

Staff Summary Report

City Council Hearing Date: 12/11/08

Agenda Item Number: 52

SUBJECT: This is the second public hearing for two Zoning Map Amendments and a Planned Area Development Overlay for THE APARTMENTS AT UNIVERSITY AND LINDON, located at 708 South Lindon Lane.

DOCUMENT NAME: 20081211dskko03

PLANNED DEVELOPMENT (0406)

SUPPORTING DOCS: Yes

COMMENTS: Request for **THE APARTMENTS AT UNIVERSITY AND LINDON (PL080241)** (Larry R. Norris, Charles H. Cook Christian Training School, property owner; Charles Huellmantel, Huellmantel & Affiliates, applicant) consisting of a 348 unit apartment community including 421,932 s.f. building area on +/- 14.62 net acres, located at 708 S. Lindon Lane in the R-3, Multi-Family Residential Limited District and the R1-6, Single-Family Residential District. The request includes the following:

ZON08008 -- (Ordinance No. 2008.57) Zoning Map Amendment from R1-6, Single-Family Residential District to R-3R, Multi-Family Residential Restricted District on +/- 2.18 net acres adjacent to Lindon Lane.

ZON08010 -- (Ordinance No. 2008.57) Zoning Map Amendment from R-3, Multi-Family Residential Limited District to R-4, Multi-Family Residential General District on +/- 12.44 net acres.

PAD08014 -- (Ordinance No. 2008.57) Planned Area Development Overlay on +/- 14.62 net acres to modify development standards including a vehicle parking quantity reduction from 722 to 670 spaces, a maximum building height increase from 30'-0" to 40'-0" for building 'A' in the R-3R District, and a front yard setback reduction from 20'-0" to 10'-0" to allow a tall front yard fence in the R-3R District.

PREPARED BY: Kevin O'Melia, Senior Planner (480-350-8432)

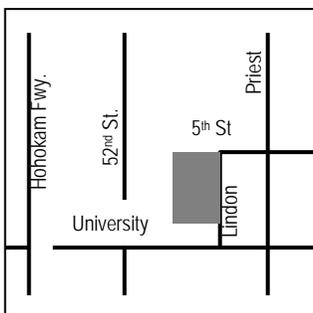
REVIEWED BY: Lisa Collins, Development Services Planning Director (480-350-8989) 
Chris Anaradian, Development Services Department Manager (480-858-2204)

LEGAL REVIEW BY: N/A

FISCAL NOTE: N/A

RECOMMENDATION: Staff – Approval, subject to conditions
Development Review Commission – Approval (7-0)

ADDITIONAL INFO:



Gross / Net site area	15.26 ac (2.82 ac in R-3R Dist, 12.44 ac in R-4 Dist) / 14.62 ac
Unit Quantity and Density	348 du (352 du or 23 du/ac max. allowed over two Districts)
Building Area	418,804 s.f. (all areas, including amenity buildings)
Lot Coverage	28% (45% max allow for R-3R Dist; 60% max allow for R-4 Dist)
R-3R Dist. Building Height	40 ft (bldg. 'A' ht P.A.D. std.); 30 ft (max. allowed all others)
R-4 Dist. Building Height	40 ft (max. allowed all buildings)
Req'd Building setbacks	Fence 10 ft front yard (P.A.D. std., east), Building 20 ft front yard (east), Open Structure 15 ft front yard (east), Building 10 ft side and rear yards (north, south & west)
Landscape area	35% (30% min req'd for R-3R Dist; 25% min req'd for R-4 Dist)
Vehicle Parking	670 spaces (P.A.D. std.) (722 min. req'd. without P.A.D.)
Bicycle Parking	341 spaces (341 min. req'd.)

- PAGES:**
1. List of Attachments
 - 2-5. Comments / Reasons for Approval
 - 6-7. Conditions of Approval
 - 8-9. History & Facts
 9. Zoning & Development Code Reference

- ATTACHMENTS:**
- 1-3. Ordinance No. 2008.57
 - 4-6. Waiver of Rights and Remedies form
 7. Location Map
 8. Aerial Photo
 - 9-11. Letter of Explanation
 12. Neighborhood Meeting Summary
 13. Site Plan
 14. Project Description
 15. Site Zoning Characteristic Key
 16. Building Typology Key
 - 17-18. Building Type 3A: Floor Plans & Elevations
 19. Building Type 3AP: Floor Plans & Elevations
 - 20-21. Building Type 3B: Floor Plans & Elevations
 - 22-23. Building Type 3BP: Floor Plans & Elevations
 - 24-25. Building Type 3C: Floor Plans & Elevations
 - 26-27. Building Type GU1: Floor Plans & Elevations
 28. Building Type GU2: Floor Plans & Elevations
 - 29-31. Leasing Exercise Amenity Building: Floor Plan, Section & Elevations
 - 32-37. Landscape Plans and Plant List
 - 38-39. Existing Tree Inventory
 40. Photo Context Site Plan Key
 - 41-50. Site Keyed Photos
 - 51-52. Photos of Arcadia Jones House
 53. Entrance Gate Concept
 54. Amenity Commons Concept
 55. Building Massing and Stucco and Roofing Materials Photos
 56. Building Entrance Concept and Pre-Cast Inset Photos
 57. Lindon Lane Vignette
 - 58-69. Parking Analysis Executive Summary and Two Graphs Describing Average Weekday and Average Weekend Parking Occupancies in 30-minute Intervals for Three Similar Apartment Complexes
 70. Memorandum from Traffic Engineering Department concerning Traffic Impact Study

COMMENTS:

This site is located west of Priest Road and north of University Drive on the west side of Lindon Lane. The eastern part of the site adjacent to Lindon--as measured from the western edge of a 30'-0" wide street easement to a line 100'-0" west and parallel to the easement--is located in the R1-6, Single-Family Residential District and has a General Plan Projected Density of up to 15 dwelling units per acre. The site area west of this 100'-0" line is located in the R-3, Multi-Family Residential General District and has a General Plan Projected Density of up to 25 dwelling units per acre. The General Plan Projected Land Use for the entire +/- 15.26 gross acre site is Residential.

For this +/- 14.62 net acre site, there are no existing entitlements that precede the October 28, 2008 Development Review Commission development plan review approval. The site includes a 30'-0" wide street easement at Lindon Lane; the property currently extends to the centerline of Lindon Lane. There is a shared access private drive along the southern edge of the property. The shared access dates to the mid 1980's development of office buildings along University Drive. Prior to this the site of the office buildings south of the school had been a part of the property. The site currently houses the Charles H. Cook Christian Training School. The school's origin at this site dates to a 1958 deed. The school has been closed since May, 2008. The school grounds consist of several one and two story worship and education buildings in a heavily landscaped central campus with semi-developed outlying areas to the north. The main parking field for the school is to the east, near Lindon. The northwestern part of the site includes the one story Arcadia Jones house, constructed in 1900 (see "History" at the end of this report).

This request includes the following:

1. Zoning Map Amendment to convert the Lindon strip from R1-6, Single-Family Residential to R-3R, Multi-Family Residential Restricted District.
2. Zoning Map Amendment to convert the portion of the property west of the Lindon strip from R-3, Multi-Family Residential Limited to R-4, Multi-Family Residential General District.
3. Planned Area Development Overlay that would cover the area of the entire +/- 14.62 net acre site.

The Development Review Commission has recommended approval of the above items to the City Council. For further processing, the site requires dedication to public right of way of the 30'-0" street easement for Lindon Lane. This dedication may be executed and recorded through a separate instrument.

PUBLIC INPUT

- A required Neighborhood meeting was held on 9/24/08 from approximately 6:00 p.m. to 7:00 p.m. at the community room of the San Portella Apartment Community at 2155 South 55th Street.
- See attached summary of meeting provided by the applicant (attachment 12).
- Development Services staff attended the meeting. Staff observations include the following: The location of the meeting is appropriate because San Portella is a Mark-Taylor development with a similar architectural character to that proposed at 708 S. Lindon Lane. Approximately eight members of the public attended the meeting. Several critical comments from neighbors were noted by staff, including a change in zoning that will increase residential density, concern about the increase in traffic on adjacent streets, whether Lindon/University intersection will need signalization, the potential increased demand for parking beyond the boundaries of this development and the potential devaluation of single-family properties in the neighborhood east of the property. Staff noted no critical comment about the massing or architectural character of the development, although one neighbor preferred the development be completely sequestered from Lindon Lane by a tall, opaque wall with no pedestrian gates, and another neighbor preferred the development of the property with an office or industrial use.
- The Riverside-Sunset Neighborhood Association representative has contacted the Traffic Engineering Division numerous times, beginning on 10/07/08, concerning increased traffic due to the replacement of the school with 348 apartment units. The Riverside-Sunset representative has also contacted Planning staff on 11/06/08 to indicate he has spoken directly with the developer and to reiterate his opposition to the potential increase in eastbound traffic on 5th Street from this development. The Riverside-Sunset representative advocates a physical traffic restriction at the west side of the 5th and Priest intersection so there is no east bound traffic on 5th Street through this intersection. This proposal would insulate the Riverside-Sunset Neighborhood from potential increased traffic flow on 5th Street. The downside of this proposal, as discussed between staff and Lindon Park neighborhood representatives on 10/14/08, and also brought up at the 10/28/08 D.R.C. Hearing, is that if enacted, Lindon Park

would effectively be cut off from the West Side Multi-Generational Center and other services east of Priest. Additionally, the Orbit Venus neighborhood bus route would need to be rerouted from 5th Street. On 10/28/08 the Development Review Commission heard from the Developer's Traffic Consultant that the bulk of eastbound traffic increase from the apartments would be directed to University Drive due in part to the addition of a traffic signal light at the University and Lindon intersection and due to the relatively small size of 5th Street in comparison with University Drive. The extent of modification of the signal timing at the 5th and Priest intersection may also be a mitigating factor in the use of this intersection by eastbound traffic without the need for a traffic diverting feature at this intersection. Finally, the Traffic Engineering Division will continue to respond to citizen concerns, monitor traffic flow and mitigate negative impacts of increased traffic citywide. This includes concerns within the Lindon Park and Riverside-Sunset neighborhoods, and specifically at the 5th and Priest intersection, as needed after the development is complete and tenanted.

- Two members of the Lindon Park Neighborhood Association met with Planning Staff on 10/14/08 in order to learn more about the development so they could make a report at their upcoming GAIN (Getting Arizona Involved in Neighborhoods) meeting in the Lindon Park neighborhood. Staff explained the two proposed amendments to the Zoning Map in order to bring the site to the proposed densities allowable under General Plan 2030. Staff also described the provisions of the P.A.D.: the increased allowable height for building 'A', the front yard setback reduction for a tall fence and the proposed parking reduction from 722 to 670 spaces. The main concerns of the Lindon Park representatives included the following:

- 1) Vehicle traffic increase within the Lindon Park neighborhood including cut-through on local streets to avoid queues at the signalized intersection(s). The intersection of 5th and Priest is signalized now; the intersection of Lindon and University may be signalized subject to the final Traffic Impact Analysis report.

- 2) Apartment parking overflow, particularly for guests of tenants, within the Lindon Park neighborhood.

The Lindon Park representatives also asked: what is the benefit of this proposal to the Lindon Park neighborhood? Staff considers the main benefit to be the addition of a multi-family residential buffer between the commercial office and industrial uses to west and north and Lindon Park to the east, as is intended by the General Plan. Staff compared a hypothetical residential development of the site under the current zoning districts (R1-6 and R-3) and noted this hypothetical development would probably consist of two-story single family residences (up to 30'-0" in height) with front yards on Lindon Lane and a three story apartment complex (up to 40'-0" high) behind. The density would be less but the form would be substantially the same as the Mark-Taylor development that is proposed.

- Planning staff attended the Lindon Park GAIN meeting on 10/18/08 and briefly presented the Apartments at University and Lindon to the approximately ten neighbors assembled. During the meeting, staff fielded questions and heard comments about the project. Concerns from neighbors included the following:
 - The increase in traffic and the possibility that traffic would be directed into the Lindon Park neighborhood by the position of the proposed apartment driveways. The neighbors were not pleased that the Traffic Impact Analysis was not finalized and that there was no resolution whether the intersection of University and Lindon would be signalized.
 - The potential increase of parking along Lindon Lane and on the Lindon Park neighborhood streets due to the addition of this multi-family housing project. The neighbors were critical of the proposed parking reduction included with the Planned Area Development Overlay request and note this increases the possibility of apartment parking within the neighborhood. The idea of decal parking for Lindon Park was discussed. This concept—which enjoyed some support—was also criticized on behalf of visitors of Lindon Park residents that would be restricted from parking on street.
 - Crime and security were addressed. Notwithstanding that this is a fenced and gated luxury apartment community, one neighbor insists that gates can be compromised when non-residents receive the gate code. Fire access and police access were discussed through the gate. Crime prevention through visual surveillance as well as access control were also discussed.
- Several residents of the Lindon Park neighborhood attended the 10/28/08 Development Review Commission Hearing. During the call to the public, four citizens from Lindon Park spoke on the record regarding the project and one citizen had comments read into the record. The following is a summary of their comments.
 - The apartment community, while of high quantity, will have a negative effect on the Lindon Park neighborhood. The project will buffer the neighborhood from the commercial and industrial developments to the west and northwest but is not superior to the park-like school property that is being replaced. The addition of 348 apartment units to a neighborhood of 196 dwellings will increase traffic. There are only three entrance/exits to the neighborhood (University/Lindon, University/Albert and 5th/Priest). At a minimum, University/Lindon must be signalized to avoid cut through traffic in the neighborhood. The

request to reduce the required amount of parking spaces by Planned Area Development Overlay may result in apartment overflow parking on Lindon Lane and within the local streets (6th Street, 7th Street and 7th Place) of the single family neighborhood.

- The Development Review Commission discussed these concerns with the citizens in attendance on 10/28/08 and included input from the Applicant, City Traffic Engineer, the Developer's Traffic Consultant and Planning staff. The Applicant indicated that the Developer will include funds for the addition of a traffic signal at the University/Lindon intersection. The Development Review Commission agrees that traffic undeniably will be heavier but is satisfied that traffic and parking issues have been adequately analyzed and addressed. Regarding the Zoning Map Amendment requests, the Commission agrees with Planning staff that the project is designed to fit within the General Plan 2030 Land Use and Density Maps and, significantly, seeks no increase in density beyond that allowed by the General Plan.

PROJECT ANALYSIS

ZONING

The two Zoning Map Amendments conform to the General Plan 2030 Projected Land Use and Projected Density maps. This residential project seeks to maximize the allowable densities for the two regions of this site that are stipulated by the General Plan. Accordingly, the lower density strip at Lindon Lane is proposed for R-3R, Multi-Family Residential Restricted (up to 15 dwelling units per acre) and the western portion of the site is proposed for R-4, Multi-Family Residential General (up to 25 dwelling units per acre). The purpose of the lower density strip at Lindon Lane is to "step down" the density and height of the multi-family district with respect to the single-family residential district that is east of Lindon. The higher residential density on the west of the site in turn buffers the residential neighborhood from Commercial Land Use to the west and south and Industrial Land Use to the northwest and north.

Section 6-304 C.2. Approval Criteria for Zoning Amendment:

- The proposed zoning map amendments are in the public interest. The proposal helps to meet the demand for quality multi-family residential housing, including the need for work force and University student housing in the northern part of the city.
- Each of the two proposed zoning map amendments conforms to the implementation of General Plan 2030.
 - The proposal is residential as mandated by the Projected Land Use map.
 - The Zoning Map Amendments entitles the Lindon strip to up to 15 dwelling units per acre and entitles the western portion of the site to up to 25 dwelling units per acre, as mandated by the General Plan. The density allowance is cumulative on one site; in the case of this proposal the western portion is more heavily weighted than 25 du/ac while the Lindon strip is more lightly weighted than 15 du/ac, which benefits the single-family district to the east. The overall site density is 23 du/ac.

PLANNED AREA DEVELOPMENT

The following table indicates the Planned Area Development Overlay standards proposed in comparison with the standards for the existing Residential Districts. P.A.D. Standards for overall site parking, building 'A' height and front yard setback are highlighted.

Building & Site Standard	R1-6 & R-3 (existing)	R-3R (PAD) & R-4 (PAD) (proposed)
Building Height Maximum height for building 'A' in R-3R District	30'-0"	40'-0"
Front yard setback Security Fence setback in front yard in R-3R District	20'-0"	10'-0"
Parking		
129 One Bedroom + guest (1.7 cars/unit)	220	--
179 Two Bedroom + guest (2.2 cars/unit)	394	--
40 Three Bedroom + guest (2.7 cars/unit)	108	--
Proposed reduction based on parking space occupancy comparison for similar apartment communities	--	52
Total	722	670

- The proposed building height of maximum 40'-0" applies to building 'A'. This building is in both the proposed R-3R and R-4 Districts. The building height would be increased to 40'-0" in the R-3R District (from 30'-0") for this building only. Building 'A' is set well back from Lindon Lane (approximately 50'-0" from the right of way line after dedication). There is opportunity for in-depth

landscape between this building and the residences on the east side of Lindon. A minimum 46'-0" front yard setback and placement of three transplant trees or three 54" box trees among the landscape already proposed between building 'A' and the street are mandated by conditions of approval to reinforce a green buffer between the neighbors and Building 'A'.

- The proposed front yard setback reduction applies to an 8'-0" tall perimeter fence in the front yard along Lindon. The front yard building setback would be decreased to 10'-0" in the R-3R District (from 20'-0") for the fence only. The residences along Lindon would continue to have a minimum 20'-0" front yard building wall and 15'-0" open structure (balcony) setbacks.
- The proposed decrease in parking quantity applies to the site and reflects the finding of a Revised Parking Analysis (dated 10/22/08) of three similar Mark-Taylor developments where the existing parking fields are under-utilized (see attachments 58-69 for an executive summary of the parking analysis). The three similar apartment complexes have a lease rate at time of study that ranges from 90 to 95 percent of capacity. The study follows parking at thirty minute intervals on one weekday and one weekend day and indicates a substantial parking surplus in both instances. For the Apartments at University and Lindon, the developer seeks a limited reduction of the parking quantity that is considered surplus by the parking analysis. The requested parking quantity reduction for the apartment community follows a conviction to reduce unneeded parking area on site, thereby increase landscape area on site and contribute to reduction of heat retention within the city at large. The required parking quantity reduction is mandated by condition of approval with an alternate that would require parking based on ZDC Table 4-603(E) in conjunction with a Shared Parking Agreement between the apartment community and the adjacent office complex. The alternate, if taken, would satisfy the ordinance, preserve the landscape area sought by the developer and provide a greater "cushion" for overflow parking from the apartment community.

Section 6-305 D. Approval criteria for P.A.D.:

- The proposed residential land use is an allowable land use as defined in the Z.D.C. Part 3.
- The Apartments and University and Lindon will conform to the development standards listed above as established by the P.A.D. Overlay District for this site.

Conclusion

Based on the information provided by the applicant and the analysis by Planning Division staff, staff recommends approval of the requests for two Zoning Map Amendments and a Planned Area Development Overlay for an apartment community at 708 South Lindon Lane. This request meets the required criteria and will conform to the conditions of approval.

REASONS FOR APPROVAL:

1. The project meets the General Plan Projected Land Use (Residential) and cumulatively meets the Projected Residential Densities for this site.
2. The development will conform to the standards listed above, as part of the Planned Area Development Overlay. The P.A.D. Overlay process was specifically created to allow flexibility to establish development standards, including a selected increase in maximum building height for one building, a selected decrease in building front yard setback for a tall fence and a decrease in overall on-site parking quantity in the context of a quality design which includes mitigation of the impact of this development on its surroundings by the use of landscape.
3. The development as proposed meets the approval criteria for Zoning Map Amendments and Planned Area Development Overlay.
4. The conditions of approval are reasonable to ensure conformance with the provisions of the Zoning and Development Code.

CONDITIONS OF APPROVAL:

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

ZON08008, ZON08010 AND PAD08014 CONDITIONS

1. This approval is based on conformance to drawings submitted for the requests for two Zoning Map Amendments, Planned Area Development Overlay and Development Plan Review, except where amended by the conditions of approval indicated below and by governing Code and Ordinance Standards. These drawings include the following:
 - a. Existing Tree Site Survey: NP1.0 and NP1.1 dated 10/1/08
 - b. Site Plans and Project Data: SP1a dated 10/03/08 and SP1b dated 10/02/08
 - c. Civil Grading and Drainage Plans: CGD1 of 2 and CGD2 of 2 dated 10/05/08
 - d. Landscape Plans: PL1.0, PL1.1, PL1.2, PL1.3, PL1.4, PL1.5, PL1.6, PL1.7, PL1.8, PL1.9 and PL1.10, all dated 10/01/08.
 - e. Unit Building Plans, Elevations and Sections: 3A-a, 3A-b, 3A-c, 3AP-a, 3AP-b, 3B-a, 3B-b, 3B-c, 3BP-a, 3BP-b, 3BP-c, 3C-a, 3C-b, 3C-c, GU1-a, GU1-b, GU1-c and GU2-a, all dated 10/02/08
 - f. Leasing/Maintenance/Exercise Amenity Building Plans and Elevations: A7.1 and A7.13 dated 08/08/08
 - g. University and Lindon Apartment Community Materials (paint chip) Sample Board, dated received 08/27/08
2. A building permit shall be obtained on or before December 11, 2011 or the zoning districts of the property may revert to that in place at the time of application, subject to a public hearing.
3. The property owner(s) shall sign a waiver of rights and remedies form. By signing the form, Owner(s) voluntarily waive(s) any right to claim compensation for diminution in 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 Development Services Department no later than January 12, 2009 or the Amended Planned Area Development Overlay approval shall be null and void.
4. Regarding vehicular parking, do one of the following two conditions:
 - a. Provide the required 670 parking spaces indicated by the P.A.D. request on-site.
 - b. Provide parking for the Apartments at University and Lindon as indicated by ZDC Table 4-603(E): Ratios for Off-Street Parking. Utilize a minimum of 52 existing adjacent off-site office parking spaces as part of the parking total by means of a shared parking agreement between the apartments and the offices. To complete this condition, process a Shared Parking Agreement request through the D.S.D. Planning Division and record the Shared Parking Agreement at the Maricopa County Recorder's office prior to issuance of building permit.
5. The requested height increase of 40'-0" for the R-3R applies to building "A" alone. The other buildings in the R-3R District shall maintain a maximum building height of 30'-0". The front yard setback for building "A" shall be no less than 46'-0".
6. The 10'-0" front yard setback shall apply to an 8'-0" tall barrier fence. The building front yard setback shall be maintained at minimum 20'-0", except open structures attached to the buildings may have a minimum setback of 15'-0".
7. Incorporate 33 of the 54 salvageable existing site trees, plus two additional site trees as noted, in the landscape plan. These trees are identified on the Existing Tree Inventory (sheets NP1.0 and NP1.1, dated 10/01/08) prepared by Donald Roger Campbell, landscape architect.
 - a. Retain five existing "native/protected" trees in place or salvage and relocate existing trees as follows: # 94 and # 109 (Arizona Willow), # 26 and # 132 (Mesquite) and # 134 (Palo Verde). The position of these trees appears to be compatible to the site plan as currently proposed. If trees remain in place, have land surveyor pinpoint the locations and planting natural grades of these trees. Adjust the site, landscape and grading and drainage plans as needed to accommodate these trees.
 - b. Salvage and transplant the following six "native/protected" trees on site: # 59, 62 and # 63 (Mesquite), # 31, 65 and # 136 (Palo Verde).
 - c. Salvage and transplant the following twelve palms on site: # 20, 23, 28, 29, 30, 87, 93, 98, 99, 118, 123 and # 130 (Fan Palm).
 - d. Provide twelve canopy trees of 54" box or minimum 5" caliper size at installation as replacements for the following existing

trees: # 11 (Australian Bottle), # 52 (Ash), # 72 (Aleppo Pine), # 75 (African Sumac), # 68 and # 81 (Evergreen Elm) and # 25, 49, 77, 78, 79, and # 83 (Eucalyptus). Include at least three of these trees between building 'A' and Lindon Lane to reinforce the landscape buffer between this tall building and the neighborhood. The replacement trees are not required to match the species of trees being replaced.

8. The Planned Area Development Overlay for the Apartments at University and Lindon shall be put into proper engineered format with appropriate signature blanks and kept on file with the City of Tempe's Development Services Department prior to issuance of building permits.
9. Dedication of public right of way shall be processed by separate instrument through Engineering-Land Services and shall be recorded prior to issuance of building permits.
10. A Traffic Impact Analysis, dated September 26, 2008, has been submitted for review by the C.O.T. Traffic Engineering Division. The developer shall undertake with the traffic consultant to review the comments from Traffic Engineering, revise the Analysis and provide a final Traffic Impact Analysis prior to any submittal for a building permit.
11. The developer must receive approval of the final Traffic Impact Analysis from the Traffic Engineering Division prior to issuance of a building permit.
12. If required by the Traffic Engineering Department, provide payment for installation of a traffic signal at the University/Lindon intersection prior to Certificate of Occupancy.

HISTORY & FACTS:

- 1900 Arcadia Jones House constructed on this site. This house was identified in the 1997 Tempe MRA Update (#175) as a "potential contributor" to a National Register Historic District. Note: there are no other potential contributors in the immediate vicinity which is an impediment to the formation of a historic district in this area. The property is not listed on the Tempe Historic Property Register. This house still exists on the Charles H. Cook Christian Training School at 708 S. Lindon Lane.
- December 25, 1958 The date of Deed # 04969-0574 for Charles H. Cook Christian Training School.
- October 19, 1965 Certificate of occupancy issued for Building 'A' Classrooms and Administration located at 708 S Lindon Lane. Building 'A' is typical of the numerous school buildings that exist on this campus.
- February 21, 1985 The City Council approved the request of Centre Development Company for a zoning change from R1-6, Single-Family Residence District and R-3, Multi-Family Residence District to the I-1, Light Industrial District for 3.64 acres located at 1600 W. University Dr., the northwest corner of University Drive and Lindon Lane. The site was an undeveloped southern portion of the Cook Christian Training School. The zoning map amendment reflects business development occurring along the University corridor at this time.
- May 1, 1985 The Design Review Board approved the building elevations, site and landscape plans for Cook Christian Centre located at 1700 W University Dr in the I-1, Light Industrial District. The two buildings, site and landscape of this business center were constructed and still exist and are between the Cook School and University Drive. The site plan approval included a shared access road on the north of this development which is also utilized by the Cook Christian Training School.
- May, 2008 Charles H. Cook Christian Training School closed.
- September 24, 2008 The development team conducted a required neighborhood meeting where the Apartments at University and Lindon was presented. The location of the neighborhood meeting was San Portella, an existing Mark-Taylor apartment community at 55TH Street south of Broadway Road, approximately one mile south of the site. The location is appropriate because San Portilla is a Mark-Taylor development with a similar architectural character to that proposed at 708 S. Lindon Lane. Approximately eight members of the public attended the meeting. Several critical comments from neighbors were noted by staff, including a change in zoning to increase density, concern about the increase in traffic on adjacent streets, whether Lindon/University intersection will need signalization, the potential increased demand for parking beyond the boundaries of this development and the potential devaluation of single-family properties in the neighborhood east of the property. Staff noted no critical comment about the massing or architectural character of the development, although one neighbor preferred the development be completely sequestered from Lindon Lane by a tall, opaque wall with no pedestrian gates.
- October 28, 2008 The Development Review Commission approved the site plan, building elevations and landscape plan for the Apartments at University and Lindon. Also regarding the Apartments at University and Lindon, the Development Review Commission recommended approval to City Council the following: a Zoning Map Amendment from R1-6, Single-Family Residential District to R-3R, Multi-Family Residential Restricted District on +/- 2.18 net acres adjacent to Lindon Lane, a Zoning Map Amendment from R-3, Multi-Family Residential Limited District to R-4, Multi-Family Residential General District on +/- 12.44 net acres, and a Planned Area Development Overlay to modify development standards including a vehicle parking quantity reduction from 722 to 670 spaces, a maximum building height increase from 30'-0" to 40'-0" for building 'A' in the R-3R District, and a front yard setback reduction from 20'-0" to 10'-0" to allow a tall front yard fence in the R-3R District. The project is located at 708 South Lindon Lane.
- November 20, 2008 The City Council held the first public hearing for the Apartments at University and Lindon for a Zoning Map Amendment from R1-6, Single-Family Residential District to R-3R, Multi-Family Residential Restricted District on +/- 2.18 net acres adjacent to Lindon Lane, a Zoning Map Amendment from R-3, Multi-Family

Residential Limited District to R-4, Multi-Family Residential General District on +/- 12.44 net acres, and a Planned Area Development Overlay to modify development standards including a vehicle parking quantity reduction from 722 to 670 spaces, a maximum building height increase from 30'-0" to 40'-0" for building 'A' in the R-3R District, and a front yard setback reduction from 20'-0" to 10'-0" to allow a tall front yard fence in the R-3R District. The project is located at 708 South Lindon Lane.

ZONING AND DEVELOPMENT CODE REFERENCE:

Section 6-304, Zoning Map Amendment

Section 6-305, Planned Area Development Overlay District

ORDINANCE NO. 2008.57

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, AMENDING THE CITY OF TEMPE ZONING MAP, PURSUANT TO THE PROVISIONS OF ZONING AND DEVELOPMENT CODE PART 2, CHAPTER 1, SECTION 2-106 AND 2-107, RELATING TO THE LOCATION AND BOUNDARIES OF DISTRICTS.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, as follows:

Section 1. That the City of Tempe Zoning Map is hereby amended, pursuant to the provisions of Zoning and Development Code, Part 2, Chapter 1, Section 2-106 and 2-107, by removing the below described property from the R1-6, Single-Family Residential District and designating it as R-3R (PAD), Multi-Family Residential Restricted District with a Planned Area Development Overlay on +/- 2.18 net acres (ZON08008 & PAD08014).

LEGAL DESCRIPTION FOR THE R-3R (PAD) PORTION

The East half of the Southwest quarter of the Southeast quarter of Section 17, Township 1 North, Range 4 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona;

EXCEPT the following property lying South of the line described below:

A portion of the East half of the Southwest quarter of the Southeast quarter of Section 17, Township 1 North, Range 4 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, described as follows:

COMMENCING at the South quarter corner of said Section 17;

thence South 89 degrees 59 minutes 53 seconds East along the South line of said Section 17, said line also being the centerline of University Drive a distance of 661.46 feet to a point;

thence North 00 degrees 34 minutes 32 seconds West a distance of 55.00 feet to a point of the North right-of-way line of University Drive;

thence continuing North 00 degrees 34 minutes 32 seconds West a distance of 219.51 feet to the TRUE POINT OF BEGINNING OF THE LINE DESCRIBED HEREIN;

thence North 89 degrees 44 minutes 00 seconds East a distance of 206.31 feet to a point of curvature of a curve having a radius of 60.00 feet and a central angle of 30 degrees 00 minutes 00 seconds to the left;

thence along said curve an arc distance of 31.42 feet to a point of tangency;

thence North 59 degrees 44 minutes 00 seconds East a distance of 27.85 feet to a point of curvature of a curve having a radius of 60.00 feet and a central angle of 30 degrees 00 minutes 00 seconds to the right;

thence along said curve an arc distance of 31.42 feet to a point of tangency;

thence North 89 degrees 44 minutes 00 seconds East a distance of 162.92 feet to a point of curvature of a curve having a radius of 80.00 feet and a central angle of 28 degrees 24 minutes 00 seconds to the left;

thence along said curve an arc distance of 39.65 feet to a point of tangency;

thence North 61 degrees 20 minutes 00 seconds East a distance of 64.99 feet to a point of curvature of a curve having a radius of 80.00 feet and a central angle of 28 degrees 24 minutes 00 seconds to the right;

thence along said curve an arc distance of 39.65 feet to a point of tangency;

thence North 89 degrees 44 minutes 00 seconds East to point on the East line of said East half of the Southwest quarter of the Southeast quarter and the point of ending of the line described herein.

EXCEPT THE WESTERN 527.11 FEET OF SAID PROPERTY

TOTAL AREA IS 2.82 GROSS ACRES.

Section 2. That the City of Tempe Zoning Map is hereby amended, pursuant to the provisions of Zoning and Development Code, Part 2, Chapter 1, Section 2-106 and 2-107, by removing the below described property from the R-3, Multi-Family Residential Limited District and designating it as R-4 (PAD), Multi-Family Residential General District with a Planned Area Development Overlay on +/- 12.44 net acres (ZON08010 & PAD08014).

LEGAL DESCRIPTION FOR THE R-4 (PAD) PORTION

The East half of the Southwest quarter of the Southeast quarter of Section 17, Township 1 North, Range 4 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona;

EXCEPT the following property lying South of the line described below:

A portion of the East half of the Southwest quarter of the Southeast quarter of Section 17, Township 1 North, Range 4 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, described as follows:

COMMENCING at the South quarter corner of said Section 17;

thence South 89 degrees 59 minutes 53 seconds East along the South line of said Section 17, said line also being the centerline of University Drive a distance of 661.46 feet to a point;

thence North 00 degrees 34 minutes 32 seconds West a distance of 55.00 feet to a point of the North right-of-way line of University Drive;

thence continuing North 00 degrees 34 minutes 32 seconds West a distance of 219.51 feet to the TRUE POINT OF BEGINNING OF THE LINE DESCRIBED HEREIN;

thence North 89 degrees 44 minutes 00 seconds East a distance of 206.31 feet to a point of curvature of a curve having a radius of 60.00 feet and a central angle of 30 degrees 00 minutes 00 seconds to the left;

thence along said curve an arc distance of 31.42 feet to a point of tangency;

thence North 59 degrees 44 minutes 00 seconds East a distance of 27.85 feet to a point of curvature of a curve having a radius of 60.00 feet and a central angle of 30 degrees 00 minutes 00 seconds to the right;

thence along said curve an arc distance of 31.42 feet to a point of tangency;

thence North 89 degrees 44 minutes 00 seconds East a distance of 162.92 feet to a point of curvature of a curve having a radius of 80.00 feet and a central angle of 28 degrees 24 minutes 00 seconds to the left;

thence along said curve an arc distance of 39.65 feet to a point of tangency;

thence North 61 degrees 20 minutes 00 seconds East a distance of 64.99 feet to a point of curvature of a curve having a radius of 80.00 feet and a central angle of 28 degrees 24 minutes 00 seconds to the right;

thence along said curve an arc distance of 39.65 feet to a point of tangency;

thence North 89 degrees 44 minutes 00 seconds East to point on the East line of said East half of the Southwest quarter of the Southeast quarter and the point of ending of the line described herein.

EXCEPT THE EASTERN 130.00 FEET OF SAID PROPERTY.

TOTAL AREA IS 12.44 GROSS ACRES

Section 3. Further, those conditions of approval imposed by the City Council as part of **Case # ZON08008, ZON08010 & PAD08014** are hereby expressly incorporated into and adopted as part of this ordinance by this reference.

Section 4. Pursuant to City Charter, Section 2.12, ordinances are effective thirty (30) days after adoption.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, this _____ day of _____, 2008.

Mayor

ATTEST:

City Clerk

APPROVED AS TO FORM:

City Attorney

WHEN RECORDED RETURN TO:
City of Tempe
Development Services Department
ATTN: Kevin O'Melia, Senior Planner
31 E. 5th Street
Tempe, AZ. 85281

**WAIVER OF RIGHTS AND REMEDIES
UNDER A.R.S. §12-1134**

This Waiver of Rights and Remedies under A.R.S. § 12-1134 (Waiver) is made in favor of the City of Tempe (City) by _____

_____ **Charles H. Cook Christian Training School** _____
_____ **Mark-Taylor, Inc.** _____ (Owner(s)).

Owner(s) acknowledges that A.R.S. § 12-1134 provides that in some cases a city must pay just compensation to a land owner if the city approves a land use law that reduces the fair market value of the owner's property (Private Property Rights Protection Act).

Owner further acknowledges that the Private Property Rights Protection Act authorizes a private property owner to enter an agreement waiving any claim for diminution in value of the property in connection with any action requested by the property owner.

Owner has submitted Application No. **PL080241** to the City requesting that the City approve the following:

- _____ GENERAL PLAN AMENDMENT
- ZONING MAP AMENDMENT
- PAD OVERLAY
- _____ HISTORIC PRESERVATION DESIGNATION/OVERLAY
- _____ USE PERMIT
- _____ VARIANCE
- DEVELOPMENT PLAN REVIEW
- _____ SUBDIVISION PLAT/CONDOMINIUM PLAT
- _____ OTHER _____

(Identify Action Requested))

for development of the following real property (Property):

A.P.N. No. : **124-38-001D**

The East half of the Southwest quarter of the Southeast quarter of Section 17, Township 1 North, Range 4 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona;

EXCEPT the following property lying South of the line described below:

A portion of the East half of the Southwest quarter of the Southeast quarter of Section 17, Township 1 North, Range 4 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, described as follows:

COMMENCING at the South quarter corner of said Section 17;

thence South 89 degrees 59 minutes 53 seconds East along the South line of said Section 17, said line also being the centerline of University Drive a distance of 661.46 feet to a point;

thence North 00 degrees 34 minutes 32 seconds West a distance of 55.00 feet to a point of the North right-of-way line of University Drive;

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thence North 61 degrees 20 minutes 00 seconds East a distance of 64.99 feet to a point of curvature of a curve having a radius of 80.00 feet and a central angle of 28 degrees 24 minutes 00 seconds to the right;

thence along said curve an arc distance of 39.65 feet to a point of tangency;

thence North 89 degrees 44 minutes 00 seconds East to point on the East line of said East half of the Southwest quarter of the Southeast quarter and the point of ending of the line described herein.

By signing below, Owner voluntarily waives any right to claim compensation for diminution in 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 the above-referenced Application, including any conditions, stipulations and/or modifications imposed as a condition of approval.

This Waiver shall run with the land and shall be binding upon all present and future owners having any interest in the Property.

This Waiver shall be recorded with the Maricopa County Recorder's Office.

Owner warrants and represents that Owner is the fee title owner of the Property, and that no other person has an ownership interest in the Property.

Dated this ____ day of _____, 2008.

(Signature of Owner)

(Printed Name)

(Signature of Owner)

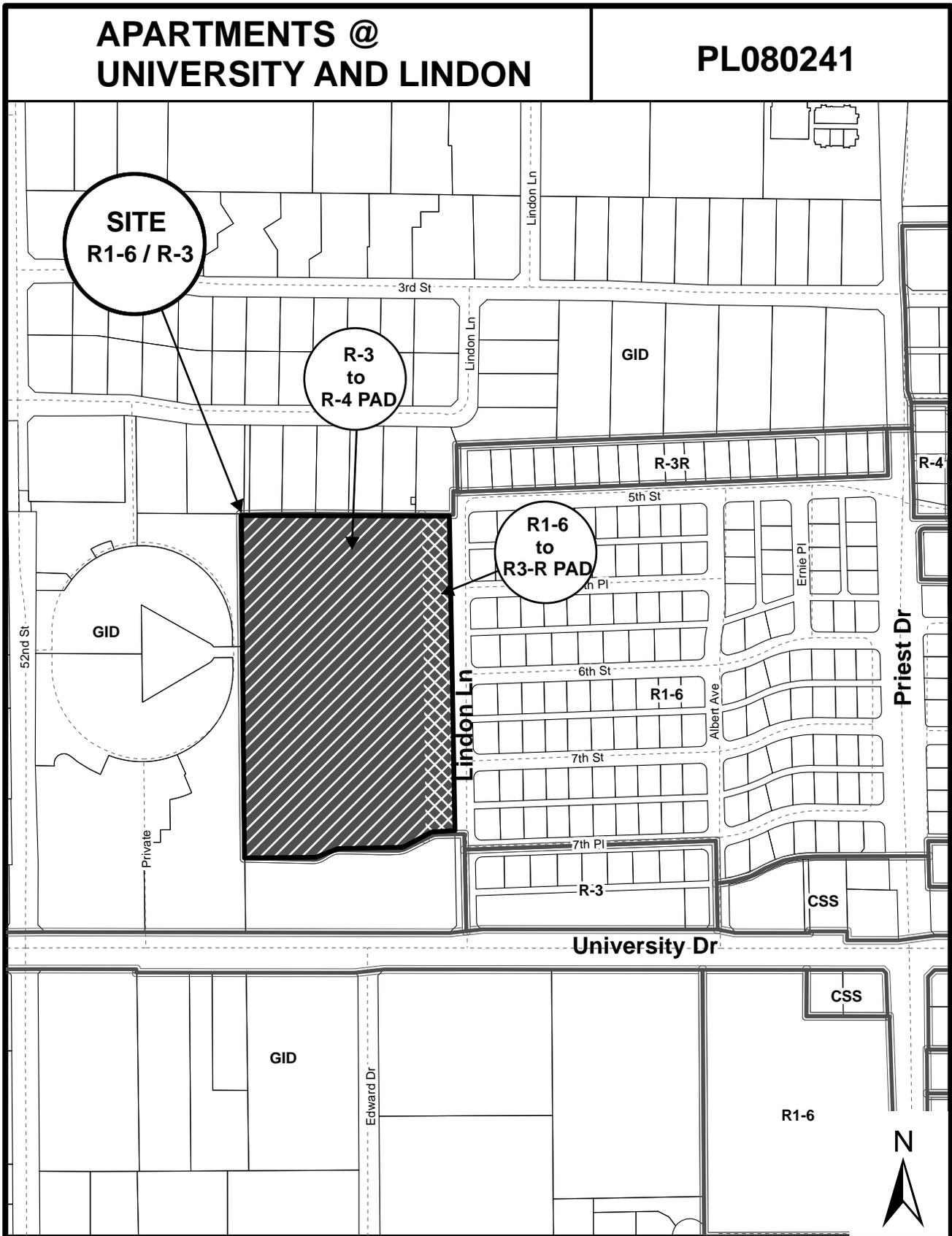
(Printed Name)

State of Arizona)
) ss
County of _____)

SUBSCRIBED AND SWORN to before me this ____ day of _____, 2008, by

(Signature of Notary)

(Notary Stamp)



Location Map



APARTMENTS @ UNIVERSITY AND LINDON (PL080241)

Letter of Explanation

Mark-Taylor, Inc., is proposing to rezone the former Cook School site north of University Drive along Lindon Lane to build a signature Tempe multi-family rental project. The project will be known as "The Apartments at University and Lindon" and has been designed as a Mark-Taylor community. As with all Mark-Taylor properties, this community will host an amenity-rich, resort-style experience that offers residents an opportunity to reside in a superior living environment. This particular Mark-Taylor community has also been sensitively designed to accommodate and enhance the experience along Lindon Lane.

The site is currently zoned R1-6 and R-3 with two General Plan designations for Residential Density. The R-16 District has a Projected Residential Density of Medium (up to 15 un/ac). The current R-3 District has a General Plan Projected Residential Density of Medium to High (under 25 un/ac.). The site functioned as the Cook School for Theological Studies until the school decided that they would permanently cease their education programs. The school has been now closed since May, 2008. The General Plan forecasts that the property immediately along Lindon Lane should have a lower density than the remainder of the site. Our proposed site plan respects and accommodates the General Plan proposed density by providing apartment homes (and zoning) that are lower density and lower in height immediately along Lindon Lane. As proposed in the General Plan, the height and density of the apartment homes increases as you move away from Lindon Lane. Accordingly, we do not seek to amend the General Plan. In fact, to be fully in concert with the General Plan, we have proposed zoning that will provide for two zoning districts with two levels of intensity and a single PAD overlay for the entire site.

In an effort to accomplish our vision for this project, we seek to zone the property into two zoning districts. We seek to bring the existing R-3 zoning to R-4 and the R1-6 to R3-R. It is our intent to provide a PAD over the site so that we may set important zoning standards for the uniquely divided (on the General Plan) site. We seek to allow additional height in a single building along Lindon Lane at the entrance to the project. The building will provide a sense of arrival and help blend the density on the site. Accordingly, we seek to allow a 40' building on along Lindon Lane in the R3-R District. Similarly, we have designed a project that will step onto Lindon Lane but seek standards that will allow our proposed view fencing to set into the setback. Finally, the standard code parking calculation for this site would require that we over park the site. We seek to set the parking for this site in conformance with the actual need. This will allow for greater landscaped area.

The proposed site plan provides for 348 luxury apartment homes. The community is slated to be a high-end luxury apartment development. Based on the four projects Mark-Taylor has built in Tempe, this proposed community will have the highest level of floor plans and finishes that has been built to date in Tempe. The community will feature a

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number of floor plans and amenities from the highly-acclaimed Kierland community that won Mark-Taylor national recognition for the best built multi-family community in the nation in 2000. In addition, there are many new apartment designs, including a residential carriage unit that sits over private enclosed garages, to accommodate a look and feel that will fit in naturally with Lindon Lane.

As with all Mark-Taylor communities, this site is proposed with significant amenities. Residents and guests will enter the community through a grand Porte Cochere entry and have features including a 2,000 square foot clubhouse with plasma screen TV lounge along with a fireplace setting with full kitchen, granite-topped bar and restrooms. The community will have a business center and opportunity to work out in a 1,700 square foot fitness center that features state-of-the-art fitness equipment. The community will have as a focal point, a resort style pool, entertainment cabana complete with kitchen, ramadas, conversation areas and fireplaces for residents to congregate and enjoy.

The project esthetics is similar to the previously-approved Mark-Taylor projects within Tempe. Mark-Taylor has always built communities in a classic Spanish traditional style. The Spanish style is appealing because it has such a broad-based acceptance and it has a timeless quality. It is difficult to date projects that were built twenty years ago, unlike projects that are designed with the current popular trends, yet feel dated five years from now. The features at this community highlight the evolution of Mark-Taylor design. The elevations now have more variation and character. The buildings incorporate large arched casement windows, balconies with decorative saltillo tile style panels, exposed rough sawn rafter tails, eave coping and decorative tile adornments, which all add to the beauty and quality of the community.

The Apartments at University and Lindon will feature new floor plans and buildings which are Mark-Taylor's next generation of luxury apartments that accommodate the needs of today's residents. Mark-Taylor has spent time listening to our current residents and property management teams to give residents the desired features they seek in today's market. Some plans will include a one bedroom featuring a gourmet kitchen that is a focal point of the apartment. The unit has a tech center, laundry room and a large master bedroom. Another example is a two bedroom that features a newly-designed kitchen with island, which makes the kitchen a focal point and command center of the home. Spacious, inviting and functional floor plans with state-of-the-art interior amenities like granite kitchen counters, rounded corners, arched hallways and private balconies with additional storage and laundry rooms.

The proposed project provides for appropriate on-site parking. The number of parking spaces is under what is required by the Tempe zoning code. However, the reduction in parking is in keeping with the parking demands established in more than 50 Mark-Taylor built projects and is done to allow for a greater open space and a large main courtyard. The additional benefit of unneeded parking is to reduce the heat island effect and to improve the appearance and performance of the project. A careful

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review of the project parking demand will follow.

We are proud to bring a request for rezoning in keeping with the General Plan vision for Tempe and seek support from the City.

MARK-TAYLOR OVERVIEW

Mark-Taylor is a nationally recognized, award winning company excelling in high-end, quality apartment development, building and management. The privately-held Arizona-based corporation was established in 1990. To date, the company has developed more than 15,000 apartment units in the southwest where people enjoy communities that deliver a lifestyle as well as beautifully appointed apartment homes. The company's communities set the standards others wish to achieve through innovative technology, stunning designs, attention to detail, a commitment to quality, and a high level of customer service.

Mark-Taylor is recognized for building some of America's top rated apartment communities, earning critical acclaim in the industry. In 2000, Mark-Taylor was named Multifamily Builder of the Year, a national award presented by the Commercial Real Estate Executive Conference and Multifamily Magazine. More recently, Mark-Taylor received the 2008 Ranking Arizona's honor for the "Best Multifamily Developer in Arizona." Mark-Taylor was founded by Jeffrey Mark and Scott Taylor who have deep roots in the apartment development and management arenas. Combined, they embraced a vision to create the preeminent brand for the apartment business in the southwest through thoughtful design and stellar management.

Mark-Taylor's extremely successful track record is the result of careful site selection, building a quality product, and taking a hands-on approach to every aspect of the business. It's respecting the idea that the best kinds of apartment communities are total living environments and not just an assembly of buildings. Its attention to detail that goes far beyond a well-deserved reputation for a quality product.

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Please review the attached neighborhood meeting minutes and the attached narrative. Thanks.

We held a neighborhood meeting on September 24, 2008. The meeting was held in the clubhouse of an existing Mark-Taylor community about a mile from the site so that neighbors could experience the high quality look and feel of a Mark-Taylor community. The location and the quality of the existing community was well received by all who attended.

The meeting was scheduled to start at 6:00 pm. Two neighbors arrived prior to 6:00pm. The last attendee left the meeting at approximately about 7:05pm. Approximately seven to nine neighbors attended the meeting at various times but some of the neighbors were unwilling to sign in. In addition to the neighbors of the project, two staff members from the City of Tempe attended the meeting. The comments were generally positive. Many neighbors expressed excitement about the investment in the community.

A few residents raised a concern about the potential of increased traffic. Bill Butler and a few other residents indicated that they fear that they will face additional traffic on 5th Street between Priest Drive and Mill Avenue. A traffic study has been conducted and provided to the City for review. It should be noted that it is expected that most residents who will drive from the site to downtown Tempe are expected to drive eastbound on University as it will be a quicker and easier route for an automobile.

One neighbor requested that we remove view fencing from the site and replace it with a block wall. This individual also expressed general concern about crime in Tempe. We feel that the proposed view fencing, in conjunction with a well lighted project (which the code will require) and people living in the area will be a significant and effective deterrent to crime.

A husband and wife expressed general opposition to any type of multi-family because they felt it would reduce property values. They would like the site converted to an industrial use for reasons they did not explain. They would not provide their names as they indicated they feel the City of Tempe is not supportive of neighbors. They expressed that they would like to move from Tempe regardless of what happens on this case.

Again, the majority of the comments received were positive. We will continue to work with Shelly Seyler to address the traffic issues.

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University & Lindon PROJECT DESCRIPTION :

MARK-TAYLOR INTENDS TO BUILD AN EXCEPTIONAL MULTIFAMILY COMMUNITY WHICH WILL PROVIDE 348 QUALITY DWELLING UNITS WITHIN TWO AND THREE-STORY WOOD FRAME APARTMENT BUILDINGS SITUATED IN A PARKLIKE SETTING OFFERING AN ABUNDANCE OF OPEN SPACE FOR USE BY THE RESIDENTS. AMENITIES SUCH AS AN ELEGANT POOL, CABANA, RAMADAS AND WATER FEATURES SUPPLEMENT THE BUSINESS AND EXERCISE FACILITIES FOUND IN THE LEASING AND RECREATION BUILDING. PRIVATE GARAGES ARE ALSO OFFERED IN ADDITION TO THE ASSIGNED COVERED PARKING SPACES.

PROJECT ADDRESS : _____ 708 SOUTH LINDON LANE
TEMPE, AZ 85281

ITEM		EXISTING/REQUIRED		P R O P O S E D		
ZONING		R1-6	R-3	PAD EAST (R3-R)	PAD WEST (R-4)	TOTAL
USE		S.F.	MULTI-FAMILY	MULTI-FAMILY	MULTI-FAMILY	MULTI-FAMILY
SITE AREA	NET	2.18 AC	12.26 AC	2.18 AC (94,956 SF)	12.44 AC (541,724 SF)	14.62 AC (636,847 SF)
	GROSS	2.82 AC	12.44 AC	2.82 AC (123,042 SF)	12.44 AC (541,724 SF)	15.26 AC (664,726 SF)
DENSITY	REQUIRED	4 DU/AC	20 DU/AC	2.82 X 15DU/AC = 42 DU	12.44 X 25DU/AC = 311 DU	353 DU
	PROVIDED			14 UNITS	334 UNITS	348 DU
LOT COVERAGE		45%	50%	45% (PROPOSED 10.1%)	60% (PROPOSED 31.2%)	PROPOSED 28%
MIN. LANDSCAPE COVERAGE		N/A	30%	30% OF NET (PROPOSED ±35%)	25% OF NET (PROPOSED ±35%)	
BUILDING HEIGHT		30'	30'	40' W/ 30' STEP BACK @ FRONTYARD SETBACK	40'	40' W/ 30' STEP BACK @ FRONTYARD SETBACK
PARKING		1 BED X 1.5(134) = 201 2 BED X 2.0(174) = 348 3 BED X 2.5(40) = 100 GUEST 0.2(348) = 69.6 REQUIRED = 719		PARKING PROVIDED = 105 PARKING RATIO = 7.50 CARPORTS = 42 GARAGES = 32 UNCOVERED = 31 TOTAL = 105	PARKING PROVIDED = 565 PARKING RATIO = 1.69 CARPORTS = 306 GARAGES = 16 UNCOVERED = 243 TOTAL = 565	PARKING PROVIDED = 670 PARKING RATIO = 1.92 CARPORTS = 348 GARAGES = 48 UNCOVERED = 274 TOTAL = 670
ACCESSIBLE		2% PROVIDED PARKING (R3)		2% OF 100 = 2 STALLS PROVIDED 2 STALLS	2% OF 536 = 11 STALLS PROVIDED 11 STALLS	PROVIDED 13 STALLS
BICYCLE PARKING		GUEST X 0.2(348) = 69.6 1 BED X 0.75(134) = 100.50 2 BED X 0.75(174) = 130.50 3 BED X 1.0(40) = 40 REQUIRED = 341		PROVIDED = VARIES	PROVIDED = VARIES	PROVIDED = 341

UNIT MIX:

BDRMS	TYPE	QUANTITY	RATIO	TOTAL	RATIO
1 BDRM	GU1	8	2%	134 D.U.	38%
	A1	15	4%		
	A1-A	64	18%		
	A1-B	16	5%		
	A1-C	16	5%		
	B1	15	4%		
2 BDRM	GU2	4	1%	174 D.U.	50%
	A2	21	6%		
	B2	21	6%		
	B2-A	36	10.33%		
	B2-B	36	10.33%		
	B2-C	36	10.33%		
	C2-C	20	6%		
3 BDRM	C3-A	20	6%	40 D.U.	12%
	C3-B	20	6%		
TOTAL		348	100%	348 D.U.	100%

DWELLING UNITS - AREA CALCS :

UNIT	QTY	LIV.	STOR.	PATIO	GROSS	LIVABLE ALL	GROSS ALL
GU1	8	1,100	0	100	1,200	8,800	9,600
A1	15	774	25	54	853	11,610	12,795
A1-A	64	779	25	52	856	49,856	54,784
A1-B	16	775	28	63	846	12,400	13,536
A1-C	16	771	28	63	862	12,336	13,792
B1	15	924	29	56	1,009	13,860	15,135
GU2	4	1,686	0	100	1,786	6,744	7,144
A2	21	976	25	55	1,056	20,496	22,176
B2	21	1,059	29	56	1,144	22,239	24,024
B2-A	36	1,153	22	47	1,222	41,508	43,992
B2-B	36	1,117	22	47	1,186	40,212	42,696
B2-C	36	1,099	22	51	1,172	39,564	42,192
C2-C	20	1,095	22	51	1,168	21,900	23,360
C3-A	20	1,345	22	47	1,414	26,900	28,280
C3-B	20	1,299	22	47	1,368	25,980	27,360
TOTALS:	348	940	=	AVG. LIVABLE/UNIT		354,405	380,866

APARTMENT BUILDINGS - AREA CALCS :

BLDG	QTY	LIVABLE	GROSS	LIVABLE ALL	GROSS ALL
GU1	4	1,100	1,200	4,400	4,800
GU2	2	1,686	1,786	3,372	3,572
3A-P	3	10,702	11,657	32,106	34,971
3A	4	18,568	24,080	74,272	96,320
3B-P	3	12,033	13,053	36,099	39,159
3B	9	13,476	15,871	121,284	142,839
3C	5	14,956	17,399	74,780	86,995
TOTALS:	30			346,313	408,656

AUXILIARY BUILDING - AREA CALCS :

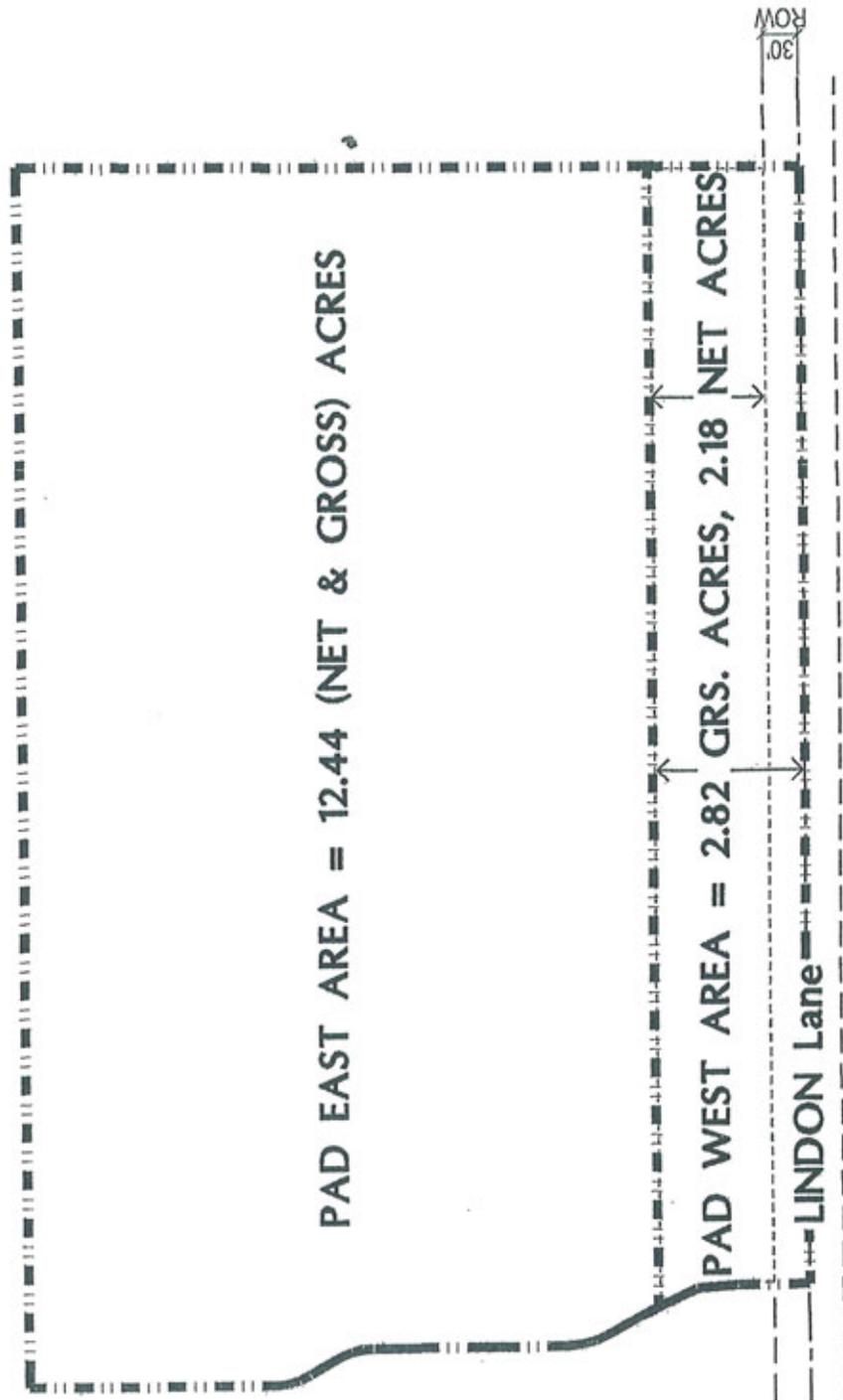
TYPE	QTY	NET AREA	GROSS AREA	TOT. NET	TOT. GROSS
LEASING	1	4,360	5,315	4,360	5,315
Large RAMADA	5	196	196	980	980
Large CABANA	2	467	1,141	934	1,141
GUARDHOUSE	1	180	180	180	180
PORTE COCHERE	1	2,532	2,532	2,532	2,532
TOTALS:	10			8,986	10,148

OCCUPANCY CONSTRUCTION TYPE
 APARTMENTS: _____ R-2 _____ TYPE V-B
 BLDG. TYPE 3AP, 3B, 3BP, 3C, GU1, GU2 _____ TYPE V-A (ONE HOUR)
 BLDG TYPES 3A _____ TYPE V-B
 AMENITY BLDG: _____ A-3, B, S-2 _____ TYPE V-B
 GARAGE: _____ U _____ TYPE V-B
 CARPORTS (separate permit required): _____ U _____ TYPE V-B
 CABANA: _____ B _____ TYPE V-B
 RAMADA: _____ B _____ TYPE V-B
 PORTE COCHERE: _____ U _____ TYPE V-B

SEISMIC ZONE: _____ 2B

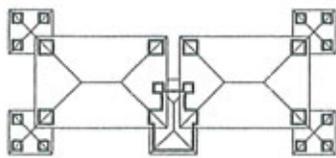
BUILDING CODES: _____ 2003 INT'L. BUILDING CODE (w/ amendments)
 _____ 2003 INT'L. PLUMBING CODE (w/ amendments)
 _____ 2003 INT'L. MECHANICAL CODE (w/ amendments)
 _____ 1996 NATIONAL ELECTRICAL CODE (w/ amendments)
 _____ 1997 UNIFORM FIRE CODE

FIRE SPRINKLERS: _____ SYSTEM TYPE:
 APARTMENT BLDGS.: _____ NFPA 13R
 LEASING/AMENITY BLDG: _____ NFPA 13
 GARAGE BLDG. _____ NFPA 13R

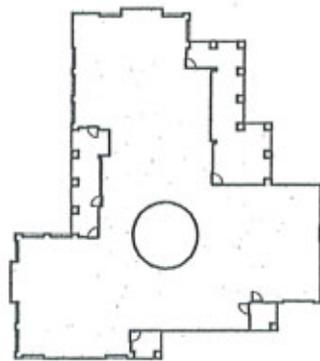


SITE ZONING CHARACTERISTIC KEY
 NO SCALE

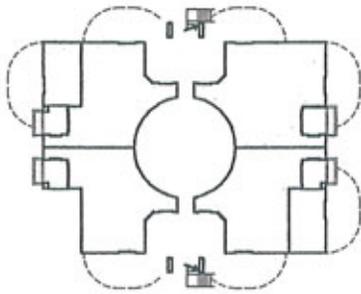
BUILDINGS



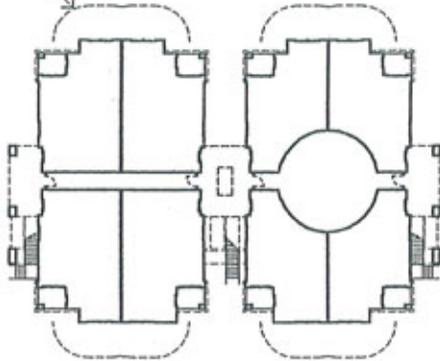
PORTE COCHERE
ONE STORY 1



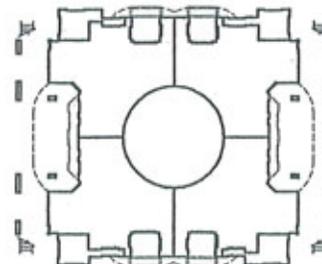
LEASING / EXERCISE
ONE STORY 1



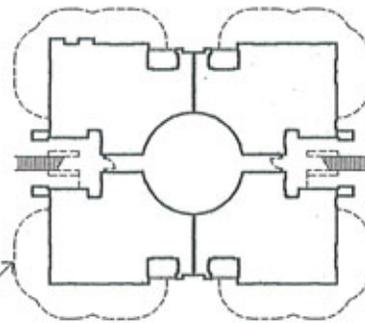
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THREE STORY 3



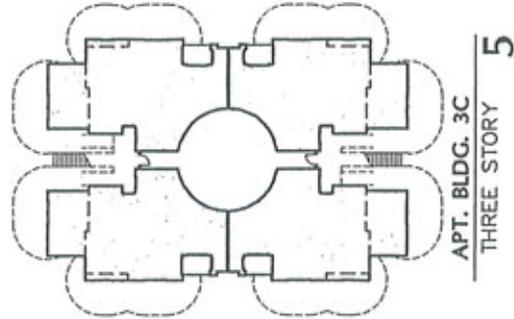
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THREE STORY 4



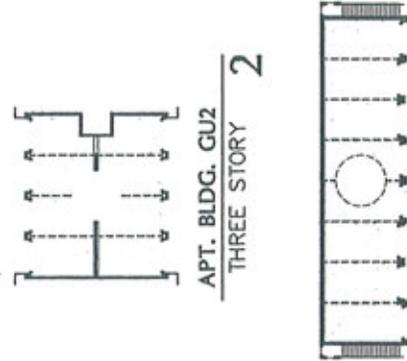
APT. BLDG. 3B-P
THREE STORY 3



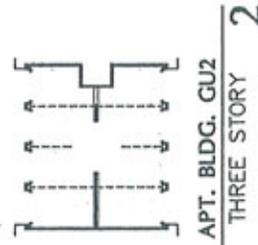
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THREE STORY 9



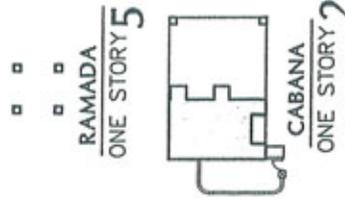
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THREE STORY 5



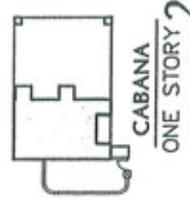
APT. BLDG. GU1
TWO STORY 4



APT. BLDG. GU2
THREE STORY 2



RAMADA
ONE STORY 5



CABANA
ONE STORY 2



PRAFAB PARKING
CANOPY
ONE STORY 348
STALLS

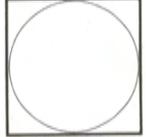
LINE INDICATING 10-FT DISTANCE FROM
GROUND FLOOR BEDROOM WINDOWS

LINE INDICATING 10-FT DISTANCE FROM
GROUND FLOOR BEDROOM WINDOWS



**ARCHITECTURAL
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Scottsdale, AZ 85250
480-991-9111

Mark Taylor
6623 North Scottsdale Road
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(480) 991-9111
(480) 991-9138



DATE: _____
SCALE: _____
SHEET: _____
PROJECT: _____
DRAWN BY: _____
CHECKED BY: _____
DATE: _____



- MATERIALS & SURFACES :**
- A** STUCCO & WINDOW PROJECTIONS:
3-COAT SMOOTH TEXTURED STUCCO
SHERWIN WILLIAMS SPACKS - FLAT LATEX
 - B** METALISH:
CHERRY (UPHOL) SMOOTHS - INDUSTRIAL FINISH
SHERWIN WILLIAMS SPACKS - FLAT LATEX
 - C** ROOF TILE & PRECAST DECORATIVE PANELS:
CONCRETE ROOF TILE
SHERWIN WILLIAMS SPACKS - FLAT LATEX
 - D** DOORS:
INSULATED METAL ENTRY DOOR
SHERWIN WILLIAMS SPACKS - FLAT LATEX

SIDE ELEVATIONS 3/16"



FRONT AND REAR ELEVATIONS 3/16"

3A EXTERIOR ELEVATIONS

- MATERIALS & SURFACES :**
- A** STUCCO & WINDOW PROJECTIONS:
STUCCO: BRUCE (10/20/01)
SHERWIN WILLIAMS: ENKAGE - FLAT LATEX
 - B** METALS:
SHERWIN WILLIAMS: ENKAGE - INDUSTRIAL ENAMEL
KNOX: 1000000 (10/20/01)
 - C** ROOF TILE & PRECAST DECORATIVE PANELS:
KNOX: 1000000 (10/20/01)
 - D** DOORS:
SHERWIN WILLIAMS: ENKAGE - INDUSTRIAL ENAMEL
KNOX: 1000000 (10/20/01)



- ROOF MOUNTED MECH'L EQUIPT BEHIND MANSARD
- WROUGHT IRON RAILING
- 35'-0" (A, E, G) BLDG HEIGHT per ZONING ORDINANCE
- DECORATIVE CLAY PIPE
- BRONZE ANODIZED ALUM. FRAME WDW
- 3-COAT STUCCO

SIDE ELEVATIONS 3/16"



- PRECAST STAIR SYSTEM WITH CONC. TREADS
- RADIUS STUCCO FASCIA
- CONCRETE ROOF TILE
- PRECAST CONC. INSERT
- BRONZE ANODIZED ALUM. FRAME WDW
- STUCCO O/ FRAMED SILL

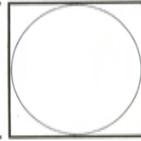
FRONT AND REAR ELEVATIONS 3/16"

3B EXTERIOR ELEVATIONS



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Scottsdale, Arizona 85250
(480) 991-9111 (480) 991-9138



DATE: _____
SCALE: _____
DRAWN BY: _____
CHECKED BY: _____
PROJECT NO.: _____



- MATERIALS & SURFACES :**
- A** STUCCO & WINDOW PROJECTIONS:
STUCCO - INDUSTRIAL ENAMEL
SHOWER WALLING - BRASS - FLAT LATER
 - B** METALSH:
CROWN (UPHOLD)
SHOWER WALLING - BRASS - FLAT LATER
 - C** ROOF TILE & PRECAST DECORATIVE PANELS:
ROOF TILE (TERRAZZO COLOR)
SHOWER WALLING - BRASS - FLAT LATER
 - D** DOORS:
SHOWER WALLING - BRASS - FLAT LATER

INTEGRAL COLORED CONCRETE ROOF TILE
EXPOSED ROOF OUTRIGGER/TAILS AT ROOF
OVERHANG
STUCCO FASCIA
6" ROUND CUT TILE
ENTRY BRIDGE OVER STAIRS

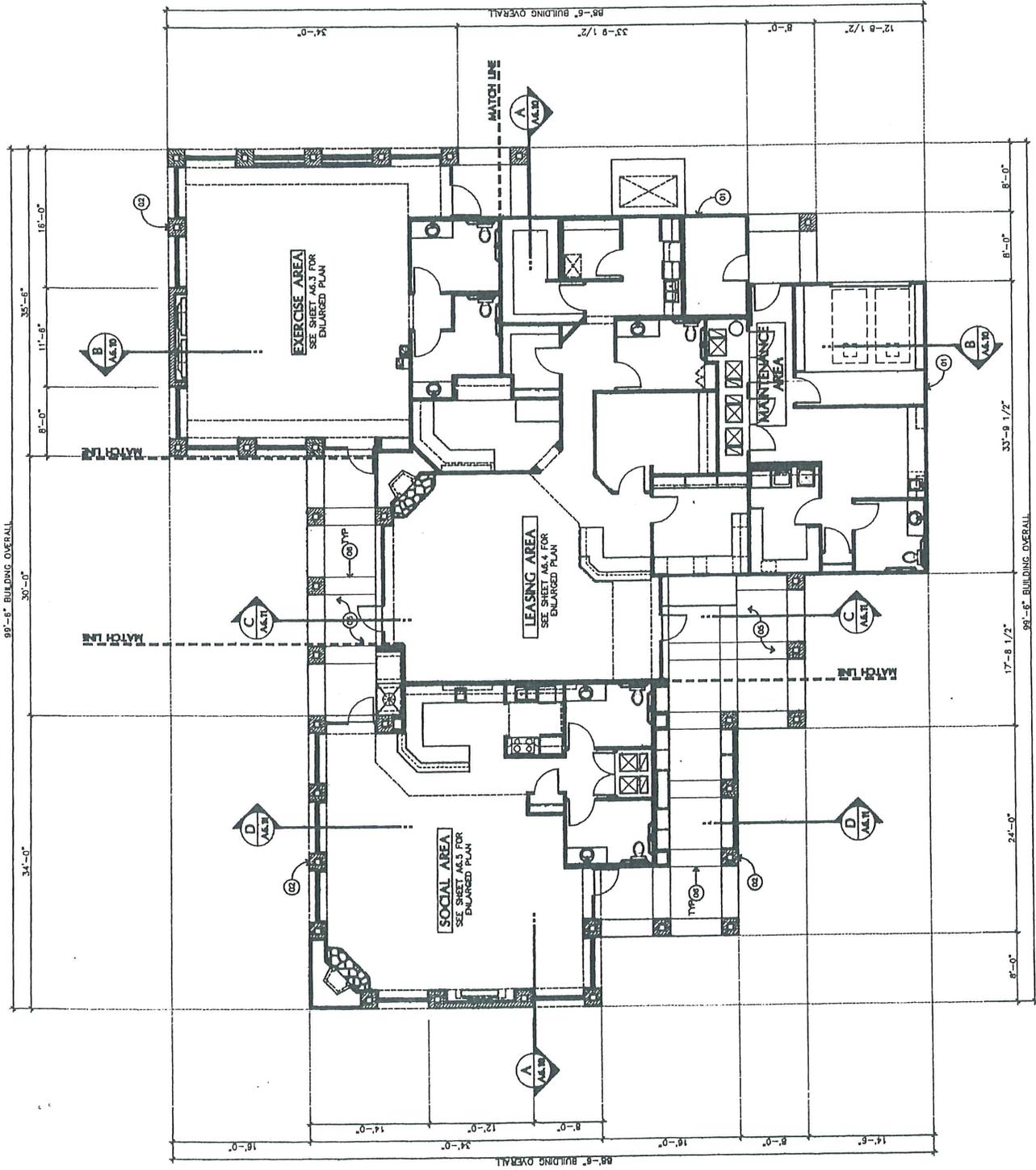
SIDE ELEVATIONS 3/16"



SCREENED ROOF MOUNTED MECHANICAL
EQUIPMENT
PRE-CAST BALCONY DETAIL
35'-0" (A.F.G.) BLDG HEIGHT
PER ZONING ORDINANCE
SMOOTH TEXTURED STUCCO

FRONT AND REAR ELEVATIONS 3/16"

RECESSED ELECTRICAL PANELS AND METERS

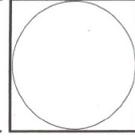


FLOOR PLAN
 Square Footage: NET (air conditioned) . . . 4,883 Sq. Ft.
 GROSS 6,233 Sq. Ft.
 SCALE: 1/8" = 1'-0"



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Job No. _____
Sheet No. _____
Date _____
Scale _____
Author _____
Checker _____
Plot Date _____

MATERIALS & SURFACES :

- A** STUCCO & WINDOW PROJECTIONS:
SHERWIN WILLIAMS SW2535 - INDUSTRIAL ENAMEL
SHERWIN WILLIAMS SW2535 - INDUSTRIAL ENAMEL
SHERWIN WILLIAMS SW2535 - INDUSTRIAL ENAMEL
- B** METAL(S):
SHERWIN WILLIAMS SW2535 - INDUSTRIAL ENAMEL
SHERWIN WILLIAMS SW2535 - INDUSTRIAL ENAMEL
- C** ROOF TILE & PRECAST DECORATIVE PANELS:
MARK RED (CUSTOM COLOR)
- D** DOORS:
SHERWIN WILLIAMS SW2535 - INDUSTRIAL ENAMEL
SHERWIN WILLIAMS SW2535 - INDUSTRIAL ENAMEL

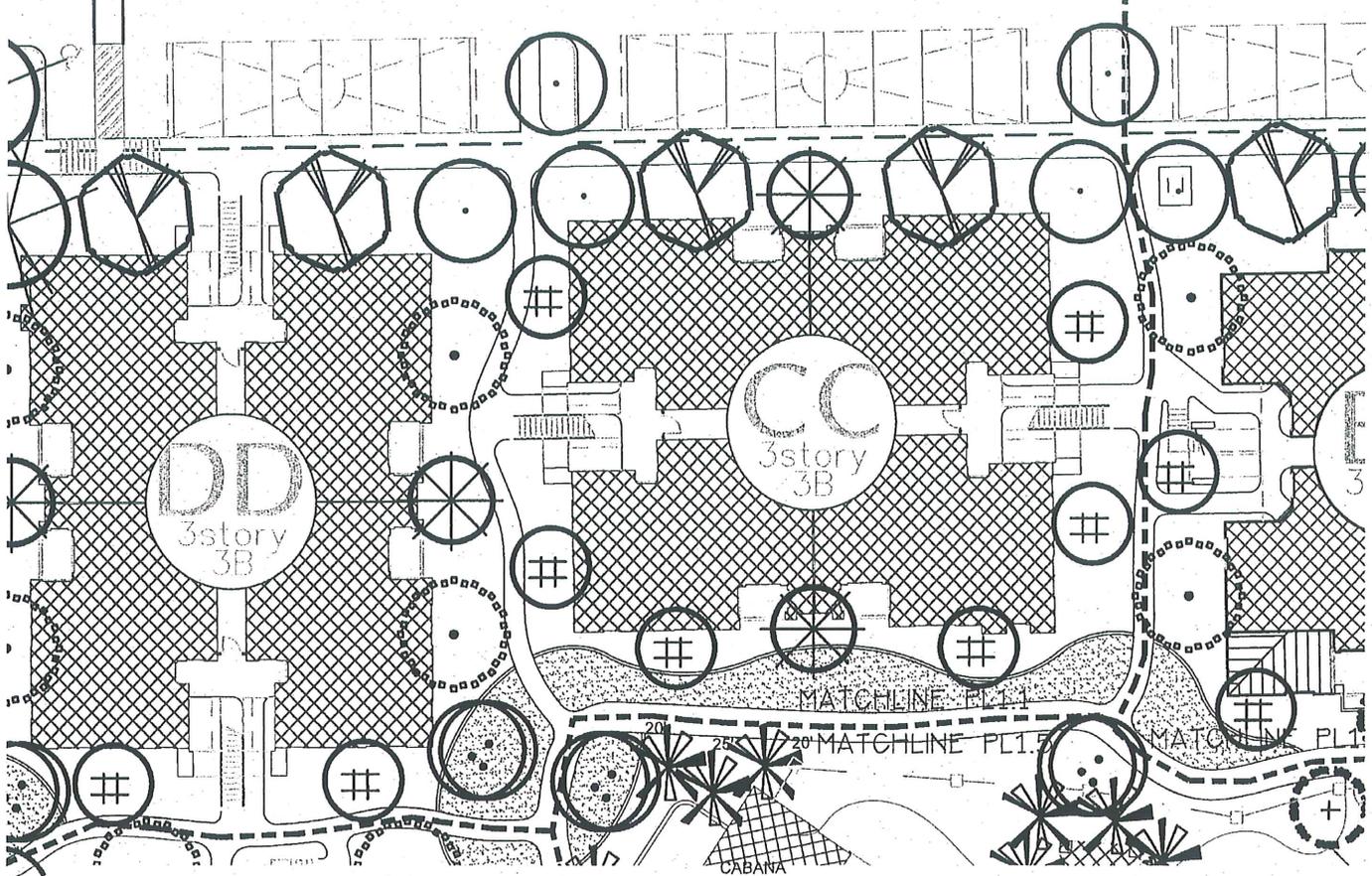


SIDE ELEVATION 3/16"



FRONT ELEVATION 3/16"

AMENITY BUILDING EXTERIOR ELEVATIONS



PLANT LIST

SYMBOL BOTANICAL/COMMON NAME SIZE/REMARKS QUANT.

RELOCATED TREES

-  PROSOPIS ALBA
Mesquite
-  CERCIDIUM FLORIDUM
Palo Verde
-  PITHECOLOBIUM FLEXICAULE
Texas Ebony
-  PINUS HALEPENSIS
Aleppo Pine
-  Citrus sinensis
Orange

NEW TREES

-  DALBERGIA SISSOO
Sissoo 24" Box 10' 4' 1.5"
double-staked typ.
-  FRAXINUS V. 'RIO GRANDE'
Rio Grande Ash 36" Box 14' 8' 2.5"
double-staked typ.
-  PINUS CANARIENSIS
Canary Island Pine 24" Box 10' 4' 2"
double-staked typ.
-  PINUS ELДАРICA
Eldarica Pine 24" Box 10' 4' 2"
double-staked typ.

-  5 OLEA EUROPEA 'SWAN HILL'
Swan Hill Olive 36" Box 12' 10' 3.0"
double-staked typ.
-  6 SCHINUS TEREBINTHIFOLIUS
Brazilian Pepper 36" Box 12' 8' 3"
double-staked typ.
-  7 PRUNUS KRAUTER VESUVIUS
Purple Leaf Plum 24" Box 9' 4' 1.5"
double-staked typ.
-  8 QUERCUS VIRGINIANA
Southern Live Oak 36" Box 13' 8' 2.75"
double-staked typ.
-  9 BAUHINIA PURPREA
Purple Orchid Tree 36" Box 13' 7' 2.5"
double-staked typ.
-  10 ULMUS PARVIFOLIA
Evergreen Elm 36" Box 14' 8' 2.5"
double-staked typ.
-  11 THEVETIA PERUVIANA
Yellow Oleander 24" Box 6' 5' 1" (multi)
-  12 FICUS BENJAMINA
Benjamin's Fig 24" Box 6' 5' 1" (multi)
- PALMS
-  13 WASHINGTONIA ROBUSTA
Mexican Fan Palm 20' trunk height
25' trunk height
30' trunk height
-  14 PHOENIX DACTYLIFERA
Date Palm 20' trunk height
25' trunk height
30' trunk height
diamond cut
-  15 PHOENIX ROBELENII
Pygmy Date Palm 15 Gal, multi 3' 3'
-  16 CYCAS REVOLUTA
Sago Palm 15 Gal multi 3' 3'

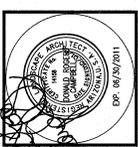




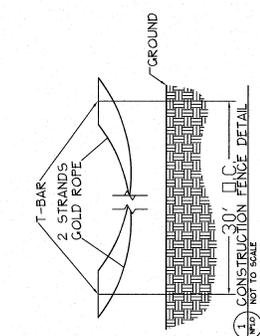
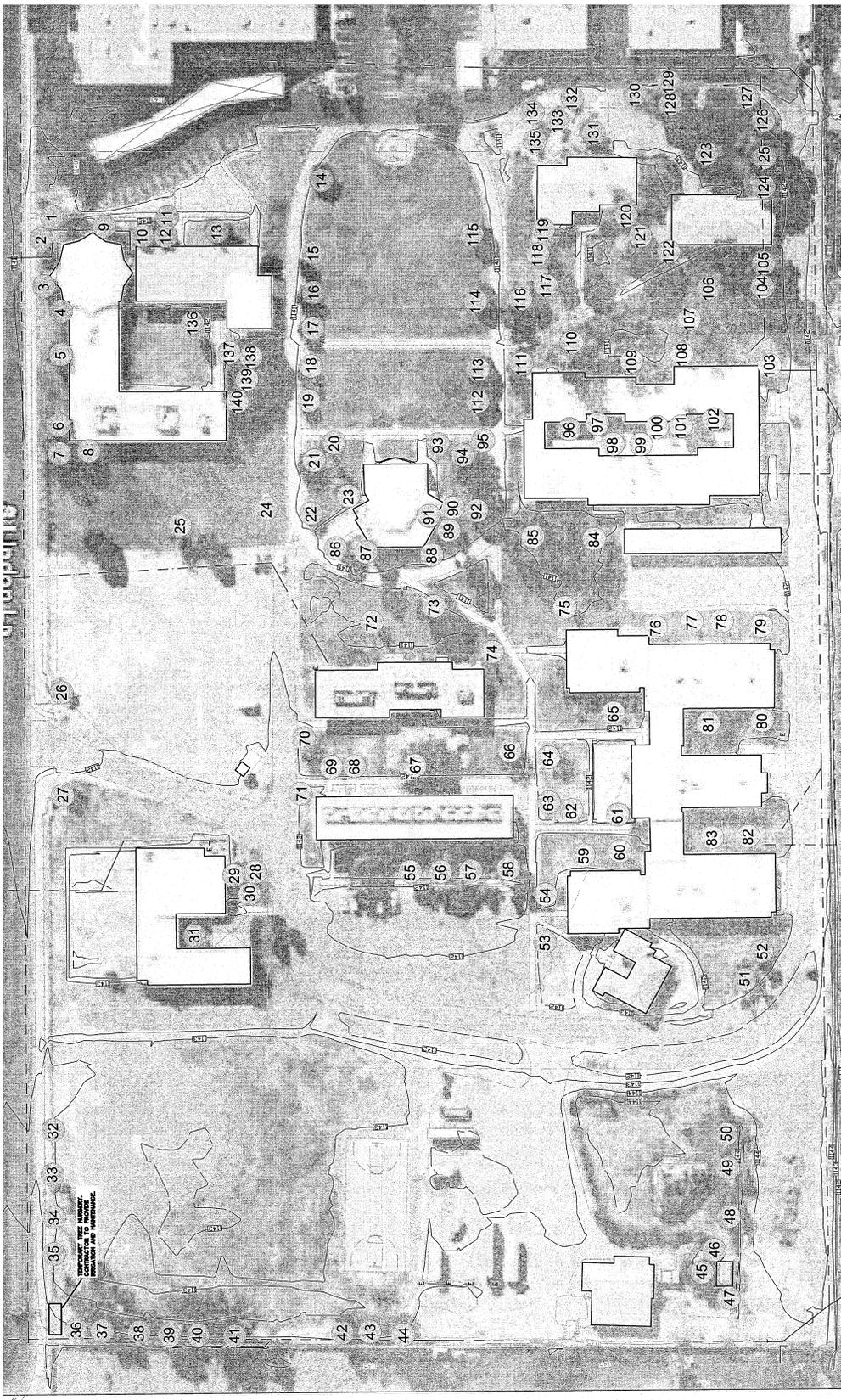
**ARCHITECTURAL
DESIGN GROUP**
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Ave., Suite 200
Phoenix, AZ 85018
480-991-9111

DATE:	REVISIONS:

Mark Taylor Development
University & Linton
University Avenue & Linton Lane
Tempe, Arizona



Job No: **08074**
Date: 07/23/09
Scale: **As Shown NP 1.0**
Drawn: [Signature]
Checked: [Signature]
Title: [Signature]
Project: [Signature]



NATIVE PLANT INVENTORY

SCALE 1"=40'-0" NORTH

Acres of area being evaluated for usable material	15.26
Acres of area being graded for the site/phase	15.26
Total On-Site material	41
Total Off-Site material	0
Total Remain-in-Place material	0
Total Non-Salvageable material	0
Total Salvageable material	0
Percent Of Remain-in-Place Material	0%
Percent Of Non-Salvageable Material	0%

FOR THE CITY OF TEMPE, ARIZONA, I HEREBY CERTIFY THAT I AM A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF ARIZONA. MY LICENSE NO. IS 08074. I HAVE REVIEWED THE INFORMATION SUBMITTED TO ME AND I AM SURE THAT THE INFORMATION IS TRUE AND CORRECT. I AM NOT PROVIDING ANY GUARANTEE OR WARRANTY FOR THE INFORMATION PROVIDED. I AM NOT PROVIDING ANY GUARANTEE OR WARRANTY FOR THE INFORMATION PROVIDED. I AM NOT PROVIDING ANY GUARANTEE OR WARRANTY FOR THE INFORMATION PROVIDED.

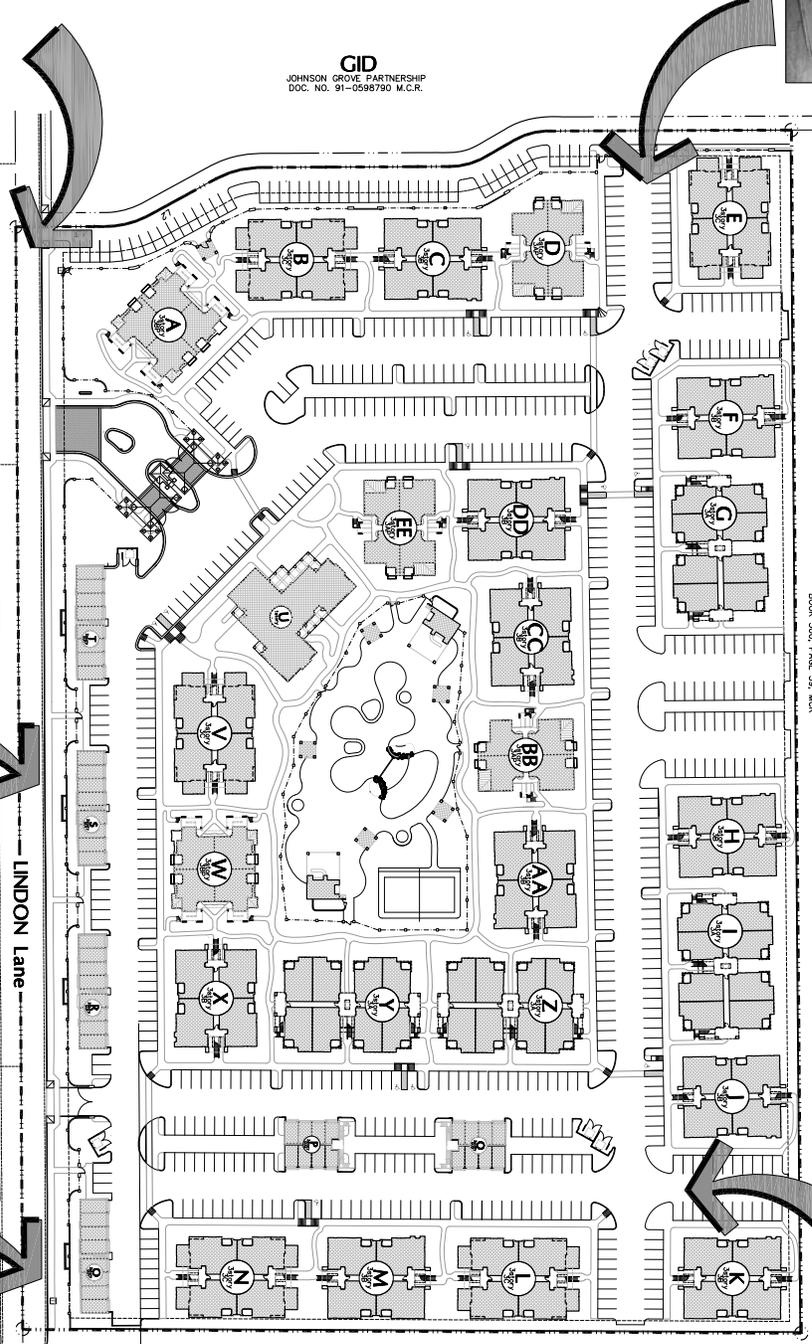
DATE: [Blank]

NOTE: A one year extension can be granted by the Development Services Landscape Department. The extension must be requested in writing the status of plant material has not changed and plant tags are all legible.

CONTEXT SITE PLAN
University & Linton
 708 S. Linton Lane
 TEMPE, AZ



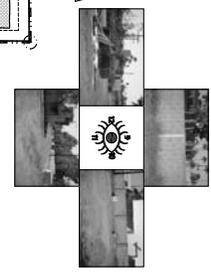
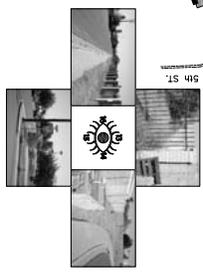
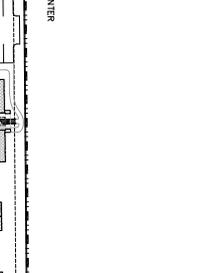
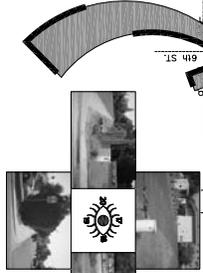
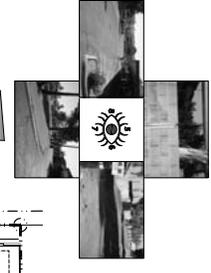
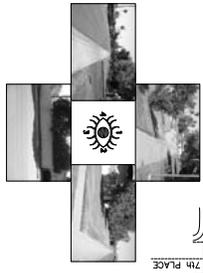
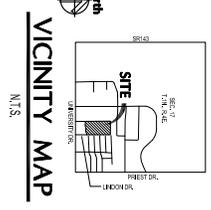
R1-6
 SINGLE FAMILY RESIDENTIAL
 ZONING
 15' FENCE 5/4' MIN



GID
 JOHNSON GROVE PARTNERSHIP
 DOC. NO. 91-0598790 M.C.R.

GID
 QUAFER MOBILE AND BUSINESS CENTER
 BOOK 300, PAGE 39, M.C.R.

GID
 SOUTHWEST BUILDERS
 INDUSTRIAL PARK
 BOOK 180, PAGE 49, M.C.R.



DATE:	REVISIONS:	DATE:	REVISIONS:

Mark - Taylor Development
University & Linton
 708 South Linton Lane
 Tempe, Arizona 85281

DATE:	REVISIONS:	DATE:	REVISIONS:

ARCHITECTURAL DESIGN GROUP
 6623 North Scottsdale Road
 Scottsdale, AZ 85250
 480-991-9111



1



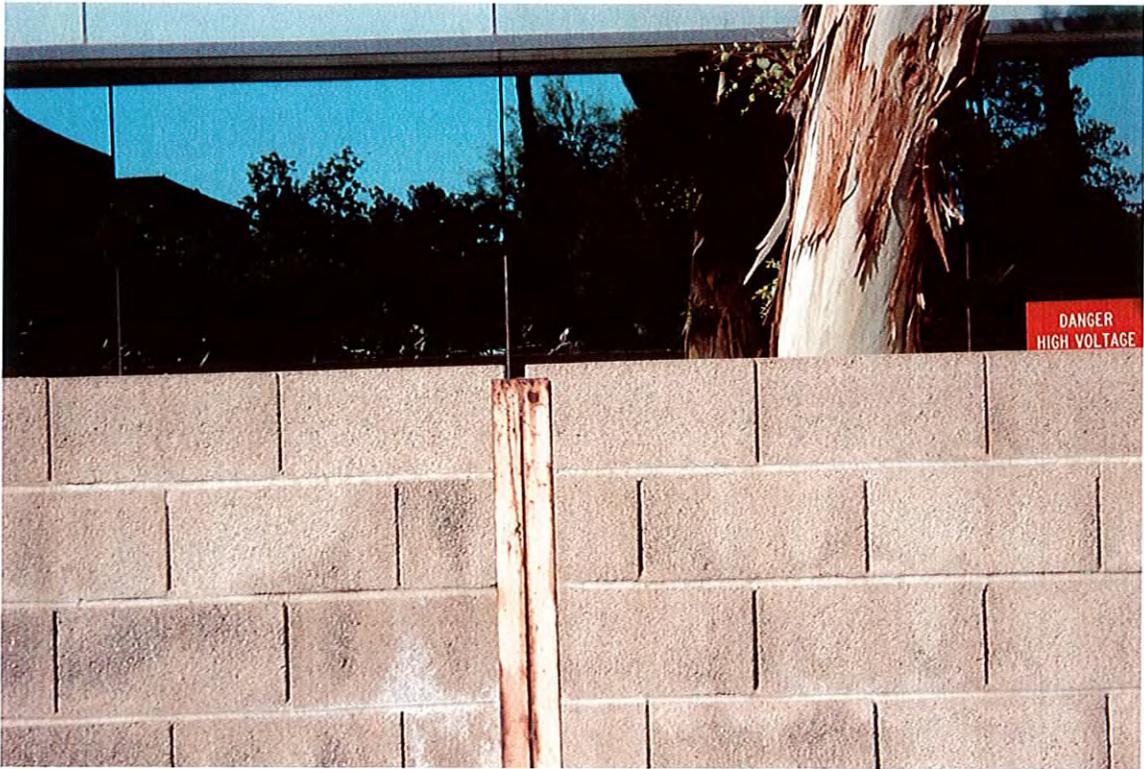
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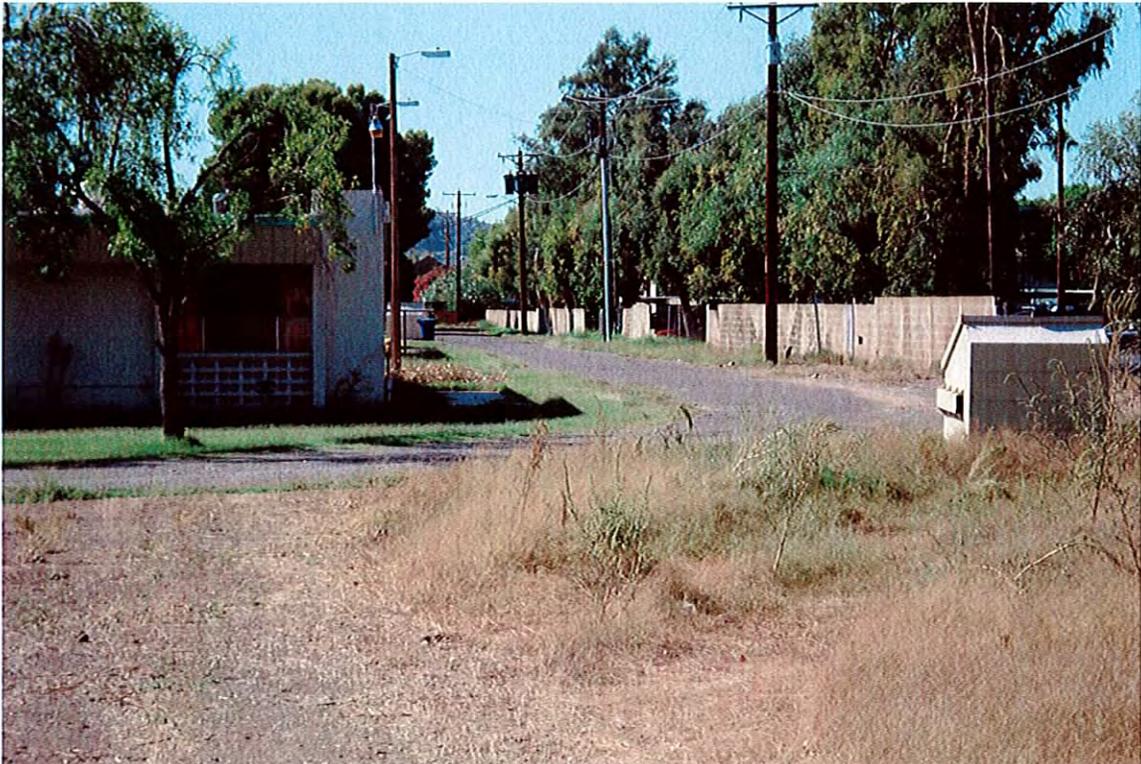
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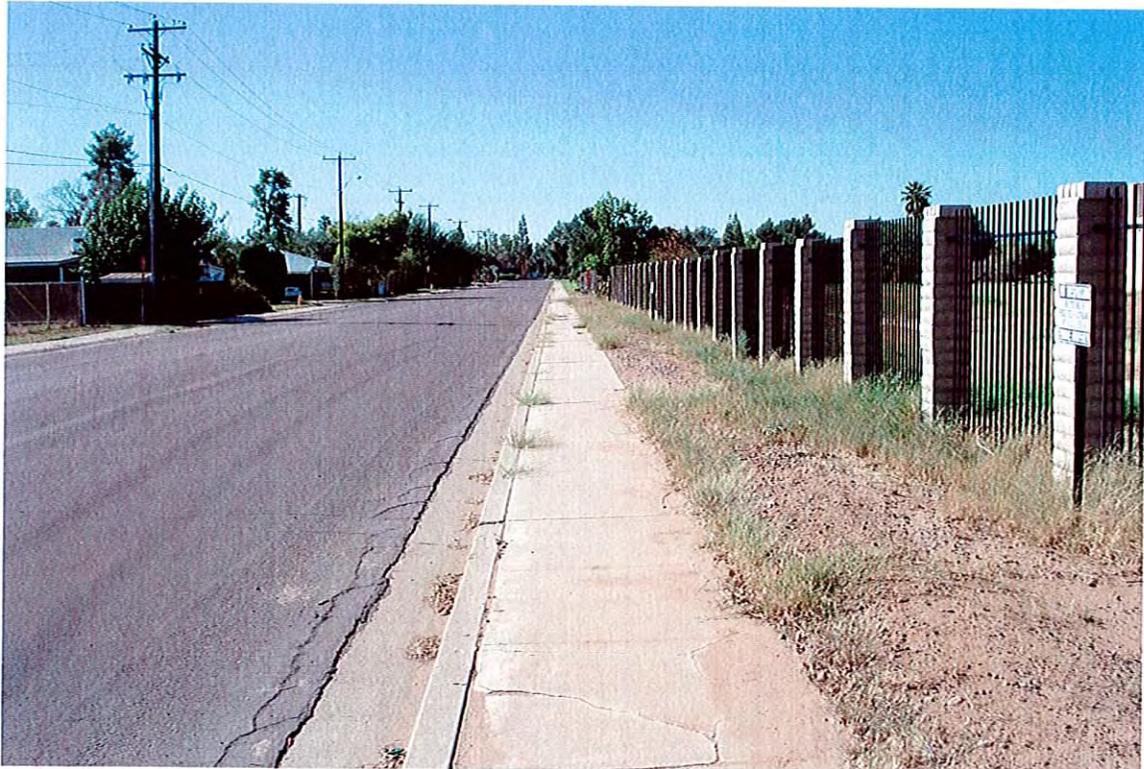
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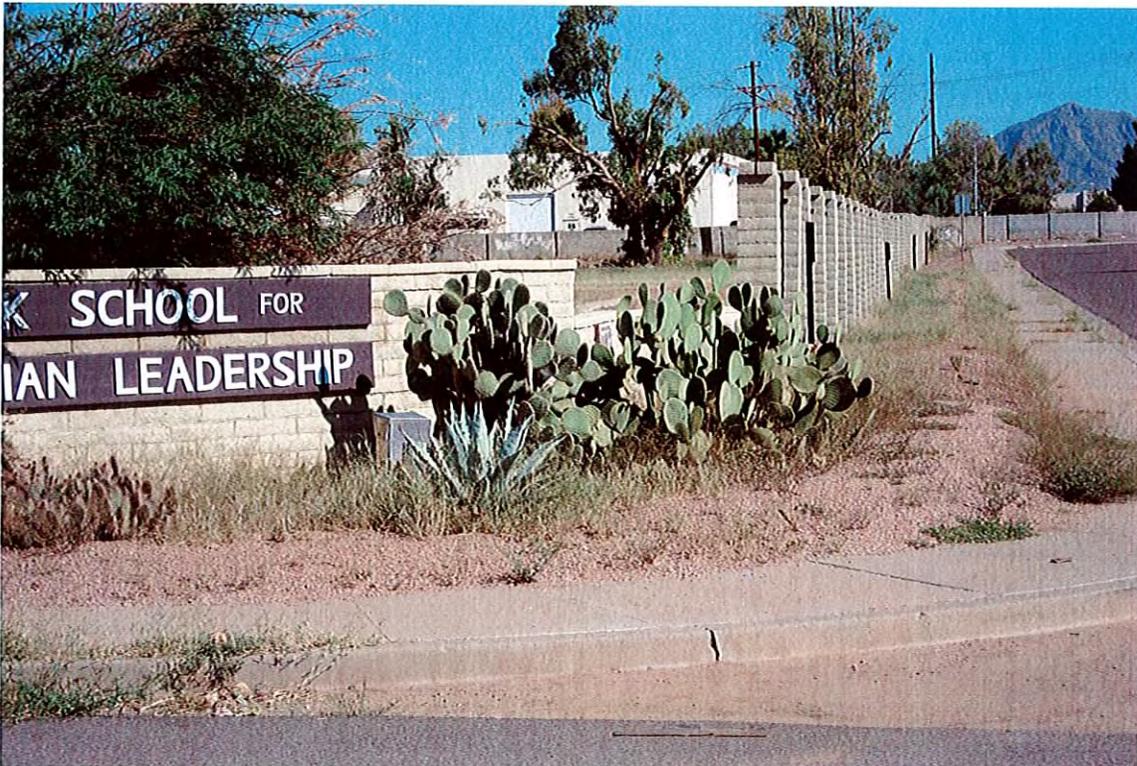
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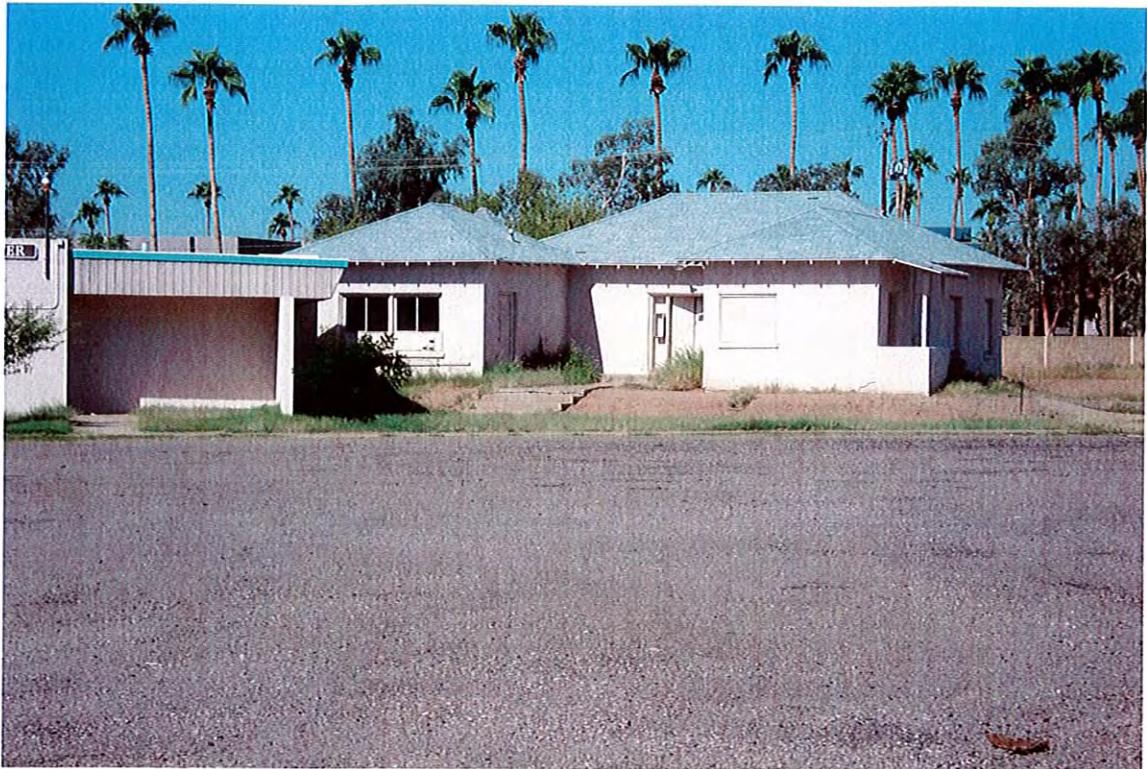
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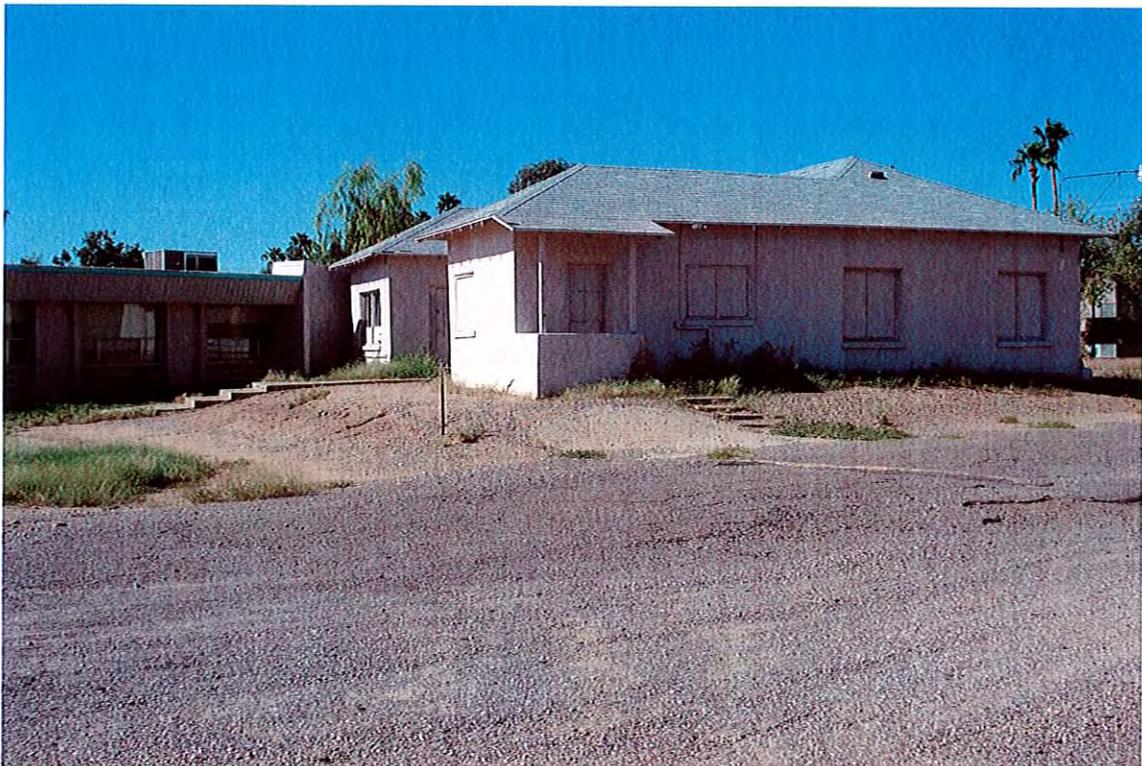
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20



201



201



202





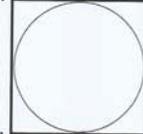






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DATE: _____
SCALE: _____
DRAWN: _____
CHECKED: _____
PROJECT: _____

LINDON LANE VIGNETTE



Mark-Taylor Apartment Homes University & Lindon Tempe, Arizona

Revised Parking Analysis

October 2008

Prepared for:
MARK-TAYLOR, INC.

For Submittal to:
CITY OF TEMPE

M-M Project Number: 8709.003

Prepared by: Paul E. Basha, P.E., P.T.O.E.
Yung Cossar, E.I.T.
Justin Thurman, E.I.T.



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Executive Summary

Introduction

Mark-Taylor, Inc. is proposing to provide 348 homes on approximately 14.55 acres in the City of Tempe in the greater northwest corner of Lindon Road and University Drive.

Results

The City of Tempe Zoning and Development Code utilizes the same requirement for all multi-family residential complexes throughout the City of Tempe. Some multi-family residential complexes are owner-occupied and others are renter-occupied. Vehicle ownership and travel patterns vary between owner-occupied and renter-occupied complexes. In addition, different types of apartments serve people with different traffic patterns. The amount of required parking varies with different traffic patterns which vary with different ownership types and different residents.

The City of Tempe Zoning and Development Code requires the provision of 722 parking spaces for the proposed Mark-Taylor apartment home complex near the Lindon / University intersection.

Parking occupancy counts at three (3) similar Mark-Taylor constructed apartment complexes – each with 90% to 95% of the apartments leased – indicate that the City of Tempe Zoning and Development Code requires 31% to 35% more parking spaces than are utilized on a typical weekday or weekend day.

Utilizing the average parking demand for these three (3) complexes – adjusted for 100% leased apartments – the proposed Mark-Taylor complex would require 484 parking spaces. Increasing this parking demand by 20% to ensure parking space availability would require 581 parking spaces.

Recommendations

The proposed Mark-Taylor apartment complex near the Lindon / University intersection should provide a minimum of 581 parking spaces. This represents a reduction of approximately 19.5% from the required number of 722 parking spaces. The proposed development will provide 670 parking spaces.

Introduction

Mark-Taylor, Inc. is proposing to provide 348 homes on approximately 14.55 acres in the City of Tempe in the greater northwest corner of Lindon Road and University Drive. Morrison-Maierle has been selected to prepare an analysis to determine the appropriate number of parking spaces required for this proposed development.

Scope of Study

There are three (3) purposes for this analysis:

- ❖ Count the number of utilized parking spaces at existing similar complexes
- ❖ Determine the number of parking spaces required by the City of Tempe Code
- ❖ Determine the appropriate number of parking spaces for the proposed development

Proposed Development and Surrounding Land Use

Figure 1 provides an aerial photograph of the general area in the immediate site vicinity. To the east of the property are primarily single-family residential developments; while areas north, south, and west of the property primarily consist of office and industrial buildings with some commercial establishments.

Existing Parking Occupancy

Traffic Research and Analysis – through contract with Morrison-Maierle – obtained current existing parking occupancy at three (3) existing apartment home complexes. Each of these complexes was constructed by Mark-Taylor, Incorporated. Two (2) of the complexes are within the City of Tempe – one identified as San Marbeya, located in the northwest corner of the intersection of McClintock Road and Broadway Road, the other identified as San Palmilla, and located in the northeast corner of Hardy Drive and Baseline Road. The third complex is located within the City of Scottsdale in the northeast corner of 64th Street and Thomas Road. This complex was constructed by Mark-Taylor and was identified as San Cabrilla. It is now operated by a different management company and is identified as Colonial Grand. **Appendix A** provides site plans of these three (3) complexes.

The parking occupancy counts were obtained on Thursday, 18 September 2008, and on Saturday, 20 September 2008. On the date of the counts; 95% of the San Marbeya apartments were leased, 90% of the San Palmilla apartments were leased, and 95% of the Grand Colonial Grand apartments were leased. The number of occupied parking spaces at each complex was counted at 30-minute intervals from 6:30 AM to 6:30 PM on both count days. **Appendix B** provides the complete results of these parking occupancy counts in both graphic and tabular forms.

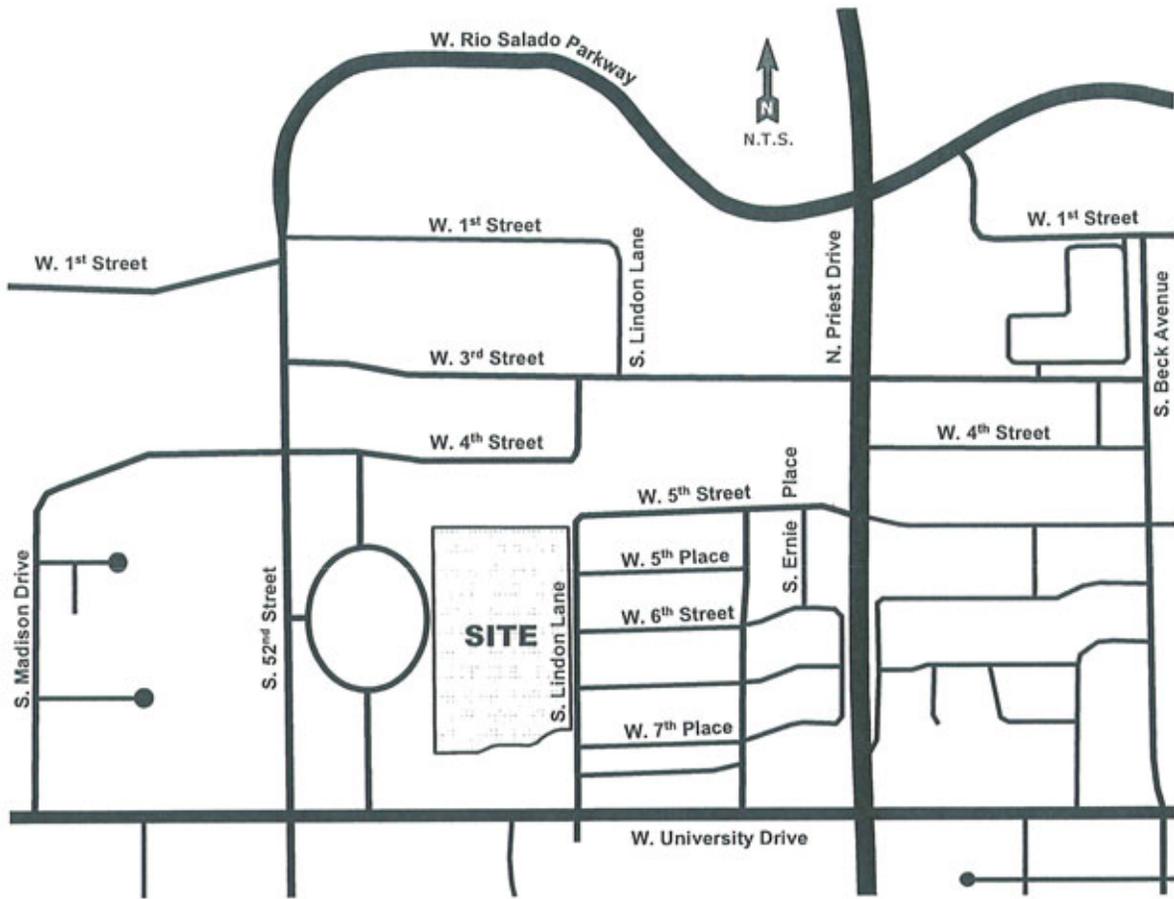


Figure 1: General Vicinity Map

Table 1 summarizes the parking data obtained from the parking occupancy measurement. This table indicates the number of apartments – as determined from the provided site plans, the number of provided parking spaces – as counted at each project site, and the maximum number of occupied parking spaces as counted from both days. The table also calculates the number of provided parking spaces per apartment and the maximum number of utilized parking spaces occupied by apartment. These calculations are provided for each complex separately and as an average for all three (3) complexes. The calculations reveal that an average of 1.90 parking spaces is provided per apartment with an average maximum demand of 1.32 parking spaces per apartment.

Table 1: Counted Parking Occupancy

COMPLEX	APARTMENTS	PROVIDED PARKING		MAXIMUM UTILIZED PARKING	
		SPACES	PER APARTMENT	SPACES	PER APARTMENT
San Marbeya	276	487	1.76	386	1.40
San Palmilla	372	794	2.13	468	1.26
Colonial Grand	180	322	1.79	236	1.31

These counted parking space occupancies were increased to consider the parking occupancies if 100% of the apartments on each property were leased. The parking demand at each complex was divided by the percentage of leased apartments at the corresponding complex. For San Marbeya and Colonial Grand, 95% of the apartments were leased; and for San Palmilla, 90% of the apartments were leased. Table 2 provides the adjusted parking occupancy for each complex if 100% of the apartments were leased.

Table 2: Adjusted Parking Occupancy to 100% Leased Apartments

COMPLEX	APARTMENTS	PROVIDED PARKING		ESTIMATED PARKING DEMAND	
		SPACES	PER APARTMENT	SPACES	PER APARTMENT
San Marbeya	276	487	1.76	406	1.47
San Palmilla	372	794	2.13	520	1.40
Colonial Grand	180	322	1.79	248	1.38

City of Tempe Required Parking

Appendix C to this report is Chapter 6 of the City of Tempe Zoning and Development Code, the chapter pertaining to parking requirements. **Table 3** summarizes these parking space requirements. As indicated, the parking space requirement is dependent on the number of bedrooms.

Table 3: General Parking Space Requirements

Apartment	Parking Spaces
1 Bedroom	1.5 plus 0.2 per unit
2 Bedrooms	2.0 plus 0.2 per unit
3 Bedrooms	2.5 plus 0.2 per unit

Table 4 provides the number of parking spaces required by the City of Tempe code for each of the three (3) counted apartment home complexes.

Table 4: Site-Specific Parking Space Requirements

SAN MARBEYA			
SIZE	UNITS	PARKING REQUIREMENT	
		RATE	SPACES
1-Bedroom	80	1.70	136.00
2-Bedroom	156	2.20	343.20
3-Bedroom	40	2.70	108.00
TOTAL	276		587.20
REQUIRED TOTAL			588

SAN PALMILLA			
SIZE	UNITS	PARKING REQUIREMENT	
		RATE	SPACES
1-Bedroom	100	1.70	170.00
2-Bedroom	200	2.20	440.00
3-Bedroom	72	2.70	194.40
TOTAL	372		804.40
REQUIRED TOTAL			805

COLONIAL GRAND			
SIZE	UNITS	PARKING REQUIREMENT	
		RATE	SPACES
1-Bedroom	65	1.70	110.50
2-Bedroom	91	2.20	200.20
3-Bedroom	24	2.70	64.80
TOTAL	180		375.50
REQUIRED TOTAL			376

Table 5 provides a comparison of the number of parking spaces required by the City of Tempe code to the maximum number of parking spaces occupied for each of the three (3) complexes. This analysis reveals that the number of excess parking spaces required by the City of Tempe varies from 140 to 337, with an average excess of 226 parking spaces. The analysis also reveals that the portion of the total number of parking spaces that remained unoccupied varies from 34% to 42%, with an average of 38%.

Table 5: Parking Space Requirement and Occupancy Comparison

COMPLEX	NUMBER OF APARTMENTS	TEMPE CODE REQUIRED PARKING	MAXIMUM UTILIZED PARKING	REQUIRED EXCESS	
				PARKING SPACES	PORTION OF TOTAL
San Marbeya	276	588	386	202	34%
San Palmilla	372	805	468	337	42%
Colonial Grand	180	376	236	140	37%
AVERAGE				226	38%

Table 6 provides a comparison of the number of parking spaces required by the City of Tempe code to the estimated maximum parking demand for each of the three (3) complexes assuming 100% of the apartments were leased. This analysis reveals that the number of excess parking spaces required by the City of Tempe varies from 128 to 285, with an average excess of 198 parking spaces. The analysis also reveals that the portion of the total number of parking spaces that remained unoccupied varies from 31% to 35%, with an average of 33%.

Table 6: Parking Space Requirement and Adjusted Occupancy Comparison

COMPLEX	NUMBER OF APARTMENTS	TEMPE CODE REQUIRED PARKING	UTILIZED PARKING WITH 100% LEASED	REQUIRED EXCESS	
				PARKING SPACES	PORTION OF TOTAL
San Marbeya	276	588	406	182	31%
San Palmilla	372	805	520	285	35%
Colonial Grand	180	376	248	128	34%
AVERAGE				198	33%

Recommended Parking

Table 7 provides the number of parking spaces required by the City of Tempe Zoning and Development Code for the proposed Mark-Taylor apartment home complex at the intersection of Lindon Road and University Drive.

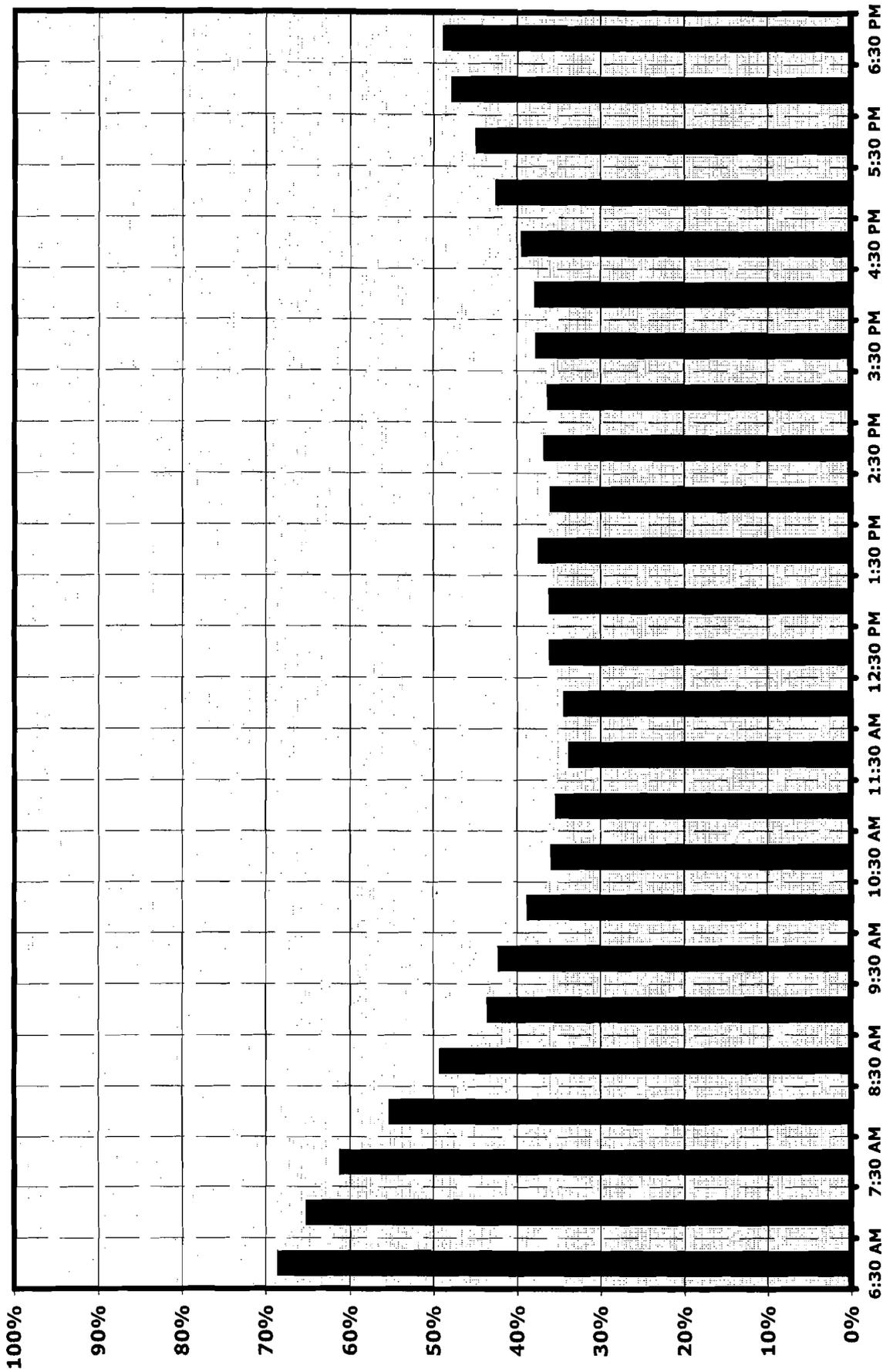
Table 7: Code Required Parking Spaces for Proposed Development

LINDON & UNIVERSITY PARKING REQUIRED BY CITY OF TEMPE CODE			
SIZE	UNITS	PARKING REQUIREMENT	
		RATE	SPACES
1-Bedroom	129	1.70	219.30
2-Bedroom	179	2.20	393.80
3-Bedroom	40	2.70	108.00
TOTAL	348		721.10
REQUIRED TOTAL			722

The analysis of parking occupancy at three (3) similar existing complexes implies that the provision of 722 parking spaces would be inappropriately excessive for this proposed complex. It would also be inappropriate for this proposed complex to only provide the minimum number of occupied parking spaces from the three (3) similar complexes. It would be appropriate to provide surplus parking spaces to ensure that parking spaces within the complex are available on the property. It is also appropriate to provide additional parking spaces to minimize the amount of travel to locate an unoccupied parking space.

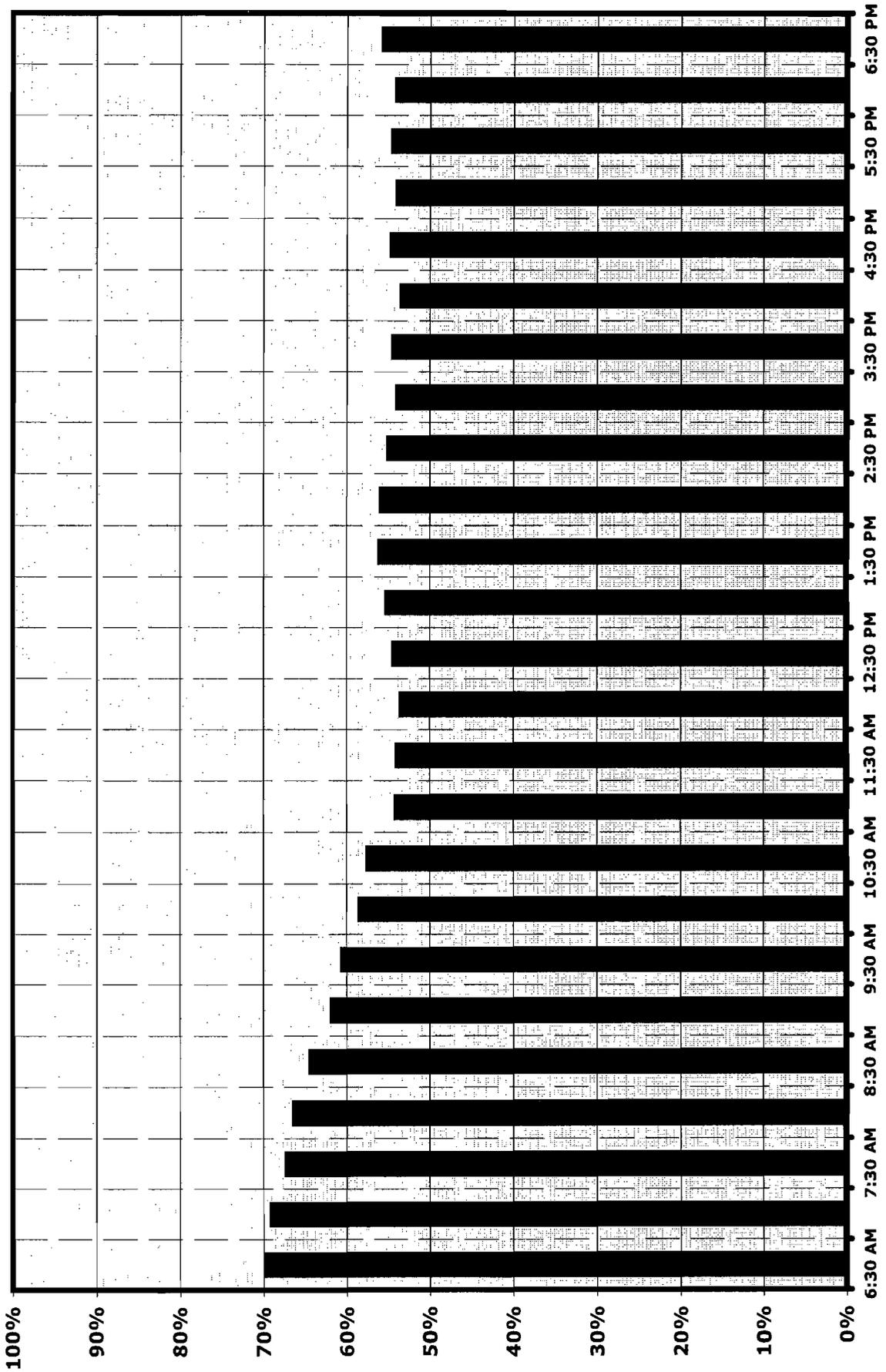
Utilizing the average excess parking space portion of the three (3) complexes, the proposed complex should provide an absolute minimum of 484 parking spaces. An appropriate surplus would be 20%. Therefore, the proposed Mark-Taylor apartment home complex should provide a minimum of 581 parking spaces. The proposed Mark-Taylor apartment complex near the Lindon / University intersection will provide 670 parking spaces.

**WEEKDAY PARKING OCCUPANCY IN 30-MINUTE INTERVALS
AVERAGE OF THREE SIMILAR APARTMENT COMPLEXES**



OCT 27 2008

**WEEKEND DAY PARKING OCCUPANCY IN 30-MINUTE INTERVALS
AVERAGE OF THREE SIMILAR APARTMENT COMPLEXES**



OCT 27 2008

MEMORANDUM

Public Works Department
TRANSPORTATION DIVISION



Date: November 10, 2008
To: Kevin O'Melia, Sr Planner, Development Services
From: Catherine Hollow, P.E., Sr Civil Engineer
Subject: University and Lindon Apartments Traffic Impact Analysis

I have reviewed the traffic impact analysis prepared for the University and Lindon Apartments. The project has 348 apartments which are located in the northeast quadrant of University Drive and Lindon Lane, north of an existing office complex. The project is expected to generate 2,339 external trips on a daily basis with 257 AM peak hour trips and 273 PM peak hour trips.

The report presented existing and future traffic volumes on 5th St and Lindon Lane. Currently, there are 970 vehicles per day on 5th St and 718 vehicles per day on Lindon Lane. In the year 2010 with the proposed development, it is projected that there will be approximately 2300 vehicles per day on Lindon Lane and approximately 1750 vehicles per day on 5th Street.

The report indicates that a traffic signal may be required at University Dr and Lindon Lane in the future due to the apartment traffic. Transportation Division is recommending that funding for the signal be included as a condition of approval.

Please contact me at (480) 350-8445 if you have any questions.