

3575 Mendocino Avenue Design Concept Narrative

City of Santa Rosa
FEB 24 2020
Planning & Economic
Development Department

With the assistance from a team of highly qualified architects, landscape architects, civil engineers and arborists the proposed project promotes superior design by exhibiting thoughtful, integrated relationships in the areas of the site’s natural and built environment, architecture, landscaping, placemaking/livability and sustainability. The following summarizes how the proposed Project is responsive to each of the above areas.

Site: Natural & Built Environment

Design appropriate for its location and use: The Project site’s existing built environment, with extensive infrastructure and access to transit services, makes it an optimal location for transit-oriented, high-density residential housing. The Project site is a large, urban infill site comprised of 13.3 acres centrally located within the Mendocino Avenue/Santa Rosa Avenue Priority Development Area, a transportation corridor designated for increased residential development around existing or planned bus transit.

The Project site is completely surrounded by urban development and located in close proximity to services and major employers. A major grocery store/supermarket, regional park, commercial services, restaurants, library, community center, medical services and schools are all located within a two-mile radius of the Project site. Six of Santa Rosa’s major employers including Keysight Technologies, Kaiser Permanente, Medtronic, the County of Sonoma, Santa Rosa Junior College and Sutter Medical Center are also located within a two-mile radius of the Project site.

The Project site is served by several local and regional public transportation services including Santa Rosa CityBus, SMART, Sonoma County Transit and Paratransit. The Project site is located less than ½ mile from the Bicentennial Way Transit Facility, located on the City’s highest quality transit corridor. The route is completely two-way with no one-way loops and operates every 15 minutes, Monday through Friday. Route 10 runs along the Project frontage on Mendocino Avenue and has two bus stops in the vicinity of the Project; riders can take Route 10 to connect to Route 1 on Bicentennial Way, to Piner Road, shopping opportunities in northwest Santa Rosa, and the Kaiser Permanente Medical Offices on Round Barn Boulevard. From the Project site, transit riders can take the Santa Rosa CityBus to the Coddington Transit Hub and Shopping Center and Downtown Santa Rosa where connections to SMART can be made via the Santa Rosa North SMART station and the Downtown Santa Rosa SMART Station. From these stations, rider can use SMART to connect to greater Sonoma County and the greater Bay Area.

The Project site also has direct access to existing Class I and II bike lanes that connect the Project site to downtown Santa Rosa as well as to regional open space at Nagasawa Park. Ample pedestrian facilities exist in the vicinity of the Project site including a comprehensive network of continuous sidewalks, crosswalks, pedestrian signals, curb ramps, curb extensions, and various streetscape amenities such as lighting, benches, etc.

The location of the Project site within one of the City's Priority Development Areas and on a main arterial as well as the infrastructure, utilities, transit, services and major employers that exist in the built environment in the Project's vicinity make the Project site a key opportunity site for locating high-density housing. The Project design, including the proposed height, massing and scale is compatible with and will not interfere with the use and enjoyment of neighboring existing development.

Natural features of the site: Very limited natural features exist on the Project site. Prior to the 2017 wildfires, the Project site was fully disturbed and previously developed as the Journey's End Mobile Home Park. The October 2017 wildfires completely destroyed or severely damaged all of the improvements on the Project site. Today limited, fire-damaged vegetation, primarily along the Mendocino frontage, and uninhabitable mobile homes remain on-site. In January 2020 the Santa Rosa City Council acted to approve the Journey's End Mobile Home Park Relocation Impact Report to allow the closure of the mobile home park to proceed. The mobile homes will be removed as part of the closure of the mobile home park.

Connectivity to vehicular, transit, bicycle and pedestrian networks: The Project site is designed around the concept of connectivity; connecting the community's residents and visitors via pedestrian oriented streets that encourage walking and bicycling to the central park and nearby transit. The Project site design will enhance the existing transit stop near the Project entrance where CityBus Route 10 currently stops including a bus turnout, shelter and adequate lane width to accommodate buses. The network of streets, driveways, walkways and open spaces will connect the community internally and also connect the Project site externally to transit service, bike lanes and future bike ways that connect to the wider community. To reinforce this connected vision, the Project integrates extensive bike parking and enhanced transit information and education into the development. The affordable housing component incorporates an alternative mode kiosk or monitors into the building design to provide residents with information about transit routes and schedules, carpooling and vanpooling, bicycle lanes, routes, paths and facilities and alternative commute subsidies. The monitors will display real-time arrival and departure times for nearby transit stops using transit feed. Additionally, residents will be provided with welcome packets that include information on the transit passes, transit maps and schedules, and contact information for the TDM coordinator.

The Project site encourages residents to walk to the on-site amenities and to access commute benefits such as long-term bicycle storage and the adjacent transit service. The on-site pedestrian network links the residential units to bicycle lanes, transit, the central park and adjacent uses including Kaiser Permanente and the heavily used transit facilities on Mendocino Avenue and Bicentennial Way. The on-site pedestrian network seamlessly connects to the public sidewalk on Mendocino Avenue and will include pedestrian scale lighting on-site to enhance pedestrian safety. A signalized intersection with crosswalks will be installed at the Project entrance to ensure safe movement of pedestrians across Mendocino Avenue to the transit stop on the east side. Additional benches will be installed along Mendocino Avenue to provide resting locations for seniors and other residents walking to the Bicentennial Way Transit Facility.

The Project site design incorporates substantial on-site residential and visitor bicycle parking. The Project will include long-term bicycle parking for 80 bicycles in the affordable housing

component; the market rate housing component will provide bicycle parking pursuant to current code requirements.

Respect for historical neighborhood, where occurs: Not applicable; the Project site is not located in a historical neighborhood.

Architecture

Form & Massing: The Project site design locates the larger buildings most proximate to the southern property line and Kaiser, where they are most compatible in form and massing to the existing built environment. The buildings are reduced in size and scale as you move toward Mendocino Avenue reflecting the pedestrian environment and existing buildings to the east.

The affordable housing component of the Project has been designed with three separate buildings. The primary building is located directly across from the central park, with a second building adjacent to the west and the third building fronting on Mendocino Avenue. Each building has a front entrance located on the proposed public street, providing greater activity on the street with residents coming and going from several entrances rather than from a single point of entry. Each building has elevator access for accessibility to all of the units, indoor community space, laundry and management office as well as utilities and trash/recycling, and outdoor courtyards with community gardens and parking adjacent to the rear. The architectural style of the proposed Project is compatible with the character of the surrounding neighborhood which is predominately commercial and service in nature.

Originality & Innovation of building form: The Project site design is based in the principles of health, wellness and active living. Each of the buildings is connected by a walkway which extends around the entire affordable site connecting the buildings with the street frontages, courtyards and garden areas. The interconnected walkways provide ample pedestrian circulation allowing for walking in ever growing circles based on a resident's capability. The courtyards are interconnected and provide outdoor gathering and activities space allowing for extensive gardening and encouraging both healthy eating as well as exercise.

Innovative use of Materials & Details: The affordable buildings are primarily four (4) stories with areas of 2 and 3 stories accenting the entries, which have been designed with unique materials and colors. The primary building design is a vocabulary of simple forms for efficiency with a strong base color and articulated bays to give rhythm to the facade. The material colors are a balance of earth tones, with accents at the entries. The building form with largely a earth toned stucco body, and strong base, is articulated with a material change on the top story to board siding along with a change in color to provide a visual top to the buildings. The entry plazas are accented by a wooden arcade that complements the warm tones throughout the building, and the simple mass of the double height lobbies are punctuated by large windows. The entrance lobby façades have a panelized phenolic panel with a warm wood color which is reinforced by the window details throughout the building. The windows have a combination of metal and treated wood stained sunshades to add warmth to the color palette, and visual as well as textural interest. The parapet flat roofs hide mechanical equipment and provide the maximum roof space for solar panels. The building exterior materials have been consciously picked to

reduce the threat and improve the defense against fire. The exterior materials are fire resistant and exposed wood will be fire treated. The flat roof minimizes the ability for fire to access the interior of the building. These measures help provide a safe haven for residents and a more resilient community for the future.

The design of the Project will provide a desirable environment for its occupants, visiting public, and its neighbors through the appropriate use of materials, texture, and color, and would remain aesthetically appealing and be appropriately maintained.

Identifiable & meaningful expression of the building's function: The primary building supports a variety of program amenities including a large indoor community gathering space for residents, a media room for watching movies or holding talks in a larger group, an exercise room with equipment to encourage physical fitness, a computer room/library reading area as well as central laundry and activity room. The building has a small entry court which extends the lobby space to the public street. The lobby is connected by a circulation spine to the rear parking area, making the lobby an active community area with seating, mail services and management space. The community room is connected to a courtyard which faces the street and is enclosed by a low wall and trellis which allows for glimpses into the active courtyard while also providing privacy. The courtyard boasts a large paving area for larger gatherings as well as additional gardening opportunities and offers a different solar orientation so that residents can move from courtyard to courtyard during the warmer or cooler times of the day. It also provides an outdoor connection to the central park which is located directly across the street from the primary building and allows for easy access to a larger outdoor gathering space programmed with activities including a small dog park, that encourages socializing within the wider community. On-street parking allows visitors to park in front of the buildings and provides an area for drop off for para-transit and other on-call vehicles.

Landscaping

The landscape design concept for the Project was informed by the existing street trees along Mendocino Avenue and an interest in creating a more walkable experience for residents. The proposed separated sidewalks provide space for people, away from cars. The intent is create a full tree canopy and punctuate the site with larger native trees – specifically at the northern gateway and the proposed roundabout. Private streets will be developed like the public streets, with a planter separated sidewalk, street trees and low water use plantings. Low Impact Design features are incorporated into the site and parking lot trees are provided in an orchard pattern for shading and to provide additional greening.

Landscaping for the affordable building's exterior spaces and courtyards provide a lively entry from the street with opportunity to socialize or to enjoy the sun. There are a variety of shaded and sunny spaces for sitting, gardening, small group exercise or gathering. The planting palette was conceived to provide variety in form, leaf and flower for year-round interest. The palette consists of mainly low water using plants to meet the City water efficient landscape ordinance. Courtyard and site trees provide a human scale canopy providing shade in the summer and sun in the winter.

Placemaking/Livability

The Project site is designed around the concept of connectivity; connecting the community's residents and visitors via pedestrian oriented streets that encourage walking to the central park and nearby transit. The park will be a place that connects the entire intergenerational community providing gathering areas and activities for all ages, income levels and interests. The network of streets, driveways, walkways and open spaces will connect the community internally and also connect the Project site externally to transit service, bike lanes and future bike ways that connect to the wider community. This network doubles as emergency access for the Fire Department, providing access to all buildings and areas of the Project site.

To reinforce this connected vision, the Project will integrate extensive bike parking and enhanced transit information and education into the development. The connectivity and pedestrian/transit emphasis support the goal of providing a healthy community, not only for the seniors but for all future residents. The connectivity network provides for multiple easily accessed paths for daily walks to destinations such including the central park.

Sustainability

In addition to health and wellness, sustainability and resilience are also key principles of the design. These principles are evident in the affordable housing building systems, infrastructure and transit features of the Project. The Project's transit access will lower vehicle miles travelled (VMTs) and also provide for greenhouse gas GHG reductions. The roof will be designed for maximizing solar energy production through solar panels or solar thermal production. The affordable building systems are being evaluated to determine whether an all-electric building is appropriate. The affordable building design provides shading for south and west facing windows to reduce heat gain loads. Stormwater management will be a feature of the landscaping and integrated into the overall master plan. Water conservation through planting and irrigation design define the landscape character; a greywater laundry wastewater re-use system is being evaluated as well. The affordable building exterior materials are fire resistant and exposed wood will be fire treated. The roof minimizes the ability for fire to access the interior of the building. Backup power will be designed for critical emergency systems and focused areas provided for a cooling center for residents and others, if needed. These measure help provide a safe haven for residents and a more resilient community for the future.

Consistency with Adopted Design Guidelines

The proposed Project implements the City's design goals and guidelines, as follows:

1.1 Neighborhood Design

The proposed Project results in a new development that would provide up to 532 multifamily residential units in a compact, sustainable transit-oriented village. The Project will expand the rental housing supply available in Santa Rosa by offering more multifamily housing opportunities across the income categories. The Project site has been master planned to create a

comprehensive and well defined neighborhood that incorporates ample outdoor recreation space. The community is defined by a 0.75 ac central park that offers a central gathering space for residents of all ages and income levels. The community edges have been well defined by a consistent landscape treatment and palette as well as fencing.

The Project design includes three points of vehicular access to the Project site to ensure ample ingress and egress into and out of the site. A traffic signal is proposed at the intersection of the new public street and Mendocino to ensure safe movements within the Mendocino corridor. The north and south Project entries will be right-in, right-out only providing further access for future residents.

The Project site is designed around the concept of connectivity; connecting the community's residents and visitors via pedestrian oriented streets that encourage walking and bicycling to the central park and nearby transit. The park will act as a central node that will be a place that connects the entire intergenerational community providing gathering areas and activities for all ages, income levels and interests. The network of streets, driveways, walkways and open spaces will connect the community internally and also connect the Project site externally to transit service, bike lanes and future bike ways that connect to the wider community.

To reinforce this connected vision, the Project will integrate extensive bike parking and enhanced transit information and education into the development. The connectivity and pedestrian/transit emphasis supports the goal of providing a healthy community, not only for the seniors but for all future residents. The connectivity network provides for multiple easily accessed paths for daily walks to destinations such including the central park.

The Project has been designed to adhere to fire and life safety requirements and extensive coordination with public safety staff has occurred to ensure the design promotes public safety. An evacuation plan will be submitted as part of the formal application.

A. Neighborhood Structure

The Project site is limited in area to 13.3 acres and completely surrounded by urbanized development including Mendocino Avenue to the east, Mendocino Over-change to the north and Highway 101 to the west. Russell Creek, which is owned and controlled by Sonoma Water, borders the Project site to the south. The site has been master planned to create a comprehensive and well defined neighborhood that incorporates ample outdoor recreation space. The community is defined by a 0.75 ac central park that offers a central gathering space for residents of all ages and income levels. The community edges have been well defined by a consistent landscape treatment and palette as well as fencing. The neighborhood edges are defined by the existing parcel size and surrounding urbanized development. The circulation system and network of pedestrian connections provides for pedestrian friendly, walkable neighborhood centered around a central park.

The Project proposes to maximize the density allowed in the Transit Village Medium land use designation by locating up to 532 units within one of the City's Priority Development Areas and proximate to high quality transit, major employers, and services. The Project will expand the

City's supply of multi-family rental units and will include a range of income levels by providing both affordable and market rate units, thereby supporting the City's affordable housing goals.

B. Block & Street Pattern

The Project design includes three points of vehicular access to the Project site to ensure ample ingress and egress into and out of the site. A traffic signal is proposed at the intersection of the new public street and Mendocino to ensure safe movements within the Mendocino corridor. The north and south Project entries will be right-in, right-out only providing further access for future residents. The street system has been interconnected to ensure movement throughout the Project site. The Project design incorporates walkable, pedestrian friendly streets enhanced with on-street parking, wide sidewalks and street trees to encourage alternative modes of transportation and increased use of public transit. The Project design incorporates curb radii appropriate to the proposed street design. A crosswalk has been incorporated into the proposed public street to ensure safe passage of pedestrians within the community. The Project site design includes traffic calming measures to encourage non-motorized travel and reduce motor vehicle speeds, including marked accented crosswalks, on-street parking, street trees, and textured pavement. The Project design limits block length to encourage walkability and alternative modes of transportation.

3.2 Multiple-Family Residential

The Project proposes development of multi-family housing that is compatible in scale and massing to the existing adjacent uses including Kaiser Permanente to the south. The Project will be GreenPoint rated. The affordable component is anticipated to be certified with the GreenPoint Gold rating and the market rate housing will meet or exceed the City and State minimum green building requirements and will be Green Point certified.

The Project design incorporates the principles of health, wellness and active living resulting in a high-quality living environment. The buildings will be connected by a series of walkways which connect the buildings with the street frontages, courtyards, central park and garden areas. The interconnected walkways provide ample pedestrian circulation allowing for walking in ever growing circles based on a resident's capability. The central park and courtyards are interconnected and provide outdoor gathering and activities space allowing for extensive gardening and encouraging both healthy eating as well as exercise. The focus of the courtyards are the gardens, with raised planters for residents to participate in growing food, flowers and plants.

In addition to health and wellness, sustainability and resilience are also key principles of the Project design. These principles are evident in the building systems, infrastructure and transit features of the Project. The Project's transit access will lower vehicle miles travelled (VMTs) and also provide for greenhouse gas GHG reductions. The affordable housing roof will be designed for maximizing solar energy production through solar panels or solar thermal production and the building systems are being evaluated to determine whether an all-electric building is appropriate. The building design provides shading for south and west facing windows to reduce heat gain loads. Stormwater management will be a feature of the landscaping and integrated into the overall master plan. Water conservation through planting and irrigation design

define the landscape character; a greywater laundry wastewater re-use system is being evaluated as well. The affordable housing building exterior materials are fire resistant and exposed wood will be fire treated. The roof minimizes the ability for fire to access the interior of the building. Backup power in the affordable housing will be designed for critical emergency systems and focused areas provided for a cooling center for residents and others, if needed. These measure help provide a safe haven for residents and a more resilient community for the future.

The Project site is also designed around the concept of connectivity; connecting the community's residents and visitors via pedestrian oriented streets that encourage walking to the central park and nearby transit. The park will be a place that connects the entire intergenerational community providing gathering areas and activities for all ages, income levels and interests. The network of streets, driveways, walkways and open spaces will connect the community internally and also connect the Project site externally to transit service, bike lanes and future bike ways that connect to the wider community.

To reinforce this connected vision, the Project will integrate extensive bike parking and enhanced transit information and education into the development. The connectivity and pedestrian/transit emphasis supports the goal of providing a healthy community, not only for the seniors but for all future residents. The connectivity network provides for multiple easily accessed paths for daily walks to destinations such including the central park.

The Project will provide up to 532 units of high-quality multifamily rental units. The neighborhood has been designed around a central gathering space to ensure inclusivity and a strong sense of ownership, bringing together individual of all ages and incomes.

The Project has been designed to adhere to fire and life safety requirements and extensive coordination with public safety staff has occurred to ensure the design promotes public safety. An evacuation plan will be submitted as part of the formal application.

The Project design incorporates a main entry off Mendocino Avenue accessed by a signalized public street. Two secondary entrances are provided at the northern and southern ends of the Project site. Access to the Project site logically connects to the Mendocino Avenue corridor and transit facilities along the Project frontage.

The Project will redevelop a long stretch of the Mendocino Avenue corridor. The proposed building orientation will open, activate and engage the corridor which was has historically been fenced off and isolated from the public realm. The landscaping treatment will enhance the streetscape and result in a more aesthetically appealing and enhanced pedestrian environment.

Site Development Guidelines

A. Existing Conditions/Site Constraints

Very limited vegetation remains on the Project site following the 2017 wildfires. The Project has been designed to minimize impact on the remaining healthy trees, to the extent feasible. The Project design integrates the new development into the existing built environment through

thoughtful building placement and orientation, building massing and height ensuring compatibility with adjacent uses including the existing Kaiser building located to the south.

B. Neighborhood & Street Pattern

The Project design is focused on a central park that offers open space opportunities for future residents. The design is based in the principle of connectivity to maximize access to existing transit facilities and encourage alternative modes of transportation. The Project design includes a system of pedestrian and bicycle routes that seamlessly connect to the sidewalks, bicycle lanes and transit stop on Mendocino Avenue.

C. Space Hierarchy

The proposed public street has been clearly defined with sidewalks and street trees. The central park has been centrally located to serve a central focal point for the community. The affordable housing incorporates centralized laundry facilities on the ground floor of each building. The proposed buildings have been designed with entries that face onto the proposed public street and driveways resulting in an inward facing neighborhood with eyes on the street.

D. Orientation

The Project design incorporates three points of access on Mendocino Avenue, including the main entrance which is a signalized public street which ends in a cul de sac. Private driveways are accessed off the main cul de sac and provide access through and around the perimeter of the site. Buildings will be clearly marked to assist visitors and first responders.

E. Security Through Design

The Project has been designed with the park as the central feature of the neighborhood. All of the proposed buildings orient toward the park creating a focal point and an inward facing community. Parking areas have been located directly adjacent to and to the rear of the proposed buildings providing for convenient and direct access. Building entries have been prominently located on the main public street and driveways for high visibility. The affordable housing incorporates outdoor courtyards that offer private outdoor open space and opportunities for gathering. The affordable buildings have been oriented around the courtyards offering view from the units.

F. Common Open Space

The master plan is centered up a common central park open space that serves as a central gathering place for the community. The central park includes both active and passive recreational opportunities including green landscaped areas and sports court and children's play area. The affordable housing incorporates a series of courtyards providing common open space. The buildings frame these courtyards creating a sense of privacy and focal point.

H. Pedestrian Circulation

Sidewalks and pedestrian connections have been designed throughout the master plan to ensure connectivity to transit, the central park and other amenities. The affordable housing has been designed with a series of walkways to encourage walking and healthy living.

I. Landscaping & Site Furniture

The master plan incorporates native and drought tolerant landscaping as well as an automatic irrigation system. Street trees are proposed per City standards. Landscaping, fencing and low walls have been incorporated into the design to create a sense of privacy and spatial definition. The proposed street sections are per City standards.

J. Parking

The master plan locates a series of interconnected parking lots to the rear and adjacent to the buildings. The proposed parking lot landscaping is per City standards.

K. Lighting

The master plan incorporates lighting per City standards.

L. Common Facilities & Amenities

The affordable housing buildings include centralized laundry rooms within each building with adequate room for laundry purposes. The affordable housing buildings include common rooms for gathering and activities. The affordable housing buildings include interior trash rooms in each of the buildings that are full enclosed and accessible from the parking lot. The affordable housing buildings include secure interior bicycle rooms for storage of bicycles. Utilities have been located to allow for adequate access while also being screened by landscaping. The affordable housing and associated improvements have been designed comprehensively designed to ensure they are integrated into the overall building design and architecturally compatible.

III. BUILDING DESIGN GUIDELINES

A. Form & Materials

The master plan has been designed with a series of buildings of varying sizes and heights. The affordable housing buildings have been broken into three separate buildings reducing the overall mass. A variety of materials, including wood elements, and colors have been incorporated into the affordable buildings to provide visual interest and break up the massing of the buildings.

B. Entrances

The master plan orients the buildings with their entrances facing onto the street resulting in a safer, inward facing community with ‘eyes on the street.’ The affordable buildings have entries marked by a covered walkway providing lighting and protection from the weather.

C. Massing/ Articulation

The master plan has been designed to provide a series of buildings of varying sizes, massing and height. The affordable buildings have been divided into three separate buildings to reduce the scale and size. The windows and entries of the affordable building have been accented with wood, trim and other elements to provide visual interest and articulation.

E. Garages/Carports

The master plan locates carports to the rear of the proposed buildings where they are screened from public view as well as Highway 101. The carports will be architecturally compatible with the materials, detailing and colors of the proposed buildings.

4.1 Landscaping

The master plan incorporates a comprehensive landscape design to create a cohesive and consistent neighborhood design. The proposed landscape palette includes native and drought tolerant species that are both easily maintained and low water use. The landscape design offers spatial definition within the central park and helps define the private outdoor space for the affordable housing.

4.2 Off-Street Parking

The master plan has been designed with the key principle of connectivity and walkability encouraging pedestrians and bicyclists to walk, bike and utilize nearby transit. The proposed street trees are per City standards. Parking lots have been broken down into a series of smaller lots serving individual buildings and located to the rear of buildings, screened from public view and conveniently located. The parking areas have been designed per City standards. Ample bicycle parking has been provided at the central park and building entrances. The affordable housing incorporates interior, secured bicycle storage rooms.

4.6 City Entries & Highway Corridors

The Project will revitalize a previously developed site and reinvigorate the Mendocino/Fountaingrove intersection as well as a long stretch of Mendocino Avenue with a consistent landscape palette. The Project design is complimentary and compatible with the existing character of Mendocino Avenue.

Highway 101 & Highway 12 Corridors

The Project site is buffered from Highway 101 by an existing sound wall. A landscape planter area is proposed adjacent to the sound wall to further buffer the highway and enhance the existing sound wall. Parking is proposed adjacent to the landscape planter and will be screened by the existing sound wall. The architecture will be designed with architectural detailing and use of materials consistent on all four sides of the building.

4.9 Mendocino Avenue Corridor Plan Design Guidelines

Corridor Wide

The Project will provide a unified landscaping treatment on Mendocino Avenue resulting in an enhanced pedestrian environment that will encourage residents to bike and walk. The improved transit stop and convenient access at the Project frontage will encourage ridership. The Project will improve pedestrian safety by opening the Project site up to the Mendocino corridor, putting eyes on the street where they have not historically been and improving the pedestrian environment along the Project's frontage. The Project has been designed to be compatible with and complimentary to the height, scale and massing of buildings in the corridor helping to create a unified identify for the corridor.

Sidewalk Treatment – Lighting and sidewalk furnishings

Light fixtures are proposed consistent with City standards and current building code requirements.

Building Orientation

The master plan has been designed to be inward looking with a central park serving as the focal point and main gathering area. Building entrances have been oriented onto the public street and driveways, toward the central park. A consistent landscape design throughout the neighborhood provides a cohesion to the master plan. Parking lots have been located to the rear and sides of the buildings outside of public view.