

Case Number Issued: IID-0 _____

IID-MDR APPLICATION

PROPERTY INFORMATION

PROJECT NAME: The District @ UA
550 N. 5th Ave
PROJECT ADDRESS: (222 EAST 5TH STREET) TUCSON, AZ 85705
(Note: If the site is vacant ask Pima Co. Addressing, 201 N. Stone, for an Administrative Address)

ZONING OF PROPERTY: C-3 & R-3 (example: C-2, OCR-1, etc.)

PROJECT TYPE (check all that apply):

- New building on vacant land
- New addition to existing building
- New building on developed land
- Other _____

ASSOCIATED CASE NUMBERS (Board of Adjustment, CDRC, Rezoning, etc.):

APPLICABLE NEIGHBORHOOD/AREA PLAN: Block 60, City of Tucson

APPLICANT INFORMATION

AGENT (The person processing the application and designated to receive notices):

NAME: CHRIS KEMMERLY
MAILING ADDRESS: 2492 E. RIVER ROAD, SUITE 150, TUCSON, AZ 85718
E-MAIL ADDRESS: chris@kemmerly.com
PHONE: (520) 577 - 3332 x23 FAX: (520) 577 - 2117

PROPERTY OWNER/S (If ownership in escrow, please note):

NAME: 5TH AND 6TH PARTNERS LLC
MAILING ADDRESS: 2492 E. RIVER ROAD, SUITE 150 TUCSON, AZ 85718
E-MAIL ADDRESS: chris@kemmerly.com
PHONE: (520) 577 - 3332 x23 FAX: (520) 577 - 2117

SIGNATURES

I CERTIFY THAT ALL INFORMATION CONTAINED ON THIS APPLICATION IS COMPLETE AND TRUE TO THE BEST OF MY KNOWLEDGE:

OWNER/APPLICANT: [Signature] DATE: 9/10/10



26473 Rancho Parkway South
Lake Forest, CA 92630
Tel: 949-900-0322 • Fax: 949-900-0323
www.valeocompanies.com

Memorandum

To: Ernie Duarte, Director Development Date: 11/10/2010 Revised 11/16/2010
Services Department

From: Conrad Sick, Chris Kemmerly -Copy to: Paul Iezzi, Rick Engineering

Re: 5th Avenue MDR Narrative

Urgent Hand Delivered Regular Mail Express Mail Fed Ex Overnight

A. Background (refer to section B for the response to the city questions in order)

1. Applicant

Valeo / Residential Housing Development Inc.
Valeo:
Contact: Conrad Sick
(714) 335-4420
Conradsick70@gmail.com

2. Location:

Approximate 2.8 acre site with in the Downtown Area Infill Incentive District (IID) bounded by "named" 6th Street to the South, 5th Street to the North, North Arizona (two way) Alley to the West and the (one way) Herbert Alley to the East.

3. Mission:

Create a sustainable, economic engine serving the holistic life style and housing needs of U of A students as an integrated urban or downtown resident. The lifestyle is to balance the academic, wellness and social needs of our student residents with in a contemporary "purpose built" student environment expressing Tucson's unique history, culture and place.

4. Objectives:

The project is consistent with the IID purpose to create sustainable infill development by accomplishing these following:

- Minimizing vehicle traffic and trips to and from campus by locating student housing in walking distance of the Street Car and Catrans Routes on 4th Avenue and with in walking and biking distance of the U of A campus.

- Providing adequate on site structured vehicle and bike parking and permit parking along 5th Street for the residents and guests
- Reducing the impact of traffic through the West University Neighborhood by incorporating angled parking and directed travel lanes to calm traffic along the 5th Street frontage and to disperse traffic toward 6th Street via 5th Avenue to the widened North Arizona and Herbert Avenues having travel lanes in each direction.
- Enhancing the economic vitality of 4th Avenue as a unique shopping and entertainment place by creating a concentration of purpose built housing within walking distance of this area.
- Creating a contemporary pedestrian oriented "urban" edge along 6th Street which brings back the walking and pedestrian orientation of the downtown area by incorporating enhanced hard and soft landscape features within a safe neighborhood setting. The perimeter edges of the site have open access and integrate with the community with the interior and or private resident portion of the community gated and secured.
- Maintaining adequate building setbacks between the existing homes to minimize privacy, solar access and view impacts to the surrounding home owners.
- Creating landscape buffers adjacent to the existing properties including the use of walls, screen/ security fencing and dense landscape plantings.

B. Receive relief to the current zoning impacting the proposed infill development including incompatible development standards, and associated development barrier issues including:

- Reducing the building setback to zero (0) at all named street edges ;
- Increasing the height of the building to sixty (60) feet in the R-3 zone ;
- Increasing the density of the C-3 and R-3 zone RAC's by 25%, and
- Reducing the additional landscape buffer/ transition building setback to zero (0) at all of the named Streets.

C. Implement the IID process and receive development incentives permitting Modification of Development Regulations (MDR) to enable the proposed project to meet its mission and objectives with a construction start Q2 2011 and delivery of the student community fall 2012 including:

- Pre Submission Filed- September 6, 2010 ;
- City Staff Comments Issued- October 1,2010;
- Neighborhood Meeting- October 25,2010;
- Formal MDR Submittal- November 10,2010;
- Director Decision/MDR Approval, and
- Appeal Period.

5. **MDR Request:**

A. Reducing the building setback to zero (0) at all named street edges inclusive of:

- 6th Street

6th Street is the primary "down town", urban edge and community level Street. The five (5) story building face is zero to the property line and is setback from the curb by the nineteen feet (19') Right of Way. Architectural feature elements such as window trim/ pop outs, decorative metal awnings, trellis, rails, struts and roof eave / cornice will encroach into the setback or Right of Way area to encourage an articulated building façade. The first floor of the housing will be elevated above the parkway or street level with the grade being stepped with a low single or double seat or planter wall.

The architecture along 6th street will be contemporary in form having strong horizontal and vertical massing, colors and textures. No individual unit entries are located along this edge or the other perimeter edges. The parkway will feature enhanced paving at the pedestrian entry and corner locations, shade trees

in wells, street furniture and iconic 6th Street acorn top lights. The paving will vary in form and width with the minimum width at 6 feet.

Three gated pedestrian portals are located along the parkway with two being ingress/ egress and one being egress only. These gated access points enhance the security of the student community and the parkway will be the main route to the 4th Avenue merchant's corridor. The three entry points into the building along the parkway break up the mass of the building.

- *5th Street*

5th Street is to retain the existing lower intensity West University neighborhood context with the five foot wide curb parallel side walk, palm row and small volcanic rock wall elements incorporated where possible. The paving width and form may vary with the entry areas receiving enhanced paving treatments and nodal areas for bike storage. The club house with housing over the top is located at the corner of 5th Street and 5th Avenue with the one story cabana building creates a building height transition along the street edge. The cabana building allows for a gated entrance off 5th Street to the recreation area.

The buildings are located five feet off the 5th Street ROW, are five stories in height and are set back from the neighbor's property by forty five feet. The primary entrance to the student community is off 5th Street to 5th Avenue with student vehicle, bike and pedestrian traffic flowing from this direction. Additional permit parking is created along 5th Street between the reach of Arizona and Herbert Avenues.

- *5th Avenue*

5th Avenue is the project's one way (north to south) "drive" providing service, drop off, staging, future-resident/ guest parking and access to the parking structure. 5th Avenue terminates at North Arizona Avenue with a "left out" only to 6th Street. 5th Avenue is the main pedestrian spine from the housing to the recreation area and the 5th Street parkway. The buildings will be setback a minimum of five feet (5') and the parking structure is to be zero to the Right of Way. The westerly edge of the Right of Way was previously dedicated to the adjoining home owners and; a five foot landscape buffer with a walled and gated edge is proposed to create screening and a secured edge between the properties.

- *North Arizona Avenue*

This two way alley is the exist point for 5th Avenue enabling access to 6th Streets. The existing 20' wide alley is to be increased by an additional four feet to meet the current access standard. A four foot wide side walk is to be located along the reach from 5th Avenue to 6th Street. The buildings are to be setback four feet (4') from the edge of the side walk to allow for this edge to be retained with a low wall with a decorative railing and or trellis element.

- *Herbert Avenue*

This existing one way (south flowing) alley is to be widened and is to be made two ways and is to carry an exit "right out" only lane from the parking structure to the alley. The alley is to increase by four feet. A four feet wide side walk is to be located along the westerly edge of the alley. The buildings are to be setback four 4' from the edge of the sidewalk pavement which is to be retained with low walls with decorative rails and or trellis element.

B. Increasing the height of the building to sixty (60) feet in the R-3 zone :

The housing is to be a maximum of sixty feet (60') or 5 stories in height measured from the finish grade to the eve line or height of the top plate. The buildings will have a combination of flat, shed, raked or hip ended roof forms to maintain a low and horizontal roof profile. The parking structure is anticipated to be recessed by one half to a full level and have seven (7) total floors of parking. The parking structure has the option for solar panels mounted on the roof which requires an additional ten feet (10') above the 60 feet height. The parapet of the building and the parking structure are to extend above the 60' height limit up to four feet (4'). The building mass along 5th Street was intentionally broken and setback an additional five feet (5') with the incorporation of the recreation or commons area located along this edge. In this manner the building edge is stepped back with variable distances from the 5th street ROW.

C. Increasing the density of the C-3 and R-3 RAC's by 25% :

- The C-3 or Intensive Commercial zone area is 1.36 acres at 87 DU/AC equaling 117 total units or 147 total units with a 25 % density increase. The interior portion of the C-3 zone will maintain its maximum height of seventy five (75) feet.

- The R-3 High Density Residential zone is 1.53 acres at 36 DU/AC equaling 55 total units or 68 total units with a 25% density increase.
- 216 total units based on the total density cap of each of the land use areas.

D. Reducing the landscape buffer/ transitions to zero (0) at all of the named Streets

- No additional landscape area or buffer building setback will be provided beyond the Right of Way area along the named streets.

6. Notable Site Design Principles:

A. The existing lower density 5th Street edges are to maintain the underlying R-3 building setbacks of (.75 times building height or 45 feet).

The 60' or 5 story building heights within the R-3 zones are to be setback a minimum of 45' from the adjoining R-3 properties along 5th Street. The one story cabana or other accessory structures are to be setback 10' of these property lines. These R-3 setbacks will enhance privacy and not impede solar options to adjacent properties.

B. The existing lower density edges will have buffering and transitions to maintain privacy including:

- Minimized placement of exterior balconies or corridors facing onto the perimeter edges of the site;
- Non egress windows being clear story as much as possible.
- Masonry privacy walls and fencing located center line with the property lines;
- Dense planting of vertical evergreen trees;
- Exposed first and second level portions of the parking structure are to have decorative metal panels or vine/ screen elements; and
- Parkway or tree well planting of trees along the named street parkways.

C. No reduction in the parking standard for vehicles and bicycles is requested per the cities per bedroom criteria.

D. The landscaping to include drought tolerant plant materials suitable for the arid desert environment of Tucson.

In addition the interior courtyards will receive an oasis type landscape which is lush than the plantings to occur along the perimeter of the property. Sun shading through the use of canopy trees, trellis or parasol shade elements are to be incorporated for sun protection for the residents.

7. Significant Adverse Affects

Three home owners' properties are located adjacent to the proposed site and they may experience an increase in possible noise, glare, odors, vibration and illumination from the proposed project. Through comprehensive design integrating the site and building design coupled with responsive and controlled operational services will mitigate these affects to normal tolerance standards.

8. Alternative Site Plans (enabling additional site acquisitions and an increased project size)

Two alternative site plans have been included with the MDR application reflecting the potential site acquisitions which we are engaged with the adjoining property owners including:

- Alternate Site Plan B - illustrating the concept of acquiring the single property located at the corner of Herbert Avenue and 5th Street. This concept enables the widening of Herbert by its full length between 5th Street and 6th Street and; maintains the recreation area along 5th Street.
- Alternate Site Plan C- illustrates the concept of acquiring the four parcels to the west of 5th Street and the 5th Avenue Right of Way. The parking structure in this scheme is increased in size with additional surface parking incorporated.

These alternative schemes were presented at the October 25th neighbors meeting and are intended as place holders to allow for the MDR's to be incorporated with these properties if these acquisitions are successful in the next several months.

B. PROVIDE A NARRATIVE ADDRESSING EACH OF THE FOLLOWING) in order.

1. Describe how is the project is consistent with the IID purpose to create sustainable infill development.

Refer to item #4 above.

2. Describe the benefits the project brings to the adjacent properties and the surrounding area.

- A. Minimizing vehicle traffic and trips to and from campus by locating student housing in walking distance of the light rail on 4th Avenue and with in walking and biking distance of the campus.
- Better air quality with less energy consumption;
 - Less surrounding area traffic and congestion; and
 - Increased viability for the light rail system.
- B. Enhancing the economic vitality of 4th and University Avenues as a unique shopping and entertainment place by creating a concentration of housing or "transit" community with in walking distance of these areas.
- Increased sales and tax revenues;
 - Increased user demand with out need for additional parking;
 - Increased safety of residents and students by lessening their need to drive and park with in the 4th Avenue corridor.
- C. Creating a contemporary pedestrian oriented "urban" edge along 6th Street which brings back the walking and pedestrian orientation of the down town area.
- Creating a professionally management and maintained community in a strategic down town location.
 - Minimizing the need for the mushroom or pocket mini dorm developments with in the less dense campus neighborhoods.
- D. Providing adequate on site parking for the residents and minimizing the reliance on the car.
- E. Employing as many Tucson businesses and individuals in the development, construction and operations of the project.
- F. Pay fair share of City and Serving Agency development impact, processing fees, property and sales taxes.
- G. Being an active member of the West University Community to maintain and enhance the lifestyle of the overall community.

3. Describe any significant adverse effects such as those involving noise levels, glare, odors, vibration, illumination, fumes and vapors the project will have on the adjacent property. Refer to item 7 above for a general description and more detailed description below.

- A. Noise levels- Perimeter site masonry walls for sound and privacy mitigation are to be maintained or constructed to minimize this potential impact.
- B. Glare – Stationary site hardscape and building surface textures and colors will be selected to minimize this potential impact. Non stationary sources of glare such as vehicle windows or metallic surfaces will not be significant.

- C. Odors – The location of the trash storage has been located away from the adjacent properties and the pick up cycle will be optimized to minimize odor from the trash storage area. Wall and landscape buffers along the edges will assist in shielding odors which may occur on the adjacent properties.
- D. Vibration – Possible vibration may be experienced by vehicle use or by other equipment that might pound the ground and cause vibration for repairs if ever required. This type of activity is located far enough away that the vibration possibly felt will be slight and for only short durations if it was to ever occur.
- E. Illumination- The fixed lighting design will assure that it does not cast light over the property line. Stray non fixed lighting sources will be monitored and mitigated through the property management.
- F. Fumes- Vehicle emissions are not expected to be an issue with the project maintaining adequate natural and or mechanical ventilation to mitigate the concentration of vehicle type emissions.
- G. Vapors- None

4. Describe how the project creates a pedestrian – oriented streetscape in compliance with the Street scape Element requirements.

The project places a strong architectural building- urban street scape edge along 6th and 5th streets. The buildings will be articulated with varying building mass; accent elements, textures and colors. The street scape will include a variety of paving materials, street furniture and planting elements to shade the walking areas, create a pleasing urban edge and transition to the down town area. 5th street will reflect the existing character of this street with a curb parallel side walk and parkway with low walls and fencing set back from the side walk.

5. Describe how the project support a safe streetscape coordinated with adjacent neighbors.

The buildings face onto the streets which places eyes upon these edges. In addition, adequate site lighting from fixtures and the building maintain safe levels of night lighting. The side walks or walking surfaces are raised above the adjacent vehicle travel lanes to increase the safety of the pedestrians. Handicap access with ramped surfaces enables the safe navigation of these path ways by disabled persons.

6. Describe how the project transitions to adjacent existing residences and provides privacy mitigation in compliance with the Development and transition elements.

The buildings are set back to the R-3 standard at 45 feet for a 60' building. The perimeter edges of the project which join the existing two neighbors have a masonry wall, screen fencing and dense evergreen planting proposed to create a dense landscape planting or buffer along these edges.

7. Indicate whether the project will significantly impede solar energy options to adjacent properties.

A sun angle study has been conducted with the proposed buildings demonstrating the shadow impact to the adjacent properties will not impede their solar energy options.

8. Describe the types of drought tolerant and native landscaping that will be used in the project and how it will be used to enhance the project.

Native desert and other drought tolerant plant species will be used primarily along the perimeter edges of the site. The plants will be placed to create shade cover, vertical scaling and accents for the buildings, vine cover and screening, hedging and ground covers. The plants will provide color and a variety of textures to create a pleasing and attractive land scape. The recreation and courtyard areas which are internally located in the project will provide an oasis landscape with lush plantings with in these more sheltered micro climates. Please refer to the plans for a detailed description of the proposed plant palette.

The IID MDR DOES NOT INVOLVE A REDUCTION IN PARKING.



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Agenda

Date: 10/25/2010 Time: 7-8 PM
Project: The District -550 North 5th Avenue
Re: MDR Request
Location: Roskuge School Auditorium
Attendees: West University Neighbors

1. Team Introductions:

- A. Derek Anderson- Owner
- B. Paul Iezzi and Dan Castro – Civil Engineers
- C. John Ash – Broker
- D. Conrad Sick – Project Manager

2. Mission:

Create a sustainable, economic engine serving the holistic life style and housing needs of U of A students as an integrated urban or downtown resident with in a contemporary “purpose built” student environment expressing Tucson’s unique history, culture and place.

3. Objectives – Public Benefits:

- A. Minimizing vehicle traffic and trips to and from campus by locating student housing in walking distance of the light rail on 4th Avenue and with in walking and biking distance of the campus.
 - Better air quality with less energy consumption;
 - Less traffic and congestion; and

- Increased viability for the light rail system.
- B. Enhancing the economic vitality of 4th and University Avenues as a unique shopping and entertainment place by creating a concentration of housing or “transit” community with in walking distance of these areas.
- Increased sales and tax revenues;
 - Increased user demand with out need for additional parking;
 - Increased safety of residents and students by lessening the need to drive.
- C. Creating a contemporary pedestrian oriented “urban” edge along 6th Street which brings back the walking and pedestrian orientation of the down town area.
- Creating a professionally management and maintained community in a strategic down town location.
 - Minimizing the need for the mushroom or pocket mini dorm developments with in the less dense campus neighborhoods.
- D. Providing adequate on site parking for the residents minimizing the reliance on the car.
- E. Employing as many Tucson businesses and individuals in the development, construction and operations of the project.
- F. Pay fair share of City and Serving Agency development impact, processing fees and property and sales taxes.
- G. Being an active member of the west university community to maintain and enhance the lifestyle of the community.

4. Management and Operations Overview:

Enhancing the academic, wellness and social needs of our student residents with in a secure, supportive and fun environment including:

- A. Assuring the safety and security of the residents and surrounding properties are maintained;
- B. Managing the concentrated move in and move out cycles;
- C. Responsive to emergencies, unbalance and or disturbances;

- D. Resolving disputes and maintaining a positive buzz or culture of the community;
- E. Quality maintenance of the property and its systems;
- F. Providing memorable social and wellness activities for the students, and
- G. Assuring management consistency with U of A governance and policies for student living.

5. Context (Urban Neighborhood Transition Area):

The down town plan creates responsible land use planning enabling the transition from lower to higher densities.

- A. 4th Avenue to University – Light rail and primary biking and pedestrian corridor.
- B. 6th Street to Euclid – secondary access to U of A
- C. 5th Street to University – Primary site ingress egress route
- D. 5th Avenue to Speedway-
- E. Arizona and Herbert Avenues – Secondary and tertiary ingress and egress
- F. West University Neighborhood / Down Town transition along the R-3/ C-3 zones

6. Project Overview:

- A. Alternative Site Plans A-C (potential property purchase options)
 - Urban street edges with hard and soft scape features
 - Setback from existing residences is a minimum 45' with landscape buffers
 - C-3 zone 60' up to 75' heights with R-3 zone having 45' height transition
 - Structured parking concealed on south and north sides by the housing
 - Secured student access
- B. Sections (demonstrate separation from the neighboring homes)
 - Urban street scape along 6th
 - Project entry and primary project street at 5th Avenue.
- C. Elevation
 - No balconies (maximize privacy)
 - Contemporary historically referenced architectural style
 - Expressive building mass and color variations

7. Process and Schedule Overview:

- A. MDR City application in process with the city with December 2010 approval
- B. Detailed Development Application January 2011.
- C. Ground Breaking May 2011 with Occupancy August 2012.

8. Questions and Answer Session:



**The District
Neighborhood Meeting
October 25, 2010
JN 3811**

MEETING NOTES

Meeting began at 7:10 p.m, with Conrad Sick greeting those in attendance and introducing the project team:

- Conrad Sick, Project Manager with Valeo Companies
- Derek Anderson, Owner;
- Paul Iezzi and Dan Castro with Rick Engineering Company;
- John Ash, Broker

Mr. Sick handed out the meeting agenda and proceeded with the presentation and overview of the project.

Overview of the proposed development presented by Conrad Sick and outlined in the agenda:

- Mission Statement
- Objectives – Public Benefits
 - Minimizing vehicle traffic and trips
 - Enhancing economic viability of area
 - Creating a contemporary pedestrian oriented urban edge along 6th Street.
 - Providing adequate on-site parking
 - Providing as many Tucson businesses and individuals
 - Pay fair share of development fees and taxes
 - Be an active member of West University community
- Management and Operations Overview
- Context (Urban Neighborhood Transition Area)
- Alternative site plans A, B, and C
- Process and Schedule Overview

Questions by the attendees:

Question: It appears that the traffic is entering and exiting onto residential streets.

Answer by Paul Iezzi: The site plan shows ingress/egress locations at Arizona Avenue, Herbert Avenue, and 5th Street. A detailed Traffic Impact Analysis will be completed with TDOT's input, which will help determine how the traffic flows will function.

Question: I heard the streetcar is not happening.

Answer by Steve Kozachik: The streetcar is still viable. Plans are still being designed.

Question: Are you part of the previous project?

Answer by Conrad Sick: No, we are a different developer.

Question: I live on Herbert, how do you get onto 6th Street?

Answer by Paul Iezzi: You can exit on Herbert Avenue southbound and Arizona Avenue southbound.

Comment from audience: If I were a student I would go up 5th Street.

Comments from several audience members:

- Why not us a turn lane on 6th Street?
- The density seems too high.
- Why don't you turn into former 5th Avenue?
- We don't believe people will use 5th Avenue or Herbert Avenue and will end up cutting through the neighborhood.
- Traffic mitigation is very important.

Question by Conrad: Paul, can the TIA do traffic counts 24-hours a day?

Answer by Paul Iezzi: Yes

Comments from audience:

- A deceleration lane on 6th Street may help.
- I acknowledge that you can't finalize traffic counts until access point locations are decided on.

Question: Has there been COT input?

Answer by Paul Iezzi: City staff took a quick look at the need for a TIA including Transportation.

Comment from audience: Sam Hughes is a mixed use development and provides access onto Campbell Avenue and 6th Streets and not into the neighborhood.

Question: Will students lease year-round?

Answer by Conrad Sick: Yes

Question: How many parking spaces will 700 beds require?

Answer by Paul Iezzi: The parking ratio required is 7/10 per resident. For 710 beds there are 490 spaces required and 536 provided.

Question: Is parking for residents only?

Answer by Conrad Sick: Yes

Comment by Derek Anderson: There is an alternative-parking ratio that could be used but we decided against it because we wanted to provide adequate parking for the complex.

Question: Can you decrease the density?

Answer by Conrad Sick: Studies have indicated that 700 beds for this project would make it financially feasible. City policies encourage the higher densities, especially in downtown area near the streetcar.

Question: How many students are in the A, B, and C plan?

Answer by Conrad Sick: A = 699, B = 759, and C = 897 beds

Question: Have you done any projects in Tempe?

Answer by Conrad Sick: No, but I was involved as a consultant.

Question: On the elevation, where is R-3 zoning and what is the maximum height?

Answer by Conrad Sick: R-3 is in the northern portion of the site and it allows for a maximum 60' height in the Downtown Infill Incentive District.

Question: Are you providing incentives to get students out of their cars and where are the visitors parking?

Answer by Conrad Sick: Students will have to pay for parking at the apartment complex and at the UofA, which will likely cause the students to pick one and not pay for both. Guest parking is located along 5th Avenue and the drive leading to Arizona Avenue. There will also be designated visitor spaces in the garage. On-site social gatherings with on-site security will help reduce the amount of visitors.

Question: 5th Street requires 24-7 parking permits. Guests in your complex will spill-over?

Answer by Conrad Sick: On-site security will help monitor it.

Comment by audience: Off-site will be Parkwise issue.

Response to comment by Conrad Sick: We have met with Parkwise and the TIA should help address this issue.

Comment by audience: Show your bicycle parking.

Question: What did you mean by fitting into neighborhood?

Answer by Conrad Sick: The architecture, landscaping, edging will be compatible with the area. North side of the complex will have materials compatible to that side of the neighborhood and the structure and materials used along 6th Street will be more urban.

Comment by audience: I would like to see a lower height on 5th Street and the façade on 6th Street is not desirable. It looks too California.

Question: Management of the complex, what is your commitment? I've been a resident here for over 30 years.

Answer by Conrad Sick: Although we can't guarantee the number of years we will manage the complex, if it is sold we look at the buyer to keep our commitment to this project.

Comment by audience: I'm not a fan of the architecture you are showing and the building heights proposed. Access into the garage is also a concern. How are you going to mitigate traffic and speed? We don't want to live in a shadow of the building. Examples of good architecture in the area are the MLK Apartments and the UofA dorms along 6th Street. It appears that balconies are facing residential properties.

Question: What type of construction will be used?

Answer by Derek Anderson: Type III.

Comment by audience: I would like to see continuous bicycle paths.

Question: Why would students pick this place?

Answer by Conrad Sick: Aside from location, we also offer new housing, lifestyle and security along with quality construction materials and amenities.

Question: Are you planning on running shuttles? They are becoming a nuisance.

Answer by Conrad Sick: We are looking at the streetcar times and Cat Trans.

Question: Do you believe kids will pay to use the streetcar?

Answer by Conrad Sick: Yes

Question: Any zoning changes?

Answer by Conrad Sick: No

Question: What is meant by top of market?

Answer by Derek Anderson: The construction quality, bathrooms for each student, wood floors, washer and dryers in each unit and recreation amenities such as the pool and clubhouse.

Question: What are your next steps?

Answer by Conrad Sick: We will look at the notes compiled from this meeting so we can address your questions and comments. We have to wait 15 days to submit the application to the City. The TIA should be completed by then. Staff will review the application and the Director should make a decision by December.

Question: Are you being required to widen Herbert Avenue?

Answer by Paul Iezzi: The TIA will determine that.

Question: Where are your outdoor recreation facilities and how do you plan on mitigating those?

Answer by Conrad Sick: The pool and clubhouse will be mitigated by a wall.

Question: How do you determine infrastructure capacity?

Answer by Paul Iezzi: Request for capacity letters have been sent to the various utility companies and we are awaiting their response. Since the previous project had sewer capacity we anticipate that it will still have capacity.

Question: Why didn't you keep La Aldea?

Answer by Conrad Sick: The UofA kept it after the agreement was up.

Question: What is the project budget?

Answer by Conrad Sick: Approximately 26 million plus development costs.

At the end, Conrad Sick thanked everyone for coming.

Meeting adjourned at 8:40 p.m. with 28 attendees.

HA3811 - Valeo Fifth Avenue & Sixth Street neighborhood meeting 3811 Draft neigh mtg minutes 102510.doc

Neighborhood feedback for the District

- 1) Height—The height next to 5th street (60 feet) is out of context with the existing neighborhood. A stepped building with an overall lower height, 20 to 40 feet, would be more appropriate for this portion of the project. A concern that the zero setback combined with the proposed 60 ft. height would create a mass one block long on 6th St that is out of proportion to the existing streetscape. A concern was expressed that the 60 ft. height near the existing residential homes will intrude in the solar easement for those properties located north and west of this project. A lower height next to existing residential properties would help to alleviate this issue. A concern was expressed that no balconies face existing residential properties to ensure an appropriate level of privacy.
- 2) Density-- The proposed density/ height increase will put more cars into neighborhood streets and the streets will be less safe and noisier as a result. The previous development plan had all traffic entering/exiting on 6th St. Because of the proposed zero setbacks, a concern is that because of reduced visibility at 6th St. and a higher traffic load on 6th St, more cars will traffic into the neighborhood to avoid waiting. Because of the proposed increased height/ density in the R-3 portion of this project, a large 500 space parking garage is being built to park vehicles. A smaller garage can be built if the height and density is reduced in the R-3 portion of this property. Questions were asked about traffic mitigation in the neighborhood north, east and west of the project. Residents have watched drivers at the University/ Stone intersection ignore turn restrictions etc.
- 3) Scale--- Residents acknowledge the need for more density in some areas of the neighborhood but want it to be in rhythm architecturally, scale, context and use with the neighborhood. The proposed District development, particularly where it contacts the residential neighborhood, is directly opposite of some of the qualities that exist in West University Neighborhood which are--lower density, lower height, light traffic and unique architecture.

With the proposed MDR's (25% more height and density) that are being applied for, the District is out of scale and context with both the residential neighborhood and commercial presence on nearby streets.

- 4) Architecture---Concerns were expressed that the proposed architecture does not reflect the qualities and details of the local residential and commercial buildings in the neighborhood. It was requested that the developers consider design that reflects the qualities that exist in the historic neighborhood and the surrounding commercial area.
- 5) Integration with the neighborhood-- West University is not a walled, gated neighborhood. Accessibility to our neighbors as well as local services is valued. While the residents at The District will have access to the neighborhood resources, the neighborhood is cut out from interacting with the District residents as it is a gated community.

