Tempe

CITY OF TEMPE
DEVELOPMENT REVIEW COMMISSION

Meeting Date: 07/28/2015
Agenda Item: 4

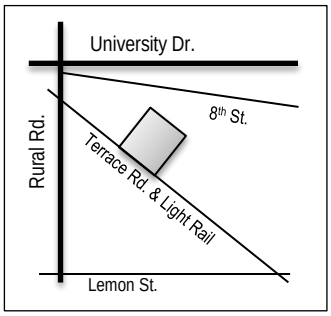
ACTION: Request for General Plan Projected Land Use and Density Map Amendments, Zoning Map Amendment, Planned Area Development Overlay, and a Development Plan Review for a new mixed-use development containing 260 dwelling units and 1,800 square feet of commercial space for UNIVERSITY VILLAGE 2.0, located at 920 South Terrace Road. The applicant is Gammage & Burnham P.L.C.

FISCAL IMPACT: While this ordinance change does not directly impact revenue, the planned development will result in collection of the standard development fees, calculated according to the approved fee structure at the time of permit issuance.

RECOMMENDATION: Staff – Approval, subject to conditions

BACKGROUND INFORMATION: UNIVERSITY VILLAGE 2.0 (PL150026) is a proposed five-story, mixed-use development containing 260 dwelling units and 1,800 square feet of commercial space. The development is designed to serve the needs of university students. An affirmative vote by at least two-thirds (2/3) of the City Council is required to approve the General Plan land use and density map amendment requests. The request includes the following:

1. General Plan Projected Land Use Map Amendment from Residential to Mixed-Use.
2. General Plan Projected Density Map Amendment from High Density-Urban Core (more than 65 du/ac) to High Density (up to 65 du/ac).
3. Zoning Map Amendment from R-4 TOD (Multi-Family Residential General, Transportation Overlay District - Corridor) to MU-4 (Mixed-Use, High Density) TOD.
4. Planned Area Development Overlay to establish the development standards for a new mixed-use project with a density of 57 du/ac, a maximum 75' building height, 57% lot coverage, and 33% landscape area, with defined setbacks and parking ratios.
5. Development Plan Review including site plan, building elevations, and landscape plan.



Property Owner	Park Central Properties
Applicant	Manjula Vaz, Gammage & Burnham, P.L.C.
Current Zoning District	R-4 TOD
Proposed Zoning District	MU-4 PAD TOD
Gross/Net site area	4.58 acres
Proposed Density/Units	57 du/ac / 260 units (no standard) (R-4, max 25 du/ac)
Unit Types	22 studio 29 one bedroom 56 two bedroom 153 four bedroom
Total Building area	559,700 s.f.
Lot Coverage	57 % (no standard) (R-4, max 60%)
Building Height	75 ft. (no standard) (R-4, max 40 ft.)
Building Setbacks	14'-0" (max 20') front, 37'-4" side, 20'-3" side, 35'-3" rear (20' maximum) (R-4, 20' front, 10' sides, 10' rear)
Landscape area	33% (no standard) (R-4, min 25%)
Vehicle Parking	470 spaces provided with requested parking reduction (639 min. required by code)
Bicycle Parking	290 spaces (290 min. required by code)

ATTACHMENTS: Development Project File

STAFF CONTACT(S): Karen Stovall, Senior Planner (480) 350-8432

Department Director: Dave Nakagawara, Community Development Director
Legal review by: N/A
Prepared by: Karen Stovall, Senior Planner

COMMENTS:
This site is located on the north side of Terrace Road, approximately 500 feet east of Rural Road and the main Arizona State University campus. The property is within the TOD overlay, with the light rail line running along Terrace from just south of University Drive to Apache Boulevard. The site is surrounded on the southeast and southwest (across Terrace Road) by multi-family developments. To the north is a parking lot associated with a vacant commercial building. To the northwest is a child care center and parking lot owned by ASU. Across Terrace and to the south is a new mixed-use development named The Vertex (formerly 1010 Lemon) that was approved in 2013. It is currently under construction and will contain 200 dwelling units.

The site currently contains the University Village Apartments, a one- and two-story, 101 unit apartment complex constructed around 1962. Noted Phoenix architect Al Beadle designed the circa 1962 buildings currently on the project site. As Beadle was active from the early 1950s through the late 1990s, his full body of work has only recently gained the attention of architectural historians and other scholars. Accordingly, his work has yet to be chronicled in a National Register Multiple Property Documentation Form or other official survey and inventory document. Nonetheless, scholarly recognition of Beadle's body of work is widespread. Because no comprehensive survey of post-1960 Tempe properties yet exists, the University Village property is not currently listed in the Tempe Historic Property Register or classified as Historic Eligible due to a lack of information with which the Tempe Historic Preservation Commission could judge its local significance relative to other properties of its period. While not formally designated or classified, the Tempe Historic Preservation Office does consider all Beadle-designed buildings in the city to be potentially eligible for historic designation.

The project site sits within the boundaries of a prehistoric archaeological site known as La Plaza Tempe. La Plaza is the largest and most significant prehistoric resource known to exist in the city, with many human remains and other objects of cultural significance having been located throughout the expansive site. Accordingly, per the process specified in § 14A-4(k) of the Tempe Historic Preservation Ordinance, the Tempe Historic Preservation Commission has classified all parcels within the known boundaries of La Plaza Tempe as Archaeologically Sensitive. While this classification does not trigger any City-mandated archaeological monitoring requirements, it does serve as notice of the project site's archaeological potential and the need to comply with all applicable state and federal cultural resource laws. The Salt River Pima-Maricopa Indian Community ("SRP-MIC") Cultural Resources Department requests that the project development team ensure archaeological monitoring during any on-site ground disturbing activities and enroll all who will be involved in on-site ground disturbing activity in SRP-MIC's cultural sensitivity training course.

This request includes the following:

1. General Plan Projected Land Use Map Amendment from Residential to Mixed-Use.
2. General Plan Projected Density Map Amendment from High Density-Urban Core (more than 65 du/ac) to High Density (up to 65 du/ac).
3. Zoning Map Amendment from R-4 TOD (Multi-Family Residential General, Transportation Overlay District) to MU-4 (Mixed-Use, High Density) TOD.
4. Planned Area Development Overlay to establish the development standards for a new mixed-use project with a density of 57 du/ac, a maximum 75' building height, 57% lot coverage, and 33% landscape area, with defined setbacks and parking ratios.
5. Development Plan Review which includes a site plan, building elevations, and landscape plan for a five-story residential (6.5-story parking garage), 75' high building containing 260 dwelling units and 1,800 square feet of commercial space within a 559,700 square-foot building.

The applicant is requesting the Development Review Commission provide recommendations to City Council for the five items listed above.

PRELIMINARY SITE PLAN REVIEW

- January 28, 2015: First Preliminary Site Plan Review was completed for this proposal. Plan identified 259 units and a leasing/amenity/retail area with unidentified sq. ft. Comments made by staff included the request for a fully dimensioned site plan, clarification of a plan for solid waste removal, and the recommendation for a second SPR submittal.

- March 18, 2015: Second Preliminary Site Plan Review was completed. Plans identified 260 units and 2,000 sq. ft. of retail. Comments made by staff included the recommendation of a patio for the commercial space along Terrace Road, use of a detached sidewalk along Terrace, grasscrete or pavers in place of asphalt along the fire lane, provision of a pedestrian connection from the project to the path adjacent to northwest property line, and clarification of a plan for solid waste removal.

- May 13, 2015: Formal application was submitted, and a third Site Plan Review was completed. Plans identified 260 units and 2,000 sq. ft. of flex retail/office. This was the first submittal that included building elevations. Comments made by staff included: show location of bike racks adjacent to retail, increase the sq. ft. of commercial space, setback the building in front of the commercial space to allow room between building and sidewalk for commercial patio, provide variation in building façade with varied wall planes, vary the number of stories to break up building mass and relieve monotony, provide a masonry/stone material along first floor of building (not all stucco), provide shade elements on majority of windows (not just front elevation), provide more detail of metal shading devices, use a darker base color (not white as proposed), and to contact Solid Waste with a plan for refuse removal.

- May 28, 2015: Applicant sent a revised front building elevation to staff that included red brick and stone veneers along the first floor of the building, red brick veneer running up the entire walls of end building sections. Comments made by staff included: use a blonde or beige brick veneer instead of red to better fit into context of site, replace stone with brick, add a metal trellis/canopy on the top floor at the corners of the building, recommend using a color other than off-white, and to add different breaks in the building wall to create a better pattern across the elevation.

- July 1, 2015: Fourth Site Plan Review was completed. Plans identified 260 units and 1,800 sq. ft. of flex retail/office. Comments made by staff included: provide bicycle racks near the commercial space, address required separation of building/trees/other on-site objects from 12' waterline easement, replace tree type along northwest property line to provide better shade, eliminate use of wood laminate and replace with brick cladding, carry brick veneer to top of walls at commercial corner, and contact Solid Waste with a plan for refuse removal.

PUBLIC INPUT

A neighborhood meeting was held on June 8, 2015. In addition to the applicant's team members, approximately 10 individuals were in attendance. Attendees expressed concerns related to the following: quality of building architecture and materials, lack of meaningful public space along Terrace Road, non-active street frontage, and a lack of diverse housing product. The applicant's meeting summary is attached.

PROJECT ANALYSIS

GENERAL PLAN

The General Plan 2040 projects this property as "Residential, High Density-Urban Core" (more than 65 du/ac). The applicant proposes a density of 57 du/ac, which cannot be achieved with any of the existing residential zoning districts; therefore, the applicant requests to modify the land use from Residential to Mixed-Use, which would allow the proposed MU-4 zoning district.

The applicant also proposes to modify the density from High Density-Urban Core (more than 65 du/ac) to High Density (up to 65 du/ac) to align with the proposed density of the project. Development per the current projected density would result in approximately 38 more units. Doing so would result in the reduction of ground-level landscape area and reduced building setbacks and/or an increase in building height. The applicant wishes to provide on-site landscaping to meet the needs of perspective residents and has designed the interior and exterior open space to meet those needs. Alternatively, increasing the number of stories from five (six and one-half for the interior garage) to account for additional units and parking could

make the project less compatible with the adjacent one-story and three-story buildings to the north and south of the site.

Surrounding governmental agencies and utilities have been notified by the City of Tempe of this proposed General Plan Amendment. As of completion of this report, there have been no responses.

The applicant has provided a written justification for the proposed General Plan amendment, which is provided as an attachment.

Section 6-303 D. Approval criteria for General Plan amendment (*in italics*):

1. *Appropriate short and long term public benefits.* The proposal will replace an outdated apartment complex with a newer, more contemporary development. The project provides a higher-density development within the light rail corridor, as envisioned by the General Plan 2040.

2. *Mitigates impacts on land use, water infrastructure or transportation.* The development will intensify the use of water infrastructure and transportation, but this is expected in this corridor and the intensification is within design limits.

3. *Helps the city attain applicable objectives of the General Plan.* This development will help attain several objectives of the General Plan, including: establishing development of multiple hubs with higher density cores; seeking balance and compatibility of new land use development within established neighborhoods; and promoting compact, efficient infill development.

4. *Provides rights-of-way, transit facilities, open space, recreational amenities or public art.* The proposed project does not require additional rights-of-way or transit facilities but does address its proximity to the existing light rail corridor by widening the public sidewalk on Terrace Road and providing shading, lighting, and seating to support pedestrian circulation. The plan has more than adequate open space and recreational amenities spread throughout the site.

5. *Potentially negative influences are mitigated and deemed acceptable by the City Council.* Although the proposed building height could have an impact on adjacent properties, adequate setbacks are provided to mitigate the height differences. The existing site has generous building setbacks and landscaping along Terrace Road, and the proposed development will reduce the area between the sidewalk and building wall. The applicant acknowledges that this will change the appearance of the street frontage but has incorporated varied setbacks and breaks in the building wall to enhance the pedestrian experience.

6. *Judgment of the appropriateness of the amendment with regard to market demands, and impacts on surrounding area, service, fiscal, traffic, historic properties, utilities and public facilities.* The request meets the demand for increased student housing in an area close to the main ASU campus. Although it is possible that the existing buildings could comply with historic designation status, they are not formally designated or classified. The applicant has been made aware of the possible need to increase infrastructure capacity adjacent to the site, and all costs related to such increases will be paid for by the developer.

ZONING

The property is currently zoned R-4 TOD (Corridor), which permits a maximum density of 25 du/ac, or approximately 14 more units than currently exist. The proposed zoning district, MU-4 TOD, has no maximum density; the density is set by the associated PAD, which will allow up to 57 du/ac.

The current General Plan land use and density categories of Residential with greater than 65 du/ac indicate that this area of the city is expected to intensify to permit increased residential density along a public transit corridor. Neither the existing zoning district of R-4 nor any other multi-family residential district would permit a density that complies with the current General Plan density category. A Zoning amendment to MU-4 is required to exceed a density of 30 du/ac, which is the maximum permitted by the R-5 district.

The proposal will conform to the requested General Plan land use and density map amendments. The proposal is appropriate to the surrounding sites in that the commercial component, which is required by the Mixed-Use designation, is within the western portion of the building, adjacent to another non-residential land use (child care center) and along Terrace Road.

Section 6-304 C.2. Approval criteria for Zoning amendment (*in italics)*:

1. *The proposed zoning amendment is in the public interest*, because it will permit an increase in residential density along a public transit corridor.
2. *The proposed zoning amendment conforms with and facilitates implementation of the General Plan*, as it is necessary to implement an increased residential density as indicated in the plan.

PLANNED AREA DEVELOPMENT

The applicant requests a Planned Area Development (PAD) consisting of 260 apartment units and 1,800 square feet of flex office/retail space within a 75-foot high building. All but the front building setback are increased beyond what the existing zoning district would permit. The parking garage is wrapped by the residential and commercial components of the building, eliminating the view of parking from the street. The table below shows a comparison of the existing R-4 TOD and proposed MU-4 PAD TOD development standards.

UNIVERSITY VILLAGE 2.0 – PAD Overlay			
Standard	**R-4 TOD**	**PROPOSED MU-4 PAD TOD**	
Residential Density (du/ac)	25	57	Increase
Building Height (feet) [Exceptions, see Section 4-205(A)]			
Building Height Maximum	40 ft.	75 ft.	Increase
Building Height Step-Back Required Adjacent to SF or MF District [Section 4-404, Building Height Step-Back]	n/a	n/a	
Maximum Lot Coverage (% of net site area)	60%	57%	Decrease
Minimum Landscape Area (% of net site area)	25%	33%	Increase
Setbacks (feet) (a) [Exceptions, see Section 4-205(B)]			
Front (south Terrace Rd.)	20’	14’ (20’ max)	Decrease
West Side	10’	37’-4” west	Increase
East Side	10’	20’-3”	Increase
Rear	10’	35’-3”’	Increase
Bicycle Parking	.75/unit (studio, 1, & 2 bedrooms) 1/unit (4 bedroom) +.2/unit for guests 1/7,500 SF, 4 min.	.75/unit (studio, 1, & 2 bedrooms) 1/unit (4 bedroom) +.2/unit for guests 1/7,500 SF, 4 min.	n/a
Vehicle Parking	.75/bedroom +.2/unit for guests 1/300 retail SF (25% of SF waived)	.53/bedroom +.2/unit for guests 1/300 retail SF (25% of SF waived)	Decrease

The building height, lot coverage, landscape area, and setbacks are appropriate for the site. The TOD overlay requires that buildings be located close to a public street to encourage pedestrian oriented design. The 14’-16’ front setback proposed for this project accounts for a 6’ wide landscape buffer adjacent to Terrace and an 8’ wide detached sidewalk, which will provide shade over the sidewalk, better separate transit, vehicular, and pedestrian traffic, and make the pedestrian experience more enjoyable. The proposed 75’ high building with five residential levels will exceed the heights of buildings on adjacent properties, but large setbacks are provided along the sides and rear of the property to account for fire access and incorporate

usable open spaces for residents.

The Transportation Overlay District requires residential vehicle parking at a ratio of .75 per bedroom. The proposed PAD uses a ratio of .53 per bedroom. This results in a vehicle parking reduction for the residential use from 639 spaces to 470 spaces. The applicant has provided a Parking Study for justification of this reduction, which is included in the attachments. The parking quantity is significantly less than required by the TOD overlay but reflects the centralized location of the development, presence of the light rail, and type of residents (student) expected to occupy the units. Retail and guest parking ratios comply with the TOD requirements.

A traffic impact study (TIS) was provided by the applicant and approved by the Public Works Department. The executive summary is included as an attachment.

Section 6-305 D. Approval criteria for P.A.D. (*in italics*):

1. *The development fulfills certain goals and objectives in the General Plan and the principles and guidelines of other area policy plans. Performance considerations are established to fulfill those objectives.* The development fulfills the goals of the General Plan by increasing the residential density through the development standards in order to more closely match the projected residential density.
2. *Standards requested through the PAD Overlay district shall take into consideration the location and context for the site for which the project is proposed.* The requested development standards take the site context into consideration. Sufficient setbacks are provided along interior property lines, which respect adjacent developments and encourage a more pedestrian-friendly atmosphere along the street frontage.
3. *The development appropriately mitigates transitional impacts on the immediate surroundings.* Sufficient setbacks and landscaping will allow this development to transition to lower density and building heights on adjacent properties.

DEVELOPMENT PLAN REVIEW

Site Plan

The property is 4.58 acres and is an irregularly shaped lot. Vehicular access is via a single right-in and right-out only driveway on Terrace Road that leads to a six and one-half level, above grade parking garage that is completely surrounded by the building. The garage contains all resident, guest, and retail parking spaces for the development; surface parking is not provided. A 20' fire lane surrounds the majority of the building, providing emergency access to all areas of the site. To avoid excessive impervious pavement, the majority of the fire lane surface is stabilized decomposed granite. A small portion near the northeast corner is grasscrete to create an additional resident courtyard.

The main building entrance to the leasing office and amenity area is along Terrace. The flex retail/office is also along Terrace, at the west end of the building. Pedestrian access to the building occurs at multiple points along all elevations and lead to interior corridors, elevators, and stairwells to access all building levels.

Building Elevations

The commercial (with residential above) and residential portions of the building are five-stories while the garage that is interior to the residential is six and one-half stories. Maximum building height visible from the street is 70' with an interior garage height of 75'. The design is contemporary in character with flat roofs and parapets to screen rooftop mechanical equipment. The building is finished with split face block and stacked cream-colored brick veneer at the base and stucco on the upper floors. The stacked brick is used from floor to roof at the west end of the building, emphasizing the commercial component. The sand-finished stucco colors are varying shades of gray with orange as an accent. Metal "L" shaped and louvers and awnings shade the leasing and commercial storefront windows as well as the residential windows.

Landscape Plan

On-site landscaping totals 33 percent, and all landscape areas are ground-level; there are no roof-top amenities. The design incorporates a comfortable pedestrian environment along Terrace, as required by the Transportation Overlay District. This includes a landscape buffer with shade trees and detached sidewalk, a landscape strip between the sidewalk and building wall with low-growing ground cover plants, and benches near the leasing/amenity and commercial areas. Proposed plan

types are appropriate for the desert and will blend with surrounding developments.

Section 6-306 D Approval criteria for Development Plan Review (*in italics*):

1. *Placement, form, and articulation of buildings and structures provide variety in the streetscape;* the building is designed with variation in materials, colors, fenestration, and wall planes along Terrace Road. The design provides variety in the streetscape.

2. *Building design and orientation, together with landscape, combine to mitigate heat gain/retention while providing shade for energy conservation and human comfort;* metal awnings, louvers, and wall recesses will provide shade for all windows. Shade trees planted along Terrace and interior property lines will mitigate heat gain. The use of alternative surfaces for the fire lane will also reduce heat gate/retention.

3. *Materials are of a superior quality, providing detail appropriate with their location and function while complementing the surroundings;* materials are of high quality and compatible with adjacent developments. The applicant has modified the design to incorporate lighter colored veneer to compliment other multi-family housing developments along Terrace Road.

4. *Buildings, structures, and landscape elements are appropriately scaled, relative to the site and surroundings;* although higher than other buildings directly adjacent to the site, new developments in this area of the light rail corridor are encouraged to incorporate increased building heights to accomplish increased residential density. Sufficient setbacks are provided that respect adjacent developments. The street frontage and landscape elements are designed appropriately relative to the currently transit use and expected pedestrian use of Terrace.

5. *Large building masses are sufficiently articulated so as to relieve monotony and create a sense of movement, resulting in a well-defined base and top, featuring an enhanced pedestrian experience at and near street level;* variation is provided in wall planes, materials, and building heights to relieve monotony. Use of materials varies from block and brick veneer at the base to stucco in the middle and metal accents on the top to create well-defined sections.

6. *Building facades provide architectural detail and interest overall with visibility at street level (in particular, special treatment of windows, entries and walkways with particular attention to proportionality, scale, materials, rhythm, etc.) while responding to varying climatic and contextual conditions;* design elements include metal awnings and louvers, variation in wall plane, and alternating stucco surrounds to create a rhythm along building elevations.

7. *Plans take into account pleasant and convenient access to multi-modal transportation options and support the potential for transit patronage;* the project conforms to the pedestrian oriented design standards of the Transportation Overlay District, including maximum/minimum building setbacks, location of building entrances, ground floor windows, street-facing façades, pedestrian amenities, and sidewalk, landscape, open space, and shade standards. This design will support transit patronage.

8. *Vehicular circulation is designed to minimize conflicts with pedestrian access and circulation, and with surrounding residential uses;* vehicular access is provided by a single driveway on Terrace Road, where cars are directed into the parking garage. This driveway crosses the sidewalk on Terrace, but all other pedestrian routes are separate from vehicular circulation. Within the garage, stairs and elevators are provided for pedestrian use once drivers exit their vehicles.

9. *Plans appropriately integrate Crime Prevention Through Environmental Design principles such as territoriality, natural surveillance, access control, activity support, and maintenance;* the site plan has been reviewed by the Police Department and complies with required safety design requirements. Gates within the parking garage will be used to restrict access to resident-only parking spaces. Building access will be restricted by key. The height of proposed landscaping adjacent to pedestrian paths and lighting requirements both outside and within the parking garage will comply with CPTED principles.

10. *Landscape accents and provides delineation from parking, buildings, driveways and pathways;* landscaping along the building perimeter will accent the development and be used to delineate useable pedestrian areas and paths.

11. *Signs have design, scale, proportion, location and color compatible with the design, colors, orientation and materials of the building or site on which they are located;* signs are subject to separate development plan review; however, the building design has taken future sign locations into consideration.

12. *Lighting is compatible with the proposed building(s) and adjoining buildings and uses, and does not create negative effects.* Lighting will comply with current code requirements to meet minimum illumination levels and be non-intrusive to adjacent properties.

Conclusion

Based on the information provided and the above analysis, staff recommends approval of the requested General Plan Amendments, Zoning Map Amendment, Planned Area Development Overlay, and Development Plan Review. These requests meet the required criteria and will conform to the conditions.

REASONS FOR APPROVAL:

1. If the General Plan Projected Land Use and Projected Residential Density map amendments are approved, the project will comply with those requests and meet the desired Residential Density for this site.
2. The project will meet the development standards required under the Zoning and Development Code.
3. The PAD overlay process was specifically created to allow for greater flexibility, to allow for alternate setbacks, building heights, and landscape design.
4. The proposed project meets the approval criteria for a General Plan Amendment, Zoning Map Amendment, and Development Plan Review.

ZONING MAP AMENDMENT AND PLANNED AREA DEVELOPMENT
CONDITIONS OF APPROVAL:

EACH NUMBERED ITEM IS A CONDITION OF APPROVAL. THE DECISION-MAKING BODY MAY MODIFY, DELETE OR ADD TO THESE CONDITIONS.

General

1. Except as modified by conditions, development shall be in substantial conformance with the University Village 2.0 Planned Area Development Overlay cover sheet and site plan dated July 10, 2015.

2. A building permit application shall be made on or before two years from the date of City Council approval or the zoning of the property may revert to that in place at the time of application. Any reversion is subject to a public hearing process as a zoning map amendment.

3. The property owner(s) shall sign a waiver of rights and remedies form. By signing the form, the Owner(s) voluntarily waive(s) any right to claim compensation for diminution of Property value under A.R.S. §12-1134 that may now or in the future exist, as a result of the City's approval of this Application, including any conditions, stipulations and/or modifications imposed as a condition of approval. The signed form shall be submitted to the Community Development Department no later than October 10, 2015, or the General Plan Amendment, Zone Map Amendment, and PAD approvals shall be null and void.

4. The Public Works Department shall review and approve a public access and utility easement along Terrace Road prior to submittal of construction documents for building permit. Final easement width is subject to approval of the Public Works Director.

5. The Planned Area Development Overlay for University Village 2.0 shall be put into proper engineered format with appropriate signature blanks and kept on file with the City of Tempe's Community Development Department prior to issuance of building permits.

6. The five vehicle parking spaces for retail users shall be signed for exclusive commercial guest use during business hours and may be used by residents only after the last business on-site has closed.

DEVELOPMENT PLAN REVIEW
CONDITIONS OF APPROVAL

General

7. Except as modified by conditions, development shall be in substantial conformance with the site plan and floor plans dated July 10, 2015, building elevations dated July 16, 2015, and the landscape plans dated April 21, 2015. Minor modifications may be reviewed through the plan check process of construction documents; major modifications will require submittal of a Development Plan Review.

8. The development shall prepare, at the time of initial building permits, ready-to-use commercial space for tenant leasing. The permit submittal shall include the following: adequate roof space, evidence of roof structural support, and internal set lines for future adequate commercial space air conditioning (HVAC); provide a shaft to ventilate to the roof for commercial cooking exhaust; and a designated location for potential grease trap interceptor if needed.

9. New construction shall be sound mitigated resulting with indoor noise levels not to exceed a day night-level (DNL) of 45 decibels.

10. At the completion of development, the developer shall make any necessary street repair and pavement improvements within 300 feet of the site resulting from damage from construction activity.

Site Plan

11. Revise the site plan to show required public access and utility easement along Terrace Road.

12. Replace the Omega Architectural Fence System (8' high perimeter view fence) with 8' high, black, tubular steel picket fence.

13. Provide a refuse and recycling enclosure at the exterior of the building in at least one of two locations: in the northern-most portion of the property, northwest of Courtyard C; or in the north-eastern portion of the property, north of Courtyard D. Final location and design is subject to approval by the Public Works Department, Solid Waste Division.

14. Provide service yard and mechanical (cooling tower/generator) yard walls that are at least 8'-0" tall as measured from adjacent grade and are at least the height of the equipment being enclosed, whichever is greater. Verify height of equipment and mounting base to ensure that wall height is adequate to fully screen the equipment. Locate electrical service entrance sections inside the service yard, as indicated.

15. Provide gates of steel vertical picket, steel mesh, steel panel or similar construction. Where a gate has a screen function and is completely opaque, provide vision portals for visual surveillance. Provide gates of height that match that of the adjacent enclosure walls. Review gate hardware with Building Safety and Fire staff and design gate to resolve lock and emergency ingress/egress features that may be required.

16. Extend upgraded paving in the driveway for a distance of 20'-0" from the back of sidewalk and from curb to curb at the drive edges.

17. Utility equipment boxes for this development shall be finished in a neutral color (subject to utility provider approval) that compliments the coloring of the buildings.

18. Place exterior, freestanding reduced pressure and double check backflow assemblies in pre-manufactured, pre-finished, lockable cages (one assembly per cage). If backflow prevention or similar device is for a 3" or greater water line, delete cage and provide a masonry or concrete screen wall following the requirements of Standard Detail T-214.

Floor Plans

19. Exit Security:
    a. Provide visual surveillance by means of fire-rated glazing assemblies from office stair towers into adjacent circulation spaces.
    b. In instances where an elevator or stair exit in the office or garage is within 21'-0" of an alcove, corner or other potential hiding place, position a refracting mirror to allow someone in the exit doorway to observe in the mirror the area around the corner or within the alcove that is adjacent to the doorway.

20. Public Restroom Security for retail:
    a. Lights in restrooms:
        1) Provide 50% night lights
        2) Activate by automatic sensors, key or remote control mechanism
    b. Single user restroom door hardware:
        3) Provide a key bypass on the exterior side

21. Garage Security:
    a. Minimize interior partitions or convert these to semi-opaque screens to inhibit hiding behind these features.
    b. Provide exit stairs that are open to the exterior as indicated.
    c. Paint interior wall and overhead surfaces in garage floor levels with a highly reflective white color, minimum LRV of 75 percent.
    d. Maximize openness at the elevator entrances and stair landings to facilitate visual surveillance from these pedestrian circulation areas to the adjacent parking level.

22. Parking Garage:
    a. Minimum required parking dimensions shall be clear of any obstructions.
    b. At the ends of dead-end drive aisles, provide a designated turn-around space, minimum 8'-6" clear in width (locate on left side if available), including 3'-0" vehicular maneuvering area for exiting. Turn-around area shall be clearly demarcated.
    c. Provide a minimum 2'-0" of additional width for parking spaces when adjacent to a continuous wall.

Building Elevations

23. The materials and colors are approved as presented:

    Primary stucco building colors – Sherwin Williams – Repose Gray SW 7015
    Dorian Gray SW 7017
    Iron Ore SW 7069
    Secondary stucco building color – Sherwin Williams – Forceful Orange SW 6894
    Building veneers – Belden Brick – Matt Cream Brick 481-843
    Orco Block – Spot Face Gray Bullnose
    Parking structure – concrete masonry units
    Metal Awning in front of retail/office – Tiger Drylac RAL 7034
    Metal Awning in front of lease and amenity office – Tiger Drylac RAL 1037
    Suspended metal louvers – Tiger Drylac RAL 7034
    Perforated metal guardrail – Tiger Drylac – RAL 6034
    Windows – anodized white vinyl
    Glazing – Clear/Dual Pane/Low-E

    Provide primary building colors and materials with a light reflectance value of 75 percent or less. Specific colors and materials exhibited on the materials sample board are approved by planning staff. Additions or modifications may be submitted for review during building plan check process.

24. Provide secure roof access from the interior of the building. Do not expose roof access to public view.

25. Conceal roof drainage system within the interior of the building.

26. Incorporate lighting, address signs, and incidental equipment attachments (alarm klaxons, security cameras, etc.) where exposed into the design of the building elevations. Exposed conduit, piping, or related materials is not permitted.

27. Locate the electrical service entrance section (S.E.S.) inside the building or inside a secure yard that is concealed from public view.

28. Upper/lower divided glazing panels in exterior windows at grade level, where lower glass panes are part of a divided pane glass curtain-wall system, shall be permitted only if laminated glazing at these locations is provided.

Lighting

29. This project shall follow requirements of ZDC Part 4, Chapter 8, Lighting.

30. Illuminate building entrances and underside of open stair landings from dusk to dawn to assist with visual surveillance.

Landscape

31. Subject to obtaining an agreement with Salt River Project (SRP), the landscape plan shall be modified to incorporate the SRP irrigation property directly north of the site. Modifications shall include:
    a. Eliminate the proposed 8' high perimeter view fence along the site's north property line. The developer shall either: 1) apply a stucco finish and paint the interior of the existing wall north of the SRP irrigation property to match a primary building color of the proposed project or 2) replace the existing wall north of the SRP irrigation property with a new block wall (minimum 6' high) with stucco finish and paint to match.
    b. Extend the landscape improvements over the SRP property to include decomposed granite and shrubs/ground cover. Plant types shall include those listed in the proposed plant list.

    Final design is subject to City, property owner, and SRP approval. If an agreement is not obtained, development shall be per the landscape plan dated April 21, 2015.

32. Chinese Evergreen Elm trees shall have a minimum size of 1.5" caliper.

33. A clear 8' wide path shall be maintained beyond the 6' wide landscape buffer adjacent to Terrace Road.

34. Irrigation notes:
    a. Provide dedicated landscape water meter.
    b. Provide pipe distribution system of buried rigid (polyvinylchloride), not flexible (polyethylene). Use of schedule 40 PVC mainline and class 315 PVC ½" feeder line is acceptable. Class 200 PVC feeder line may be used for sizes greater than ½". Provide details of water distribution system.
    c. Locate valve controller in a vandal resistant housing.
    d. Hardwire power source to controller (a receptacle connection is not allowed).
    e. Controller valve wire conduit may be exposed if the controller remains in the mechanical yard.

35. Include requirement to de-compact soil in planting areas on site and in public right of way and remove construction debris from planting areas prior to landscape installation.

36. Top dress planting areas with a rock or decomposed granite application. Provide rock or decomposed granite of 2" uniform thickness. Provide pre-emergence weed control application and do not underlay rock or decomposed granite application with plastic.

37. Trees shall be planted a minimum of 20'-0" from any existing or proposed public water or sewer lines. The tree planting separation requirements may be reduced from the waterline upon the installation of a linear root barrier, a minimum of 6'-0" parallel from the waterline, or around the tree. The root barrier shall be a continuous material, a minimum of 0.08" thick, installed 0'-2" above finish grade to a depth of 8'-0" below grade. Final approval subject to determination by the Public Works, Water Utilities Division.

Signage

38. Provide address sign(s) on the building elevation facing the street to which the property is identified.
    a. Conform to the following for building address signs:
        1) Provide street number only, not the street name
        2) Compose of 12" high, individual mount, metal reverse pan channel characters.
        3) Self-illuminated or dedicated light source.
        4) Coordinate address signs with trees, vines, or other landscaping, to avoid any potential visual obstruction.
        5) Do not affix number or letter to elevation that might be mistaken for the address.
    b. Utility meters shall utilize a minimum 1" number height in accordance with the applicable electrical code and utility company standards.
    c. Provide one address sign on the roof of the office building. Orient sign to be read from the south.
        1) Include street address number in 6'-0" high characters on one line and street name in 3'-0" high characters on a second line immediately below the first.
        2) Provide high contrast sign, either black characters on a light surface or white characters on a black field that is painted on a horizontal plane on the roof. Coordinate roof sign with roof membrane so membrane is not compromised.
        3) Do not illuminate roof address.

CODE/ORDINANCE REQUIREMENTS:

THE BULLETED ITEMS REFER TO EXISTING CODE OR ORDINANCES THAT PLANNING STAFF OBSERVES ARE PERTINENT TO THIS CASE. THE BULLET ITEMS ARE INCLUDED TO ALERT THE DESIGN TEAM AND ASSIST IN OBTAINING A BUILDING PERMIT AND ARE NOT AN EXHAUSTIVE LIST.

- Development plan approval shall be void if the development is not commenced or if an application for a building permit has not been submitted, whichever is applicable, within twelve (12) months after the approval is granted or within the time stipulated by the decision-making body. The period of approval is extended upon the time review limitations set forth for building permit applications, pursuant to Tempe Building Safety Administrative Code, Section 8-104.15. An expiration of the building permit application will result in expiration of the development plan.

- Specific requirements of the Zoning and Development Code (ZDC) are not listed as a condition of approval, but will apply to any application. To avoid unnecessary review time and reduce the potential for multiple plan check submittals, become familiar with the ZDC. Access the ZDC through www.tempe.gov/zoning or purchase from Community Development.

- SITE PLAN REVIEW: Verify all comments by the Public Works Department, Community Development Department, and Fire Department given on the Preliminary Site Plan Review reports dated January 28, ,2015, March 18, 2015, and May 13, 2015. If questions arise related to specific comments, they should be directed to the appropriate department, and any necessary modifications coordinated with all concerned parties, prior to application for building permit. Construction Documents submitted to the Building Safety Division will be reviewed by planning staff to ensure consistency with this Design Review approval prior to issuance of building permits.

- STANDARD DETAILS:
    - Access to Tempe Supplement to the M.A.G. Uniform Standard Details and Specifications for Public Works Construction, at this link: http://www.tempe.gov/city-hall/public-works/engineering/standards-details or purchase book from the Public Works Engineering Division.
    - Access to refuse enclosure details an all other Development Services forms at this link: http://www.tempe.gov/city-hall/community-development/building-safety/applications-forms. The enclosure details are under Civil Engineering & Right of Way.

- BASIS OF BUILDING HEIGHT: Measure height of buildings from top of curb at a point adjacent to the center of the front

property line.

- COMMUNICATIONS:
  - Provide emergency radio amplification for the combined building and garage area in excess of 50,000 sf. Amplification will allow Police and Fire personnel to communicate in the buildings during a catastrophe. Refer to this link: www.tempe.gov/index.aspx?page=949. Contact the Information Technology Division to discuss size and materials of the buildings and to verify radio amplification requirements.
  - For building height in excess of 50'-0", design top of building and parapet to allow cellular communications providers to incorporate antenna within the building architecture so future installations may be concealed with little or no building elevation modification.

- WATER CONSERVATION: Under an agreement between the City of Tempe and the State of Arizona, Water Conservation Reports are required for landscape and domestic water use for the non-residential components of this project. Have the landscape architect and mechanical engineer prepare reports and submit them with the construction drawings during the building plan check process. Report example is contained in Office Procedure Directive # 59. Refer to this link: www.tempe.gov/modules/showdocument.aspx?documentid=5327. Contact Public Works Department, Water Conservation Division with questions regarding the purpose or content of the water conservation reports.

- HISTORIC PRESERVATION: State and federal laws apply to the discovery of features or artifacts during site excavation (typically, the discovery of human or associated funerary remains). Contact the Historic Preservation Officer with general questions. Where a discovery is made, contact the Arizona State Historical Museum for removal and repatriation of the items.

- SECURITY REQUIREMENTS:
  - Design building entrance(s) to maximize visual surveillance of vicinity. Limit height of walls or landscape materials, and design columns or corners to discourage to opportunity for ambush opportunity. Maintain distances of 20'-0" or greater between a pedestrian path of travel and any hidden area to allow for increased reaction time and safety.
  - Follow the design guidelines listed under appendix A of the Zoning and Development Code. In particular, reference the CPTED principal listed under A-II Building Design Guidelines (C) as it relates to the location of pedestrian environments and places of concealment.
  - Provide method of override access for Police Department (punch pad or similar) to controlled access areas including pool, clubhouse or other gated common areas.
  - Provide a security vision panel at service and exit doors (except to rarely accessed equipment rooms) with a 3" wide high strength plastic or laminated glass window, located between 43" and 66" from the bottom edge of the door.

- FIRE:
  - Clearly define the fire lanes. Ensure that there is at least a 20'-0" horizontal width, and a 14'-0" vertical clearance from the fire lane surface to the underside of tree canopies or overhead structures. Layout and details of fire lanes are subject to Fire Department approval.
  - Provide a fire command room(s) on the ground floor of the building(s). Verify size and location with Fire Department.

- ENGINEERING:
  - Underground utilities except high-voltage transmission line unless project inserts a structure under the transmission line.
  - Coordinate site layout with Utility provider(s) to provide adequate access easement(s).
  - Clearly indicate property lines, the dimensional relation of the buildings to the property lines and the separation of the buildings from each other.
  - Verify location of any easements, or property restrictions, to ensure no conflict exists with the site layout or foundation design.
  - 100 year onsite retention required for this property, coordinate design with requirements of the Engineering Department.

- REFUSE:
  - Required enclosures are exclusively for refuse. Construct walls, pad and bollards in conformance with standard detail DS-116.
  - Contact Public Works Sanitation Division to verify that vehicle maneuvering and access to the enclosure is adequate.
  - Develop strategy for recycling collection and pick-up from site with Sanitation. Roll-outs may be allowed for recycled materials. Coordinate storage area for recycling containers with overall site and landscape layout.
  - Gates for refuse enclosure(s) are not required, unless visible from the street. If gates are provided, the property manager must arrange for gates to be open from 6:00am to 4:30pm on collection days.

- DRIVEWAYS:
  - Construct driveways in public right of way in conformance with Standard Detail T-320. Alternatively, the installation of driveways with return type curbs as indicated, similar to Standard Detail T-319, requires permission of Public Works, Traffic Engineering.
  - Correctly indicate clear vision triangles at both driveways on the site and landscape plans. Identify speed limits for adjacent streets at the site frontages. Begin sight triangle in driveways at point 15'-0" in back of face of curb. Consult Intersection Sight Distance memo, available from Traffic Engineering if needed www.tempe.gov/index.aspx?page=801 . Do not locate site furnishings, screen walls or other visual obstructions over 2'-0" tall (except canopy trees are allowed) within each clear vision triangle.

- PARKING SPACES:
  - Verify conformance of accessible vehicle parking to the Americans with Disabilities Act and the Code of Federal Regulations Implementing the Act. Refer to Building Safety ADA Accessible Parking Spaces Marking/Signage on Private Development details.
  - At parking areas, provide demarcated accessible aisle for disabled parking.
  - Distribute bike parking areas nearest to main entrance(s). Provide parking loop/rack per standard detail T-578. Provide 2'-0" by 6'-0" individual bicycle parking spaces. One loop may be used to separate two bike parking spaces. Provide clearance between bike spaces and adjacent walkway to allow bike maneuvering in and out of space without interfering with pedestrians, landscape materials or vehicles nearby.

- LIGHTING:
  - Design site security light in accordance with requirements of ZDC Part 4 Chapter 8 (Lighting) and ZDC Appendix E (Photometric Plan).
  - Indicate the location of all exterior light fixtures on the site, landscape and photometric plans. Avoid conflicts between lights and trees or other site features in order to maintain illumination levels for exterior lighting.

- LANDSCAPE:
  - Prepare an existing plant inventory for the site and adjacent street frontages. The inventory may be prepared by the Landscape Architect or a plant salvage specialist. Note original locations and species of native and "protected" trees and other plants on site. Move, preserve in place, or demolish native or "protected" trees and plants per State of Arizona Agricultural Department standards. File Notice of Intent to Clear Land with the Agricultural Department. Notice of Intent to Clear Land form is available at www.azda.gov/ESD/nativeplants.htm . Follow the link to "applications to move a native plant" to "notice of intent to clear land".

- SIGNS: Separate Development Plan Review process is required for signs in accordance with requirements of ZDC Part 4 Chapter 9 (Signs). Obtain sign permit for identification signs. Directional signs (if proposed) may not require a sign permit. Directional signs are subject to review by planning staff during plan check process.

HISTORY & FACTS:

August 20, 1962 Board of Adjustment approved a variance to allow a swimming pool outside the rear yard for the

	property located at 920-944 South Terrace Road.
April 1, 1963	Final Inspection completed for 101 apartment units at 920-944 South Terrace Road.
June 8, 2015	The applicant conducted a neighborhood meeting for this request at the Four Points Sheraton Tempe hotel at 6:00 p.m.
July 28, 2015	This request is scheduled for the Development Review Commission public hearing.
August 27, 2015	This request is scheduled for the first City Council public hearing.
September 10, 2015	This request is scheduled for the second City Council public hearing.

ZONING AND DEVELOPMENT CODE REFERENCE:
Section 6-302, General Plan Amendment
Section 6-304, Zoning Map Amendment
Section 6-305, Planned Area Development (PAD) Overlay districts
Section 6-306, Development Plan Review

DEVELOPMENT PROJECT FILE
for
UNIVERSITY VILLAGE 2.0
(PL150026)

ATTACHMENTS:

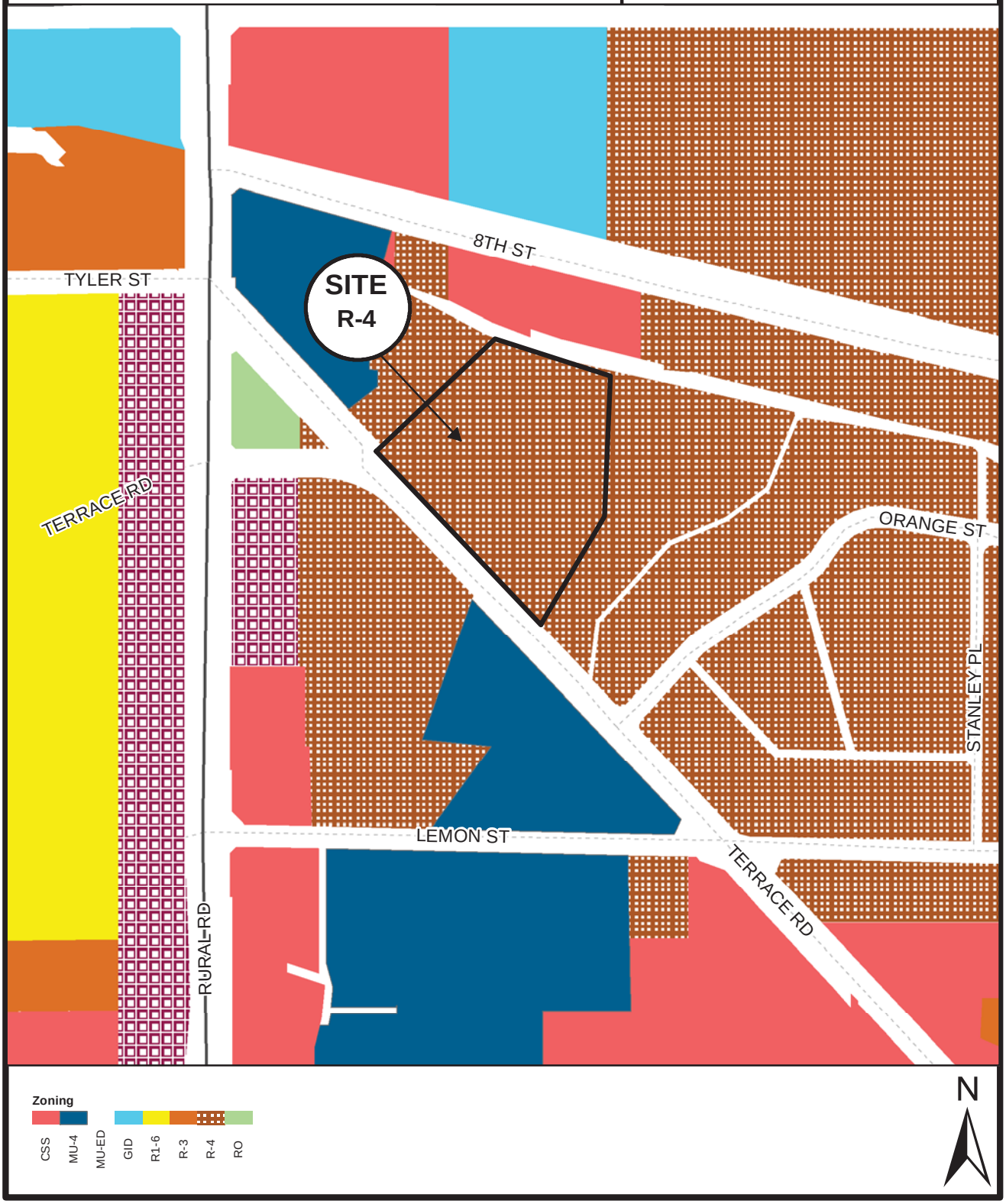
58-63. Summary of Neighborhood Meeting and Correspondence with Interested Parties

64-67. Parking Study

68-70. Transportation Impact Study Cover Sheet and Executive Summary

Tempe

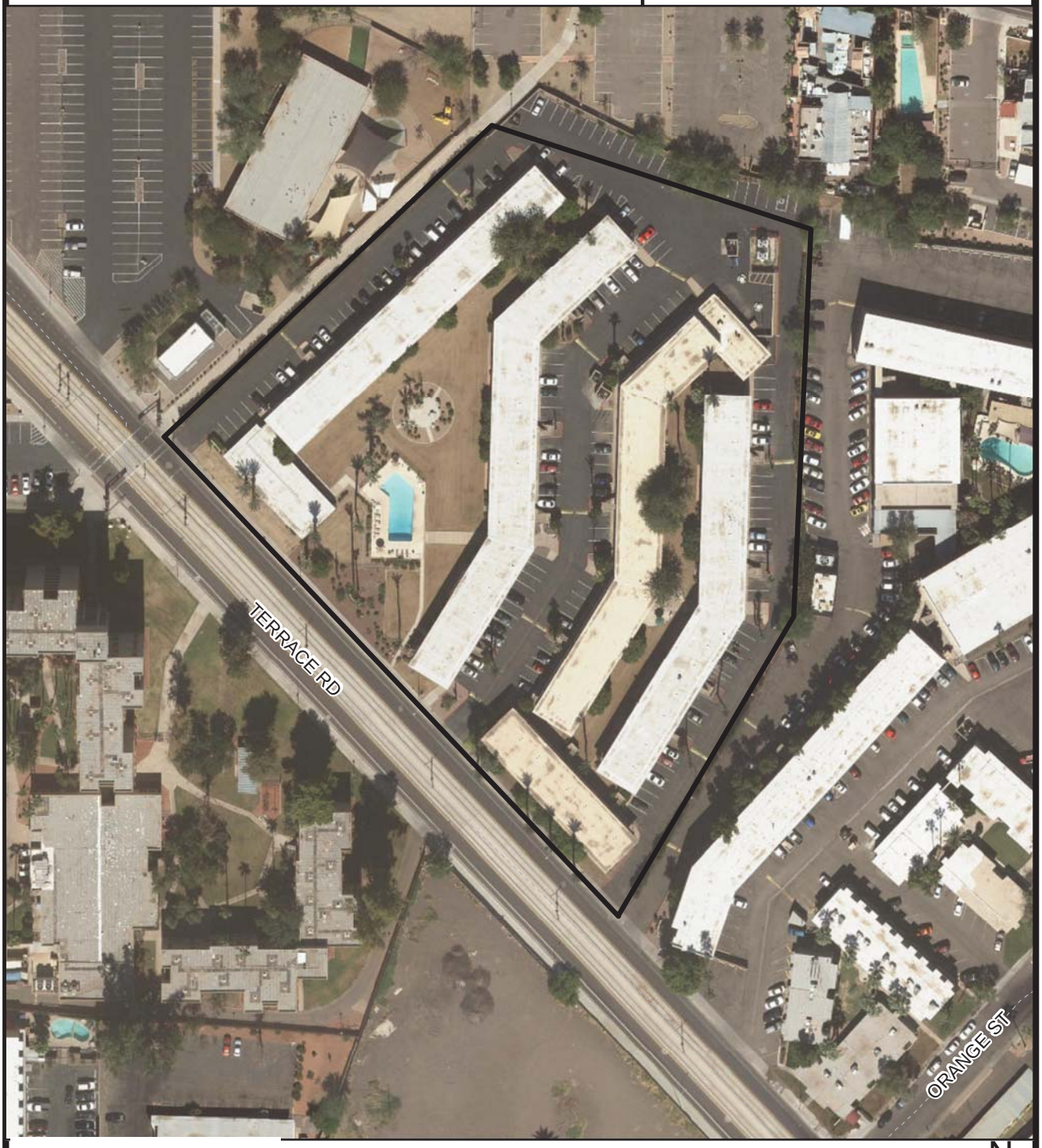
UNIVERSITY VILLAGE 2.0	PL150026



Location Map

Tempe

UNIVERSITY VILLAGE 2.0	PL150026



Aerial Map

UNIVERSITY VILLAGE 2.0

General Plan 2040
Projected Land Use and Residential Density Map Amendments

Applicant's Letter of Explanation

Legacy Partners Residential, LLC (the "Applicant" or "LPR"), respectfully submits these applications to redevelop the approximate 4.56 acres University Village apartments complex located approximately 500 feet southeast of the southeast corner of the intersection of Rural and Terrace Roads in Tempe, Arizona (the "Site"). See **Exhibit A** for an aerial photograph of the Site and surrounding uses.

Applications

The Applicant is submitting General Plan projected land use and residential density map amendments, zoning map amendment, planned area development ("PAD") overlay and development plan review ("DPR") applications as part of the Applicant's application for the redevelopment of the Site (the "Applications"). The zoning map amendment, PAD overlay and DPR approval requests, as well as the development proposal, are discussed in detail in a separate letter of explanation included as part of the submittal package for the Applications.

Based in Foster City, California, LPR is a well-known and highly respected developer, owner and operator of premier apartment communities throughout the United States. As a leading and fully integrated owner, operator and developer for over 40 years, LPR has acquired or developed more than 72,000 apartment units to date. In addition, LPR also currently manages more than 13,000 apartment units for investors and third-party clients. In Arizona, LPR's properties include the Site and the Legacy Bungalows residential development near downtown Phoenix. Completed projects representative of LPR's capabilities include:

- Legacy Fountain Plaza (San Jose, CA) – 6-story transit oriented development providing 367 luxury apartments and 66 for-sale townhomes and lofts along the light rail line in downtown San Jose;
- St. Francis Place (San Francisco, CA) - Award winning 9-story mixed-use development providing 410 luxury apartments, street level retail and office space and three levels of structured parking;
- 1600 Vine (Hollywood, CA) - 12-story mixed-use and transit-oriented development providing 375 luxury apartments, a 300-room hotel, 96 luxury condominiums, 30,000 square feet of street level retail space anchored by Trader Joe's and below-grade structured parking;
- 5550 Wilshire (Los Angeles, CA) - Five-story mixed-use development providing 197 luxury apartments, street level retail spaces and below-grade structured parking;
- Legacy at Westwood (Westwood, CA) – Award winning residential development consisting of two, six-story residential buildings providing 187 luxury apartments and three levels of below-grade structured parking;

- The Plaza at the Arboretum (Santa Monica, CA) – Award winning mixed-use development consisting of five, seven-story buildings providing 350 luxury apartments and 9,500 square feet of retail space and a seven-level parking structure;
- The Landing at Jackson Square (Oakland, CA) – Award winning four-story residential development providing 282 luxury apartments and structured podium parking;
- Tierra Del Rey (Marina Del Rey, CA) – Award winning four-story residential development providing 170 luxury apartments and four-levels of structured parking;
- Legacy at Riverpark (Redmond, WA) – Award winning six-story mixed-use development providing 319 luxury apartments, 9,700 square feet of retail space and structured parking;
- The Olympus (Seattle, WA) –14-story mid-rise residential development providing 327 luxury apartments and below-grade structured parking;
- Youngstown (Seattle, WA) – Six-story residential development providing 195 luxury apartments and below-grade structured parking;
- Legacy on the Lake (Austin, TX) – 31-story high-rise and LEED Certified residential tower providing 187 luxury apartments and nine levels of structured parking;
- Legacy at Memorial (Houston, TX) – Award winning 25-story high-rise residential tower providing 330 luxury apartments and structured parking;
- Delano (Irving, TX) – Five-story residential development providing 258 apartments and structured parking; and,
- Ball Park Lofts (Denver, CO) – Six-story mixed-use development providing 339 luxury apartments, street level retail space and below-grade structured parking

The 2040 General Plan's projected land use and residential density maps currently designate the Site for residential and high-density urban core (more than 65 units per acre) development. The Applicant is proposing to amend the General Plan's projected land use and residential density maps in order to designate the Site for mixed-use and high-density (up to 65 units per acre) residential development (the "Request"). The purpose of the Request is to allow the redevelopment of the Site with a vibrant, high-quality and modern mixed-use development consisting of studio and one, two and four bedroom purpose-built student housing apartment units, street-level retail/office flex space and associated top-tier community amenities, including a clubhouse, large pool, fitness center, and open space amenity courtyards (the "Project").

The Project represents an opportunity to improve underutilized property located within a high-profile mixed-use environment along the Terrace Road light rail corridor with the introduction of a high-quality, modern mixed-use project. Considering its location along the light rail corridor and its immediate proximity to the Arizona State University ("ASU") campus and nearby Rural Road / ASU light rail station, as well as its general proximity to downtown Tempe, the Site is currently underutilized. Currently, the Site accommodates 101 apartment units within five, two-story buildings constructed in the 1960s. The Site's location also provides an opportunity to make a significant statement along the Terrace Road light rail corridor with the introduction of a high-quality mixed-use project representative of the ongoing private and public investment occurring along the light rail line and throughout Tempe.

The intent of the Applications is to further diversify the mix of housing options along the light rail corridor by adding a high-density and transit-oriented development to the area as intended by the General Plan. In addition, the development of the residential product will provide students and young professionals with exciting new housing options within walking distance of both the ASU campus and the Rural Road / ASU light rail station, as well as the various uses, including employment, educational and entertainment uses, that are accessible throughout Tempe and the Valley via the light rail line.

The goal of the Project is to promote a sustainable concept of living, working and recreating in one location and to serve as an asset in moving students out of Tempe's traditional residential neighborhoods and into quality student housing near the ASU campus. Based on prior experience, the Applicant anticipates a strong and sustainable demand for high-quality, modern purpose-built student housing apartment units at this location.

Area Context

The Site currently accommodates five, two-story buildings constructed in the 1960s. The existing buildings contain a combined total of 101 apartment units that are primarily occupied by ASU students. As reflected by the aerial photograph provided in **Exhibit A**, the area surrounding the Site includes a mix of educational, commercial, residential and transportation uses, including but not limited to:

- the ASU campus generally located on the west side of Rural Road;
- the Valley Metro light rail line within the median of Terrace Road;
- the Rural Road / ASU light rail station and multiple bus stops on the west side of Rural Road;
- the Campus Children's Center adjoining the Site to the west;
- the three-story College Town Tempe apartments adjoining the Site to the east;
- the eight-story ASU residential halls to the southwest across Terrace Road;
- the mixed-use development under construction known as 1010 Lemon containing 213 apartment units and building heights up to 76 feet to the southeast across Terrace Road; and,
- a multitude of shops and restaurants at the intersection of Rural Road and University Drive

LPR envisions that the Project will continue to revitalize the light rail corridor and significantly enhance the area's urban environment by providing high-quality, modern student housing opportunities within walking distance of the Rural Road / ASU light rail station and the various uses, including educational, employment and entertainment uses, that are accessible throughout Tempe and the Valley via the light rail line.

Public Benefit

The Request, if approved, will benefit the public in several ways. The amendment will accommodate the development of an aesthetically pleasing mixed-use development that will provide housing and flex retail/office opportunities which will complement the mix of uses

located along the light rail corridor, as well as the nearby ASU campus. The provision of housing opportunities within immediate proximity to the ASU campus, as well as the Rural Road / ASU light rail station and multiple bus stops located approx. 650 feet northwest of the Site, will provide residents with the opportunity to walk, bike and/or ride transit to and from school, work, restaurants and shops, reducing traffic congestion and air pollution.

The Request, if approved, will energize the light rail corridor along Terrace Road by further establishing the mix of high-density residential and commercial uses envisioned for the development area by General Plan 2040 and by providing exciting new residential and flex retail/office opportunities. Furthermore, the amendment represents an opportunity to improve an underutilized property located within a high-profile, mixed-use area along the light rail line with the introduction of a high-quality and modern multi-family residential and retail/office project representative of the ongoing private and public investment occurring throughout Tempe.

Justification for Amendments and Response to Land Use Principles

"Describe the public benefit of the proposed amendment in terms of increase/decrease in intensity and its impact on adjacent land uses versus the impact of the present land use designation"

The density of the Project is generally consistent with the density projected for the Site by General Plan 2040. Specifically, the Applicant is proposing to develop a multi-family residential product at a density that is only nine units less per acre than the density projected for the Site by the General Plan. As a result, the development of the Project as proposed will also result in the following advantages associated with high-density urban core development:

A. More efficient use of existing infrastructure systems. The existing City infrastructure systems, including roadways and wet and dry utilities, are of sufficient capacity to support a high-density residential use on the Site. In contrast, a lower density development or a less intense use would underutilize existing infrastructure systems.

B. Far higher utilization of the Site. As a high density residential product design, the Project will be able to offer a far more upscale living experience, including elevators, structured parking and 5th story views of the surrounding cityscape.

C. Higher grade of building materials and finishes. Using the proposed Project design of a five-story building wrapped around a six and a half level concrete parking structure effectively amortizes a greater economy of scale over a smaller area. The high density design approach yields greater overall building efficiencies resulting in the ability to afford a higher price point in building materials and finishes that can be delivered more economically to the residents of the Project.

In regard to the requested mixed-use land use designation for the Site, residential densities of 30 units per acre or greater within the Transportation Overlay District's Corridor Area require Mixed-Use, High-Density (MU-4) zoning. Pursuant to Table 2 (Implementing Zoning for General Plan Land Use) of the Land Use and Development Chapter of General Plan 2040, only

mixed-use zoning districts are considered to be consistent with the General Plan's mixed-use designation. As a result, both a mixed-use land use designation and mixed-use zoning are needed to develop the high-density residential product envisioned for the Site by General Plan 2040. Therefore, from an implementation perspective, the requested mixed-use land use designation is consistent with the General Plan's vision for the Site.

"Describe the public benefit of the proposed amendment in terms of impact on the city's infrastructure (i.e. water, sewer, utilities, streets, in terms of anticipated traffic generation, projected carrying capacity, projected volume, availability of transit, need for additional access, or city services such as fire and police staffing and response times, etc.) versus the impact of the present land use designation"

The amendments, if approved, will allow the development of a Project that will efficiently use existing infrastructure systems. The existing City infrastructure systems, including roadways and wet and dry utilities, are of sufficient capacity to support the proposed uses. In comparison, the proposed high-density density residential product at density of approx. 57 units per acre, as opposed to high-density urban core product at minimum density of 66 units per acre, at this location will have a slightly lower impact on these systems. Also, the Site, which is accessible from Terrace Road, is within walking distance of the ASU campus, as well as the Rural Road / ASU light rail station and bus stops located at the intersection Rural and Terrace Roads. A traffic impact study prepared by CivTech is included as part of the submittal packet for the Applications. The study concluded that traffic added to the adjoining roadway network as a result of the development of the Project will not result in any degradation of the study intersections to unacceptable levels.

"Describe the proposed development quality of life in terms of how its components reflect unique site design, building design, landscaping and parking; integrate or provide access between varied uses; deal creatively with multi-modal transportation; and, reduce/eliminate physical barriers, as well as provide residential, employment, shopping and local service opportunities"

The Project presents an extraordinary opportunity to further energize the Terrace Road light rail corridor with integrated residential and retail/office uses that will complement the corridor's existing mix of uses and further establish an environment which truly offers an opportunity to live, work, and play in one area.

The Project is a contemporary but very timeless design that will ensure the establishment of a recognizable, attractive and usable place for generations to come. The building massing and form expresses the verticality of the five-story structure without losing the desired pedestrian feel and scale along the street frontage. The Project's unique site design and varying building form will maintain a significant urban presence along Terrace Road. The provision of leasing office, amenity and flex retail/office spaces, as well as residential units, along the Site's Terrace Road street frontage will further promote pedestrian activity and interaction in the area. To ensure that it is not predominantly visible from the street frontage, the Project's building will also wrap around all sides of the six and a half level structured parking garage. The use of contrasting

building materials will also create visual interest for residents, guests and patrons on the Site, as well as residents, guests and patrons on adjoining and nearby properties.

The Project's creative landscape design will create garden-like environments which are segregated from vehicular traffic and create a "park and resort like feel" for residents and guests. As shown by the landscape plan included in the Applications packet, the proposed landscape palette includes a variety of landscape materials with a range of accent colors to create visual interest. The selected tree species will also provide ample shade for pedestrians passing by the Site, as well as for residents and guests using one or more of the Project's numerous outdoor amenities, including but not limited to a large pool, spa, outdoor lounging areas with large television, water and fire place features, open space courtyards, multiple barbeques and perimeter walking path.

The movement of pedestrians, both on foot and on bicycle, is also major design element of the Project. With the nearby mixture of educational, shopping, dining and employment uses, as well the Rural Road / ASU light rail station and multiple bus stops to the northwest, movement within the Site will mainly be achieved through the use of a comprehensive system of well lighted and accessible walkways and corridors that will connect to the public sidewalk along Terrace Road. The connection between the on-site and off-site pedestrian infrastructure will create an environment conducive to pedestrian travel. The primary goal of this system is to establish a seamless flow between the Project's residential units and on-site amenities, as well as the sidewalks along the Site's Terrace Road frontage linking the Site to nearby public transit and the area's mix of educational and commercial uses.

"Describe the use of open space, parks or green belts, and how the development separates, as well as links, residential and nonresidential components, if the proposed development incorporates a residential component. If applicable, describe how the proposed development impacts existing parks"

The Project will provide a significant amount of open and amenity spaces within five courtyards evenly distributed throughout the Site. Within these courtyards a significant amount and variety of amenities will be provided for residents' and guests' use. These amenities include but are not limited to a large pool, spa, outdoor lounging areas with large television, water and fire place features, open space courtyards, multiple barbeques and perimeter walking path. In addition, the Project will include numerous indoor amenities for residents' and guests' use, including but not limited to a fitness center, multiple study/conference rooms, computer room, clubhouse with lounge seating areas and a kitchen, televisions and games (pool table, ping pong, and shuffle board). In consideration of the significant amount of open space and amenities being provided on-site, the Project is anticipated to have a very negligible impact on existing parks, if any impact at all.

"Describe the proposed development in terms of supporting regional and local transit objectives for arterial streets; implementing the goals and objectives of the transit plan; describe the internal street system in terms of supporting the above goals and objectives and incorporating uniquely designed transit facilities along the arterial streets"

The Site is located along the Terrace Road light rail corridor and is within approximately 650 feet of the Rural Road / ASU light rail station and multiple bus stops at the intersection of Rural and Terrace Roads to the northwest. The development of a high-density residential community on the Site will further encourage the use of multi-modal circulation options along the Terrace Road mixed-use corridor, as well increase transit ridership at the noted light rail station and bus stops. As discussed above, the movement of pedestrians, both on foot and on bicycle, is also a major design element of the Project. The goal of this design is to establish a seamless flow between the Project's residential units and on-site amenities, as well as the sidewalk along the Site's Terrace Road street frontage, and to link the Site to nearby public transit and the area's mix of educational, commercial and employment uses.

"Describe the proposed amendment in terms of effects on the school districts (enrollments and facilities)"

The Project is largely intended to appeal to ASU students seeking housing opportunities within a mixed-use development setting. As a result, the Project's impact on school districts will be negligible.

"Identify additional quality of life components of the proposal in the criteria to justify a General Plan Amendment"

The development of a high-density, mixed-use development on the Site will yield a higher quality of life at this mixed-use location. As mentioned above, a high-density design approach yields greater overall building efficiencies resulting in the ability to afford a higher price point in building materials and finishes that can be delivered more economically to the residents of the Project. A high-density approach also allows for a far more upscale living experience, including elevators, structured parking , 5th story views of the surrounding cityscape and a greater number and variety of amenities. The Project's amenities include but are not limited to a large pool, spa, outdoor lounging areas with large television, water and fire place features, open space courtyards, multiple barbeques and perimeter walking path. Furthermore, a mixed-use design approach, such as the Project, will allow for the provision of flex retail/office space along Terrace Road that will significantly enhance the Site's interaction with the street frontage and surrounding area.

Mitigation of Potentially Negative Influences

The Project is not anticipated to have any negative impacts on the surrounding area. The Site is surrounded by properties which accommodate or are planned to accommodate multi-family residential and/or commercial uses. The proposed five-story building height is appropriate in the context of the three and eight story buildings surrounding the Site. Further, traffic impacts resulting from the Project will be less than the traffic impacts that would result from the development of the higher density residential use currently projected for the Site by the General Plan. Lastly, as established by the above referenced modified parking standards analysis, the parking to be provided for the Project is more than sufficient to meet the anticipated vehicular parking demand resulting from the Project.

Market Demand

The primary driving forces behind the present volume of new purpose-built student housing projects in Tempe are pent-up demand and vacancy rates. Purpose-built student housing properties also provide students with an opportunity to reside in urban locations which are close to school, work, entertainment and recreation opportunities and alternative modes of transportation, such as light rail and bus service. Purpose-built student housing developments are also an appealing introductory housing option for individuals that may become permanent Tempe residents. High-quality, modern purpose-built student housing complexes also provide prospective permanent residents with an opportunity to experience mixed-use, urban neighborhoods and lifestyles in an attractive setting.

General Plan 2040 Elements Analysis

Land Use Element

Land Use Goal:

- "Foster quality development through land use that provides sustainable growth and enhances the quality of life where people live, learn, work and play"

Land Use Objectives:

- "Establish development of multiple hubs with higher density cores serving the surrounding neighborhoods as its mixed-use urban activity center"
- "Promote land use patterns that encourage long-term sustainability"
- "Encourage a balanced community with a diversity of uses and employment opportunities"

Land Use Strategies:

- "Intensify higher density mixed-use redevelopment within hubs"
- "Utilize parks, plazas and other amenities within the hubs for urban open space"
- "Develop sustainable land uses in development patterns that include open space, facilitate pedestrian travel and access to transit"
- "Ensure mixed-use development produces a mix of land uses"
- "Balance the community with a range of housing types such as multifamily housing, live-work spaces, accessory dwelling units, detached and attached single family"
- "Create mixed-use development patterns that increase pedestrian travel and connection to transit"
- "Encourage appropriate mix of land uses, building orientation, parking supply and location and access to transit to increase pedestrian travel in and around neighborhoods"
- "Locate future development on:
    - Infill sites,
    - Sites with current or anticipated infrastructure capacity for additional development,
    - Sites adjacent or with access to existing street connectivity,
    - Sites near transit with a high level of transit service, and

- Sites convenient to neighborhood commercial uses"

Land Use Analysis:

The Site's location is an appropriate area for reinvestment and redevelopment. The Site is located within a high-profile mixed-use environment along the Terrace Road light rail corridor. The Site is located within an existing and developing mixed-use and transit-oriented corridor adjoining the ASU campus. The Project will provide needed high-quality and modern purpose-built student housing, as well as flex retail/office space, in proximity to educational, employment and commercial uses. The development of a desirable purpose-built student housing and flex retail/office space within walking distance of the ASU campus, public transit and dining and shopping opportunities will not only further balance the City with a range of housing types but will also enhance pedestrian travel and connections to transit in the area.

The Project represents an opportunity to improve underutilized property located within a high-profile mixed-use environment along the Terrace Road light rail corridor with the introduction of a high-quality, modern mixed-use project. Considering its location along the light rail corridor and its immediate proximity to the ASU campus and nearby Rural Road / ASU light rail station, as well as its general proximity to downtown Tempe, the Site is currently underutilized. Currently, the Site accommodates 101 apartment units within five, two-story buildings constructed in the 1960s. The Site's location also provides an opportunity to make a significant statement along the Terrace Road light rail corridor with the introduction of a high-quality mixed-use project representative of the ongoing private and public investment occurring along the light rail line and throughout Tempe.

The Project represents a significant investment and development of a high-profile but underutilized Site within a mixed-use environment. The Project also presents an extraordinary opportunity to provide quality and sustainable housing and retail/office opportunities in proximity to educational, employment, entertainment and commercial uses that will help to provide needed energy to the Terrace Road mixed-use corridor and that are appropriate for the area and will complement existing adjacent and surrounding uses.

The Project is proposed for an underutilized infill site that:

- has infrastructure capacity for additional development;
- has immediate access to public transit;
- has vehicular access to Terrace Road; and,
- is located in proximity to educational, employment and commercial uses

The Project, in combination with the area's existing educational, commercial and employment uses, will continue to create a living environment reflective of a "village or activity hub" along the Terrace Road light rail corridor where there is opportunity to live, work, and play within one development area. In contrast, the redevelopment of the Site for residential use only would fail to provide commercial space needed to further activate the pedestrian corridor along Terrace Road.

Community Design Element

Community Design Goal:

- "Promote design and development standards that improve the community's visual quality, urban form, and functionality to enhance the quality of life for future generations"

Community Design Objectives:

- "Create recognizable and 'usable' places"
- "Encourage mixed-use designs"
- "Encourage and enhance pedestrian movement"
- "Provide opportunities for interaction and observation"
- "Promote sustainable concepts"
- "Utilize the built environment to promote a healthy community and encourage active lifestyles"

Community Design Analysis:

The Project is a contemporary but timeless design that that will ensure the establishment of a recognizable and usable place. Project design features such as varying building forms, materials, and colors will reduce the bulk and scale of the development while maintaining a significant urban presence along the street frontage at the same time. In addition, the building is designed to engage the adjoining street frontage. The common goal of these design features in combination with the provision of ample landscaping is to establish an active, recognizable, pedestrian friendly and inviting street frontage that is conducive to a mixed-use, urban environment setting.

The Project will enhance the quality of life for future generations by further energizing the Terrace Road mixed-use corridor with additional residential and retail/office uses that will complement the area's existing educational, commercial and employment uses. As a result, the Project will further establish a true mixed-use environment along the Terrace Road light rail corridor that will offer an opportunity to live, work and play in one area.

The Project's flex retail/office space to be provided along the Site's Terrace Road frontage, as well the Project's amenity features (e.g. large pool, spa, outdoor lounging areas with large television, water and fire place features, open space courtyards, multiple barbeques, volleyball court and perimeter walking path) and open space areas will provide opportunities for interaction and observation. The Project's pedestrian linkages to nearby transit facilities will also encourage active and healthy lifestyles.

The Project's design is discussed in further detail in the narrative for the associated zoning map amendment, PAD overlay and development plan review requests included as part of the submittal package for the Applications.

Accessibility Goal:

- "Instill solutions for community needs through universal designs that provide universal access and benefit through accessible public and private facilities, services and programs"

Accessibility Objectives:

- "Create adaptive environments that can meet current and future needs of the community"
- "Where possible, create multi-user access"

Accessibility Analysis:

The proposal will comply with all Americans with Disabilities Act (ADA) accessibility guidelines for buildings and structures. Further review of this provision will occur during the plan review and building permit stages of development.

Historic Preservation Element

There are not any historical buildings or structures located on the Site. The Site is also not located within a cultural resource area. The predominant investment in the Site will be new construction.

Neighborhood Preservation and Revitalization Element

Neighborhood Preservation and Revitalization Goals:

- "Strengthen community by encouraging residents to engage in their neighborhoods"
- "Enhance neighborhoods with community-inspired solutions, ultimately serving to improve the quality of life"

Neighborhood Preservation and Revitalization Objectives:

- "Promote neighborhood maintenance and enhancement"
- "Promote a healthy and safe neighborhood environment"

Neighborhood Preservation and Revitalization Analysis:

It is important to the Applicant to be a good neighbor. The approval of the Request will accommodate a mixed-use development requiring substantial private investment on an underutilized infill property that will further promote neighborhood enhancement and maintenance, as well as a healthy and safe environment. The Project will also add residents to the light rail corridor along Terrace Road that will enhance the area's sense of community, as well as provide additional demand for the area's existing and planned commercial uses.

Redevelopment Element

Redevelopment Goal:

- "Sustain or maximize the efficiency of land uses within areas of stagnation or decline by promoting the greatest economic, social and cultural potential"

Redevelopment Objectives:

- "Encourage reinvestment, rehabilitation, redevelopment or reuse"
- "Attract new development that adds to urban livability"

Redevelopment Analysis:

The Site, which currently accommodates 101 apartment units within five, two-story buildings constructed in the 1960s, is underutilized considering its location within a high-profile mixed-use environment along the Terrace Road light rail corridor. The approval of the Request will accommodate new development requiring substantial private investment on an underutilized infill property adjoining the designated Apache Boulevard Redevelopment Area (the "ABRA"). The addition of high-quality and modern purpose-built student housing units and retail/office space within walking distance of the ASU campus and public transit facilities, the Project's building being designed engage the Site's street frontage, and the Project's amenity and open space features will all significantly enhance the "urban livability" of the Terrace Road corridor area.

The Project, which is located along the Terrace Road alignment of the light rail corridor, represents a substantial reinvestment in the Rail Corridor Growth Area (the "RCGA"). The Project will replace an older apartment complex with a viable mixed-use and transit oriented development that will provide additional residential housing and retail/office opportunities along Terrace Road that will further foster an enjoyable living, working and playing environment within the RCGA and adjoining the ABRA.

The Project represents an opportunity to improve underutilized property located within a high-profile mixed-use environment along the Terrace Road light rail corridor with the introduction of a high-quality, modern mixed-use project. Considering its location along the light rail corridor and its immediate proximity to the ASU campus and nearby Rural Road / ASU light rail station, as well as its general proximity to downtown Tempe, the Site is currently underutilized. Currently, the Site accommodates 101 apartment units within five, two-story buildings constructed in the 1960s. The Site's location also provides an opportunity to make a significant statement along the Terrace Road light rail corridor with the introduction of a high-quality mixed-use project representative of the ongoing private and public investment occurring along the light rail line and throughout Tempe.

The intent of the Applications is to further diversify the mix of housing options along the light rail corridor by adding a high-density residential use to the area as envisioned by the General Plan. In addition, the development of the residential product will provide students with exciting new housing options within walking distance of the ASU campus and the Rural Road / ASU light rail station, as well as the various uses, including employment, educational and entertainment uses, that are accessible throughout Tempe and the Valley via the light rail line.

Housing Element

Housing Goal:

- "Provide diverse housing opportunities for current and future residents, for all income levels and household types……."

Housing Objectives:

- "Encourage mixed-income housing developments and neighborhoods"
- "Encourage development of needed housing in close proximity to transit, employment and services"
-

Housing Analysis:

LPR"s development of the Site will achieve the objective of providing new infill housing product in proximity to transit and services that will assist Tempe in meeting residential demands. The proposed 260 residential units will provide a variety of studio, one, two and four-bedroom unit plans attractive to students and young professionals at a mix of income levels.

Economic Development Element

Economic Development Goal:

- "Stimulate a sustainable, diversified and vibrant economy and job force'

Economic Development Objectives:

- "Develop an increased tax base"
- "Promote a sustained improvement in the standard of living and quality of life for all residents"

Economic Development Analysis:

The Project will provide modern purpose-built student housing and flex retail/office space in immediate proximity to the ASU campus and transit facilities, as well as dining, shopping, service and employment uses in the area. The proximity of high-quality, modern housing opportunities will appeal strongly to students and young professionals seeking housing within an urban setting providing close proximity to school, shops, restaurants, work and public transit options. The urban infill living experience offers an important distinction to its residents – the maximization of "down time" with an upscale living experience. The provision of additional residential units on the Site will also enhance demand for additional commercial services along the light rail corridor, which in return will increase the City's tax base. It is also anticipated that development of the Site will encourage additional investment on nearby properties.

Growth Area Element

The Site is located within the Rail Corridor Growth Area.

Rail Corridor Growth Area Goals:

- "Attract mixed use development along the rail corridor and create a dynamic and eclectic urban environment to maximize public investment"
- "Encourage reinvestment and establish compact, desirable and walkable urban neighborhoods"

Rail Corridor Growth Area Objectives:

- Focus mixed use development near rail investments to support reduced transportation costs for residents and, in turn, produce increased transit ridership
- Create a walkable community enhanced by rail transit
- Promote desirable reuse of land

Rail Corridor Growth Area Strategy:

- "Increase the utilization of undeveloped or under-developed property"

Rail Corridor Growth Area Analysis:

As previously mentioned, the development of the Project will provide high-quality, modern purpose-built student housing units in proximity to the ASU campus, the Rural Road / ASU light rail station, multiple bus stops and dining, shopping and employment uses. If approved, the Project is also anticipated to encourage additional investment on nearby properties. Again, the proximity of high-quality, modern purpose-built student housing opportunities will appeal strongly to students who desire to reside close to school, shops and restaurants within an urban environment with public transit options. And, the location of additional residential units on the Site will increase the City's tax base by providing a needed enhancement to the demand for commercial services along the light-rail corridor.

Cost of Development Element

Cost of Development Goal:

- "Ensure funding availability for growth and maintenance of all planned development, both public and private"

Cost of Development Objectives:

- "Encourage development that does not exceed planned infrastructure or service capacity"
- "Ensure that land use intensification or redevelopment provide for necessary infrastructure or service capacity"

Cost of Development Analysis:

Considering that the Site is an infill property within a mixed-use, urban area including existing and developing educational, commercial, employment and multi-family residential uses, there is already access to significant infrastructure capacity. As discussed above, the development of the underutilized infill property with a high-quality and modern mixed-use development consisting of multi-family residential and retail/office uses within a mixed-use area amongst educational, commercial, employment and multi-family uses will provide substantial benefits to both the surrounding area and City.

Circulation System

Circulation System-Wide Goal:

- "Develop an effective multi-modal transportation system integrated with sound land use planning, thereby creating safe, efficient and accessible mobility for persons, goods and commerce within the City and region"

Circulation System Objective:

- "Develop a functional relationship between the diverse land uses in Tempe and the transportation system that serves them"

Circulation System Strategy:

- "Enhance circulation connecting activity centers and their high density hubs and develop land uses that support the ability to provide multi-modal circulation options"

Circulation System Analysis:

The Site is located along the light-rail line and is within approximately 650 feet of the Rural Road / ASU light station, as well as multiple bus stops, at the intersection of Rural and Terrace Roads to the northwest. The Site is also located within walking and biking distance of the ASU campus. The development of a high-density purpose-built student housing community on the Site will encourage the use of multi-modal circulation options along the Terrace Road light rail corridor, as well increase transit ridership at the noted light rail station and bus stops.

Pedestrian and Bikeway Element

Pedestrian Network Goal:

- "Develop safe, comfortable walking environments and pedestrian connections to encourage pedestrian travel"

Bikeways Goal:

- "Expand and enhance bicycle travel within the City"

Pedestrian Network Objective:

- "Provide convenient and safe pedestrian access to destinations to promote neighborhood sustainability"

Bikeways Objective:

- "Provide safe and convenient access between neighborhoods and schools, parks, shopping, transit, employment, and other destinations"

Pedestrian Network Strategies:

- "Encourage development patterns and site configurations that maximize pedestrian access and circulation"

- "Encourage planning that provides a diversity of land uses (employment, shopping, businesses, services, parks, schools) within a 20-minute walk for all Tempe residents"
- "Improve shading on all pedestrian paths to encourage pedestrian use"

Pedestrian Network and Bikeways Analysis:

The movement of pedestrians, both on foot and on bicycle, is also major design element of the Project. With the nearby mixture of educational, shopping, dining and employment uses, as well the Rural Road / ASU light rail station and multiple bus stops to the northwest, movement within the Site will mainly be achieved through the use of a comprehensive system of well lighted and accessible walkways and corridors that will connect to the public sidewalk along Terrace Road. The connection between the on-site and off-site pedestrian infrastructure will create an environment conducive to pedestrian travel. The primary goal of this system is to establish a seamless flow between the Project's residential units and on-site amenities, as well as the sidewalk along the Site's Terrace Road frontage linking the Site to nearby public transit and the area's mix of educational and commercial uses. Also, as reflected by the Project's landscaping plan, trees will be provided along pedestrian walkways and within amenity areas to provide shading.

As reflected by Figure 1 (Pedestrian and Bike Network) within Chapter 7 of the General Plan, the segment of Terrace Road adjoining the Site is identified as a green street. In general, green or complete streets are intended to minimize environmental impacts and to be safe for everyone, regardless of age, ability or mode of transportation. The provision of additional housing and retail/office opportunities within the Terrace Road mixed-use corridor will provide additional pedestrians and bicyclists to utilize the oversized walkway and bicycle lanes along Terrace Road.

Transit Element

Transit Goal:

- "Coordinate and produce efficient, safe, convenient and interconnected transit options to increase ridership"

Transit Objective**:**

- "Increase transit modes and services that support ridership increases and an expanded transit mode share"

Transit Analysis:

As mentioned above, the Site is located along the light-rail line and is within approximately 650 feet of the Rural Road / ASU light station and multiple bus stops at the intersection of Rural and Terrace Roads to the northwest. The Site is also located within walking and biking distance of the ASU campus. The redevelopment of the Site to accommodate a high-density purpose-built student housing community will encourage the use of multi-modal circulation options along the Terrace Road light rail corridor, as well increase transit ridership at the noted light rail station and bus stops.

Travelways Element

Travelways Network Goal:

- "Encourage redevelopment of the street network that balances the needs for various types of travelers and more fully serves all modes of transportation safely and efficiently"

Travelways Network Strategies:

- "Increase street tree plantings and landscaping…….to facilitate pedestrian and bicycle usage"
- "Develop and implement projects that offer and promote alternative transportation choices (such as walking, bicycling, transit) within the street network projects"

Travelways Analysis:

Future residents of the Project will benefit from being able to use multiple modes of transportation (sidewalks, public transit and streets) to easily access the various amenities within the Project, nearby educational, commercial and employment uses, and the Loop 202, U.S. 60 and Loop 101 freeways from the road system. Residents of the Project will be encouraged to utilize the multitude of transit options available.

The development of the Site will mitigate heat and glare conditions along the street frontage by providing significant landscaping improvements along Terrace Road. Landscaping improvements will also be provided around the perimeter of the Site and within the Project's open space courtyards. The noted landscape improvements will provide appropriate shade trees along the street frontage, as well as the interior of the Project, that will provide shade to encourage and facilitate pedestrian movements.

Parking and Access Management Element

Parking and Access Management Goal

- "Incorporate parking and access management strategies that influence travel behavior and reduce congestion on busy streets"

Parking and Access Management Objectives

- "Promote a balanced and sustainable community access strategy"
- "Ensure neighborhoods are not adversely impacted by parking issues"
- "Integrate urban design principles relative to parking facility design and land use policies with transportation and parking needs"

Parking and Access Management Strategy

- "Support automobile, transit, bicycle, and pedestrian goals through the parking management program"

Parking and Access Management Analysis

The Project includes a six and a half level, 470 space parking garage to serve the vehicle parking needs of residents, guests and patrons. The garage will be accessible from Terrace Road.

Traffic at the nearby intersections of Rural and Terrace Roads and Lemon Street and Terrace Road is controlled by traffic signals. A canopy sign is proposed as part of the Project's development to assist with vehicular way-finding from Terrace Road into the Project's parking garage.

Parking and traffic impact studies prepared by CivTech are included as part of the submittal packet for the Applications. The studies concluded that the amount of parking proposed is more than sufficient for the Project's parking needs and that traffic added to the adjoining roadway network as a result of the development of the Project will not result in any degradation of the study intersections to unacceptable levels.

The Site's proximity to the ASU campus, the Rural Road / ASU light rail station, multiple bus stops and the surrounding area's employment, shopping and dining uses along with the provision of 290 bike spaces will also allow residents, guests and patrons to utilize alternative means of transportation.

Aviation Element

The Aviation Element is municipal in nature and is not applicable to the Request.

Conservation Element – Energy Resources, Land Remediation and Wildlife Habitat and Floodplain Management

Energy Resources

Goal

- "Increase energy efficiency and renewable energy to sustain economic growth, social equity and environmental preservation"

Objective

- "Encourage energy and resource conservation as part of all development"

Strategies

- "Include energy and resource conservation as a part of all housing development to creating housing that is affordable to maintain and operate"
- "Reduce the urban heat island, improve air quality and promote walking and bicycling by shading hard surfaces, such as sidewalks, bike lanes, parking lots and streets"

Analysis

LPR strongly believes in the incorporation of environmentally responsible design practices into its projects. For this reason, LPR will engage in green buildings practices and pursue LEED elements for the Project.

Land Remediation

The goals, objectives and strategies related to land remediation pertain to achieving the best land uses for sites with environmental contamination. The Site is not environmentally contaminated.

Solid Waste and Recycling

Goal:

- "To reduce the amount of trash and hazardous waste generated through an integrated solid waste managed approach"

Objective:

- " Reduce the amount of solid and hazardous waste sent to landfills"

Strategy:

- "Provide recycling services to all residential areas, both single and multi-family"

Analysis:

The Applicant will encourage residents, guests and patrons of the Project to recycle to the maximum extent feasible.

Wildlife Habitat Management

As reflected by Figure 1 of the Conservation Chapter of General Plan 2040, the Site is not located within a wildlife habitat management area.

Floodplain Management

As reflected by Figure 2 of the Conservation Chapter of General Plan 2040, the Site is not located within a floodplain.

Environmental Planning Element – Air Quality Improvement, Noise Reduction and Ambient Temperature

Goals:

- "Improve regional air quality through regulatory compliance, policies and programs that minimize air pollution"
- "Minimize heat island impacts to maintain a comfortable year-round outdoor environment and reduce energy consumption"

Objectives:

- "Meet or exceed air quality regulatory standards in Tempe"
- "Promote land use and building design buffers that mitigate noise"

Strategies:

- "Encourage transit oriented and mixed-use development that reduces vehicle miles traveled (VMT)"
- "Incorporate landscape strategies to reduce heat reflection and massing"

Analysis:

The Project will meet or exceed all air quality regulations. As an urban infill mixed-use and high-density residential community with top-tier amenities located within walking distance of educational, employment, shopping and dining uses, as well as the Rural Road / ASU light rail station, on-site and off-site movement will largely be achieved through the use of private walkways and corridors and public sidewalks. This system will significantly reduce the number of vehicle trips. In addition, an ample amount of bike parking will be provided on the Site and residents will be encouraged to use alternative modes of transportation.

The Project is a vibrant, high-quality mixed-use development consisting of studio and one, two and four-bedroom purpose-built student housing apartment units and associated top-tier community amenities, including a clubhouse, large pool, fitness center, and open space courtyards in immediate proximity to educational, employment, commercial, and entertainment uses within the area and along the light rail line. The Project's use of high-quality building materials will mitigate noise impacts from Terrace Road. The provision of significant on-site landscaping will reduce heat reflection, while encouraging pedestrian movement and outdoor recreation at the same time.

Water Resources Element - Water, Wastewater and Stormwater Facilities and Services

The Water Resources Element is largely municipal in nature and is not directly applicable to the Request. The Project will comply with all water, wastewater and stormwater requirements.

Open Space and Recreation Elements

Open Space Goal:

- "Provide a variety of natural and landscaped open spaces and parks that serve the diverse and changing needs of an urban community"

Open Space Objective:

- "……..identify opportunities for new open space and parks……"

Open Space Strategy:

- "Encourage private development of open space"

Recreation Goal:

- Promote health, physical fitness, leisure, creativity and entertainment with programs serving a diverse range of abilities and interests

Recreation Objective:

- "Provide a variety of recreational opportunities that reach as many residents as possible"

Open Space and Recreation Analysis:

The Project is designed to create pockets of private open space. The intent of the landscaping design is to create garden-like environments which are segregated from vehicular

traffic and to create a "park feel" for residents and guests. The Project's provision of well-landscaped courtyards, as well as the landscaped pool area facing the adjoining indoor amenity area to the south, intentionally blurs the line between indoor and outdoor environments. The landscaping provided along the Site's perimeter adds to the desired garden-like environment.

The Project will encourage an active and social lifestyle for its residents by providing a variety of active and passive recreational amenities, including but not limited to a large pool, spa, clubhouse, fitness center, outdoor courtyards, multiple outdoor lounging areas, water and fire place features, multiple barbeques, volleyball court, and a perimeter walking path.

Public Art and Cultural Amenities Element

Public Art and Cultural Amenities Goal:

- "Enhance and promote Tempe as a diverse, stimulating cultural, library and arts community where cultural amenities inspire and enrich people's lives and experiences"

Public Art and Cultural Amenities Objective:

- "Encourage incorporation of public art into major public and private projects to enhance the city's community character as well as the built environment"

Public Art and Cultural Amenities Analysis:

LPR may incorporate art into the Project along the Site's Terrace Road street frontage.

Public Buildings and Facilities, Public Services, Municipal Court and Safety (Emergency Management) Elements

The goals and objectives of the public buildings and facilities, public services, municipal court elements, as well as the safety element pertaining to emergency management, are not applicable to the Request.

Safety (Public Safety/Law Enforcement and Public Safety/Fire Operations) Element

Public Safety/Law Enforcement Goal:

- "Enhance and promote the safety of the community and suppress crime"

Public Safety/Law Enforcement Strategy:

- "Enhance proactive policing"

Public Safety/Fire Operations Objectives:

- "Prevention of fires and other emergencies through an effective fire code development and management program"
- "Prevention of fires and other emergencies through an effective fire code development and management program"

Public Safety/Fire Operations Strategy:

- "Continue to work with community members and the City with planning and redevelopment area within City to insure fire and other hazards are minimized"

Public Safety/Law Enforcement and Public Safety/Fire Operations Analysis:

If approved, the requested amendment to the General Plan 2040 projected land use and residential density maps will not compromise public safety. The proposed redevelopment will provide an opportunity to significantly enhance public safety, including compliance with Crime Prevention through Environment Design (CPTED) Guidelines. The Project will also comply with all applicable fire and building safety codes.

Conclusion

The Project is a high-quality, modern purpose-built student housing community and flex retail/office design that will provide additional desired housing and retail/office opportunities in proximity to educational, employment, commercial, and entertainment uses located in the area and/or along the light rail line, offer superior amenities to future residents, and maintain appropriate relationships with the street environment and adjoining properties. The requested mixed-use and high-density designations are appropriate for the predominantly commercial use and multi-family residential area and will further establish the mix of residential and commercial uses intended for the Terrace Road light rail corridor, as well serve as a catalyst for future development opportunities that will continue to enhance the urban development environment and experience envisioned by the City for the area. We look forward to discussing the Request with you in the near future and respectfully request your support.

UNIVERSITY VILLAGE 2.0

Applicant's Letter of Explanation

Zoning Map Amendment, Planned Area Dev. Overlay and Dev. Plan Review Applications

Legacy Partners Residential, LLC (the "Applicant" or "LPR"), respectfully submits these applications to redevelop the approximate 4.56 acres University Village apartments complex located approximately 500 feet southeast of the southeast corner of the intersection of Rural and Terrace Roads in Tempe, Arizona (the "Site"). See **Exhibit A** for an aerial photograph of the Site and surrounding uses.

Applications

LPR is submitting General Plan projected land use and residential density map amendments, a zoning map amendment, planned area development ("PAD") overlay and development plan review ("DPR") applications as part of its applications for the redevelopment of the Site (the "Applications"). The General Plan projected land use and residential density map amendments are discussed in detail in a separate letter of explanation included as part of the submittal package for the Applications. The purpose of the Applications is to accommodate the redevelopment of the Site with a mixed-use development consisting of 260 purpose-built student housing apartment units, approximately 1,800 square feet of street-level retail/office flex space and associated top-tier community amenities, including a clubhouse, large pool, fitness center, and open space amenity courtyards (the "Project").

Based in Foster City, California, LPR is a well-known and highly respected developer, owner and operator of premier apartment communities throughout the United States. As a leading and fully integrated owner, operator and developer for over 40 years, LPR has acquired or developed more than 72,000 apartment units to date. In addition, LPR also currently manages more than 13,000 apartment units for investors and third-party clients. In Arizona, LPR's properties include the Site and the Legacy Bungalows residential development near downtown Phoenix. Completed projects representative of LPR's capabilities include:

- Legacy Fountain Plaza (San Jose, CA) – 6-story transit oriented development providing 367 luxury apartments and 66 for-sale townhomes and lofts along the light rail line in downtown San Jose;
- St. Francis Place (San Francisco, CA) - Award winning 9-story mixed-use development providing 410 luxury apartments, street level retail and office space and three levels of structured parking;
- 1600 Vine (Hollywood, CA) - 12-story mixed-use and transit-oriented development providing 375 luxury apartments, a 300-room hotel, 96 luxury condominiums, 30,000 square feet of street level retail space anchored by Trader Joe's and below-grade structured parking;
- 5550 Wilshire (Los Angeles, CA) - Five-story mixed-use development providing 197 luxury apartments, street level retail spaces and below-grade structured parking;
- Legacy at Westwood (Westwood, CA) – Award winning residential development consisting of two, six-story residential buildings providing 187 luxury apartments and three levels of below-grade structured parking;

- The Plaza at the Arboretum (Santa Monica, CA) – Award winning mixed-use development consisting of five, seven-story buildings providing 350 luxury apartments and 9,500 square feet of retail space and a seven-level parking structure;
- The Landing at Jackson Square (Oakland, CA) – Award winning four-story residential development providing 282 luxury apartments and structured podium parking;
- Tierra Del Rey (Marina Del Rey, CA) – Award winning four-story residential development providing 170 luxury apartments and four-levels of structured parking;
- Legacy at Riverpark (Redmond, WA) – Award winning six-story mixed-use development providing 319 luxury apartments, 9,700 square feet of retail space and structured parking;

The purpose of the zoning map amendment request is to rezone the Site from the Multi-Family Residential General ("R-4") district to the Mixed-Use, High-Density ("MU-4") district with a PAD overlay. The Site is and will remain located within the Transportation Overlay District's ("TOD") Corridor Area. The purpose of the PAD is to establish site specific development standards required to accommodate a design appropriate mixed-use development. The Applicant is also requesting DPR approval for the Project's design, including site and landscape plans, building elevations and materials.

The Project represents an opportunity to improve an underutilized multi-family property located within a high-profile environment along the Terrace Road light rail corridor with a high-quality, modern mixed-use multi-family project. Considering its age, its location along the light rail corridor and its immediate proximity to the Arizona State University ("ASU") campus and nearby Rural Road / ASU light rail station, as well as its general proximity to downtown Tempe, the Site is currently underutilized. Currently, the Site accommodates 101 apartment units within five, two-story buildings constructed in the 1960s. The Site's location provides an opportunity to make a significant statement along the Terrace Road light rail corridor with the introduction of a high-quality mixed-use project representative of the ongoing private and public investment occurring along the light rail line and throughout Tempe.

The intent of the Applications is to further diversify the mix of housing options along the light rail corridor by adding a high-density multi-family residential use to the area as envisioned by the General Plan. In addition, the development of the residential product will provide students and young professionals with exciting new housing options within walking distance of both the ASU campus and the Rural Road / ASU light rail station, as well as the various uses, including employment, educational and entertainment uses, that are accessible throughout Tempe and the Valley via the light rail line.

The goal of the Project is to promote a sustainable concept of living, working and recreating in one location and to serve as an asset in moving students out of Tempe's traditional residential neighborhoods and into quality student housing near the ASU campus. Based on the current use and the Applicant's prior experience, the Applicant anticipates a strong and sustainable demand for high-quality, modern purpose-built student housing apartment units at this location.

Market Demand

The primary driving forces behind the present volume of new purpose-built student housing projects in Tempe are pent-up demand and vacancy rates. Purpose-built student housing properties also provide students with an opportunity to reside in urban locations which are close to school, work, entertainment and recreation opportunities and alternative modes of transportation, such as light rail and bus service. Currently, the apartments are mainly occupied by students. The intent of the Project

is to redevelop the Site as a high-quality, modern student housing apartment community. A High-quality, modern student housing complexes also provide prospective residents with an opportunity to experience mixed-use, urban neighborhoods and lifestyles in an attractive setting.

Site Area

The Site consists of one parcel totaling approximately 4.56 acres in size. The Site is located along the Valley Metro light rail line approximately 500 feet southeast of the southeast corner of the intersection of Rural and Terrace Roads in Tempe. The Site is also located approximately 650 feet southeast of the Rural Road / ASU light rail station. A full legal description is included in the submittal packet for the Applications.

Area Context

The Site currently accommodates five, two-story buildings constructed in the 1960s. The existing buildings contain a combined total of 101 apartment units that are primarily occupied by ASU students. As reflected by the aerial photograph provided in **Exhibit A**, the area surrounding the Site includes a mix of educational, commercial, residential and transportation uses, including but not limited to:

- the ASU campus generally located on the west side of Rural Road;
- the Valley Metro light rail line within the median of Terrace Road;
- the Rural Road / ASU light rail station and multiple bus stops on the west side of Rural Road;
- the Campus Children's Center adjoining the Site to the west;
- the three-story College Town Tempe apartments adjoining the Site to the east;
- the eight-story ASU residential halls to the southwest across Terrace Road;
- the mixed-use development under construction known as 1010 Lemon containing 213 apartment units and building heights up to 76 feet to the southeast across Terrace Road; and,
- a multitude of shops and restaurants at the intersection of Rural Road and University Drive

LPR envisions that the Project will continue to revitalize the light rail corridor and significantly enhance the area's urban environment by providing high-quality, modern student housing opportunities within walking distance of the Rural Road / ASU light rail station and the various uses, including educational, employment and entertainment uses, that are accessible throughout Tempe and the Valley via the light rail line.

Planning Context

General Plan 2040

The Applicant is proposing a high-density multi-family residential development with accompanying clubhouse, leasing office and retail spaces located along the street frontage that will further energize Terrace Road.

As reflected by the existing land use and residential density classifications shown on the maps provided in **Exhibit B**, the land use and residential density currently projected for the Site by General Plan 2040 is residential and high-density urban core (more than 65 dwelling units per acre). As reflected by the proposed land use and residential density classifications shown on the maps provided in **Exhibit B,** LPR is submitting General Plan land use and density map amendment requests as part of the Applications to designate the Site for mixed-use and high-density (up to 65 units per acre) residential uses (the "GPA request"). The GPA requests are discussed in detail in a separate letter or explanation included as part of the submittal package for the Applications. In general, the purpose of the GPA requests is to allow the development of a vibrant, high-quality and modern mixed-use development consisting of studio and one, two, and four-bedroom dwelling units, street level retail space and associated top-tier community amenities in immediate proximity to the ASU campus and the Rural Road / ASU light rail station.

According to General Plan 2040, the requested mixed-use category is designed to accommodate land uses with a mixture of residential and commercial uses. This category also encourages creatively designed developments that create a living environment reflective of a "village or activity hub" where there is opportunity to live, work and play within the same development or area. The General Plan's current high density designation for the Site is indicative of the Site being appropriate for mixed-use development. Furthermore, the Site's location is an appropriate area for reinvestment and redevelopment by its location along the high-profile and mixed-use light rail corridor. The Project will provide needed high-quality, modern residential units in close proximity to the ASU campus and public transit, as well as employment, dining and shopping opportunities. The development of desirable residential and retail uses within walking distance of the ASU campus, public transit, restaurants and shops will increase pedestrian travel along the mixed-use light rail corridor.

The Project will also provide opportunities to live, work, and play in the same area. Specifically, the development of the Project will provide new multi-family residential and retail opportunities along the Terrace Road light rail corridor, as well as on-site amenities for future residents. The Project, which will result in an overall residential density of approximately 57 units per acre, is the type of mixed-use, high-density project intended by General Plan 2040 for the Site.

Rail Corridor Growth Area & Apache Boulevard Redevelopment Area

The Site is located within the Rail Corridor Growth Area ("RCGA") designated by General Plan 2040. The Site is also adjacent to the Apache Boulevard Redevelopment Area ("ABRA") designated by General Plan 2040. Along the Terrace Road and Apache Boulevard alignments of the rail corridor, General Plan 2040 calls for the continued infusion of high-density, mixed-use and transit oriented development. The general purpose of the ABRA is to encourage reinvestment in order to build a more desirable neighborhood in which people enjoy living and working within, as well as to upgrade existing development by introducing viable long-term businesses and mixed-use projects.

The Project, which is located along the Terrace Road alignment of the rail corridor, represents a substantial reinvestment in the RCGA. The Project will replace an older apartment complex with a viable mixed-use and transit oriented development that will provide additional residential housing and retail opportunities along Terrace Road that will further foster an enjoyable living, working and playing environment within both the RCGA and ABRA.

Current Zoning

The Site is currently zoned for R-4 district uses and is located within the Corridor Area of the TOD. A zoning map illustrating the respective locations of current zoning classifications for the Site and surrounding area is enclosed as part of the submittal packet for the Applications (see **Exhibit C**). Within the TOD's Corridor Area, the R-4 district allows a maximum residential density of just 25 units per acre and a maximum building height of just 40. The residential density and building height allowed within the R-4 district are not consistent with the residential density projected for the Site by General Plan 2040. The R-4 district's allowable height and density are also inconsistent with the general purpose of both the RCGA and ABRA, as the development standards are not conducive to the development of high-quality, mixed-use and transit oriented development which will provide needed viable long-term housing and retail opportunities. The purpose of the Applications is to rezone the Site from R-4 to MU-4 to accommodate the Applicant's development of a vibrant mix of uses on the Site that will further promote the "village concept" of living, working and playing in one location or area along the Terrace Road light rail corridor. The Applicant is also requesting a PAD overlay to establish site specific development standards for the Project based on the development proposal.

Project Description

The Project presents an extraordinary opportunity to further energize the Terrace Road light rail corridor with residential and retail uses that will complement the corridor's existing mix of uses and further establish an environment which truly offers an opportunity to live, work and play in one area..

The purpose of the Applications is to redevelop an underutilized property located along the Terrace Road light rail corridor and to further energize the RCGA and ABRA growth areas by providing needed additional high-quality, modern purpose-built student housing opportunities in proximity to educational, employment, commercial and entertainment uses. The Project is designed to primarily appeal to students and young professionals. The Site's location along the Terrace Road light rail line provides a unique opportunity to further encourage the rejuvenation of the Terrace Road and Apache Blvd. development corridors, to enhance pedestrian activity along Terrace Road, and to add to the residential mix along Terrace envisioned by General Plan 2040. In order to provide the desired active and urban presence, as well as to enhance pedestrian activity along Terrace Road, the Project's leasing office, clubhouse and retail spaces are all located along and oriented towards the Site's street frontage.

Specifically, the Applicant is proposing a high-quality, modern development consisting of multi-family residential and retail space uses for the Site, of which approximately 370,100 square feet is multi-family residential use space, approximately 6,400 square feet is amenity space, approximately 1,800 square feet is retail space and approximately 1,500 square is leasing office space. The Project's includes:

- one, five-story mixed-use building including purpose-built student housing apartment units with ground level leasing office, clubhouse and retail space uses along Terrace Road;
- a total of 260 purpose-built student housing apartment units containing 775 bedrooms;
- approximately 1,800 square feet of retail space;
- a large community pool and five amenity courtyards distributed throughout the development; and,
- a six and a half level parking structure providing 470 parking spaces

The Project's mixed-use building will provide a combined total of 260 high-quality, modern purpose-built student housing apartment units on the Site. The apartments will include a mix of studio and one, two and four bedroom units accounting for 775 total bedrooms. The Project will include top-tier amenities, including but not limited to a clubhouse, a community pool, amenity courtyards and a fitness center. In addition, the building form will be clustered around landscape courtyards and open space areas intended to create a park-like feel for residents and guests.

The current apartment units on the Site only have one bathroom and outside laundry facilities. All of the Project's units with more than one bedroom will be designed to have multiple bathrooms with upgraded features. In addition, there will be washers and dryers in all units, rather than in a separate laundry room.

This Project will have high quality, interior finishes in all apartment units. Specific finishes will include: 1) solid stone countertops; 2) stainless steel appliances in kitchens; 3) vinyl wood plank flooring in the entry, kitchen, living room and bathroom(s); 4) thermos foil cabinets with hardware; 5) upgraded and durable carpeting in bedrooms; 6) ceiling fans in living rooms and bedrooms; and, 7) in-unit washers and dryers. The provision of the noted features will result in high-quality living accommodations for the Project's future residents and represent a significant upgrade from the current amenities in the existing apartment complex.

The Project is also designed to be respectful of and compatible with adjoining uses. The proposed building is setback a minimum of approximately 30 feet from the Site's west property line, 15 feet from the Site's east property line and 30 feet from the north property line

Project Design

The building design is simple, clean, and contemporary. The building forms are rational expressions of their internal functions. Stacks of residential units are articulated as modules that repeat in a rhythm that is interrupted by the specialty programmatic elements at the ground level – retail/office, leasing, amenity, bicycle parking, vehicular entry, and pedestrian entry spaces. Those specialty spaces are articulated by different building colors, storefront glazing, signage, feature lighting, and/or metal awnings. The deep window recesses, overhangs and/or color window shading devices provided at select locations on all exterior elevations provide protection from solar heat gain, as well as additional architectural detail and variation. Similar to the new student housing project across Terrace Road, the color scheme of the building is cool in nature, with fields of white and light grey with orange, blue and charcoal grey accent colors. The use of wood décor, block and brick materials will provide both variety in textures and additional architectural interest.

This design concept will provide the desired timeless and modern look while fitting in with the local neighborhood. The design concept is addressed in further detail within the development plan review approval criteria section of this letter of explanation provided below.

Sustainability & Insulation Provisions

LPR strongly believes in the incorporation of environmentally responsible design practices into its projects. For this reason, LPR intends to construct this Project using green building practices and will pursue LEED elements for the Project.

Proposed insulation provisions for the Project are as follows: 1) exterior walls – R-19 bat insulation; 2) between apartment units – R-11 bat insulation; 3) roof – R-30; 4) corridor walls – R-11 to R-19; and, 5) high-efficiency double-pane aluminum windows with the following ratings:

- U Factor - .39
- Solar Heat Gain Coefficient - .25
- Visible Transmittance Rating - .45

The proposed insulation provisions will result in an energy-efficient building that will both provide a comfortable environment and maximize daylighting for residents.

Landscape Design

The minimum landscape coverage to be provided for the proposed mixed-use development is approximately 33 percent, a significant amount for a development in an urban setting. The intent of the landscaping design is to create garden-like environments that are segregated from vehicular traffic and create a park-like feel for residents and guests that will also serve as an integral part of the overall landscape design for the Project. The proposed landscape materials for the Site's perimeter will add to the desired garden-like environment. The development will include open spaces for gathering and recreation, including a large pool. The selected tree species will provide ample shade for pedestrians passing by and walking through the Site. Appropriate landscape materials for creating an aesthetically pleasing and comfortable environment will also be provided within the Project's amenity areas. A conceptual landscape plan is included as part of the submittal packet for the Applications.

Circulation and Parking

The Project, which will be accessed and exited via Terrace Road, will provide a total of 470 parking spaces within a seven-level parking structure wrapped by the proposed mixed-use building. Of the 470 spaces, 413 spaces are designated for use by residential tenants use and 52 spaces are designated for use by guests. In addition, five spaces are designated for use by tenants and patrons of the Project's retail space. The provided parking represents 1.54 spaces per dwelling unit and 0.52 spaces per bedroom, which is more than an ample amount for a purpose-built student housing complex located just 650 feet from a light rail station and within immediate proximity of the ASU campus. In addition, the Project will provide a total of 290 bike spaces.

Parking and traffic impact studies prepared by CivTech are included as part of the submittal packet for the Applications. The studies concluded that the amount of parking proposed is more than sufficient for the Project's parking needs and that traffic added to the adjoining roadway network as a result of the development of the Project will not result in any degradation of the study intersections to unacceptable levels.

Development Plan Review Approval Criteria

Pursuant to Zoning and Development Code 6-306, the Applicant is requesting Development Plan Review approval for the Project's architectural drawings, including site and landscape plans, building elevations and building materials. As discussed below, the Project is an appropriately scaled

and aesthetically pleasing design that will encourage, protect and enhance the functional and attractive appearance of the Site and the surrounding area.

1. *Placement, form, and articulation of buildings and structures provide variety in the streetscape*

   The rhythm of the residential modules with deep horizontal recesses between creates a strong sense of articulation along all sides of the building. In addition, along Terrace Road the retail/office, leasing, amenity, bicycle parking, vehicular entry, and pedestrian entry spaces present further horizontally differentiated building form articulation

2. *Building design and orientation, together with landscape, combine to mitigate heat gain/retention while providing shade for energy conservation and human comfort*

   The building is designed to create several different courtyards in which the form of the building will create shaded outdoor spaces based upon its solar orientation. Deep window recesses, overhangs and/or color window shading devices at select locations on all exterior elevations will provide protection from solar heat gain. Residential windows will be shielded by either deep recesses or shading devices. At the ground level, strategically placed street canopy trees provide shade to the sidewalk as well as the face of the building. In addition, the flex retail/office space has metal awnings and the leasing and amenity space storefront glazing utilizes horizontal shading louvers.

3. *Materials are of a superior quality, providing detail appropriate with their location and function while complementing the surroundings*

   The building is primarily clad in exterior plaster. The ground level spaces that will be experienced by pedestrians – specifically the retail/office, leasing, and amenity spaces – will feature oak wood décor, orco block and/or brick cladding materials. Metal awning perforated panels and roof overhangs are also utilized for shading and to provide additional architectural interest

4. *Large building masses are sufficiently articulated so as to relieve monotony and create a sense of movement, resulting in a well-defined base and top, featuring an enhanced pedestrian experience at and near street level*

   The building design is largely created by the marching of the typical stack of residential units. This base module is approximately 50'-0" wide with 8'-0" wide recess breaks between that are 11'-0" deep. At the street level along Terrace Road, the retail/office, leasing, amenity, bicycle parking, vehicular entry, and pedestrian entry spaces present further horizontally differentiated building form articulation, color, and wall cladding texture. The top of the building is defined by roof overhangs and varied rooflines.

5. *Buildings, structures, and landscape elements are appropriately scaled, relative to the site and surroundings*

As discussed in detail in the area context section provided above, the Site is located within an urban, mixed-use environment along the Valley Metro light rail line that includes a mix of educational, commercial, residential and transportation uses, including buildings up to eight-stories in height in the immediate surrounding area. The Project's buildings and landscape elements have been designed with the context of the area in mind. In the context of the eight-story ASU residential halls immediately to the southwest across Terrace Road and the 1010 Lemon development with building heights up to 76 feet immediately to southeast across Terrace Road, the Project's proposed five-story building height is of an appropriate scale for the area.

A minimum of 33 percent landscape coverage within the Site is more than appropriate for an urban, mixed-use environment. The proposed landscape palette along Terrace Road will also further establish and contribute to a pedestrian friendly environment along the Terrace Road light rail corridor.

6. *Building facades provide architectural detail and interest overall with visibility at street level (in particular, special treatment of windows, entries and walkways with particular attention to proportionality, scale, materials, rhythm, etc.) while responding to varying climatic and contextual conditions*

As mentioned in previous responses, the building is designed based upon a rhythm of marching modules created by the stacks of residential units. The ground level specialty functions both interrupt this rhythm and have been further articulated by storefront glazing, signage, metal awnings, accent colors, and oak wood décor, orco block and brick cladding materials. Deep window recesses, overhangs and/or color window shading devices at select locations are also provided on all exterior elevations to help to mitigate the solar heat gain at that orientation.

7. *Plans take into account pleasant and convenient access to multi-modal transportation options and support the potential for transit patronage;*

The goals of the Applications are to create a mixed-use development that will add to the mix of residential and retail uses along the Valley Metro light rail line, as well as enhance pedestrian street activity along the Terrace Road light rail corridor.

As noted above, the Site is within walking distance of the ASU campus and is located just 650 feet southeast of the platform of the Rural Road / ASU light rail station. Considering the Site's location along the Terrace light rail corridor and the proximity of the ASU campus and light rail station, this segment of Terrace Road will continue to see significant increases in pedestrian traffic for the foreseeable future. To enhance the pedestrian environment and multi-modal transportation usage, the Project will energize the ground level of the Site's street frontage by providing a continuous frontage along Terrace Road comprised of street level clubhouse, leasing office and retail spaces and residential units oriented toward an oversized walkway along the street frontage. To further encourage the use of the multi-modal transportation options available at the nearby Rural Road / ASU light rail station and to encourage biking to and from the ASU campus, the Project will also provide 290 bike spaces for tenants, guests and patrons use.

8. *Vehicular circulation is designed to minimize conflicts with pedestrian access and circulation, and with surrounding residential uses*

The Project's vehicular circulation has been designed to minimize conflicts with pedestrian access and circulation. The movement of pedestrians is a major element of the Project. The Project includes the provision of pedestrian walkways, trees and enhanced landscaping throughout the Site. As reflected by the site and landscape plans, the Project's design segregates pedestrian and vehicular movements to the extent possible. The Project will also provide an oversized walkway separated and distinguished from vehicle maneuvering areas along the Site's Terrace Road frontage. To further ensure that conflicts between vehicles and pedestrians do not occur, vehicular ingress and egress into and from the Site has been limited to a single location strategically placed away from the Project's active use areas.

9. *Plans appropriately integrate Crime Prevention Through Environmental Design principles such as territoriality, natural surveillance, access control, activity support, and maintenance*

Five levels of residential units will provide many new "eyes on the street," as well as on the perimeter of the project and within the courtyards. In addition, ground level leasing and amenity spaces will be populated with residents and staff that will also provide natural surveillance. Besides those intuitive security measures created inherently by the design, the building will employ typical security measures including controlled access and surveillance systems as necessary.

10. *Landscape accents and provides delineation from parking, buildings, driveways and pathways*

The proposed landscape and hardscape improvements along Terrace Road and throughout the Site will delineate walkways, driveways, drive aisles and parking areas from the public right-of-way, as well as the Project's buildings. Appropriate trees and enhanced landscaping and hardscape materials will be placed along the Site's Terrace Road frontage and within the Project's amenity courtyards to further distinguish pedestrian areas. The selected landscape and hardscape materials will also create an aesthetically pleasing and comfortable environment for pedestrians passing by or walking through the Site.

11. *Signs have design, scale, proportion, location and color compatible with the design, colors, orientation and materials of the building or site on which they are located*

The Project's sign package is not included as part of the Applications submittal. A sign package will be prepared and processed for the Project at later date. The sign package will ensure that that the design, scale, proportions, location and color of signage to be provided on the Site is compatible with the Project's design and uses, as well as adjoining and nearby uses.

12. *Lighting is compatible with the proposed building(s) and adjoining buildings and uses, and does not create negative effects*

As detailed by the photometric plan included as part of the Applications submittal, the Project's lighting will be compatible with the proposed multi-family residential and retail uses, as well as adjoining and nearby buildings and uses. The lighting will not adversely impact uses within the Project or adjoining and nearby uses.

Conclusion

LPR is very excited about the Project and the continuing redevelopment of the Terrace Road light rail corridor. The Project is a high-quality, modern purpose-built student housing community and retail design that will provide redevelop an existing multi-family apartment complex and provide retail opportunities in proximity to educational, employment, commercial, and entertainment uses located in the area and/or along the light rail line, offer superior amenities to future residents, and maintain appropriate relationships with the street environment and adjoining properties. The Project will contribute to the mix of residential uses envisioned for the area, as well serve as a catalyst for future development opportunities that will continue to enhance the urban development environment and experience envisioned by the City for the Terrace Road light rail corridor. We look forward to discussing the Project and requests with you in the near future and respectfully request your support.

PLANNED AREA DEVELOPMENT OVERLAY
FOR UNIVERSITY VILLAGE 2.0

A PORTION OF THE NORTHWEST QUARTER OF SECTION 23, TOWNSHIP 1 NORTH, RANGE 4 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA

ACKNOWLEDGEMENT

ON THIS _____ DAY OF _____, 2015 BEFORE ME, THE UNDERSIGNED, PERSONALLY APPEARED _____, WHO ACKNOWLEDGED HIMSELF TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE INSTRUMENT WITHIN, AND WHO EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSES THEREIN CONTAINED.

IN WITNESS WHEREOF: I HEREUNTO SET MY HAND AND OFFICIAL SEAL

BY: _____ _____
NOTARY PUBLIC MY COMMISSION EXPIRES

LEGACY PARTNERS RESIDENTIAL, LLC

BY: _____ _____
OWNER DATE

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF MARICOPA, STATE OF ARIZONA, AND IS DESCRIBED AS FOLLOWS:

PARCEL NO.1:

THAT PORTION OF THE NORTHWEST QUARTER OF SECTION 23, TOWNSHIP 1 NORTH, RANGE 4 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 23;

THENCE SOUTH (ASSUMED BEARING) ALONG THE WEST LINE OF THE NORTHWEST QUARTER OF SECTION 23 A DISTANCE OF 424.43 FEET;

THENCE SOUTH 47 DEGREES 57 MINUTES EAST ALONG THE SOUTHWEST LINE OF THE MCKINNEY AND KIRKLAND DITCH AND ALONG THE NORTH LINE OF THOSE CERTAIN PARCELS OF LAND DESCRIBED IN DOCKET 2917, PAGE 393 AND DOCKET 2709, PAGE 436, A DISTANCE OF 199.00 FEET;

THENCE SOUTH 57 DEGREES 48 MINUTES EAST ALONG THE NORTHEAST LINE OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN DOCKET 2709, PAGE 436 AND ALONG THE SOUTHWEST LINE OF THE MCKINNEY AND KIRKLAND DITCH 106.60 FEET TO THE NORTHEAST CORNER OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN DOCKET 2709 PAGE 436 (IDENTICAL WITH THE NORTHWEST CORNER OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN DOCKET 3550, PAGE 131);

THENCE SOUTH 65 DEGREES 22 MINUTES EAST ALONG THE NORTH LINE OF SAID PARCEL AND ALONG THE SOUTH LINE OF THE MCKINNEY AND KIRKLAND DITCH 141.95 FEET;

THENCE SOUTH 64 DEGREES 31 MINUTES EAST CONTINUING ALONG THE NORTH LINE OF SAID PARCEL AND ALONG THE SOUTH LINE OF SAID DITCH 74.65 FEET TO THE NORTHEAST CORNER OF SAID PARCEL OF LAND DESCRIBED IN DOCKET 3550, PAGE 131 (IDENTICAL WITH A CORNER OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN DOCKET 2483, PAGE 256);

THENCE SOUTH 62 DEGREES 18 MINUTES EAST ALONG THE SOUTH LINE OF THE MCKINNEY AND KIRKLAND DITCH 207.70 FEET;

THENCE SOUTH 69 DEGREES 08 MINUTES EAST CONTINUING ALONG SAID SOUTH LINE OF SAID DITCH 27.50 FEET TO THE POINT OF BEGINNING;

THENCE SOUTH 69 DEGREES 08 MINUTES EAST CONTINUING ALONG THE SOUTH LINE OF SAID DITCH 177.50 FEET;

THENCE SOUTH 77 DEGREES 23 MINUTES EAST CONTINUING ALONG SAID LINE OF SAID DITCH 94.33 FEET TO THE NORTHEAST CORNER OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN DOCKET 2483, PAGE 256;

THENCE SOUTH ALONG THE EAST LINE OF SAID PARCEL OF LAND SOUTH 03 DEGREES 20 MINUTES WEST 182.00 FEET;

THENCE SOUTH 05 DEGREES 42 MINUTES 30 SECONDS EAST 89.43 FEET;

THENCE SOUTH 07 DEGREES 49 MINUTES 30 SECONDS WEST 46.82 FEET;

THENCE SOUTH 27 DEGREES 33 MINUTES 30 SECONDS WEST 64.27 FEET;

THENCE SOUTH 31 DEGREES 55 MINUTES 30 SECONDS WEST 197.19 FEET TO THE MOST SOUTHERN CORNER OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN DOCKET 2483, PAGE 256;

THENCE NORTH 43 DEGREES 11 MINUTES 30 SECONDS WEST ALONG THE SOUTHWEST LINE OF SAID PARCEL OF LAND AND ALONG THE NORTHEAST RIGHT-OF-WAY LINE OF THE ABANDONED PHOENIX AND EASTERN RAILROAD RIGHT-OF-WAY (NOW TERRACE ROAD) 545.00 FEET;

THENCE NORTH 46 DEGREES 48 MINUTES 30 SECONDS EAST 371.79 FEET TO THE POINT OF THE BEGINNING.

APPROVAL

APPROVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF TEMPE ON THIS _____ DAY OF _____, 2015.

OWNER/DEVELOPER

LEGACY PARTNERS RESIDENTIAL, LLC
5141 CALIFORNIA AVENUE, SUITE 100
IRVINE, CA 92617
CONTACT: DAVID PINTO
PHONE: 949.930.6600
EMAIL: DPINTO@LEGACYPARTNERS.COM

PROJECT DATA

ZONING DISTRICT(S) AND OVERLAY(S) (TABLE 4-202B)	PAD PROVIDED MU-4 (Req. PAD Overlay)
DEVELOPMENT STANDARDS	TOD CORRIDOR OVERLAY
GENERAL PLAN LAND USE	RESIDENTIAL
GENERAL PLAN DENSITY	HIGH DENSITY-URBAN CORE
SITE AREA	199,565 SF or 4.58 ACRES
DWELLING QUANTITY	260 DWELLING UNITS 22 - Studios 29 - 1 Bedroom / 1 Bathroom 56 - 2 Bedroom / 2 Bathroom 153 - 4 Bedroom / 4 Bathroom
DENSITY	56.77 DU/AC
BUILDING HEIGHT	75 FEET 5 Level Residential 6.5 Level Parking Garage
BUILDING STEPBACK	NOT APPLICAPLE
BUILDING LOT COVERAGE	57%
SITE LANDSCAPE COVERAGE	33%
BUILDING SETBACKS	
FRONT (South Terrace Road)	14'-0" (20'-0" Maximum)
SIDE WEST (Adjacent Parcel)	37'-4"
SIDE EAST (Adjacent Parcel)	20'-3"
REAR (McKinney Kirkland Ditch)	35'-3"
VEHICLE PARKING QUANTITY	470 SPACES
(.53 Spaces / Bed) (22 units) (29 units) (56 units) (153 units) (.2 Spaces / Unit)	Retail (1 Space / 300 SF) 3 - Parking waived for 25% Floor Area Residential Studio 12 1 Bedroom / 1 Bathroom 16 2 Bedroom / 2 Bathroom 40 4 Bedroom / 4 Bathroom 325 Total Residential 413 Guest 52 TOTAL Parking 470
BICYCLE PARKING QUANTITY	290 SPACES
(1 / 7,500 SF, 4 Min.) (.75/unit@22 units) (.75/unit@29 units) (.75/unit@56 units) (1/unit @153 units) (.2 Space / Unit)	Retail 4 Residential Studio 17 1 Bedroom / 1 Bathroom 22 2 Bedroom / 2 Bathroom 42 4 Bedroom / 4 Bathroom 153 Total Residential 234 Guest 52 TOTAL Parking 290
USES	559,700 SF (Total Building Area)
	APARTMENTS 380,000 SF (Type III, 5 Story)
	PARKING 170,000 SF (Type I, 6.5-Story Garage)
	COMMON AREA AMENITIES 7,900 SF
	FLEX RETAIL/OFFICE 1,800 SF

SITE VICINITY MAP

PROJECT ADDRESS:
920 SOUTH TERRACE ROAD
TEMPE, AZ 85281

CONDITIONS OF APPROVAL: PAD15006

CONDITIONS

GENERAL NOTES

NOTES

REC15048
PAD15006
DS15050

KTGY Group, Inc.
17922 Fitch
Irvine, California 92614
ktgy.com
949 851 2133

KTGY Project No: 20130988

Project Contact: Ben Kasdan
Email: bkasdan@ktgy.com

Principal: David Senden
Project Designer: Brian Davis

Developer

Legacy Partners Residential, LLC
5141 California Avenue, Suite 100
Irvine, CA 92617
949.930.6600
DPinto@legacypartners.com

Project Name

UNIVERSITY VILLAGE 2.0
920 S. TERRACE ROAD
TEMPE, AZ 85281

EXPIRES 6-30-15

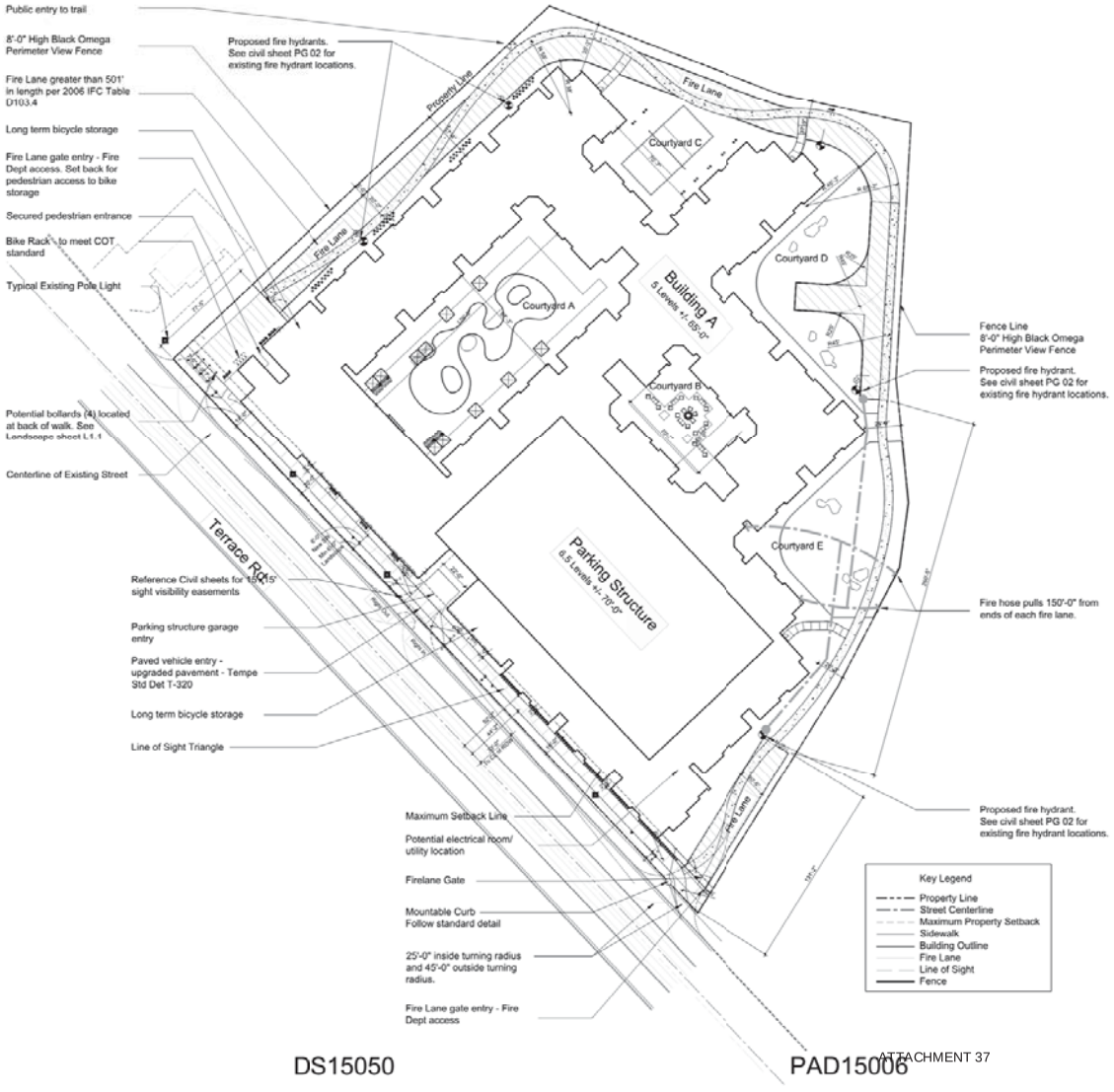
Drawing Name

PAD COVER SHEET

July 10, 2015

A0.01

PLANNED AREA DEVELOPMENT OVERLAY
FOR UNIVERSITY VILLAGE 2.0
SITE PLAN



THE PROPOSED SITE PLAN MODIFIES THE EXISTING ENTITLEMENTS FOR THIS SITE WITH A PROPOSED NEW PLANNED AREA DEVELOPMENT, BASED ON THE DESIGN PRESENTED WITHIN THIS PLAN DATED _____.

ZONING DISTRICT(S) AND OVERLAY(S) (TABLE 4-203B) DEVELOPMENT STANDARDS	ZOC EXISTING STANDARDS R-4 (TABLE 4-202B)	ZOC EXISTING STANDARDS TOD CORRIDOR OVERLAY (TABLE 5-611B)	PAD PROVIDED MU-4 (Req. PAD Overlay) TOD CORRIDOR OVERLAY
GENERAL PLAN LAND USE	RESIDENTIAL	NO STANDARD	RESIDENTIAL
GENERAL PLAN DENSITY	MEDIUM TO HIGH DENSITY	NO STANDARD	HIGH DENSITY-URBAN CORE
SITE AREA	199,565 SF or 4.58 ACRES	199,565 SF or 4.58 ACRES	199,565 SF or 4.58 ACRES
DWELLING QUANTITY	114 DWELLING UNITS	NO STANDARD	260 DWELLING UNITS 22 - Studios 29 - 1 Bedroom / 1 Bathroom 56 - 2 Bedroom / 2 Bathroom 153 - 4 Bedroom / 4 Bathroom
DENSITY	25 DU/AC	NO STANDARD	56.77 DU/AC
BUILDING HEIGHT	40 FEET	NO STANDARD	75 FEET 5 Level Residential 6.5 Level Parking Garage
BUILDING STEPBACK	YES	NOT APPLICABLE	NOT APPLICABLE
BUILDING LOT COVERAGE	60% (Maximum)	NO STANDARD	57%
SITE LANDSCAPE COVERAGE	25% (Minimum)	NO STANDARD	33%
BUILDING SETBACKS			
FRONT (South Terrace Road)	20'-0"	20'-0" max.	14'-6" (20'-0" Max.)
SIDE WEST (Adjacent Parcel)	10'-0"	20'-0" max.	37'-4"
SIDE EAST (Adjacent Parcel)	10'-0"	20'-0" max.	20'-1"
REAR (McKinney Kirkland Ditch)	10'-0"	20'-0" max.	35'-1"
VEHICLE PARKING QUANTITY	696 SPACES	639 SPACES	470 SPACES
(1 Space / 300 SF) Retail (1 Space / 300 SF) 7 Residential (1 Space / Unit) Studio 22 (1.5 Spaces / Unit) 1 Bedroom 44 (2 Spaces / Unit) 2 Bedroom 112 (3 Spaces / Unit) 4 Bedroom 459 Total Residential 637 (.2 Spaces / Unit) Guest 52 TOTAL Parking 696	(1 Space / 300 SF) 5 - Parking waived for 25% Floor Area Residential (.75 Spaces / Bed) Studio 17 1 Bedroom / 1 Bathroom 22 2 Bedroom / 2 Bathroom 84 4 Bedroom / 4 Bathroom 459 Total Residential 582 Guest (.2 Spaces / Unit) 52 TOTAL Parking 639	Retail (1 Space / 300 SF) 5 - Parking waived for 25% Floor Area Residential (.53 Spaces / Bed) Studio 12 1 Bedroom / 1 Bathroom 16 2 Bedroom / 2 Bathroom 60 4 Bedroom / 4 Bathroom 325 Total Residential 414 Guest (.2 Spaces / Unit) 52 TOTAL Parking 470
BICYCLE PARKING QUANTITY	290 SPACES	290 SPACES	290 SPACES
Retail (1 / 7,500 SF, 4 Min.) 4 Residential (.75 - 1.0 / Unit) Studio 17 1 Bedroom / 1 Bathroom 22 2 Bedroom / 2 Bathroom 42 4 Bedroom / 4 Bathroom 153 Total Residential 234 Guest (.2 Spaces / Unit) 52 TOTAL Parking 290	Retail (1 / 7,500 SF, 4 Min.) 4 Residential (.75 - 1.0 / Unit) Studio 17 1 Bedroom / 1 Bathroom 22 2 Bedroom / 2 Bathroom 42 4 Bedroom / 4 Bathroom 153 Total Residential 234 Guest (.2 Spaces / Unit) 52 TOTAL Parking 290	Retail (1 / 7,500 SF, 4 Min.) 4 Residential (.75 - 1.0 / Unit) Studio 17 1 Bedroom / 1 Bathroom 22 2 Bedroom / 2 Bathroom 42 4 Bedroom / 4 Bathroom 153 Total Residential 234 Guest (.2 Spaces / Unit) 52 TOTAL Parking 290
USES			558,700 SF (Total Building Area) APARTMENTS 380,000 SF (Type III, 5-Story) PARKING 170,000 SF (Type I, 6.5 Story Garage) COMMON AREA AMENITIES 7,900SF FLEX/RETAIL/OFFICE 1,800SF

REC15048

PAD15006

DS15050

KTGY Group, Inc.
17922 Fitch
Irvine, California 92614
ktgy.com
949 851 2133

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Project Designer: Brian Davis

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Project Name

UNIVERSITY VILLAGE 2.0
920 S. TERRACE ROAD
TEMPE, AZ 85281

EXPIRES 6-30-15

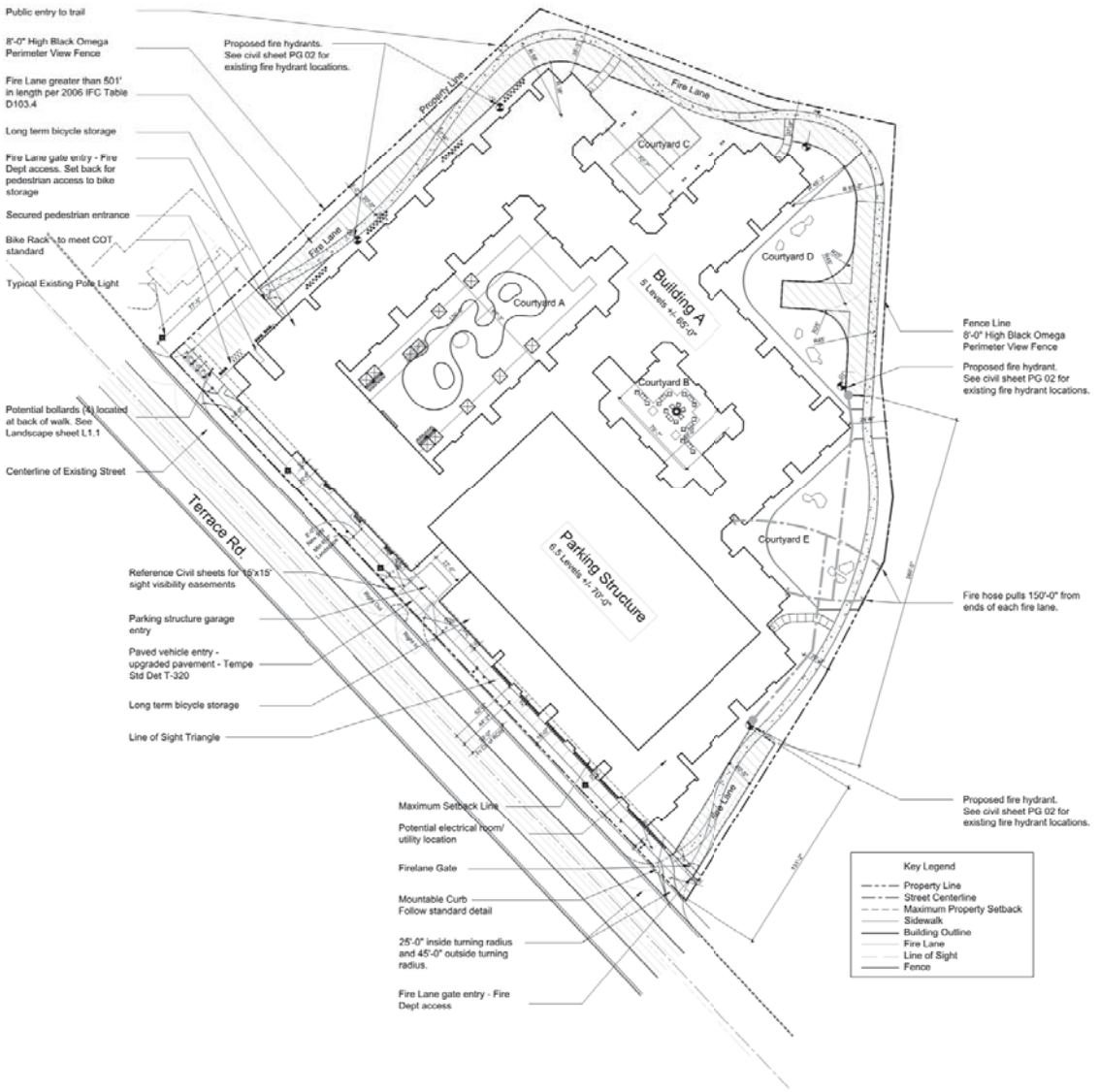
Drawing Name

SITE PLAN

July 10, 2015

A1.00

0 20 40 80



ATTACHMENT 38

SITE VICINITY MAP

PROJECT ADDRESS:
920 SOUTH TERRACE ROAD
TEMPE, AZ 85281

PROJECT DATA

ZONING DISTRICT(S) AND OVERLAY(S) (TABLE 4-203B)	PAD PROVIDED MU-4 (Req. PAD Overlay)
DEVELOPMENT STANDARDS	TOD CORRIDOR OVERLAY
GENERAL PLAN LAND USE	RESIDENTIAL
GENERAL PLAN DENSITY	HIGH DENSITY-URBAN CORE
SITE AREA	199,565 SF or 4.58 ACRES
DWELLING QUANTITY	260 DWELLING UNITS
	22 - Studios 29 - 1 Bedroom / 1 Bathroom 56 - 2 Bedroom / 2 Bathroom 153 - 4 Bedroom / 4 Bathroom
DENSITY	56.77 DU/AC
BUILDING HEIGHT	75 FEET 5 Level Residential 6.5 Level Parking Garage
BUILDING STEPBACK	NOT APPLICAPLE
BUILDING LOT COVERAGE	57%
SITE LANDSCAPE COVERAGE	33%
BUILDING SETBACKS	
FRONT (South Terrace Road)	14'-0" (70'-0" Maximum)
SIDE WEST (Adjacent Parcel)	37'-4"
SIDE EAST (Adjacent Parcel)	20'-3"
REAR (McKinney Kirkland Ditch)	85'-3"
VEHICLE PARKING QUANTITY	470 SPACES
	Retail (1 Space / 300 SF) 5 - Parking waived for 25% Floor Area Residential
(.53 Spaces / Bed)	Studio 11
(22 units)	1 Bedroom / 1 Bathroom 16
(29 units)	2 Bedroom / 2 Bathroom 60
(56 units)	4 Bedroom / 4 Bathroom 325
(153 units)	Total Residential 413
(.2 Spaces / Unit)	Guest 52
	TOTAL Parking 470
BICYCLE PARKING QUANTITY	290 SPACES
(1 / 7,500 SF, 4 Min.)	Retail 4
	Residential
(.75/unit @22 units)	Studio 17
(.75/unit @29 units)	1 Bedroom / 1 Bathroom 22
(.75/unit @56 units)	2 Bedroom / 2 Bathroom 42
(1/unit @153 units)	4 Bedroom / 4 Bathroom 153
	Total Residential 234
(.2 Spaces / Unit)	Guest 52
	TOTAL Parking 290
USES	559,700 SF (Total Building Area)
	APARTMENTS
	380,000 SF (Type III, 5 Story)
	PARKING
	170,000 SF (Type I, 6.5-Story Garage)
	COMMON AREA AMENITIES
	7,800 SF
	FLEX RETAIL/OFFICE
	1,800 SF

CODE DATA

GENERAL BUILDING CODE ANALYSIS
OCCUPANCIES AND CONSTRUCTION TYPE:

RESIDENTIAL UNITS	R-2:	TYPE III-A	w/ NFPA 13
PARKING GARAGE STRUCTURE	S-2:	TYPE 1-A	w/ NFPA 13
FLEX RETAIL/OFFICE	M:	TYPE 1-A	w/ NFPA 13
AMENITY/CLUBHOUSE	A-3:	TYPE III-A	w/ NFPA 13

2009 INTERNATIONAL BUILDING CODE (IBC) W/ AMENDMENTS

0 20 40 80

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Project Name

UNIVERSITY VILLAGE 2.0

920 S. TERRACE ROAD
TEMPE, AZ 85281

Drawing Name

SITE PLAN

July 10, 2015

A1.01

ATTACHMENT 39

0 4 8 16

KTGY Group, Inc.
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Project Name

UNIVERSITY VILLAGE 2.0

920 S. TERRACE ROAD
TEMPE, AZ 85281

Drawing Name

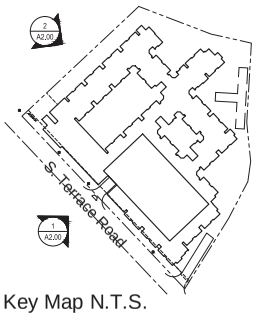
ENLARGED
DRIVEWAY PLAN

July 10, 2015

A3.04

1. Southwest (Front) Elevation (S. Terrace Road Elevation)

2. Northwest Elevation



Key Map N.T.S.

Keynotes- Elevation Plans

1. Metal Guardrail
2. Stucco Expansion "Score" Joint - Typ.
3. CMU Parking Structure
4. Metal Awning
5. Suspended Metal Louvers
6. Parking Garage Entry
7. Building Signage
8. Storefront Window
9. Decorative Light Fixture

Material/ Color Key Notes

A.	Stucco Finish 16/20 Sherwin Williams SW 7015 Repose Gray
B.	Stucco Finish 16/20 Sherwin Williams SW 7017 Dorian Gray
C.	Stucco Finish 16/20 Sherwin Williams SW 7069 Iron Ore
D.	Stucco Finish 16/20 Sherwin Williams SW 6894 Forceful Orange
E.	Perforated Metal Tiger Drylac RAL 6034
F.	Metal Tiger Drylac RAL 1037
G.	Metal Tiger Drylac RAL 7047
H.	Metal Tiger Drylac RAL 7034
K.	Vinyl Windows Anodized White Clear/Dual Pane/Low-E
L.	CMU Orco Block Split Face Gray Bullnose
M.	Brick Cladding Belden Brick 481-483 Matt Cream Brick

0 10 20 40

ATTACHMENT 40

KTGY Group, Inc.
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949 851 2133

KTGY Project No: 20130988

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Project Designer: Brian Davis

Developer

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DPinto@legacypartners.com

Project Name

UNIVERSITY VILLAGE 2.0

920 S. TERRACE ROAD
TEMPE, AZ 85281

REGISTERED ARCHITECT
CERTIFICATE NO.
53376
CHRISTOPHER S. TEXTER
ARIZONA U.S.A.
EXPIRES 6-30-15

Drawing Name

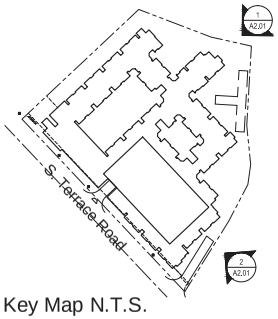
ELEVATIONS

July 16, 2015

A2.00

1. Northeast Elevation

2. Southeast Elevation



Key Map N.T.S.

Keynotes- Elevation Plans

1. Metal Guardrail
2. Stucco Expansion "Score" Joint - Typ.
3. CMU Parking Structure
4. Metal Awning

Material/ Color Key Notes

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0 10 20 40

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CERTIFICATE NO.
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ARIZONA U.S.A.
EXPIRES 6-30-15

Drawing Name

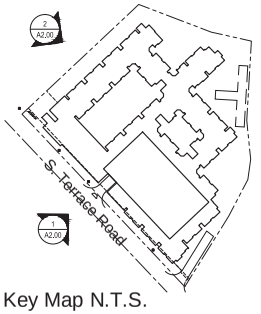
ELEVATIONS

July 16, 2015

A2.01

1. Southwest (Front) Elevation (S. Terrace Road Elevation)

2. Northwest Elevation



Key Map N.T.S.

Keynotes- Elevation Plans

1. Metal Guardrail
2. Stucco Expansion "Score" Joint - Typ.
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REGISTERED ARCHITECT
CERTIFICATE NO.
53376
CHRISTOPHER S. TEXTER
Date Signed
ARIZONA U.S.A.
EXPIRES 6-30-15

Drawing Name

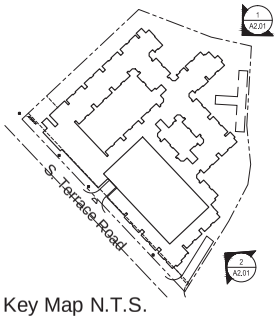
ELEVATIONS

July 16, 2015

A2.02

1. Northeast Elevation

2. Southeast Elevation



Key Map N.T.S.

Keynotes- Elevation Plans

1. Metal Guardrail
2. Stucco Expansion "Score" Joint - Typ.
3. CMU Parking Structure
4. Metal Awning

Material/ Color Key Notes

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TEMPE, AZ 85281

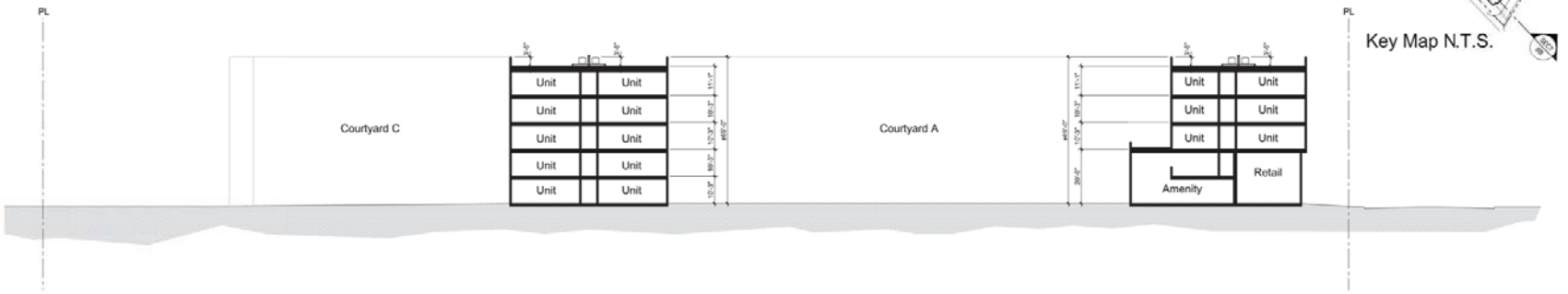
REGISTERED ARCHITECT
CERTIFICATE NO.
53376
CHRISTOPHER S. TEXTER
ARIZONA U.S.A.
EXPIRES 6-30-15

Drawing Name

ELEVATIONS

July 16, 2015

A2.03



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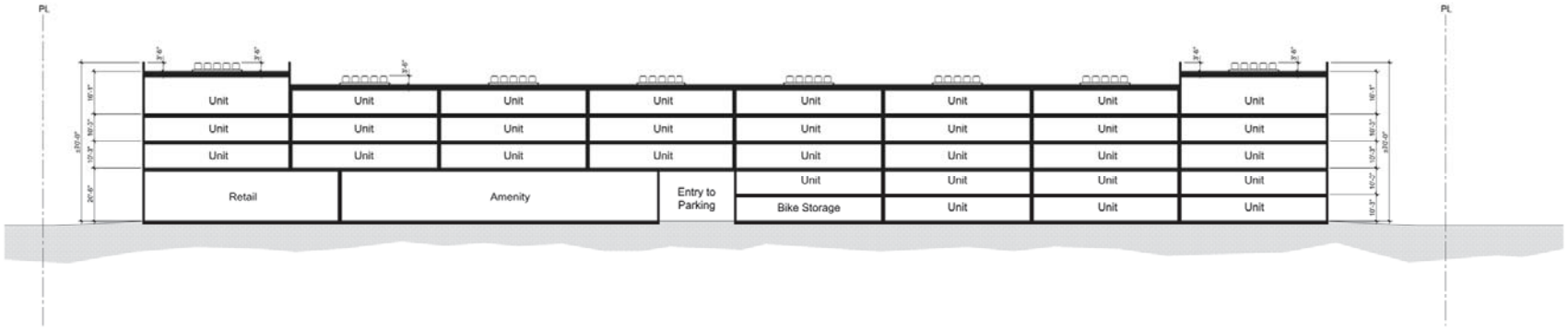

Section BB

0 10 20 40

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Project Name

UNIVERSITY VILLAGE 2.0

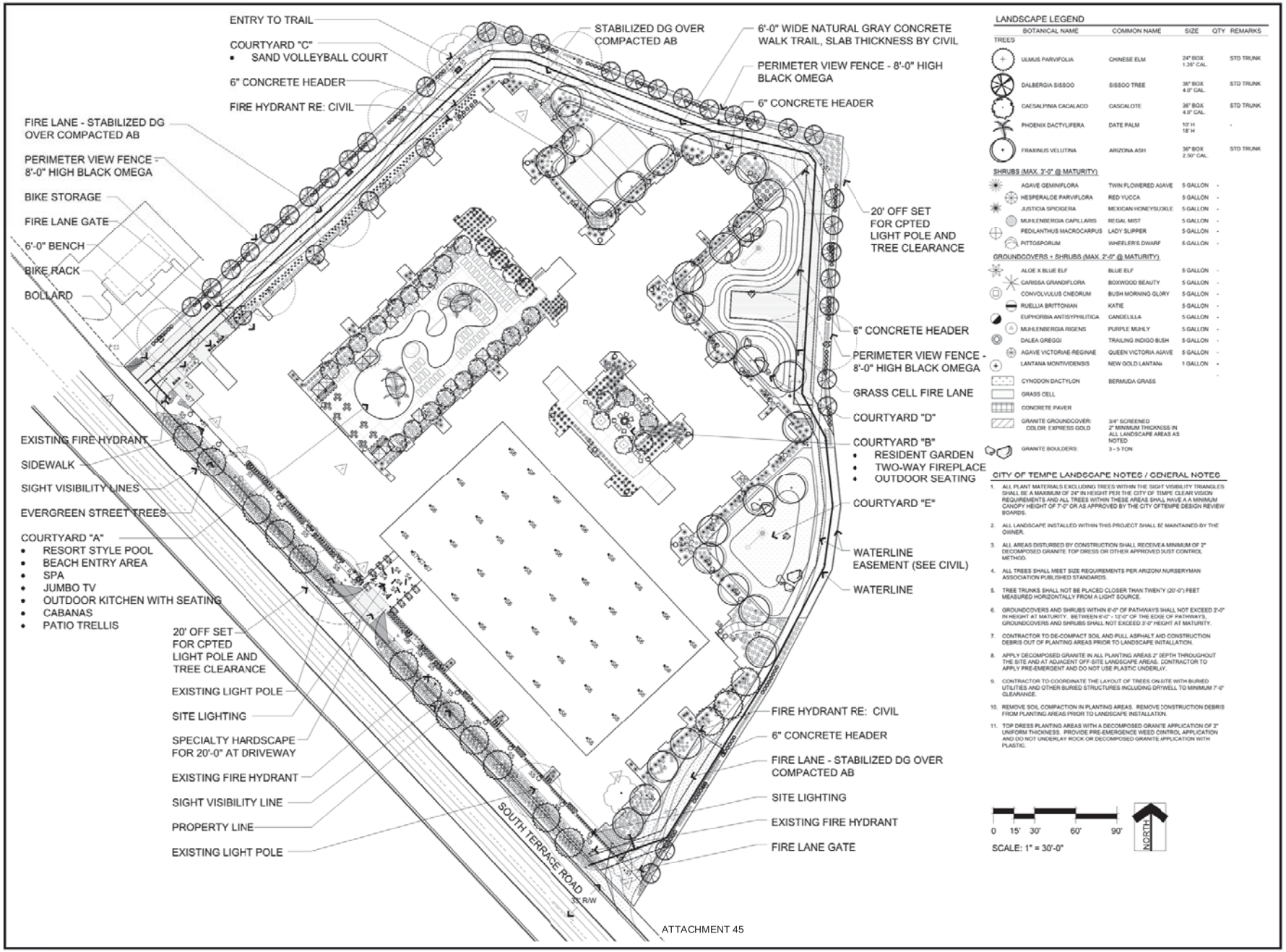
920 S. TERRACE ROAD
TEMPE, AZ 85281

Drawing Name

BUILDING SECTIONS

July 10, 2015

A4.00



LANDSCAPE LEGEND

BOTANICAL NAME	COMMON NAME	SIZE	QTY	REMARKS
TREES				
ULMUS PARVIFOLIA	CHINESE ELM	24" BOX 1.25" CAL.		STD TRUNK
DALBERGIA SISSOO	SISSOO TREE	36" BOX 4.0" CAL.		STD TRUNK
CAESALPINIA CACALACO	CASCALOTE	36" BOX 4.0" CAL.		STD TRUNK
PHOENIX DACTYLIFERA	DATE PALM	10' H 18' H		-
FRAXINUS VELUTINA	ARIZONA ASH	36" BOX 2.50" CAL.		STD TRUNK
SHRUBS (MAX. 3'-0" @ MATURITY)				
AGAVE GEMINIFLORA	TWIN FLOWERED AGAVE	5 GALLON	-	
HESPERALOE PARVIFLORA	RED YUCCA	5 GALLON	-	
JUSTICIA SPICIGERA	MEXICAN HONEYSUCKLE	5 GALLON	-	
MUHLENBERGIA CAPILLARIS	REGAL MIST	5 GALLON	-	
PEDILANTHUS MACROCARPUS	LADY SLIPPER	5 GALLON	-	
PITTOSPORUM	WHEELER'S DWARF	5 GALLON	-	
GROUNDCOVERS + SHRUBS (MAX. 2'-0" @ MATURITY)				
ALOE X BLUE ELF	BLUE ELF	5 GALLON	-	
GARISSA GRANDIFLORA	BOXWOOD BEAUTY	5 GALLON	-	
CONVOLVULUS CNEORUM	BUSH MORNING GLORY	5 GALLON	-	
RUELLIA BRITTONIAN	KATIE	5 GALLON	-	
EUPHORBIA ANTISYPHILITICA	CANDELILLA	5 GALLON	-	
MUHLENBERGIA RIGENS	PURPLE MUHLY	5 GALLON	-	
DALEA GREGGI	TRAILING INDIGO BUSH	5 GALLON	-	
AGAVE VICTORIAE-REGINAE	QUEEN VICTORIA AGAVE	5 GALLON	-	
LANTANA MONTIVIDENSIS	NEW GOLD LANTANA	1 GALLON	-	
CYNODON DACTYLON	BERMUDA GRASS			
GRASS CELL				
CONCRETE PAVER				
GRANITE GROUNDCOVER: COLOR: EXPRESS GOLD		3/4" SCREENED 2" MINIMUM THICKNESS IN ALL LANDSCAPE AREAS AS NOTED		
GRANITE BOULDERS:		3 - 5 TON		

CITY OF TEMPE LANDSCAPE NOTES / GENERAL NOTES

1. ALL PLANT MATERIALS EXCLUDING TREES WITHIN THE SIGHT VISIBILITY TRIANGLES SHALL BE A MAXIMUM OF 24" IN HEIGHT PER THE CITY OF TEMPE CLEAR VISION REQUIREMENTS AND ALL TREES WITHIN THESE AREAS SHALL HAVE A A MINIMUM CANOPY HEIGHT OF 7'-0" OR AS APPROVED BY THE CITY OFTEMPE DESIGN REVIEW BOARDS.
2. ALL LANDSCAPE INSTALLED WITHIN THIS PROJECT SHALL BE MAINTAINED BY THE OWNER.
3. ALL AREAS DISTURBED BY CONSTRUCTION SHALL RECEIVE A MINIMUM OF 2" DECOMPOSED GRANITE TOP DRESS OR OTHER APPROVED DUST CONTROL METHOD.
4. ALL TREES SHALL MEET SIZE REQUIREMENTS PER ARIZONI NURSERYMAN ASSOCIATION PUBLISHED STANDARDS.
5. TREE TRUNKS SHALL NOT BE PLACED CLOSER THAN TWENTY (20'-0") FEET MEASURED HORIZONTALLY FROM A LIGHT SOURCE.
6. GROUNDCOVERS AND SHRUBS WITHIN 6'-0" OF PATHWAYS SHALL NOT EXCEED 2'-0" IN HEIGHT AT MATURITY. BETWEEN 6'-0" - 12'-0" OF THE EDGE OF PATHWAYS, GROUNDCOVERS AND SHRUBS SHALL NOT EXCEED 3'-0" HEIGHT AT MATURITY.
7. CONTRACTOR TO DE-COMPACT SOIL AND PULL ASPHALT AND CONSTRUCTION DEBRIS OUT OF PLANTING AREAS PRIOR TO LANDSCAPE INSTALLATION.
8. APPLY DECOMPOSED GRANITE IN ALL PLANTING AREAS 2" DEPTH THROUGHOUT THE SITE AND AT ADJACENT OFF-SITE LANDSCAPE AREAS. CONTRACTOR TO APPLY PRE-EMERGENT AND DO NOT USE PLASTIC UNDERLAY.
9. CONTRACTOR TO COORDINATE THE LAYOUT OF TREES ON-SITE WITH BURIED UTILITIES AND OTHER BURIED STRUCTURES INCLUDING DRYWELL TO MINIMUM 7'-0" CLEARANCE.
10. REMOVE SOIL COMPACTION IN PLANTING AREAS. REMOVE CONSTRUCTION DEBRIS FROM PLANTING AREAS PRIOR TO LANDSCAPE INSTALLATION.
11. TOP DRESS PLANTING AREAS WITH A DECOMPOSED GRANITE APPLICATION OF 2" UNIFORM THICKNESS. PROVIDE PRE-EMERGENCE WEED CONTROL APPLICATION AND DO NOT UNDERLAY ROCK OR DECOMPOSED GRANITE APPLICATION WITH PLASTIC.

0 15' 30' 60' 90'

SCALE: 1" = 30'-0"

NORTH

ATTACHMENT 45

the design element
landscape architecture
the design element, pllc
2211 east highland avenue
suite 120
phoenix, arizona 85016
ph. 602.244.1970
fax 602.244.1971
www.thedesignelementllc.com

JEFFREY ANDERSON 34184 REGISTERED LANDSCAPE ARCHITECT ARIZONA, U.S.A.

EXPIRES: 09/30/2017

UNIVERSITY VILLAGE 2.0

920 S. TERRACE RD
TEMPE, AZ 85281

PROJECT NUMBER: 15001

ISSUED FOR: PRELIMINARY

ISSUED DATE: APRIL 21, 2015

DRAWN BY: MB REVIEWED BY: JA

CALL TWO WORKING DAYS BEFORE YOU DIG
(602) 263-1100
1-800-STAKE-IT
(OUTSIDE MARICOPA COUNTY)

REVISIONS:

#	date	description

SHEET NAME:

LANDSCAPE PLAN

SHEET NUMBER:

L1.0

SHEET: 1 OF 2

OMEGA ARCHITECTURAL FENCE SYSTEM

8 CM THICK FIRELANE PAVER

ALUMINUM 6' BENCH WITH BACK,
WITH ARMS - SURFACE MOUNT

ALUMINUM 32 GALLON
RECEPTACLE WITH LINER

ALUMINUM LOOP
BIKE RACK

ALUMINUM CORDIA BOLLARD

the design element
landscape architecture

the design element, pllc
2211 east highland avenue
suite 120
phoenix, arizona 85016
ph 602.244.1970
fax 602.244.1971
www.thedesignelementla.com

JEFFREY ANDERSON
34184
REGISTERED LANDSCAPE ARCHITECT
STATE OF ARIZONA, U.S.A.

EXPIRES: 09/30/2017

UNIVERSITY VILLAGE 2.0
920 S. TERRACE RD
TEMPE, AZ 85281

PROJECT NUMBER: 15001

ISSUED FOR:
PRELIMINARY

ISSUED DATE:
APRIL 21, 2015

DRAWN BY: MB REVIEWED BY: JA

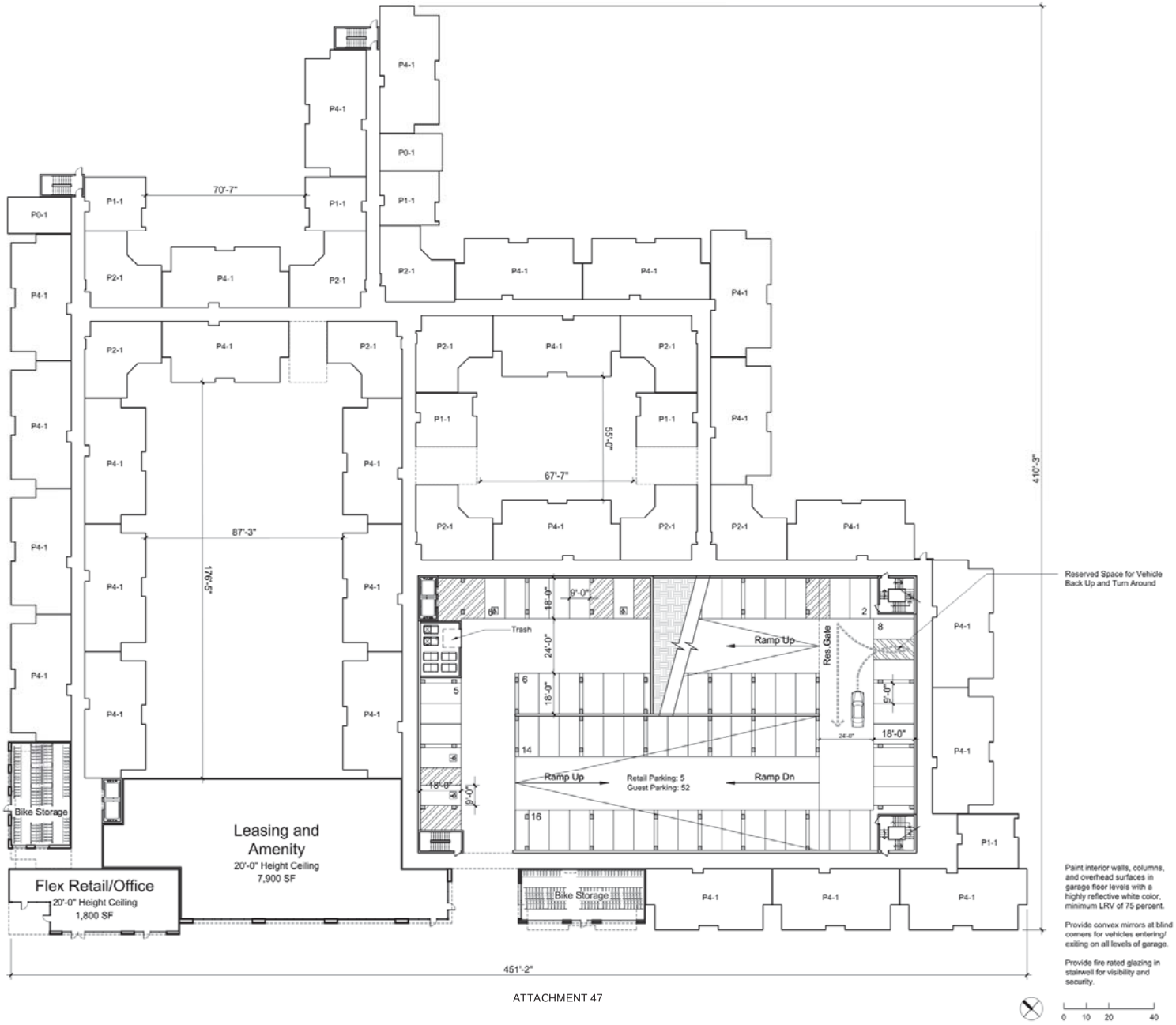
CALL TWO WORKING DAYS BEFORE YOU DIG
(602) 263-1100
1-800-STAKE-IT
(OUTSIDE MARICOPA COUNTY)

REVISIONS:

#	date	description

SHEET NAME:
LANDSCAPE SITE MATERIALS

SHEET NUMBER:
L1.1
SHEET: 1 OF 2



ATTACHMENT 47

KTGY Group, Inc.
17922 Fitch
Irvine, California 92614
ktgy.com
949 851 2133

KTGY Project No: 20130988

Project Contact: Ben Kasdan
Email: bkasdan@ktgy.com

Principal: David Senden
Project Designer: Brian Davis

Developer

Legacy Partners Residential, LLC
5141 California Avenue, Suite 100
Irvine, CA 92617
949.930.6600
DPinto@legacypartners.com

Project Name

UNIVERSITY VILLAGE 2.0

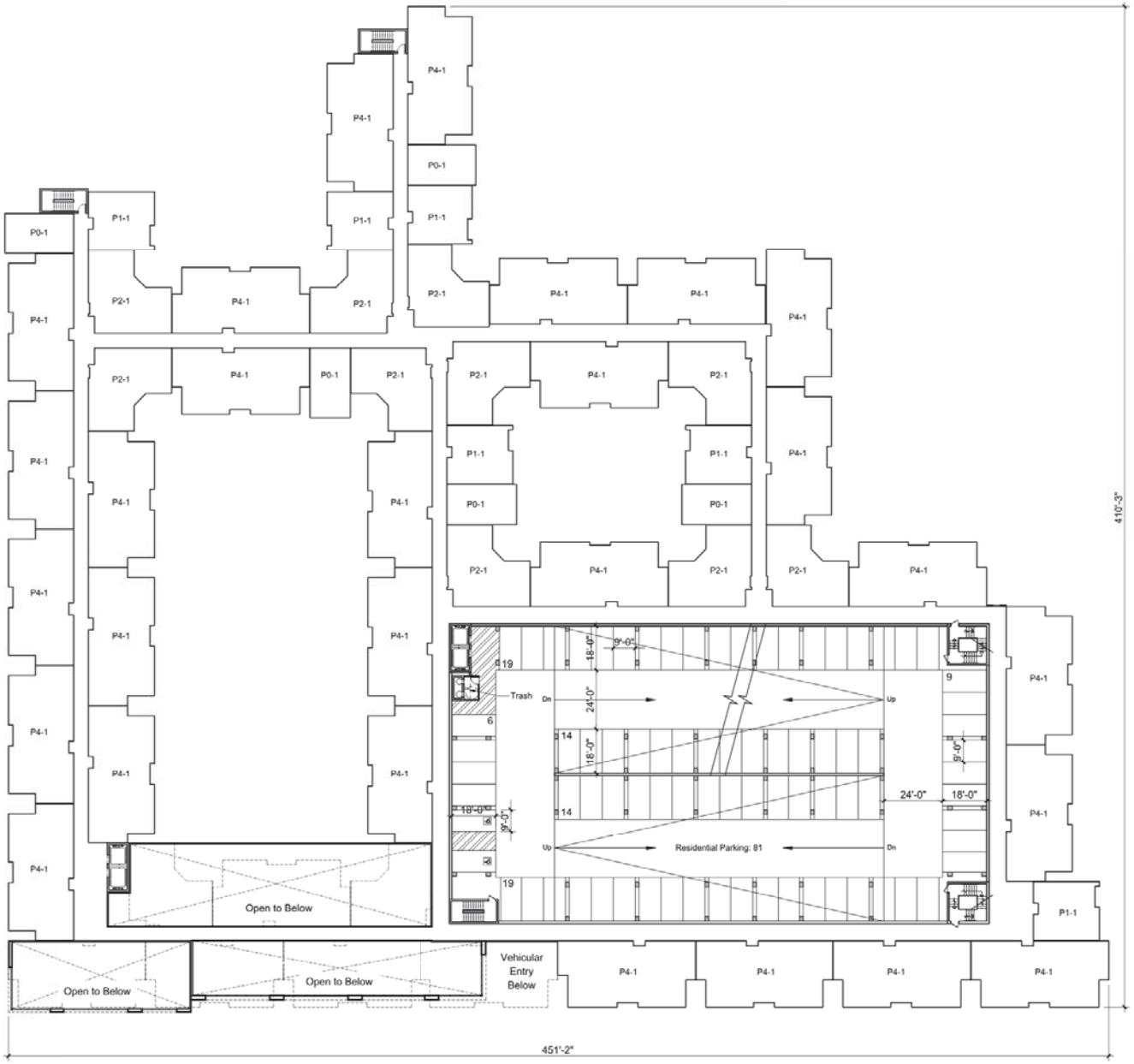
920 S. TERRACE ROAD
TEMPE, AZ 85281

Drawing Name

BUILDING PLANS
FLOOR 1

July 10, 2015

A3.00



Paint interior walls, columns, and overhead surfaces in garage floor levels with a highly reflective white color, minimum LRV of 75 percent.

Provide convex mirrors at blind corners for vehicles entering/ exiting on all levels of garage.

Provide fire rated glazing in stairwell for visibility and security.

0 10 20 40

ATTACHMENT 48

KTGY Group, Inc.
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Project Name

UNIVERSITY VILLAGE 2.0

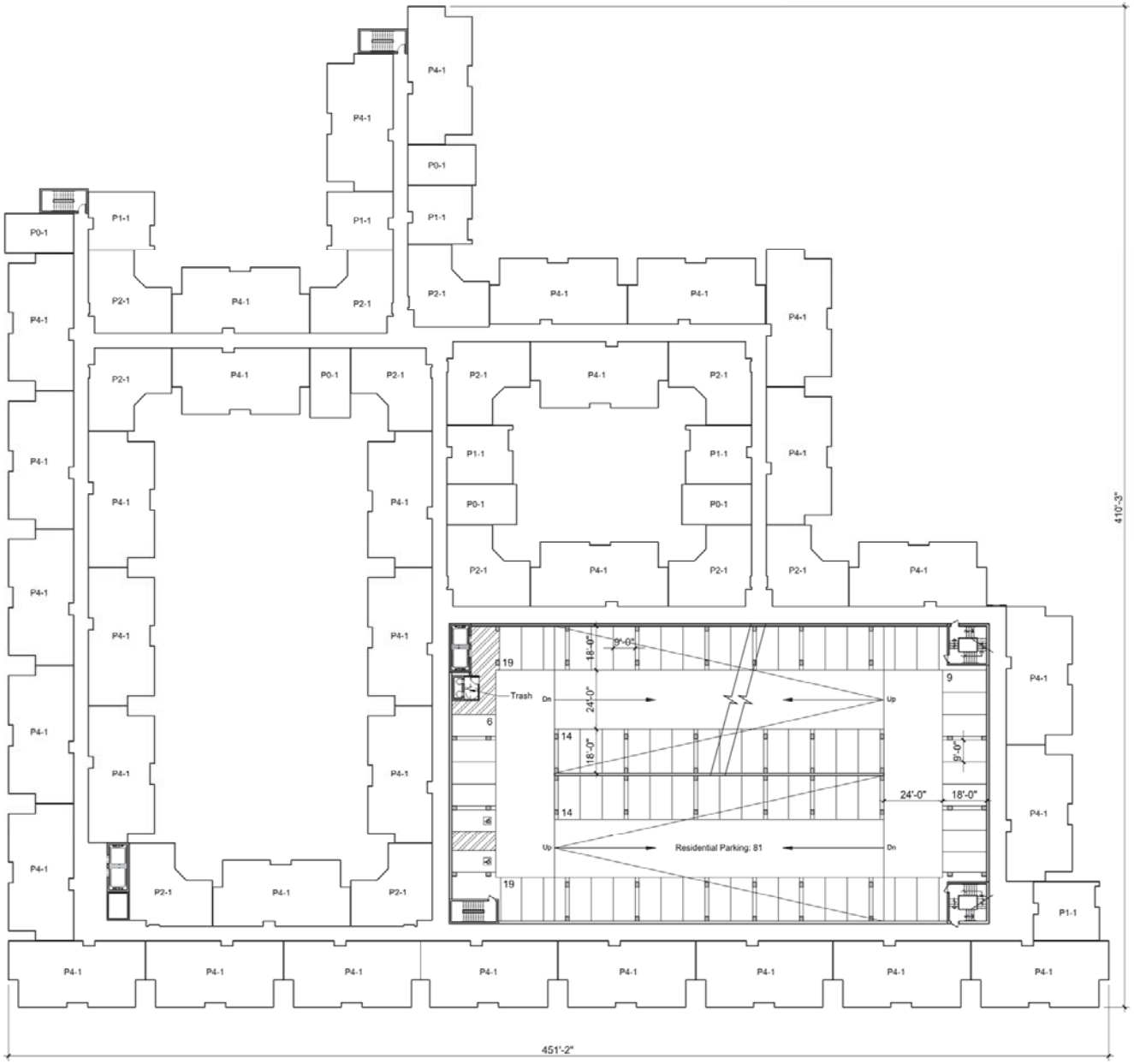
920 S. TERRACE ROAD
TEMPE, AZ 85281

Drawing Name

BUILDING PLANS
FLOOR 2

July 10, 2015

A3.01



Paint interior walls, columns, and overhead surfaces in garage floor levels with a highly reflective white color, minimum LRV of 75 percent.

Provide convex mirrors at blind corners for vehicles entering/ exiting on all levels of garage.

Provide fire rated glazing in stairwell for visibility and security.

0 10 20 40

ATTACHMENT 49

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Project Name

UNIVERSITY VILLAGE 2.0

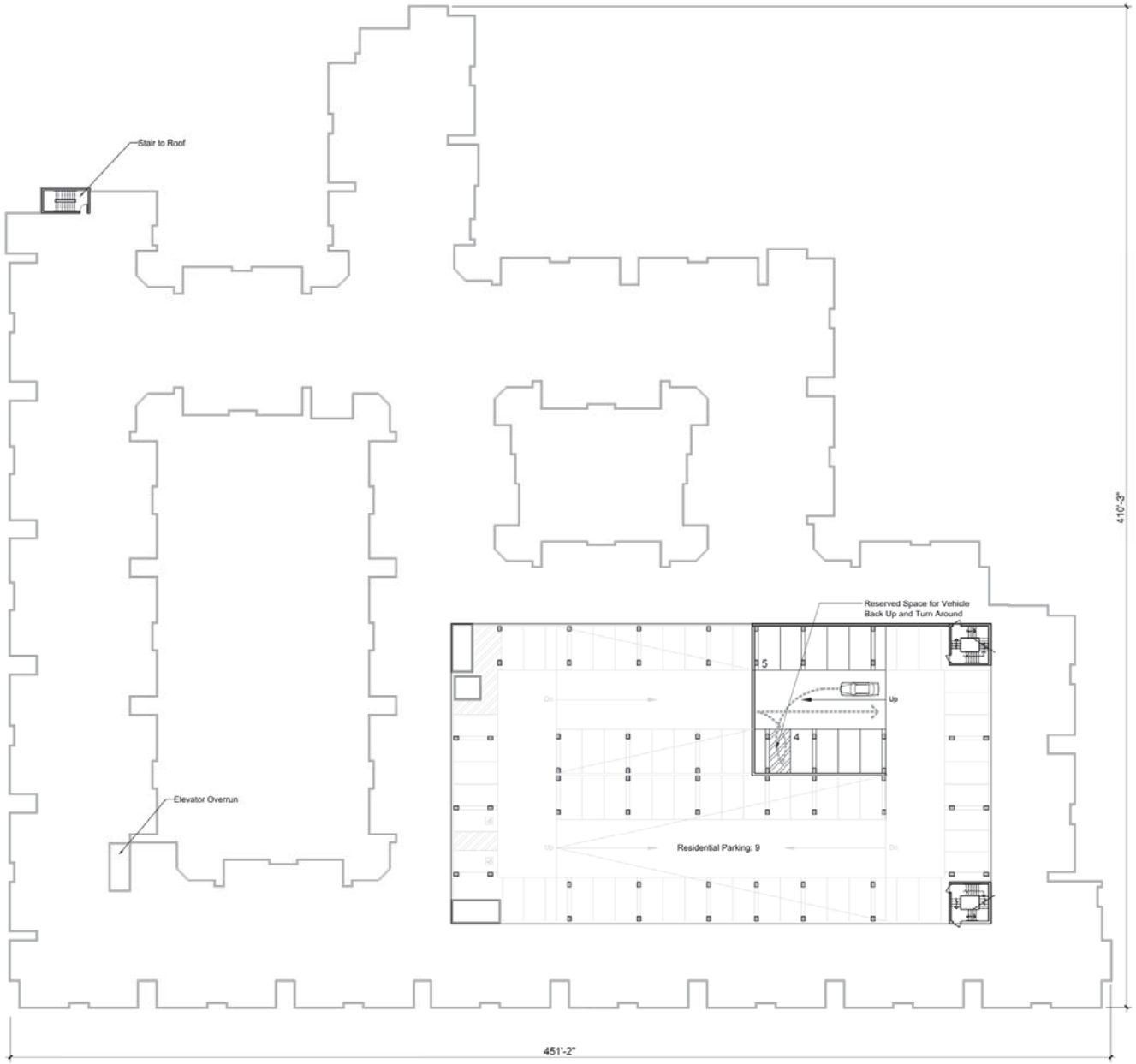
920 S. TERRACE ROAD
TEMPE, AZ 85281

Drawing Name

BUILDING PLANS
FLOORS 3-5

July 10, 2015

A3.02



Paint interior walls, columns, and overhead surfaces in garage floor levels with a highly reflective white color, minimum LRV of 75 percent.

Provide convex mirrors at blind corners for vehicles entering/ exiting on all levels of garage.

Provide fire rated glazing in stairwell for visibility and security.

0 10 20 40

ATTACHMENT 50

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ktgy.com
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Project Name

UNIVERSITY VILLAGE 2.0

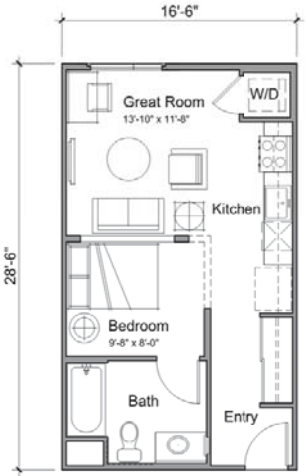
920 S. TERRACE ROAD
TEMPE, AZ 85281

Drawing Name

BUILDING PLANS
ROOF PLAN

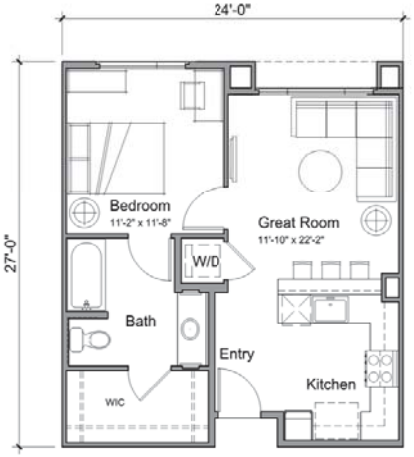
July 10, 2015

A3.03



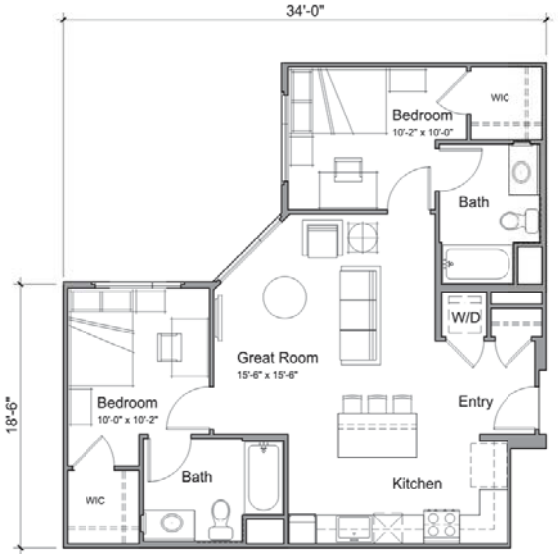
Plan 0-1
Studio / 1 Bathroom
470 SF

22 Units / 260 Units
8% of Total Units



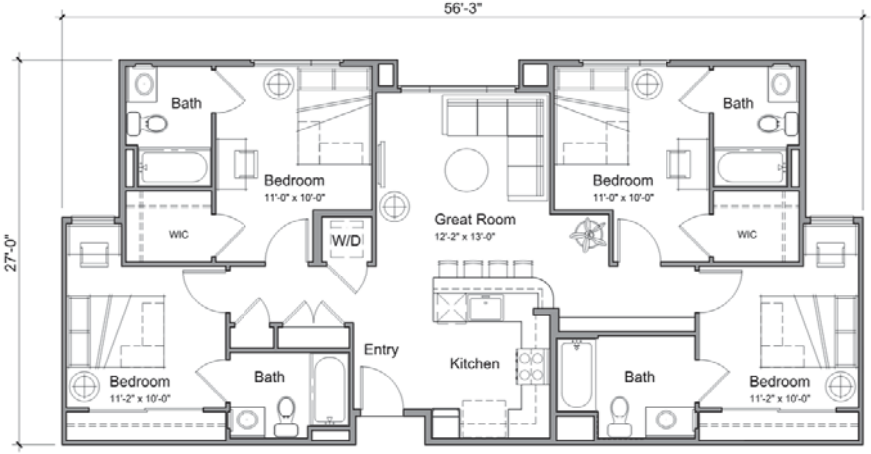
Plan 1-1
1 Bedroom / 1 Bathroom
617 SF

29 Units / 260 Units
11% of Total Units



Plan 2-1
2 Bedroom / 2 Bathroom
908 SF

56 Units / 260 Units
22% of Total Units



Plan 4-1
4 Bedroom / 4 Bathroom
1399 SF

153 Units / 260 Units
59% of Total Units

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Project Name

UNIVERSITY VILLAGE 2.0

920 S. TERRACE ROAD
TEMPE, AZ 85281

Drawing Name

UNIT PLANS

July 10, 2015

A5.00

PLANNED AREA DEVELOPMENT OVERLAY
FOR UNIVERSITY VILLAGE 2.0

A PORTION OF THE NORTHWEST QUARTER OF SECTION 23, TOWNSHIP 1 NORTH, RANGE 4 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA

DS15050 PAD15006 REC15048

DS15050 PAD15006 REC15048

ktgy

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Project Name

UNIVERSITY VILLAGE 2.0
920 S. TERRACE ROAD
TEMPE, AZ 85281

Drawing Name

TERRACE ROAD PERSPECTIVE

July 10, 2015

A0.00

Key Map N.T.S.

1. Overall View from S. Terrace Road

2. View of Leasing/Amenity and Project Entry from S. Terrace Road

3. Street Scene View of Amenity from S. Terrace Road

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Project Name

UNIVERSITY VILLAGE 2.0

920 S. TERRACE ROAD
TEMPE, AZ 85281

Drawing Name

PERSPECTIVES

July 10, 2015

A6.00

Key Map N.T.S.

1. View of Retail from S. Terrace Road

KTGY Group, Inc.
17922 Fitch
Irvine, California 92614
ktgy.com
949 851 2133

KTGY Project No: 20130988

Project Contact: Ben Kasdan
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DPinto@legacypartners.com

Project Name

UNIVERSITY VILLAGE 2.0

920 S. TERRACE ROAD
TEMPE, AZ 85281

Drawing Name

PERSPECTIVES

July 10, 2015

A6.01

Key Map N.T.S.

1. View of Leasing and Project Entry from S. Terrace Road

KTGY Group, Inc.
17922 Fitch
Irvine, California 92614
ktgy.com
949 851 2133

KTGY Project No: 20130988

Project Contact: Ben Kasdan
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Project Name

UNIVERSITY VILLAGE 2.0

920 S. TERRACE ROAD
TEMPE, AZ 85281

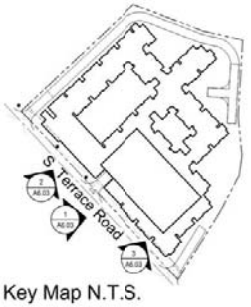
Drawing Name

PERSPECTIVES

July 10, 2015

A6.02

1. Street View from S. Terrace Road



Key Map N.T.S.

2. View of Amenity from S. Terrace Road

3. Window Details

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Project Name

UNIVERSITY VILLAGE 2.0

920 S. TERRACE ROAD
TEMPE, AZ 85281

Drawing Name

PERSPECTIVES

July 10, 2015

A6.03

1. Metal Shading Device 1

2. Metal Shading Device 2

Keynotes- Elevation Plans

1. Metal Guardrail
2. Stucco Expansion "Score" Joint - Typ.
3. CMU Parking Structure
4. Metal Awning
5. Suspended Metal Louvers
6. Parking Garage Entry
7. Building Signage
8. Storefront Window
9. Decorative Light Fixture

Material/ Color Key Notes

A.	Stucco Finish 16/20 Sherwin Williams SW 7015 Repose Gray
B.	Stucco Finish 16/20 Sherwin Williams SW 7017 Dorian Gray
C.	Stucco Finish 16/20 Sherwin Williams SW 7069 Iron Ore
D.	Stucco Finish 16/20 Sherwin Williams SW 6894 Forceful Orange
E.	Perforated Metal Tiger Drylac RAL 6034
F.	Metal Tiger Drylac RAL 1037
G.	Metal Tiger Drylac RAL 7047
H.	Metal Tiger Drylac RAL 7034
K.	Vinyl Windows Anodized White Clear/Dual Pane/Low-E
L.	CMU Orco Block Split Face Gray Bullnose
M.	Brick Cadding Belden Brick 481-483 Matt Cream Brick

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UNIVERSITY VILLAGE 2.0

920 S. TERRACE ROAD
TEMPE, AZ 85281

Drawing Name

DETAILS

July 10, 2015

A8.00

GAMMAGE & BURNHAM
A PROFESSIONAL LIMITED LIABILITY COMPANY
ATTORNEYS AT LAW
TWO NORTH CENTRAL AVENUE
15TH FLOOR
PHOENIX, ARIZONA 85004

TELEPHONE (602) 256-0566
FACSIMILE (602) 256-4475

WRITER'S DIRECT LINE
(602) 256-4439
rlane@gblaw.com

July 10, 2015

Karen Stovall, Senior Planner
Tempe City Hall Municipal Complex
Community Development Department
Lower Level, East Side
31 East Fifth Street
Tempe, AZ 85281

RE: University Village 2.0 (Tempe Case No. PL150026)
Summary of June 8, 2015 Neighborhood Meeting
Summary of Mtgs. with University Heights
Summary of E-mail Correspondence with Neighbors and Interested Parties

Dear Karen:

This firm represents Legacy Partners Residential, LLC ("LPR" or the "Applicant"). LPR is requesting General Plan amendment, zoning map amendment, planned area development ("PAD") overlay and development plan review ("DPR") approvals (the "Applications") to allow for the redevelopment of the University Village apartments property located at 920 South Terrace Road (the "Site") in Tempe. The purpose of the Applications is to accommodate a mixed-use development consisting of 260 purpose-built student housing apartment units, approximately 1,800 square feet of street-level flex retail/office space and associated top-tier community amenities, including a clubhouse, large pool, fitness center, and open space amenity courtyards (the "Project").

The purpose of this correspondence is to summarize the project team's discussions with the community in regard to the Project to date. The team has made a concentrated effort to reach out to the community. To date, the team has met with the Chairperson of the University Heights neighborhood association, corresponded with a resident of the University Heights and conducted an official neighborhood meeting.

Neighborhood Meeting:

On June 8, 2015, we held our official neighborhood meeting for the Project at the Four Points by Sheraton Tempe located at the southeast corner of the intersection of Rural Road and Apache Boulevard. The meeting began at approximately 6:00 p.m. and lasted approximately one hour and 15 minutes. Representatives of LPR and Gammage & Burnham and the Project's architect and Tempe Community Development Department staff were present. Approximately 10 members of the public also attended the meeting.

The Applicant's legal representative provided an overview of the Applicant's experience in successfully developing and managing mixed-use developments of a similar scale to the Project, the redevelopment proposal for the Property and the purpose of the Applications filed with the City. The Project's architect provided an overview of the general design concept for the Project.

Questions asked by members of the public in attendance at the meeting pertained to 1) the provision of open space and amenities, 2) the building setback along Terrace Road, 3) activing the Project's street frontage along Terrace Road, 4) incorporating design elements reflective of the Property's existing architecture, 5) strategy for providing an occupied and "useful" commercial space along the street frontage, and 6) the Project's construction timeline. Some members of the public in attendance at the meeting appeared to support the development of the Project. Other members of the public in attendance appeared to have some concern in regard to the proposed redevelopment replacing existing structures on the Property.

Contact information for persons in attendance at the meeting is provided on the enclosed sign-in sheet. One completed comment sheet expressing support for the Project was submitted to the Applicant's legal representative via e-mail by a member of the public after the meeting. The submitted comment sheet is enclosed.

Meetings and Correspondence with University Heights:

On June 8, 2015, the Applicant's representative and legal representative met with Chuck Buss of University Heights to discuss the Project. The Applicant's legal representative also met with Mr. Buss on July 9, 2015 to discuss revisions made to the Project's design since June 8th. Mr. Buss's questions and comments thus far have largely pertained to the Project's design and preservation and/or reincorporation of existing structure features within the Project. The Applicant and the Applicant's legal representative have and will continue to work with the adjoining neighborhood.

Summary of E-mail Correspondence with Neighbors and Interested Parties:

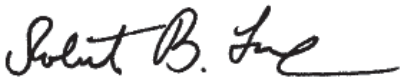
To date, the Applicant's legal representative has received e-mails from three neighbors, including Chuck Buss of University Heights. The Applicant's legal representative has addressed all questions and comments raised by neighbors. A copy of the Applicant's legal representative's e-mail correspondence with neighbors and interested parties is enclosed. The Applicant and the Applicant's legal representative have and will continue to work with neighbors.

Continued Outreach:

The Applicant's representative and legal representative intend to continue to meet with community members who express an interest in the Project. In the event that any additional correspondence or meetings occur, an update to this report will be provided as we get closer to public hearings.

Please let us know if you require any additional information in regard to the summary of meetings and public outreach provided above.

Sincerely,
GAMMAGE & BURNHAM



By

Rob Lane
Land Use Planner

Enclosures

Robert Lane

From: Robert Lane
Sent: Thursday, June 25, 2015 3:23 PM
To: 'riley.a.neal@gmail.com'
Subject: RE: University Village 2.0- Neighborhood Meeting Comments
Attachments: UV 2.0 - Revised Perspectives - 06222015.pdf; 15. Parking Study.pdf

Ms. Neal,

Thank you for your comments regarding the University Village 2.0 project and for attending the project's neighborhood meeting held on June 8th.

Please see your below e-mail for responses to your respective comments in blue.

Please let us know if you have any questions, if you require additional information or if you'd like to meet to discuss the project.

Thanks again,
Rob

Robert Lane
602.256.4439 Direct | rlane@gblaw.com

From: Riley Neal [mailto:riley.a.neal@gmail.com]
Sent: Wednesday, June 24, 2015 9:07 AM
To: Robert Lane
Subject: University Village 2.0- Neighborhood Meeting Comments

Dear Rob Lane, Design team, and Development Team,
Thank you for holding a neighborhood meeting on Monday, June 8, 2015 regarding the University Village 2.0 Project. We, as a neighborhood, appreciate the work that you put in to a project such as this. As a former resident of the building currently on the site, an ASU alumna, a resident of Borden Homes (less than 1mi away), and an architectural professional, I take a great deal of interest in this project, as do my neighbors. While I do not support the project as currently drawn, I would like to offer the following comments and concerns as a way of establishing a productive dialogue regarding your intent to rezone the property and develop it with a student housing complex.

1. REZONING FROM R-4 MULTI-FAMILY RESIDENTIAL TO MU-4 MIXED-USE, HIGH DENSITY: Retail/Commercial elements of Multi-family projects in this area fail to gain traction or tenants where they are not located on University land or within an already vibrant pedestrian area, leaving empty storefronts and a barren ground level. Examples include Grigio Metro, Dorsey Place Apartments (which recently converted its ground level commercial spaces to a tenant gym), and others. The ones that have proven successful (Vista del Sol, 966 Place) tend to have a number of amenities (ample patios, landscape and hardscape enhancements, street parking) which set them apart. With the addition of a significant amount of commercial space within the Vertex development across the street (currently under construction), how would University Village 2.0 maintain occupancy of those commercial spaces? What type of businesses are intended to be located in these suites? What amenities

will entice businesses to fill them (i.e. restaurant patios, landscape enhancement, guest parking, visibility)? As a community member I will not support any plan for mixed use that does not include provisions which maintain an active and occupied street front, and would prefer to eliminate the mixed use component if the developer and design team cannot provide assurance that those spaces will remain active.

Response: It is in the interest of Legacy Partners Residential (LPR) to help ensure that the project's street front space is occupied and that it serves as an amenity for both residents of the project and the neighborhood. In order to help ensure that the project's street front space will be occupied, the commercial space is designed to accommodate both retail and office uses. In addition, the flex/retail office space will be limited to only 1,800 square feet in size. The vast majority of the project's non-residential street front space along Terrace Road will be comprised of leasing office and amenity uses for residents that are oriented towards and will further help to activate the street frontage. As reflected by the attached revised perspectives of the project, storefront windows will be provided to maximize visibility into the flex retail/office and leasing office and amenity areas. In addition, metal awnings and landscaping enhancements will be provided along Terrace Road to provide a comfortable pedestrian environment and limited outdoor seating may be provided adjacent the flex retail/office space.

2. PARKING: Plans presented at the Neighborhood meeting provide only .6 parking spaces per bedroom (a 35% reduction from code requirement). While the project's location along the light rail line and adjacency to campus provide ample opportunity for transit use, the lack of parking for this complex is very concerning. .6 parking spaces per bedroom may possibly provide adequate parking for residents, but is not sufficient to accomodate guests (of which students have many). This overflow of parking will find its way onto already congested neighborhood streets. In addition, the parking structure provides only 5 parking spaces for employees/patrons of the building's retail/office spaces. With no street parking available along Terrace Road, this parking is also insufficient, and would do little to encourage businesses to occupy the space or patrons to frequent them.

Response: It is in the interest of LPR to ensure that the project is appropriately parked, as a project that is not appropriately parked will be less desirable to prospective residents and will be more challenging to lease. Pursuant to the attached parking study prepared by CivTech, .6 spaces per bedroom will provide an appropriate amount of parking for the project and is consistent with the parking ratio (.61 spaces per bedroom) for the Vertex development across the street. The .6 parking ratio is also much greater than parking ratios approved for other purpose-built student housing developments, including 922 Place (.2 spaces per bedroom) and University House (.25 spaces per bedroom).

3. "STUDENT HOUSING": The existing buildings on the site, while predominantly student-occupied, offer a mix of floor plans and large shared spaces which are more broadly appealing than typical student housing. While I do not have the exact breakdown of units, simple math indicates that the proposed project is providing an average of a 3 bedroom unit (with 260 units total). The neighborhood, rather than seeing student-focused housing, would be better served with Multi-family housing (a mix of studios, 1bd, 2bd, and limited 4bd) apartments which students and young professionals have the ability to rent. Housing designed with a more broad appeal ultimately creates a better neighborhood environment, higher home values for neighboring single family homes, and a more sustainable urban fabric/year-round occupancy (who else besides students wants a 4bd apartment with very small living spaces?).

Response: The development of the residential product will offer exciting new housing options provide for both students and young professionals within walking distance of the ASU campus. There will be opportunities for non-students to reside at the project, as approximately 41 percent of the project's residential units contain two or less bedrooms. Saying that, the goal of the Project is to promote a sustainable concept of living, working/studying and playing in one location and to serve as an asset in

continuing to move students out of Tempe's traditional residential neighborhoods and into quality student housing near the ASU campus. Both existing buildings on the property and surrounding properties are already pre-dominantly occupied by students. Based on the property's current tenant mix, LPR's prior experience and the property's proximity to the ASU campus, we believe that the property is best suited to satisfy what is anticipated to be strong and sustainable demand for high-quality, modern purpose-built student housing apartment units at this location.

Considering its age, its location along the light rail corridor and its immediate proximity to the Arizona State University ("ASU") campus and nearby Rural Road / ASU light rail station, as well as its general proximity to downtown Tempe, the Site is currently underutilized.

4. ELEVATION: The existing building has a number of design elements which create an inviting and varied facade. While the existing buildings are repetitive, their arrangement on the site allows visual porosity, park-like landscaping along the building frontage and in deep garden courts, and the visibility of an attractive pool area for neighbors. In addition, deep overhangs along the entirety of the buildings create significant sun control both for the building occupants and for passerby. The proposed facade for University Village 2.0, as designed, lacks porosity or meaningful variation along its extents, and more closely resembles a fortress than a park. Shades attached to the building facade are too small and do little to break up the monotony. Punched openings are very small, and do little to give an idea of activity within. All amenities are hidden away at either the rear of the building or internal to it, further removing any activity or visual porosity from the facade. Circulation is routed directly from the parking structure into the units, eliminating any activation of the facade with activity of moving to and from the units. The street front, as designed, will be rather desolate.

   Response: As reflected by the attached perspectives, the project's elevations have been revised to provide more variation in the roof line, building materials and colors, to provide more shading, and to further activate the Terrace Road street frontage.

5. HISTORIC BUILDING CONCERNS: The existing building on the site is the work of Al Beadle, one of Arizona's most recognized modernist architects. While its infrastructure is the victim of a large amount of deferred maintenance, as a former resident, I can say that the spaces themselves are fantastic places to live, to meet neighbors, and to build a community. It is the type of building that if properly renovated, would be incredibly popular and valuable (as evidenced by the popularity of his other buildings) to a diverse set of students, professors, professionals, and even families. While I personally believe that the existing building should be preserved, it is certain that anything that attempts to replace it should be held to a high standard.

   Response: Considering its location along the light rail corridor and its immediate proximity to the ASU campus and nearby Rural Road / ASU light rail station, as well as its general proximity to downtown Tempe, we believe the property is currently underutilized. Also, Tempe General Plan 2040, which was approved by Tempe voters just over a year ago, designates the property for residential development with a density of more than 65 units per acre. The existing residential density of only approximately 22 units is not consistent with the vision for the property approved just last year by Tempe voters. We agree that the new building should be held to a high-standard. We believe that the revised perspectives of the project attached to this e-mail reflect a design that will be of a high-standard.

Thank you again for your time. I look forward to seeing design development at the DRC Meeting.

Best,
Riley Neal

CivTech

April 21, 2015

David E. Pinto, Development Director
Legacy Partners Residential, Inc.
5141 California Avenue, Suite 100
Irvine, CA 92617
dpinto@legacypartners.com

RE: Parking Study for the Proposed University Village Private Student Housing Development 920 South Terrace Road, Tempe, Arizona

Dear Mr. Pinto:

Thank you for allowing CivTech to conduct this parking study for the proposed University Village Student Housing Development located on the northeast side Terrace Road at 944 South Terrace Road in Tempe, Arizona. **Attachment 1** is the proposed site plan with a vicinity map.

The purpose of this study is to estimate the parking demand of the proposed development and to determine if the development will provide sufficient parking as proposed. In part, this study will be based on the results of other similar studies conducted by CivTech in the same vicinity for similar projects. The specific objectives of this statement are twofold:

- Determine the parking required based on the *City of Tempe, Zoning and Development Code, Part 5, Chapter 6 – Transportation Overlay District* for the full build-out of the site and
- Compare the required parking calculated per City of Tempe requirements and to the requirements approved/allowed for other similar developments in Tempe to the parking requirements proposed in the site plan provided.

PREVIOUS DOCUMENTATION

CivTech conducted the transportation impact study and a parking study for the proposed redevelopment project across Terrace Road now known as the Vertex Student Apartments at 1050 South Terrace Road. Formerly given a working project name of "1010 Lemon Student Housing," the site is located on the northwest corner of Lemon Street and Terrace Road. At the time of the two studies in 2013, the Vertex/1010 Lemon project, which is now under construction and pre-leasing for the Fall of this year, 2015, consisted of 600 beds in 220 apartments, a restaurant of 2,800 SF, and a 1,200 SF outdoor patio. The development also included a 1,438 SF leasing center/office. Parking will be available in an on-site parking garage with 400 parking spaces.

Since the Vertex/1010 Lemon and the university Village projects are similar in nature and scope—and to reduce repetition of results already accepted by the City—in this parking analysis CivTech will rely on the results documented in the Vertex/1010 Lemon parking study, summarizing portions of that analysis where such is considered helpful. **Attachment 2** is a full copy of CivTech's April 2013 "Review of Parking for the 1010 Lemon Student Housing."

PROPOSED DEVELOPMENT

The University Village project as proposed and shown in **Attachment 1**, will redevelop the site of the existing low-rise (two-story) University Village Apartments with addressing of 920, 928, 936

and 944 South Terrace Road. The project is expected to be constructed in a single phase and opened in time for the start of the 2018-2019 academic year. At full build-out, the new University Village will include 260 residential units in buildings of up to five stories with 1 to 4 beds in each for a total of 775 beds, amenities for residents, a 6½-level parking garage, and a 2,000 square-foot (SF) double-height retail area. Parking will be available in the planned 6½-level parking structure. The structure will have a single entrance on Terrace Road, limited by the light rail line to right-in/right-out movements only.

SITE INFORMATION PROVIDED

Attachment 1 shows relevant project information and tabulated parking data for the development based on a March 2, 2015 site plan provided to CivTech.

Code-Required Parking

Parking rates established in the *City of Tempe, Zoning and Development Code, Part 5, Chapter 6 – Transportation Overlay District*, were used to calculate the number of spaces required by the development. The required parking per the City of Tempe code is provided in **Table 1**. Please note that in determining the results in the table, shared parking was not considered.

Table 1 – Parking Spaces Required at Build out per City Code by Land Use*

Land Use	Vehicle Parking Minimum per Code	Quantity	Total Parking Required (spaces)
Apartments	0.75 spaces per bed	775	582
Guests	0.20 spaces per unit	260	52
Retail	1 space per 300 SF (Parking waived for 25% of Floor Area)	2,000	5
Total Parking Spaces Required			**639**

* Shared parking has not been considered.

A review of the results detailed in **Table 1** reveals that number of parking spaces that would be required under City of Tempe guidelines is 639 spaces.

Proposed Parking

The proposed University Village site plan provided CivTech and dated March 2, 2015 shows that 471 parking spaces will be provided in the proposed 6½-level parking garage. A table of spaces by level is included in **Attachment 1**.

PARKING ANALYSIS

The University Village Student Housing project will provide housing for students at Arizona State University. With the project being located less than ¼ mile from the campus, it is expected that the majority of the students will either walk or bike to school. (As can be seen in **Attachment 1**, in addition to 471 parking spaces, 296 bicycle parking spaces will be provided, six more than the 290 required by the City.) The act of driving to campus, parking and then walking to class would actually take longer than walking to class from the project With the light rail line located immediately adjacent to the project and providing direct access to downtown Tempe and downtown Phoenix, it is not expected that many students will have the need for a vehicle. However, it cannot be, and is not, assumed that all of the students will be without a vehicle.

Vertex/1010 Lemon Summary. For the Vertex/1010 Lemon project, CivTech conducted research of the parking requirements for student/dormitory housing throughout the country to

determine an acceptable parking ratio for the project. Parking ratios between 0.20 and 0.66 spaces per bed for three projects in Tempe were documented. (The projects were The Hub, Vista del Sol, and 922 Place.) Requirements of 1 space for every 10 students and 1 space for every 4 beds were found to be in effect in Houston, Texas and Buellton, California, respectively. At 1 space per 4 beds (0.25/bed) Buellton's requirements were on an "order of magnitude" basis similar to those approved by Tempe for The Hub (0.25/bed) and 922 Place (0.20/bed).

For the Vertex/1010 Lemon project, a parking ratio of 1 space for every 2 beds (0.50 space/bed) was proposed, reducing the parking requirements for the student housing component of the project to 300 spaces (=600÷2). When combined with the 36 parking spaces required for the restaurant and open space, the total parking requirements for the development was 336 parking spaces, 64 parking less than the 400 spaces to be provided. Thus, 364 spaces would be available to the 600 Vertex residents and their guests, yielding a net parking ratio of slightly more than 0.60 spaces per bed (364÷600=0.6067). These results proved to be acceptable to the City of Tempe and the site is currently under construction.

University Village. The developer of University Village, as noted above, is proposing 471 parking spaces in a proposed 6½-level parking garage. Net of the 5 spaces required for the small retail usage anticipated, there will be 466 spaces available to residents and guests. As proposed by the developer, at an overall ratio of 0.60 space per each of the 775 beds, essentially the same as the final ratio of the Vertex/1010 Lemon project, University Village would be required to provide 465 spaces. Therefore, the proposed site plan exceeds by 1 space the required parking demand for general occupancy of the development. This conclusion can be drawn without consideration for shared parking between the uses, which could reduce the required parking further; however, with only 5 parking spaces dedicated to the retail use (about one percent of the total spaces available), any reduction would be not be substantive. The parking calculations for the proposed development are thus summarized in **Table 2**.

Table 2 – Summary of Parking Spaces Proposed*

Land Use	Vehicle Parking Minimum per Code	No. of Units	Total Parking Required (spaces)
Apartments	0.60 spaces per bed	775	465
Retail	1 space per 300 SF (Parking waived for 25% of Floor Area)	2,000	5
Total Parking Spaces Required			**470**
Total Parking Spaces Proposed			**471**
Surplus(Deficit)			**1**

* Shared parking has not been considered.

CONCLUSIONS AND RECOMMENDATIONS
From the above, the following has been concluded.

- The proposed 6½-story parking garage for the University Village project will provide a total 471 parking spaces.
- The minimum parking required by the development at full build-out, based on the detailed project information provided, is 639 spaces per City guidelines.
- The minimum parking required by the development at full build out, based on the detailed project information provided, and using a parking requirement of 0.60 space per bed is 470

parking spaces, including 465 for the 600 residents of the apartments and their guests and 5 for the small retail component of the project.

- The proposed site plan provides a surplus of 1 parking space when using a parking ratio of 0.60 parking space per bed.
- The proposed parking ratio of 0.60 parking spaces per bed is much higher than (in fact, more than double) the parking ratios the City of Tempe allowed for The Hub (0.25/bed) and 922 Place (0.20/bed) and just slightly less than those allowed for the Vista Del Sol (0.66/bed) and the Vertex/1010 Lemon project (0.61).
- The 471 parking spaces to be provided for the University Village Student Housing development should be sufficient when considering students will primarily walk to campus (located less than ¼ mile to the west of the project) and the light rail is adjacent to the project with stations located less than ½ mile in either direction along the line.
- With only 5 parking spaces required by code for the small retail use indicated on the site plan, the application of shared parking could only yield very little in the way of further reductions; thus, shared parking methods were not considered.

In closing, this parking statement has been prepared to meet City of Tempe requirements and to provide information to the City for use in assessing the anticipated parking demand of the proposed development. Should you wish to discuss this information further, please contact CivTech at (480) 659-4250.

Sincerely,

CivTech Inc.

Joseph F. Spadafino, P.E., PTOE
Project Manager/Senior Traffic Engineer

Attachments

Attachment 1 – Site Plan, Vicinity Map, Parking Data
Attachment 2 – Review of Parking for the 1010 Lemon Student Housing

University Village
Private Student Housing

Transportation
Impact
Study

North of Terrace Road
East of Rural Road
Tempe, Arizona

April 2015
Project No. 15-430

Prepared For:
Legacy Partners Residential, Inc.
5141 California Avenue, Suite 100
Irvine, CA 92617

Prepared By:

CivTech

10605 North Hayden Road
Suite 140
Scottsdale, Arizona 85260
480-659-4250

EXECUTIVE SUMMARY

The University Village development is located on the north side of Terrace Road, east of Rural Road within Tempe, Arizona. The site is currently occupied by the existing University Village Apartments which provide 101 apartment units.

The development consists of 22 studio apartments, 29 1-bedroom apartments, 56 2-bedroom apartments and 153 4-bedroom apartments for a total of 260 units and 775 bedrooms. The development will also provide a leasing office and amenities for the apartments as well as approximately 2,000 SF of ground level retail space. The development will be constructed as a 5-story complex with the retail space, leasing office, indoor amenities and apartments facing Terrace Road. A parking garage, pool and courtyards will be provided within the complex.

A single right-in/right-out access point for the parking garage will be provided for typical vehicular traffic in and out of the site. The existing driveways will remain for pedestrian, bicycle and emergency vehicular access. Pedestrians may access the retail portion of the site from Terrace Avenue. The leasing office and indoor amenity portion of the site may be accessed by pedestrians from Terrace Road, Courtyard A or the internal corridors of the complex. Pedestrian access to the parking lot will be provided from Terrace Road and the internal corridors of the complex. All apartments will have controlled and secured access via the internal corridors of the complex. The development will provide two enclosed locations for bicycle parking, one adjacent to the parking garage and the other behind the retail space on the western corner of the site (closer to ASU). Bicyclists may enter the site at any driveway.

The following conclusions and recommendations have been documented in this study:

- The Terrace Road intersections with Lemon Street and Apache Boulevard currently operate at LOS C or better during the peak hours. The intersection of Rural Road and Terrace Road currently operate at LOS E during the AM peak hour.
    - The northbound through traffic at the intersection of ***Rural Road and Terrace Boulevard*** operates at LOS F during the peak hours, causing the intersection to operate at LOS E during the AM peak hour and LOS D during the PM peak hour. The poor LOS of the movement is due to the high northbound through movement volume, which approaches the capacity of the intersection for the movement.
- The University Village is anticipated to generate approximately 4,454 daily trips with 167 trips occurring during the AM peak hour and 497 trips during the PM peak hour upon build-out.

- The contractor should ensure that adequate sight distance is provided at the intersections to allow safe right turning movements from the development. Landscaping should be maintained at a maximum of 2 feet in height. Tree branches lower than 8 feet should be trimmed to meet current acceptable landscape requirements while maintaining sight distance.

- Under the proposed lane geometry and traffic control shown in **Figure 11**, all study intersections are expected to experience acceptable LOS in 2018 and 2023, except for the intersection of Rural Road and Terrace Road which is anticipated to continue to operate at LOS E during the AM peak hour.

    - The northbound through traffic at the intersection of ***Rural Road and Terrace Boulevard*** is anticipated to continue operating at LOS F during the peak hours, causing the intersection to operate at LOS E during the AM peak hour and LOS D during the PM peak hour. No mitigation is recommended for this intersection as part of the development. It is expected that the City will continue to operate the signal with the existing cycle timings, allowing time for light rail and pedestrians to cross. The City may consider providing permitted and protected phasing for the north- and southbound left-turn movements which currently provide protected phasing only.

- The turn lane lengths shown in **Table 9** are provided for the ultimate study horizon year of 2023. No improvements are required to any of the existing turn lanes at the study intersections.