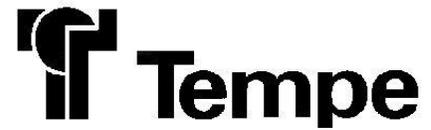


Staff Summary Report



Development Review Commission Date: 09/13/11

Agenda Item Number: ____

SUBJECT: Hold a public hearing for an Amended Planned Area Development Overlay and Development Plan Review for 323 VETERANS WAY, located at 323 East Veterans Way.

DOCUMENT NAME: DRCr_323VeteransWay_091311 PLANNED DEVELOPMENT (0406) (Ordinance No. 2011.45)

COMMENTS: Request for 323 VETERANS WAY (PL100181) (Core Campus Communities Tempe I LLC, property owner; Gammage & Burnham, applicant) consisting of an 18-story and 16-story mixed-use building with two towers, including 423 dwelling units, 23,400 square feet of commercial/retail/restaurant space, 6,171 square feet of amenity space, and two levels of structured parking. Total gross floor building area of approximately 500,000 square feet. The site is 1.62 acres in size and is located at 323 East Veterans Way, in the MU-4, Mixed-Use High Density District with a Planned Area Development Overlay and within the Transportation Overlay. The request includes the following:

PAD11009 (ORDINANCE NO. 2011.45) – Amended Planned Area Development Overlay modifying the development standards for Phase I and II, for, an increase in the maximum allowed density from 364 to 423 units, an increase in the maximum allowed height for Phase II, Tower II from 170 feet to 183 feet, a reduction in required parking from 820 to 166 spaces, and deletion of previous conditions #5, #6, #9 and modification to condition #7 for PAD06005, located on 1.62 acres.

DPR11133 – Development Plan Review including site plan, building elevations and landscape for Phase I, consisting of the first three levels and the 195'-0" tower with 291 units (606 bedrooms).

PREPARED BY: Ryan Levesque, Senior Planner (480-858-2393)

REVIEWED BY: Lisa Collins, Community Development Deputy Director (480-350-8989) 

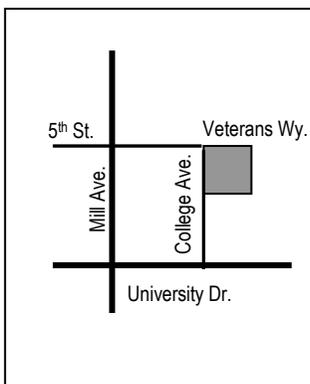
LEGAL REVIEW BY: N/A

DEPARTMENT REVIEW BY: N/A

FISCAL NOTE: There is no fiscal impact on City funds.

RECOMMENDATION: Staff – Approval of PAD (Phase I standards) and DPR , subject to conditions

ADDITIONAL INFO:



Gross/Net site area	1.616 acres
Total Building area	500,000 sf.
Total Dwellings	423 units, 879 bedrooms (364 max. units per PAD)
Density	261 du/ac
Lot Coverage	95% (NS)
Building Height	Phase I: 195'-0" (225 ft. max. per PAD) Phase II: 182'-9" (170 ft. max. per PAD)
Landscape area	43%, includes amenity deck (29% min. per PAD)
Vehicle Parking	166 spaces (820 min. required per TOD)
Bicycle Parking	459 spaces (459 min. required)

A neighborhood meeting was held on August 17, 2011 for this application.

- PAGES:**
1. List of Attachments
 - 2-3. Comments
 - 4-6. Reason for Approval / Conditions of Approval
 7. History & Facts / Zoning & Development Code Reference

- ATTACHMENTS:**
1. Ordinance No. 2011.45
 - 2-3. Waiver of Rights and Remedies form
 4. Location Map
 5. Aerial Photo
 - 6-14. Letter of Explanation
 - 15-20. Neighborhood Meeting Summary – public input
 - 21-40. Parking Study Analysis
 - 41-45. Planned Area Development Overlay – Project Data
 - 46-47. Site Plan
 - 48-56. Floor Plans
 - 57-61. Building Elevations
 - 62-64. Color Elevations
 - 65-66. Building Renderings
 - 67-69. Building Sections
 - 70-73. Landscape Plan
 - 74-80. Shade Study – Public Pathway Shade
 81. Preliminary Grading & Drainage Plan
 - 82-84. Traffic Impact Analysis – Executive Summary & City Response
 - 85-91. Public Comments – ASU Real Estate Office

COMMENTS:

This site is located on the southeast corner of College Avenue and Veterans Way. The site is currently vacant and being used for surface parking. To the north of the site is the Tempe Transportation Center consisting of bus stops and the Light Rail station. Also on the north side of the street is the Arizona State University Sun Devil Stadium. To the west of the site are restaurants, bars and other retail. To the east and south, part of the ASU campus, is the access drive to a multi-level parking structure and the Arizona State University Aquatic Center.

The previous project proposed for this site was the Armory, a mixed-use high rise development consisting of residential condominiums and a new hotel. This development was granted with maximum heights for the north tower along Veterans Way of 225 feet and the tower along College Avenue of 170 feet. As a result of the downturn in the economy, this project while in process for completing building permits, was unable to complete the project funding and ultimately the permit application expired.

This new proposal, by a different owner and developer, is a request for a mixed-use multi-family residential housing high rise, with ground floor commercial, two levels of above grade parking and a third floor amenity deck.

This request includes the following:

1. An Amended Planned Area Development Overlay consisting of:
 - o Establishing a new site plan;
 - o Increase maximum allowable density from 364 units 423;
 - o Increase maximum allowed height for Phase II, Tower II from 170 feet to 183 feet; and
 - o A reduction in the required parking from 820 spaces to 166 spaces, with modified parking ratios proposed uses.
2. Development Plan Review which includes: site plan, building elevations and landscape for Phase I, consisting of the first three levels and the 195'-0" tower with 291 units (606 bedrooms). The total project proposes an 18-story and 16-story mixed-use building with two towers, including 423 dwelling units, 23,400 square feet of commercial space, 6,171 square feet of amenity space, and two levels of structured parking. Total gross floor building area of approximately 500,000 square feet.

PUBLIC INPUT

A neighborhood meeting was held by the applicant on August 17, 2011, from 6:00 p.m. to 7:00 p.m. There were no residents in attendance other than the project team. See attached summary of meeting and public input provided by the applicant. The applicant has met with Arizona State University representatives and scheduled a meeting with the Downtown Tempe Community, which is comprised of property and business stakeholders. At this time, staff has received some general feedback from Arizona State University representatives. The comments provided include topics on the density and number of parking spaces for the student housing, the project design along with the building appearance from the ASU aquatic center, concerns with impacts on University's parking structure and the reduction of parking requested. A letter from the University was provided to the applicant; see Attachments 15-20, Neighborhood Meeting Summary – public input.

Staff has proposed conditions for additional design enhancements along the southern building elevation, including the continuation of design elements present along the street façade. The parking reduction request is further analyzed in the Planned Area Development section of this report. Staff recommends a higher parking ratio for accommodation of residents. A solar study has been provided by the applicant. The study would indicate that there is minimal impact on the parking garage solar structures. The only time period with some impact to solar devices is during the period of the summer solstice 4 p.m. or later, resulting in a shadow cast on a portion of the solar devices. The shade shown in the plans would indicate that this only occurs as a result of the Phase II development, and with only later evening hours for the Phase I development proposed for initial construction.

PROJECT ANALYSIS

PLANNED AREA DEVELOPMENT

An Amended Planned Area Development (PAD) Overlay is requested for 323 Veterans Way. The specific proposed changes to the original PAD are specifically expressed within the chart:

Building & Site Standards	EXISTING STANDARDS ARMORY PAD	PROPOSED 323 VETERANS WAY PAD
Zoning Districts	MU-4 (PAD)(TOD)	MU-4 (PAD)(TOD)
MAXIMUM DENSITY (dwelling units) (NS)	364 units	*Total 423 units (879 bedrooms) *proposed Phase I 291 units Phase II 132 units
MAXIMUM BUILDING HEIGHT (NS)	Tower I: 225 ft. Tower II: 170 ft.	Phase I: 195'-0" *Phase II: 182'-9" *proposed 18 stories 16 stories
Building Setbacks – Max. 20 foot street side	0	0
PARKING REQUIREMENTS		
.....per Bedroom (879 bedrooms) (0.75/bedroom)	TOD 659.25	(Previous PAD 606 spaces) *PROPOSED *.12 space/bedroom
.....visitor parking per unit (423 units) (.2/unit)	84.6	Phase I total: 589 spaces *.011 space/unit
.....commercial (17,400 sf.) (1/300 sf.)	29 (50%)	Phase I & II *75% reduction
.....restaurant (6,000 sf.) (1/75 sf.)	46.7 (50%)	totals: *75% reduction
TOTAL PARKING:	820 spaces	820 spaces TOTAL: *166 spaces

PREVIOUS ARMORY PROJECT APPROVAL:

ZON06004 – (Ordinance No. 2006.68) Zoning Map Amendment from CSS, Commercial Shopping and Service District / R1-6, Single Family Residential / R-3, Multi-Family Residential Limited to MU-4, Mixed-Use, High Density District.

PAD06005 – Planned Area Development Overlay for approximately 247,500 sf. of building area, including 364 condominium units and commercial space.

The Armory approval on October 19, 2011, was subject to the conditions added by City Council. The applicant for this new proposal, marketed towards student housing, requests to eliminate or modify certain stipulations accepted for the original PAD. These include the following:

ARMORY PREVIOUS PAD CONDITIONS

Condition #5: The developer will provide an additional \$400K for the affordable housing fund for the City of Tempe upon receipt of Certificate of Occupancy.

Condition #6: Five percent (5%) of the residential units within the project will be designated as workforce housing in terms of pricing as set forth in the guidelines by the City of Tempe.

Condition #7: The College tower building will be capped in height at 170 feet overall height, including all mechanical and parapet.

Condition #8: The stadium tower will be capped in height at 225 feet overall height, including all mechanical and parapet.

Condition #9: To the extent that the developer is required to pay development fees of less than \$2.1M, the difference between the amount of fees actually paid and \$2.1M will be provided to the City of Tempe for the affordable housing fund upon issuance of permits.

The past conditions were intended for a project designed for individual sale of condominium units. The prior conditions have been included as part of this project's conditions of approval, shown with strikeouts, identifying staff's recommendation to eliminate prior conditions from the PAD overlay.

Building Height:

The Amended PAD for this site requests an increase in the proposed building of the previous accepted College Avenue aligned structures from 170 feet. This increase would include all of proposed Phase II tower (182'-9") and the southern portion of Phase I which fronts College Avenue (195 feet). Staff recommends approval of the proposed height as it is consistent with the Downtown Height Guidelines study accepted by City Council, which calls out this location with acceptable heights up to 300 feet.

Density:

The Amended PAD requests an increase in the original approved density of 364 units to 423 units for all phases. This development proposes a Phase I maximum density of 291 units and Phase II with 132 units. This density, as a result of the recommendations for total allowable height is consistent with the type of density that would be considered within a downtown urban environment. The proposed use will create the necessary mix of use to support the existing and future commercial base for the downtown and neighboring University campus.

Parking:

The Amended PAD requests to reduce the required parking for the Transportation Overlay District from 820 to 166 total vehicle spaces. This reduces the residential parking ratio from .75 to .12 spaces per bedroom, visitor parking from .2 to .011 spaces per unit, and a reduction in retail/restaurant parking from 50% reduction to 75% reduction. When analyzing the Phase I proposed development, considered for initial construction, the project is required by Code to provide 589 parking spaces, or 72 percent of the total required parking. If considering all the parking proposed for the site to be utilized by the residential tenants, for the proposed Phase I construction only, the parking ratio would result in .26 parking spaces per bedroom, or just over a quarter to the residents with available parking on-site. Previous parking reductions along College Avenue, the Newman Center Student Housing project at the northwest corner of College Avenue and University Drive, a 180 unit proposed student housing development, received a reduction in the required parking from 530 to 147 off-site parking spaces, resulting in a .27 ratio.

Staff recognizes the need to modify the parking standards, specifically for projects located within the downtown. A reduction in parking ratios for commercial and for residential parking is supported by staff. This location is located in one of the most transit-accessible locations in the valley with bus and light rail stops across the street. The primary use of student housing, supports the utilization of vehicle trip reductions and use of alternate modes, including walking and biking, during the school semester. Because there could be a demand for after school hour vehicle trips for recreation, food and work for the residents, some accommodation of resident parking is necessary. The parking analysis, provided in Attachments 21-40, identifies a recommended parking quantity of 174 parking spaces. This analysis initially took into consideration a previous site plan that provided 90 degree parking, providing additional parking to the overall site. The applicant has since modified the parking configuration and reduced the parking to 166 spaces in response to the University's comments on the use of the driveway. The applicant identified this project as "dormitory", however this project should not be considered a "dormitory" as this project is not affiliated with the University and is regulated by the City's parking standards and amendment process for multi-family housing.

Staff recommends support of the proposed PAD with specific conditions of approval relating to the overall parking. All parking provided during Phase I will be evaluated to determine the future needs for this site. When Phase II is under consideration, an evaluation of the parking needs will be determined and additional parking will be required, if necessary.

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

1. The proposed land uses for residential and commercial are supported within the mixed-use district.
2. The development standards listed above, as established as part of the PAD Overlay District, are recommended for by the applicant. Staff recommends alternate parking reductions for the Phasing of the project or additional spaces to be accommodated by this development.
3. The proposed PAD height is compatible with the accepted Downtown Height Guidelines.
4. Phase I, parking reductions is appropriate based on the proposed unit and bedroom counts for the initial tower.
5. The conditions of approval are reasonable to ensure conformance with the provisions of the Zoning and Development Code.

DEVELOPMENT PLAN REVIEW

323 East Veterans Way consists of ground floor commercial, including lobby space for the leasing office of the residential towers, a third floor amenity deck with ramadas, pool and lounge space. Proposed for Phase I for the initial construction is the 18-story residential tower, consisting of 291 units at the northwest corner of the site. The building is comprised of a variety of unit types from studio units up to 5-bedroom units. The site accommodates 159 on-site parking spaces, with some surface parking and two levels of parking structure. Along College Avenue, the design will accommodate 7 on-street parking spaces used for commercial shopping. The entire site is accessed by a common drive path shared with Arizona State University (private property). The drive is access way to the parking garage on the south with access to the aquatic center and the multi-parking structure for student parking. Future development of Phase II consists of a 16-story tower located above the two-story parking garage on the east side of the property bordering the amenity deck. This phase would include 132 additional dwelling units.

Section 6-306 D Approval criteria for Development Plan Review:

1. Placement, form, and articulation of buildings and structures provide variety in the streetscape; *The design is oriented at the street corner of this site. The building design provides visual interest with the use of random patterns of stucco panel, glazing and balcony placement. The development has a well defined base, with the use of the copper panel.*
2. Building design and orientation, together with landscape, combine to mitigate heat gain/retention while providing shade for energy conservation and human comfort; *The building design and orientation, along with use of materials, does not appear to be conducive to minimizing heat gain within the building space. Pedestrian shade is accommodated, meeting the minimum requirements for the Transportation Overlay*
3. Materials are of a superior quality, providing detail appropriate with their location and function while complementing the surroundings; *The materials and details proposed, although inconsistent with renderings being considered in this design, have appropriate details throughout the façade. Recessed private balconies attempt to break up the large façade front along Veterans Way, while introducing relief with the use of materials.*
4. Buildings, structures, and landscape elements are appropriately scaled, relative to the site and surroundings; *The project, although not at a similar scale with the existing development, is consistent with Tempe's Downtown Height Guidelines policy, provided by the City Council.*
5. Large building masses are sufficiently articulated so as to relieve monotony and create a sense of movement, resulting in a well-defined base and top, featuring an enhanced pedestrian experience at and near street level; *The project creates a well-defined base and top. Street front windows align the pedestrian walk space with a copper panel top. The upper portion of the building provides an exaggerated window height to the top floor. The large building mass that spans across Veterans Way and a portion along College Avenue, makes an attempt at providing relief through use of random placement of stucco color within a large fenestration pattern. Additionally, where the private patios are located, the building transitions from this pattern with clear glazing to the building edge at the northwest corner.*

6. Building facades provide architectural detail and interest overall with visibility at street level (in particular, special treatment of windows, entries and walkways with particular attention to proportionality, scale, materials, rhythm, etc.) while responding to varying climatic and contextual conditions; *The details provided at this time are not specifically addressed for the street level details. Solar orientation for this building type does not specifically respond to the contextual conditions of south and west-facing exposure.*
7. Plans take into account pleasant and convenient access to multi-modal transportation options and support the potential for transit patronage; *The site is directly across the transit hub for the City of Tempe connecting to other metropolitan areas. The site is heavily utilized by pedestrians and bicyclists.*
8. Vehicular circulation is designed to minimize conflicts with pedestrian access and circulation, and with surrounding residential uses; *Proposed conditions to more closely align existing street and their intersections, help reduce potential conflicts.*
9. Plans appropriately integrate Crime Prevention Through Environmental Design principles such as territoriality, natural surveillance, access control, activity support, and maintenance; *A security plan is required with the Police department. Efforts have been made with the applicant and the Police to ensure safety with the use of the 3rd floor amenity deck, provide secured and monitored parking garages, and ensure accessibility for the Police department when calls for service are made.*
10. Landscape accents and provides delineation from parking, buildings, driveways and pathways; *This project proposes to provide an enhance sidewalk consistent with other projects along the College Avenue corridor and access from the parking garage to the south. The street trees and other streetscape amenities identified in the conditions will enhance the pedestrian environment and create a complete transit-oriented streetscape.*
11. Lighting is compatible with the proposed building(s) and adjoining buildings and uses, and does not create negative effects. *Final lighting details not yet provided at this time.*

Conclusion

Based on the information and input received along with the above analysis staff recommends approval of the requested Planned Area Development increase in density and height, a reduction in the required parking for Phase I development only, and approval of Development Plan Review, subject to the conditions as proposed.

REASONS FOR APPROVAL:

1. The project meets the General Plan Projected Land Use and Projected Residential Density for this site.
2. The PAD overlay process was specifically created to allow for greater flexibility, to allow for increased heights, supported by the Downtown Height Guidelines.
3. Density proposed is consistent with urban density desired for a viable downtown with a mix of uses.
4. The proposed parking reduction, when considering Phase I only, provides adequate reductions to support the residential demand and reduce the total amount of traffic impact on the area.
5. The proposed project meets the approval criteria for Development Plan Review.

PAD11009

CONDITIONS OF APPROVAL:

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

The crossed-out conditions were part of the original PAD approved on October 19, 2006. They are no longer applicable and are being deleted as part of this PAD.

1. A building permit shall be obtained and substantial construction commenced within two (2) years of the date of City Council approval or the zoning shall revert to that in place at the time of application, subject to a public hearing.
2. The Planned Area Development Overlay shall be put into proper engineered format with appropriate signature blanks and kept on file with City of Tempe's ~~Development Services~~ Community Development Department prior to issuance of building permits.
3. ~~Process a Subdivision Plat and a Condominium Plat through the City of Tempe Development Services Department. Provide correct engineering format including appropriate signature blanks for Subdivision Plat, Condominium Plat and Planned Area Development for the Armory. Record Subdivision Plat and Condominium Plat with the Maricopa County Recorder's Office through the City of Tempe's Development Services Department prior to issuance of Certificate of Occupancy.~~
4. ~~Provide a continuing care condition, covenant and restriction (CC&R's) for the landscape of Armory, including that located in any common area on site or in the public right of way in front of the project. Include CC&R's for other aspects of the project as required. Provide CC&R's in a form satisfactory to the Development Services Manager and City Attorney prior to the issuance of Certificate of Occupancy.~~
5. ~~The developer will provide an additional \$400K for the affordable housing fund for the City of Tempe upon receipt of Certificate of Occupancy.~~
6. ~~Five percent (5%) of the residential units within the project will be designated as workforce housing in terms of pricing as set forth in the guidelines by the City of Tempe.~~
7. The College Phase II tower building will be capped in height at ~~470 feet~~ 195 feet overall height, including all mechanical and parapet.
8. The stadium Phase I tower will be capped in height at 225 feet overall height, including all mechanical and parapet.
9. ~~To the extent that the developer is required to pay development fees of less than \$2.1M, the difference between the amount of fees actually paid and \$2.1M will be provided to the City of Tempe for the affordable housing fund upon issuance of permits.~~
10. Phase I minimum vehicle parking requirements shall provide, on-site, no less than 159 spaces. Phase II parking requirements shall be brought back to the decision-making body, as an Amended PAD, with an analysis of the Phase I parking needs to determine Phase II total parking needs for the development.
11. The property owner(s) shall sign a waiver of rights and remedies form. By signing the form, the Owner(s) voluntarily waive(s) any right to claim compensation for diminution of Property value under A.R.S. §12-1134 that may now or in the future exist, as a result of the City's approval of this Application, including any conditions, stipulations and/or modifications imposed as a condition of approval. The signed form shall be submitted to the Community Development Department no later than December 2, 2011, or the Planned Area Development approval shall be null and void.
12. The Planned Area Development shall be put into proper engineered format with appropriate signatures and kept on file with the City of Tempe's Community Development Department prior to issuance of building permits.

DPR11133

CONDITIONS OF APPROVAL:

13. All off-site improvements that may require special use agreements, encroachments, or abandonment of right-of-way, must be obtained from the Engineering Division, Land Services Section, prior to completion of building permits.

14. Provide a curb bulb-out at the northwest corner of College Avenue and 6th Street, extending the sidewalk curb and gutter to provide an improved alignment with this development's driveway. Final details subject to review and approval by City of Tempe, Traffic Engineer, prior to completion of building permits.
15. Remove existing easternmost Light Rail guy wire pole, obstructing Veterans Way sidewalk, and connect guy wire to building, subject to review by Valley Metro Rail staff and coordination with City of Tempe, Engineering Division.
16. Underground overhead utilities located along College Avenue. Coordinate requirements with City of Tempe, Engineering Division, for permits.
17. Fencing of utility equipment shall not occur within public right-of-way. Utility fencing and driveway modifications shown off-site are not a part of this approval. A separate administrative development plan review submittal is required for these improvements.
18. Conduct a microwave site survey for City of Tempe Communications Division review to verify no negative impact to the City of Tempe communications link between Hayden Butte and the Tempe Public Library, or an alternate plan for mitigation of impacts.
19. A security plan shall be completed by the applicant and approved by the Tempe Police Department. Coordinate plans during the building permit review process.

Site Plan

20. Locate existing utility cabinets and transformers, along Veterans Way, outside of public right-of-way and place along eastern side of building, and continue pathway design with street trees. If relocation cannot be accommodated, subject to determination by Arizona Public Service utility company, area around right-of-way shall be enhanced with project designed sidewalk pavers and utility boxes finished with public art, subject to review from the City of Tempe, Arts Coordinator.
21. Provide service yard and mechanical (cooling tower/generator) yard walls that are at least 8'-0" tall as measured from adjacent grade and are at least the height of the equipment being enclosed, whichever is greater. Verify height of equipment and mounting base to ensure that wall height is adequate to fully screen the equipment.
22. Utility equipment boxes for this development shall be finished in a neutral color (subject to utility provider approval) that compliments the coloring of the buildings, subject to Planning staff inspection.
23. Place exterior, freestanding reduced pressure and double check backflow assemblies in pre-manufactured, pre-finished, lockable cages (one assembly per cage). If backflow prevention or similar device is for a 3" or greater water line, delete cage and provide a masonry or concrete screen wall following the requirements of Standard Detail T-214.

Floor Plans

24. Exit Security:
 - a. Provide vision panels with fire-rated glazing assemblies within stairwell exit doors into adjacent circulation spaces.
 - b. In instances where an elevator or stair exit in the building or garage is within 21'-0" of an alcove, corner or other potential hiding place, position a refracting mirror to allow someone in the exit doorway to observe in the mirror the area around the corner or within the alcove that is adjacent to the doorway.
25. Public Restroom Security:
 - a. Lights in restrooms:
 - 1) Provide 50% night lights
 - 2) Activate by automatic sensors, key or remote control mechanism
 - b. Single user restroom door hardware:
 - 3) Provide a key bypass on the exterior side
26. Garage Security:
 - a. Provide access control gates to parking garages for the residents.
 - b. Incorporate CCTV cameras throughout parking garage, per security plan requirements.

- c. Minimize interior partitions or convert these to semi-opaque screens to inhibit hiding behind these features.
 - d. Provide exit stairs that are open to the exterior as indicated.
 - e. Paint interior wall and overhead surfaces in garage floor levels with a highly reflective white color, minimum LRV of 75 percent.
27. Parking Garage:
- a. Minimum required parking dimensions shall be clear of any obstructions.
 - b. At the ends of dead-end drive aisles, provide a designated turn-around space, minimum 8'-6" clear in width (locate on left side if available), including 3'-0" vehicular maneuvering area for exiting. Turn-around area shall be clearly demarcated.
 - c. Provide a minimum 2'-0" of additional width for parking spaces when adjacent to a continuous wall.

Building Elevations

28. The materials and colors are approved as presented:
COLORS AND MATERIALS NOT FINALIZED AT THIS TIME...
 Exterior Stucco Panel – Sherwin Williams – “Lime Rickey” SW6717
 Exterior Stucco Panel – Sherwin Williams – “Aloof Gray” SW6197
 Cast-in-place concrete – exposed finish
 Exterior Metal Panel – PPG – “Duranar XL Silver Gray”
 Residential, Storefront, and balcony glazing – Clear Energy Advantage Low-E Glass
Green tinted low-E rated tempered glass?
 Balcony Railings – Greco – Clear Anodized Aluminum railing
 Provide main colors and materials with a light reflectance value of 75 percent or less. Specific colors and materials exhibited on the materials sample board are approved by planning staff. Additions or modifications may be submitted for review during building plan check process.
29. Paint exposed concrete, which is adjacent to exterior stucco “aloof gray”, to match.
30. Modify building elevation sections where stucco color “aloof gray” is shown to incorporate design pattern similar to areas located on the primary façade of the building.
31. Maintain green stucco color random patterns throughout all levels of the building and on all elevations.
32. Continue copper panel band along southern elevation building edge of 3rd floor amenity deck, above parking garage, and wrap around the eastern building elevation to loading docks.
33. Along east elevation, modify garage building wall proposed as exposed concrete to provide either an exposed aggregate or a sand blasted concrete. Provide intermittent patterns similar to the building design along the street front, subject to Planning staff review.
34. Provide secure roof access from the interior of the building. Do not expose roof access to public view.
35. Eliminate upper parapet metal screen on roof and provide a matching design material for parapet that extends to the height of any proposed roof top mechanical.
36. Conceal roof drainage system within the interior of the building.
37. Incorporate lighting, address signs, and incidental equipment attachments (alarm klaxons, security cameras, etc.) where exposed into the design of the building elevations. Exposed conduit, piping, or related materials is not permitted.
38. Locate the electrical service entrance section (S.E.S.) inside the building or inside a secure yard that is concealed from public view.

39. The amenity deck shall provide a minimum 6'-0" wall, measured from the 3rd floor grade, with the top 2'-0" designed with glazing. Landscape shall be located on the exterior of the wall to act as a buffer from the building edge.
40. Upper/lower divided glazing panels in exterior windows at grade level, where lower glass panes are part of a divided pane glass curtain-wall system, shall be permitted only if laminated glazing at these locations is provided.

Lighting

41. The project shall follow requirements of the Zoning and Development Code, Part 4, Chapter 8, Lighting, except as specifically conditioned. Architectural up-lighting, visible above the horizontal plane, is allowed with a maximum output level of 1,700 lumens and no greater than seventy (70) watts.
42. Illuminate building entrances and underside of open stair landings from dusk to dawn to assist with visual surveillance at these locations.

Landscape

43. The proposed plant palette requires submittal of a legend and specified locations of plant species on the landscape plan. A separate landscape plan application is required for 3rd floor amenity deck or other modifications for review by planning staff, before final approval.
44. Provide a minimum 14'-0" wide public sidewalk treatment, consistent with the streetscape requirements provided within the Transportation Overlay District.
45. Modify sidewalk paver details along College Avenue to match design details provided at the ASU Foundation building along College Avenue. This includes matching paver style and integration of a ribbon brick detail.
46. Continue proposed pedestrian sidewalk detail, as shown on plans, along Veterans Way up to existing driveway curb edge and from street curb to the property line. Include additional street trees in this location.
47. Incorporate within locations along both streets right-of-way, the following:
 - a. Litter receptacles using Landscape Forms, 'Chase Park' series, silver powder coat finish.
 - b. Benches using Landscape Forms, 'Austin' 72 inch, silver powder coat finish.
 - c. Bike racks using 'U' loops, galvanized metal or silver powder coat finish, per Tempe standard detail T-578. Or alternatively, a decorative bike detail subject Planning staff approval.
48. All street trees located within the public right-of-way shall be planted using an initial 48 inch minimum box size and placed within ornamental iron tree grates, using Ironsmith 'Starburst' 48" x 144" cast iron with black powder coat finish. Locate parallel to street curb at least 2'-0" from face of curb.
49. Locate center point of tree trunk at least 20'-0" from Light Rail guy wire, which runs perpendicular to street curb. Do not locate tree grate over street drains. Existing tree configuration requires modifications along Veterans Way.
50. Designated street tree for College Avenue shall be 'Heritage Live Oak'. Trees grates along College Avenue shall be located no closer than 10'-0" from the face of building wall.
51. Trees located along private driveway, shall plant 'Chinese Pistache', which may be located within 48" x 144" cast iron grates or within a planted pot detail.
52. Incorporate landscape directly adjacent to south side of building and include a minimum 1'-0" of landscaped area with the addition of climbing vines to function as a green screen along the southern wall parking structure.
53. Irrigation notes:
 - a. Provide dedicated landscape water meter.

- b. Provide pipe distribution system of buried rigid (polyvinylchloride), not flexible (polyethylene). Use of schedule 40 PVC mainline and class 315 PVC ½" feeder line is acceptable. Class 200 PVC feeder line may be used for sizes greater than ½". Provide details of water distribution system.
 - c. Locate valve controller in a vandal resistant housing.
 - d. Hardwire power source to controller (a receptacle connection is not allowed).
 - e. Controller valve wire conduit may be exposed if the controller remains in the mechanical yard.
54. Include requirement in construction plans to: de-compact soil in planting areas on site and in public right of way and remove construction debris from planting areas prior to landscape installation.
55. Where applicable, top dress planting areas with a rock or decomposed granite application. Provide rock or decomposed granite of 2" uniform thickness. Provide pre-emergence weed control application and do not underlay rock or decomposed granite application with plastic.

Signage

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

CODE/ORDINANCE REQUIREMENTS:

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

- Specific requirements of the **Zoning and Development Code (ZDC)** are not listed as a condition of approval, but will apply to any application. To avoid unnecessary review time and reduce the potential for multiple plan check submittals, become familiar with the ZDC. Access the ZDC through www.tempe.gov/zoning or purchase from Community Development.
- **SITE PLAN REVIEW:** Verify all comments by the Public Works Department, Community Development Department, and Fire Department given on the Preliminary Site Plan Reviews. If questions arise related to specific comments, they should be directed to the appropriate department, and any necessary modifications coordinated with all concerned parties, prior to application for building permit. Construction Documents submitted to the Building Safety Department will be reviewed by planning staff to ensure consistency with this Design Review approval prior to issuance of building permits.
- **STANDARD DETAILS:**
 - Access standard engineering details at this link: www.tempe.gov/engineering/standard_details.htm or purchase book from the Public Works Engineering Division.
 - Access standard refuse enclosures at this link: www.tempe.gov/bsafety/Applications_Forms/applications_and_forms.htm. The enclosure details are under Civil Engineering & Right of Way.
- **BASIS OF BUILDING HEIGHT:** Measure height of buildings from top of curb at a point adjacent to the center of the front property line.
- **COMMUNICATIONS:**
 - Provide emergency radio amplification for the combined building and garage area in excess of 50,000 sf. Amplification will allow Police and Fire personnel to communicate in the buildings during a catastrophe. Refer to this link www.tempe.gov/itd/Signal_booster.htm. Contact Information Technology Department to discuss size and materials of the buildings and to verify radio amplification requirement.
 - For building height in excess of 50'-0", design top of building and parapet to allow cellular communications providers to incorporate antenna within the building architecture so future installations may be concealed with little or no building elevation modification.
- **HISTORIC PRESERVATION:** State and federal laws apply to the discovery of features or artifacts during site excavation (typically, the discovery of human or associated funerary remains). Contact the Historic Preservation Officer with general questions. Where a discovery is made, contact the Arizona State Historical Museum for removal and repatriation of the items.
- **SECURITY REQUIREMENTS** (refer to Public Safety and Security Considerations report, and included in the Site Plan Review markup packet):
 - Design building entrance(s) to maximize visual surveillance of vicinity. Limit height of walls or landscape materials, and design columns or corners to discourage to opportunity for ambush opportunity. Maintain distances of 20'-0" or greater between a pedestrian path of travel and any hidden area to allow for increased reaction time and safety.
 - Follow the design guidelines listed under appendix A of the Zoning and Development Code. In particular, reference the CPTED principal listed under A-II Building Design Guidelines (C) as it relates to the location of pedestrian environments and places of concealment.
 - Provide method of override access for Police Department (punch pad or similar) to controlled access areas including amenity deck, lobby or other access controlled areas.
 - The Owner is required to prepare a security plan for the project with the Police Department. The architect should be involved to verify any modification that would require design revisions. To avoid revisions to permitted construction documents, initial meetings with the Police Department regarding the security plan are recommended before building permits are issued. At a minimum, the Owner shall contact the Police Department to begin security plan process approximately eight weeks prior to receipt of certificate of occupancy.
 - In conjunction with the security plan, Crime Free Multi-Housing status for this property may be required.
 - Provide a security vision panel at service and exit doors (except to rarely accessed equipment rooms) with a 3" wide high

strength plastic or laminated glass window, located between 43" and 66" from the bottom edge of the door.

- FIRE:
 - Clearly define the fire lanes. Ensure that there is at least a 20'-0" horizontal width, and a 14'-0" vertical clearance from the fire lane surface to the underside of tree canopies or overhead structures. Layout and details of fire lanes are subject to Fire Department approval.
 - Provide a fire command room(s) on the ground floor of the building(s). Verify size and location with Fire Department.
- ENGINEERING:
 - Underground utilities, except high-voltage transmission line, shall be placed underground.
 - Coordinate site layout with Utility provider(s) to provide adequate access easement(s).
 - Relocate existing 12" water line into the street and tie in the 8" water line to the new 12". This will abandon both water lines from under the sidewalk and not conflict with trees.
 - Clearly indicate property lines, the dimensional relation of the buildings to the property lines and the separation of the buildings from each other.
 - Verify location of any easements, or property restrictions, to ensure no conflict exists with the site layout or foundation design.
 - The site is within an Alternative Retention Criteria Area. Verify specific design considerations with the Engineering Department.
- REFUSE:
 - Enclosure indicated on site plan is exclusively for refuse.
 - Contact Public Works Sanitation Division to verify that vehicle maneuvering and access to the enclosure is adequate.
 - Develop strategy for recycling collection and pick-up from site with Sanitation. Roll-outs may be allowed for recycled materials. Coordinate storage area for recycling containers with overall site and landscape layout.
 - Gates for refuse enclosure(s) are not required, unless visible from the street. If gates are provided, the property manager must arrange for gates to be open from 6:00am to 4:30pm on collection days.
- DRIVEWAYS:
 - Coordinate driveway requirements with Public Works, Traffic Engineering.
 - Correctly indicate clear vision triangles at both driveways on the site and landscape plans. Identify speed limits for adjacent streets at the site frontages. Begin sight triangle in driveways at point 15'-0" in back of face of curb. Consult "Corner Sight Distance" leaflet, available from Traffic Engineering if needed. Do not locate site furnishings, screen walls or other visual obstructions over 2'-0" tall (except canopy trees are allowed) within each clear vision triangle.
- PARKING SPACES:
 - Verify conformance of accessible vehicle parking to the Americans with Disabilities Act of 1990 (42 U.S.C.A. §12101 ET SEQ.) and the Code of Federal Regulations Implementing the Act (28 C.F.R., Part 36, Appendix A, Sections 4.1 and 4.6). Refer to Standard Detail T-360 for parking layout and accessible parking signs.
 - At parking areas, provide demarcated accessible aisle for disabled parking.
 - Distribute bike parking areas nearest to main entrance(s). Provide 2'-0" by 6'-0" individual bicycle parking spaces. One loop may be used to separate two bike parking spaces. Provide clearance between bike spaces and adjacent walkway to allow bike maneuvering in and out of space without interfering with pedestrians, landscape materials or vehicles nearby.
- LIGHTING:
 - Design site security light in accordance with requirements of ZDC Part 4 Chapter 8 (Lighting) and ZDC Appendix E (Photometric Plan).
 - Indicate the location of all exterior light fixtures on the site, landscape and photometric plans. Avoid conflicts between lights and trees or other site features in order to maintain illumination levels for exterior lighting.
- SIGNS: Separate Development Plan Review process is required for signs in accordance with requirements of ZDC Part 4 Chapter 9 (Signs). Obtain sign permit for identification signs. A sign package criteria is required for this development.

HISTORY & FACTS:

- January 1954 The City of Tempe transferred property rights to the State of Arizona for military purposes only.
- September 12, 2006 Development Review Commission heard the request by Armory and recommended approval for a Zoning Map Amendment and a Planned Area Development Overlay, approved the request for a use permit for tandem parking and a Development Plan Review consisting of site plan, building elevations, and landscape plan; located at 323 East Veteran's Way.
- October 19, 2006 The City Council approved the request ARMORY (PL060380) for the development of two mixed-use buildings (17-story and 20-story), consisting of 364 residential condominium units, 29,146 s.f. of commercial/restaurant area, 45,246 sf. of office area, and three levels of below-grade parking garage on 1.62 acres, located at 323 East Veteran's Way. The request included the following:
ZON06004 – (Ordinance No. 2006.68) Zoning Map Amendment from CSS, Commercial Shopping and Service District / R1-6, Single Family Residential / R-3, Multi-Family Residential Limited to MU-4, Mixed-Use, High Density District.
PAD06005 – Planned Area Development Overlay for approximately 247,500 s.f. of building area, including condominium units and commercial space.
- August 17, 2011 Applicant held neighborhood meeting for this request.
- September 13, 2011 Development Review Commission proposed public hearing for this request.

ZONING AND DEVELOPMENT CODE REFERENCE:

- Section 6-305, Planned Area Development (PAD) Overlay districts
Section 6-306, Development Plan Review

ORDINANCE NO. 2011.45

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

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

Section 1. That the City of Tempe Zoning Map is hereby amended, pursuant to the provisions of Zoning and Development Code, Part 2, Chapter 1, Section 2-106 and 2-107, for an Amended Planned Area Development Overlay to the existing MU-4 (PAD), Mixed-Use High District with a Planned Area Development Overlay also within the Transportation Overlay District, all on 1.62 acres.

LEGAL DESCRIPTION

LOT 1, 323 EAST VETERANS WAY, ACCORDING TO BOOK 954 OF MAPS, PAGE 20, RECORDS OF MARICOPA COUNTY, ARIZONA

TOTAL AREA IS 1.616 GROSS ACRES.

Section 2. Further, those conditions of approval imposed by the City Council as part of **Case # PAD11009 (PL100181)** are hereby expressly incorporated into and adopted as part of this ordinance by this reference.

Section 3. Pursuant to City Charter, Section 2.12, ordinances are effective thirty (30) days after adoption.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, this _____ day of _____, 2011.

Mayor

ATTEST:

City Clerk

APPROVED AS TO FORM:

City Attorney

WHEN RECORDED RETURN TO:
City of Tempe
Community Development Department
31 E. 5th Street
Tempe, AZ. 85281

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

This Waiver of Rights and Remedies under A.R.S. § 12-1134 (Waiver) is made in favor of the City of Tempe (City) by Core Campus Communities Tempe I, LLC, a Delaware Limited Liability Company (Owner).

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

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

Owner has submitted Application No. **PL100181** to the City requesting that the City approve the following:

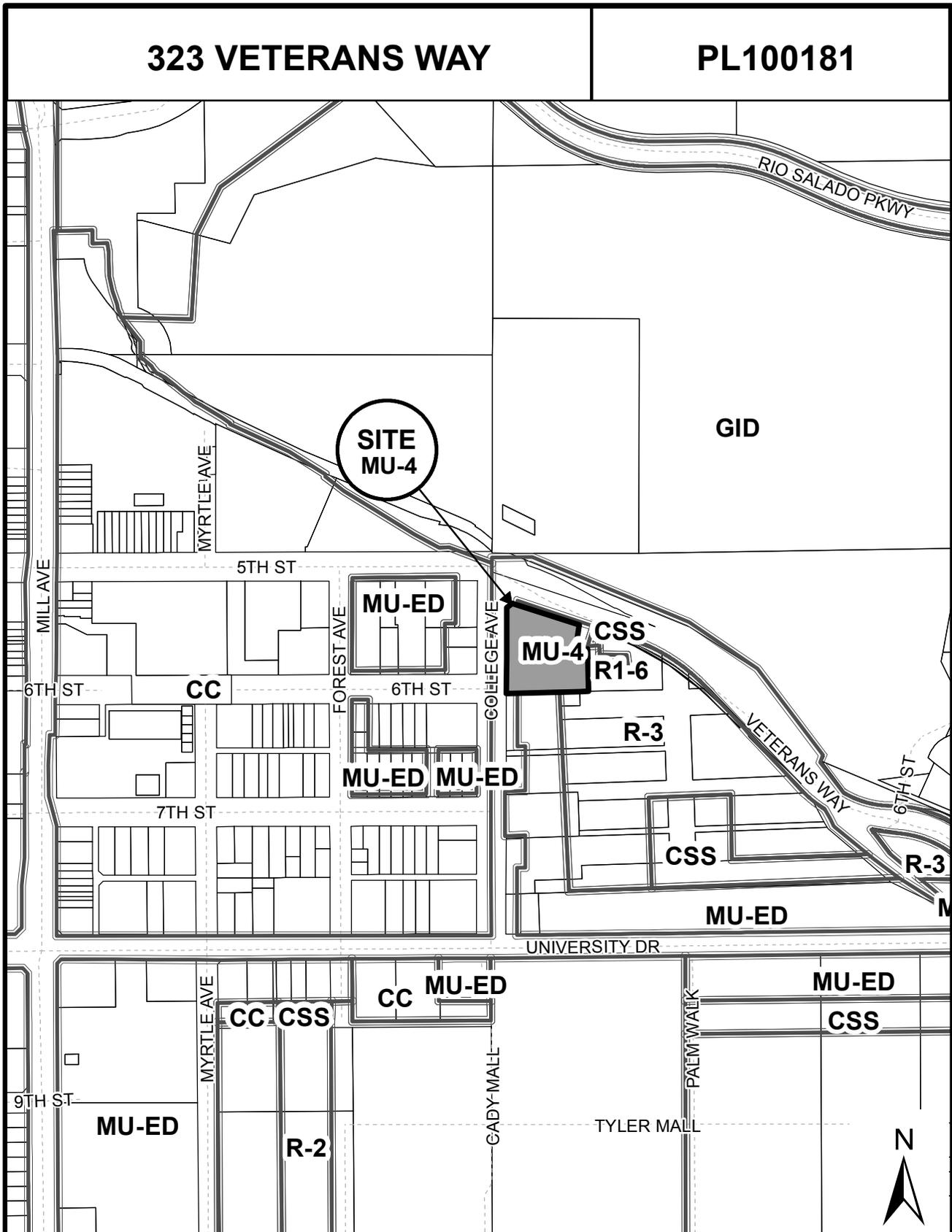
- GENERAL PLAN AMENDMENT
- ZONING MAP AMENDMENT
- PAD OVERLAY
- HISTORIC PRESERVATION DESIGNATION/OVERLAY
- USE PERMIT
- VARIANCE
- DEVELOPMENT PLAN REVIEW
- SUBDIVISION PLAT/CONDOMINIUM PLAT
- OTHER _____
(Identify Action Requested)

for development of the following real property (Property):

Parcel No. : 132-26-101

LOT 1, 323 EAST VETERANS WAY, ACCORDING TO BOOK 954
OF MAPS, PAGE 20, RECORDS OF MARICOPA COUNTY,
ARIZONA

323 East Veterans Way, Tempe, AZ. 85281



Location Map



323 VETERANS WAY (PL100181)

323 East Veteran's Way

Applicant's Letter of Explanation

Planned Area Development Overlay Amendment and Development Plan Review

Core Campus LLC (the "Applicant" or "Core Campus") is proposing to redevelop approximately 1.61 acres located at the southeast corner of South College Avenue and East Veteran's Way (the "Site"). See **Exhibit A** for an aerial photograph of the Site. Core Campus has developed projects across the United States. Core Campus is also the owner of prominent and high-end real estate in Chicago. LG Development Group is a partner in the Site and will be involved in the development of the Site. LG is a nationally recognized Chicago-based real estate development and construction firm that specializes in commercial and residential construction and the acquisition, redevelopment and development of education-related real estate, including student housing. LG is also a partner in The Vue mixed-use development located near the intersection of Rural Road and Apache Boulevard in Tempe. The Vue, which opened in August 2009, is a 10-story mid-rise consisting of 132 purpose built student housing units with street-level retail, office and amenity uses. The development team has developed over 7,500 student housing beds and currently manages over 2,500 student housing beds throughout the United States.

Application

The Applicant is submitting a planned area development (PAD) overlay amendment as part of its application for the redevelopment of the Site (the "Application"). The PAD Overlay amendment requests a reduction in the required parking from 820 spaces to 166 spaces, an increase in maximum density from 364 to 423 dwelling units, an increase in the maximum height for Phase II, Tower II from 170 to 183 feet and a modification of previous conditions. Because the Site will be developed in two phases, it is important to note that the building height (195 feet) and residential density (291 dwelling units) proposed for the First Phase of development are respectively 30 feet and 73 dwelling units less than the maximum building height and residential density currently allowed on the Site.

The Applicant is also submitting a development plan review (DPR) application for site plan, building elevations and landscape plan approval as part of this Application. The DPR application applies to the First Phase of the proposed development. Phase Two of the development will be processed as the market conditions warrant.

The Site is currently zoned MU-4 (PAD) and is located within the Transportation Overlay District's (TOD) Station Area, almost directly across from the Tempe Transportation Center. The goal of the Application is to create a vibrant mixed-use development that will increase the retail and residential mix on College Avenue, and enhance the pedestrian street activity within downtown Tempe. Through the Project's design and retail mix, one of the goals of the Project is to expand the connection between College Avenue and Mill Avenue.

The Site is a prime opportunity for redevelopment given its proximity to the Arizona State University (ASU) Campus, the Mill Avenue & Lake Districts, the transportation center and

light rail station located at 5th Street and College Avenue. The Site's location also provides an opportunity to make a significant statement at an intersection which is strategically located between Mill Avenue and the heart of the ASU Campus with the introduction of a high-quality, mixed-use project representative of the ongoing private and public investment in downtown Tempe.

Considering its downtown location, the Site is underutilized. Currently, the Site accommodates a surface parking lot providing 177 parking spaces. The Applicant proposes to develop an 18-story (195 feet including mechanical) mixed-use project consisting of 423 total modern student housing apartment units (879 bedrooms), 17,400 square feet of commercial space, 6,000 square feet of restaurant space and a two-level above grade parking garage (the "Project"). The goal of the Project is to promote a sustainable concept of living, working and recreating in one location and to serve as an asset in moving students out of Tempe's neighborhoods and into quality student housing near the ASU Campus. Based on prior experience, the Applicant anticipates a strong and sustainable demand for high-quality, modern student housing units at this location.

PAD Development Standards

The Project's proposed 195-foot building height is 30 feet less than the maximum 225-foot building height allowed by the Site's MU-4 (PAD) zoning. Based on the Site's location within the TOD Station Area, the proposed mix of multi-family residential, commercial/retail/office and restaurant uses requires a total of 820 parking spaces. This Application proposes to provide 166 parking spaces, which represents a reduction of approximately 80 percent. Considering that the Site is being developed for students who will be living within walking distance of the ASU Campus, the multiple public transit options (light rail, bus and Orbit service) available immediately across the street from the Site, and the four zip cars located at the nearby ASU University Towers, the Applicant does not believe the prospective residents or potential customers will need or desire additional vehicular parking spaces. In addition, the Project's retail space is designed to accommodate smaller tenants that will not require significant amounts of parking. The current parking trend for student housing is not to bring a vehicle to campus and is instead to use the variety of other transportation options available around the Site. The requested parking reduction will allow the Applicant to develop a high-quality mixed-use design that will provide much needed viable long-term housing opportunities for students in proximity to the ASU Campus. In recent years, several other projects in downtown Tempe have been approved with significant parking reductions. The Vue is currently leased at a residential parking rate of 0.32 spaces per bedroom, and the parking study prepared by Morrison and Maierle for the previously approved 707 S Forest project (502 bedrooms and 5,000 square feet of restaurant / retail space) projected demand for only 126 vehicular parking spaces, a .25 parking ratio. Given the amount of money the City of Tempe has invested in developing a multi-modal transportation system within the downtown area and the multiple transportation options available in downtown Tempe, we believe that the requested parking reduction is both reasonable and appropriate for the downtown urban environment.

Site Area

The Site is comprised of one parcel located at the southeast corner of College Avenue and Veteran's Way in Tempe, Arizona. The Site is approximately 1.616 acres in size. The formal address is 323 East Veteran's Way, Tempe. A full legal description is included in this Application submittal.

Area Context

As indicated above, the Site is located at the southeast corner of College Avenue and Veteran's Way. As expected for an urban area, the area surrounding the Site consists of a mix of existing and planned uses. "A" Mountain is located to the north across Veteran's Way. ASU's Sun Devil Stadium and Wells Fargo Arena are respectively located to the northeast and east across Veteran's Way. A four-level ASU parking garage and ASU's Mona Plummer Aquatic Center adjoin the Site to the east and south, respectively. A block primarily consisting of vacant parcels and surface parking lots owned by ASU is located to the southeast across College Avenue and 6th Street. The four-story Studios 5c office building, the eight-story ASU University Towers dormitory and multiple restaurants are located west of the Site across College Avenue. The Tempe Transportation Center, including a transit plaza serving the METRO light rail and local and regional bus patrons, is located immediately to the northwest across College Avenue and 5th Street. Other existing uses in the surrounding area include the 72-foot tall ASU Foundation Center located at the northeast corner of College Avenue and University Drive. Approved projects in the surrounding area include:

- A Marriott hotel with a maximum building height of 142 feet located at the southwest corner of Forest Avenue and 5th Street;
- The All Saints Newman Center, an approved 22-story (270) feet student housing development consisting of 180 apartment units (432 bedrooms) located at the northwest corner of College Avenue and University Drive;
- University Square, an approved 15-story (300 feet) hotel including 328 rooms, a convention center, and restaurant/retail space located at the southwest corner of 7th Street and Forest Avenue; and,
- M-7, an approved mixed-use development located at the southwest corner of the 7th Street and Myrtle Avenue.

See **Exhibit B** for an aerial photograph depicting the location of existing uses and approved projects in the surrounding area. The Applicant envisions that the Project will significantly enhance the area's urban environment and serve as a catalyst for future redevelopment opportunities in along College Avenue and in the downtown area.

Planning Context

General Plan 2030

The land use and projected residential density for the Site by General Plan 2030 are Mixed-Use and High-Density (greater than 25 units per acre). According to General Plan 2030,

the Mixed-Use category is designed to accommodate land use mixes with a mixture of residential and commercial uses. This category also encourages creatively designed developments that create a living environment which reflect a “village” concept where there is opportunity to live, work and recreate within one development or area. The Project will provide opportunities to live, work, and recreate in the same area. In fact, the Project is exactly the type of mixed-use, high-density project envisioned by General Plan 2030. The Applicant is proposing a high-density residential building with accompanying amenity, lobby, and commercial/retail and restaurant street-level uses which will energize both College Avenue and Veteran’s Way and provide additional pedestrian activities for residents and workers in downtown Tempe.

Downtown / Mill Avenue District and Vicinity Community Design Principles

The Site is located in the Downtown / Mill Avenue District (the “District”) planning area. In April 2006, design principles were accepted for the District with the intent of encouraging the ongoing [re]development of this portion of the community toward the achievement of a high-quality built environment with a special sense of place. The foundation of the design principles include encouraging mixed-use designs, pedestrian movement, architecture that will withstand changes in style and economy, responding to climatic factors and human comfort, and the provision of opportunities for interaction and observation. The Project represents a substantial reinvestment in the District with a viable mixed-use project that will foster and enjoyable living environment. The Project is a contemporary design intended to not only fit well into the physical environment, create visual interest and provide a secure environment but also to stand the test of time. The Project’s design also encourages pedestrian movement and interaction through the provision of active street-level uses and appropriate landscaping that will establish a comfortable environment year-round. We believe the Project is exactly the type of mixed-used design envisioned for the District.

Current Zoning

The Site is zoned Mixed Use, High Density (MU-4) with a Planned Area Development Overlay (PAD) and is located in the Transportation Overlay District’s (TOD) Station Area. The Site’s PAD allows building heights up to 225 feet, 364 residential units, 45,246 square feet of office area, 23,064 square feet of retail area, and 4,895 square feet of restaurant space. See **Exhibit C** for a current zoning map for the Site and surrounding area.

The Applicant is not rezoning the Site. Rather, the Applicant is proposing an amendment to the Site’s PAD Overlay in order to establish site specific development standards required to accommodate an economically feasible and design appropriate development in downtown Tempe. The MU-4 District permits a wide variety of uses. The MU-4 District allows a variety of uses including high-density residential and mixed-use buildings consisting of residential, commercial/retail, restaurant and office uses. The Applicant is proposing an amendment to the PAD Overlay which allows the Project to establish its own unique standards based on the development proposal.

According to the Zoning & Development Code, all Mixed Use zone districts “require the integration of commercial and residential uses to support pedestrian circulation and transit as

alternates to driving, and to provide employment and housing options.” The mix of uses proposed by this Application is consistent with the MU-4 District.

Project Description

The Site’s location between Mill Avenue to the west and the ASU Campus to the east and south will allow the Project to make a significant statement in downtown Tempe. The intent of this Application is to provide a unique opportunity to energize two street frontages in downtown Tempe and provide needed additional modern, high-quality student housing opportunities in immediate proximity to the ASU Campus. The Project will be designed to primarily appeal to upper classmen and graduate students. The Site’s location at the intersection of 5th Street and College Avenue provides a unique opportunity for the Project’s commercial space to serve as a gateway into downtown Tempe, to further encourage the rejuvenation of College Avenue and to enhance the pedestrian connection between College and Mill Avenues. To provide the desired gateway presence and enhance pedestrian activity at the street level, the commercial space fronting onto to both 5th Street and College Avenue is designed to provide each tenant space with a significant amount of street frontage (30 feet or more), double height storefront glass and significant ceiling heights (approx. 18 feet). The majority of the Project’s retail tenants will be national players that will help establish the active and urban presence desired for the area.

ASU continues to place pressure on Tempe’s residential neighborhoods. As a result, disproportional parking demands and extraordinary occupancy levels continue to place considerable strain on the fabric of the City, displacing residential uses to outlying areas and increasing vehicular traffic to the ASU Campus. Considering that the localized population nearly triples in size during peak enrollment, the transient nature of the student population is taxing on both residential and commercial markets. While other purpose-built student housing developments have come online, including The Vue project which involved the Applicant, the demand for quality student housing still exceeds the supply by a wide margin. This Application represents a unique opportunity to continue to reduce both the transient nature of ASU students and the resulting strain on the City, while providing active significant retail uses along College Avenue and an ability to start to link Mill Avenue and College Avenue through the use of street level retail and design. Due to the Site’s proximity to the ASU Campus, public transportation, and the entertainment uses of Mill Avenue and the leasing success of The Vue project located at Rural Road and Apache Boulevard, the Applicant strongly believes that the Project will have a strong and sustainable appeal to upper classmen and graduate students.

Specifically, the Applicant is proposing an approximate 500,000 square foot mixed use development for the Site, of which 230,000 square feet is residential living space, 63,348 square feet is parking, 6,171 square feet is amenity space, 17,400 square feet is commercial space, 6,000 square feet is restaurant space, 1,250 square feet is lobby space and approximately 47,000 square feet is common space (includes stairs, hallways, elevators and mechanical/storage). The Application consists of the construction of an 18-story (195 feet including mechanical) building with two towers that will encompass 423 residential units (representing a density of 262 units per acre), 23,400 square feet of commercial (retail, restaurant and office) space and a two-level parking garage. The development of the residential towers will be phased. The 18-story north tower, including 291 apartment units with 606 total bedrooms, will be the first phase of

development. The 16-story southeast tower, including 132 dwelling units with 273 total bedrooms, will be the second phase of development. The mix of residential units includes studio and one, two, three, four and five bedroom flat style apartment units accounting for a total of 879 total bedrooms. The proposed building height and density are consistent with the City's vision established by the Community Development Department's concept study for downtown building heights. In addition, the proposed building form will provide a significant urban presence along College Avenue and Veteran's Way with active uses lining the entire street frontage.

The Project's first two floors are primarily comprised of street level commercial and lobby uses and two levels of parking. The two-levels of parking in combination with 21 surface parking spaces along the Site's south perimeter and on-street parking will serve as parking for the entire Site. The parking levels will be hidden from the street by the street level retail. The first floor of the Project will engage active retail, restaurant, office and lobby uses with the adjoining public right-of-way to foster an active, aesthetically pleasing, inviting and secure pedestrian environment along both College Avenue and Veteran's Way. The parking garage will be accessed from both College Avenue and Veteran's Way via a driveway wrapping around the south and east sides of the proposed building. A bike room will also be provided within the parking garage for resident use. Above the Project's first two floors, there will be an amenity deck, including a pool, club room and workout facility, and two residential towers containing a total of 423 flat style apartment units.

Considering the Site's proximity to the ASU Campus, Mill Avenue District, the nearby transportation center and light rail station at 5th Street and College Avenue, and the proximity of the planned All Saints Newman Center, Marriott and University Square developments, both College Avenue and Veteran's Way can be expected to see significant increases in pedestrian traffic in the near future. Therefore, it is imperative that the ground level of the Site is designed to both energize and enhance the pedestrian environment. The Project will accomplish this by providing a continuous frontage primarily comprised of retail, restaurant, office and lobby uses. These street level uses, combined with the Project's dynamic contemporary architecture and the provision of ample landscaping, will successfully activate the Site's street frontage.

A multitude of common area amenities will be provided at the terrace level for resident use. Amenities will include a pool, cabanas, club room, fitness area, sports court and seating areas. The commercial and lobby spaces located on the ground level will also provide convenient services to residents.

Project Design

The Project is a contemporary but very timeless and classic design that will fit well into the physical environment, create visual interest and provide a secure environment. The façade design includes a combination of building materials (painted concrete, painted stucco, metal panels, aluminum framed window systems and large expanses of glass) that will accomplish the desired contemporary look. The metal and glass railings, as well as the provision of a continuous floor to ceiling storefront along the street frontage will add to the desired look.

The design concept is based on a simple juxtaposition between a mosaic façade mixed with panels of stucco and alternating glass areas, framed by a more horizontal oriented glass and solid panel recessed wall. The mosaic façade projects out slightly at both street sides to emphasize the corner and more urban scale. The main façade also has three (3), small “sky terraces” that will allow natural light and some landscaping opportunities to permeate into the typical common hallways at the residential levels. The “sky terraces” will also add a residential scale and green aspect to the main façade. The parking garage will be entirely cladded with retail and commercial space along both 5th Street and College Avenue that will activate both street frontages. By cladding the garage along the street frontages, the garage element will be hidden and the pedestrian experience will be focused on the actual design of the building. Where the garage is not cladded by the commercial storefront, it will be screened with a combination of scored concrete panels and alternating screens.

The design will establish a clear base and top for the building by providing a distinct delineation between the commercial storefront at the street-level and the residential towers located above. This will be accomplished by giving the street-level retail and commercial space a real presence within the Project’s design and through the provision of the use of double height storefront glass with varying mullion and glass patterns set in front of the recessed residential façade located above. There will also be a band of green screen and wall planted landscaping along the top of the retail glass to create a frame which visually separates it from the residential towers located above.

Additional architectural detailing will be accomplished through the provision of a combination of staggered windows, small balconies for some residential units, screens and stucco panels that will further articulate the design, texture and provide visual interest. The building’s base and canopy elements will divide the garage from the storefront and residential areas. These elements will also have a bold color and texture that will create a unique building identity. The combined use of a bold color palette with metal screens will further emphasize the building’s visual texture.

Core Campus strongly believes in the incorporation of environmentally responsible design practices into their projects. For this reason, the Applicant will strive for Leadership in Energy and Environmental Design (LEED) certification for the Project.

Landscape Design

The overall landscape coverage percentage for the Site is approximately 43 percent, a significant amount for an urban development. The proposed landscape palette along both College Avenue and Veteran’s Way in combination with the active street-level uses will establish a pedestrian friendly environment along the street frontage. The selected tree species for the street frontage will provide ample shade for pedestrians passing by and customers lounging in outdoor seating areas. Appropriate landscape materials for creating an aesthetically pleasing and comfortable environment will also be provided on the amenity deck. A conceptual landscape plan is included as part of the Application.

Site Circulation and Parking

Both residential and commercial parking will be accessed from College Avenue and Veteran's Way via a driveway wrapping around the south and east sides of the building and providing access to two entrances located along the south side of the garage. The parking garage will serve the parking needs of the residents. A limited number of parking spaces in the parking garage will also be available for use by patrons and visitors. In addition, to serve the parking needs of patrons and visitors, on-street parking will be available on College Avenue and a limited number of on-site surface parking spaces will be provided along the Site's south property line. The Project's design will ensure that an active street environment is established by wrapping the garage with commercial and lobby uses that adjoin the public right-of-way while providing ample parking for future residents and patrons at the same time.

While the number of parking spaces provided is less than required by code, it is imperative to consider that the vehicular needs of students varies from the general population and that the Site is located within short walking distance of the ASU Campus, the Mill Avenue District and public transportation, including multiple bus routes and the light rail station at 5th Street and College Avenue. It is also important to consider the national trend of the decreasing percentage of students that are bringing cars to campus. . In addition, the Project will provide 459 spaces for bike parking.

A parking study prepared EPS Goup, Inc. is provided as part of this Application submittal.

ASU and DTC

The Project has been presented to area stakeholders, including ASU and Downtown Tempe Community Inc., for review and comment. A summary of public outreach is included as part of this Application submittal.

Phoenix Aviation Department Correspondence

Since the Site is located within close proximity of the flight path for Sky Harbor International Airport, we contacted Phoenix Aviation Department staff to confirm that the Project's proposed height is appropriate for the area. Based on our correspondence with Phoenix Aviation Department staff, the Project's proposed building height is appropriate for the area and well below an elevation level that could disturb operations at Sky Harbor International. The Applicant will also file a notice of proposed construction or alteration with the Federal Aviation Administration in the near future.

Conclusion

323 East Veteran's Way is a high-quality student housing and retail, restaurant and office design that will provide much needed viable long-term housing opportunities in proximity to the ASU Campus, offer superior amenities to future residents, and maintain relationships with the street environment and adjoining properties. The proposed development will serve as a catalyst

for future redevelopment opportunities that will continue to enhance the urban development environment and experience that Tempe is creating in downtown. The Project is consistent with the land use and residential density projected for the Site by General Plan 2030. The Project is also consistent with the building height recommended for the Site by the Community Development Department's concept study for downtown building heights, as well as the approved building heights for the nearby developments. Core Campus is very excited about the Project and looks forward to discussing the proposal with you in the near future. We respectfully request your support.

MEMORANDUM
GAMMAGE & BURNHAM
A Professional Limited Liability Company

August 26, 2011

TO: Ryan Levesque, Senior Planner
City of Tempe Community Development Department

RE: Summary of Public Outreach regarding the 323 East Veteran's Way Development Plan Review (DPR) and Planned Area Development (PAD) Overlay Amendment Applications for 1.616 acres of property located at the southeast corner of Veteran's Way and College Avenue

The project team has made a concentrated effort to reach out to the community. We have and will continue to address any questions and/or comments that may arise throughout the application process.

Posting & Notification:

Pursuant to applicable City requirements, on July 26, 2011, the Applicant sent first class letters to all property owners within 300 feet of the project site and chairpersons of registered neighborhood associations and home owners associations within 600 feet of the project site, notifying interested parties of the proposed development and the neighborhood meeting scheduled for August 17, 2011. The respective dates, locations, and times for the neighborhood meeting and scheduled public hearings, as well as the Applicant's contact information, were posted on the project site on July 29, 2011. Copies of the mailing notice and notification list, as well as photos of the public hearing notice sign posted on the site, are enclosed with this summary.

Phone Calls, Letters, E-mails and Faxes:

On August 5, 2011, the Applicants' legal representative received a letter dated August 3, 2011 from Mr. Steven L. Nielsen, Arizona State University (ASU) Assistant Vice President - University Real Estate and Development, expressing support for the proposed change in use, as long as there is not material change in the quality of design or finish from the prior approval. The noted letter, which is enclosed with this summary, also expressed some concerns regarding the project pertaining to site intensification, circulation, parking and site design. On August 10, 2011, the Applicant, the Applicant's legal representative and Hartshorne Plunkard Architecture staff participated on a conference call with ASU University Real Estate and Development staff, including Mr. Nielsen and Mr. Neil Calfee, to discuss ASU's concerns. All parties agreed to schedule a follow-up meeting for August 18, 2011 to discuss the project and ASU's concerns further.

The Applicants' legal representative has not received any additional phone calls, faxes, letters or emails from either a neighbor or interested person regarding the project.

August 17, 2011 Meeting with the Downtown Tempe Community, Inc.:

The Applicant and the Applicant's legal representative presented the project to Ms. Nancy Hormann, Downtown Tempe Community Inc. Executive Director and her staff on August 17, 2011. Ms. Hormann was supportive of the project and agreed that both the proposed uses and amount of parking were appropriate for this area of Downtown Tempe.

The Applicant intends to meet with the DTC Board at their October meeting.

Neighborhood Meeting of August 17, 2011:

Our official neighborhood meeting was held at Studios 5c located at 502 South College Avenue in Tempe on August 17, 2011. The meeting began at approximately 6:00 p.m. Representatives from Core Campus LLC, Gammage & Burnham PLC and Hartshorne Plunkard Architecture were present. However, no members of the public or interested persons attended the meeting. The meeting was adjourned at approximately 6:30 p.m. Contact information for persons in attendance for the meeting is provided on the enclosed sign-in sheet.

August 18, 2011 Meeting with Arizona State University (ASU) Assistant Vice President – University Real Estate and Development:

The Applicant and the Applicant's legal representative met with Mr. Steven L. Nielsen, ASU Assistant Vice President - University Real Estate and Development, on August 18, 2011. The purpose of the meeting was to further discuss the project and ASU's concerns regarding the project noted in Mr. Nielsen's letter referenced above. The meeting was productive and the Applicant, the Applicant's legal representative and design team agreed to continue to work to address ASU's concerns to the extent possible.

Sky Harbor:

Since the Site is located within close proximity of the flight path for Sky Harbor International Airport, the Applicant contacted Phoenix Aviation Department staff to confirm that the Project's proposed height is appropriate for the area. Based on our correspondence with Phoenix Aviation Department staff, the Project's proposed building height is appropriate for the area and well below an elevation level that could disturb operations at Sky Harbor International.

Posting Update:

On August 26, 2011, the posted sign was updated to reflect the rescheduling of City Council hearing dates, as well as to reflect the proposed density increase. The updated affidavit of signs posting and a photo of the updated public hearing notice sign posted on the site are enclosed with this summary.

Encl.: July 26, 2011 mailing notice
July 26, 2011 mailing notification list
July 29, 2011 affidavit of signs posting and photo of posted sign
August 3, 2011 Steven L. Nielsen letter regarding project
August 17, 2011 neighborhood meeting sign-in sheet
August 26, 2011 affidavit of signs posting and photo of updated posted sign
Affidavit of public hearing notification

Rob Lane
Land Use Planner
Gammage & Burnham
Two North Central Avenue
Fifteenth Floor
Phoenix, Arizona 85004-4470

Re: PAD Amendment and DPR Application for Core Campus LLC
323 East Veteran's Way, Tempe, AZ 85281

Dear Mr. Lane:

We are in receipt of your notice of submittal to the City of Tempe for a new Student Housing Project at 323 East Veteran's Way, Tempe, Arizona. The University supports the redevelopment of the Armory Site and the introduction of private sector student housing. However, after review of the materials ASU has a number of concerns that we would like to make you aware of and would be happy to meet with your client to discuss ways in which they might be addressed.

Change in Use – ASU supports the change in use from the previously approved project consisting of ownership housing and a hotel to that of student housing, so long as there is not a material change in the quality of design or finish from that which was previously approved. We do however; have serious concerns about this developer's past management and control of their resident population based on the experience with their property on Apache Blvd. We would like to see significant controls put in place to address student behavior and conduct, including the orientation of community amenities inward rather than on balconies adjacent to a public street.

Site Intensification – ASU supported the original site design and building orientation approved on September 6, 2007, which permitted the construction of two towers with separation at the corner of Veteran's Way and College. We believe that the proposed design with a single structure wrapping both streets, at this height is not appropriate, rather we believe the original design solution of two buildings with distinct architectural character is a far better design alternative. Additionally, we do not support the addition of a second phase tower. The intensification of the property through the introduction of this additional building, at the heights proposed, creates a significant visual impact on views of the stadium and butte from the heart of the ASU campus and the Mill Avenue District.

Circulation – This project relies on vehicular access over and across ASU property. We are currently evaluating the validity of the existing access easement based on lack of performance from the time it was originally recorded. ASU has two areas of concern that need to be addressed; 1) the 90 degree parking along the south property line backs directly into the primary access to ASU Parking Structure 5. This two way private drive feeds a parking structure of

1,600 parking spaces, our concern lies with both the day-to-day operations of this garage and with peak loading and unloading during events. We do not support parking that backs into this driveway. 2) The previously approved project included the acquisition of a parcel of ASU property at the northeast corner of the site, which was necessary to provide screening and landscaping for the service areas. ASU is prepared to sell this property to the Developer to insure that the proper landscaping and screening occurs. Without this screening, ASU would request that the service area be moved to an alternate location.

Parking – The previously approved plans called for three levels of underground parking for a lower density use. The proposed project appears to lack sufficient parking to service the retail components and provide reasonable parking accommodations for residents. While we believe that the proximity to campus and transit will greatly reduce the amount of parking necessary, some level of parking must be provided for residential use. It is important to note that ASU parking facilities do not provide 24 hour parking privileges for non-resident students. Our studies show that students that live and park on campus move their car approximately 3-5 times a week. We believe that the failure to provide adequate parking could result in the loss of parking for the retail, create a significant enforcement problem for ASU, and require residents to seek alternative parking in the area.

Site and Design– While the south property line is interior, it also faces the entry to the University's natatorium. We request that in lieu of the proposed 90 degree parking on the south face of the project that landscaping be provided along that entire south frontage. Further we request design and material enhancement of elevations at the lower levels of the project facing south and east to ensure the project doesn't turn its back to the campus.

ASU has been working with the City of Tempe on an enhanced streetscape for College Avenue that would include the undergrounding of overhead utilities, unique lighting and street furniture, and angled parking. We would request that you work with the City so that your project might adhere to this streetscape design intent.

In closing, the University supports your intended use of the property and welcomes the opportunity to sit down with you at the earliest possible time so that this project might take into consideration the issues raised by the University.

Sincerely,



Steven L. Nielsen

Assistant Vice President

University Real Estate and Development

Cc: Charlie Meyer, Tempe City Manager
Chris Anaradian, Tempe Community Development Manager
Lisa Collins, Tempe Planning Director
Morgan Olsen, ASU

323 East Veterans Way Tempe, Arizona

Mobility, Accessibility, and Parking Analysis

August 2011

Prepared for:
LG DEVELOPMENT / CORE CAMPUS, LLC

For Submittal to:
CITY OF TEMPE



EPS Group Project Number: 11-074

Prepared by: Paul E. Basha, P.E., P.T.O.E.



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Executive Summary

Introduction

LG Development / Core Campus, L.L.C. is planning an 879-bed, 423-unit student rental housing complex with 23,000 square-feet of ancillary retail and restaurant businesses on currently vacant property in the immediate southeast corner of College Avenue and Veterans Way (5th Street). The project will promote non-automotive travel by providing minimal parking thereby attracting almost exclusively Arizona State University students who choose to be without private vehicles.

Conclusion and Recommendation

The close proximity and variety of non-automobile transport service as indicated in **Figure 1** reveals the significantly diminished need for private automobiles and parking. A light rail station and two (2) separate bus systems – each at low cost to ASU students – and a bicycle station are within a five (5) minute walk of the proposed student housing development. The majority of the ASU campus is within a fifteen (15) minute walk of the proposed development.

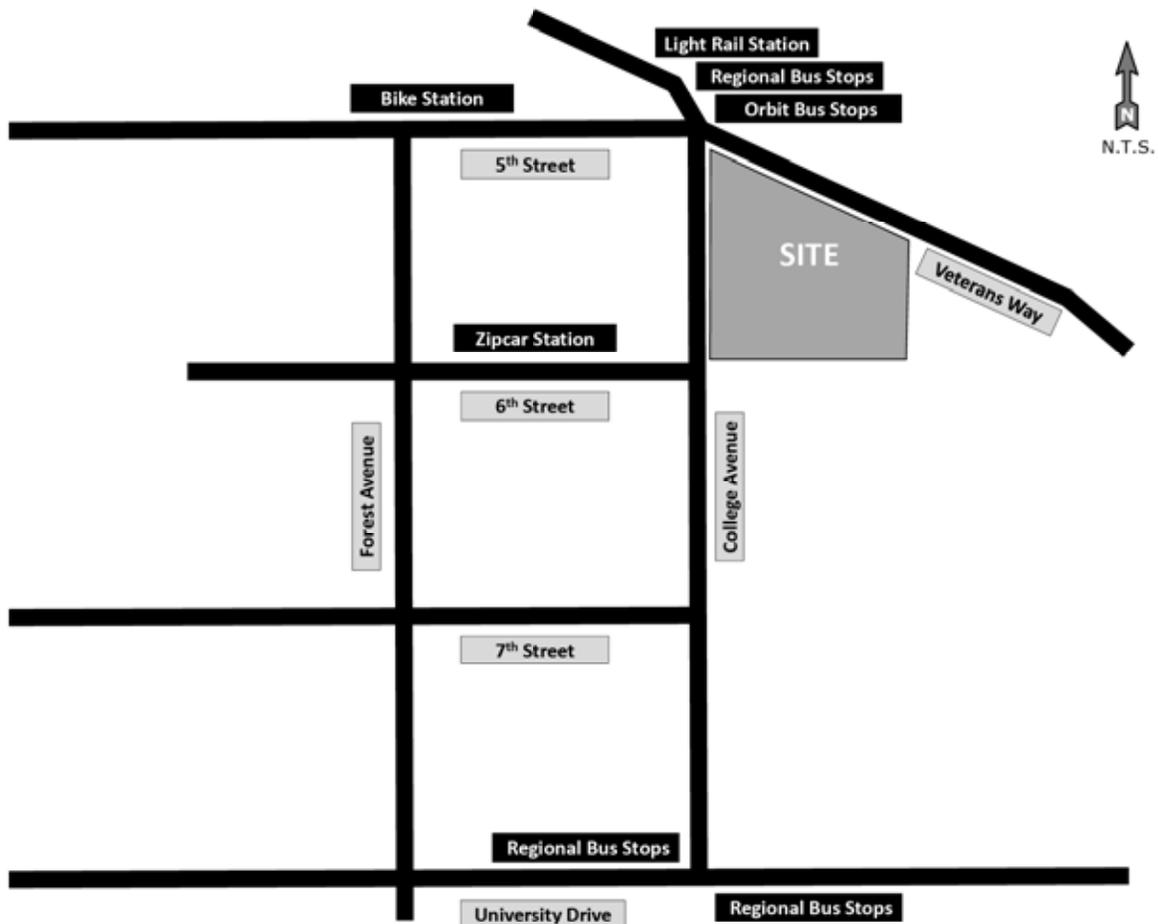


Figure 1: Bus, Rail, and Bike Proximity to Site

Residences for 879 students immediately adjacent to campus will decrease the number of vehicles traveling to, from, and throughout the ASU campus.

The closest single-family residential neighborhood that might attract off-site vehicle parking is approximately three-quarter mile from the proposed development. Residents of 323 Veterans Way are unlikely to park private vehicles for extended periods this distance from their home.

The proposed development will provide 174 parking spaces. This represents a ratio of approximately 0.40 parking spaces per dwelling unit and an approximate ratio of 0.20 parking spaces per bed. This number of parking spaces will be sufficient for the residential student housing because the residents will be primarily Arizona State University students; the proximity to the campus; the proximity to Mill Avenue, and the very close proximity to light rail, bus, and other non-automotive transportation modes. The individuals who will be attracted to this type of housing will self-select a lifestyle unencumbered by vehicle possession.

Introduction

LG Development / Core Campus, L.L.C. is planning an 879-bed, 423-unit student housing complex with 23,000 square-feet of ancillary retail and restaurant businesses on currently vacant property in the immediate southeast corner of College Avenue and Veterans Way.

The project will attract individuals – almost exclusively Arizona State University students – who choose to utilize the variety of transportation modes available in the vicinity rather than the constraints of private automobiles. The convenient and proximate transportation services include the Valley Metro light rail line, Valley Metro bus routes, Tempe Orbit bus routes, Zipcar, bicycle facilities, and pedestrian facilities. These multi-modal transportation characteristics and the site location in close proximity to Arizona State University and the Tempe central business district provide the basis for anticipating minimal parking needs for the development.

Scope of Study

There are three purposes for this Mobility, Accessibility, and Parking Analysis, as listed below:

- ❖ Investigate the available transportation modes in the vicinity of the project and the mobility of the potential residents.
- ❖ Determine whether the available transportation modes in the area would sufficiently decrease the need for automobile transport by the residents.
- ❖ Determine the anticipated parking need of the development, based on its specific characteristics.

Available Transportation Modes

Tempe in Motion (TIM) provides bus, bicycle, and pedestrian facilities; and encourages non-automobile transport in Tempe. Since the passage of Tempe's 1996 transit sales tax, the city has added late evening and weekend bus and dial-a-ride service, added bus routes, created an alternatively-fueled fleet, participated in regional light rail planning and construction, added bikeways, and implemented neighborhood pedestrian facilities.

Figure 2 presents an aerial photograph of the general vicinity of the project site, located at the southeast corner of the intersection of College Avenue and Veterans Way (5th Street). Its central location in Downtown Tempe provides an ideal setting for walking and cycling to all points within the ASU campus and Mill Avenue, as well as non-automobile transport to various interest and activity sites in Tempe and the metropolitan area.



Figure 2: Aerial Photograph of General Site Vicinity

Tempe Bikeway System

Tempe is a designated Bicycle Friendly Community with 165 miles of bikeways. It has artist-designed bike racks, scenic paths, and convenient bike parking. The system includes four levels of bicycle-friendly paths, as follows:

Bicycle Lane – A portion of a roadway designated for preferential or exclusive use of bicycles and defined by pavement markings, curbs, signs or other traffic-control devices. Bicycle lanes are a minimum of four feet wide.

Bicycle Route – A segment of a system of bikeways designated by sign only and typically on residential streets.

Multi-Use Path – A paved facility physically separated from the roadway and motorized traffic designated for non-motorized, mixed use. Multi-use paths are a minimum of 10 feet wide.

Wide Outside Curb Lane – A portion of roadway which has been designated for shared use by bicycles and motorized traffic, characterized by a curb lane which is of such width that bicycle and motorized traffic can be accommodated in the same lane (may or may not have an edge stripe).

A map of the bikeway facilities in the vicinity of the site is provided in Figure 3.

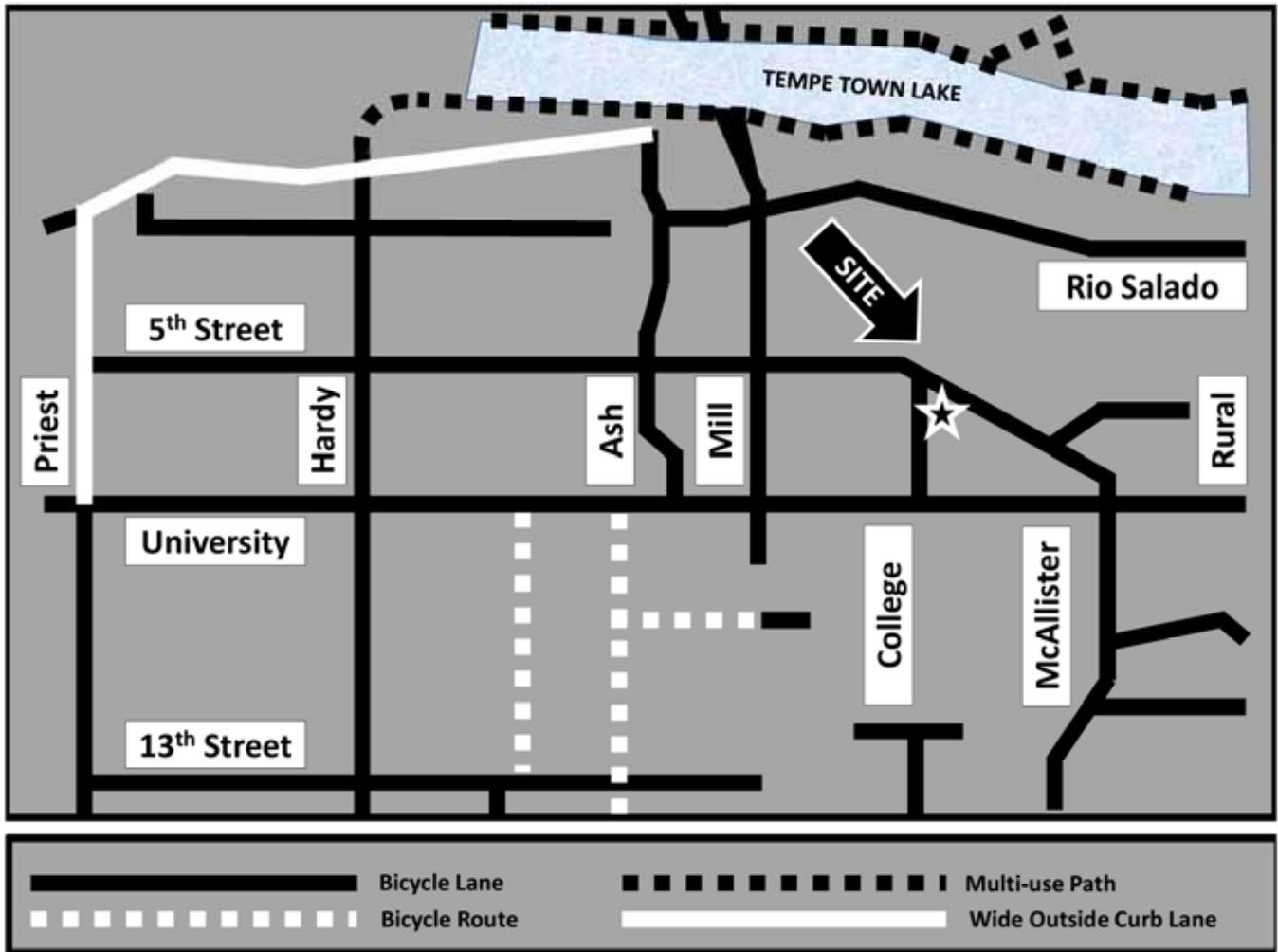


Figure 3: Relevant Portion of Tempe Bikeway Map

Bicycle lanes exist in the site vicinity on Veterans Way, 5th Street, College Avenue, and University Drive. The system provides safe and convenient transportation for future 323 East Veterans Way residents to travel throughout the ASU campus and throughout Tempe.

The Tempe Bike Station, part of the Tempe Transportation Center located at the intersection of 5th Street and Forest Avenue, provides long and short term bicycle parking with a variety of service amenities. Approximately 2,000 square feet of the Tempe Transportation Center is dedicated for bike parking and related services. The Transportation Center is located approximately 700 feet, or approximately three (3) minutes walking distance, from the 323 East Veterans Way proposed residential apartments.

Walking

Pedestrian facility improvements by the City of Tempe and the ideal location of the site provide very suitable walking conditions within the ASU campus. Rural Road, Apache Boulevard, and Mill Avenue each are within a 15-minute walking distance from the site, as illustrated in **Figure 4**. Each point on the white dashed line represents the distance a person walking at four (4) feet-per-second will travel fifteen minutes after leaving the site. The solid black line encloses buildings belonging to the ASU campus. Based on **Figure 4**, the majority of the ASU academic buildings are accessible from the site by convenient walking.

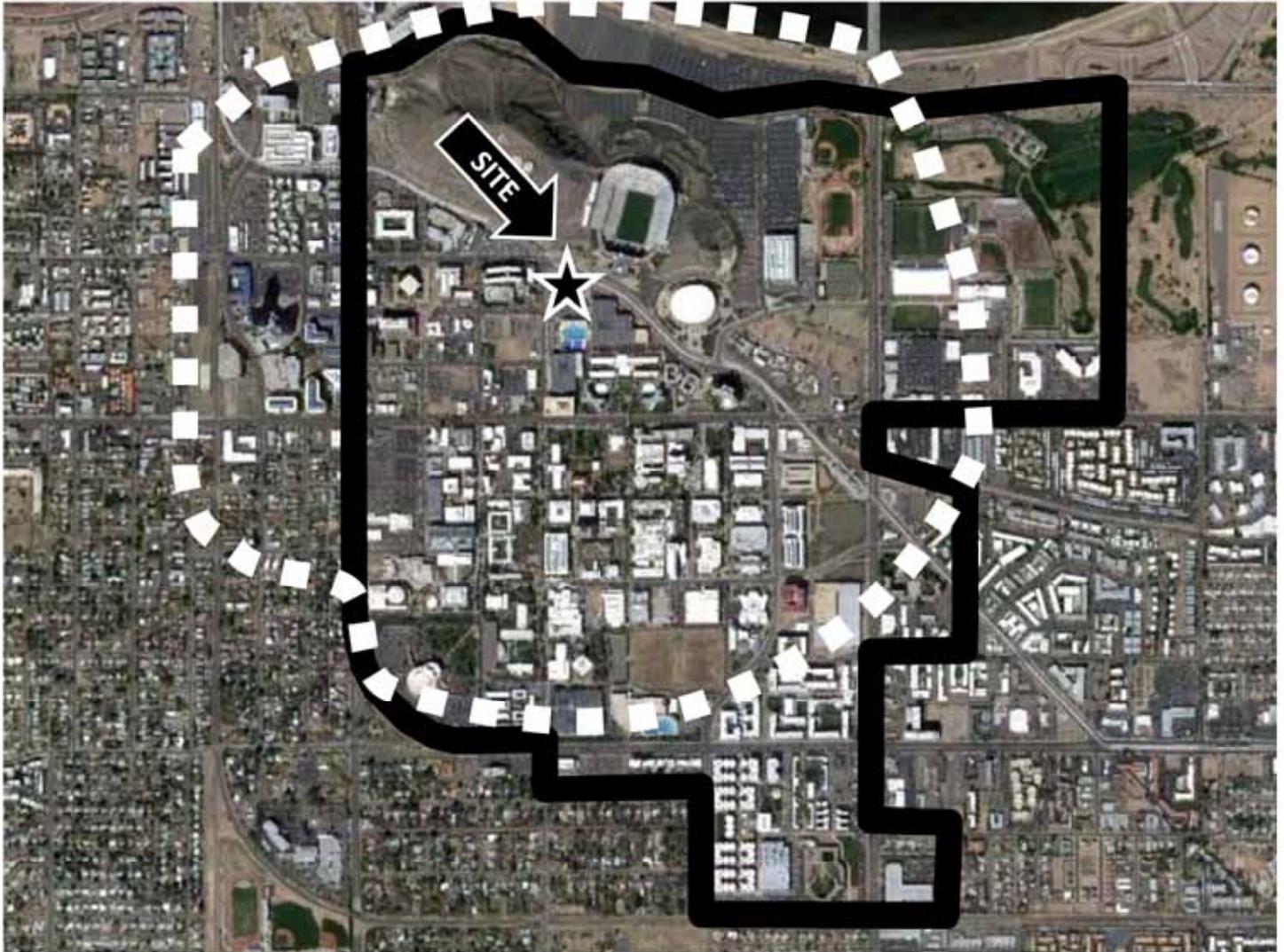


Figure 4: Pedestrian Accessibility

Alternative Motorized Transportation

The vicinity map provided as **Figure 5** illustrates the alternative transportation modes available in the area. These include: three (3) Orbit bus routes, 7 Valley Metro bus routes, two (2) local Tempe FLASH routes, the Valley Metro light rail, and Zipcar car rental.

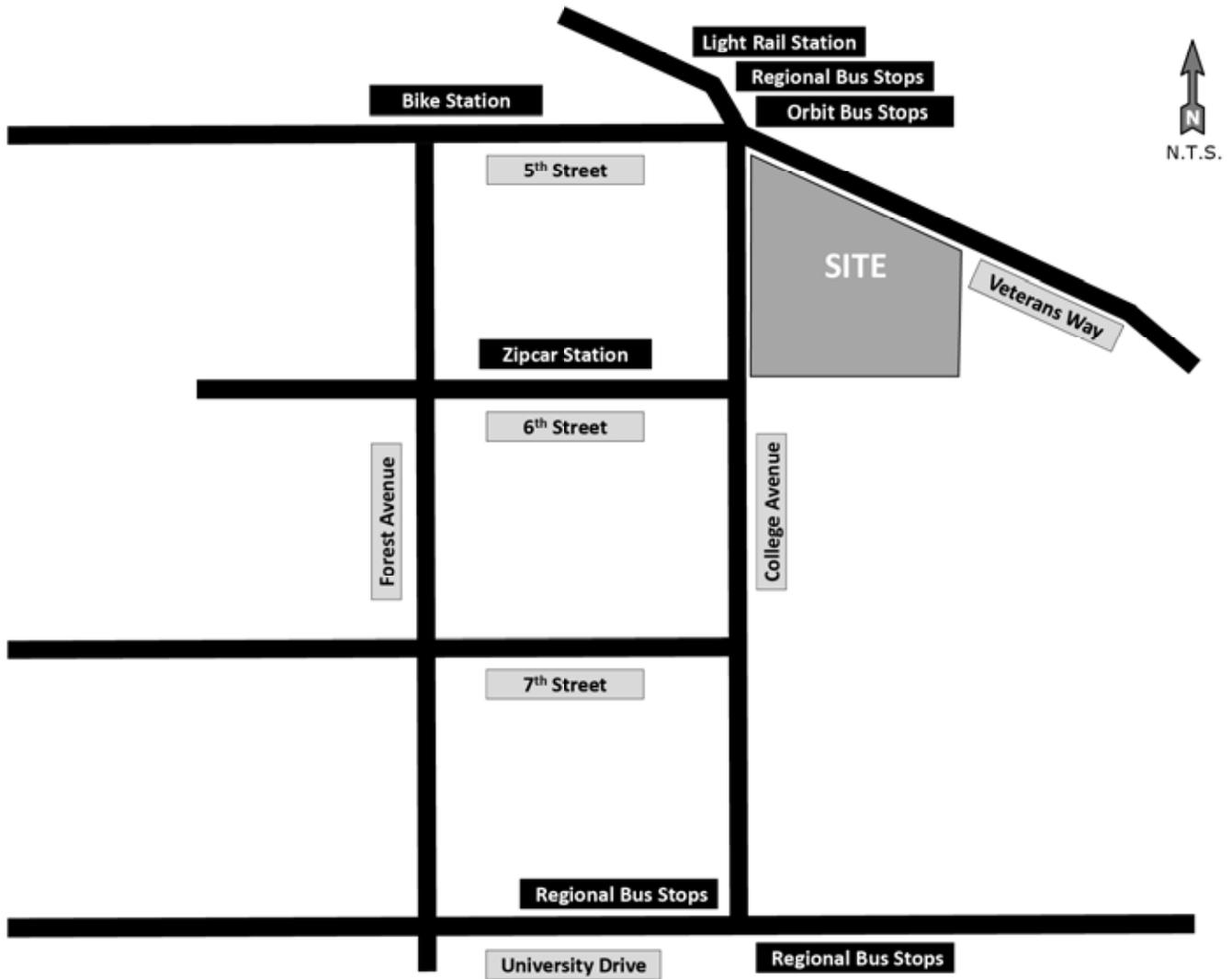


Figure 5: Available Alternative Transportation Modes

Orbit Bus

Orbit is a free transportation system that uses mini-buses to connect residential areas to local destinations such as shopping areas, other neighborhoods, schools, community centers, and major bus routes. The hours of operation are 6:00 AM to 10:00 PM, seven (7) days each week with 15-minute headways.

A map of Orbit bus routes is provided as **Figure 6**. Mercury travels between downtown Tempe and the Escalante Center via 8th Street / Hayden Lane / Lemon Street. Venus circulates in a clockwise and counterclockwise direction between downtown Tempe and Broadway Road / Beck Avenue via Fifth Street / Roosevelt Street / Farmer Avenue. Earth connects downtown Tempe with Tempe Marketplace through north Tempe neighborhoods, including the north Tempe Multi-Generational Center area. Mars serves neighborhoods between Broadway Road and the US 60 from McClintock Drive to the east city border. Jupiter connects neighborhoods between Apache Boulevard and the US 60 from Mill Avenue to McClintock Drive.

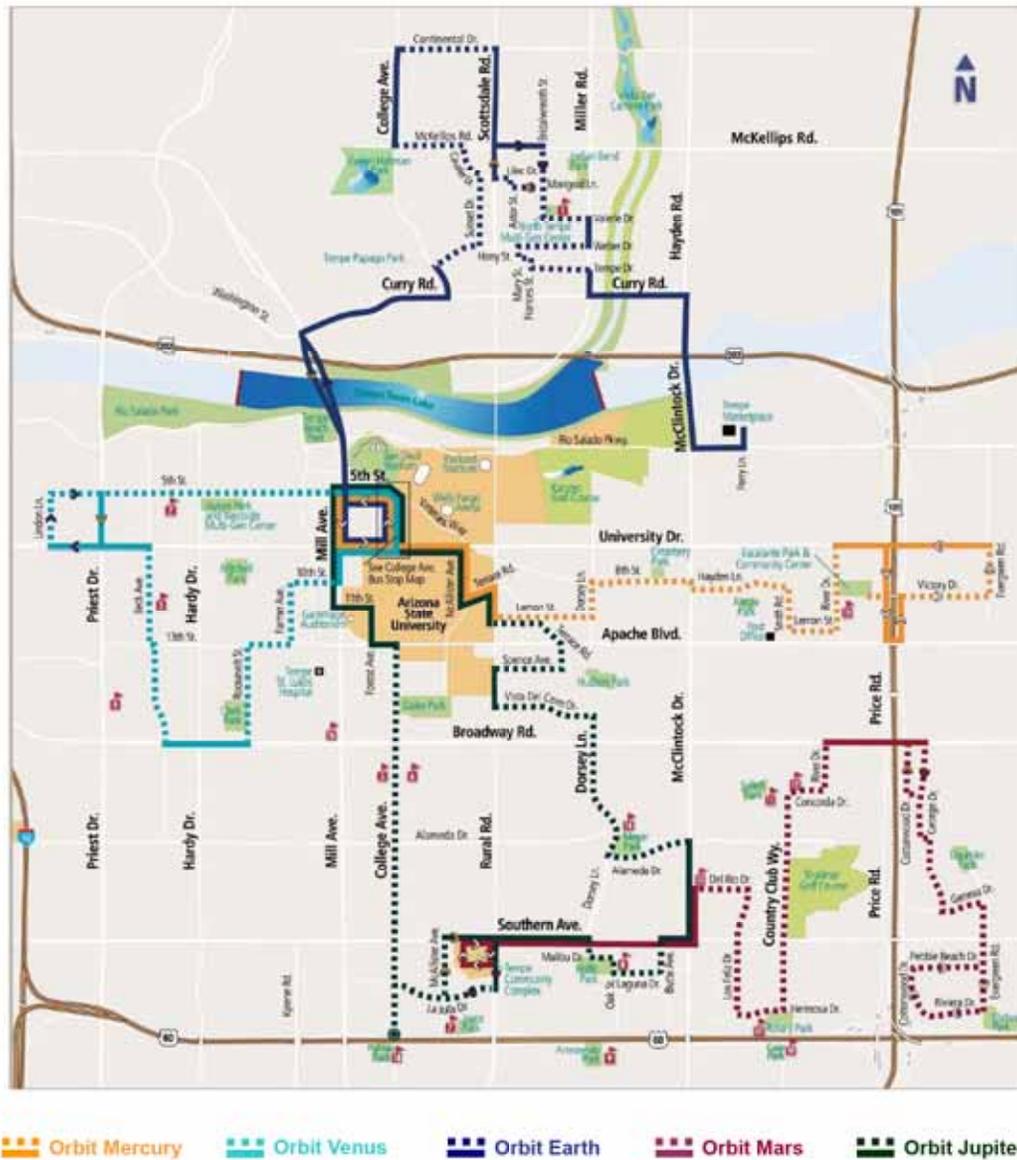


Figure 6: Orbit System Map

Metro Bus

Valley Metro is the public bus agency that provides service to the majority of the cities in the greater Phoenix area, operating throughout the Valley with stops on all four ASU campuses and Sky Harbor International Airport. All ASU students, faculty, and staff are eligible to receive the ASU U-Pass, an annual bus pass that grants free, unlimited access to all Valley Metro routes.

Numerous Valley Metro bus routes and two (2) FLASH (Tempe's free local area shuttle serving ASU and downtown Tempe) routes have stops in close proximity to the site. They connect the immediate vicinity of the site to the remainder of the ASU campus, and directly transport passengers to Scottsdale and Paradise Valley to the north, Mesa to the east, Chandler to the south, and Phoenix to the west. Some of the major destinations that are accessible through these routes are ASU Research Park, South Mountain Community College, Ikea, Arizona Mills Mall, Chandler Fashion Center, and Tempe Marketplace.

These bus routes also connect the area to grocery stores, including Fry's, Safeway, and CVS Pharmacy to the south on Rural Road; Food City to the north, on Scottsdale Road; and CVS Pharmacy to the west on University Drive.

From Mondays through Fridays, two (2) of the Valley Metro bus routes leave College Avenue or a connecting Orbit Bus location every 30 minutes, two (2) leave every 15 minutes in peak periods and every 30 minutes in off-peak periods, two (2) leave every 30 minutes in peak periods and every hour in off-peak periods, and one (1) leaves every 20 minutes in peak periods and every 30 minutes in off-peak periods. On Saturdays, four (4) of the routes leave College Avenue or a connecting Orbit Bus location every 30 minutes, and three (3) leave every hour. On Sundays, three (3) of the routes leave College Avenue or a connecting Orbit Bus location every 30 minutes and four (4) leave every hour. Bus service begins between 4:52 AM and 5:43 AM on weekdays and between 4:50 AM and 6:40 AM on weekends. Bus service ends between 12:01 AM and 12:58 AM on weekdays and between 9:40 PM and 12:58 AM on weekends.

The following list describes each bus route path in the site vicinity, and the approximate departure time from College Avenue (unless otherwise indicated).

- **[30] University.** South Mountain Community College, 32nd Street at Broadway, 52nd Street at University, Mill at University, McClintock Drive at University, University at Price, Main Street & Sycamore, University at Country Club, University at Gilbert, University at Greenfield, University at Power, University at Sossaman.
Eastbound, Mill at University: (M-F) every 30 minutes from 4:52 AM to 12:21 AM; (Sat) every 30 minutes from 4:50 AM to 12:21 AM; (Sun) every hour from 6:09 AM to 10:09 PM
Westbound, Mill at University: (M-F) every 30 minutes from 5:21 AM to 12:15 PM; (Sat) every 30 minutes from 5:44 AM to 12:14 PM; (Sun) every hour from 6:40 AM to 10:40 PM
- **[56] Priest Drive.** 48th at Chandler, 48th at Warner, Priest at Elliot, Arizona Mills Mall, Priest at Southern, University at Priest, Priest at Washington.
Northbound, University at Priest: (M-F) every 30 minutes from 5:19 AM to 6:19 AM, from 8:34 AM to 3:04 PM, and from 6:04 PM to 12:34 PM, every 15 minutes from 6:19 AM to 8:34 AM, and from 3:04 PM to 6:04 PM; (Sat) every 30 minutes from 6:00 AM to 12:30 AM; (Sun) every 30 minutes from 6:00 AM to 10:30 PM
Southbound, University at Priest: (M-F) every 30 minutes from 5:15 AM to 5:45 AM, from 8:30 AM to 3:00 PM, and from 6:30 PM to 12:30 AM, every 15 minutes from 5:45 AM to 8:30 AM and from 3:00 PM to 6:30 PM; (Sat) every 30 minutes from 5:30 AM to 12:30 AM, (Sun) every 30 minutes from 5:30 AM to 10:00 PM
- **[62] Hardy/ Guadalupe.** Guadalupe at Price, Guadalupe at Kyrene, Hardy at Baseline, Hardy at University, College at Veterans Way, Tempe Marketplace.

Northbound: (M-F) every 30 minutes from 5:31 AM to 12:31 AM; (Sat) every 30 minutes from 5:43 AM to 12:43 AM, (Sun) every 30 minutes from 6:09 AM to 10:39 PM

Southbound: (M-F) every 30 minutes from 6:06 AM to 12:36 AM; (Sat) every 30 minutes from 5:49 AM to 12:49 AM, (Sun) every 30 minutes from 5:47 AM to 10:47 PM

- **[65] Mill / Kyrene.** Ikea, Hardy at Warner, Kyrene at Guadalupe, Mill at Baseline, Mill at Broadway, College at Veterans Way

Northbound: (M-F) every 30 minutes from 5:43 AM to 7:13 PM, and every hour from 7:58 PM to 12:58 AM; (Sat) every hour from 5:58 AM to 12:58 AM; (Sun) every hour from 5:58 AM to 10:58 PM

Southbound: (M-F) every 30 minutes from 5:57 AM to 7:27 PM, and every hour from 8:12 PM to 1:12 AM; (Sat) every hour from 5:18 AM to 12:18 PM; (Sun) every hour from 5:18 AM to 10:18 PM

- **[66] Mill / Kyrene.** Lone Butte Casino, Kyrene at Warner, Kyrene at Guadalupe, Mill at Baseline, Mill at Broadway, College at Veteran's Way

Northbound: (M-F) every 30 minutes from 5:28 AM to 7:28 PM, and every hour from 7:28 PM to 12:28 AM; (Sat) every hour from 5:28 AM to 12:28 AM; (Sun) every hour from 5:28 AM to 10:28 PM

Southbound: (M-F) every 30 minutes from 6:15 AM to 7:45 PM, and every hour from 7:45 PM to 12:45 AM; (Sat) every hour from 5:50 AM to 12:50 AM, (Sun) every hour from 5:50 AM to 10:50 PM

- **[72] Scottsdale / Rural.** Chandler Fashion Center, Rural at Chandler, Rural at Ray, Elliot at Rural, Rural at Southern, College at Veterans Way, Scottsdale at McDowell, Scottsdale at Indian School, Scottsdale at Lincoln, Scottsdale at Shea, Scottsdale at Thunderbird, Scottsdale at Frank Lloyd Wright, Scottsdale at Mayo

Northbound: (M-F) every 20 minutes from 5:28 AM to 6:30 PM, every 30 minutes from 6:30 PM to 12:30 AM; (Sat) every 30 minutes from 5:30 AM to 12:30 PM; (Sun) every 30 minutes from 5:30 AM to 10:30 PM

Southbound: every 20 minutes from 5:15 AM to 7:15 PM, every 30 minutes from 7:15 AM to 12:15 AM; (Sat) every 30 minutes from 5:00 AM to 12:30 PM, (Sun) every 30 minutes from 5:00 AM to 10:30 PM

- **[81] Hayden/ McClintock.** Chandler Fashion Center, McClintock at Chandler, McClintock at Warner, ASU Research Park, McClintock at Guadalupe, McClintock at Southern, McClintock at Apache, Tempe Marketplace, Hayden at McDowell, Hayden at Camelback, Hayden at McCormick Parkway, 90th Street at Shea, Raintree at Northside.

Northbound, Tempe Marketplace: (M-F) every 30 minutes from 5:20 AM to 6:20 AM, from 8:50 AM to 2:20 PM, from 3:20 PM to 3:50 PM, and from 6:20 PM to 12:20 AM, every 15 minutes from 6:20 AM to 8:50 AM, from 2:20 PM to 3:20 PM, and from 3:50 PM to 6:20 PM; (Sat) every hour from 5:40 AM to 12:40 AM, (Sun) every hour from 5:40 AM to 9:40 PM

Southbound, Tempe Marketplace: (M-F) every 30 minutes from 5:01 AM to 5:31 AM, from 8:31 AM to 3:01 PM, and from 6:01 PM to 12:01 AM, every 15 minutes from 5:31 AM to 8:31 AM, and from 3:01 PM to 6:01 PM (Sat) every hour from 4:51 AM to 11:51 PM; (Sun) every hour from 4:51 AM to 9:51 PM

- **FLASH.** University at McAllister, McAllister at Apache, Mill at Gammage Parkway, University at Mill, Packard Drive at 6th Street, Rio Salado at Packard Drive.

Clockwise: (M-Th) every 10 minutes from 7:00 AM to 1:00 AM; (Fri) every 10 minutes from 7:00 AM to 10:00 PM

Counter-clockwise: (M-F) every 10 minutes from 7:00 AM to 6:00 PM

- **FLASH McAllister.** McAllister at Apache, Rural at Apache, Spence at Apache, Spence at McAllister, University at McAllister, Packard Drive at 6th Street, Rio Salado at Packard Drive.

Clockwise: (M-F) every 30 minutes from 6:00 AM to 10:00 PM

Metro Rail

The Valley Metro Light Rail connects downtown Phoenix to Tempe and Mesa. It operates at street level along a set pathway on steel rails that are separated from traffic. This dedicated guideway, along with a traffic prioritization system, allows the Metro to travel faster than local buses even though it travels similar speeds as cars in the adjacent lanes.

Metro light rail vehicles have a capacity of 175 passengers, and can be linked together in sets of three. Light rail trains operate 18 to 20 hours a day, seven days a week. Trains arrive at stations every 12 minutes during peak hours and every 20 minutes during off-peak hours.

Figure 7 presents the alignment of the Metro light rail and accessible points of interest. The light rail serves various employment and activity centers in Phoenix, Tempe, and Mesa, including the Phoenix Spectrum Mall, Dodge Theatre, Chase Field, Gateway Community College, ASU, and Tri-City Pavilions. It will also connect to the Sky Harbor International Airport via the Sky Harbor People Mover System. The Metro light rail station platform is approximately 700 feet, or approximately three (3) minutes walking distance, from 323 East Veterans Way.

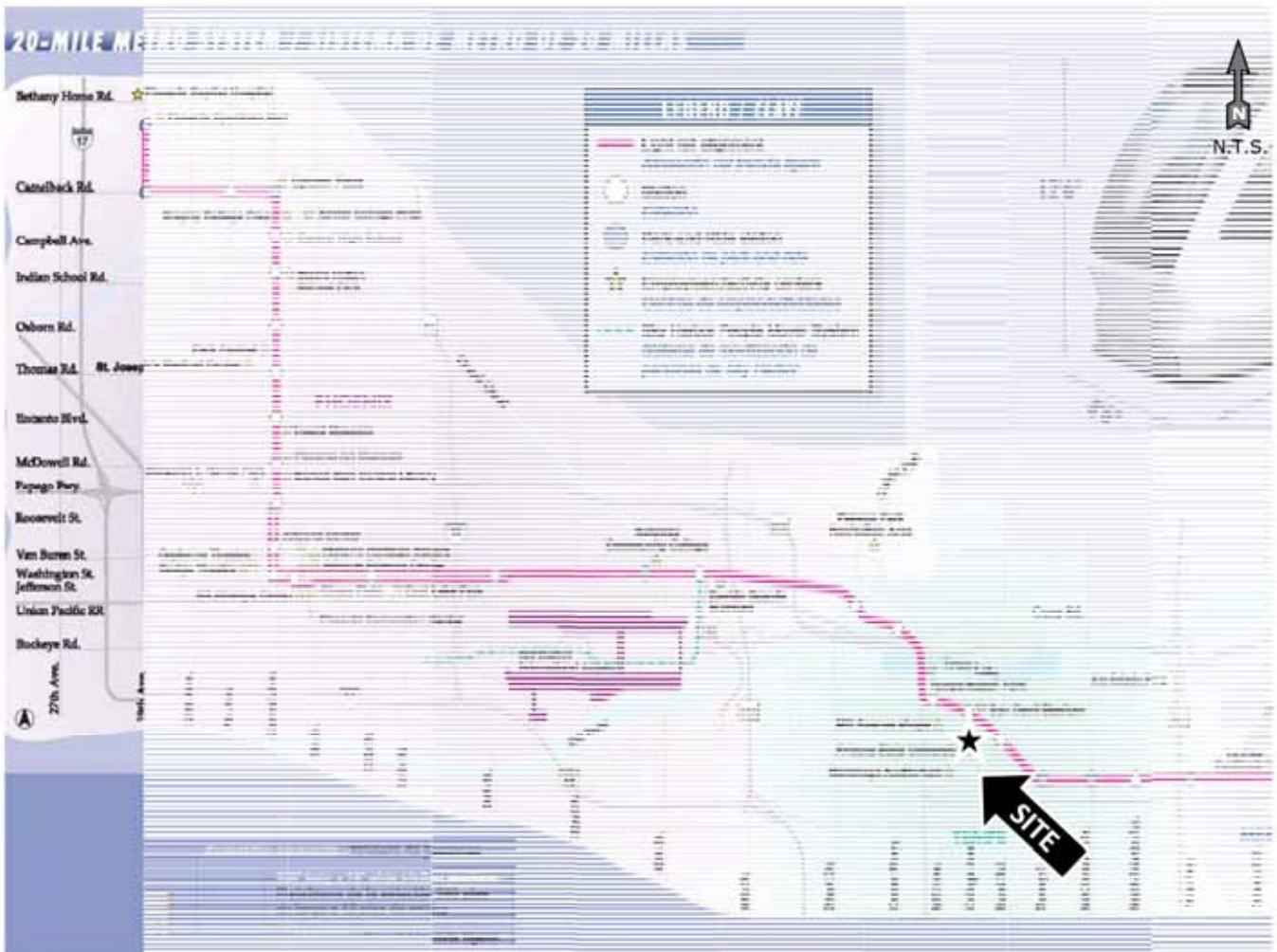


Figure 7: Metro Light Rail System Map

Zipcar

Zipcar sharing program allows members to reserve and drive a low-emission, fuel-efficient vehicle whenever needed. Anyone 21 years of age or older and has a valid driver's license can apply for membership, and an applicant will get a Zipcard usually within one week after completing an online application and undergoing a driving record check by the company.

Car reservations can be made online or over the phone, and as early as months in advance to minutes before needing the car. During a reservation, a member will be asked to choose a car type, time slot, and location. A member can unlock a reserved car by holding their Zipcard to the windshield. A Zipcard will only open the specific car reserved by the member during the time it was reserved for. After driving the car, the user only needs to bring the Zipcar back and park it in the same reserved parking spot.

The rates within ASU are from \$9 by the hour and from \$66 by the day. A one-time application fee of \$25 and an annual fee of \$50 are applicable. Membership can be extended with an application fee of \$25 and an annual fee of \$25 for each additional driver.

The hourly rental rate includes gas, reserved parking, and insurance. If the fuel tank gets to less than $\frac{1}{4}$ full, it can be filled by using the fuel card inside the car. A deductible on the insurance may apply if the driver gets in an accident. All reservations include 180 free miles per day (for each reservation in a 24 hour period) and \$0.35 for each additional mile.

Zipcar has five (5) locations and ten (10) vehicles within the ASU campus, the nearest location to the site being the University Towers Parking Structure (Location 9 in **Figure 5**), which has four (4) vehicles available for sharing. University Towers Parking Structure is five (5) minutes walking distance from the project site.

Required Parking

The City of Tempe utilizes Transportation Overlay District (TOD) development standards that allow and encourage a reduced parking requirement for proposed projects in the vicinity of the Valley Metro Light Rail. Recognizing that the proposed residential development is located within the ASU campus and will serve ASU students, a greater reduction in parking than that provided by TOD standards is appropriate.

The standard requirement for multi-family residences within the Transit Oriented Development boundary in the City of Tempe is 0.75 parking spaces per dwelling unit as indicated in **Appendix A**. For 423 dwelling units, this requirement would result in 313 parking spaces. The City of Tempe Development Standards Parking Ratio Requirements does not include a category for dormitory rooms. Therefore, the American Planning Association (APA) publication, *Parking Standards* was considered for this study. Pertinent excerpts are provided as **Appendix B**. The most applicable category in this document is "dormitory". *Parking Standards* provides a requirement range from 1 space per 2 beds to 1 space per 5 beds, or 0.2 to 0.5 spaces per bed. (One community requires a maximum of 1 space per bed.) For 879 beds, this results in 176 to 440 parking spaces.

The commercial businesses incorporated into the development will be specialty retail and food services that accommodate the needs of the residents, other Arizona State University students, and other transit users thereby negating the need for additional parking. The customers of these services will be people who live in the building or who pass the building as they walk to Arizona State University for classes or events, or to the light rail station, or to the various bus stops. These customers will not be driving to the businesses and thereby will not require parking spaces.

Furthermore, there are no single-family residential neighborhoods in close proximity to the site. As indicated in **Figure 8**, the closest single-family residential neighborhood is approximately three-quarter mile to the west. It is very unlikely that future residents of the 323 East Veterans Way development will park private vehicles on single-family residential streets this far from their home for extended periods.



Figure 8: Closest Single-Family Residential Neighborhoods

Conclusion and Recommendation

The propensity of non-automobile transport service in the immediate vicinity of the site suggests that the use of automobiles will be significantly diminished and therefore reduce the need for parking. The minimal parking supply will attract residents who choose to use transportation services independent of private automobiles. A light rail station and two (2) separate bus systems – each at low cost to ASU students – and a bicycle station are within a five (5) minute walk of the proposed student housing development. The majority of the ASU campus is within a fifteen (15) minute walk of the proposed development, and the entire ASU campus is within a twenty (20) minute walk of the proposed development.

The closest single-family residential neighborhood that might attract student vehicle parking is approximately three-quarter mile from the proposed 323 East Veterans Way development. It is unlikely that students would park private vehicles for extended periods this large distance from their home.

The proposed development will provide 174 parking spaces. This represents a ratio of approximately 0.40 parking spaces per dwelling unit and an approximate ratio of 0.20 parking spaces per bed. This number of parking spaces will be sufficient for the residential student housing because the residents will be almost exclusively Arizona State University students; the proximity to the campus; the proximity to Mill Avenue, and the very close proximity to light rail, bus, and other non-automotive transportation modes. The individuals who will be attracted to this type of housing will self-select a lifestyle unencumbered by vehicle possession.

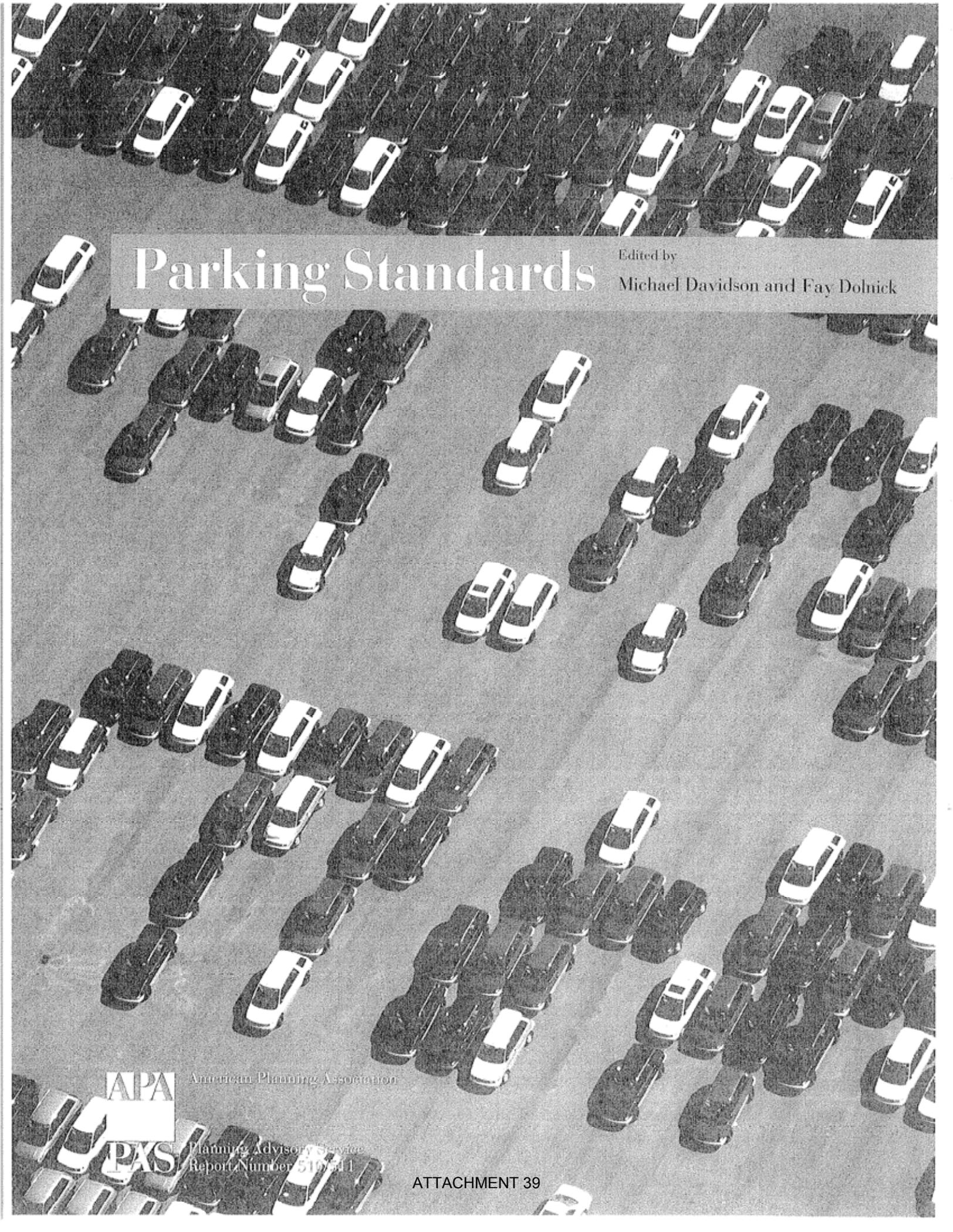
***APPENDIX A
PERTINENT EXCERPTS FROM CITY OF TEMPE
ZONING AND DEVELOPMENT CODE TOD PARKING***

- I. Residential-Facing Façades.** The purpose of this section is to assure that new development retains privacy for existing residences and considers the views of the new development from the residences. For properties without an alley, adjacent to Single-Family, Multi-Family or Mixed-Use districts, the site design shall:
1. Provide landscape buffers and screening to assure the privacy of adjacent residents;
 2. Minimize building heights shade impacts on adjacent solar equipment, gardens or pools;
 3. Design buildings to have similar attention to detail as the street front façade to provide visual interest in materials and structure to address potential views from residences; and
 4. Screen delivery entrances from residential view.
- J. Minimum Parking Ratios.** The purpose of this section is to provide an optional reduction in parking to developments within the Overlay District; this may be done at the time of development, or planned into a future phasing to assure parking availability prior to light rail construction. The minimum number of required parking spaces, as provided in Section 4-603, is reduced for commercial uses that meet the criteria in Table 5-612A. The other methods of parking reduction (shared parking, parking demand model) provided in Section 4-604 Shared Parking, are also available for use in the Transportation Overlay District.

Table 5-612A - Transportation Overlay District Reductions to Minimum Parking		
	Developments Within Station Areas	Developments within Corridor
Retail sales and service uses; customer service offices; and entertainment uses, excluding theaters.	Parking waived for 50 percent of floor area not to exceed 30,000 square feet of floor area.	Parking waived for 25 percent of floor area not to exceed 10,000 square feet of floor area.
Theaters	Parking waived for first 150 seats.	Parking waived for first 50 seats.
<i>Restaurants, Bars and Clubs</i>	Parking waived for 50 percent of floor area not exceed 2,500 square feet of floor area.	Parking waived for 25 percent of floor area, not to exceed 1,250 square feet of floor area.
Multi-Family Use	0.75 parking spaces per bedroom (round up to whole number) plus guest parking.	0.75 parking spaces per bedroom (round up to whole number) plus guest parking.
Outdoor Dining Area	No Standard	No Standard

- K. Maximum Parking Ratios.** Uses in the Transportation Overlay District shall conform to the maximum parking ratios in Section 4-603(E).

ATTACHMENT B
PERTINENT EXCERPTS FROM APA PARKING STANDARDS



Parking Standards

Edited by

Michael Davidson and Fay Dolnick

APA

American Planning Association

PAS

Planning Advisory Service
Report Number 519-511

ATTACHMENT 39

detention facility (see *correctional facility; jail*)

detoxification center (see *substance abuse treatment facility*)

diet clinic (see also *clinic; commercial use unless otherwise specified; health club; personal services establishment*)

- 1 per 200 square feet (*Granbury, Tex., pop. 5,718*)
- 4 spaces per each doctor, plus 1 space for each 2 seats of food service (*Spartanburg, S.C., pop. 39,673*)

diner (see also *restaurant uses*)

- 1 space per each 3 seating accommodations, plus 1 space per each 2 employees on shift of greatest employment (*Matthews, N.C., pop. 22,127*)
- 1 space per each 3 seating accommodations, plus 1 space per each 2 employees on shift of greatest employment (*Tega Cay, S.C., pop. 4,044*)

dining room (see also *banquet hall; restaurant uses*)

- 1 for every 2 seats (*Wayland Township, Mich., pop. 2,013*)
- 1 per 2 persons who may be legally admitted at 1 time based on the occupancy load established by local codes, plus 1 per employee, or 1 per 100 square feet of usable floor area, whichever is greater (*Canton, Mich., pop. 76,366*)
- 1 for every 3 persons of capacity (*Holland, Ohio, pop. 1,306*)

dispatching office (see also *ambulance service; fire station; police station; taxi cab service*)

- 1 space per 250 square feet (*Palm Beach County, Fla., pop. 1,131,184*)

distribution center (see *warehouse*)

dock (see *boat moorage facility*)

dog track (see *race track, animal or machine*)

dormitory (see also *fraternity/sorority house*)

- 1 per 4 persons housed (*Ithaca, N.Y., pop. 29,287*)
- 1 space for each 750 square feet of the building's gross floor space (*Salisbury, N.C., pop. 26,462*)

- 1 space per each 5 beds (*Spartanburg, S.C., pop. 39,673*)
- 1 for each 2 beds or 3 spaces, whichever is greater (*Memphis, Tenn., pop. 650,100*)
- 1 space for every 4 sleeping rooms (*Dover, Del., pop. 31,135*)
- 1 space per 2 beds (*Minneapolis, Minn., pop. 382,618*)
- 1 per each 3 permanent residents (*Staunton, Va., pop. 23,853*)

Minimum: 1 per 2 beds

Maximum: 1 per bed (*San Antonio, Tex., pop. 1,144,646*)

Minimum: 1 space for each sleeping room or as determined upon review by the planning director

Maximum: 2 spaces for each sleeping room or as determined upon review by the planning director (*Jefferson County, Ky., pop. 693,604*)



Bicycle Parking Standard: 1 per 3 rooms (*Madison, Wisc., pop. 208,054*)

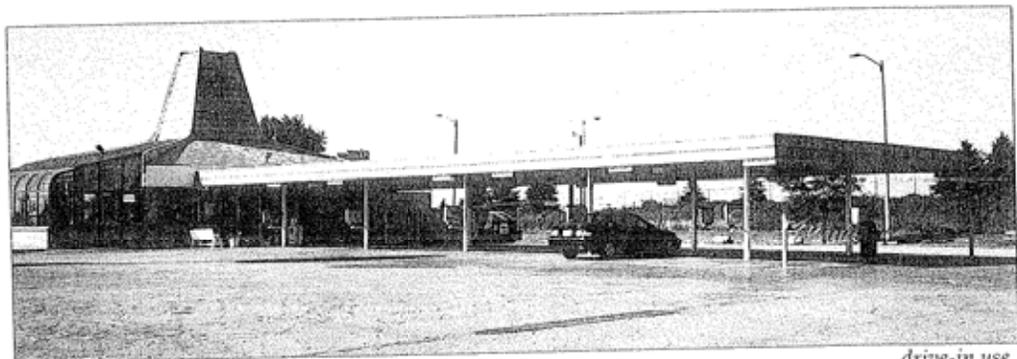
Bicycle Parking Standard: 0.5 per unit (*Grand Junction, Colo., pop. 41,498*)

drive-thru use, unless otherwise specified (see also *bank uses; restaurant, drive-thru*)

- Queue line for 5 cars, not blocking any parking spaces, in addition to other applicable requirements (*Palo Alto, Calif., pop. 58,598*)
- Stacking for 4 vehicles at each bay, window, lane, ordering station, or machine in addition to use requirement (*Greensboro, N.C., pop. 223,891; Washington, N.C., pop. 9,583*)
- 5 standing spaces (i.e., spaces for vehicles waiting in line for service) for each teller window or other facility at which customer service is provided, plus 1 parking space for each employee (*Hinds County, Miss., pop. 250,800*)
- 8 for every 125 square feet of floor area (*Wayland, Mich., pop. 3,939*)

drive-in use, unless otherwise specified (see also *restaurant, drive-in; movie theater, drive-in*)

- 1 space per each motor vehicle served, plus 1 space per each 2 employees during period of greatest employment (*Spartanburg, S.C., pop. 39,673*)



drive-in use

AMENDED PLANNED AREA DEVELOPMENT OVERLAY FOR 323 EAST VETERAN'S WAY

*AN AMENDED PAD OF "ARMORY" (REC07001), LOCATED IN A PORTION OF THE
SOUTHEAST QUARTER OF SECTION 15, TOWNSHIP 1 NORTH, RANGE 4 EAST OF THE GILA
AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA.*

ACKNOWLEDGMENT

ON THIS 13TH DAY OF SEPTEMBER, 2011 BEFORE ME, THE UNDERSIGNED, PERSONALLY APPEARED MARC LIFSHIN, WHO ACKNOWLEDGED HIMSELF TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE INSTRUMENT WITHIN, AND WHO EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSES THEREIN CONTAINED.

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

BY: _____ NOTARY PUBLIC _____ MY COMMISSION EXPIRES _____

CORE CAMPUS COMMUNITIES TEMPE I, LLC

BY: _____ OWNER _____ DATE _____

LEGAL DESCRIPTION:

PARCEL NO. 1:
LOT 1, 323 EAST VETERAN'S WAY, ACCORDING TO BOOK 954 OF MAPS, PAGE 20, RECORDS OF MARICOPA COUNTY, ARIZONA.

PARCEL NO. 2:
THAT BENEFICIAL AND APPURTENANT EASEMENT FOR INGRESS AND EGRESS AS SET FORTH IN RECORDING NO. 2006-1648123.

OWNER:

CORE CAMPUS COMMUNITIES TEMPE I, LLC
540 W MADISON ST.
SUITE 2500
CHICAGO, IL 60661

DEVELOPER:

CORE CAMPUS, LLC
2234 W NORTH AVE.
CHICAGO, IL 60647

GENERAL NOTES:

PROJECT DATA:

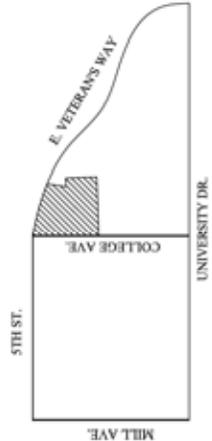
MULTI-STORY, MULTI-USE PROJECT
W/ 423 RESIDENTIAL DWELLING UNITS,
GROUND FLOOR COMMERCIAL AND
2-LEVEL PARKING GARAGE. REFER TO
A1.0 FOR ADDITIONAL DATA.

APPROVAL:

APPROVED BY THE MAYOR AND CITY
COUNCIL OF THE CITY OF TEMPE ON THIS
____ DAY OF _____, 20__.

CONDITIONS OF APPROVAL:
PAD11009

DS100606 PAD11009 REC11029



LOCATION MAP

DS100606 PAD11009 REC11029

LOCATION MAP



DEVELOPMENT DATA

APPLICANT: CORE CAMPUS, LLC
 2234 W NORTH AVE, CHICAGO, IL 60647

CONTACT: MARC LIFSHIN
 (P) 773-227-2850 (F) 773-227-5350

PROJECT ARCHITECT: HARTSHORNE PLUNKARD ARCHITECTURE
 232 N. CARPENTER ST, CHICAGO, IL 60607

CONTACT: TOM POPE
 (P) 312-226-4488 (F) 312-226-4499

PROJECT ADDRESS: 323 E. VETERANS WAY, TEMPE, AZ 85821

PROJECT DESCRIPTION: MULTI-STORY, MULTI-USE PROJECT W/ 423 RESIDENTIAL DWELLING UNITS, GROUND FLOOR COMMERCIAL AND 2-LEVEL PARKING GARAGE. PROJECT IS MULTI-PHASE. PHASE I HAS 291 UNITS / 606 BEDS. PHASE II HAS 132 UNITS / 273 BEDS.

DWELLING UNITS/ACRE: 423 / 1.616 = 262

LEGAL DESCRIPTION:

PARCEL NO. 1: LOT 1, 323 EAST VETERAN'S WAY, ACCORDING TO BOOK 954 OF MAPS, PAGE 20, RECORDS OF MARICOPA COUNTY, ARIZONA.

PARCEL NO. 2: THAT BENEFICIAL AND APPURTENANT EASEMENT FOR INGRESS AND EGRESS AS SET FORTH IN RECORDING NO. 2006-1648123.


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 Chicago IL 60607
 P 312 226 4488
 F 312 226 4499
 www.hpaarchitecture.com

323 E. Veteran's Way
 Tempe, Arizona

 SCALE N.T.S. DATE 08-25-11	DRAWING	SK#
	SITE PLAN	A1.0A DATA

CODE / ZONING

SITE DATA:

PARCEL # 1 A.P.N. # 132-26-101

GENERAL PLAN 2030

PROJECTED LAND USE: MIXED USE

PROJECTED DENSITY: HIGH DENSITY (>25 DU/ACRE)

EXISTING ZONING: MU-4 WITH TOD OVERLAY, STATION AREA (PAD)

PROPOSED ZONING: MU-4 WITH TOD OVERLAY, STATION AREA (PAD)

CONSTRUCTION TYPE TYPE 1-A PER 2006 IBC/SPRINKLERED

GROSS & NET ACRES: 1.616 ACRES (70,386 S.F.)

BUILDING AREA: 500,000 G.S.F.

LANDSCAPE COVERAGE AREA: 43% (30,264 S.F.)

FIRST FLOOR PARKING ISLANDS: 1,052 SF

3RD FLOOR TERRACE: 24,616 SF

3RD FLOOR PRIVATE TERRACE: 4,596 SF

TOTAL COMMERCIAL: 23,400 S.F. +/-

PARKING: RETAIL = 17,400SF, RESTAURANT = 6,000SF

% OF LOT COVERAGE: 63,348 S.F. +/-

BUILDING HEIGHT ALLOWED: 95 %

PROPOSED NEW BUILDING HEIGHT: 225 FT (TOWER 1) 170 FT (TOWER 2) PER PREV. APPD PAD

NUMBER OF STORIES: PHASE I = 195'-0", PHASE II = 182'-9"

18 (PHASE I) 16 (PHASE II)

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SCALE
N.T.S.

DATE
08-25-11

DRAWING
SITE PLAN

SK#
A1.0B
DATA

PARKING

REQUIRED PARKING

RESIDENTIAL PARKING: 879 TOTAL BEDROOMS x .75 SPACES/BEDRM = 659.25 SPACES
= 84.6 SPACES
VISITOR PARKING: (.20) SPACES/UNIT x 423 DU = 84.6 SPACES
COMMERCIAL PARKING: 1 SPACE/300 SF W/ 50% PARKING REDUCTION = 29.0 SPACES
17,400 SF/300 x .50 REDUCTION
RESTAURANT PARKING: 1 SPACE/75 SF W/ 50% PARKING REDUCTION = 23.33 SPACES
6,000-2,500 = 3,500 SF/75 x .50 REDUCTION = 797 SPACES
TOTAL PARKING REQUIRED

PARKING PROVIDED

RESIDENTIAL PARKING: 879 TOTAL BEDROOMS x .12 SPACES/BEDRM = 108.0 SPACES
(.011) SPACES/UNIT x 423 DU = 5.0 SPACES
COMMERCIAL PARKING: 1 SPACE/300 SF W/ 50% PARKING REDUCTION = 29.0 SPACES
17,400 SF/300 x .50 REDUCTION
RESTAURANT PARKING: 1 SPACE/75 SF W/ 50% PARKING REDUCTION = 24.0 SPACES
6,000-2,500 = 3,500 SF/75 x .50 REDUCTION = 159 SPACES
TOTAL ON-SITE PARKING PROVIDED = 159 SPACES
ACCESSIBLE PARKING PROVIDED = 6 SPACES (INC. 1 VAN ACCESSIBLE)
ON-STREET PARKING PROVIDED = 7 SPACES (USED TOWARDS COMM)
TOTAL PARKING PROVIDED INCLUDING = 166 SPACES
ACCESSIBLE PARKING AND ON-STREET


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	SCALE	DRAWING	SK#
	N.T.S.	SITE PLAN	A1.00
	DATE		DATA
	08-25-11		

PARKING

BICYCLE PARKING WITHIN COMMUTE AREA

RESIDENTIAL BICYCLE PARKING REQUIRED:

- (35) 5 BEDROOM x 1.0 PER UNIT = 35 SPACES
 - (39) 4 BEDROOM x 1.0 PER UNIT = 39 SPACES
 - (58) 3 BEDROOM x 1.0 PER UNIT = 58 SPACES
 - (83) 2 BEDROOM x .75 PER UNIT = 62 SPACES
 - (128) 1 BEDROOM x .75 PER UNIT = 96 SPACES
 - (80) STUDIO x .75 PER UNIT = 60 SPACES
- VISITOR PARKING**
- = 84.6 SPACES
 - = 434.6 SPACES
- TOTAL RESIDENTIAL BICYCLE PARKING:**

COMMERCIAL BICYCLE PARKING:

- (1) SPACE PER 7500 S.F. (4 MIN.) = 4 SPACES
- RESTAURANT BICYCLE PARKING**
- (1) SPACE PER 500 S.F. = 20 SPACES

TOTAL BICYCLE PARKING REQUIRED

TOTAL BICYCLE PARKING PROVIDED = 459 SPACES

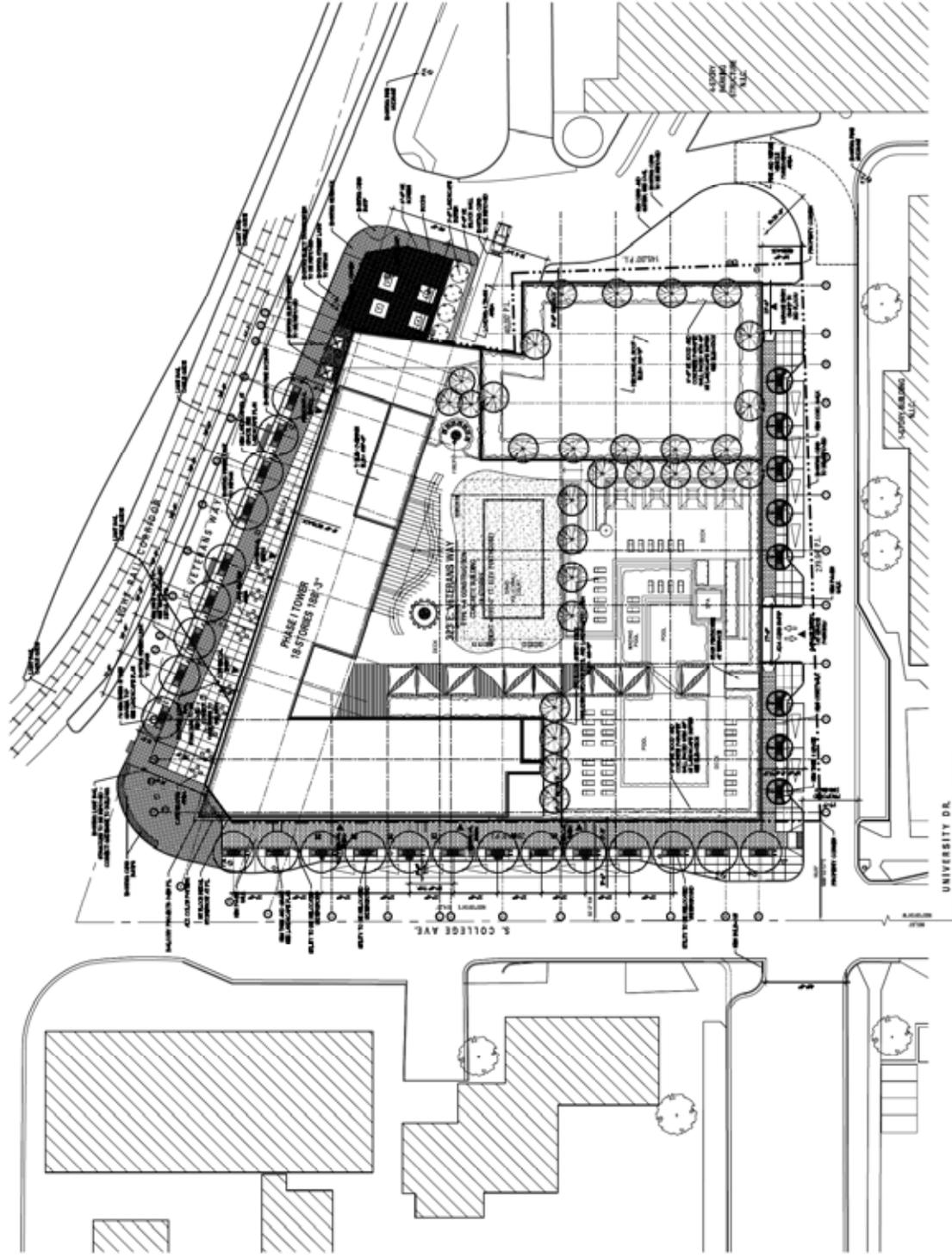
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	N.T.S.	SITE PLAN	A1.0D
	DATE		DATA
	08-25-11		

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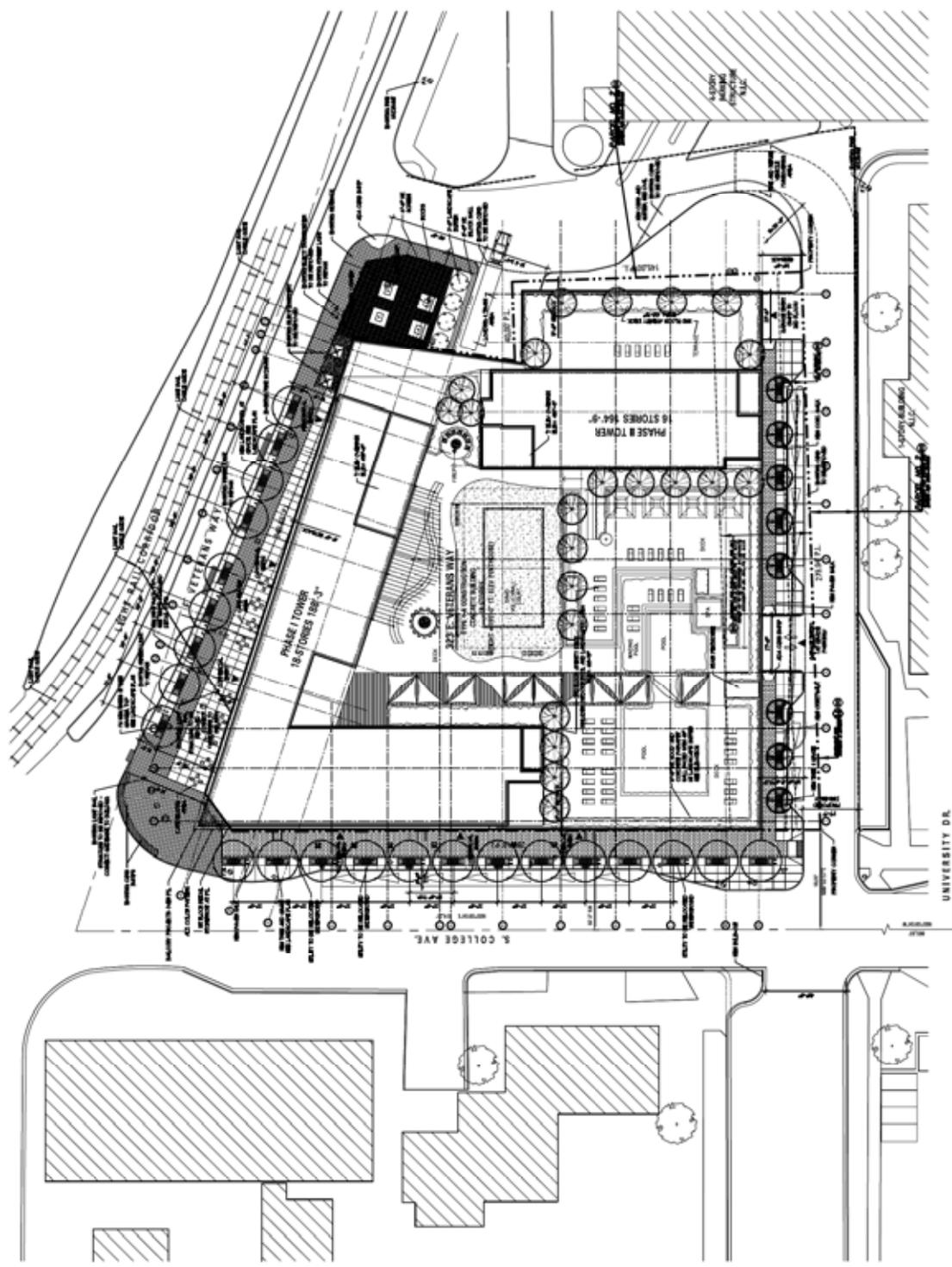


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NORTH	DATE	08-25-11	

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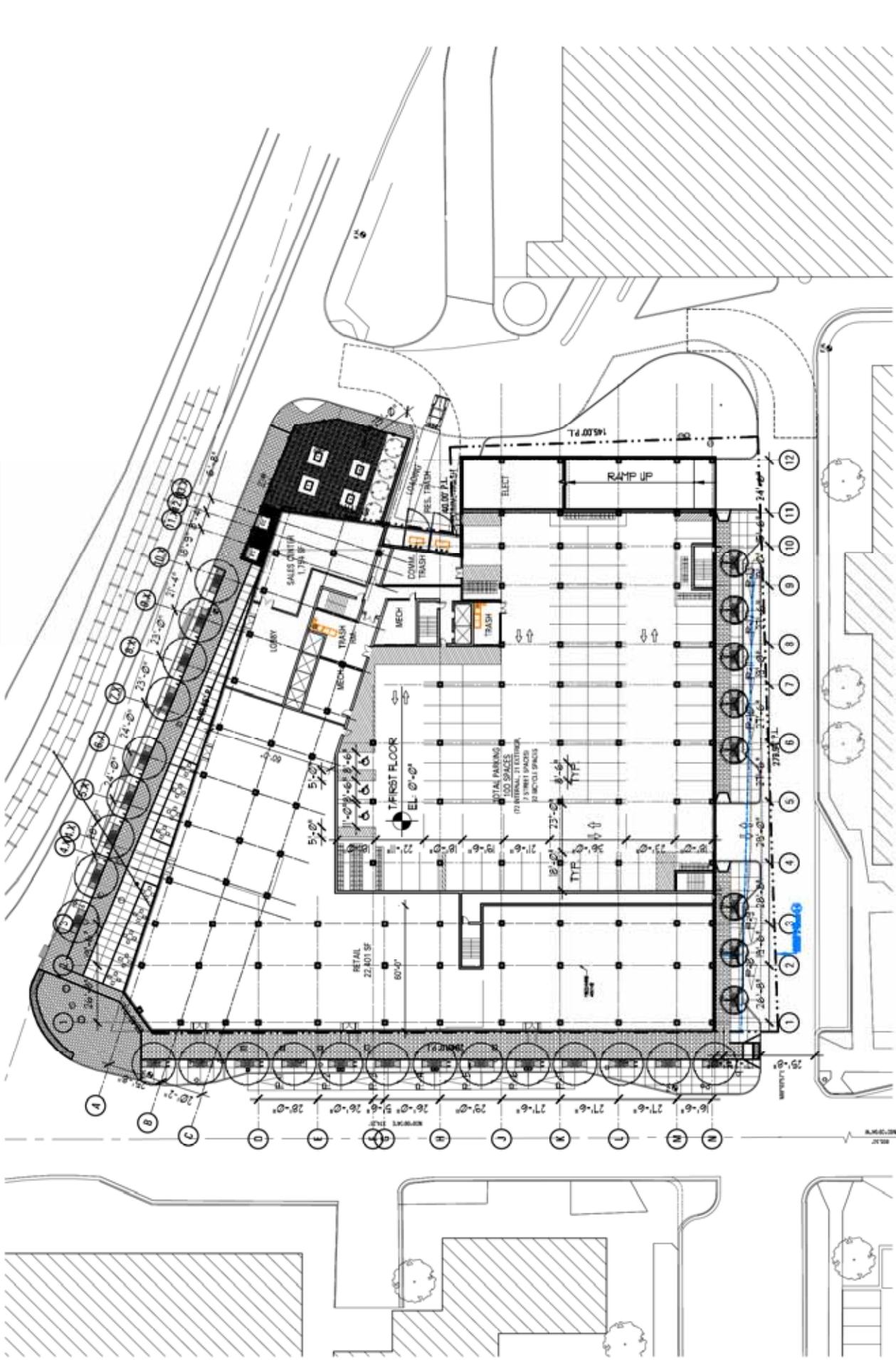


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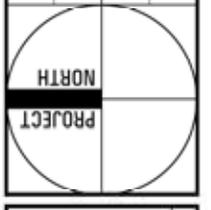
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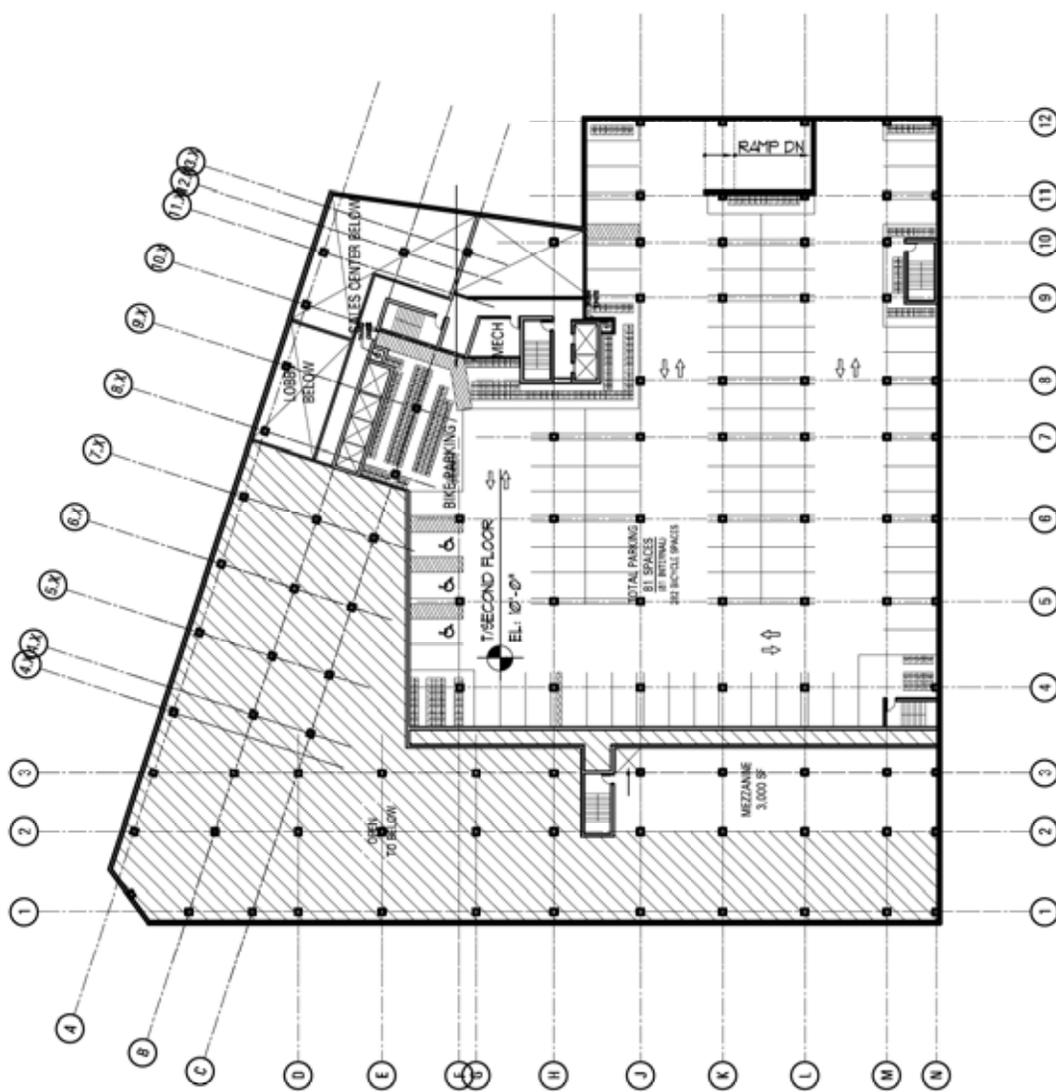
SCALE 1/64" = 1'-0"	DRAWING FIRST FLOOR PLAN	SK# A1.1



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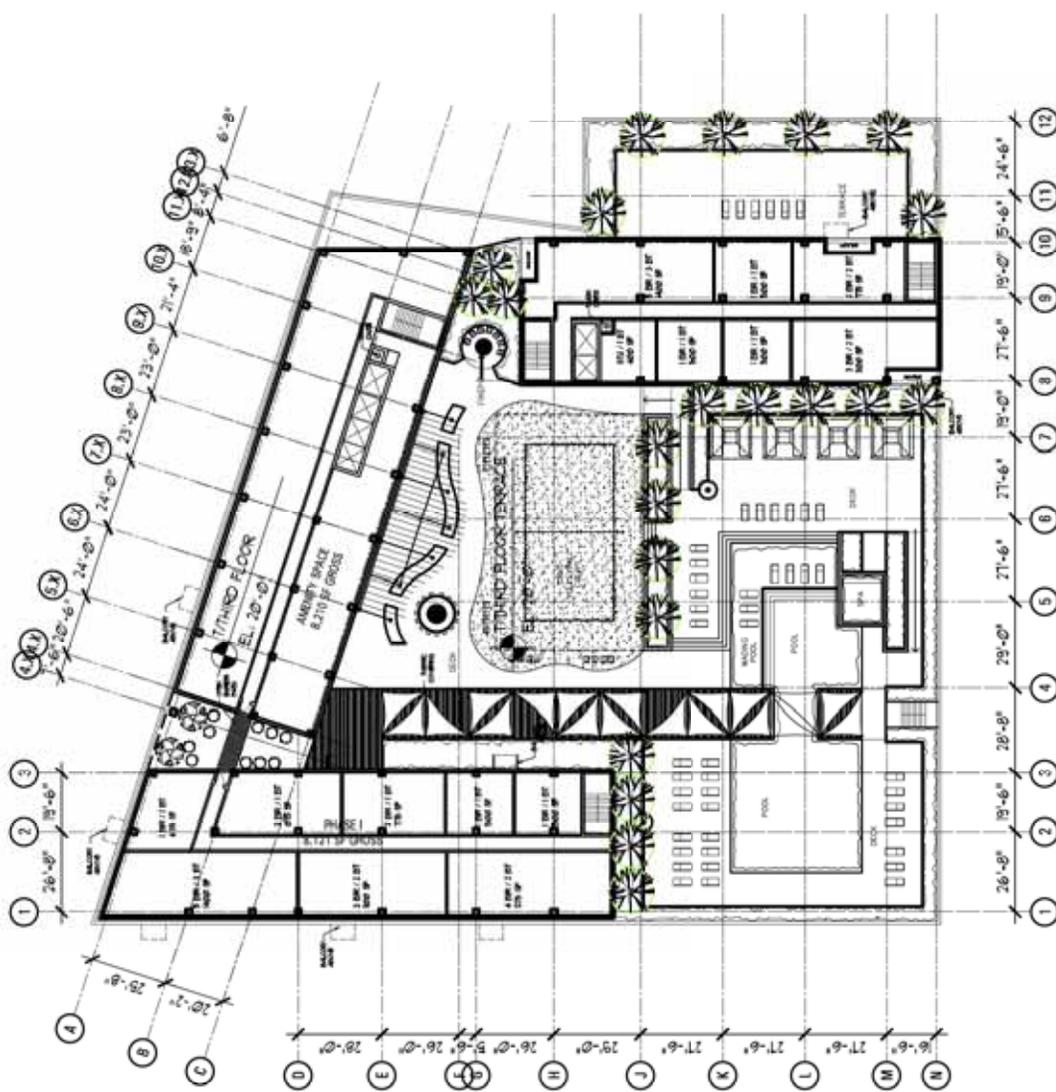


	SCALE	1/64" = 1'-0"	SK#	A1.2
	DATE	08-25-11		
DRAWING		SECOND FLOOR PLAN		

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PROJECT	SCALE	DRAWING	SK#
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DATE		08-25-11	

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FLOORS 4, 7-9, 12-14, 17

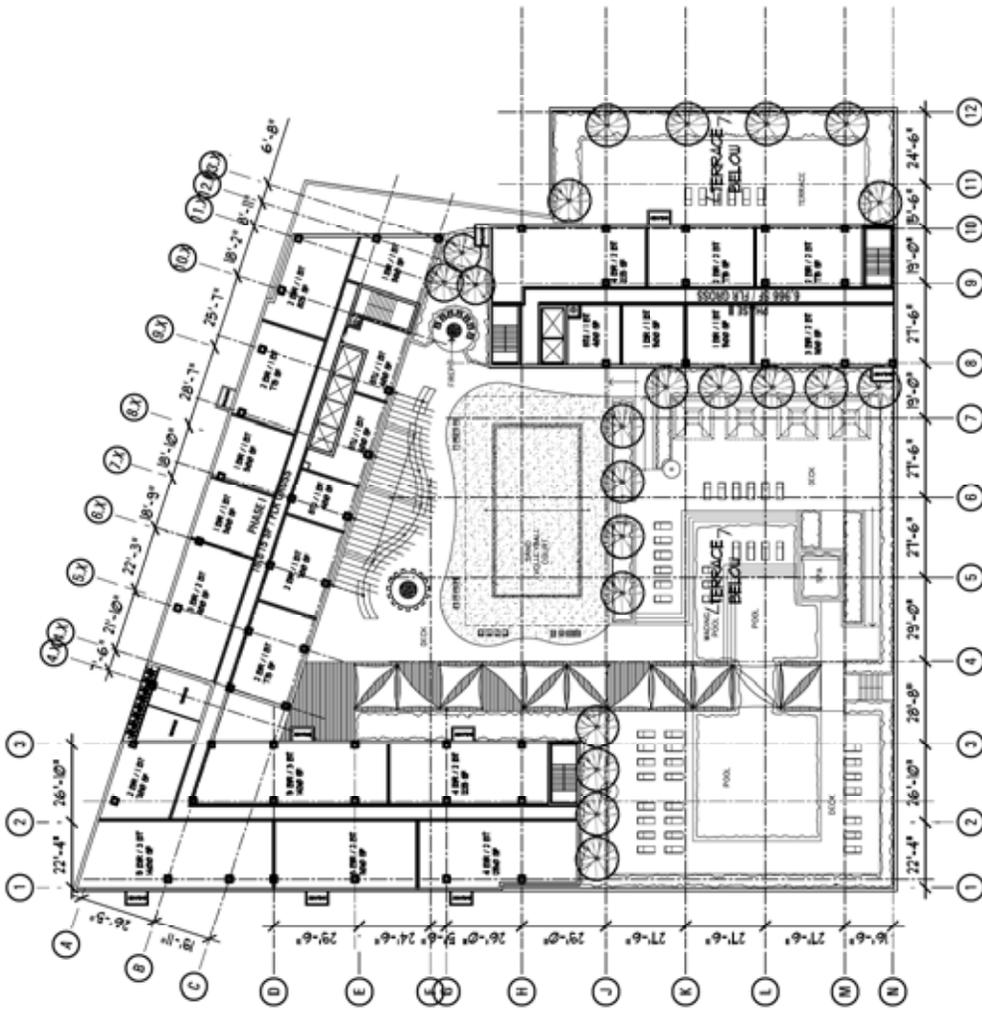
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323 E. Veteran's Way
 Tempe, Arizona

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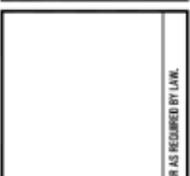
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FLOORS 5-6, 10-11, 15-16

DRAWING	SK#
TYPICAL FLOOR PLAN B	A1.4B

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DATE	08-25-11

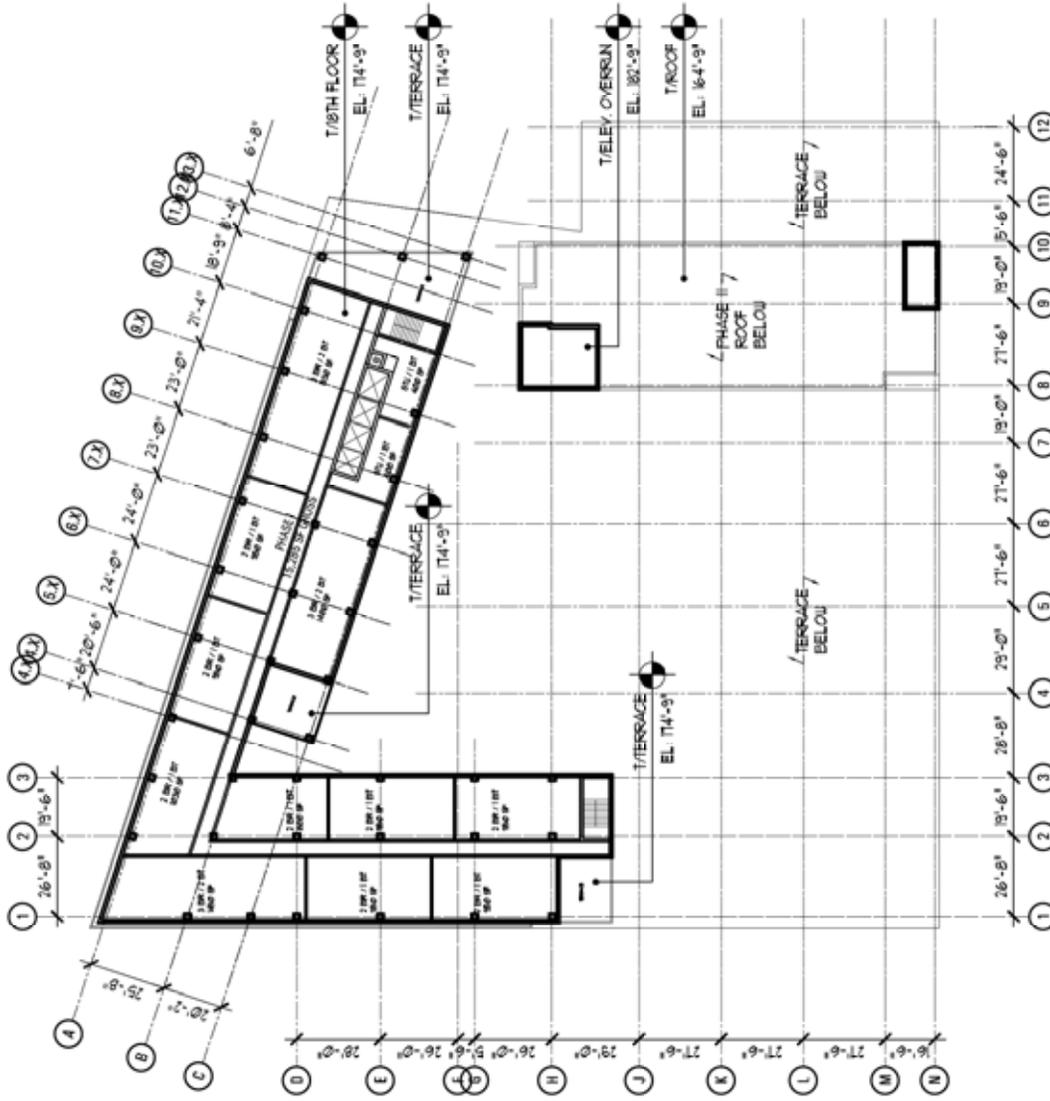


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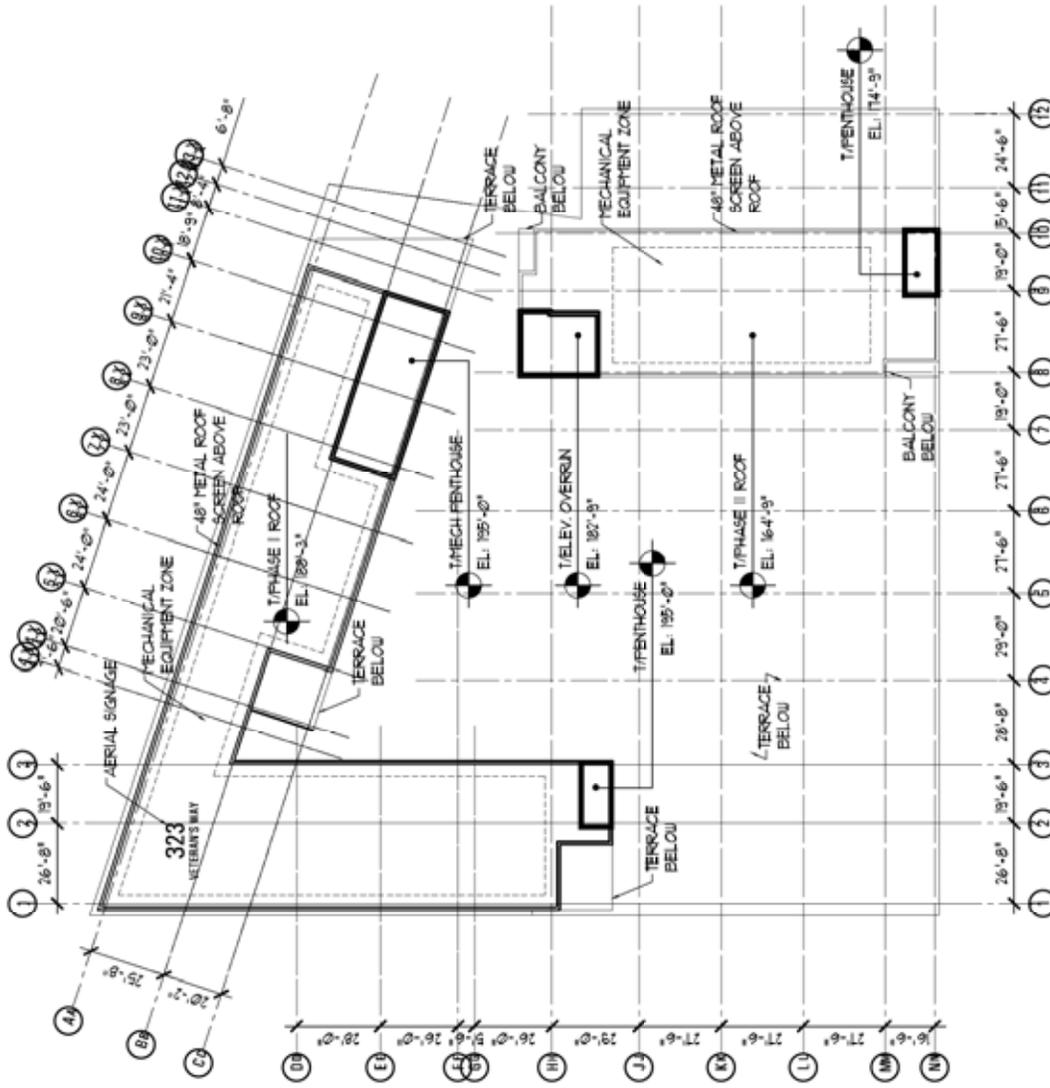
hpa
Hartshorne Plunkard Architecture

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ATTACHMENT 53

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	DATE		
	08-25-11		
<h2>323 E. Veteran's Way</h2> <h3>Tempe, Arizona</h3>			
<small>PLANS AND ALL SPECIFICATIONS ARE SUBJECT TO REVISION AS DEEMED NECESSARY OR ADVISABLE BY BUILDER, ARCHITECT, OR AS REQUIRED BY LAW. S:\1 - Project\1 - Current Projects\2010\1014-Libbin-323 E. Veteran's Way\1 - Drawings\303 - Planning - Zoning\PA0 - Submittal\PLANNING COMMOS - 18th Floor Plan.dwg</small>			
 <p>232 North Carpenter Chicago IL 60607 P 312 226 4488 F 312 226 4499 www.hparchitect.com</p>	<p>Hartshome Plunkard Architecture</p>		



SCALE 1/64" = 1'-0"	DRAWING ROOF PLAN	SK# A1.6

PROJECT

NORTH

323 E. Veteran's Way

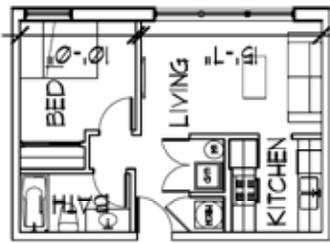
Tempe, Arizona

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S:\1 - Project\1 - Current Projects\2010\1014-Litlin-323 E. Veteran's Way\1 - Drawings\03 - Planning - Zoning\PA0 - Submittal\PLANNING COMMOS - Roof Plan.dwg

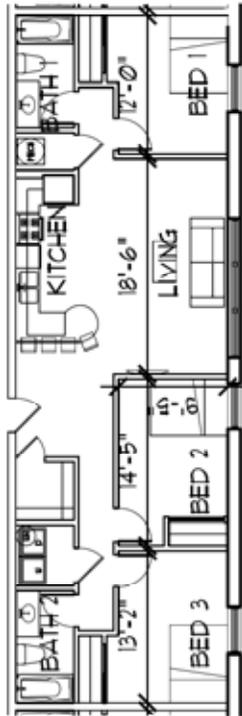

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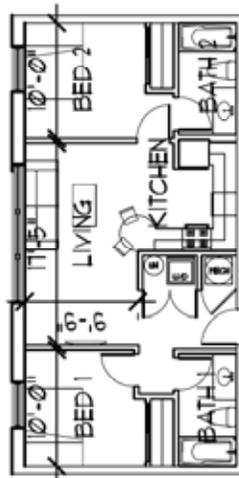
STUDIO



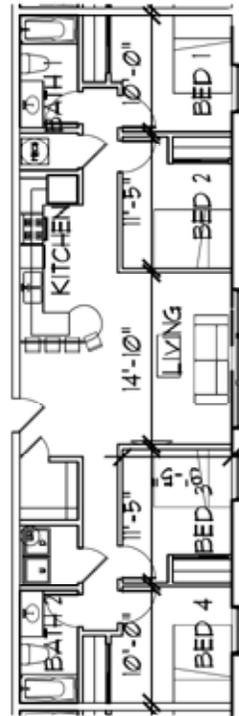
1 BEDROOM



3 BEDROOM CONVERSION (FROM 4 BEDROOM)



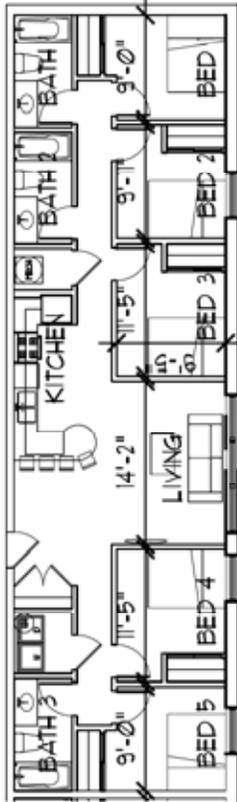
2 BEDROOM



4 BEDROOM



3 BEDROOM



5 BEDROOM

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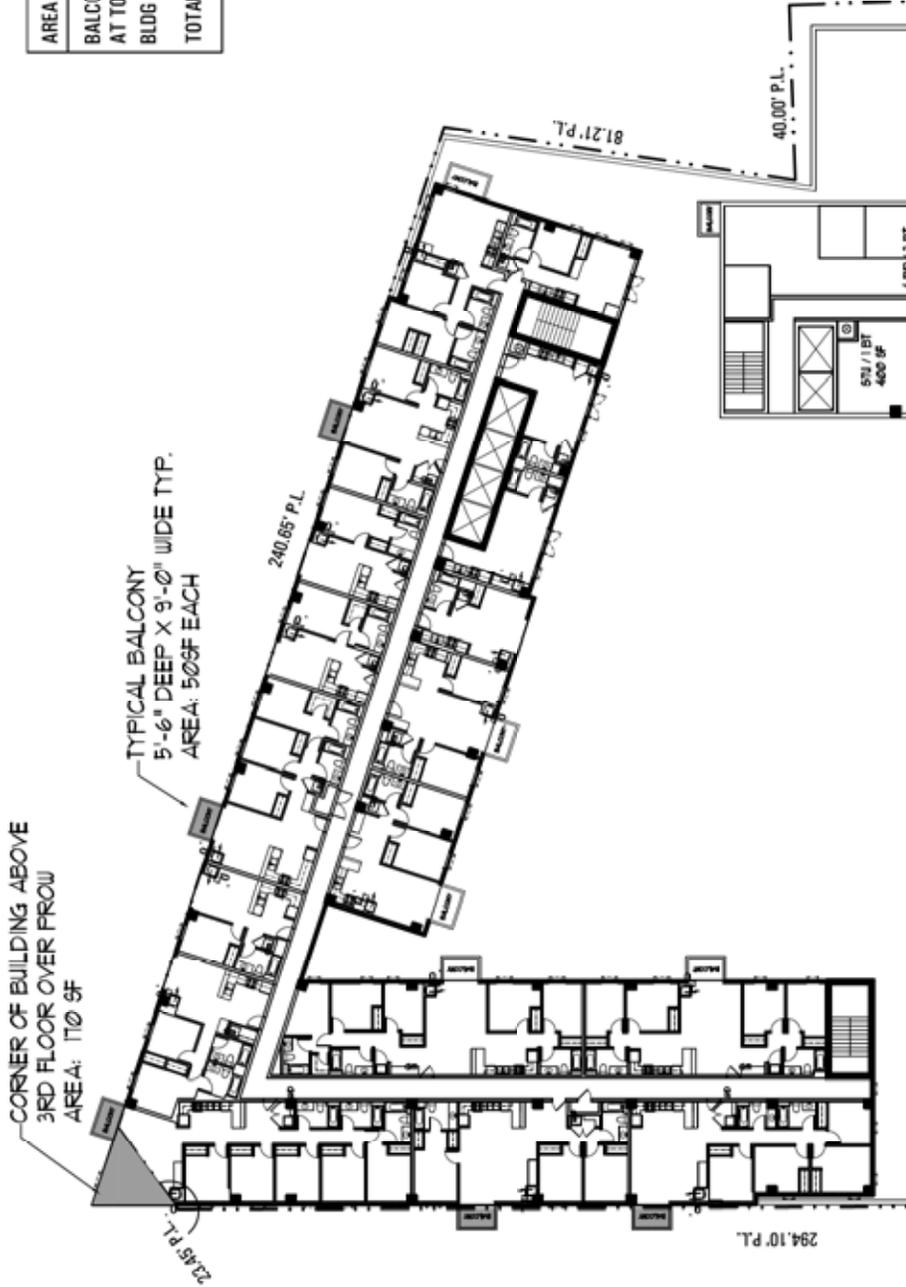
323 E. Veteran's Way
 Tempe, Arizona



SCALE	1/16" = 1'-0"
DATE	08-25-11

DRAWING	PROTOTYPE UNITS
SK#	A1.7

AREA OVER PROW
BALCONIES: 5 TO 7
AT TOTAL OF 350 SF
BLDG CORNER: 170 SF
TOTAL AREA: 520 SF



CORNER OF BUILDING ABOVE
3RD FLOOR OVER PROW
AREA: 170 SF

TYPICAL BALCONY
5'-6" DEEP X 9'-0" WIDE TYP.
AREA: 50 SF EACH

PROJECT	SCALE	DRAWING	SK#
	N.T.S.	TYPICAL FLOOR PLAN BALCONIES	ASK.1
DATE		08-26-11	

323 E. Veteran's Way
Tempe, Arizona

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