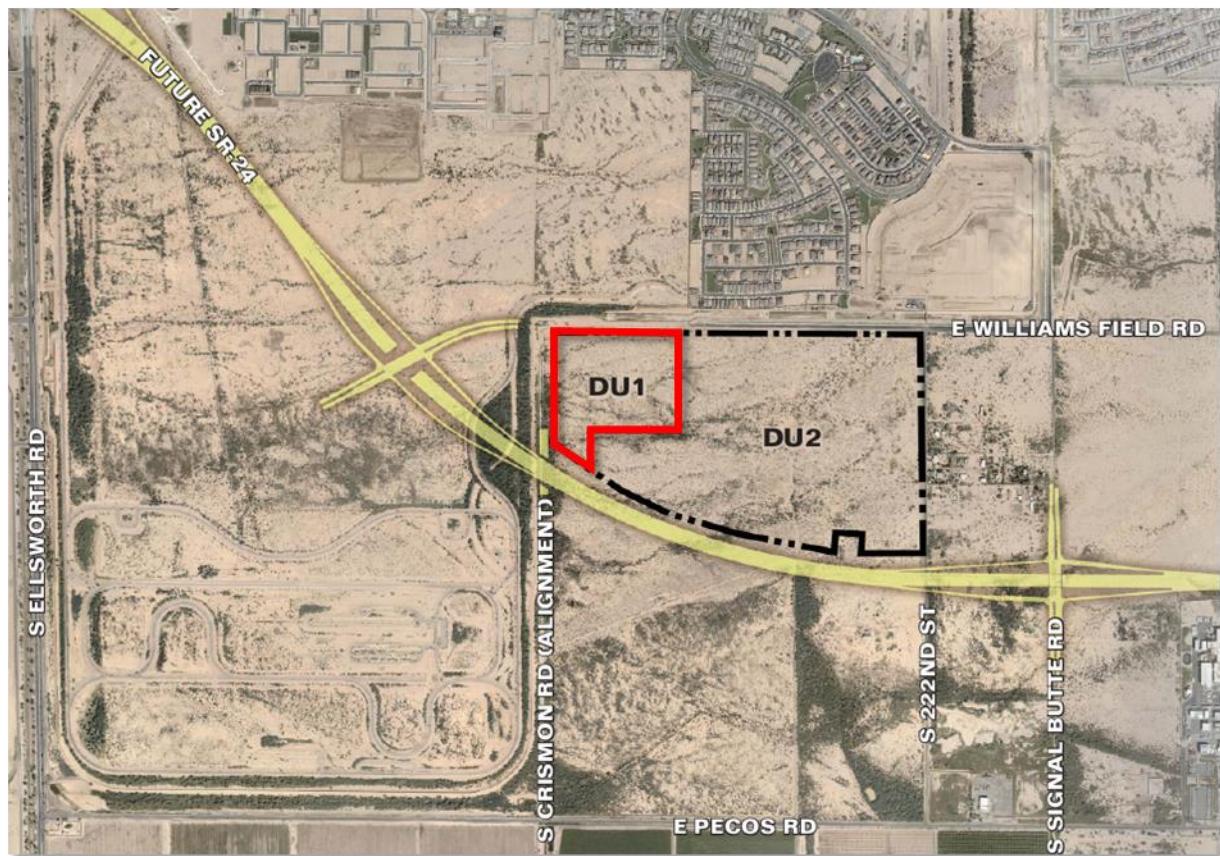


INTRODUCTION.

On behalf of Toll Brothers Apartment Living (the "Applicant"), the purpose of this narrative is to request Site Plan & Special Use Permit approvals (collectively, the "Application") for a multi-residence development on the approximate 20.24 gross acres (+/- 17.35 net acres) within Development Unit 1 ("DU1"), Phase 1 of the Avalon Crossing master-planned community. DU1, which is currently undeveloped property, is located at the southeast corner of the Williams Field and Crismon Road alignments and is zoned Planned Community (PC) as part of the Avalon Crossing Community Plan. As required by the Avalon Crossing Community Plan, a concurrent Development Unit Plan for DU1 is being submitted alongside with this Application.



ADJACENT LAND USES.

The Property is bounded by the Williams Field Road alignment to the north, the Crismon Road alignment to the west, and the State Route 24 alignment to the southwest. Property to the north, across the Williams Field Road alignment is planned and currently being developed for a single-residence development within the Cadence Gateway master-plan. Property to the east is

currently being developed as a single-residence community as part of Development Unit 2 of Avalon Crossing. Improvements to Williams Field Road and State Route 24, along with the Regional Drainage Channel paralleling Williams Field Road, are currently in process.

SITE PLAN.

The proposed development is a high-quality, market-rate multi-residence community. Specifically, the development is planned to include 200 one-bedroom units, 168 two-bedroom units, and 32 three-bedroom units for a total of 400 units. The units will be spread across 12 residential buildings, with a mix of two-story and three-story buildings. Resident amenities are planned to include an amenitized clubhouse with a lounge area and fitness center, a resort-inspired pool and spa, an entertainment pavilion, a putting green, pickleball courts, dog parks, ramadas and barbeques. In addition, the Applicant is proposing a significant amount of active and passive open space, including multi-purpose lawn and courtyard areas within the community as well as open space areas and trails along the community's perimeter.

BUILDING DESIGN.

The Applicant envisions a contemporary architectural style for the community, which will be achieved through a mix of exterior materials including faux wood, finished steel, and stucco in colors and finishes that complement the natural desert environment. Roofs will be flat with enhanced parapet cap details to enhance the roofline. Stucco pop-outs, canopies, finishes, and color variations will be used to define the facades, which are broken into distinct planes to create depth and interest throughout. Additionally, private outdoor space for residents is provided by recessed balcony and patio areas.

CONFORMANCE WITH THE AVALON CROSSING COMMUNITY PLAN AND DU1 DUP.

The proposed multi-residence development conforms with the Avalon Crossing Community Plan and DU1 Development Unit Plan, which allows this type of multi-residence style of development at a maximum of 400 total units allowed. The site's design integrates Avalon Crossing's key development principles—social gathering areas, community plazas, and pedestrian connectivity, while providing quality architectural design that is complementary to the public streets, surrounding area, and utility infrastructure. The project's design applies purposeful architecture and integrated open space and amenities to contribute to the overall structure and social identity of the community.

SPECIAL USE PERMIT FOR PARKING REDUCTION.

In response to careful research and evaluation, the Applicant is requesting a parking waiver from the City's requirement for multi-residence development. The Applicant believes that a reduction from the City code required parking ratios is warranted, that the proposed parking reduction is

consistent with the parking ratios of other properties, and that this reduction will not adversely impact adjoining properties.

This parking reduction request is being submitted concurrently with Site Plan Review and is accompanied by a parking study, along with parking data and analysis such that the City can be assured that adequate parking is being provided. The findings from the Applicant's parking study confirm, based on the Institute of Transportation Engineers (ITE) and Urban Land Institute (ULI), that multi-residence developments have parking utilization rates that are lower than parking requirements dictated by the City's code. The Parking Master Plan and analysis, which was completed by Lōkahi, concluded that the proposed multi-residence community is expected to have a parking demand that is lower than the parking required by City code.

The Special Use Permit request has been prepared pursuant to Section 11-32-6 of the Mesa Zoning Ordinance, which requires that the hearing body finds the following criteria to be met:

1. *Special conditions—including but not limited to the nature of the proposed operation; proximity to frequent transit service; transportation characteristics of persons residing, working, or visiting the site—exist that will reduce parking demand at the site;*

The Mesa Zoning Ordinance requires 2.1 parking spaces per dwelling unit. This is a "blanket" parking requirement that the City applies to any type of 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, three-bedroom unit, or four-bedroom unit. This "blanket" parking requirement may be an acceptable method of calculating parking when there is a balanced mix of unit types and number of bedrooms (e.g., one-third of the units are one-bedroom, one-third of the units are two-bedroom, and one third of the units are three-bedroom). But, applying this "blanket" requirement to this proposal, which is primarily made up of one-bedroom and two-bedroom units, results in a much higher ratio of parking spaces to actual units/bedrooms.

With 50% one-bedroom units, 42% two-bedroom units, and 8% three-bedroom units the project does not have the balanced unit mix that is contemplated by the Zoning Code. This is a special condition. For example, requiring 2.1 parking spaces for 200 one-bedroom units, 168 two-bedroom units, and eight three-bedroom units results in 840 parking spaces for 400 units. It is also unreasonable to assume that all these beds would be occupied by residents of driving age that own automobiles.

Based on data produced by the ITE and ULI, the project, at 811 parking spaces, is overparked. Specifically, under the ITE, the estimated peak weekday parking demand, using three different parking calculation methods based on the Applicant's proposed unit mix, is 588 parked spaces—223 parking spaces less than provided by the Applicant. Additionally, under the ULI, the estimated parking demand, based on the proposed unit mix, is 578 parking spaces—233 parking spaces less than provided by the Applicant. Based on these analyses, the planned 811 parking spaces will provide more than adequate parking for the proposed development.

2. *The use will adequately be served by the proposed parking;*

The proposed 811 parking spaces will adequately serve the development. The proposed 2.02 parking spaces per dwelling unit is a more appropriate parking ratio based on the project's actual unit and bedroom make-up. The proposed parking ratio is also consistent with other jurisdictions in the Phoenix-area. For example, 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. We believe that this supports the modest reduction to 2.02 parking spaces per dwelling unit. Additionally, the Applicant has a vested interest in ensuring adequate parking exists for its residents and strongly believes that the proposed parking ratio will comfortably meet the needs of the project and future residents.

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

No on-street parking is provided in the immediate area. As stated above, the site is bounded by the Crismon Road and William Field Road alignments—neither of which provide on-street parking.

Based on the foregoing analysis, we respectfully request approval of this Special Use Permit for a parking reduction from 2.1 parking spaces per dwelling unit to 2.02 parking spaces per dwelling unit for the proposed development 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.

ANTICIPATED SCHEDULE.

The Applicant is projecting that construction will commence in 2023, and the community will open by in 2024.