

**CITY OF TEMPE
DEVELOPMENT REVIEW COMMISSION**

**Meeting Date: 02/25/2014
Agenda Item: 4**

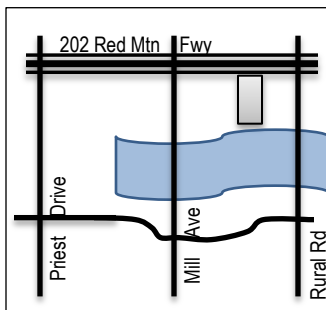
ACTION: Request for a Zoning Map Amendment, Planned Area Development, Development Plan Review and Subdivision Plat for TEMPE LAKESIDE APARTMENTS consisting of 290 apartments, 3 live work units, 9,015 s.f. of commercial space located at 551 N. College Avenue. The applicant is Sender Associates.

FISCAL IMPACT: While this ordinance change does not directly impact revenue, the planned development will result in collection of the standard development fees, calculated according to the approved fee structure at the time of permit issuance.

RECOMMENDATION: Staff – Approval subject to conditions

BACKGROUND INFORMATION: TEMPE LAKESIDE APARTMENTS, PL130421 is a mixed use development located on the north side of the Tempe Town Lake, east of the boat marina, south of the 202 Red Mountain Freeway, west of Rural Road. The request includes the following:

- ZON13010 Zoning Map Amendment from GID, General Industrial District to MU-4, Mixed-Use, High Density District
- PAD13015 Planned Area Development Overlay for development standards to allow a mixed use development with a density of 65 dwelling units per acre for 290 residences within a 90 foot building height, on 49% of lot coverage and 34% landscape coverage with defined setbacks and parking ratios.
- SBD13029 Subdivision Plat to combine four parcels into one lot
- DPR130421 Development Plan Review including site plan, building elevations, and landscape plan



Property Owner	Scotts Landings LLC
Applicant	Darin Sender, Sender Associates
Current /Proposed Zoning District	GID General Industrial/MU-4 Mixed Use
Gross/Net site area	4.49 acres
Building area	288,245 gross s.f. / 245,354 net s.f.
Units/Bedrooms	290 units / 380 bedrooms
Density	65 du/ac
Lot Coverage	49% - 95,810 s.f.
Building Height	90 feet
Building Setbacks	115' front (north), 0' parking front (north), 30-40' side (east), 4-10' side (west), 8-30' rear (south)
Landscape area	34% - 66,900 s.f.
Vehicle Parking	420 spaces (540 required) (ratio 1.11 spaces/ bedroom)
Bicycle Parking	283 spaces (276 required)
Parcels to be platted	132-22-006D, 132-22004C, 132-22-004D, 132-22-001A

ATTACHMENTS: Ordinance, Development Project File

STAFF CONTACT(S): Diana Kaminski, Senior Planner 480-858-2391

Department Director: Dave Nakagawara, Community Development Director
 Legal review by: N/A
 Prepared by: Diana Kaminski, Senior Planner

COMMENTS:

This site is located between the Red Mountain 202 Freeway to the north, the Tempe Town Lake to the south, vacant land and commercial uses to the east and the Town Lake Marina and North Bank Linear Park to the west and is located within the Rio Salado Overlay District. The site is currently used as Papago Riding and Boarding Stables, a use that has been at this location since 1965, operated by the Scott family.

This request includes the following:

1. Zoning Map Amendment
2. Planned Area Development
3. Subdivision Plat
4. Development Plan Review which includes: a five story building with residential apartments, commercial office, and live work units with structured parking, within 288,245 s.f. of building area on 4.49 net acres.

The applicant is requesting the Development Review Commission take action on item four above, and provide recommendations to City Council for items one through three listed above.

PUBLIC INPUT

- Neighborhood meetings are required for Zoning and PAD cases, but not required when there are no residences within 300 feet of the subject property.
- The applicant met with the North Tempe Neighborhood Association on January 13, 2014 at 7pm at the North Tempe Multi-General Center, to present the project to residents.
- A summary of the meeting provided by the applicant is included in the attachments
- Community Development staff attended the meeting.
- At the writing of this report there have been no letters from the public regarding this project.

PROJECT ANALYSIS

GENERAL PLAN

Land Use Element:

The General Plan 2030 and 2040 Land Use Map projects Mixed-Use for this site. This category encourages creatively designed developments which create a living environment, reflective of a village concept, in which there is the opportunity to live, work and recreate in the same development, on a site. The proposed project is seeking to utilize the Mixed Use designation for the density allowed beyond the Multi-Family classifications. Mixed Use allows more flexibility to density; Multi-Family zoning is limited to 30 dwelling units per acre at the top of the range. The site is located in the North Tempe Linear Park path system, taking advantage of the marina and boat beach and many public recreational amenities within the area, including Papago Park. The site is located adjacent to existing commercial uses, with Best Western, Denny's, U-Haul Storage and Audio Express. If mixed-use were considered by the proximity to residential units (living), commercial uses (working), and park amenities (playing) this site would meet the intent of mixed use. However, this broad definition would open up the majority of the city to this designation, which was not the intent of this land use. The purpose of increased density within the mixed-use classification was to intensify residential uses that would support commercial uses on site and encourage alternative modes of transportation for an enhanced quality of life; with shared parking, retention, refuse, fire access, amenities, etc. as an integrated development. This has been successfully achieved in other cities and in certain locations within Tempe, through a combination of commercial forms. Mixed-Use allows more flexibility in uses, and protects the commercial classification of properties, from becoming a purely residential use. The site is challenged with no true street frontage or visibility, but takes advantage of the proximity to the marina and public side of the site to provide commercial opportunities that could serve the recreational community as well as the residents of the development and residents north of the freeway.

The 2030 General Plan projected residential density for this site is high density greater than 25 dwelling units per acre. The 2040 General Plan projected density is for high density greater than 65 dwelling units per acre. The requested density is 65 dwelling units per acre, which is in compliance with the designated density in both the current and proposed General Plan.

ZONING

The property is currently zoned GID General Industrial. The requested zoning change is to MU-4 Mixed Use Four, to comply with the General Plan Land Use and Density designations. The property is located within the Rio Salado Overlay District, which is intended to encourage the optimum development of land along the Salt River, including residential and commercial uses. The size, location and configuration of this lot, land locked between parcels to the east and west and the freeway to the north, limit access for a large scale development. Any intensification of uses, either commercial or residential, would have greater impact on the traffic generation to the north, unless a cross-access agreement could be obtained through the properties to the east. An ideal development would include a more intense use of this site, with shared access and uses to the east; however there are no restrictions on individual lots adjacent to the Town Lake being developed independent of other sites; there is no requirement for property owners to work together on developments. The commercial uses to the east of this site within walking distance of the residences include a restaurant, hotel, audio store and storage facilities; more restaurants are available at Playa Del Norte on the east side of Rural Road, a longer walk or short bike ride from the proposed development.

The MU-4 district allows unlimited housing density in a mixed-use setting with commercial, office and public uses on site. The zoning code does not impose a ratio of uses within a development, leaving the flexibility of the zoning up to the context of each project location. During development of the zoning code, there was concern that the mixed-use classification would be used predominantly for commercial uses, and not provide the mix of residential; the opposite has occurred with the mixed-use categories being used predominantly by residential developments to obtain greater density. This is largely due to the maximum residential zoning district R-5 being restricted to 30 dwelling units per acre. The result has been a majority of the mixed-use developments being residential, with a small commercial element. In an urban environment, the commercial amenities would serve the residents (small cafes, small grocers, dry cleaners/tailor, bike repair, beauty salon, etc.), justifying a reduction in parking demand and encouraging a walkable community. There are no commercial opportunities west of the marina on the north side of the lake, providing a unique condition for this site to serve park users and boaters, bicyclists and fishing enthusiasts with small walk up service uses along the marina frontage, creating an urban waterfront edge. These could be small 300 to 800 square foot kiosks selling drinks, packaged foods, sun screen, newspapers, etc.

With regards to the mixed-use requirements, the location of this site, as a stand-alone development (not a part of a larger phased development) does not lend itself to significant commercial opportunities, with the exception of the western façade, or a vertical office component. Staff reviewed several entitled projects within the Rio Salado Overlay District, to determine a minimum ratio of commercial to residential. Excluding the Hayden Ferry Lakeside and Playa Del Norte ratios, which reflect larger developments with PADs inclusive of many phased sites, the range of mixed use ratios in recent developments, is from 2.8 to 3.3%. This range excludes food truck courts, but includes the leasing offices of the rental communities. The analysis of projects within the area is provided on a chart on the next page.

Staff recommended that this development have a minimum of 3% commercial uses (8,647 s.f of the total 288,245 s.f.) allowing the leasing office, and advising that live-work would only be counted if it functioned as a commercially viable product compliant with building codes, from day of completion (not a convertible product). This would mean the ground floor level would appear as a commercial suite, separate from the living area, with ADA accessibility to restroom facilities and a storefront appearance facing the marina, to encourage business interaction with park users. Because the development is a rental community, not owner occupied, staff noted that an entirely live-work product would be less likely to function as commercial when leasing units would not require commercial utilization of the space, and could function as additional living space. Having space dedicated to commercial uses, separate from the residences, would increase the marketability of the suites, enabling any of the residents to lease work space, and make the work space available to others who might live north of the freeway and desire lakefront offices or retail opportunities.

<u>Project</u>	<u>Location</u>	<u>Date of entitlement used for comparison</u>	<u># of Live/Work</u>	<u>Total unit #</u>	<u>Square Footage of Residential</u>	<u>Square Footage of Commercial</u>	<u>Ratio of Commercial to Residential</u>
Regatta Point	1 st St. & Farmer Ave. South side of Town Lake	1999	10	162	201,000 (including garages)	5,828 s.f. (commercial portion only of the live work units)	2.80%
Hayden Ferry Lakeside	Mill Ave. & Rio Salado Pkwy. South side of Town Lake	2000		388	616,200	1,010,500 entitled, not all built	62%
Playa Del Norte PAD Includes Lot 4 Weststone & Lot 5 Mondrian (Grigio)	Rural Road North side of Town Lake			655	972,510	Lot 1 restaurant, Lot 2 office/retail, lot 3 restaurant, lot 6 office 119,687 entitled	12.3%
Argo	Rio Salado Parkway east of Hardy Dr.	2012	9	328	384,370	7,172 sf retail/restaurant/office + 6,068 s.f. live work = 13,240 s.f.	3.3% (excluding outdoor food truck court, which adds 1%)
Proposed Tempe Townlake Residential	Gilbert Drive & 101	2013	3	290	245,354 s.f. (excluding garage)	9,015 s.f. (including leasing office)	3.7%

The applicant is providing 3.7% commercial to 96.3% residential, including the leasing office, which is a common ratio to other developments of this scale. The zoning code does not specify ratios of mixed use, it is considered on a site by site basis depending on context. The development provides a very unique mix of commercial opportunities and will be the first project on the lakefront to interface directly at the park edge with commercial uses. The requested development includes:

- one 1,250 s.f. flexible commercial space (possibly subdivided for a coffee shop, news stand, bake shop and boat shop)
- one 1,285 s.f. leasing office for the apartment community
- three 1,080 s.f. commercial suites totaling 3,240 s.f. (for offices which can be subdivided into smaller suites with shared restroom facilities, these spaces are not designed for restaurants which would require tenant improvements)
- three live-work units with 1,080 s.f. of commercial space available to the tenants of these three units

The total commercial use is 9,015 square feet along the western ground floor of the development.

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

1. The proposed zoning amendment is in the public interest; adding residential to the north side of the lake west of Rural Road helps activate the north bank linear park, providing security to the marina and park guests, and establishing the westernmost development boundary for the north side of the lake.
2. The proposed zoning amendment conforms with and facilitates implementation of the General Plan by removing the site from an industrial zoning designation, in conformance with the General Plan Land Use and Density Designations. It allows for the redevelopment of a site that has limited street access and significant utility infrastructure impacts. The development encourages reinvestment appropriate to the area and promotes alternative modes of transportation, with de-emphasis of vehicular use, connectivity to the pedestrian paths and onsite bike parking.

PLANNED AREA DEVELOPMENT

The Planned Area Development is intended to allow flexibility within the code for unique project sites and creative design solutions not feasible within the parameters of the base code.

TEMPE LAKESIDE APARTMENTS – PAD Overlay		
Standard	GID	PROPOSED MU-4 (PAD)
Residential Density / Units	0	65 du/ac / 290 units
Building Height (feet) [Exceptions, see Section 4-205(A)]		
Building Height Maximum	35 ft.	90 ft.
Building Height Step-Back Required Adjacent to SF or MF District [Section 4-404, Building Height Step-Back]	Yes	N/A
Maximum Lot Coverage (% of net site area)	NS	49%
Minimum Landscape Area (% of net site area)	10%	34%
Setbacks (feet) (a) [Exceptions, see Section 4-205(B)]		
Front (North)	25 ft	115 ft
Parking (North)	20 ft	0ft
Side (West)	0 ft	4-10 ft
Side (East)	0 ft	30-40 ft
Rear (South)	0 ft	8-30 ft
Street Side	25 ft	NA
Parking	20 ft	NA
Parking Residential Parking Commercial	Parking based on square footage per use	420 spaces total (1.11 per bedroom) (.1 per bedroom guest parking shared with commercial)
Bicycle Parking		

The site is challenged with a large overhead electrical easement and an underground storm water drainage easement, limiting 11% of the site from development. The site is an “L” shaped property, restricting development and circulation by the shape of the lot. The property has an easement for access across right of way controlled by Arizona Department of Transportation, to access Gilbert Drive under the freeway underpass. There is technically no street frontage to this lot, however the north property line, facing the access easement is considered the front yard, for purposes of defining setbacks and building heights.

DENSITY: the property is not restricted in density by the General Plan (greater than 25 du/ac). As a lake front property it would be expected to maximize density, but is limited without having street frontage or multiple points of egress. The site to the east received entitlements for 103 dwelling units per acre in 2007, as a mixed-use development with Scottsdale Road street frontage; it remains undeveloped. The requested density of 65 du/ac is supportable by the zoning ordinance (Mixed-

Use 4) as long as commercial uses are included. Without viable commercial uses, the site would be restricted to 30 du/ac as a residential project.

BUILDING HEIGHT: the site to the east formerly received entitlements for 278 in building height. The height of the power poles are 104 feet tall and the freeway elevation is approximately 25 feet. The Best Western at Rural Road is 48 feet in height, buildings on the east side of Rural Road are entitled between 1 and 12 stories (up to 129 feet). The requested height is 90 feet, which is compatible with the structural height context of the area.

LOT COVERAGE: The industrial zoning district does not have a standard for lot coverage. This site is restricted by two easements that prevent building within 11% of the property. The proposed design requires a 49% lot coverage, which is supportable in this context.

LANDSCAPE AREA: The industrial zoning requires 10% landscape area, the proposed plan shows 34% landscape area, primarily in a narrow perimeter landscape strip around the outside of the L shaped lot, and within two courtyards and the 30' sewer line easement. The design includes landscape enhancements along the public multi-modal path in the park adjacent to the marina, which would be installed and maintained by the development as the front of their development, through a maintenance agreement with the City of Tempe. The proposed landscape area is greater than the allowed landscape minimum with the current zoning and will be a significant enhancement to the park with formally designed and maintained landscape on this prominent private property adjacent to the marina.

SETBACKS: the front yard setback from the freeway frontage is 115 feet due to the overhead powerline easement restricting structures. The requested setback for parking is 0' from the property line, to accommodate guest parking on site. With no visibility to other properties, this parking will be facing the freeway, and not impact adjacent land uses. Buildings are pushed up along the western side to connect with the marina site both visually and physically. The west side yard setbacks vary from 4 to 10 feet. The west side requires high visibility between the commercial uses and the park uses, with storefront windows along the ground floor. In a typical lot configuration, the commercial could be at a zero foot setback adjacent to public right of way on a street. In this case, there is no right of way, it is property owned by the City of Tempe. The building code has restrictions on the amount of openings or glass allowed in proximity to a property line adjacent to another property. The commercial frontage would exceed building code allowances and require buildings to be set back 20 feet from the property line. In order to accommodate the requested setbacks and the requested zoning, a no-build easement is required for a portion of the marina site for accommodation of building safety code requirements for maximum square footage of wall openings and windows. The eastern set backs are larger due to the required driveway circulation for the site. The south side does not abut the public park, but is separated by another private property that wraps this site from the east. The proposed development includes on site retention and landscape to buffer the property from the unknown potential development to the south. The proposed setbacks are necessary for the development of the site, which takes into consideration the unique constraints of the property.

The applicant had initially requested a potential relocation of the public restrooms just east of the marina, adjacent to the amenity level of the development. Staff had suggested potential relocation of the public restrooms into the west elevation of the development, to serve the public and the commercial components of the site with an agreement for maintenance of the facilities (to close with park hours). The applicant did not wish to include public restrooms in the development. The existing public restrooms within the park with remain where they are currently located.

PARKING: Although the applicant targets a particular demographic and projects a lifestyle with lower vehicular demands, staff recognizes all housing as market driven, and subject to change over time, therefore the age, income level, lifestyle, or other demographic determinations cannot be used when there are no enforceable restrictions on who is allowed to lease a unit. A one bedroom unit may be leased by an individual or a couple for instance, changing the parking requirements of the unit with each new lease.

The development has proposed a different ratio for parking than has been traditionally applied to residential developments. A traffic study was provided, as well as a parking analysis by a registered traffic consultant. The intent of the parking model was to address the single and double bedroom character of the project, which by zoning code would be parked at 1.7 and 2.2 per unit including guest parking, instead of 1.4 per unit proposed. The comparison was justified by demonstrating the per

bedroom ratio, which by zoning code varies from 1.2 for studio, 1.7 for 1 bedroom, 2.2 for 2 bedroom and 2.7 for 3 bedroom units, including guest parking. When comparing the ratio per bedroom for developments with three bedroom units, the parking provision per unit changes to average 1.15 per bedroom for similar projects. Larger scaled developments with shared parking were originally considered, but dropped from analysis due to the complexity of the parking between lots and uses and times of day, which did not translate to this single lot use with limited commercial use. The leasing offices of apartments are not parked, and commercial flex space was allowed to utilize the on-site guest parking. The parking garage has 370 parking spaces for residents or their guests, there are 50 additional spaces in the surface lot for customers, guests or residents, for a total of 420 spaces. A condition has been added that the 37 spaces shared by guests and commercial users not be used by residents during business hours.

Concern was expressed from residents north of Curry, regarding use of the parking lot at the marina, and use of College Avenue and Gilbert Drive for parking the project. The streets mentioned are already heavily used by the townhomes on the north east side of College and Gilbert, and by park users and event attendees. The street parking is public parking, available to anyone. The marina parking lot closes at 10:30 pm. The applicant initially approached the City about the potential for a shared parking agreement for use of the marina spaces; staff determined it was not in the public's best interest to potentially restrict public access to the marina by limiting parking availability. The parking lot is in high demand during events and weekends; this demand will grow with new housing and users to the marina needing access to the boat launch facilities. The benefit of reducing parking within the development is the encouragement of alternative modes such as bike, boat, pedestrian, orbit, and bus access, and ½ mile away, light rail access. This also limits potential traffic, another concern of north Tempe residents, with the limited street access from this site. Below is a comparison of the other projects considered by staff for this analysis; the consultant parking study is available within the attachments of this report.

Project	# of Live/Work	# of Studio	# of 1 bedroom	# of 2 bedroom	# of 3 bedroom	Total unit #	Parking Required by Code	Parking Provided by Entitlement	Ratio of parking per unit	Square Footage of Residential	Square Footage of Commercial	Ratio of Commercial to Residential
Regatta Point	10	11	73	68	0	162	307	277	.85 per bedroom	201000 (including garages)	5828 s.f. (commercial portion only of the live work units)	2.80%
Riverwalk (Trillium)	0	86	152	164	64	466	895	892 (+ 23 RV)		537015	NOT MIXED USE	NOT MIXED USE
Sotello Lofts	0		36	98	36	170	357	365	.93 per bedroom			
Archstone	0		97	116	21	234	477	432	.9 per bedroom		NOT MIXED USE	NOT MIXED USE
Argo	9	32	135	136	16	328	631	564 (guest parked at .2 per unit)	1.16 per bedroom	384370	7,172 sf retail/restaurant/office + 6,068 s.f. live work = 13,240 s.f.	3.4% (excluding outdoor food truck court, which adds 1%)
Proposed Tempe Townlake Residential	3	34	166	87	0	290	540	420 (guest parked at .1 per bedroom)	1.1 per bedroom	288245 s.f.	9,015 s.f. (including leasing office)	0.90%

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

1. The proposed land uses, residential and commercial are allowable in Part 3.
2. The development standards listed above, as established as part of the PAD Overlay District, as well as the standards allowed by use permit in Part 4 will be conformed to for development of this site.
3. The proposed PAD is in conformance with provisions in Part 5
4. The conditions of approval are reasonable to ensure conformance with the provisions of the Zoning and Development Code.

SUBDIVISION PLAT

Tempe City Code Chapter 30 requires that property subdivision insure adequate traffic circulation and reasonable lot size for utilization of property with sufficient provisions for water and sewer supply and stormwater drainage and retention with consideration of access and provision of public facilities. Any lot that is not part of an existing subdivision is required to be reviewed by the Development Review Commission for recommendation to the City Council. The subject property is comprised of four lots: 132-22-006D, 132-22004C, 132-22-004D, 132-22-001A located on the south side of the 202 Red Mountain Freeway. Although these are individual lots, they have never been platted as part of a subdivision. The northernmost parcel has an access easement with Arizona Department of Transportation for use of their drive for ingress and egress to the public right of way north west of the site. This access was granted when the ADOT acquired land for construction of the freeway. The property has access to water and sewer through existing utilities adjacent to the site, and will require utility easements for connection to public utilities on property owned by the City of Tempe as the park is not right of way. The site will provide required storm water retention and be improved to meet grading and drainage requirements. The residential portion of the project will be required to provide the per unit development fee for public park infrastructure. The lots will have access to a public street and meet the technical standard of the Tempe City Code, Chapter 30, Subdivisions.

DEVELOPMENT PLAN REVIEW

The site is bound by the 202 Red Mountain Freeway to the north, a sliver of private property adjacent to the levee and Town Lake to the south, the Marina site and North Bank Linear Park to the west, and private properties to the east. The property is a high profile site, viewed from above by passengers in aircraft, viewed from passengers in cars on the freeway, visible from the entire west end of the linear park, seen from the south side of the lake, and from the waterfront itself. Tempe Town Lake and the events hosted in the park attract more than 2.3 million people to visit the area. The significant investment in public infrastructure to create the Tempe Town Lake warrants special consideration for the properties surrounding the lake and park. The future residents of this development will benefit by proximity to the amenities that become their backyard, as they become the front door to development on the western end of the north bank. The site may eventually be blocked from view of the lake on the south side, if the narrow private property between this lot and the levee were to be developed by the adjacent property owner. Staff received revised design plans for this project on February 11th, and has provided a brief analysis based on the timing of receiving the plans. Conditions of approval have been added to assure compliance with prior site plan review comments.

Site Plan

Approaching the site from the underpass from the freeway off of Gilbert Drive, the street ends at a driveway entrance into the marina and public park to the west, and to the ADOT right of way with an access easement allowing the driveway to this site to the east. The "L" shaped site configuration is encumbered with a 130' wide electrical easement and a 30' wide water utility easement that breaks up the buildable area of the longest leg of the lot. The proposed development is two buildings. A smaller three-story mixed-use building is located at the north end, with guest parking within the electrical easement next to the freeway and a 1,250 square foot commercial suite facing the park to the west. A larger building progresses from four to five stories as it approaches the lake, and wraps a parking structure at the east end of the site. Circulation is from a private drive, and includes a gated entrance to the drive south of the guest parking area. The project is a gated community, with green screen wrapping the eastern perimeter of the site, and a combination of tubular steel and masonry fencing along the south side adjacent to the vacant private property between this site and the linear park. The southwest corner has a glass panel barrier around the pool amenity and the masonry and tubular steel wall continues north from the pool area along the west facing residences, adjacent to the public restrooms and marina loading dock. The masonry portions are intended to provide privacy to the residents adjacent to small landscaped patios, with picket fencing allowing views out from the patios to the park and lake. The commercial suites are open to the western park edge, and accessible to pedestrian traffic. Landscaped amenity courtyards are located on the east side of the building and a pool amenity area is located at the south west end of the site overlooking the Town Lake and marina on the first floor. Bike parking is provided in several locations on site and resident parking is provided within the garage. Fire access is provided from the levee, as well as on site, a separate fire access plan is provided in the attachments. Utility and grading plans were provided to address the unique conditions of this site as they relate to the design. Pedestrian access to the park will require a cross access agreement between the private properties. A proposed new sidewalk shown at the southwest corner of the City property requires a construction and maintenance agreement. Conditions have been added to address these legal access requirements.

Building Elevations

The color palette as presented includes cool greens and greys, contrasted with warm brown CMU masonry base to ground the building. The glazing, is clear with a slight blue tint, reflective of the waterfront context. A letter of intent and renderings have been provided to further demonstrate the design elements. The building elevations have a contemporary appearance reflective of other developments around the lake. A combination of painted stucco, painted metal, glass and masonry is used to break up building massing into visible layers with a strong ground floor presence at the pedestrian level. The commercial portions of the site have a distinct storefront appearance and approach that is different than the residential component. The commercial flex space, leasing office and other commercial suites have a contemporary glass and steel storefront system. A condition of approval has been added to address a requirement that the commercial frontage shall comply with building safety requirements as it affects the setbacks and building façade design. The building code allows a maximum of 45% openings on the elevation at 10' from a property line, which would not meet the commercial appearance intended or shown for this area. A potential solution is a no-build easement with the City of Tempe.

The north elevation is varied by the changes in height as the building steps from three stories to five stories, with a layered affect along the roofline. The garage relies on metal mesh panels to screen the exposed end of the parking structure; which on this elevation would be visible from the freeway. The details of the metal mesh provided did not reflect the level of screening shown on the elevations. Due to ventilation requirements by the building code for the garage, which is fully enclosed on two sides, a condition has been added that if building safety ventilation requirements are not met; mechanical ventilation shall be provided to the garage, in lieu of design modifications that reduce the screening of the structure as presented.

The south elevation has variation in height as the residential units wrapping the garage at four stories, increase to five stories at the western end of the site, culminating in a green stucco decorative wing wall that extends from the corner. The corner of the building benefits from the additional height; this feature extends as an architectural element, resembling the bow of a ship cutting through the water, facing the marina. Balconies overlook the lake providing outdoor vantage points for events and sunsets. Police staff have reviewed the elevations and are supportive of the balcony design as presented; they add a level of natural surveillance to the park area and are not considered hazardous in this location or context. Group balconies are not supported however, and the balcony locations have been conditioned for final review with planning and police staff as part of the security plan.

The west elevation is the most significantly visible to users of the marina. The site starts at a low pedestrian scale at the north end, drawing people along a sidewalk that parallels the public multi-modal pathway, activating the area with shade trees, landscape, and seating between the north building and the south building. The building elevations grow in height, as they move closer to the water, with pop out sections and recesses, accented by cool green and dark grey architectural elements that break the façade. Approaching the marina, the building has a glass tower element at the south west corner. Balconies overlook the lake from some units. The elevation is enhanced by a taller visual element at the south end.

The east elevation is a combination of stucco, masonry, metal mesh panels on the parking garage and a continuation of the residential building façade. This elevation faces the existing hotel and mini storage facility and the vacant lot adjacent to Scottsdale Road. The property owner of the vacant lot met with staff to review the plans. They do not wish to have cross access with this development to Scottsdale Road. A condition has been added to address the screening material on the garage, as well as at the top garage level parapet wall, to assure that vehicles are fully screened and lighting is integrated into the structure. The overall design meets the design criteria with strong pedestrian level connections grounding the base, changes in materials and colors to break up larger building masses, use of a variety of materials for texture and color, and varied rooflines and horizontal planes.

Landscape Plan

The site has a powerline corridor that restricts certain plant materials within the easement, which limits the ability to have shade trees in the landscape islands. The preliminary plan was forwarded to Salt River Project for review; modifications may be necessary based on their input, which was not available at the time the report was written. Trees located within the electrical easement may require removal; a shade study to determine compliance with Section 4-704A2. Option 2 landscape provisions for parking areas will be required by condition in the event the landscape plan changes during development of the

construction documents.

The submitted landscape plan did not call out all of the plants for specific locations, staff requested a revised landscape plan providing information relevant to the conceptual design, this was provided on February 11th and did not have time for interdepartmental review, including parks staff. Planning staff has provided a brief analysis as it pertains to the conceptual design presented and is conditioning the landscape design to address any changes that might be necessary after further review.

The plant palette for the site includes a combination of low water using trees that provide an oasis appearance: Bauhinia, Cascalote, Chitalpa, Sissoo, Live Oak are the primary trees. Date and windmill palms provide a vertical accent to the site. Shrubs include Eremophila, Guara, Hibiscus, Holly, Myrtle, Portulacaria, and Ruellia. Vines such as Bougainvillea and Creeping Fig are proposed along green screens and building walls. Accents include Agave, Desert Spoon, Muhly Grass, Bear Grass, and Banana Yucca. Ground Covers include Damianita, Gold Dalea, Purple and Gold Lantana, Rosemary, Ruellia, Verbena, Yellow Dot and Turf. Synthetic turf is used in the courtyard amenity area, which is shaded by the building on all four sides. The development does not include the property adjacent to the levee linear park and lake edge; this is private property being held for future development with the lots to the east of this site. The landscape design takes into consideration the current visibility of the southern edge of the site, with private patios with view fencing and privacy walls interspersed along the length of the elevation and small patio trees shading the units from the southern exposure. Further to the east, the units are set back, and overlook a small turf area with a BBQ amenity and massed plantings of Eremophila, Lantana and Ruellia. The pool area is decking surrounded by a glass panel barrier, overlooking the lake. The interior courtyards have BBQ grills, seating areas, a fire pit, reflecting pond, and outdoor game area.

The landscape design includes large massings of highly textured or colored plants, such as groupings of Bear Grass and Agave and Hesperaloe in a formal arrangements around the site. The north side of the property adjacent to the street is the main entry, includes Annuals, Rosemary, Desert Spoon and Damiantia and Purple Lantana. This location is challenged by the powerline corridor, which limits plants, yet is significant as the main focal point presenting the first image of the development when approaching from the north. The perimeter of the site visible to the public requires additional landscape detail; as presented the massing along the western side provides limited variety or interest in material, scale, texture and color. Sissoo trees will shade the lower levels from the western sun, and provide a shaded pedestrian corridor along the development frontage. Plants proposed under the Sissoos are Rosemary and Lantana, which may fail to thrive in shaded conditions. The combination provides a lush green appearance with purple flowers along the narrow planting strip. Further south, towards the marina, Rosemary, Ruellia, Lantana and Hesperaloe are clustered along the live work units and proposed sidewalk that connects from the higher grade of this property down to the lower level of the multi-model path within the park. Rosemary is a very durable and aromatic plant with many attributes; however, it also attracts bees. Due to the proximity to the marina in this south western corner location, staff will be conditioning that an alternate plant be used in lieu of Rosemary. Other conditions regarding the landscape plan are included to address the highly visible portion of the site.

The overall landscape concept will be a significant improvement along the eastern edge of the public park. Shade is provided along pedestrian pathways and to the south and west facing lower units. The combination of trees will be distinct from the park landscape but relate in context with the species proposed.

Section 6-306 D Approval criteria for Development Plan Review (*in italics*)

1. *Placement, form, and articulation of buildings and structures provide variety in the streetscape*; the “streetscape” in this case is all four sides of the property, as it addresses the different conditions in each direction. The placement of the buildings creates a natural crescendo from the 25’ elevation of the freeway, to 45’ for the first building, to 65’ at the top of the lakefront building and 90’ to the top of the architectural accent wall. A similar pattern from 52’ at the east end to 90’ at the southwest end. The commercial side presents a new element to the west façade that is different than the residential lakefront façade.

2. *Building design and orientation, together with landscape, combine to mitigate heat gain/retention while providing shade for energy conservation and human comfort*; the southern and western sides of the site are lined with shade trees to mitigate sun exposure to the lower units. Upper units are shaded by balconies from units above, serving as canopies. The combined materials provide surfaces that will reflect and retain heat differently, preventing a heat massing common to predominantly masonry or concrete forms. The landscape creates an oasis around the base of the building, grounding it with shade and softening the contemporary form with color and texture. The parking is largely covered, and the northern guest lot has shade from the building for a portion of the day.
3. *Materials are of a superior quality, providing detail appropriate with their location and function while complementing the surroundings*; materials are commonly found in the surrounding area, the structure is a wood framed building with painted stucco panels, painted metal and tinted glazing. The proposed materials are similar to other developments on the north bank.
4. *Buildings, structures, and landscape elements are appropriately scaled, relative to the site and surroundings*; the proposed development is human scaled, it will not overshadow the marina or tower over lake users. The landscape elements and buildings are appropriately scaled relative to other projects on the north bank.
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*;
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*; each elevation is unique in building roofline, fenestration, use of colors and materials, creating a rhythm appropriate to the lakefront, marina side, freeway side and lots to the east.
7. *Plans take into account pleasant and convenient access to multi-modal transportation options and support the potential for transit patronage*; the site does not have direct access to transit facilities, although if water taxi service were added in the future, the site has access to the marina from pedestrian paths from the development. The site is biking distance from orbit, bus and light rail through existing path systems and provides bike storage on site. The mix of uses and design encourages live-work and play within the same area.
8. *Vehicular circulation is designed to minimize conflicts with pedestrian access and circulation, and with surrounding uses*; the vehicular circulation is separated from the main pedestrian paths, creating a strong pedestrian environment within and around the site.
9. *Plans appropriately integrate Crime Prevention Through Environmental Design principles such as territoriality, natural surveillance, access control, activity support, and maintenance*; tucked in next to the freeway and marina, the site is relatively remote from neighbors. The addition of apartments with views over the park area will help enhance the security of the north bank park, which is remote from the activity support found on the south side of the lake. The park is open until 10:30pm, and the addition of lighting and balconies will provide a stronger sense of security for park users.
10. *Landscape accents and provides delineation from parking, buildings, driveways and pathways*; the landscape uses plants in large massings to delineate the parking area and pedestrian pathways, with access to the commercial buildings along a shaded walkway. The plant selection includes a variety of colors, textures, sizes and shapes that will provide year-round color.
11. *Signs*; are not a part of this request.
12. *Lighting is compatible with the proposed building(s) and adjoining buildings and uses, and does not create negative effects*; Lighting plans were not provided, but are addressed by condition for further review prior to submittal for building permits.

Conclusion

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

REASONS FOR APPROVAL:

1. The project meets the General Plan Projected Residential Density for this site, and by condition will meet the Projected Land Use for this site.
2. The project will meet the development standards required under the Zoning and Development Code.
3. The PAD overlay process was specifically created to allow for greater flexibility in building heights, setbacks and parking.
4. The proposed project meets the approval criteria for a Zoning Amendment and for a Development Plan Review.

**ZON13010 AND PAD13015
CONDITIONS OF APPROVAL:**

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

General

1. The staff recommendation for approval is contingent upon the listed conditions as presented, with no deletions: modifications to any conditions may result in a recommendation for continuance, depending on issues or impacts.
2. A density of 65 dwelling units per acre, to allow 290 units on 4.49 acres, is allowed within the MU-4 zoning provided that a mix of uses shall be included. This development shall provide a minimum of 3% commercial uses as presented in the plans:
 - one 1,250 s.f. flexible commercial space
 - one 1,285 s.f. leasing office
 - three 1,080 s.f. commercial suites totaling 3,240 s.f.
 - three live-work units with 1,080 s.f. of commercial space totaling 3,240 s.f.The total commercial use is 9,015 square feet along the western ground floor of the development.
3. All projects proposed within the 65 DNL area shall notify property owners and/or tenants of the proximity to the airport, through a Proximity Disclosure Statement. (See attached sample).
4. A building permit application shall be made on or before **April 10, 2016**, or the zoning of the property may revert to that in place at the time of application. Any reversion is subject to a public hearing process as a zoning map amendment.
5. 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 **May 12, 2014**, or the Zoning Map Amendment and Planned Area Development approval shall be null and void.
6. A No Build Easement must be obtained with the City of Tempe park property to the west. If agreement cannot be reached for this easement, the proposed project will be required to either set back the commercial portion of the project 20 feet from the property line, modify the design to incorporate commercially viable uses in another form, or apply for General Plan and Zoning Map amendments for a multi-family development with a density restriction of 30 dwelling units per acre if commercial development is deemed unviable in this location.
7. A cross access easement and construction and maintenance agreement must be obtained for the addition of a sidewalk at the south west corner of the site, on Tempe property, and to allow access from the development to the public sidewalk on Tempe property. All easements and agreements must be obtained with the Engineering Department prior to submittal of construction documents for building permit.
8. The Planned Area Development for TEMPE LAKESIDE APARTMENTS 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.
9. The Subdivision Plat shall be put into proper engineered format with appropriate signature blanks and recorded with the Maricopa County Recorder's Office through the City of Tempe's Community Development Department on or before **April 10, 2015**. Failure to record the plat on or before **April 10, 2015**, within one year of City Council approval, shall make the plat null and void.
10. All property corners shall be set and verified with staff upon final recordation of the subdivision plat, no later than three (3) months from the date of County recordation or as determined by staff.

11. The developer must provide a final traffic impact study prior to any submittal for a building permit.
12. The developer must receive approval of the final Traffic Impact Study from the Traffic Engineering prior to issuance of a building permit.
13. The 37 parking spaces shared by guests and commercial customers shall be signed for exclusive use during business hours, and may be used by residents only after the last business on site is closed.

DPR13329

CONDITIONS OF APPROVAL

Site Plan

14. Site plan is approved contingent upon written approval from Salt River Project and the Federal Aviation Administration. Significant changes resulting from input from outside agencies will result in a return to the Commission for any impacted elements of the design.
15. Provide 5'-6" wide public sidewalk along north drive, leading to the public right of way as required by Traffic Engineering Design Criteria and Standard Details.
16. Provide service yard and mechanical 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.
17. 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.
18. Provide upgraded paving at the driveway consisting of unit paving. Extend this paving in the driveway from the curb south to 20'-0" on site, and from curb to curb at the drive edges.
19. 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.

Floor Plans

20. Interior spaces shall be designed for noise attenuation between units and to the ambient exterior condition adjacent to the freeway and within the flight path to achieve a 25 decibel reduction in sound.
21. All sleeping spaces shall be provided with a sound absorbing ceiling system and flooring material.
22. Exit Security:
 - a. Provide visual surveillance by means of fire-rated glazing assemblies from office stair towers into adjacent circulation spaces.
 - b. In instances where an elevator or stair exit 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.

23. Garage Security:
 - a. Minimize interior partitions or convert these to semi-opaque screens to inhibit hiding behind these features.
 - b. Provide exit stairs that are open to the exterior as indicated.
 - c. Paint interior wall and overhead surfaces in garage floor levels with a highly reflective white color, minimum LRV of 75 percent.
 - d. Maximize openness at the elevator entrances and stair landings to facilitate visual surveillance from these pedestrian circulation areas to the adjacent parking level.

24. Parking Garage:
 - a. Minimum required parking dimensions shall be clear of any obstructions.
 - b. At the ends of dead-end drive aisles, provide a designated turn-around space, minimum 8'-6" clear in width (locate on left side if available), including 3'-0" vehicular maneuvering area for exiting. Turn-around area shall be clearly demarcated.
 - c. Provide a minimum 2'-0" of additional width for parking spaces when adjacent to a continuous wall.

Building Elevations

25. Window and/or through the wall ventilation units (HVAC) shall not be used.

26. Exterior walls shall have a minimum sound transmission class rating of at least STC-39.

27. Stud wall shall be at least four inches in nominal depth and shall be finished on the outside with solid sheathing under an approved exterior wall finish; siding on sheathing or stucco or brick veneer.

28. Windows shall have a sound transmission class rating of at least STC-28, and shall be at least 3/16 inches thick, double glazed.

29. Exterior doors shall have a sound transmission class rating of at least STC-28.

30. Roof and ceiling construction shall have a sound transmission class rating of at least STC-39.

31. There will be no group balconies in the residences; balcony design, size and location shall be reviewed with planning and police staff as part of the security plan review prior to application for building permit submittal.

32. The parapet wall of the parking structure shall be tall enough to fully screen vehicles and serve as a mounting surface for required lighting: light poles will not be extended above the parapet wall height.

33. North and east garage elevations shall be screened as designed on elevations provided. Screen material shall provide at least a minimum of 56% opacity: 4" wire mesh product proposed does not meet the design aesthetic shown on the elevations.

34. If building safety ventilation requirements are not met for the parking garage, mechanical ventilation shall be provided to the garage; design modifications shall not reduce the screening of the structure as presented on the elevations.

35. The materials and colors are approved as presented:
 - Roof – flat with parapet
 - Metal Canopy – Cool Dark Bronze
 - Main Building Sections - Stucco 1 - Painted Stucco Benjamin Moore BM679 "Olympus Green" (dark grey-teal green)
 - Top Floor - Stucco 2 - Painted Stucco Benjamin Moore BM1590 "Paper White" (off grey-white)
 - Main Building Sections – Stucco 3 - Painted Stucco Benjamin Moore BM697 "Scenic Drive" (light sage green)
 - Metal Mesh Panel System – Painted Benjamin Moore BM697 "Scenic Drive" (light sage green)
 - First Floor – polished blend finished Concrete Masonry Unit 'Trendstone' "Walnut Creek"/"Huntington Gray" (70/30 blend)
 - Railings – Metal – Cool Dark Bronze

Metal Accent - Vintage
Metal Privacy Screen - 'Berridge' "Copper-Cote"
Anodized aluminum frame — Cool Dark Bronze
Clear lightly tinted low-E rated tempered glass – 'Guardian' "SunGuard" Royal Blue 40 on clear.

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.

36. Provide secure roof access from the interior of the building. Do not expose roof access to public view.
37. Conceal roof drainage system within the interior of the building.
38. 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.
39. Locate the electrical service entrance section (S.E.S.) inside the building or inside a secure yard that is concealed from public view.
40. Upper/lower divided glazing panels in exterior windows at grade level, where lower glass panes are part of a divided pane glass curtain-wall system, shall be permitted only if laminated glazing at these locations is provided.

Lighting

41. This project shall follow requirements of ZDC Part 4, Chapter 8, Lighting, unless otherwise conditioned:
 - a) Exterior gates and doors shall be illuminated to 5 foot candles dusk to dawn.
 - b) Driveways and walkways shall be illuminated to 0.5 foot candles dusk to dawn.
 - c) Surface parking shall be illuminated to 2.0 foot candles dusk to dawn.
 - d) Garage parking shall be illuminated to 10 foot candles from dawn to dusk and 4 foot candles from dusk to dawn.
 - e) The area between the buildings and the pool amenity area shall be illuminated to 3 foot candles dusk to dawn.

Landscape

42. If Salt River Project requires removal of shade trees from required landscape islands within the surface parking lot, a shade study will be provided prior to submittal of construction documents, to determine compliance with Section 4-704A2. Option 2 landscape provisions for parking areas.
43. Rosemary shall not be used in the south western corner of the site, adjacent to the public restrooms and marina entrance, a different plant will be used in this location.
44. The portion of the site adjacent to the public multi-modal path shall be reviewed and approved through parks planning staff.
45. A landscape maintenance agreement is required for landscape installed along the public multi-purpose path on City property.
46. Provide more biodiversity in plant materials along western side of the development, providing more visual interest in texture and color.
47. Identify vines at proposed locations along green screen on north and east side.

48. Provide an 8 foot tall green screen barrier along the north and east side of the site in lieu of 6 foot shown on plans.
49. The plant palette is approved as proposed and specified on the landscape plan. Any additions or modifications may be submitted to Planning Staff prior to submittal for building permits.
50. Provide irrigation connection to fire hydrant water line loop per February 7th Site Plan Review meeting with interdepartmental work group.
51. 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.
52. 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.
53. 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.
54. 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.
55. 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.
56. 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.

Signage

57. Provide address signs on all four building elevations.
 - a. Conform to the following for building address signs:
 - 1) Provide street number and the street name: 551 S. College Ave. with building numbers
 - 2) Compose of 12" high numbers and 8" high street letters, individual mount, metal reverse pan channel characters.
 - 3) Self-illuminated or dedicated light source.
 - 4) Coordinate address signs with trees, vines, or other landscaping, to avoid any potential visual obstruction.
 - 5) Do not affix number or letter to elevation that might be mistaken for the address.
 - b. Utility meters shall utilize a minimum 1" number height in accordance with the applicable electrical code and utility company standards.
 - c. Provide one address sign on the roof of the building. Orient sign to be read from the south.
 - 1) Include street address number in 6'-0" high characters on one line and street name in 3'-0" high characters on a second line immediately below the first.
 - 2) Provide high contrast sign, either black characters on a light surface or white characters on a black field that is painted on a horizontal plane on the roof. Coordinate roof sign with roof membrane so membrane is not compromised.

3) Do not illuminate roof address.

CODE/ORDINANCE REQUIREMENTS:

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

- Development plan approval shall be void if the development is not commenced or if an application for a building permit has not been submitted, whichever is applicable, within twelve (12) months after the approval is granted or within the time stipulated by the decision-making body. The period of approval is extended upon the time review limitations set forth for building permit applications, pursuant to Tempe Building Safety Administrative Code, Section 8-104.15. An expiration of the building permit application will result in expiration of the development plan.
- Specific requirements of the **Zoning and Development Code (ZDC)** are not listed as a condition of approval, but will apply to any application. To avoid unnecessary review time and reduce the potential for multiple plan check submittals, become familiar with the ZDC. Access the ZDC through www.tempe.gov/zoning or purchase from Community Development.
- **SITE PLAN REVIEW:** Verify all comments by the Public Works Department, Community Development Department, and Fire Department given on the Preliminary Site Plan Review. 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 Division will be reviewed by planning staff to ensure consistency with this Design Review approval prior to issuance of building permits.
- **STANDARD DETAILS:**
 - Access to Tempe Supplement to the M.A.G. Uniform Standard Details and Specifications for Public Works Construction, at this link: www.tempe.gov/index.aspx?page=2147 or purchase book from the Public Works Engineering Division.
 - Access to refuse enclosure details and all other Building Safety forms at this link: www.tempe.gov/index.aspx?page=1033. The enclosure details are under Civil Engineering & Right of Way.
- **BASIS OF BUILDING HEIGHT:** Measure height of buildings from top of curb at a point adjacent to the center of the front property line.
- **COMMUNICATIONS:**
 - Provide emergency radio amplification for the combined building and garage area in excess of 50,000 sf. Amplification will allow Police and Fire personnel to communicate in the buildings during a catastrophe. Refer to this link: www.tempe.gov/index.aspx?page=949. Contact the Information Technology Division to discuss size and materials of the buildings and to verify radio amplification requirements.
 - For building height in excess of 50'-0", design top of building and parapet to allow cellular communications providers to incorporate antenna within the building architecture so future installations may be concealed with little or no building elevation modification.
- **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/modules/showdocument.aspx?documentid=5327. Contact Public Works Department, Water Conservation Division with questions regarding the purpose or content of the water conservation reports.
- **HISTORIC PRESERVATION:** State and federal laws apply to the discovery of features or artifacts during site excavation (typically, the discovery of human or associated funerary remains). Contact the Historic Preservation Officer with general questions. Where a discovery is made, contact the Arizona State Historical Museum for removal and repatriation of the items.

- SECURITY REQUIREMENTS :
 - Design building entrances 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 the project with the Police Department. The architect should be involved to verify any modification that would require design revisions. To avoid revisions to permitted construction documents, initial meetings with the Police Department regarding the security plan are recommended before building permits are issued. At a minimum, the Owner shall contact the Police Department to begin security plan process approximately eight weeks prior to receipt of certificate of occupancy.
 - In conjunction with the security plan, Crime Free Multi-Housing status for this property may be required.
 - Provide a security vision panel at service and exit doors (except to rarely accessed equipment rooms) with a 3" wide high strength plastic or laminated glass window, located between 43" and 66" from the bottom edge of the door.

- FIRE:
 - Clearly define the fire lanes. Ensure that there is at least a 20'-0" horizontal width, and a 14'-0" vertical clearance from the fire lane surface to the underside of tree canopies or overhead structures. Layout and details of fire lanes are subject to Fire Department approval.
 - Provide a fire command room(s) on the ground floor of the building(s). Verify size and location with Fire Department.

- ENGINEERING:
 - Underground utilities except high-voltage transmission line 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 is exclusively for refuse. Construct walls, pad and bollards in conformance with standard detail DS-116.
 - 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.
 - 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.
 - 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 Intersection Sight Distance memo, available from Traffic Engineering if needed www.tempe.gov/index.aspx?page=801 . 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 and the Code of Federal Regulations Implementing the Act. Refer to Building Safety ADA Accessible Parking Spaces Marking/Signage on Private Development details.
 - 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.
- **LANDSCAPE:**
 - Prepare an existing plant inventory for the site and adjacent street frontages. The inventory may be prepared by the Landscape Architect or a plant salvage specialist. Note original locations and species of native and "protected" trees and other plants on site. Move, preserve in place, or demolish native or "protected" trees and plants per State of Arizona Agricultural Department standards. File Notice of Intent to Clear Land with the Agricultural Department. Notice of Intent to Clear Land form is available at www.azda.gov/ESD/nativeplants.htm . Follow the link to "applications to move a native plant" to "notice of intent to clear land".
- **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:

1930s to 1950s	Flood Control District maps show the area as desert flood plain, with minimal grading over this lot.
1959	Structures and a small fenced area were established
1965	Papago Riding Stables was established by Bill Scott and family.
1970-90	Development to the east of the site was completed
1992-93	Red Mountain Freeway was constructed north of the site, with an access easement granted to the stables property by ADOT.
1999-2000	Flood control levees and the Tempe Town Lake were constructed to the south of the stables.
2002-2003	The Town Lake Marina was constructed west of the stables.

ZONING AND DEVELOPMENT CODE REFERENCE:

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



DEVELOPMENT PROJECT FILE

for

TEMPE LAKESIDE APARTMENTS

ATTACHMENTS:

- | | | | |
|--------|------------------------------------|--------|--|
| 1-2. | Waiver of Rights and Remedies form | 59-60. | Unit Floor Plans |
| 3-4. | Ordinance | 61-64. | Elevations (black & white and color) |
| 5. | Aerial | 65-72. | Rendered perspectives |
| 6. | Location Map | 73. | Building Sections |
| 7-47. | Letter of Explanation | 74-75. | Subdivision Plat |
| 48. | PAD Cover Sheet | 76. | Noise Contour Map |
| 49. | Site Plan | 77-79. | Aviation Guidelines |
| 50. | Fire Access Plan | 80-94. | Parking Study |
| 51. | Grading Plan | 95-98. | North Tempe Neighborhood Association Meeting Summary |
| 52. | Utility Plan | 99. | Sample of Wire Mesh for Garage |
| 53. | Landscape Plan | | |
| 54-58. | Building Floor Plans | | |

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 Scotts Landings LLC.

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. PL130421 – **TEMPE LAKESIDE APARTMENTS** 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
- OTHER _____

(Identify Action Requested))

for development of the following real property (Property):

Parcel Nos. : 132-22-001A, 132-22-004C, 132-22-004D, 132-22-006D

Address: 551 S. College Avenue

By signing below, Owner voluntarily waives any right to claim compensation for diminution in 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 the above-referenced Application,

ORDINANCE NO. _____

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.

NOW, THEREFORE, 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, Sections 2-106 and 2-107, by removing the below described property from the GID, General Industrial District and designating it as MU-4, Mixed Use Four with a Planned Area Development (PAD) on 4.49 acres.

LEGAL DESCRIPTION

PARCEL NO. 1:

The South 440.00 feet of the North 880.00 feet of the West 495.00 feet of the Northeast quarter of the Northeast quarter of Section 15, Township 1 North, Range 4 East of the Gila and Salt Rive Base and Meridian, Maricopa County, Arizona; EXCEPT the East 300.00 feet thereof; and EXCEPT therefrom that portion of said land conveyed to the Arizona Department of Transportation in Warranty Deed recorded May 11, 1990 in Recording No. 90-210931 of Official Records. (Tax Parcel Nos. 132-22-004C, 132-22-004D and 132-22-006D)

PARCEL NO. 2:

The South 440.00 feet of the West 495.00 feet of the Northeast quarter of the Northeast quarter of Section 15, Township 1 North, Range 4 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona; EXCEPT the South 199.00 feet thereof. (Tax Parcel No. 132-22-001A)

PARCEL NO. 3:

The West 495 feet of the Northeast quarter of the Northeast quarter of Section 15, Township 1 North, Range 4 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona; EXCEPT the North 880 feet thereof; and EXCEPT the South 440 feet thereof.

TOTAL AREA IS 4.49 GROSS ACRES.

Section 2. Further, those conditions of approval imposed by the City Council as part of Case # ZON13010 and PAD13015 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 _____, 2014.

Mark W. Mitchell, Mayor

ATTEST:

Brigitta M. Kuiper, City Clerk

APPROVED AS TO FORM:

Judith R. Baumann, City Attorney

TEMPE TOWN LAKE RESIDENCES

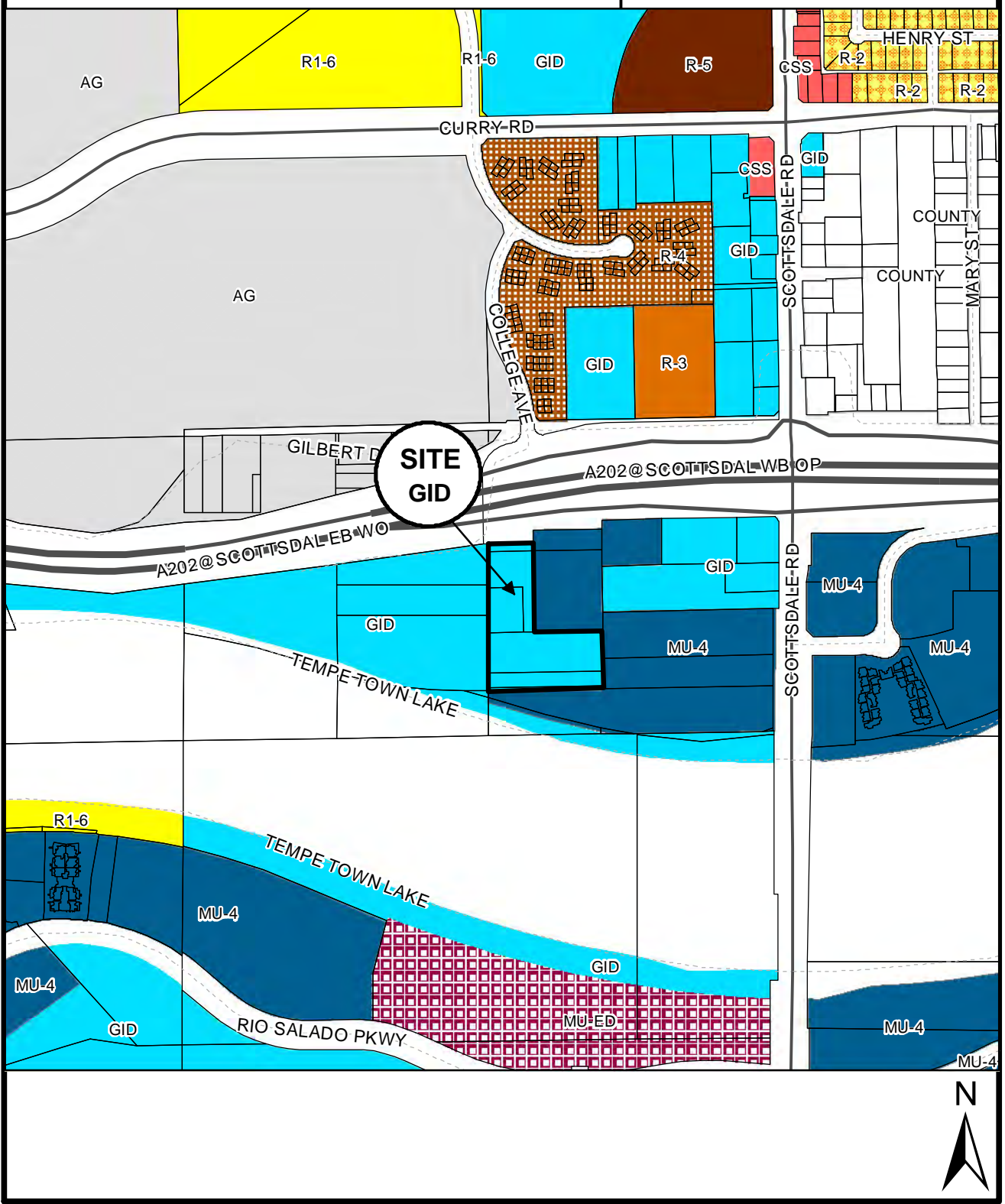
PL130421



AERIAL MAP

TEMPE TOWN LAKE RESIDENCES

PL130421



LOCATION MAP

TEMPE LAKESIDE
MIXED-USE APARTMENT HOMES
ENTITLEMENT APPLICATION
REZONING, PAD, DPR, & PLAT

551 NORTH COLLEGE AVENUE
TEMPE, ARIZONA
(SWC LOOP 202 & SCOTTSDALE RD.)
132-22-001A, -004C, -004D, & -006D

PREPARED FOR:
TRANSWESTERN
JOSH DELK
ASSOCIATE VICE PRESIDENT
DEVELOPMENT SERVICES

APPLICANT:
SENDER ASSOCIATES, CHARTERED
DARIN A. SENDER, ESQ. JENNIFER L. KRIEPS, ESQ.
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(480) 966-6735
DARIN@SENDERLAW.COM JEN@SENDERLAW.COM

DECEMBER 20, 2013
REVISED JANUARY 29, 2014 / FEBRUARY 13, 2014



TRANSWESTERN®



TEMPE LAKESIDE PROJECT NARRATIVE

INTRODUCTION

Transwestern respectfully submits the following entitlement requests for Tempe Lakeside mixed-use apartment homes. Tempe Lakeside represents the mixed-use infill redevelopment of the Papago Riding Stables, 551 North College Avenue, (the “Site”), along the north side of Tempe Town Lake adjacent to the SRP Tempe Marina and Park. At five stories, Tempe Lakeside’s modern design complements the materials, scale, and massing of existing and future development patterns along the Lake and provides a stepping stone to future high-rise development along Scottsdale Road. Focusing on young professionals and young families, Tempe Lakeside will be the catalyst for activation of the Town Lake Marina, bringing people, commercial business opportunities, and a new level of activity to the area. Significant pedestrian connectivity will enhance access to the Marina, Park, Town Lake, Papago Park, and the many surrounding multi-use pathways. Taking advantage of the beautiful Lake and Downtown Tempe views, adjacency of the Marina Park, and proximity to Marina Heights, Hayden Ferry Lakeside, and Downtown Tempe, Tempe Lakeside is positioned to be one of the premiere mixed-use residential communities on the Lake.

Request Overview – Entitlements

This entitlement request seeks a zoning amendment from General Industrial District (GID) to Mixed-Use High Density (MU-4) with a Planned Area Development overlay (PAD). Transwestern is also seeking approval of a Development Plan Review (DPR) for the new buildings, landscaping, and signage, as well as a Plat to consolidate the existing four parcels into one.

General Project Location and Surroundings

This 4.49 acre infill Site sits north of Tempe Town Lake adjacent to the eastern boundary of the SRP Tempe Town Lake Marina. (See attached Location Maps.) Currently, the Site houses Papago Riding Stables, a full-service equestrian riding and boarding facility owned by the Scott family. The Loop 202 Red Mountain Freeway is located immediately north of the Site and Scottsdale Road is approximately 770 feet to the east.



Existing commercial uses east of the Site along Scottsdale Road include Audio Express, U-Haul Self-Storage, the Best Western Inn of Tempe, and Denny’s.

The remaining property between Scottsdale Road and the Site is currently vacant but has received rezoning approval in 2011 for a future mid- and high-rise mixed-use development up to 26 stories. Further east of the Site across Scottsdale Road is the Playa del Norte mixed-use development, which includes In-N-Out Burger, Northshore Condominiums, Grigio Tempe Town Lake, and a mix of other small retail and restaurant uses. South of the Site on the opposite bank of Tempe Town Lake is the State Farm Marina Heights office and retail development which is currently under construction. Transwestern’s vision for Tempe Lakeside is a contemporary mixed-use residential project that will provide its residents with opportunities for quiet relaxation, active recreation, pedestrian and bike access to a wide range of multi-use pathways, and access to potential commercial and retail amenities. In doing so, Tempe Lakeside will activate the Marina with new visitors and eyes on the Park, will enhance the overall vibrancy of the area, and will stimulate future development along the Lake.



Development Concept

Tempe Lakeside proposes to redevelop the 4.49-acre Papago Riding Stables Site. The Papago Riding Stables have been a long-standing Tempe treasure providing horseback riding throughout Papago Park and equestrian boarding for many years. Now that the Scott family has decided to sell this property, a wonderful opportunity for its redevelopment presents itself. Directly adjacent to the SRP Tempe Marina and Park, Tempe Lakeside is uniquely positioned to not only take advantage of those amenities, but to help activate the area making the Marina the hub of Town Lake it was designed to be.

(Design Concept)



Tempe Lakeside’s design is a modern, high-end, mixed-use development that includes 9,015 square feet of commercial office and retail opportunities and 290 multi-family residential units. The generous horizontal and vertical elements help break up the elevations and provide visual interest with shade and shadow effects on the facades. Carefully designed to present a stepped 5-story elevation,

Tempe Lakeside avoids a “cavern” effect of monolithic building massing on the Lake. Compatibility with the existing context of the Marina, Lake, and future potential development

to the east were also important design factors. Tempe Lakeside acts as an appropriate transition between the ground-level Marina and the future Hayden Harbor 20-story development next door. Tempe Lakeside's 90' tall 5-story building steps toward that future development presenting an easy transition from the ground level activities at the Marina without being a towering presence. Those enjoying the Marina and Park will feel comfortable with Tempe Lakeside's human scale and ground floor commercial amenities.

(Resident Amenity Concept)

Resort-quality amenities have been integrated throughout the Site. Rather than program all of the amenities into one large central space with a commercial scale and character, the site design provides several smaller and more intimate spaces that enhance the overall character of the design while providing opportunities for a range of active and passive recreational uses. Each of these spaces has a unique character and responds to the space and microclimate created by the placement of buildings around it. The on-site amenities generally include a resort-style "negative-edge" pool, fitness center, club room, business center, and outdoor lounge areas with bar-b-ques and firepits.

The primary courtyard space (shown here in blue), which connects directly to the pool and amenity area at the building's southwest corner, will serve as the primary social corridor at the heart of the site. This social corridor is the largest amenity space and will contain the most social amenities of all courtyards.



Proposed amenities include:

- ⊕ "Negative-edge" pool visible from the Town Lake and Marina using glass site walls;
- ⊕ Several fire pit/lounge areas for informal gatherings;
- ⊕ Informal turf area for bocce ball or pickup touch football;
- ⊕ Outdoor cooking and bar-b-que stations;
- ⊕ Raised reflecting pond to cool the space in the summer;
- ⊕ Outdoor movie screen for resident movie nights;
- ⊕ Water feature facing inward to further cool the courtyard space;
- ⊕ Generous container plantings; and
- ⊕ Spacious outdoor seating opportunities.

Above that main courtyard facing westward is the glass feature corner. 5-stories of fully glazed façade presents a modern edge facing the Marina and Lake. This feature corner includes amenities such as:

- Fitness center for the residents;
- Club room for resident meetings; and
- Business center for resident use.

The secondary courtyard space located at the center of the main building (shown above in green) serves as a quiet retreat in contrast with the energetic setting of the primary courtyard. This area will be shaded by large canopy trees and consist of amenities such as:

- Outdoor cooking stations;
- Small informal turf area for picnics or sunbathing; and
- Various secluded seating areas designed as intimate outdoor rooms.

Moveable outdoor furniture, enhanced planting, and accent lighting will provide the opportunity to create flexible spaces that can be enjoyed by groups of all sizes.

The third courtyard space is located between the main building and the 3-story building on the north portion of the Site (shown above in purple). This space is proposed to be a more open-air active recreation area. Amenities include:

- Large informal turf area for bocce ball or casual sunbathing; and
- Outdoor cooking and bar-b-que stations.

Because it adjoins the commercial patios to the west, this courtyard can act as a private/semi-private gathering space. This area could possibly even provide space for some of the Marina’s special events such as boating gatherings or race official’s meetings under temporary tents.

(Tempe Lakeside’s Commercial Face)

The ground floor of Tempe Lakeside’s western façade is its commercial face. Providing 9,015sqft of commercial space, Tempe Lakeside is a true mixed-use development.

Beginning at the northern 3-story building, 1,250sqft of commercial space is located on its western façade facing the Marina. (Shown here on the right.) This first floor commercial space is set back from the property line 10’ while the second and third stories are set back 4’ creating a shaded colonnade walkway that connects to patio spaces adjacent to the north and south sides of the building. The walkway continues south along the building’s commercial face connecting to the Lake’s multi-use pathway. The commercial space in this building will be flexible, available for



a single tenant or multiple smaller commercial tenants, many taking advantage of their proximity to the Lake and Marina. Public and resident-friendly businesses such as a coffee shop, news stand, bake shop, or boating shop are a few potential uses here.

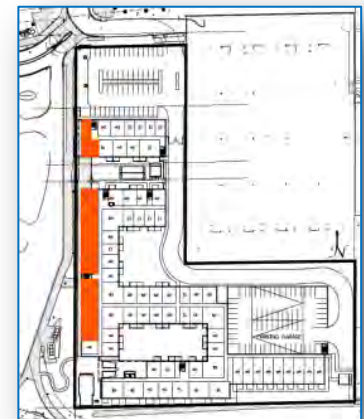
Continuing south to the main building is additional commercial space facing west toward the Marina. (Shown below.) Tempe Lakeside's 1,285sqft leasing office will be located at the northwest corner of the main building presenting a continuous ground floor commercial presence on the west façade. Adjacent to this space is another 3,240sqft of commercial in three 1,080sqft suites. Set back 10' from the property line and main Marina driveway, these spaces



also have small patio areas increasing the public interaction along Tempe Lakeside's west façade. Potential tenants for these suites include professional offices for an architect, attorney, or IT professional, or Marina-related retail such as boat rentals, hot dogs, or ice cream sales.

Adjacent to those commercial suites are Tempe Lakeside's 3 live/work units. Also facing the Marina on the building's western façade, these 2-story 1,985sqft live/work units provide alternative commercial opportunities. These units are available to those wishing to live in the same suite where they work. The second floor of these units are the one-bedroom living spaces while the 1,080 square foot ground floor may act as an office or retail business. The ground floor is fully accessible to the public and ADA compliant. Some of its commercial may someday house offices for companies related to boating activities on the Lake, or retail businesses selling items for use in the Marina or Park. The intent is that the views and proximity to the Marina, Lake, and Park will make these units very desirable.

Overall, Tempe Lakeside proposes over 9,015sqft of total commercial space within the project. This represents 3.7% of the net leasable area, which is consistent with and higher than other similar mixed-use residential projects in the Mixed-Use non-TOD zoning districts. Those projects generally ranger from 2.8% to 3.3%. The Zoning Ordinance does not require a specific amount of commercial be developed, so projects are evaluated on a case-by-case basis with their surrounding context in mind. Without street frontage, Tempe Lakeside takes advantage instead of the opportunities presented by the activities along the multi-use Lake path and the Marina. With almost the entire western ground-floor façade providing commercial opportunities, Tempe Lakeside is positioned to provide many valuable amenities to the Marina and Town Lake visitors.

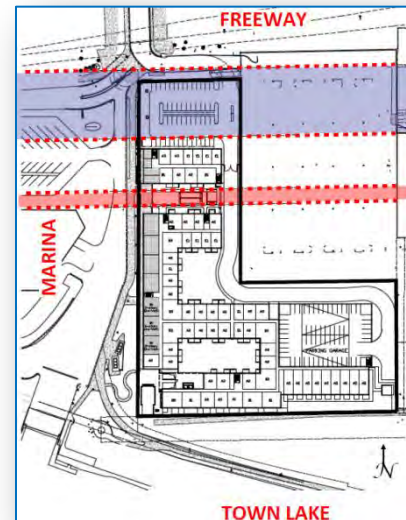


Design Opportunities and Challenges

This Site presents many opportunities for its redevelopment, while at the same time presenting many challenges. The opportunities include the mixed-use infill development of an existing site along the Town Lake with a compatible and exciting residential project. The “backfilling” of a larger vacant parcel that would normally develop first along Scottsdale Road presents an opportunity to insure this Site does not remain as an undeveloped gap in development along the Lake. Another important opportunity is the activation of the Marina. Tempe Lakeside’s residents and guests will use the Marina and Park bringing more people to the area and increasing its visibility to others. The Site’s distance from Scottsdale Road also presents the opportunity for a more secluded development affording its residents privacy from Scottsdale Road’s noisy traffic in a relaxing atmosphere on the Lake.

Some challenges include large easements that cross the northern portion of the Site. A 130 foot wide SRP/APS electric transmission line easement covers the Site’s entire northern 80 feet. Due to this easement, no residential buildings may be built in that 15,600sqft area (about 8% of the entire Site).

Approximately 100 feet south of that easement lies another large impediment - the 30 foot wide sewer easement for the Subregional Operating Group Salt River Outfall Interceptor (the “SROG Line”). Utilized by a multi-governmental agency represented by the City of Phoenix, moving the SROG Line would be significantly difficult at best. The SROG Line easement similarly does not permit buildings to be constructed within its 5,850sqft area (about 3% of the entire Site). As a result of these easements, about 11% of the Site cannot be developed with residential structures. The shape of the Site also presents a challenge to development. This L-shape required very careful site design to insure appropriate vehicular and emergency vehicle flow, and challenged the architects to create an aesthetically pleasing plan.



Overall, we believe these opportunities and challenges have resulted in a development scheme for Tempe Lakeside that successfully meets the challenges and embraces the opportunities.

Overview – Transwestern

Transwestern is a privately held real estate firm specializing in agency leasing, property and facilities management, tenant advisory, capital markets, development, research and sustainability. Transwestern is a fully integrated global enterprise – their Phoenix office is one of 34 in the United States and more than 181 offices in 40 countries.

Transwestern’s development group is a diversified business with expertise and experience in all commercial property types that capitalizes on the market insights and operational expertise of

its affiliates. Transwestern's development group possesses valuable experience in construction, design, sustainability, leasing, acquisitions, finance and asset management. The group executes projects through a variety of venture and contract structures, and has been creating commercial landmarks for itself, its partners, and valued customers throughout the United States since 1978.

For more information about Transwestern, scan this QR code or visit <http://www.transwestern.net>.



APPLICATION REQUESTS

The purpose of the Application is to rezone the Site from GID to MU-4 PAD to allow a mixed-use, multi-family residential project on the Site. The PAD overlay will allow the project to establish appropriate development standards, providing the flexibility necessary to accommodate development of an easement-challenged and unique L-shaped Site.

A. ZONING MAP AMENDMENT

A rezoning from the existing GID to MU-4 is required for Tempe Lakeside to become a reality. The 2030 General Plan Projected Land Use Map designates the Site as Mixed-Use, and the 2030 Projected Residential Density Map designates the Site as High Density >25dua. (The draft 2040 General Plan Maps designate the Site as Mixed-Use, and High Density Urban Core >65dua). (See the attached General Plan Maps.) Because the GID zoning does not further the goals of these General Plan designations, a rezoning to MU-4 is appropriate. This MU-4 zoning request will continue the mixed-use zoning pattern along the Lake as most of the privately-owned land is already zoned MU-4.

1) Compatibility with Surrounding Zoning and Land Uses

Tempe Lakeside is highly compatible with its surrounding land uses including the Marina and Park, Town Lake, Papago Park, the Loop 202 Freeway, several commercial businesses, and the adjacent Hayden Harbor vacant parcel entitled in March of 2011 for mixed-use development.

	Zoning	Current Use	General Plan Projected Land Use Designation		General Plan Projected Residential Density	
			2030	DRAFT 2040	2030	DRAFT 2040
Site	GID	Papago Stables	Mixed-Use	Mixed-Use	High Density (>25dua)	High Density Urban Core (>65dua)
N	Loop 202 Red Mountain Freeway					
E	MU-4 PAD	Vacant	Mixed-Use	Mixed-Use	High Density (>25dua)	High Density Urban Core (>65dua)
S	MU-4 PAD	Vacant	Public Open Space	Mixed-Use	No projected density	High Density Urban Core (>65dua)
W	GID	SRP Tempe Town Lake Marina	Public Open Space	Public Open Space	No projected density	High Density Urban Core (>65dua)

Table 1.1 – Surrounding Zoning, General Plan Designations, and Uses

2) Conformance with General Plan Elements

(a) Land Use Element and Projected Land Use

The Land Use Element is used to guide future development and make land use decisions that maintain an active, livable, and economically sustainable city.

Goal: *Foster development that conserves resources and enhances the environment in which people live, learn, work, and play.*

Objectives:

- Encourage reinvestment and redevelopment appropriate to a particular area;
- Develop and implement plans that address particular geographic area needs;
- Promote neighborhood preservation and enhancement;
- Ensure that new development will be consistent with general Plan goals; and
- Encourage transportation planning, design, and development that reinforces all city-adopted plans, and preserves and enhances the character of Tempe’s neighborhoods.

The proposed MU-4 zoning and Tempe Lakeside development are in conformance with its Mixed-Use General Plan land use designation as well as the Projected Residential Density designation. According to Tempe’s General Plan, the Mixed-Use designation encourages creatively designed developments that generate opportunities to live, work, and play within the Site or surrounding area. Additionally, mixed-use development should create a living environment at a scale that is reasonable to the surroundings. The requested MU-4 PAD zoning is the best option to facilitate development that meets these principles.

Tempe Lakeside provides infill redevelopment to support the city’s vision of a vibrant urban area surrounding Tempe Town Lake and extending through downtown Tempe. The success of Tempe’s downtown core commercial development is continuing with the start of construction of the State Farm Marina Heights project. Tempe Lakeside will add highly desired downtown living along the Lake with the appropriate density to support Tempe’s vision of high density on the Site. The new residents will support Tempe’s significant investment in Tempe Town Lake and the downtown area. And, Tempe Lakeside’s density of 65du fully meets the General Plan Projected Residential Density for the Site which aspires to densities in that range. Finally, Tempe Lakeside’s scale is highly appropriate and compatible with the ground-level uses at the Marina. Providing the necessary density while maintaining an human scale next to the Marina, Tempe Lakeside successfully meets the goals and objectives of the Land Use Element.

(b) Accessibility Element

GOAL: *“Create a city that has design potential to meet community needs through universal design which provides access and benefit through accessible public and private facilities, services and programs.”*

Objectives:

- Create adaptive environments that can meet current and future needs of the community;
- Use universal designs, which are cost efficient and benefit the greatest number of users possible;
- Where possible, create multi-user access that does not separate portions of the populations; and
- Promote ergonomic, human-scaled environments.

Tempe Lakeside is a high-density urban project designed at a human-scale to promote accessibility to all citizens. The project will fully comply with all Federal Americans with Disabilities Act laws to ensure that residents with disabilities have access to all aspects of the Site. Because of the property's central, urban setting and proximity to multi-modal transportation, citizens with disabilities will be able to take advantage of these connections to access services and facilities throughout the metropolitan area.

(c) Community Design Element

GOAL: *“Develop standards that will enhance the community’s quality of life for future generations.”*

Objectives:

- Create recognizable and usable places by enhancing enclosure, connections, permeability and transparency;
- Provide focal points;
- Encourage and enhance pedestrian movement;
- Respond to climactic factors and human comfort;
- Provide opportunities for interaction and observation;
- Encourage mixed-use designs;
- Encourage architecture that will withstand changes in style and economy, enabling adaptive re-uses in the future; and
- Promote sustainable concepts;

The Community Design Element focuses on design, sustainability, and quality of life - shaping Tempe's standards for design and the built environment. Tempe Lakeside meets many of the above Objectives. Recognizable, sustainable, and useable spaces exist in the three distinct outdoor courtyards that also respond well to climatic factors and enhance human comfort. The main courtyard provides a strong focal point at the southwest corner of the project with the negative-edge pool and 5-story glass feature corner. Those areas provide an opportunity for interaction with the public and internally with each other. The other courtyards provide interior focal points for the residents to enjoy, while responding to the climate with shade and landscaping. All of the courtyards provide opportunities for interaction and observation. Additionally, the commercial edge of Tempe Lakeside creates a commercial focal point for the public to enjoy, while providing shade areas for pedestrians walking along that pathway.

Tempe Lakeside's building design is a modern, mixed-use residential project that will withstand changes in style and economy, enabling adaptive re-uses in the future. For example, the commercial spaces can easily be converted from retail to office when the market demands. Connectivity, permeability and transparency are all apparent in Tempe Lakeside's site and building design. Pedestrian, bicycle, and vehicular connectivity co-exist on the Site without conflict providing easy accessibility to many nearby amenities. Permeability is exhibited in the Site layout that favors a public pedestrian edge with pedestrian access for the residents to the

Marina and Lake. Transparency is also apparent in the focal corner's glass tower, the pool's glass site walls, and the views presented by the open fencing throughout the Site.

(d) Housing Element

GOAL: *“Provide diverse housing opportunities for current and future residents, for all income levels and household types, with a specific focus on providing affordable housing programs to help those with the greatest need.”*

Objectives:

- Encourage mixed-income-level housing developments and neighborhoods;
- Encourage property reinvestment;
- Ensure availability at all levels of the housing continuum with opportunities to advance along the continuum as appropriate; and
- Support housing development that provides the longest-term affordability.

Tempe Lakeside will meet the goals and objectives of the Housing Element by providing an urban housing option to existing and future Tempe residents. To keep pace with the growing population, Tempe must attract and accommodate new residents by offering diverse housing options. The Site's central location makes it a prime candidate for filling the market demand for high-end urban living, while providing a range of rental rates. Geared toward young professionals and young families who want an active lifestyle on the Lake, Tempe Lakeside will strive to provide long-term affordability for those residents.

(e) Neighborhoods Element

GOAL: *“Provide a participatory planning process to guide planning and to promote programs that enhance neighborhoods and encourage a sense of community.”*

Objectives:

- Promote neighborhood preservation and enhancement;
- Promote a safe neighborhood environment;
- Minimize traffic impacts;
- Develop walkable communities; and
- Promote alternative modes of transportation.

Transwestern envisions a development that meets the goals and objectives of the Neighborhoods Element. Tempe Lakeside has been designed to establish a sense of community for its residents by providing a mix of on-site amenities, and open access to the Marina, Park, multi-use pathways, Papago Park and beyond. Professionally managed, Tempe Lakeside will also ensure a safe neighborhood environment.

Transwestern understands that mitigating urban development's impact on the surrounding community is an essential component of each development project. The Site is designed to connect to the existing street networks and multi-modal transportation opportunities,

minimizing any potential impact on surrounding neighborhoods. This mixed-use development is also within walking distance to several services and amenities, reducing reliance on automobiles for daily trips, which enhances the walkability of the area. Tempe Lakeside will reinforce Tempe’s vision of an authentic urban district where people can live, work, learn, and play just outside their front door.

(f) Redevelopment and Growth Areas Elements – Town Lake Growth Area

GOALS: *“Sustain or maximize the efficiency of land uses within areas of stagnation or decline by providing the best economic, social and cultural potential through local policies and programs that minimize or mitigate slum and blight or other conditions affecting public health, safety and welfare.”*

“Develop a regional, Lake-centered urban destination, designed to link quality mixed-uses of offices, stores, residences, restaurants, cultural amenities, recreational opportunities, and activities for residents, employees and tourists, while being an economic engine and source of civic pride”.

Objectives:

- Ensure the provision of adequate infrastructure;
- Encourage reinvestment, revitalization, redevelopment or reuse;
- Stimulate private investment;
- Attract new development;
- Attract economic development opportunities;
- Establish the Town Lake as an attractive regional and national destination and centerpiece of community pride;
- Blend a variety of recreational, social and cultural opportunities to celebrate the heritage and contribute to the betterment of our community;
- Position the area to obtain a maximum return on investment for the City of Tempe; and
- Improve regional quality of life.

Tempe Lakeside will further the City’s goal of creating a vibrant and eclectic urban destination with a network of quality mixed-uses centered on Tempe Town Lake. It represents a significant reinvestment of the Papago Riding Stables that does not currently match the City’s vision for higher intensity, mixed-uses near the Lake. Tempe Lakeside is positioned to help “activate” the Marina by its residents bringing an additional level of activity to the area, adding to the dynamic mix of uses already present. Tempe Lakeside’s residents will bring additional activity to the Town Lake area, attracting more new development and investment in nearby properties positioned for improvements, and supporting the city’s significant investment in the Lake and supporting amenities.

(g) Economic Development and Cost of Development Elements

GOALS: *“Stimulate a sustainable, diversified, and vibrant economy while preserving the Tempe vision and values.”*

“Ensure funding availability for growth and maintenance of all planned development, both public and private.”

Objectives:

- Develop an increased tax base;
- Develop an improved local business climate that fosters private business investment;
- Promote a sustained improvement in the standard of living and quality of life for all residents;
- Remain flexible in a constantly changing economy;
- Encourage development that does not exceed planned infrastructure or service capacity;
- Ensure that land use intensification or redevelopment provide for necessary infrastructure or service capacity; and
- Provide opportunities for development, which benefit the community.

Tempe Lakeside presents an opportunity for a positive contribution to the financial, economic, and cultural diversity of the Tempe community. The potential for additional investment in the community combined with increased income from construction, commercial, and rental taxes generated by the project will translate into increased quality of life for all Tempe residents.

Tempe Lakeside is proposed to be developed at a reasonable scale to ensure adequate infrastructure is available, including water, sewer, and street access. Very intense development of this Site could potentially overburden the existing infrastructure. As a small infill parcel with limited right-of-way accessibility, Tempe Lakeside has been designed at a scale that appropriately utilizes the existing street capacity and access patterns without overburdening the designed capacities. Also, existing water infrastructure will be upgraded by Transwestern to include new 8” lines running from the Marina to Gilbert Drive. And, new connections to the storm sewer system will also be upgraded. All in all, Tempe Lakeside will pay its “fair share” of water and sewer development while not burdening any existing infrastructure.

(h) Pedestrian Network, Bikeways, and Transit Elements

- GOALS:** *“Recognize and encourage pedestrian travel as an important part of the transportation system.”*
“Recognize and encourage the use of the bicycle as an important part of the transportation system.”
“Coordinate Tempe’s Transit Plan with the overall transportation plan to support increased ridership.”

Objectives:

- Increase awareness that pedestrians are a priority in Tempe, and that pedestrian travel is an important part of the overall transportation system;
- Provide convenient and safe pedestrian access to promote neighborhood sustainability;
- Ensure accessibility for all;

- Provide safe and convenient bicycle access from neighborhoods to schools, parks, shopping, transit, employment, and other destinations;
- Increase available transit modes and services to support ridership increases and an expanded transit mode share; and
- Facilitate connections among transportation modes.

Tempe Lakeside’s location supports Tempe’s balanced transportation system with access to all modes of transportation - Sky Harbor International Airport, the Loop 202 Freeway, Scottsdale Road, light rail, bus routes, and bicycle and pedestrian paths are all easily accessible from the Site. Connection with a future potential Lake Ferry could add even more transportation opportunities.

Vehicular access to the Site is separated from pedestrian access to promote a safe environment for pedestrians while ensuring adequate access for cars and emergency vehicles. While cars play an important role in providing access to Tempe Lakeside, pedestrian access is equally important due to proximity to the city’s multi-use paths. The Site is designed to provide proper vehicular access without allowing vehicles to dominate the development. The pedestrian friendly environment is enhanced by the human scale of the buildings which reduces the massing of the structures and promotes pedestrian access throughout.

Further, Tempe Lakeside is located in the city’s Bicycle Commute Area and includes increased bicycle parking to accommodate the connection to Tempe’s extensive bike network. Residents can take advantage of the ability to bike to work or enjoy biking recreationally, participating in an event featured by Tempe’s bike program.

(i) Open Space and Recreational Amenities Elements

GOALS: *“Preserve a variety of natural, landscaped and hardscaped open spaces that serve the diverse and changing needs of an urban community.”*
“Provide social, recreational and economic benefits to the community by promoting physical fitness through passive and active recreational areas and programs serving a diverse range of abilities and interests.”

Objectives:

- Maintain and enhance existing open space;
- Identify opportunities for new open space;
- Provide a variety of recreational opportunities that reach as many residents as possible;
- Serve an expanding and changing population;
- Ensure coordination with other city and regional planning efforts; and
- Provide sufficient facilities maintenance of parks and buildings.

Tempe Lakeside is located in the heart of north Tempe’s public open space network, just north of Tempe Town Lake with direct connections to the Marina and Park adjacent to the west, Papago Park adjacent to the north, and the Town Lake pathway system to the southwest, south, and southeast connecting to the Indian Bend Wash. Development in this location has the

unique opportunity to give residents immediate access to the city's most concentrated network of open space and recreational amenities. Directly adjacent to Tempe Lakeside is the Town Lake Marina and the North Tempe Linear Park stretching all the way to Mill Avenue. Tempe Lakeside has been designed to reflect this connection with the adjacent Marina and Park, as well as the city's many other open space amenities. The open space experience continues internally within the Site through unique open courtyard spaces for residents and tenants.

3) Neighborhood Outreach

The Site is located within the North Tempe Neighborhood Association (NTNA) boundaries, just east of the West Rio Neighborhood Association (N1F). (See attached Neighborhood Association Map.)

Transwestern is committed to creating a quality development that fits the fabric of the community and believes that open communication will facilitate that process. Transwestern has reached out to the NTNA and presented Tempe Lakeside to the NTNA at their January 13th meeting. (Please see attached neighborhood meeting notes). Transwestern representatives also met with several of the adjacent commercial property owners prior to application filing. Further, we have met with the management of the La Mirage Apartments, an 88-unit apartment complex on Gilbert Road across the Freeway, to discuss Tempe Lakeside. That meeting resulted in many positive ideas regarding tenant amenities, marketing, and even potential cross-referrals. We have made several attempts to contact the management of the Papago Park Villas, a condominium project on College Avenue also across the Freeway. Thus far, we have not been able to schedule a meeting with the condominium management or homeowner's association, but we will definitely keep reaching out to them.

Additionally, we will continue our dialogue with the NTNA and hope to attend at least one follow up NTNA meeting. A neighborhood outreach summary report has been provided to the city detailing our neighborhood outreach efforts and outlines the comments received and our responses to resolving any outstanding issues. We will continue to provide availability to meet with all interested parties on an ongoing basis.

B. PLANNED AREA DEVELOPMENT OVERLAY

A PAD is required as part of the MU-4 zoning district request to set Tempe Lakeside’s development standards.

1) PAD Proposed Development Standards Table

PROJECT DATA - PROPOSED PAD DEVELOPMENT STANDARDS		
	EXISTING / REQUIRED (MU-4)	PAD PROPOSED (MU-4)
ZONING:	GID	MU-4
GENERAL PLAN: PROJECTED LAND USE	Mixed-Use	Mixed-Use
GENERAL PLAN: PROJECTED DENSITY	High Density <25dua	High Density <25dua
GROSS SITE AREA: (INCL R/W NOT DEDICATED)	195,531sqft (4.49ac)	195,531sqft (4.49ac)
NET SITE AREA: (EXCL R/W TO BE DEDICATED)	195,531sqft (4.49ac)	195,531sqft (4.49ac)
NUMBER OF TOTAL LOTS:	4	1
NUMBER OF TOTAL UNITS:	0	290
NUMBER OF TRACTS:	0	0
BUILDING NET AREA: (NET LEASABLE AREA)	±4,000sqft	245,354sqft (excl garage)
BUILDING GROSS AREA: (GROSS BUILDING AREA)	±4,000sqft	288,245sqft (excl garage)
DENSITY:	-NS- (MU-4)	64.6dua
BUILDING LOT COVERAGE:	-NS- (MU-4)	49% (incl garage)
LANDSCAPE PERCENTAGE ON SITE:	-NS- (MU-4)	34% (69,900sqft)
BUILDING HEIGHT:	-NS- (MU-4)	90'-0"
SETBACK: FRONT YARD	-NS- (MU-4)	115' (N)
SETBACK: FRONT YARD PARKING	20' (MU-4)	0' (N)
SETBACK: SIDE YARD	-NS- (MU-4)	4'-10' (W) & 30', 35', 40' (E)
SETBACK: STREET SIDE YARD	-NS- (MU-4)	-N/A -
SETBACK: STREET SIDE YARD PARKING	20' (MU-4)	-N/A -
SETBACK: REAR YARD	-NS- (MU-4)	8'-25' (S)

STANDARDS TO BE SET BY PAD

Table 2.1 – PAD Development Standards Table

2) PAD Proposed Parking Standards Table

PROPOSED PAD PARKING DATA			
VEHICLE PARKING			
PARKING REQUIRED	PROPOSED USE	SF OF USE	SPACES REQUIRED
NON-RESIDENTIAL	office/commercial (1:300)	4,490	14.97
	leasing office (1:300)	1,285	4.28
RESIDENTIAL	UNIT TYPE	# OF UNITS	SPACES REQUIRED
	studio (1/unit)	34	34
	1-bedroom (1.5/unit)	166	249
	2-bedroom (2/unit)	87	174

	Live/work 2-bedroom (2/unit)	3	6		
	guest (.2/unit)	290	58		
		TOTAL REQUIRED:	540		
PARKING PROVIDED	UNIT TYPE	# BEDROOMS (TOTAL)	SPACES PROVIDED	STANDARDS TO BE SET BY PAD	
	studio	34	34		
	1-bedroom	166	166		
	2-bedroom	174	174		
	Live/work 2-bedroom	6	6		
	guest (.1/br, shared w/ comm)	380	38		
		TOTAL PROVIDED:	420		
			(1.11 / bedroom)		
BICYCLE PARKING:					
(Bicycle Commute Area)	UNIT TYPE	# OF UNITS	SPACES REQUIRED		
	studio (.75/unit)	34	25.5		
	1-bedroom (.75/unit)	166	124.5		
	2-bedroom (.75/unit)	87	65.25		
	Live/work 2-bedroom (.75/unit)	3	2.25		
	guest (.2/unit)	290	58		
		TOTAL REQUIRED:	276		
		TOTAL PROVIDED:	283		

Table 2.2 – PAD Parking Standards Table

3) PAD Proposed Commercial Component Table

MIXED-USE COMMERCIAL COMPONENT			
REQUIRED: (Past precedent)			
% COMMERCIAL REQUIRED:	2.5% - 3.0%		
LEASABLE AREA - NET SQFT	245,354.00		
TOTAL REQUIRED - SQFT	6,133.85	TO	7,360.62
PROVIDED:			
% COMMERCIAL PROVIDED:	3.7%		
LEASABLE AREA - NET SQFT	245,354.00		
COMMERCIAL OFFICE	4,490		
LEASING OFFICE	1,285		
LIVE/WORK	3,240		
TOTAL PROVIDED - SQFT	9,015		

Table 2.3 – PAD Commercial Component Table

4) City of Tempe PAD approval criteria

(a) Identify and provide justification for the specific modification(s) to the general development standards;

Tempe Lakeside's PAD request proposes to modify two MU-4 development standards. First, the front yard parking setback is proposed to be modified from 20' along the Freeway frontage/main driveway to a minimum of 0'. This setback reduction is adjacent to the Freeway which rises to over 25 feet just north of this setback. No impacts on the Freeway will occur from this setback reduction.

Second, this PAD proposes to modify the required parking ratios from 1.0/unit (studio), 1.5/unit (1-br), and 2.0/unit (2-br) to a ratio of 1.11 per bedroom. (See Table 2.2 above.) Tempe Lakeside is in close proximity to the many employment opportunities in the area such as the State Farm campus, just across the Lake; Downtown Tempe, just one mile to the southwest; Arizona State University, just one-half mile to the south; and downtown Scottsdale to the north. Those employees are the main demographic targeted by this project - young professionals and families. Also, Tempe Lakeside's location will create a higher percentage of walking and bicycle trips than anticipated by Tempe's standard parking requirements. Additionally, a parking ratio of 1.11 per bedroom is consistent with recent similar approvals, and more closely reflects the actual parking usage based on the mix of unit sizes. (See comparison table below.) A detailed parking analysis justifying the parking reduction request has been submitted to and accepted by the City of Tempe. The results of the parking analysis are documented in the attached Parking Study.

This PAD also sets in place the unregulated ("No standard") MU-4 development standards that otherwise have no standard. The standards to be set by this PAD include residential density, building height, lot coverage, landscape area, and setbacks. By establishing otherwise unrestrained development standards, the PAD provides assurances to the city and community regarding the quality of development on the Site. Further justification for the proposed development standards stems from the irregular L-shape of the Site plus the significant impact from the existing 130 foot SRP/APS electric transmission line easement and the 30 foot SROG Line easement which impact the developable footprint of the Site. The PAD will allow the necessary flexibility to optimize the Site while taking these constraints into consideration. The end result is a progressive design that accommodates the existing easements while providing desirable on-site amenities and connections to the surrounding Tempe Town Lake recreational opportunities.

(b) Explain how the PAD Overlay District accommodates, encourages, and promotes innovatively designed developments involving residential and/or nonresidential land uses, which form an attractive and harmonious unit of the community; and

The PAD provides an opportunity to redevelop a Site along Tempe Town Lake that faces development challenges traditional zoning could not accommodate. The proposed PAD eases

the Site’s challenges by promoting innovative design that maximizes the Site’s developable footprint. By establishing performance-based development standards that are uniquely tailored to the Site, the PAD forms an attractive and harmonious development that is enhanced by its connectivity with the nearby Marina, Lake, and variety of land uses in the area.

(c) Describe how the PAD Overlay District is deemed appropriate or necessary, and traditional zoning regulations are replaced by performance considerations to fulfill the objectives of the General Plan.

Not only is the PAD overlay required for all Mixed Use zoning district requests, and therefore essential to this development, it is also appropriate considering the Site’s surroundings. Property from dam to dam along Tempe Town Lake is either designated Mixed-Use or Public Open Space on the General Plan’s Proposed Land Use Map. Accordingly, a Mixed-Use zoning district is most appropriate to fulfill the objectives of the General Plan. As a result, the MU-4 zoning district was selected as the most appropriate district for the Site, and the PAD is therefore required by the zoning ordinance. Additionally, the PAD’s proposed development standards have been set to insure a compatible and aesthetically pleasing development that is appropriate for its surroundings.

As shown in Table 2.1 PAD Development Standards Table above, those standards that are not regulated by the MU-4 district have been set at levels compatible with the existing conditions surrounding the Site. For example:

- Tempe Lakeside’s residential density is 65 dwelling units per acre for a total of 290 apartment homes. Other residential developments in the area have similar densities:

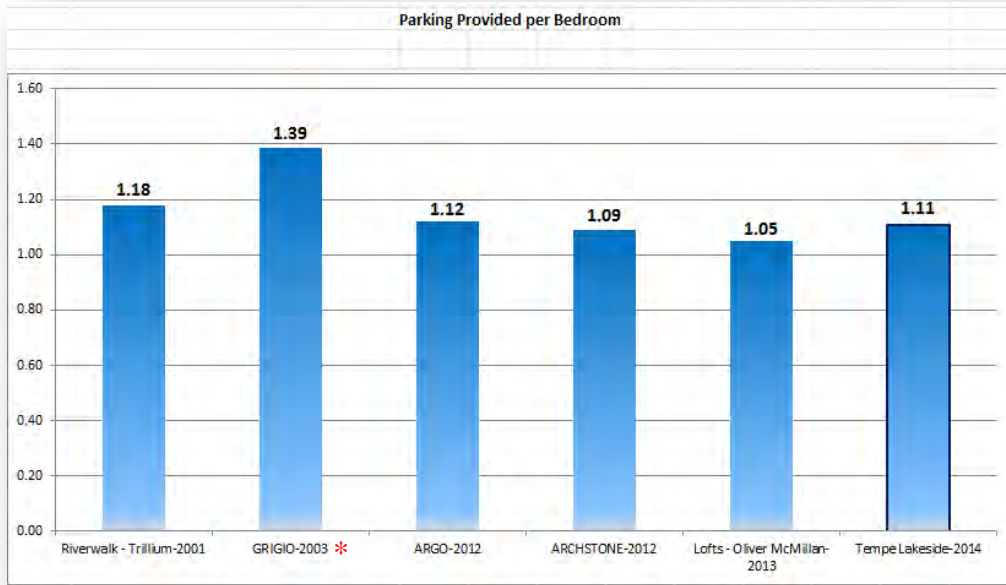
Name	# Units	Density
Tempe Lakeside	294	65dua
Grigio Tempe Town Lake	500	61dua
Northshore Condominiums	134	72dua
Edgewater at Hayden Ferry Lakeside	40	36dua
Bridgeview at Hayden Ferry Lakeside	104	81dua

- Tempe Lakeside’s building height ranges from three to five stories. Existing residential buildings on the north shore of the Lake range in height from five stories to six stories, and on the south shore of the Lake, from six to eighteen stories:

Name	Height
Tempe Lakeside	3, 4, & 5-stories
Grigio Tempe Town Lake	5-stories
Northshore Condominiums	6-stories
Edgewater at Hayden Ferry Lakeside	8-stories
Bridgeview at Hayden Ferry Lakeside	8 to 14-stories
State Farm Marina Heights	6 to 18-stories

These varying building heights along the Lake’s shores insure a diversity of building massing and heights. If all of the buildings were of similar heights, a Times Square “cavern” effect could be created which would diminish the visual and physical enjoyment of the Lake.

- Tempe Lakeside’s per bedroom parking ratio of 1.11 is consistent with recent approvals for similar projects,. Recent 2012 and 2013 approvals ranged from 1.05 to 1.09 to 1.12:



* Includes shared off-site parking.



2012 - 2103 Approvals

C. DEVELOPMENT PLAN REVIEW

1) Project Design

Designed to take maximum advantage of the Site's location on Tempe Town Lake, the proposed 290-unit Tempe Lakeside uses the human scale, Lake views, the Marina, and surrounding context to drive building design and create unique environments throughout the Site. Tempe Lakeside will contain traditional apartment homes, commercial suites, live/work units, leasing office, and a variety of amenities including a resort "negative-edge" pool, fitness center, club room, business center, and outdoor lounge areas. The human scale assures a high-quality pedestrian environment created with a variety of building elevation featuring enhanced design elements and articulation. (See attached building elevations, 3-D views and perspectives.)



Overall project massing steps down from 5-stories along the Lake to 4-stories, then 3-stories toward the Freeway, creating variety and enhancing transparency of the building. A feature corner, wrapped in glass, faces the resort-style pool in the foreground with the Marina and Lake in the distance. Contemporary architecture using a palette of materials and cool colors to represent the water give the project a unique identity tailored to its location on the Lake and surrounding context. Balconies in nearly every unit give residents additional outdoor space and sweeping views. Corner balconies that wrap around the building emphasize the horizontal nature of the Lake and Park areas. A screen of colored metal and integrated graphics serves as project branding and a visual screen wrapping the parking garage.



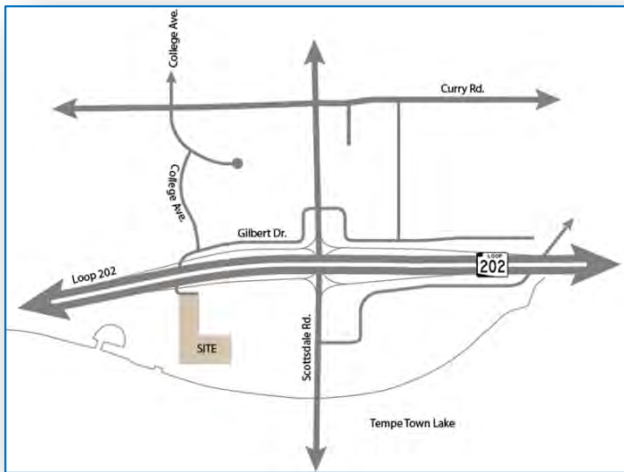
The project's human scale creates a walkable environment giving careful consideration to details such as sidewalk widths, street trees, resident parking, and quality building and landscape architecture. The building is a courtyard-style project providing a mix of private, semi-private, and public spaces, with special emphasis on the public sides fronting the Lake and Marina. Massing and

configuration also create multiple areas that optimize the building's opportunities for natural light and ventilation.

The apartment homes front multiple courtyards and a perimeter access street which functions as a pedestrian friendly mews street. The commercial and live/work units face the Marina and offer individual patios that can be personalized for each resident or business. The eastern portion of the building is stepped back featuring a raised terrace. The overall design maximizes the premium views and spaces offered on the Site – making Tempe Lakeside a luxury home for its residents and a unique opportunity for commercial businesses.

2) Site Circulation and Parking

Access to the Site is achieved from the north via two separate arterial roadways: Curry Road which provides regional east/west access, and Scottsdale Road which provides the regional north/south access. College Avenue provides access from Curry Road while Gilbert Drive provides access from Scottsdale Road. Both College Avenue and Gilbert Drive converge just north of the Loop 202 Freeway underpass. At that point, College Avenue continues south to the northwest corner of the Site. An access easement across ADOT-owned property north of the Site affords the main vehicular and pedestrian access to Tempe Lakeside.



Internal vehicular access throughout the Site follows a main access road along the eastern boundary of the Site. The Site's internal roadways are also designed to allow potential connection to the previously approved Hayden Harbor project, when developed. Although this connection is a possibility in the future and will increase the Site's accessibility, Transwestern's development is completely independent of Hayden Harbor and does not rely on that project for Site access. A Traffic Impact Study has been completed by CivTech which confirms the adequacy of access through College Avenue and Gilbert Road. (See attached TIA.)

The Site has two emergency access points that have been approved by the city's Senior Fire Inspector. The primary emergency access route follows the primary vehicular access via College Avenue and Gilbert Drive. The secondary emergency access route utilizes the existing pathway along the Lake levee. This secondary, and likely seldom (if ever) used, access route provides emergency access from Scottsdale Road through Playa Del Norte Drive, through an existing emergency access easement between the Onyx and Northshore sites to the existing paved levee pathway. Emergency access then continues west on the levee pathway under Scottsdale Road to the Site. (See attached approved emergency access route.)

Although this secondary emergency access route has been approved by the city, it is truly only temporary until development of the parcels to the east occur. At that point, there most likely will be an opportunity to connect vehicular and emergency access with those projects. Although this is most likely the case in the future, Tempe Lakeside today does not rely on nor require vehicular or emergency access across those properties.

3) Pedestrian Access

Pedestrian access is important to Tempe Lakeside due to its proximity to amenities such as the Marina and Park, Papago Park, and Downtown Tempe. All existing sidewalks and pathways will remain in place assuring continuation of pedestrian flow from the Lake pathway system to the Marina and beyond. Pedestrian connectivity to Papago Park, the pet-friendly Papago Dog Park, and the Lo Piano Mesquite Bosque north across the Freeway are maintained by generous sidewalks throughout the Freeway underpass. Tempe Lakeside's western commercial face was also designed with the pedestrian in mind. The sidewalk along that side of the building parallels the Marina's main driveway and provides ample pedestrian connections to the Marina pathway system as well as the Town Lake's multi-use pathway system.

4) Landscape

Tempe Lakeside's overall landscape theme reflects the upscale, modern facades of the architecture and complements the Lake setting. The relatively small site is accented through the creation of several unique and dynamic landscape settings, both internal to the Site and external connecting with the Tempe Town Lake corridor. These diverse landscape areas require varying levels of treatments appropriate to their function and are therefore categorized as follows:

- *Gateway and Entry Landscaping*
- *Internal Courtyard Landscaping*
- *Common Area Landscaping*

(a) Gateway and Entry Landscaping

The Gateway and Entry area is located at the northwest corner of the Site, where primary Site access is via College Avenue under the Loop 202 Freeway. This entry point is visible from the Freeway and will be designed to create an enhanced sense of arrival for the users. The Gateway design will also minimize the visibility of the existing SRP power lines and poles, while adhering to the SRP guidelines for landscape improvements in the area. Landscape treatments for the Gateway and Entry area shall consist of smaller tree selections (in accordance with the SRP Guidelines), dense mass plantings of flowering shrubs, groundcover, and accent cacti plantings.

The public frontage in the Gateway and Entry area will be enhanced by green screen trellis panels planted with evergreen vines. Leading down into the retention basin is a flexible patio space overlooking the field of turf where residents and pets can play. Steps and low walls serve as seating opportunities within the space.

(b) Internal Courtyard Landscaping

The landscape character for Tempe Lakeside is defined by the spaces created by the voids in the buildings. Because these courtyards are relatively small and surrounded by multiple story buildings, they function like atriums that blur the line between indoor and outdoor spaces. They have been designed to capitalize on their unique opportunity to internalize the focus of the space.

The amenities within these spaces have been integrated into the Site in a manner consistent with exterior spaces at a resort property. Rather than program all of the amenities into one large central space with a commercial scale and character, the site design provides several smaller and more intimate spaces that enhance the overall character of the landscape while providing opportunities for a range of active and passive recreational uses. Each of these spaces has a unique character and responds to the space and microclimate created by the placement of the buildings around it. Lush plantings are found throughout the site as well as intimate, shaded outdoor rooms created by large canopy trees, enhanced planting, and accent lighting.

(c) Common Area Landscaping

Foundation landscape areas shall be incorporated around buildings in order to soften the vertical planes of structures and create comfortable green spaces for pedestrians. Appropriately selected tree species will be important for these areas in order to prevent growth from interfering with structures. A mix of evergreen and flowering shrubs and groundcover shall be used throughout. Building entrances will be visually enhanced with flowering shrubs, potted accent plants, and shade trees where possible. The landscape throughout the community shall be designed so that the plant material has opportunities to use the storm water runoff to supplement the irrigation system and provide groundwater recharge.

In providing these elements, the common areas will promote a pleasant pedestrian environment, function as an interconnected open-space system for residents and provide visual connections between spaces and uses within the development.

D. PLAT - TO CONSOLIDATE 4 PARCELS INTO 1

A plat is required to consolidate the existing four parcels into one parcel for development. The consolidation will retain the Site's exterior boundaries but eliminate unnecessary interior property lines to allow cohesive development on one parcel. This Plat will conform to the requirements of Tempe's General Plan, Zoning and Development Code, City Code, and other city regulations as well as Arizona Revised Statutes.

E. CONCLUSION

In conclusion, Transwestern respectfully requests approval of these entitlements so that Tempe Lakeside may help the Marina and the Lake's north shore become an even more exciting and compelling place to live, work, and recreate.



Appendix - Supplemental Development Plan Review Questions

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;

Natural light, shade, and energy conservation are key factors that drive the overall project design. Both the building and landscape design focus on optimizing the Site's natural light while providing adequate screening and shade. All large doors, patios and balconies have overhangs and a portion of the south and west facing windows will have vertical screens for sun control.

Shade is a primary consideration when programming outdoor spaces that will entice residents and visitors. Walkways and gathering areas are designed to take advantage of passive shade provided by buildings, which is supplemented with shade from landscape structures and trees. The landscape character for the project is defined by the spaces created by the voids in the buildings. As these courtyards are surrounded by multiple story buildings, they function like atriums that blur the line between indoor and outdoor spaces. They are designed to capitalize on the unique opportunity to internalize the focus of the space. Significant landscaping throughout the Site will provide shade and help decrease the potential for environmental heat gain typically seen in desert areas, thereby promoting sustainable ideals.

- b) Materials shall be of superior quality and compatible with the surroundings;

Materials for the project have been selected to create a modern design that reflects the desert Lakeside setting. A palette of cool colors will be used to complement the building as well as the surrounding Town Lake area. Local stone will be used to connect the building to the Arizona desert. The landscape design will be high quality, durable, and authentic to our regional style.

- c) Buildings and landscape elements have proper scale with the site and surroundings;

Tempe Lakeside is a courtyard style project with special emphasis on treatment of the Lakeside and Marina facing areas. The overall project massing is developed in a configuration creating multiple areas that optimize the building's opportunities for natural light and ventilation. Building massing steps down from 5-stories to 4-stories to 3-stories to help break up the massing of the building. The feature corner is wrapped in glass facing the resort style pool in the foreground and the Marina and Lake in the distance. Landscape elements will respond to their context by employing a pleasing scale in relation to the surrounding buildings and open spaces, while also creating a comfortable human scale for the residents and visitors that will interact there.

- d) Large building masses are divided into smaller components that create a human scale as viewed from the sidewalk;

A critical design quality that is considered in this building is human scale. Human scale provides for both a higher-quality pedestrian environment, which is created with a variety of small-scale buildings elements rather than a single large unarticulated building, and a sense of “Home” for the residents. Nearly all of the units have a balcony to provide residents an outdoor space. Corner balconies are extended and wrap around the building, emphasizing the horizontal nature of the Lake and park spaces. The project has a sense of enclosure, a coziness that is produced by the courtyard orientation and the space between the buildings and landscape. This environment also serves to make pedestrians and residents more comfortable. The apartment homes are oriented onto a courtyard and a perimeter access street, which functions as a pedestrian friendly mews street. The building is held close to the access street with trees creating a defined urban edge. Amenities and special features designed to enhance the overall shared environment between the project’s landscaping, architecture, and overall pedestrian experience include enhanced landscape materials, planters, walkways, paving, and seating.

The buildings are also broken into several sections both by number of floors and the elevation plane on a regular interval. Therefore, the massing is varied and interesting on both horizontal and vertical planes. This massing avoids what could otherwise be a monolithic, institutional block, and instead results in variety of heights, shade and shadow opportunities, as well as vertical and horizontal rhythm.

- e) Buildings have a clear base and top, as identified by ground floor elements, roof forms, and detailing;

A significant design goal was to include a complete base, middle, and top to ensure full grounding of the building with the surrounding site. Varying colors, materials, and forms are used to delineate the horizontal components. Details such as the vertical skyward-reaching shade structures on the roof, and the horizontal focal metal screen wall draw the eye upward to the sky.

In order to screen roof-mounted equipment from the ground, the design extends building façades and screen walls in a manner that integrates the facades and walls into the overall building design through the use of similar materials, forms, and massing.

- 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;

The project’s design requires all sides of buildings to receive consistent architectural treatments. The design heavily utilizes glass for purposes of maximizing views, providing architectural day-lighting, and providing a contrasting element to the other exterior building skin materials. In order to break up building mass and provide visual interest, the design employs methods for articulation (e.g. material, color and texture changes, reveals, windows, etc.) for large wall surfaces. The use of glass at the ground level of buildings is also designed to

provide high visibility throughout the project and to provide users with a secure environment. Ground floor windows provide “eyes on the street,” maximizing natural surveillance.

- g) Special treatment of doors, windows, doorways and walkways (proportionality, scale, materials, rhythm, etc.) contributes to attractive public spaces;

Varying colors, materials, and forms have been creatively integrated to create attractive design features. Walkways along the exterior will be designed to provide comfortable use by pedestrians. This will be achieved through the application of proportionality, scale, materials, and rhythm in the design. The commercial suites and live-work units facing the Marina have individual patios that can be personalized for each resident or business.

Amenities have been integrated throughout the Site in a manner consistent with exterior spaces at a resort property. Rather than program all of the amenities into one large central space with a commercial scale and character, the site design provides several smaller and more intimate spaces that enhance the overall character of the design while providing opportunities for a range of active and passive recreational uses. Each of these spaces has a unique character and responds to the space and microclimate created by the placement of buildings around it.

The primary courtyard space, which connects directly to the pool and amenity area, will serve as the primary social corridor at the heart of the site. This corridor will include amenities such as the pool area, fire pits, informal turf areas, outdoor cooking stations, and spacious outdoor seating opportunities throughout the site to enjoy the variety of uses. The pool and surrounding area is a highly visible and lively space which has been designed to play up the clean lines, modern materials, and lush plantings that are found throughout the site.

The secondary courtyard space serves as a quiet retreat in contrast with the energetic setting at the primary courtyard. This area will consist of amenities such as outdoor cooking stations, a small informal turf area, and various secluded seating areas designed as intimate outdoor rooms shaded by large canopy trees. These shaded spaces, with movable furniture, enhanced planting and accent lighting will provide flexible spaces that can be enjoyed by groups of all sizes.

Tempe Lakeside will be a beautifully built environment that will both entice and encourage the use of the public spaces.

- h) On-site utilities are placed underground;

All required undergrounding will be completed in conjunction with this project.

- i) Clear and well lighted walkways connect building entrances to one another and to adjacent sidewalks;

The lighting plan will be coordinated with the circulation plan and the planting plan in order to ensure that sidewalks provide a well-lit corridor for pedestrian travel. The site layout provides

well-lit, accessible walkways and sidewalks with minimal conflicts with vehicular circulation. Connections between the parking areas and entrances of the buildings, and the connections between the Site and public right-of-way will also be well-lit to increase visibility. Proper lighting at these connections not only enhances security but also assists in identifying the entry points.

- j) Accessibility is provided in conformance with the Americans With Disabilities Act (ADA);

All sidewalks will be designed with universal accessibility in mind, and will use the applicable ADA requirements as a basis for design. The width, grade, material, and clearances associated with the circulation corridors will be planned to create a cohesive aesthetic that provides comfortable use for all users.

- k) Plans take into account pleasant and convenient access to multi-modal transportation options, and support the potential for transit patronage;

Tempe Lakeside takes advantage of the Site's proximity to all available modes of transportation. The Site's location supports Tempe's balanced transportation system with access to all modes of transportation - Sky Harbor International Airport, the Loop 202 Freeway, Scottsdale Road, light rail, bus routes, and bicycle and pedestrian paths are all easily accessible from the Site. Connection with a future potential Lake Ferry could add even more transportation opportunities.

Vehicular access to the Site is separated from pedestrian access to promote a safe environment for pedestrians while ensuring adequate access for cars and emergency vehicles. While cars play an important role in providing access to the Site, pedestrian access is equally important due to proximity to the city's multi-use paths. The circulation plan will provide safe and convenient access among the multiple access points in the project. Landscape elements such as shade, seating, rest areas, site furniture, and ample bike racks are an integral part of the design. This will provide additional comfort and convenience to maximize bicycle and pedestrian enjoyment of the space, while reducing the number of vehicular trips to and from the Site.

- 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;

The overall site layout and landscaping are designed to effectively and cohesively accommodate all users of the Site, including the urban pedestrian. Pedestrian safety and comfort is incorporated while still accommodating necessary vehicular traffic. Vehicular site circulation has been removed from the Lake and Marina side of the project to eliminate potential conflicts. The Site is designed to provide proper vehicular access without allowing vehicles to dominate the development. The pedestrian friendly environment is enhanced by the human scale of the buildings which reduces the massing of the structures and promotes pedestrian access throughout the Site. The Site is directly south of Loop 202, which provides exceptional buffering from the existing single-family residential uses to the north.

- 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;

Tempe Lakeside is located within the Bicycle Commute Area and is directly adjacent to the Town Lake multi-use path system that is linked to a larger regional path system. The project takes advantage of these walking and biking opportunities by providing direct links to the pathway system and by providing 283 bicycle parking spaces on-site. Vehicular separation from bicycles and pedestrians is achieved by raised medians and direct connectivity to non-vehicular pathways.

- n) Plans appropriately integrate crime prevention principles such as territoriality, natural surveillance, access control, activity support, and maintenance;

Incorporation of crime prevention principles is essential in order to successfully design exterior open spaces that are safe and comfortable to use. Principles of “Defensible Space” are heavily incorporated in this project to minimize areas where someone could hide. Spaces will be designed to provide users with opportunities for both prospect and refuge. Landscaping will be designed to enhance the visual and auditory experience so that users can monitor their surroundings and adjust their behavior accordingly should they detect any outside threat. By providing spaces that give residents multiple paths of travel, they can select the ones that feel most safe to them. The site provides well-lit, accessible walkways and sidewalks with minimal conflicts with vehicular circulation. Connections between the parking areas and entrances of the buildings, and the connections between the Site and public right-of-way will also be well lit to increase visibility. Proper lighting at these connections not only enhances security but also assists in identifying the entry points.

- o) Landscaping accents and separates parking, buildings, driveways and pedestrian walkways;

Landscaping will be used in multiple ways to enhance the project. The landscape design will create a pleasing network of outdoor environments throughout the project. Additionally, landscaping will accent areas that are programmed for recreational use, provide shade where functionally appropriate, buffer views and noise between pedestrian areas and vehicular areas, and by complement the design of the buildings.

- p) Lighting is compatible with the proposed building(s) and adjoining buildings and uses, and does not create negative effects.

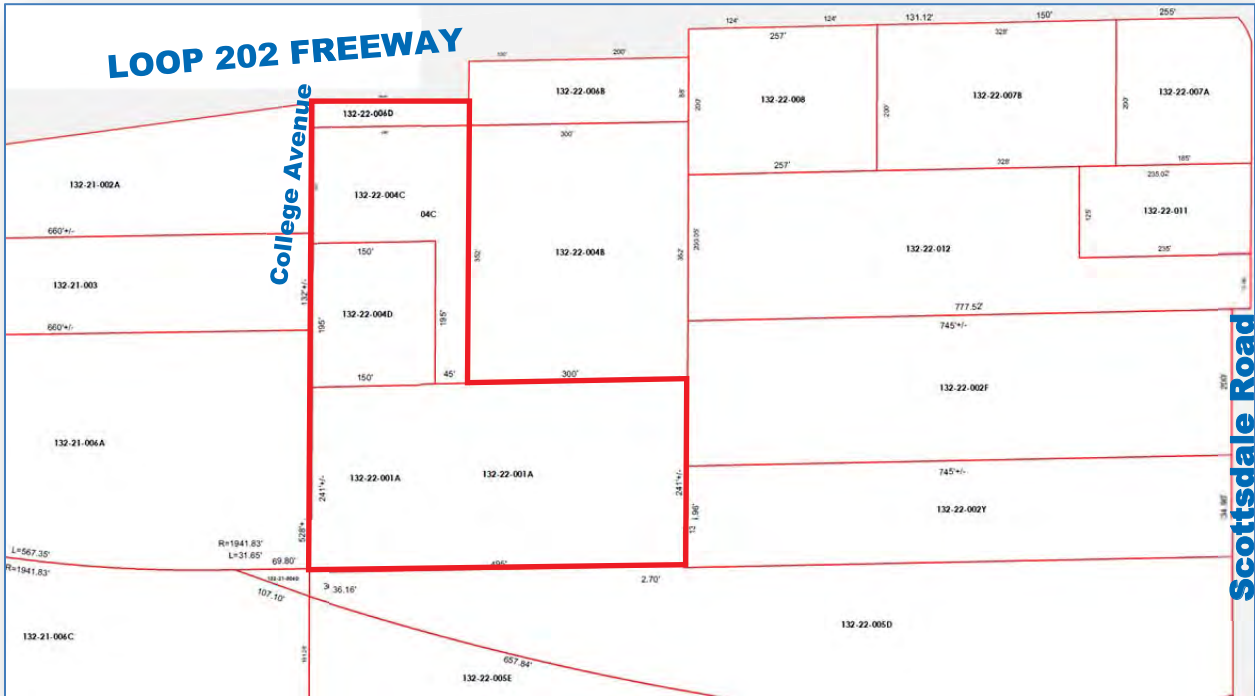
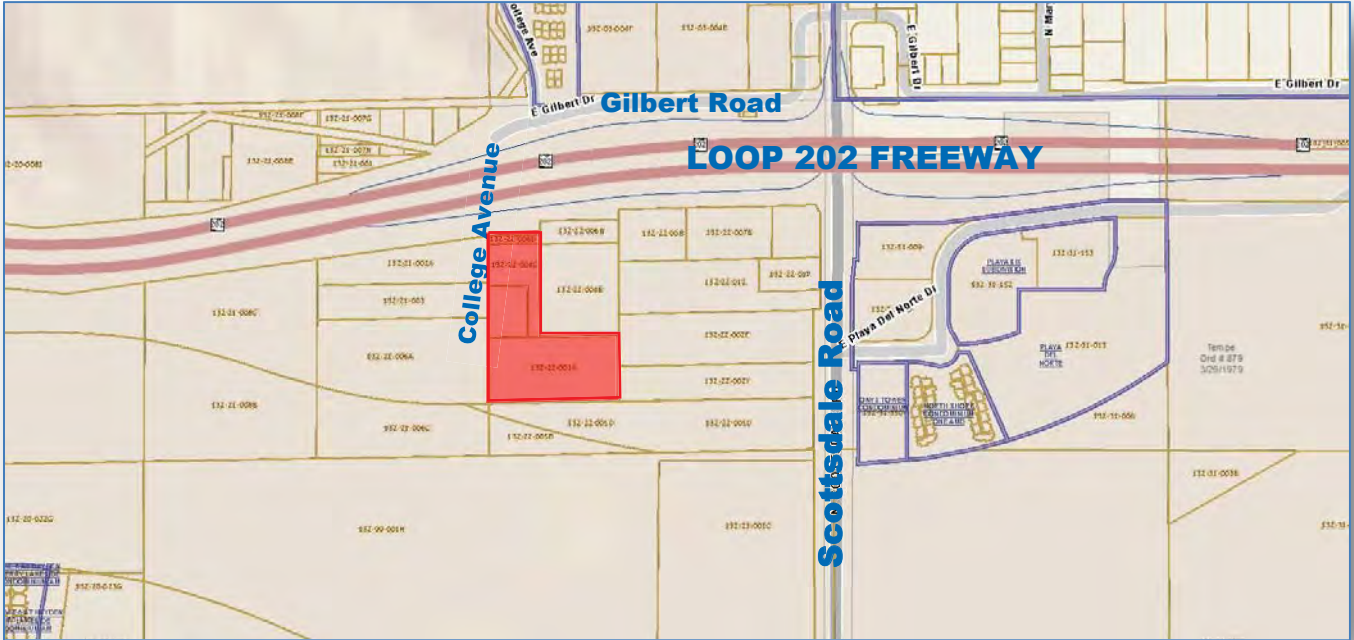
The project’s lighting design takes into consideration both the aesthetic and practical needs of the development. The lighting plan will be coordinated with the circulation plan and the planting plan in order to ensure that sidewalks provide a well-lit corridor for the pedestrian to travel. Proper lighting will enhance security and assist in identifying the entry points and paths

of travel while enhancing the unique character of the overall design. Careful attention will be given to site lighting to address impacts on night skies.

Location Maps

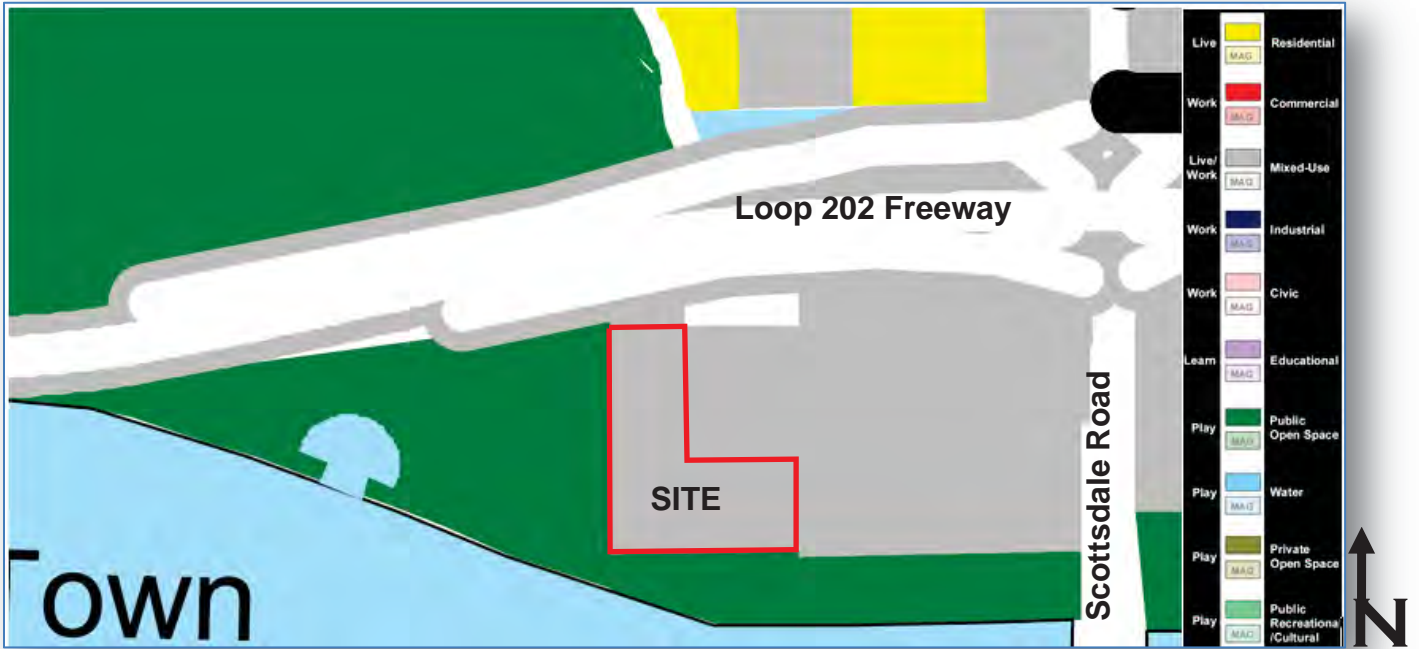




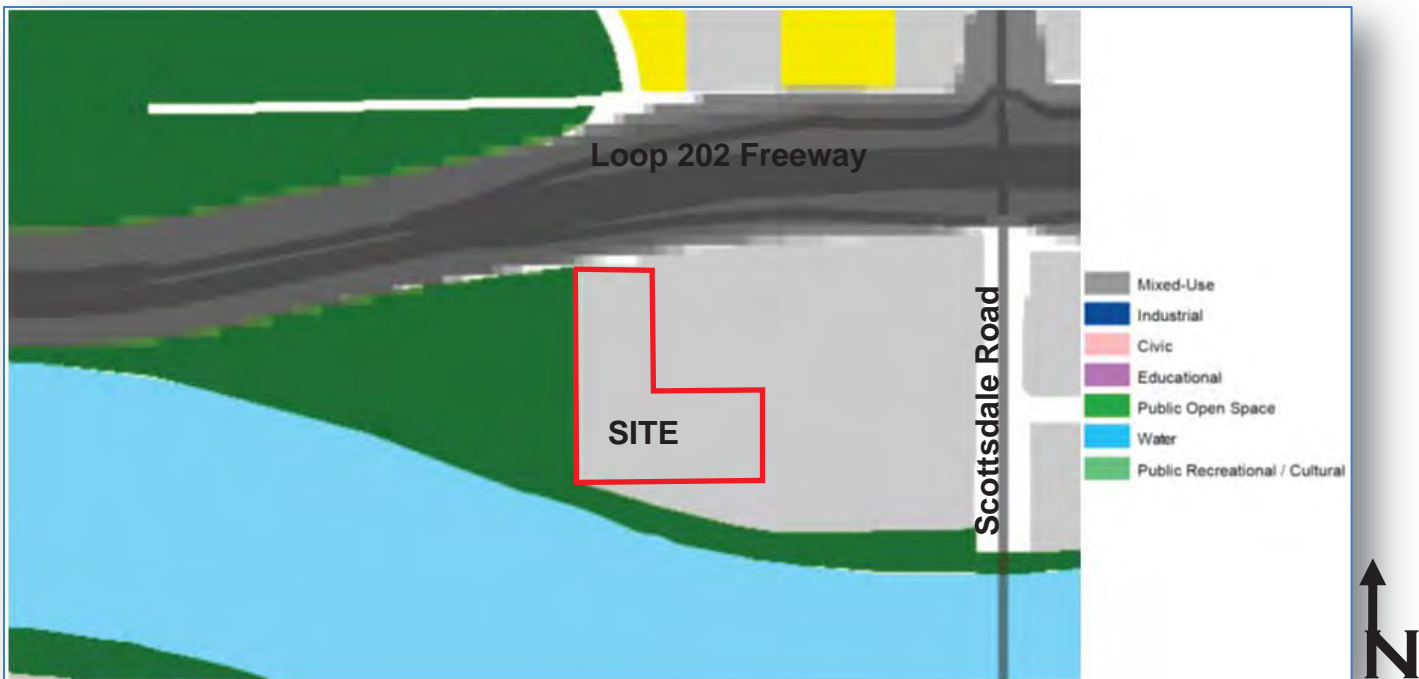


General Plan Maps

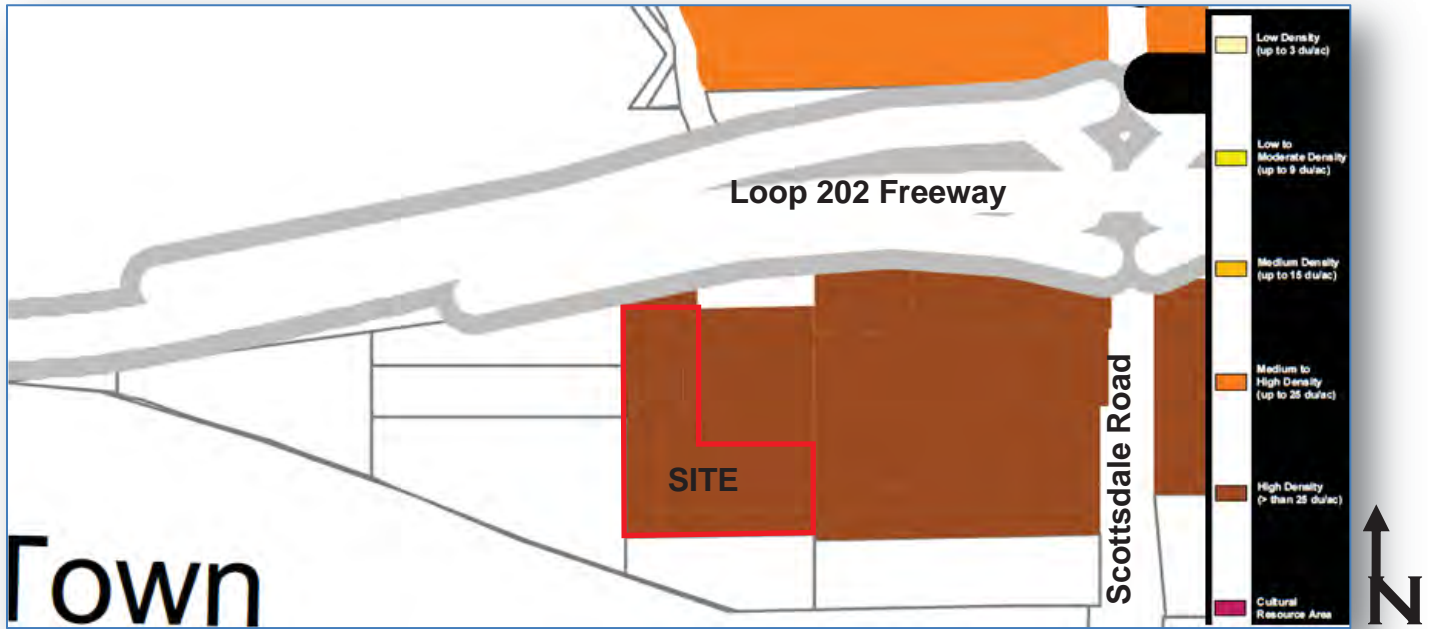
General Plan Projected Land Use Map (2030)



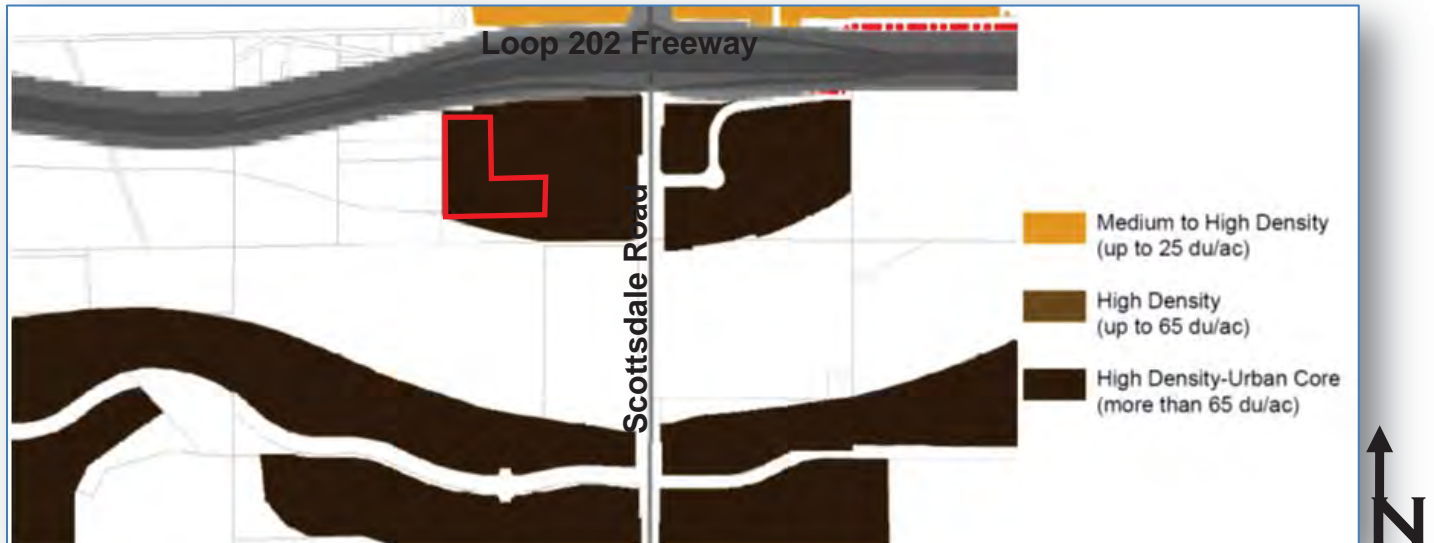
General Plan Projected Land Use Map (DRAFT 2040)



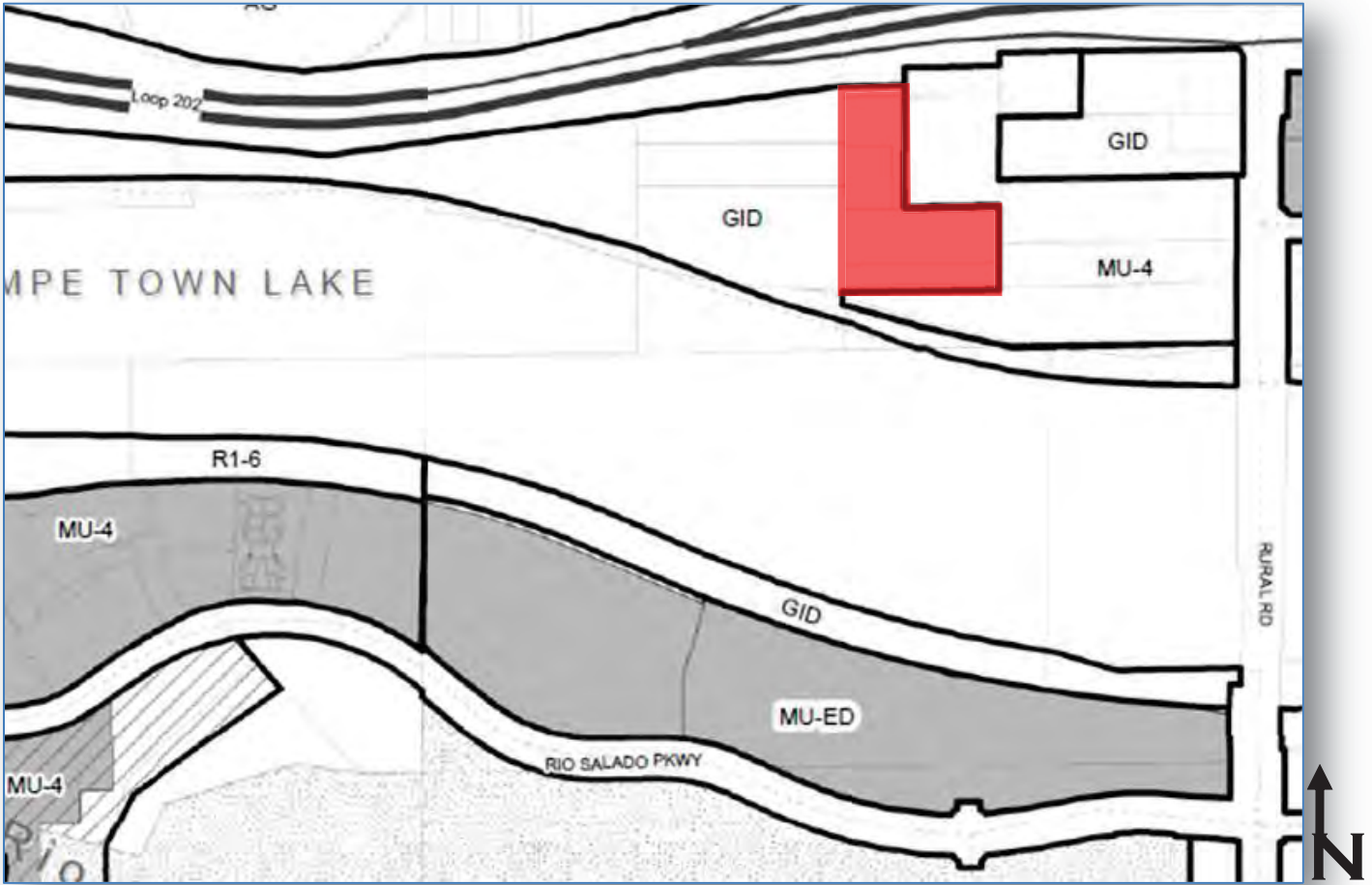
General Plan Projected Residential Density Map (2030)



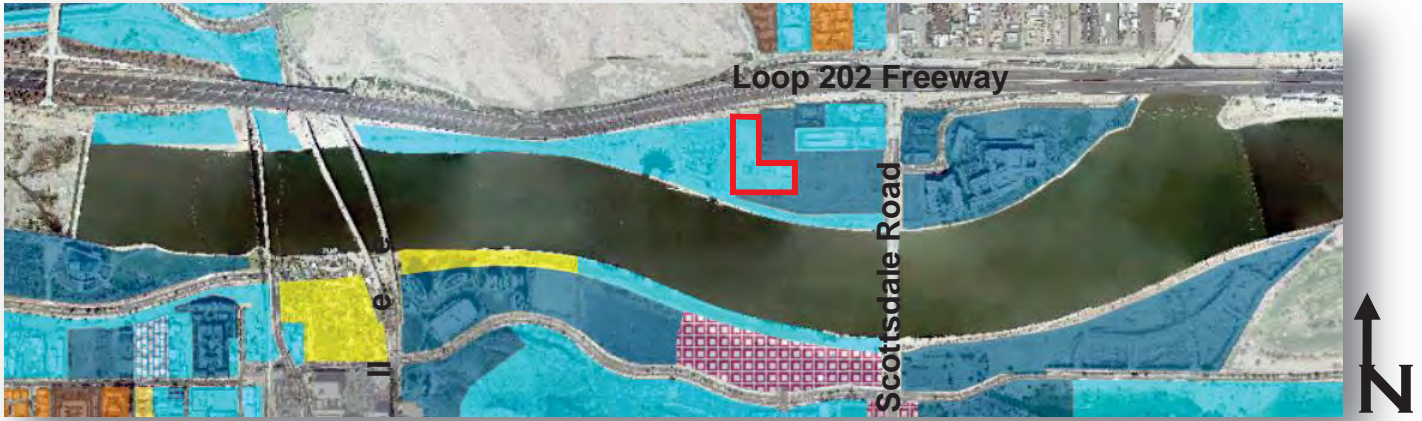
General Plan Projected Residential Density Map (DRAFT 2040)



Zoning Map

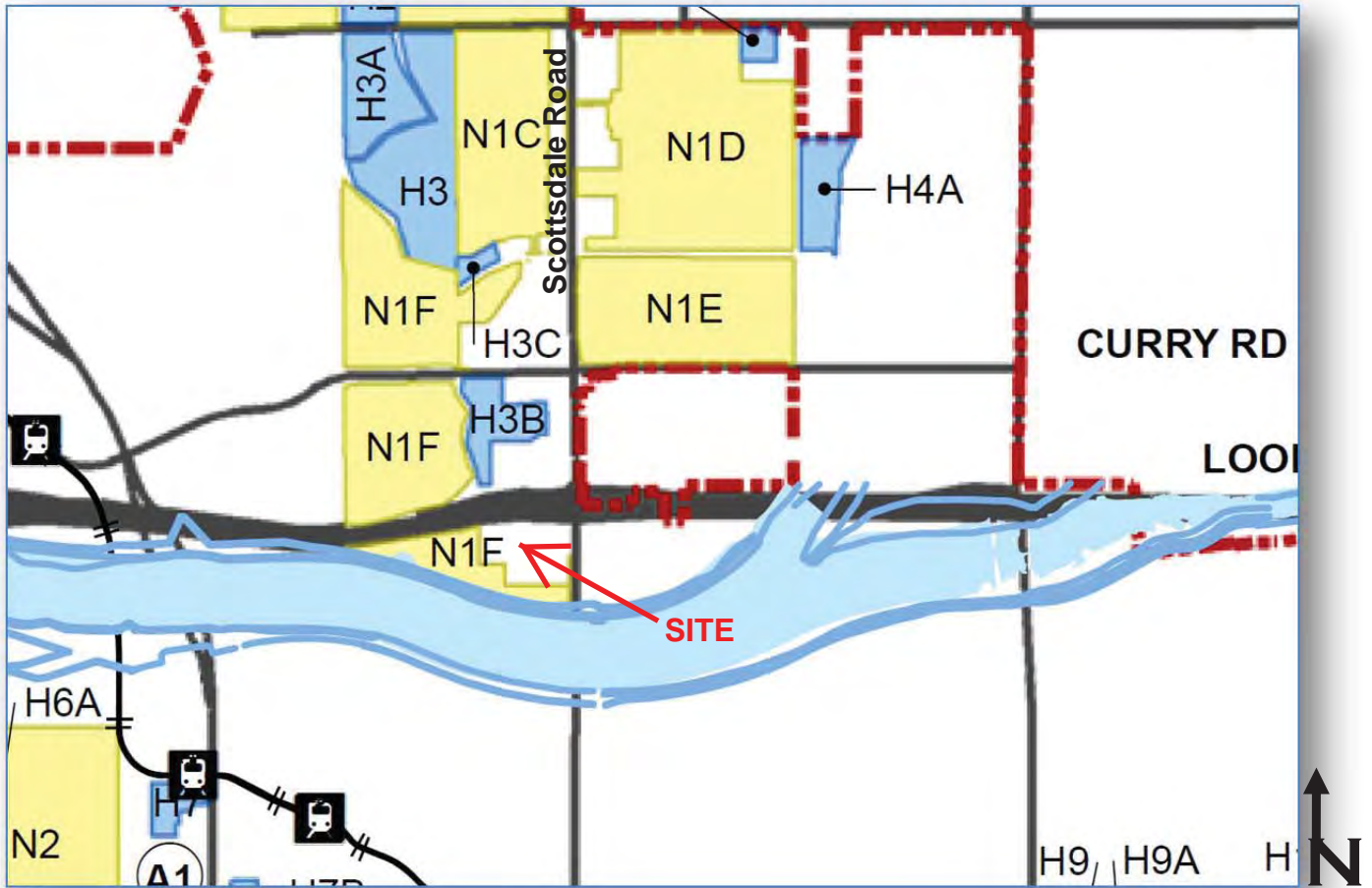


Surrounding Zoning & Land Use



CC		R1-6	
CSS	RCC	R1-7	R-3R
PCC-1	LID	R1-8	R-4
PCC-2	GID	R1-10	R-5
MU-2	HID	R1-PAD	RMH
MU-3	AG	R1-15	TP
MU-4	R1-4	R-2	RO
MU-ED	R1-5	R-3	County

Neighborhood and Home Owner's Associations



- | | |
|-----|--|
| N1 | North Tempe Neighborhood Association (NTNA) |
| N1F | NTNA West Rio Neighborhood Association |
| N1C | NTNA Cavalier Hills |
| H3B | Papago Park Village Homeowner's Association |
| H3C | Parkview Hacienda Homeowner's Association |
| H3 | Marlborough Park Estates Homeowner's Association |
| H3A | Marlborough Park Villas Homeowner's Association |

PLANNED AREA DEVELOPMENT OVERLAY FOR TEMPE TOWNLAKE APARTMENTS

THE NORTHEAST QUARTER OF SECTION 12, TOWNSHIP 1 NORTH, RANGE 4 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN,
MARICOPA COUNTY, ARIZONA

ACKNOWLEDGEMENT

ON THIS _____ DAY OF _____ 20____ BE-FORE ME,
THE UNDERSIGNED, PERSONALLY APPEARED
WHO ACKNOWLEDGED HIMSELF TO BE THE PERSON WHOSE NAME IS
SUBSCRIBED TO THE INSTRUMENT WITHIN, AND WHO EXECUTED THE
FOREGOING INSTRUMENT FOR THE PURPOSES THEREIN CONTAINED.

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

BY: _____ MY COMMISSION EXPRESS _____

TRANSWESTERN

BY: OWNER _____ DATE _____

ITS: OWNER

LEGAL DESCRIPTION

PARCEL #1:
THE SOUTH 440.00 FEET OF THE NORTH 880.00 FEET OF THE WEST
495.00 FEET OF THE NORTHEAST QUARTER OF THE NORTHEAST
QUARTER OF SECTION 15, TOWNSHIP 1 NORTH, RANGE 4 EAST OF THE
GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA.
EXCEPT THE EAST 300.00 FEET THEREOF, AND
EXCEPT THEREFROM THAT PORTION OF SAID LAND CONVEYED TO THE
ARIZONA DEPARTMENT OF TRANSPORTATION IN WARRANTY DEED RECORDED
MAY 11, 1990 IN RECORDING NO. 90-210931 OF OFFICIAL RECORDS.
(TAX PARCEL NOS. 132-22-004C, 132-22-004D AND 132-22-006D)

PARCEL #2:
THE SOUTH 440.00 FEET OF THE WEST 495.00 FEET OF THE NORTHEAST
QUARTER OF THE NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 1 NORTH,
RANGE 4 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, ARIZONA.
EXCEPT THE SOUTH 199.00 FEET THEREOF.
(TAX PARCEL NO. 132-22-001A)

APPROVAL

APPROVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF TEMPE
ON THIS ___ DAY OF _____ 2014.

OWNER/DEVELOPER

TRANSWESTERN
901 SOUTH MOPAC FREEWAY, BLDG. 4, #250
AUSTIN, TEXAS 78746
CONTACT: JOSH DELK
Phone: (512)328-5600
Email: josh.delk@transwestern.com

PROJECT DATA

ZONING DISTRICT(S) AND OVERLAY(S)
MU-4

SITE AREA
GROSS SITE: 195,531SF (4.49ACRES)
NET SITE: 195,531ST (4.49ACRES)

DWELLING QUANTITY
NUMBER OF UNITS: 290

DENSITY
64.59DUA (290/4.49ACRES)

BUILDING HEIGHT
MAXIMUM PROPOSED: 90'-0" MAXIMUM
MAXIMUM ALLOWED: NS

BUILDING LOT COVERAGE
PROVIDED: 49.0%
REQUIRED: NS

SITE LANDSCAPE COVERAGE
PROVIDED: 34%
REQUIRED: NS

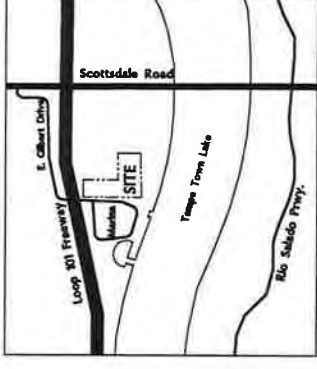
BUILDING SETBACKS
FRONT 115'(N)
FRONT PARKING 0'(N)
SIDE 4'to10'(W); 30',35',40'(E)
SIDE PARKING N/A
STREET SIDE N/A
STREET SIDE PARKING N/A
REAR 8'to30'(S)

VEHICLE PARKING QUANTITY

REQUIRED:
OFFICE/COMMERCIAL (4,490SF) 14.97SPACES (1,300SF)
LEASING OFFICE 4.28SPACES (1,285SF)
RESIDENTIAL (STUDIO) 34SPACES (34UNITS)
RESIDENTIAL (1-BEDROOM) 249SPACES (166UNITS)
RESIDENTIAL (2-BEDROOM) 174SPACES (87UNITS)
RESIDENTIAL (LIVE/WORK 2-BED) 6SPACES (3UNITS)
RESIDENTIAL (GUEST) 58SPACES (290UNITS)
TOTAL REQUIRED 540SPACES
PROVIDED: 420SPACES (1:11/BEDROOM)

BICYCLE PARKING QUANTITY
REQUIRED: 276SPACES
PROVIDED: 283SPACES

SITE VICINITY MAP



CONDITIONS OF APPROVAL: PAD000000
XXXXXXXXXXXX

GENERAL NOTES

XXXXXXXXXXXX

DS131067
PAD13015
REC00000

DATE ISSUED: 29 JAN 14
DRAWN BY:
CHECKED BY:
PROJECT NO.: 13159
CADD FILE:
DRAWING NO.:

A000
PAD
COVER
SHEET
SCALE AS NOTED

DS131067 PAD13015 REC00000

DAVIS

74 East Rio Salado Parkway
Suite 200
Tempe, Arizona 85281
phone: 480.638.1100
fax: 480.638.1101
www.hsdavisexperience.com

TEMPE LAKE SIDE
APARTMENTS
551 NORTH COLLEGE AVENUE
TEMPE, AZ

Site Plan

Property Address: 551 North College Avenue, Tempe, AZ. 85281
 Existing Zoning: CID
 Overlay District: Rio Salado Overlay District; University-Hayden Butte Redevelopment Area; C.O.T. C.B.D.

Proposed Use: Multi-Family Residential
 Proposed Zoning: MU-4 PAD
 General Plan 2030 Projected Land Use: Mixed-Use
 General Plan 2040 Projected Density: High-Density (> 25dual)
 General Plan 2040 (draft) Projected Land Use: Mixed-Use
 General Plan 2040 (draft) Projected Density: High-Density Urban Core (> 65dual)

Site Area: 4.49 acre net / gross (195,531sf)
 Building Area: 288,245sf gross (excluding garage)
 245,354sf net leasable (excluding garage)

Unit Summary:

UNIT	A1	A2	A3	A5	B1	B2	B3	B4	B5	TOTAL RESIDENTIAL
LEVEL 1	11	19	12	9	3	0	1	5	0	64
LEVEL 2	9	1	20	15	9	12	0	1	5	71
LEVEL 3	8	1	20	13	1	15	1	2	1	70
LEVEL 4	3	1	1	1	1	1	1	1	1	10
LEVEL 5	0	1	1	1	1	1	1	1	1	10
UNITS	34	60	61	26	48	3	10	22	3	290
AREA	19,529	1,519	55,880	49,972	10,089	92,220	3,195	17,450	20,599	4,191

Unit Type	Count	Area (sq ft)
1-Bedroom	166	1,174
2-Bedroom	174	2,174
Live/Work 2-Bedroom	3	6
Guest (2-unit)	58	58
TOTAL PROVIDED	400	(1,111 / bedroom)

Category	Count	Area (sq ft)
Leasing Office	1,305	1,305
Comm Space A	1,250	1,250
Comm Space B	1,250	1,250
Comm Space C	1,000	1,000
Comm Space D	1,000	1,000
Live/Work	3,240	3,240
Total Provided	9,015	(3.7% of N/A, 3.1% of G/A)

'Live-Work' Units: (2-story units)
 Commercial Uses: (ground floor only)
 Density: 64.59 units/acre net
 Lot Coverage: 49.0% (includes garage)
 Landscape Area Provided: 34% (66,900sf)
 Building Height: 86'-0" top of highest point of building (5 stories)

PROPOSED PAID PARKING DATA

VEHICLE PARKING	PROPOSED USE	SE OF USE	SPACES REQUIRED
PARKING REQUIRED	(office/commercial) (1,300)	14,490	14,497
	(leasing office) (1,300)	1,230	4,379
RESIDENTIAL	studio (12 unit)	123	34
	1-bedroom (12 unit)	166	249
	2-bedroom (12 unit)	174	249
	Live/Work 2-bedroom (27 unit)	3	6
	Guest (12 unit)	290	58
TOTAL REQUIRED	1,600	1,600	1,600
PARKING PROVIDED	# BEDROOMS (TOTAL)	34	34
	# OF UNITS	166	166
BICYCLE PARKING:	studio (25 unit)	34	25.5
	1-bedroom (12 unit)	166	124.5
	2-bedroom (12 unit)	174	124.5
TOTAL PROVIDED	374	274.5	274.5
TOTAL REQUIRED	276	276	276

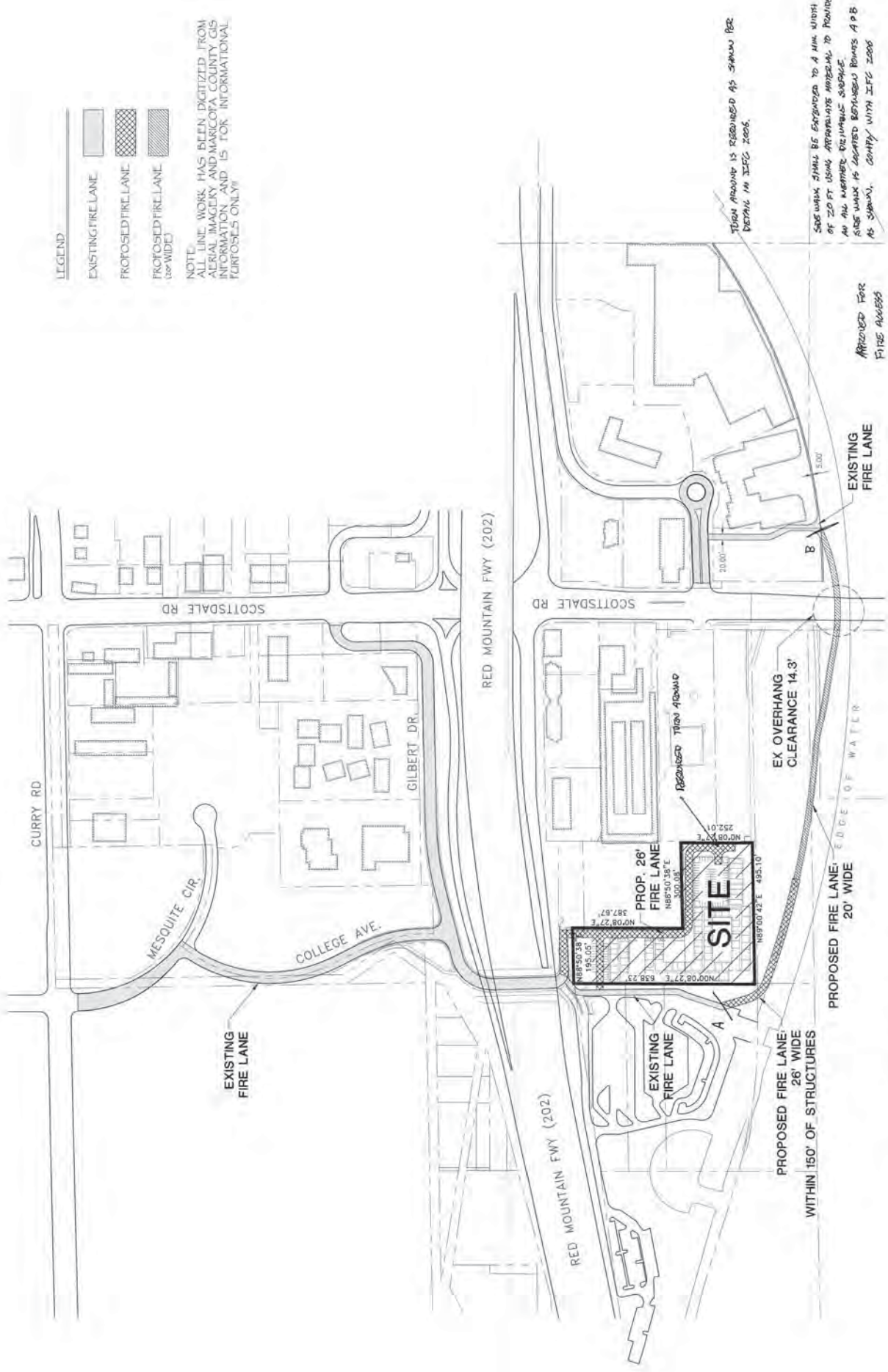
Legal Description

ALL THAT 0.0000 Acre of the North 480.00 Feet of the West 480.00 Feet of the Northeast Quarter of Section 15, Township 1 North, Range 1 East of the Salt River Meridian, Gila County, Arizona, Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 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LEGEND

- EXISTING FIRE LANE
- PROPOSED FIRE LANE
- PROPOSED FIRE LANE (20' WIDE)

NOTE:
ALL LINE WORK HAS BEEN DIGITIZED FROM AERIAL IMAGERY AND MARICOPA COUNTY GIS INFORMATION AND IS FOR INFORMATIONAL PURPOSES ONLY.



THIS AREA IS REQUIRED AS SHOWN FOR
DETAIL IN IFC ZONE.

SIZE SHALL BE ENLARGED TO A MIN. WIDTH
OF 20 FT ONLY APPROXIMATE INDICATED TO POINTS
ON ALL MEMBERS OF JUNCTIONS SUBJECT
SIZE SHALL BE LOCATED BETWEEN BOUNDS A & B
AS SHOWN. COMPLY WITH IFC ZONE

APPROVED FOR
FIRE ACCESS



Scale: 1" = 50'
North
12/1/2013

FIRE LANE EXHIBIT

TEMPE TOWN LAKE RESIDENTIAL

TEMPE, ARIZONA

DECEMBER 2013 Proj # 1387



11100 N. GILBERT AVENUE, SUITE 100, GILBERT, AZ 85234

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 3825 PONTE AVE, SUITE 410
 ADDISON, TX 75001
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 CONTACT: BILL BELSHAW

DEVELOPER
 TRANSWESTERN
 901 SOUTH MOPAC EXPRESSWAY,
 BUILDING 4, SUITE 250
 AUSTIN, TX 78746
 PHONE: (512) 314-5557
 CONTACT: JOSH BELK

ENGINEER
 CASEY WHITEMAN
 1661 E. CAMELBACK RD, STE #275
 PHOENIX, ARIZONA 85016
 PHONE: (602) 490-0535
 FAX: (602) 490-0535
 CONTACT: CASEY WHITEMAN

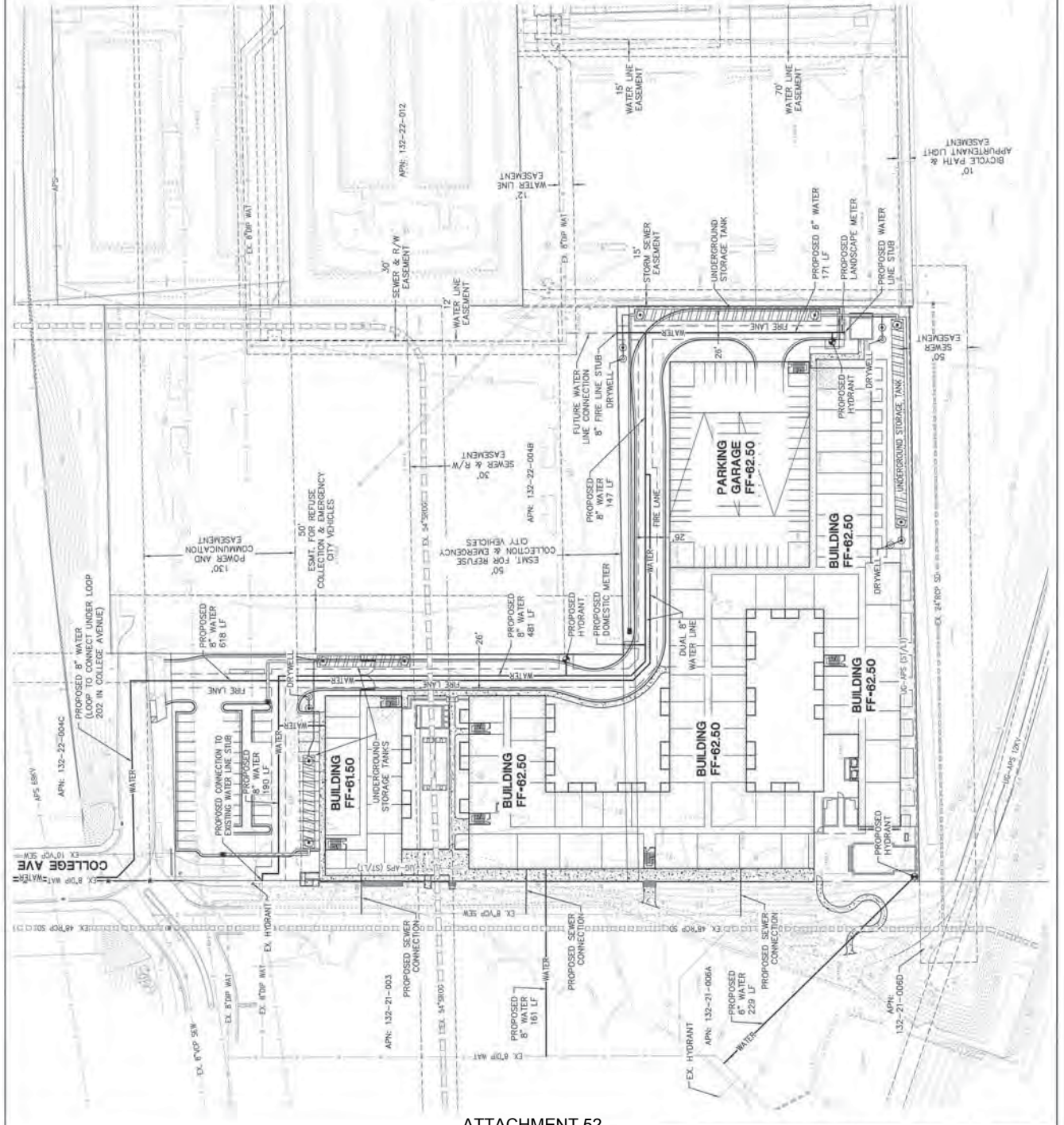
LEGAL DESCRIPTION
 PARCEL NO. 1: 405.00 FEET OF THE NORTH 888.00 FEET OF THE WEST 485.00 FEET OF THE NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 1 NORTH, RANGE 4 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, EXCEPT THE EAST 300.00 FEET THEREOF; AND EXCEPT THEREFROM THAT PORTION OF SAID LAND CONVEYED TO THE ARIZONA DEPARTMENT OF TRANSPORTATION IN WARRANTY DEED RECORDED MAY 11, 1999 IN RECORDING NO. 80-26951 OF OFFICIAL RECORDS.
 PARCEL NO. 2: 405.00 FEET OF THE WEST 485.00 FEET OF THE NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 1 NORTH, RANGE 4 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, EXCEPT THE SOUTH 199.00 FEET THEREOF.

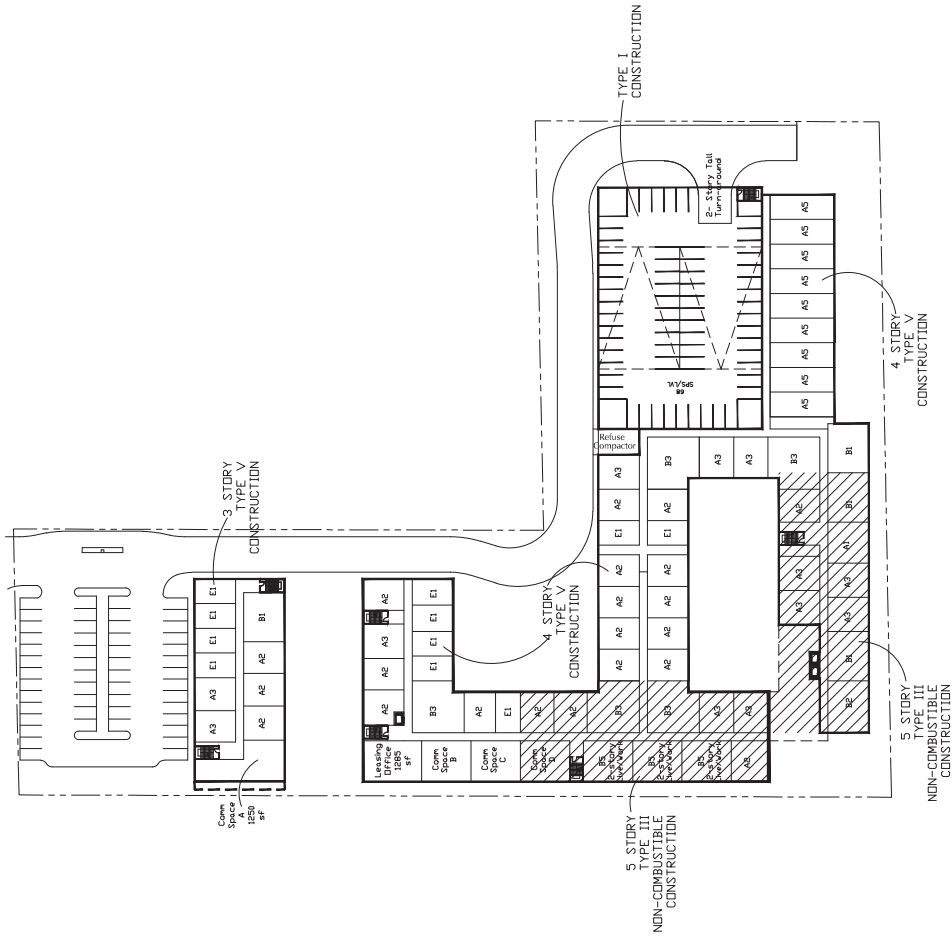
LEGEND
 BOUNDARY
 EASEMENT
 EX. STORMDRAIN
 EX. WATER
 EX. ELECTRIC
 EX. SEWER
 EX. GAS
 FF: FINISH FLOOR ELEVATION
 ST: STATION
 SDR: STORM DRAIN PIPE
 S: SEWER
 W: WATER LINE

VICINITY MAP
 UNIVERSITY DRIVE
 SCOTTSDALE ROAD
 GILBERT DRIVE
 ASP AVENUE

SHEET: 1 OF 1
 DWG. NO. 1
 DATE: FEB. 2014
 SCALE: 1"=40'
 DESIGNED: JM
 DRAWN: UM
 APPROVED: CM

40 20 0 40 80
 FEET
 SCALE
 N





First Floor

0' 40' 80' 120' 160'



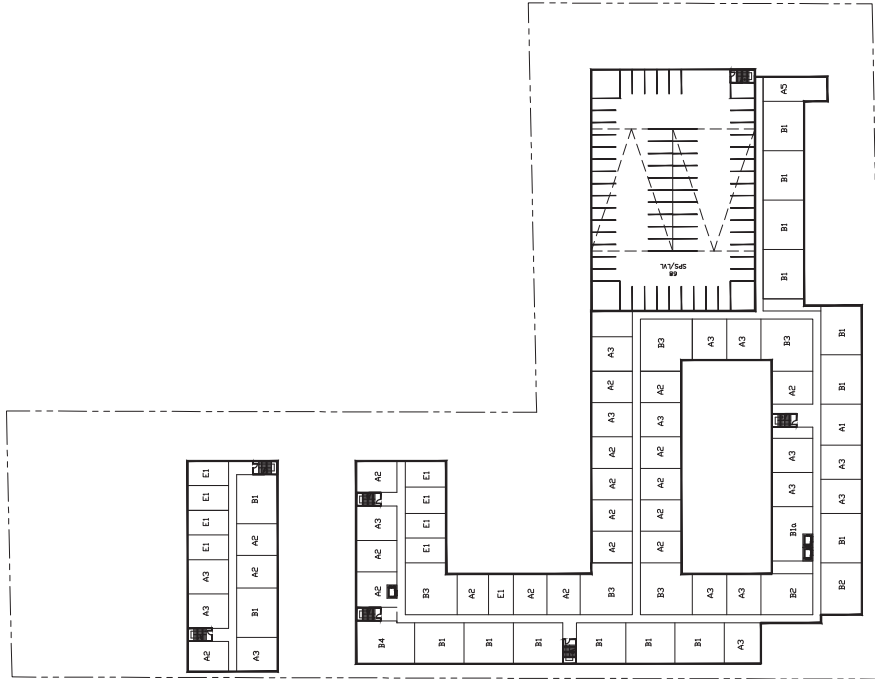
As shown on drawings at other levels

Tempe Lakeside Apartments
 Tempe, Arizona
 11.4.13 (REVISED 2.10.14)

WB
 Wilder Balshaw Architects
 3477 Pinal Avenue Suite 411 Phoenix, AZ 85018
 714.961.2009 phone www.wilderbalshaw.com

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 EXHIBITS, SIGNAGE
 INTERIOR ARCHITECTURE
 PUBLIC DESIGN

DAVIS



Third Floor

0' | 40' | 80' | 120' | 160'

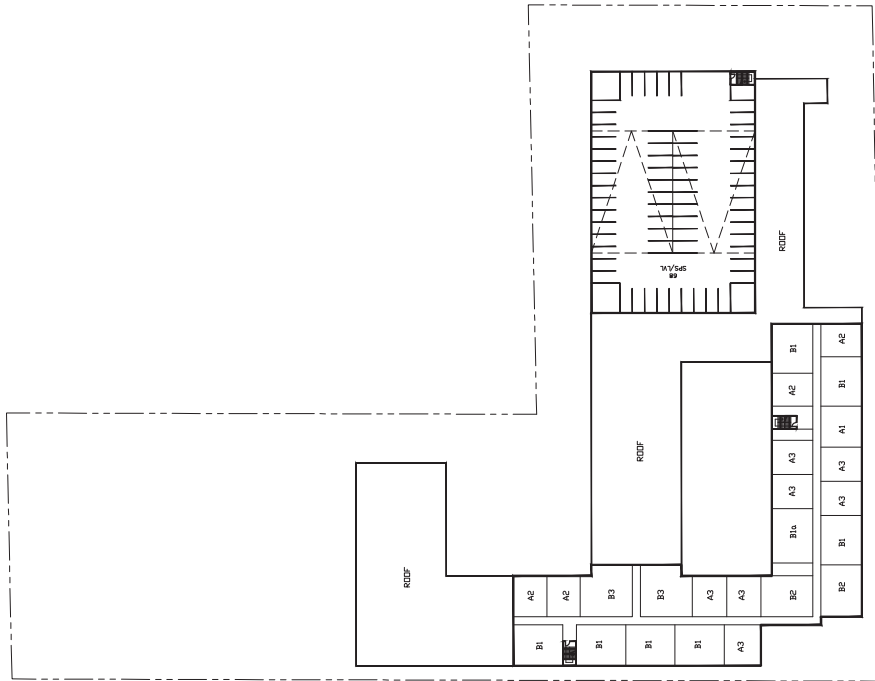


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 Tempe, Arizona
 B359
 11.4.13 (REVISED 2-10-14)



ARCHITECTURE
 INTERIOR DESIGN
 SPACE PLANNING
 EXHIBITION MANAGEMENT
 INTERIOR ARCHITECTURE
 PUBLIC DESIGN





Fifth Floor

0' | 40' | 80' | 120' | 160'



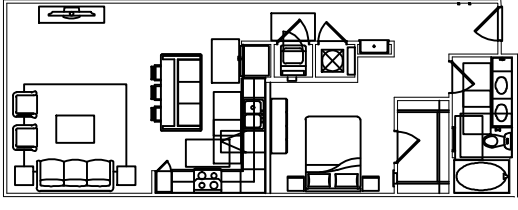
Tempe Lakeside Apartments
Tempe, Arizona

11.4.3 (REVISED 2-10-14)
B359

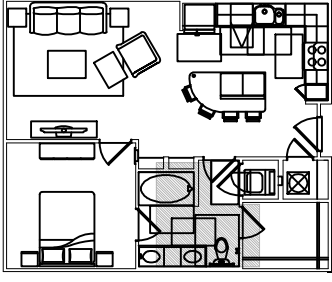


ARCHITECTURE
INTERIOR DESIGN
SPACE PLANNING
EXHIBITION MANAGEMENT
LANDSCAPE ARCHITECTURE
PUBLIC DESIGN

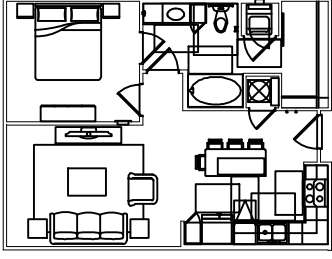




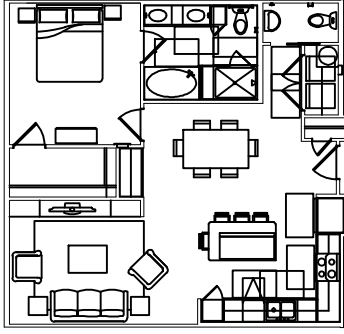
A5



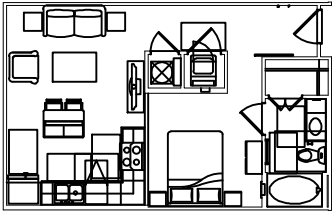
A3



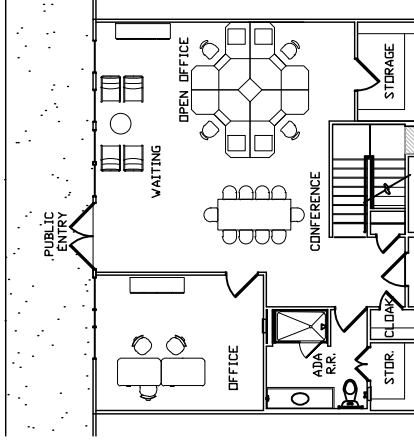
A2



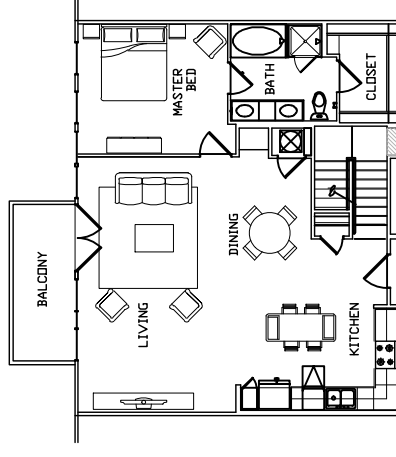
A1



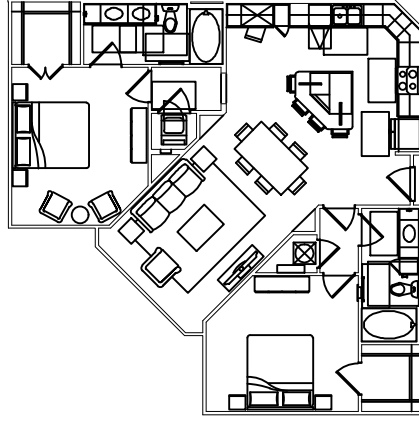
E1



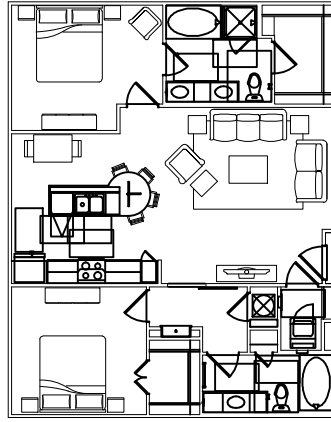
LIVE/WORK
B5-1



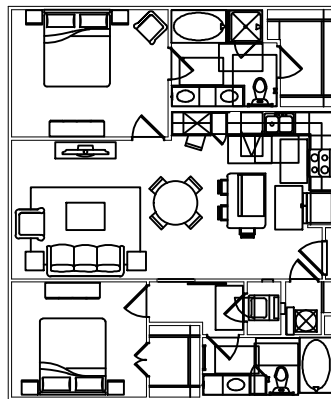
LIVE/WORK
B5-2



B3



B2



B1/B4

All calculations are approximate and subject to change.

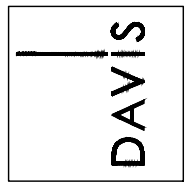
0' 8' 16' 24' 32'

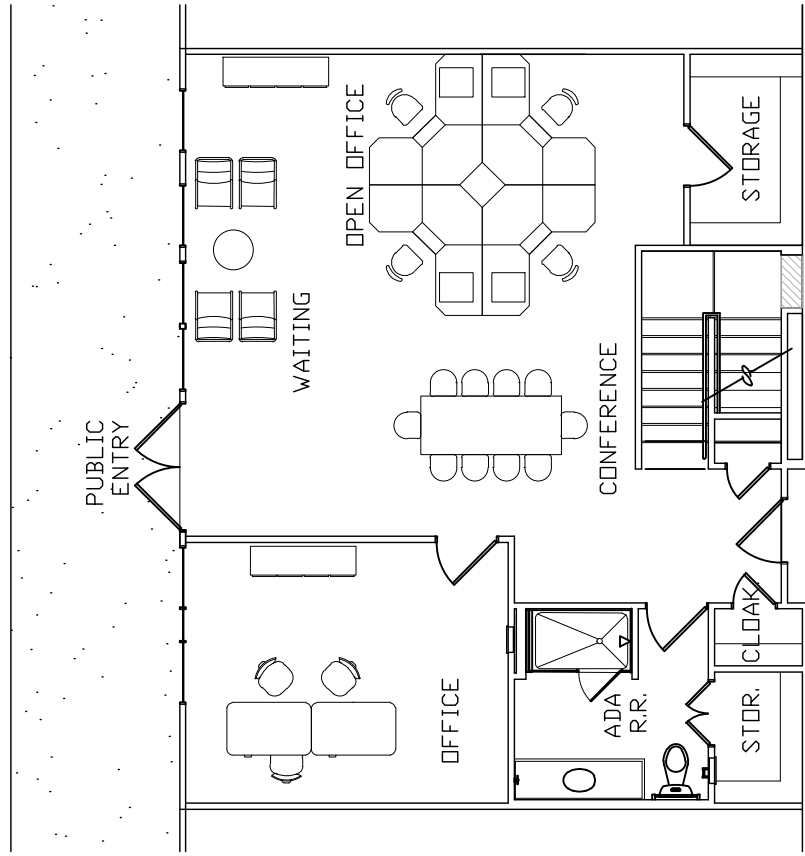
Tempe Lakeside Apartments
Tempe, Arizona
13159
11.4.13 (REVISED 1.28.14)



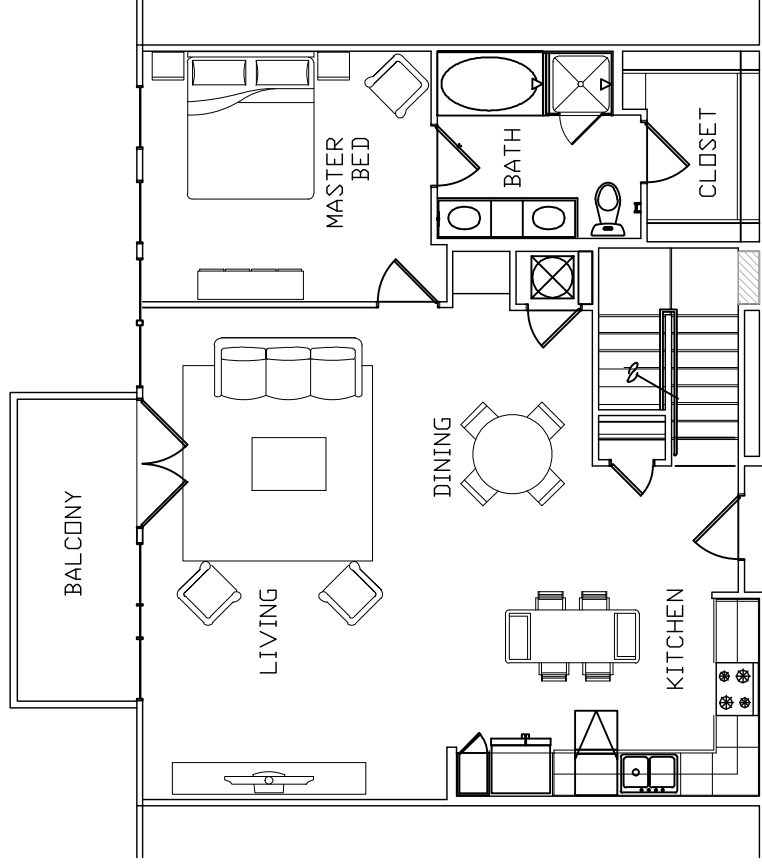
Wilder Belshaw Architects
3875 Peoria Avenue Suite 410 Addison, TX 75001
214.965.0500 phone www.wilderbelshaw.com

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space planning
facilities management
land planning
landscape architecture
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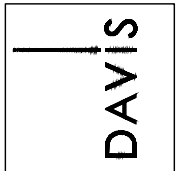


Level 1 (Work)
1,080sf

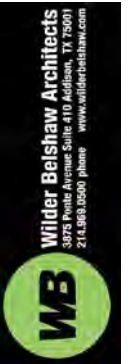


Level 2 (Live)
905sf

Live/Work Unit (B5)
(1,985sf total)



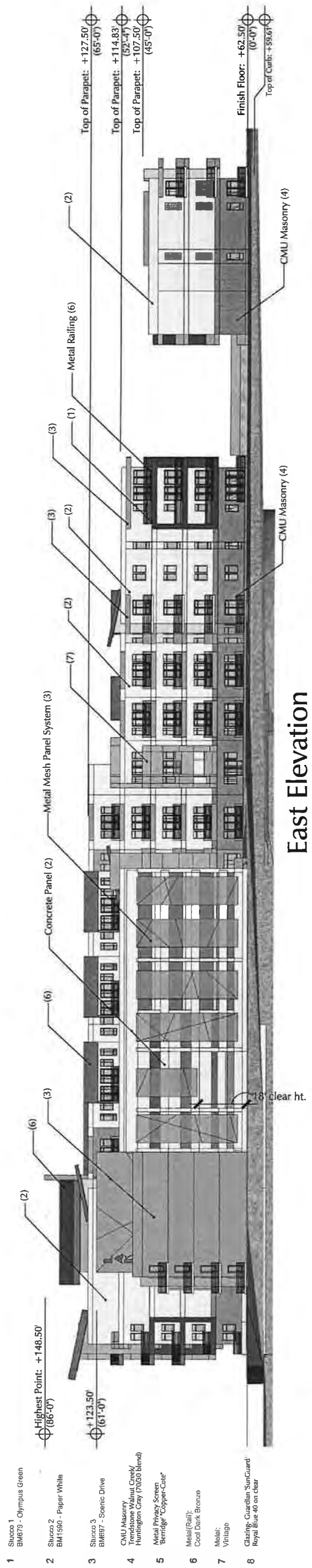
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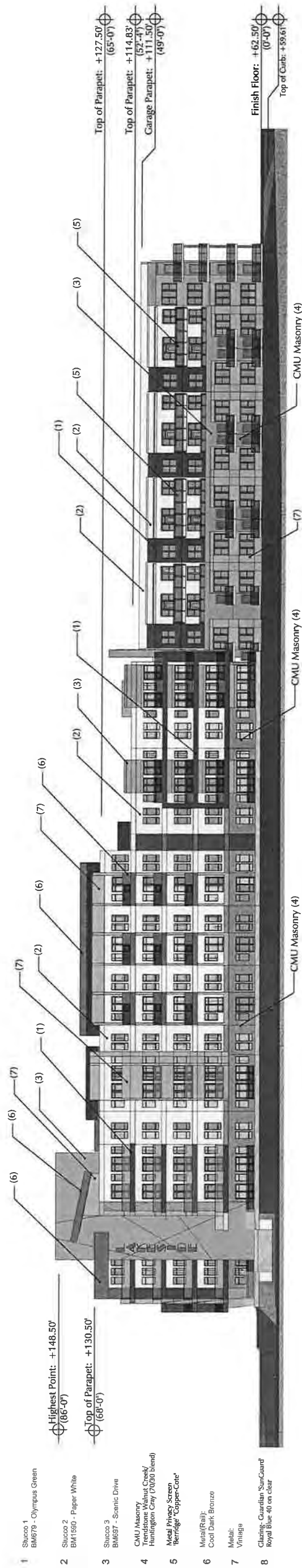
All calculations are approximate and subject to change.

0' 4' 8' 12' 16'

Tempe Lakeside Apartments
Tempe, Arizona
13159
11.4.13 (REVISED 2.11.14)




East Elevation




South Elevation

- 1 Stucco 1
BM679 - Olympus Green
- 2 Stucco 2
BM1580 - Paper White
- 3 Stucco 3
BM697 - Seismic Drive
- 4 CMU Masonry
Trendstone Walnut Creek/
Huntington Gray (70/30 Blend)
- 5 Metal Privacy Screen
'Berridge' Copper-Cote
- 6 Metal(Rail):
Cool Dark Bronze
- 7 Metal:
Vniaga
- 8 Cladding: Guardian 'SunGuard'
Royal Blue-40 on clear

- 1 Stucco 1
BM679 - Olympus Green
- 2 Stucco 2
BM1580 - Paper White
- 3 Stucco 3
BM697 - Seismic Drive
- 4 CMU Masonry
Trendstone Walnut Creek/
Huntington Gray (70/30 Blend)
- 5 Metal Privacy Screen
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Cool Dark Bronze
- 7 Metal:
Vniaga
- 8 Cladding: Guardian 'SunGuard'
Royal Blue-40 on clear



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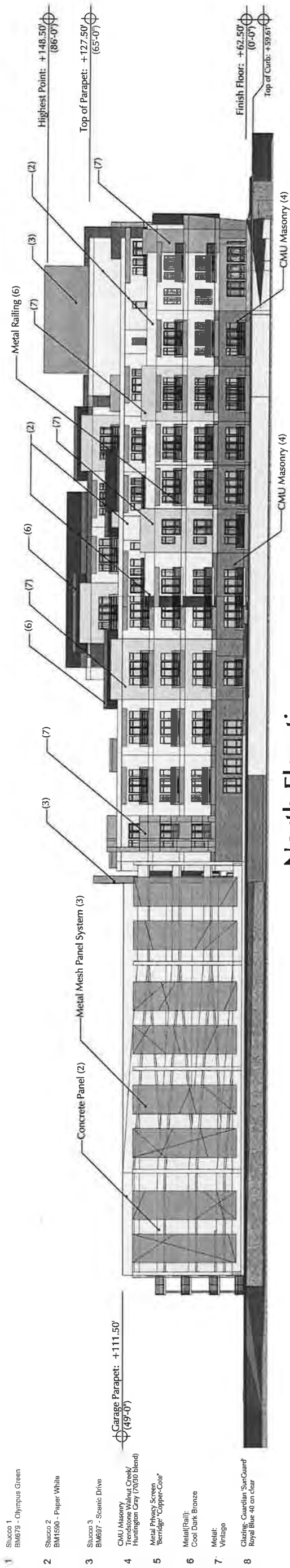
Wilder Belshaw Architects
3073 Potts Avenue Suite 410 Addison, TX 75001
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Tempe Lakeside Apartments
Tempe, Arizona

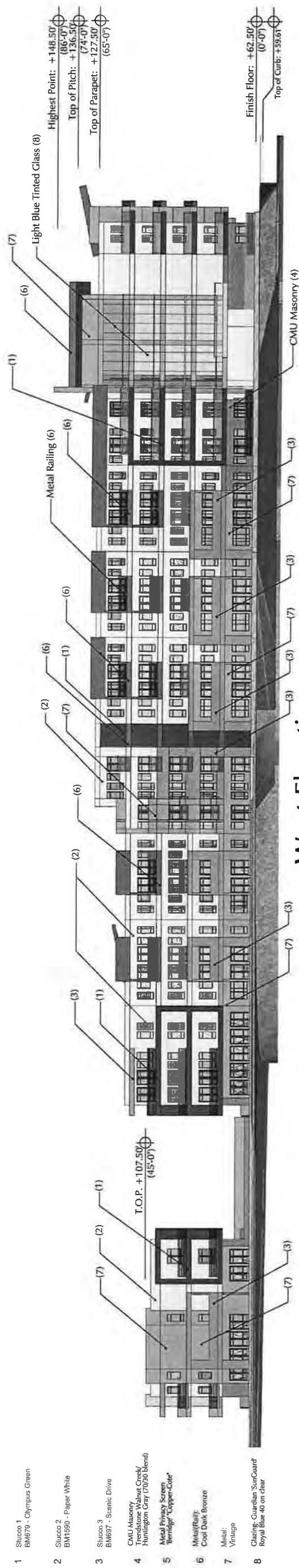
13159
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0' 20' 40' 60' 80'

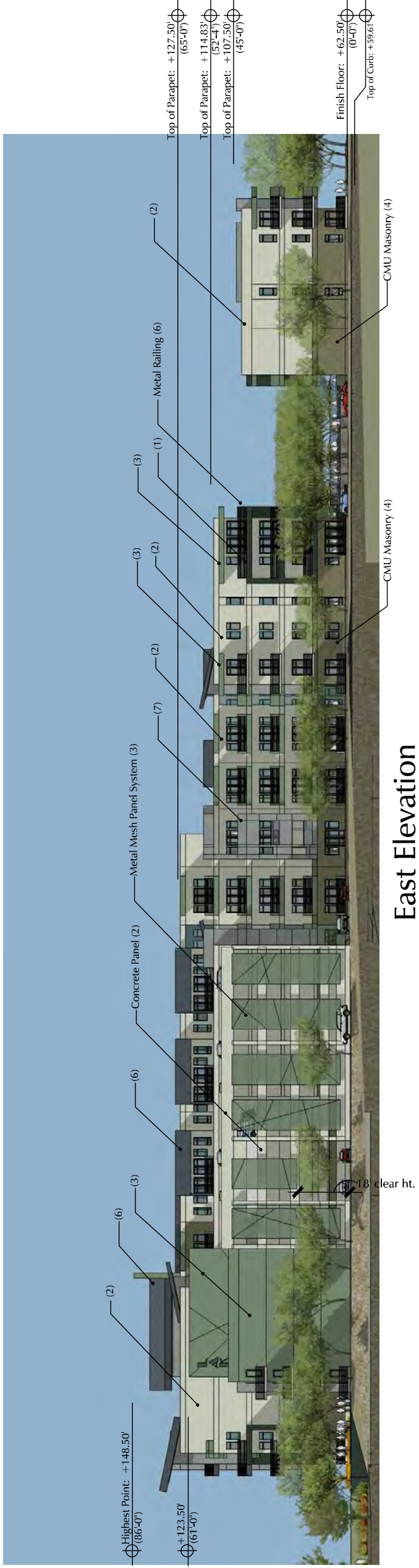
All elevations are approximate and subject to change.



North Elevation



West Elevation



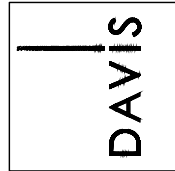
East Elevation

- 1 Stucco 1
BM679 - Olympus Green
- 2 Stucco 2
BM1590 - Paper White
- 3 Stucco 3
BM697 - Scenic Drive
- 4 CMU Masonry
Trendstone Walnut Creek/
Huntington Gray (70/30 Blend)
- 5 Metal Privacy Screen
Berridge® Copper-Coat®
- 6 Metal(Rail):
Cool Dark Bronze
- 7 Metal:
Vintage
- 8 Cladding: Guardian SunGuard
Royal Blue-40 on clear

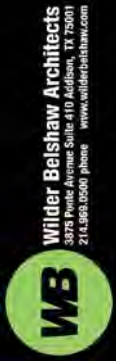


South Elevation

- 1 Stucco 1
BM679 - Olympus Green
- 2 Stucco 2
BM1590 - Paper White
- 3 Stucco 3
BM697 - Scenic Drive
- 4 CMU Masonry
Trendstone Walnut Creek/
Huntington Gray (70/30 Blend)
- 5 Metal Privacy Screen
Berridge® Copper-Coat®
- 6 Metal(Rail):
Cool Dark Bronze
- 7 Metal:
Vintage
- 8 Cladding: Guardian SunGuard
Royal Blue-40 on clear



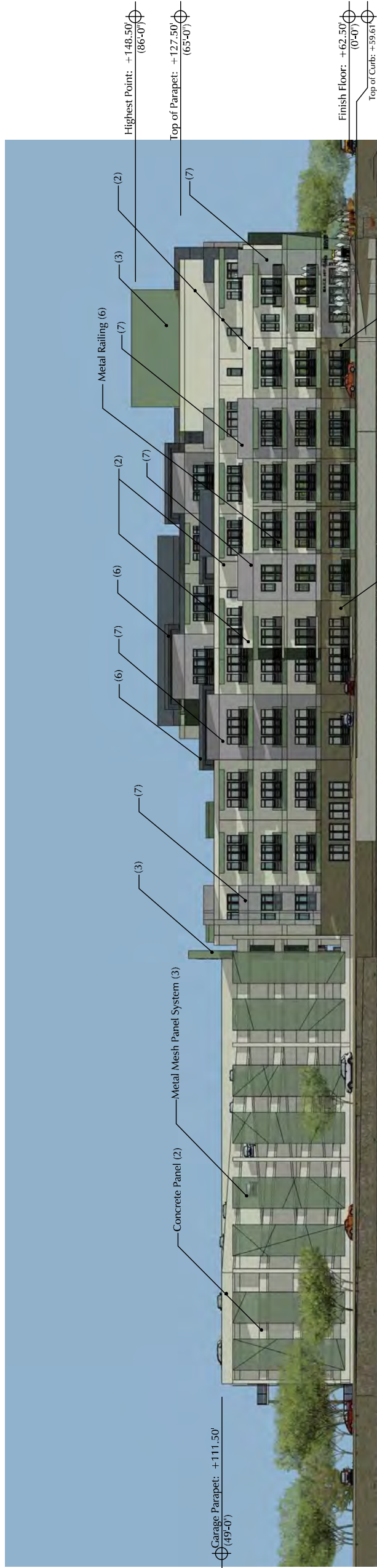
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Tempe Lakeside Apartments
Tempe, Arizona
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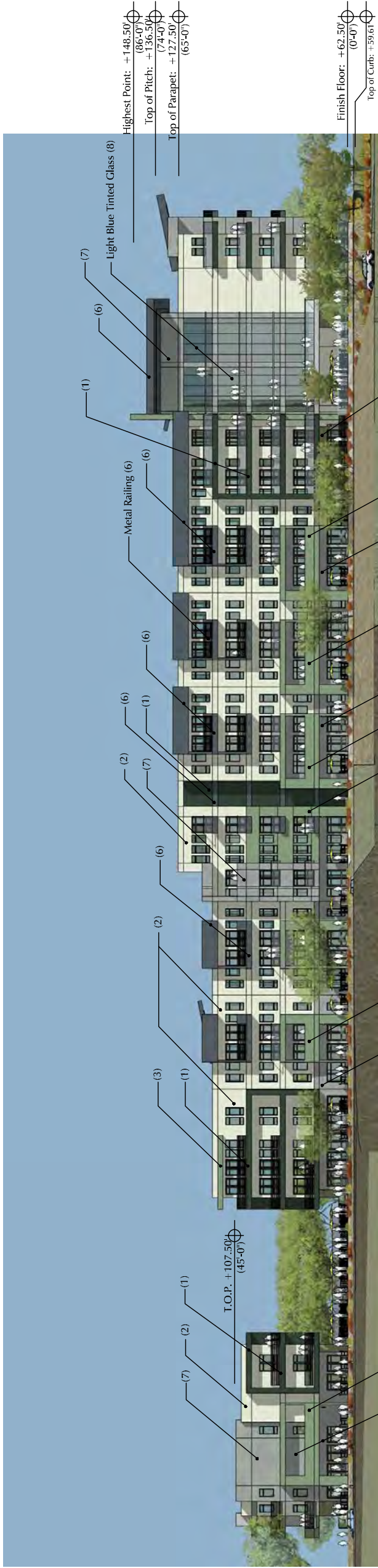
All elevations are approximate and subject to change.

0 | 20 | 40 | 60 | 80 |



North Elevation

- 1 Stucco 1
BM679 - Olympus Green
- 2 Stucco 2
BM1590 - Paper White
- 3 Stucco 3
BM697 - Scenic Drive
- 4 CMU Masonry
Trendstone Walnut Creek/
Huntington Gray (70/30 Blend)
- 5 Metal Privacy Screen
Berridge® Copper-Cote®
- 6 Metal(Rail):
Cool Dark Bronze
- 7 Metal:
Vintage
- 8 Cladding: Guardian SunGuard
Royal Blue-40 on clear



West Elevation

- 1 Stucco 1
BM679 - Olympus Green
- 2 Stucco 2
BM1590 - Paper White
- 3 Stucco 3
BM697 - Scenic Drive
- 4 CMU Masonry
Trendstone Walnut Creek/
Huntington Gray (70/30 Blend)
- 5 Metal Privacy Screen
Berridge® Copper-Cote®
- 6 Metal(Rail):
Cool Dark Bronze
- 7 Metal:
Vintage
- 8 Cladding: Guardian SunGuard
Royal Blue-40 on clear



architecture
interior architecture
space planning
facilities management
land planning
landscape architecture
graphic design

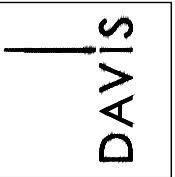
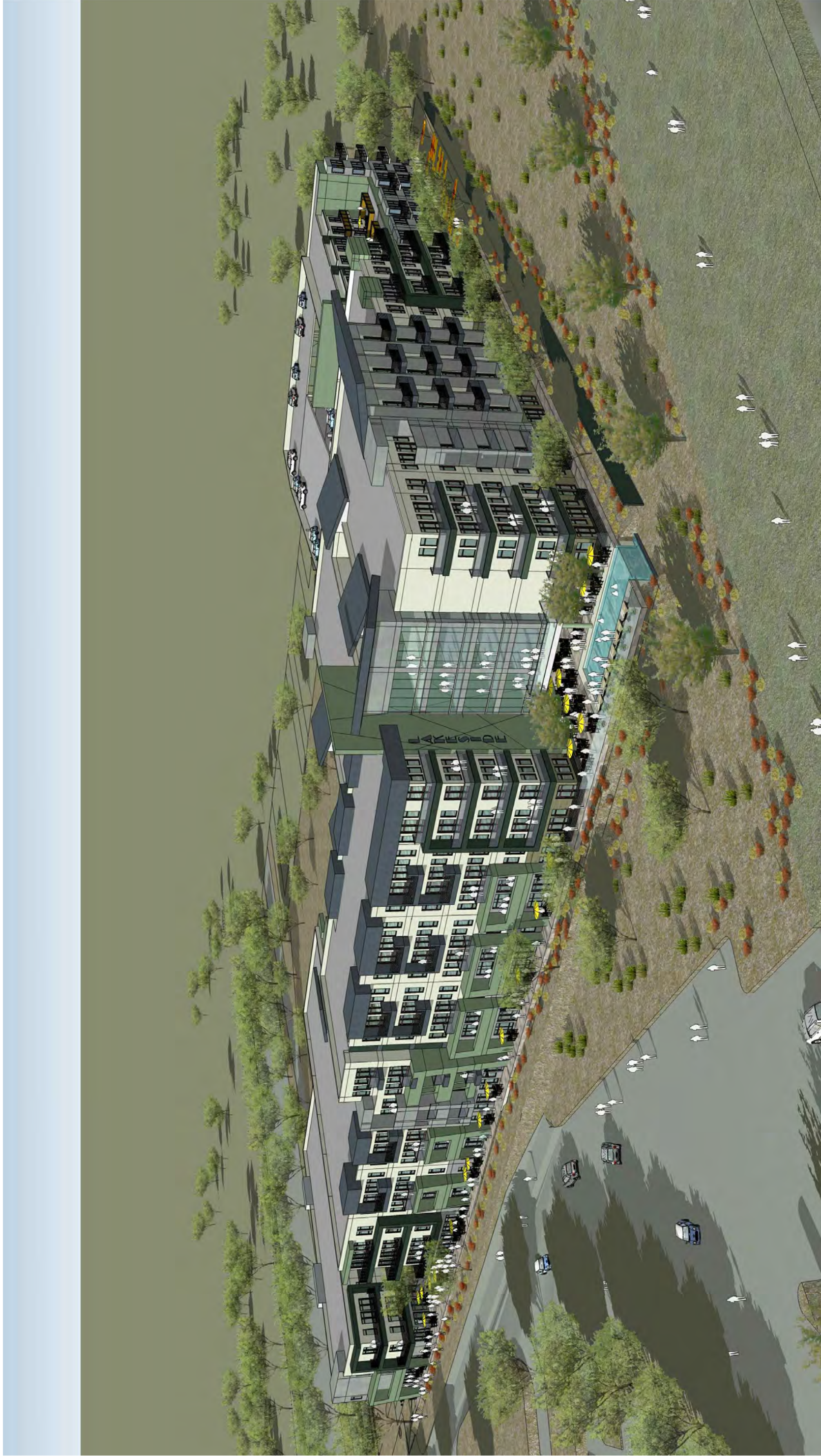


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All solutions are approximate and subject to change.

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Tempe, Arizona
13159
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architecture
 interior architecture
 space planning
 facilities management
 land planning
 landscape architecture
 graphic design



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All solutions are approximate and subject to change.









ATTACHMENT 69

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Tempe Lakeside Apartments
 Tempe, Arizona

1859
 11.4.13 (REVISED 2-10-14)



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 EXTERIOR ARCHITECTURE
 LANDSCAPE ARCHITECTURE
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ATTACHMENT 70



ARCHITECTURE
 INTERIOR ARCHITECTURE
 EXTERIOR MANAGEMENT
 LAND PLANNING
 PROJECT MANAGEMENT
 PROJECT DELIVERY



Tempe Lakeside Apartments
 Tempe, Arizona
 13659
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ATTACHMENT 71

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ARCHITECTURE
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 EXTERIOR ARCHITECTURE
 LANDSCAPE ARCHITECTURE
 HISTORIC PRESERVATION
 PLANNING & DESIGN





ATTACHMENT 72



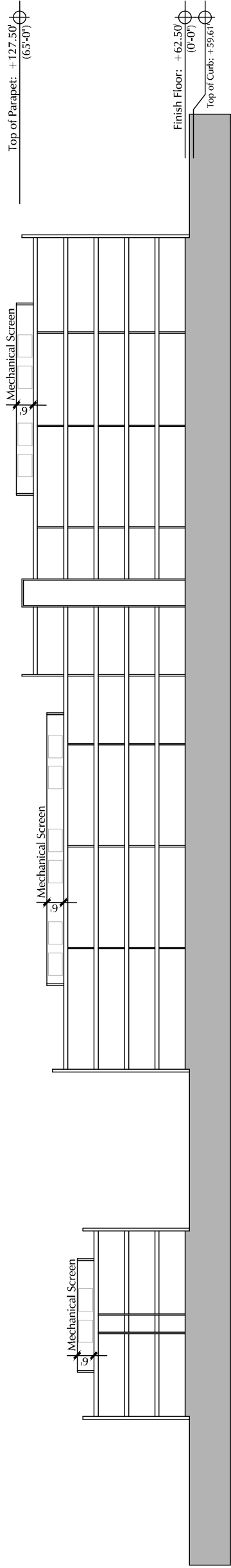
ARCHITECTURE
 INTERIOR ARCHITECTURE
 EXTERIOR ARCHITECTURE
 LANDSCAPE ARCHITECTURE
 SIGNAGE
 PROJECTS



Tempe Lakeside Apartments
 Tempe, Arizona
 13559
 11.4.13 (REVISED 2-10-14)

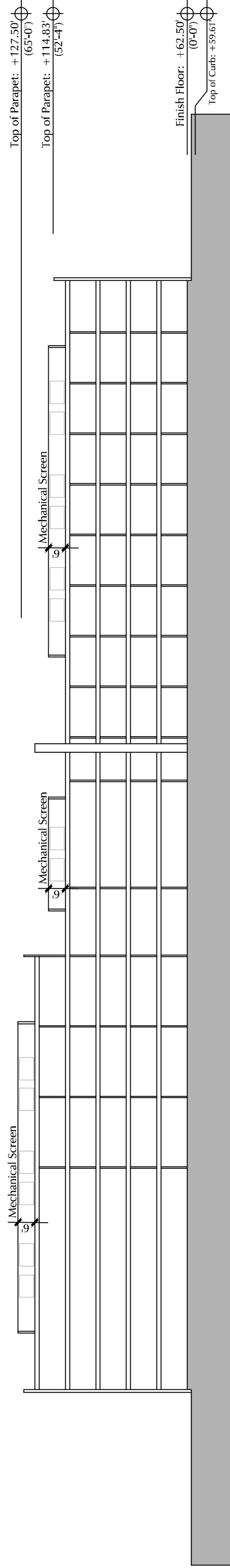


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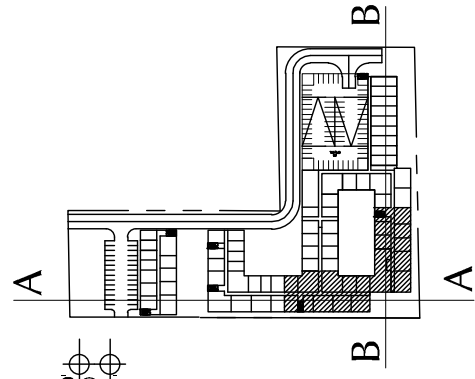
Section A-A

(Actual Mechanical Screen locations and configurations will be determined by unit placement on the roofs)



Section B-B

(Actual Mechanical Screen locations and configurations will be determined by unit placement on the roofs)



Section Key

TEMPE LAKESIDE

A PORTION OF THE NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 1 NORTH, RANGE 4 EAST OF THE GILA AND SALT RIVER AND MERIDIAN, MARICOPA COUNTY, ARIZONA

DEDICATION:

SCOTT'S LANDINGS, LLC, A WYOMING LIMITED LIABILITY COMPANY, AS OWNER, HAS PLATTED UNDER THE NAME OF "TEMPE TOWN LAKE APARTMENTS" LOCATED WITHIN A PORTION OF THE NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 1 NORTH, RANGE 4 EAST OF THE GILA AND SALT RIVER AND MERIDIAN, MARICOPA COUNTY, ARIZONA, AND HEREBY PUBLISHES THIS PLAT OF "TEMPE TOWN LAKE APARTMENTS" AND DECLARES THAT SAID PLAT SETS FORTH THE LOCATION AND GIVES THE DIMENSIONS OF THE LOT AND EASEMENTS CONSTITUTING THE SAME AND THAT EACH LOT SHALL BE KNOWN BY THE NUMBER OR NAME GIVEN TO EACH RESPECTIVELY ON SAID PLAT AND HEREBY DEDICATES TO THE CITY OF TEMPE FOR PUBLIC USE SUCH EASEMENTS AS SHOWN ON SAID PLAT AND IS INCLUDED IN THE ABOVE DESCRIBED PREMISES.

SCOTT'S LANDINGS, LLC, A WYOMING LIMITED LIABILITY COMPANY:

BY: _____ DATE: _____
OWNER

ITS: _____
MANAGER/PRESIDENT

ACKNOWLEDGMENT:

ON THIS _____ DAY OF _____, 2014, BEFORE ME, THE UNDERSIGNED PERSONALLY APPEARED _____ WHO ACKNOWLEDGED HIMSELF TO BE PERSON WHOSE NAME IS SUBSCRIBED TO THE INSTRUMENT WITHIN, AND WHO EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSE THEREIN CONTAINED.

IN WITNESS WHEREOF, I HERETO SET MY HAND AND OFFICIAL SEAL.

BY: _____ MY COMMISSION EXPIRES _____
NOTARY PUBLIC

LEGAL DESCRIPTION: (PRIOR TO SUBDIVISION)

PARCEL NO. 1:
THE SOUTH 440.00 FEET OF THE NORTH 880.00 FEET OF THE WEST 495.00 FEET OF THE NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 1 NORTH, RANGE 4 EAST OF THE GILA AND SALT RIVER AND MERIDIAN, MARICOPA COUNTY, ARIZONA, EXCEPT THE EAST 300.00 FEET THEREOF; AND EXCEPT THEREFROM THAT PORTION OF SAID LAND CONVEYED TO THE ARIZONA DEPARTMENT OF TRANSPORTATION IN WARRANTY DEED RECORDED MAY 11, 1990 IN RECORDING NO. 90-210931 OF OFFICIAL RECORDS.

PARCEL NO. 2:
THE SOUTH 440.00 FEET OF THE WEST 485.00 FEET OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 1 NORTH, RANGE 4 EAST OF THE GILA AND SALT RIVER AND MERIDIAN, MARICOPA COUNTY, ARIZONA, EXCEPT THE SOUTH 199.00 FEET THEREOF.

PARCEL NO. 3:
THE WEST 185 FEET OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 1 NORTH, RANGE 4 EAST OF THE GILA AND SALT RIVER AND MERIDIAN, MARICOPA COUNTY, ARIZONA; EXCEPT THE NORTH 880 FEET THEREOF; AND EXCEPT THE SOUTH 440 FEET THEREOF.

OWNER/DEVELOPER:

SCOTT'S LANDINGS, LLC,
400 N SCOTTSDALE ROAD
TEMPE, AZ 85281

BENCHMARK:

EAST QUARTER CORNER OF SECTION 15, TOWNSHIP 1 NORTH, RANGE 4 EAST, CITY OF TEMPE DATUM ELEVATION 11167.41

BASIS OF BEARINGS:

BASIS OF BEARING IS S00°07'02" W ALONG THE EAST LINE OF THE NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 1 NORTH, RANGE 4 EAST OF THE GILA & SALT RIVER, MERIDIAN, MARICOPA COUNTY, ARIZONA

APPROVALS:

APPROVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA ON THIS _____ DAY OF _____, 2014.

BY: _____ DATE _____
MAYOR

ATTEST: _____ DATE _____
CITY CLERK

BY: _____ DATE _____
CITY ENGINEER

BY: _____ DATE _____
COMMUNITY DEVELOPMENT

CERTIFICATION:

THIS IS TO CERTIFY THAT THE SURVEY OF THIS REMISES DESCRIBED AND PLATTED HEREON, WAS MADE UNDER MY DIRECTION DURING THE MONTH OF NOVEMBER, 2014; THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN; THAT THE MONUMENTS SHOWN ACTUALLY EXIST OR WILL BE SET AS SHOWN; THAT THE POSITIONS ARE CORRECTLY SHOWN AND THE SAID MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.



KIRK J. PANOUS _____ DATE _____
RS# 19344

HILGARTWILSON
1661 E. CAMELBACK ROAD
SUITE 275
PHOENIX, ARIZONA 85018
PHONE: (602) 490-0535
kpanous@hilgartwilson.com

NOTE:
A.R.S. 32-151 STATES THAT THE USE OF THE WORD "CERTIFY" OR "CERTIFICATION" BY A PERSON OR FIRM THAT IS REGISTERED OR CERTIFIED BY THE BOARD IS AN EXPRESSION OF PROFESSIONAL OPINION REGARDING FACTS OR FINDINGS THAT ARE SUBJECT OF THE CERTIFICATION AND DOES NOT CONSTITUTE AN EXPRESS OR IMPLIED WARRANTY OR GUARANTEE.



SECTION 15, TOWNSHIP 1 NORTH, RANGE 4 EAST
N.T.S.

LEGEND:

- ▲ SET CORNER OF THIS PLAT WITH 1/2" REBAR MARKED RLS #19344 UNLESS OTHERWISE NOTED
- EXISTING BRASS CAP IN HANDHOLE
- EXISTING BRASS CAP
○ FOUND MONUMENT AS NOTED
- MARICOPA COUNTY RECORDER
- MCR
- PARCEL BOUNDARY
- LOT/TRACT LINE
- EASEMENT LINE
- SECTION LINE

NOTES:

1. THIS SUBDIVISION IS LOCATED WITHIN THE CITY OF TEMPE AND HAD BEEN DESIGNED AS HAVING AN ASSURED WATER SUPPLY.
2. LOT CORNERS TO BE SET WITH 1/2" REBAR: RLS #19344
3. ALL NEW AND EXISTING, AS WELL AS ON-SITE AND OFF-SITE UTILITY LINES (OTHER THEN TRANSMISSION LINES) SHALL BE PLACED UNDERGROUND.
4. ANY RETENTION SYSTEM AS SHOWN ON THE GRADING AND DRAINAGE PLANS SHALL BE THE SOLE RESPONSIBILITY OF THE PROPERTY OWNER TO: (1) REGULARLY INSPECT THE SYSTEM (AT LEAST ANNUALLY) AND (2) MAINTAIN THE SYSTEM IN A CONDITION THAT WILL ALLOW THE SYSTEM TO STORE AND DISSIPATE THE VOLUME OF STORM WATER AS SHOWN ON THE DESIGN PLANS. THE FORCING RESTRICTION CANNOT BE CHANGED WITHOUT PRIOR WRITTEN CONSENT OF THE CITY OF TEMPE ENGINEER.

FLOOD PLAIN CERTIFICATION:

THIS IS TO CERTIFY THAT THE ABOVE SUBJECT PROPERTY LIES WITHIN ZONE "SHADED X" AS DESIGNATED ON THE FLOOD INSURANCE RATE MAP, MAP NUMBER 04013C2245L, DATED OCTOBER 16, 2013 AREAS OF 0.2% ANNUAL CHANCE FLOOD, AREAS OF 1% CHANCE FLOOD WITH AVERAGE DEPTH OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE, AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD.



TEMPE LAKESIDE
GILBERT ROAD & SCOTTSDALE ROAD
TEMPE, ARIZONA
FINAL PLAT

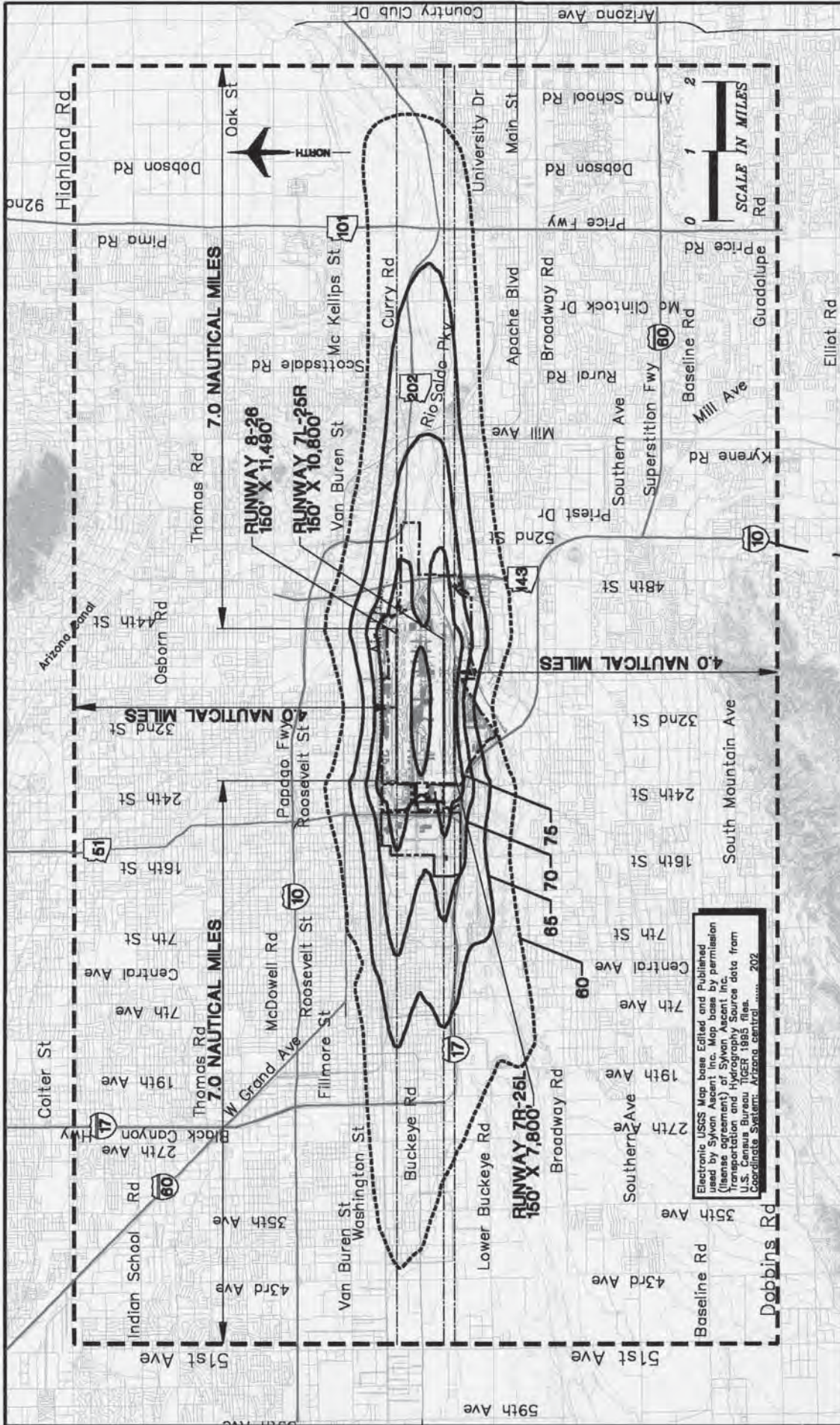
STATUS	APPROVED: KJP
MUNICIPAL TRACKING NO.	DRAWN: DSP
DATE: NOV. 2013	SCALE: 1"=40'
PROJ. NO. 1387	DWG. NO.
	FP01
	SHT. 1 OF 2

REC000000

58D00000

DS000000

REC000000 58D000000 DS000000



PHOENIX SKY HARBOR INTERNATIONAL AIRPORT
PUBLIC AIRPORT DISCLOSURE MAP
 PHOENIX, ARIZONA

*Created by: Maggie Rogers
 Updated on: June 11, 2004, Rev. 9.2
 Appendix A, 2004*

- LEGEND:**
- TRAFFIC PATTERN AIRSPACE
 - 75 --- NOISE CONTOURS DAY NIGHT LEVEL
 - EXISTING AIRPORT PROPERTY LINE
 - EXTENDED RUNWAY CENTERLINE
- NOTES:**
1. This map has been prepared in accordance with A.R.S., Sec. 28-8486 related to public airport disclosure.
 2. Traffic Pattern Airspace boundaries have been established in accordance with the guidelines provided in FAA Order 7400.2D.
 3. The Airport Noise Contours were developed with the Integrated Noise Model (Version 6.0) and reflect on the 1999 Noise Exposure Map For Phoenix Sky Harbor International Airport (FAR Part 150 Study, Noise Exposure Maps—March 2000)
 4. 1 nautical mile = 6,080 feet or 1.1516 statute miles.

Land Use Compatibility and Design Guidelines

This document implements Tempe's General Plan 2030 and supports the 1994 Intergovernmental Agreement (IGA) on Noise Mitigation Flight Procedures between City of Tempe and City of Phoenix. The following Land Use Compatibility and Design Guidelines are provided for all properties within the 65 Day Night Level (DNL) noise contour planning area boundary defined in the 1999 Federal Aviation Regulation (FAR) Part 150. The 1999 65 DNL contour is identified in General Plan 2030, and is based on a computer generation model which averages day and night decibel levels over the course of a year.

The following land uses are compatible within the 65 DNL area:

- Transportation, communication and utilities
 - Rail
 - Motor vehicle
 - Aircraft
 - Marine craft
 - Highway and street right of way
 - Automobile parking
 - Communication
 - Utilities
 - Other transportation, communication and utilities (unless restricted by the zoning ordinance)
- Commercial
 - Wholesale trade
 - Retail trade – building materials, hardware and farm equipment
 - Retail trade – general merchandise, food, auto, apparel & accessories, furniture, home furnishings
 - Retail trade – eating & drinking establishments
 - Other retail trade (unless restricted by the zoning ordinance)
 - Manufacturing (unless restricted by the zoning ordinance)
 - Finance, insurance & real estate
 - Personnel
 - Business
 - Professional
 - Research *
 - Nursing homes *
 - Medical facilities *
 - Contract services
 - Government services
 - Education services *
 - Hospitality – hotel *
 - Mixed use *
 - Miscellaneous services (unless restricted by the zoning ordinance)

- Cultural, Entertainment, and Recreational
 - Nature exhibits
 - Public assembly
 - Auditoriums, concert halls
 - Outdoor music shells, amphitheatres
 - Amusement
 - Recreation – golf, riding stables, water sports
 - Resorts
 - Parks

- Residential*
 - No new single family residential zoning will be allowed.

* These land uses are recommended to provide noise mitigation to reduce indoor decibel levels by at least 25 db.

I. All projects proposed within the 65 DNL area will be required to notify property owners and/or tenants of the proximity to the airport, through a Proximity Disclosure Statement. *See attached sample*

III. All projects within the 65 DNL area will be given a copy of the Federal Aviation Administration's design guidelines and sound attenuation standards (April 17, 1996). These are recommended guidelines, not mandatory regulations. Utilization of these building methods may increase the value and energy efficiency of the proposed project, thereby enabling additional selling benefits to the project. *See attached*

**NOTICE OF PROXIMITY
TO PHOENIX SKY HARBOR INTERNATIONAL AIRPORT
TO PROSEPTIVE PURCHASERS/TENNANTS**

All of the real property (“property”) described in Exhibit “A” attached to this notice lies within approximately 6 miles from the Phoenix Sky Harbor International Airport (“airport”), which is located between the Red Mountain 202 Freeway on the north, 40th Street on the east, University Drive on the south, and 22nd Street on the west. The airport is a general aviation commercial service including passenger and cargo aircraft, and also serves limited military and heliport operations for the Phoenix Metropolitan area. The aircraft fleet mix includes single engine, twin engine, corporate jet, helicopters, stage two and three commercial jets and limited turbo prop planes.

There are overflights over the property by aircraft taking off from and landing at the airport. The general location of the overflights are illustrated in the attached flight tracks diabram shown in Exhibit “B”, entitled “Existing Flight Tracks – Phoenix Sky Harbor International Airport”. This flight tracks diagram and the Master Airport layout plan, as currently approved by the Federal Aviation Administration (FAA), are available for inspection at the airport _____.

Changes to the approved airport layout plan may be sought by the City of Phoenix in the future, to allow expansion or modification of facilities. The FAA requires periodic changes to the layout plan. They are also required to provide a new Environmental Assessment, and solicit for public input. (*provide contact info. for this*)

The flight tracks diagram is intended to generally depict areas of numerous aircraft overflights. Significant latitude is designed into the FAA national airspace used by general aviation aircraft. The routes shown in the flight tracks diagram are general in location. Daily overflights will vary but average approximately ____ flights per day over Tempe. The 1994 Intergovernmental Agreement (IGA) between Phoenix and Tempe defines a flight corridor, and agreed upon times for take off and landing patterns over Tempe. ____% of the flights will take off between ____ and ____ and ____% of the flights will land between ____ and _____. Altitudes of individual aircraft will vary with meteorological conditions, aircraft type and load, aircraft performance and pilot proficiency.

As part of the IGA, Phoenix has provided flight monitoring software to identify the individual habits of aircraft. Any observed deviations from the flight corridor, or perceived low-flying or loud aircraft, may be reported to _____. Any questions regarding the content of this notice can be directed to _____ at Sky Harbor International Airport.

This information is being provided for your notification as a potential buyer or leaser of property identified within the 65 Day Night decibel Level (DNL) contour within the Tempe General Plan 2030. Signing of this document is not granting rights or easements to the airport, it serves only as formal notification of the property proximity to the airport.

Signed: _____
Property owner/manager

Date: _____

Signed: _____
Prospective property owner/tenant

Date: _____

WHEN RECORDED, RETURN TO:



January 27, 2014

Josh Delk
Transwestern
901 S Mopac Expressway, Bldg 4,
Suite 250
Austin, TX 78746
Phone: 512-328-5600
Email: Josh.Delk@transwestern.net

RE: Parking Study for Tempe Lakeside Apartments Development – Tempe, Arizona

Dear Mr. Delk:

Thank you for retaining CivTech, Inc. to provide a Parking Analysis for Transwestern's Tempe Lakeside Apartments development in the City of Tempe, Arizona. The proposed location of this multi-family development is north of Tempe Town Lake and west of Scottsdale Road. The project as proposed will consist of a total of 294 dwelling units with a mixture of studio, one-bedroom, and two-bedroom units.

A reduced parking provision is being requested as part of the site plan approval process with the City of Tempe. The proximity to employment centers such as Arizona State University, State Farm, Hayden Ferry Lakeside and other offices located just 1/2-mile from the site to the north, will create a higher percentage of walking and bicycle trips than anticipated by Tempe parking requirements. A detailed parking analysis has been requested by the City of Tempe to justify the parking reduction request. The results of the parking analysis are documented in this letter.

PROPOSED DEVELOPMENT

The proposed location for the apartment community is north of Tempe Town Lake and west of Scottsdale Road on the site of the Papago Riding Stable. Access to the development is provided from Gilbert Drive on the north side of the site. A total of 416 parking spaces are provided on-site along with 283 bicycle rack spaces. According to the City of Tempe, the parcel is within a designated "Bicycle Commute Area", which requires a larger number of bicycle parking than elsewhere. The mixture of apartments is summarized in **Table 1**.

Table 1: Proposed Residential Units

Apartment Type	Number of Units
Studio	38
One-Bedroom	172
Two-Bedroom	84
TOTAL	294

CITY OF TEMPE PARKING REQUIREMENTS

Parking requirements are specified in Section 4-603 of the Tempe Zoning Code. **Table 2** summarizes the requirements per the City of Tempe’s parking ratios.

Table 2: Required Parking Spaces per City of Tempe

Apartment Type	Number of Units	Requirement Per Code ⁽¹⁾	Required Parking Spaces	Required Bicycle Parking ⁽³⁾
Studio	38	1 space per unit 0.75 bicycle per unit	38	28.5
One-Bedroom	172	1.5 spaces per unit 0.75 bicycle per unit	258	129
Two-Bedroom	84	2 spaces per unit 0.75 bicycle per unit	168	63
Guest Parking ⁽²⁾	294	0.2 space per unit ⁽²⁾ 0.2 bicycle per unit ⁽²⁾	58.8	58.8
Total Residential Parking			523	280
Mixed Use (Spaces Can Be Shared with Guest Parking)	Intensity	Requirement Per Code	Required Parking Spaces	Required Bicycle Parking
Leasing Office	1,285 s.f.	1.0 space per 300 s.f. 1.0 bicycle/8,000 s.f. ⁽⁴⁾	4.3	4.0
Commercial	1,250 s.f.	1.0 space per 300 s.f. 1.0 bicycle/4,000 s.f. ⁽⁴⁾	4.2	4.0
Live/Work	5,850 s.f.	Included in residential	0.0	0.0
Total Mixed-Use Parking			8.5	8.0
Since mixed-use parking is less than required guest parking, the spaces can be shared.				
Total Parking Required			523	280

1. The parking and bicycle ratios are from Table 4-603E of the City of Tempe’s Zoning Code.

2. The guest parking ratio is based on the total number of units.

3. The bicycle parking ratios are based on those required for the ‘Bicycle Commute Area.’

4. The parking ordinance requires a minimum parking of two bicycles.

Based on the City of Tempe parking ratios, 523 parking spaces and 280 bicycle spaces are required. As a result, the 416 provided parking spaces on the site plan would be 107 less than those required by Tempe.

The site also contains a 1,285 square foot leasing office, a 1,250 square foot commercial spaces and 5,850 square feet of live work. This has a parking requirement of 8.5 parking spaces. However, within mixed use developments, the parking for these uses may be shared with the guest parking. Since the guest parking is larger than the spaces required for the non-residential uses, the total City of Tempe required parking remains 523 spaces.

PROPOSED PARKING RATIOS

The proximity to Arizona State University, just ½-mile from the site, will create a higher percentage of walking and bicycle trips than anticipated by the City’s parking requirements. The developer has utilized ratios varying from 1.3 to 1.42 spaces per multi-family unit in previous projects in Austin, Texas and is proposing a rate of 1.41 spaces per unit for the Tempe Lakeside Apartments project. A previously completed parking analysis for another apartment community

by the developer utilizes the following ratios: 1.0 parking space per bed and 0.15 guest parking space per unit (not per bed). Parking demand based on these proposed ratios has been calculated and is summarized in **Table 3**.

Table 3: Proposed Parking Ratios vs Required Parking

Apartment Type	Number of Units	Proposed Parking Ratios ⁽³⁾	Parking per Proposed Ratios ⁽³⁾	Required Parking per City of Tempe ⁽¹⁾
Studio	38	1 space per bed ⁽³⁾	38	38
One-Bedroom	172	1 space per bed ⁽³⁾	172	258
Two-Bedroom	84	1 space per bed ⁽³⁾	168	168
Guest Parking ⁽²⁾	378	0.10 space per bed ⁽²⁾⁽³⁾	37.8	58.8
Total			416	523

1. The required parking is based on Table 4-603E of the City of Tempe's Zoning Code.
2. The guest parking ratio is based on the total number of units.
3. The proposed parking ratios are from a parking analysis prepared for another apartment community by the same developer in Austin, Texas in addition to a comparison of per bedroom parking rates for other developments within the City of Tempe.

Based on the proposed ratios provided for another apartment community by Transwestern, the total parking demand is 416. This parking demand is 107 less than the 523 parking spaces required per Tempe and has been provided on the site plan. It should be noted that the proposed parking ratio is 1.41 spaces per unit which is within the range of parking provided successfully for other projects completed by Transwestern as mentioned above.

PARKING DEMAND BASED ON PER BEDROOM RATIOS

The City of Tempe parking ratios are based on unit type rather than per bedroom. As a result, the apartment communities comprising of 3 and 4 bedroom units are required to provide less parking per bedroom than those comprising of mostly 1 and 2 bedroom units. Within the vicinity of downtown Tempe, several of the apartment communities are occupied by students and professionals rather than families. As a result, a comparison of per bedroom ratios for existing apartment communities in the vicinity of downtown Tempe and the ASU campus has been created and is summarized in **Table 4**.

Table 4: Comparison of Parking Ratios

Tempe Apartment Community	Apartment Unit Counts							Parking Counts				
	Live/Work	Studio	1-BR ⁽¹⁾	2-BR	3-BR	4-BR	Total		Parking		Parking Ratio	
							Units	BR ⁽¹⁾	Required by Code	Provided	Per Unit	Per BR ⁽¹⁾
Argo (2012)	9	32	135	136	16	0	328	504	630	564 ⁽²⁾	1.72	1.12 ⁽²⁾
Archstone, Camden (2011)	0	0	96	114	24	0	234	396	479	432	1.85	1.09
Lofts, Oliver McMillan (2012)	0	15	102	121	26	0	264	437	528	459	1.74	1.05
Proposed Tempe Town Lake	0	38	172	84	0	0	294	378	523	416	1.41	1.10

1. BR=Bedroom
2. Guests parked at 0.2 per unit.

As summarized in **Table 4**, when comparing the parking ratios per bedroom for already entitled apartment communities, the parking ratio of 1.10 parking spaces per bedroom is greater than two of the existing communities (Archstone and Lofts) and slightly less than the third community (Argo). Because the demographics of these communities are expected to be young professionals, it is reasonable to assume that the parking demand based on per bedroom ratios would be consistent. As a result, the parking ratio of 1.10 parking spaces per bedroom for the proposed Tempe Lakeside Apartments community is reasonable when compared to the similar apartment communities in the area.

CONCLUSIONS

- The proposed project will consist of a total of 294 apartment units with a mixture of studio, one-bedroom, and two-bedroom units. A total of 416 parking spaces are provided on-site along with 283 bicycle rack parking.
- Based on City of Tempe parking ratios, 523 parking spaces and 280 bicycle spaces are required. As a result, the number of parking spaces provided on the site plan would be 107 less than those required by the City of Tempe.
- A reduced parking provision is being requested as part of the site plan approval process with the City of Tempe. The proximity to Arizona State University, the new State Farm complex, the offices at Marina Heights and other job opportunities just ½ -mile from the site, will create a higher percentage of walking and bicycle trips than anticipated by Tempe's parking requirement.
- Based on the proposed parking ratios, the total parking demand is 416. This parking demand is 107 less than the 523 parking spaces required per the City of Tempe and has been provided on the site plan provided.
- When comparing the parking ratios per bedroom for already entitled apartment communities, the proposed parking ratio of 1.10 parking spaces per bedroom is greater than two of the existing communities (Archstone and Lofts) and slightly less than the third community (Argo). Because the demographics of these communities are expected to be young professionals, it is reasonable to assume that the parking demand based on per bedroom ratios would be consistent. As a result, the parking ratio of 1.10 parking spaces per bedroom for the proposed Tempe Lakeside Apartments community is reasonable when compared to the similar apartment communities in the area.

Should you wish to discuss this information further, please contact me at (480) 659-4250.

Sincerely,

CivTech

A handwritten signature in black ink, appearing to read "Dawn D. Cartier", with a long horizontal flourish extending to the right.

Dawn D. Cartier, P.E., PTOE
President

Residential Unit Mix Tabulations for Tempe Town Lake

Schematic Design
 1/23/14

Scheme 9.4-1

Unit Mix

AREA	542	903	692	752	849	1080	1045	1143	1209	1387	1950
UNIT	E1	A1	A2	A3	A5	B1	B1a	B2	B3	B4	B5
1	12	1	21	12	9	7	0	1	5	1	3
2	10	1	22	15	9	7	0	1	5	1	0
3	10	1	22	15	1	14	1	2	5	1	0
4	6	1	19	12	1	12	1	2	5	1	0
5	0	1	2	7	0	4	1	2	2	0	0

TOTAL RESIDENTIAL

72
71
72
60
19

UNITS	38	5	86	61	20	44	3	8	22	4	3
AREA	20,596	4,515	59,512	45,872	16,980	47,520	3,135	9,144	26,598	5,548	5,850

294 UNITS
245,270 Sub Net Area
0 Utility Mech

MIX PERCENTAGE

A/E **71%**
 B **29%**

Parking

1.41 Sp/U
 366 Spaces
 50 Spaces
416 Spaces

Bedrooms

378 Bedrooms
 1.1 Spaces/Bedroom
 416 Spaces Required

0 Skin
 0 Mezz

245,270 NET AREA
834 AVG UNIT SF

Total Gross Building Area

1	sf
2	sf
3	sf
4	sf

Leasing 1,285 sf +/-
Amenity 2,450 sf +/-

TOTAL COMMERCIAL
 Required 3% 7,358

Leasing Office 1,285
 Com Space A 1,250
 Live Work 5,850

Total* sf

Total Provided 8,385

*Excludes garage sf
 Shafts counted once at gnd

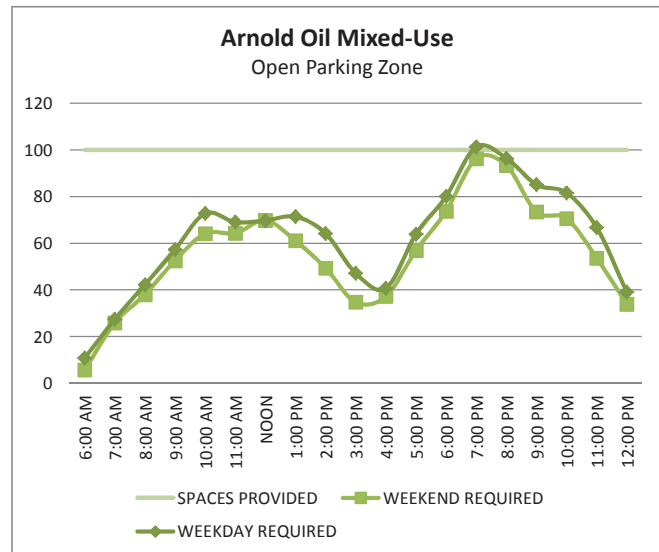
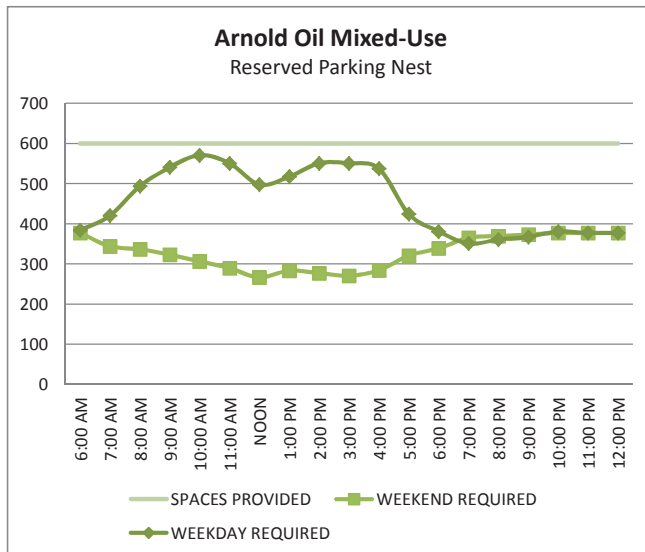
Domain - Arnold Oil Mixed-Use Development

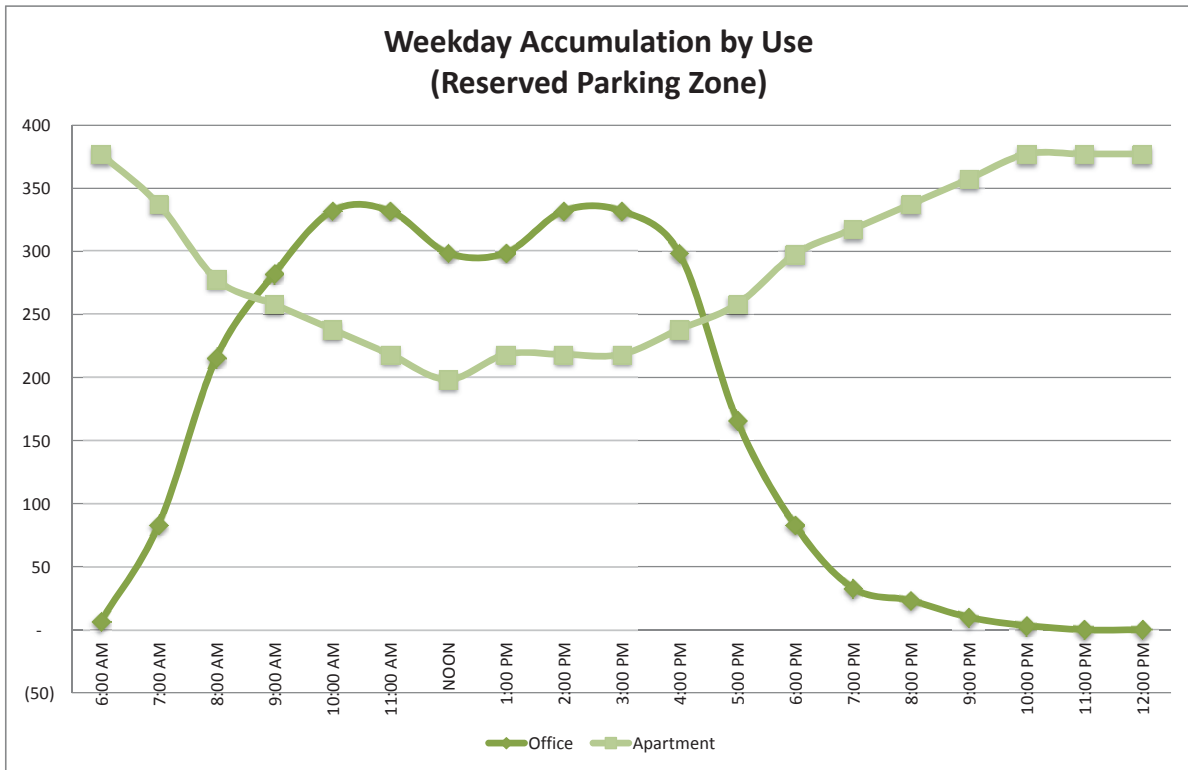
Shared Parking Calculations - ULI Generation Rates

June 18, 2013

WEEKDAY DEMAND											
RESERVED PARKING: Peak Weekday Demand - December, 10:00 A.M.											
Land Use	Units		Base Ratio		Drive Ratio	Captive Market	Seasonal Factor	Hourly Factor	Shared Demand	Stand Alone Demand	% of Non-Shared
Office	94.50 ksf	x	3.70 /ksf	x	0.95 x	1.00 x	100% x	100% =	332	350	95%
Apartment	418 beds	x	1.00 /beds	x	0.95 x	1.00 x	100% x	60% =	238	418	57%
RESERVED ZONE TOTAL DEMAND									570	768	74%
Demand With Recommended 5% Buffer									599		
Approximate number of 'Reserved Zone' spaces provided									600		
Parking Surplus (Deficit)									1		
OPEN PARKING: Peak Weekday Demand - December, 7:00 P.M.											
Family Restaurant	5.50 ksf	x	9.00 /ksf	x	0.90 x	0.90 x	100% x	80% =	32	50	65%
Fast Casual	1.50 ksf	x	12.75 /ksf	x	0.90 x	0.90 x	100% x	80% =	12	19	65%
Apartment Guest	418 beds	x	0.15 /unit	x	0.90 x	1.00 x	100% x	100% =	56	63	90%
Office Visitor	94.50 ksf	x	0.20 /ksf	x	1.00 x	1.00 x	100% x	2% =	0	19	2%
OPEN ZONE TOTAL DEMAND									101	150	67%
Demand With Recommended 5% Buffer									106		
Approximate number of 'Open Zone' spaces provided									100		
Parking Surplus (Deficit)									(6)		
<i>Note: Restaurant demands do not include employee parking.</i>											

WEEKEND DEMAND											
RESERVED PARKING: Peak Weekend Demand - December, 10:00 P.M.											
Land Use	Units		Base Ratio		Drive Ratio	Captive Market	Seasonal Factor	Hourly Factor	Shared Demand	Stand Alone Demand	% of Non-Shared
Office	94.50 ksf	x	0.35 /ksf	x	0.95 x	1.00 x	100% x	0% =	-	33	0%
Apartment	418.00 beds	x	1.00 /beds	x	0.95 x	1.00 x	100% x	95% =	377	418	90%
RESERVED ZONE TOTAL DEMAND									377	451	84%
Demand With Recommended 5% Buffer									396		
Approximate number of 'Reserved Zone' spaces provided									600		
Parking Surplus (Deficit)									204		
OPEN PARKING: Peak Weekend Demand - December, 7:00 P.M.											
Family Restaurant	5.50 ksf	x	12.75 /ksf	x	0.90 x	0.90 x	100% x	70% =	40	70	57%
Fast Casual	1.50 ksf	x	12.00 /ksf	x	0.90 x	0.90 x	100% x	80% =	12	18	65%
Apartment Guest	418.00 beds	x	0.15 /unit	x	0.90 x	1.00 x	100% x	100% =	56	63	90%
Office Visitor	94.50 ksf	x	0.02 /ksf	x	1.00 x	1.00 x	100% x	0% =	-	2	0%
TOTAL DEMAND									108	153	71%
Demand With Recommended 5% Buffer									113		
Approximate number of 'Open Zone' spaces provided									100		
Parking Surplus (Deficit)									(13)		
<i>Note: Restaurant demands do not include employee parking.</i>											





PARKING COMPS

Project	Entitle. date	UNIT COUNTS								PARKING			
		Live/Work	Studio	1-br	2-br	3-br	4-br	Total units	Total br	Code Req Pkng	Parking Provided	Ratio - Pkng/unit	Ratio - Pkng/br

Argo - Rio Salado Parkway east of Hardy Dr.

	2012	9	32	135	136	16		328	504	630	564	1.72	1.12
											Guest parked at .2		

Archstone (Camden) - Curry & Scottsdale

	2011			96	114	24		234	396	479	432	1.85	1.09

Riverwalk (Trillium) - Center Pkwy & Wash. (near light rail)

	2001		86	152	164	64		466	758	895	892	1.91	1.18
											(+23 RV)		

Lofts - Oliver McMillan

	2012		15	102	121	26		264	437	528	459	1.74	1.05

Lot 5 Mondrian (Grigio) - Playa Del Norte east of Scottsdale Rd.

	2003		77	152	219	76	19	543	895	1,099	1,240	2.28	1.39
											(186 shared)		

Tempe Townlake

	2014	3	34	166	87			290	380	521	420	1.45	1.11

PARKING COMPS - per Bedroom & per Unit

ARGO

1-br L/W	2-br L/W	studio	1-br	2-br	3-br
1	8	32	135	136	16
1	2	1	1	2	3
1	16	32	135	272	48

% 1-br	% 1-br	% 2-br	% 3-br
	33.33%	57.14%	9.52%
		66.67%	

504 bedrooms 328 units
 564 spaces
1.12 /bedroom 1.72 /unit

ARCHSTONE

live/work	studio	1-br	2-br	3-br
		96	114	24
1	1	1	2	3
0	0	96	228	72

% 1-br	% 1-br	% 1-br	% 2-br	% 3-br
		24.24%	57.58%	18.18%
			75.76%	

396 bedrooms 234 units
 432 spaces
1.09 /bedroom 1.85 /unit

Riverwalk - Trillium

live/work	studio	1-br	2-br	3-br
	86	152	164	64
1	1	1	2	3
0	86	152	328	192

% 1-br	% 1-br	% 1-br	% 2-br	% 3-br
		31.40%	43.27%	25.33%
			68.60%	

758 bedrooms 466 units
 892 spaces
1.18 /bedroom 1.91 /unit

Lofts - Oliver McMillan

live/work	studio	1-br	2-br	3-br
0	15	102	121	26
1	1	1	2	3
0	15	102	242	78

% 1-br	% 1-br	% 1-br	% 2-br	% 3-br
		26.77%	55.38%	17.85%
			73.23%	

437 bedrooms 264 units
 459 spaces
1.05 /bedroom 1.74 /unit

GRIGIO

live/work	studio	1-br	2-br	3-br	4-br
0	77	152	219	76	19
1	1	1	2	3	4
0	77	152	438	228	76

% 1-br	% 1-br	% 1-br	% 2-br	% 3-br	% 4-br
		25.59%	48.94%	25.47%	8.49%
			82.91%		
			33.97%		

895 bedrooms 543 units
 1240 spaces
1.39 /bedroom 2.28 /unit

PARKING COMPS - per Bedroom & per Unit

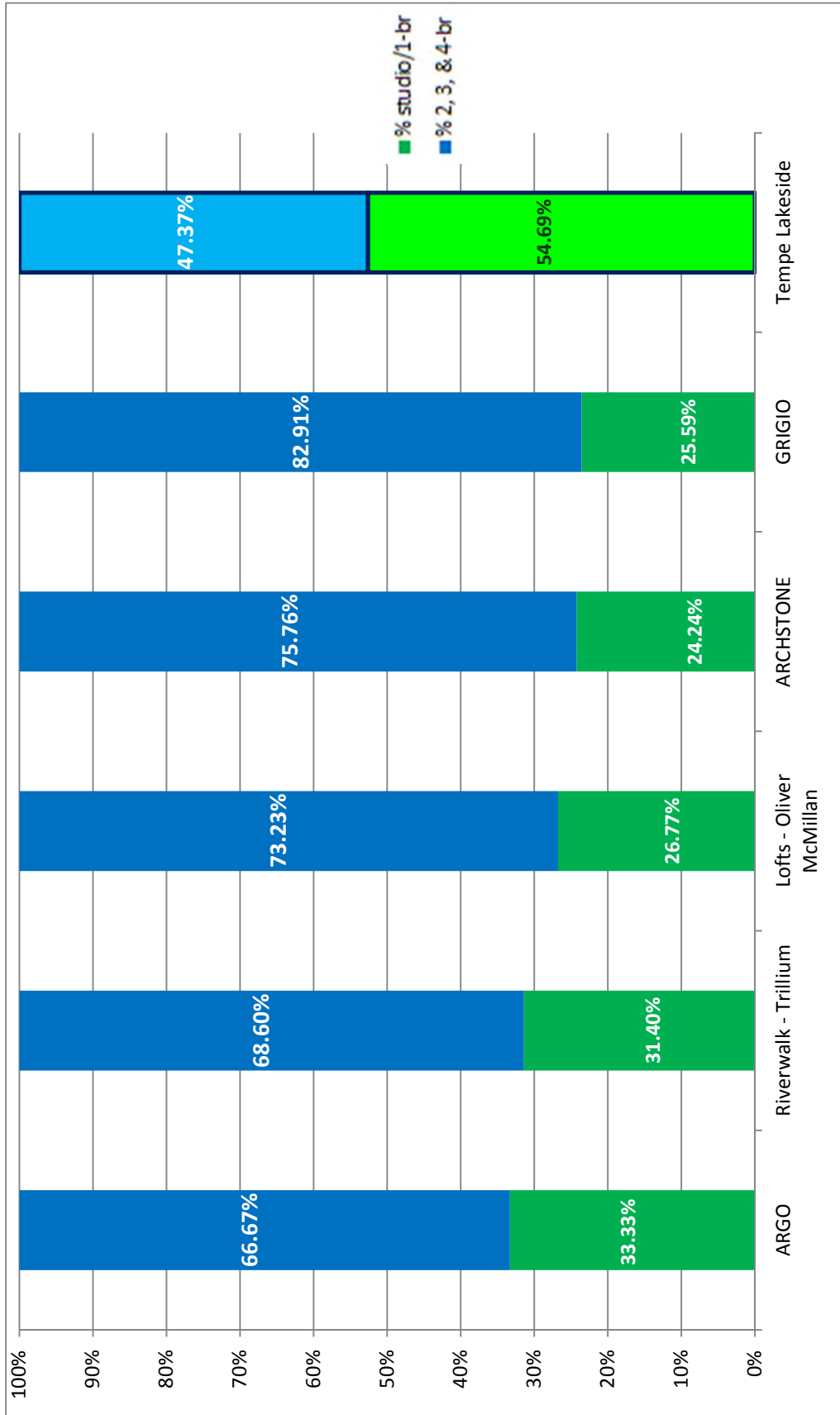
Tempe Lakeside

live/work	studio	1-br	2-br	3-br
3	34	166	87	0
2	1	1	2	3
6	34	166	174	0

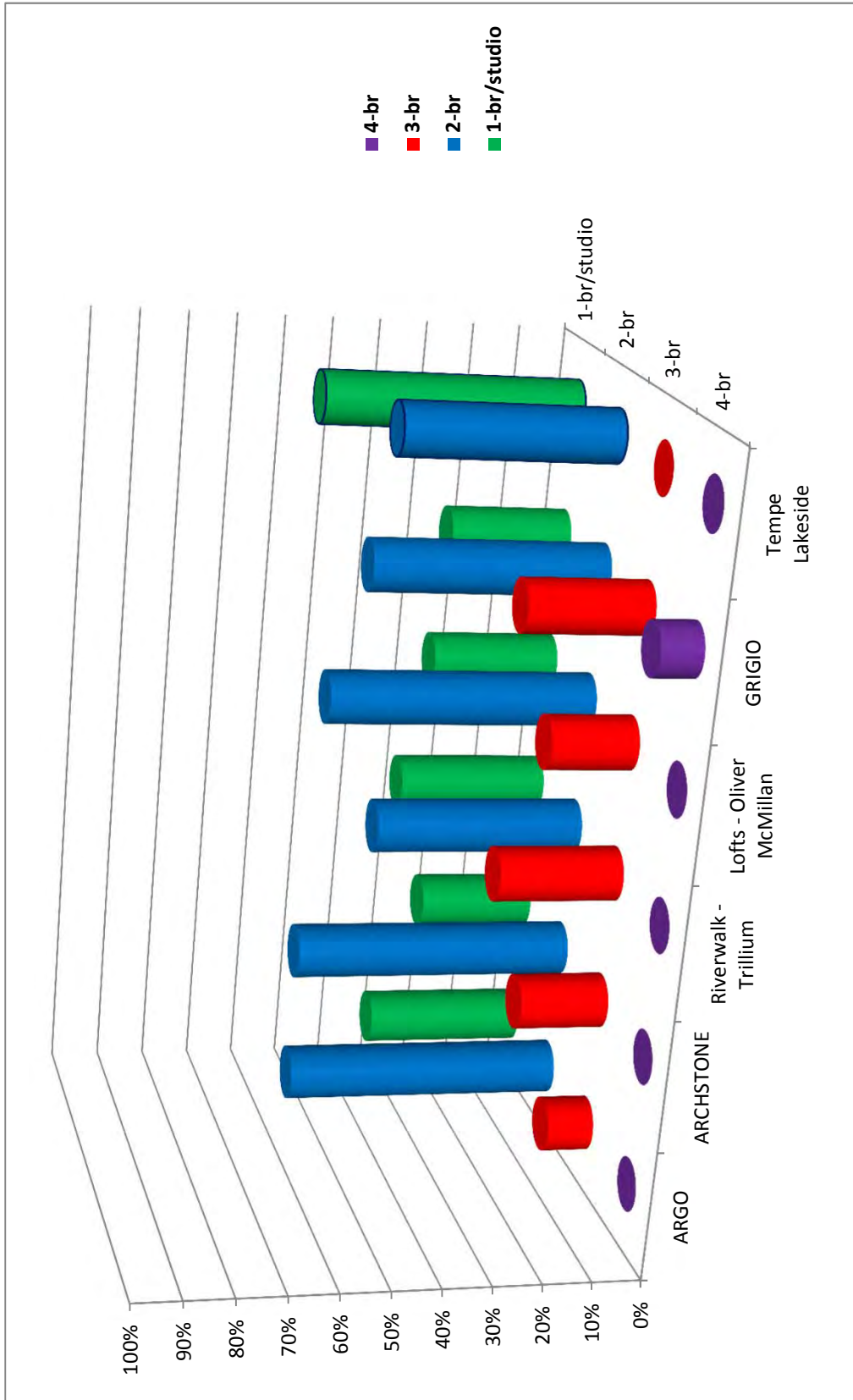
% 1-br	% 2-br	% 3-br
52.63%	47.37%	0.00%
47.37%		

380 bedrooms 290 units
 420 spaces
1.11 /bedroom 1.45 /unit

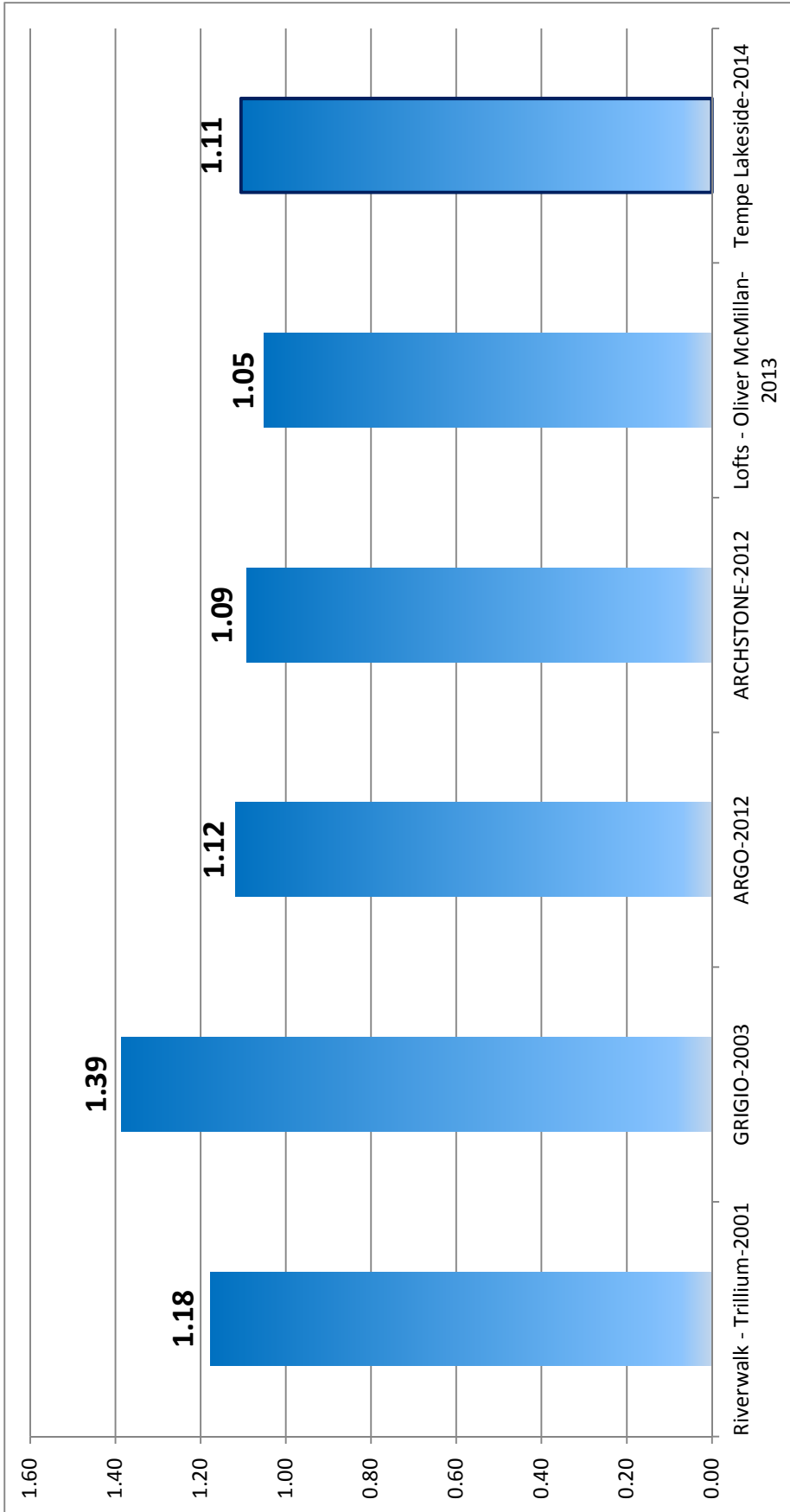
Percentage Mix: Studio & 1-bedroom vs. 2-, 3-, and 4-bedroom



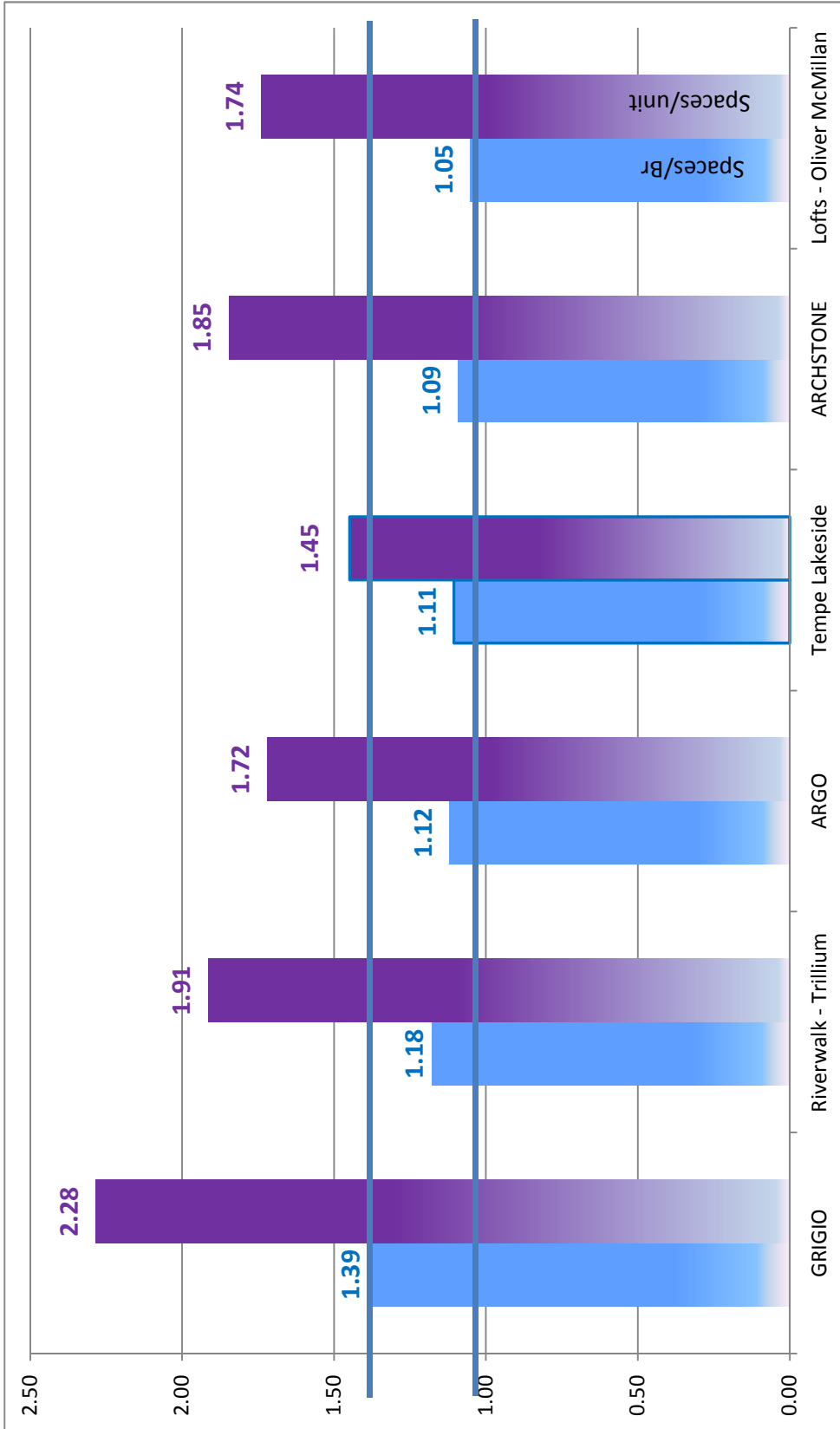
Percentage Mix: Studio/1-Bedroom, 2-Bedroom, 3-Bedroom, & 4-Bedroom Units



Parking Provided per Bedroom



Parking Provided per Bedroom & per Unit



NORTH TEMPE NEIGHBORHOOD ASSOCIATION MEETING PRESENTATION SUMMARY

Project: Tempe Lakeside

Location: 400 North Scottsdale Road

Meeting Date/Time: Monday, January 13, 2014 at 7:00 PM

Meeting Location: 1555 North Bridalwreath Street, Tempe – North Tempe Multi-Generational Center

Attendees Present:

Members of North Tempe Neighborhood Association, and Sub-Associations:

- Darlene Justus, President
- Interested Neighbors
- Association Representatives

City of Tempe Planning Staff:

- Diana Kaminski
- Steve Abrahamson

Tempe Lakeside representatives:

- Josh Delk, Associate Vice President Development / Project Manager, Transwestern
- Darin A. Sender, Sender Associates
- Jennifer L. Krieps, Sender Associates
- Brad Wilde, Mira Vista Holdings
- Mike Edwards, DAVIS
- Alan Beaudoin, LVA Urban Design Studio
- Darrell Wilson, Hilgart Wilson

Although a formal neighborhood meeting was not required for this project, the Tempe Lakeside team is engaged in ongoing neighbor and neighborhood outreach. As part of that outreach, the team presented the project to the North Tempe Neighborhood Association (NTNA) at their monthly meeting on January 13, 2014. The NTNA includes the following associations in north Tempe: Canal Park, Cavalier Hills, College, East Rio, Indian Bend, and West Rio. The NTNA holds monthly meetings at the North Tempe Multi-Generational Center at 7:00 pm on the second Monday of each month. All north Tempe citizens are welcome and encouraged to attend the monthly meetings.

Summary of Meeting:

The meeting began at 7:00pm in the Juniper/Joshua Classroom in the North Tempe Multi-Generational Center located at 1555 North Bridalwreath Street. The Tempe Lakeside presentation was the first item on the agenda. Darlene Justis, president of the NTNA, introduced the project and team to the meeting attendees, which included neighbors, neighborhood representatives, and City of Tempe planning staff. Josh Delk, Brad Wilde, and Darin Sender presented the project on behalf of the team and answered questions and comments from the attendees. Eight (8) presentation boards were used during the presentation to illustrate the project.

Issues Discussed:

The main issues discussed in the meeting included a future location for horses in the park, crime-free housing, parking, traffic, project design, and timing. Other items discussed included the neighboring property to the east and south, feasibility and soil studies for the project, and availability of project materials (drawings) prior to city hearings.

Project and Team Introduction

Mr. Brad Wilde introduced the project team and location, Mr. Josh Delk provided an overview of Transwestern, and Ms. Darin Sender provided an overview of the project including the location, use, and site orientation. One attendee asked about access to the lake path from the Site. Ms. Sender responded that there will be access from the Site to the multi-use path along the lake, but that access will not be across the property to the south because the applicant does not own that property.

Equestrian Presence in Papago Park

At the outset of the presentation, the Mrs. Darlene Justus and other attendees addressed the issue of keeping an equestrian presence in the park. The NTNA and citizens expressed that they understand that the Stables are privately owned, that the owner has the right to sell the property, and that new development will happen on the Site, but they hope to keep an equestrian presence in the park. To that end, they have been working with the city throughout the General Plan update to find a location in Papago Park that can house horses after the Stables are redeveloped.

Crime-Free Housing

The attendees asked whether the proposed development was for apartments and if so whether they would be certified crime-free housing. Additional attendees also encouraged the project team to work with the city to assure that the project is certified crime-free multi-housing. Mr. Delk responded that this project will rent only to tenants over the age of 21 and that he and Ms. Sender will work with the city on obtaining crime-free housing information and requirements for the project. Mr. Delk assured the attendees that the intent of the project is to rent to young professionals and families who are interested in an active lifestyle. In general, all Transwestern projects are managed to prevent crime and promote a safe living environment. Mr. Delk and the Tempe Lakeside team will review Tempe's crime-free housing standards.

Parking

Several attendees asked about parking for the project, including how much parking would be provided, where it would be located on the Site, and whether the parking structure would meet the Americans with Disabilities (ADA) standards. Overflow parking at the Marina and Marina parking issues during special events were also discussed. Ms. Sender explained that the parking is proposed in a surface lot on the north end of the Site and a parking structure in the southeastern portion of the Site. Regarding questions related to the number of units and amount of parking provided, Mr. Delk outlined Transwestern's strategy for multi-family development parking, which is to park at one (1) space per bedroom. At this ratio, an apartment with 95% occupancy, which is the highest occupancy apartment projects reach, will still have additional parking for guests. Mr. Delk further explained that the team is still working with the city on provided parking and guest parking.

Regarding the parking structure, the attendees wanted to know if the structure would be ADA compliant and whether it would be designed so residents could park on the level they lived on. Ms. Sender stated that the garage would be ADA compliant. Mr. Delk explained that there will be access to the residential levels from the corresponding levels in the parking garage. He further explained that although residents can access their floors

from the garage, they will not be assigned parking spaces because this creates unused spaces. Rather, parking in both the garage and surface lots is available to all residents on a first-come, first-served basis.

Other attendees commented on the Marina parking lot west of the Site. Mrs. Justus explained that the citizens of north Tempe use the Marina parking lot frequently and others expressed concerns regarding overflow parking from the project in the Marina lot, especially during special events. Neighbors are concerned that if the guest parking overflows into the Marina lot, then they will not be able to use the lot themselves. One attendee requested that the applicant provide parking and traffic studies to the group and that they work with the NTNA on these issues. Ms. Sender stated that the team is working with both the Parks and Recreation department and planning staff regarding parking and they will update the NTNA on this issue.

Traffic

Attendees and the project team discussed traffic, including the impact of this project and the potential impact of the approved entitlements for the property to the south and east of the Site. Mrs. Justus asked whether the Tempe Lakeside team would provide traffic calming. Mrs. Justus stated that traffic calming for this project would create a precedent for future projects that the NTNA would like to see. Mrs. Justus also indicated that the approved project for the neighboring property was very tall and dense and would increase traffic.

Ms. Sender stated that a traffic analysis had been completed and that overall traffic in the adjacent areas will not be severely impacted by the Tempe Lakeside project. The team will obtain formal input from the city and will update NTNA accordingly.

Project Design

Questions related to the project design included what materials would be used. Mr. Delk described the project design, stating that the materials include a mixture of stucco, masonry and glass. The concept for the project is to pull the Marina and aquatic look into the design and make this project a placemaker. Ms. Sender added that the team wanted to insure the buildings did not have a long, uninterrupted blank design. Rather, the buildings have interesting massing with height changes and horizontal breaks which create a special elevation as seen from all sides, especially from the Marina and the Lake.

Entitlements, Timing, and Hearings

Attendees asked what entitlement were needed for the project, if the applications had already been submitted to the city, and what the project timeline was. Mr. Delk stated that the goal was to break ground in late summer, depending on the entitlements. Ms. Sender explained that the required entitlements included a rezoning from GID to MU-4 with a PAD overlay, similar to the project next door, but that a General Plan Amendment was not required. Ms. Sender stated that the other entitlements include the Plat and Design Review. She stated that the applications have already been submitted and we are hoping to have our first public hearing at the Design Review Board soon. Although this case did not require a neighborhood meeting, the team was presenting the project to the NTNA before it went through the public hearings.

Other Issues

Other items discussed during the meeting included project feasibility, soils studies, the neighboring property to the south and east, and the boathouse project at the Marina.

One neighbor asked whether a feasibility study had been completed for the project. Mr. Delk discussed the project feasibility, including the average proposed size and rent for the project. Tempe Lakeside rents will be

comparable to other Tempe rental projects such as West 6th and Grigio. Again, the goal is to provide high-quality housing for people looking for an active lifestyle in an urban environment.

Another attendee asked whether the team had tested the bedrock due to the project's location on a river bed. Mr. Delk answered that at this time samples have been taken and a full soils study will be completed later.

One attendee commented that the presentation boards showed a "pretty" treatment for the neighboring property and asked what would be happening with that property. Mr. Delk explained that Transwestern had attempted to purchase that property, but negotiations with the owner failed. Because Transwestern does not own the property, they cannot do anything to it. Mr. Wilde added that the owner of the neighboring property had received entitlement approvals for a proposed project.

An attendee asked about the latest news on the Boathouse. Mr. Wilde stated that he was on the Board of the Rio Salado Foundation and that the status of the Boathouse is in limbo, but they hope to bring it to the area.

Mr. Delk, Ms. Sender, and Mr. Wilde thanked everyone for allowing them to present this project and offered to keep in touch as it moved forward.

The presentation concluded at 8:00pm.

Darin: here is the specs of the metal mesh which easily allows us to meet the open garage definition.



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