

Exhibit H

The Pad Townhouses (File No. 21-046) Supplemental Narrative

Introduction

This narrative supplements the previously submitted project narrative dated July 14, 2021. The purpose of this narrative is to provide findings regarding the requirements of Chapter 17.82, Special Setbacks on Transit Streets. As shown on submitted plans, all units will be oriented toward a private sidewalk leading to the sidewalk proposed to be constructed along Meinig Avenue. In addition, Units 1 and 5 closest to the street feature a covered entrance at the building corner nearest the street. These entrances will be visible from the transit street.

CHAPTER 17.82 - SPECIAL SETBACKS ON TRANSIT STREETS

17.82.00 - INTENT

The intent is to provide for convenient, direct, and accessible pedestrian access to and from public sidewalks and transit facilities; provide a safe, pleasant and enjoyable pedestrian experience by connecting activities within a structure to the adjacent sidewalk and/or transit street; and, promote the use of pedestrian, bicycle, and transit modes of transportation.

Response: The proposed design features all units oriented to a private sidewalk connecting to the public sidewalk along Meinig Avenue/Highway 211. This design is intended to provide pedestrians with a convenient, direct, and accessible route to and from the building entrances and the street.

17.82.10 - APPLICABILITY

This chapter applies to all residential development located adjacent to a transit street. A transit street is defined as any street designated as a collector or arterial, unless otherwise designated in the Transit System Plan.

Response: The Pad Townhouse site is located adjacent to Meinig Avenue/Highway 211, identified as a major arterial in the City's Transportation System Plan and this Chapter is applicable.

17.82.20 - BUILDING ORIENTATION

A. All residential dwellings shall have their primary entrances oriented toward a transit street rather than a parking area, or if not adjacent to a transit street, toward a public right-of-way or private walkway which leads to a transit street.

Response: This section requires a residential dwelling to either have their primary entrance oriented toward a transit street rather than a parking lot or toward a public right-of-way or private walkway leading to a transit street. As shown on the submitted plans, all units are oriented toward a private sidewalk connecting to the Meinig Avenue sidewalk. In addition, the two end units closest to the transit street (Units 1 and 5) feature their primary entrance at the corner of the units closest to and visible from the street. The proposal complies with this standard.

- B. Dwellings shall have a primary entrance connecting directly between the street and building interior. A clearly marked, convenient, safe and lighted pedestrian route shall be provided to the entrance, from the transit street. The pedestrian route shall consist of materials such as concrete, asphalt, stone, brick, permeable pavers, or other materials as approved by the Director. The pedestrian path shall be permanently affixed to the ground with gravel subsurface or a comparable subsurface as approved by the Director.

Response: *A concrete sidewalk will be constructed leading from the front door of each unit to a continuous concrete sidewalk in front of all units and to the sidewalk along Meinig Avenue. The proposal complies with this section.*

- C. Primary dwelling entrances shall be architecturally emphasized and visible from the street and shall include a covered porch at least 5 feet in depth.

Response: *As shown on submitted Architectural Plans, all units features a covered porch in compliance with this standard.*

- D. If the site has frontage on more than one transit street, the dwelling shall provide one main entrance oriented to a transit street or to a corner where two transit streets intersect.

Response: *The subject property has frontage on only one transit street and this section is not applicable.*