

WRITTEN STATEMENT

Narrative

DATE

July 24, 2024

TO

City of Beaverton

PROJECT

221141

Cedar Hills Apartments

Beaverton, OR

DISTRIBUTION

High Street Residential, LRS

SUBJECT

Modification of Decision

Project Modifications

The developer has elected to make some modifications to the approved project. The primary changes are:

- Elimination of one building (Building B) and the addition of a floor to both buildings C and D to capture the lost units. Total unit count has been slightly reduced from 400 to 398.
- What was originally tuck-under parking under Building B, has now become a surface parking lot. The total parking count remains the same at 454.
- The large amenity deck that was attached to Building D has been greatly reduced. The stairs that used to provide additional exits off the deck and down to the parking lot are no longer needed and have been eliminated.
- The SE corner of the site, between Building A and Frontage is being paved for use by the cell tower company. Building A's lobby has been reworked accordingly and the front door now faces directly on to Wilshire.

The general site layout and vehicular access remain as approved as does the exterior design aesthetic. The retail square footage is unchanged at 4,700 SF. There are now 398 apartment flats and the parking count remains at 454 spaces.

As noted above, the development now has (3) buildings. Building A is unchanged at 5-stories with 4-stories of residential living units over tuck-under parking. Buildings D and C now have an additional floor of residential living for a total of 6-stories. They still include some ground floor retail facing Park Way as shown on **DR100**.

Project Description

The proposed development, redevelops much of the existing Cedar Hills Shopping Center into a vibrant transit-oriented mixed-use project. The project is a mixed-use development consisting of 3 individual buildings that includes **ground floor retail space** with upper-level market-rate apartments and associated parking. The development includes a mix of **398 apartment flats and townhomes** in studio, 1-Bedroom, 2-Bedroom, and 3-Bedroom units. The parking is all internal to the site and is surface or tucked under the buildings. Each building has a residential entry lobby that faces the adjacent public street with the primary entrance for the development

located in Building D facing SW Park Way. The main entry lobby includes management offices. The project includes amenities, primarily located on the 2nd floor of buildings D and A as shown on the **Level 2 Floor Plan Exhibit DR 202**. These amenities are both interior and exterior. These are still being refined but likely will include a greenhouse, sport court, fitness, clubroom, and café space. The amenity deck is accessed from the 2nd floor of both buildings D and A.

The development is designed with a European Farmhouse aesthetic. Building A is 5-stories with 4 stories of residential over tuck-under parking. Buildings C and D are 6-stories and include 5-stories of residential living units over tuck-under parking. Building D and C include some ground floor retail facing Park Way as shown on **DR100**. A mix of flat and gable roof forms and exterior cladding materials provide articulation and interest and give the development a village feel. Clean, contemporary lines are enhanced by the use of white and charcoal grey, accented with warmer wood tones to provide for a more residential feel. Materials include a mix of traditional brick and contemporary metal siding with cementitious lap and shingle siding. Wood-look siding, precast concrete, and wood soffits provide accents throughout the development and tie into the color of the decorative screens that are intended to be in the same tone and screen vehicles from view, bringing the development down to a pedestrian scale along the streetscape. Strategically placed balconies both on the street and public facing facades, as well as internal facades, provide for another level of interest.

The existing Cedar Hills sign is a highly recognizable symbol of the neighborhood. The development plans to repurpose the letters into new signage that will be incorporated into the exterior signage for the building. Additional letters from the original sign, will be used in locations throughout the interior of the development. A separate signage application will be submitted for approval at a later date.

The retail users have not yet been identified but are planned to be either dining and drinking establishments or retail trade. Given the expected users, the developer is estimating a maximum of eight (8) employees for all of the retail/eating-drinking tenant space.

The apartments will have on-site employees associated with the property management team. The stabilized on-site payroll is scheduled to have ten (10) full time associates split between a management & leasing team of five (5) and a maintenance team of five (5). The hours of operation would be 9:00 AM to 6:00 PM, Monday through Friday and a maximum shift total of ten (10). On the weekend the hours of operation would be 10:00 AM to 5:00 PM and the maximum shift total of four (4).

40.03 Facilities Review Committee

Response: Consistent with Section 10.95.3. (Facilities Review Committee) of this Code, the Facilities Review Committee shall review the Design Review Two. This application satisfies all the following technical criteria as specifically addressed throughout this Written Statement and in associated Exhibits. This application for development establishes that the development complies with all relevant standards in conformance with Section 50.25.1.B., and all the following criteria have been met, as applicable:

1. Design Review Two application:

A. All critical facilities and services related to the proposed development have, or can be improved to have, adequate capacity to serve the proposed development at the time of its completion

Design Response: The following critical facilities and services related to the proposed development have, or can be improved to have, adequate capacity to serve the proposed development at the time of its completion as described below. **There are no changes from the original decision. Updated Service Letters are included with this application.**

Public Water: A Water Service Provider Permit Application has been submitted to the City of Beaverton's Public Works Department. Per the reviewed application, TVWD and COB have both indicated that existing water services are adequate to serve the proposed project. See the service letter included with this application.

Public Sanitary Sewer: The existing shopping center is served by an existing 8-inch sanitary sewer in SW Park Way, that is owned and maintained by Clean Water Services. The project team has confirmed with a sanitary basin analysis that the downstream system has capacity to accommodate the proposed number of housing units. This analysis was completed with CWS GIS system information available, review of previous sanitary master plan, and upon completion was discussed briefly with Mr. Mark Boguslawski, PE, Sr. Engineer, Sanitary Sewer and Storm Drain, City of Beaverton Public Works.

Storm Water Drainage: A stormwater report addressing the quantity and quality of the stormwater resulting from the proposed buildings and impervious surfaces is included with this application. Private site stormwater will be discharged to the existing CWS maintained 18" storm line located in SW Wilshire St. Public stormwater facilities along SW Wilshire will connect to a new 15" storm main extension. Public stormwater facilities along SW Park Way will connect to the existing City of Beaverton 12" storm main. Public stormwater facilities along Frontage Rd will connect to a new 12" storm main extension to be maintained by ODOT.

Treatment and Detention: A Sensitive Area Pre-Screening Site Assessment has been submitted to Clean Water Services (CWS). CWS has indicated that the proposed development will not significantly impact the existing or potentially sensitive areas that may exist near the site. Stormwater management for the private site and public improvements have been designed per CWS 19-22 requirements for water quality and hydromodification.

See the service letter included with this application.

Transportation: A Traffic Impact analysis (TIA) and supplemental memo were prepared by Kittleson & Associates for a previous development on the site in August and September of 2019. These were reviewed by Washington Co Department of Land Use and Transportation at the time and they concurred with the traffic safety mitigation measures proposed. The current proposed development is consistent with the safety measures proposed at that time where applicable given the reduced size of the project.

Included with the original application were a Trip Generation Memo, subsequent Updated Trip Comparison for the proposed development project, and Supplemental Memo on SW Park Way and SW Wilshire Street Accesses prepared by Kittleson & Associates. These memos conclude that the proposed development will not trigger the need for an updated TIA. They also conclude that the proposed development results in a decrease in daily trips far less than previously studied and approved for this particular site.

Improvements requested by ODOT within the pre-application notes, PA2021-0046 to Frontage Rd, and modified via email from Marah Danielson, Sr. Planner with ODOT on April 14, 2022 are being incorporated in the current design.

Fire Protection: A Land Use/Building Review – Service Provider Permit Application has been submitted to TVF&R. The applicant has been working directly with TVF&R to review the site layout and assure that fire truck access is adequate and will work with them to review the building designs for fire protection requirements throughout the design process. Per the conditions stated in the application, fees for the final review will be paid when the documents are submitted for permit. See the service letter included with this application.

B. Essential facilities and services related to the proposed development are available, or can be made available, with adequate capacity to serve the development prior to its occupancy. In lieu of providing essential facilities and services, a specific plan may be approved if it adequately demonstrates that essential facilities, services, or both will be provided to serve the proposed development within five (5) years of occupancy.

Design Response: The following essential facilities and services related to the proposed development are available as spelled out below and shown in the attached exhibits.

Schools – The Beaverton School District has confirmed that they have the capacity to serve the students that will occupy this new development. See the confirmation letter included with this application.

Transit Improvements – No Change

The site is located less than one-quarter mile from the Sunset Transit center and there is a TriMet bus stop on the north frontage of the site along SW Park Way. The project will be well-served by TriMet’s Bus service with Bus line 59, providing weekday rush-hour service between Sunset Transit center and Park Way.

The bridge over US 26 is a convenient pedestrian and bicycle connection that provides access to the Sunset Transit Center. At the Sunset Transit Center, transit users can access Bus Lines 59, 50, 20 (frequent service bus line, arriving roughly every 20 minutes), 62, and 48 (frequent service bus line, arriving

roughly every 20 minutes), as well as the MAX Light Rail Red and Blue lines with frequent service every 30 minutes, each line.

Due to the improvements proposed with the development along Park Way, the applicant will be relocating the existing bus stop slightly east of its current location within the new public ROW improvements. The project's civil engineer, Humber Design, has been in touch with the appropriate individuals at Tri-Met and is coordinating the exact location and required improvements.

Police Protection – No Change

The City of Beaverton Police will continue to serve the development site.

On-site pedestrian and bicycle facilities in the public right-of-way -No Change

The proposed mixed-use development will increase connectivity from the site to the adjacent public right-of-way circulation plan (**DR100 of the DR Exhibit**). On-site improvements include multiple access points, clear pedestrian paths, internal walkways, and a central accessway through the surface parking lot from north to south with sidewalks for pedestrian crossings. Long term bike parking is provided for 400 bikes (398 residential and 2 retail). Residential long-term spaces are in each residential living unit. Retail long term parking spaces will be located within the tenant space. The architectural site plan (**DR100 of DR Exhibits**) shows the location of bike racks for short term bike parking, spread throughout the site, directly adjacent to main residential and retail entries. 2 short-term spaces are provided for the retail users and 21 short-term spaces for the residential users.

Public improvements include a new public sidewalk network, a public plaza and through-block pedestrian accessway, and new dedicated bike lanes.

An organically shaped walkway connects Wilshire St. to Park Way culminating on an open public plaza in the northwest corner of the site, directly adjacent to retail space.

Pedestrian access near, to, and from the proposed development, as well as to the surrounding residential and commercial properties, is provided by the existing sidewalk system on the surrounding streets. A pathway connection north of SW Butner Road provides both pedestrians and cyclists with access to the bridge over US26 for convenient and direct access to the Sunset Transit Center. Both local and regional cycling access is facilitated via a combination of striped bicycle facilities as well as shared roadways in the site vicinity. This network provides regional cyclists with access to the multimodal pathway paralleling US26 to the east of the site as well as to major employers in Washington County to the west.

SITE DEVELOPMENT STANDARDS

Buildings A, C, & D total = 421,141 SF

Building Height & Density: Required/Allowed:

20.20.15

Height: Max. Height = 100' for sites within 1,320' of LRT station platform

Density: Applies to Residential-Only Bldgs
Minimum=24 units/acre
Maximum = None

FAR: Applies to Mixed-Use Bldgs
Minimum = 0.4
Maximum = 2.00 for sites within 1,320' of LRT station platform

Proposed:

Height varies between 67' to 93' AFF for all 3 buildings.

Site = 5.51 Acres (240,016 SF)
Bldg A 123,886 SF = 29%

Required: = 38 units
Provided = 398 units

Bldgs C and D: 297,255 SF = 71%
Required: 0.4 x 240,016 x 71% = **68,165 SF**
Allowed: 2.0 x 240,016 x 71% = **340,822 SF**
Site FAR = 1.15

Setbacks:

20.20.15

Table 20.20.15

Required/Allowed:

Front Minimum or Maximum not on Major Pedestrian Route without ground floor residential:
Minimum = 0'
Maximum = 10'
Side/Rear Minimum = 0'

Proposed:

Front (Park Ave)- 7'-6"
Rear (Wilshire Ave.) – 8'
Side (Frontage Ave.) – 8' to 30'
Side (Internal lot line) – 24'

Land Uses:

20.20.20

Table 20.20.20.A

Required/Allowed:

Residential Dwellings: Permitted - Attached min. of 3 units

Proposed:

398 attached dwellings

Eating and Drinking Establishments: Permitted - The maximum square footage for these uses within a multiple use development shall be 25% of the total square footage of the development.

Retail Trade: Permitted – In addition to those restrictions listed above, activity is conducted wholly within an enclosed structure and no sales or outdoor storage of animals or livestock are allowed with this use.

Actual commercial tenants are not yet identified but the goal is to attract eating and drinking establishments. The total SF proposed for non-residential uses for either eating and drinking establishments or retail trade is **4,700 SF = 1% of the total development SF (421,141 SF)**

C. The proposed development is consistent with all applicable provisions of CHAPTER 20 (Land Uses), unless the applicable provisions are modified by means of one or more applications which shall be already approved or which shall be considered concurrently with the subject application; provided, however, if the approval of the proposed development is contingent upon one or more additional applications, and the same is not approved, then the proposed development must comply with all applicable provisions of CHAPTER 20 (Land Uses)

Design Response: The uses remain the same as originally approved. The only changes involve height, number of units, density and FAR calculations as indicated below.

The proposed development is a mixed-use project in the **SC-MU District** and subject to 20.20 Multiple Use Land Use Districts. The SC-MU District is generally located within one-half mile of light rail station platforms. Primary Permitted uses include office, retail, and service uses. Multiple use and residential developments are also Permitted with no maximum residential density. Minimum densities and intensities are required. As previously stated, the project is primarily residential in use but also includes approximately 4,700 SF retail space. More detailed information on how these standards are met and applied can be found below and on the drawing exhibits included with this submittal.

D. The proposed development is consistent with all applicable provisions of CHAPTER 60 (Special Requirements) and all improvements, dedications, or both, as required by the applicable provisions of CHAPTER 60 (Special Requirements), are provided or can be provided in rough proportion to the identified impact(s) of the proposed development.

Design Response: The proposed mixed-use development is consistent with all applicable provisions of CHAPTER 60 and all improvements and dedications as required by the applicable provisions of CHAPTER 60 are provided. Conformance with the provisions is included in this this section of the Written Statement and on the drawing exhibits referenced and included with this submittal. The previously approved design review submittal included the use of some Design Guidelines. For Reference original responses to Compliance with the **Sections 60.05.35 – 60.05.50**, Design Guidelines can be found later in this Written Statement. **All Design Modification Changes meet the required standards.**

60.15.10. Grading Standards.

Design Response: Perimeter site grading abutting adjacent property lines do not exceed standards of section 60.15.10.3A-G. Perimeter grading along public rights of way is graded such that the finished grade will be higher in elevation than adjacent sidewalk elevation, therefore the standard of 60.15.10.2 is met. There are no existing trees or groves to be protected, therefore standards set in section 60.15.10.4 are met.

60.25. Off-Street Loading Requirements. No Change

Original Design Response: The proposed mixed-use development is not required to provide any off-site loading spaces. Per 60.25.15, it is not required for residential uses or retail spaces with less than 7,000 SF. The project is predominately residential in use and is only providing as much as 4,700 SF in use other than residential, proposed to be retail trade or eating and drinking establishments.

60.30 Off-Street Parking

Design Response: The proposed MU development, includes secure designated vehicle parking for the residents as well as easily accessible parking for the retail users. All parking is internal to the site and is either within the surface lot or tucked under the buildings. All parking areas have been designed in accordance with the City Standards for stalls and aisles per BDC Section 60.30.15.

Per BDC Section 60.30.10.2. There are no minimum parking ratio requirements for motor vehicles. Maximums are 1.2 parking spaces for each studio and 2 parking spaces for each larger than studio unit for each 5 parking spaces per 1,000 square feet of retail uses, including shopping centers. When multiple uses occupy a site, the total parking requirement is the sum of the uses computed individually. The maximum allowed for **all uses on site is 727 parking spaces for the apartments and 15 parking spaces for the shopping center use for a total of 742 motor vehicle parking spaces. Of the 454 spaces provided, 178 spaces are tuck-under and not subject to these calculations. The 261 surface parking space are well below the maximum allowed.**

PARKING:	REQUIRED/ALLOWED:	PROPOSED:
60.30.10.5	Residential Attached Units Maximums:	398 Units
2. Parking Friendly and Equitable Communities Parking Maximums	Studio (per unit) = 1.2	86 Studio Units = 103
	Non-Studio (per unit) = 2.0	312 Non-Studio Units = 624
	*Tuck-Under parking not subject to Maximums or other calculations	Allowed Parking = 727 spaces
There are no minimum parking requirements	Commercial – Retail, including Shopping Centers Maximums: 5.0 per 1000 SF	Provided Parking = 439 spaces
		Comm/Retail Space = 4,700 SF
		Allowed: 24 parking stalls
		Provided: 15 parking stalls
		Total Parking: 454 Spaces
		12 Total ADA stalls: 2 allocated for retail

Per Beaverton Development Code (BDC) Section 60.30.10.5.B, the minimum short-term parking ratio requirements for bicycles is one space per 20 dwelling Units in a multi-dwelling structure and two spaces or one space per 12,000 square feet of retail uses, including shopping centers. A total of 22 short-term bike parking spaces are required for the development. 23 short-term spaces are provided as shown on the architectural site plan (**Sheet DR100**). The spaces are spread throughout the site, directly adjacent and within 50' and no more than 100' of main residential and retail entries.

Per BDC Section 60.30.10.5.B, the minimum long-term parking ratio requirements for bicycles is one space per dwelling unit in a multi-dwelling structure and two or one space per 12,000 square feet of retail uses, including shopping centers. As shown on the table below, the total required long term spaces for both uses is 400 spaces. **Long term bike parking is provided for 400 bikes:** 398 residential long-term spaces (one per unit) located in each living unit and 2 retail spaces, located within the tenant space. Bicycle parking has been designed, covered, located, and lighted to the standards of the Engineering Design Manual and Standard Drawings.

BICYCLE PARKING:	REQUIRED/ALLOWED:	PROPOSED:
60.30.10.5	Residential Attached Units:	Short term (398 units)
Table 60.30.10.5.B	Short Term:	Required = 20
	2 spaces or 1 space per 20 dwelling units	Provided=21
	Long Term:	Long term (398 units)
	1 space per dwelling unit	Required = 398
		Provided=398 (in units)
	Retail Uses, Including Shopping Centers	Short Term (4,700SF)
	Short Term: 2 or 1 per 12,000 SF	Required = 2: Provided = 2
	Long Term: 2 or 1 per 12,000 SF	Required = 2: Provided = 2

60.50.20. Fences.

Design Response: The proposed development includes some fences to provide both security for the residents as well as screening for the portion of surface parking that faces the street. Fences occur along SW Wilshire from the face of the south end of Building A, wrapping the parking area and extending across the Wilshire driveway entry and as well as just beyond the commercial parking at the Park Entry, in conjunction with the security gates and include a pedestrian gate for easy access for residents. These fences are black metal to tie in with the architecture of the development. Screening fences are solid up to 3' 6" and are a total of 8' 0" tall. All other fencing is 7' 0" tall. See Sheet DR100 for fence locations.

60.55.20. Traffic Impact Analysis – No Change – Per the City, the TIA is not a required submittal for this Modification of Design Application as none of the changes will have an affect on the original analysis.

Original Design Response: As stated previously, A Traffic Impact analysis (TIA) and supplemental memo were prepared by Kittleson & Associates for a previous development on the site in August and September of 2019. These were reviewed by Washington Co Department of Land Use and Transportation at the time, and they concurred with the traffic safety mitigation measures proposed.

Included with this application are a Trip Generation Memo, subsequent Updated Trip Comparison, and Supplemental Memo on SW Park Way and SW Wilshire Street Accesses for the proposed development project prepared by Kittleson & Associates. These memos conclude that the proposed development will not trigger the need for an updated TIA.

60.55.25. Street and Bicycle and Pedestrian Connection Requirements.

9. Accessways – No Change

Original Design Response: The site is bordered by Park Way (632' of frontage), Frontage Rd (344' of frontage), and Wilshire St. (754' of frontage). Clear and direct pedestrian connections to the development occur around the site. The primary driveway connections to Park Way to the north for commercial use and Wilshire Ave. to the south for residential use allow for bicyclists who are residents to enter the development. These driveway locations also include 5' wide pedestrian walks. These walks connect directly to the robust pedestrian system that continues throughout the interior of the site, connecting the public rights-of-way on both sides of the development. A clear sightline from the entry point into the site makes it easy for users to see what is up ahead.

In addition, an accessway from the public walk along Frontage allows pedestrians to enter the development through the parking area at Building A. This allows for a convenient passageway for pedestrians to enter the property from the eastern side of the site. A striped pathway through the parking garage provides a safe connection to the pedestrian system, internal to the site. Due to the grade differences along the eastern property edge, this connection requires a few stairs from the sidewalk along Frontage, into the Building A parking garage. **See DR100.**

Along the western edge of the property, a pathway provides a safe and convenient accessway for those traveling from Wilshire to Park Way. The gently arching pathway is framed by a row of trees, shrubs and groundcover that provide a visual buffer from the parking lot of the adjacent property as well as the blank

wall of the adjacent building. However, the vegetation is arranged to allow one end of the path to be visible from the other. This arching pathway geometry provides a reasonably direct connection while creating a visually pleasing space to walk, bike, or relax within. See the Landscape Plan and the Architectural site plan, **L102 and DR100**.

10. Pedestrian Circulation

Design Response: The only change from the original approval is the removal of Building B and therefore the additional lobby entry along Wilshire. Entries along this frontage occur no more than 300' apart with primary entry points occurring at the residential lobby at the SW corner of Building A and Building C Wilshire residential lobby. There are additional pedestrian entries for residents by means of pedestrian gates through the fence just to the west of Building A as well as to the west of the driveway connection from Wilshire.

The **Site Lighting Plan, E1.00P**, has been modified to indicate slightly revised internal walkways which all still meet the .5 foot-candle level. Light fixtures have been carefully located to assure there is no light spill over the property line. In locations where fixtures were required close to property lines, light fixtures specified have cut-offs so there will be no more than .5 foot-candles 5' beyond the property line.

Original Design Response: For the safety of the residents, the proposed development has been designed as a secure site with a gate at the Wilshire driveway entry and screens or fences at other openings to the inside of the site. A gate for use by emergency vehicles only, occurs at the Park Way entry beyond the commercial parking. The pathway along the western edge is intended as a public amenity and is open for use by all. Retail spaces and the main entry lobby to the building, both located along Park Way, have direct connections to the pedestrian system within the right-of-way. All onsite walkways that connect building entrances are composed of concrete pavement with a width of at least five (5) feet of unobstructed width. Curbs or wheel stops prevent parked cars from obstructing the walkway.

Walkway connections are provided into the development at intervals less than 300' of street frontage as shown on the attached **DR 100** of the DR Exhibits and listed below. Connections are dimensioned on the Architectural site plan. As all the buildings are close to the property lines along the streets, all entries connect directly to the sidewalks and bike lanes in the right-of-way which, in-turn, connects all the entries together. This is true, as well for the entries along Park Way where the right-of-way sidewalk connects directly to a Tri-Met bus stop.

- Park Way frontage – Entries occur no more than 300' apart and much more regularly at the western end. **See DR 100**.
 - Northern end of western pedestrian pathway accessed through public plaza provided at the NW corner of the site
 - Pedestrian walkways occur along the western and eastern edges of the entry driveway between buildings C and D.
 - Regular retail entries occur at the western end of Building D.
 - A public plaza connects the retail and primary entry lobby for the multi-family housing component both in Building D.
 - Primary entry door to the main residential lobby containing the property management offices in Building D

- Frontage Way frontage – a pedestrian entry occurs at the south bend of Building A where the building bends. Due to grade changes along this frontage, additional connection points along this side are not viable.
- Wilshire frontage- Entries occur no more than 300' apart with primary entry points being at the residential lobby at the SE corner of Building A and Building C Wilshire residential lobbies. There are additional pedestrian entry for residents at the pedestrian accessway to the west of the driveway connection from Wilshire as well as directly to the west of the Building A lobby. Both are gates through the fence.

Walkways bordering parking spaces are raised and protected by curbs as well as wheel stops and cross drive aisles only where necessary to circulate through the site.

The proposed development is designed to provide for access and facilities for physically handicapped residents and visitors throughout the site and building. This includes ADA compliant continuous, uninterrupted walkways throughout the property, from the public way to primary building entries, and from accessible parking spaces to primary building entries. See **DR 100** for site layout and circulation.

As shown on the **Site Lighting Plan, E1.00P**, walkways all meet the .5 foot-candle level. Light fixtures have been carefully located to assure there is no light spill over the property line. In locations where fixtures were required close to property lines, light fixtures specified have cut-offs so there will be no more than .5 foot-candles 5' beyond the property line.

60.55.30. Minimum Street Widths No Change

Original Design Response: The street frontage designs of SW Park Way and SW Wilshire are governed by Washington County in coordination with City of Beaverton transportation staff. No modifications to the Engineering Design Manual standards or Washington County roadway design standards are requested. SW Frontage Road is governed by ODOT and meets the requirements established by ODOT. Design standards of section 60.55.30.1 and 2 are met. Street trees are provided along both County owned frontages at a spacing of no greater than 30 feet; therefore, standards of section 60.55.30.3 are met. No street trees proposed to be installed along Frontage Road due to ODOT Clear Zone requirements as stipulated in the published ODOT pre-application notes.

60.55.35. Access Standards. No Change

Original Design Response: Vehicular site access is provided by two driveways, one located near west end of SW Park Way frontage and the second located midblock along SW Wilshire St frontage. The Park Way driveway is located 568' west of the intersection of Frontage Rd and is limited to the commercial use parking spaces as well as emergency vehicle access. The Wilshire driveway is for residential uses and is located 300' west from the Eastridge St intersection. Both driveways meet or exceed intersection sight distance requirements for Washington County.

60.60.25 Mitigation Requirements

9. Replacement of a Landscape Tree

Design Response: All on-site Landscape trees are to be removed. The sum of the total linear DBH measurement of all on-site Landscape trees to be removed is 122". The sum of the total linear DBH measurement of all proposed on-site trees is 195". **See Landscape Exhibits L101-L105.**

60.65. Utility Undergrounding **No Change**

Original Design Response: All existing overhead utility lines along SW Park Way and SW Wilshire St to be undergrounded as required by section 60.65 as noted on Site Utility Plan Exhibits. There are no overhead utility lines located along SW Frontage Rd. All new power for private site and public streetlights will be fed from undergrounded power system.

*E. Adequate means are provided or can be provided to ensure continued periodic maintenance and necessary normal replacement of the following private common facilities and areas, as applicable: drainage facilities, roads and other improved rights-of-way, structures, recreation facilities, landscaping, fill and excavation areas, screening and fencing, ground cover, garbage and recycling storage areas, and other facilities not subject to maintenance by the City or other public agency. **No Change***

Original Design Response: The ownership/property management group responsible for the completed project will have the adequate means and ensure that the property is properly maintained to assure that all aspects continue to function as originally designed. Replacement of materials, systems, or facilities within the development will be made at appropriate times. This includes the following private common facilities and areas, as applicable: drainage facilities, roads and other improved rights-of-way, structures, recreation facilities, landscaping, fill and excavation areas, screening and fencing, ground cover, garbage and recycling storage areas, and other facilities not subject to maintenance by the City or other public agency.

*F. There are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the development. **No Change***

Original Design Response: The project has been designed to assure that private vehicles and public service vehicles as well as pedestrians can circulate around and within the boundaries of the development. Vehicle circulation has been carefully designed to allow for easy navigation in and out of the property as well as parking. Bound by SW Park Way to the north, SW Wilshire Street to the south, and OR 217 Frontage Road to the east, vehicular access points occur at SW Park Way, limited to commercial parking access and emergency vehicles, and SW Wilshire for residential use.

A pedestrian circulation system allows for residents and visitors to safely navigate throughout the site between buildings and parking areas. Primary pedestrian connections to the existing public rights-of-way occur at SW Park and SW Wilshire as shown on the Architectural Site Plan **DR 100**. These occur at primary building entries as well as at the pedestrian path that runs the full west side of the project. Secondary entries to parking areas occur along Frontage.

Fire truck access and circulation throughout the site has been coordinated with TVF&R in case needed in an emergency. TVF&R will have the ability to override the security gates to enter the site. Fire Truck turning radii are incorporated into curbs and islands to allow easy navigation around the site.

Trash Enclosures and loading areas have been located to not only work well with the disposal of trash by residents and retail tenants but also the pick-up by the local waste hauler.

G. The development's on-site vehicular and pedestrian circulation systems connect to the surrounding circulation systems in a safe, efficient, and direct manner. No Change

Original Design Response: Vehicle circulation has been carefully designed to allow a clean connection to the public rights-of-way. Bound by SW Park Way to the north, SW Wilshire Street to the south, and OR 217 Frontage Road to the east, vehicular access points occur at SW Park Way and SW Wilshire. As shown on the **DR 100 Exhibit**, on-site parking areas are connected by a series of driveways that connect directly to SW Willshire Ave to the south through gated entry drives. This gate is located to allow for a vehicle to get safely off the street while waiting for the gate to open. The vehicle access point at park way is restricted to commercial parking and emergency and service vehicle access.

An internal sidewalk system connects directly to the sidewalks along SW Park Way to the north, and Willshire Ave. to the South as well as Frontage Rd to the east. The public sidewalks are 10' 0" wide at both Park and Wilshire. Frontage has a 12' 0" wide multi-use path. An organic paved pedestrian path runs along the west side of the development, connecting existing pedestrian circulation along SW Park Way and Willshire. Dedicated bike lanes occur on Park and Wilshire and both bikes and pedestrians will use the multi-use path along Frontage. These all connect directly to the on-site pedestrian and bicycle systems.

H. Structures and public facilities serving the development site are designed in accordance with adopted City codes and standards and provide adequate fire protection, including, but not limited to, fire flow. No Change

Original Design Response: As stated earlier in this written statement, attached service letters confirm that existing utility and public service infrastructures are adequate to properly serve the proposed new development. Any new facilities or structures required will be designed in accordance with adopted City codes and standards and provide adequate fire protection, including, but not limited to, fire flow.

I. Structures and public facilities serving the development site are designed in accordance with adopted City codes and standards and provide adequate protection from crime and accident, as well as protection from hazardous conditions due to inadequate, substandard, or ill-designed development. No Change

Original Design Response: The proposed development has been designed in accordance with adopted City codes and standards as well as "best practices" for crime prevention. The development will meet all required codes and standards so that there are no hazardous conditions on site, ensuring the safety of both the private residents and the public visiting the project. All entries, vehicular and pedestrian, will be secure and well-lit at night. Hidden corners and alcoves do not exist in the development as the result in unsafe conditions for the residents and public.

The residential nature of the project allows for an “eyes on the street” condition for a much larger portion of the day than occurs with the current retail only situation. This discourages crime and creates a safer environment. **See the Exhibits DR 100 and DR 202.**

*J. Grading and contouring of the development site is designed to accommodate the proposed use and to mitigate adverse effect(s) on neighboring properties, public right-of-way, surface drainage, water storage facilities, and the public storm drainage system. **No Change***

Original Design Response: Grading and contouring of the development site is designed to match into the adjacent private properties or public right of way. Proposed grading will meet requirements of section 60.15.10 and direct runoff into drain structures to be conveyed to the onsite storm water management system. Public right of way improvements are designed to meet grading standards set by the City of Beaverton Engineering Design Manual, Washington County Roadway Design Guidelines, and ODOT standards

*K. Access and facilities for physically handicapped people are incorporated into the development site and building design, with particular attention to providing continuous, uninterrupted access routes. **No Change***

Original Design Response: The proposed development is designed to provide for access and facilities for physically handicapped residents and visitors throughout the site and building. This includes 12 ADA parking spaces located adjacent to building entries (2 dedicated to the retail users), continuous, uninterrupted access routes throughout the property, from the public way to primary building entries, and from accessible parking spaces to primary building entries. See **DR 100** for site layout and circulation. As required by ADA, all public spaces within the building will be ADA-compliant.

*L. The application includes all required submittal materials as specified in Section 50.25.1. of the Development Code. [ORD 4265; October 2003] **No Change***

Original Response: The application includes all required submittal materials as specified in Section 50.25.1. of the Development Code.

40.20.15. Application

3. Design Review Two

C. Approval Criteria. [ORD 4365; October 2005] In order to approve a Design Review Two application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

1. The proposal satisfies the threshold requirements for a Design Review Two application.

Response: The proposed development is required to go through a Design Review process per Threshold 8. of the Design Review Two process: Any new or change to existing on-site vehicular parking, maneuvering, and circulation area which adds paving.

2. All City application fees related to the application under consideration by the decision-making authority have been submitted.

Response: All fees related to the Design Review Two application has been or will be submitted along with this application.

3. The proposal contains all applicable application submittal requirements as specified in Section 50.25.1. of the Development Code.

Response: All application requirements are included with this submittal.

4. The proposal is consistent with all applicable provisions of Sections 60.05.15. through 60.05.30. (Design Standards).

Response: All design modifications included in this application are consistent with the applicable provisions of the Sections listed above.

5. For additions to or modifications of existing development, the proposal is consistent with all applicable provisions of Sections 60.05.15 through 60.05.30 (Design Standards) or can demonstrate that the additions or modifications are moving towards compliance with specific Design Standards if any of the following conditions exist:

Response: The proposed development is new construction. This criterion is not applicable.

6. For reconstruction of a destroyed existing single-detached dwelling in a Multiple Use zoning district, the reconstructed dwelling is no more than 500 sq. ft. larger in floor area than the original dwelling. [ORD 4822; June 2022]

Response: This criterion is not applicable.

7. The proposal complies with the grading standards outlined in Section 60.15.10 or approved with an Adjustment or Variance. [ORD 4782; April 2020]

Response: As detailed earlier on in this Written Statement, and as shown on included drawing exhibits, grading standards are in compliance with the Development Code requirements.

8. Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.

Response: Applications and documents required for the development of the proposed project will be submitted to the City and appropriate agencies in the sequence required.

40.45.15. Application. No Change

SECTION 60.05 DESIGN REVIEW PRINCIPLES STANDARDS AND GUIDELINES

The project adheres to a combination of Design Standards and Guidelines as documented below. All changes to the original approved design that are part of this Modification of Design Application, meet the Design Standards. Guidelines responses from the original Type 3 Design Review application that was approved, are included for reference only. Plan and Elevation Exhibits are included in the package as required.

60.05.15 Building Design and Orientation Standards

1. Building Articulation and Variety

Modification Design Response: No Changes to the building design aesthetic. Modification takes the original building count from 4 buildings to 3 with the removal of Building B. Buildings C and D have an additional floor but are consistent with the materials, articulation, and detailing as was approved with the original application.

Original Response: As stated previously in the project description, the development is designed with a European Farmhouse aesthetic. Four individual buildings, A, B, C, and D, utilize a common language which includes a mix of roof forms and exterior cladding materials to provide articulation and interest that give the development a village feel and sense of place. This language helps to break down the individual building mass and the overall scale of the development. A mix of traditional brick, contemporary metal siding with cementitious lap and shingle siding provides a permanence that will stand the test of time and ensure the buildings maintain their handsome aesthetic long into the future. Wood-look siding, precast concrete accents, and wood soffits provide accents along with the similarly toned decorative screens at grade bringing the development down to a pedestrian scale along the streetscape. Strategically placed balconies with metal railings matching the warm wood-look tone, both on the street facing as well as internal facades, provide for another level of articulation.

Each building is oriented to the adjacent street frontage with a residential entry lobby that faces the adjacent street. Each of these entries sits within a taller gabled vertical element and includes a full glass storefront system at the ground level and metal entry canopy above the door, giving them greater recognition as an entry.

As the project is predominately residential in use, it includes many windows providing not only for a great amount of articulation but also the security you get with many “eyes on the street”. Variations on a standard sized window as well as a variety of façade materials adjacent to them, provide for additional variety and articulation.

Refer to the Architectural Site plan DR 100 for building orientation and pedestrian circulation and the Exterior Elevations DR 501A-DR 501D for more information on building articulation and variety.

A. Not Applicable

B. Permanent Architectural Features Designed to Provide Articulation and Variety – All Buildings are either located directly adjacent to the street on one or two sides. Additionally, Building C not only has street facing facades along Park Way and Wilshire but also is visible through the adjacent parking lot to the street as of the time of this application. As all buildings are viewed by residents as well from the interior of the site, no building sides contain blank walls. All sides, both internal and external to the site, are treated with the same level of design, detailing and articulation. For the purposes of this response, only those public facades are being addressed.

Building A is adjacent to and visible from SW Park Way, Frontage Rd., and Wilshire St. and is compliant in providing the required minimum portion of street facing permanent architectural features in a highly articulated fashion. Window articulation with alternating mullion patterns and changes in material type along each elevation- each greater than the minimum provided 25 square feet provide for highly articulated facades. A variety of offset 19" exterior walls along SW Park Way and 24" along Frontage Rd., glass storefronts and canopies at the lobby entries as well as some strategically placed balconies all help to articulate the building. Both the Park Way and Frontage facades include screening at the tuck-under parking locations at the ground floor. Decorative metal screens span between brick pilasters. These screens are also a permanent material. All 3 facades are made up of permanent architectural features.

Building B is adjacent to and visible from SW Wilshire and utilizes the same window articulation, building offsets as described for Building A. Glass storefront at the lobby entry and a canopy as well as a few balconies on either end provide for additional articulation to the Wilshire façade. The entire Wilshire façade is made up of permanent architectural features. All predominant material changes exceed the minimum area of 25 SF with a dimension exceeding 2' 0". The standard is met.

Building C is adjacent to and visible from Wilshire with a short end adjacent to and visible from Park Way. Additionally, the full western side can be seen from Park Way through the adjacent parking lot at this time so is addressed here as well. Building C utilizes the same window articulation, building offsets, and material changes as described for Building A. The Wilshire and Park Way façades includes residential entries with a full storefront system and metal canopy for resident protection. Additionally, the Park Way façade includes retail space enhanced by a storefront system and canopy, connection to the public plaza to the west. Carefully placed balconies along the south elevation as well as much of the 2nd level of the western façade provide for another level of interest and an amenity to those residents occupying those units. Both the Wilshire and western facades include screening at the tuck-under parking locations at the ground floor. Decorative metal screens span between brick pilasters. These screens are the only non-permanent material on the facades. The entire façade on both Wilshire and Park Way is made up of permanent architectural features. All predominant material changes exceed the minimum area of 25 SF with a dimension exceeding 2' 0". The standard is met.

Building D is adjacent to and visible from Park Way utilizes the same window articulation, building offsets, and variety of materials for Building A. Several retail entries occur along this façade as does the primary residential entry to the overall development. At this entry, along with the eastern most lobby a full storefront system and metal canopy provide for further articulation and interest. An internal pocket plaza occurs close to the mid-point of the façade, providing for a place for residents and visitors to relax or gather. The entire Park Way façade is made up of permanent architectural features. All predominant

material changes exceed the minimum area of 25 SF with a dimension exceeding 2' 0". The standard is met.

Refer to the Elevation Exhibits DR 501A-501D for material, window, balcony, screening, and canopy locations as well as the Material board for more information on the materials used on the buildings.

C. and D. See Associated Guideline *60.05.35. Building Design and Orientation Guidelines 1. E.*

2. Roof Forms *No Change*

Original Design Response: As mentioned in the project description, the buildings have a mix of flat and pitched roofs. All the sloped roofs have a pitch of 10:12 with eaves that project from the building wall 12". Flat roofs all have 12" minimum height parapets with some extending to 30" above the roof surface; all with a slight metal cornice treatment.

Along each of the public facing frontages, the elevations utilize an alternating pattern of the above-mentioned flat roofs with cornice treatments that, when paired with the more traditional form of the front-gabled roof, offer a contemporary illustration of the "house" vernacular, contributing to the overall residential feel. As you turn the corner from Frontage Rd. onto SW Wilshire and transition from Building A to Building B, you will notice that the termination of Building A ends with a primarily flat roofed elevation and Building B continues the gabled rhythm, ensuring that the street facing elevation along SW Wilshire shares in the creation of a sense of home. From this south facing street elevation we transition on to Building C where an additional gabled roof form is utilized at the south lobby to give prominence to the entry and provide a sense of wayfinding. Turning the corner on Building C to the west facing elevation, the gabled roof form is still present along a primarily flat roofed area, but you will notice that the form has been rotated to run parallel to the flat roof. Maintaining an alternating roof form pattern and preparing the gable orientation to return to the front-gabled orientation needed to architecturally present the residential lobby and the retail space along SW Park Way. Moving towards Building D along SW Park Way the building picks up where Building C left off and begins with the flat roof form, with a height change between the retail space and residential lobby, to define the pedestrian entrance into the site, before again providing a gabled roof form at the residential entry.

See Exterior Elevations DR 501A-501D. The standard is met.

3. Primary Building Entrances

Modified Design Response: Entries for Buildings C and D remain the same as originally approved. Due to some requirements for the cell tower, Building A's primary entry has been moved to the SW corner of Building and is protected by a metal canopy that is 4' deep and wraps the corner, exceeding the 6'0" width requirement.

The Standard is met.

Original Design Response

A. See Associated Guideline *60.05.35. Building Design and Orientation Guidelines 60.05.35.3 A. and B.*

4. Exterior Building Materials - Only a minor change to the screen % noted in the response to A. and information and references to Building B in C. The rest if the response is unchanged.

Design Response:

A. Visible Elevations: Except for the decorative screens that are used to screen the tuck-under parking from pedestrian view at the ground floor of the buildings, the exterior walls are all double-wall construction. These screens exist on all publicly visible sides of the development and range from 3% of the façade along Wilshire to 4.5% – 5% along SW Park and Frontage. 13.7% of the West property line frontage is open at the ground floor. Please see Elevation Exhibits DR 501A-DR 501D. All Buildings exceed the minimum 75% requirement for double wall construction visible to the street.

B. Building Materials: All exterior materials used on the project are architectural in nature, except for some smooth concrete due to grade differences which is all screened from view by landscaping. Concrete is also being used as a structural base and design component as part of the screening at parking levels across all buildings, on public street elevations (see Materials board exhibit). Concrete will also be visible as structural columns at the parking levels, internal to the site.

C. Foundation Material: Exterior materials include brick, metal, cementitious lap and shingle siding, wood-look siding, precast concrete, and glazing. Smooth pre-cast concrete elements make up less than 3% of each public building elevation. Exposed smooth foundation walls vary in height but are all less than 3' above grade.

- Building A – 1,519 sf total street facing screen. Smooth concrete foundations will be 245 sf of curb only.
- Building C– 1,000 sf total street facing screen. Smooth concrete foundations will be 150 sf of curb only.
- Building C– 1,056 sf total West facing screen. Smooth concrete foundations will be 160 sf of curb only.
- Building D – 0 sf total street facing screen. Smooth concrete foundations will be 135 sf of curb only.

See Exhibits DR 501A-501D. The standard is met.

5. Roof-mounted Equipment *No Change*

Original Design Response: Rooftop equipment has not yet been designed but is expected to be centered on each flat roof. Mechanical unit heights will not exceed 7' 0". See Mechanical Screening diagram DR 242, that illustrates that the units will be screened from view by the roof parapets as required by the standard. The standard is met.

6. *Building location and orientation along streets in Commercial and Multiple Use zone*

Modified Design Response: This information is supplemental to the information provided in the original response below.

A.3. Minimum Street Frontage – With the elimination of Building B, the building street frontage, which includes Buildings A and C, along Wilshire has been reduced to **49.8%**, which still greatly exceeding the minimum requirement of 35%.

E. Primary Building Entrance Orientation - Due to some requirements for the cell tower, Building A's primary entry has been moved to the SW corner of Building and faces Wilshire. The entry is directly adjacent to a sidewalk, abutting the public sidewalk.

The standard is met

Original Design Response:

A.3. Minimum Street Frontage – All street frontages are occupied by building frontages greatly exceeding the minimum 35% required. Buildings A, D, and C make up the Park Way Frontage. Building A makes up the Frontage Rd frontage. Buildings A, B, and C make up the Wilshire Frontage.

- Park Way: Building A: 20%, Building D: 31%, Building C: 27% = Total Building Frontage= 77%
- Frontage Rd: Building A = Total Building Frontage = 64%
- **Modified to remove Building B: Wilshire St: Building A: 18%, Building C: 41% = Total Building Frontage = 49.8%**

The standard is met

B. Not Applicable

C. See Associated Guideline *60.05.35. Building Design and Orientation Guidelines 60.05.35.6.C – No Change*

D. Not Applicable

E. Primary Entries (**Modified to remove references to Building B**) Buildings A, C, and D all are subject to street frontage standards as they all have frontages on one of the 3 bordering streets. As this is a large development made up of 3 separate buildings, there are multiple entrances to the development. Building D, along Park Way, serves as the primary entry to the development, housing the leasing and property management offices.

In addition to Building D's primary public entrance, the Park Way frontage serves as the primary residential lobby entry for Building D as well as the accessway to the amenity spaces on the 2nd level of Buildings A and D. This entry is 11'-7" from the abutting public pedestrian walk. Building D also has public entries to the future retail spaces. The north end of Building C also fronts Park and has both retail entries and a residential lobby entry facing the street.

Building A has primary residential lobby entries facing Wilshire Ave. Building C has a secondary residential lobby entry on Wilshire Ave. as well.

All of these entries are within 20' of the street and are directly connected to the sidewalk along the public right-of-way without crossing vehicular traffic as shown on DR100 and listed below.

- Building A – The entrance to building A is 4'-9" from the edge of the public sidewalk
- Building C - The entrance to building C along SW Wilshire St. is 3'-8" from the edge of the public sidewalk, and 10'-1" at the retail entrance along SW Park Way
- Building D - The Retail entrance to building D is 10'-1" from the edge of the public sidewalk, and 7'-7" from the edge of the public sidewalk at the Residential entrance on SW Park Way.

This standard is met.

7. Building scale along Major Pedestrian Routes. No Change

Original Design Response: There are no Major Pedestrian Routes that boarder this project. This standard does not apply

8. Ground floor elevations on commercial and multiple use buildings. No Change

Original Design Response: While the project is mixed-use and not exclusively used for residential use and ground floor elevations are visible from or directly on public streets, those streets are not classified as either a Class 1 or Class 2 Major Pedestrian Route. Additionally, while the site area does exceed 25,000 GSF, it is not within a Commercial Zone so these standards do not apply.

9. Compact Detached Housing design. No Change

Original Design Response: This standard is not applicable to this project as it is not compact detached housing.

10. Ground floor elevations on eligible residential-only buildings. No Change

Original Design Response: This standard is not applicable to this project as it is not within the RC-OT zone

60.05.20 Circulation and Parking Design Standards

1. Connections to the Public Street System No Change

Original Design Response: Driveways on the north and south sides of the development connect the project to both SW Park Way and SW Wilshire St. respectively. These driveway connections include adjacent pedestrian walkways and connect pedestrian, bicycle, and motor vehicles from the public streets to the private driveway and parking lot system, internal to the site. The proposed development plan is consistent with the Transportation Element of the Comprehensive Plan as shown on DR 100. The standard is met.

2. Loading Areas, Solid Waste Facilities, and Similar Improvements No Change

Original Design Response: Per 60.05.20.2.A, waste storage is in designated enclosed spaces within the site interior with loading areas located directly outside of enclosed space, within the site interior (no public street facing areas of buildings). See sheet DR 100 for waste storage locations, noted as “Trash Room” and DR 243 for enlarged plans of enclosed waste storage.

Each individual building has its own waste storage or “Trash Room” at the ground level that includes a trash compactor attached to a trash chute as well as the appropriately sized recycling bins. Each trash room has exterior access from the interior of the site, for use by the trash hauler and is screened from view by overhead doors. Trash rooms layouts and locations have been reviewed with Elizabeth Cole, City of Beaverton Recycling & Waste Reduction program Coordinator who approved them and indicated they will meet the needs of the project and the hauler. See Trash Room Exhibit DR 243.

There are no loading docks on the project and all service areas (trash) are screened from view. Utility vaults are all internal to the site and located in the drive aisles with traffic lids so unobtrusive. See DR 100, and C303 Utility plan for Utility vault locations within site interior, each of these pad-mounted transformer within the site interior is not directly visible from public streets. One pad mounted transformer is in the Northeast corner of the site at the site perimeter where 6’ tall evergreen shrubs will provide vegetative screening (see L104). While the tall evergreen shrubs will screen the transformer, a mixture of lower evergreen shrubs and groundcover with varying leaf textures and flowering seasons will add to the year-round interest of the plant composition

As the project includes less than 7,000 SF of space other than residential use (retail) no dedicated loading zones are required.

The standard is met.

3. Pedestrian Circulation

General Design Response: With the removal of Building B and the reduction of the amenity deck, there are some small modifications to the Architectural Site Plan DR 101.

- A.** Pedestrian connections shall be provided that link to adjacent existing and planned pedestrian facilities as specified in Tables 6.1 through 6.6 and Figures 6.1 through 6.23 of the Comprehensive Plan Transportation Element, and to the abutting public street system and on-site buildings, parking areas, and other facilities where pedestrian access is desired. **No Change**

Original Design Response: Pedestrian site entrances are each of the individual buildings on site; as shown on DR 100. New sidewalks and landscaping will be developed around the perimeter of the site taking what once was an uninviting and isolated pocket of the City of Beaverton and injecting new life to the area. The street improvements to sidewalks and their connections to pathways cutting through the site, in addition to a new walking path on the west side of Building C, maintain site-wide accessibility and create new moments to enjoy nature and outdoor activities. The engagement of residents with connected pathways activates the area and will contribute to a new image of what multi-family housing could become, thereby encouraging residents and neighbors to develop a sense of community. As you move about the site, accessible sidewalks, bike lanes and crosswalks provide additional connection to the surrounding area. With its proximity to the transit center and walking

bridge, the added sidewalks help create a more inviting pedestrian-oriented neighborhood, improving the overall human and environmental health of this community.

The nicely landscaped organic walking path along the west side of Building C provides easy access to the adjacent businesses. Along the southern portion of the site, Wilshire St, landscaping and pedestrian sidewalks will be improved.

B. A reasonably direct walkway connection is required between primary entrances, which are the main point(s) of entry where the majority of building users will enter and leave, and public and private streets, transit stops, and other pedestrian destinations.

Modification Design Response: Pedestrian pathways are not changed from the original approval with the exception of the removal of the 2 stairways connecting the ground with the 2nd floor amenity deck. With the reduction of the amenity deck, there is no longer a need for the stairs.

Original Design Response: Short, direct walkways connect the primary building entries which serve as primary pedestrian destinations for the site. Internally, walkways connecting directly to 2 stairways leading to the level 2 amenity deck are also important pedestrian connections. The pedestrian paths also connect the building entrances with the mid-block transit stop on SW Park Way.

Primary entrances to the site are located at the Southeastern corner, Southern driveway, and the Northwestern ends of the site allowing pedestrians to travel around the perimeter or pass directly through the site, **(as seen on DR 100)**.

C. A reasonably direct pedestrian walkway into a site shall be provided for every 300 feet of street frontage or for every eight aisles of vehicle parking if parking is located between the building and the street.

Design Response: The only change is the Wilshire Frontage due to the removal of Building B. **The pedestrian walkways are all less than 300' apart** and located as detailed below and **per DR 100**. **Other than the revisions to the Wilshire Frontage below, original design response is still accurate.**

Along SW Wilshire St: East to West:

- From SE corner of the site to the Building A Lobby Entry door, 92' 2".
- From Building A Entry door to Pedestrian Walkway gate, 12' 8".
- From Pedestrian walkway gate entry just to the west of Building A, 292' 10" to the pedestrian walkway entry adjacent to the Wilshire Driveway.
- From the pedestrian walkway entry, 119' 11" to the Building C entry lobby
- From the Building C entry lobby to the pedestrian entry through Building C parking, 182' 7"
- From the Building C parking entry 49' 1" to the pedestrian plaza in the SW corner of the site

Original Design Response: Primary site entries occur from the north and south sides of the site. Additionally, designated pedestrian pathway on the western side of the site safely connects pedestrians traveling along Wilshire, through the site to the public plaza at the northwestern corner of the site. A secondary access point along Frontage St. allows the building's residents to access Building A. These pedestrian walkways are all less than 300' apart and located as detailed below and per DR 100.

Along SW Park Way: From West to East:

- At the Plaza at the NW corner of the site
- From Plaza, 98' 10" to pedestrian walk connecting to Building C Lobby
- From Bldg C Lobby, 53' to the pedestrian walk on the west side of Building D
- From Bldg D west walk, 129' to the central plaza between the retail and main lobby of Building D.
- From the main entry door of the Building D residential lobby, 269' 8" to the corner of the site.

Along Frontage Road: North to South:

- From the corner of the site to the pedestrian site entrance of Building A, 228'
- From the Building A pedestrian site entrance, 113' to the Lobby of Building A

Along SW Wilshire St: East to West:

- From SE corner of the site to the Building B Lobby Entry door, 198'
- From the Building B lobby entry door, 169' 5" to the pedestrian walkway east of the main vehicular entry
- From the pedestrian walkway, 115' to the Building C entry lobby
- From the Building C entry lobby, 205' 10" to the pedestrian plaza in the SW corner of the site

D. Pedestrian connections through parking **No Change**

E. Where pedestrian connections cross driveways or vehicular access aisles a continuous walkway shall be provided and shall be composed of a different paving material than the primary on-site paving material. **No Change**

Original Design Response: The internal system includes pedestrian connections through parking lots that are physically separated from adjacent vehicle parking and parallel vehicle traffic using curbs, landscaping, trees, and lighting. Pedestrian connections across vehicular access aisles are composed of concrete which is different from the vehicular parking areas composed of asphalt. See updated site plan on page DR 100 of the design review exhibits.

F. Pedestrian walkways shall have a minimum of five (5) foot wide unobstructed clearance and shall be paved with scored concrete or modular paving materials **No Change**

Original Design Response: All pedestrian walkways are at least five (5) feet wide and are composed of scored concrete or concrete unit pavers. See site plan on page DR 100 and L102 for dimensional clearances and maximum distances.

This standard is met.

4. Street Frontages and Parking Areas

1. A.Surface parking areas abutting a public street shall provide perimeter parking lot landscaping which meets one of the following standards:

1. A minimum six (6)-foot wide planting strip between the right-of-way and the parking area. Pedestrian walkways and vehicular driveways may cross the planting strip. Trees shall be planted at a minimum 2 1/2 inch caliper at a maximum of thirty (30) feet on center. Planting strips shall be planted with an evergreen hedge that will provide a 30-inch high screen and fifty (50) percent opacity within two years. The maximum height shall be maintained at no more than thirty-six (36) inches. Areas not covered by trees or hedge shall be landscaped with live ground cover. Bumper overhangs which intrude into the planting strip shall not impact required trees or hedge; or

2. A solid wall or fence 30 to 36 inches in height parallel to and not nearer than four (4) feet from the right-of-way line. The area between the wall or fence and the street line shall be landscaped with live ground cover. Pedestrian walkways and vehicular driveways may cross the wall or fence.

Design Modification Response: The removal of Building B creates a larger surface parking area abutting Wilshire. This parking area is screened from the street through the use of some low plantings and an 8' tall fence with solid panels, 3' 6" up and located 4' 6" away from the right-of-way line.

The standard is met.

Original Design Response: See associated Guideline 60.05.40 Circulation and Parking Design Guidelines 4.

5. *Parking Area Landscaping*

Design Modification Response: The parking lot has been modified to include the required number of planter islands, sized and spaced to meet the standard. Trees have been added to meet the required tree canopy coverage. Refer to the **Landscape Drawings, L101-L105** for more information, calculations, and plant details.

The standard is met

Original Design Response: See associated Guideline 60.05.40 Circulation and Parking Design Guidelines 5.

6. *Off-Street Parking Frontages in Multiple Use Zones*

Design Response: The development has been designed in a true urban fashion with buildings directly adjacent and parking tucked under or behind to enhance the pedestrian experience. As previously stated, there are only two locations within the development where surface parking is adjacent to the street; along Park Way where 6 parking spaces are located between Buildings A and D, and along Wilshire. The rest of the parking is either surface parked, internally to the site or tucked under the buildings. Only 6% of the Park Way frontage will contain surface parking. With the removal of Building B there is a portion of the Wilshire frontage that is now surface parking. The surface parking along Wilshire is only 30% of the frontage. This is below the maximum allowed of 65%.

The standard is met.

7. Sidewalks along Streets / Primary Building Elevations in Commercial and Multiple Use Zones – No Change

Original Design Response: 10' wide, unobstructed sidewalks are provided along SW Park Way and SW Wilshire St. Frontage Rd has a new 12' 0" wide, unobstructed multi-modal path. Public retail entries and the main public entry for the development is along Park Way in Buildings C and D, respectively. Scored concrete walks of various widths, no narrower than 5' 0", connect directly to these entries from the sidewalk within the public right-of-way. A public plaza at the NW corner of the site connects directly to one of the retail spaces and is a mix of concrete pavers and landscape. See the DR 100, Architectural site plan and L102, Landscape plans L102, L103, and L104 shows exact sizes and locations.

As shown and located on the Architectural Site Plan, DR 100, the sidewalk sections along each street are designed as follows:

- Along SW Park Way a gutter and new curb will be constructed with abutting streetside 10.5' LIDA planters where occurs and a new 6'-0" sidewalk.
- Along Frontage Rd. a new 6" curb will be constructed with abutting streetside 5.5' LIDA planters or landscaping and a new 12'-0" wide shared bike and pedestrian sidewalk followed by a 1'-0" landscape buffer.
- Along SW Wilshire St. Starting on the easternmost end of the site, new curb and gutter will be constructed with abutting 4'-0" tree well then new sidewalk. At the western end of SW Wilshire St., a new curb and gutter will be constructed with abutting streetside 10.5' LIDA planters, and a 10'-0" combined sidewalk and walking trail will be constructed.

See page C105 for cross sections.

Resident entry lobbies for Buildings A, C, and B are connected directly to the public sidewalk by scored concrete walks. Due to its length, a secondary residential lobby entry is provided at the south side of Building C, along Wilshire. Building A's main entry lobby faces south and connects directly to the public sidewalk along Wilshire. It is connected to the public walk with a wide unobstructed scored concrete walkway. Each residential lobby and retail entry is fully glazed using a storefront system. See Architectural Site Plan DR 100 and Exterior Elevations DR 501A-501D.

The standard is met.

8. Connect On-Site Buildings, Parking, and Other Improvements with Identifiable Streets and Drive Aisles in Residential, Commercial And Multiple Use Zones No Change.

Original Design Response: This condition does not exist on the project, so the standard does not apply.

9. Ground Floor Uses in Parking Structures - No Change

Original Design Response: This standard does not apply as the project does not contain a parking structure.

60.05.25 Landscape, Open Space and Natural Areas Design Standards

Design Response: Standards 1-4 are not applicable as this is a Mixed-Use Development and not all Residential use. **No Change**

5. Minimum Landscape Requirements for Non-Residential Developments and Mixed-Use Developments –

Design Response: All areas of the site not covered by parking, building, or pedestrian walks are landscaped. Pedestrian scaled lighting is used throughout the project as shown on the **Site Lighting Plan E1-00P**. **The project meets the Landscape standards as required by this section. See Landscape Plans L101-L105** for more information. Plants that are disease and drought tolerant have been selected in addition to many native species.

- A. Since the project is in a Multiple-Use district, **at least ten (10) percent of the gross lot area will be landscaped. The development is providing 10% of landscaping meeting the requirement.** The minimum landscape calculations are shown on sheet L102 and individual plants are shown on L103 and L104. No environmentally sensitive areas or aboveground landscaped water quality treatment facilities are located onsite. **The standard is met.**
- B. The development meets the minimum planting requirements for landscaped areas. The calculations for these areas are located on L103. **The standard is met.**
- C. Two (2) hard surfaced pedestrian plazas are proposed on the west side of the site and are intended to be counted towards meeting the minimum landscaping requirement. **The combined area of the plazas is significantly less than twenty-five (25) percent of the required landscape area.** The plazas are comprised of concrete pavers, pedestrian scale lighting, benches, and other street furniture. Pedestrian scale lighting is provided throughout the plaza. **The calculations for the tree planting requirements of the plaza are located on L102.** Pedestrian scale lighting is provided throughout all the pedestrian areas of the site as described in more detail in the 60.05.30 Lighting Design Standards section of this written statement. **The standard is met.**
- D. **Original Design Response:** See associated Guideline 60.05.45.3 Landscape, Open Space and Natural Area. - **No Change**

6. Common Greens - No Change

Original Design Response: This standard does not apply as the project does not contain detached housing.

7. Shared Courts - No Change

Original Design Response: This standard does not apply as the project does not contain detached housing.

8. Retaining Walls - No Change

Original Design Response: Due to grade changes around the site, retaining walls are required around the exterior of the building footprints. These walls are low ranging from 2' to 3' 6" in height and in most cases screened with landscape as required by the standard. See Landscape Plans L102-L104 and Exterior Elevations DR 501A-DR 501D. In two locations, retaining wall lengths exceed 50', the north end of the western edge of Building D and the western end of the southern edge of Building D. In both these

locations the exposed retaining wall will be architecturally treated with a contrasting scoring or patterned finish.

9. Fences and Walls

Modified Design Response: With the removal of Building B, the security fence has been expanded to enclose the new surface parking lot. Along the surface parking facing the Wilshire frontage, this fence includes solid panels at the bottom, extending up to 3'6" above grade to provide the required screening for the surface parking lot. See the Architectural Site Plan DR 100 and Landscape Plan L102 for the location as well as the fence cutsheet included in this submittal for an image of the proposed fence.

A new pedestrian gate has been added just to the east of building A to provide access from the public way and connecting directly to the on-site pedestrian path system within the site.

Original design response below is still accurate for other fences throughout the site.

The standard is met.

Original Design Response: The development is for private use and therefore secure. While building faces make up much of the perimeter, openings occur at the drive entries as well as along the western edge of the property where tuck-under parking extends beyond the face of the building, making screening used in other locations inappropriate. In this location an 8' high, black metal fence runs the full length of the opening. See the Architectural Site Plan DR 100 and Landscape Plan L102 for the location as well as the fence cutsheet included in this submittal for an image of the proposed fence. This fence is on an internal side yard, and not a required front yard.

Metal gates flanked by fences similar to that on the west side secure the Wilshire driveway entry. This system includes "people-gates" at the sidewalk locations. A vehicle gate for emergency vehicles only also exists internal to the site beyond the commercial parking access. This is flanked by a fence and pedestrian gate similar to the Wilshire fence-gate system. A decorative fence and gate also occur at the Plaza adjacent to the main entry at Building A to secure that entry.

The standard is met.

10. Minimize Significant Changes to Existing On-Site Surface Contours at Residential Property Lines - No Change

Original Design Response: The site and adjacent sites are zoned SC-MC. The use on the adjoining property is commercial and not residential. There are no existing significant trees within 25' of the property lines.

11. Integrate Water Quality, Quantity, or Both Facilities - No Change

Original Design Response: All stormwater detention and treatment facilities are underground. The standard does not apply.

12. Natural Areas - No Change

Original Design Response: This standard is not applicable as the site does not contain any City-adopted natural resource features.

13. Landscape Buffering and Screening – No Change

Original Design Response: The properties adjacent to the site are either of the same zone or in the jurisdiction of Washington County. As such, this standard does not apply.

14. Community Gardens – No Change

Original Design Response: This standard is not applicable as a community garden is not proposed for the project.

60.05.30 Lighting Design Standards and Table 60.05-1. Technical Lighting Standards

1. Adequate On-Site Lighting and Minimal Glare on Adjoining Properties - No Change

Original Design Response: The exterior lighting proposed meets the City’s Technical Lighting Standards in Table 60.05-1. As shown on the Site Lighting Plan E1-00P Exhibit, all vehicular and pedestrian circulation areas are well lit. The Plaza at the SE corner of the site has pedestrian scaled pole lights. Bollards spaced at regular intervals line the pedestrian path on the west side of the site. Tuck under parking is lit with linear fixtures mounted to the underside of the building above. All primary building entrances have recessed lighting within the canopies as well as wall fixtures. Private balconies each have a wall mounted light fixture.

Light fixtures have been selected and placed with light coverage and safety in mind while also minimizing excessive illumination on adjoining properties and streets. See light fixture cut sheets included with this submittal.

Lighting has been selected and arranged to minimize glare on the adjacent property.

- A. Lighting has been designed to a minimum illumination of 0.7 footcandles, which is in accordance with the Technical Design Standard 60.30-1.
 - B. Decorative area lighting has been designed at vehicular circulation and parking areas, and pedestrian scale decorative light columns have been designed for pedestrian circulation areas.
 - C. Wall mounted luminaires have been utilized in pedestrian plaza areas since they are adjacent to buildings.
 - D. Building entries will be illuminated with a combination of wall mounted lighting as well as recessed can lighting as appropriate. Canopy lighting will be integrated during the building design.
 - E. Recessed can lighting will be designed at building canopies to help minimize direct glare from luminaires.
- The standard is met.

2. Pedestrian-Scale On-Site Lighting – No Change

Original Design Response: Pedestrian scale and vehicular circulation lighting has been designed as follows.

- A. See associated Guideline **60.05.50 Lighting Design Guidelines 2**.
- B. Non-pole mounted luminaires are mounted on building walls, and the height ranges from 10 to 15 feet and meet the City’s Technical Lighting
- C. Lighted Bollards are provided along the western pedestrian path and are 3’ tall.

60.05.35 Building Design and Orientation Guidelines – In addition to the removal of Building B, modifications have been made to the Building A primary entry. These changes meet the standard.

Note that this is original response so still includes references to Building B

Original Design Response:

1. Building Articulation and Variety

E. Design Response: As stated previously in the project description, the development is designed with a European Farmhouse aesthetic. Four individual buildings, A, B, C, and D, utilize a common language which includes a mix of roof forms and exterior cladding materials to provide articulation and interest that give the development a village feel and sense of place. This language helps to break down the individual building mass and the overall scale of the development. A mix of traditional brick, contemporary metal siding with cementitious lap and shingle siding provides a permanence that will stand the test of time and ensure the buildings maintain their handsome aesthetic long into the future. Wood-look siding, precast concrete accents, and wood soffits provide accents along with the similarly toned decorative screens at grade bringing the development down to a pedestrian scale along the streetscape. Strategically placed balconies with metal railings matching the warm wood-look tone, both on the street facing as well as internal facades, provide for another level of articulation.

Each building is oriented to the adjacent street frontage with a residential entry lobby that faces the adjacent street. Each of these entries sits within a taller gabled vertical element and includes a full glass storefront system at the ground level and metal entry canopy above the door, giving them greater recognition as an entry.

As the project is predominately residential in use, it includes many windows providing not only for a great amount of articulation but also the security you get with many “eyes on the street”. Variations on a standard sized window as well as a variety of façade materials adjacent to them, provide for additional variety and articulation.

Refer to the Architectural Site plan DR 100 for building orientation and pedestrian circulation and the Exterior Elevations DR 501A-DR 501D for more information on building articulation and variety.

Permanent Architectural Features Designed to Provide Articulation and Variety – All Buildings are either located directly adjacent to the street on one or two sides. Additionally, Building C not only has street facing facades along Park Way and Wilshire but also is visible through the adjacent parking lot to the street as of the time of this application. As all buildings are viewed by residents as well from the interior of the site, no building sides contain blank walls. All sides, both internal and external to the site, are treated with the same level of design, detailing and articulation. For the purposes of this response, only those public facades are being addressed.

Building A is adjacent to and visible from SW Park Way, Frontage Rd., and Wilshire St. and is compliant in providing the required minimum portion of street facing permanent architectural features in a highly articulated fashion. Window articulation with alternating mullion patterns and changes in material type along each elevation- each greater than the minimum provided 25 square feet provide for highly articulated facades. A variety of offset 19” exterior walls along SW Park Way and 24” along Frontage Rd., glass storefronts and canopies at the lobby entries as well as some strategically placed balconies all help to articulate the building. Both the Park Way and Frontage facades include screening at the tuck-under parking locations at the ground floor. Decorative metal screens span between brick pilasters. These screens are also a permanent material. All 3 facades are made up of permanent architectural features.

Building B is adjacent to and visible from SW Wilshire and utilizes the same window articulation, building offsets as described for Building A. Glass storefront at the lobby entry and a canopy as well as a few balconies on either end provide for additional articulation to the Wilshire façade. The entire Wilshire façade is made up of permanent architectural features. All predominant material changes exceed the minimum area of 25 SF with a dimension exceeding 2' 0".

Building C is adjacent to and visible from Wilshire with a short end adjacent to and visible from Park Way. Additionally, the full western side can be seen from Park Way through the adjacent parking lot at this time so is addressed here as well. Building C utilizes the same window articulation, building offsets, and material changes as described for Building A. The Wilshire and Park Way façades includes residential entries with a full storefront system and metal canopy for resident protection. Additionally, the Park Way façade includes retail space enhanced by a storefront system and canopy, connection to the public plaza to the west. Carefully placed balconies along the south elevation as well as much of the 2nd level of the western façade provide for another level of interest and an amenity to those residents occupying those units. Both the Wilshire and western facades include screening at the tuck-under parking locations at the ground floor. Decorative metal screens span between brick pilasters. These screens are the only non-permanent material on the facades. The entire façade on both Wilshire and Park Way is made up of permanent architectural features. All predominant material changes exceed the minimum area of 25 SF with a dimension exceeding 2' 0".

Building D is adjacent to and visible from Park Way utilizes the same window articulation, building offsets, and variety of materials for Building A. Several retail entries occur along this façade as does the primary residential entry to the overall development. At this entry, along with the eastern most lobby a full storefront system and metal canopy provide for further articulation and interest. An internal pocket plaza occurs close to the mid-point of the façade, providing for a place for residents and visitors to relax or gather. The entire Park Way façade is made up of permanent architectural features. All predominant material changes exceed the minimum area of 25 SF with a dimension exceeding 2' 0".

Refer to the Elevation Exhibits DR 501A-501D for material, window, balcony, screening, and canopy locations as well as the Material board for more information on the materials used on the buildings.

The guideline is met.

3. Primary building entrances

A. Protection from rain and sun

Design Response: All primary entries to all 4 buildings in the project have entry canopies to protect building users from the weather. Dependent on location, some of these are combined with recessed entry doors to provide a greater level of protection due to ROW restrictions on canopy depth. As shown on Exhibit DR 100, these occur at the primary retail and lobby entries at the north end of Building C, the primary retail and residential lobby entries facing SW Park Way at Building D, and the residential lobbies for Buildings A and B facing SW Wilshire St.

B. Attractive and functional primary entries

Design Response: Each building is oriented to the adjacent street frontage with a residential entry lobby that faces the adjacent street. Each of these entries sits within a taller gabled vertical element and includes a full glass storefront system at the ground level and metal entry canopy above the door, giving them greater recognition as an entry. See Building Elevation Sheets DR 501A-501D.

6. Building location and orientation in Commercial and Multiple-Use Zones -No Change

C. On Class 1 Major Pedestrian Routes

Design Response: Though technically Not Applicable as the development does not sit on a Class 1 Major Pedestrian Route, all the buildings sit within a few feet of the public street frontages. Each building has a primary entrance oriented toward the adjacent street frontage as shown on the DR 100.

60.05.40 Circulation and Parking Design Guidelines – All Changes made with the removal of Building B and modified surface parking areas, now meet the required associated Standard. See the response to the associated Standard, 60.05.20 Circulation and Parking Design Standards

Note that this is original response so still includes references to Building B

4. Street frontages and parking areas.

Design Response: There are only two small locations within the development where surface parking is adjacent to the street; along Park Way where 6 parking spaces are located between Buildings A and D, and along Wilshire where 4 spaces occur between Building A and Building B. The rest of the parking is either surface parked, internally to the site or tucked under the buildings so screening is not required. **See Exhibits DR100 and L104.**

At the exposed surface parking, a combination of vegetation and metal screen is used. The design proposes an evergreen hedge that will provide a 30-inch-high screen and fifty (50) percent opacity within two years in addition to live ground cover plantings covering the remaining planting area. An architectural screen sympathetic to the nearby architectural screen panels of the façade is proposed. The screen will rise to the height of the same datum line as the adjacent architectural façade panels.

The proposed design screens the cars with evergreen vegetation, engages the architectural character with the screen design, and adds to a dynamic streetscape experience for the public by preserving the views to the active uses on the amenity deck.

5. Parking Area Landscaping

Design Response: The design meets the standards of 60.05.20.5.A through D except for one (1) parking lot planter island. Electrical equipment is proposed for one (1) planter island due to the clearances and siting constraints for the electrical equipment. Five (5) additional trees other than the required trees have been added in the parking lot to minimize the visual impact of the parking areas and the parking lot entry drives.

- A. Landscape planter islands are spaced not closer than ten (10) contiguous parking spaces from each other.
- B. Based on the parking layout, thirteen (13) planter islands are required for the parking areas classified as surface parking rather than tuck-under parking. Trees are proposed for twelve (12) planter islands. Each planter island is curbed with a minimum area of 70 square feet and a minimum width of 6 feet.
- C. The east/west pedestrian path is not intended to be counted toward the total required number of landscape planter islands, and as a result, it is not intended to meet the requirements of 60.05.20.5.C.
- D. All trees planted in parking lot landscape planter islands are species listed on the City of Beaverton's Street Tree List.

See the Landscape Plans L101-L104.

60.05.45 Landscape, Open Space and Natural Areas Design Guidelines

.3. Minimum landscaping for Conditional Uses in Residential zones and for developments in Commercial, Industrial, and Multiple Use zones. No Change

Original Design Response:

- A. The planting design creates a welcoming experience for pedestrians by framing seating nodes and paths. People in vehicles circulating through or around the site will experience a softer and more vibrant landscape that eases the hard edges of the parking lot and building edges. Generous planting areas at building corners and vehicular gateways have been created to reinforce a welcoming feeling at these important nodes. The design follows the standard of 60.05.25.5 as closely as possible with 2 exceptions. Trees between the building and the right-of-way were not added due to spatial restrictions, and the foundation planting in the west landscape area was moved further away from the building to better fit the use of the space.

The space between the building and the property line ranges from 2'-9" to about 8'. Should trees be planted in these areas, they would likely grow into the building, obscure the windows of the residents from Level 2 and above, and crash against the building during windstorms. Additionally, street trees are proposed in the right-of-way just a few feet away from these planting areas at an average spacing of 30' on center. The proposed design places evergreen shrubs with a minimum mature height of twenty-four (24) inches every three (3) lineal feet along the North, East, and South facades. Groundcover plants in triangular spacing are proposed to be planted in the remainder of the landscape area not occupied by shrubs.

The west landscape area is proposed to include one (1) tree every 20 lineal feet along with evergreen shrubs and groundcover. The trees, shrubs and groundcover have been flipped to the west side of the landscape area to screen the adjacent parking lot and the blank wall of the adjacent building. Flipping the landscape treatment in this way creates a much more welcoming and park-like experience for people walking through the space. See DR 100 and L102.

- E. The native and adapted plant species have been selected in the required landscape areas to maximize the species diversity and ensure long-term plant durability. At the building perimeter, a variety of evergreen shrubs have been punctuated with ornamental grasses to enhance the architectural rhythm of the building facades. Bands of planting in the west landscape area reinforce the species diversity while softening the linear nature of the space. Evergreen shrubs and groundcover were favored to create year-round interest in the landscape. Tree species have been grouped together in clusters to give the strength of an aesthetic identity to different spaces while maintaining the long-term sustainability ethic of species diversity.

60.05.50. Lighting Design Guidelines No Change

.2. Pedestrian Scale Lighting

Original Design Response: All proposed lighting is pedestrian in scale and designed so that it complements the overall development and architectural style of the project. All pole-mounted luminaires proposed are shorter than the maximum heights listed in the standard as shown on the Site Lighting Plan

E1-00P Exhibit. These include the 10' tall pole mounted luminaires in the Plaza and the 18' tall pole mounted luminaires in the parking areas and drive aisles.

Light column pole type luminaires are proposed to be installed in the pedestrian area internal to the site. They will illuminate people and other objects in the plaza area, and not create objectionable glare due to the low mounting height. Frosted lenses will obstruct direct view of lamps and the lens has a large surface area which significantly reduces surface brightness.

The pedestrian scale light column style luminaires have been selected to assist in way finding along the pedestrian path with the top portion of the column being illuminated to provide a nighttime visual indicator of the path. Another benefit of the high angle light distribution is that the light is distributed to the vertical surfaces in the area, including the top half of pedestrians.

Respectfully submitted by:

Trish L. Nixon, Managing Principal