric blocks, and to provide alley access to housing wherever possible. Blocks range from 300 feet to 550 feet long. One exception is a local arterial located along the southwest edge of the village; the western edge of this street is roughly 800' in length since no connecting streets are desired for this phase of the project. (See Connections with Neighborhood, below.)

The street network is comprised of both curvilinear and straight roadways. Curvilinear roads have been incorporated wherever possible, to provide gracious movement and changing views through the village. Expanses of housing along these roads are often interrupted to provide mid-block alley access, trail access, and views or physical access to open space such as the City Park, in the case of the townhomes along Briggs Drive.

Streets throughout the village are designed to either connect with other, off-site arterials, or to terminate at community open spaces or buildings wherever possible. For example, the arterials radiating from the corners of Town Square terminate in views of the open space system. The potential to building community facilities at these endpoints is somewhat limited by the steep topography or environmental sensitivity of the kettles.

Off-site Access

Access to the Briggs Village will be provided from Yelm Highway, an east-west major arterial along the project's south frontage, and Henderson Boulevard, a north-south arterial that divides the project. Three site entries are proposed along the Yelm Highway corridor; a residential street connection located near the existing access to The Farm residential community; a major access for Briggs Drive situated just west of the YMCA complex; and a driveway connection to the proposed senior housing facility located east of Henderson Boulevard. Channelization improvements will be installed along Yelm Highway to accommodate the ingress and egress movements at each intersection. Signalization is proposed for the Briggs Drive access and would be installed when development activity reaches specific traffic volume thresholds.

Access from Henderson Boulevard is proposed at several locations with two entries to the commercial area, access to Briggs Drive, and two entries to the North Residential Phase neighborhood. Traffic signals are planned for the commercial entry to the proposed grocery store and the Briggs Drive intersection. Henderson Boulevard will be widened and improved to a

boulevard street section with a wide median, left-turn channelization, bike lanes and the other street amenities required by the City of Olympia standards.

The street improvements along Henderson Boulevard will be provided as development activity occurs along the specific portions of the roadway. As shown on the proposed phasing plan for the Briggs Village, the residential zone will be completed first, and the commercial areas completed in subsequent phases. For each development phase, portions of Henderson Boulevard will be improved to accommodate the projected level of traffic for that phase. It is anticipated that the main expansion of Henderson Boulevard will not begin until the Town Square is developed, the Village Center Phase of the development proposal.

The City will secure written consent from the YMCA for Briggs Village to construct secondary access to the YMCA parking lot to the Briggs Town Center north-south private street (Maple Lane). Briggs Village will construct the secondary access after written consent is obtained. Second, Briggs Village will reconstruct the existing 90-degree turn along Maple Lane to a three-way intersection.

Improvements to the Yelm Highway corridor along the site frontage have been constructed by the City of Tumwater. The improvements include widening the roadway to a 4/5-lane facility with bike lanes and sidewalks from Cleveland Avenue to Henderson Boulevard. The County has realigned and widened Yelm Highway between Henderson Boulevard and Rich Road.

Connections with Neighborhood

Providing connections with the surrounding neighborhood is a basic tenet of the City's transportation policies as well as village center guidelines. Located at the key crossroads in South Olympia, the Briggs Village connections include the multiple entryways to the village from Yelm Highway and Henderson Boulevards.

Linkages with adjacent neighborhoods to the north include a proposed vehicular connection to South Street and reservation of right of way for potential, future roadway extension to the north. Vehicular linkages to the west, from the West Residential Phase housing area are limited by:

- Topography and environmental constraints, such as wetlands.
- City of Tumwater concerns regarding limited rights-of-way along Delta Lane.
- Existing residential development.

A pedestrian and bicycle path connection to Delta Lane, however, will be incorporated into the design of the West Commons, located along the western edge of Briggs Village.

Pedestrian Friendly Streets and Transit Facilities

Streets throughout the village housing areas are designed to be pedestrian friendly, with on-street parking, ample 8' wide planting strips, and sidewalks. Alleys are planned wherever possible in order to minimize the numbers of curbcuts along streets. (As described earlier, property edge conditions or steep topography require some lots to have street access rather than alley access.)

Briggs Village provides many opportunities for transit improvements to serve the residents and tenants of the village. The site is currently served by Intercity Transit, with bus stops on Henderson Boulevard. Potential future transit facilities include additional bus stops and/or stations along Henderson Boulevard as well as along the internal Briggs Drive Transit facilities will be planned and

designed in coordination with Intercity Transit. Current bus stop requirements can be easily accommodated and include a shelter and pad within the planting strip for disabled access. Buses currently stop in-lane, rather than pullout, which can also be accommodated within the planned widening of Henderson Boulevard as well as the internal Briggs Drive.

Pedestrian access from bus stops or parking lots to building entrances will be provided with a safe and lighted walkway where street-side sidewalks are not available. These walkways are planned to have a passable width of at least 5 feet.

The 3-1/3 mile trail network that runs throughout the village's open spaces touches the street and sidewalks at several places, allowing resident and visitor access to the parks. The radial streets, in particular, extend from the Town Square to the trail network, and are envisioned to be marked with prominent artwork, signage, tree specimens or other focal point.

Town Square Streets

The 12-20' sidewalks surrounding Town Square offer ample opportunity for a variety of seating. Building Design Guidelines provide direction regarding the types, placement and materials to be used in providing shelter, that is, awnings, around Town Square. Briggs Village Landscape Design Guidelines give direction in the selection of street furniture, lighting and landscaping throughout the village. Bike racks are encouraged and placement is described in the Landscape Design Guidelines.

A range of special paving treatments and materials is envisioned for the design of Town Square streets; please see the Streetscape Design section of the Design Guidelines for more details. The Briggs Village Street Tree Plan offers a range of special tree types for Town Square.

B. Design Character of the Village

A primary goal for the design character of the Briggs Village is to reflect the strong, traditional family values and design sensibilities of the Briggs Family. The village is a testimony of the Family's long-standing sense of community, as well as their commitment to family and health. The YMCA is a first step towards realizing the vision for the village and serves as an example of the design style that will thread its way throughout the village.

The Design Guidelines illustrate a range of design possibilities that are based on pre-modern, neo-classical or neo-colonial styles. These styles are meant to convey a sense of tradition and permanence within the village. These styles will likely adapt well to the City of Olympia's goals for pedestrian friendly streets, with the emphasis on strong entry features and porches. The elements of these neo-classical and colonial revival styles that will be reflected in the different building types throughout the village include:

- A clear distinction and precise proportioning of the three building parts (the base, middle and top).
- The use of medium pitch gable forms and pediments to create prominent entryways, porches and balconies.
- A strong sense of symmetry in the placement of doors and windows, that corresponds to the columns and bays.
- Vertically proportioned windows and doors.

Several variations on the classical style have been expressed in American architecture. The resultant community character is unique to Olympia as relates to new housing communities, but reminiscent of older parts of the City, such as the South Capitol neighborhood.

The adaptation of these styles to the different building types in the village will likely vary, with the most adherence to the style, the most formal buildings, occurring in the densest parts of the village, in Town Square and multi-family projects. The style will "loosen" up in the predominantly single-family neighborhoods, in order to:

- Adapt to smaller sites and challenging topography.
- Appeal to a broader range of home buying preferences.
- Allow for diversity within the well-ordered plan and blend with nearby housing.

C. Tree Plan

The Briggs Village Tree Plan is intended to meet the City of Olympia Tree Ordinance and Urban Forestry Manual Requirements for a Level V Tree Plan. The three main elements of a tree plan, as identified in the ordinance, are:

- Tree Survey
- Tree Protection Plan
- Tree Planting Plan

Briggs Master Plan Approach & Methodology

The phased nature of the Briggs Village may warrant a modified approach to meeting the requirements of the tree ordinance. This proposed Briggs Tree Plan intends to show how the overall intent of the tree ordinance is satisfied at a Master Plan scale and level of detail, particularly the 30 tree unit per acre density requirement. The detailed planting plans (showing critical root zones), cost estimates, and detailed site prep, installation and maintenance plans are more appropriately submitted at the time of preliminary plat for each phase of the project.

Tree Survey

The Briggs tree inventory was completed by nurserymen from the Briggs Nursery, the landscape architect, and project planner. The inventory was completed in February and March of 1997 through field surveys, using the methods described in the tree ordinance.

Tree Protection Plan

General locations of tree removal are described below, as relates to the five major areas of tree cover. Specific groves or individual trees will be identified at the preliminary plat of each development phase. Potential tree protection and maintenance measures will be applied as described in Urban Forestry Manual at the time of preliminary plat.

Arboretum: Tree removal shall be limited to creation of view corridors for the village and arboretum facility, and as needed to maintain health of trees and safety of residents. Limbing trees and maintaining cover, rather than tree removal, is the preferred method for protecting both views and the necessary canopy. The Arboretum Foundation will present a landscaping and tree plan as part of the Arboretum's overall development for review and approval. When approved, the Arboretum Plan will become part of the overall Briggs Village Master Plan. The Arboretum Plan is expected to be developed in connection with the East Residential Phase.

Northeast Kettle: Tree removal shall be limited as needed to maintain the health of existing trees and the safety of residents and for use as a stormwater facility.

North Kettle: Tree removal shall be limited as needed to maintain the health of existing trees and the safety of residents and for use as a stormwater facility.

Central Kettle: Tree removal not needed, “snags” shall be left in Central Kettle as part of wetland enhancement plan to restore habitat functions.

South Kettle: Tree removal shall be limited to that needed to create a limited number of buildable lots on the west edge of the kettle and for use as a stormwater facility.

Briggs Tree Planting Plan

Briggs Village easily meets the required tree densities through the protection of the existing tree cover and the significant planting of the upland forest surrounding the Central Kettle (as part of the wetland enhancement plan).

Opportunities for new tree plantings are described below. The amount, type, and placement of trees will be determined during future stages of development as part of the preliminary plat process, where street and lot layout is confirmed and refined. Site prep, installation and maintenance measures, timelines and cost estimates will be determined during preliminary plat for each development phase. (Please see the Design Guidelines for descriptions of appropriate street tree types.)

North Residential Phase Neighborhood

Opportunities for tree planting in the North Residential Phase include:

- Street trees
- The area adjacent to the North Kettle
- The greenbelt along Henderson Boulevard, and
- North commons area.

West Residential Phase Neighborhood and Central Kettle

Opportunities for tree planting in the West Residential Phase include:

- Street trees
- The significant upland forest planting described in the Central Kettle wetland mitigation plan.
- Planting designed by the City in developing the Neighborhood Park.
- The area adjacent to the South Kettle
- The West commons area.

Central Residential Phase: Multi-family Housing Development

In addition to street trees in the Central Residential Phase, the commons area within the multi-family development should offer limited opportunities for tree plantings, given the need to provide some recreational facilities within the project. Tree planting along the alleyway and the pedestrian connection to the Northwest Kettle, shall be considered during the site planning for this development.