

**CITY OF TEMPE
DEVELOPMENT REVIEW COMMISSION**

**Meeting Date: 10/28/2014
Agenda Item: 4**

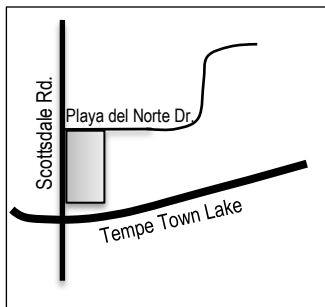
ACTION: Request for an Amended Planned Area Development Overlay, a Use Permit to allow tandem parking, and a Development Plan Review consisting of a new 258 unit apartment development for JEFFERSON TOWN LAKE, located at 909 East Playa del Norte. The applicant is Huellmantel & Affiliates.

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: JEFFERSON TOWN LAKE (PL140234) is a six-story multi-family development proposed within the Playa del Norte Planned Area Development. This site received approval in 2007 for a 26-story and two-story multi-family development containing 196 dwelling units. The request includes the following:

- PAD14013 Amended Planned Area Development Overlay to modify standards for density, lot coverage, landscape area, building height, and vehicle parking.
- DPR14200 Development Plan Review including site plan, building elevations, and landscape plan
- ZUP14108 Use Permit to allow tandem parking spaces within a parking structure



Property Owner	Onyx Tower LP (Lot 3, north parcel) and City of Tempe (Lot 3A, south parcel)
Applicant	Charles Huellmantel, Huellmantel & Affiliates
Current Zoning District	MU-4 PAD, RSOD (Mixed Use, High Density, Planned Area Development, Rio Salado Overlay District)
Gross/Net site area	1.62 acres (1.48 acres included in area of existing PAD)
Proposed Density/Units	159 du/ac / 258 units (132 du/ac / 196 units allowed by existing PAD)
Unit Types	40 studio units 123 one bedroom units 95 two bedroom units
Total Building area	418,256 s.f.
Lot Coverage	83.5 % (100% max allowed by existing PAD)
Building Height	85 ft (272 ft max allowed by existing PAD)
Building Setbacks	0' all sides (0' all sides allowed by existing PAD)
Landscape area at grade	5,082 s.f.
Upper landscape area	1,412 s.f. (podium level)
Landscape area total	9.2% (65% minimum required by existing PAD)
Vehicle Parking	426 spaces provided with requested parking reduction (466 min. required by code)
Bicycle Parking	245 spaces provided (245 min. required by code)

ATTACHMENTS: Development Project File

STAFF CONTACT(S): Karen Stovall, Senior Planner (480) 350-8342

Department Director: Dave Nakagawara, Community Development Director

Legal review by: N/A

Prepared by: Karen Stovall, Senior Planner

Reviewed by: Diana Kaminski, Senior Planner

COMMENTS:

The site is vacant and located on the east side of Scottsdale Road, between Playa del Norte Drive and Tempe Town Lake. The project is on lots 3 and 3A of the Playa del Norte Planned Area Development that was originally approved in 2004. Lot 3A is currently owned by the City of Tempe and is the last unsold portion of City-owned property within the Playa del Norte development. The sale of City-owned land within the Playa del Norte development is outlined in the Playa del Norte LLC Restated Development and Disposition Agreement (C2001-206C). Lot 3A is located within the Sky Harbor Phoenix International Airport flight path and currently has a "no residential use" restriction placed on it through a patent established between the Bureau of Land Management and City of Tempe. Development of a residential use on this property will require the removal of this restriction. Also due to its location with the flight path, development will be subject to sound mitigation measures.

Though not mixed use in itself, Jefferson Town Lake is considered a residential component within the existing Planned Area Development. The Playa del Norte development which surrounds it is considered mixed-use and includes non-residential uses, such as the Aloft Hotel, In-N-Out Burger, and various businesses within the multi-tenant building to the north of the Jefferson Town Lake site. Directly east of this site are the North Shore Condominiums, a five-story building containing 134 condominium units.

In 2007, the subject site received approval of an Amended Planned Area Development Overlay, a Use Permit for tandem parking within a parking garage, and a Development Plan Review for the Onyx Condominiums, which consisted of a 26-story, 174 unit multi-family residential tower and a two-story 22 unit condominium building. The site plan for the Onyx development identified a site area of 1.48 acres, which is approximately 6,100 square feet less than the area of the current request. As development did not commence within one year of approvals, the Use Permit and Development Plan Review have expired.

This request includes the following:

1. Amended Planned Area Development Overlay to modify standards for density, lot coverage, landscape area, building height, and vehicle parking.
2. Development Plan Review which includes a site plan, building elevations, and landscape plan for a six story, 85' high building containing 258 dwelling units above a below and above grade parking structure.
3. Use Permit to allow tandem parking spaces within a parking structure.

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

For further processing, the applicant will need approval for a Subdivision Plat to combine the existing to parcels into one.

Following the completion of this report, the applicant provided revised plans, a revised traffic impact study, and a parking analysis. These new items have not been reviewed by staff. One of the revised items is a new ground floor plan identifying the vehicle gate location within the parking garage. This plan has been provided as an attachment.

PUBLIC INPUT

A neighborhood meeting was held on October 13, 2014. In addition to the applicant's team members and city staff, approximately 17 residents were in attendance. Attendees expressed concerns related to the following: the building blocking views to the west, issues with sound and smell from the trash compactor, lack of an appropriate vehicular drop-off location, and additional traffic on Scottsdale Road generated by the proposed increased number of dwelling units. The applicant's meeting summary is attached. Staff received one phone call regarding the request, which was a resident requesting more detailed information about the applications.

PRELIMINARY SITE PLAN REVIEW

- 7/9/2014: First Preliminary Site Plan Review was completed. Plans identified 255 units and 447 vehicle parking spaces, of which 63 were tandem. Comments made by staff included the request for a traffic study with the formal application.
- 9/17/14: A formal application was submitted, and a second Site Plan Review was completed. Plans identified 258 units

and 426 vehicle parking spaces, of which 126 spaces were tandem. A traffic study was not provided. Comments made by staff included: request for a traffic study, justification for a number of vehicle parking spaces below the code requirement, and for the applicant to identify the parking garage gate location which was mentioned in the letter of explanation but not shown on the plan.

- 10/8/2014: A second submittal was made, and a third Site Plan Review was completed. The number of dwelling units and parking spaces did not change. A traffic study was not provided. The request for reduced vehicle parking numbers was provided in a brief paragraph of the letter of explanation that did not include an analysis for justification. The parking garage gate location was not identified. Comments made by staff included: request for a traffic study, justification for reduced vehicle parking spaces in the form of a parking study/analysis, and identification of the parking garage gate location.
- 10/9/2014: A gate detail was provided. Staff comments include identification of one parking space that backs up to the ramp on the east side of the garage, 18 tandem parking spaces proposed for guest parking, and no ability to turn around at the gate, requiring vehicles to back up through the drive aisle. Comments were provided to the applicant and have been addressed in this report.
- 10/10/2014: A draft traffic impact study was provided. Staff comments were provided to the applicant and have been addressed in this report.

PROJECT ANALYSIS

PLANNED AREA DEVELOPMENT

The most recent PAD approval for this site was for the Onyx Condominiums in 2007. That PAD modified the original Playa del Norte PAD to allow 196 dwelling units (some identified as multi-family and some identified as condominiums) within a 26-story and a two-story building. The applicant requests an Amended Planned Area Development consisting of 258 apartment units within an 85-foot high building. The requested standards would result in a development that is denser and more compatible in height with the surrounding structures. The development standards provided in the table below show a comparison of the standards tied to the most recent PAD and the proposed Amended PAD.

JEFFERSON TOWN LAKE – PAD Overlay

Development Standard	MU-4	Existing MU-4 (PAD, RSOD)	PROPOSED MU-4 (PAD)	Change
Property Size	NS	1.48 acres	1.62 acres	Increase
Maximum Residential Density	NS	132 du/ac	159 du/ac	Increase
Number of dwelling units	NS	196	258	Increase
Building Height [Exceptions, see Section 4-205(A)]				
Building Height Maximum	NS	272 ft.	85 ft.	Decrease
Building Height Step-Back Required Adjacent to SF or MF District [Section 4-404, Building Height Step-Back]	Yes	Yes	Yes	
Maximum Lot Coverage (% of net site area)	NS	65%	83.5%	Increase
Minimum Landscape Area (% of net site area)	NS	65% (ground + deck/roof)	9.2% (ground + deck/roof)	Decrease
Setbacks [Exceptions, see Section 4-205(B)]				n/a
Front	NS	0 ft	0 ft	
Side	NS	0 ft	0 ft	
Rear	NS	0 ft	0 ft	
Street Side	NS	0 ft	0 ft	
Bicycle Parking	.75/residential unit + .2/unit for guests	.75/residential unit + .2/unit for guests	.75/residential unit + .2/unit for guests	n/a
Vehicle Parking	Ratio based on number of units and bedrooms	417 required, 417 provided (stipulated to meet ZDC ratios)	466 required, 426 provided	Decrease

The reduction in building height combined with the increase in dwelling units results in a reduction of open space. The applicant requests a reduction in on-site landscape area. The MU-4 district does not have a minimum landscape area, but the previous PAD provided 65%. The proposal includes 7.2% landscaping on the ground and 2% landscaping on the second floor deck, for a total of 9.2%.

The Zoning and Development Code (ZDC) requires resident and guest parking spaces based on the number of units and bedrooms within a project. The proposed PAD does not use the ZDC ratios of units and bedrooms to determine vehicle parking and instead uses a flat 1.65 parking spaces per unit ratio, without separate consideration for guest parking, resulting in 426 spaces. The table below summarizes the requirements for the proposed project.

Unit Type	Unit Quantity	Ratio	Parking Required	Parking Provided (1.65/unit ratio)
Studio	40	1 space per unit	40	
1 bedroom	123	1.5 spaces per unit	184.5	
2 bedroom	95	2 spaces per unit	190	
Guest		.2 per unit	51.6	
TOTAL	258		466	426

The requested 1.65 spaces/unit ratio leaves the project 40 parking spaces short of the ZDC required 466 spaces. A parking analysis to demonstrate why a reduction in parking is acceptable in this location has not been provided. Staff recommends that the developer provide the number of parking spaces required by the ZDC as was previously approved for the site. This would be accomplished by either reducing the number of units or adding an additional level of parking. If additional vehicle parking is added to comply with ordinance requirements, it would result in 414 resident and 52 guest spaces.

A draft traffic impact study (TIS) was provided by the applicant (see attached), and the Public Works Department has provided comments regarding this draft. While the study contains errors, including no mention of a nearby bus stop and shelter, Public Works has stated that the proposed increase of residential units compared to the number approved for the

Onyx Condominiums is minimal; staff can support the request. A condition is included that the TIS be revised to address staff's comments and a final TIS be submitted and approved prior to issuance of the first building permit.

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

1. The proposed residential land use is 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 the Rio Salado Overlay District provisions in Part 5.
4. The conditions of approval are reasonable to ensure conformance with the provisions of the Zoning and Development Code.

USE PERMIT FOR TANDEM PARKING

The proposed parking requires a use permit, to allow tandem parking spaces within the MU-4 (Mixed Use High Density) zoning district. A use permit for tandem parking spaces was granted for the previously approved Onyx Condominiums in recognition of the relatively small site area and desire to allow a dense residential development on the property. Of the 357 required resident parking spaces, 88 were approved as tandem. None of the required 40 guest parking spaces were tandem.

All parking spaces for the Jefferson Town Lake development are within a three-level parking garage: two levels below ground and one level above. The letter of explanation states that the resident-only portion of the parking garage has gated access. A preliminary layout of the parking garage, which identifies the gate location, was provided by the applicant and is included as an attachment. Of the 426 spaces provided, 126 of these spaces are tandem. Thirty-three spaces are accessible before the gate. Of these 33, 18 are tandem, resulting in only 15 individually accessible parking spaces before the gate. Due to the logistics of tandem parking and the difficulty involved with coordinating tandem parking with guests, all guest spaces should be individually accessed instead of accessed through another parking space. A condition is included to require all 52 guest parking spaces to be standard stalls accessed by the drive aisle and located before the gate.

Tandem parking allows flexibility in garage design, enabling a more compact garage to fit the existing site dimensions, and limiting the number of garage levels. The residential component of the garage will have assigned parking spaces, allowing relationships to be established between users of tandem spaces. Staff is in support of the use permit for tandem parking, because previously entitlements allowed for tandem parking and the use will work with the compact development of the site. With recommended conditions, this requested use will be similar to the previous tandem parking use approved for the site in 2007 and should not be detrimental to persons or properties in the vicinity.

Section 6-308 E Approval criteria for Use Permit:

1. *Any significant increase in vehicular or pedestrian traffic.*
Approval will result in flexible parking garage design, which allows the relatively small site to provide parking spaces. Tandem parking may create more traffic internal to the garage as residents move vehicles for access; however, the ingress and egress from the garage would be identical to that of conventional parking. The use should not result in a significant increase in vehicular or pedestrian traffic at the exterior of the garage.
2. *Nuisance arising from the emission of odor, dust, gas, noise, vibration, smoke, heat or glare at a level exceeding that of ambient conditions.*
The use will be within the parking garage and should not create any nuisances.
3. *Contribution to the deterioration of the neighborhood or to the downgrading of property values, the proposed use is not in conflict with the goals objectives or policies for rehabilitation, redevelopment or conservation as set forth in the city's adopted plans or General Plan.*
Jefferson Town Lake is not in conflict with the goals or objectives of the General Plan. Development of the site as proposed would assist in the completion of the Playa del Norte PAD approved in 2004 and result in a high density residential land use in an area of the city where it is encouraged.
4. *Compatibility with existing surrounding structures and uses.*
The use will be entirely within the parking garage and should not have an impact on surrounding structures or uses.

5. Adequate control of disruptive behavior both inside and outside the premises which may create a nuisance to the surrounding area or general public.

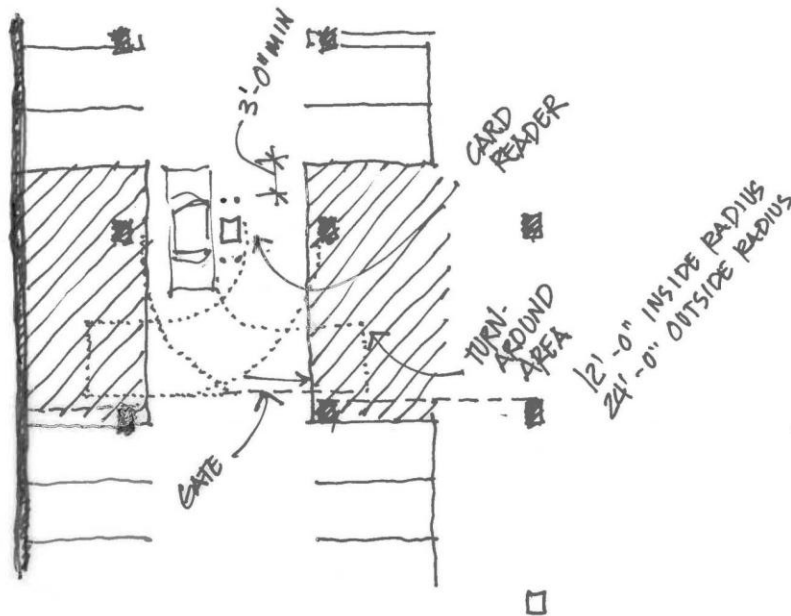
The use should not generate disruptive behavior. The portion of the parking garage where tandem parking will be permitted is secured by gate access and separate from the area accessible by the general public. By condition, none of the guest spaces may be tandem.

DEVELOPMENT PLAN REVIEW

Site Plan

The 1.62 acre site is surrounded by a residential development to the east, the Town Lake to the south, Scottsdale Road (which is a bridge for the majority of its frontage) to the west, and commercial development to the north, across Playa del Norte Drive. Vehicular access is achieved by a single right-in and right-out only driveway on Playa del Norte that leads to a parking garage with one above ground and two below ground levels. This garage contains all resident and guest vehicle parking spaces for the development.

As discussed above in the Use Permit request, the resident parking spaces will be accessed by electronic gate. The applicant has provided a preliminary plan showing the gate location on the ground floor. This plan does not provide a means to turn around if a vehicle is denied access at the gate. A condition is included that requires that a turnaround option for drivers is provided. A sketch showing what this might look like is below.



A total of 245 bicycle parking spaces are required for the project, and 170 of these are either on the north side of the building or within the garage. The remaining 75 spaces will be provided within storage units on the residential levels of the building. Of the 245 required spaces, 52 are required for guests. The plan shows 24 spaces along the north side of the building, which places them in the right-of-way, where they are not permitted. Depending on the gate location, bicycle parking spaces within the garage may or may not be available to guests. A stipulation requires 52 guest bicycle parking spaces be accessible either within or outside the garage, outside of the right-of-way, and in front of the access gate.

The main building entrance and leasing office are adjacent to Playa del Norte. Pedestrian access to the building occurs at multiple points along all elevations. First floor units along the south side of the building have been designed with direct access to the lake from private patios. A stipulation has been included to require an accessible path from the building to the multi-use path along the lake so that all residents have convenient access to that amenity.

The ground floor level parking is surrounded by the leasing office and dwelling units on the north, west and south. Above the

ground floor level is a “podium” second floor that contains both dwelling units and decks for resident amenities. The north deck contains a courtyard, and the south deck contains a courtyard and pool. Connecting the two decks are the fitness and recreation rooms. Above the second floor are all residential levels.

In lieu of the 26-foot wide fire access easement that is typically required for buildings over 30 feet in height, Fire has authorized the applicant to provide a minimum 20-foot easement plus a minimum of three feet vertical clearance on each side (total of 26 feet). A 20-foot wide fire access easement located on both the subject site and the property to the east currently exists. In order to provide a greater buildable area, the proposed site plan assumes shifting the existing 20-foot easement east with more of it located on the property to the east. If unable to receive authorization from the adjacent property owner to relocate the easement, the existing 20-foot easement may either remain as it exists or be shifted west on the subject site in order to provide the required 26-foot clearance.

Building Elevations

The building is six-stories with a mezzanine that appears as a seventh floor on some portions of the elevations and has an overall height of 85 feet. The design has a contemporary character with flat roofs, parapets to screen rooftop mechanical equipment, and metal balcony railings and rooftop accents. The north and south decks create breaks in the west and south elevations. The building is finished with stone-textured concrete veneer at the base and stucco on the upper floors. The proposed stucco colors include varying shades of gray and a bright blue to accent the metal rooftop elements and selected the faces of balcony floors.

Landscape Plan

On-site landscaping totals 9.2 percent. This consists of landscaping on the ground surrounding the building that totals 7.2 percent of the site area and open space on the second floor deck that totals two percent. Proposed plant types are appropriate to the desert and will blend with the surrounding developments. Using a root barrier system, trees along the west property line will be located to meet the minimum separation requirement from the waterline that runs along the west side of the building. This waterline must be placed on the east side of the sidewalk due to Scottsdale Road being elevated to cross over the lake. Tree types and planting details south of the building and within the levee must be reviewed and approved by the Flood Control District of Maricopa County and the city in order to maintain the integrity of the levee. Palm trees are used south of Play del Norte to signify the building entrance. A stipulation has been added to prevent tree types along the east side of the building from projecting into the 26-foot clear fire access lane.

Section 6-306 D Approval criteria for Development Plan Review

1. *Placement, form, and articulation of buildings and structures provide variety in the streetscape;* although the building has zero-foot setbacks along the north, south, and west property lines, breaks in the building are created at the second floor by the two proposed decks. The use of mezzanines and decorative elements on the sixth floor also provide variation in building height.
2. *Building design and orientation, together with landscape, combine to mitigate heat gain/retention while providing shade for energy conservation and human comfort;* the building design will provide shade, especially for the south and west elevations, through the use of metal canopies and window awnings. The placement of all vehicle parking spaces within a garage below the building reduces the area of exposed asphalt pavement.
3. *Materials are of a superior quality, providing detail appropriate with their location and function while complementing the surroundings;* although the previously approved building was a different construction type with fewer units and more open space, the proposed materials are compatible with adjacent developments of similar construction.
4. *Buildings, structures, and landscape elements are appropriately scaled, relative to the site and surroundings;* the building height will be consistent with other residential buildings in the area. Landscaping will be provided on all building sides. Landscaping south of the building will be coordinated with appropriate entities to upgrade the appearance adjacent to the lake.

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; variation is provided in wall planes and building height to relieve monotony. Use of materials varies from concrete veneer at the base to stucco in the middle and metal accents at the top.*
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; design elements include recessed windows, recessed balconies with metal railing, pop-outs, and metal accents. Architectural details that also shade windows and entrances are provided.*
7. *Plans take into account pleasant and convenient access to multi-modal transportation options and support the potential for transit patronage; a bus stop and shelter are located on the east side of Scottsdale road just north of Playa del Norte, and the main building entrance and a secondary side entrance provide connections to both streets. A condition requires an accessible path from Playa del Norte to the multi-use path along the lake.*
8. *Vehicular circulation is designed to minimize conflicts with pedestrian access and circulation, and with surrounding residential uses; vehicular access is provided by a single driveway on Playa del Norte, where cars are directed into the parking garage. This driveway crosses the sidewalk on Playa del Norte, but all other pedestrian routes are separate from vehicular circulation. Within the garage, stairs and elevators are provided for pedestrian use once drivers exit their vehicles.*
9. *Plans appropriately integrate Crime Prevention Through Environmental Design principles such as territoriality, natural surveillance, access control, activity support, and maintenance; the proposed building is open to the existing surroundings, without walls or gates separating it from the neighborhood. Gates within the parking garage will be used to restrict access to resident-only parking spaces. Building access will be restricted by key, and mailboxes will be provided interior to the building. The height of proposed landscaping adjacent to pedestrian paths and lighting requirements both outside and within the parking garage will comply with CPTED principles.*
10. *Landscape accents and provides delineation from parking, buildings, driveways and pathways; landscaping along the building perimeter will accent the development and be used to delineate pedestrian areas and paths.*
11. *Signs have design, scale, proportion, location and color compatible with the design, colors, orientation and materials of the building or site on which they are located; signs are subject to separate development plan review.*
12. *Lighting is compatible with the proposed building(s) and adjoining buildings and uses, and does not create negative effects. Wall-mounted light fixtures will comply with code requirements to both meet minimum illumination levels and be non-intrusive to adjacent properties.*

Conclusion

Based on the information provided and the above analysis, staff recommends approval of the requested Amended Planned Area Development Overlay, Use Permit, and Development Plan Review. This request meets the required criteria and will conform to the proposed conditions.

REASONS FOR APPROVAL:

1. The project meets the General Plan Projected Land Use and Projected Residential Density for this site.
2. The PAD overlay process was specifically created to allow for greater flexibility to allow for alternate setbacks, building heights, and landscape areas.
3. Subject to conditions of approval, the proposed project meets the approval criteria for an Amended Planned Area Development Overlay, Use Permit, and Development Plan Review.

PAD14013

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. Except as modified by conditions, development shall be in substantial conformance with the Jefferson Town Lake site plan, floor plans, building elevations, and landscape plan dated September 29, 2014.
2. A building permit application shall be made on or before two years from the date of City Council approval 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.
3. The property owner shall sign a waiver of rights and remedies form. By signing the form, the Owner voluntarily waives 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 January 5, 2015, or the PAD approval shall be null and void.
4. The Planned Area Development Overlay for Jefferson Town Lake 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.
5. An amended Subdivision Plat is required for this development and shall be recorded prior to issuance of building permits.
6. Prior to submittal of the first building permit, the developer must receive approval of the final Traffic Impact Study from the Public Works Department.
7. Prior to submittal of the first building permit application, the applicant shall provide evidence that the "no residential use" restriction on Lot 3A of the Final Plat of Playa del Norte has been removed. The restriction is identified as No. 9 in Bureau of Land Management (BLM) Patent AZ-02-97-0005 between the BLM and City of Tempe.
8. New construction shall be sound mitigated resulting with indoor noise levels not exceeding a decibel day night-level (DNL) of 45 decibels.
9. Building plans submitted for compliance review to the City of Tempe's the Community Development Department shall be sealed and signed by an engineer licensed in Arizona with a proficiency in sound mitigation or noise control. The engineer shall note on the building plans that the building design is capable of achieving the required noise level reduction.
10. The property owner shall record a Notice to Prospective Purchasers of Proximity to Airport in order to disclose the existence and operational characteristics of Phoenix Sky Harbor International Airport to future owners or tenants of the property.
11. The developer shall provide vehicle parking equal to or greater than required by the Zoning and Development Code. With the requested bedroom mix in 258 units, a minimum of 466 spaces are required.

ZUP14108**CONDITIONS OF APPROVAL**

12. Except as modified by conditions, development shall be in substantial conformance with the Jefferson Town Lake site plan and floor plans dated September 29, 2014. Any additions or modifications may be submitted for review during building plan check process.
13. This Use Permit is valid only after a Building Permit has been obtained, the required inspections have been completed, and a Final Inspection has been passed.
14. Any intensification or expansion of use shall require a new Use Permit.
15. The designated guest parking spaces (required by PAD condition) may not be in tandem configuration; however, parking spaces designated and signed as "employee only parking" may be in tandem configuration and counted in the guest parking count.
16. The maximum number of vehicle parking spaces in tandem configuration shall not exceed 126. This will result in 63 spaces which access a drive aisle through another space.

DPR14200**CONDITIONS OF APPROVAL****General**

17. Except as modified by conditions, development shall be in substantial conformance with the Jefferson Town Lake site plan, floor plans, building elevations, and landscape plan dated September 29, 2014. Any additions or modifications may be submitted for review during building plan check process.
18. Indicate clear vision triangles at the driveway and street intersections on the site plan and landscape plan. Identify speed limits for the adjacent street at the site frontage.

Site Plan

19. 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.
20. 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.
21. 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.
22. 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.
23. A minimum 10-foot wide route that is compliant with the Americans with Disabilities Act (ADA) shall be provided from Playa del Norte to the multi-use path adjacent to Tempe Town Lake. This shall also serve as a bike path. No improvements may adversely impact the structural integrity of the levee. The design for crossing the levee with this route is subject to review and approval by the Flood Control District of Maricopa County and City of Tempe.

24. In lieu of a typical 26-foot fire access easement, a minimum 20-foot fire access easement plus a minimum of three feet vertical clearance on each side (total of 26 feet) shall be provided along the east side of the building.
25. The 24 bicycle parking spaces shown on the site plan in the right-of-way are subject to further review and approval by the Engineering Division. Otherwise, required guest bicycle parking spaces shall be provided on site, either within or outside of the parking garage but shall be accessible to visitors without requiring access through the garage gate.
26. Repair of existing curbs and sidewalks along Scottsdale Road and Playa del Norte Drive shall be made where damaged by this development.
27. Coordinate the details of solid waste and recycle collection requirements with the Public Works Department.

Floor Plans

28. Exit Security:
 - a. Provide visual surveillance by means of fire-rated glazing assemblies from stair towers into adjacent circulation spaces.
 - b. In instances where an elevator or stair exit in the garage is within 21'-0" of an alcove, corner or other potential hiding place, position a refracting mirror to allow someone in the exit doorway to observe in the mirror the area around the corner or within the alcove that is adjacent to the doorway.
29. Garage Security:
 - a. Minimize interior partitions or convert these to semi-opaque screens to inhibit hiding behind these features.
 - b. Paint interior wall and overhead surfaces in garage floor levels with a highly reflective white color, minimum LRV of 75 percent.
 - c. Maximize openness at the elevator entrances and stair landings to facilitate visual surveillance from these pedestrian circulation areas to the adjacent parking level.
30. Parking Garage:
 - a. At the gate, provide a method of turnaround for users who are denied access. This must allow a car to turnaround without requiring cars behind it to backup.
 - b. Minimum required parking dimensions shall be clear of any obstructions.
 - c. 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.
 - d. Provide a minimum 2'-0" of additional width beyond standard parking space size for spaces adjacent to a continuous wall.
 - e. Stripe tandem parking spaces to clearly delineate each space as 8.5' x 18'.
 - f. For lack of driver visibility, the parking space to the southwest of the up/down ramp shown on the preliminary gate location plan (floor level G) is not approved. Relocate this parking space and provide a minimum 10-foot separation between the nearest parking space and the edge of the ramp.

Building Elevations

31. The materials and colors are approved as presented:
 - Concrete veneer – Nevilstone Rough Face – Blue River (custom, per material board)
 - Stucco finish – Dunn Edwards – Porpoise DE6373 (light gray)
 - Stucco finish – Dunn Edwards – Silver Polish DE6374 (light gray)
 - Stucco finish – Dunn Edwards – Looking Glass DE6376 (dark gray)
 - Stucco finish – Dunn Edwards – Ink Blotch DE5839 (royal blue)
 - Metal roof support (fins) – Clear anodized
 - Metal railing – Atas – Clear anodized
 - Aluminum frame windows – Clear anodized

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.

32. Metal rooftop elements shall be finished with the color Ink Blotch instead of the proposed clear anodized metal.
33. Provide secure roof access from the interior of the building. Do not expose roof access to public view.
34. Conceal roof and balcony drainage systems within the interior of the building.
35. 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.
36. Locate the electrical service entrance section (S.E.S.) inside the building or inside a secure yard that is concealed from public view.
37. 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

38. This project shall follow requirements of ZDC Part 4, Chapter 8, Lighting, unless otherwise conditioned.
39. Illuminate building entrances and underside of open stair landings from dusk to dawn to assist with visual surveillance at these locations.
40. The turf area south of the building shall be lit dusk through dawn with a minimum one-half foot-candle.

Landscape

41. The plant palette is approved as proposed and specified on the landscape plan. Any additions or modifications may be submitted for review during building plan check process.
42. 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.
43. 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.
44. 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.
45. Trees shall be planted a minimum of 20'-0" from any existing or proposed public water or sewer lines. 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.

46. In order to protect the structural integrity of the levee, the planting of trees within the levee must receive approval from the Flood Control District of Maricopa County and City of Tempe.
47. The plan shall be modified to provide an alternative tree type and planting location to maintain a clear 26-foot area including and beyond the 20-foot fire access easement along the east side of the building. The fire access lane shall be in general conformance to the fire lane exhibit dated September 26, 2014.

Signage

48. Provide address signs on the north and south building elevations.
 - a. Conform to the following for building address signs:
 - 1) Provide street number only, not the street name
 - 2) Compose of 12" high, individual mount, metal reverse pan channel characters.
 - 3) Self-illuminated or dedicated light source.
 - 4) Coordinate address signs with trees, vines, or other landscaping, to avoid any potential visual obstruction.
 - 5) Do not affix number or letter to elevation that might be mistaken for the address.
49. Utility meters shall utilize a minimum 1" number height in accordance with the applicable electrical code and utility company standards.
50. Provide one address sign on the roof of the building. Orient the address 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.

- The owner(s) shall provide a continuing care condition, covenant and restriction for all of the project's landscaping, required by Ordinance or located in any common area on site. The CC&R's shall be reviewed and placed in a form satisfactory to the Community Development Manager and City Attorney.
- 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 Reviews dated July 9, 2014, September 17, 2014, and October 8,

2014. 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.
- 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 entrance(s) to maximize visual surveillance of vicinity. Limit height of walls or landscape materials, and design columns or corners to discourage 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.
 - 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 26'-0" horizontal width, and a 14'-0" vertical clearance from the fire lane surface to the underside of tree canopies or overhead structures. Layout and details of fire lanes are subject to Fire Department approval.
- ENGINEERING:
 - Underground utilities except high-voltage transmission line unless project inserts a structure under the transmission line.
 - Coordinate site layout with Utility provider(s) to provide adequate access easement(s).

- Clearly indicate property lines, the dimensional relation of the buildings to the property lines and the separation of the buildings from each other.
 - Verify location of any easements, or property restrictions, to ensure no conflict exists with the site layout or foundation design.
 - 100 year onsite retention is provided by Playa del Norte. Coordinate storm drain connection design with the Engineering Department.
- REFUSE:
 - Enclosure indicated on site plan is exclusively for refuse. Construct walls, pad and bollards in conformance with standard detail DS-118.
 - Contact Public Works Sanitation Division to verify that vehicle maneuvering and access to the enclosure is adequate.
 - Develop strategy for recycling collection and pick-up from site with Sanitation. Roll-outs may be allowed for recycled materials. Coordinate storage area for recycling containers with overall site and landscape layout.
 - Gates for refuse enclosure(s) are not required, unless visible from the street. If gates are provided, the property manager must arrange for gates to be open from 6:00am to 4:30pm on collection days.
- DRIVEWAYS:
 - Construct driveways in public right of way in conformance with Standard Detail T-320.
 - 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. 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. Directional signs are subject to review by planning staff during plan check process.

HISTORY & FACTS:

- October 21, 2003 Redevelopment Review Commission held a review session regarding Playa del Norte. The applicant briefly explained the overall development and explained in more detail the Final P.A.D.'s (Lots 1, 4 and 5) the restaurant and residential portion of the master plan.
- December 2, 2003 Redevelopment Review Commission recommended approval to City Council for a change in zoning, a Preliminary and Final Subdivision Plat, and a Preliminary Planned Area Development consisting of 90,000 s.f. of office space, 112 residential condominiums, 543 apartment/condominium units, 13,187 s.f. for restaurants and an additional 20,900 s.f. of mixed use for office/retail/restaurant (Lots 1, 2, 3, 4, 5, and 6) all on 22.78 net acres; and a Final Planned Area Development including site plan, landscape plan, and building elevations for Lot 1, 4, and 5 consisting of 3,187 s.f. for a restaurant (Lot 1), 112 residential condominiums (230,316 s.f. in Lot 4), and 543 apartment/condominiums (742,194 s.f. in Lot 5) on 12.44 net acres. Also included with this request was a use permit to allow outdoor dining in the MG, Multi-Use General District and five (5) variances. (7-0 vote)
- January 8, 2004 City Council approved a change in zoning, a Preliminary and Final Subdivision Plat, and a Preliminary Planned Area Development consisting of 90,000 s.f. of office space, 112 residential condominiums, 543 apartment/condominium units, 13,187 s.f. for restaurants and an additional 20,900 s.f. of mixed uses for office/retail/restaurant (Lots 1, 2, 3, 4, 5, and 6) all on 22.78 net acres; and a Final Planned Area Development including site plan, landscape plan, and building elevations for Lot 1, 4, and 5 consisting of 3,187 s.f. for a restaurant (Lot 1), 112 residential condominiums (230,316 s.f. in Lot 4), and 543 apartment/condominiums (742,194 s.f. in Lot 5) on 12.44 net acres. Also included with this request was a use permit to allow outdoor dining in the MG, Multi-Use General District and five (5) variances.
- July 11, 2006 Playa Del Norte Lot 3 Condominiums was presented to the Development Review Committee of the Rio Salado Advisory Commission. This earlier plan included 188 residential units, a 23 story tower and a four story wing. As with the latter plan, the garage was three levels and included a secured residential component and an unsecured guest component. The three Commissioners present agreed the use is appropriate for the Rio Salado Overlay District and fits with the goals and policies of the District.
- February 7, 2007 The Onyx Condominiums was presented to the Development Review Committee of the Rio Salado Advisory Commission. The Commissioners present agreed the project furthers the goals of the Rio Salado District and the residential use of the project is appropriate for the district.
- May 22, 2007 A Neighborhood Meeting was held to present the Onyx Condominiums to residents and property owners in the vicinity. The public did not attend. No public input was received.
- June 12, 2007 The Development Review Commission approved the request for the Onyx Condominiums for a Use Permit to allow tandem parking in the garage and a Development Plan Review including site plan, building elevations, and landscape plan. The residential building area is +/- 252,316 s.f. on +/- 1.481 acres in the MU-4, Mixed-Use, High Density District and the Rio Salado Overlay District. The commission also recommended approval to amend the Playa del Norte Planned Area Development to modify the development standards for Lot 3 for the Onyx Condominiums.

- June 28, 2007 City Council had an introduction and first public hearing for the request for the Onyx Condominiums for an Amended Planned Area Development Overlay for +/- 252,316 s.f. of residential building area on +/- 1.481 acres in the MU-4, Mixed-Use, High Density District and the Rio Salado Overlay District.
- July 19, 2007 City Council approved the request for an Amended Planned Area Development Overlay for Onyx Condominiums (Lot 3 of Playa del Norte) to modify development standards for +/- 252,316 s.f. of residential building area on 1.481 acres.
- October 13, 2014 A neighborhood meeting was held at 6:00 p.m. at the Carsten Golf Course, located at 1125 East Rio Salado Parkway.
- November 13, 2014 This request is scheduled for the first City Council public hearing.
- December 4, 2014 This request is scheduled for the second City Council public hearing.

ZONING AND DEVELOPMENT CODE REFERENCE:

- Section 6-305, Planned Area Development (PAD) Overlay districts
- Section 6-306, Development Plan Review
- Section 6-308, Use Permit
- Section 4-602, General Parking Standards

DEVELOPMENT PROJECT FILE
for
JEFFERSON TOWN LAKE
(PL140234)

ATTACHMENTS:

1. Location Map
2. Aerial
- 3-11. Letter of Explanation
- 12-14. Neighborhood Meeting Summary
- 15-17. Approved Development Standards and Site Plan for Onyx Condominiums PAD
18. Proposed PAD Cover Sheet for Jefferson Town Lake
19. Context Plan
20. Site Plan
- 21-22. Building Elevations
23. Building Sections
24. Landscape Plan
25. Site Lighting Plan
26. Garage Level P1 and P2 Floor Plans
27. Ground Floor and L1 Floor Plans
28. Preliminary Gate Location Plan
29. Revised Gate Location Plan
- 30-31. Levels L2 through L6 Floor Plans and Roof Plan

32-34. Unit Plans

35-50. Draft Traffic Impact Study

51. Transportation Division Response to Traffic Impact Study



Location Map



JEFFERSON TOWN LAKE- (PL140234)

JEFFERSON TOWN LAKE



LETTER OF EXPLANATION

909 EAST PLAYA DEL NORTE DRIVE
SCOTTSDALE ROAD AND PLAYA DEL NORTE DRIVE

AMENDMENT TO PLANNED AREA DEVELOPMENT OVERLAY, DEVELOPMENT PLAN REVIEW AND USE PERMIT



HUELLMANTEL
AFFILIATES

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SUMMARY

TDI is proposing to develop a dynamic, 7-story (6 residential floors with many penthouse floor units having two levels), 258 unit multi-family community on the north side of Tempe Town Lake. The north side of the Tempe Town Lake, just east of Scottsdale Road, has been vacant for many years. The site has always been a challenge. First, it was the entrance to an unsightly county island via an elevated bridge over a dry riverbed. After Tempe Town Lake was complete, the area started to morph into something more desirable. Today, the site sits at the entry to a City, a University, a larger employer base, and a freeway, not to mention a lake now full of water and teeming with outdoor activity. The subject lot is very small and hugs Scottsdale Road. The land is straddled by a major City of Tempe waterline on one side and is literally tucked in along the existing North Shore Condominiums on the other.



The location is highly desirable but the site itself is *extremely* challenging. This lot falls within a larger, thriving mixed-use project, but the subject site is just over 1.5 acres. To address the challenges as well as create a well-designed development, we brought in award winning architect Rich Barber. We are proud of the work he has done to create an exceptional building which will result in a vibrant community on this challenging site. As a team, we have worked through a number of issues knowing we need a design that that will be esthetically pleasing, function well, and respect the unique location along the lake.

We worked through several versions of a building and arrived at a unique development we are proud to propose. The building has 360 degree architecture to accommodate our highly visible location on the lake as well as our immediate neighbor to the east. The many features of the development include: 1) embracing the lake with direct access dwelling units steps away from the lake front walking trail, a vanishing edge pool on the podium level and a roof top deck; 2) establishing a presence at this important entry portal by providing street definition along Scottsdale Road and East Playa del Norte as well as a dramatic view from the lake; 3) amenitizing the community and capitalizing on the location with the items listed above as well as pool and spa area, outdoor game room, outdoor kitchen and multiple grill areas, indoor/outdoor fitness studio, fire pit and community lounge; and 4) providing a multitude of floor plan options including a loft design to allow for an array of residents.

As the result of our design, we are proposing to amend the existing Planned Area Development Overlay (PAD) standards on the vacant land located on the southeast corner of Scottsdale Road and East Playa Del Norte Drive, abutting Tempe Town Lake to allow for the construction of highly-amenitized luxury multi-family homes. The subject site is outlined in blue in the image below:



The existing site is subject to a Tempe City Council approved PAD from the standards set in 2007. We propose amending the PAD standards approved by the City of Tempe to allow for a project created specifically for this location. Amending the existing PAD standards will further develop the land north of Tempe Town Lake, creating an attractive and enduring development that will complement the existing retail and provide a signature building on the northern lake front. The parcel is bordered to the east by North Shore Condominiums and to the north by a shopping complex containing Starbucks and In-N-Out Burger, all part of the existing PAD. There is also a hotel and the Grigio apartment complex on the PAD land. There are no single family homes in the area and the surrounding developments are urban, as is the proposed design. Proximity of Tempe Town Lake, ASU Karsten Golf Course, ASU, Mill Avenue and Tempe Marketplace make this an ideal site for multi-family homes.

The site is zoned Mixed-Use High-Density (MU-4) and has a General Plan 2040 Projected Density of High (Urban Core) and General Plan 2040 Projected Use of Mixed-Use. The entire PAD Overlay is zoned MU-4, General Plan 2040 Density of High (Urban Core) and General Plan 2040 Projected Use of Mixed-Use.

PROJECT DESCRIPTION

Jefferson Town Lake will consist of one 6 story building that has been designed with mezzanines to read as a 7 story building with a maximum height of 85'. We have worked diligently to establish a contemporary design with luxury amenities. The varying heights of the building will create a pleasing visual experience for pedestrians on both the north and south banks of Tempe Town Lake and drivers along Scottsdale Road and East Playa del Norte by utilizing different materials, colors, a mezzanine level, walk-out units along the lake front and a roof deck on the corner of Scottsdale Road and Tempe Town Lake. The front entrance and leasing office, located on the south side of East Playa Del Norte contains storefront windows shaded by canopies, trees and urban vegetation.

The required landscaping in the MU-4 district is 0%, but the proposed project will provide extensive and well placed landscaping on 9.2% of the property as well as adding significant landscaping to the public property adjacent to Scottsdale Road and the lake, and include desert plants such as bougainvillea, Southern Live Oak, thorn-less Mesquite, palms, and Chinese Elm. The landscape design has been carefully crafted to blend pedestrian experiences with the contemporary design to create an urban setting fitting for Tempe Town Lake and the Rio Salado Overlay District.



The three-part building design rests on a solid base of stone-textured concrete veneer, setting off a strong pedestrian level experience. The middle (or body) transitions to a softer grey, highlighting the balcony and window coloration. The upper reaches are lighter yet in color, accented by the metal roof elements and supports. This articulated roofline defines the hierarchy of the uses below, and creates a strong silhouette against the desert sky.

The 6th floor mezzanine glass, which will read and act as a 7th floor will be oversized to capture surrounding views.

The primary roof construction for Jefferson Town Lake will consist of a flat roof with parapets to provide shade and conceal rooftop mechanical equipment. The primary exterior colors will consist of a sophisticated off white color accented with warm grays and deep cool blues to create contrast that will accentuate the massing and articulation of the building form and complement the theme of a lakefront development. Metal balcony rails and shade structures will provide additional material and color accents. The balconies have been wrapped at the corner to provide architectural impact and a visually appealing variation in the façade.

PLANNED AREA DEVELOPMENT OVERLAY

The site is subject to a previously approved but unrecorded PAD with a zoning of MU-4 (PAD) in the Rio Salado Overlay District and Bicycle Commute Area. As the PAD standards were approved by the City of Tempe through the City Council hearing process, the PAD standards apply to the proposed Jefferson Town Lake site, even without the recorded amended PAD. TDI would like to propose the following modifications to the approved PAD development standards:

Development Standards	Mixed-Use High Density Standards	Approved PAD Standards (PAD06003)	Proposed Amended PAD Standards
Residential Density	No Standard	132.4 du/ac	159.26 du/ac
Number of Units		196	258
Building Height	No Standard	272 feet	85 feet
Maximum Lot Coverage	No Standard	100 %	83.50 %
Minimum Landscape Area	No Standard	65% - Includes at grade and terrace/roof	9.2%
Building Square Footage		412,388 square feet	418,256 square feet
Setbacks:			
Front Building Wall	No Standard	0 feet	0 feet
Front Parking	20 feet	20 feet	None
Side Building Wall	No Standard	0 feet	0 feet
Street Side Building Wall	No Standard	0 feet	0 feet
Street Side Parking	20 feet	0 feet	0 feet
Rear Building Wall	No Standard	0 feet	0 feet
Required Vehicular Parking		417 parking spaces	467 parking spaces
Required Bicycle Parking		189 parking spaces	245 parking spaces
Proposed Vehicular Parking		388+29 parking spaces	426 parking spaces
Proposed Bicycle Parking		192 parking spaces	134 parking spaces (based on 1ps/1500sf per the prior approved PAD)

TDI would like to reduce the number of vehicular parking spaces from the required 467 by 41 spaces, providing 426 vehicular parking spaces. This reduction in vehicular parking spaces will create a more pedestrian and transit oriented environment and cut down on traffic in the area. The residents for the project will be selecting their new home based on the amenities and location, in part because of the proximity to Town Lake and the downtown. The location will require fewer vehicular parking spaces, given their urban location and public transit oriented placement.

The reduction in bicycle parking spaces in the exterior of the project is justified by the fact that many to most people prefer to park their bicycles either inside their homes or on their private balconies/patios, to reduce sun exposure and the threats of vandalism and theft. The reduction in

outdoor bicycle parking spaces will not negatively impact the Jefferson Town Lake project in any way.

DEVELOPMENT PLAN REVIEW CRITERIA AND JUSTIFICATION

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*; the design has integrated shade trees and natural landscaping as part of the landscape plan to promote energy conservation and comfort. This is particularly true along the south and west sides of the project at Tempe Town Lake. The building design itself includes shade structures and pool placement has taken solar positioning into account.
- b. *Materials shall be of superior quality and compatible with the surroundings*; the proposed materials will add an updated urban and modern look and feel to the north shore of the lake. The building will use a stone veneer along the base with stucco above in subtle grey and white colors. The building also has significant metal fenestration.
- c. *Buildings and landscape elements have proper scale with the site and surroundings*; the design includes a sixth-story mezzanine that reads as a seven-story building, the building details and landscape elements have proper scale with the site and surroundings. The proposed mixed-use development will be proportional in height (87 feet) to the next-door North Shore Condos, Grigio and Aloft.
- d. *Large building masses are divided into smaller components that create a human scale as viewed from the sidewalk*; the proposed development contains visual variation with height, material and color variations, as well as living units at the pedestrian plane which gives the pedestrian human-scale views. The building also has variation in plane along Scottsdale Road and along the lake front.
- e. *Buildings have a clear base and top, as identified by ground floor elements, roof forms, and detailing*; Jefferson Town Lake building will have a clear base and top, as identified by ground floor elements, roof forms, and details, such as metal coping, parapets, patios and balconies, and variations in exterior materials used.
- 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 proposed development features 360 degree architecture and includes ground floor units and walk-out units on the lake front to create visual interest and natural surveillance.
- g. *Special treatment of doors, windows, doorways and walkways (proportionality, scale, materials, rhythm, etc.) contributes to attractive public spaces*; Jefferson Town Lake includes walk-out living units along the lake, landscaping at and above the lake level, a vanishing edge pool at the podium level and a roof top deck on the lake side, all will give the project proportionality and scale.
- h. *On-site utilities are placed underground*; on-site utilities will be placed underground.

- i. Clear and well lighted walkways connect *building* entrances to one another and to adjacent sidewalks; Clear and well lighted walkways will connect building entrances to one another and to adjacent sidewalks.
- j. *Accessibility* is provided in conformance with the Americans With Disabilities Act (ADA); Accessibility will be provided in conformance with the Americans With Disabilities Act (ADA).
- k. Plans take into account pleasant and convenient access to multi-modal transportation options, and support the potential for transit patronage; Jefferson Town Lake will be located within the Rio Salado Overlay District, within biking distance to the light rail station. The exterior fronts on the ground floor level will invite pedestrian access to the area and will take advantage of the convenient access to multi-modal transportation in the area.
- 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; Jefferson Town Lake has gated access to the resident only parking portion of the parking garage. This will limit excess traffic impact in the area.
- 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; safe and orderly circulation will separate pedestrian and bicycles from vehicular traffic. Pedestrian and residential building access will be located on the exterior sides of the project, while the garage and vehicular access will be located under the building. The project will be consistent with the Tempe Pedestrian and Bicycle Facility Guidelines.
- n. Plans appropriately integrate crime prevention principles such as territoriality, natural surveillance, access control, activity support, and *maintenance*; Jefferson Town Lake will have gated access to residential parking spaces, key access entry to the building and mail boxes inside the building, thereby integrating crime prevention principles. A maintenance team will be assigned to the property with a 24-hour phone line to report maintenance issues.
- o. Landscaping accents and separates *parking, buildings, driveways* and pedestrian walkways; the landscaping proposed will naturally separate vehicles from pedestrians..
- p. Lighting is compatible with the proposed *building(s)* and adjoining *buildings* and uses, and does not create negative effects; the lighting will be compatible with the surrounding uses and will not create negative effects.

USE PERMIT

Per the City of Tempe Zoning and Development Code, Section 6-308, “a Use Permit shall be granted only upon a finding by the decision-making body, that the use covered by the permit, the manner of its conduct, and any *building* which is involved, will not be detrimental to persons residing or working in the vicinity, to adjacent property, to the neighborhood, or to the public welfare in general, and that the use will be in full conformity to any conditions, requirements, or standards prescribed therefore by this Code.” The Use Permit for tandem parking for Jefferson Town Lake takes into consideration the following approval criteria:

a. Any significant increase in vehicular or pedestrian traffic;

Tandem parking for Jefferson Town Lake will not create any significant increase in vehicular or pedestrian traffic. The tandem parking spaces will be counted towards the required parking spaces for the project and not be additional, unrequired parking spaces for retail or residential.

b. Nuisance arising from the emission of odor, dust, gas, noise, vibration, smoke, heat, or glare at a level exceeding that of ambient conditions;

Tandem parking spaces for Jefferson Town Lake will not create additional odor, dust, gas, noise, vibration, smoke, heat or glare exceeding ambient conditions.

c. Contribution to the deterioration of the neighborhood or to the downgrading of property values which, is in conflict with the goals, objectives or policies for rehabilitation, redevelopment or conservation as set forth in the city's adopted plans or General Plan;

Creating tandem parking for residents of Jefferson Town Lake will not deteriorate the neighborhood or be in non-compliance with the General Plan 2040.

d. Compatibility with existing surrounding *structures* and uses; and

The proposed tandem parking will be compatible with Jefferson Town Lake and create more space for residents by consolidating parking spaces.

e. Adequate control of disruptive behavior both inside and outside the premises, which may create a nuisance to the surrounding area or general public.

Tandem parking spaces at Jefferson Town Lake will not create disruptive behavior inside or outside the premise.

Thank you for your consideration of these matters. We look forward to working with Tempe to create exciting new homes along the Town Lake.

JEFFERSON TOWN LAKE

NEIGHBORHOOD MEETING – SUMMARY KARSTEN GOLF COURSE OCTOBER 13, 2014 – 5:30 PM

Representatives from Huellmantel & Affiliates arrived at the Karsten Golf Course Holmes Room East, located at 1125 East Rio Salado Parkway in Tempe at 4:30 pm on Monday, October 13, 2013, for the scheduled 5:30 pm neighborhood meeting. Charles Huellmantel, Katherine Senini and Lauren Proper from Huellmantel & Affiliates were in attendance. Heidi Mather and Todd Bowden attended on behalf of the applicant, TDI/JPI. Approximately 16 members of the public were in attendance at some point during the event.

At approximately 5:09 pm, the first neighbor arrived for the meeting. Darlene Justus of the North Tempe Neighborhood Association arrived at approximately 5:19 pm. Karen Stovall also attended the meeting on behalf of the City of Tempe. Property owners and residents from the surrounding area attended the meeting.

Owners of Northshore units, some of whom were residents and some of whom were landlords, raised concerns about the rental nature of the units, the potential loss of views to the west, and the distance between Northshore and the Jefferson Town Lake. There were also discussions regarding trespassing issues they have had with Grigio residents who have apparently used the Northshore pool without permission.

Todd Bowden explained that the project will be enclosed and a pool will be provided for Jefferson Town Lake resident use. He also explained that Jefferson Town Lake will be focused on professionals working in Tempe and will not cater towards students and will not lease by the bedroom.

Darlene Justus stated that she was happy the project would not be 22 stories, as the previously approved project would have been.

Charles Huellmantel explained to a group of attendees that the project would have underground garage parking and there would be no surface parking spaces on the project. He also discussed the density and the City of Tempe requirements regarding fire access and maintenance access. One neighbor complained that Northshore currently uses the empty lot for maintenance trucks.

Heidi Mather talked with one property owner about the location and type of the trash compactor proposed for the project.

Northshore property owner Russel Fine discussed with Todd Bowden where cabs would access the property, the gated leasing access, parking ratios and completion date.

Northshore residents Nancy and Bob Jahn said they would be happy once the project was completed as it would block noise from Scottsdale Road.

The last attendee left the meeting at 6:07 pm and the representatives remained on site until approximately 6:30 pm. As Katherine Senini and Laruen Proper were leaving the site at approximately 6:30 pm, Jim Lemmon, who is running for Tempe School Board, stopped by Karsten Golf Course and asked about the meeting and how many kids the Jefferson Town Lake project would generate. He said he was excited about the new project. He asked Katherine Senini and Lauren Proper to give his information to the developer and TDI team for contact and information. He left the site at approximately 6:35 pm.

SIGN IN SHEET

5:30 p.m. - Carsten Golf Course
 Holmes East Room
 Monday, October 13, 2014
 Jefferson Town Lake

Name	Address	Phone #	E-Mail
Lance Carraway	1422 N. SunSet Dr. Tempe, AZ	602-418-7606	dlwhomlaneeaze@aol.com
Karen Stovall	City of Tempe	480-350-8432	Karen_stovall@tempe.gov
PATRICIA Koslow		602-799-3165	PATRIZONA@COX.NET
Eric and Jillian Schroeder	3028 E. Emmita Zela Ave. PHX	602-768-2630	Eric_Schroeder@G.Com
D Gill	945 E Playa Del Norte	480-215-6519	
DARRE Gill	945 E Playa Del Norte	480-216-8585	DGill450@Gmail.com
Monnie Ryder	8224 W. Villa Lindo Dr., Peoria, AZ 85383	623-362-9726	mryder2000@cox.net
Alyson Star	1239 E Tempe Dr Tempe AZ 85281	480-968-8693	amstar51@yahoo.com
Anne & Kevin Czerwinski	5219 N. Casa Blanca Dr. PV, 85253	602-228-3942	ABCZ5@cox.net
Ben & Lidie Spargo	945 E Playa del Norte #3006	602-500	bspargo16@hotmail.com
DEBORAH ADAMS	711 N. McAllister TEMPE AZ		LEBAADAMS@GMAIL.COM
Nancy Gahn	945 E. Playa Del Norte #1021	763-232-7888	CARNIVAL1000@aol.com
RUSSELL FINE	945 E PLAYA DEL NORTE #3012	480-466-0746	RUSSELLFINE@GMAIL.COM
Albert Pare	1212 N. Harold St Tempe	480-968-6910	
Darlene Justus	315 E. Garfield		
BOB JOHN			
JEFF Colbin	4054 E. Baseline #104 Mesa 85209	480-833-1001	
Jamm Sequoia-Peterlin	415 2226 S. McClintock Tempe 85292	480-756-2121	jamm@C2S.org.com

Previously Approved PAD

ONYX RESIDENTIAL DEVELOPMENT - LOT 3, PLAYA DEL NORTE, TEMPE, ARIZONA

PROJECT DATA:

ADDRESS: 909 EAST PLAYA DEL NORTE DRIVE
TEMPE, ARIZONA

LEGAL DESCRIPTION: LOT 3, "PLAYA DEL NORTE"; M.C.R. BK 685 PG 32

APPLICANT: Manjula M. Vaz
Gammage & Burnham P.L.C
Two North Central Avenue Suite 1800
Phoenix, Arizona, 85004
T(602) 256-4461
F(480) 449-9059

DEVELOPMENT DATA:

LOT 3 AREA: GROSS: 1.481 ACRE (64,512 SQ. FT.)

EXISTING ZONING: MU-4

PROPOSED ZONING: MU-4

PROPOSED DENSITY: 124 UNITS PER ACRE

BUILDING SETBACKS: FRONT (NORTH) = 0'-0"
SIDE (EAST) = 0'-0"
STREET SIDE = 0'-0"
REAR (SOUTH) = 0'-0"

BUILDING FOOTPRINT: 42,122 SQ.FT (GROUND FLOOR)

LOT COVERAGE: 65%

FLOOR AREA:

LEVEL	UNIT AREA	CORRIDOR	# FLOORS	AVENUE		
LEVEL 01:	12,355	2,088	x1	1,051	3,139	SO.FT.
LEVEL 02:	12,355	1,588	x1	5,065	19,008	SO.FT.
LEVEL 03:	17,345	1,580	x1	1,113	20,248	SO.FT.
LEVEL 04 - 12:	9,031	455	x9	-	65,374	SO.FT.
LEVEL 13 - 14:	9,014	455	x2	-	18,938	SO.FT.
LEVEL 15:	7,842	455	x1	1,128	9,423	SO.FT.
LEVEL 16:	7,842	455	x1	-	8,297	SO.FT.
LEVEL 17 - 18:	9,014	455	x2	-	18,938	SO.FT.
LEVEL 19 - 21:	8,887	435	x3	-	27,866	SO.FT.
LEVEL 22 - 26:	7,870	327	x5	-	40,985	SO.FT.
TOTAL AREA:					252,316	SO.FT.

(NOTE: ELEVATOR & STAIR CORE, MECH. & ELEC. RM NOT COUNTED IN BUILDING AREA)

UNIT COUNT:

TOWER UNITS:	UNITS PER FLOOR	NO. OF FLOORS	
LEVEL 03:	6	1	6 UNITS
LEVEL 04 - 12:	9	9	81 UNITS
LEVEL 13 - 14:	8	2	16 UNITS
LEVEL 15 - 16:	7	2	14 UNITS
LEVEL 17 - 18:	8	2	16 UNITS
LEVEL 19 - 21:	7	3	21 UNITS
LEVEL 22 - 26:	4	5	20 UNITS
SUB-TOTAL:			174 UNITS
CONDOMINIUM UNITS:			
LEVEL 02:	12	1	12 UNITS
LEVEL 03:	10	1	10 UNITS
SUB-TOTAL:			22 UNITS
TOTAL:			196 UNITS

GARAGE:

TOTAL FLOOR AREA:	160,072 SQ.FT.
OCCUPANCY:	S-3
NUMBER OF STORIES:	1 STOREY ABOVE GRADE & 2 STORES BELOW GRADE

LANDSCAPED AREA:

LEVEL	AREA	COVERAGE
LEVEL 01:	GROUND LEVEL	23,423 SQ.FT. 36%
LEVEL 02:	ELEVATED TERRACE	13,971 SQ.FT. 22%
LEVEL 03:	ROOF TOP	325 SQ.FT. 7%
LEVEL 04:	ROOF TOP	4,366 SQ.FT. 7%
TOTAL AREA:	42,605	SO.FT.
LANDSCAPE COVERAGE		65%

VEHICULAR PARKING:

UNIT TYPE/SIZE:	# OF UNITS	SPACES/UNIT	
ONE BEDROOM:	38	X 1 =	38 SPACES
TWO BEDROOM:	148	X 2 =	296 SPACES
THREE BEDROOM:	10	X 2 =	20 SPACES
VISITOR PARKING:	196	X 0.2 =	40 SPACES
TOTAL REQUIRED:			394 SPACES
TOTAL PROVIDED:			388 SPACES

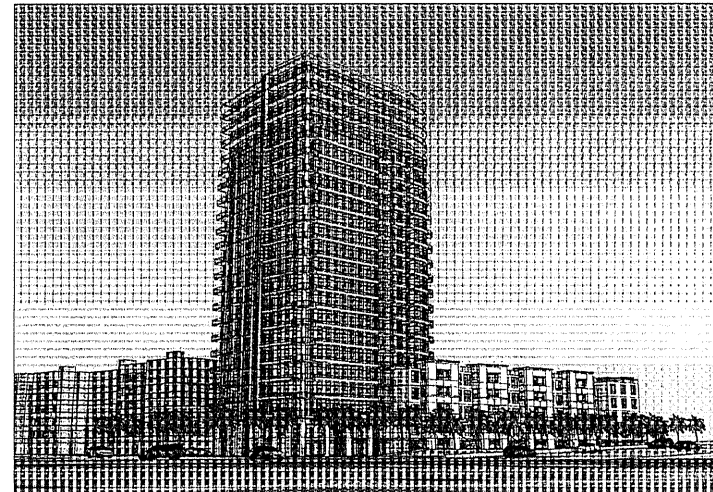
BICYCLE PARKING:

UNIT TYPE/SIZE:	# OF UNITS	SPACES/UNIT	
ONE BEDROOM:	38	X 0.5 =	19 SPACES
TWO BEDROOM:	148	X 0.5 =	74 SPACES
THREE BEDROOM:	10	X 0.5 =	5 SPACES
VISITOR PARKING:	196	X 0.2 =	40 SPACES
TOTAL REQUIRED:			141 SPACES
TOTAL PROVIDED:			182 SPACES

(NOTE: BICYCLE STORAGE ARE STORED IN PRIVATE STORAGE UNITS)

BUILDING HEIGHT:

TOWER:	# OF STORES	HEIGHT
TOWER:	26	(272± FT.)
CONDOMINIUM UNITS ONLY:	2	(38± FT.)



DRAWING LIST:

- * COVER SHEET
- * SURVEY
- A-101 SITE PLAN
- A-201 PARKING 3 PLAN
- A-202 PARKING 2 PLAN
- A-203 PARKING 1 & LEVEL 1 PLAN
- A-204 LEVEL 2 PLAN
- A-205 LEVEL 3 & 4 PLANS
- A-210 TOWER LEVEL 1 PLAN
- A-211 TOWER LEVEL 2 PLAN
- A-212 TOWER LEVEL 3 PLAN
- A-213 TOWER LEVEL 4 PLAN
- A-218 TOWER LEVELS 5-12 PLAN
- A-217 TOWER LEVELS 13,14,17,18 PLAN
- A-218 TOWER LEVELS 15-16 PLAN
- A-219 TOWER LEVELS 19-21 PLAN
- A-220 TOWER LEVEL 22-26 PLAN
- A-221 TOWER ROOF PLAN
- A-301 WEST ELEVATION
- A-302 EAST ELEVATION
- A-303 SOUTH ELEVATION
- A-304 NORTH ELEVATION
- A-351 COLOURED ELEVATIONS
- A-401 SECTIONS
- A-402 SECTIONS
- A-403 SECTIONS
- A-404 SITE SECTION
- A-405 SITE SECTION
- A-SH SHADING DIAGRAM

PROJECT DIRECTORY:

Clients/Owners:
Westatone USA
8145 East Indian Bend Road, Suite # 100
Scottsdale, AZ, 85250
United States of America
T(480) 355-4200
F(480) 355-4201

Mechanical Engineer:
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625 Howe Street, Suite 305
Vancouver, BC, V6C 2T6
Canada
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F(604) 484-8586

Electrical Engineer:
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2009 West 4th Avenue
Vancouver, BC, V6J 1N3
Canada
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F(604) 736-9805

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11300 No. 5 Road, Suite #235
Richmond, BC, V7A 5J7
Canada
T(604) 272-1477
F(604) 272-1471

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Civil Resources-L.L.C
12847 W. Pasadena Ave.
Litchfield Park, AZ, 85430
United States of America
T(623) 935-2275
F(623) 535-0072

Survey Engineer:
Brooks Engineers & Surveyors, Inc.
4602 East Elwood Street, Suite 16
Phoenix, AZ, 85040
United States of America
T(602) 437-3733
F(480) 858-0204



Unit 235, 11300 NO. 5 ROAD
RICHMOND, BC V7A 5J7
TEL: (604) 272-1477
FAX: (604) 272-1471
CEL: (604) 377-9454
E-MAIL: info@cotterarchitects.com
WEB: www.cotterarchitects.com

APR 11 2007

APR 11 2007

Previously Approved PAD

ONYX RESIDENTIAL DEVELOPMENT

PROJECT DATA:

ADDRESS: 909 EAST PLAYA DEL NORTE DRIVE
TEMPE, ARIZONA

LEGAL DESCRIPTION: LOT 3, "PLAYA DEL NORTE"; M.C.R. BK 685 PG 32

APPLICANT: **Manjula M. Vaz**
Gammage & Burnham P.L.C
Two North Central Avenue Suite 1800
Phoenix, Arizona, 85004
T(602) 256-4461
F(480) 449-9059

DEVELOPMENT DATA:

LOT 3 AREA: GROSS: 1.481 ACRE (64,512 SQ. FT.)

EXISTING ZONING: MU-4

PROPOSED ZONING: MU-4

PROPOSED DENSITY: 124 UNITS PER ACRE

BUILDING SETBACKS: FRONT (NORTH) = 0'-0"
SIDE (EAST) = 0'-0"
STREET SIDE = 0'-0"
REAR (SOUTH) = 0'-0"

BUILDING FOOTPRINT: 42,122 SQ.FT (GOUND FLOOR)

LOT COVERAGE: 65%

FLOOR AREA :

	UNIT AREA	CORRIDOR	# FLOORS	AMENITY	
LEVEL 01 :	-	2,088	x 1	1,051	3,139 SQ.FT.
LEVEL 02 :	12,355	1,588	x 1	5,065	19,008 SQ.FT.
LEVEL 03 :	17,545	1,590	x 1	1,113	20,248 SQ.FT.
LEVEL 04 - 12 :	9,031	455	x 9	-	85,374 SQ.FT.
LEVEL 13 - 14 :	9,014	455	x 2	-	18,938 SQ.FT.
LEVEL 15 :	7,842	455	x 1	1,126	9,423 SQ.FT.
LEVEL 16 :	7,842	455	x 1	-	8,297 SQ.FT.
LEVEL 17 - 18 :	9,014	455	x 2	-	18,938 SQ.FT.
LEVEL 19 - 21 :	8,887	435	x 3	-	27,966 SQ.FT.
LEVEL 22 - 26 :	7,870	327	x 5	-	40,985 SQ.FT.
TOTAL AREA :					252,316 SQ.FT.

(NOTE : ELEVATOR & STAIR CORE, MECH. & ELEC. RM NOT COUNTED IN BUILDING AREA)

UNIT COUNT :

TOWER UNITS :			
	UNITS PER FLOOR:	NO. OF FLOORS	
LEVEL 03 :	6	1	6 UNITS
LEVEL 04 - 12 :	9	9	81 UNITS
LEVEL 13 - 14 :	8	2	16 UNITS
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SUB-TOTAL :			174 UNITS
CONDOMINIUM UNITS :			
LEVEL 02 :	12	1	12 UNITS
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TOTAL :			196 UNITS

GARAGE :

TOTAL FLOOR AREA:	160,072 SQ.FT.
OCCUPANCY:	S-3
NUMBER OF STORIES:	1 STOREY ABOVE GRADE & 2 STORES BELOW GRADE

LANDSCAPED AREA :

		AREA	COVERAGE
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LEVEL 02 :	ELEVATED TERRACE	13,971 SQ.FT.	22 %
LEVEL 03 :	ROOF TOP	325 SQ.FT.	
LEVEL 04 :	ROOF TOP	4,386 SQ.FT.	7 %
TOTAL AREA :		42,605 SQ.FT.	
LANDSCAPE COVERAGE			65%

VEHICULAR PARKING :

UNIT TYPE/SIZE:	# OF UNITS	SPACES/ UNIT	
ONE BEDROOM:	38	X 1 =	38 SPACES
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THREE BEDROOM:	10	X 2 =	20 SPACES
VISITOR PARKING:	196	X 0.2 =	40 SPACES
TOTAL REQUIRED:			394 SPACES
TOTAL PROVIDED:			388 SPACES

BICYCLE PARKING :

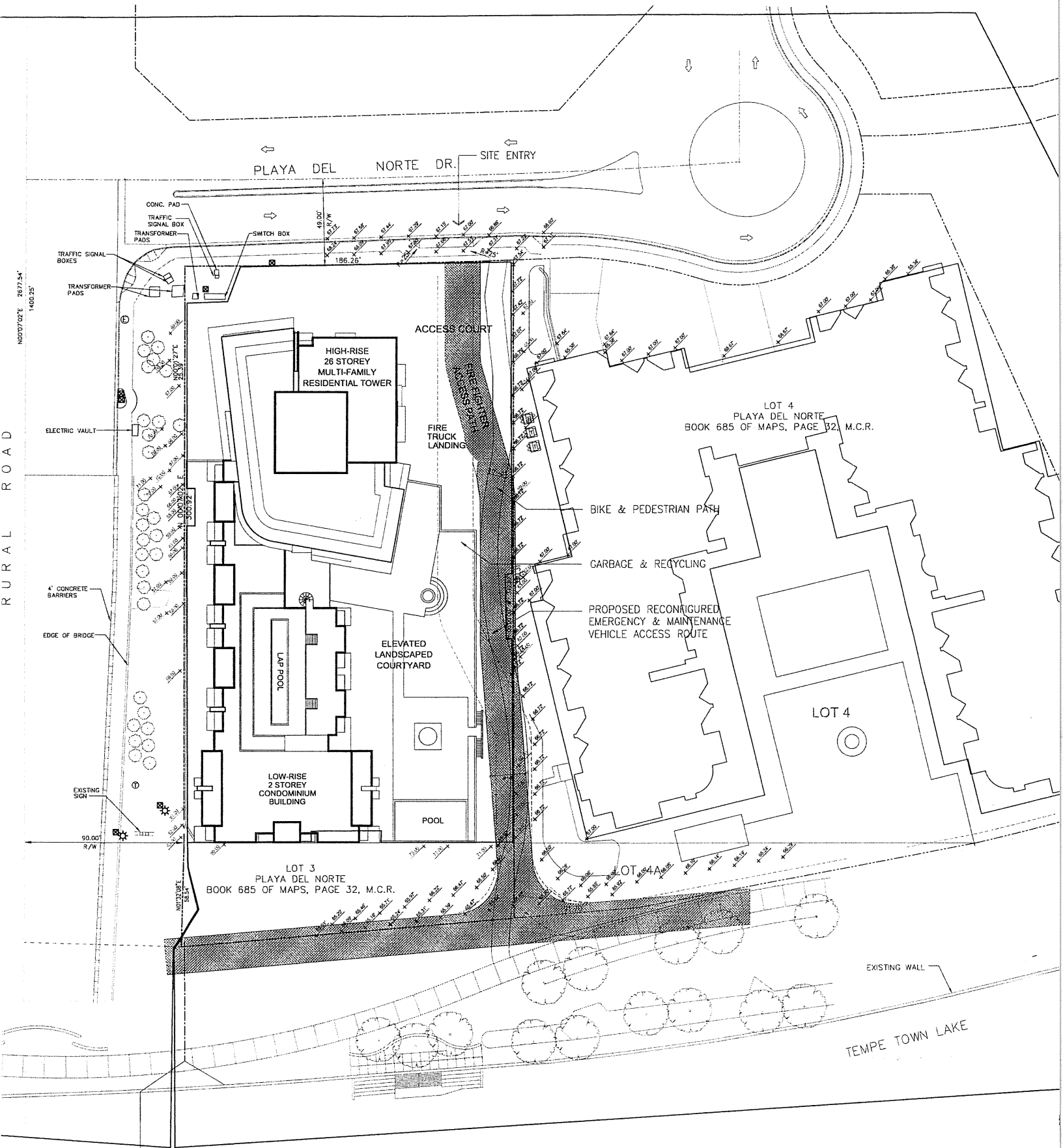
UNIT TYPE/SIZE:	# OF UNITS	SPACES/ UNIT	
ONE BEDROOM:	38	X 0.5 =	19 SPACES
TWO BEDROOM:	148	X 0.5 =	74 SPACES
THREE BEDROOM:	10	X .75 =	8 SPACES
VISITOR PARKING:	196	X 0.2 =	40 SPACES
TOTAL REQUIRED:			141 SPACES
TOTAL PROVIDED:			192 SPACES

(NOTE : BICYCLE STORAGE ARE STORED IN PRIVATE STORAGE UNITS)

BUILDING HEIGHT :

	# OF STORIES	HEIGHT
TOWER :	26	(272± FT.)
CONDOMINIUM UNITS ONLY :	2	(38± FT.)

Approved Site Plan for Onyx Condominiums



PLANNED AREA DEVELOPMENT OVERLAY FOR JEFFERSON TOWN LAKE

A PORTION OF THE NORTHWEST QUARTER, SECTION 14, TOWNSHIP 1 NORTH, RANGE 4 EAST, GILA AND SALT RIVER BASE AND MERIDIAN
MARICOPA COUNTY, ARIZONA

ACKNOWLEDGEMENT

ON THIS ____ DAY OF _____, 201__ BE--
FORE ME, THE UNDERSIGNED, PERSONALLY APPEARED TODD
BOWDEN, WHO ACKNOWLEDGED HIMSELF TO BE THE PER--
SON 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

TDI LIFESTYLE RESIDENTIAL COMMUNITIES

BY: _____ DATE _____
OWNER

BY: _____ MY COMMISSION EXPIRES _____
NOTARY PUBLIC

OWNER/DEVELOPER

TDI LIFESTYLE RESIDENTIAL COMMUNITIES
7047 E. GREENWAY PARKWAY, STE 250
SCOTTSDALE, AZ 85254
PH: 480-448-0985
CONTACT: TODD BOWDEN

PROJECT DATA

ZONING: MU-4 (RSOD) (PAD)
APPROVED PAD06003

SITE AREA: 70,577 S.F. / 1.62 ACRES

DWELLING QUANTITY: 258
STUDIO 40
1 BEDROOM 123
2 BEDROOM 95

DENSITY:
APPROVED 132 DU/ACRE
PROPOSED 159 DU/ACRE

BUILDING HEIGHT:
APPROVED 272 FT.
PROPOSED 85 FT.

BUILDING SETBACKS:
APPROVED 0
PROPOSED 0

BUILDING LOT COVERAGE:
MAX ALLOWED 100%
PROPOSED 83.5%

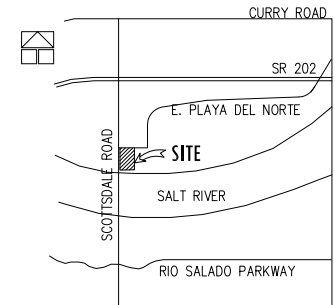
SITE LANDSCAPE COVERAGE
APPROVED
65% (36% GROUND + 29% DECK/ROOF)
PROPOSED
9.2% (7.2% GROUND + 2.0% DECK/ROOF)

VEHICLE PARKING QUANTITY
REQUIRED 467
STUDIO 40 (1 SPACE PER UNIT)
1 BEDROOM 185 (1.5 SPACES PER UNIT)
2 BEDROOM 190 (2 SPACES PER UNIT)
GUEST 52 (0.2 SPACES PER UNIT)
PROVIDED 426

ACCESSIBLE PARKING QUANTITY
REQUIRED 10
PROVIDED 10 (INCLUDED IN COUNT ABOVE)

BICYCLE PARKING QUANTITY
REQUIRED 245
STUDIO 30 (0.75 SPACE PER UNIT)
1 BEDROOM 92 (0.75 SPACES PER UNIT)
2 BEDROOM 71 (0.75 SPACES PER UNIT)
GUEST 52 (0.2 SPACES PER UNIT)
PROVIDED 245

SITE VICINITY MAP



CONDITIONS OF APPROVAL: PAD14013

GENERAL NOTES



REC14040



WorldHQ@ORBArch.com



TDI
Lifestyle Residential Communities

PAD14013

LEGAL DESCRIPTION

PARCEL NO. 1
LOT 3, PLAYA DEL NORTE, ACCORDING TO BOOK 685 OF MAPS, PAGE
32, RECORDS OF MARICOPA COUNTY, ARIZONA.

PARCEL NO. 2
PERPETUAL NON-EXCLUSIVE EASEMENTS FOR PEDESTRIAN AND
VEHICULAR INGRESS AND EGRESS; AND PEDESTRIAN SIDEWALK; AND
TEMPORARY NON-EXCLUSIVE EASEMENTS FOR MARKETING AND SIGN;
AND VEHICULAR INGRESS AND EGRESS, PARKING OF CONSTRUCTION
VEHICLES, FABRICATION AND STORAGE OF BUILDING MATERIALS, ALL
AS CREATED BY INSTRUMENT RECORDED IN DOCUMENT NO.
2004-1165062 OF OFFICIAL RECORDS; AND RE-RECORDED IN
DOCUMENT NO. 2004-1260419 OF OFFICIAL RECORDS; AND
THEREAFTER FIRST AMENDMENT RECORDED IN DOCUMENT NO.
2007-127042 OF OFFICIAL RECORDS, OF MARICOPA COUNTY,
ARIZONA.

PARCEL NO. 3
LOT 3A, PLAYA DEL NORTE, ACCORDING TO BOOK 685 OF MAPS,
PAGE 32, RECORDS OF MARICOPA COUNTY, ARIZONA.

APPROVAL

APPROVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF
TEMPE ON THIS ____ DAY OF _____
201__.

DS140589

PAD14013

REC14040

DS140589

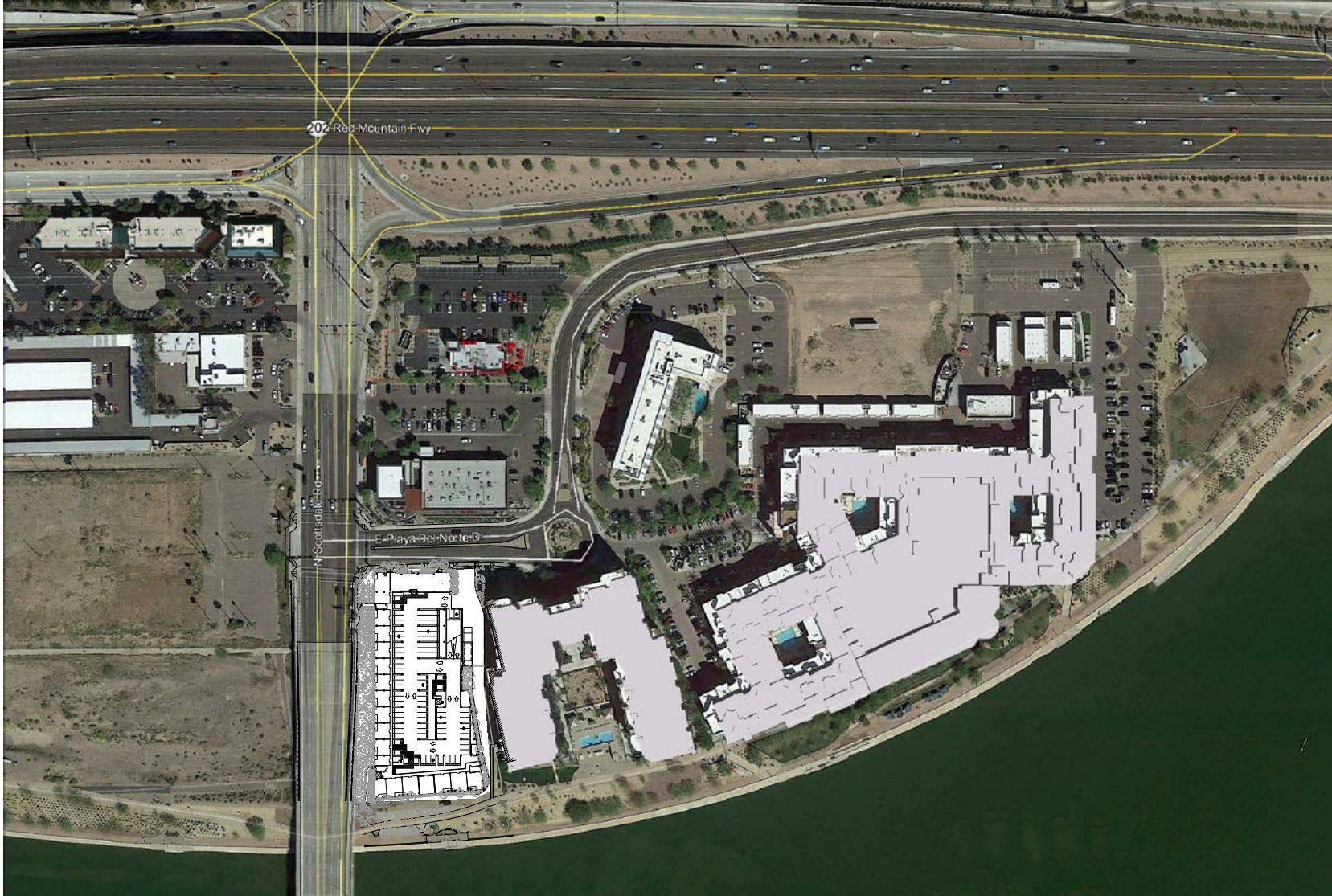
REVISIONS	
△	_____
△	_____
△	_____
△	_____
△	_____
△	_____

DATE: SEPTEMBER 29, 2014 ORB # 13-223

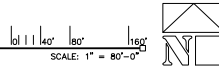
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COVER SHEET

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PRELIMINARY CONTEXT PLAN



JEFFERSON TOWN LAKE

SEC OF SCOTTSDALE RD. & PLAYA DEL NORTE
TEMPE, ARIZONA



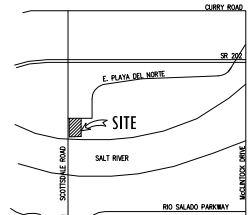
WorldHQ@ORBArch.com



TDI
Lifestyle Residential Communities

Owner
TDI LIFESTYLE RESIDENTIAL COMMUNITIES
7047 E Greenway Parkway, Suite 250
Scottsdale, Arizona 85254
Tel: 480.446.0963
Contact: Todd Bowden
todd.bowden@tdi.com

Architect
ORBA ARCHITECTURE, LLC
2944 N. 44th Street, Suite 101
Phoenix, Arizona 85018
Tel: 602.957.4530
Fax: 602.717.4028
Contact: Rich Barber



VICINITY MAP
NOT TO SCALE

REVISIONS

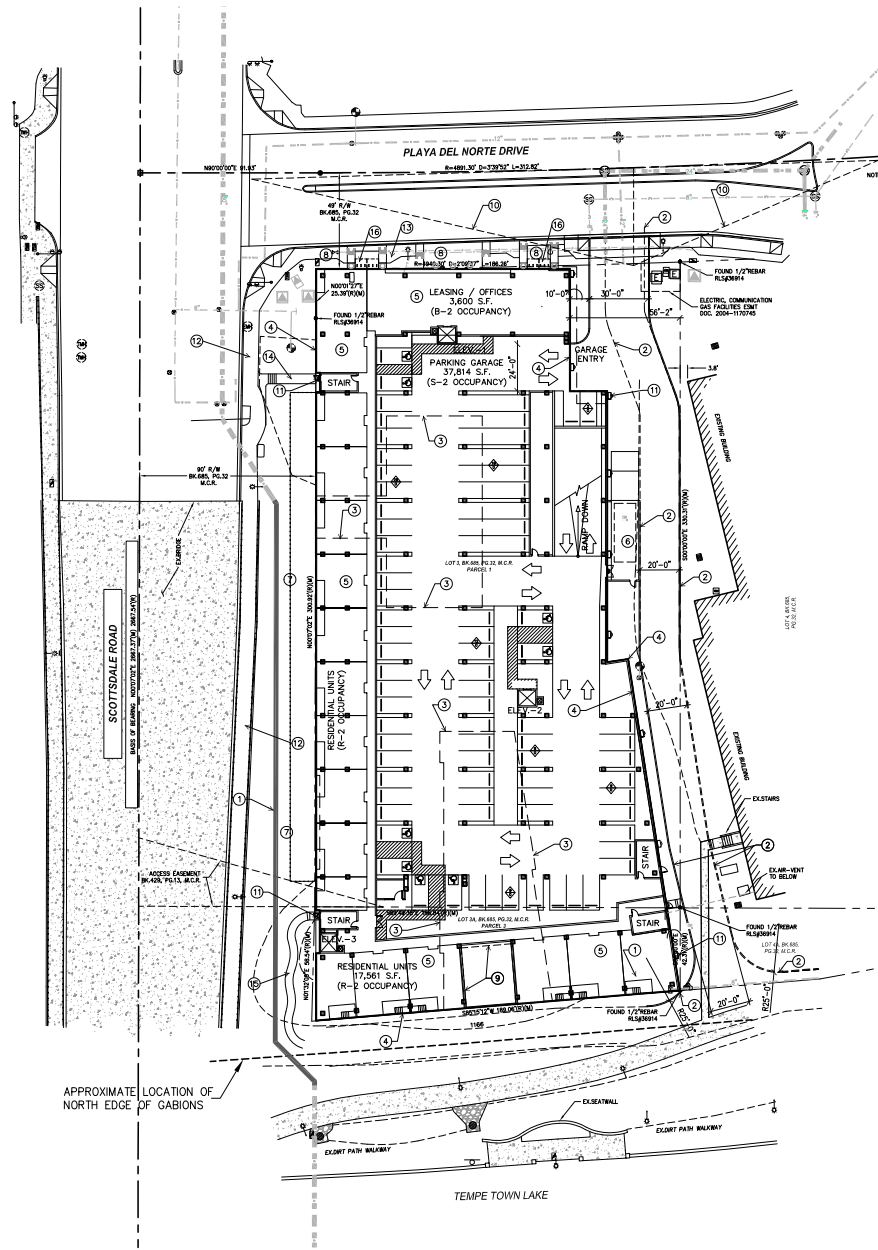
NO.	DATE	DESCRIPTION
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3		
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5		

DATE: SEPTEMBER 29, 2014 ORB # 13-223

A1.13

CONTEXT PLAN
PRELIMINARY

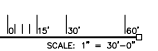
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APPROXIMATE LOCATION OF NORTH EDGE OF GABIONS

SITE PLAN - PRELIMINARY

SURFACE PARKING GARAGE AND BUILDING LAYOUT



LEGEND

- FIRE TRUCK TURNING LANE
- DENOTES PROPERTY LINE
- FIRE HYDRANT
- NO. OF PARKING SPACES
- NO. OF COVERED SPACES
- DENOTES ACCESSIBLE PARKING

KEYNOTES - SITE PLAN

1. RELOCATED 30" WATER LINE. SEE CIVIL DRAWINGS.
2. NEW FIRE LANE & WATER LINE CEMENT LOCATIONS.
3. OUTLINE OF BUILDING LEVELS ABOVE.
4. OUTLINE OF CONCRETE PODIUM DECK ABOVE.
5. REFER TO LEVEL 0 FLOOR PLAN FOR INTERIOR LAYOUT.
6. PROPOSED LARGE COMPACTOR AREA PER CITY OF TEMPE DETAIL 03-118.
7. LANDSCAPE ROW - REFER TO LANDSCAPE DRAWINGS.
8. STREETSCAPE FRONTAGE AREA.
9. LINE INDICATES POOL ABOVE.
10. SITE VISIBILITY TRIANGLE (25 MPH - 41' BACK OF CURB)
11. SITE 7' BUILDING LIGHTING - REFER TO ELECTRICAL PLANS
12. EXISTING 8' SIDEWALK ON SCOTTSDALE ROAD.
13. NEW HARDSCAPE AT PLAYA DEL NORTE TO HAVE 6' MIN SIDEWALK.
14. NEW 5' SIDEWALK CONNECTING TO SCOTTSDALE ROAD
15. NEW 4' SIDEWALK CONNECTING TO TEMPE TOWN LAKE.
16. BICYCLE PARKING AT PLAYA DEL NORTE FRONTAGE (24 TOTAL).

CITY OF TEMPE APPLICABLE CODES

- 2009 INTERNATIONAL BUILDING CODE
- 2009 INTERNATIONAL MECHANICAL CODE
- 2008 NATIONAL ELECTRICAL CODE
- 2009 INTERNATIONAL PLUMBING CODE
- 2009 INTERNATIONAL FUEL GAS CODE
- 2009 INTERNATIONAL ENERGY CONSERVATION CODE
- 2010 ADA STANDARDS FOR ACCESSIBLE DESIGN
- IBC CHAPTER 11 AMENDMENT
- 2006 INTERNATIONAL FIRE CODE
- 2002 NFPA 13

PROJECT DATA

SUBMITTED BY: HUELLMANTL & AFFILIATES
 PO BOX 1833
 TEMPE, ARIZONA 85280-1833
 T: (480) 921-2800
 F: (480) 923-2175

PROJECT NAME & ADDRESS: JEFFERSON TOWN LAKE
 SEC OF RURAL RD. (SCOTTSDALE RD.) & PLAYA DEL NORTE
 TEMPE, AZ 85283

GENERAL PLAN PROJECTED USE: MIXED USE PER 2040 TEMPE GENERAL PLAN
GENERAL PLAN PROJECTED DENSITY: HIGH

ZONING: PROPOSED: MU-4 (RSD) (PAD)
 APPROVED: PAD06003

LOT SIZE: 70,583.73 SF
 1.62 AC.

STANDARD	APPROVED PAD06003	PROPOSED PAD
DENSITY (DU/ACRE)	152	159
BUILDING HEIGHT	27.2 FT	55 FT
MAX LOT COVERAGE (% OF NET AREA)	100%	83.50%
MIN. LANDSCAPE AREA (% OF NET AREA)	65%	9.2%
ON-SITE GROUND ON DECK	39%	7.2%
	29%	2.0%
SETBACKS		
FRONT	0 FT	0 FT
SIDE	0 FT	0 FT
REAR	0 FT	0 FT

SPRINKLERS & FIRE ALARMS: TO BE PROVIDED PER APPLICABLE CODES

CONSTRUCTION TYPE: LEVELS P2, P1, L1 TO BE TYPE IIA
 LEVELS L2, L3, L4, L5, L6, L6-MEZZ, ROOF TO BE TYPE IIIA

BUILDING AREA:	OCCUPANCY TYPE (SEPERATED USES)				TOTAL PER FLOOR
	LEVEL:	R-2 (RESIDENTIAL)	S-2 (GARAGE)	A-3 (ASSEMBLY)	
OCCUPANCY LOAD FACTOR:		200	200	15	100
SQUARE FOOTAGE BY FLOOR AREA					
P2		59,488.00			59,488.00
P1		59,488.00			59,488.00
G	17,561.00	37,814.00			55,375.00
L1	43,690.00		3,650.00		47,340.00
L2	47,340.00				47,340.00
L3	47,340.00				47,340.00
L4	47,340.00				47,340.00
L5	47,340.00				47,340.00
L6	47,340.00				47,340.00
L6-MEZZANINE					2,855.00
ROOF DECK			750.00		750.00
TOTALS (SF):	253,466.00	156,790.00	4,400.00	3,600.00	418,256.00
OCCUPANCY LOAD:	1,267	784	293	36	
TOTAL BUILDING SF:	418,256.00				
TOTAL OCCUPANCY LOAD:	2,381				

UNIT MIX PROPOSED:	LEVEL:	1 BEDROOM		2 BEDROOM			
		L1	L2	L3	L4	L5	L6
STUDIO							
L1	1	15	1				
L2	7	20	18				
L3	8	22	19				
L4	8	22	19				
L5	8	22	19				
L6	8	22	19				
TOTALS:	40	123	95				

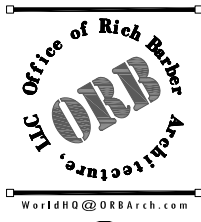
VEHICLE PARKING:	SPACES / UNIT	SPACES REQ.	
		STUDIO	1-6
		1	40
		1.5	165
		2	190
		0.2	52
TOTAL REQUIRED:			467
PROVIDED:			
	P2	172	
	P1	168	
	L1 (GARAGE)	86	
TOTAL PROVIDED:		426	

PARKING SPACES PER UNIT:	SPACES / UNIT	
	STUDIO	1-6
	1	40
	1.5	165
	2	190
	0.2	52
TOTAL REQUIRED:		467
PROVIDED:		
	GRADE LEVEL GARAGE	146
	PLAYA DEL NORTE DRIVE FRONTAGE	24
	STORAGE UNITS AT RESIDENTIAL LEVELS	75
TOTAL PROVIDED:		245

ACCESSIBLE VEHICLE PARKING:	REQUIRED	PROVIDED	SPACES / UNIT	SPACES REQ.	
				STUDIO	1-6
	10				
	10				
(INCLUDED IN COUNT ABOVE)					

BICYCLE PARKING:	REQUIRED	PROVIDED	SPACES / UNIT	SPACES REQ.	
				STUDIO	1-6
	10				
	10				
(INCLUDED IN COUNT ABOVE)					

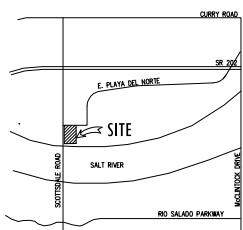
JEFFERSON TOWN LAKE
 SEC OF SCOTTSDALE RD. & PLAYA DEL NORTE
 TEMPE, ARIZONA



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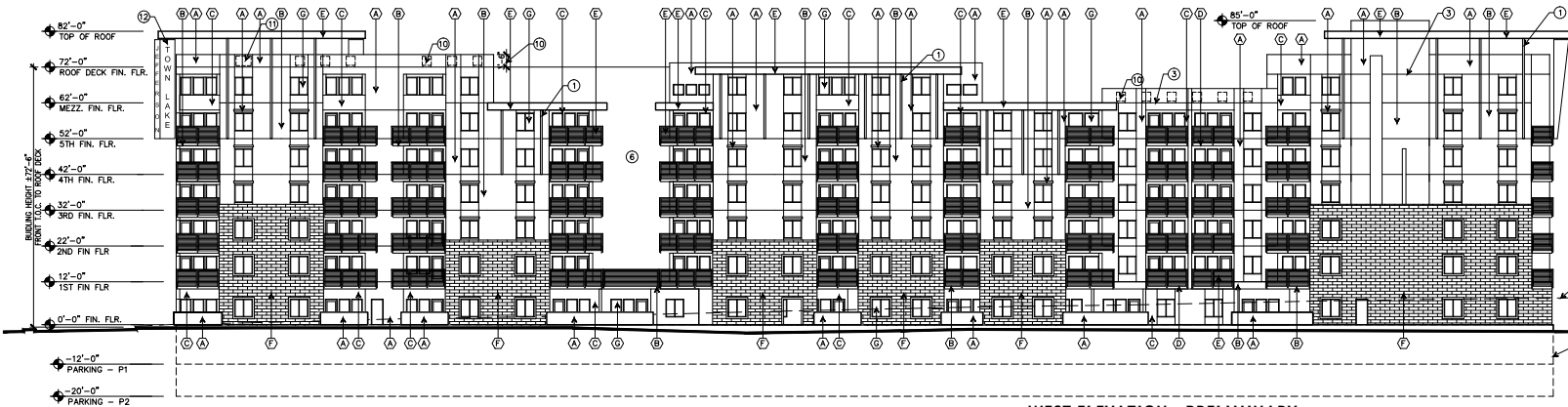
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REVISIONS

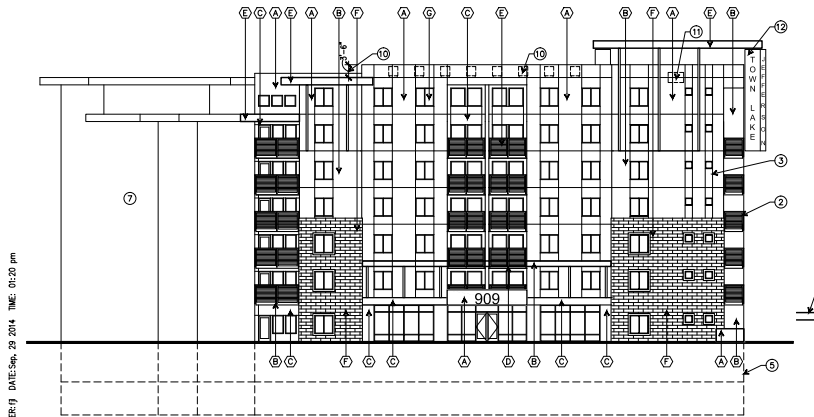
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A1.10
 SITE PLAN
 PRELIMINARY

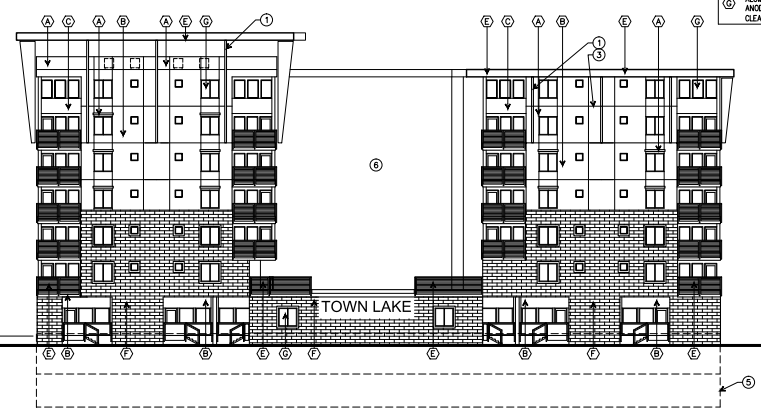
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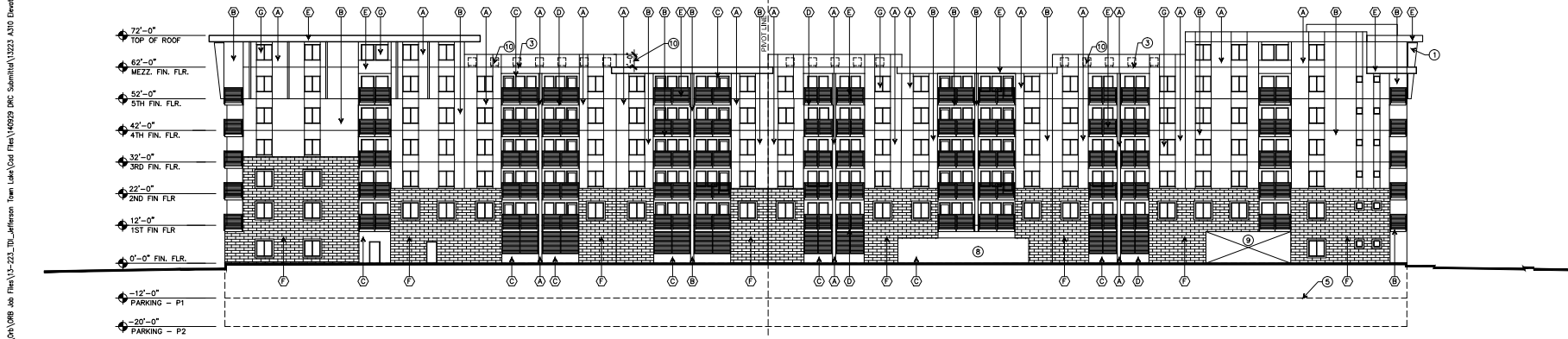
WEST ELEVATION - PRELIMINARY
SCOTTSDALE ROAD
SCALE: 1" = 16'-0"



NORTH ELEVATION - PRELIMINARY
PLAYA DEL NORTE
SCALE: 1" = 16'-0"



SOUTH ELEVATION - PRELIMINARY
TEMPE TOWN LAKE
SCALE: 1" = 16'-0"



EAST ELEVATION - PRELIMINARY
SCALE: 1" = 16'-0"

KEYNOTES - ELEVATIONS PLANS

1. MTL. ACCENT - ROOF SUPPORT
2. MTL. GUARDRAILS
3. STUCCO EXPANSION "SCORE" JOINT - TYP.
4. LINE OF ELEVATED BRIDGE AT SCOTTSDALE ROAD
5. OUTLINE OF BELOW GRADE PARKING GARAGE
6. COURTYARD AREA BEYOND BUILDING BEYOND
7. COMPACTOR ENCLOSURE, PARKING GARAGE ENTRY
10. ROOF MOUNTED MECH. EQUIP. SCREENED BY 42" MIN. PARAPETS
11. BUILDING ADDRESS NUMERALS SIGN WITH LIGHTING
12. NOTE SIGN ARE SHOWN FOR REFERENCE ONLY. SIGNS UNDER SEPARATE APPLICATION

MATERIAL / COLOR KEY NOTES

(A)	STUCCO FINISH DUNN EDWARDS DER373 PORPOSE
(B)	STUCCO FINISH DUNN EDWARDS DER374 SILVER POLISH
(C)	STUCCO FINISH DUNN EDWARDS DER376 LOOKING GLASS
(D)	STUCCO FINISH DUNN EDWARDS DER376 INK BLOTCH
(E)	ATAS METAL RALING, ROOF TOP CLEAR ANODIZED
(F)	NEVLSTONE ROUGH FACE COLOR BLUE RIVER CONCRETE VENEER
(G)	ALUMINUM WINDOWS ANODIZED BRONZE CLEAR/DUAL PANE / LOW-E

JEFFERSON TOWN LAKE
SEC OF SCOTTSDALE RD. & PLAYA DEL NORTE
TEMPE, ARIZONA

Office of Rich Barber
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REVISIONS

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DATE: SEPTEMBER 29, 2014 ORB # 13-223

A3.10
ELEVATIONS
PRELIMINARY



WEST ELEVATION - PRELIMINARY

SCOTTSDALE ROAD

SCALE: 1" = 16'-0"



NORTH ELEVATION - PRELIMINARY

PLAYA DEL NORTE

SCALE: 1" = 16'-0"



SOUTH ELEVATION - PRELIMINARY

TEMPE TOWN LAKE

SCALE: 1" = 16'-0"



EAST ELEVATION - PRELIMINARY

SCALE: 1" = 16'-0"

- KEYNOTES - ELEVATIONS PLANS**
1. MTL ASCENT - ROOF SUPPORT
 2. MTL GUARDRAILS
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B	STUCCO FINISH DUNN EDWARDS DCS374 SILVER PULSH
C	STUCCO FINISH DUNN EDWARDS DCS376 LOOKING GLASS
D	STUCCO FINISH DUNN EDWARDS DCS369 INK BLOTCH
E	ATAS METAL RAILING, ROOF TOP CLEAR ANODIZED
F	NEVILSTONE ROUGH FACE COLOR BLUE RIVER CONCRETE VENEER
G	ALUMINUM WINDOWS ANODIZED BRONZE CLEAR/DUAL PANE / LOW-E

JEFFERSON TOWN LAKE
SEC OF SCOTTSDALE RD. & PLAYA DEL NORTE
TEMPE, ARIZONA



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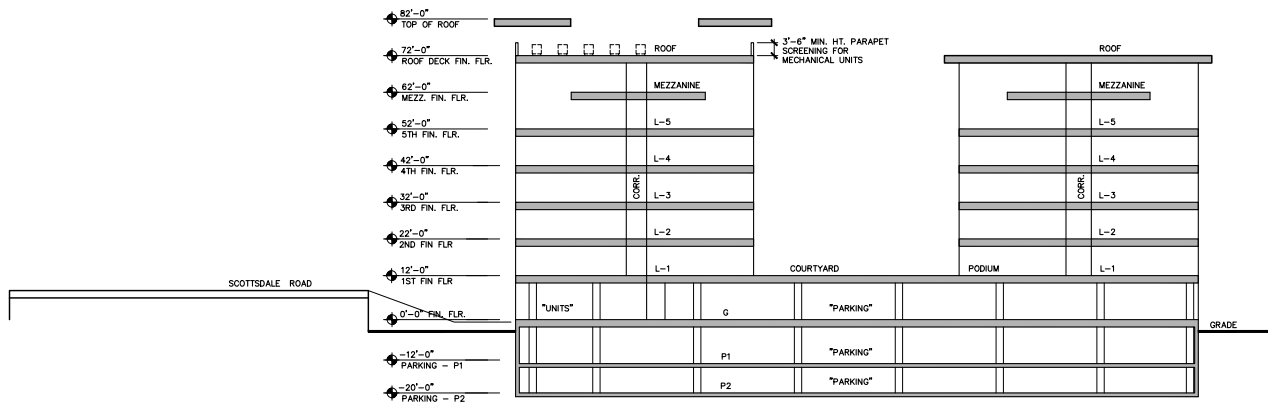
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DATE: SEPTEMBER 29, 2014 ORB # 13-223

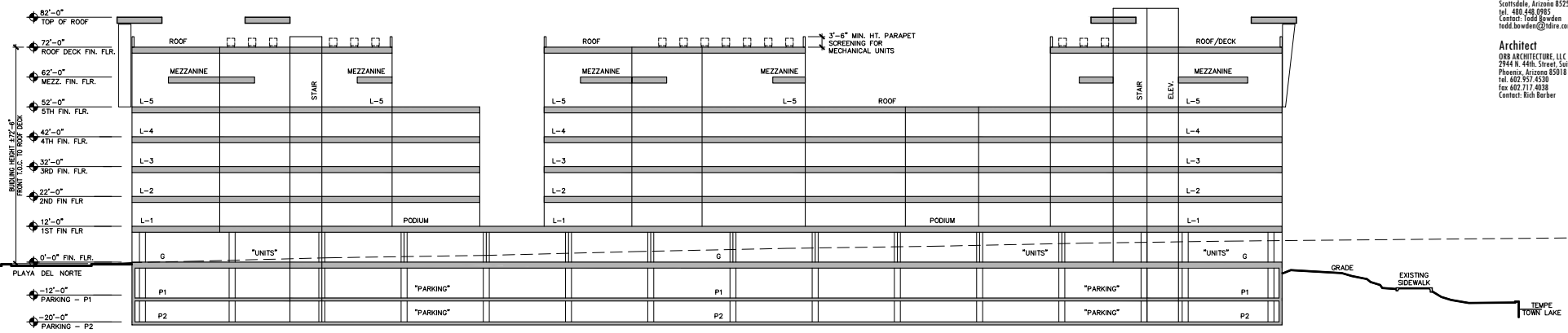
A3.10
ELEVATIONS
PRELIMINARY

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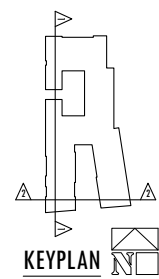
2 - EAST / WEST SECTION

PRELIMINARY SCALE: 1" = 16'-0"



1 - NORTH / SOUTH SECTION

PRELIMINARY SCALE: 1" = 16'-0"



JEFFERSON TOWN LAKE
 SEC OF SCOTTSDALE RD. & PLAYA DEL NORTE TEMPE, ARIZONA



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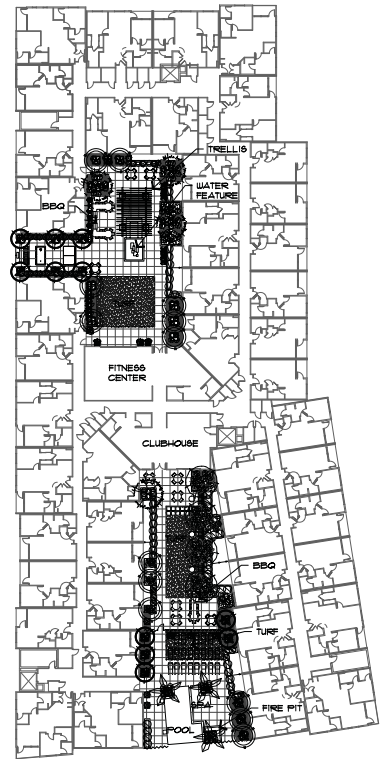
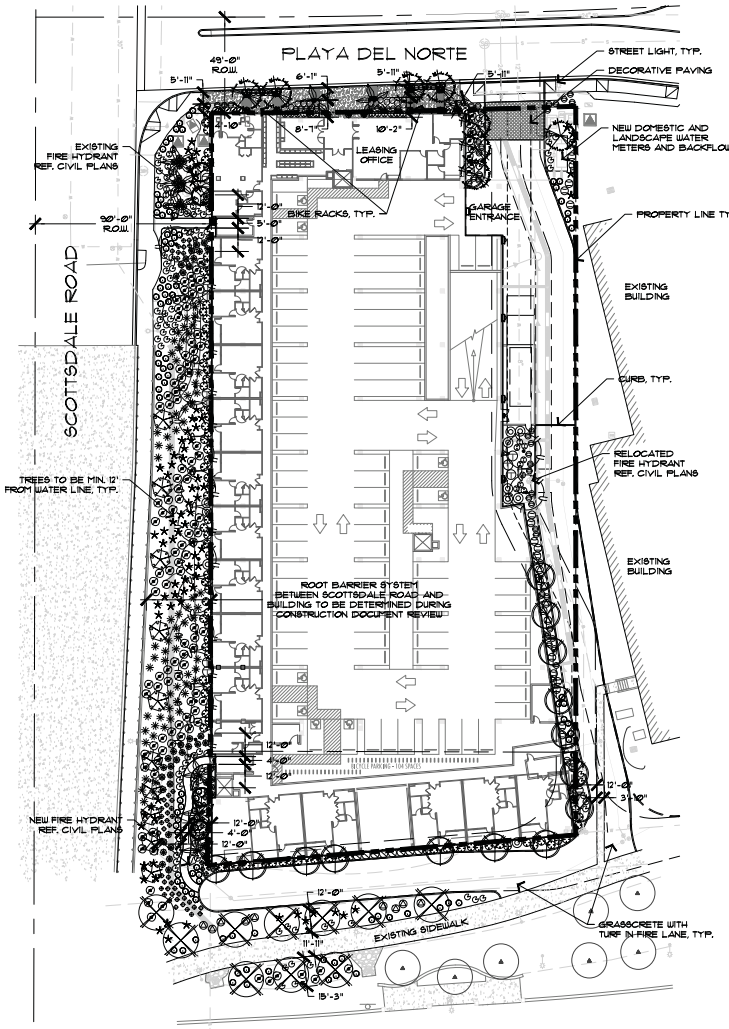
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DATE: SEPTEMBER 29, 2014 ORB # 13-223

A3.11

BLDG. SECTIONS
 PRELIMINARY



GROUND FLOOR SITE PLAN

TEMPE TOWN LAKE

PODIUM DECK SITE PLAN

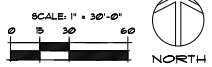
PROJECT INFORMATION
 PROJECT ADDRESS: 502 SCOTTSDALE ROAD AND PLAYA DEL NORTE
 SITE AREA: 162 NET ACRES (10,971 SQ. FT.)
 ON-SITE LANDSCAPE AREA: 0.24 NET LOT (6,916 SQ. FT.)
 OFF-SITE LANDSCAPE AREA: 23,284 SQ. FT.

NOTE:
 NO EXISTING PLANT MATERIAL ON-SITE IS REQUIRED FOR SALVAGE PER CITY OF TEMPE AND ARIZONA STATE DEPARTMENT OF AGRICULTURE NATIVE PLANT ORDINANCE GUIDELINES.

- CONCEPTUAL GENERAL NOTES**
1. CONCEPTUAL LANDSCAPE PLAN IS SCHEMATIC IN NATURE. AT THE TIME OF LANDSCAPE CONSTRUCTION DRAWINGS ACTUAL LOCATIONS, QUANTITIES, SIZES, AND SPECIES SHALL BE DETERMINED AND WILL BE PER CITY CODES.
 2. ALL TREES USED WITHIN THIS PROJECT SHALL BE NURSERY GROWN. EXACT LOCATIONS AND QUANTITIES SHALL BE DETERMINED ON LANDSCAPE CONSTRUCTION DRAWINGS.
 3. ALL LANDSCAPE AREAS SHALL RECEIVE AN AUTOMATIC IRRIGATION SYSTEM.
 4. ALL PLANT MATERIAL SHALL BE INSTALLED PER CITY REQUIREMENTS. PLANT MATERIAL INSTALLED WITHIN 8' DISTANCE TRIANGLES SHALL BE OF A SPECIES THAT DOES NOT GROW TO A HEIGHT OF MORE THAN 30" AND SHALL BE MAINTAINED PER CITY REQUIREMENTS.
 5. ALL NON-TURF AREAS SHALL RECEIVE A 2" DEPTH OF DECOMPOSED GRANITE.
 6. THE RETENTION SHOWN ON THE PLANS IS CONCEPTUAL IN NATURE. REFER TO THE ENGINEERING PLANS FOR ACTUAL GRADINGS AND DRAINAGE CONFIGURATIONS.
 7. ALL EARTHWORK WILL BE DONE TO DRAIN AWAY FROM SIDEWALKS AND STRUCTURES.
 8. ADDITIONAL PLANT MATERIAL MAY BE INTRODUCED AS DIFFERENT VARIETIES BECOME AVAILABLE THROUGH LOCAL NURSERIES AND IF THEY ARE CONSISTENT WITH THE OVERALL THEME OF THIS PROJECT.

PLANT LEGEND		PLANTING	MATURITY
BOTANICAL NAME	COMMON NAME	QTY	SIZE
TREES			
Acacia salicina	Willow Acacia	14	15' Gal.
Cercidium x 'Desert Museum'	Desert Museum	11	15' Gal.
Chamaecyparis humilis	Mediterranean Fan Palm	2	-
Chitlpa taskentensis	Chitlpa	4	-
Fraxinus uhdei	Shamel Ash	2	15' Gal.
Olea europaea 'Suan Hill'	Frutless Olive	13	15' Gal.
Phoenix dactylifera	Date Palm	11	22' C.T.H.
Ficus calleryana	Bradford Pear	15	15' Gal.
Quercus virginiana	Southern Live Oak	12	15' Gal.
Prosopis 'Rio Salado'	Rio Salado Mesquite	10	15' Gal.
Ulmus parvifolia	Chinese Elm	2	15' Gal.
Existing Trees	Species Varies	-	Size Varies
ACCENTS/VINES			
Aloe barbadensis	Medicinal Aloe	67	5 Gal.
Aloe x 'Blue Elf'	Blue Elf Aloe	38	5 Gal.
Bambusa multiplex	Golden Goddess	6	5 Gal.
Bougainvillea 'Bourea Karst'	Vine Bougainvillea	10	5 Gal.
Bougainvillea 'Torch Glow'	Torch Glow Bougainvillea	16	5 Gal.
Cycas revoluta	Sago Palm	8	15 Gal.
Dasylirion acrotichum	Green Spoon	68	5 Gal.
Diatas vegeta	Butterfly Iris	26	5 Gal.
Ficus pumila	Creeping Fig Vine	6	5 Gal.
Hesperaloe funifera	Giant Hesperaloe	85	5 Gal.
Hesperaloe parviflora 'Fiesta'	Brakelights Red Yucca	61	5 Gal.
Philodendron spp.	Lady Slipper Plant	28	5 Gal.
Phoenix roebelenii	Pygmy Date Palm	28	15 Gal.
Philodendron spp.	Xanadu Philodendron	14	5 Gal.
Podaranca riccioides	Pink Trumpet Vine	5	5 Gal.
Rosa banksiae	Lady Banks Rose	6	5 Gal.
Streptocarpus reginae	Tropical Bird of Paradise	18	5 Gal.
SHRUBS			
Cassia glaberrima	Yellow Bird of Paradise	10	15 Gal.
Canella macrocarpa	Natal Plum	87	5 Gal.
Dodonaea viscosa 'Purpurea'	Purple Hopsued Bush	6	5 Gal.
Eremophila argyrophana	Blue Bell	44	5 Gal.
Hamelia patens 'Sierra Red'	Firecracker Plant	5	5 Gal.
Hibiscus rosa-sinensis	Dwarf Hibiscus	29	5 Gal.
Laurophyllum frutescens 'Rio Bravo'	Rio Bravo Sage	15	5 Gal.
Myrtus communis 'Compacta'	Dwarf Myrtle	13	5 Gal.
Rhus copallina	Indian Hawthorn	20	5 Gal.
Teocoma hybrid 'Bells of Fire'	Bells of Fire	22	5 Gal.
Teocoma sp.	Yellow Bells	12	5 Gal.
Teocoma sp.	Orange Jubilee	10	5 Gal.
GROUND COVERS			
Asparagus densiflorus 'Myers'	Myers Fern	17	3 Gal.
Lantana hybrid 'Dallas Red'	Dallas Red Lantana	13	3 Gal.
Lantana hybrid 'New Gold'	New Gold Lantana	116	1 Gal.
Lantana montevidensis	Purple Trailing Lantana	100	1 Gal.
Liriodendron muscari	Lily Turf	23	1 Gal.
Lonicera japonica 'Halliana'	Hall's Honeysuckle	37	5 Gal.
Ruellia brittoniana 'Katie'	Katie Ruellia	12	5 Gal.
Taurium chamaedryf	Germander	6	5 Gal.
Trachelospermum delatatum	Astetic Jasmine	34	5 Gal.
Tradescantia pallida	Purple Heart	32	5 Gal.
Wedelia trilobata	Wedelia	75	3 Gal.
Seasonal Annule	Seasonal Annule	100	4" Pots
MISCELLANEOUS			
Decomposed Granite - Color and Size to be determined 2" Depth in All Planting Areas (Typ) - 216,911 SQ. FT.			
Synthetic Turf - EasyTurf Revolution Olive Lush or equal - 1,139 SQ. FT.			
Hybrid Bermuda Sod - 814 SQ. FT. with Concrete Header - 804 L.F.			

NOTES:
 Indicates species not on the Arizona Department of Water Resources "Low Water Use Plant List"



JEFFERSON TOWN LAKE
 SEC OF SCOTTSDALE RD. & PLAYA DEL NORTE
 TEMPE, ARIZONA

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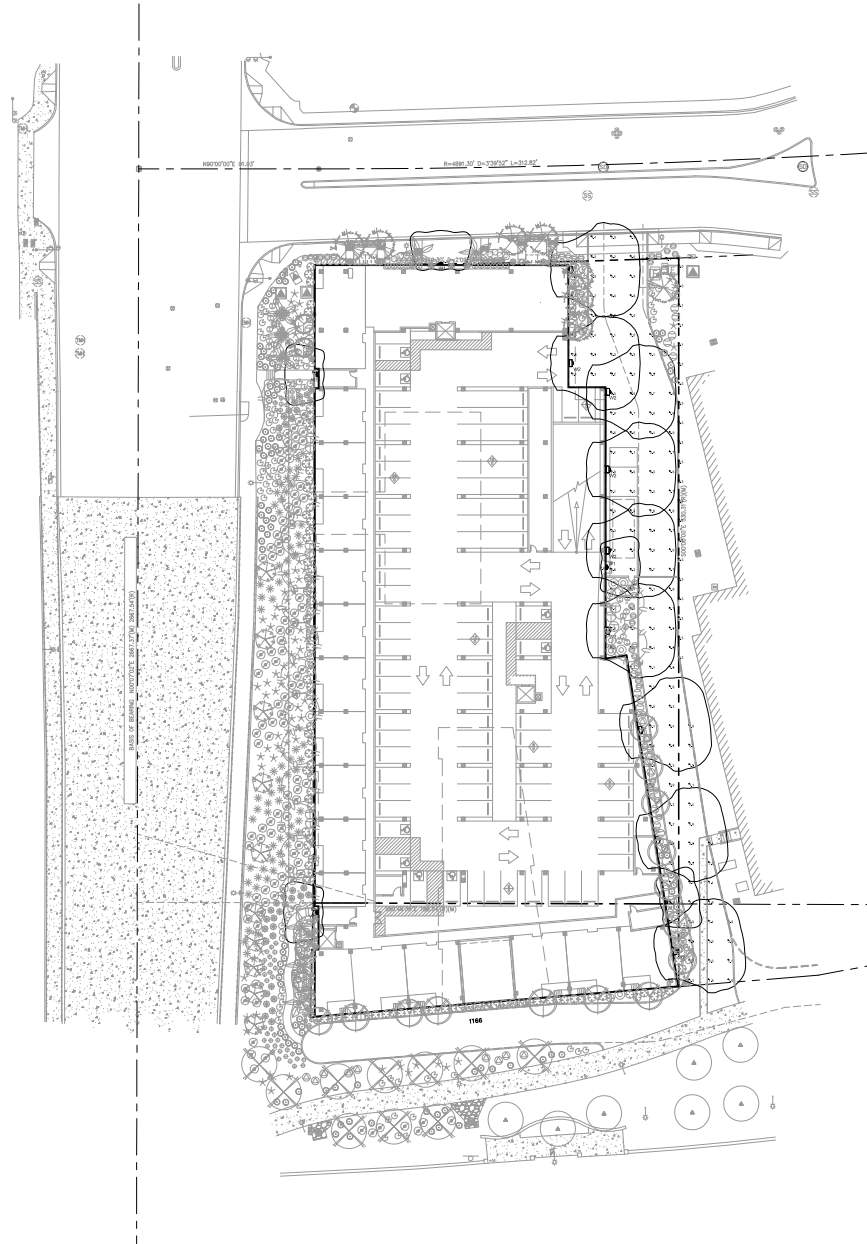
Contractor must verify all dimensions of project before proceeding with this work. Do not retrace these drawings and specifications. Without the approved written permission of the architect, the architect and specifications are the property of the architect and shall not be used for any other project, in whole or in part, without the written permission of the architect. If the project is altered or modified, the contractor shall be responsible for obtaining the written permission of the architect.
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 Notice of alternate billing (or payment) cycle: This contract does not allow the owner to require the architect to bill or estimate in billing cycles other than 30-day bills. This contract may allow the owner to make payment in some alternate manner after verification and approval of billing and estimates. A written description of such other billing (or) payment cycle applies to the project by condition of the contract.
 and the owner or the architect shall provide this written description or request.

REVISIONS

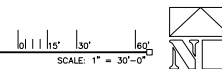
DATE: SEPTEMBER 26, 2014 ORB # 13-223

L1.10
 LANDSCAPE PLAN
 PRELIMINARY

LUMINAIRE SCHEDULE						
Symbol	Label	Qty	Catalog Number	Description	Lamp	Lumens / LPF
	W1	5	HUBBELL OUTDOOR LIGHTING LINE 101-4K-4 1, BRONZE FINISH	MINORIAL SCORP FIXED OUTDOOR TYPE 4 DISTRIBUTION WALL MOUNT AT 4 FT. MEASURED FROM BOTTOM OF FIXTURE LENS TO ABOVE FINISHED FLOOR.	20W, 8- HIGH 4K LEDS 1800 LUMENS	Absolute 0.95
	W2	9	LITHOMA WST 108A FT 120 SF 18S	ARCHITECTURAL SCORP TRAIL CUT-OFF, FORWARD THROW DISTRIBUTIONAL WALL MOUNT AT 4-5 FT. MEASURED FROM BOTTOM OF LENS TO ABOVE FINISHED FLOOR.	ONE 10WATT CLEAR E817 TUBE START METAL HALIDE HORIZONTAL POS.	14000 0.72



SITE LIGHTING PLAN - PRELIMINARY



JEFFERSON TOWN LAKE

SEC OF SCOTSDALE RD. & PLAYA DEL NORTE
TEMPE, ARIZONA



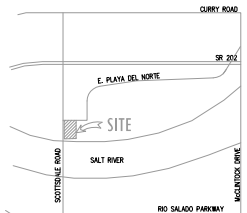
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VICINITY MAP
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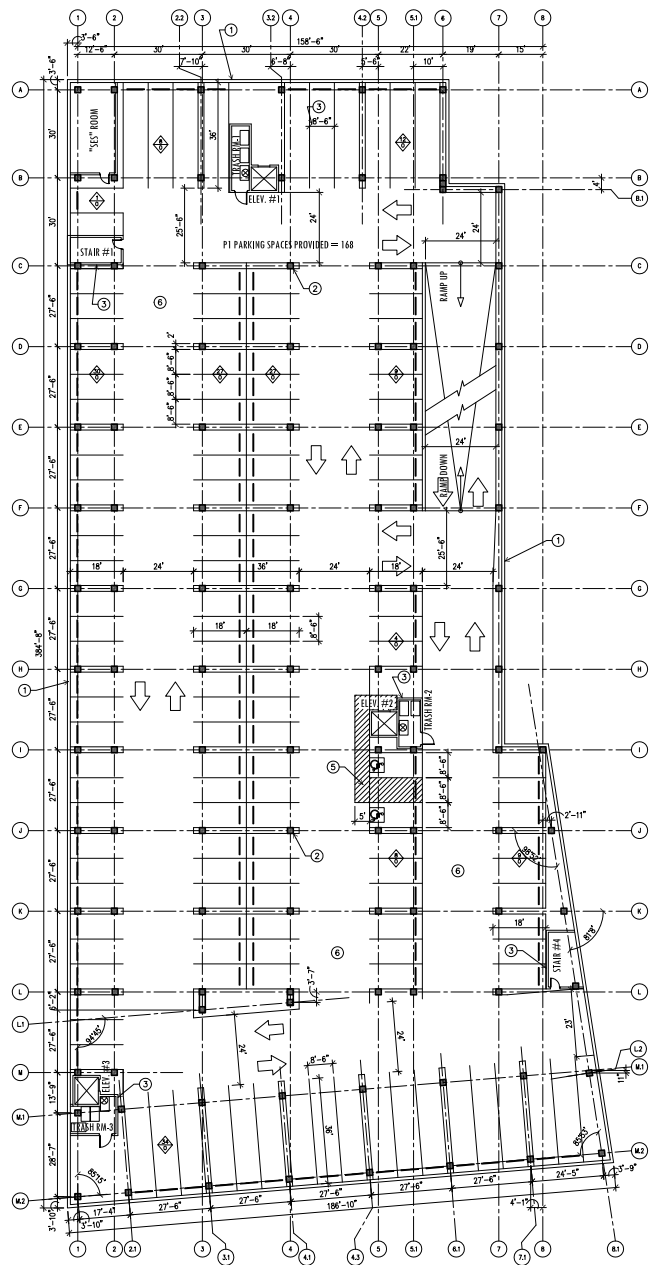
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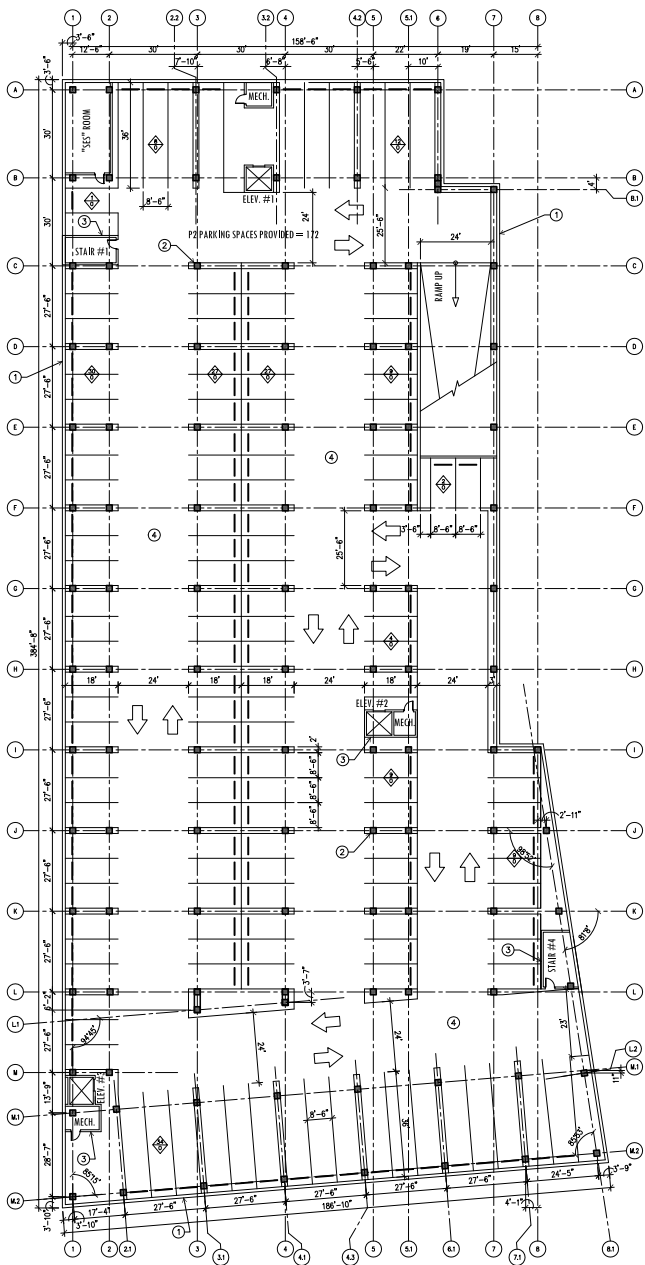
A1.12

SITE LIGHTING
PRELIMINARY

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2 - PARKING GARAGE (P1) PLAN
 SUBTERRANEAN PARKING GARAGE FLOOR PLAN - LEVEL P1
 SCALE: 1" = 20'-0"



1 - PARKING GARAGE (P2) PLAN
 SUBTERRANEAN PARKING GARAGE FLOOR PLAN - LEVEL P2
 SCALE: 1" = 20'-0"

KEYNOTES - FLOOR PLANS

1. C.I.P. CONC. RETAINING WALL
2. 2' X 2' SQ. C.I.P. CONC. COLUMN
3. 8" X 8" X 16" CMU BLOCK WALL
4. CONC. SLAB ON GRADE
5. ADA ACCESSIBLE ROUTE
6. C.I.P. CONC. DECK
7. OUTLINE OF C.I.P. CONC. "PODIUM" DECK ABOVE
8. OUTLINE OF WD. FRAMED RESIDENTIAL BLDG. ON L1 LEVEL ABOVE.
9. 8" X 8" X 16" CMU BLOCK TRASH COMPACTOR ENCLOSURE - WALLS TO BE 8'-0" TALL W/ FRONT GATES AND MAN DOOR
10. OUTLINE OF WD. FRAMED RESIDENTIAL UNIT - REFER TO UNIT PLANS
11. EXTERIOR COURTYARD AREA ON CONC. "PODIUM" DECK - REFER TO LANDSCAPE DESIGN PACKAGE
12. HALLWAY STORAGE CLOSETS AND/OR COMMON AREA MECH. EQUIP. LOCATIONS
13. STAIRWAYS IN LOFT UNITS UP TO MEZZANINE LEVELS ABOVE
14. UNIT BALCONIES - SEE UNIT PLANS
15. MEZZANINE LOFT AREAS - SEE UNIT PLANS
16. SHADE STRUCTURES AT ROOF LEVEL

GENERAL NOTES - FLOOR PLANS

1. PROVIDE FIRE RATED GLAZING IN ALL STAIRWELL DOORS AT ALL LEVELS FOR VISIBILITY AND SECURITY.
2. PROVIDE CONVEX MIRRORS AT BLIND CORNERS FOR VEHICLES ENTERING/EXITING ON ALL LEVELS OF GARAGE.
3. MINIMUM 75 LBS PAINT ON CEILING, WALLS, AND COLUMNS TO BE USED IN GARAGE LEVELS.
4. ALL GARAGE LEVELS ARE CONSIDERED ENCLOSED GARAGE AND ARE TO BE MECHANICALLY VENTILATED.

JEFFERSON TOWN LAKE

SEC OF SCOTTSDALE RD. & PLAYA DEL NORTE TEMPE, ARIZONA



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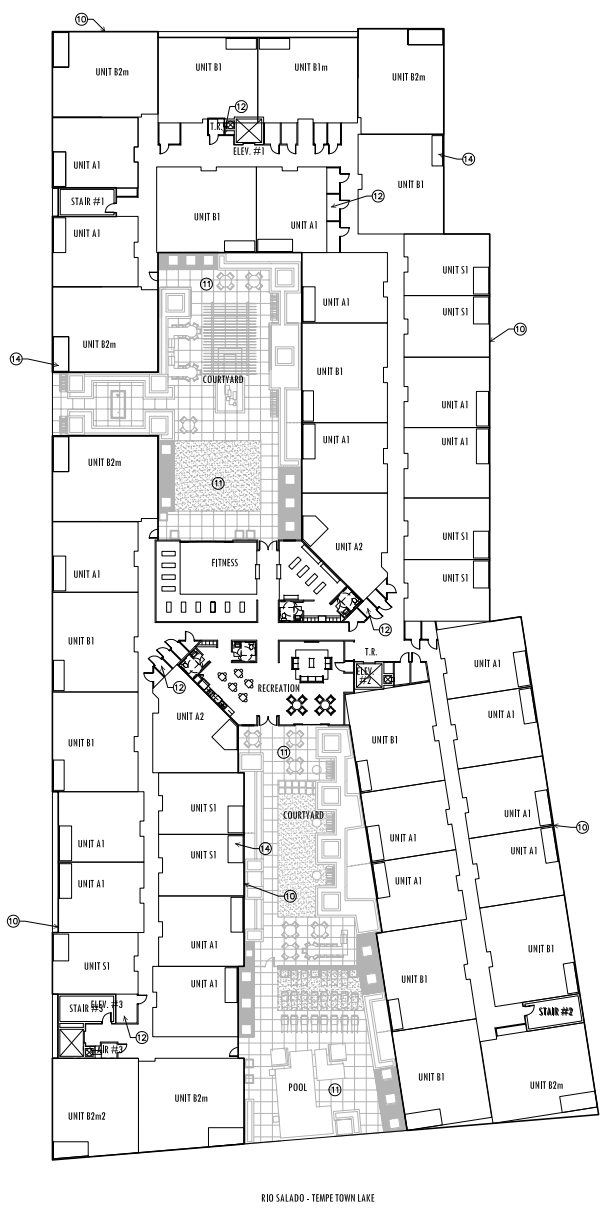
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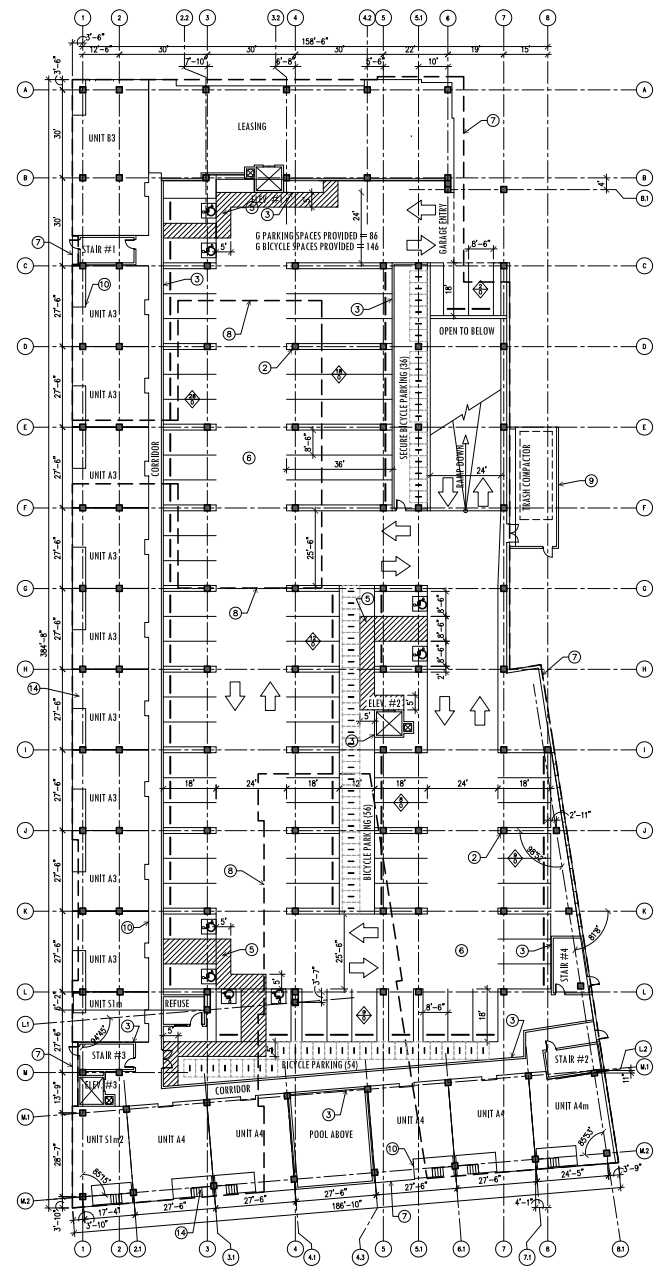
A3.01

PARKING GARAGE FLOOR PLANS (P1, P2)

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2 - PODIUM LEVEL FLOOR PLAN - L1
PODIUM DECK / COURTYARD LEVEL FLOOR PLAN
SCALE: 1" = 20'-0"



1 - GROUND FLOOR PLAN - G
GRADE LEVEL PARKING GARAGE / FIRST FLOOR RESIDENTIAL UNITS
SCALE: 1" = 20'-0"

KEYNOTES - FLOOR PLANS

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13. STAIRWAYS IN LOFT UNITS UP TO MEZZANINE LEVELS ABOVE.
14. UNIT BALCONIES - SEE UNIT PLANS
15. MEZZANINE LOFT AREAS - SEE UNIT PLANS.
16. SHADE STRUCTURES AT ROOF LEVEL

GENERAL NOTES - FLOOR PLANS

1. PROVIDE FIRE RATED GLAZING IN ALL STAIRWELL DOORS AT ALL LEVELS FOR VISIBILITY AND SECURITY.
2. PROVIDE CONVEX MIRRORS AT BLIND CORNERS FOR VEHICLES ENTERING/EXITING ON ALL LEVELS OF GARAGE.
3. MINIMUM 75-LEV PAINT ON CEILING, WALLS, AND COLUMNS TO BE USED IN GARAGE LEVELS.
4. ALL GARAGE LEVELS ARE CONSIDERED ENCLOSED GARAGE AND ARE TO BE MECHANICALLY VENTILATED.

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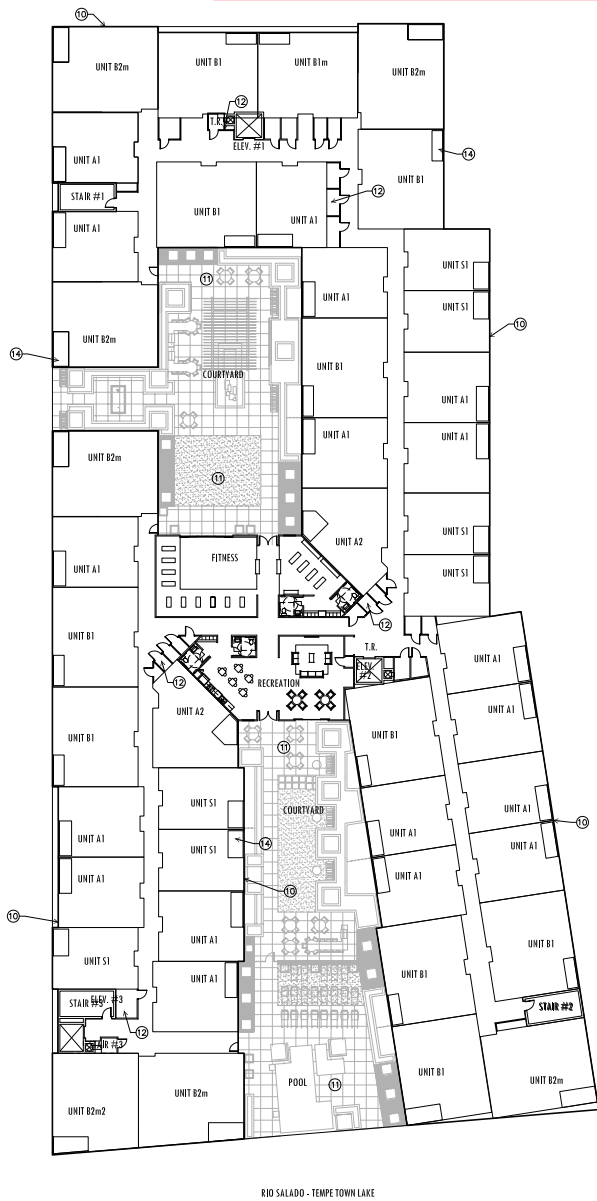
REVISIONS

DATE: SEPTEMBER 29, 2014 ORR # 13-223

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FLOOR PLANS
LEVELS G & L1

Preliminary gate location plan

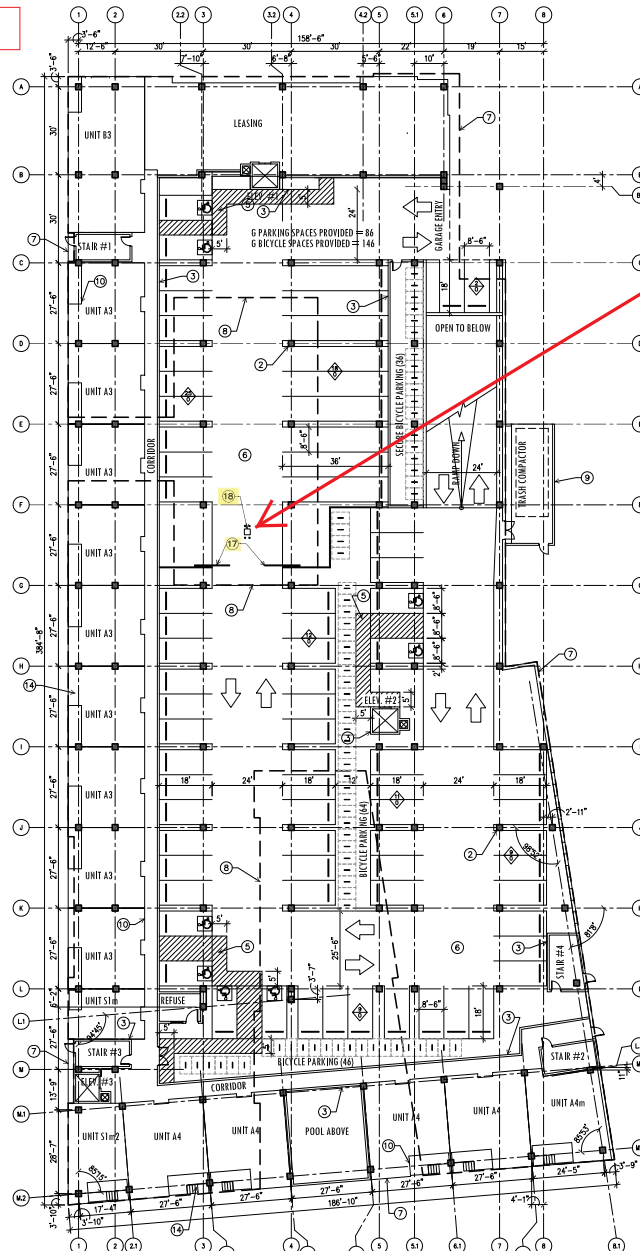


RIO SALADO - TEMPE TOWN LAKE

2 - PODIUM LEVEL FLOOR PLAN - L1

PODIUM DECK / COURTYARD LEVEL FLOOR PLAN

SCALE: 1" = 20'-0"



1 - GROUND FLOOR PLAN - G

GRADE LEVEL PARKING GARAGE / FIRST FLOOR RESIDENTIAL UNITS

SCALE: 1" = 20'-0"



KEYNOTES - FLOOR PLANS

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13. STAIRWAYS IN LOFT UNITS UP TO MEZZANINE LEVELS ABOVE
14. UNIT BALCONIES - SEE UNIT PLANS
15. MEZZANINE LOFT AREAS - SEE UNIT PLANS
16. SHADE STRUCTURES AT ROOF LEVEL
17. VEGICULAR GATES
18. GATE KEYPAD PEDESTAL

GENERAL NOTES - FLOOR PLANS

1. PROVIDE FIRE RATED GLAZING IN ALL STAIRWELL DOORS AT ALL LEVELS FOR VISIBILITY AND SECURITY.
2. PROVIDE CONVEX MIRRORS AT BLIND CORNERS FOR VEHICLES ENTERING/EXITING ON ALL LEVELS OF GARAGE.
3. MINIMUM 75 LBY PAINT ON CEILING, WALLS, AND COLUMNS TO BE USED IN GARAGE LEVELS.
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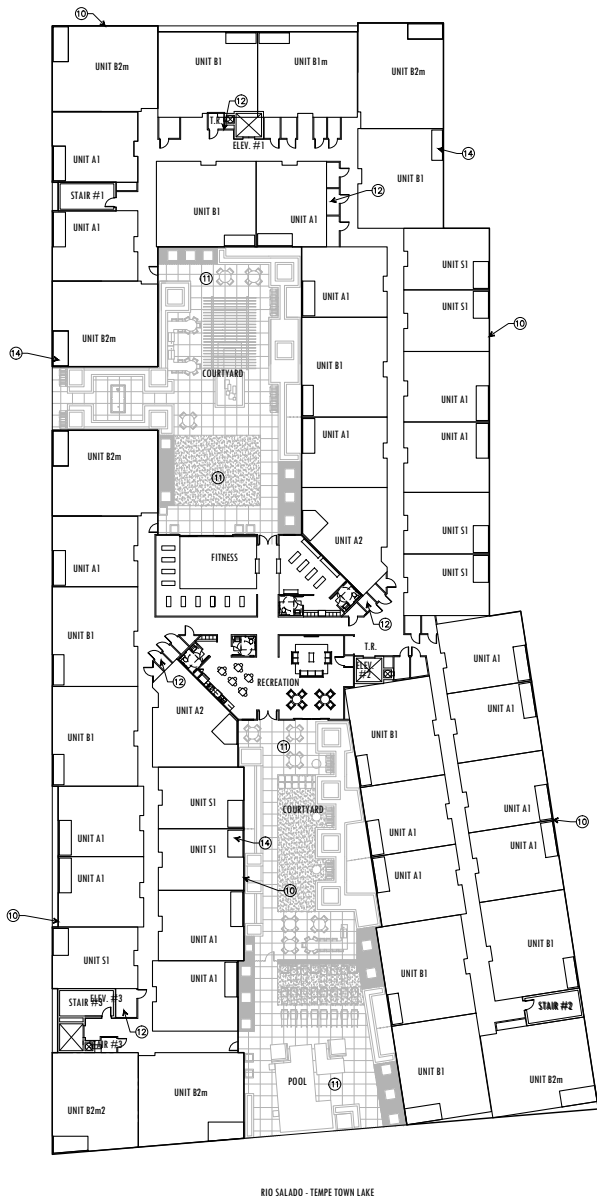
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DATE: OCTOBER 9, 2014 ORB # 13-223

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FLOOR PLANS
 LEVELS G & L1

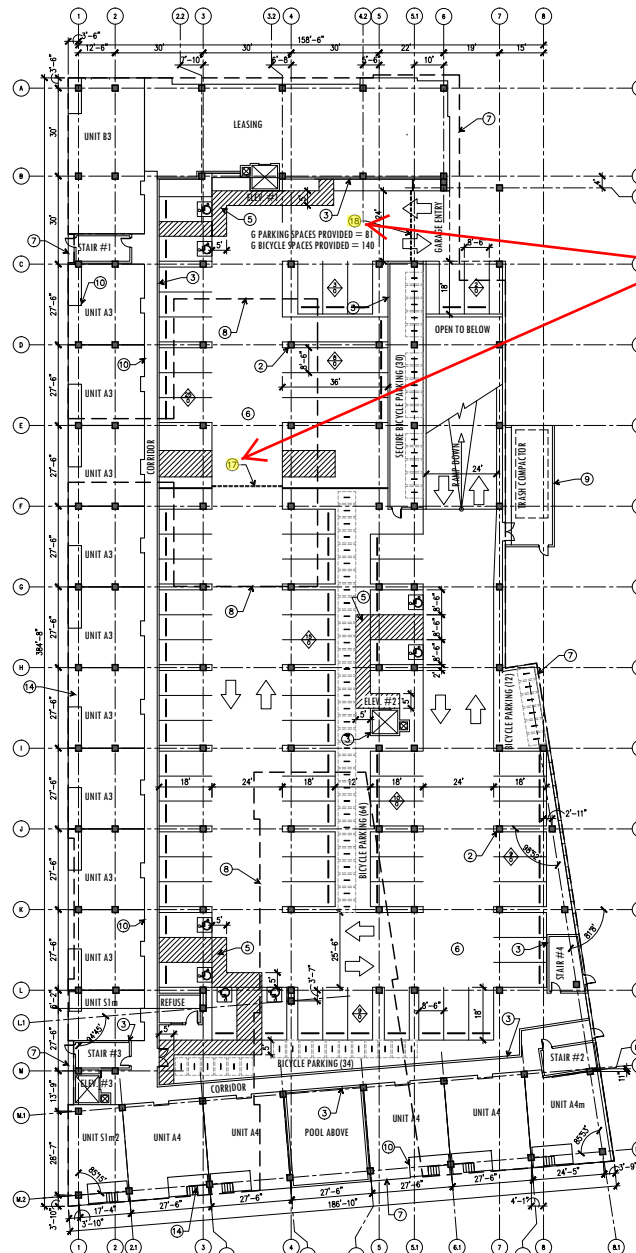
Revised gate location plan



2 - PODIUM LEVEL FLOOR PLAN - L1

PODIUM DECK / COURTYARD LEVEL FLOOR PLAN

SCALE: 1" = 20'-0"



1 - GROUND FLOOR PLAN - G

GRADE LEVEL PARKING GARAGE / FIRST FLOOR RESIDENTIAL UNITS

SCALE: 1" = 20'-0"



KEYNOTES - FLOOR PLANS

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14. UNIT BALCONIES - SEE UNIT PLANS
15. MEZZANINE LOFT AREAS - SEE UNIT PLANS.
16. SHADE STRUCTURES AT ROOF LEVEL
17. DAY TIME ROLL-UP VEHICULAR GATES.
18. NIGHT TIME ROLL-UP VEHICULAR GATES.

GENERAL NOTES - FLOOR PLANS

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JEFFERSON TOWN LAKE

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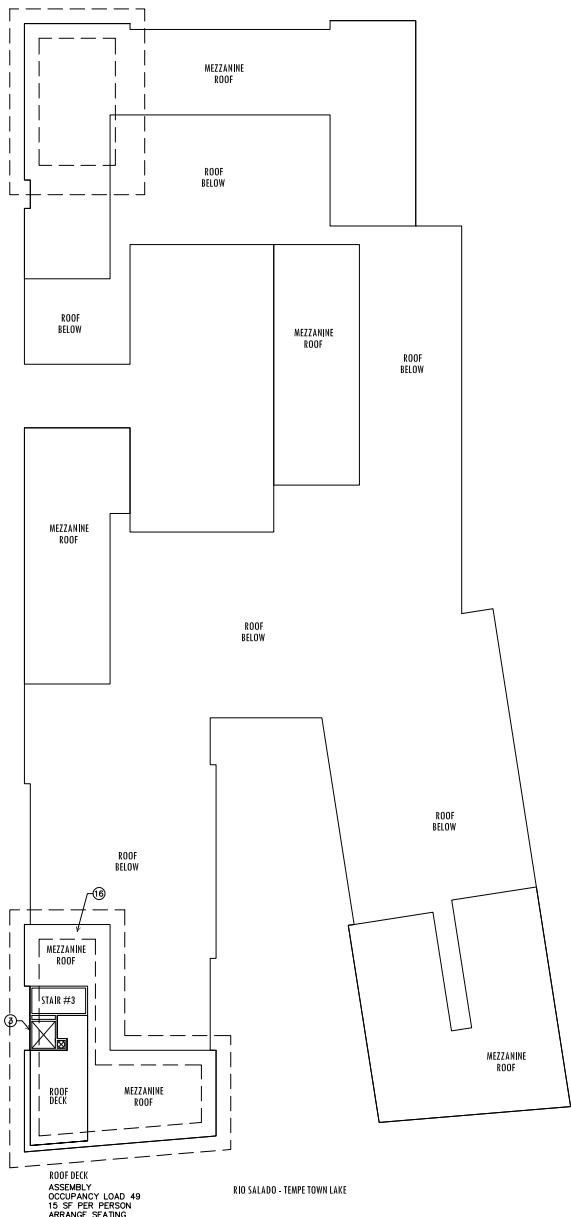
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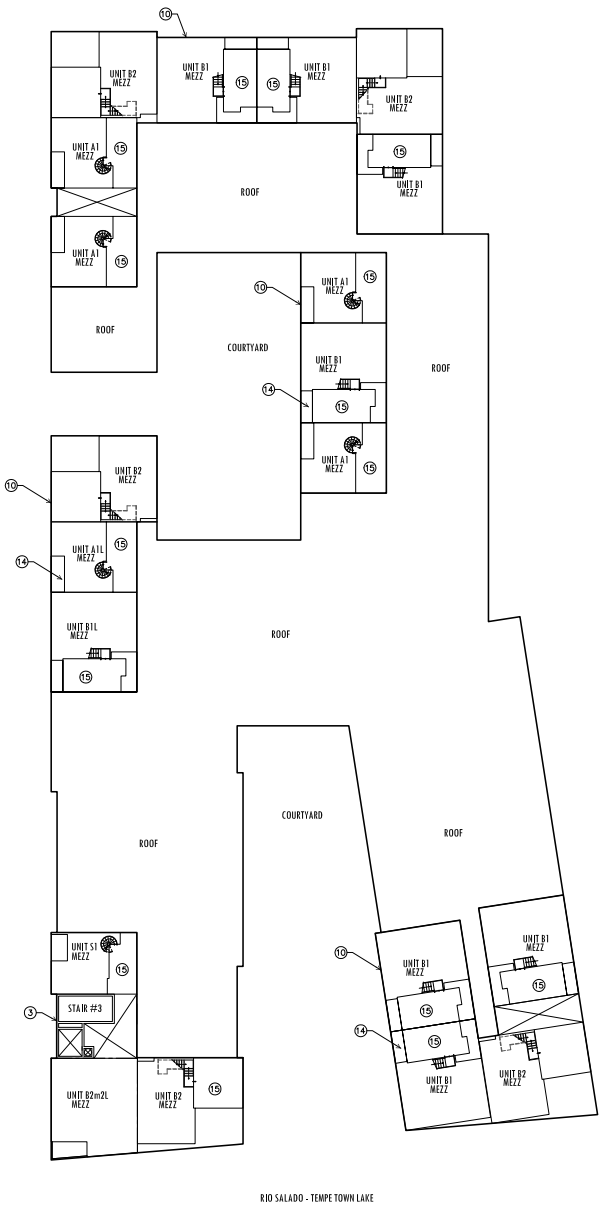
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FLOOR PLANS
LEVELS G & L1

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2 - ROOF PLAN
 RIO SALADO - TEMPE TOWN LAKE
 ROOF DECK ASSEMBLY
 OCCUPANCY LOAD 49
 15 SF PER PERSON
 ARRANGE SEATING
 SCALE: 1" = 20'-0"



1 - FLOOR PLAN - L6 MEZZANINE
 RIO SALADO - TEMPE TOWN LAKE
 MEZZANINE LEVEL LAYOUT (LOFT UNITS)
 SCALE: 1" = 20'-0"

KEYNOTES - FLOOR PLANS

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GENERAL NOTES - FLOOR PLANS

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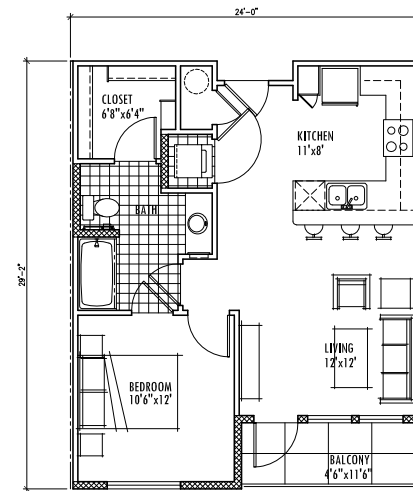
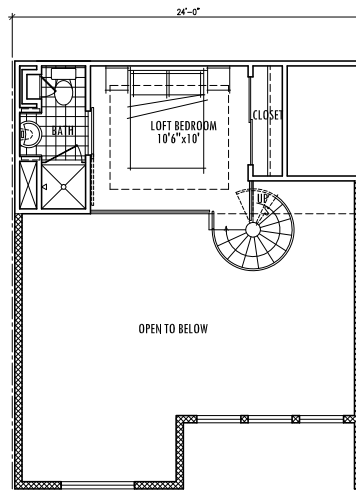
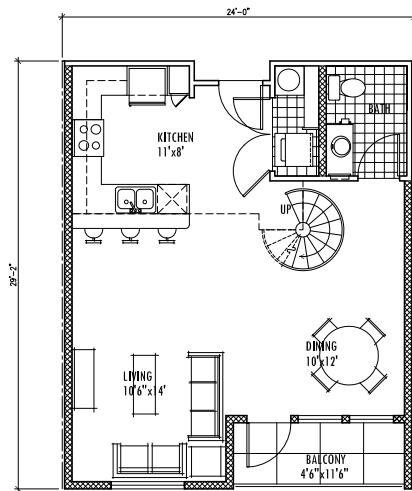
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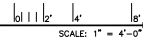
ROOF PLAN
 FLOOR PLAN - L6 MEZZ.



UNIT A1L - PRELIMINARY

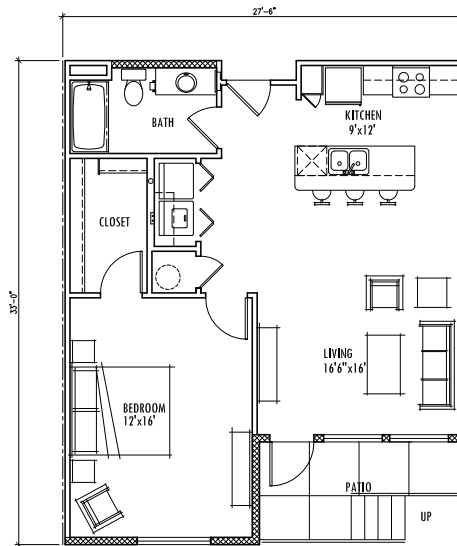
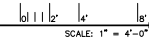
638 S.F. ENTRY FLOOR
169 S.F. MEZZANINE
807 S.F. LIVABLE TOTAL
51 S.F. PATIO/BALCONY
858 S.F. GRAND TOTAL

MEZZANINE CALCULATIONS:
LOWER FLOOR AREA = 508
ALLOWABLE MEZZANINE AREA
= 508 / 3 = 169 S.F.



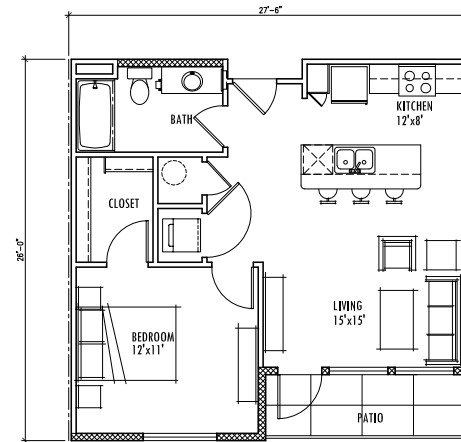
UNIT A1 - PRELIMINARY

638 S.F. LIVABLE
51 S.F. PATIO/BALCONY
689 S.F. GRAND TOTAL



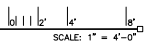
UNIT A4 - PRELIMINARY

802 S.F. LIVABLE
99 S.F. PATIO/BALCONY
901 S.F. GRAND TOTAL



UNIT A3 - PRELIMINARY

645 S.F. LIVABLE
63 S.F. PATIO/BALCONY
708 S.F. GRAND TOTAL



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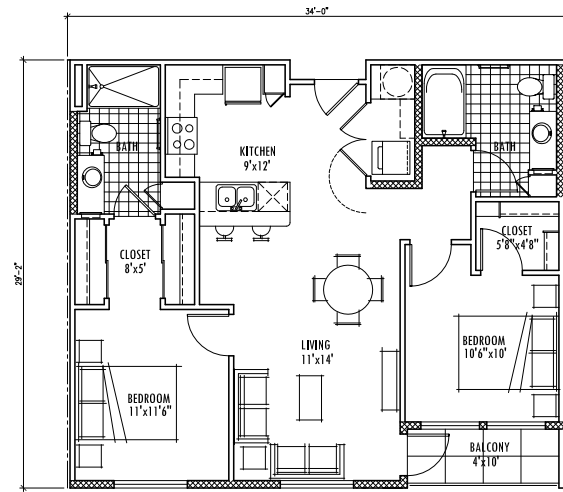
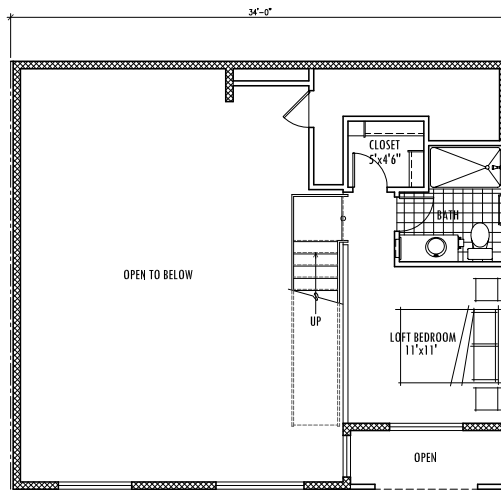
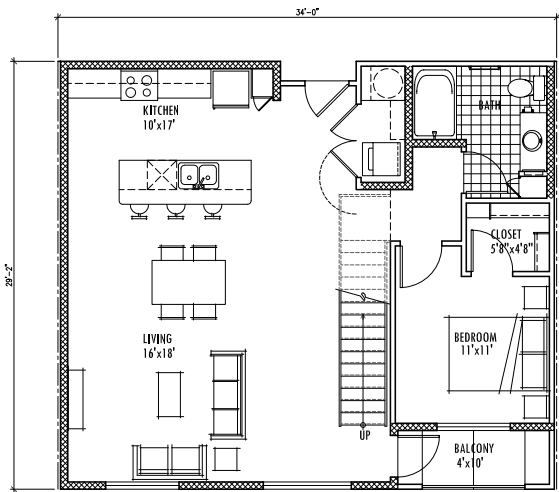
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UNIT PLANS
PRELIMINARY

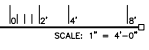
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UNIT B1L - PRELIMINARY

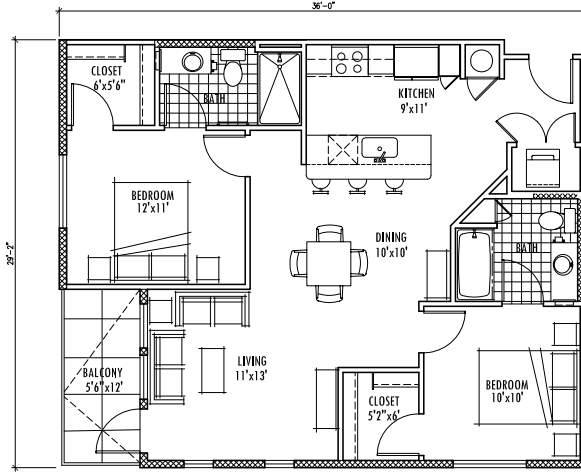
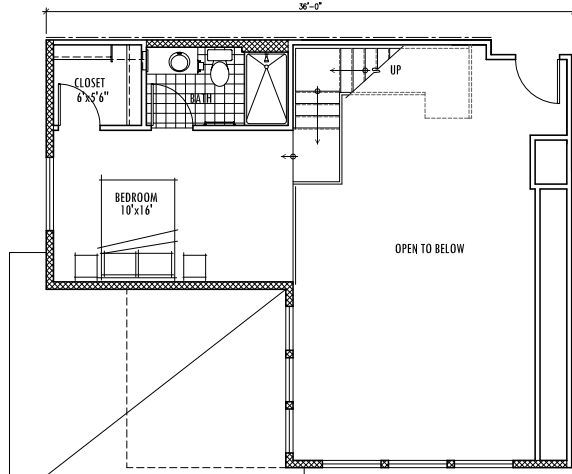
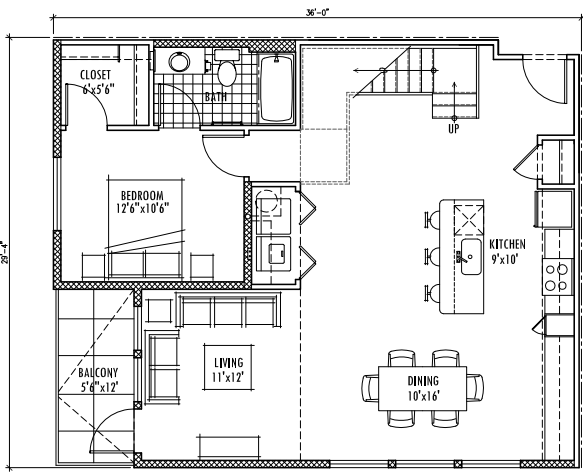
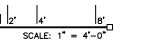
941 S.F. ENTRY FLOOR
 207 S.F. MEZZANINE
 1,148 S.F. LIVABLE TOTAL
 43 S.F. PATIO/BALCONY
 1,191 S.F. GRAND TOTAL

MEZZANINE CALCULATIONS:
 LOWER FLOOR AREA = 620
 ALLOWABLE MEZZANINE AREA
 = 620/3 = 207 S.F.



UNIT B1 - PRELIMINARY

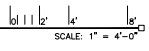
941 S.F. LIVABLE
 40 S.F. PATIO/BALCONY
 981 S.F. GRAND TOTAL



UNIT B2mL - PRELIMINARY

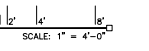
983 S.F. ENTRY FLOOR
 221 S.F. MEZZANINE
 1,204 S.F. LIVABLE TOTAL
 81 S.F. PATIO/BALCONY
 1,285 S.F. GRAND TOTAL

MEZZANINE CALCULATIONS:
 LOWER FLOOR AREA = 662
 ALLOWABLE MEZZANINE AREA
 = 662/3 = 221 S.F.



UNIT B2m - PRELIMINARY

977 S.F. LIVABLE
 61 S.F. PATIO/BALCONY
 1,038 S.F. GRAND TOTAL



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REVISIONS

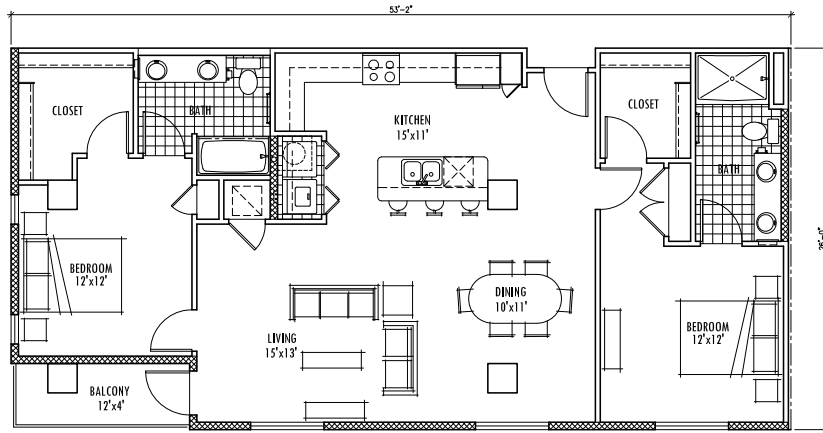
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DATE: SEPTEMBER 29, 2014 ORB # 13-223

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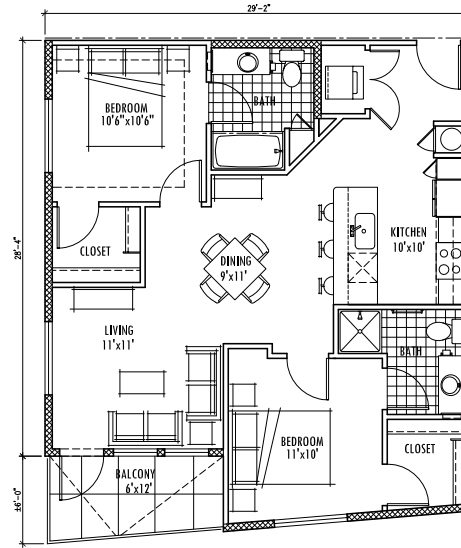
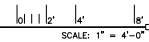
UNIT PLANS
 PRELIMINARY

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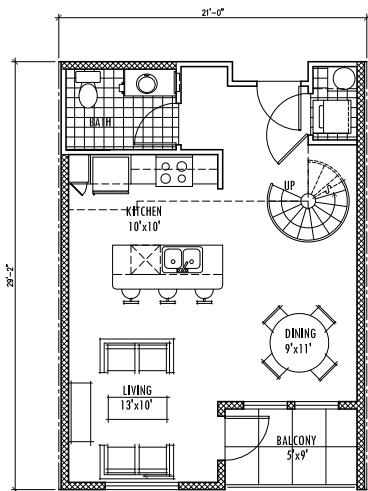
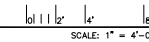
UNIT B2m3 - PRELIMINARY

1,321 S.F. LIVABLE
49 S.F. PATIO/BALCONY
1,370 S.F. GRAND TOTAL



UNIT B2m2 - PRELIMINARY

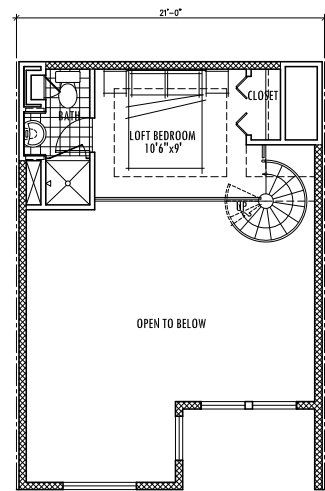
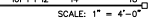
912 S.F. LIVABLE
63 S.F. PATIO/BALCONY
975 S.F. GRAND TOTAL



UNIT S1L - PRELIMINARY

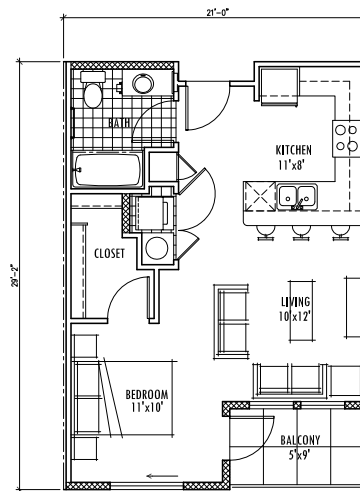
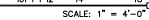
552 S.F. ENTRY FLOOR
145 S.F. MEZZANINE
697 S.F. LIVABLE TOTAL
48 S.F. PATIO/BALCONY
745 S.F. GRAND TOTAL

MEZZANINE CALCULATIONS
LOWER FLOOR AREA = 454
ALLOWABLE MEZZANINE AREA
= 454/3 = 145 S.F.



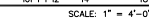
UNIT S1 - PRELIMINARY

552 S.F. LIVABLE
50 S.F. PATIO/BALCONY
602 S.F. GRAND TOTAL



UNIT S1m - PRELIMINARY

406 S.F. LIVABLE
28 S.F. PATIO/BALCONY
434 S.F. GRAND TOTAL



**JEFFERSON
TOWN LAKE**
SEC OF SCOTSDALE RD. & PLAYA DEL NORTE
TEMPE, ARIZONA



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REVISIONS

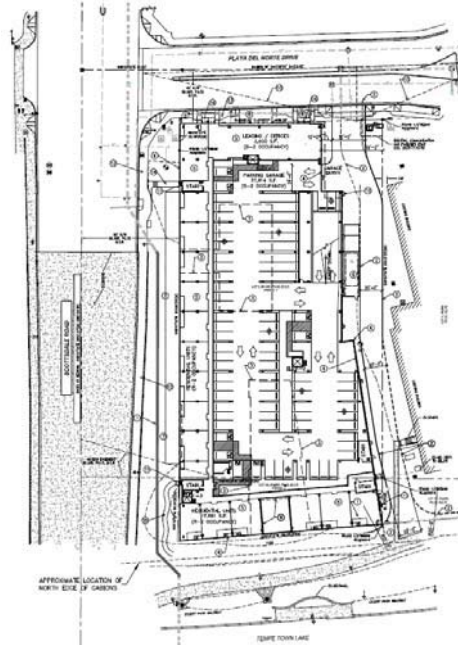
DATE: SEPTEMBER 29, 2014 ORB # 13-223

A2.12

UNIT PLANS
PRELIMINARY

Jefferson Town Lake

DRAFT Traffic Impact Study



Prepared for:

Huellmantel & Affiliates
605 S. Ash Avenue
Tempe, Arizona 85281

Prepared by:



J2 Engineering and Environmental Design
4649 E. Cotton Gin Loop, Suite B2
Phoenix, AZ 84040

Project Number: 140736
October 8, 2014

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1. Introduction

J2 Engineering and Environmental Design (J2) was retained by Huellmantel & Affiliates to complete a Level 1 Traffic Impact Study (TIS) for the proposed development of Jefferson Town Lake. Based on the City of Tempe's (City) *Guide for the Preparation of Transportation Impact Studies*, updated on May 2014, a Level 1 TIS provides the City with basic information about a proposed development or project and contains less detail than a Level 2 TIS.

The proposed Jefferson Town Lake development is a 258 unit residential apartment complex. It is located on the southeast corner of Scottsdale Road and Playa Del Norte Drive located in Tempe, Arizona.

2. Existing Conditions

The study area is located in Tempe, Arizona just south of State Route 202 Loop (SR 202L), approximately 2 miles west of the State Route 101 Loop (SR 101L), and 2 miles east of State Route 143 (SR 143). Tempe Town Lake borders the south side of the proposed development. The main campus for Arizona State University is also located less than a half mile to the south. See **Figure 1**.

2.1. Street Network and Traffic Volumes

Playa Del Norte Drive borders the north side of the proposed development. The roadway starts at Scottsdale Road and continues to the east connecting into Miller Road under the SR 202L freeway. Playa Del Norte Drive operates with one through lane in each direction and a center two-way left-turn lane and widens at the intersection with Scottsdale Road. The posted speed limit is 25 miles per hour (mph).

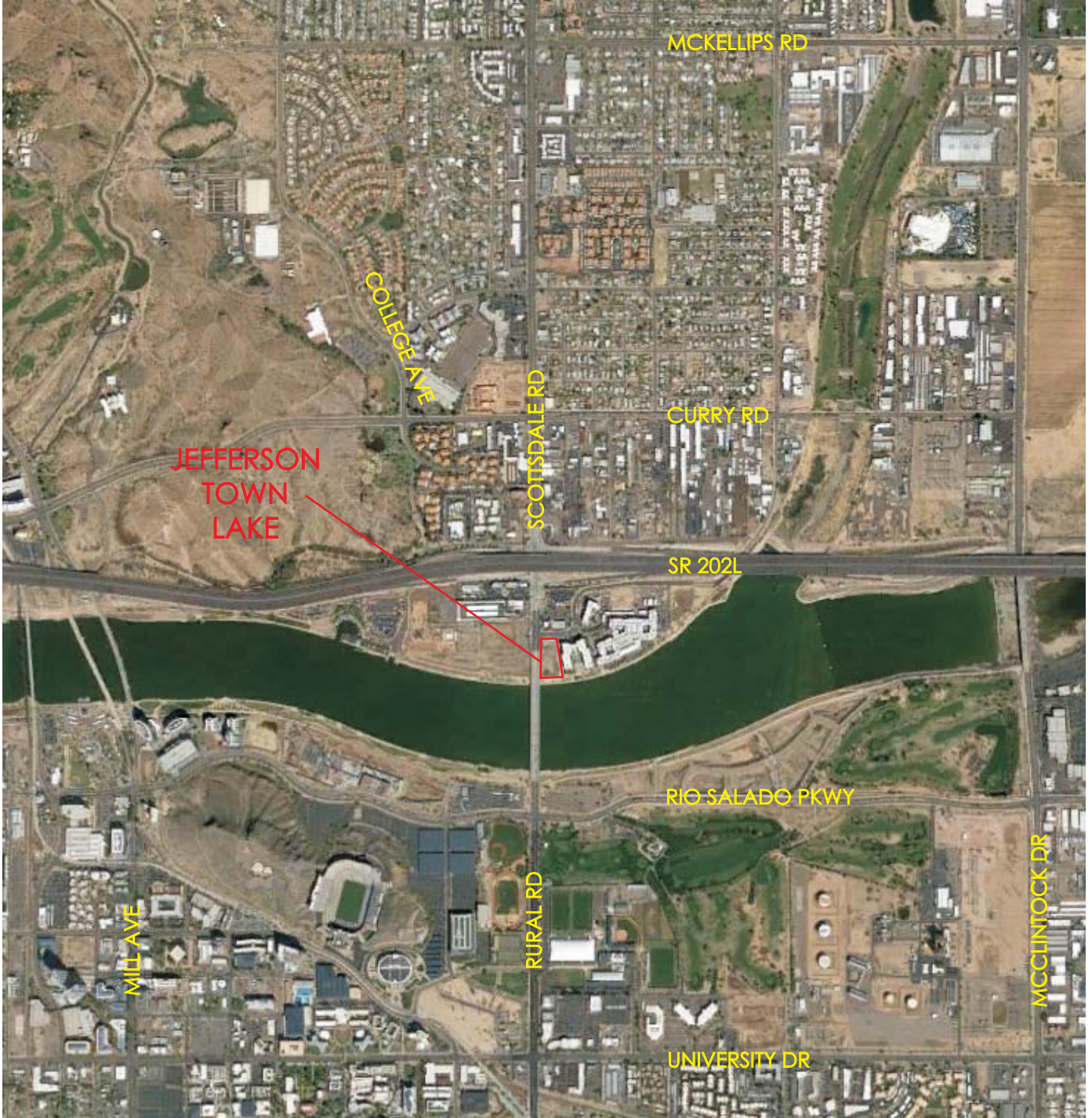
Scottsdale Road/Rural Road borders the west side of the proposed development and operates with three through lanes in each direction within the vicinity of Jefferson Town Lake. On and off ramps are provided to SR 202L at Scottsdale Road. Near the proposed development, the posted speed limit is 35 mph. The City of Tempe classifies Scottsdale Road as an arterial. Below are the average annual traffic volumes provided by the City of Tempe for Scottsdale Road/Rural Road:

From McKellips Rd to Curry Rd:	Year 2008	33,795 vpd
	Year 2014	37,329 vpd
	(9.5% over 6 years, equivalent to 1.6% annually)	
From Curry Rd to Rio Salado Pkwy:	Year 2010	38,911 vpd
	Year 2013	50,776 vpd
	Year 2014	38,847 vpd
(-0.1% over 4 years, equivalent to -0.04% annually)		
From Rio Salado Pkwy to Univ. Dr:	Year 2008	51,380 vpd
	Year 2013	44,456 vpd
	(-13.5% over 5 years, equivalent to -2.7% annually)	

Curry Road is located approximately a half mile north of the proposed development and operates with two through lanes in each direction with a center two-way left-turn lane provided in some areas and raised medians provided in other areas within the near vicinity Jefferson Town Lake. Near the proposed development, the posted speed limit is 40 mph. The City of Tempe classifies Curry Road as an arterial. Below are the average annual traffic volumes provided by the City of Tempe for Curry Road:

From College Ave to Scottsdale Rd:	Year 2010	12,994 vpd
	Year 2014	10,575 vpd
(-18.6% over 4 years, equivalent to -4.7% annually)		





VICINITY MAP

FIGURE 1

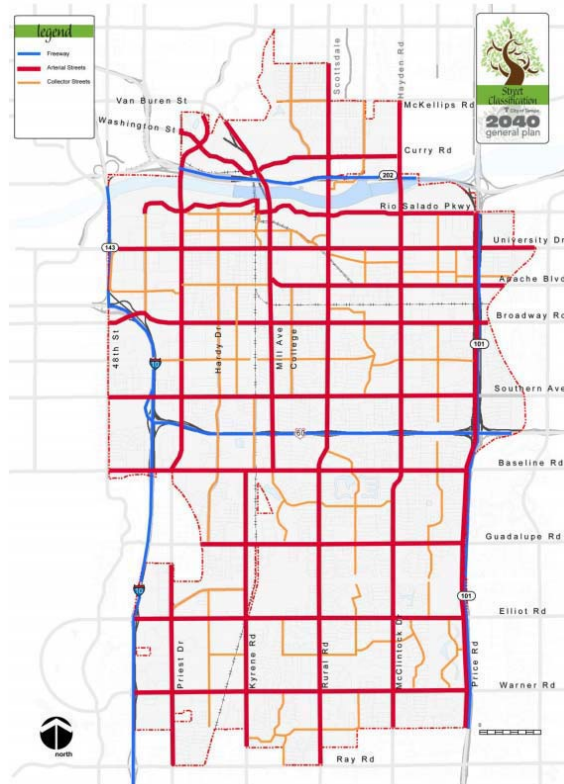
From Scottsdale Rd to McClintock Dr: Year 2008 8,140 vpd
 Year 2014 8,299 vpd
 (2.0% over 6 years, equivalent to 0.3% annually)

Rio Salado Parkway is located approximately a third of a mile south of the proposed development and operates with two through lanes in each direction with a raised median in the near vicinity Jefferson Town Lake. Near the proposed development, the posted speed limit is 40 mph. The City of Tempe classifies Rio Salado Parkway as an arterial. Below are the average annual traffic volumes provided by the City of Tempe for Rio Salado Parkway:

From Mill Ave to Rural Rd: Year 2010 14,634 vpd
 Year 2013 23,054 vpd
 (57.5% over 6 years, equivalent to 19.2% annually)

From Rural Rd to McClintock Dr: Year 2010 13,458 vpd
 Year 2013 12,435 vpd
 (-7.6% over 3 years, equivalent to -2.5% annually)

Figure 2 - Tempe 2040 General Plan - Street Classification



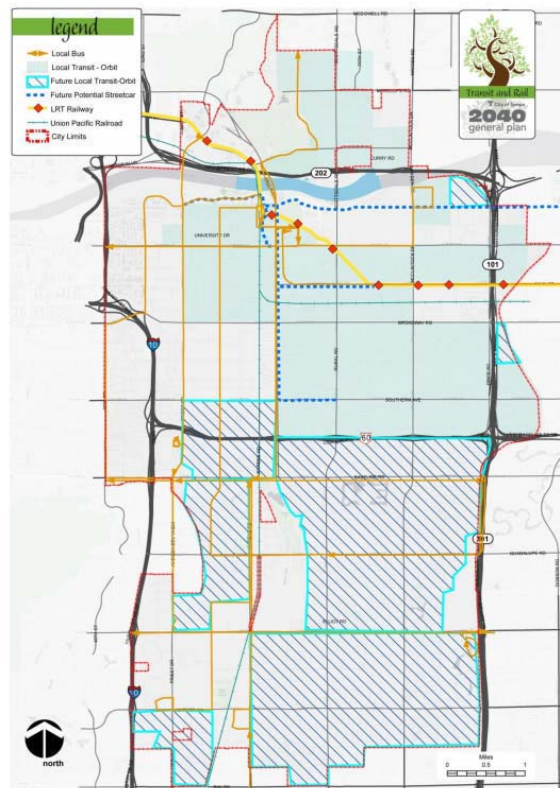
2.2. Transit System

The nearest Valley Metro bus stop is located at the Tempe Transportation Center, which is located on the northwest corner of Veterans Way and College Avenue. A number of bus routes stop at the Tempe Transportation Center including the following:

- Route 48 – 48th Street/Rio Salado
- Route 62 – Hardy/Guadalupe
- Route 65 – Mill/Kyrene
- Route 66 – Mill/Kyrene
- Route 72 – Scottsdale/Rural
- Route 511 – Tempe/Scottsdale Airpark
- Tempe – Orbit Earth
- Tempe – Orbit Jupiter
- Tempe – Orbit Mars
- Tempe – Orbit Mercury
- Tempe – Orbit Venus

The Light Rail Station is also located at Veterans Way and College Avenue.

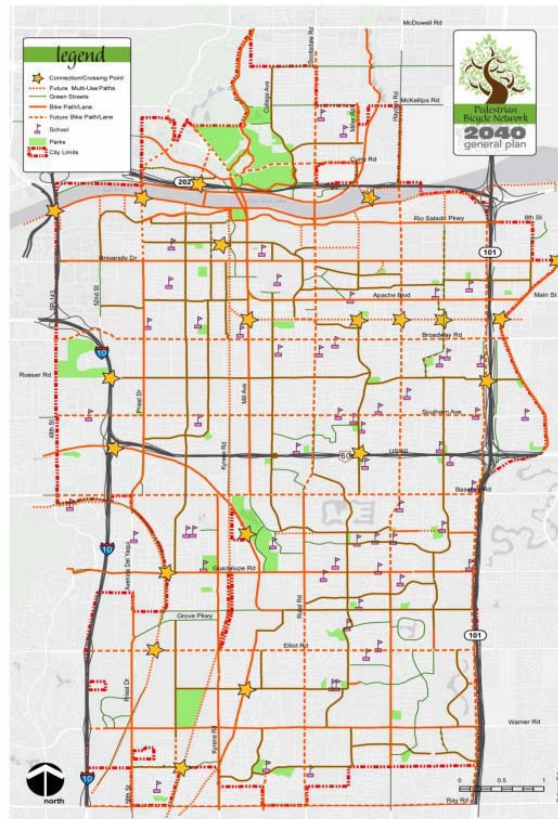
Figure 3 - Tempe 2040 General Plan - Transit and Rail Systems



2.3. Bike Routes

Bike routes are provided along Playa Del Norte Drive bordering the north side of the proposed development. Currently, there are no bike routes along Scottsdale Road in the vicinity of Jefferson Town Lake, however, according to the City of Tempe General Plan 2040, Scottsdale Road from Rio Salado Parkway to the north city limits is planned for a future multi-use path.

Figure 4 - Tempe 2040 General Plan - Pedestrian and Bicycle Network



There is also an existing multi-use path that runs along the north side of Tempe Town Lake in close proximity to the Jefferson Town Lake development. This multi-use path is connected to the Indian Bend Wash Greenbelt. The Indian Bend Wash Greenbelt transverses 11 miles through the heart of Scottsdale.

2.4. Sidewalk and Pedestrian Amenities

Sidewalks are provided along in and around the vicinity of the Jefferson Town Lake and to the Arizona State University campus and Tempe Transportation Center.

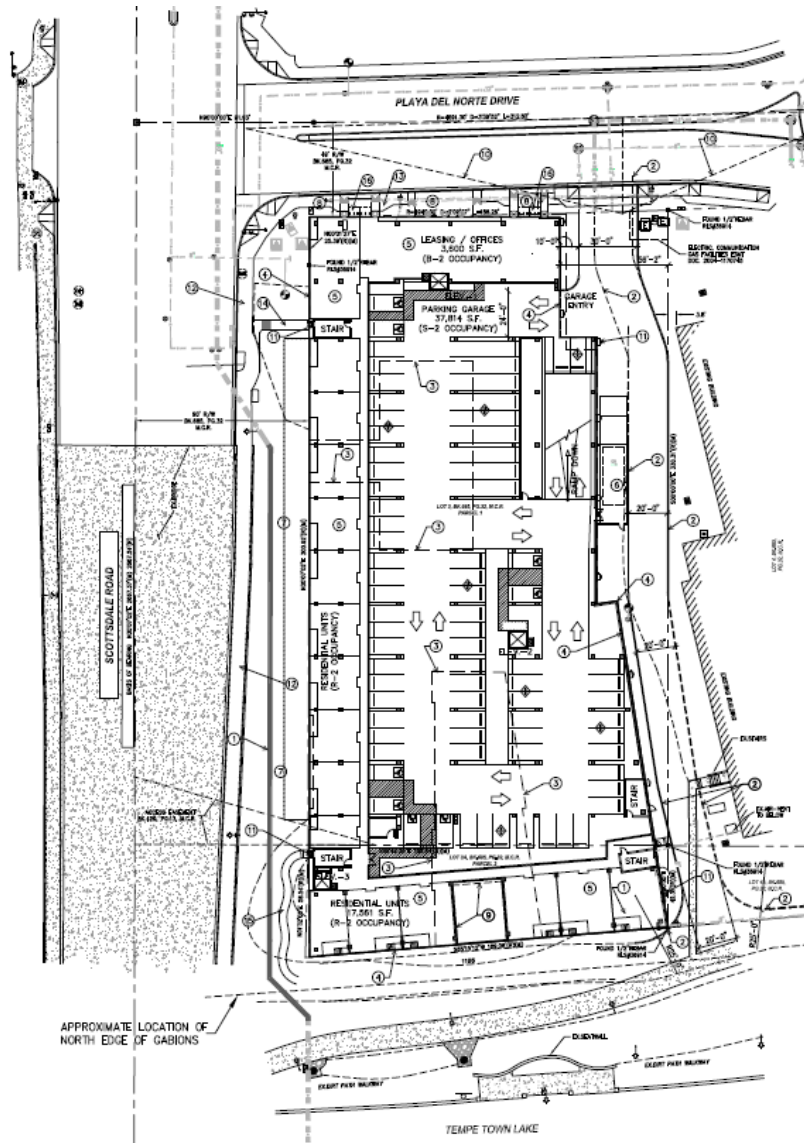


3. Proposed Development

3.1. Site Plan

The proposed Jefferson Town Lake development is located on the southeast corner of Scottsdale Road and Playa Del Norte Drive in Tempe, Arizona. Located just north of the Tempe Town Lake, the development consists of a six-story apartment complex with a total of 258 units. The units include studio, 1 bedroom, and 2 bedroom apartments. The sixth level apartments will also contain 2 story apartments with entry on the sixth floor. The parking for this development includes 2 underground floors providing a total of 426 parking stalls. See **Figure 5**.

Figure 5 - Site Plan



3.2. Trip Generation

The traffic volumes generated by the proposed Jefferson Town Lake development are determined from the ITE publication titled Trip Generation, 9th Edition. The ITE rates are based on studies that measured the trip generation characteristics for various types of land uses. The rates are expressed in terms of trips per unit of land use type. This publication is considered to be the standard for the transportation engineering profession.

The trip rates and number of vehicular trips are presented for an average weekday and the AM and PM weekday peak hour of the adjacent street traffic. The AM peak hour encompasses one hour between 7:00 AM and 9:00 AM while the PM peak hour encompasses one hour between 4:00 PM and 6:00 PM. As described in the ITE Trip Generation manual, the ITE Code 223 - Mid-Rise Apartments are apartments in rental building that have between three (3) and ten (10) floors, which corresponds to the Jefferson Town Lake development. The trip generation utilizing ITE Code 223 – Mid-Rise Apartments is shown in **Table 1**.

Table 1 - Trip Generation Using ITE Code 223 - Mid-Rise Apartment

Land Use	ITE Code	Units	Weekday		AM		PM	
			In	Out	In	Out	In	Out
Mid-Rise Apartment	223	258	N/A	N/A	24	53	58	42
Total			N/A		77		101	

Utilizing the ITE Code 223 – Mid-Rise Apartment for the Jefferson Town Lake development is appropriate. However, average weekday trips rates are not provided for mid-rise apartments. Therefore, to calculate the average weekday trip rates a comparison was made between the AM and PM peak hour trip generation calculations for ITE Code 223 – Mid Rise Apartments and ITE Code 220 – Apartments. The comparison between the two ITE Codes shows an approximate 36 to 42 percent reduction in trips. Therefore, as a conservative approach, a 36 percent reduction was applied to the weekday trips calculated utilizing the ITE Code 220 to calculate weekday trips. See **Table 2** for the Jefferson Town Lake trip generation calculations.

Table 2 - Trip Generation for Jefferson Town Lake

Land Use	ITE Code	Units	Weekday		AM		PM	
			In	Out	In	Out	In	Out
Mid-Rise Apartment	223	258	309*	309*	24	53	58	42
Total			618*		77		101	

*Calculated by applying a 36% reduction to the weekday trips calculated utilizing ITE Code 220.



3.3. Trip Distribution and Assignment

Turning movement count data is available on the Maricopa Association of Governments Transportation Data Management System. The nearest intersection with available data is the intersection of Rural Road and Rio Salado Parkway, located approximately one third of a mile south of Jefferson Town Lake. These turning movement counts collected on April 14, 2010 were utilized to determine the trip distribution patterns. See **Appendix A** for the detailed turning movement count data.

During the AM peak hour:

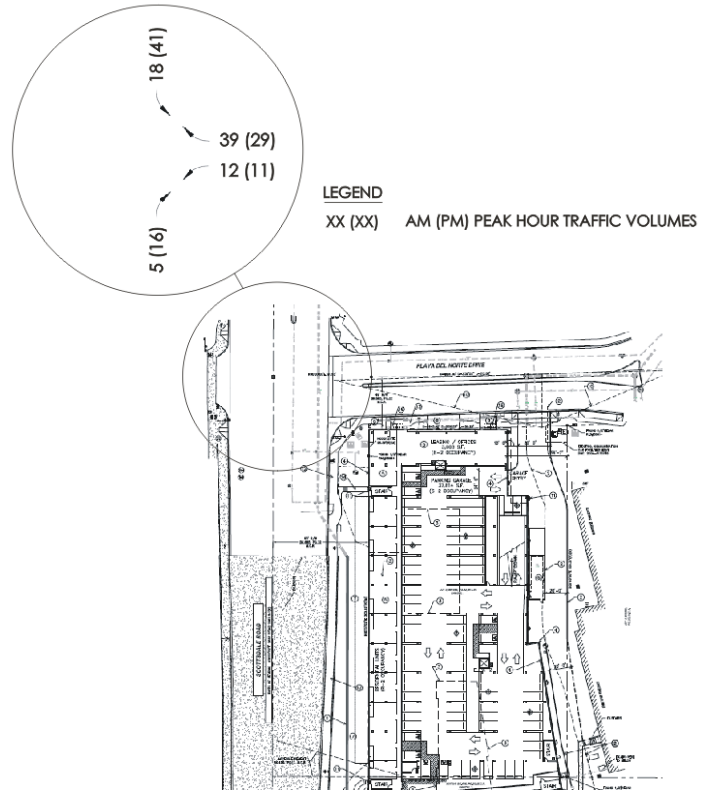
- 30% come from the north
 - 23% come from the south
 - 25% come from the east
 - 22% come from the west
-
- 27% travel to the north
 - 23% travel to the south
 - 23% travel to the east
 - 27% travel to the west

During the PM peak hour:

- 28% come from the north
 - 27% come from the south
 - 11% come from the east
 - 34% come from the west
-
- 39% travel to the north
 - 26% travel to the south
 - 25% travel to the east
 - 10% travel to the west

The only access to the Jefferson Town Lake site is a driveway on Playa Del Norte Drive. Therefore, the majority of the traffic will access the site via the intersection of Scottsdale Road and Playa Del Norte Drive. The majority of the east and west traffic is assumed to come from the north since the SR 202L is within such close proximity. See **Figure 6** for the peak hour turning movements for the Jefferson Town Lake development.

Figure 6 - Peak Hour Turning Movements



4. Impact on Transportation System

4.1. Increase in Vehicular Traffic

Figure 6 shows the traffic impacts the Jefferson Town Lake development will have to the existing intersection of Scottsdale Road and Playa Del Norte Drive.

4.2. Anticipated Transit Ridership

Due to the development's close proximity to the Arizona State University and local businesses, the Jefferson Town Lake may attract students and working professionals. With this demographics there may be a higher percentage utilizing bus services along with bike and walking. Therefore, the peak hour traffic volumes shown in **Figure 6**, may in actuality be lower.

4.3. Bike System Linkages

As discussed in Section 2.3, Scottsdale Road from Rio Salado Parkway to the north city limits is planned for a future multi-use path. There is also an existing multi-use path that runs along the north side of Tempe Town Lake in close proximity to the Jefferson Town Lake development. This multi-use path is connected to the Indian Bend Wash Greenbelt.

4.4. Pedestrian Access

With continuous sidewalks, the Jefferson Town Lake provides pedestrian access in and around the surrounding areas.

5. Summary

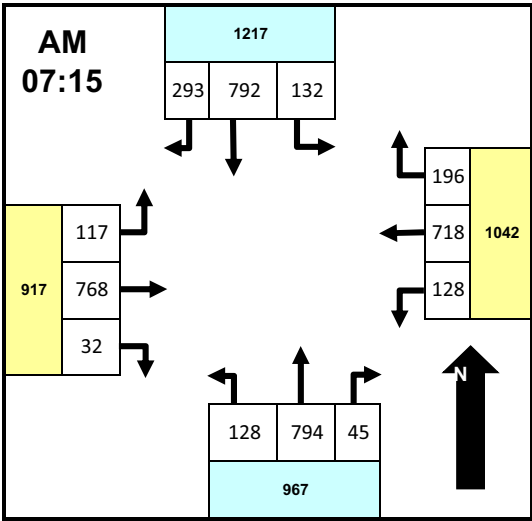
The proposed Jefferson Town Lake development is a 258 unit residential apartment complex. It is located on the southeast corner of Scottsdale Road and Playa Del Norte Drive located in Tempe, Arizona. The projected volume of average weekday vehicular trips that will be generated by the Jefferson Town Lake development is 618 trips per day. The site will generate 24 inbound and 53 outbound trips for a total of 77 trips during the morning peak hour. Jefferson Town Lake will generate 58 inbound and 42 outbound trips for a total of 101 trips during the afternoon peak hour.

Due to the development's close proximity to the Arizona State University and local businesses, the Jefferson Town Lake development may attract students and working professionals. With this demographics there may be a higher percentage utilizing bus services along with bike and walking. Therefore, the peak hour traffic volumes may in reality be lower.

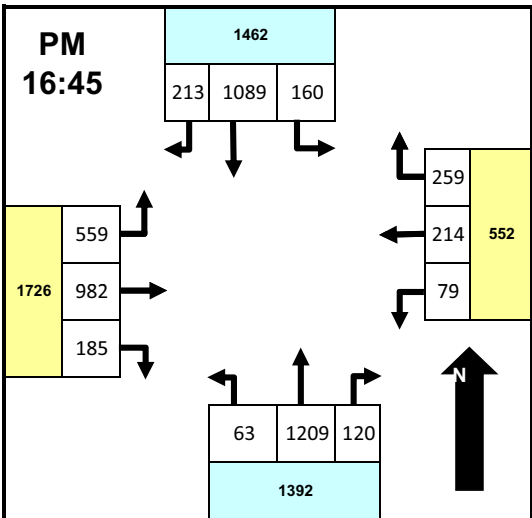
Appendix A – Rural Rd & Rio Salado Pkwy TMC



Intersection TMC: Rural Rd & Rio Salado Pkwy
 Count Date: 4/14/2010



Time	From North			From East			From South			From West			TOTAL
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
7:00	16	142	68	20	133	19	10	49	4	17	167	2	647
7:15	30	157	67	29	162	36	25	180	10	21	185	13	915
7:30	42	201	96	26	209	51	40	233	17	26	227	5	1173
7:45	40	239	59	38	222	59	42	217	6	43	210	9	1184
8:00	20	195	71	35	125	50	21	164	12	27	146	5	871
8:15	10	218	86	33	151	65	33	234	8	19	14	1	872
8:30	14	201	91	21	113	57	28	243	7	20	17	8	820
8:45	21	195	102	29	118	54	22	157	6	31	23	5	763
Total	193	1548	640	231	1233	391	221	1477	70	204	989	48	7245
Peak	132	792	293	128	718	196	128	794	45	117	768	32	4143



Time	From North			From East			From South			From West			TOTAL
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
16:00	63	228	46	23	50	68	16	275	22	104	152	38	1085
16:15	34	294	69	15	38	54	22	264	41	155	179	31	1196
16:30	36	256	46	31	64	60	17	269	36	113	212	34	1174
16:45	49	270	54	25	52	53	16	297	23	130	258	50	1277
17:00	42	243	48	19	51	76	17	325	38	161	221	43	1284
17:15	42	307	59	13	56	65	19	319	36	122	237	37	1312
17:30	27	269	52	22	55	65	11	268	23	146	266	55	1259
17:45	29	287	40	26	41	49	26	255	33	119	226	44	1175
Total	322	2154	414	174	407	490	144	2272	252	1050	1751	332	9762
Peak	160	1089	213	79	214	259	63	1209	120	559	982	185	5132

MEMORANDUM

Public Works Department
TRANSPORTATION DIVISION



Date: October 14, 2014
To: Karen Stovall, Sr. Planner, Development Services
From: Cathy Hollow, Sr Civil Engineer
Subject: Jefferson Town Lake Traffic Impact Analysis

I have reviewed the traffic impact analysis prepared for the Jefferson Town Lake. The project, which is described as having 258 apartment units, is located in the southeast quadrant of Scottsdale Road and Playa del Norte.

The report describes existing conditions near the site. In this section there is a description of the adjacent roadway system and traffic volumes. To complete the description, there should be mention of the signal at Playa del Norte and Scottsdale Road and the roundabout on Playa del Norte. The transit system description lists many routes that are in Tempe; however, this should be revised to indicate that the routes that directly serves the site. Route 72 and that there is a bus stop on Scottsdale Road at Playa del Norte. The only other relevant route that should be listed is the Tempe – Orbit Earth route. Its closest stop would be at Curry and Miller.

The trip generation should be based on apartment land use. The trip distribution and assignment needs to be based on how people will travel to and from the site. The transit description implies that residents would be going to and from ASU but the vehicle distribution indicates that most trips are going to and from Loop 202. This should be consistent.

The section on Impact on the Transportation System needs additional information to present a complete picture. The increase in vehicular traffic should indicate the percent increase at Scottsdale and Playa del Norte. (The City has a turning movement count from 2011 that could be used.) The Tempe Town Lake multi-use path is mentioned but there is no description of the link for bikes to use the path. Finally, the pedestrian access should describe the existing 6' sidewalk and how that will be accessed from the development. Any changes to the sidewalk should be described.

The study should be revised and a Final Report submitted.

Please contact me at (480) 350-8445 if you have any questions.