

Staff Summary Report



Development Review Commission Date: 02/14/12

Agenda Item Number: ____

SUBJECT: Hold a public hearing for a General Plan Amendment, Zoning Map Amendment, Planned Area Development Overlay, and Development Plan Review for ARCHSTONE TEMPE located at 1126 North Scottsdale Road.

DOCUMENT NAME: DRcr_ArchstoneTempe_021412 PLANNED DEVELOPMENT (0406) (RESOLUTION NO. 2012.19) (ORDINANCE NO. 2012.08)

COMMENTS: Request for ARCHSTONE TEMPE (PL110386) (Bruce Shapiro, WIDBPP-Loan Fund II LLC, property owner; Charles Huellmantel, Huellmantel & Affiliates, applicant) consisting of a new 234 unit multi-family residential development with two, three and four-story buildings, on approximately 7.8 acres, located at 1126 North Scottsdale Road in the GID, General Industrial District. The request includes the following:

GEP11006 (Resolution No. 2012.19) – General Plan Projected Land Use Map Amendment from “Commercial” to “Residential” and a Projected Residential Density Map Amendment from “Medium-High Density” (up to 25 du/ac) to “High Density” (greater than 25 du/ac) on 7.8 acres.

ZON11008 (Ordinance No. 2012.08) – Zoning Map Amendment from GID, General Industrial District to R-5, Multi-Family Residential High Density District on 7.8 acres.

PAD11017 (Ordinance No. 2012.08) – Planned Area Development Overlay to increase the maximum allowed building height from 50’-0” to 61’-0”; reduce the required front yard building setback from 20’-0” to 12’-0”; reduce the street side parking setback from 20’-0” to 18’-0” on Scottsdale Road and 17’-0” on Curry Road; and reduce the required vehicle parking from 479 to 432 spaces.

DPR11216 - Development Plan Review including site plan, building elevations and landscape plan.

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

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

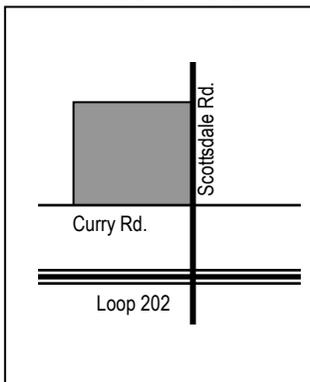
LEGAL REVIEW BY: N/A

DEPARTMENT REVIEW BY: N/A

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

RECOMMENDATION: Staff – Approval, subject to conditions

ADDITIONAL INFO:



Gross/Net site area	7.8 acres
Residential Density	234 units or 30 dwelling units per acre (30 du/ac max.)
Lot Coverage	36% (70% maximum allowed)
Building Height	61 ft. (50 ft. maximum allowed)
Building Setbacks	12’front, 12’streetside, 25’ side, 25’ rear (20, 10, 10, 10 min.)
Landscape area	31% (25% minimum required)
Vehicle Parking	432 spaces (479 min. required, 599 max. allowed)
Bicycle Parking	245 spaces (229 minimum required)

A neighborhood meeting was held on December 28, 2011, for this application.

PAGES:

1. List of Attachments
- 2-6. Comments
- 6-10. Reason for Approval / Conditions of Approval
- 11-12. Code Requirements
13. History & Facts / Zoning & Development Code Reference

ATTACHMENTS:

1. Resolution No. 2012.19
- 2-3. Ordinance No. 2012.08
- 4-5. Waiver of Rights and Remedies form
6. Location Map(s)
7. Aerial Photo(s)
- 8-24. Letter of Explanation
- 25-29. Commercial Assessment Analysis
- 30-53. Parking Analysis
- 54-56. Traffic Impact Analysis – Executive Summary
- 57-59. Neighborhood Meeting Summary
60. North Tempe Neighborhood Association meeting notes – staff summary
- 61-63. PAD Cover & Site Plan
- 64-65. Building Design Perspectives
- 66-71. Building Elevations
- 72-78. Floor Plans
79. Parking/Trash/Wall details
80. Color/Material Sample Board
81. Building Section & Details
- 82-87. Landscape Plan
88. Shadow Plan
- 89-90. Preliminary Grading & Drainage Plan

COMMENTS:

This site is located at the northwest corner of Scottsdale Road and Curry Road, approximately a half mile north of the Loop 202 freeway. The site currently consists of an existing commercial development, identified as the Pure Fitness Plaza (past tenant). Other previous major tenants included Lamson Junior College. The site currently has three existing commercial tenants: La Fonda's Mexican Restaurant and The Jewelry Smith (fine jewelry retailer), both of which have operated at the site for more than 25 years, and One Stop Nutrition (supplement and juice bar store). The site has a shared access with the neighboring commercial sites to the north and west.

The request for Archstone Tempe includes the following:

1. General Plan Amendment from Commercial to Residential; and Medium to High Density to High Density
2. Zoning Map Amendment from GID, General Industrial District, to R-5, Multi-Family Residential High Density
3. Planned Area Development Overlay to modify maximum allowed building height and a reduction in the required front building setback, street parking setback and required vehicle parking.
4. Development Plan Review which includes: a new 234 unit multi-family residential development with two, three and four-story buildings, on approximately 7.8 acres.

The applicant is requesting a decision from the Development Review Commission on a development plan review and a recommendation to City Council for general plan amendment, zoning map amendment and planned area development overlay. These requests would complete the Planning entitlement process and would allow the residential development to proceed with a submittal for construction plans.

PUBLIC INPUT

A neighborhood meeting is required for this request, in order to provide early communication with the owners, residents of the area and the developer. The applicant held their neighborhood meeting on Wednesday, December 28, 2011 at 6 pm, at the North Tempe Multi-Generational Center. City staff was in attendance at the meeting. No additional citizens from the public attended. The applicant has gathered some public communication and participated at the North Tempe Neighborhood Association meeting on January 9, 2012. See Attachment 57-59, for applicant's public input summary and Attachment 60, staff prepared summary of the project discussion at the North Tempe Neighborhood Association meeting. Overall, the Archstone project has received favorable responses for this development and change in land use. Issues raised include traffic from the residents/guests potentially parking at the existing commercial center and cut-through traffic from the center on to Weber Drive.

At this time, staff does not recommend any changes to the development proposal regarding the adjacent commercial parking or potential for cut-through traffic. This development and the commercial sites share ownership of the existing driveways to Scottsdale and Curry Roads. The project has a vehicle exit-only gate connecting this driveway and a pedestrian access gate. This will provide convenient connectivity for residents to shop or eat at the commercial center. The travel distance northbound through the commercial site to access Weber Drive is over 800 feet. Access on to Scottsdale Road (approximately 250 feet) and direct access on to Weber Drive near the intersection. If issues occur with the residents parking at neighboring commercial, staff recommends actions through parking enforcement and working with the residential property management.

PROJECT ANALYSIS

GENERAL PLAN

The applicant has provided a written justification for the proposed General Plan amendment (See Attachments 15-16)

Land Use Element:

This project requests to amend the projected land use for the site from "Commercial" to "Residential". The complex, originally constructed for industrial/office use, over the years has been primarily used as a commercial center. Although commercial land use is predominant along the Scottsdale frontage near this location, there has been a shift in past redevelopment. In 2008, Sotelo Lofts, a residential project which rezoned the property from GID to R-4, completed the initial phase of construction. The residential land use change at this location will provide a larger residential base for the area, increasing the potential for new commercial businesses in the area and increase business for the existing commercial. This request meets goals and objectives found within the General Plan 2030 land use element and as identified by the applicant in the letter of explanation. This project also seeks to change the General Plan 2030 projected residential density from "Medium to High Density" (up to 25 du/ac) to "High Density" (greater than 25

du/ac). The project seeks to have a residential density of 30 dwelling units per acre. This change only accounts for an additional 39 units on the property that would otherwise be allowed under the current projected density of 25 dwelling units per acre.

Historic Preservation: There is no impact of historic structures on this site. Our records indicate this is not within an archeologically sensitive area. This element is not applicable.

Neighborhoods: The site is located within the North Tempe neighborhoods area, consisting of multiple neighborhoods seeking a common goal for the long-term improvement and viability of the neighborhood and its commercial corridor. The applicant met with constituents of the group and has received favorable comments on the project.

Economic Development: The applicant, as requested, has provided a commercial assessment analysis (See Attachments 25-29). In the analysis it contemplates the viability of the existing 79,000 square foot commercial center. The letter reports that the commercial site is outdated in style and in need of major repairs. The increase in residential density would help support the remaining commercial base for the surrounding area.

Aviation: The site is located near the Phoenix Sky Harbor eastbound flight path. Developer should be aware that this site may also be located within the airports 65 DNL flight corridor. Enhancements in construction materials may be considered as provided in the Federal Aviation Administration design guidelines for sound attenuation standards. The goal is to minimize noise impacts when new residential is considered within identified noise boundaries.

Recreational Amenities: The site is conveniently located near the Papago Park area, which includes bike and pedestrian pathways, a public park and many other regional amenities, including the Tempe Town Lake.

Public Art & Cultural Amenities: This project has identified a potential location for public art near the northwest intersection of Scottsdale Road and Curry Road. Staff encourages the developer to coordinate design efforts with the City's Arts Coordinator. The location would stand in a visible location that would be beneficial for the community north of the 202 Freeway. The site is also within close proximity to other regional cultural amenities such as the Historical Museum and recent historically designated properties containing the Eisendrath House and the O'Connor House.

Section 6-303 D. Approval criteria for General Plan amendment:

1. Appropriate short and long term public benefits
2. mitigates impacts on land use, water infrastructure or transportation
3. Helps the city attain applicable objectives of the General Plan
4. Provides rights-of-way, transit facilities, open space, recreational amenities or public art
5. Potentially negative influences are mitigated and deemed acceptable by the City Council
6. Judgment of the appropriateness of the amendment with regard to market demands, and impacts on surrounding area, service, fiscal, traffic, historic properties, utilities and public facilities.

ZONING

The site is currently zoned GID, General Industrial District. The request includes a zoning map amendment from GID to R-5, Multi-Family Residential High Density District, located on 7.8 acres. The existing commercial site has always operated under the industrial land use category, requiring use permits for any restaurant or retail use that occupied the site. In 2005, with the adoption of the Zoning and Development Code, a new zoning tier within the multi-family zoning category was created. The R-5 district allowed up to 30 dwelling units per acre, having a higher density category that did not require a mixed-use development. The Archstone Tempe project is the first site to request this zoning category.

The surrounding zoning for the area includes PCC-1, commercial zoning for the retail center to the north, GID, general industrial zoning for the remaining office service business to the west of the site, and to the northwest a previously rezoned property (GID) consisting of R-4, Multi-Family residential which allows up to 25 du/ac. Staff recommends approval of the proposed R-5 District. The existing surrounding uses and zoning will provide a complementary buffer from the existing residential. The site is located immediately adjacent to an arterial street and freeway access.

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

1. The proposed zoning amendment is in the public interest.
2. The proposed zoning amendment generally conforms with and facilitates implementation of the General Plan.

PLANNED AREA DEVELOPMENT

The applicant is requesting a Planned Area Development Overlay to modify some of the general development standards found in the R-5 District and standard parking requirements. Below is a comparison chart with the requested modifications identified in bold.

Archstone Tempe – Planned Area Development Overlay		
Standard	R-5	Proposed PAD
Density (DU/acre)	30	-
Minimum Lot Area per Dwelling Unit (square feet)	1,450 sf.	No Change
Building Height [Exceptions, see Section 4-205(A)]		
Building Height Maximum (feet)	50 ft.	*61 ft.
Building Height Step-Back Required Adjacent to SF or MF District, [Section 4-404, Building Height Step-Back]	Yes	No Change
Maximum Lot Coverage (% of net site area)	70%	No Change (36%)
Minimum Landscape Area (% of net site area)	25%	No Change (31%)
Setbacks (feet): [Setback Exceptions, See Section 4-205(B)]		
Front (Scottsdale Road)		
Building	20 ft.	*12 ft.
Open Structures (e.g. porch, trellis, patio wall)	15 ft.	-
Parking	20 ft.	*18 ft.
Side (north property line)		
Building Walls	10 ft.	25 ft.
Porch, Balcony, Patio Wall	5 ft.	-
Common Walls	0 ft.	-
Rear (west property line)		
Building Wall, Porch, Balcony, or Patio Wall	10 ft.	25 ft.
Common Walls	0 ft.	-
Street Side (Curry Road)		
Building	10 ft.	12 ft.
Parking	20 ft.	*17 ft.
Vehicle Parking:		
1 Bedroom Units (96)	144	(1.85 spaces per Unit)
2 Bedroom Units (114)	228	
3 Bedroom Units (24)	60	(1.09 per Bedroom)
Guests per unit (234)	47	
	479 TOTAL	*432 TOTAL

The proposed changes within the PAD request an increase in the R-5 District, maximum building height from 50 feet to 61 feet. The project consists of (10) two-story buildings, (7) three-story buildings and (1) four-story building. Except for the four-story building all other buildings meet the standard maximum height of 50 feet. The four-story building elevation indicates a peak height of 55 feet, with a requested building height of 61 feet may allow for final construction permits actual grade height. This elevation height has indicated a slight increase in grade as it relates to the street frontage along Scottsdale Road. The tallest portion of the building is a result of the pitched roof design. Staff recommends approval of the height increase for the 4-story building component only.

The proposed building setbacks along Scottsdale Road is 12 feet from the right-of-way line (required 20 feet). Along Scottsdale Road, including multi-family projects, the setback is typically 20-25 feet, providing a typical landscape buffer from the sidewalk edge. No building setback reduction is requested along Curry Road as the required setback is 10 feet. The change in building setback along Scottsdale Road would result in identical setbacks along both street frontages. In addition a parking setback reduction is requested from 20 feet to 18 feet along Scottsdale Road and 17 feet along Curry Road. The parking setback reductions will be located behind the perimeter wall and will not be visible from the street. The parking setback will only result in the defined length from the parking space to the interior perimeter wall.

A reduction in the minimum required vehicle parking is requested from 479 spaces to 432 spaces. These spaces are intended to accommodate 234 dwelling units consisting of a total of 396 bedrooms (1.09 spaces per bedroom). The applicant has provided a professional parking analysis of other similar projects and their existing parking demands and ratios. Refer to Attachments 30-53. With the findings provided in the report that a surplus of parking will result, staff recommends approval of the parking reduction count as requested.

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

1. The development standards listed above, as established as part of the PAD Overlay District, as well as the standards required in Part 4 will provide enhanced design elements for development of this site.
2. An increased amount of landscape and shade is provided as a result of alternate standards.
3. Unique pedestrian circulation and improved bike parking areas enhance the design.
4. A greater focus on high quality design and architecture is provided throughout the development.
5. The conditions of approval are reasonable to ensure conformance with other provisions of the Zoning and Development Code.

DEVELOPMENT PLAN REVIEW

Archstone Tempe is a new 234 unit multi-family development consisting of 1-3 bedroom units within two, three and four-story residential buildings. The buildings around the perimeter consist of two-story carriage units with ground floor parking garage space. The interior buildings primarily consist of 3-story units which also include a garage unit component. The four-story building, located west of the clubhouse building, is configured in a U-shape around the primary amenity space that includes the residential pool. The primary access to the site is west of Scottsdale Road off of Curry Road to the north. The main access drive connects to the central driveway and access throughout the gated complex. One exit-only drive is located at the north portion of the site that connects to the adjacent commercial and drive access to Scottsdale Road and an alternate Curry Road access around the perimeter of the property.

Building Elevations

The building design is consistent with the modern stick-framed stucco construction including colors. High quality materials and enhanced design elements accentuate the building design with use of metal window canopies, patio railings, and a brick veneer base. The hip-style roof uses flat concrete tiles. The buildings provide significant movement in the wall elevation with varying recesses and roof elements. Further enhanced elements along the base are decorative iron grids. These elements are continued along the perimeter of the property and integrated within the perimeter walls that connect each building. The street front architecture is fully integrated into the design of the project as contemplated in Attachment 70, of a full street elevation along Scottsdale Road.

Landscape Plan

The landscape plan has a variety of low-water use plants and decorative plantings near prominent areas such as the entrance, courtyard area and at the street intersection. This plan is seeking alternate parking lot landscaping using Option 2, as allowed within the Zoning and Development Code. This option allows deviation from the standard location and sizes of parking lot landscape islands, while providing a shade study that demonstrates and minimum shade requirement as a result of placing additional trees in areas that would provide relief from the sun at peak times. The plan provides additional trees near the parking lot pathways and also where accommodated within tree grates adjacent to the parking spaces. One location at the southwest portion of the site, proposes the use of synthetic turf. This artificial application is intended to be designated for a dog play area or other alternate recreational uses. Synthetic turf is supportable when avoiding prominent locations such as at the street front. The project provides minimal application of its use and is behind the perimeter fence for the residents. Staff recommends approval of the landscape plan.

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 building design provides a variety of movement in height and articulation in architectural elements.*

2. Building design and orientation, together with landscape, combine to mitigate heat gain/retention while providing shade for energy conservation and human comfort; *The applicant seeks and alternate landscape plan that provides additional shade to the parking lot areas where appropriate, further enhancing human comfort.*
3. Materials are of a superior quality, providing detail appropriate with their location and function while complementing the surroundings; *The project provides a variety of quality materials and integrates its use throughout the project.*
4. Buildings, structures, and landscape elements are appropriately scaled, relative to the site and surroundings; *The project is to scale with the surrounding area for multi-family use. The Sotelo development to the northwest of this site is similar in height.*
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; Yes.
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 project provides a uniform rhythm using both scale and materials.*
7. Plans take into account pleasant and convenient access to multi-modal transportation options and support the potential for transit patronage; *There is no transit stop at this location. Multi-modal transportation is supported through this project design.*
8. Vehicular circulation is designed to minimize conflicts with pedestrian access and circulation, and with surrounding residential uses; *Vehicular circulation conflicts will be minimized.*
9. Plans appropriately integrate *Crime Prevention Through Environmental Design* principles such as territoriality, natural surveillance, access control, activity support, and maintenance; *The project plans to participate in Tempe's Crime Free Multi-Housing program through the Police Department.*
10. *Landscape* accents and provides delineation from parking, buildings, driveways and pathways; *The landscape plan accentuates all aspects of the project elements.*
11. Lighting is compatible with the proposed building(s) and adjoining buildings and uses, and does not create negative effects. *Lighting has been addressed as a part of the alternate landscape plan to ensure appropriate light levels at night and relieve from the sun during the day.*

Conclusion

Based on the information provided and the above analysis, staff recommends approval of the requested General Plan Amendment / Zoning Map Amendment / Planned Area Development / and Development Plan Review. This request meets the required criteria and will conform to the recommended conditions listed.

REASONS FOR APPROVAL:

1. The project will change the General Plan Projected Land Use and Projected Residential Density for this site.
2. The project will provide alternate development standards as allowed under the Zoning and Development Code and provide enhanced elements as a result.
3. The PAD overlay process was specifically created to allow for greater flexibility, to allow for increased heights, alternate setbacks and parking reductions.
4. The proposed project meets the approval criteria for a General Plan Amendment/Zoning Amendment/Planned Area Development Overlay /Development Plan Review.

ZON11008 AND PAD11017
CONDITIONS OF APPROVAL:

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

1. A building permit shall be obtained on or before March 8, 2014, or the zoning of the property may revert to that in place at the time of application, subject to a public hearing process (zoning map amendment).
2. 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 30 calendar days after the decision (March 8, 2012), or the Planned Area Development Overlay, Zone Map Amendment and General Plan Map Amendment approval shall become null and void.
3. The Planned Area Development Overlay for Archstone Tempe shall be put into proper engineered format with appropriate signature blanks and kept on file with the City of Tempe's Community Development Department prior to issuance of building permits.
4. The maximum building height of 61'-0" is for the four-story building only. All other buildings shall comply with a maximum building height of 50'-0", excluding any mechanical equipment.
5. Pathway separation requirements shall be provided at sleeping areas where a bedroom window is located, upon approval of a final PAD site plan, subject to planning staff review.

DPR11216
CONDITIONS OF APPROVAL:

1. The developer must receive approval of a final Traffic Impact Study from the Traffic Engineering prior to issuance of a building permit.
2. A security plan is required. Coordinate plans with the Police Department, including the allowance for entry gate access.

Site Plan

3. Provide 8'-0" wide public sidewalk along arterial roadways, or as required by Traffic Engineering Design Criteria and Standard Details.
4. 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. Locate electrical service entrance sections inside the service yard, as indicated.
5. Provide gates of steel vertical picket, steel mesh, steel panel or similar construction. Where a gate has a screen function and is completely opaque, provide vision portals for visual surveillance. Provide gates of height that match that of the adjacent enclosure walls. Review gate hardware with Building Safety and Fire staff and design gate to resolve lock and emergency ingress/egress features that may be required.
6. Provide upgraded paving at each driveway consisting of unit paving along the Curry Road entrance. Extend this paving in the driveway from the right-of-way line to 20'-0" on site and from curb to curb at the drive edges. From sidewalk to right-of-way line, extend concrete paving to match sidewalk.

7. 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.
8. 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

9. Exit Security:
 - a. Provide visual surveillance by means of fire-rated glazing assemblies from residential stair towers into adjacent circulation spaces.
 - b. In instances where an elevator or stair exit in the building 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.
10. Public Restroom Security: (Clubhouse building 1st & 2nd floors)
 - 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
11. Parking:
 - a. Minimum required parking dimensions shall be clear of any obstructions.
 - b. Provide a minimum 3'-0" of clearance from obstructions near sides of parking spaces.

Building Elevations

12. The materials and colors are approved as presented:
 - Stucco – Trite White DE 6204 – Omega 1/2 12
 - Stucco – Lunar Landing DE 6241 – Omega 1/4 454
 - Stucco – Versatile Gray SW 6072 – Omega 5/8 A 603
 - Stucco – Latte SW 6108 – Omega 3/4 A 667
 - Stucco – Log Cabin DEA 162 – Omega 5004
 - Stucco – Black Fox SW 7020 – Omega A 967
 - Stucco – Cedar Chest DE 6112 – Omega 1078
 - Stucco – Roycroft Copper Red SW2239
 - Foam trims with applied stucco paint colors
 - Metal railings and gates – Black Fox SW 7020 Semi-gloss
 - Wood painted fascia and trim – Trite White DE 6204
 - Metal canopies above window casements
 - Aluminum window frame – Milgard Bronze Anodized
 - Glass – clear
 - Concrete Tile Roof – Eagle Gray Slate Range – 4697
 - Brick Veneer – Interpace Slate Grey – ground floor and perimeter walls.
 - Stone Veneer – Clubhouse base and tower element.

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.
13. Provide secure roof access from the interior of the building. Do not expose roof access to public view.
14. Conceal roof drainage system within the interior of the building.

15. 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.
16. Locate the electrical service entrance section (S.E.S.) inside the building or inside a secure yard that is concealed from public view.
17. 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

18. Illuminate building entrances at the clubhouse and open stair landings from dusk to dawn to assist with visual surveillance at these locations.
19. Lighting near locations of tree placement, according to tree shading plan, may be located no closer than 15'-0" from dedicated locations, subject to approved species list identified in the landscape condition.

Landscape

20. The plant palette is approved as proposed and specified on the landscape plan. Any additions or modifications may be submitted for review during building plan check process.
21. The acacia tree species are an acceptable variety to deviate from the standard tree separation requirements from a dedicated light source.
22. Synthetic turf application is approved as shown on the provided plans and shall not be visible from the public street.
23. 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.
24. Include requirement 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.
25. 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.
26. Trees shall be planted a minimum of 12'-0" from any existing or proposed public water or sewer lines located on-site. Trees near the main water or sewer lines located within the right of way shall be planted at least 20'-0" away. Final approval subject to determination by the Public Works, Water Utilities Division.
27. The tree planting separation requirements may be reduced from the waterline upon the installation of a linear root barrier, a minimum of 6'-0" parallel from the waterline, or around the tree. The root barrier shall be a continuous material, a minimum of 0.08" thick, installed 0'-2" above finish grade to a depth of 8'-0" below grade. Final approval subject to determination by the Public Works, Water Utilities Division.
28. Perimeter walls shall be a minimum 8'-0" in height. Architectural elements, such as a trellis feature may exceed the maximum allowed building wall height as decorative feature (not a wall).

29. Perimeter walls shall include the architectural features identified on the plans including brick veneer application.

Signage

- 30. Provide address sign(s) on the building elevation facing the street to which the property is identified. Do not locate address above the second floor levels.
 - a. Conform to the following for building address signs:
 - 1) Provide street number only, not the street name
 - 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. Coordinate building letter addressing with Building Safety and apply for address suiting in compliance with the City's suiting plans.

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/planning/documents.htm 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.
- **PUBLIC ART:** Recommendation for public art for this development. Contact the Community Services Cultural Services Division regarding implementation of this requirement prior to receiving building permits.
- **WATER CONSERVATION:** Under an agreement between the City of Tempe and the State of Arizona, Water Conservation Reports are required for landscape and domestic water use for the non-residential components of this project. Have the landscape architect and mechanical engineer prepare reports and submit them with the construction drawings during the building plan check process. Report example is contained in Office Procedure Directive # 59. Refer to this link: www.tempe.gov/bsafety/Applications_Forms/HandoutsFAQs/Water_Conservation.pdf. Contact Public Works Water Department Water Conservation Division with questions regarding the purpose or content of the water conservation reports.
- **SECURITY REQUIREMENTS:**
 - 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 pool, clubhouse or other gated common areas.
 - The Owner is required to prepare a security plan for this 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.

- ENGINEERING:
 - Underground utilities except high-voltage transmission line unless project inserts a structure under the transmission line.
 - Coordinate site layout with Utility provider(s) to provide adequate access easement(s).
 - 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.
 - 100 year onsite retention required for this property, coordinate design with requirements of the Engineering Department.

- REFUSE:
 - Enclosure indicated on site plan is exclusively for refuse. Construct walls, pad and bollards in conformance with standard detail DS-116 or DS-118.
 - 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:
 - Construct driveways in public right of way in conformance with Standard Detail T-320. Alternatively, the installation of driveways with return type curbs as indicated, similar to Standard Detail T-319, requires permission of 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 parking loop/rack per standard detail T-578. 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. Directional signs (if proposed) may not require a sign permit, depending on size. Directional signs are subject to review by planning staff during plan check process.

HISTORY & FACTS:

- 1982 No records found for this site prior to 1982.
- June 6, 1984 Design Review Board approves a building addition for the Eaton-Hayden Commerce Center.
- December 28, 2011 Neighborhood meeting held by the applicant at the North Tempe Multi-Generational Center at 6 pm.
- January 9, 2012 North Tempe Neighborhood Association held a meeting which included a discussion and review of the Archstone Tempe project.
- February 14, 2012 Scheduled public hearing with the Development Review Commission for this request.
- February 16, 2012 Scheduled City Council introduction and first public hearing for the General Plan Amendment, Zoning Map Amendment and Planned Area Development Overlay for this request.
- March 8, 2012 Scheduled City Council second and final public hearing for the General Plan Amendment, Zoning Map Amendment and Planned Area Development Overlay for this request.

ZONING AND DEVELOPMENT CODE REFERENCE:

- Section 6-302, General Plan Amendment
- Section 6-304, Zoning Map Amendment
- Section 6-305, Planned Area Development (PAD) Overlay districts
- Section 6-306, Development Plan Review

RESOLUTION NO. 2012.19

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, AMENDING THE ZONING AND DEVELOPMENT CODE FOR APPROXIMATELY 7.8 ACRES LOCATED AT 1126 NORTH SCOTTSDALE ROAD AND OWNED BY WIDBPP-LOAN FUND II, LLC.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TEMPE, that the General Plan 2030 Projected Land Use Map and Projected Residential Density Map are hereby amended for approximately 7.8 acres from "Commercial", "Medium to High Density" (up to 25 dwelling units/acre) to "Residential", "High Density" (greater than 25 dwelling units per acre), located at 1126 North Scottsdale Road.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, this _____ day of _____ 2012.

Mayor

ATTEST:

CITY CLERK

APPROVED AS TO FORM:

CITY ATTORNEY

ORDINANCE NO. 2012.08

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

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

Section 1. That the City of Tempe Zoning Map is hereby amended, pursuant to the provisions of Zoning and Development Code, Part 2, Chapter 1, Section 2-106 and 2-107, by removing the below described property from the GID, General Industrial District and designating it as R-5 (PAD), Multi-Family Residential High Density District with a Planned Area Development Overlay on 7.8 acres.

LEGAL DESCRIPTION

Lot 2 of HAYDEN PLAZA EAST, as recorded in Book 229 of Maps, Page 49, Maricopa County Recorder.

TOTAL AREA IS 7.8 GROSS ACRES.

Section 2. Further, those conditions of approval imposed by the City Council as part of **Case # ZON11008 and PAD11017** 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 _____, 2012.

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 WIDBPP-Loan Fund II, LLC, an Arizona Limited Liability Company (Owner/s).

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. **PL110386** 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):

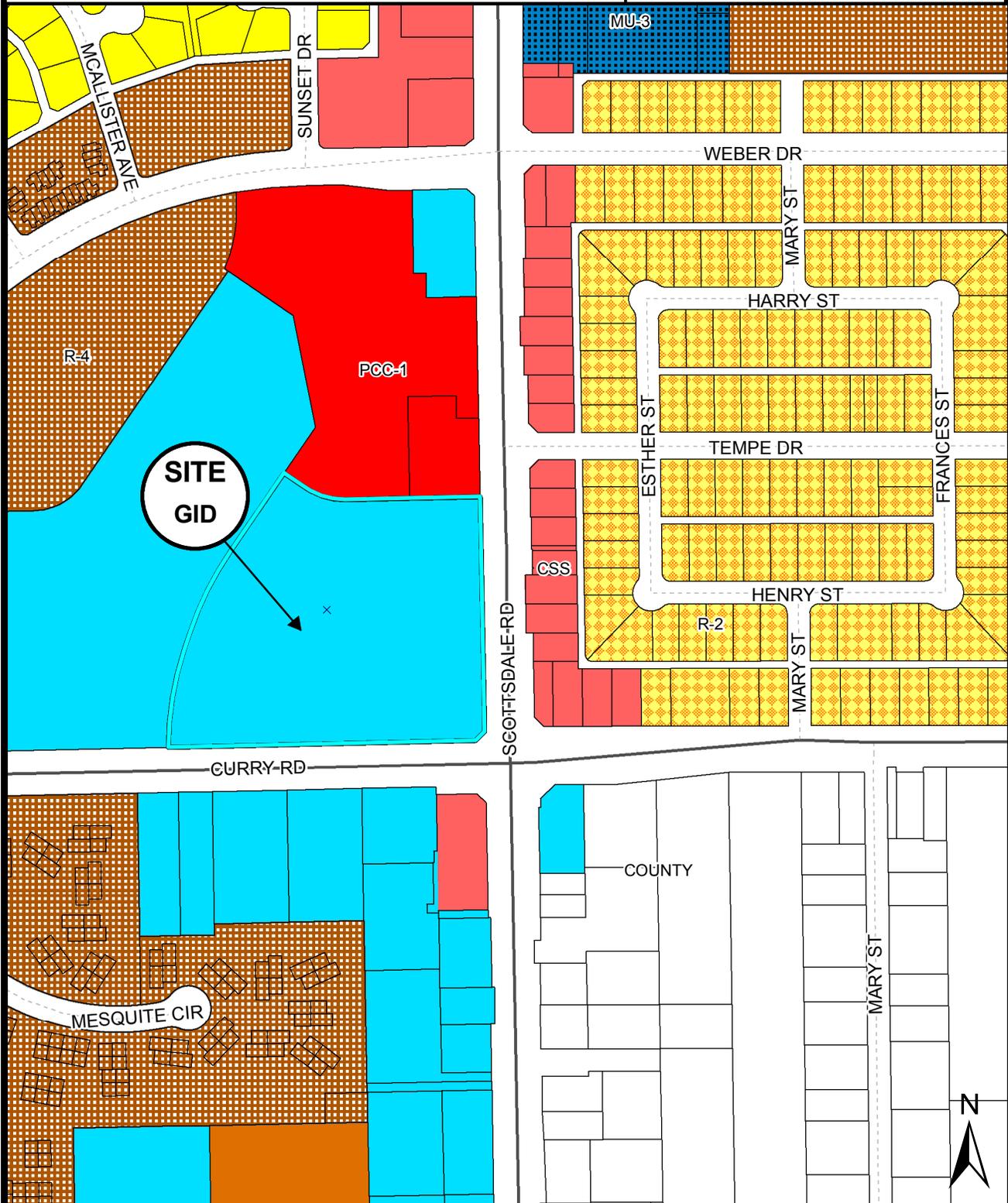
Parcel No. : 132-03-236

1126 North Scottsdale Road, Tempe, AZ.

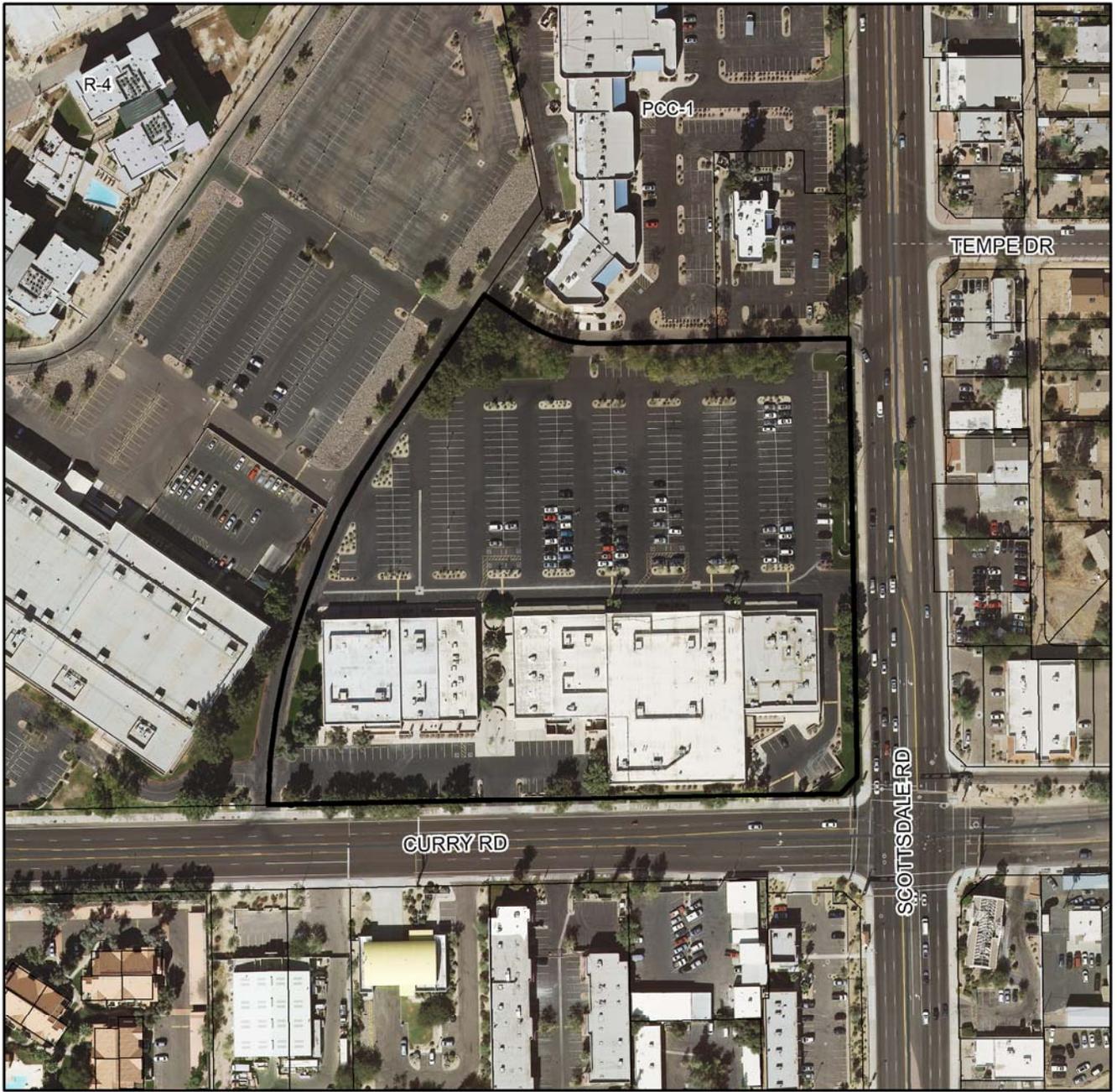
(Legal Description and Address)

ARCHSTONE TEMPE

PL110386



Location Map



ARCHSTONE TEMPE (PL110386)

ARCHSTONE  TEMPE
APARTMENTS

LETTER OF EXPLANATION
GENERAL PLAN 2030 AMENDMENT

1126 N. SCOTTSDALE ROAD
LOCATED ON THE NORTHWEST CORNER OF SCOTTSDALE & CURRY ROADS



APPLICANT:

HUELLMANTEL
AFFILIATES
Charles Huellmantel

PO Box 1833 - Tempe, Arizona 85280-1833 - (480) 921-2800 - charles@huellmantel.com

Archstone is proposing to rezone the current property below to build a high-end multi-family rental project located at the northwest corner of Scottsdale and Curry Roads:



We have built a number of communities in large metropolitan areas throughout the United States including San Diego, San Francisco, New York, Seattle and Boston. Archstone looks forward to building an award-winning apartment complex in Tempe.

We are proposing to amend the 2030 General Plan **Land Use Element and the Projected Density** for the property. The request for modification of the General Plan Land Use will be from “Commercial” to “Residential”. We propose modifying the density from “Medium to High Density (up to 25 du/ac)” to “High Density (> 25 units du/ac)”.

These proposed amendments support the Land Use Principles in General Plan 2030 by providing additional housing for the nearly 200,000 project residents Tempe hopes to accommodate in the coming decades. An amendment to the General Plan addresses one of the General Plan's top priorities - the use of vacant land. The property in question is an underused and mostly vacant commercial strip center with a poorly maintained and aging façade. Turning this property into a residential development will contribute to the "Neighborhood" element outlined in the General Plan 2030 for the City of Tempe by improving a blighted area in close proximity to several underserved neighborhoods in the north Tempe area. The proposed changes meet the following objectives of the Land Use element: encourage housing initiatives and redevelopment. Two important strategies the General Plan outlines in achieving these goals is to allow flexibility in housing location, type and density and encouraging development of housing in close proximity to employment and services. The proposed multi-family residential project at this location would help meet objectives and strategies for fulfilling the given objectives as is located in close proximity to Arizona State University and natural amenities like Papago Park and the Tempe Town Lake and Marina.

Additionally, the proposed amendment to the Projected Density is in conformance with the “high density” designation by providing housing with “access to nearby open space and other amenities” such as those mentioned above as well as being located near the Downtown area’s entertainment and employment opportunities. It is our goal that the location of this property will allow more people to live near some of Tempe’s most highly-regarded amenities and ASU without increasing vehicular traffic.

It is for these reasons that we believe the proposed amendments to the General Plan are in conformance with the spirit and objectives of the General Plan that voters approved in 2002. As such, we seek your approval of the modification to the Project Land Use and Projected Density of this property.

PROJECT DESCRIPTION

Archstone is proposing to rezone the outdated and largely-vacant strip center at the northwest corner of Scottsdale and Curry Roads to allow for a highly-amenitized, contemporary multi-family residential development. The subject site is highlighted in the image below:



The map above demonstrates that the site is part of a larger commercial center zoned in a General Industrial District (GID). A majority of this strip center is currently vacant and has been for some time. All of the immediate neighbors to this parcel are commercial strip centers and back office space with the exception of the Tempe Fire Station. There are a number of apartment communities within close proximity to the proposed site.

The proposed project will be known as “Archstone Tempe” and will host an amenity-rich, resort-style experience that offers residents an opportunity to live in a north Tempe living environment. In addition to the project amenities, the site is located within easy walking distance to the natural amenities of Papago Park, Tempe Town Lake (including the marina), and is a short distance from Mill Avenue and the downtown area.

The proposed site plan provides for 234 luxury apartment units within 17 separate buildings. The community will feature a number of floor plans and amenities that have resulted in Archstone winning numerous design and industry awards over the years for superior quality.

As with all Archstone communities, this site is proposed with significant amenities. Residents and guests will enter the community through a grand entrance and once inside have access to a 24-hour, state-of-the-art fitness center, clubhouse with great room available for private events, a resort-style swimming pool with a fire pit and lounge area near pool, and a private dog park.

The site is currently zoned GID with a General Plan Proposed Land Use designation of Commercial with a Proposed Density of Medium to High (up to 25 units per acre). In an effort to accomplish our vision for this project, we seek to convert the zoning of the property from GID to R-5 with a PAD overlay. We also seek a Development Plan Review. Our proposed setbacks, vehicle and bike parking calculations will require that we go through the PAD process. Our request for residential development also requires an amendment to the General Plan Land Use map (from Commercial to Residential) and an amendment to the General Plan Proposed Density map (from medium/high to high density) because the proposed density of 30 units per acre is greater than the proposed density of up to 25 units per acre.

Finally, the standard code parking calculation for this site would require that we provide an overabundance of parking for the site. We seek to set the parking for this site in conformance with the actual need. This will allow for greater landscaped area. The zoning code would require 479 vehicle parking spaces or an overall ratio of 2.05 parking spaces per unit. We are proposing to provide 432 parking spaces or 1.85 parking spaces per unit. This reduction in parking is in conformance with the parking demands established in more recently built, highly-amenitized multi-family rental communities in Tempe and will allow for greater open space. The additional benefit of unneeded parking is to reduce the heat island effect and to improve the appearance and performance of the project. It should be noted that much of the parking is in garages which will help reduce the heat island effect, provide greater investment and appear far more attractive.

The bicycle parking requirement is .75 spaces per unit for studios, one and two bedroom units, 1 space per unit for three and four bedroom units, and an additional .2 spaces per unit for guest bicycle parking as required in a Bicycle Commute Area in which the property is located. With 96 one bedroom units, 113 two bedroom units and 25 three bedroom units, the proposed project requires a total of 182 bicycle parking spaces for residents and an additional 47 bicycle parking spaces for guests for a total of 229 spaces.

Archstone Tempe is proposing to provide 6 stalls in loops and an additional 165 bicycle parking spaces are available in parking garages for a total of 171 bicycle parking spaces.

The main vision for the proposed apartment community is to create a strong sense of place that caters to a variety of lifestyles in an urban environment.

Designed with a main north-south drive that is intended to provide guest parking and access to resident parking hidden from view, this community has planning roots in proven urban design principles that create opportunities for courtyards, inter-connected walking paths and maximizing internal vistas to open space and recreation areas. The planning concept is derived from an urban grid pattern seen in many large cities, incorporating a block theme with tuck under parking, alleys, right angles and courtyards to achieve greater efficiency.

Three different housing product types are planned for the community. One product is a two-story carriage building (nine buildings) on the perimeter of the project with 2 bedroom homes with 10 garages. The second product is a three-story building (seven buildings) with twelve to sixteen garages at the ground floor and two units above. There are 1, 2 and 3 bedroom units in these buildings. The third product type consists of a three and four story "C" shaped building near the main entry off Curry Road. This building has an elevator and consists of 1, 2 and 3

bedroom units and 51 garage spaces. Other site related structures include a leasing center and clubhouse, mail kiosks and trash enclosures. All these ancillary structures will be tied together architecturally to blend with the rest of the project.

It is envisioned that the residents and guests will be greeted by a thematic leasing and club building at the main entry off Curry Road, creating a strong architectural statement representative of the entire project. Indoor amenities include a great room for private gatherings and entertaining, a state-of-the-art business center and health club quality fitness center. The outside area of the clubhouse features a resort style pool, spa and multiple lounge and cabana areas.

The architectural style is Contemporary Arizonian. The style is urban in context with a mixture of flat and pitched roofs, interplay of various massing elements and undulating yet simple planes, creative use of metal railings and canopies, and application of brick veneer and carefully chosen soft desert color palette. The use of stoops at the ground floor levels anchor the buildings to enhance the pedestrian experience and engage the relationship between the indoors and outdoors.

Finally, the project will incorporate green building features where possible and appropriate. Environmentally-responsible and resource-efficient design will be incorporated throughout the project's life cycle – from siting and design, during construction and through operation and ongoing maintenance.

ZONING MAP AMENDMENT BACKGROUND

The proposed zoning map amendment would allow for the development of a luxury apartment complex with 234 luxury apartment units within 17 separate buildings. The successful rezoning of this property will enable the creation of a thriving multi-family residential community close to dozens of community and natural amenities in place of an outdated and largely-vacant strip center.

Currently, the property is designated in a General Industrial District (GID) and is being used as a commercial shopping center. The proposed project requires a modification of the zoning designation from GID to R-5 High Density Residential.

GENERAL PLAN CONSISTENCY & CONFORMANCE

We are proposing to amend the 2030 General Plan **Land Use Element and the Projected Density** for the property. The request for modification of the General Plan Land Use will be from “Commercial” to “Residential”. We propose modifying the density from “Medium to High Density (up to 25 du/ac)” to “High Density (> 25 units du/ac)”.

These proposed amendments support the Land Use Principles in General Plan 2030 by providing additional housing for the nearly 200,000 project residents Tempe hopes to accommodate in the coming decades. An amendment to the General Plan addresses one of the General Plan's top priorities - the use of vacant land. The property in question is an underused and mostly vacant commercial strip center with a poorly maintained and aging façade. Turning this property into a residential development will contribute to the "Neighborhood" element outlined in the General Plan 2030 for the City of Tempe by improving a blighted area in close proximity to several underserved neighborhoods in the north Tempe area. The proposed changes meet the following objectives of the Land Use element: encourage housing initiatives and redevelopment. Two important strategies the General Plan outlines in achieving these goals is to allow flexibility in housing location, type and density and encouraging development of housing in close proximity to employment and services. The proposed multi-family residential project at this location would help meet objectives and strategies for fulfilling the given objectives as is located in close proximity to Arizona State University and natural amenities like Papago Park and the Tempe Town Lake and Marina.

Additionally, the proposed amendment to the Projected Density is in conformance with the “high density” designation by providing housing with “access to nearby open space and other amenities” such as those mentioned above as well as being located near the Downtown area’s entertainment and employment opportunities. It is our goal that the location of this property will allow more people to live near some of Tempe’s most highly-regarded amenities and ASU without increasing vehicular traffic.

The proposed project meets these objectives through utilizing the following strategies mentioned in the General Plan 2030:

- *Enhance the gateway to Tempe through the improvement or removal of unsightly conditions*
 - The proposed project meets this goal by turning a commercial strip center that is mostly-vacant and in need of renovations into a high-quality multi-family residential development. This enhances the gateway to Tempe as the subject property is located at a major intersection on the northern-most end of the City and helps bridge the gap between the commercial area north of the Loop 202 and the mixed-use aspect of the Downtown area. This area of Tempe specifically is lacking in residential development, a much needed element in the parts of Tempe located close to the university.
- *Cluster higher density development around transit stations*
 - This property is located on Scottsdale Road approximately ¼ mile north of the Loop 202. Additionally, it is located less than 1 mile from Arizona State University, which provides widespread access to light rail and bus transportation hubs from Tempe throughout the Valley. The proposed density

of this project is 30 units per acre, classified as High Density by the General Plan, and therefore aims to provide conveniently-located housing to hundreds of people in accordance with this goal.

- *Discourage non-essential traffic and promote efficient local circulation*
 - Because the project will be within walking and bicycling distance of Arizona State University, it will provide students with housing options close to campus that do not require vehicular traffic. All residents will be within a reasonable walking or bicycling distance to the Tempe Town Lake and Marina, Sun Devil Stadium, Downtown Tempe/Mill Avenue and Papago Park, and this proximity to such amenities is aimed at reducing non-essential traffic. Furthermore, the project promotes efficient local circulation by providing convenient access to the Loop 202 freeway and Scottsdale Road, both of which are designed to handle a high volume of traffic, instead of encouraging heavier traffic on local streets intended for low- to moderate-levels of vehicular traffic.
- *Increase residential and tourist-oriented development*
 - The proposed project, being residential in nature, increases residential development and does so with an efficient use of the existing land.
- *Increase the utilization of undeveloped or under-developed property*
 - As previously stated, the current land use of this nearly 8-acre parcel is Commercial with an approximately 75,000 square foot strip center that contains only three tenants and has remained largely vacant for some time. Given that the General Plan 2030 Projected Density Map forecasts this property as having a density of Medium to High with up to 25 units per acre, the property as it is remains under-utilized and under-developed.
- *Upgrade commercial development by introducing viable long-term businesses and mixed-use projects*
 - The proposed project will transform an unsuccessful commercial center into a vibrant residential community with access to the Downtown Tempe area and Mill Avenue, Tempe Town Lake and Marina, Arizona State University and Papago Park. While the proposed project serves as an upgrade to the existing commercial development, it seems more appropriate for the area to be residential and to maintain the property as commercial/retail would not further the goal of the Projected Density whereas the proposed project would do so.

It is for these reasons that we believe the proposed amendments to the General Plan are in conformance with the spirit and objectives of the General Plan that voters approved in 2002. As such, we seek your approval of the modification to the Project Land Use and Projected Density of this property.

The site is currently zoned GID with a General Plan Proposed Land Use designation of Commercial with a Proposed Density of Medium to High (up to 25 units per acre). In an effort to accomplish our vision for this project, we seek to convert the zoning of the property from GID to R-5 with a Planned Area Development overlay. We also seek a Development Plan Review. Our proposed setbacks, vehicle and bike parking calculations will require that we go through the PAD process. Our request for residential development also requires an amendment to the General Plan Land Use map (from Commercial to Residential) and an amendment to the General Plan Proposed Density map (from medium/high to high density) to allow for 30 units per acre.

The main vision for the proposed apartment community is to create a strong sense of place that caters to a variety of lifestyles in an urban environment.

Designed with a “main street style” north-south drive that is intended to provide guest parking and access to resident parking hidden from view, this community has planning roots in proven urban design principles that create opportunities for courtyards, inter-connected walking paths and maximizing internal vistas to open space and recreation areas. The planning concept is derived from an urban grid pattern seen in many large cities, incorporating a block theme with tuck under parking, alleys, right angles and courtyards to achieve greater efficiency.

Three different housing product types are planned for the community. One product is a two-story carriage building (nine buildings) on the perimeter of the project with 2 bedroom homes with 10 garages. The second product is a three-story building (seven buildings) with twelve to sixteen garages at the ground floor and two units above. There are 1, 2 and 3 bedroom units in these buildings. The third product type consists of a three and four story “C” shaped building near the main entry off Curry Road. This building has an elevator and consists of 1, 2 and 3 bedroom units and 51 garage spaces. Other site related structures include a leasing center and clubhouse, mail kiosks and trash enclosures. All these ancillary structures will be tied together architecturally to blend with the rest of the project.

It is envisioned that the residents and guests will be greeted by a thematic leasing and club building at the main entry off Curry Road, creating a strong architectural statement representative of the entire project. Indoor amenities include a great room for private gatherings and entertaining, a state-of-the-art business center and health club quality fitness center. The outside area of the clubhouse features a resort style pool, spa and multiple lounge and cabana areas.

The architectural style is Contemporary Arizonian. The style is urban in context with a mixture of flat and pitched roofs, interplay of various massing elements and undulating yet simple planes, creative use of metal railings and canopies, and application of brick veneer and carefully chosen soft desert color palette. The use of stoops at the ground floor levels anchor the buildings to enhance the pedestrian experience and engage the relationship between the indoors and outdoors.

Finally, the project will incorporate green building features where possible and appropriate. Environmentally-responsible and resource-efficient design will be incorporated throughout the project’s life cycle – from siting and design, during construction and through operation and ongoing maintenance.

PROPOSED MODIFICATIONS TO DEVELOPMENT STANDARDS

1. Section 4-202 of the City of Tempe Zoning Code established development standards for residential districts and Table 4-202B lists the requirements for each type of multi-family development. Because Archstone Tempe is requesting a Zoning Map Amendment to change the property designation from GID (General Industrial District) to R-5 to allow for a proposed density of 30 units per acre, R-5 requirements are appropriate for determining the setbacks. According to this table, the proposed project requires the following setbacks for an R-5 project:

Building Front – 20 feet; Parking Front – 20 feet; Open Structures – 15 feet
Building Side Walls – 10 feet; Side Open Structures – 5 feet; Side Common Walls – 0 feet
Rear Building Walls and Open Structures – 10 feet; Rear Common Walls – 0 feet
Street Side Parking – 18 feet

Archstone Tempe is proposing to reduce all front setbacks to 12 feet and to reduce the side setback requirement for parking to 18 feet along Curry Road. This reduction in setbacks allows for a better utilization of the shape and size of the property on which the proposed project lies. Additionally, the proposed layout of the buildings with these reduced setbacks creates more open space for a “main-street” style drive and greater space between two-, three- and four-story buildings.

2. Section 4-603D.4 and Section 4-603.E of the City of Tempe Zoning Code address parking requirements for both vehicles and bicycles and refers to Table 4-603E for the appropriate ratios for multi-family residential uses.

The bicycle parking requirement is .75 spaces per unit for studios, one and two bedroom units, 1 space per unit for three and four bedroom units, and an additional .2 spaces per unit for guest bicycle parking as required in a Bicycle Commute Area in which the property is located. With 96 one bedroom units, 113 two bedroom units and 25 three bedroom units, the proposed project requires a total of 182 bicycle parking spaces for residents and an additional 47 bicycle parking spaces for guests for a total of 229 spaces.

Archstone Tempe is proposing to provide 6 stalls in loops and an additional 165 bicycle parking spaces are available in parking garages for a total of 171 bicycle parking spaces.

It is our experience that the vast majority of bicycle riders have expensive bikes which they are unwilling to lock outside because of the intense Arizona heat which deteriorates bicycles and the threat of thieves or vandals.

The vehicular parking requirement is 1.5 spaces per unit for a one bedroom, 2 spaces per unit for two bedrooms and 2.5 spaces per unit for three bedrooms plus .2 spaces per unit for guest parking. This equates to 479 parking spaces for the development or a ratio of 2.05 parking spaces per unit. Archstone Tempe seeks to set the parking for this site in conformance with the actual need to a more appropriate 432 parking space or an overall ratio of 1.85. This reduction in parking is in conformance with the parking demands established in more recently built, highly-amenitized multi-family rental communities in Tempe and will allow for greater open space. The additional benefit of

unnneeded parking is to reduce the heat island effect and to improve the appearance and performance of the project. It should be noted that much of the parking is in garages which will help reduce the heat island effect, provide greater investment and appear far more attractive. It will also allow for greater landscaped area.

JUSTIFICATION OF PLANNED AREA DEVELOPMENT OVERLAY

This unique development is best served by an equally unique approach to development standards. Its proximity to Arizona State University, Downtown Tempe and Mill Avenue, Papago Park and the Tempe Town Lake and Marina provides a great opportunity to promote more pedestrian, bicycle and public transportation. The proposed reduction in setbacks along Scottsdale and Curry Roads will allow for greater space between each of the buildings as well as allow for the “main-street” style drive through the center of the complex. In an effort to reduce visual clutter to promote a more aesthetically-pleasing development, the proposed reduction in bicycle parking visible from the street level aims to discourage unnecessary blight and maintain a well-functioning multi-family residential project.

The location of this property puts a high concentration of people close to the resources of downtown Tempe and the university. By providing additional housing opportunities for people desiring to be located near such amenities, the proposed development will contribute to the revitalization of a mostly-vacant and aging strip center into a vibrant multi-family residential community.

Implementation of a Planned Area Development Overlay for this area allows for a high-end residential project that is both visually appealing and functional. Its location makes it a prime residential area for people who want to live in an area that does not require a vehicle to access a wide range of amenities in the Downtown Tempe area. Providing an overabundance of vehicular and bicycle parking produces an unattractive look and can make an otherwise high-end design appear less fitting for the site.

APPROPRIATENESS OF PAD OVERLAY DISTRICT

Traditional zoning districts suffice for some projects, particularly those with uncomplicated design and logistic details. However, because the proposed project has a General Plan Projected Density of up to 25 units per acre and is designated to have a medium to high density, some design standards required in the zoning code create visual issues and call for unnecessary elements. Additionally, we are requesting to increase the Projected Density to greater than 25 units per acre to allow for a residential development with a density of 30 units per acre in order to locate a larger number of people close to Arizona State University, the nearby Tempe Town Lake and Marina, Papago Park and other amenities.

Certain components, such as those Archstone Tempe is requesting to reduce, are more in line with the actual demand for a project of this nature, particularly when considering the subject property's proximity to Arizona State University and major transportation hubs. Without a Planned Area Development Overlay District for the subject land, the development standards required will place an undue financial burden upon the project as well as significantly degrade the luxury-quality development proposed. The proposed standards will help create the proper size and scaled property for this unique site.

In order to accommodate the proposed density, in conformance with the General Plan 2030 approved by Tempe voters in 2003, while aiming to improve blighted areas and utilize vacant and under-developed land, it is necessary to implement a PAD Overlay District.

ARCHSTONE  TEMPE
APARTMENTS

LETTER OF EXPLANATION
DEVELOPMENT PLAN REVIEW

1126 N. SCOTTSDALE ROAD
LOCATED ON THE NORTHWEST CORNER OF SCOTTSDALE & CURRY ROADS



APPLICANT:

HUELLMANTEL
AFFILIATES

Charles Huellmantel

PO Box 1833 - Tempe, Arizona 85280-1833 - 480.921.2800 - charles@huellmantel.com

The site is currently zoned GID with a General Plan Proposed Land Use designation of Commercial with a Proposed Density of Medium to High (up to 25 units per acre). In an effort to accomplish our vision for this project, we seek to convert the zoning of the property from GID to R-5 with a Planned Area Development overlay. We also seek a Development Plan Review. Our proposed setbacks, vehicle and bike parking calculations will require that we go through the PAD process. Our request for residential development also requires an amendment to the General Plan Land Use map (from Commercial to Residential) and an amendment to the General Plan Proposed Density map (from medium/high to high density) to allow for 30 units per acre.

The main vision for the proposed apartment community is to create a strong sense of place that caters to a variety of lifestyles in an urban environment.

Designed with a “main street style” north-south drive that is intended to provide guest parking and access to resident parking hidden from view, this community has planning roots in proven urban design principles that create opportunities for courtyards, inter-connected walking paths and maximizing internal vistas to open space and recreation areas. The planning concept is derived from an urban grid pattern seen in many large cities, incorporating a block theme with tuck under parking, alleys, right angles and courtyards to achieve greater efficiency.

Three different housing product types are planned for the community. One product is a two-story carriage building (nine buildings) on the perimeter of the project with 2 bedroom homes with 10 garages. The second product is a three-story building (seven buildings) with twelve to sixteen garages at the ground floor and two units above. There are 1, 2 and 3 bedroom units in these buildings. The third product type consists of a three and four story “C” shaped building near the main entry off Curry Road. This building has an elevator and consists of 1, 2 and 3 bedroom units and 51 garage spaces. Other site related structures include a leasing center and clubhouse, mail kiosks and trash enclosures. All these ancillary structures will be tied together architecturally to blend with the rest of the project.

It is envisioned that the residents and guests will be greeted by a thematic leasing and club building at the main entry off Curry Road, creating a strong architectural statement representative of the entire project. Indoor amenities include a great room for private gatherings and entertaining, a state-of-the-art business center and health club quality fitness center. The outside area of the clubhouse features a resort style pool, spa and multiple lounge and cabana areas.

The architectural style is Contemporary Arizonian. The style is urban in context with a mixture of flat and pitched roofs, interplay of various massing elements and undulating yet simple planes, creative use of metal railings and canopies, and application of brick veneer and carefully chosen soft desert color palette. The use of stoops at the ground floor levels anchor the buildings to enhance the pedestrian experience and engage the relationship between the indoors and outdoors.

Finally, the project will incorporate green building features where possible and appropriate. Environmentally-responsible and resource-efficient design will be incorporated throughout the project’s life cycle – from siting and design, during construction and through operation and ongoing maintenance.

DEVELOPMENT PLAN REVIEW CRITERIA AND JUSTIFICATION

The design details noted below meet the following criteria as detailed in the Project Description and/or shown on building plans submitted:

1. The placement of buildings reinforces and provides variety in the street wall, maximizes natural surveillance and visibility of pedestrian areas (building entrances, pathways, parking areas, etc.), enhances the character of the surrounding area, facilitates pedestrian access and circulation and mitigates heat gain and retention through:
 - a. Shade for energy conservation and comfort as an integral part of the design;
 - c. *Buildings* and *landscape* elements have proper scale with the site and surroundings;
 - d. Large *building* masses are divided into smaller components that create a human-scale as viewed from the sidewalk;
 - e. Buildings have a clear base and top, as identified by ground floor elements, roof forms, and detailing;
 - f. Building facades have architectural detail and contain windows at the ground level to create visual interest and to increase security of adjacent outdoor spaces by maximizing natural surveillance and visibility;
 - g. Special treatment of doors, windows, doorways and walkways (proportionality, scale, materials, rhythm, etc.) contributes to attractive public spaces;
 - h. On-site utilities are placed underground;
 - j. Accessibility is provided in conformance with the Americans With Disabilities Act (ADA);
 - k. Plans take into account pleasant and convenient access to multi-modal transportation options, and support the potential for transit patronage;
 - l. Vehicular circulation is designed to minimize conflicts with pedestrian access and circulation, and with surrounding residential uses. Traffic impacts are minimized, in conformance with city transportation policies, plans, and design criteria;
 - m. Safe and orderly circulation separates pedestrian and bicycles from vehicular traffic. Projects should be consistent with the Tempe Pedestrian and Bicycle Facility Guidelines, contained the Comprehensive Transportation Plan;
 - n. Plans appropriately integrate crime prevention principles such as territoriality, natural surveillance, access control, activity support, and maintenance;
 - o. Landscaping accents and separates parking, buildings, driveways and pedestrian walkways.

DE RITO PARTNERS, INC.

January 23, 2012

RE: My Thoughts / Pure Fitness Plaza
NWC Scottsdale Road & Curry Road, Tempe, AZ

The purpose of this report is to analyze the viability of the 78,995 square foot center known as Pure Fitness Plaza located on the northwest corner of Curry and Scottsdale Road. As the author of this report, I head up a full service real estate brokerage company called DeRito Partners, Inc. (www.DeRito.com). We have been in business in the valley for nearly 20 years, and currently manage and lease approximately 8 million square feet.

History:

Pure Fitness Plaza is 46 years old, only 10 percent occupied, and is in disrepair. It was formerly anchored by a 29,990 square foot Pure Fitness gym which was bought out by the national gym chain L.A. Fitness in 2009. Of the fourteen stores acquired by L.A. Fitness only two, including this one, were shut down. The space has remained vacant for going on three years. Lamson College also formerly occupied 27,135 square feet but relocated in 2008, creating another big box vacancy which has never been back-filled.

Design:

The center is dysfunctional and has an outdated design and layout. It sits perpendicular to Scottsdale road which allows very little exposure for the tenants. There is poor pedestrian flow because there is a courtyard that creates a disconnect between the

center and the building formally occupied by Lamson. Also several of the suites in the center contain load bearing walls which makes it difficult to combine suites or remodel. The age of the buildings is also problematic. There may be material that contains asbestos that, if disturbed in a remodel, would be expensive to remediate for new tenants.

Lease-ability:

The former Pure Fitness space (29,900 square feet) is fully built-out as a gym however the Center has a deed restriction against allowing another gym to occupy the space. Consequently the space will have to be gutted and rebuilt to white shell condition at a cost of \$30 per square foot or \$900,000 to even be leasable. Then additional funds would have to be spent on tenant specific improvements.

The 27,135 square foot space formerly occupied by Lamson College suffered flood damage causing most of the walls, fixtures and ceiling to be removed. That space would also require approximately \$30 per square foot or over \$800,000 to be lease ready and again additional funds would be needed for tenant specific improvements.

Some of the synergistic tenants to Pure Fitness, like Nutrition One (3,798 square feet) and the Tip N Toe nail salon (2,178 square feet) saw a drastic business drop of approximately 50% and have either relocated or are in the process of relocating.

There is over 8.5 million square feet of vacant box space in the Phoenix metro area (refer to exhibit A) this type of box space represents 70% of the centers vacancy in the 2 large suites formally occupied by Lamson college and Pure Fitness. If spaces of this size are not in class A retail centers surrounded by other retailers, if they lease at all, will typically go to non- retail uses like churches and schools or lower end stores like Goodwill which consequently took a vacant box to the center immediately to the north. It is extremely difficult to build any synergy around these tenant types.

Trade area:

The trade area for retail in this area is not good. North Tempe and south Scottsdale are in a period of transition where older retail, residential and dated/vacant car dealerships make up the area. Until a positive direction can be forged this will continue to detract interest from quality retailers. Also the area is thin on household population. A half mile to the west is Papago Park and a mile to the east starts the Native American reservation which is not densely populated. These severally limit the number of people in the trade area. Retail will not work until more residential density is built. Retail always follows residential or high employment areas.

In conclusion the prospects for this 46 year old dated center look grim. It's time has past and will most likely remain vacant or be back filled with non-retail non traditional users at an expensive cost.

All the Best,



Martin W. DeRito

CBRE OVERVIEW

MISSION STATEMENT

OUR MISSION IS TO DELIVER SUPERIOR RESULTS FOR STAKEHOLDERS BY:

- PUTTING THE CLIENT FIRST — ALWAYS ::
- COLLABORATING ACROSS MARKETS AND SERVICE LINES ::
- THINKING INNOVATIVELY, BUT ACTING PRACTICALLY ::
- PROVIDING A REWARDING WORK ENVIRONMENT

ATTACHMENT 28



For more information, please contact:

Cam Stanton
First Vice President

Investment Properties

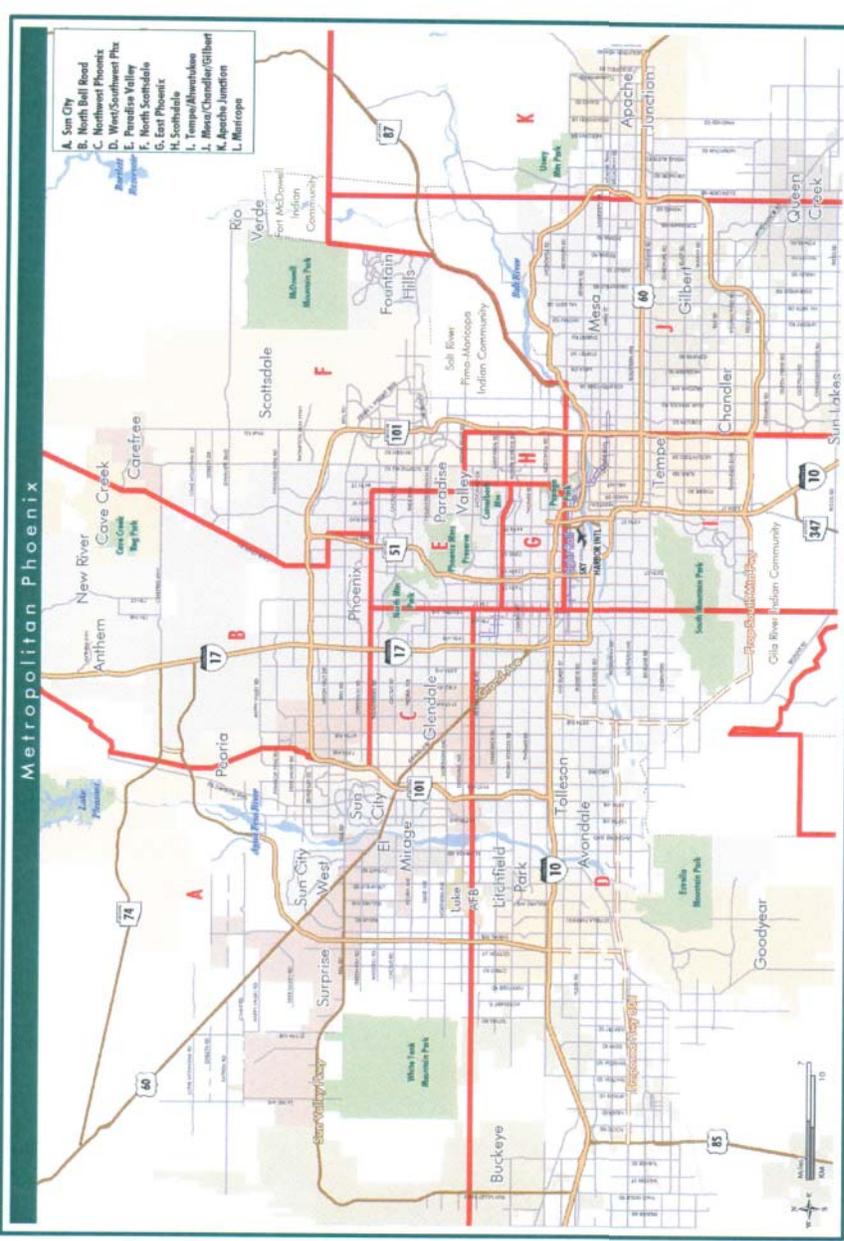
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2415 E. Camelback Road
Phoenix, AZ 85016

Retail 24/7.



BIG BOX STUDY



AREA	A	B	C	D	E	F	G	H	I	J	K	L
TOTAL # SPACES	12	37	28	32	19	24	12	8	28	106	6	0
TOTAL SF	240,723	896,580	755,626	942,251	549,462	690,958	418,805	154,597	721,981	3,057,707	138,509	0

	SF	SPACES
N/NW PHX	1,892,929	77
W/SW PHX	942,251	32
CENT PHX	968,267	31
SCOTT'S	845,555	32
TEMPE/AHW	721,981	28
SE VALLEY	3,196,216	112
	8,567,199	312

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RESPECT/INTEGRITY/SERVICE/EXCELLENCE

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Retail 24/7.

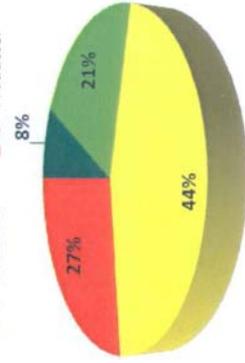
BIG BOX STUDY

Metro Phoenix – Retail
10,000 SF and Greater
4th Quarter 2011

Development Type	# of Spaces	SF	Development Type	# of Spaces	SF
NEIGHBORHOOD CENTERS					
10,000 TO 24,999 SF	55	843,227	FREESTANDING NON FOOD	0	0
25,000 TO 49,999 SF	28	986,674	10,000 TO 24,999 SF	1	34,827
50,000 TO 99,999 SF	12	656,745	25,000 TO 49,999 SF	2	182,105
100,000 SF or More	1	100,000	50,000 TO 99,999 SF	2	228,000
Sub Total	96	2,586,646	100,000 SF or More	5	444,932
COMMUNITY CENTERS					
10,000 TO 24,999 SF	27	406,416	FREESTANDING FOOD	0	0
25,000 TO 49,000 SF	18	526,772	10,000 TO 24,999 SF	0	0
50,000 TO 99,999 SF	5	353,523	25,000 TO 49,000 SF	0	0
100,000 SF or More	3	374,565	50,000 TO 99,999 SF	0	0
Sub Total	53	1,661,276	100,000 SF or More	0	0
POWER CENTERS					
10,000 TO 24,999 SF	24	403,138	SPECIALTY	5	75,431
25,000 TO 49,000 SF	25	807,437	10,000 TO 24,999 SF	2	59,416
50,000 TO 99,999 SF	4	248,784	25,000 TO 49,000 SF	0	0
100,000 SF or More	0	0	50,000 TO 99,999 SF	0	0
Sub Total	53	1,459,359	100,000 SF or More	0	0
MALLS					
10,000 TO 24,999 SF	2	27,946	RETAIL/OFFICE	7	134,847
25,000 TO 49,000 SF	0	0	10,000 TO 24,999 SF	8	114,755
50,000 TO 99,999 SF	0	0	25,000 TO 49,000 SF	2	72,186
100,000 SF or More	1	150,000	50,000 TO 99,999 SF	0	0
Sub Total	3	177,946	100,000 SF or More	0	0
STRIP/IN-LINE CENTERS					
10,000 TO 24,999 SF	59	889,421	Sub Total	10	186,941
25,000 TO 49,000 SF	21	701,458	TOTAL	312	8,567,199
50,000 TO 99,999 SF	5	324,373			
100,000 SF or More	0	0			
Sub Total	85	1,915,252			

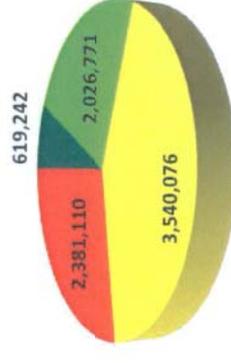
Big Box Space by Class

"A" Product SF
"B" Product SF
"C" Product SF
"D" Product SF



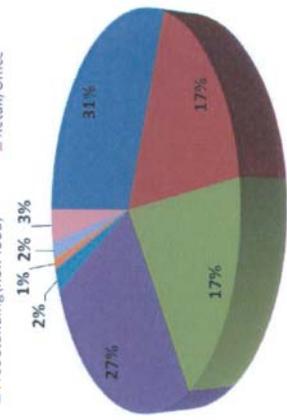
Big Box Space - SF by Classification

"A" Product SF
"B" Product SF
"C" Product SF
"D" Product SF



Big Box Space by Center Type

Neighborhood Center
Power Center
Specialty
Free Standing (non-food)
Community Center
Strip/In-line Center
Regional Mall
Retail/Office



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Apartments NWC Scottsdale & Curry Tempe, Arizona

Parking Analysis

January 2012

Prepared for:
ARCHSTONE

For Submittal to:
CITY OF TEMPE

EPS Group Project Number: 12-004

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

Introduction

Archstone is planning a residential apartment development located on the northwest corner of Scottsdale Road and Curry Road in the City of Tempe, Arizona. The site consists of approximately 8.2 acres, with a total of 234 apartment units proposed.

Recommended Parking

Based upon a previous analysis of similar apartment developments in Tempe and south Scottsdale, the proposed complex should provide an absolute minimum of 321 parking spaces. An appropriate surplus of 20% would provide a desirable minimum of 386 parking spaces. The current plan provides 432 parking spaces. This represents a surplus of 111 planned parking spaces above the absolute minimum, and a 10% reduction from the City of Tempe code required parking.

Introduction

Archstone is planning a residential apartment development located on the northwest corner of Scottsdale Road and Curry Road in the City of Tempe, Arizona. The site consists of approximately 8.2 acres, with a total of 234 apartment units proposed.

Scope of Study

There are three (3) purposes for this analysis:

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

Proposed Development and Surrounding Land Use

The proposed development consists of residential apartment units and the associated parking. **Figure 1** provides a vicinity map of the general area, and **Figure 2** provides the site plan. The existing site contains several commercial buildings and associated parking. The land surrounding the proposed development consists primarily of commercial and industrial uses and varying density residential developments.

Existing Parking Occupancy

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

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

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

Table 1: Counted Parking Occupancy

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

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

Table 2: Adjusted Parking Occupancy to 100% Leased Apartments

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

City of Tempe Required Parking

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

Table 3: General Parking Space Requirements

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

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

Table 4: Site-Specific Parking Space Requirements

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

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

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

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

Table 5: Parking Space Requirement and Occupancy Comparison

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

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

Table 6: Parking Space Requirement and Adjusted Occupancy Comparison

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

Recommended Parking

Table 7 provides the number of parking spaces required by the City of Tempe Zoning and Development Code for the proposed residential apartment development at the intersection of Scottsdale Road and Curry Road.

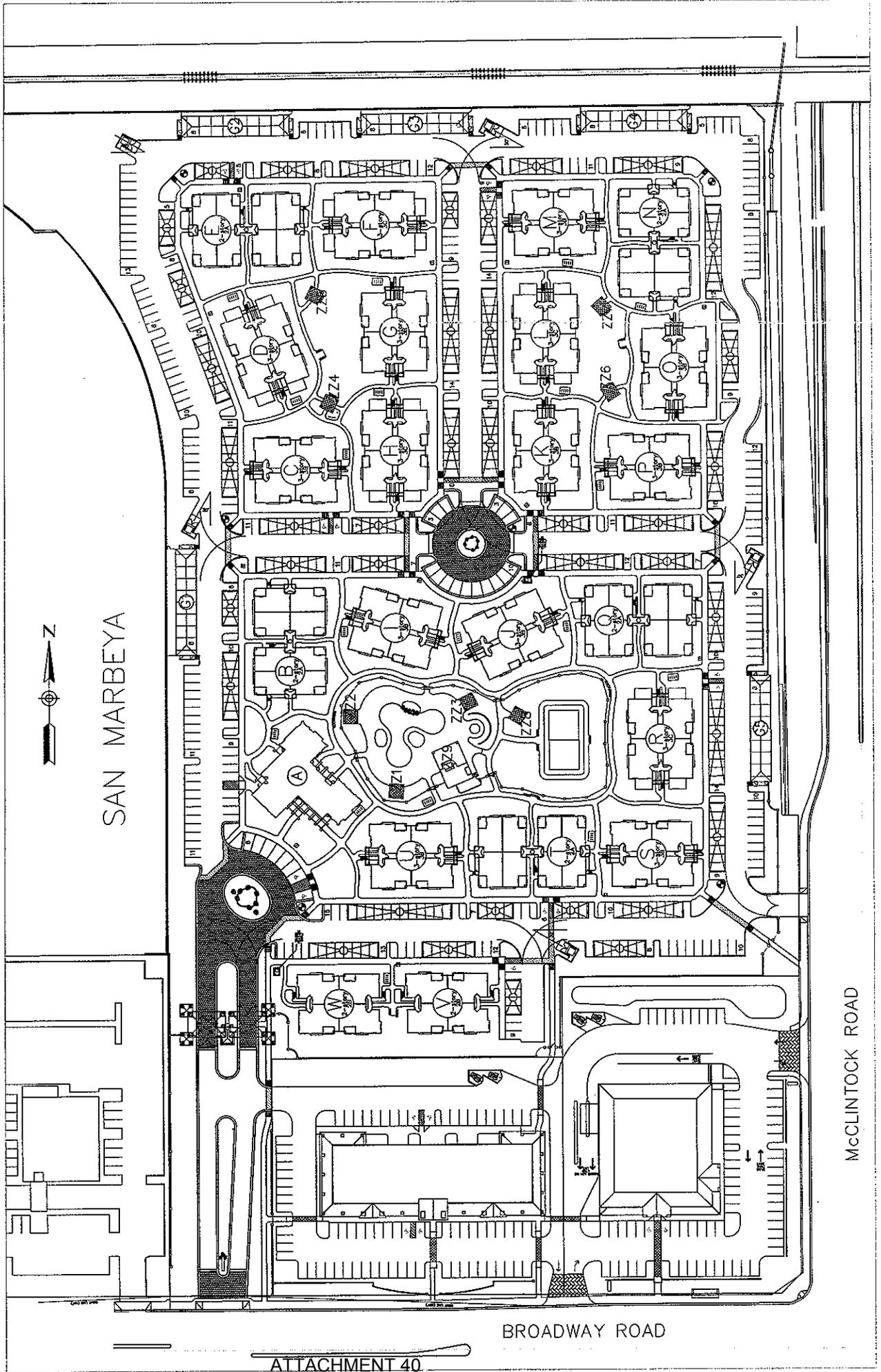
Table 7: Code Required Parking Spaces for Proposed Development

TEMPE APARTMENTS			
PARKING REQUIRED BY CITY OF TEMPE CODE			
SIZE	UNITS	PARKING REQUIREMENT	
		RATE	SPACES
1-Bedroom	96	1.70	163.20
2-Bedroom	114	2.20	250.80
3-Bedroom	24	2.70	64.80
TOTAL	234		478.80
REQUIRED TOTAL			479

The analysis of parking occupancy at three (3) similar existing complexes implies that the provision of 479 parking spaces would be inappropriately excessive for this proposed complex. It would also be inappropriate for this proposed complex to only provide the minimum number of occupied parking spaces from the three (3) similar complexes. It would be appropriate to provide surplus parking spaces to ensure that parking spaces within the complex are available on the property. It is also appropriate to provide additional parking spaces to minimize the amount of travel to locate an unoccupied parking space.

The average excess parking space portion of the three (3) complexes was 33%. Utilizing this average excess as a reduction from City of Tempe code required parking, the proposed complex should provide an absolute minimum of 321 parking spaces. An appropriate surplus above this absolute minimum would be 20%. Therefore, the proposed residential apartment development should provide a minimum of 386 parking spaces. The current plan provides 432 parking spaces. This represents a surplus of 111 planned parking spaces above the absolute minimum, and a 10% reduction from the City of Tempe code required parking.

APPENDIX A
SITE PLANS OF THREE SIMILAR COMPLEXES
ATTACHMENT 39

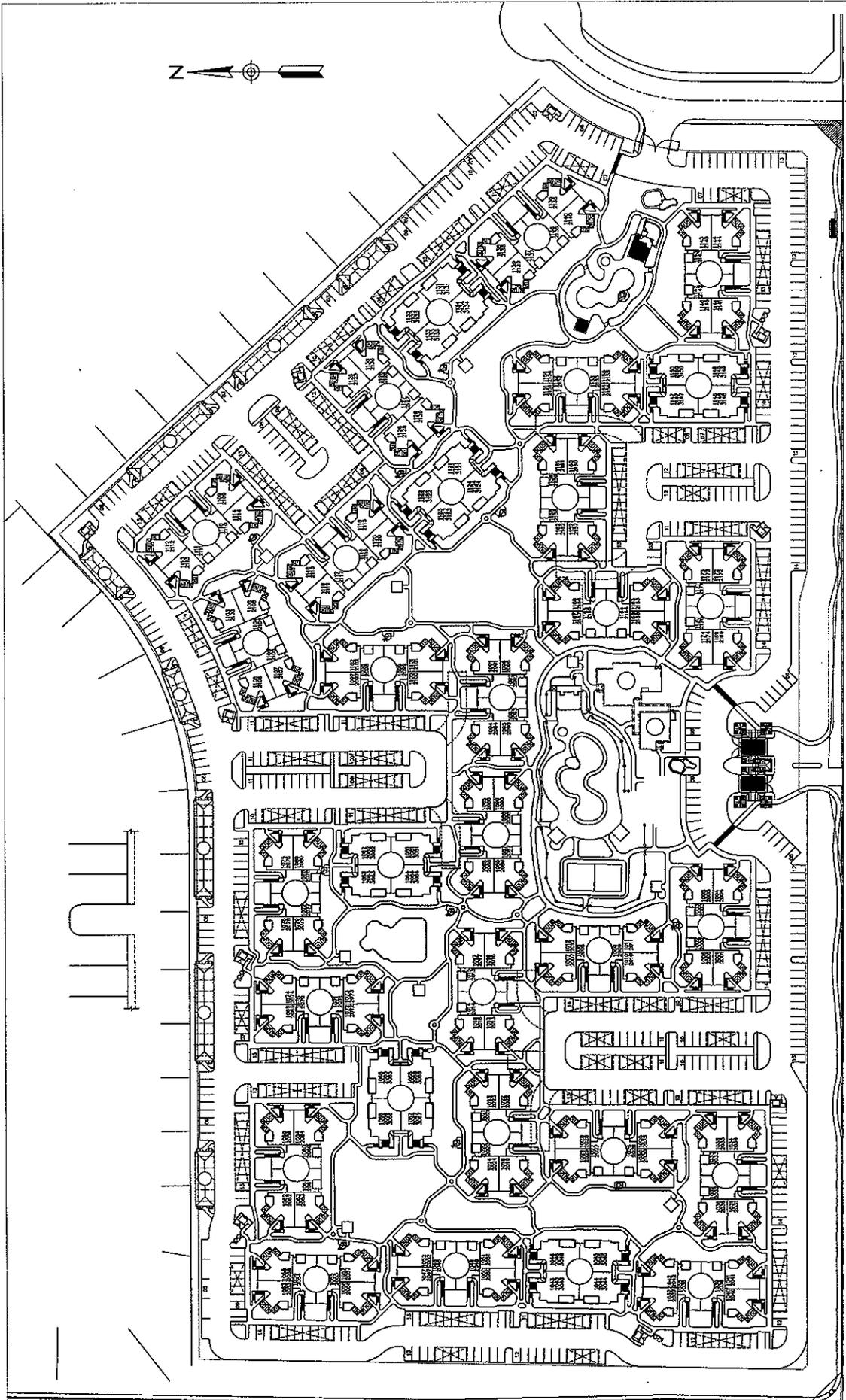


SAN MARBEYA



McCLINTOCK ROAD

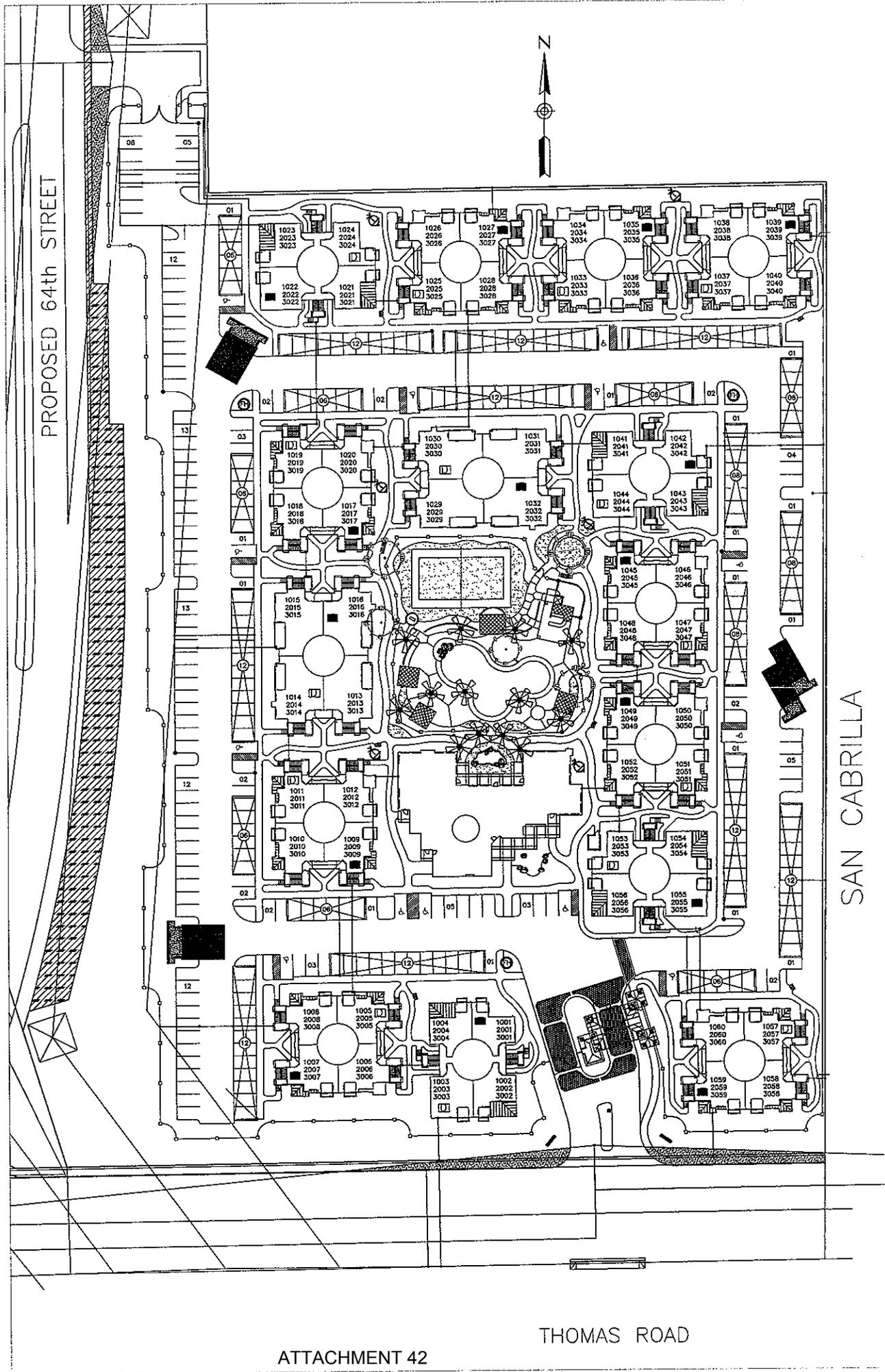
BROADWAY ROAD



SAN PALMILLA

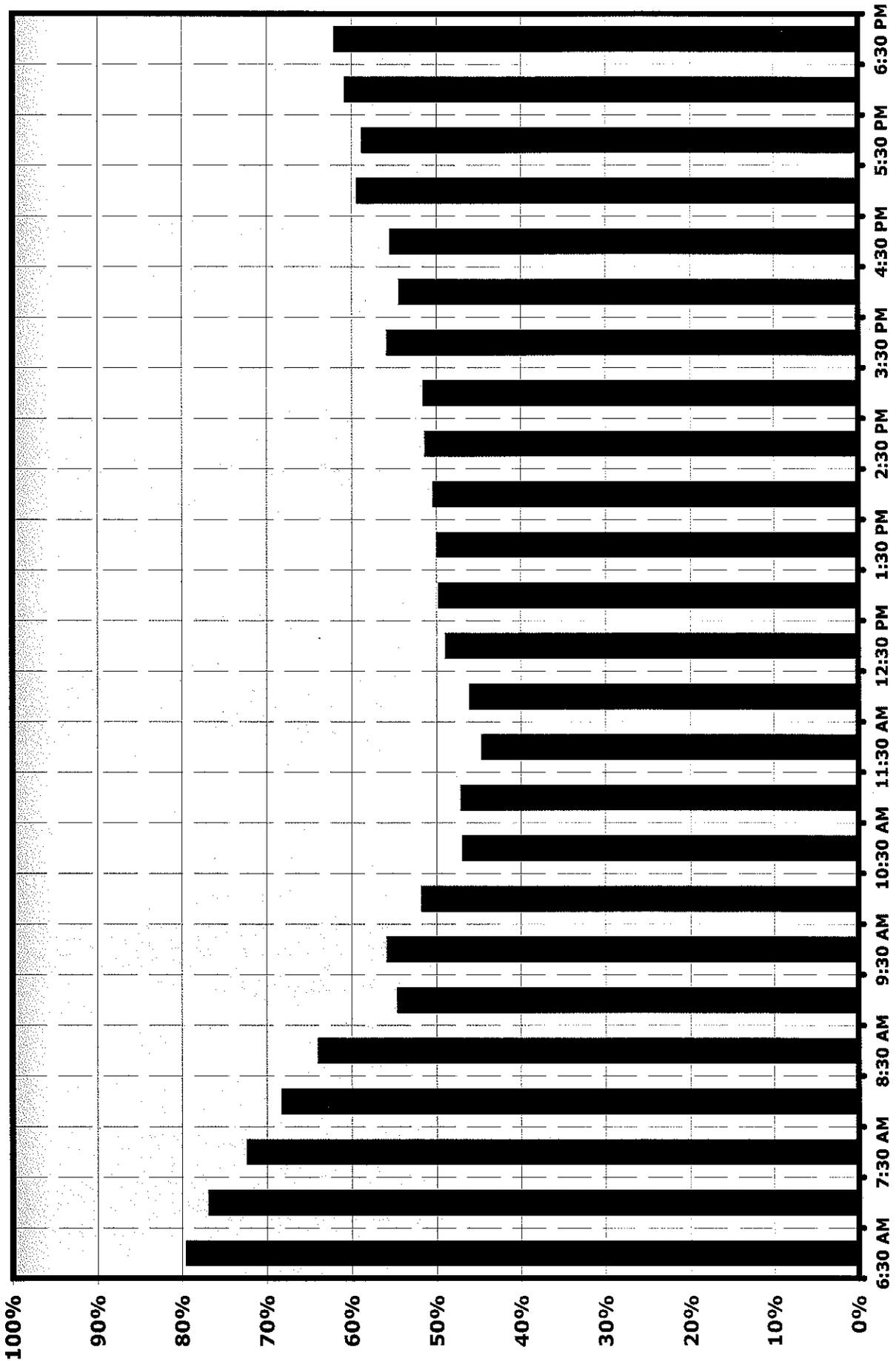
BASELINE ROAD

HARDY DRIVE

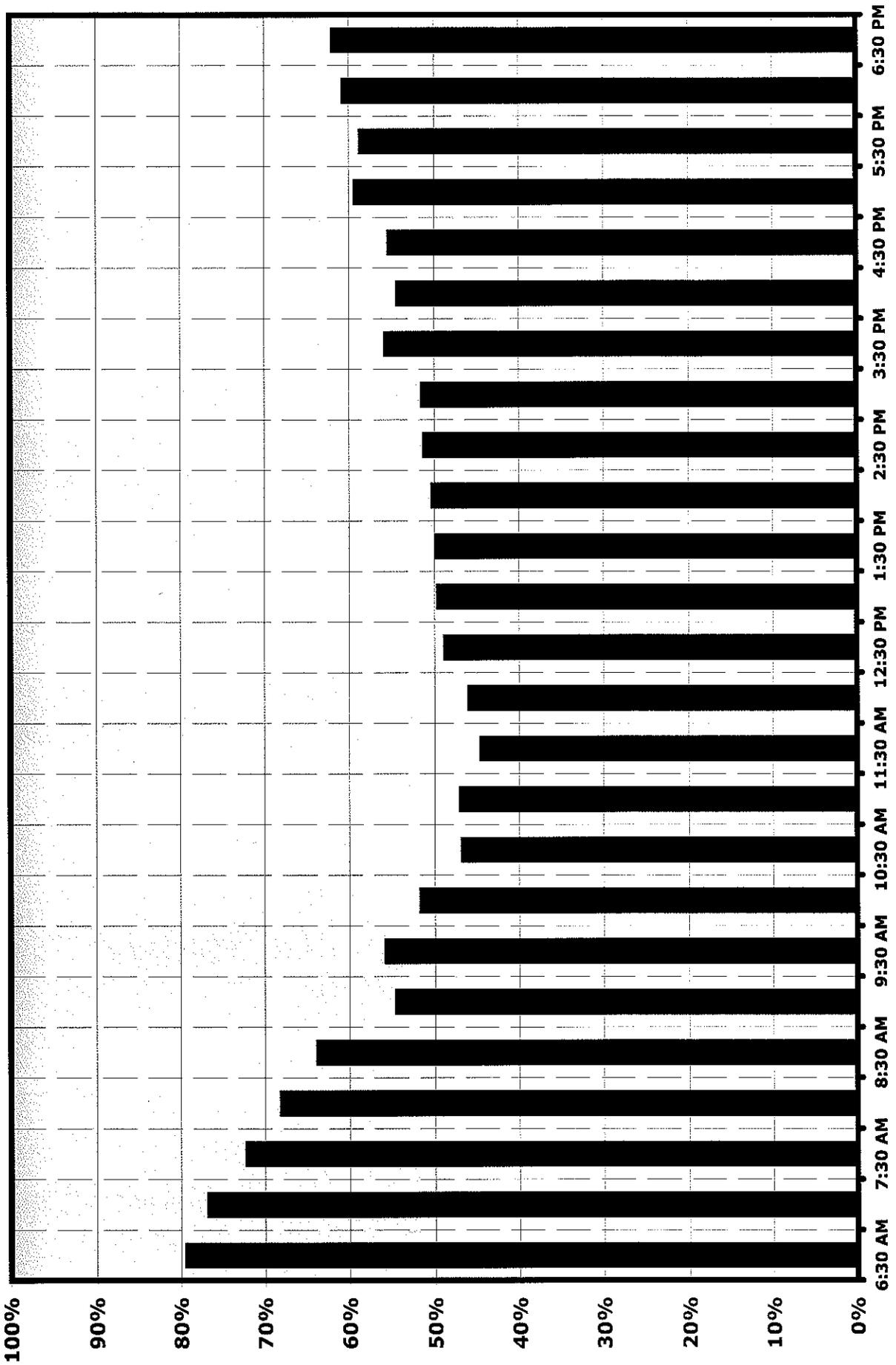


APPENDIX B
PARKING OCCUPANCY OF THREE SIMILAR COMPLEXES
ATTACHMENT 43

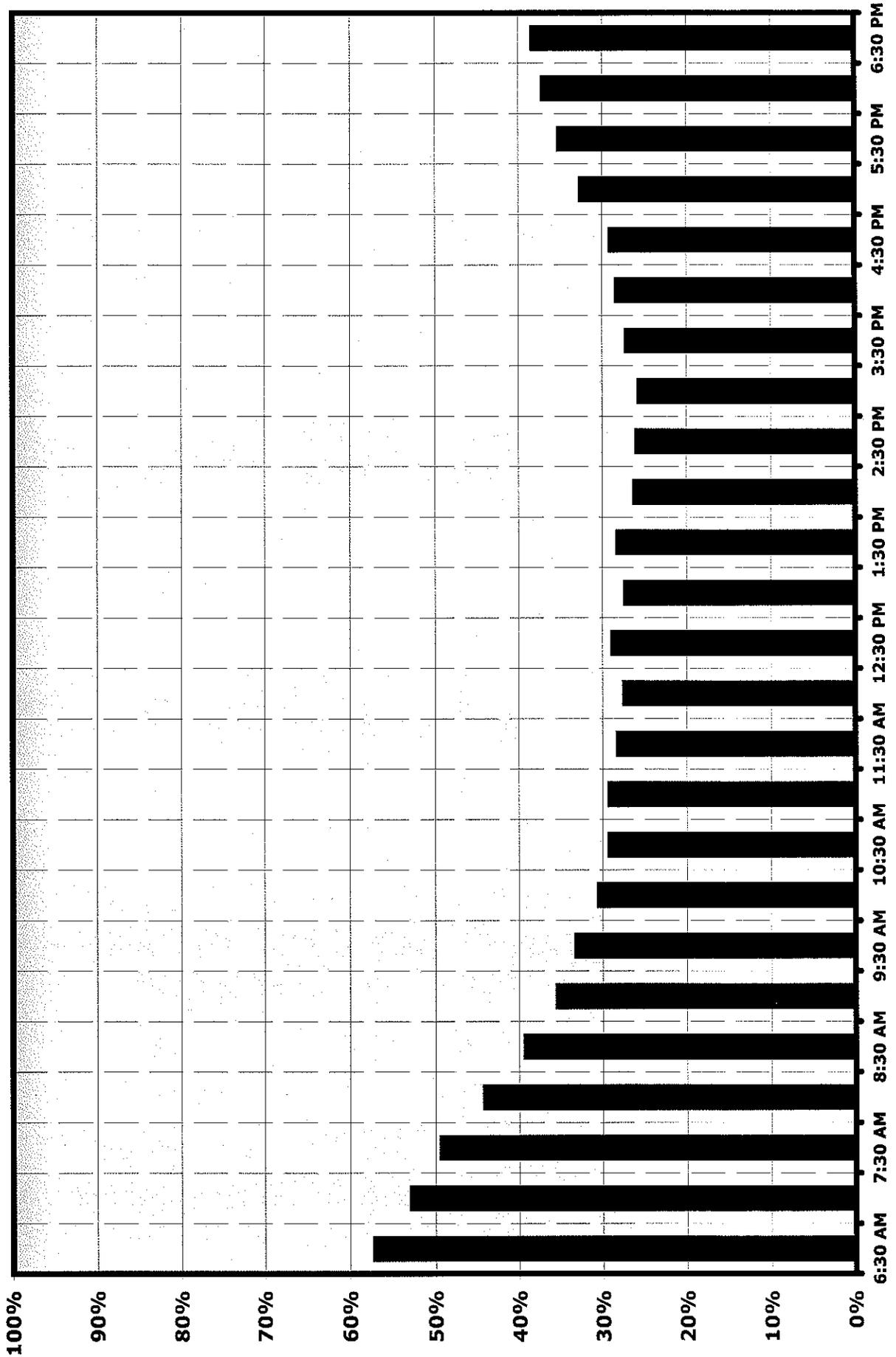
**WEEKDAY PARKING OCCUPANCY IN 30-MINUTE INTERVALS
SAN MARBEYA - TEMPE, ARIZONA - NWC MCCLINTOCK AND BROADWAY**



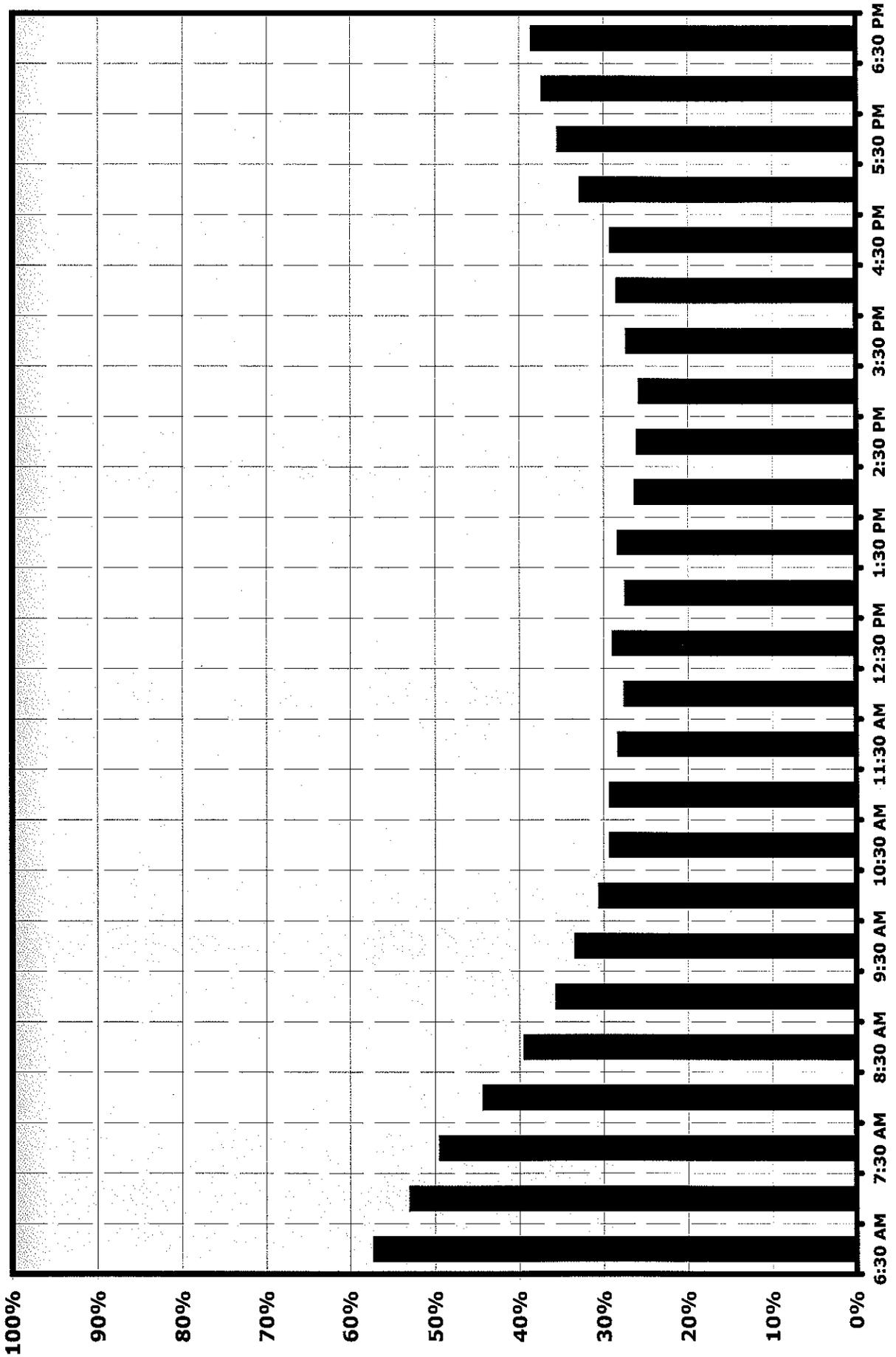
**WEEKEND DAY PARKING OCCUPANCY IN 30-MINUTE INTERVALS
SAN MARBEYA - TEMPE, ARIZONA - NWC MCCLINTOCK AND BROADWAY**



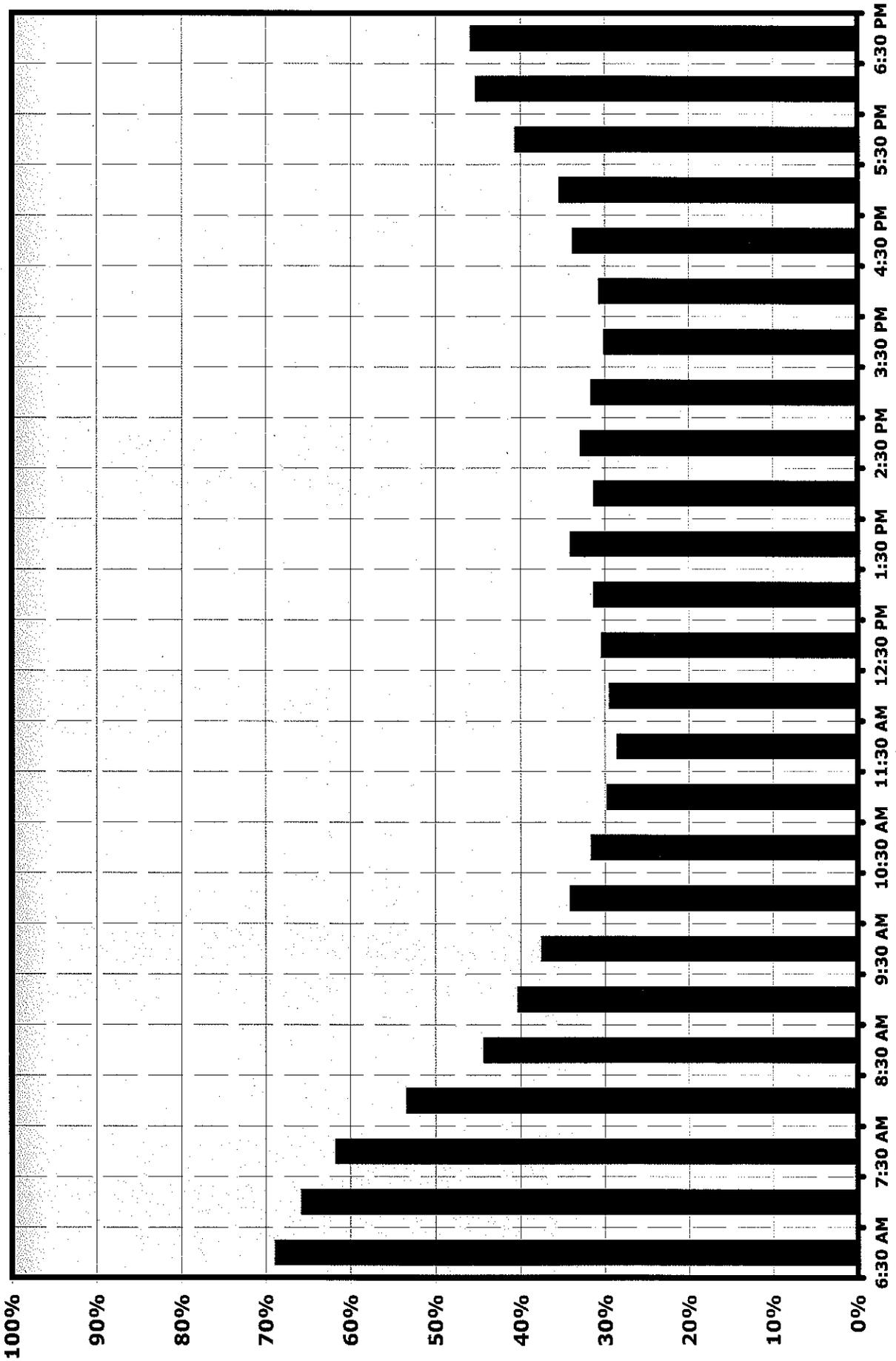
**WEEKDAY PARKING OCCUPANCY IN 30-MINUTE INTERVALS
SAN PALMILLA - TEMPE, ARIZONA - NEC HARDY AND BASELINE**



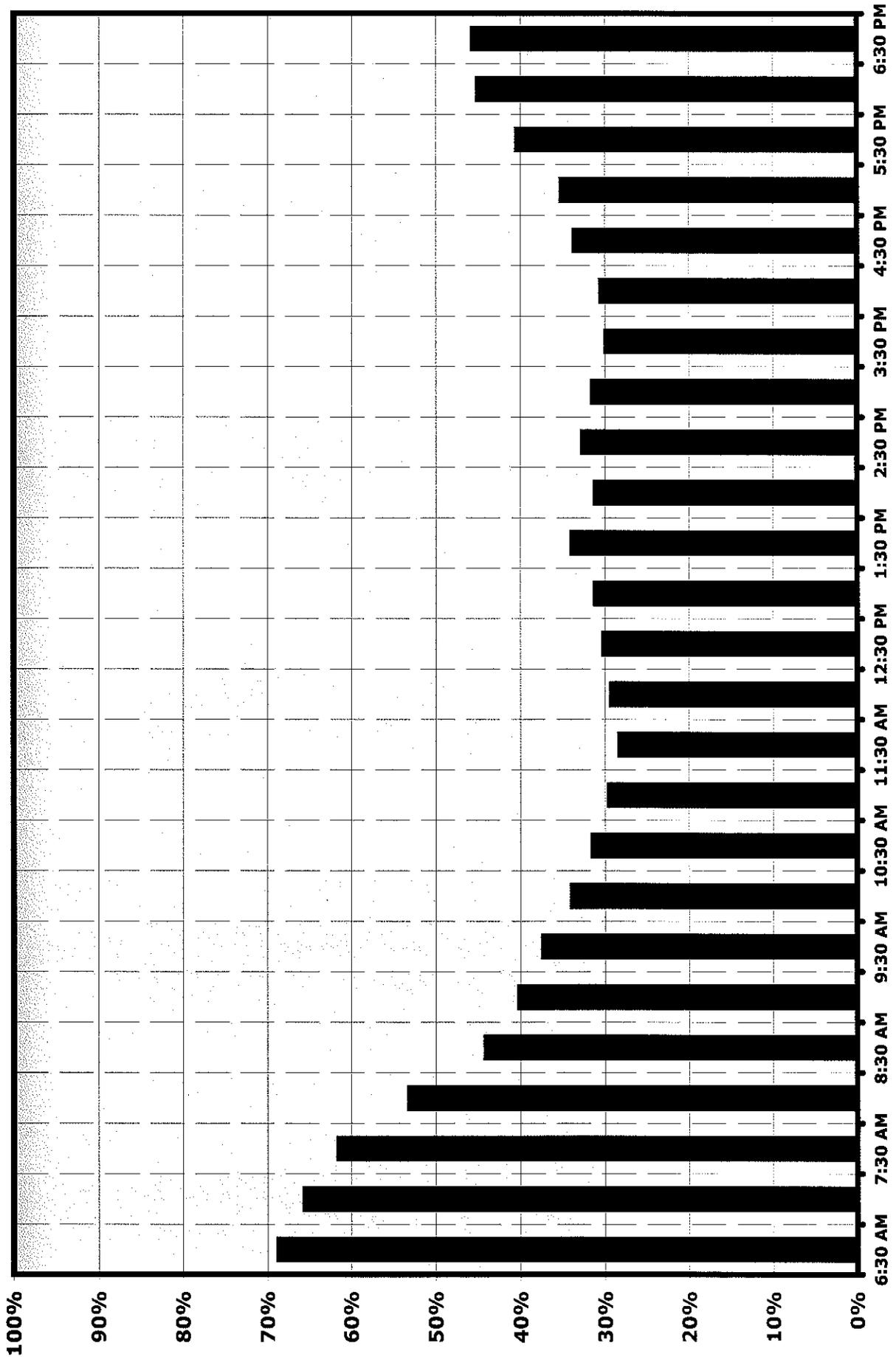
**WEEKEND DAY PARKING OCCUPANCY IN 30-MINUTE INTERVALS
SAN PALMILLA - TEMPE, ARIZONA - NEC HARDY AND BASELINE**



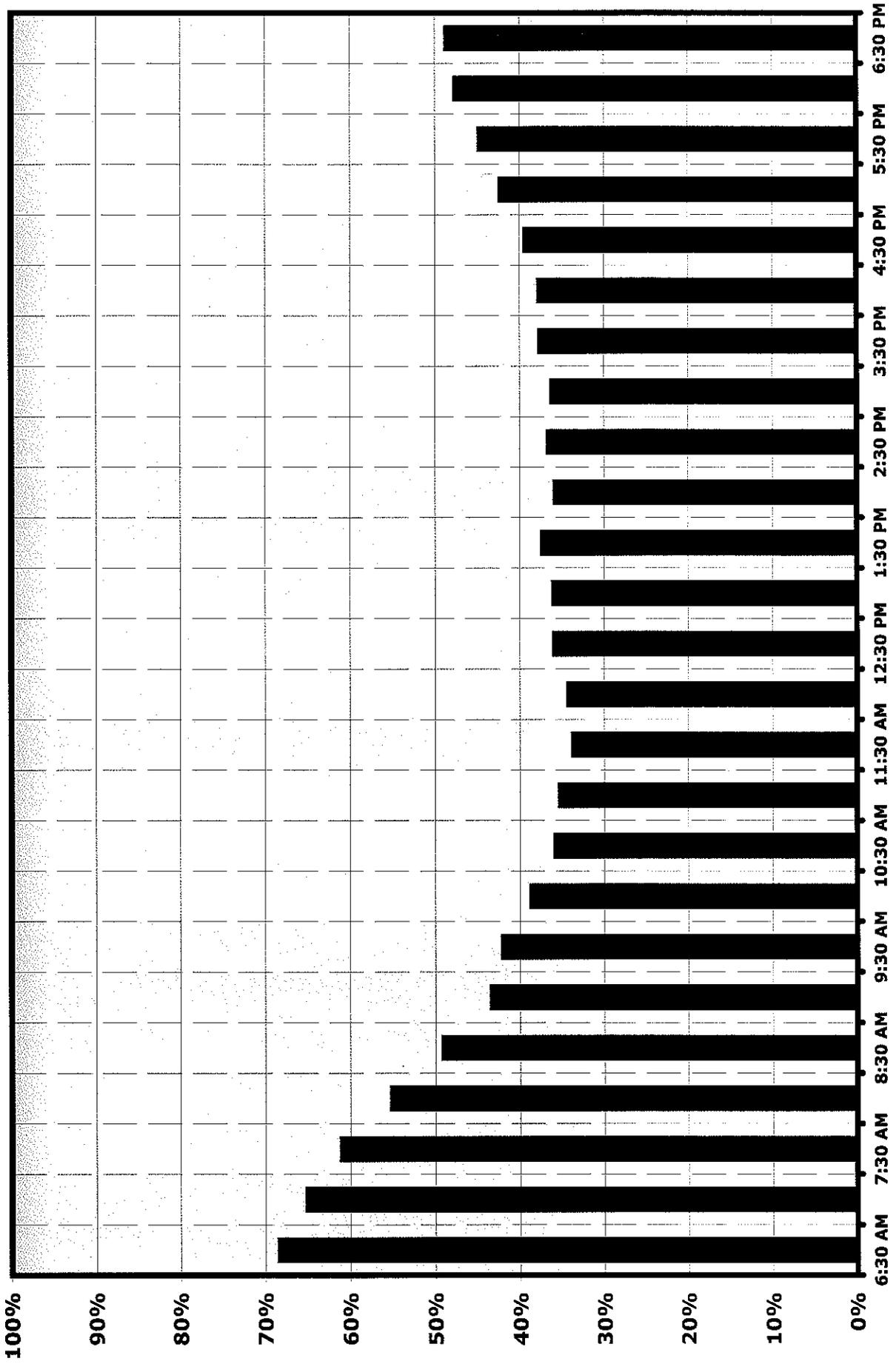
**WEEKDAY PARKING OCCUPANCY IN 30-MINUTE INTERVALS
 COLONIAL GRAND - SCOTTSDALE, ARIZONA - NEC 64TH STREET AND THOMAS**



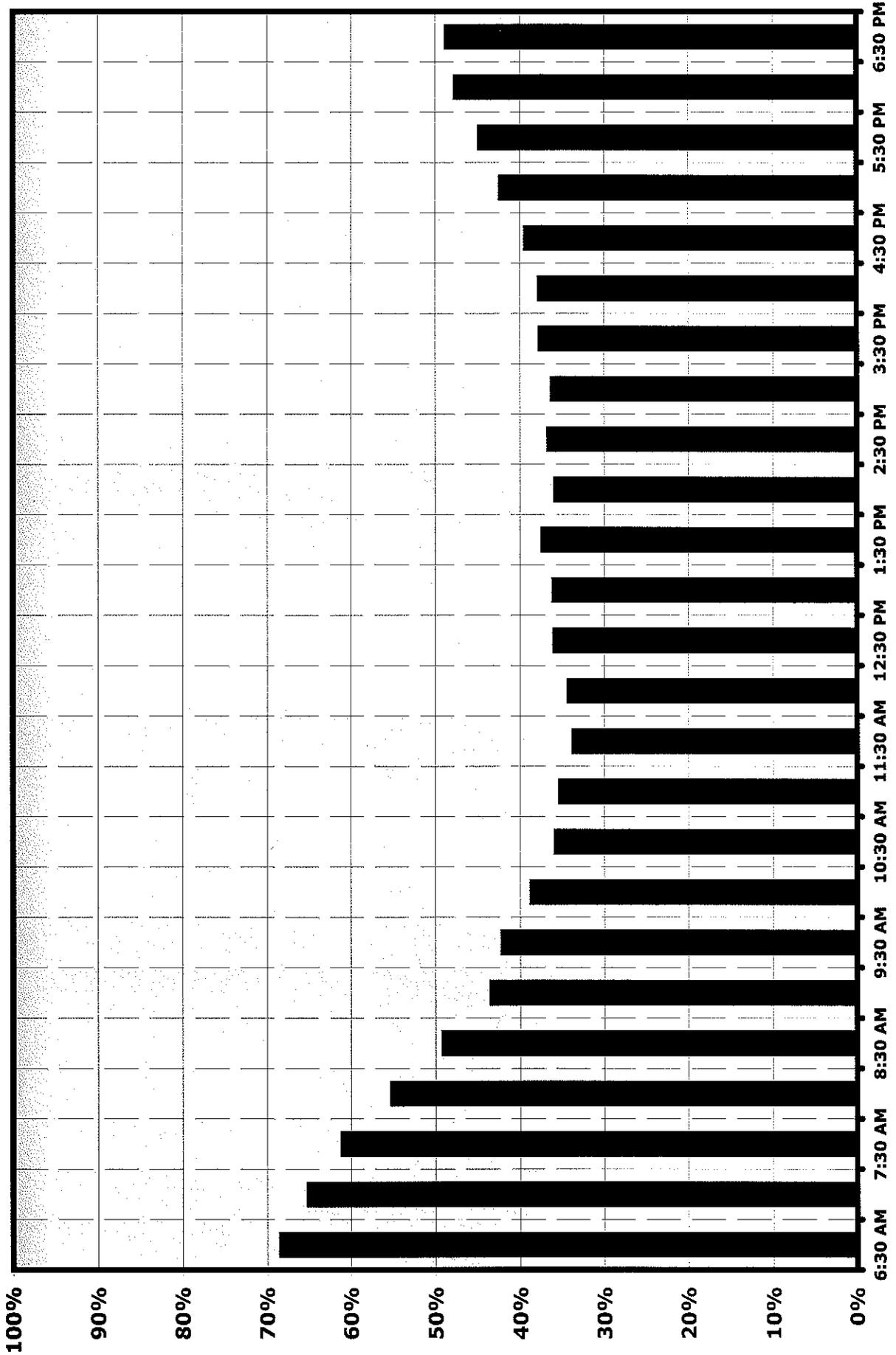
**WEEKEND DAY PARKING OCCUPANCY IN 30-MINUTE INTERVALS
COLONIAL GRAND - SCOTTSDALE, ARIZONA - NEC 64TH STREET AND THOMAS**



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



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



WEEKDAY PARKING OCCUPANCY AT THREE SIMILAR APARTMENT COMPLEXES									
Location	San Marbeya		San Palmilla		Colonial Grand		AVERAGE		1,603
	Spaces	Portion	Spaces	Portion	Spaces	Portion	Spaces	Portion	
Total Spaces	487		794		322		322		Portion
Occupied									
6:30 AM	386	79.3%	453	57.1%	221	68.6%	221	68.6%	68.3%
7:00 AM	373	76.6%	419	52.8%	211	65.5%	211	65.5%	65.0%
7:30 AM	351	72.1%	391	49.2%	198	61.5%	198	61.5%	60.9%
8:00 AM	331	68.0%	350	44.1%	171	53.1%	171	53.1%	55.1%
8:30 AM	310	63.7%	311	39.2%	142	44.1%	142	44.1%	49.0%
9:00 AM	265	54.4%	281	35.4%	129	40.1%	129	40.1%	43.3%
9:30 AM	271	55.6%	263	33.1%	120	37.3%	120	37.3%	42.0%
10:00 AM	251	51.5%	241	30.4%	109	33.9%	109	33.9%	38.6%
10:30 AM	227	46.6%	231	29.1%	101	31.4%	101	31.4%	35.7%
11:00 AM	228	46.8%	231	29.1%	95	29.5%	95	29.5%	35.1%
11:30 AM	216	44.4%	223	28.1%	91	28.3%	91	28.3%	33.6%
12:00 PM	223	45.8%	217	27.3%	94	29.2%	94	29.2%	34.1%
12:30 PM	237	48.7%	228	28.7%	97	30.1%	97	30.1%	35.8%
1:00 PM	241	49.5%	216	27.2%	100	31.1%	100	31.1%	35.9%
1:30 PM	242	49.7%	223	28.1%	109	33.9%	109	33.9%	37.2%
2:00 PM	244	50.1%	207	26.1%	100	31.1%	100	31.1%	35.7%
2:30 PM	249	51.1%	205	25.8%	105	32.6%	105	32.6%	36.5%
3:00 PM	250	51.3%	203	25.6%	101	31.4%	101	31.4%	36.1%
3:30 PM	271	55.6%	215	27.1%	96	29.8%	96	29.8%	37.5%
4:00 PM	264	54.2%	224	28.2%	98	30.4%	98	30.4%	37.6%
4:30 PM	269	55.2%	230	29.0%	108	33.5%	108	33.5%	39.2%
5:00 PM	288	59.1%	258	32.5%	113	35.1%	113	35.1%	42.2%
5:30 PM	285	58.5%	279	35.1%	130	40.4%	130	40.4%	44.7%
6:00 PM	295	60.6%	294	37.0%	145	45.0%	145	45.0%	47.5%
6:30 PM	301	61.8%	304	38.3%	147	45.7%	147	45.7%	48.6%
MAXIMUM	386	79.3%	453	57.1%	221	68.6%	221	68.6%	68.3%

WEEKEND DAY PARKING OCCUPANCY AT THREE SIMILAR APARTMENT COMPLEXES										
Location	San Marbeya			San Palmilla			Colonial Grand			AVERAGE
	Spaces	Portion	Total	Spaces	Portion	Total	Spaces	Portion	Total	
Total Spaces	487			794			322			1,603
Occupied										Portion
6:30 AM	374	76.8%		468	58.9%		236	73.3%		69.7%
7:00 AM	372	76.4%		462	58.2%		233	72.4%		69.0%
7:30 AM	363	74.5%		443	55.8%		229	71.1%		67.1%
8:00 AM	360	73.9%		441	55.5%		223	69.3%		66.2%
8:30 AM	354	72.7%		432	54.4%		212	65.8%		64.3%
9:00 AM	340	69.8%		411	51.8%		205	63.7%		61.7%
9:30 AM	333	68.4%		407	51.3%		199	61.8%		60.5%
10:00 AM	325	66.7%		396	49.9%		188	58.4%		58.3%
10:30 AM	316	64.9%		373	47.0%		194	60.2%		57.4%
11:00 AM	307	63.0%		347	43.7%		178	55.3%		54.0%
11:30 AM	307	63.0%		338	42.6%		180	55.9%		53.8%
12:00 PM	305	62.6%		355	44.7%		170	52.8%		53.4%
12:30 PM	313	64.3%		337	42.4%		181	56.2%		54.3%
1:00 PM	332	68.2%		335	42.2%		177	55.0%		55.1%
1:30 PM	330	67.8%		339	42.7%		185	57.5%		56.0%
2:00 PM	322	66.1%		336	42.3%		190	59.0%		55.8%
2:30 PM	330	67.8%		330	41.6%		179	55.6%		55.0%
3:00 PM	322	66.1%		329	41.4%		174	54.0%		53.9%
3:30 PM	323	66.3%		313	39.4%		185	57.5%		54.4%
4:00 PM	332	68.2%		303	38.2%		173	53.7%		53.4%
4:30 PM	341	70.0%		315	39.7%		174	54.0%		54.6%
5:00 PM	342	70.2%		304	38.3%		171	53.1%		53.9%
5:30 PM	350	71.9%		314	39.5%		167	51.9%		54.4%
6:00 PM	336	69.0%		320	40.3%		169	52.5%		53.9%
6:30 PM	344	70.6%		317	39.9%		181	56.2%		55.6%
MAXIMUM	374	76.8%		468	58.9%		236	73.3%		69.7%

Apartments NWC Scottsdale & Curry Tempe, Arizona

Traffic Impact Analysis

January 2012

Prepared for:
ARCHSTONE

For Submittal to:
CITY OF TEMPE

EPS Group Project Number: 12-004

Prepared by: Paul E. Basha, P.E., P.T.O.E.
Eric Maceyko, P.E., P.T.O.E.
Sam Johnson



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Executive Summary

Introduction

Archstone is planning a residential apartment development located on the northwest corner of Scottsdale Road and Curry Road in the City of Tempe, Arizona. The site consists of approximately 8.2 acres, with a total of 234 apartment units proposed.

Results

Table 1 provides the total trip generation for the proposed site during a typical weekday and three peak hour periods.

Table 1: Total Trip Generation for Proposed Site

Time Period	Enter	Exit	Total
Day	793	793	1,586
AM Peak Hour	26	95	121
MID Peak Hour	61	73	134
PM Peak Hour	95	51	146

The apartment complex will generate approximately 73% fewer weekday daily trips and weekday evening peak hour trips than the existing retail development would generate if it were fully occupied.

Recommendations without Proposed Site

The existing 2012 lane configuration and traffic control at the Scottsdale Road and Curry Road intersection is depicted in **Figure 1**. No change is necessary for the existing 2012 traffic conditions, as the intersection is currently operating at an acceptable level-of-service D during the peak periods. However, it is recommended to increase the green time for the northbound to westbound left turn movement to improve the left turn movement that is currently operating at level-of-service F during the morning peak period.

Recommendations with Proposed Site

Figure 2 depicts the recommended lane configuration and traffic control at the study intersections and accesses respectively. All access intersections are anticipated to operate at level-of-service C or better during the three peak periods. The intersection of Scottsdale Road and Curry Road is anticipated to operate at level-of-service D or better during the three peak periods. There are no additional recommended changes, beyond the recommendations included for the existing conditions without the proposed site.

The right-turn ingresses at the site accesses do not warrant right-turn deceleration lanes.

The existing full access at the Scottsdale Road access to the property should be retained.

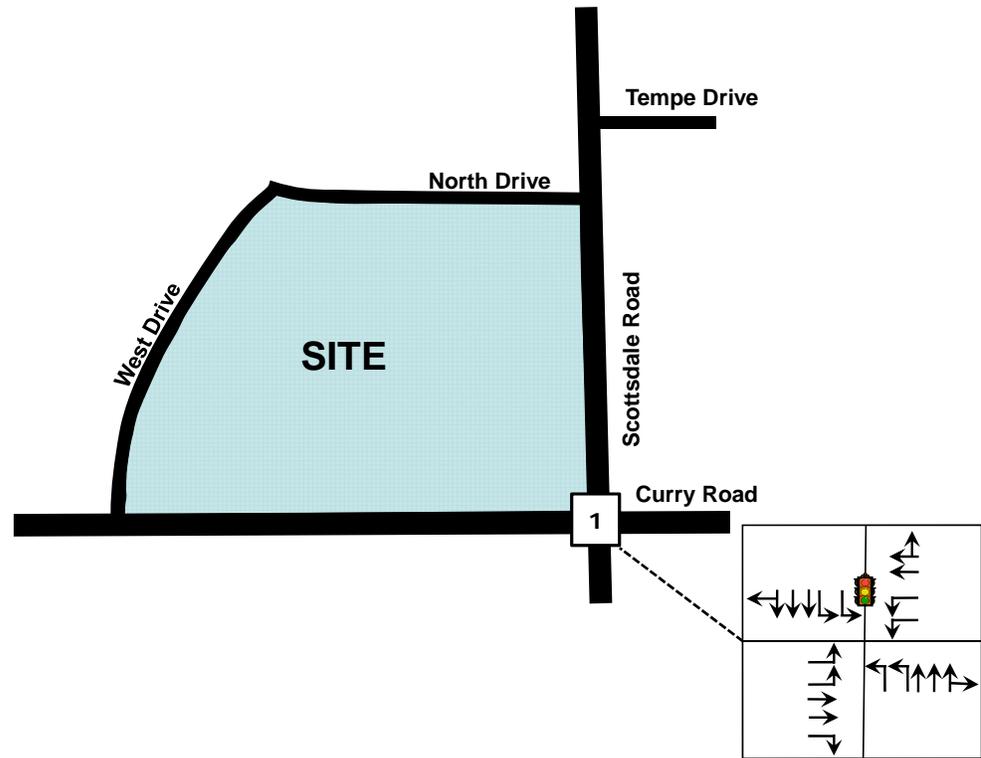


Figure 1: Existing 2012 Lane Configuration and Traffic Control

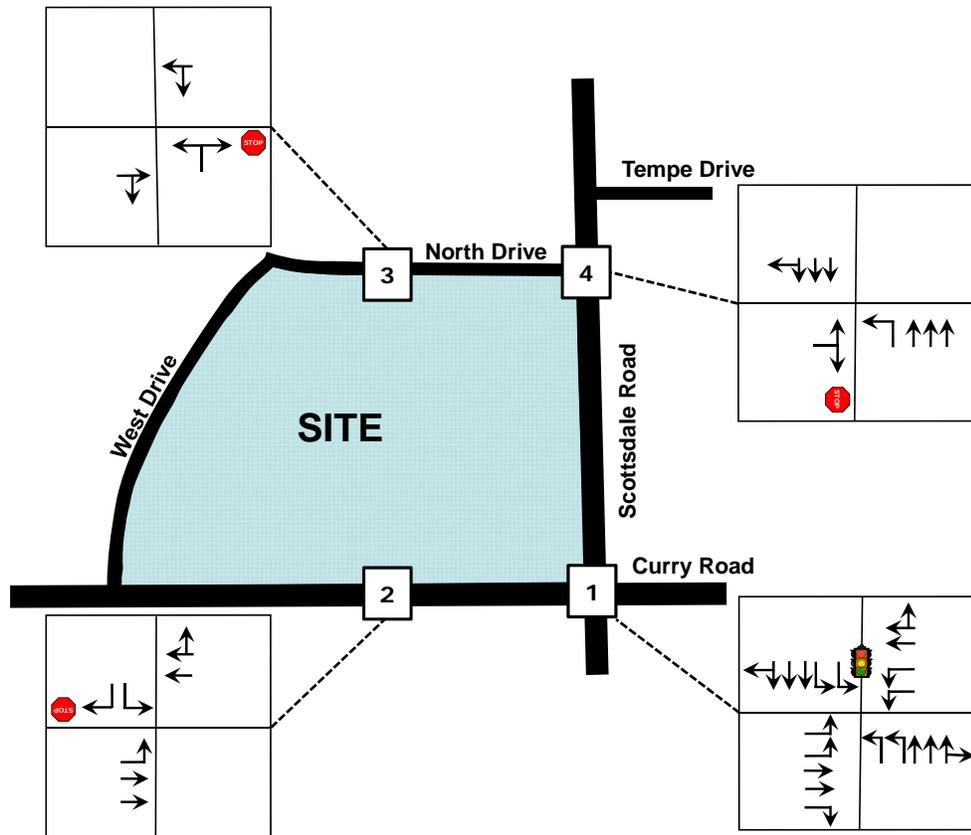
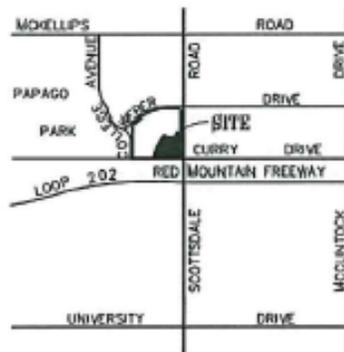


Figure 2: Recommended Lane Configuration and Traffic Control with Proposed Site

ARCHSTONE  TEMPE
APARTMENTS

NEIGHBORHOOD MEETING SUMMARY
ZONING MAP AMENDMENT, PLANNED AREA DEVELOPMENT
OVERLAY AND GENERAL PLAN AMENDMENT

1126 N. SCOTTSDALE ROAD
LOCATED ON THE NORTHWEST CORNER OF SCOTTSDALE & CURRY ROADS



APPLICANT:

HUELLMANTEL
AFFILIATES

Charles Huellmantel
PO Box 1833 - Tempe, Arizona 85280-1833 - (480) 921-2800 - charles@huellmantel.com

RECORD OF APPLICANT ACTIVITIES

1. On December 12, 2011, neighborhood meeting notification letters were sent to all neighbors within a 300 foot radius, all tenants of the subject property, and all chairpersons of registered neighborhood associations and homeowners associations within a 600 foot radius as well as a copy to Ryan Levesque with the City of Tempe Community Development Department. A copy of the letter is attached herein as “Exhibit A” and the notification list with map is attached herein as “Exhibit B.”

The site was posted with a notification of the neighborhood meeting information, hearing dates and times, and description of the request. An affidavit of sign posting and photographic evidence of both signs is attached herein as “Exhibit C.”

2. On December 19, 2011, Charles Huellmantel met with Darlene Justus, registered chairperson of the North Tempe Neighborhood Association to discuss the proposed project.
3. On December 22, 2011, Charles Huellmantel received a message from Arnolando Matos, part owner of Rio Salado Center LLC. Mr. Matos mentioned he was concerned about residents parking on his property and driving through it to access the proposed project based upon his understanding that there would be “thousands of people” living in the property. Mr. Huellmantel called to discuss these issues with Mr. Matos.
4. On December 27, 2011, a representative from PJ Properties, the company that manages the property owned by Rio Salado Center LLC, called to ask several questions about the neighborhood meeting and to request a site plan. Mr. Huellmantel spoke with the representative and forwarded a copy of the site plan to her requesting that she call to discuss. The representative did not call to discuss the site plan.
5. On December 26, 2011, Charles Huellmantel received an e-mail from Mike and Mary Promisco of Triple MT, LLC, owner of the property located at 1210 N. Scottsdale Road adjacent to the north side of the proposed project. The Promiscos indicated their inability to attend the neighborhood meeting. Following a telephone conversation, the Promiscos voiced strong support for the proposed project and will be submitting a letter of support for the proposed project. A copy of the site plan was forwarded to the Promiscos.
6. On December 28, 2011, at 6:00 p.m., a neighborhood meeting was held as scheduled at the North Tempe Multi-Generational Center. In attendance were Charles Huellmantel (Huellmantel & Affiliates), Lauren Proper (Huellmantel & Affiliates) and Ryan Levesque (City of Tempe). No members of the public attended the neighborhood meeting. A sign-in sheet is attached herein as “Exhibit D.”

Exhibit A

December 12, 2011

NEIGHBORHOOD MEETING NOTICE

Re: Property located on the northwest corner of Scottsdale and Curry Roads

Dear Neighbor:

As you may be aware, the Pure Fitness Plaza located on the northwest corner of Scottsdale and Curry Roads has been mostly vacant for some time. Archstone, builder of award-winning multi-family rental units throughout the United States, is proposing to develop this aging strip center and turn it into a high-quality multi-family rental project consisting of two-, three- and four-story buildings.

Currently, the property is zoned for industrial purposes with a GID (General Industrial District) designation and is used as a commercial strip center. The proposed residential development requires an amendment to the General Plan 2030 Projected Land Use Map (from "Commercial" to "Residential") and the Project Density Map (from "Medium to High Density" to "High Density") as well as a zoning map amendment (from "GID" to "R-5") and a Planned Area Development overlay.

Please contact Charles Huellmantel if you have any questions regarding the proposed General Plan amendments, zoning map amendment or Planned Area Development overlay. Mr. Huellmantel can be reached at (480) 921-2800 or via e-mail at charles@huellmantel.com.

Additionally, the following meeting has been scheduled:

Date: Wednesday, December 28, 2011
Time: 6:00 p.m.
Location: North Tempe Multi-Generational Center
Sisso Room
1555 N. Bridalwreath St., Tempe, AZ 85281

January 9, 2012

NTNA MEETING

Meeting began at 7:00 pm

17 citizens were in attendance.

Darlene Justus introduced the presenter Charles Huellmantel.

Charles described the project as 234 unit multi-family project at the northwest corner of Curry Road and Scottsdale Road. He showed the site plan with conceptual landscape, a photo simulation of the Curry Road entrance and a view from of the corner capturing both street frontages. It was presented that the corner could incorporate a future gateway feature (the art shown in photo just an example).

Questions from the audience included the following:

- Would this project participate in the “crime free multi-housing” program- Yes...how would you ensure that it would remain if sold to another complex owner? It is in best interest of the owner to be considered part of the program.
- There was discussion on the benefits of the density to the area- help with undesirable uses; potential for better retail, a better grocery store, presenter ascertained that this developer would help in that effort.
- Will this be a gate community? Yes
- There was discussion on the north exit. The concern was how to prevent cut-through traffic to the neighborhood to the north. Discussion centered on whether the north access could be restricted to fire access only, if access is required they want it designed to divert traffic to exit toward Scottsdale Road. Additional discussion regarding a light at the driveway entrance- it was deemed too close to the existing lights at Curry and Weber.
- Questions were raised regarding the price point of the rent, the unit types, rights to garage parking, the demographic of tenants, potential jobs created to service complex, construction timing (answer roughly 2 years) and whether existing apartment vacancy rates were considered before building another complex.

The presentation and discussion ended at 8 pm. A majority of the people expressed support of the proposed project which would asset the North Tempe Area.

PROJECT DATA

DENSITY: (234 UNITS/ 7.8 ACRES) 30.0 DU/AC

ALLOWED: 1,450 SF/DU X 234 UNITS = 339,300 SF
 PROVIDED: 1,452 SF/DU X 234 UNITS = 339,768 SF

BUILDING HEIGHT:

ALLOWED: 50'
 PROVIDED: 60'

BUILDING STEPBACK: NONE REQUIRED

BUILDING LOT COVERAGE:

ALLOWED: 70%
 PROVIDED: 36%

SITE LANDSCAPE COVERAGE:

MIN. REQUIRED: 25%
 PROVIDED: 31%

BUILDING SETBACKS:

	REQUIRED:	PROVIDED:
FRONT- SCOTTSDALE RD:	20'	12'
STREET SIDE- CURRY RD:	10'	12'
STREET SIDE- NORTH DR:	10'	25'
REAR- WEST DR:	10'	25'

OPEN SPACE:

REQUIRED: NONE
 PROVIDED: 31.1%

PARKING SUMMARY TOTAL REQUIRED

UNIT TYPES	UNITS	RATIO	QTY.
1 BDRM. UNITS	96	1.5	144
2 BDRM. UNITS	114	2.0	228
3 BDRM. UNITS	24	2.5	60
TOTAL UNITS	234		
GUEST - (1 STALL / 5 UNITS)	234	0.20	47
TOTAL REQUIRED PARKING			479

PARKING SUMMARY TOTAL PROVIDED

TOTAL PARKING PROVIDED	%	QTY.
TOTAL GARAGE	55.3%	239
TOTAL OPEN STALL	44.7%	193
TOTAL PROVIDED PARKING	100%	432
PARKING TO UNIT RATIO		1.85

TOTAL HANDICAP PROVIDED

TOTAL HANDICAP PROVIDED	%	QTY.
HANDICAP GARAGE	16.7%	1
HANDICAP OPEN	83.3%	5
TOTAL PROVIDED HANDICAP PARKING	100.0%	6

BICYCLE PARKING QUANTITY:

REQUIRED: 171
 PROVIDED: 6 STALLS + 165 GARAGE STALLS = 171 TOTAL

TOTAL BEDROOM TO PARKING RATIO

BEDROOM TYPES	QTY	BDRM.
1 BEDROOM	96	96
2 BEDROOM	114	228
3 BEDROOM	24	72
TOTAL BEDROOMS	234	396
PARKING TO BEDROOM RATIO		1.69

BUILDING TYPES

BLDG. NO.	BLDG. TYPE	STORIES	UNIT TYPES			TOTAL UNITS
			1 BDRM.	2 BDRM.	3 BDRM.	
1	IV	3/4	50	35	3	88
2	III	3	6	8	6	20
3	VI	3	15	3	-	18
4	II	3	5	10	3	18
5	II	3	5	10	3	18
6	II	3	5	10	3	18
7	II	3	5	10	3	18
8	II	3	5	10	3	18
9	V	2	-	2	-	2
10	V	2	-	2	-	2
11	V	2	-	2	-	2
12	V	2	-	2	-	2
13	V	2	-	2	-	2
14	V	2	-	2	-	2
15	V	2	-	2	-	2
16	V	2	-	2	-	2
17	V	2	-	2	-	2
TOTAL UNITS			96	114	24	234

CONDITIONS OF APPROVAL

GENERAL NOTES

PROPOSED PAD STANDARDS

PROPOSED PAD STANDARDS			
ITEM	ISSUE	REQUIRED	PROVIDED
1	BUILDING HEIGHT	50'	60'
2	CAR PARKING		
	234 x 0.2 GUEST	47	
	96 x 1.5 - 1 BR	144	
	113 x 2.0 - 2 BR	226	
	25 x 2.5 - 3 BR	63	
	TOTAL	479	432
3	BIKE PARKING		
	234 X 0.20 GUEST	47	6
	96 X 0.75 - 1 BR	72	
	113 X 0.75 - 2BR	85	239 GARAGES
	25 X 1.00 - 3BR	25	
	TOTAL	229	245
4	SETBACKS		
	A. FRONT / SCOTTSDALE ROAD		
	BUILDING	20'	12'
	PARKING	20'	18'
	B. STREET SIDE / CURRY ROAD		
	BUILDING	10'	25'
	PARKING	20'	17'
	C. STREET SIDE / NORTH DRIVE		
	BUILDING	10'	25'
	PARKING	20'	20'
	D. REAR / WEST DRIVE		
	BUILDING	10'	10'
	PARKING	N/A	21'

REC11050

PAD11017

DS111150



PERSPECTIVE AT THE INTERSECTION OF SCOTTSDALE ROAD AND CURRY ROAD LOOKING NORTHWEST

TEMPE APARTMENTS TEMPE, ARIZONA

ARCHSTONE

3 MACARTHUR PLACE SUITE 600 SANTA ANA, CA 92707

2017.1209 DECEMBER 28, 2017



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ARCHITECTS ORANGE

144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92666 (714) 639-8860



PERSPECTIVE ALONG CURRY ROAD AT THE PROJECT ENTRY LOOKING NORTHWEST

TEMPE APARTMENTS TEMPE, ARIZONA

ARCHSTONE

3 MACARTHUR PLACE SUITE 600 SANTA ANA, CA 92707

2017.1209 DECEMBER 28, 2017



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