

PAD Amendment / Site Plan Application / Design Review Narrative

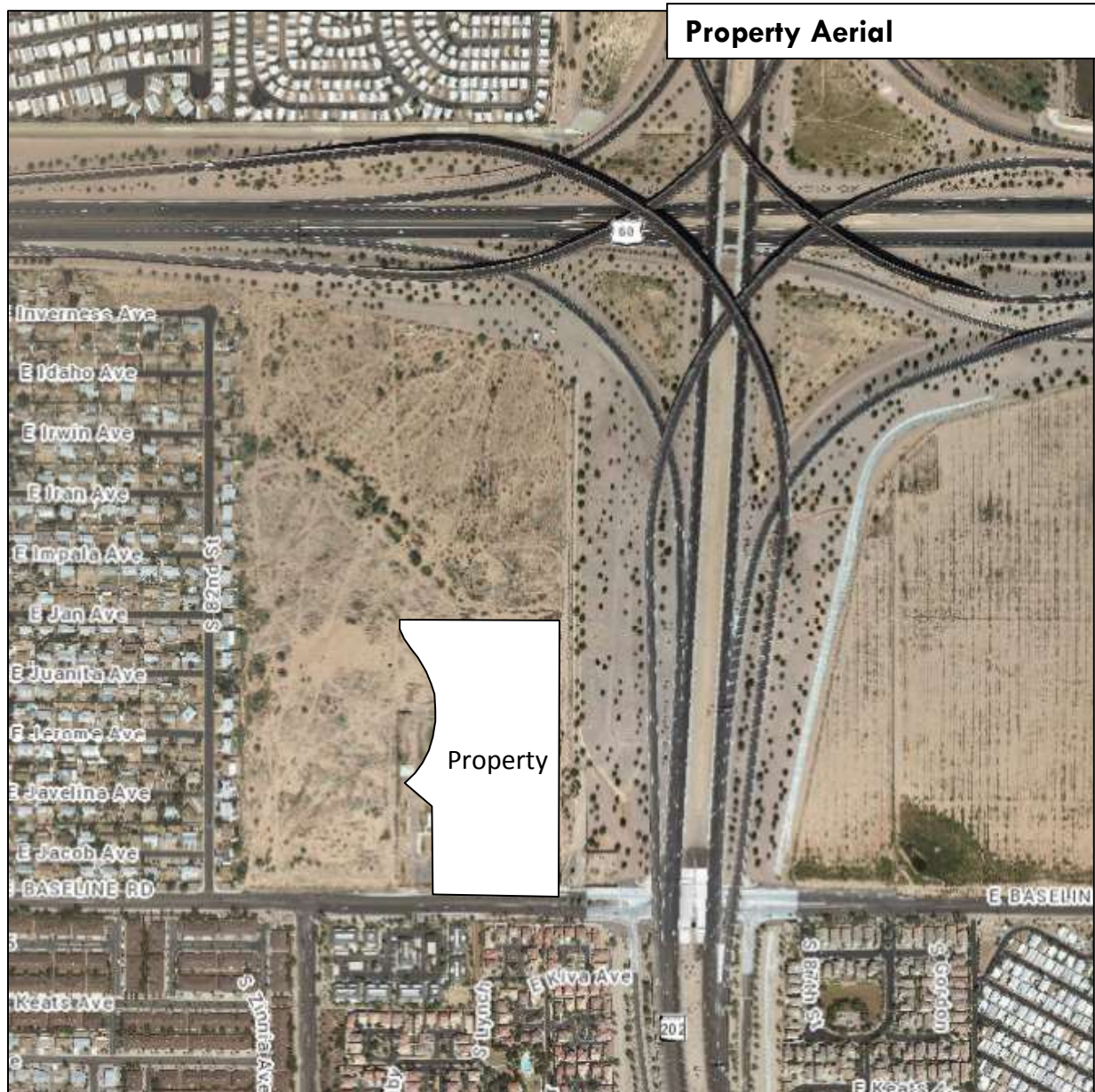
Aviva – NWC Loop 202 San Tan Freeway and Baseline Road

PLN2015-00504 | Z16-004

March 2, 2016

Introduction

Housing Trust Group, Inc. ("HTG") is proposing *Aviva*, a new 325 unit multi-residence development on the approximate 15.8 net acres of property located slightly west of the northwest corner of Baseline Road and State Route Loop 202 San Tan Freeway ("Property"). The Property is zoned RM-4 PAD. The vision for *Aviva* is to create a unique living environment that caters to a variety of lifestyles and introduces a more urban development concept into a historically suburban part of the City. *Aviva* offers multiple types of highly-stylized apartment residences within a walkable, inviting residential community that integrates enhanced architectural elements and building design, and a blend of attractive open space areas.



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Aviva will be the first phase of development within the Baseline Mixed Use PAD, which is an approximately 52 acre development that is planned to include multi-residence, single-residence and neighborhood commercial land uses. The Baseline Mixed Use PAD zoning includes: 5.1 acres of LC PAD, 31.5 acres of RSL-2.5 PAD and 15.8 acres RM-4 PAD. The zoning was approved by the City of Mesa in May 2014 (Case No. Z14-021).



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Project Description / Site Plan

Aviva is designed to promote a neighborhood environment that ties into future planned single-residence and neighborhood commercial land uses through open space and strong pedestrian connectivity. *Aviva* is designed with an uncomplicated, urban layout complemented by resort-style amenities and expansive open space and recreation areas to foster a social, integrated resident experience.

Aviva consists of contemporary two and three story multi-residence buildings organized around open space and amenity areas (*see Exhibit A: Overall Site Plan*). The building layout promotes walkability both within *Aviva* and through the rest of the Baseline Mixed Use PAD site. The buildings are conveniently accessible to adjacent parking for residents and guests. The buildings consist of: 131 one bedroom units ranging from approximately 760 to 790 sf; 180 two bedroom units ranging from 1,049 to 1,074 sf; and 14 three bedroom units at approximately 1,240 sf. An expansive 8,000 sf, highly-amenitized clubhouse greets *Aviva* residents and guests at the main entrance to the development from Baseline Road.

The buildings and internal drive aisles are strategically arranged to create a series of distinct, compact “urban blocks” that within *Aviva* face inward toward an elongated-centrally located “central park” style courtyard that includes two pools and other amenities, and also face outward toward the secondary open space areas, fit stations, and pedestrian connections to the larger Baseline Mixed Use PAD project. Additionally, the “urban block” design promotes the appearance of strong visual and pedestrian connections with the planned single-residence land use across the Hawes Road extension and the neighborhood commercial land use areas (*see Exhibit B: Urban Block Exhibit*).

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Exhibit A: Overall Site Plan



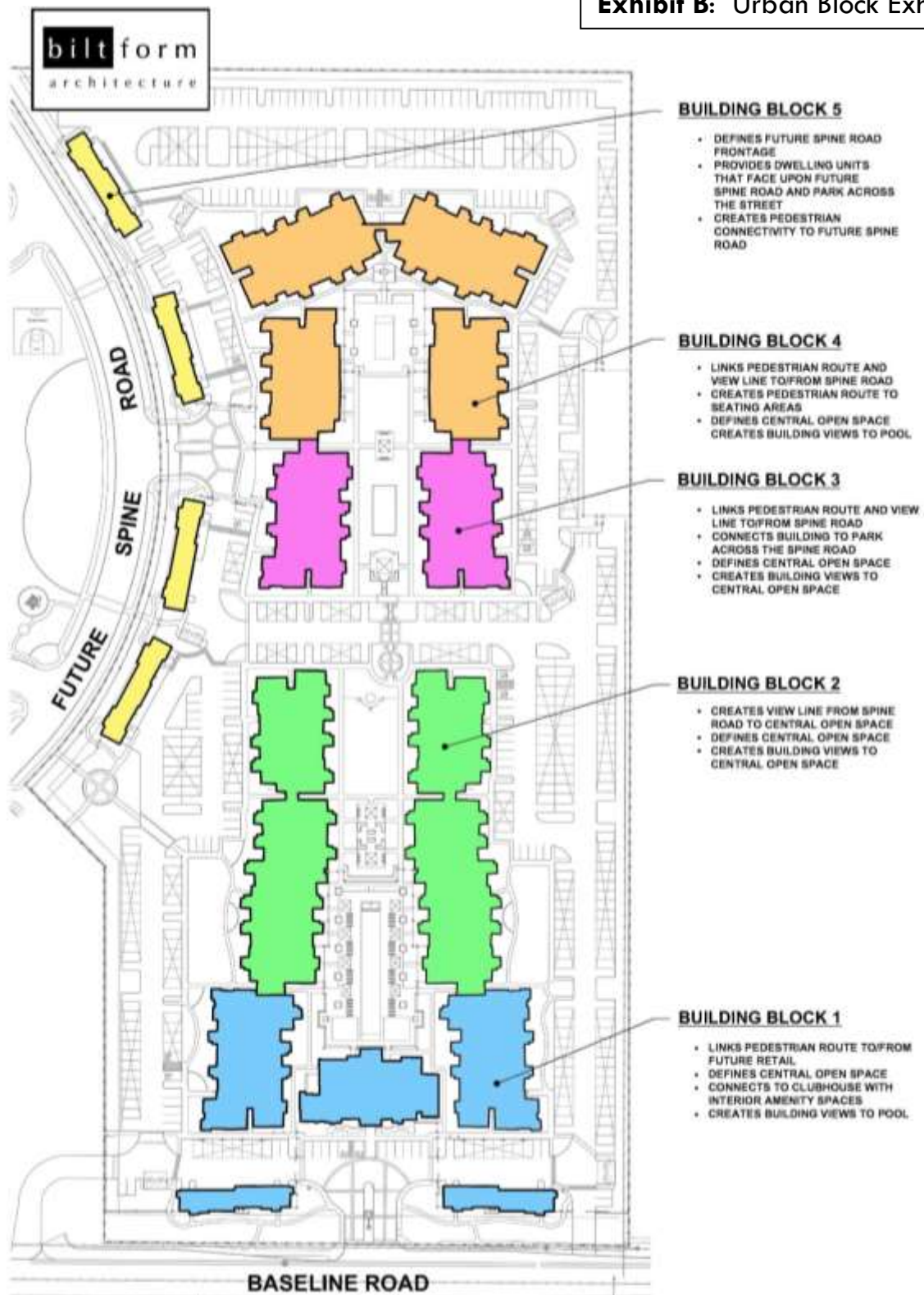
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Exhibit B: Urban Block Exhibit



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Urban Block No. 1

As stated above, the intent of *Aviva* is to create distinct, compact “urban blocks” that face both inward and outward. The first “urban block” is made-up of two 2-story carriage unit buildings (internal facing garages underneath the units) oriented outward to Baseline Road. The front door and second floor living spaces of these units are oriented outward to the south to provide strong visual interest and street presence along Baseline Road. Moving inward from the carriage units, easily accessible, safe pedestrian paths provide a direct connection to the clubhouse, courtyard, pool, and amenity area, and the secondary open space areas, fit stations, and other pedestrian connections to the north within *Aviva*. These pedestrian paths also provide a direct connection to the planned neighborhood commercial land use so that residents can easily fulfill many of their daily shopping needs. (Ordinance No. 5217, Stipulation 2.d).

The first “urban block” also includes an internal east-west drive aisle, which is finished with a decorative paving and extensive entry landscaping, and the clubhouse and two 3-story buildings. The clubhouse serves two important purposes in *Aviva*’s “urban block” design: First, it establishes the identity of *Aviva* along Baseline Road and creates the important sense of arrival for residents and guests of *Aviva*; and second, it “caps” the south end of the courtyard, pool, and amenity area moving inward within *Aviva* creating the feeling of a comfortable pedestrian environment. The two 3-story buildings (just north of the clubhouse) complete the first “block.” They are oriented north-south and open-up to the internal courtyard, pool, and amenity area and outward to the secondary open spaces, fit stations, and pedestrian connections.

Urban Block No.

Moving further north, four 3-story buildings oriented north-south are “jogged” inward from the first “urban block” creating a distinct second “urban block.” The second “urban block” is defined by pedestrian and visual connections to the planned plaza area located along the Hawes Road extension. This plaza area is planned as a shared amenity that has the potential to unify the single-residence and neighborhood commercial land uses with *Aviva*. It is anticipated that the plaza will compliment future retail and restaurant uses, including outdoor dining, in the neighborhood commercial land use.

Additionally, the second “urban block” includes easily accessible, safe pedestrian paths that provide a direct east-west pedestrian connection from the buildings on the east side of the courtyard, pool, and amenity area to the buildings on the west side of the development and the planned plaza area. While the second “urban block” is separated from the third “urban block” (located further north) by one of the primary east-west drive aisles, the two blocks are still visually and physically connected north-south by the courtyard, pool, and amenity area and decorative paving/hardscape that creates a defined pedestrian crossing across the drive aisle. This drive aisle is specifically designed to line-up with the anticipated street connection in the single-residence land use in the Baseline Mixed Use PAD and creates visual connectivity between the single-residence land use and *Aviva*.

The second “block” opens-up to the internal courtyard, pool, and amenity area and also faces outward toward the fit stations and pedestrian connections in the first “block.” Different, however, this second “urban block” provides even larger (deeper) secondary open spaces that provide the feeling to residents and guests of *Aviva* that they can walk freely and safely from parking areas to their units or from their units to the variety of amenities within the community.

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Urban Blocks 3 and 4

The third “urban block” and fourth “urban block” are located north of the east-west drive aisle. The third “urban block” consists of two (2) 3-story buildings that are oriented north-south and open-up to the internal courtyard, pool, and amenity area and outward to the secondary open spaces and pedestrian connections. The fourth “urban block” consists of three (3) 3-story buildings that open-up to the internal courtyard, pool, and amenity area and outward to the secondary open spaces and pedestrian connections. The south two buildings of this fourth “urban block” are oriented north-south; the north building is oriented diagonally to “cap” the north end of the courtyard, pool, and amenity area completing the feeling of a comfortable pedestrian environment.

The third “urban block” and fourth “urban block” are separated by a substantial view corridor and strong pedestrian connection that visually and physically connects *Aviva* with the Hawes Road extension, which serves as the major organizing element and backbone of the pedestrian circulation system of the Baseline Mixed Use PAD. This pedestrian path also physically and visually connects the dog park and tot lot along the eastern boundary of *Aviva* with the anticipated park amenity west of the Hawes Road extension in the single-residence land use. The pedestrian connection includes decorative pavers and landscaping that further enhances the connection to the Hawes Road extension. Additionally, the future entrance to *Aviva* from the Hawes Road extension is lined-up with the anticipated corresponding street connection in the single residence land use to create connectivity between the single-residence land use and *Aviva*.

Urban Block No. 5

The fifth and final “urban block” consists of four (4) 2-story buildings oriented outward to the Hawes Road extension. Units are provided at both the ground and second floors to activate the streetscape and provide strong visual interest at street level. As stated above, the Hawes Road extension is the backbone of the pedestrian circulation system of the Baseline Mixed Use PAD. Accordingly, pedestrian connections provide clear access to and from the Hawes Road extension. Additionally, one (1) direct pedestrian connection is provided to the plaza area from these units. Collectively, these pedestrian connections will encourage residents to use the option of walking as a means of mobility rather than the automobile. (Ordinance No. 5217, Stipulation 2.f).

Architectural Design / Energy Efficiency

Building elements ranging from linear to a cluster courtyard provide a distinct living environment and vary the massing and movement of the building elements within these various modules. The use of inter-changing colors articulate the weaving of architectural components and common use facilities as they are experienced by *Aviva* residents at the pedestrian scale as well as from the streetscape. The building elevations are accentuated by outdoor patio and balcony areas that create depth and movement within the building facades and also functionally serve as shade elements. Recessed window frames, some as deep as 18-inches, provide additional shading and also add depth and shadows to the elevations. All of these elements tie together the architectural imagery to provide a strong identity for the development that complements the area and creates an appealing environment for both *Aviva* residents and guests. Solar shading through the use of shade trees and the proximity of adjacent buildings is provided along the pedestrian connections.

The individual units are located within linear and clustered ‘module areas’ and are accentuated with visually stimulating architectural themes, styles, and colors to create an appealing community. Each unit will have

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Class-A interior finishes, such as fully insulated wood construction, dual-paned, (Low-E rated) vinyl windows for improved cooling for the units, expansive covered patios for each unit, storage rooms, premium counters with modern wood cabinetry, tile and wood plank flooring styles, decorative entry and interior trim accents, large walk-in closets, streamlined energy efficient appliances, security card/keypad access to covered parking spaces conveniently accessible for each unit, and optional garage units. Ample surface parking areas are available for guests.

The overall construction and design of the buildings proposes energy efficient building and construction elements and techniques to mitigate environmental intrusion. Underscoring the importance of energy efficiency, the buildings will be equipped with EnergyStar appliances, light fixtures, and high performance HVAC units. Vinyl windows and building insulation will be used to further improve cooling and heating of the building and will exceed the Model Energy Code requirements. Further, the use of turf and carefully placed shade trees and landscaping are intended to mitigate the potential heat island effect.

Vehicular Circulation

Aviva's vehicular circulation system comfortably accommodates traffic generated by the project and provides connections to the external roadway system via Baseline Road as well as the future Hawes Road extension within the Baseline Mixed Use PAD. Baseline Road is the primary means of ingress and egress to the Property.

The main entrance to *Aviva* is provided via an approximately 55-foot wide access drive off Baseline Road. The entrance drive includes an approximately 25-foot wide entrance drive aisle and a 20-foot wide exit drive aisle separated by a 10-foot landscaped median. The access drive is designed to accommodate guests and residents entering the project without impacting Baseline Road. Additionally, turn-around areas and additional queuing length is provided at *Aviva's* entrance to further prevent vehicle stacking. The main entrance at Baseline Road is planned to allow left turns into the site, as well as right turns in and out. No left turns are allowed out of the main entrance onto Baseline Road. A second access point to *Aviva* is planned onto the future Hawes Road extension. This access point will be activated once the Hawes Road extension is built, which is planned to occur in conjunction with construction of the adjacent single-residence development. Once the Hawes Road extension is constructed, *Aviva* residents will have access to the signalized intersection at Hawes and Baseline Roads. An emergency Fire Department-only access point is provided along Baseline Road near the eastern property line. *Aviva* is planned to be gated and controlled by security card and/or keypad. Guest parking that does not require a security card/keypad access is provided adjacent to the clubhouse.

Amenities

Impressive life-style amenities are proposed throughout *Aviva* to enhance the quality of life for residents and guests. Resort-style amenities include an expansive 8,000 sf clubhouse building that is positioned at the main point of entry along Baseline Road to create a dramatic sense of arrival to the community. The clubhouse will accommodate the leasing offices, conference/business center, gourmet kitchen area, lounge area, fitness center, yoga and spin class facilities, a half-court basketball court, and other types of community facilities. *Aviva's* residents will have the option to enjoy activities such as cooking demonstrations, multiple flat screen televisions to showcase movies/other programs, recreational-type amenities such as pool tables, game areas, and inter-active video games stations, or to just relax within the various lounge areas.

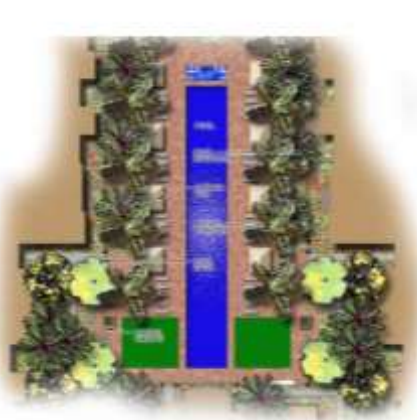
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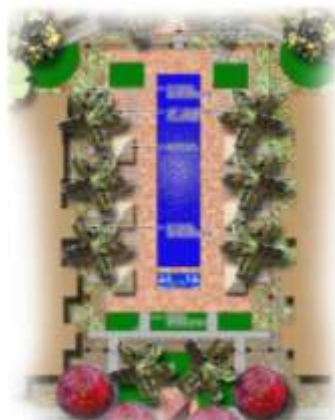
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Outdoor common amenities and social gathering areas are located in the expansive centrally-located courtyard defined by the “urban blocks” of buildings. These amenities include two resort-style swimming pools with cabanas, spa area, volleyball court, lush open space and ramadas with barbeques. The ramadas will act as an outdoor room, complement the community’s architecture, and be a place for socializing and relaxing. The open spaces throughout *Aviva* include pedestrian amenities, such as benches, shade trees, aesthetic paving treatments to encourage pedestrian use and connectivity to various facilities within the community.

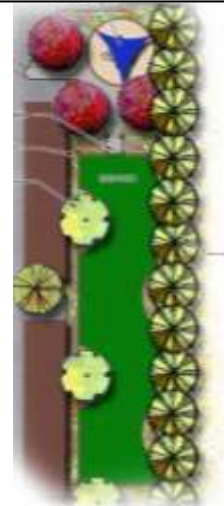


Main Pool



Secondary Pool

Dog Park



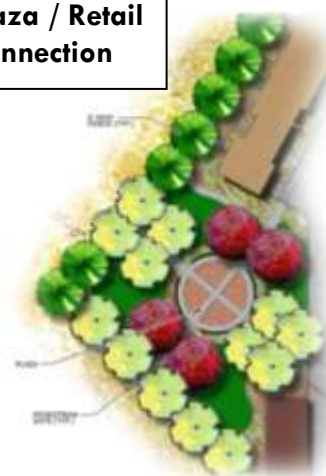
Active Area



Central Gathering Area



Pedestrian Plaza / Retail Connection



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RM-4 Development Standards Modifications

The Baseline Mixed Use PAD as approved by Ordinance No. 5217 established the framework, design, vision and land uses for the overall 52 acre development. The Multi-Residence Parcel is zoned RM-4 PAD and subject to the permitted land uses and development standards in the RM-4 zoning district. *Aviva* will utilize the RM-4 zoning district and associated development standards, except that the below-described modifications are requested as part of this PAD amendment. The requested modifications are more fully set forth in the attached Baseline Mixed Use PAD Development Booklet Addendum.

Private Open Space: Table 11-5-5 and Section 11-5-5(C) of the Mesa Zoning Ordinance set forth standards for Required Open Space within Multi-Residence developments. Within the RM-4 District, a minimum of 150 square feet of open space per unit is required, and such open space must be comprised of a combination of private and common area open space. Standards for private open space include that studio and 1 bedroom units have at least 60 square feet, 2 bedroom units have at least 100 square feet, and 3 bedroom units have at least 120 square of private open space. Additional standards require that above-ground private open space (e.g., balconies) be a minimum of 60 square feet and shall not be less than 8 feet wide or 6 feet deep, and must be at least 50 % covered.

The *Aviva* PAD Amendment requests the following:

1. A reduction of the minimum required private open space for 1, 2 and 3 bedroom units to a minimum 48 square feet of private open space per unit regardless of the number of bedrooms.
2. A reduction of the minimum square feet for balconies to a minimum 48 square feet.

Justification: The open space requirements are intended to ensure residents have adequate and functional private and common outdoor space opportunities for social, recreational, aesthetic and economic purposes. As noted, the Mesa Zoning Ordinance requires a minimum of 150 square feet of open space (private and common combined) within the RM-4 district. With respect to private open space, *Aviva* will provide larger private patios ranging from 100 to 338 square feet, many of which exceed the ordinance minimums, for the ground floor units. The upper floor units, which primarily consist of one and two bedroom units, will each have private balconies that range in size from 48 to 57 square feet.

Although a reduction is requested of the standards for private open space to accommodate smaller balconies, *Aviva* will provide its residents with 164,775 square-feet of total open space, which is 507 square feet per unit. This equates to a 300 percent increase over that required by the Mesa Zoning Ordinance. *Aviva* places its open space emphasis on common open space amenities and communal social opportunities. Planned common area open space improvements include two pools, expansive green space and open areas, a volleyball court, fit stations connected by a series of pedestrian pathways, ramadas and barbeques, a dog park, tot lot play areas, and a plaza. Additionally, *Aviva* includes an 8,000 square-foot clubhouse with kitchen facilities, media room, business/office center, conference room, yoga room, and fitness center. Collectively, these amenities rival, if not exceed, the

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amenities provided at any other existing or planned multi-residence development in the City of Mesa, and compete with the amenities for many single family communities.

The overall open space provided within *Aviva* fulfills and exceeds the intent of the Mesa Zoning Ordinance open space by providing residents with higher quality and more varied open space opportunities for social, recreational, aesthetic and economic purposes than would otherwise be created by providing slightly larger patios

Building and Parking Canopy Separation: Table 11-5-5 and Section 11-5-5(B) of the Mesa Zoning Ordinance set forth standards for Building Separation. Within the RM-4 district, the minimum building separation between 3 story buildings located on the same lot must be 35 feet. Additionally, detached parking canopies must be located a minimum of 20 feet from buildings.

The *Aviva* PAD Amendment requests the following modifications to Building Separation standards.

1. Buildings on the Property shall have a minimum separation of **15 feet**.
2. Detached covered parking canopies shall be separated from the buildings by a minimum of **10 feet**.

Justification. The site plan for *Aviva* contains four locations that may not comply with the Mesa Zoning Ordinance Building Separation requirements. Buildings 4 and 5, which are oriented north-south at the southern end of the project, are located approximately 16 feet from the Clubhouse (Building 12). The living units in Buildings 4 and 5 face onto the sides of the Clubhouse that contain fitness rooms and administrative offices. Minimal windows are planned on these sides of the Clubhouse, and no privacy concerns of conflicts between uses will exist.



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Additionally, Building 11, which is located at the north end of the project and diagonally oriented east-west to “cap” the courtyard, pool, and amenity area, is located approximately 15-feet at its closest points to Buildings 6 and 7. This condition occurs for only a short distance. No privacy concerns exist in this location either given that the ends of Buildings 6 and 7 contain minimal, if any, windows.



The Mesa Zoning Ordinance provides an alternative calculation for building separation for non-parallel buildings. Should the above-referenced buildings be considered non-parallel buildings, then the alternative calculation applies and the building separation requirements are met.

Buildings 4 & 5. There is approximately 2,834 sf of open space provided between Building 4 and the Clubhouse, and approximately 2,664 sf of open space between Building 5 and the Clubhouse. The alternative calculation requires 2,596 sf between these buildings to meet the ordinance standard. As an additional consideration, the building elevations and floor plans include the strategic placement of windows, which address privacy concerns for individual units.

Building 11. There is approximately 10,668 sf of open space provided between Building 11 and its closest points to Buildings 6 and 7. The alternative calculation requires 9,810 sf between these buildings to meet the ordinance standard. The diagonal orientation and increased open space area ensures privacy for individual units.

As an additional consideration, the building separation standards for the RM-4U zoning district require no separation between buildings on the same lot (except as may be required for building code purposes). Although *Aviva* is being developed within the RM-4 zoning district, the project adopts an urban form that is more akin to the type of development that would occur in the RM-4U district, and thus the reduction in building separation is appropriate within the overall context of the project.

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With respect to parking canopies, the separation between the buildings and parking canopies is less than 20-feet in certain locations. This provides *Aviva* residents with direct access to covered parking without having to cross multiple drive aisles. Sufficient separation is provided between the buildings and parking canopies to ensure that daylight and air are available for units. Additionally, landscaping and other hardscape improvements are planned between the buildings and parking canopies to create an attractive environment for *Aviva* residents.

Parking Reduction: The Mesa Zoning Ordinance, pursuant to Table 11-32-3.A, requires a minimum parking standard for apartment communities that are not within one-quarter mile of mass transit or light rail of 2.1 spaces for dwelling unit. This application seeks approval of a parking reduction for *Aviva*, pursuant to Section 11-32-6(A) of the Mesa Zoning Ordinance, to permit a minimum parking standard of 1.8 spaces per dwelling unit.

Aviva is planned as a 325 unit multi-residence community comprised of 131 one bedroom units, 180 two bedroom units, and 14 three bedroom units. The Mesa Zoning Ordinance requires a minimum parking standard of 2.1 parking spaces per dwelling unit, which results in 683 parking spaces for *Aviva*. This parking reduction request seeks approval for a minimum of 585 parking spaces to serve 325 units, which results in a minimum parking standard of 1.8 parking spaces per dwelling unit. *Aviva* also proposes 58 bicycle parking spaces.

This request has been prepared pursuant to Section 11-32-6.A of the Mesa Zoning Ordinance, which requires that the following criteria are found to be true:

1. A special condition exists that reduces the parking demand at *Aviva*, which may include the nature of the proposed operation and characteristics of persons residing on the site.

The Mesa Zoning Ordinance requires 2.1 parking spaces per dwelling unit for multi-residence projects. This is a blanket parking requirement that applies to any multi-residence unit regardless of unit type and number of bedrooms. In other words, 2.1 parking spaces are required for a studio unit, one bedroom unit, two bedroom unit, or three bedroom unit. As a point of comparison, the Mesa Zoning Ordinance requires 2.0 parking spaces per dwelling unit for a single-residence home regardless of size of the home or number of bedrooms.

Special Conditions: Unit Type and Bedroom Mix, Characteristics of Residents and Expected Number of Vehicles per Unit. *Aviva* is planned to include 131 one bedroom units, 180 two bedroom units, and 14 three bedroom units. The one and two bedroom units constitute nearly 96-percent of *Aviva*'s total unit count.

Based on recent research, the average number of vehicles per household in Mesa is 1.63 (CLRSearch.com) and the average number of vehicles per rental housing unit is Mesa is 1.29 vehicles per unit (ESRI).

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MESA AVERAGE VEHICLES PER RENTAL HOUSEHOLD – 1.29

©2015 Esri



ACS Housing Summary

Mesa City, AZ 2

Mesa City, AZ (0446000)

Geography: Place

OCCUPIED HOUSING UNITS BY VEHICLES AVAILABLE

	Owner occupied		Renter occupied		Total	
	# of Vehicles	%	# of Vehicles	%	# of Vehicles	%
No vehicle available	2,556	2.5%	9,199	14.5%	11,755	7.1%
1 vehicle available	39,489	38.3%	31,792	50.0%	71,281	42.8%
2 vehicles available	40,283	39.0%	18,064	28.4%	58,347	35.0%
3 vehicles available	14,858	14.4%	3,755	5.9%	18,613	11.2%
4 vehicles available	4,541	4.4%	623	1.0%	5,164	3.1%
5 or more vehicles available	1,464	1.4%	92	0.1%	1,556	0.9%
Total	103,191	100.0%	61,525	100.0%	166,716	100.0%
Avg # of Vehicles	1.84		1.29		1.63	

The rental housing unit data is based on all types rentals, including homes, townhomes and apartments where presumably the average number of bedrooms is two or more. Aviva, as previously noted, is comprised largely of one and two bedroom units, and should be expected to generate an even lower number of vehicles per unit. Utilizing the Mesa Average Vehicles per Rental Unit statistic of 1.29 vehicles per unit, the expected number of renter owned vehicles at Aviva is 420 vehicles, although likely will be less.

The Mesa Zoning Ordinance Standard by comparison requires 683 parking spaces, which is 263 spaces more than anticipated renter owned vehicles. Or viewed another way, based on the unit type and bedroom mix proposed for Aviva, there is the potential for 533 beds. Assuming that each bed within Aviva resulted in one vehicle, which is an assumption not supported by statistics, the City's parking standard accommodates one vehicle for every bedroom plus an additional 150 parking spaces. Based on the aforementioned national and local statistics, the City's minimum parking standard will result in a substantial excess of parking spaces that will remain vacant, contribute to increased construction costs for the overall project, and eliminate opportunities for other community serving amenities such as additional open space, landscaping and recreation areas. The proposed parking standard of 1.8 spaces per unit, with a minimum of 585 parking spaces, accommodates one vehicle for every bedroom plus an additional 52 parking spaces for guests.

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Additionally, Current market research shows that the mix of unit types and number of bedrooms at *Aviva* is heavily weighted towards units that will primarily be single occupancy units. This is consistent with overall demographic trends where the number of people living alone is increasing. Data from the United State Census Bureau shows:

- 27% of all U.S. households are one-person households. Between 1970 and 2012, the number of one-person households increased by 10% from 17% of all households to 27%.
- Between 2000 and 2010, the number of one-person households increased to 31 Million, which is 4 Million more than 2000.
- Between 1970 and 2012, the number of households with married couples and children under 18 decreased from 40% of all households to 20%.

The number of people working from home is also steadily increasing. Two bedroom apartment units are often rented by single occupancy tenants who will use the second bedroom as an office or guest room. Between 2005 and 2010, the number of home-based workers increased by 2 Million, from 7.8 percent of all workers to 9.5 percent. Additionally, trends amongst Millennials, who comprise a significant percentage of the rental population, include embracing a technological paradigm shift where an increasing number of people will travel by car-sharing or rideshare platforms such as Uber and Lyft. Millennials are twice as likely as any other generation to carpool, and travel by bus, bike and taxi (or rideshare) far more than any other generation (Scarborough USA+ Study, Release 2, 2012).

2. Aviva will be adequately served by the proposed parking.

Comparative research shows that the proposed parking ratio for *Aviva* of 1.8 spaces per dwelling unit, is comfortably adequate to serve the needs of the project. The proposed parking ratio is also consistent with other jurisdictions in the Phoenix-area and national trends.

The national median parking requirement for a two-bedroom apartment is 1.62 spaces per unit. Based on an analysis completed by the source "Graphing Parking," the City of Mesa has one of the highest parking ratios in the country for a two-bedroom apartment unit.

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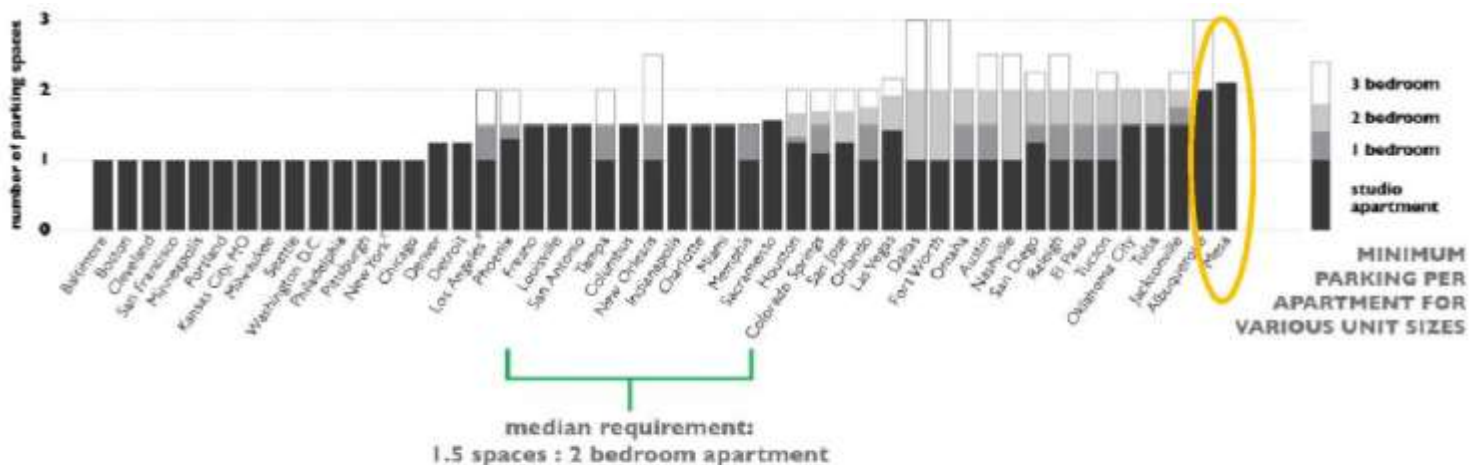
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MESA HAS THE HIGHEST MINIMUM PARKING REQUIREMENT

Mesa Parking Requirement for Studio, 1, 2, & 3 Bedroom Units = **2.1 for each**



National Median = 1.62

Source : Graphing Parking

With respect to local examples:

- The City of Tempe requires 1.5 parking spaces for one bedroom units and 2 parking spaces for two bedroom units.
- The City of Phoenix requires 1.5 parking spaces for one and two bedroom units.
- The City of Scottsdale requires 1.3 parking spaces for one bedroom units and 1.7 parking spaces for two bedroom units.

Aviva's proposed minimum parking ratio of 1.8 spaces per unit with a minimum of 585 parking spaces for 325 units (131 one bedroom, 180 two bedroom and 14 three bedroom) would comply with the zoning ordinance requirements of Tempe, Phoenix, and Scottsdale without modification. The comparison to other local jurisdictions combined with national standards reinforces the adequacy of the proposed parking ratio for Aviva. Further, HTG, as an experienced multi-family developer with over 40 years of experience, has a vested interest in ensuring adequate parking exists for its residents and strongly believes that the proposed parking ratio will meet the needs of the project.

As a final consideration, residents of Aviva will have access to public transit. Valley Metro Local Route No. 180 provides bus service from Baseline Road and Farnsworth Drive (located 4/10 of a mile to the west of the Property). Local Route No. 180 connects to the Superstition Springs Transit Station located at Power Road and US 60 Superstition Freeway, which connects to the Valley Metro LINK Bus

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and eventually the Valley Metro Light Rail. Between Valley Metro, the LINK Bus and Light Rail, residents of *Aviva* will have access to the entire Valley via public transit. Local Route No. 180 will also provide residents of *Aviva* local bus access to Chandler, Gilbert, Guadalupe, and Tempe.

As a final note, *Aviva* also includes 58 bicycle parking spaces as a complement to vehicle parking spaces. This provides support for the use of alternative modes of transportation by *Aviva*'s residents.

3. The parking demand generated by *Aviva* will not exceed the capacity of or have a detrimental impact on the supply of on-street parking in the surrounding area.

With respect to the impact on on-street parking, no on-street parking exists in the immediate area. As stated above, the Property is bounded by undeveloped land to the north and west, State Route 202 San Tan Freeway to the east, Baseline Road to the south, and a gated single-residence development and office complex to the south across Baseline Road – none of which provide on-street parking. The nearest on-street parking is located 850-feet to west within an existing single-residence neighborhood.

Based on the foregoing analysis, we respectfully request approval of a minimum parking standard of 1.8 parking spaces per dwelling unit at *Aviva* finding that: (1) a special condition exists; (2) the development will be adequately served by the proposed parking; and (3) the parking demand generated will not exceed the capacity of or have a detrimental impact on the supply of on-street parking.

PAD Amendment / Site Plan Application / Design Review Narrative

Aviva – NWC Loop 202 San Tan Freeway and Baseline Road

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Modifications of Ordinance No. 5217 Stipulations

The Mesa City Council approved Ordinance No. 5217 on May 5, 2014 and rezoned the Baseline Mixed Use PAD site to LC PAD, RSL-2.5 PAD and RM-4 PAD subject to seventeen stipulations. Most of these stipulations apply to the planned single-residence land use and the neighborhood commercial land use. In conjunction with the *Aviva* PAD Amendment, the following stipulations are requested to be modified as outlined below:

CURRENT Stipulation No. 4: Provide at least three vehicular and pedestrian connections between this site and the balance of the property located at the northeast portion.

Revised Stipulation No. 4: *Provide a minimum three vehicular and pedestrian connections to the future Hawes Road extension between the overall Baseline Mixed Use PAD property and the exception parcel located to the northeast.*

The intent of this stipulation is to ensure that the exception parcel located in the northeast corner, but outside the boundaries of the Baseline Mixed Use PAD, has sufficient vehicular and pedestrian access to the overall Baseline Mixed Use PAD property, including the future Hawes Road extension. The requested modification seeks to clarify that it is not the intent of this stipulation to require the multi-residence land use in and of itself to provide at least three vehicular and pedestrian connections to the exception parcel located to the northeast.

CURRENT Stipulation No. 10: All street improvements, street frontage landscaping, and perimeter theme walls to be installed with the first phase of development.

Revised Stipulation No. 10: *Street improvements, street frontage landscaping, and perimeter theme walls may be installed in phases as approved by the City of Mesa.*

The requested modification seeks to clarify that the street improvements, and associated landscaping and perimeter theme walls, may be installed in phases as each portion of the property develops. As shown by the conceptual phasing plan included below (and in the attached Addendum to the Baseline Mixed Use PAD), improvements are expected to be constructed as follows:

Phase 1: Multi-Family. North half of Baseline Road, including the median, adjacent to Phase 1.

Phase 2: Single-Family. North half of Baseline Road adjacent to Phase 2, including the signalized intersection of Hawes and Baseline Roads; Hawes Road full street section to its northern terminus.

Alternate Phase 2a: Single-Family. The signalized intersection of Hawes and Baseline Roads; Hawes Road full street section to its northern terminus.

Alternate Phase 2b: Single-Family. North half of Baseline Road adjacent to Phase 2b, including the signalized intersection of Hawes and Baseline Roads; Hawes Road full street section to the northern edge of Phase 2b.

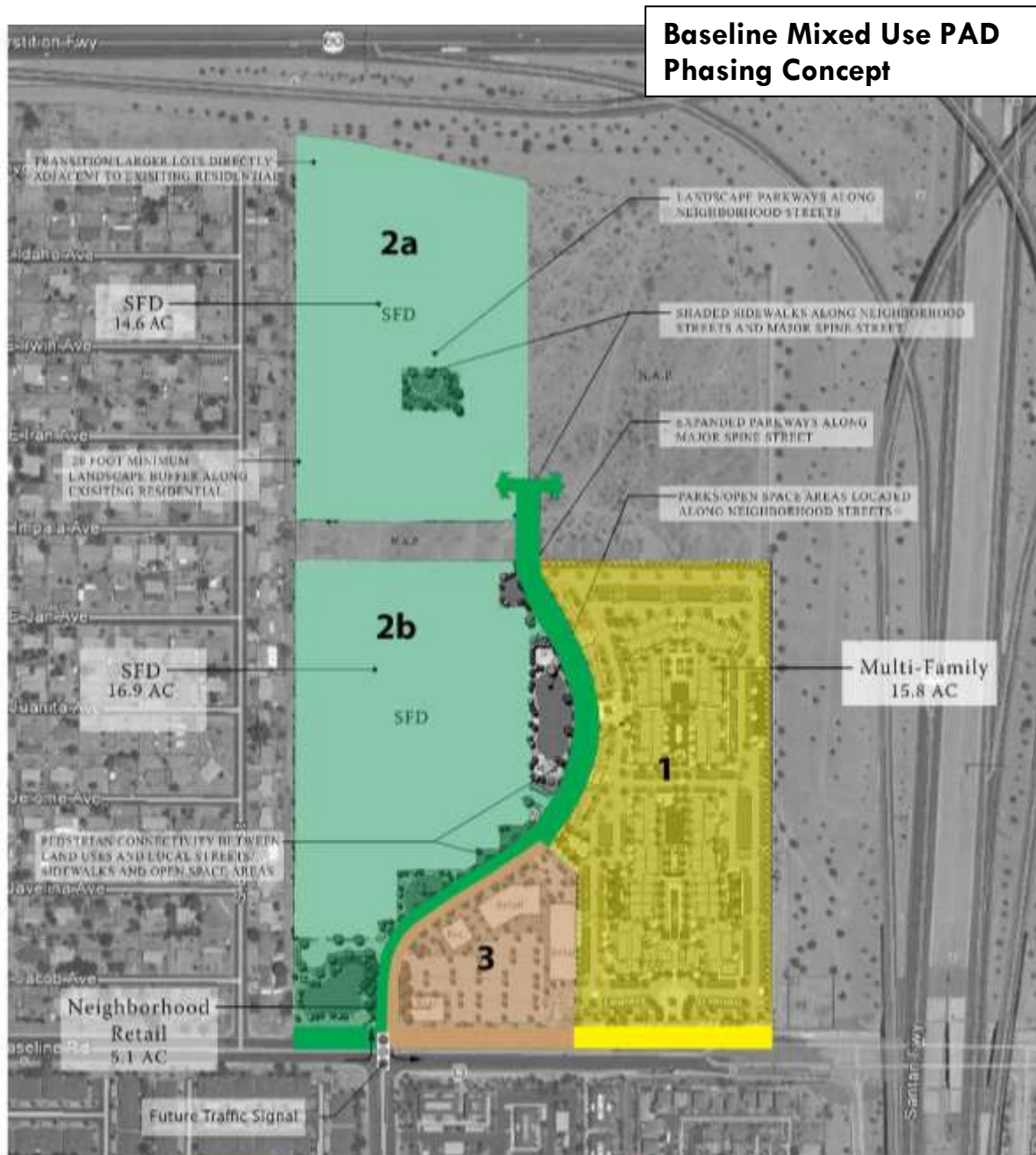
Phase 3: Commercial. North half of Baseline Road including the median adjacent to Phase 3. If Phase 3 precedes Phase 2, then also the signalized intersection of Hawes and Baseline Roads; Hawes Road full street section to the northern edge of Phase 3.

PAD Amendment / Site Plan Application / Design Review Narrative

Aviva – NWC Loop 202 San Tan Freeway and Baseline Road

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PHASE 1



MULTI-FAMILY

North half of Baseline Road including the median adjacent to Phase 1

PHASE 2



SINGLE-FAMILY

North half of Baseline Road adjacent to Phase 1 including the signalized intersection of Haves and Baseline Roads; Haves Road full street section to its northern terminus. ALTERNATE PHASE 2a: SINGLE FAMILY The signalized intersection of Haves and Baseline roads; Haves road full street section to its northern terminus. ALTERNATE PHASE 2b: SINGLE FAMILY

North half of Baseline Road adjacent to Phase 2b including the signalized intersection of Haves and Baseline Roads; Haves Road full street section to the northern edge of Phase 2b.

PHASE 3



COMMERCIAL

North half of Baseline Road including the median adjacent to Phase 3, if Phase 3 proceeds. Phase 2, then also the signalized intersection of Haves and Baseline Roads; Haves Road full street section to the northern edge of Phase 3.

Illustrative Plan Baseline Mixed-Use Property



RM-4 Development Standards

The Development Standards for the RM District as set forth within Section 11-5-5 of the Mesa Zoning Ordinance govern development of the Multi-Residence parcel within the Baseline Mixed Use Pad except as modified below.

Table C: Development Standards – RM-4 Residential Multiple Dwelling							
<i>Standard</i>	<i>RM-2 (R-2)</i>	<i>RM-3 (R-3)</i>	<i>RM-4 (R-4)</i>	<i>RM-3U</i>	<i>RM-4U</i>	<i>RM-5</i>	<i>Additional Standards</i>
Minimum Lot Area (sq ft)	7,200	6,000	6,000	6,000	6,000	6,000	Reduced lot sizes may be approved with a PAD overlay.
Minimum Lot Width (ft)							
Detached Single-Family Dwelling	36	30	25	25	25	25	"Tandem" parking may be allowed. See Table 11-32-3(A)
Attached Single-Family Dwelling	36	25	25	60	25	--	
Multiple-Family Residential	60	60	60	60	60	60	
Minimum Lot Depth (ft)							
Detached Single-Family Dwelling or Multiple-Family Residential	94	94	94	75	65	65	
Attached Single-Family Dwelling	94	94	75	20	75	75	
Maximum Density (dwelling units/net acre)	15	20	30	20	30	43	
Minimum Density (dwelling units/net acre)	-	-	-	12	15	20	
Minimum Lot Area per Dwelling Unit (sf)	2,904	2,183	1,452	2,183	1,452	1,000	
Maximum Height (ft)	30	40	40	50	50	50	
Minimum Yards (ft)							
Front and Street-Facing Side	Varies by General Plan Street Classification: 6-lane arterial: 30 ft 4-lane arterial: 20 ft Collector: 25 ft Local Street: 20 ft Freeways: 30 ft for buildings 15 ft for parking structures			See NC-U standards in Table 11-6-3(B)		Street-facing setbacks shall be landscaped according to standards in Chapter 33, Landscaping.	
Interior Side and Rear: 3 or more units on lot	Single Story: 20 ft Multiple Story: 15 ft per story					Additional setback required if adjacent to an RS district. See 11-5-5 (A).	
Interior Side: 2 units on lot (ft)	10	10	10			Zero-lot-line development permitted as alternative. See 11-5-5 (A) 3, and Sec 11-5-4(B)3	
Interior Side: Single-Family Detached Dwelling (ft)	5	5	5				

Table C: Development Standards – RM-4 Residential Multiple Dwelling							
Standard	RM-2 (R-2)	RM-3 (R-3)	RM-4 (R-4)	RM-3U	RM - 4U	RM -5	Additional Standards
Interior Side: Single-Family Attached Dwelling (ft)	0	0	0				
Rear: 1 or 2 units on lot	15	15	15				
Minimum Separation Between Buildings on Same Lot							See 11-5-5 (B)
One-story building	25	25	25	None required			
Two-story building	30	30	30				
Three-story building	N/A	35	15				
Detached covered parking canopies	20	20	10				
Maximum Building Coverage (% of lot)	45	50	55	65			
Minimum Open Space (sq ft/unit)	200	175	150	150	120	120	See 11-5-5 (C); in RM-4U and
							RM-5, roof areas used for common benefit of development residents may be counted towards up to 50% of min open space requirement.
Site Layout and Building Form	See 11-5-5 (D)						

Standards for Required Open Space. Design Objective: Provide residents with both private and public outdoor space that may be used for social, recreational, aesthetic and economic purposes.

Open space required by Tables 11-5-5 and 11-6-3(B) shall comply with the following standards:

- Proportion of Private and Common Open Space.** Open space may be provided in any combination of private and common open space, as long as studio and **1 bedroom units have at least 48 square feet of private open space, 2 bedroom units have at least 48 square feet of private open space and 3 bedroom or more have at least 48 square feet of private open space.**
- Surfacing.** Surfaces provided for outdoor activities shall allow convenient use for outdoor activities. Such surface may be any combination of lawn, garden, brick, flagstone, wood planking, concrete, or other serviceable, dust-free surface.
- Slope.** The slope of required open space areas shall not exceed ten percent.
- Exclusive Dedication.** Off-street parking and loading areas, driveways, and service areas shall not be counted as usable open space.
- Additional Standards for Private Open Space.**
 - Accessibility and Location.* Private open space shall be accessible to only one living unit by a doorway to a habitable room or hallway. Multiple spaces may be provided for individual living

units to meet the aggregate open space listed in C.1, above, provided at least 1 private open space meets the minimum dimensions below.

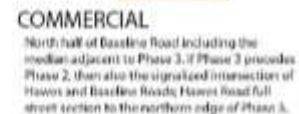
- b. Minimum Dimensions.* Private open space located at the ground level (e.g., yards, decks, patios) shall have **no dimension less than 9 feet**. Above-ground private open space (e.g., balconies) shall be **a minimum of 48 square feet, and shall not be less than 8 feet wide or less than 5 feet 4 inches deep**.
- c. Openness.* Open space shall be at least 50 percent covered and shall have at least one (1) exterior side that is open and unobstructed between 3 and 8 feet above its floor level.

6. Additional Standards for Common Open Space.

- a. Accessibility.* Common open space shall be easily accessible to all dwelling units that it is intended to serve.
- b. Location.* Common open space shall be located within the same development as the units served. It may not be located within the required front or street-facing side setback. Up to 20 percent of common open space may be located on the roof of a building. In districts with a U-designator, up to 67 percent common open space may be on roof.
- c. Minimum Dimensions.* Common open space shall have no dimension less than 15 feet.
- d. Openness.* Common open space shall be unroofed and unobstructed, except for facilities that enhance its usability, such as ramadas or playground shade structures, and except that up to 25 percent of ground-level common open space may be covered by a balcony projecting from a higher story.
- e. Amenities.* Common open space must be designed and provide sufficient amenities (e.g. seating, recreation facilities, ramadas, shade, etc.) to encourage or invite one or more uses by the residents of the development.

Baseline Mixed Use PAD and Aviva Conceptual Phasing Plans

The Baseline Mixed Use PAD, with three distinct land uses, is anticipated to develop in phases. Street improvements, street frontage landscaping, perimeter walls, and other on-site infrastructure such as water and sewer lines, will be constructed in phases as needed to support each component of the development. Additionally, the *Aviva* multi-residence community is also expected to develop as two primary phases, which are generally the north and south halves of the project. Internal sub-phasing, and the procurement of temporary occupancy permits for each sub-phase, is anticipated and will allow *Aviva* to be delivered to the market in a timely and orderly manner.



Illustrative Plan
Baseline Mixed-Use Property



Aviva Internal Phasing Exhibit

