CITY OF TEMPE
DEVELOPMENT REVIEW COMMISSION

Meeting Date: 04/10/2018
Agenda Item: 5

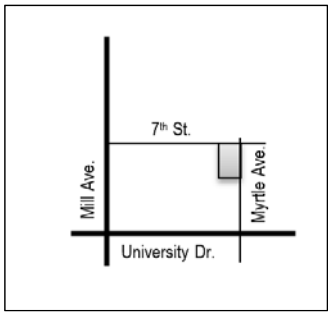
ACTION: Request an Amended Planned Area Development Overlay, a Use Permit for tandem parking spaces, and a Development Plan Review for a new 21-story, mixed-use development consisting of 269 dwelling units and commercial uses for THE COLLECTIVE, located at 708 South Myrtle. The applicant is Gammage & Burnham PLC.

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: Deny – Planned Area Development
Approve – Use Permit, subject to conditions
Approve – Development Plan Review, subject to conditions

BACKGROUND INFORMATION: THE COLLECTIVE (PL170363) is a proposed 21-story (plus rooftop amenity deck), mixed-use development containing 269 apartment units and 6,000 square-feet of commercial space. This project site comprises the eastern-most lot of the previously approved 1.67-acre M7 PAD Overlay that was originally approved by the City Council in 2008. The lots that comprised the center portion of the M7 PAD were included in the Westin Tempe Amended PAD request approved by the City Council in November 2017. A formal application for the western-most lots of M7, fronting Mill Avenue, has yet to be submitted. The request includes the following:

PAD180007	Amended Planned Area Development Overlay to establish standards for a new mixed-use project on .4 acres with a density of 672 du/ac, maximum building height of 245 feet to penthouse, maximum lot coverage of 97%, minimum landscape area of 71% (including decks), defined building setbacks, and reduced parking.
ZUP080007	Use Permit to allow 38 tandem spaces within a parking garage.
DPR180048	Development Plan Review including site plan, building elevations, and landscape plan.



Existing Property Owner	Core Tempe 7th & Myrtle LLC
Applicant	Manjula Vaz, Gammage & Burnham PLC
Zoning District	CC PAD TOD
Net site area	.4 acres
Density / Number of Units	672 du/ac / 269 units
Unit Types	72 studio 34 one-bedroom 131 two-bedroom 32 three-bedroom
Total Bedrooms	464 bedrooms
Total Building Area	321,215 s.f.
Lot Coverage	97% (81% maximum allowed by existing M7 PAD)
Building Height	245' (306' maximum allowed by existing M7 PAD)
Building Setbacks	0' front, 0' west side, 0' east side, 0' rear (0', 0', 0', 0' allowed by existing M7 PAD))
Landscape area	71% including amenity decks (42% minimum allowed by M7 PAD)
Vehicle Parking	164 spaces proposed through PAD Overlay (215 min. required by ZDC)
Bicycle Parking	336 spaces proposed through PAD Overlay (276 min. required by ZDC)

ATTACHMENTS: Development Project File

STAFF CONTACT(S): Karen Stovall, Senior Planner (480) 350-8432

Department Director: Chad Weaver, Community Development Director
Legal review by: N/A
Prepared by: Karen Stovall, Senior Planner
Reviewed by: Suparna Dasgupta, Principal Planner

COMMENTS:
This .4-acre site is currently vacant and located at the southwest corner of Myrtle Avenue and 7th Street. The property is zoned CC and is within the TOD and the existing M7 Mixed Use Development PAD. The site is surrounded on the north (across 7th Street) by Tempe's Hatton Hall, to the south by the Salvation Army Community Center, to the west by the future Westin Hotel, and to the east, across Myrtle Avenue, by the 7th Street Mixed-Use project currently under construction.

This request includes the following:

PAD180007	Amended Planned Area Development Overlay to establish standards for a new mixed-use project on .4 acres with a density of 672 du/ac, maximum building height of 245 feet to penthouse, maximum lot coverage of 97%, minimum landscape area of 23% (including decks), defined building setbacks, and reduced parking.
ZUP080007	Use Permit to allow 19 tandem parking stalls containing 38 spaces within the parking garage.
DPR180048	Development Plan Review, including a 21-story (plus rooftop amenity deck), mixed-use development containing 269 apartment units and 6,000 square-feet of commercial space.

The applicant is requesting the Development Review Commission take action on the second item listed above (Use Permit), and provide recommendations to City Council for items one and three.

SITE PLAN REVIEW
One Preliminary Site Plan Review was conducted in July 2017. This submittal did not include project data (number of units, number of parking spaces, building areas, etc.), dimensions on the plans, or identify building materials. Staff recommended several changes to the site plan and building elevations as they related to the recently approved Westin Hotel development to the west. These included: provide a cap between the two buildings to prevent debris from gathering between the buildings; set the building back from the west property line above the fifth-floor podium so both buildings could have windows; and provide a triangular cutoff at the first floor of northwest corner of the building to accommodate sight distance requirements for vehicles leaving the Westin parking garage. The applicant addressed most of these comments with the formal application but had to reduce the west building setback to accommodate parking garage design.

Two Formal Site Plan Reviews were conducted in November 2017 and January 2018. Staff stated that the Planning Division was unlikely to support an amount of vehicle or bicycle parking spaces for the project below what the Zoning and Development Code requires. Additional comments included: primary garage access shall be on a public street, not off the alley; turning radii at garage shall comply with national guidelines; provide a higher wall at the rooftop amenity deck; reduce the amount of opaque material at parking garage above required screen wall; use a variety of perforated metal panels to increase visual interest at parking garage; provide planters along garage parapet walls; provide a more decorative material on the west elevation, where visible beyond Westin Hotel; provide a more visually interesting building design at rooftop deck instead of blocky screen walls; provide variation in window panels at storefronts along north and east elevations; provide exterior solar controls on south and west elevations. The applicant modified plans to address staff's concerns, excluding the reduced vehicle parking.

PUBLIC INPUT
- A neighborhood meeting was required.
- Neighborhood meeting held: December 5, 2017 from 6:00 p.m. to 7:00 p.m. in the Carroll Meeting Room at the

Residence Inn Tempe, 510 South Forest Avenue.

- Community Development staff attended the meeting.
- Three members of the public were in attendance. One individual inquired about future ownership; type of tenants anticipated for the project; construction schedule; number of parking spaces; and retail tenants. He also stated that he generally supported the building design. See attached summary of meeting provided by the applicant.
- The applicant attended two meetings with a representative of Arizona State University. In those meetings, ASU did not express opposition to the project.

PROJECT ANALYSIS

CHARACTER AREA PLAN

This site is located within the Downtown / ASU / Rio Salado / NW Neighborhoods Character Area. At this time, the plan for this character area is in draft form.

PLANNED AREA DEVELOPMENT

The applicant requests an Amended Planned Area Development Overlay consisting of 269 apartment units and 6,000 square feet of commercial area within a maximum building height of 245 feet to penthouse. The combined building area is 321,215 square feet. The previously approved M7 Mixed Use Development PAD included nine (9) lots totaling 1.73 acres with an 18-story hotel on Mill Avenue (lots 7-9) and two (2) 26-story residential towers (lots 1-6). The table below shows a comparison of the development standards approved for the M7 PAD and those proposed for The Collective PAD.

THE COLLECTIVE – PAD Overlay			
Standard	**M7 EXISTING CC PAD TOD 1.73 ACRES**	**PROPOSED CC PAD TOD .4 ACRES**	**Change**
Dwelling Units / Hotel Rooms	370 units / 240 rooms	269 units / 0 rooms	Decrease
Residential Density (du/ac)	214 du/ac	672 du/ac	Increase
Building Height (feet) [Exceptions, see Section 4-205(A)]			
Building Height Maximum	306' (residential towers) 195' (hotel)	245'	Decrease (lots 1-6) Increase (lots 7-9)
Building Height Step-Back Required Adjacent to SF or MF District [Section 4-404, Building Height Step-Back]	Yes	Yes	--
Maximum Lot Coverage (% of net site area)	81%	97%	Increase
Minimum Landscape Area (% of net site area)	42%	71% (incl. decks)	Decrease
Setbacks (feet) (a) [Exceptions, see Section 4-205(B)]			
Front	0'	0'	--
Side	0'	0'	--
Rear	0'	0'	--
Street Side	0'	0'	--

The General Plan Projected Land Use Map and Projected Density Map identify this site as Mixed-Use, High Density-Urban Core (more than 65 du/ac). The mixed-use proposal, with a density of 672 du/ac, complies with these designations.

The proposed maximum building height is 245 feet. The Downtown/Mill Avenue District and Vicinity Community Design Principles, accepted by the Central City Development Committee of the Whole in 2006, includes a Downtown Building Heights Concept Study to guide future developments within the downtown and vicinity. This study identifies the subject site as part of the "Urban Center" area, with a guideline height maximum of 300 feet. While the proposed building height of 245

feet is higher than other existing structures in the immediate area, it is supported by the Concept Study.

Recognizing that that underlying CC zoning district has no maximum lot coverage, no minimum percentage of landscape area, and no minimum building setbacks, the proposed standards for the project are appropriate and consistent with other high density mixed-use developments in the vicinity.

Parking

The proposed PAD includes a reduction in the minimum required vehicle parking spaces through modification of the required parking ratios. The table below summarizes the required *vehicle* parking for the project if it was in the TOD (Corridor Area), the CC district (what is currently required by ZDC), and what is requested through the PAD.

Vehicle Parking Required and Provided			
Use	ZDC TOD Standards	ZDC CC TOD Standards	Proposed CC PAD TOD Standards (with Parking Analysis)
Studio: 72 units	54 (.75 / bedroom)	36 (.5 / bedroom)	41.04 (.57 / unit)
1-bedroom: 34 units	25.5 (.75 / bedroom)	17 (.5 / bedroom)	19.38 (.57 / unit)
2-bedroom: 131 units	196.5 (.75 / bedroom)	131 (.5 / bedroom)	74.67 (.57 / unit)
3-bedroom: 32 units	72 (.75 / bedroom)	28.8 (.3 / bedroom	18.24 (.57 / unit)
Guest: 269 total	53.8 (.2 / unit)	0 (none required)	0 (none required)
Commercial (restaurant): 6,000 s.f.	63 (.75 x 1/300 s.f.)	2 (5,000 s.f. waived, then 1 / 500 s.f.)	2 (5,000 s.f. waived, then 1 / 500 s.f.)
TOTAL	465 spaces	215 spaces	155 spaces (164 provided)

A parking study was provided by the applicant and is included as an attachment. The study proposes alternate parking ratios for all residential unit types and changes the ratio denominator from "per bedroom" to "per unit". Overall, the applicant is requesting a reduction in the number of vehicle parking spaces from 215 required to 155, although the plans actually provide 164 spaces. Of the 164 spaces, 155 are in the gated parking garage and nine (9) are on-street. In addition to the standard vehicle parking spaces provided, plans identify 29 moped spaces and five (5) compact car-share spaces (within a single tandem stall), all within the garage. Please note that the parking analysis and parking management plan incorrectly include the five (5) car-share spaces in the number of spaces provided in the garage, resulting in 160 instead of 155. Because these spaces do not comply with the minimum dimensions, they may not be included in the total provided parking.

Considering the urban environment within the downtown and its multiple forms of current and anticipated alternative transportation, City Council approved the Downtown Parking Standards text amendment on December 17, 2015. This amendment reduced parking requirements for, among other uses, commercial and residential developments in the CC zoning district by less than half of what would otherwise be required.

Vehicle Parking Comparison Summary for THE COLLECTIVE	
Number required by TOD (Corridor Area) Overlay prior to text amendment	465
Number required by CC District after 2015 text amendment	215
Number Proposed by Study	155

As demonstrated in the tables above, prior to this 2015 text amendment, 465 vehicle spaces would be required for this development if the commercial space were developed entirely as restaurant. (If the commercial space were developed entirely as retail, 417 vehicle spaces would be required.) While the current code requires only 215, the parking ratios proposed through this PAD would require only 155. If the standards proposed through the parking analysis were approved, it would result in a PAD requirement of 60 fewer spaces than the current ZDC requirement. With such a significant difference, the resulting project could limit the type of tenants who may be interested in occupying the dwelling units or could limit a

portion of or all of the development from being converted into owner-occupied housing. Considering that this recent text amendment has already accounted for the fact that residents, employees, and visitors in urban areas usually own fewer cars and drive less than is typical of drivers in suburban developments, staff is unable to support the alternative parking ratios proposed by the PAD.

The proposed PAD includes an increase in the minimum required bicycle parking spaces through modification of the required parking ratios. The table below summarizes the required and proposed *bicycle* parking for the project.

Bicycle Parking Required and Provided		
Use	ZDC TOD Standards	Proposed CC PAD TOD Standards
Studio: 72 units	54 (.75 / unit)	74.16 (1.03 / unit)
1-bedroom: 34 units	25.5 (.75 / unit)	35.02 (1.03 / unit)
2-bedroom: 131 units	98.25 (.75 / unit)	134.93 (1.03 / unit)
3-bedroom: 32 units	32 (1 / unit)	32.96 (1.03 / unit)
Guest: 269 total	53.8 (.2 / unit)	53.8 (.2 / unit)
Commercial (restaurant): 6,000 s.f.	12 (1 / 500 s.f.)	4
TOTAL	276 spaces	335 spaces (336 provided)

The alternative ratios result in 335 spaces required through the PAD instead of the 276 spaces required by the ZDC. This is an excess of 59 bicycle spaces beyond what the base code requires. Per the parking analysis, the applicant has provided this excess to accommodate a transportation alternative to the motor vehicle.

Section 6-305 D. Approval criteria for P.A.D. (*in italics*):

1. *The development fulfills certain goals and objectives in the General Plan and the principles and guidelines of other area policy plans. Performance considerations are established to fulfill those objectives.* The project complies with the designations identified in the General Plan Projected Land Use Map and Projected Density Map for the site, integrating commercial and residential uses in a vertical design to accomplish a density of greater than 65 du/ac. The building height conforms to the Downtown Building Heights Concept Study for "Urban Center," as identified in The Downtown/Mill Avenue District and Vicinity Community Design Principles.
2. *Standards requested through the PAD Overlay district shall take into consideration the location and context for the site for which the project is proposed.* Except for the requested vehicle parking reductions, the proposed development standards take the site context into consideration. Due to the alternative vehicle parking ratios of the PAD, staff is unable to support the request. With such a significantly low number of parking spaces provided, the proposed development could have a negative impact on the availability of parking in the surrounding neighborhood and the long-term viability of the project.
3. *The development appropriately mitigates transitional impacts on the immediate surroundings.* The development is appropriate for the site and immediate surroundings; however, without appropriately addressing the vehicle parking obligations, the project design limits possible future tenant types and has the potential to affect the immediate surroundings with a greater demand on temporary on-street parking.

USE PERMIT

The proposal requires a use permit to allow tandem parking spaces within the CC zoning district. All 155 on-site parking spaces for The Collective development are within five levels of a parking garage, one below grade containing 34 spaces and four above grade containing the remaining 121. The Use Permit would permit a total of 38 vehicles to be parked in a tandem configuration within 19 parking stalls. A condition is included to limit tandem parking spaces to those reserved for residents

of the development, which would exclude the two (2) spaces intended for the commercial uses.

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. Staff is in support of the Use Permit request for tandem parking because the use will work with the compact development of the site. With recommended conditions, the requested use should not be detrimental to persons or properties in the vicinity.

Section 6-308 E Approval criteria for Use Permit (*in italics*):

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.*
   The proposal is not in conflict with any goals or objectives of the General Plan. Development of the site as proposed would bring new, high density, mixed-use development 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. By condition, neither of the provided commercial parking spaces may be tandem.

DEVELOPMENT PLAN REVIEW

Site Plan

The .4-acre site is located at the southwest corner of 7th Street and Myrtle Avenue and is bordered by a 20-foot wide public alley to the south. Plans identify a 21-story tower plus a rooftop amenity deck. The site would contain 269 dwelling units with 464 total bedrooms, 6,000 square feet of commercial space, and 164 vehicle parking spaces, including nine on-street. The applicant has also requested a Use Permit to allow tandem parking for 38 of the spaces provided internal to the garage.

All on-site parking is provided within a five-level garage that is gated for resident and commercial tenant access. Vehicular access to the primary garage, containing 121 spaces, would occur off Myrtle. Access to the secondary garage, which is below-grade and contains 34 spaces, would occur off the alley. The alley also provides access to the electrical utilities and loading and refuse service rooms.

Building entrances are provided at multiple points along both 7th and Myrtle. Commercial (retail or restaurant) tenant space fronts 7th and Myrtle, and the residential lobby and leasing office fronts Myrtle farther south. Amenity decks for residents are provided on the fifth level and 22nd level/rooftop. Two conditions have been added to ensure that a minimum six-foot high barrier from the floor grade is provided at the perimeter of the rooftop amenity deck.

Building Elevations

The proposed 240-foot high, 21-story building has a contemporary style. The building's base contains commercial tenant

space, residential lobby, and podium parking. First floor walls are created by storefront windows and site-cast, natural finish concrete. Steel canopies at the first-floor project eight (8) feet into the rights-of-way along both 7th and Myrtle.

The podium parking garage is finished with perforated metal screening, ridged metal panels running in both horizontal and vertical directions, corrugated light gray colored EIFS, and integral colored CMU. At the south elevation, facing the alley, the applicant proposes a mural, with the specific mural design to be approved through a minor DPR.

Residential units begin at the fifth level, where the building is setback five to seven feet along both street frontages and a rock garden with interspersed vegetation wraps around the perimeter of the amenity areas. From the fifth level up to the 21st level, the building is finished with flat and corrugated EIFS of varying colors and perforated metal screening. Balcony patios are secured with aluminum railing with glass panels.

At the rooftop amenity deck at the 22nd level is surrounded by aluminum railing with glass panels. The rooftop mechanical and elevator and stair tower are finished with perforated metal screening, corrugated EIFS, and ridged metal panels.

Landscape Plan

The plans include a total on-site landscape area 12,468 square feet or 72 percent of the site. At grade, 294 square feet of landscaping (two percent of site area) is provided in recessed areas adjacent to the building. The remaining 70 percent is provided on the amenity decks at the fifth and 22nd floors. At the fifth floor, a deck is proposed on the west side of the building and includes tables, seating a barbecue grill, and fire pit. The deck is bordered by a landscape planter to buffer from the west building edge. The deck at the 22nd floor includes a barbecue area, seating, pool, hot tub, fire pit, and day beds. This deck is also bordered by landscaping and a five-foot railing. A condition is included to ensure a six-foot high barrier is provided above the grade of the deck. Ground-level landscaping is provided in the rights-of-way along 7th Street and Myrtle and includes both Red Push Pistache and Hong Kong Orchid trees.

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

1. *Placement, form, and articulation of buildings and structures provide variety in the streetscape;* the building is located directly adjacent to the property lines at both 7th and Myrtle. Building entrances at the first floor are recessed, beyond the property lines, created breaks in the wall system. Windowpane dividers at the storefronts are varied to increase visual interest. At the first floor, steel shade canopies overhang into the right-of-way, creating a shaded pathway for pedestrians.

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 for pedestrians along both street frontages. The placement of all vehicle parking spaces within a garage eliminates areas of exposed asphalt pavement and reduces heat gain.

3. *Materials are of a superior quality, providing detail appropriate with their location and function while complementing the surroundings;* insulated glazing is provided at dwelling unit windows, with 18-inch extended concrete slabs along the west façade and a lowered window head height at the south façade, to provide interior shade through the exterior building design. The remainder of the building incorporates insulated metal panels, perforated metal, textured EIFS panels, and scored-face integral color block, which are energy efficient, and appropriate for their location.

4. *Buildings, structures, and landscape elements are appropriately scaled, relative to the site and surroundings;* the scale of the building and landscape are appropriate for the site's context, which is in the center of the downtown's urban core.

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;* building design consists of a well-defined base, at the podium level, and top, starting at the fifth-floor amenity deck. Variation is provided in wall planes, materials, and colors to relieve monotony.

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 at the street level create visual interest. Architectural elements, including the proposed right-of-way encroachments, shade much of the sidewalk adjacent to the site, building entrances, and storefronts. Windows at dwelling units are shaded by extended concrete slabs or lowered head heights to provide exterior solar controls.

7. *Plans take into account pleasant and convenient access to multi-modal transportation options and support the potential for transit patronage;* the project conforms to the pedestrian oriented design standards of the Transportation Overlay District, including maximum/minimum building setbacks, location of building entrances, ground floor windows, street-facing facades, pedestrian amenities, and sidewalk, landscape, and shade standards. This design supports transit patronage.

8. *Vehicular circulation is designed to minimize conflicts with pedestrian access and circulation, and with surrounding residential uses;* vehicular circulation would occur at the perimeter of the site, with vehicles accessing the lower-level garage via the alley and the upper-level garage via Myrtle. This design minimizes conflicts with pedestrians.

9. *Plans appropriately integrate Crime Prevention Through Environmental Design principles such as territoriality, natural surveillance, access control, activity support, and maintenance;* the design complies with the CPTED principles.

10. *Landscape accents and provides delineation from parking, buildings, driveways and pathways;* right-of-way landscaping delineates pedestrian pathways at the perimeter of the site. Two patios are proposed adjacent to 7th Street, and landscaping adjacent to these patios separates them from on-street parking and the public sidewalk.

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;* not applicable.

12. *Lighting is compatible with the proposed building(s) and adjoining buildings and uses, and does not create negative effects.* Lighting will comply with code requirements.

REASONS FOR DENIAL OF PAD AND APPROVAL OF USE PERMIT AND DPR:

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 site-specific building height, setbacks, lot coverage, landscape area, and parking standards; however, the project proposed by the PAD will fall significantly short of the development standards required by the Zoning and Development Code as it pertains to vehicle parking, which may have a detrimental effect on the community.
3. The proposed project meets the approval criteria for a Use Permit and Development Plan Review but does not meet the approval criteria for a Planned Area Development Overlay. Plans do not appropriately address the parking obligation.

Based on the information provided and the above analysis, staff recommends denial of the requested Planned Area Development based on the proposed reduced parking standards but approval of the Use Permit and Development Plan Review.

PAD180007

PLANNED AREA DEVELOPMENT CONDITIONS OF APPROVAL: (Non-standard conditions are identified in bold)

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

1. The development shall comply with the minimum number of vehicle parking spaces required by the City Center District Parking Standards, Zoning and Development Code Table 4-607A. This may be accomplished with one or more of the following options:
   a. Reduction in number of dwelling units or bedrooms.

b. Addition of below-grade parking.
c. Addition of above-grade parking, which will increase the proposed building height and affect exterior building design. The increase in height shall be allowed with an administrative update to the PAD.
d. Off-site parking, with the recordation of a parking affidavit.

2. A building permit application shall be made within two years of 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(s) shall sign a waiver of rights and remedies form. By signing the form, the Owner(s) voluntarily waive(s) any right to claim compensation for diminution of Property value under A.R.S. §12-1134 that may now or in the future exist, as a result of the City's approval of this Application, including any conditions, stipulations and/or modifications imposed as a condition of approval. The signed form shall be submitted to the Community Development Department no later than 30 days from the date of City Council approval, or the PAD approval shall be null and void.

4. The Planned Area Development Overlay for The Collective shall be put into proper engineered format with appropriate signature blanks and kept on file with the City of Tempe's Community Development Department within sixty (60) days of the date of City Council approval and prior to issuance of building permits.

ZUP0007

USE PERMIT CONDITIONS OF APPROVAL: (Non-standard conditions are identified in bold)

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

1. Development shall be in substantial conformance with the plans dated February 26, 2018.

2. The maximum number of vehicle parking spaces in tandem configuration shall not exceed 38. This results in 19 spaces which access a drive aisle through another space.

3. Any intensification or expansion of use shall require a new Use Permit.

4. The designated commercial parking spaces may not be in tandem configuration.

5. The 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.

DPR180048

DEVELOPMENT PLAN REVIEW CONDITIONS OF APPROVAL: (Non-standard conditions are identified in bold)

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 site plan, landscape plan, and building elevations dated February 26, 2018. Minor modifications may be reviewed through the plan check process of construction documents; major modifications will require submittal of a Development Plan Review.

2. The development shall prepare, at the time of initial building permits, gray shell commercial space for tenant leasing. The permit submittal shall include the following: adequate roof space, evidence of roof structural support, and internal set lines for future adequate commercial space air conditioning (HVAC); provide a shaft to ventilate commercial cooking exhaust above the first floor and integrated with the exterior building design; and a designated location for potential grease trap interceptor if needed.

Site Plan

3. Interior building walls, ceilings, and floors for the residential units shall provide a minimum sound transmission class of (55) or more. Exterior building walls for the residential units shall provide a minimum sound transmission class of (39) or more. Exterior windows for the residential units shall provide a minimum sound transmission class of (28) or more using insulated double paned windows with ¼" pane thickness or more.

4. Provide service locations as shown on the Refuse and Fire Access Plan for both refuse and recycling collection and pick-up on the property.

5. If needed, provide service yard and mechanical (cooling tower/generator) yard walls that are at least 8'-0" tall as measured from adjacent grade and are at least the height of the equipment being enclosed, whichever is greater. Verify height of equipment and mounting base to ensure that wall height is adequate to fully screen the equipment.

6. 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.

7. Utility equipment boxes for this development shall be finished in a neutral color (subject to utility provider approval) that compliments the coloring of the buildings.

8. Place exterior, freestanding reduced pressure and double check backflow assemblies in pre-manufactured, pre-finished, lockable cages (one assembly per cage). If backflow prevention or similar device is for a 3" or greater water line, delete cage and provide a masonry or concrete screen wall following the requirements of Standard Detail T-214.

9. The height of the wall surrounding the above grade amenity deck adjacent to 7th Street and Myrtle Avenue shall be a minimum 6'-0" high, measured from floor grade, rather from bottom of planter bed as is shown on Sheet A9.11, Detail 4. Landscape planters shall be located on either the exterior or interior of the wall to act as a buffer from the building edge.

10. Landscape at the perimeter of the rooftop amenity deck adjacent to 7th Street and Myrtle Avenue may not be in pots, as noted on Sheet L3. To maintain a minimum 6'-0" barrier at the perimeter of the amenity deck, landscape must be planted directly into the planter bed. Alternatively, the wall may be shifted inwards with potted plants used exterior to the wall or the wall may be raised to achieve a minimum height of 6'-0" above the top of pots.

11. The landscape planters adjacent to the outdoor seating areas on 7th Street shall match type PL-1B in the Selection Guide of the Mill + Lakes District Streetscape Principles + Guidelines.

12. Bicycle racks along 7th Street and Myrtle Avenue shall match type BR-2B in the Selection Guide of the Mill + Lakes District Streetscape Principles + Guidelines.

Floor Plans

13. Provide visual surveillance by means of fire-rated glazing assemblies from stair towers into adjacent circulation spaces.

14. Public Restroom Security:
    a. Lights in restrooms:
        1) Provide 50% night lights
        2) Activate by automatic sensors, key or remote control mechanism
    b. Single user restroom door hardware:
        3) Provide a key bypass on the exterior side

15. 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 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.

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

Building Elevations

17. The materials and colors are approved as presented:

    First Floor
    Aluminum storefront
    Natural finish concrete
    Steel canopy with perforated metal sheet – coral

    Parking Garage
    Perforated metal screen system – charcoal
    PAC-CLAD Precision Series Highline ME – coral
    Dryvit corrugated EIFS panel system – limestone finish – natural grey
    Integral color, scored face CMU block with black grout
    Mural, to be approved through Minor DPR

    Building levels 5 through 21
    Dryvit corrugated EIFS panel system – limestone finish – coral
    Dryvit corrugated EIFS panel system – limestone finish – natural grey
    Dryvit flat EIFS panel system – limestone finish – dark grey
    Dryvit flat EIFS panel system – limestone finish – coral
    Dryvit flat EIFS panel system – limestone finish – charcoal
    Perforated metal screen system – charcoal
    Balconies and amenity deck– aluminum railing system with glass infill panels

    Rooftop deck
    Amenity deck – aluminum railing system with glass infill panels
    Mechanical penthouse – Dryvit corrugated EIFS panel system – limestone finish – charcoal
    Stair and elevator tower – PAC-CLAD Precision Series Highline ME – coral

    Minor additions or modifications may be submitted for review during building plan check process; however, primary building colors and materials with a light reflectance value of 75 percent or less.

18. A Minor Development Plan Review is required for the building mural shown on the south and west elevations and shall be approved prior to issuance of building permits.

19. Provide secure roof access from the interior of the building. Do not expose roof access to public view.

20. Conceal roof drainage system within the interior of the building.

21. 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.

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

Lighting

23. This project shall follow requirements of ZDC Part 4, Chapter 8, Lighting.

24. Illuminate building entrances from dusk to dawn to assist with visual surveillance.

Landscape

25. 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.

26. 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.

27. 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.

Building Address Numerals

28. Provide address sign(s) on the building elevation facing the street to which the property is identified.
    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) On multi-story buildings, locate no higher than the second level.
        5) Coordinate address signs with trees, vines, or other landscaping, to avoid any potential visual obstruction.
        6) Do not affix numbers or letters to elevation that might be mistaken for the address.
    b. Utility meters shall utilize a minimum 1" number height in accordance with the applicable electrical code and utility company standards.
    c. Provide one address number on the roof of the building. Orient numbers 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.

SITE PLAN REVIEW: Verify all comments by all departments on each Preliminary Site Plan Review. If questions arise

related to specific comments, they should be directed to the appropriate department, and any necessary modifications coordinated with all concerned parties, prior to application for building permit. Construction Documents submitted to the Building Safety Division will be reviewed by planning staff to ensure consistency with this Design Review approval prior to issuance of building permits.

DEADLINE 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.

STANDARD DETAILS:

- Access to Tempe Supplement to the M.A.G. Uniform Standard Details and Specifications for Public Works Construction, at this link: http://www.tempe.gov/city-hall/public-works/engineering/standards-details or purchase book from the Public Works Engineering Division.
- Access to refuse enclosure details DS116 and DS118 and all other Development Services forms at this link: http://www.tempe.gov/city-hall/community-development/building-safety/applications-forms. 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: http://www.tempe.gov/home/showdocument?id=30871. Contact the Information Technology Division to discuss size and materials of the buildings and to verify radio amplification requirements.
- For building height in excess of 50'-0", design top of building and parapet to allow cellular communications providers to incorporate antenna within the building architecture so future installations may be concealed with little or no building elevation modification.

WATER CONSERVATION: Under an agreement between the City of Tempe and the State of Arizona, Water Conservation Reports are required for landscape and domestic water use for the non-residential components of this project. Have the landscape architect and mechanical engineer prepare reports and submit them with the construction drawings during the building plan check process. Report example is contained in Office Procedure Directive # 59. Refer to this link: www.tempe.gov/modules/showdocument.aspx?documentid=5327. Contact the Public Works Department, Water Conservation Division with questions regarding the purpose or content of the water conservation reports.

HISTORIC PRESERVATION: State and federal laws apply to the discovery of features or artifacts during site excavation (typically, the discovery of human or associated funerary remains). Contact the Historic Preservation Officer with general questions. Where a discovery is made, contact the Arizona State Historical Museum for removal and repatriation of the items.

POLICE DEPARTMENT SECURITY REQUIREMENTS:

- Refer to Tempe City Code Section 26-70 Security Plans.
- Design building entrance(s) to maximize visual surveillance of vicinity. Limit height of walls or landscape materials, and design columns or corners to discourage ambush.
- 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.

- 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.

TRAFFIC ENGINEERING:

- Provide 8'-0" wide public sidewalk along arterial roadways, or as required by Traffic Engineering Design Criteria and Standard Details.
- Incorporate brick sidewalks for all off-site pedestrian paving. Follow City of Tempe Public Works Department Detail T-353, when designing all sidewalk areas in the Right-of-Way. Alternative paver materials may be considered subject to review, and approval, by the Engineering and Planning Departments. Any alternative patterns should be used in small amounts to create accent areas at entrances, or to demarcate architectural features of the building. Do not propose a wholesale change of material. These materials shall be compatible with the Americans with Disabilities Act, ADA, and the Building Code.
- Construct driveways in public right of way in conformance with Standard Detail T-320. Alternatively, the installation of driveways with return type curbs as indicated, similar to Standard Detail T-319, requires permission of Public Works, Traffic Engineering.
- Correctly indicate clear vision triangles at both driveways on the site and landscape plans. Identify speed limits for adjacent streets at the site frontages. Begin sight triangle in driveways at point 15'-0" in back of face of curb. Consult 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.

FIRE:

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

CIVIL ENGINEERING:

- An Encroachment Permit or License Agreement must be obtained from the City for any projections into the right of way or crossing of a public utility easement, prior to submittal of construction documents for building permit.
- Maintain a minimum clear distance of twenty-four (24) feet between the sidewalk level and any overhead structure.
- 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.
- The site is within an Alternative Retention Criteria Area. Verify specific design considerations with the Engineering Department.

SOLID WASTE SERVICES:

- Contact Public Works Sanitation Division to verify that vehicle maneuvering and access to the enclosure is adequate. Refuse staging, collection and circulation must be on site; no backing onto or off of streets, alleys or paths of circulation.
- 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.

PARKING SPACES:

- Verify conformance of accessible vehicle parking to the Americans with Disabilities Act and the Code of Federal Regulations Implementing the Act. Refer to Building Safety ADA Accessible Parking Spaces Marking/Signage on Private Development details.
- At parking areas, provide demarcated accessible aisle for disabled parking.
- Distribute bike parking areas nearest to main entrance(s). Provide parking loop/rack per standard detail T-578. Provide 2'-0" by 6'-0" individual bicycle parking spaces. One loop may be used to separate two bike parking spaces. Provide clearance between bike spaces and adjacent walkway to allow bike maneuvering in and out of space without interfering with pedestrians, landscape materials or vehicles nearby.

ZONING AND DEVELOPMENT CODE:

- 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.

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:

- Trees shall be planted a minimum of 16'-0" from any existing or proposed public utility lines. The tree planting separation requirements may be reduced to no less than 8'-0" from utility lines upon the installation of a linear root barrier. Per Detail T-460, the root barrier shall be a continuous material, a minimum of 0.08" thick, installed to a minimum depth of 4'-0" below grade. The root barrier shall extend 6'-0" on either side of the tree parallel to the utility line for a minimum length of 12'-0". Final approval is subject to determination by the Public Works, Water Utilities Division.
- 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 plan review process is required for signs in accordance with requirements of ZDC Part 4 Chapter 9 (Signs). Refer to www.tempe.gov/signs.

DUST CONTROL: Any operation capable of generating dust, include, but not limited to, land clearing, earth moving, excavating, construction, demolition and other similar operations, that disturbs 0.10 acres (4,356 square feet) or more shall require a dust control permit from the Maricopa County Air Quality Department (MCAQD). Contact MCAQD at http://www.maricopa.gov/aq/.

HISTORY & FACTS:

1968	11 E. 7th Street property was a medical office owned by Dr. R.W. McMillan and 17 E. 7th Street property was a medical office building with one apartment owned by Dr. Robert G. Skok, located in the CCD Central Commercial District. The structure on the lot between these two addresses was demolished in 2008.
January 27, 1993	Board of Adjustment approved a use permit to allow a coffee house as a new use in the CCD Zoning, and a variance to decrease the required on-site parking from 23 spaces to 11 spaces.

February 17, 1993	Design Review Board approved building elevations, site plan and landscape plan for JAVA ROAD.
April 2, 1997	Hearing Officer approved a change of ownership Use Permit transfer to allow the continued coffee shop use within the Central Commercial District.
December 18, 1998	Design Review Board approved site plan, landscape plan and elevations.
January 7, 1999	City Council approved a Use Permit to allow the temporary relocation of an existing bank within the CC District, a site plan modification, and two variances specific to the temporary relocation of Bank of America.
January 16, 2003	Development Review staff approved sign application for E-JOY a new internet café.
August 17, 2004	Redevelopment Review Commission approved Mill-Seven Building for design review of building elevations, site plan and landscape plan located at 701 South Mill Avenue. APPROVAL EXPIRED.
September 30, 2004	City Council approved the request for Mill-Seven Building (SIP-2003.105) for a site plan for a new two-story retail/restaurant building consisting of 19,279 s.f. on 0.36 net including three variances and three use permits. APPROVAL EXPIRED.
December 4, 2007	Applicant's for M7 Mixed-Use Development attended the Sunset-Riverside Neighborhood Meeting and presented their proposal.
December 10, 2007	Applicant's for M7 Mixed-Use Development attended the Downtown Tempe Community's Hot Team meeting and presented their proposal.
January 9, 2008	Neighborhood Meeting held by the applicant for the M7 Mixed-Use Development at Hatton Hall, located at 34 E. 7th Street starting at 6 p.m.
January 22, 2008	The FAA issued a determination of no hazard for air navigation for the project height of 306'-0".
March 4, 2008	Presentation scheduled with the Downtown Tempe Community organization.
March 12, 2008	Development Review Commission continued the request for a Planned Area Development Overlay for M7 MIXED USE DEVELOPMENT located at 701 South Mill Avenue. Follow up included further discussion on proposed parking reductions. (PL060681)
March 24, 2008	Development Review Commission recommended approval of a Planned Area Development Overlay for M7 MIXED USE DEVELOPMENT located at 701 South Mill Avenue. (PL060681)
April 3, 2008	City Council introduced and held the first public hearing for a Planned Area Development Overlay for M7 MIXED USE DEVELOPMENT located at 701 South Mill Avenue. (PL060681)
April 17, 2008	City Council held a second and final public hearing for the Planned Area Development Overlay for M7 MIXED USE DEVELOPMENT. (PL060681)
March 1, 2011	Hearing Officer approved a Use Permit to allow live indoor entertainment at FIXX COFFEE BAR (PL110027) located at 11 East 7th Street. My site
October 14, 2013	Lots 3, 4, 5 and 6 and the west five feet of Lot 2 were sold to Tempe 7th Street LLC. My site

March 2, 2015	Community Development staff notified the current property owners that the entitlements from 2008 had expired, and that unless a time extension request were made, an administrative hearing to determine the status of the property for initiation of reversion to the prior City Center zoning in the Transportation Overlay District without a PAD.
May 21, 2015	City Council approved a request to modify the time extension of prior entitlements for M7 MIXED USE DEVELOPMENT. (PL060681)
May 21, 2015	THE STANDARD AT TEMPE (formerly 7th Mill Mixed-Use Development) was granted a one year time extension for the PAD entitlements, until May 21, 2016. As a result, on March 7, 2016, the applicant filed for an Amended PAD for a portion of the site.
May 24, 2016	Development Review Commission recommended approval of an Amended Planned Area Development Overlay and Development Plan Review for THE STANDARD AT TEMPE (PL150449), for a 26-story mixed-use development, containing 335 dwelling units and 3,460 square feet of commercial area.
June 23, 2016	City Council denied a request for an Amended Planned Area Development Overlay and Development Plan Review for THE STANDARD AT TEMPE consisting of a 26-story mixed use development containing 335 dwelling units and 3,460 square feet of commercial uses located at 11 East 7th Street. (PL150449)
August 18, 2016	City Council approved the request to modify the time extension of prior entitlements for M7 MIXED USE DEVELOPMENT at 701 South Mill Avenue to one year from August 18, 2016.
December 6, 2016	Lots 1 and 2 and Lots 7, 8 and the north half of Lot 9 were sold to Core Tempe 7th & Myrtle LLC, with the exception of the west 5 feet of Lot 2.
September 26, 2017	Development Review Commission voted 4 to 3 to recommend approval of the request for an Amended Planned Area Development and Development Plan Review consisting of a new 18 story, 225 feet high hotel and approved a Use Permit for entertainment for WESTIN TEMPE, located at 11 East 7th Street. (PL170238)
November 9, 2017	City Council approved an Amended Planned Area Development and Development Plan Review consisting of a new 290 room hotel for WESTIN TEMPE, located at 11 East 7th Street. (PL170238)

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

DEVELOPMENT PROJECT FILE

for

THE COLLECTIVE

(PL170363)

ATTACHMENTS:

1. Location Map
2. Aerial
3-18. Letter of Explanation
19-31. Parking Analysis
32-38. Parking Management Plan
39-41. Traffic Impact Study Executive Summary
42-46 Existing Planned Area Development – M7 Mixed-Use Development
47. Aerial with Site Plan Overlay
48-49. Proposed PAD for The Collective on 7th & Myrtle
50. Site Plan
51. Refuse and Fire Access Plan
52-55. Landscape Plan and Details
56-57. Underground Utility Plan with trees overlay
58-59. Blackline Building Elevations
60-61. Color Building Elevations
62. Street Elevations

63-64. Building Sections

65. Enlarged Sections and Details

66-69 Floor Plans

70. Unit Plans

71-74. Renderings

75. 3D Model Views

76. Solar Study

77. Shadow Study

78-84. Material Boards and Details

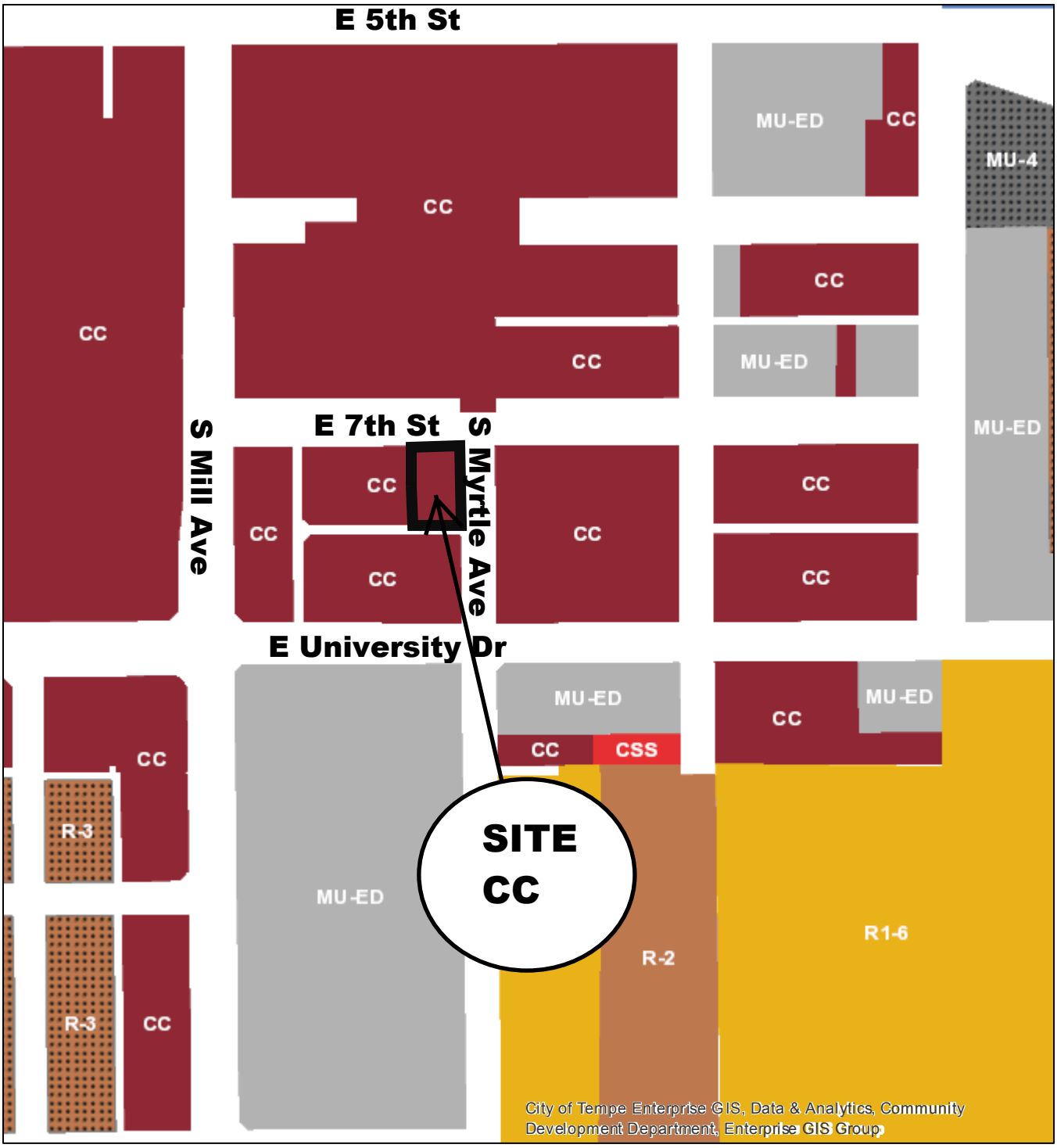
85. Neighborhood Meeting Summary

86. Site Context Photos

87-88. Waiver of Rights and Remedies Template

The Collective

PL 170363



General Industrial District (GID)
City Center (CC)
Mixed Use High (MU-4)
Mixed Use Educational (MU-ED)
Commercial Shopping and Services (CSS)
Single-Family Residential (R1-6)
Multi-Family Residential (R-2)
Multi-Family Residential Limited (R-3)

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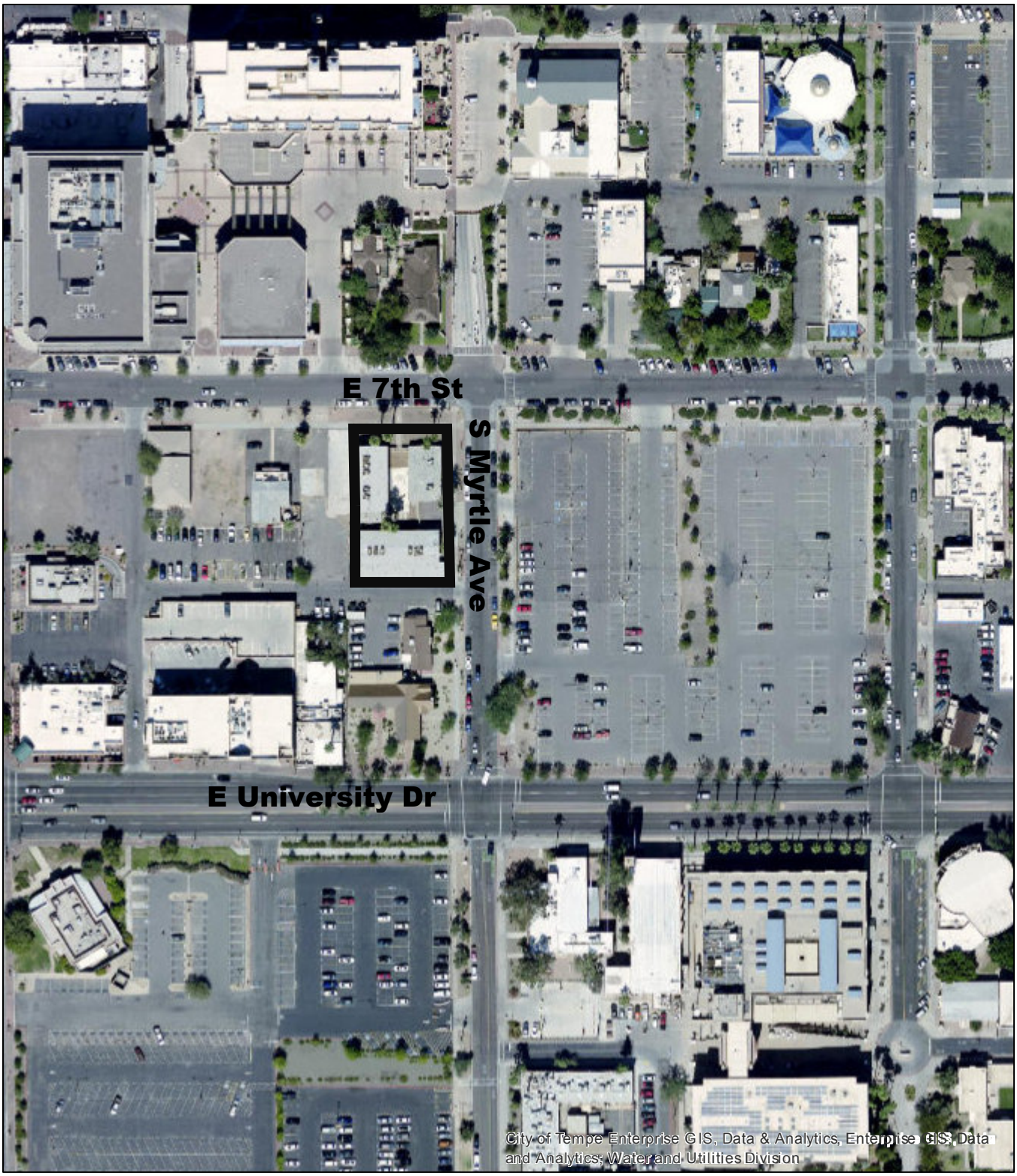
The Collective

PL 170363



Aerial Map

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The Collective on 7th & Myrtle

Applicant's Letter of Explanation
Amended Planned Area Dev. Overlay, Dev. Plan Review & Use Permit Apps.

Core Spaces (the "Applicant" or "Core"), is proposing to redevelop the approximate 0.4 acre property located at the southwest corner of E. 7th Street and S. Myrtle Avenue (the "Site") in downtown Tempe. The redevelopment proposal is a 22-story mixed-use tower comprised of 269 market rate rental residences (18 micro units, 54 studio units, 34 one-bedroom units, 131 two-bedroom units and 32 three-bedroom units), approx. 6,000 square feet of retail/restaurant space on the first floor, approx. 3,300 square feet of residential lobby and leasing office space on the first floor, approx. 4,470 square feet of indoor resident amenity space and a communal garden on the 5th floor, a rooftop pool terrace, 160 vehicle parking spaces and 29 moped parking stalls within five levels (one below-grade and four above-grade) of structured parking, 336 bike spaces and nine on-street parking spaces along E. 7th Street and S. Myrtle Avenue (the "Project"). The Site, which is bounded by E. 7th Street to the north, S. Myrtle Avenue to the east, a public alley to the south and the project site approved for a 18-story hotel to the west, is depicted on the aerial photograph provided in **Exhibit A**.

Core, which operates out of Austin, Texas and Chicago, Illinois, is a vertically integrated company focused on acquiring, developing and managing the best real estate. Core specializes in designing, developing and managing high-quality projects that are unique as their respective cities and that provide their residents with extraordinary lifestyle experiences. From world-class amenities and progressive design to impeccable client service with a community focus, Core creates spaces where people want to be.

Applications

To accommodate the redevelopment of the Site with a high-quality, 22-story mixed-use tower comprised of 269 market rate rental residences, approx. 6,000 square feet of retail/restaurant space, a street-level residential lobby and leasing office, indoor and outdoor (e.g. roof garden and rooftop pool terrace) spaces and five levels of structured parking, the Applicant is submitting the following (collectively, the "Applications"):

- an amended planned area development (the "PAD") overlay to establish site specific development standards;
- a request for development plan review approval for the Project's design, including site and landscape plans and building elevations and materials; and,
- a request for use permit approval to allow tandem parking

The Site is zoned City Center and is located within the Corridor Area of the Transportation Overlay District. The Site is located approximately 1,000 feet southwest of the Tempe Transportation Center and light rail station at E. 5th Street and S. College Avenue. The Site is a prime opportunity for redevelopment given its proximity to the Arizona State University ("ASU") campus, the Mill Avenue and Lake Districts and the Tempe Transportation Center. The Site's location also provides an opportunity to make a significant statement at an intersection that is

strategically located between Mill Avenue and the heart of the ASU campus with the introduction of a high-quality, mixed-use project representative of the ongoing private and public investment in downtown Tempe.

Considering its downtown location, the Site is underutilized. Currently, the Site accommodates vacant one and two-story residential buildings and associated surface parking. The goals of the Project are to promote a sustainable concept of living, working and playing in one area, to add needed diversity to the housing and retail stock within downtown Tempe, and to enhance pedestrian street activity. The Applicant anticipates strong and sustainable demand for high-quality residences and retail/restaurant space at this location.

The Applications are representative of the emerging development patterns in downtown Tempe and the private and public investment continuing to occur within downtown Tempe.

PAD Development Standards

The Applicant is requesting an Amended PAD Overlay to modify development standards previously approved for the Site. The approval of the Site's PAD Overlay in 2008 and subsequent extension in 2015 established development standards for a mixed-use development known as M7 Mixed Use ("M7"). M7 included an 18-story hotel along S. Mill Avenue, a 26-story residential tower along E. 7th Street and a 26-story residential tower on the Site subject to this Application.

Development standards established by the 2008 PAD approval applicable to the Site include the following:

- Maximum building height (306 feet);
- Maximum number of residential units and bedrooms (370 units and 777 bedrooms):
- Maximum lot coverage (81 percent);
- Minimum landscape area (19 percent at street-level (42 percent including amenity decks not open to the public);
- Minimum building setbacks (none required for front, side, street side and rear yards), maximum front yard setback (20 feet); and,
- Minimum setback for parking and circulation (20 feet)

The development proposal associated with the Applications represents (a) a reduction in building height of approximately 66 feet, (b) a reduction of 101 residential units, and (c) a reduction of 314 bedrooms. As part of the amended PAD request, the Applicant is requesting an appropriate reduction to applicable parking standards. The proposed standards and mix of uses are both appropriate for and consistent with development patterns typically found in a mixed-use and vibrant downtown environment, such as downtown Tempe. Considering the City's investment in developing a multi-modal transportation system within the downtown area and the multiple transportation options available in downtown Tempe, we strongly believe that the proposed development is reasonable and appropriate for a downtown urban environment.

Site Area

The Site is comprised of one parcel located at the southwest corner of E. 7th Street and S.

Myrtle Avenue in downtown Tempe, Arizona. The Site is approximately 0.4 acres in size. The formal address is 27 E. 7th Street, Tempe. A full legal description is included in the Applications submittal package.

Area Context

As indicated above, the Site is located at the southwest corner of E. 7th Street and S. Myrtle Avenue in downtown Tempe. As expected for an urban downtown environment, the area surrounding the Site consists of a mix of existing and planned uses. Immediate surrounding uses include:

- the project site for an approved 18-story hotel to the west;
- the 75 to 96-foot tall Brickyard mixed-use project to the northwest across E. 7th Street;
- Hatton Hall to the north across E. 7th Street;
- a mixed-use development consisting of hospitality, commercial and residential uses and building heights up to 20 stories under construction to the east across S. Myrtle Avenue; and,
- The Salvation Army to the south across a public alley

Other existing uses in the surrounding downtown and lakefront areas include:

- the ASU campus generally located to the east across S. Forest Avenue and to the south across E. University Drive;
- the Tempe Transportation Center at the northwest corner of E. 5th Street and S. College Avenue;
- the project site of the approved 20-story Mirabella at ASU development at the southwest corner of E. University and S. Myrtle Drives
- the 258 and 348-foot tall West Sixth apartment towers at the southwest corner of W. 6th Street and S. Maple Avenue within the Centerpoint mixed-use development;
- the 195-foot tall University House mixed-use development at the northeast corner of E. 6th Street and S. College Avenue;
- Hayden Ferry Lakeside with building heights up to 12 stories at the northeast corner of S. Mill Avenue and E. Rio Salado Parkway;
- the State Farm at Marina Heights mixed-use development with building heights up to 253 feet located between E. Rio Salado Parkway and Tempe Town Lake to the northeast of Hayden Butte;
- the 146-foot tall Residence Inn by Marriott hotel at the southwest corner of E. 5th Street and S. Forest Avenue;
- the 83-foot tall Hayden Square office tower near the southwest corner of W. 3rd Street and S. Mill Avenue;
- the 85-foot tall multi-family residential development known as The Hanover Project at the southwest corner of W. 5th Street and S. Maple Avenue within Centerpoint;
- the 81 and 109-foot tall Centerpoint Chase office towers at the northeast corner of S. Ash Avenue and W. University Drive within Centerpoint; and,
- ASU's 137,000 square-foot, five-story mixed-use building known as College Avenue Commons at the northwest corner of E. 7th Street and S. College Avenue

See **Exhibit B** for an aerial photograph depicting the location of existing and approved uses and heights in the surrounding area. The Applicant envisions that the Project will enhance the area's urban and mixed-use environment and serve as a catalyst for future redevelopment opportunities in downtown Tempe.

Planning Context

General Plan 2040

As shown by the maps provided in **Exhibits C** and **D**, the land use and residential density projected for the Site by General Plan 2040 is mixed-use and high density-urban core (greater than 65 units per acre). According to General Plan 2040, the mixed-use land use category is designed to accommodate a mix of residential and commercial land uses. The mixed-use category encourages creatively designed developments that create a living environment which reflect a "village" concept where there is opportunity to live, work and play within one development or area. The Project, which will provide opportunities to live, play, shop and/or dine within one development, in combination with the existing and planned residential, commercial, hospitality, office and entertainment uses located throughout the downtown area will provide opportunities to live, stay, work, dine, shop, and play in one area. The Project will add to the mix of uses envisioned for the area by General Plan 2040. The Applicant is proposing a high-quality residential tower development with accompanying retail/restaurant, lobby and leasing office spaces located along the street frontages that will energize both E. 7th Street and S. Myrtle Avenue.

Downtown / Mill Avenue District and Vicinity Community Design Principles

The Site is located in the Downtown / Mill Avenue District (the "District") planning area. In April 2006, design principles were accepted for the District with the intent of encouraging the ongoing redevelopment of this portion of the community toward the achievement of a high-quality built environment with a special sense of place. The foundation of the design principles include encouraging mixed-use designs, pedestrian movement, architecture that will withstand changes in style and economy, responding to climatic factors and human comfort, and the provision of opportunities for interaction and observation. The Project represents a substantial reinvestment in the District with a viable mixed-use project consisting of multi-family residential and retail/restaurant uses that will further foster an enjoyable and vibrant environment within the District. The Project is designed to fit well into the physical environment, create visual interest and provide a secure environment that will stand the test of time. The Project's design also encourages pedestrian movement and interaction through the provision of retail/restaurant, lobby, leasing office and outdoor seating spaces at street-level along with appropriate streetscape landscaping that will establish a comfortable year round environment. Furthermore, restricting vehicle access to the Site to S. Myrtle Avenue and the existing alley adjoining the Site to the south will further encourage pedestrian movements along the street frontages by limiting conflicts between pedestrians and vehicles along the Site's street frontages to the extent possible. The Project is exactly the type of product and design envisioned for the District.

Mill & Lake District Streetscape Principles and Guidelines

The Site is also located in the Mill & Lake District (the "M&L District"). Streetscape principles and guidelines were adopted by the City for the M&L District in 2011. The purpose of these guidelines and principles is to guide future redevelopment and ongoing maintenance within the public right-of-way in downtown Tempe. Objectives of the M&L District include promoting a safe and walkable environment with street-level activity, maintaining a comfortable year-round outdoor environment, and reinforcing a strong identity and threshold recognition (celebrate edges) by achieving consistency in high quality plant and hardscape materials along streets. The Project will further the noted objectives through the provision of active retail/restaurant, lobby and leasing office uses at the street-level. The proposed landscape improvements along E. 7th Street and S. Myrtle Avenue will also establish a pedestrian friendly environment along street frontages, as the selected tree species will provide ample shade for pedestrians and appropriate landscape and hardscape materials for creating an aesthetically pleasing and comfortable environment will be provided along walkways.

Character Area 3 - *DRAFT* Downtown Tempe, Rio Salado, ASU and NW Neighborhoods Character Area Plan

In order to further the goals and implement General Plan 2040, the City of Tempe has drafted a character area plan for the downtown Tempe, Rio Salado, ASU and northwest neighborhood areas (the "Draft Character Plan"). The Site is located within the Draft Character Plan's boundaries. The general vision of the Draft Character Plan is to create a seamless patchwork of destinations that meld downtown Tempe, the Rio Salado corridor / Town Lake, Arizona State University / Novus Innovation Corridor, and Tempe's northwest neighborhoods by connecting people to places through active, walkable, and transit-oriented environments. The Project has been designed within the context of the Draft Character Plan's design guidelines and place-making principles. Specifically, the Project will further the following performance measurable associated with the Draft Character Plan's design guidelines and place-making principles:

- increase residential population and number of employees in downtown Tempe and the Transportation Overlay District;
- connect people to places for living, employment, education, transportation hubs, open space, cultural and recreation, restaurant and retail through well-designed streetscapes, shade, and active ground floors;
- support human health, economic development, and livability through the creation of a walkable, bikeable and transit-oriented environment;
- foster economic development throughout the area through an engaging pedestrian realm; and,
- improve the quality, accessibility, and connectivity of redevelopment and infill projects

Zoning

The Site is zoned for City Center District (the "CC District") uses and is located within the Corridor Area of the Transportation Overlay District ("TOD"). As discussed above, the Applicant is requesting an Amended PAD Overlay to accommodate the development of a 22-story mixed-use tower with 269 residences, approx. 6,000 square feet of street-level retail/restaurant space,

approx. 3,300 square feet of street-level lobby and leasing office space, indoor and outdoor resident amenity spaces and five levels of structured parking. See **Exhibit E** for a zoning map illustrating the respective locations of zoning classifications for the area.

The Applicant is not rezoning the Site. Rather, the Applicant is requesting an Amended PAD Overlay to establish development standards for the Site to accommodate a design appropriate mixed-use development that will provide high-quality residences with active commercial use, lobby and leasing office spaces along two street frontages in downtown Tempe. The CC District permits a wide variety of uses, including residences, restaurants, general retail and parking structures. The Applicant is requesting an Amended PAD Overlay that allows the Project to establish its own unique standards based on the development proposal.

According to the Zoning and Development Code, the CC District "fosters employment and livability in Tempe's city center by providing retail, office, moderate- and high-density residential uses, entertainment, civic uses, and cultural exchange in a mixed-use environment that supports the public investment in public transit and other public facilities and services". The Applications' proposal of a high-quality multi-family residential and retail/restaurant development on the Site within the context of the mixed-use downtown Tempe area is consistent with the CC District.

Project Description

The Site's location between S. Mill Avenue to the west and the ASU campus to the east and south will allow the Project to make a significant statement in downtown Tempe. The purpose of the Applications is to further energize downtown Tempe, to add needed diversity to the housing and retail/restaurant stock within downtown, and to activate two street frontages with active use spaces. The Project will be part of Core's Collective brand. The Collective brand, which offers market rate luxury living in prime urban locations, provides the perfect mix of culture and comfort. The Collective brand is designed to primarily appeal to professionals who want to live, work, shop, dine and play within a vibrant downtown environment. Similar to other locations in Ann Arbor, Michigan, Madison, Wisconsin, and in Portland, Oregon, Core has found a market for market rate, highly amenitized luxury rentals near large educational institutions. The Collective brand appeals to a wide range of people, from young professionals to older adults who want to live within an urban atmosphere with access to transit.

The Site's location at the intersection of E. 7th Street and S. Myrtle Avenue provides a unique opportunity to activate two street frontages, to enhance pedestrian connections between the Site, the Mill Avenue corridor and the ASU campus, and to add to the residential and commercial mix within downtown Tempe. To provide the desired active and urban presence and to enhance pedestrian activity at the street-level, the Project's design orients retail/restaurant use space towards the Site's E. 7th Street and S. Myrtle Avenue frontages. The Project's residential lobby and leasing office are also oriented toward the Site's S. Myrtle Avenue frontage. Due to the Site's proximity to employment uses within and around downtown Tempe, including the ASU campus, public transportation, and the entertainment uses of Mill Avenue, the Applicant strongly believes that the Project will have a strong and sustainable appeal to those seeking modern housing opportunities within a vibrant downtown environment.

Specifically, the Applicant is proposing a 22-story (approx. 240 feet) mixed-use tower consisting of 269 luxury market rate rental residences, retail/restaurant space, street-level outdoor

seating space, lobby and leasing office space, indoor resident amenity space and a communal garden on the 5th floor, a rooftop pool terrace and five levels of structured parking. The Project will have a total building area of approx. 332,000 square feet, of which approx. 182,000 square feet is residential use space, approx. 6,000 square feet is retail/restaurant use space, approx. 4,470 square feet is amenity space, approx. 7,900 square feet is terrace space, approx. 51,000 square feet is common space and approx. 78,500 square feet is structured parking space. The Project will provide a total of 169 vehicle parking spaces (includes 19 tandem stalls accommodating 38 spaces, a tandem stall accommodating five share car spaces and nine on-street spaces), 29 moped parking stalls and 336 bike spaces. In addition, the proposed building form will provide a significant urban presence along the E. 7th Street and S. Myrtle Avenue frontages.

The Project's ground floor includes active retail/restaurant, lobby and leasing office use spaces along the street frontages. To further activate the Site's street frontages, the Project's street-level includes an outdoor seating area at the corner of E. 7th Street and S. Myrtle Avenue. Five levels (one below-grade and four above-grade) of structured parking will accommodate the parking needs of residents and patrons. The 5th floor is comprised of residences, approx. 4,470 square feet of indoor amenity space and a communal garden. The 6th through 21st floors are comprised of residences. The 22nd floor includes a roof deck with a pool terrace and fire pit and a mechanical penthouse. The garage's 160 vehicle parking spaces and 29 moped parking stalls will be accessible from S. Myrtle Avenue and the alley adjoining the Site to the south. By limiting access to the garage to only S. Myrtle Avenue and the adjoining alley, conflict areas between pedestrian and vehicle movements along the Site's street frontages will be limited to the extent possible. In addition, 336 bike spaces will be provided within the parking structure for use by residents and patrons.

Considering the 18-story hotel approved for the property adjoining the Site to the west, the Site's location between the Mill Avenue corridor and ASU campus, the Site's location within the Downtown / Mill Avenue District and the proximity of the Tempe Transportation Center, both E. 7th Street and S. Myrtle Avenue will continue to see significant increases in pedestrian traffic in the near future. Therefore, the Applicant strongly believes that it is imperative that the street-level of the Site further energizes and enhances the pedestrian environment. The Applicant will follow the landscape and pedestrian guidelines for E. 7th street. The Applicant is working with the hotel to the west to ensure that the landscape and pedestrian experience on E. 7th street are consistent and coherent.

The Project will provide a continuous frontage along E. 7th Street comprised of retail/restaurant use space on the first floor and a street-level outdoor seating area oriented toward the street frontage. To further activate the S. Myrtle Avenue street frontage, the noted retail/restaurant use space will wrap around the northeast corner of the building and street-level residential lobby and leasing office spaces will be provided. These uses, combined with the Project's dynamic architecture and the provision of ample landscaping, will successfully activate the Site's E. 7th Street and S. Myrtle Avenue frontages.

Market Demand for Multi-family Residential Product

In recent years, the City and other communities have experienced an influx of development projects including multi-family residential units. The primary driving forces behind this increase in new multi-family residential units in Tempe are pent-up demand, vacancy rates and a shift in

residential market demand brought on by changing consumer preferences for housing types and properties that offer a lifestyle of independence and proximity to amenities. These properties also provide residents with an opportunity to reside in vibrant urban locations that are closer to work, entertainment and recreation opportunities, and alternative modes of transportation. High-quality and modern residences, such as those proposed as part of the Project, are an appealing option for persons desiring a lifestyle of independence within a vibrant urban setting like downtown Tempe.

Project Design

The Project's design, which epitomizes contemporary architectural design, is a reflection of the modern lifestyle of downtown Tempe's residential community. This rental residential development will provide 269 apartment units, retail/restaurant space on the first floor, five levels of structured parking and luxurious amenity spaces including a communal garden and rooftop pool terrace, lending the feeling of an "urban community" lifestyle, where one can "live, work and play" all within close proximity to each other.

The 22-story mixed-use project will nestle within the Tempe skyline, set upon the base podium of retail/restaurant space fronting E. 7th Street and S. Myrtle Avenue with the retail/restaurant space entrance closely proximate to this important intersection. The retail/restaurant space is approximately 6,000 square feet in size. The S. Myrtle Avenue frontage of the ground floor is the location of the entrance to the residential lobby and leasing office. Above the ground floor is four levels of structured parking.

Above the commercial / parking podium, the 5th floor sets back approximately seven feet from E. 7th Street and five feet from S. Myrtle Avenue. The 5th floor is the lowest floor with residential units and is split nearly in half with residential use and common amenity spaces, including fitness and wellness amenities, a collaboration and lounging annex, an outdoor communal garden terrace (within the internal courtyard), and a rock garden that wraps around the perimeter of the amenity areas. The communal garden terrace features a fire-pit with seating area, lounge seating conversational areas, BBQ grilling stations and a large communal dining table.

From the 5th floor to the top floor is 17 stories of residential apartment units designed with an efficient, contemporary aesthetic. Above the top residential floor sits a rooftop terrace providing a pool and pool deck with adjoining BBQ grilling stations, small group conversational seating areas shaded by canopies, suspended / floating daybeds, a communal hot tub, a fire-pit with seating area and chaise lounges, as well as restroom facilities and enclosed mechanical penthouse spaces. This community space will provide excellent opportunities for residents to relax, unwind and enjoy sunsets.

The Project's design is addressed in greater detail in the below section pertaining to the approval criteria for the DPR application.

Landscape Design

As reflected by the landscape plan included in the Applications submittal packet, the Project will provide a substantial amount of landscaping for an urban development. The proposed landscape palette along E. 7th Street and S. Myrtle Avenue will establish a pedestrian friendly environment along the street frontages. The selected tree species for the street frontages will

provide ample shade for pedestrians. Appropriate landscape and hardscape materials for creating an aesthetically pleasing and comfortable environment will also be provided along pedestrian walkways. The soft-scape and hardscape improvements proposed for the 5th floor communal garden and rooftop pool terrace will ensure the provision of accommodating and user friendly outdoor amenity spaces for residents. A landscape plan is included as part of the Applications package.

Site Circulation and Parking

The Project's 160 structured parking spaces, including five car share spaces, will be accessible from S. Myrtle Avenue and the alley adjoining the Site to the south. The four parking levels located above-grade will be accessible from S. Myrtle Avenue while the noted alley will provide access to the below-grade parking level and the loading and refuse area. By restricting vehicular access to and from the Site to S. Myrtle Avenue and the alley, the Project's vehicular circulation is designed to minimize conflicts between pedestrian and vehicle movements along the street frontages to the maximum extent possible. In addition, the Project will provide 29 parking stalls for mopeds and 336 bike spaces. The parking garage will entirely serve the parking needs of the Project's residents, as well as patrons of the Project's retail/restaurant space. To further serve the parking needs of patrons and guests, nine on-street parking spaces will remain available along the Site's street frontages.

In consideration of the multitude of public transit options available in vicinity of the Site, the provided parking will be more than sufficient for the Project's parking needs. The Site is located within the TOD's Corridor Area and is located within approximately 1,000 feet of the Tempe Transportation Center ("TTC") at E. 5th Street and S. College Avenue. TTC circulates the Valley Metro light rail and bus routes 48, 62, 65, 66 and 72 and three Orbit routes (Earth, Mars and Jupiter). In addition, there are bus stops in both directions along both S. Mill Avenue (routes 65 and 66) and E. University Drive (route 30) located just one block from the Site. Two additional Orbit routes (Mercury and Venus) which travel along Mill Avenue and University Drive are also just one block from the Site. A traffic impact analysis prepared by Kimley-Horn is included as part of the Applications submittal package. A parking analysis and management plan prepared by CivTech is also included as part of the Applications submittal package.

Planned Area Development Overlay Approval Criteria

Pursuant to Zoning and Development Code ("ZDC") Section 6-305, the Applicant is requesting an Amended PAD Overlay to establish site specific development standards to accommodate the development of the Project.

As discussed above, the Project is the exact type of mixed-use, high-density and high-quality development envisioned by General Plan 2040 for the Site and is consistent with the City's vision for development within the Downtown / Mill Avenue District. Furthermore, the Project's proposed building height and area are of an appropriate scale in the context of the mixed-use and high-density urban core development projected for the Site by General Plan 2040, recently constructed and approved mixed-use developments within downtown Tempe, and the existing employment, commercial, residential, hospitality and educational uses in proximity to the Site.

As discussed below, the Project satisfies the formal PAD overlay approval criteria specified

by ZDC Section 6-305.D:

1. *The development fulfills certain goals and objectives in the General Plan, and the principles and guidelines of other area policy plans. Performance considerations are established to fulfill those objectives.*

   As discussed in detail within the above Planning Context section, the Project is the exact type of mixed-use, high-density and high-quality project envisioned by General Plan 2040 for the Site.

2. *Standards requested through the PAD Overlay District shall take into consideration the location and context for the site for which the project is proposed.*

   The Project's building and landscape elements and associated standards have taken into consideration the context of the area. In the context of the mixed-use and high-density urban core development projected for the Site by General Plan 2040, the 18-story hotel development approved for the property adjoining the Site to the west, the 20-story mixed-use and high-density development under construction immediately to the east across S. Myrtle Avenue, and the existing employment, commercial, residential, hospitality and educational uses in proximity to the Site, the Project's proposed building heights, setbacks and landscape area are all of an appropriate scale for the area.

3. *The development appropriately mitigates transitional impacts on the immediate surroundings.*

   The Project's design appropriately mitigates transitional impacts on immediate surroundings, as:

   - The Project's buildings and landscape elements have been designed in the context of the 18-story hotel development approved for the property adjoining the Site to the west, the 20-story mixed-use development under construction immediately to the east across S. Myrtle Avenue, the approved 20-story Mirabella at ASU development at the southwest corner of E. University and S. Myrtle Drives, the 141-foot tall Marriott Residence Inn at the southwest corner of E. 5th Street and S. Forest Avenue, the 96-foot tall Brickyard to the northwest at E. 7th Street, the 343-foot tall West Sixth development to the west of S. Mill Avenue, and the buildings of varying heights on the ASU campus generally located east of S. Forest Avenue and south of E. University Drive;

   - The Project's lighting will be compatible with adjoining and nearby buildings and uses;

   - By restricting vehicular access to and from the Site to S. Myrtle Avenue and the alley adjoining the Site to the south, the Project's vehicular circulation has been designed to minimize conflicts between pedestrian

and vehicle movements to the extent possible; and,

- The Project's provision of a parking garage will minimize the asphalt area on-site, which in return will significantly reduce the typical heat-island effect that could otherwise occur on surrounding properties.

Development Plan Review Approval Criteria

Pursuant to Zoning and Development Code 6-306, the Applicant is requesting Development Plan Review approval for the Project's architectural drawings, including site and landscape plans, building elevations and building materials. As discussed below, the Project is an appropriately scaled and aesthetically pleasing design that will encourage, protect, and enhance the functional and attractive appearance of the Site and the surrounding area.

1. *Placement, form, and articulation of buildings and structures provide variety in the streetscape*

The solidity and strength of the building's podium acts as a visual anchor to provide a strong connection between the residents and pedestrians with the streetscape. With the inclusion of landscaping and street furniture near the intersection of E. 7th Street and S. Myrtle Avenue, pedestrians will be able to use this area as a respite from the sun. The setbacks on the 5th floor provide relief and visual interest between the podium and the residential tower. A large steel and perforated metal panel canopy on the pool deck dives over the edge of the roof and plunges down towards the street like a waterfall covering the front of the balconies, providing them with screening and creating visual interest on the E. 7th Street façade.

2. *Building design and orientation, together with landscape, combine to mitigate heat gain/retention while providing shade for energy conservation and human comfort*

The building has several features to help provide human comfort, as well as energy efficiency. The use of shade trees, as well as shrubs and ground covers, along the street-scape help to reduce the heat gain that contributes to the "urban heat island" effect. The use of high performance insulating glazing on the residential tower will provide comfort and energy efficiency year round. The interior courtyard reduces the amount of direct sunlight penetration in many of the units, thus reducing cooling costs and increasing comfort for residents. The parking structure levels will be hidden behind perforated metal panels that will reduce the intensity of the sun and quickly dissipate any heat gained during the day once the sun begins to set.

3. *Materials are of a superior quality, providing detail appropriate with their location and function while complementing the surroundings*

The materials selected for the Project are of a superior quality and provide the lasting durability required to resist the harsh and intense sunlight of the region. The high performance insulating glazing on the residential tower's windows will provide comfort and energy efficiency year-round. Insulated metal panels, perforated metal

panels and textured EIFS panels will also provide durability and energy efficiency, as well as textural details to provide visual interest. The parking structure will be hidden behind perforated metal panels that both reduce sunlight penetration throughout the day and minimize interior light pollution during the night.

4. *Buildings, structures, and landscape elements are appropriately scaled, relative to the site and surroundings*

The Project's building and landscape elements have taken into consideration the context of the area. In the context of the mixed-use and high-density urban core development projected for the Site by the General Plan, the 18-story hotel development planned for the property adjoining the Site to the west, the 20-story mixed-use and high-density development under construction to the east across S. Myrtle Avenue, and the existing employment, commercial, residential, hospitality and educational uses in proximity to the Site, the proposed building form and landscape enhancements are of an appropriate scale.

5. *Large building masses are sufficiently articulated so as to relieve monotony and create a sense of movement, resulting in a well-defined base and top, featuring an enhanced pedestrian experience at and near street level*

The proposed tower is visually divided into three main masses, a base (podium), a middle (transition), and a top (tower). The 50-foot high podium contains the retail/restaurant and residential lobby and leasing office spaces and above-grade parking levels. The setbacks of the fifth floor amenity level create the visual and physical transition between the podium below and the residential tower above. The textural details of the EIFS panels provide a random pattern of light and shadow to create a sense of movement and to relieve monotony on the facades. The top portions of the façade transition to a smoother and grid-like look that further enhances the visual interest of the facades. The streetscape pedestrian experience is enhanced through the use of large planting areas with shrubs, groundcovers and shade trees, as well as a an outdoor seating area to give the pedestrian a place to recharge and enjoy the landscaping and architectural diversity of downtown Tempe.

6. *Building facades provide architectural detail and interest overall with visibility at street level (in particular, special treatment of windows, entries and walkways with particular attention to proportionality, scale, materials, rhythm, etc.) while responding to varying climatic and contextual conditions.*

The contemporary detailing of the building's facades provide visual interest from the street by using multiple complementary materials and textures juxtaposed against each other, creating a rhythmic dance of color, texture and materials that changes as the sun moves around the building.

7. *Plans take into account pleasant and convenient access to multi-modal transportation options and support the potential for transit patronage*

As reflected by the provision of five car share spaces, 336 bike spaces and 29 moped parking stalls, the proposed development has taken into account the City's continuing investment in developing a multi-modal transportation system within the downtown area. Furthermore, the Project's hard and soft-scape improvements will significantly enhance the walkability of the E. 7th Street and S. Myrtle Avenue pedestrian corridors.

8. *Vehicular circulation is designed to minimize conflicts with pedestrian access and circulation, and with surrounding residential uses*

The Project's vehicular circulation has been designed to minimize conflicts between pedestrian and vehicle movements to the extent possible. The movement of pedestrians is a major element of the Project. As reflected by the site and landscape plans included in the Applications package, the Project's loading area and garage will both be accessed via the adjoining alley to the south. By limiting access to one driveway along S. Myrtle Avenue and the existing alley, the need for driveways and curb cuts along the Site's E. 7th Street frontage has been eliminated and vehicular and pedestrian movements have been segregated to the extent possible. The Project will also provide oversized walkways separated/distinguished from vehicle maneuvering areas along the E. 7th Street and S. Myrtle Avenue frontages. To further ensure that conflicts between vehicles and pedestrians do not occur, entrances and exits to the parking garage have been strategically placed away from active use areas on the Project's ground level.

9. *Plans appropriately integrate Crime Prevention Through Environmental Design principles such as territoriality, natural surveillance, access control, activity support, and maintenance*

The development plan is organized to have strong visibility and natural surveillance from the uses at and above street-level. Seventeen floors of residences will provide many new "eyes on the street" and on the perimeter of the Project. Furthermore, the activated functions of the retail/restaurant, lobby and leasing office spaces will create transparency from within the building to outdoor spaces along the street frontages.

10. *Landscape accents and provides delineation from parking, buildings, driveways and pathways*

The proposed landscape and hardscape improvements along E. 7th Street and S. Myrtle Avenue will delineate walkways and driveways from the public right-of-way, as well as the Project's building. Appropriate trees and enhanced landscaping and hardscape materials will be utilized along the Site's frontages to further distinguish pedestrian areas from vehicular maneuvering areas. The selected landscape and hardscape materials will also create an aesthetically pleasing and comfortable environment for pedestrians passing by the Site.

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*

The Project's sign package is not included as part of the Applications submittal. A sign package will be prepared and processed for the Project at later date. The sign package will ensure that the design, scale, proportions, location and color of signage to be provided on the Site is compatible with the Project's design and uses, as well as adjoining and nearby uses.

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

As detailed by the lighting plan included as part of the Applications submittal, the Project's lighting will be compatible with the proposed mixed-use tower, as well as adjoining and nearby buildings and uses. The lighting will not adversely impact uses within the Project nor adjoining and nearby uses.

Analysis of Use Permit Request to Allow Tandem Parking

Pursuant to Section 4-602.D.1 of the Zoning and Development Code, the Applicant is requesting a use permit to allow 19 tandem parking stalls accommodating 38 parking spaces and a tandem parking stall accommodating five car share spaces to further serve the Project's residential use component. As discussed below, the provision of tandem parking on the Site will not cause a significant increase in vehicular or pedestrian traffic in adjoining areas, will not cause a nuisance exceeding ambient conditions and will not deteriorate the neighborhood. In contrast, the Project, including the provision of limited tandem parking, will be compatible with surrounding structures and uses.

Use Permit Approval Criteria

1. *Not cause any significant vehicular or pedestrian traffic in adjacent areas*

The 43 tandem parking spaces within the Project's structured parking garage will not cause a significant amount of vehicular or pedestrian traffic in adjoining areas. Kimley-Horn has prepared a traffic impact analysis for the Project that is included as part of the Applications submittal packet. The analysis determined that nearby intersections will continue to operate at acceptable levels. In order to ensure appropriate resident access coordination, all 19 resident tandem parking stalls provided will be assigned on a per unit basis and the tandem stall accommodating car share spaces will be managed by a professional service.

2. *Not cause any nuisance (odor, dust, gas, noise, vibration, smoke, heat or glare etc.) exceeding that of ambient conditions*

The Site is located within a vibrant urban downtown environment accommodating a mix of active uses, including several parking structures. Allowing a limited number of tandem parking spaces in such an environment will not cause any nuisance exceeding

ambient conditions. The limited number of tandem parking spaces proposed will be located within a screened parking structure. Specifically, 10 of the tandem spaces will be within the Project's below-grade parking structure level with the other tandem spaces distributed amongst the parking structure's above-grade levels (13 spaces (includes five car share spaces) on parking level two and 10 spaces each on parking levels three and four). The above-grade parking structure levels will be screened from the surrounding area by perforated metal panels that will both provide visual interest and minimize light pollution. And, as discussed above, the Project represents a reduction in the overall number of parking spaces previously approved for the Site.

3. *Not contribute to the deterioration of the neighborhood or be in conflict with the goals, objectives and policies of the City*

The Project, including the limited amount of tandem parking proposed, represents a significant investment in the Site, neighborhood and City that will continue to improve and encourage additional investment in downtown Tempe. The investment, which will further energize downtown Tempe and the Site's E. 7th Street and S. Mill Avenue street frontages, is fully expected to positively affect property values in the area. As reflected by the 2008 PAD overlay zoning approval for the Site, the development of a mixed-use high-rise tower and structured parking on the Site has already been determined to be consistent with the goals, objectives and policies specified by the City's adopted plans.

4. *Be compatible with existing surrounding structures*

As discussed in detail in the area context section provided above, the Site is located within an urban downtown environment that consists of a mix of existing and planned uses of varying building heights and intensities, including multiple developments with structured parking. The Project, including the provision of a limited amount of tandem parking for residents within a structured parking garage, is compatible with the surrounding area. The Project will also enhance the urban and mixed-use environment envisioned by the City for the downtown area. Again, the traffic impact analysis included as part of the Applications package for the Project determined that nearby intersections will continue to operate at acceptable levels.

5. *Not result in any disruptive behavior which may create a nuisance to the surrounding area or general public*

The proposed mixed-use tower and associated enclosed parking improvements will not result in any disruptive behavior. The Applicant strongly believes in being a good neighbor and it is not in the interest of the Applicant or the Project to allow behavior that discourages residents from residing within the Project or discourages patrons from frequenting the Project's commercial space.

Conclusion

The Applicant is proposing to build a high-quality and modern mixed-use development that will: 1) add needed diversity to the housing stock within downtown Tempe with the introduction of high-quality residences of varying sizes; 2) provide retail/restaurant uses along

both E. 7th Street and S. Myrtle Avenue and lobby and leasing office spaces along S. Myrtle Avenue which will activate street frontages; and, 3) establish appropriate relationships with both the urban street environment and adjoining and nearby properties. The Project within the context of the mix of uses and residential density envisioned for the Site and downtown area is consistent with General Plan 2040. The Project will contribute to and/or further establish the residential and commercial use mix envisioned for downtown Tempe, as well serve as a catalyst for future development opportunities that will continue to enhance the urban development environment and experience envisioned by the City for the Downtown / Mill Avenue District, the Mill & Lake District and Character Area 3. We look forward to discussing the requests with you in the near future and respectfully request your approval.

February 23, 2018

Mr. Chad Matesi, Principal & Executive VP – Development
Core Spaces
1643 North Milwaukee Avenue, 5th Floor
Chicago, Illinois 60647

RE: Parking Analysis for The Collective on 7th & Myrtle Development – Tempe, Arizona

Dear Mr. Matesi:

Thank you for retaining CivTech Inc. to prepare this parking analysis for The Collective on 7th & Myrtle, a proposed 22-story mixed-use tower with luxury rental units and retail/restaurant uses to be located in the City Center (CC) District of downtown Tempe, Arizona. The site is also within Tempe's Transportation Overlay District and Bicycle Commute Area.

The purpose of this parking analysis is to document the parking requirements for the development based on Tempe's City Center District parking standards and to propose alternate parking requirements for The Collective based on data used by CivTech and other consultants on similar projects already approved by the City.

BACKGROUND

Proposed for the southwest corner of 7th Street and Myrtle Avenue, The Collective will redevelop the site of the former 2-story, 27-dwelling unit (DU) Kathay Manor Apartments at 27 East 7th Street. The project is expected to be constructed in a single phase with an anticipated opening date for the fall of 2019.

METHODOLOGY

The Collective will be located within the City Center District per the City of Tempe Zoning Map. Therefore, this analysis will apply parking rates established in Tempe's Zoning and Development Code (the "Code") Section 4-603 for bicycles for development located within Tempe's "Bicycle Commute Area" and in Section 4-607 for motor vehicles within the City Center District. The summation of the product of parking rates and applicable land uses results in the development's minimum parking requirements. The proposed number of spaces for motor vehicles is less than the minimum required by the Code. An analysis will be provided, the purpose of which is to determine an appropriate number of motor vehicle parking spaces for the proposed development.

PROPOSED DEVELOPMENT

As noted, the proposed development is located on the southwest corner of the intersection of 7th Street and Myrtle Avenue in Tempe. At full build-out, The Collective will include 269 residential units with a total of 464 bedrooms with 6,000 square feet (SF) of retail/restaurant space on the ground floor. The project will provide 169 total parking spaces, 160 in a 5-level parking garage integrated within the structure and 9 on-street spaces for public use. The parking spaces will be reserved in the parking structure as follows: 2 commercial/public spaces, 5 compact car-share spaces in one tandem stall, and 153 residential spaces, which will include 38 spaces within 19 tandem stalls. Twenty-nine moped spaces and 336 bicycle parking spaces will accommodate

Table 1: Proposed Land Uses and Parking Spaces Required

(1) Project Data		(2) Bicycle Spaces Required per Code		(3) Motor Vehicle Spaces Required per Code		(4) Motor Vehicle Spaces per *ITE Journal* Article	
Land Use	Quantity Units*	Ratio	Spaces	Ratio	Spaces	Ratio	Spaces
Studio/Micro	72 DUs	0.75 per DU	54	0.50 per BR	36	0.52 per DU	37
1 Bedroom	34 DUs	0.75 per DU	26	0.50 per BR	17	0.52 per DU	18
2 Bedroom	131 DUs	0.75 per DU	98	0.50 per BR	131	0.52 per DU	68
3 Bedroom	32 DUs	1.00 per DU	32	0.30 per BR	29	0.52 per DU	17
Guest/Total DUs	269 DUs	0.20 per DU	54	0.10 per DU	0[1]	0.10 per DU	0[1]
Retail	6,000SF	1 per 7,500 SF (4 min)	4	1 per 500 SF	2[2]	1 per 500 SF	2[2]
Totals *(rounded up to nearest whole number)*			***268***		***215***		***142***

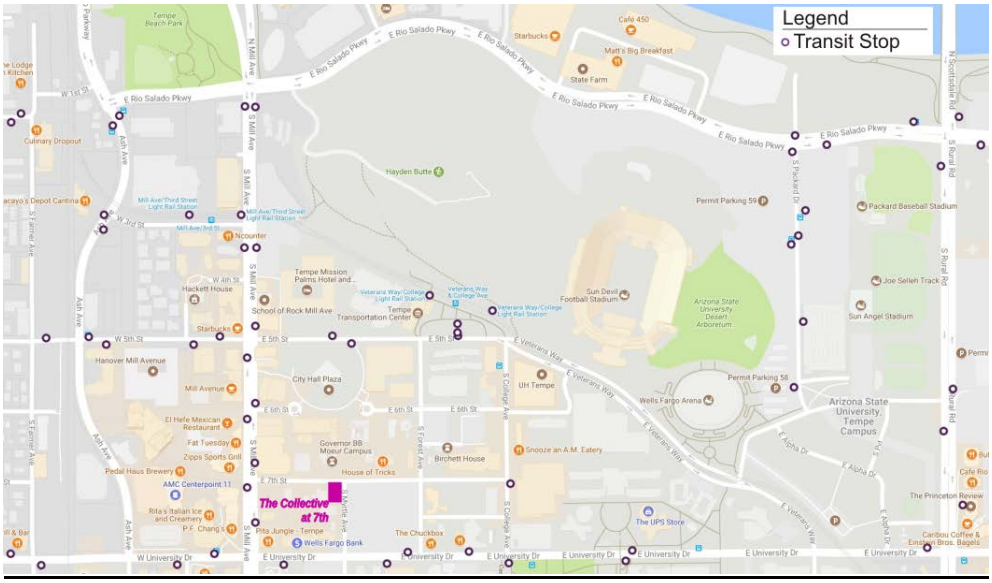
Notes: * DU = Dwelling Unit; SF = Square Feet; BR = Bedroom
[1] Guest spaces only required if no commercial land use(s) planned.
[2] Retail motor vehicle parking is waived for first 5,000 SF of floor area.

residents' other transportation choices. The land uses that will generate parking demand are summarized in column (1) on the left side of **Table 1**. The quantities of the proposed land uses shown in the table are what is currently planned; no further changes are expected in the final mix of residential units or retail/restaurant floor area.

Site Access. Two vehicular accesses to The Collective will be provided. The primary access to the site will be a controlled entrance off of Myrtle Avenue. A secondary access for residents and loading/refuse collection will be provided from existing the alley along the south side of the building. Full-width improvements will be made to the alley the length of the property to accommodate ingress from and egress to the alley.

Surrounding Land Use. The site is in the heart of downtown Tempe. Mill Avenue, with its restaurants and entertainment venues, runs north-south one block to the west of Myrtle Avenue. Tempe's City Hall and other offices are within a two-block walk. To the north, east, and south—also within a few short blocks—is the campus of Arizona State University (ASU). **Figure 1** shows some of these features and other attractions in the vicinity of The Collective.

Figure 1 – Vicinity Map Showing Site, Transit Stops, and Attractions



Transit. The site is a walk of less than 10 minutes from the Tempe Transportation Center (TTC), a transit hub with a light-rail station through which 5 different local bus (48, 62, 65, 66, and 72) routes pass. There are bus stops in both directions along University Drive (local route 30) and along Mill Avenue (local routes 65 and 66, both of which originate at the TTC); these stops are just one block—or less—walk from The Collective. In addition, three of Tempe's Orbit neighborhood circulators (Earth, Mars, and Jupiter) originate at the TTC and two others (Mercury and Venus) travel along Mill Avenue and University Drive, using the same transit stops as the local bus routes. Finally, Tempe's Streetcar, expected to begin operation in 2020, will run along Mill Avenue, just one block from The Collective. **Figure 1** also shows the numerous transit stops in Tempe's downtown area.

Bicycle and Pedestrian Facilities. As noted, The Collective is within Tempe's designated Bicycle Commute Area. Tempe has both bicycle lanes and multi-use paths in the vicinity of The Collective. A bicycle lane is defined by the City as a "portion of a roadway designated for preferential or exclusive use of bicycles and defined by pavement markings, curbs, signs or other traffic-control devices." Bicycle lanes are a minimum of four feet wide. Multi-Use Paths are defined as a "paved facility completely separate from the roadway and motorized traffic designated for non-motorized, mixed use." Multi-use paths are a minimum of 10 feet wide and can be used by pedestrians. Pedestrians also have access to Tempe's extensive network on sidewalks along its streets. **Figure 2** depicts the bicycle lanes and multi-use paths.

Figure 2 – Bicycle Lanes and Multi-Use Paths near The Collective on 7th

CITY OF TEMPE VEHICULAR PARKING REQUIREMENTS

The motor vehicle parking requirements for the City Center District (Ordinance No. 02015.60) are set forth in Code Section 4-607. Bicycle parking requirements for developments located within Tempe's bicycle commute area are specified in Code Section 4-603. The bicycle and motor vehicle parking ratios and resulting parking calculations are shown in columns (2) and (3) of **Table 1**. Calculating the number of required parking spaces using City ratios yields 215 required motor vehicle parking spaces and 268 bicycle spaces.

MOTOR VEHICLE PARKING PROVIDED

The development proposes to provide 160 parking spaces in a 5-level parking garage integrated within the structure. The parking spaces will be reserved in the parking structure as follows: 2 commercial/public spaces, 5 compact car-share spaces in one tandem stall, and 153 residential spaces, which will include 38 spaces within 19 tandem stalls. Nine on-street spaces will also be provided for public use and are not considered in any of the site-related parking calculations. Twenty-nine moped spaces and 336 bicycle parking spaces will accommodate residents' other transportation choices. The 169 total spaces for motor vehicles is 46 fewer spaces than the minimum according to the City Center District requirements.

CivTech understands that Core Spaces has developed similar projects in similar downtown/ central city/core areas elsewhere in the country and that, in those projects, Core generally sets a target of providing one motor vehicle parking space for 45% of the units (a rate of 0.45 space per dwelling unit) and a similar target for other uses. In this case, the 269 dwelling units would warrant 121 spaces and the 1,000 SF of retail space (net of the first 5,000 SF per the Code) would warrant two spaces, or a total of 123 spaces. Therefore, Core would be providing 32 more spaces than its target. On a per-unit basis—and assuming 153 of the parking spaces provided are spaces for the residents of the 269 dwelling units—Core would be providing 0.57 parking spaces per dwelling unit, or 26% more than Core's target ratio.

Confirmation of Core's Ratio. To determine if this ratio of 0.57 parking spaces per dwelling unit and, therefore, the number of spaces Core intends to provide is sufficient, CivTech was directed to an article that appeared in the December 2010 issue of the Institute of Transportation Engineers' *ITE Journal*. A copy of the article is attached. This article specifically addresses the issue of parking requirements for multi-family residential developments in close proximity to transit service. The parking demands at locations in the First Hill/Capitol Hill area, in downtown Seattle, and Redmond, a Seattle suburb, were counted. The article concluded that, typically, excess parking spaces were provided at those developments.

CivTech would characterize the Tempe light rail proximity as more similar to the Seattle light rail proximity than to the Redmond light rail proximity, both of which were studied in the article. Therefore, CivTech will use the Seattle-area data. In addition to proximity to light rail service, there is another substantial similarity, that is, the Seattle location is in close proximity to Seattle University and, therefore, comparable in the same way to The Collective, which is near ASU.

In the *ITE Journal* article, a weighted average of the available parking space numbers in the apartment vicinity divided by the total number of occupied dwelling units was determined for each location. A weighted average of occupied parking spaces in the apartment vicinity divided by the total number of occupied dwelling units was also determined.

The investigators calculated a weighted average parking supply of 0.74 parking spaces per apartment for the four urban centers in downtown Seattle. The investigators estimated the actual

weighted average parking demand to be 0.52 parking spaces per dwelling unit. Column (4) of **Table 1** shows these calculations. Therefore, Core's proposed ratio of 0.57 parking spaces per dwelling unit, which is larger than the weighted average parking demand documented in the December 2010 *ITE Journal* article, and a total of 153 parking spaces for residents should be more than adequate.

CONCLUSIONS AND RECOMMENDATIONS

This parking analysis determined the motor vehicle and bicycle parking requirements for The Collective at 7th development using City Center District and bicycle commute area parking standards and suggests alternate parking ratios to be used for determining an appropriate number of spaces for motor vehicles. The following are CivTech's conclusions and recommendations:

- The Collective is located in a dense urban environment inside a block along which six transit routes run, is within a ten minute walk of a major transit center, and is one block from the upcoming streetcar service. It falls within the Tempe's City Center District, Transportation Overlay District, and Bicycle Commute Area.

- Per the City Center District base parking ratios, 215 parking spaces are required for motor vehicles and 268 spaces are required for bicycles.

- The development will provide 169 total parking spaces, 160 in a 5-level parking garage integrated within the structure and 9 on-street spaces for public use. The 9 on-street spaces were not considered in any of the site-related parking calculations. The parking spaces will be reserved in the parking structure as follows: 2 commercial/public spaces, 5 compact car-share spaces in one tandem stall, and 153 residential spaces, which will include 38 spaces within 19 tandem stalls. While this is 57 fewer spaces than the minimum calculated using Tempe's City Center District parking ratios, it is 32 (26%) more spaces than Core's original target value of 121 spaces at a ratio of 0.45 spaces per dwelling unit.

- In a December 2010 *ITE Journal* article, investigators estimated from data collected at four similar urban center residential developments in downtown Seattle an actual weighted average parking demand of 0.52 parking spaces per dwelling unit. Therefore, Core's proposed ratio of 0.57 parking spaces per dwelling unit and a total of 153 parking spaces for residents with 5 additional compact car-share spaces in one tandem stall should be more than adequate. The proposed rate and total number of trips is nearly ten percent higher than the Seattle rate (0.52) and spaces required (140) calculated when using the Seattle rate.

- The development falls within the City's bicycle commute area; as such, the minimum bicycle spaces required per the Code is 268. The development will provide 336 bicycle spaces. This is more than 25% more than required by the Code and will accommodate a transportation alternative to the motor vehicle.

- The development will also provide spaces for 29 mopeds to provide additional transportation options for residents.

Thank you for allowing CivTech to assist you on this project. Please contact me with any questions you may have on this analysis.

Sincerely,

Joseph F. Spadafino, P.E., PTOE, PTP
Project Manager/Senior Traffic Engineer

Attachments (1)

Attachment

ITE Journal Article, December 2010

"Assessing Multi-Family Residential
Parking Demand and Transit Service"

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ITE JOURNAL

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Ad Index

Assessing Multifamily Residential Parking Demand and Transit Service

THIS STUDY EXAMINED THE RELATIONSHIP OF MULTIFAMILY RESIDENTIAL PARKING DEMAND AND TRANSIT LEVEL OF SERVICE IN TWO KING COUNTY, WA, USA, URBAN CENTERS: FIRST HILL/CAPITOL HILL (FHCH) AND REDMOND. IN ADDITION, CURRENT PARKING POLICIES WERE ASSESSED FOR THEIR ABILITY TO MEET THE OBSERVED PARKING DEMAND, AND AN ALTERNATIVE METHOD TO COLLECT PARKING DEMAND DATA WAS EXPLORED.

BY DANIEL H. ROWE, DR. CHANG-HEE CHRISTINE BAE AND QING SHEN

INTRODUCTION

Parking policies greatly affect land use patterns in cities and are intertwined with automobile use, traffic congestion, housing affordability, and environmental impacts. Off-street parking requirements in multifamily residential developments have become commonplace in the United States, and planners have observed serious implications with their use. Planners typically have limited parking demand data available on which to base their parking requirements. When parking data are available, they are often either outdated or based on a different development or transportation system context, including varying levels of public transit service.[1] Experience has shown that creating parking policies based on this flawed data can result in an overbuilt parking supply, which encourages automobile use and discourages transit use. As cities look to increase transit ridership to achieve regional planning goals, it is important to consider parking policy in concert with transit service provision. High levels of transit service can provide a viable alternative to owning a vehicle, which lowers the parking demand for new developments. When cities set parking policies based on information that is reflective of locally observed parking demand and is calibrated to the level of transit service provided, they can reduce the cost of development and encourage alternatives to owning and driving an automobile.

Based on local experience from transportation planners and literature reviewed, it is hypothesized that that higher levels of transit service result in lower residential parking demand. This research hypothesis was explored by conducting parking demand counts at multifamily residential apartment buildings, per ITE *Parking Generation* methodology, and calculating transit level of service for two urban centers in King County, Washington, USA. Using the findings from this research, parking policies used in each urban center were analyzed for their ability to meet true parking demand. In addition, a Washington State Department of Licensing (DOL) database for registered vehicles was assessed for its accuracy in determining parking demand. By collecting local, context-sensitive data on parking demand and its relationship to varying levels of transit service, jurisdictions and developers may be better informed to build parking that meets the true demand.

BACKGROUND

Parking is an important component in the complex transportation system that moves people and goods throughout an area. As urban areas continue to grow, planners often look to zoning regulations to help shape future development in a more environmentally and socially sustainable manner. In addition, pubic transportation agencies are striving to provide an inexpensive mobility option that can reduce the environmental impacts of excessive automobile use. It has been found that parking policies not only have an impact on the formation of urban environments, but they also have a strong relationship with transit service planning.

A common regulatory mechanism that jurisdictions use to control residential parking supply are zoning codes that specify minimum parking requirements for off-street parking in new residential developments. These requirements are used to ensure that new residential development contains an adequate number of parking spaces in order to avoid parking spillover onto adjacent streets and properties, to maintain traffic circulation, and to ensure the economic success of the development.[2] The requirements strive to prescribe the exact number of parking spaces. Supplying less parking than demand warrants can inconvenience residents and potentially

result in spillover parking on adjacent neighborhood streets. Conversely, supplying more parking than is demanded can increase the cost of property development and reduce affordability of the new residential housing, while at the same time creating unnecessary environmental impacts such as encouraging additional car ownership and use and making transit usage less convenient and efficient.

Off-street parking requirements have become commonplace, and some planners have observed serious implications with their use, including impacts to travel, housing affordability, the environment, and transit service. As previously discussed, the parking supply built to meet the parking requirements is often in excess of parking demand. This surplus of parking has implications on transportation mode choice, providing incentives for residents to own more vehicles, drive them more, and use transit or other modes of transportation less.[3] As long as perceived free parking is available, people will continue to use their vehicles. This trend is counterproductive to many of the sustainable development policies planners aspire to implement today. As our cities become more populated and denser, transit has been identified as a way to provide an affordable means of travel and to create healthy, compact communities. The off-street parking requirements that have become commonplace today present a barrier to implementing these modern-day planning goals.

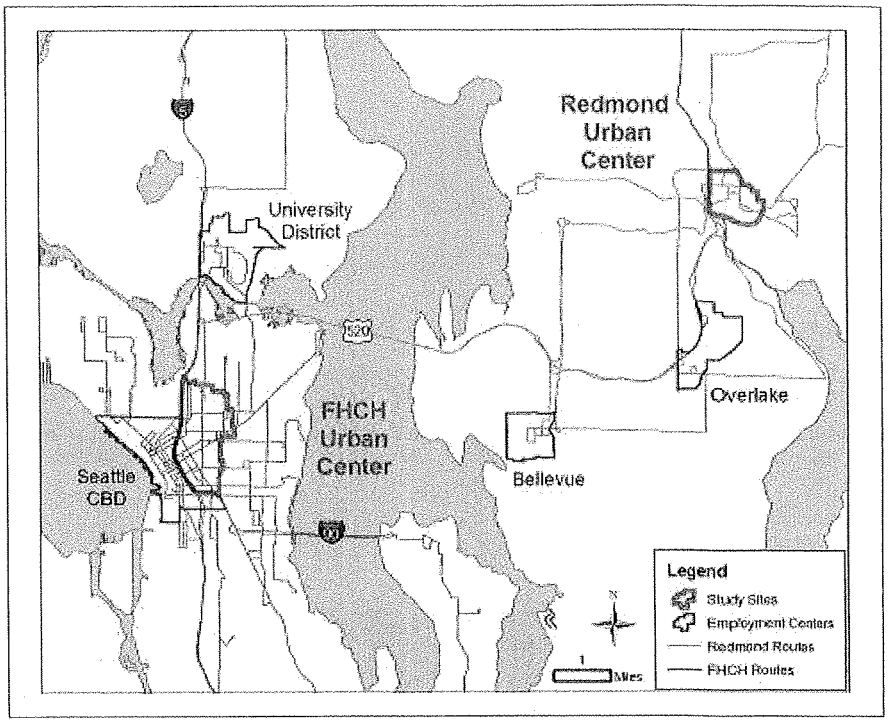

Figure 1. FHCH and Redmond urban center context map.

METHODS

We used a combination of parking utilization counts and geographic information systems (GIS) analysis at the First Hill/Capitol Hill (FHCH) and Redmond urban centers to compare and contrast parking demand of multifamily apartment buildings and transit level of service (LOS) characteristics.

Site Selection

We chose the FHCH and Redmond because they represent two distinct types of development and different levels of transit service. FHCH is an urban area close to downtown Seattle (see Figure 1), which has high population density and robust transit service. Redmond is a growing suburban area about 15 miles east of Seattle, with lower population density and less transit service, focused mainly on peak-hour commuter service. To assess parking demand, eight apartment buildings were selected to conduct parking utilization counts, four in each urban center.

Parking Demand

To assess parking demand in each apartment building, one parking utilization count was conducted for each study site. Methodology for conducting the counts was modeled after the ITE parking demand observations used to support the *Parking Generation* report. Parking demand is defined as the "accumulation of vehicles parking at a given site at any associated point in time…This value should be the highest observed number of vehicles within the hour of observation."[4] Parking counts were completed during midweek days (Tuesday through Thursday) in March and April of 2010 at the peak parking demand hours for residential land uses between 12:00 a.m. to 5:00 a.m. The parking utilization count consisted of counting the number of parked cars in the residential portion of the parking garage or lot at the time of the count. The cars parked in visitor or retail-designated parking spaces were not included.

Using the data collected from these parking utilization counts, a peak period parking demand calculation was completed for each site and then averaged for each urban center. The methodology for calculating peak period parking demand also follows ITE methodology and is defined as number of vehicles parked divided by the number of occupied dwelling units. Finally, a weighted average parking demand ratio for each urban center was calculated by dividing the sum of all vehicles parked in one urban center by the sum of all occupied dwelling units in that same urban center.

We explored the accuracy of an alternative method to collect parking demand information. Parking demand calculations were compared to database queries from the DOL database for registered vehicles in King County. To count the number of registered vehicles at each site, the database was queried by the address of each apartment complex, and the total number of registered vehicles at each site was counted. To assess the accuracy of this method, a regression analysis was conducted for the DOL vehicle counts against the observed vehicles counted at a 95 percent confidence level.

Transit Level of Service Analysis

We developed indicators to measure the different levels of transit service,

Table 1. Transit level of service indicator summary.

Indicator	Metric
Geographic Frequency	Percentage of population living within a quarter-mile of frequent transit service (15-minute headways), averaged using four employment center destinations.
Geographic Span	Percentage of population within a quarter-mile of all-day transit service (16 or more hours).
Weighted Travel Time	Extra time spent in transit compared to automobile. Travel time includes total door-to-door time to major employment centers weighted by employment.
Reliability	Average on-time transit performance.

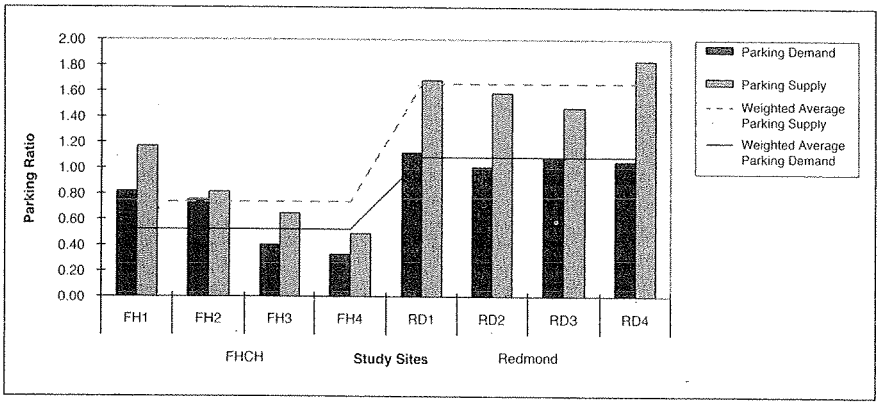

Figure 2. Parking demand compared to parking supply.

Table 2. Parking supply and demand compared to parking regulations.

	First Hill/Capitol Hill				Redmond			
	FH1	FH2	FH3	FH4	RD1	RD2	RD3	RD4
Year Built	2003	2008	2006	2005	1990	1999	1999	2004
Parking Regulation (minimum spaces per dwelling unit, unless noted otherwise)	1.15	N/A*	0.5	0.33–-1 **	1+ - 2.25 ***			
Parking Demand (Vehicles per dwelling unit)	0.82	0.76	0.40	0.33	1.12	1.01	1.08	1.05
Parking Supply (spaces per dwelling unit)	1.17	0.81	0.65	0.49	1.68	1.58	1.47	1.83
Weighted Average Parking Supply	0.74				1.66			
Weighted Average Parking Demand	0.52				1.08			

* No parking requirement.
** 0.33 spaces for each dwelling unit with 2 or fewer bedrooms and 1 space for each dwelling unit with 3 or more bedrooms.
*** 1 space per dwelling unit minimum and 2.25 spaces per dwelling unit maximum. 1+ indicates that an additional one guest space per four units is also required.

summarized in Table 1. There are numerous indicators, as noted in Transportation Research Board's *Quality of Service Manual*, but many of them require data not readily available, and some are not relevant because of the commonality of transit providers in each study site.[5] We measure geographic frequency and geographic span as indicators of walking accessibility to quality transit service or service that is frequent and operates all day. We measure travel time to show the attractiveness of transit compared to automobile travel. Finally, we measure reliability to show whether residents can rely on transit as a viable transportation option.

RESULTS

Parking Demand

The results show that parking demand is lower than the amount supplied in both urban centers, suggesting that parking is overbuilt. Figure 2 displays the difference between parking demand and supply per study site and the weighted average. The samples sites were represented by identification codes because of confidentiality agreements. The weighted average parking demand in FHCH is 0.52 vehicles per dwelling unit, and the parking supply ratio is 0.74, showing a 0.21 vehicle per dwelling unit oversupply of parking. The weighted average parking demand in Redmond is 1.08 vehicles per dwelling unit, and the parking supply ratio is 1.66, showing a 0.57 vehicle per dwelling unit oversupply of parking.

The observed parking demand found in this study is less than the ITE *Parking Generation* recommended ratios in both urban centers. Observed demand in FHCH (0.52) is almost half of what ITE recommends, and in Redmond observed demand (1.08) is still less than the ITE recommendation, but only by 0.12 spaces per dwelling unit. This finding suggests a suburban bias in the data published in the *Parking Generation* report.

To investigate the demand and supply imbalance, it is important to understand the parking regulations under which each apartment building construction was permitted. Because parking regulations often change, we researched the legislative history of each urban center's zoning code to find the applicable parking requirement. Table 2

summarizes the year each apartment building was built and the parking requirement of the master use permit approval.

Alternative Parking Demand Methodology (DOL) Analysis

The DOL registered vehicle database counts ranged from 40 vehicles below the observed counts to 25 above, with an average difference of -4.88 for all sites. Although this analysis suffers from a small sample size and a large standard deviation, the DOL registered vehicle method has a strong association with the field observed method. Using regression analysis, the eight study sites were found to have 92 percent of the field observation counts explained by the DOL registered vehicle count ($r^2 = 0.92$). However, the large standard deviation shows that further investigation is necessary to determine whether the DOL data can be used as a proxy.

Transit Level of Service

The result of the transit level of service indicator analysis shows a clear difference in the type of transit service available to residents in each urban center (see Table 3). Transit service is more accessible and frequent in FHCH. Fifty-two percent of residents have access to frequent service compared to 30 percent in Redmond. Residents have similar walking access to all-day transit service in each urban center, but residents in FHCH benefit from 70 percent of all their transit service operating all day, compared to 46 percent in Redmond. Interestingly, Redmond shows that, on average, travel to major employment centers is a half-minute faster in transit when compared to the automobile and is two minutes slower via transit from FHCH to major employment centers. This finding is likely due to Redmond's geographic location at the end of a highway with intense congestion at peak hours. The transit service is able to use the high-occupancy vehicle (HOV) lanes and has an advantage over the automobile traffic. Transit travel times from FHCH to major employment centers generally take an average of eight minutes less compared to Redmond. Finally, transit service is generally more reliable in FHCH, with better on-time performance.

Table 3. Transit level of service indicator results.

Indicator	FHCH	Redmond
Geographic Frequency	52%	30%
Geographic Span	100%	100%
Travel Time	2	-0.5
Reliability	2.58	3.67

A HYPOTHESIS OF THIS STUDY IS THAT GREATER LEVELS OF TRANSIT SERVICE WILL YIELD A LOWER PARKING DEMAND FOR MULTIFAMILY RESIDENTIAL DEVELOPMENTS IN THE URBAN CENTERS.

LIMITATIONS

Some limitations exist in this study. First, the parking demand estimates are based on a small sample size because of limited time and resources. Also, the findings from the DOL analysis suffer from a small sample size and should be expanded to better understand the use of this alternative method. Second, this study only focuses on the relationship of transit level of service with residential parking demand. It is anticipated that other factors influence parking demand, such as mixed land use and alternative transportation facilities. Local government should allocate more resources to conduct more empirical research on parking and its relationship between land use and alternative transportation.

CONCLUSIONS

For decades the belief of residential parking practice was that generous supply of off-street parking spaces would help reduce traffic congestion and limit spillover of parking into surrounding neighborhoods. However, the requirements that many cities place on developers to build excess parking supply has proved to encourage automobile use, increase development costs, decrease housing affordability, consume more land and natural resources, increase air and water pollution, and prohibit smart growth. As planners better understand the relationships between parking, transportation choices, land use, and environmental impacts, it is important to evaluate how parking policies can be modified to achieve the optimal balance of off-street parking.

A hypothesis of this study is that greater levels of transit service will yield a lower parking demand for multifamily residential developments in the urban centers. As a result of the combination of mixed-use development, shorter distances to many destinations, higher jobs-to-housing balance, and more frequent and diverse transit services, people may have viable alternatives to owning or driving a car. Then, they will demand less residential parking spaces than isolated, single-use suburban environments. As presented earlier in this study, FHCH contains a higher level of transit service and a lower parking demand when compared to Redmond. FHCH has half the parking demand of Redmond and performs better on at least two of the transit level of service indicators.

Parking policies were reviewed in each urban center to assess their ability to meet the observed parking demand. In FHCH, all parking requirements have been removed, leaving the parking supply decisions entirely up to developers. This market-oriented policy is supported by many academics because it tends to result in a supply that is closer to the actual demand of the targeted tenants and can reduce the amount of parking oversupply.[6] The effect of having no parking requirement in FHCH is still to be determined, but it is anticipated that the parking supply will be close to the observed parking demand ratio, 0.5. In Redmond, the average parking supply rate is much larger

than the minimum requirement, at 1.66. Redmond has an opportunity to adjust its parking requirement to meet demand by lowering either the parking minimum or maximum. In addition to reducing the minimum parking requirement ratio, both urban centers should implement additional reductions to the required parking in their zoning codes. For example, cities can offer reductions to required parking when developers build near frequent transit service, implement car-sharing programs, adopt transportation management programs, design for pedestrian and bicycle access, and share parking between land uses that have different peak period demands.

Parking policy has a key role to play in facilitating a shift away from auto-oriented communities to ones that are conducive to alternative transportation options, such as transit use. FHCH and Redmond provide an important example of the complexities involved with managing off-street parking supply. Since every community is unique, it is critical for planners and developers to have access to up-to-date information on parking demand. When planners and developers better understand parking demand and its relationship to transit level of service, they can make more informed decisions about shaping development that improves the quality of life and enhances the vitality of its communities. ■

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6. Shoup, 2005.

DANIEL ROWE

is a transportation planner with a focus on finding environmentally sustainable solutions to urban mobility. He is the founder and principal consultant for his own firm, Daniel Rowe Consulting, LLC and provides consulting services to clients in the areas of parking, transportation demand management, and bike share planning. Rowe has a master's in urban planning from the University of Washington and a bachelor's in environmental science from the University of Pittsburgh.

DR. CHANG-HEE CHRISTINE BAE

is an associate professor in the Department of Urban Design and Planning at the University of Washington, Seattle, USA, where she teaches courses in transportation and the environment, growth management, and the Pacific Rim. She has published many articles in Journal of Environmental Planning and Management, Environment and Planning, Journal of Planning Education and Research, Journal of the American Planning Association, *and other publications. Her recent research involves freeway-related air pollution sheds (FAPS) and urban settlements, measuring bicyclist exposure to air pollution, and comparative research between Seattle and Seoul. She is a board member of the Western Regional Science Association.*

QING SHEN

is a professor and chair of the Department of Urban Design and Planning at the University of Washington. Professor Shen's research interests center on understanding changes in the spatial organization of cities, their socioeconomic and environmental impacts, and their implications for urban transportation planning and policymaking. Over the past 15 years, he has developed new methodological frameworks for analyzing urban spatial structure, examined the social consequences of automobile-oriented metropolitan development, and investigated the differential impacts of information and communication technologies on various population groups.

February 23, 2018

Mr. Ryan Levesque
City of Tempe
3 East Fifth Street
Tempe, Arizona 85281

Parking Management Plan for The Collective on 7th & Myrtle Development– Tempe, Arizona

Dear Mr. Levesque:

This Parking Management Plan has been prepared and is being submitted to the City of Tempe in accordance with Section 4-607(C) of the Tempe Zoning and Development Code (the "Code"), and is intended to supplement the Parking Analysis for The Collective on 7th & Myrtle Development – Tempe, Arizona prepared by CivTech dated January 22, 2018.

1. ***The Parking Management Plan shall identify the location of specific parking facilities and the number of parking spaces in such facilities that are available to meet the parking demand of the new development.***

   The Collective on 7th & Myrtle project is located on the southwest corner of 7th Street and Myrtle Avenue in Tempe's City Center (CC) District, Transportation Overlay District, and Bicycle Commute Area. At full build-out, The Collective will include 269 residential units with a total of 464 bedrooms with 6,000 square feet of retail/restaurant space on the ground floor. The project will provide 169 total parking spaces, 160 in a 5-level parking garage integrated within the structure and 9 on-street spaces for public use. The parking spaces will be reserved in the parking structure as follows: 2 commercial/public spaces, 5 compact car-share spaces in one tandem stall, and 153 residential spaces, which will include 38 spaces within 19 tandem stalls. Twenty-nine moped spaces and 336 bicycle parking spaces will accommodate residents' other transportation choices.

   It is expected that most patrons of the retail/restaurant use will live at The Collective or at other nearby residential towers within walking distance. Patrons may also use the nine on-street spaces maintained by The Collective for public use.

   Per Table 4-603E of the Tempe Zoning and Development Code, and as more particularly set forth in the Parking Analysis, the minimum number of bicycle spaces required for this development project is 268 spaces. As noted, this project will provide 336 bicycle parking spaces, which exceeds the requirement by more than 25 percent.

2. ***Parking identified on the plan shall be delineated as being reserved for employees, residents, or public parking and whether valet or other access control measures are used to ensure the availability and enforcement of the plan.***

   All but two spaces in the 160-space parking garage will be reserved for residents. The remaining two garage spaces will be reserved in the basement level (beyond the gate) for

employees of the retail establishments. The tandem spaces will be leased to residents of units with multiple vehicles so that those residents can easily coordinate the efficient use of the tandem spaces. Nine on-street spaces (which are not considered in site-related parking calculation) will be available to the general public. Two site accesses will be provided. The primary access to the site will be a gated entrance off of Myrtle Avenue that provides access to the upper levels of the structure. A secondary entrance for access to the gated residential spaces on the basement level and for loading/refuse collection will be provided from the existing alley along the south side of the building. The gates will be activated by a resident's key fob, which will be programmed for access to the garage.

3. ***The Professional Parking Analysis shall demonstrate that adequate parking for the public is provided, identifying existing supply and demand within the surrounding parking facilities and what will be provided on site. When off-site parking is proposed to satisfy the parking standards for employee/resident parking, the applicant shall demonstrate that all such parking is available within the specified parking facilities, based on the existing demand and supply as identified in the Professional Parking Analysis.***

   All of the parking for the proposed development project will be provided on site. No additional offsite parking is proposed. As detailed by the associated Parking Analysis, the proposed parking will be more than sufficient for the proposed development's parking needs. However, should the proposed parking be determined to be inadequate for operational needs, the developer/owner will pursue the securement of a parking agreement for nearby off-site parking spaces.

   Per Table 4-607A of the Code, 213 parking spaces are required for the residential components of the development and two parking spaces are required for the retail/restaurant component for a total of 215 spaces. While the 160 total on-site parking spaces provided by the development fall short of the minimum parking spaces required by the Code, the Parking Analysis provided demonstrates that the City's parking requirements exceed those of similar-sized cities, cities with large universities, and cities that provide adequate opportunities for the use of alternate modes of transportation.

4. ***A shared parking model, as identified in Section 4-604(B), shall not be used for the purpose of reducing the minimum parking standards found in Table 4-607A.***

   A shared parking model has not been used to reduce the minimum parking standards found in Table 4-607A.

5. ***The owner or manager of a development approved under the Parking Management Plan shall provide an accurate and current record of the uses and parking allocation for the development. The Community Development Director, or designee, may require this record be provided or updated when the owner applies for a change in use or Development Plan Review for the subject site.***

   The current proposed uses of the development project include 269 residential dwelling units and 6,000 square feet of retail/restaurant space. The parking spaces will be reserved in the parking structure as follows: 2 commercial/public spaces, 5 compact car-share spaces in one tandem stall, and 153 residential spaces, which will include 38 spaces within 19 tandem stalls. Nine on-street spaces will be provided for public use and are not considered in any of the site-related parking calculations.

DATE: FEBRUARY 26, 2018

TO: CITY OF TEMPE PLANNING DEPARTMENT

FROM: ANDREW WIEDNER, CHIEF INVESTMENT OFFICER, CORE SPACES
JOE GATTO, ASSOCIATE DIRECTOR OF ACQUISITIONS, CORE SPACES

MEMO RE: PARKING FOR INFILL, MIXED-USE APARTMENT BUILDING CALLED THE COLLECTIVE ON 7th & Myrtle - 27 EAST 7th STREET, TEMPE, AZ

Core Spaces (CORE) is a vertically integrated company focused on acquiring, developing, and managing the best mixed-use developments in an urban setting. Our innovative, pedestrian-oriented developments combine an A+ location with the top living spaces and amenities in the market. Our projects are thoughtfully designed, developed, and managed, creating extraordinary lifestyle experiences that are as unique as their respective cities.

Since 1999, CORE has specialized in pedestrian-oriented developments throughout the country. Understanding that walkability and proximity contribute greatly to the quality of life of our tenants, we chose to make high-density, urban infill developments our core focus.

Our experience developing these projects has provided us insight into the lifestyle shift over the last decade. In our projects across the country, CORE's tenant base is largely moving away from car ownership and adopting a more urban lifestyle built around alternate modes of transportation and walkability. The community benefits of this shift are vast and often include:

- increased public transit usage and viability;
- reduced traffic & pollution;
- expanded economic output & retail vibrancy due to increased pedestrian traffic;
- enhanced streetscape in favor of the pedestrian experience;
- improved road safety (studies show reduced traffic collisions and alcohol related deaths with higher rideshare usage)[1,2]; and
- reduced cost-of-living.

CORE believes that walkability is absolutely required for long-term, urban planning success. Smart growth initiatives that promote diverse, affordable and walkable developments are essential to achieving sustainable prosperity in cities large and small.

Macro Parking Trends

Reduced reliance on a personal vehicle is a strikingly consistent trend across the country, especially in areas with concentrated economic drivers like central business districts (CBD) and major universities. The increasing availability & popularity of alternate modes of transportation (mass transit, ridesharing, bicycles, mopeds, etc.) and the rising cost burdens (to the tenant, the consumer, and the municipality)

of keeping an "underutilized car" at their home are the major forces behind this waning demand for personal vehicles. According to AAA, the average cost of car ownership nationally is $8,469.[3]

Reduced car ownership continues to become more pronounced over time with the fast adoption of ridesharing services like Uber and Zipcar. To provide context to that pending generational shift, 61% of Zipcar's over 1 million users have gotten rid of their car after joining.[4] The looming introduction of self-driving cars is estimated to account for one-quarter of miles driven in the U.S. by 2030, according to an estimate by Boston Consulting Group. This revolutionary technology will only accelerate these trends.

In addition to the cost, the general preference of millennials for more instant gratification has amplified this shift. The younger population eschews waiting – whether for a cab to drive by, a parking space to open, or a traffic jam to disperse. This can be seen through the rapid adoption of on-demand ridesharing services by the 18-34 year-old demographic, which make up 50% of Uber's ridership.[5] The growing preference for convenience has led to people aged 18-34 to purchase new cars at a much lower rate with new car sales falling 30% from 2000 to 2015 for this demographic.[6]

A Federal Highway Administration (FHWA) funded project drew similar conclusions to our first-hand experience developing and managing properties with reduced parking ratios. The project analyzed the relationship between land use, pedestrian walkability, transit availability, and parking demand in urban areas. Among the key findings were:

> *"…over-building of parking supply leads to increased automobile ownership, vehicle miles traveled, congestion, and housing costs. In addition, it presents barriers to smart growth and efficient transit service…Parking supply and pricing often have a direct impact on a jurisdiction's ability to create compact, healthy communities."* [7]

A study by National Center for Transit Research further refines this relationship:

> "*municipal parking standards for TOD housing appear on the high side, which probably in turn induces further car ownership and usage – i.e., the classical vicious cycle of supply and demand feeding off each other…parking demand generally fell as the walking distance to [transit] shortened…Through a combination of proximity advantages and lifestyle predispositions, living near transit can de-generate vehicle trips. And with the option of car-sharing, it can likely reduce parking demands as well*." [8]

Some developers and institutional owners are so motivated to avoid the impending functional obsolescence that comes with meeting outdated parking requirements that they are already making design decisions that will allow them to retrofit the garage into another use. The cost associated with such a task can be staggering, but the decision is being made in areas with high land costs like New York and Los Angeles.[9]

However, this approach is short-sighted and has implications beyond the incremental construction cost of a development. It can hurt the streetscape by increasing unsightly garage space as each floor needs to be 50% taller to accommodate future building systems and designed more inefficiently to keep floors level for the eventual change to an alternative use. In areas that are restricted by height (which tends to be among the most contentious issues for community members), this change will lead to a development

that has to reduce overall rentable area in order to accommodate underutilized parking.[10] The most effective way to manage the coming changes is to have a right-sized parking program built with the future in mind.

Buildings that are forced to have a high minimum amount of parking unfairly raise pricing on tenants who do not own cars. If the space built to accommodate their unit is unused, their rent needs to be increased to account for the cost of the parking space. Our buildings have less parking, allowing us to charge lower rents and pass along the associated savings onto the tenant. Similar to "cord-cutting", CORE sees a "car-cutting" phenomenon continuing to happen as more high-quality housing options arise. Now that tenants can realize the lower rent from a building with a right-sized parking plan, the average person is more inclined to cut the cost of their car out of their annual budget. CORE has found this tenant pool to be deep and growing.

Analysis of The Collective on 7th & Myrtle

CORE's experience has shown that tenants in our buildings don't need or want to bring their cars due to our urban locations. The Collective's location is its greatest asset. With Tempe's explosive job growth, CORE estimates that more than 25,000 people will soon work within a 20-minute walk between State Farm, Arizona State University, ADP, Willis Towers Watson, and DriveTime Automotive. The Collective is located just steps from countless restaurants, shops and music venues that make up the heart of downtown Tempe. These businesses equip The Collective with an unparalleled level of convenience. The location is within a 10-minute walk to the Mill Avenue/Third Street Light Rail Station, providing residents with a short commute to downtown Phoenix and all of its offerings.

The Collective's location will also appeal to the dynamic biking culture in Tempe. This location is dubbed a biker's paradise, with a Bike Score of 98/100 due to the flat terrain and immediate access to bike lanes along Mill Avenue that feed into the rest of the protected bike lane system.[11] In recognition of this, The Collective will provide 25% more bicycle spaces than the amount required by designation in the *Bicycle Commute Area* of Tempe's zoning code. The bicycle sharing service Grid Bike has three stations within 5 minutes walking distance, including one located across the street from The Collective.

According to the National Apartment Association and 2009 American Housing Survey, the national average for parking spaces is 54% per unit for apartments of more than four stories.[12] The Collective will have parking spaces for 56% of units placing it above the national average. However, the average apartment building does not benefit from the pedestrian-oriented advantages of this location in Tempe and the need for parking here is much lower. In fact, many cities have recognized the negatives of overparking and revised their zoning to have minimal-to-no parking requirement. Coincidentally, many of these cities also have flourishing economies including Ann Arbor, Austin, Champaign, Chicago, Eugene, Madison, Minneapolis, Phoenix, Portland, and Seattle. CORE has developed apartment buildings in each market. In particular, CORE's developments in Madison and Portland specifically lease to the growing cache of young professionals and only have parking for 37% of units as compared to 56% at The Collective.

CORE is proposing that The Collective provide 169 parking spaces, including nine on-street spaces and five shared cars. We are confident that our property provides more than enough parking for our

residents based on our experience and the changing landscape of car ownership throughout the country. The table below outlines The Collective's metrics as compared to code.

	Total Required	Total Provided	Required for Residential	Provided for Residential	Parking Per Unit
Cars	215	164*	213	153	56%
Moped	0	29	0	29	10%
Car Share**	None	65	None	65	24%
TOTAL MOTOR	*215*	*258*	*213*	*247*	*91%*
Bikes	268	336	268	331	123%
Bike share	None	Yes	None	Yes	N/A

*includes nine on-street spaces

**assumes each of the five shared cars provided represent demand for 13 spaces

In addition to providing residents with a pedestrian-friendly location and augmented bike accommodations, CORE will utilize a car sharing service as an additional amenity for the urban professional. Car sharing service provider Zipcar estimates that each shared car takes 13 personally-owned vehicles off the road, but other car services in consideration estimate that figure is up to 22 when the cars are dedicated to serve residents of a single building.[13] Using the low end of that range, CORE's plan for five shared cars occupying two parking spaces would satisfy demand for at least 24% of units at The Collective. The property will also have 29 dedicated moped/motorcycle spaces to supplement car parking. The moped parking provided is not required, but CORE believes it is necessary to provide to meet demand. The additional parking solutions will supplement the 169 motor vehicle spaces to provide the equivalent of 252 parking spaces for residents' use in the development. The combination of these solutions allows The Collective to provide parking opportunities that meets demand for 93% of units, well above the 79% required by code.

The Collective represents an ideal location for a pedestrian-oriented development, built to address the future health and viability of downtown Tempe. The proposed reductions in parking are a direct response to the trends occurring across the country and to the vibrant location in the downtown district.

References:

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TRAFFIC IMPACT STUDY

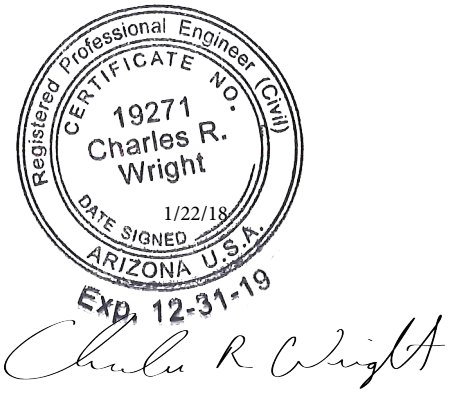
The Collective on 7th & Myrtle
SWC 7th Street and Myrtle Avenue
Tempe, Arizona

Prepared for:

Antunovich Associates
224 West Huron Street, Suite 7E
Chicago, Illinois 60654

Prepared By:

Kimley-Horn and Associates, Inc.
1001 West Southern Avenue, Suite 131
Mesa, Arizona 85210



291190000
January 2018

Kimley»Horn

1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

This report documents a traffic impact analysis performed for a proposed mixed use development on the southwest corner of the intersection of 7th Street and Myrtle Avenue in Tempe, Arizona. The site will include apartment and retail land uses and is anticipated to be built out by 2020.

1.2 REPORT PURPOSE AND OBJECTIVES

Kimley-Horn and Associates, Inc., has been retained by Antunovich Associates to perform the traffic impact study for the proposed development.

The purpose of this study is to address traffic and transportation impacts of the proposed development on surrounding streets and intersections. This traffic impact study was prepared based on criteria set forth by the City of Tempe. The specific objectives of this study are:

- To evaluate lane requirements on all existing roadway links and at all existing intersections within the study area;
- To determine future level of service (LOS) for all existing intersections within the study area and recommend any capacity-related improvements;
- To determine necessary lane configurations at all driveways within the proposed development in order to provide acceptable future levels of service;
- To evaluate the need for auxiliary lanes at all study area intersections; and
- To evaluate the need for future traffic signals.

1.3 PRINCIPAL FINDINGS AND RECOMMENDATIONS

The proposed development is expected to generate 1,392 daily trips, with 97 trips occurring in the AM peak hour and 118 trips occurring in the PM peak hour. After taking into consideration interaction between the land uses and alternate modes, the proposed development is expected to generate 1,303 daily trips, with 99 trips occurring in the AM peak hour and 115 trips occurring in the PM peak hour. To ensure that the estimate of the traffic impacts is the maximum that can be expected, it is assumed that the site will be 100 percent occupied upon buildout in 2020.

- All signalized and unsignalized intersections operate at acceptable LOS in the existing, background, and total traffic conditions, except for Rural Road/University Drive, which operates at LOS E or LOS F depending on the analysis year and peak hour.
- Although the calculated queue length at some study locations may be longer than the existing storage, many of the existing storage lengths become two-way-left-turn lanes or have adequate approach width to accommodate the calculated queues. The remaining instances where the calculated storage length is greater than the existing storage have existing raised medians that make

it difficult to alter to extend the left-turn storage beyond what is currently provided. No changes to the existing storage lengths are recommended.

- It is recommended that a throat length of at least 75 feet be maintained on the eastbound approach at the Myrtle Avenue/Alleyway intersection.
- It is recommended that sight triangles be provided at all site access points including Driveway D1 and Driveway D2 along the alleyway to give drivers exiting the site a clear view of oncoming traffic. The landscaping and structures within sight triangles must not obstruct drivers' views of the adjacent travel lanes.
- It is recommended that the Alleyway/Driveway D2 intersection be restricted to not allow westbound right turning movements into the driveway due to small turning radius.

PLANNED AREA DEVELOPMENT OVERLAY FOR M7 MIXED-USE DEVELOPMENT & CONFERENCE CENTER

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

ACKNOWLEDGEMENT

STATE OF ARIZONA COUNTY OF MARICOPA THE
FORGOING INSTRUMENT WAS ACKNOWLEDGED
BEFORE ME THIS _____ DAY OF _____2008 BY
_____,
AS _____ TEMPE MILL LLC, OWNER.
IN WITNESS WHEREOF I HAVE HEREUNTO SET MY
HAND AND OFFICIAL SEAL.
NOTARY PUBLIC:_____
MY COMMISSION EXPIRES_____

LEGAL DESCRIPTION

PARCEL NO. 1:
LOTS 1 AND 2, BLOCK 15, TEMPE, ACCORDING TO BOOK 2 OF MAPS, PAGE 26
RECORDS OF MARICOPA COUNTY, ARIZONA

EXCEPT THE WEST 5 FEET OF LOT 2.

PARCEL NO 2:
THE WEST 5 FEET OF LOT 2 AND THE EAST 50 FEET OF LOT 3, BLOCK 15, TEMPE ACCORDING TO BOOK 2 OF MAPS, PAGE 26, RECORDS OF MARICOPA COUNTY, ARIZONA

PARCEL NO. 3:
LOT 4 AND THE WEST 5 FEET OF LOT 3, BLOCK 15, TEMPE, ACCORDING TO BOOK 2 OF MAPS, PAGE 26, RECORDS OF MARICOPA COUNTY, ARIZONA

PARCEL NO. 4:
LOT 7, 8 AND THE NORTH HALF OF LOT9, BLOCK 15, TEMPE, ACCORDING TO BLOCK 2 OF MAPS, PAGE 26, RECORDS OF MARICOPA COUNTY, ARIZONA

PARCEL, NO. 5:
LOT 17 BLOCK 15, TEMPE ACCORDING TO BOOK 1 OF MAPS, PAGE 30, AND BOOK 2 OF MAPS, PAGE 26, RECORDS OF MARICOPA COUNTY, ARIZONA AND

THE FOLLOWING DESCRIBED STRIP OF LAND, FORMERLY A PART OF 8TH STREET IN THE CITY OF TEMPE, ABUTTING ON LOT 17, BLOCK 15, IN THE CITY OF TEMPE (WEST), TO WIT;

BEGINNING AT THE SOUTHEAST CORNER OF LOT 17, BLOCK 15, CITY OF TEMPE (WEST), ACCORDING TO THE PLAT OF RECORD IN THE OFFICE OF THE COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA, IN BOOK 2 OF MAPS, PAGE 26;

THENCE SOUTH ALONG THE PROLONGATION SOUTHERLY OF THE EAST LINE OF SAID LOT 17, A DISTANCE OF 16 FEET TO THE NORTH LINE OF SAID 8TH STREET, AS IT NOW EXISTS;

THENCE WESTERLY ALONG THE NORTH LINE OF SAID 8TH STREEET, AS IT NOW EXISTS 55.05 FEET, TO THE INTERSECTION OF THE PROLONGATION SOUTHERLY OF THE WEST LINE OF LOT 17;

THENCE NORTH ALONG THE LAST MENTIONED LINE 16 FEET TO THE SOUTHWEST CORNER OF SAID LOT 17;

THENCE EAST ALONG THE SOUTH LINE OF SAID LOT 17, BLOCK 15, A DISTANCE OF 55.05 FEET TO THE POINT OF BEGINNING

PARCEL NO 6:
LOT 5, BLOCK 15 OF TEMPE, ACCORDING TO BOOK 2 OF MAPS, PAGE 26, RECORDS OF MARICOPA COUNTY, ARIZONA.

PARCEL NO 7:
LOT 6, BLOCK 15 OF TEMPE, ACCORDING TO THE PLAT OF RECORD IN THE OFFICE OF THE COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA, RECORDED IN BOOK 2 OF MAPS, PAGE 26;

EXCEPT, BEGINNING AT THE SOUTHWEST CORNER OF LOT 6, BLOCK 15, TEMPE, ACCORDING TO BOOK 2 OF MAPS, PAGE 26, RECORDS OF MARICOPA COUNTY, ARIZONA

THENCE EAST ALONG THE SOUTH LINE OF SAID LOT 6, 15.00 FEET;

THENCE NORTHWESTERLY TO A POINT ON THE WEST LINE OF SAID LOT 6, SAID POINT BEGINNING 15.00 FEET NORTH OF THE POINT OF BEGINNING;

THENCE SOUTH ALONG THE WEST LINE OF SAID LOT 6, 15.00 FEET TO THE POINT OF BEGINNING.

OWNER/DEVELOPER

TEMPE MILL LLC
810 S. CASINO CENTER BLVD.
LAS VEGAS, NV 89101

GENERAL NOTES

PROJECT DATA

1. Project Name:
M7 Mixed Use Development

2. Project Address:
701 S. Mill Ave. Tempe AZ 85281

4. Use Permits
Tandem Parking

5. Parcel Size:
1.67 Acres - 72,549 NSF
1.73 Acres - 75,327 GSF

6. General Plan 2030 Projected Land Use:
Mixed Use

7. Existing Zoning:
CC - City Center / TOD

8. Type of Construction (per IBC 2003):
Type I-A construction

9. Proposed Uses (Occupancies):
Hotel Guestrooms = R1
Condominiums = R2
Conference Space = A3
Retail / Restaurant = M / A-2
Electrical / Mechanical / Storage /Service = S-2
Parking Garage = S2

10. Building Area:
Total Development = 1,257,694 GSF
Hotel = 165,245 GSF (240 Keys)
Condominiums = 454,395 GSF (370 Units)
Conference Space = 113,022 GSF
Retail /Restaurant/bar = 39,067 GSF (w/ max 1/3 mezzanine)
Electrical / Mechanical / Storage /Service = 28,555 GSF
Parking Garage = 457,410 GSF

Percentage of lot coverage = 81% (60,731 (First Floor) /75,327= 0.806)
Floor Area Ratio (F.A.R.) = 16.7 (1,257,694/75,327= 16.69)
Height of building = 306 feet maximum
Number of stories = 26

11. Parking:
Hotel : 240 spaces
=240 rooms X 1 space per room
Condominiums : 657 spaces

1BR Units	74 Units	.75 Per	55.5 Req.
2BR Units	222 Units	1.5 Per	333 Req.
3BR Units	37 Units	2.25 Per	83.25 Req.
4BR Units	37 Units	3 Per	111 Req.
Visitors	370 Units	.2 Per	74 Req

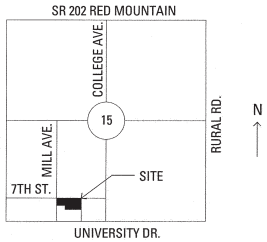
Conference Space (Assembly) : 415 spaces
=51,801 nsf X 1 space per 125 sf
Retail : 49 spaces
=19,534 sf X .75 (TOD Reductions) X 1 space per 300 sf
Restaurant : 166 spaces
=13,673 sf - 1,250 sf X 1 space per 75 sf
Bar: 93 spaces
=5,860 sf-1,250 sf X 1 space per 50 sf

Parking Required = 1,620 spaces
Parking Provided = 1,128spaces total
= 1,111 spaces (garage)
= 15 spaces (on-street)

Accessible Spaces Required = 22
Accessible Spaces Provided = 22

Bicycle Parking:

1+2 BR Units	296 Units	0.5 Per	148 Req
3+4 BR Units	74 Units	0.75 Per	56 Req
Res Guests	370 Units	0.2 Per	74 Req.
Conference	51,801 nsf	1/2000 sf	25 Req
Retail	19,534 gsf	1/10,000 sf	2 Req.
Restaurant	13,673 gsf	1/1,000 sf	14 Req.
Bar/Nightclub	5,860 gsf	1/1,000 sf	6 Req.



LOCATION MAP

	CC/TOD	Proposed	
MAX DENSITY D.U./ACRES	NS	214/AC	
MAX BUILDING HEIGHT	50'	306' (CONDO TOWERS) (194'-8" FOR HOTEL)	
MAX. LOT COVERAGE %	NS	81%	
MIN. LANDSCAPE AREA %	NS	42%	
SETBACKS			
FRONT - MIN.	0'	0'	
FRONT - MAX. (TOD)	20'	20'	
STREETSIDE MIN.	0'	0'	
SIDE - MIN.	0'	0'	
REAR - MIN.	0'	0'	

APPROVAL

BY:_____, DATE:_____
DEVELOPMENT SERVICES

CONDITIONS OF APPROVAL : P.A.D._____

1. _____

RSP Architects
502 S. College Avenue
Suite 203
Tempe, AZ 85281
480.889.2000
480.889.2099 fax
www.rsparch.com

Consultants

Certification

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly licensed Architect under the laws of the State of Arizona.

Signature

Registration No.

Date

Project For

M7 MIXED-USE DEVELOPMENT & TEMPE CONFERENCE CENTER

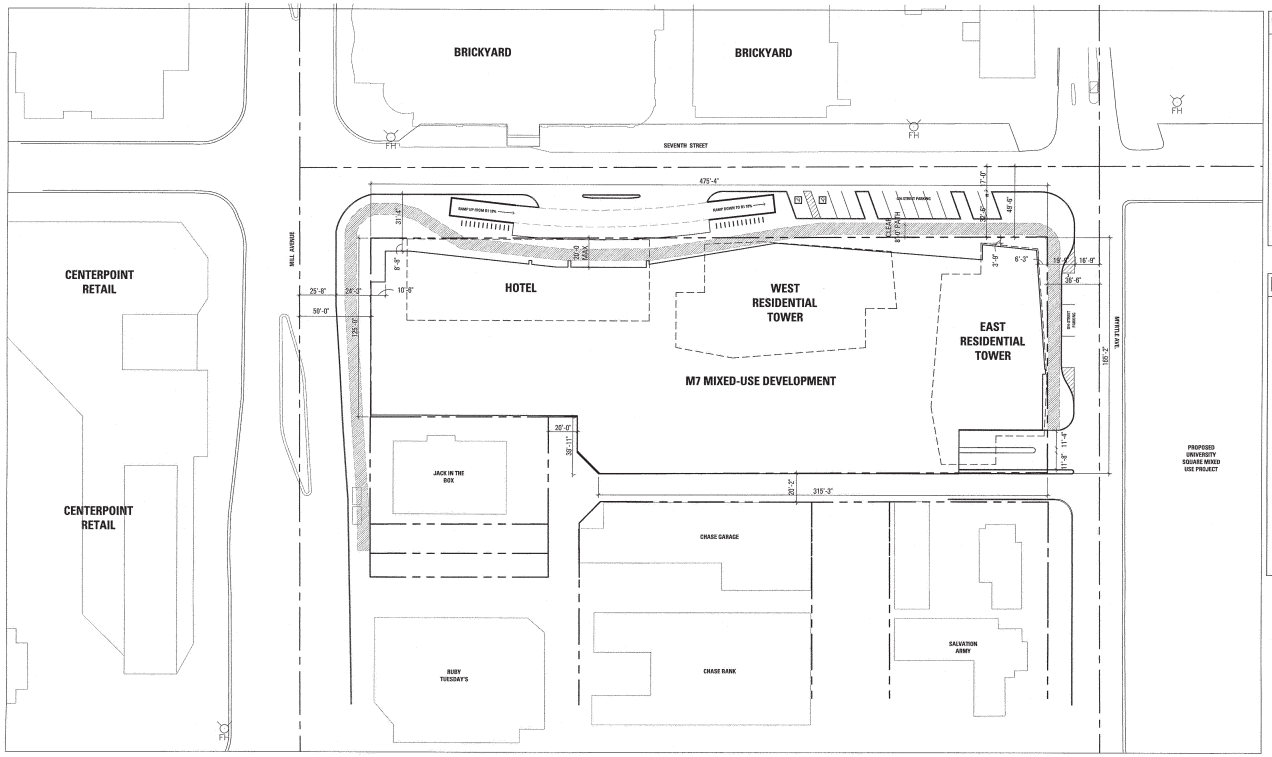
Project No.	1737.001.00
Drawn By	JP, MD, DT, JD
Checked By	MXR, JP
Date	02.28.08

Mark	Date	Description

PAD OVERLAY

G0

EXISTING PAD FOR REFERENCE ONLY



1 SITE PLAN
1"=40'

T.O.F.F. = +0'-0"

0 10' 20' 40'
N
SCALE: 1" = 40'-0"

GENERAL NOTES

1. EMERGENCY RADIO AMPLIFICATION TO BE PROVIDED IN BUILDING.
2. SUBSEQUENT TO POLICE DEPT. MEETINGS, SECURITY PLAN TO BE PROVIDED TO DRC.
3. ALLEY ON PROPERTY TO BE ABANDONED AS PART OF THE SUBDIVISION PLAT.
4. SEWER WILL BE RELOCATED TO UNIVERSITY DR.
5. WATER MAIN WILL LOOP THROUGH EXISTING ALLEY.
6. OPERATIONAL FIRE HYDRANT WILL BE PROVIDED PRIOR TO CONSTRUCTION.

PROJECT DIRECTORY

OWNER
TEMPE Mill, LLC
8161 S Casino Center Blvd.
Las Vegas, NV 89101

ARCHITECT
RSP Architects
502 S. College Ave. Suite 203
Tempe, AZ 85281
CONTACT:
Mike Bumpoltis
T : 480.888.2000

STRUCTURAL ENGINEER
Ericksen Roed & Associates
2550 University Avenue West Ste 207-S
Saint Paul, Minnesota 55114
T : 651.251.7570
F : 651.251.7578

CIVIL ENGINEER
David Evans & Associates
2141 East Highland Avenue Suite 250
Phoenix, Arizona 85016
T : 602.678.5161
F : 602.678.5165

CODE & LIFE SAFETY CONSULTANT
Code Consultants, Inc.
1804 Bermuda Circle Drive
St Louis, Missouri 63146
T : 314.991.2830
F : 314.991.4614

PARKING CONSULTANT
Walker Parking
770W El Camino Real Suite 202
Houston, Texas 77058
T : 281.280.0068
F : 281.280.0373

UTILITIES CONSULTANT
Dry Utilities, Inc.
4216 North 44th Street
Phoenix, Arizona 85018
T : 602.224.5005
F : 602.955.1578

LANDSCAPE DESIGN
PINNACLE DESIGN
1049 North 44th Street
Suite 200
Phoenix, AZ 85008
T : 602.952.8585
F : 602.952.8686

PROJECT DATA

1. Project Name:
M7 Mixed Use Development

2. Project Address:
701 S. Mill Ave. Tempe AZ 85281

4. Use Permits
Tandem Parking

5. Parcel Size:
1.67 Acres - 72,549 NSF
1.73 Acres - 75,327 GSF

6. General Plan 2030 Projected Land Use:
Mixed Use

7. Existing Zoning:
CC - City Center / TOD

8. Type of Construction (per IBC 2003):
Type I-A construction

9. Proposed Uses (Occupancies):
Hotel Guestrooms = R1
Condominiums = R2
Conference Space = A3
Retail / Restaurant = M / A-2
Electrical / Mechanical / Storage /Service = S-2
Parking Garage = S2

10. Building Area:
Total Development = 1,257,694 GSF
Hotel = 165,245 GSF (240 Keys)
Condominiums = 454,395 GSF (370 Units)
Conference Space = 113,022 GSF
Retail /Restaurant/bar = 39,067 GSF (w/ max 1/3 mezzanine)
Electrical / Mechanical / Storage /Service = 28,555 GSF
Parking Garage = 457,410 GSF

Percentage of lot coverage = 81% (60,731 (First Floor) /75,327= 0.806)
Floor Area Ratio (F.A.R.) = 16.7 (1,257,694/75,327= 16.69)
Height of building = 306 feet maximum
Number of stories = 26

11. Parking:
Hotel : 240 spaces
=240 rooms X 1 space per room
Condominiums : 657 spaces

1BR Units	74 Units	.75 Per	55.5 Req.
2BR Units	222 Units	1.5 Per	333 Req.
3BR Units	37 Units	2.25 Per	83.25 Req.
4BR Units	37 Units	3 Per	111 Req.
Visitors	370 Units	.2 Per	74 Req

Conference Space (Assembly) : 415 spaces
=51,801 nsf X 1 space per 125 sf
Retail : 49 spaces
=19,534 sf X .75 (TOD Reductions) X 1 space per 300 sf
Restaurant : 166 spaces
=13,673 sf - 1,250 sf X 1 space per 75 sf
Bar: 93 spaces
=5,860 sf-1,250 sf X 1 space per 50 sf

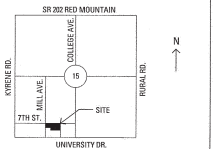
Parking Required = 1,620 spaces
Parking Provided = 1,126 spaces total
= 1,111 spaces (garage)
= 15 spaces (on-street)

Accessible Spaces Required = 22
Accessible Spaces Provided = 22

Bicycle Parking:

1+2 BR Units	296 Units	0.5 Per	148 Req
3+4 BR Units	74 Units	0.75 Per	56 Req
Res Guests	370 Units	0.2 Per	74 Req.
Conference	51,801 nsf	1/2000 sf	25 Req.
Retail	19,534 gsf	1/10,000 sf	2 Req.
Restaurant	13,673 gsf	1/1,000 sf	14 Req.
Bar/Nightclub	5,860 gsf	1/1,000 sf	6 Req.

VICINITY MAP



LEGAL DESCRIPTION

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

SHEET INDEX

RSP Architects
502 S. College Avenue
Suite 203
Tempe, AZ 85281

480.888.2000
480.888.2099 fax
www.rsparch.com

Consultants

Certification

REGISTERED ARCHITECT
CERTIFICATE NO.
13470
JOSEPH A.
TYNDALL
2/29/08
DATE SIGNED

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly licensed Architect under the laws of the State of Arizona.

Signature

Registration No.

Date

Project For

M7 MIXED-USE DEVELOPMENT & TEMPE CONFERENCE CENTER

Project No. 1737.001.00
Drawn By MD, DT, JD
Checked By MXR, JP
Date 02.28.08

NOTICE: The designs shown and described herein including all technical drawings, graphics, and models thereof, are proprietary and cannot be copied, duplicated or commercially exploited, in whole or in part, without express written permission of RSP Architects. These are available for limited review and evaluation by clients, consultants, contractors, government agencies, vendors and office personnel only in accordance with this Notice.

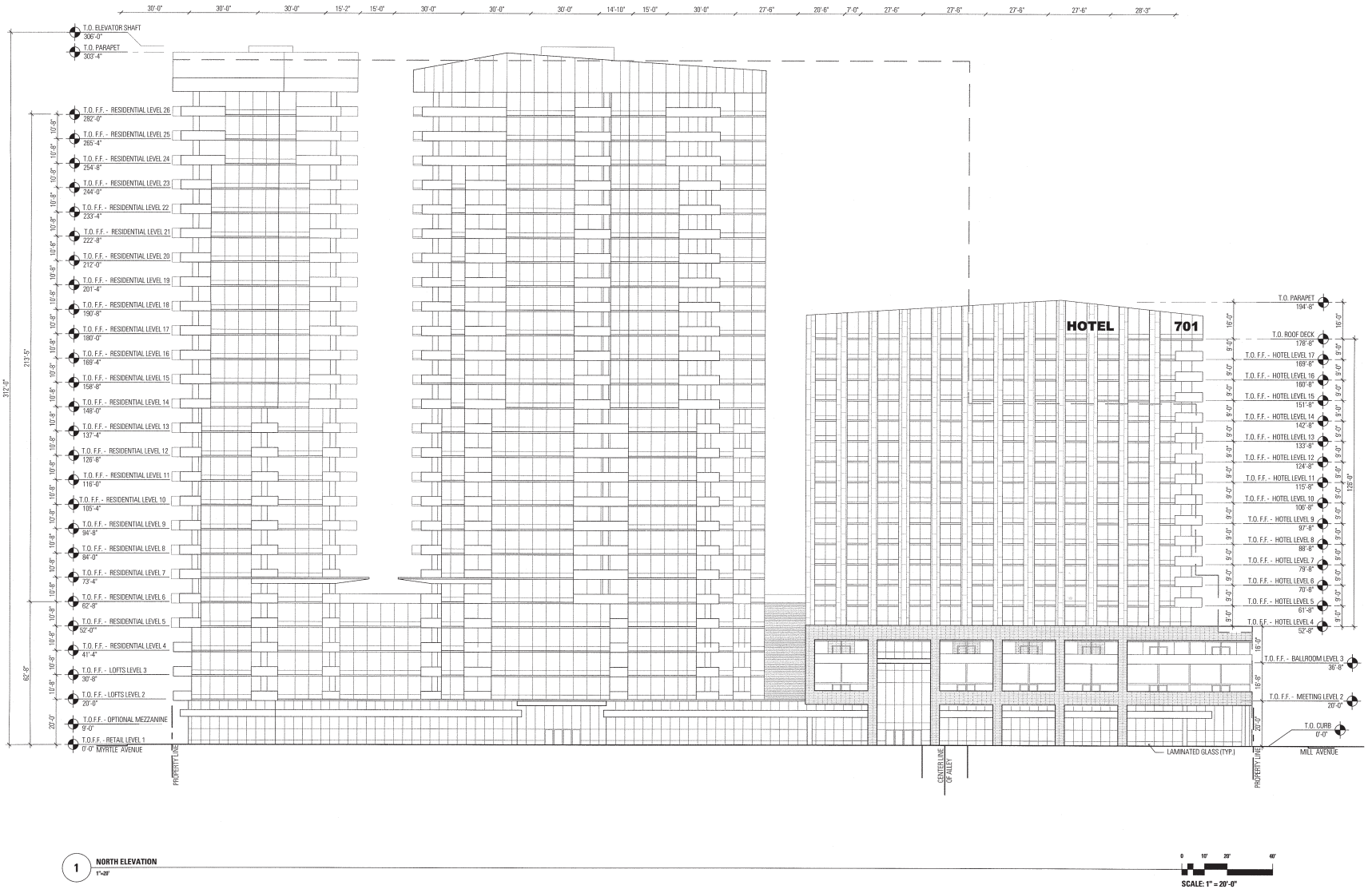
Mark	Date	Description

SITE PLAN

A001

ATTACHMENT 43

EXISTING PAD FOR REFERENCE ONLY



1 **NORTH ELEVATION**
1"=20'

0 10' 20' 40'
SCALE: 1" = 20'-0"

RSP Architects
502 S. College Avenue
Suite 203
Tempe, AZ 85281
480.889.2000
480.889.2099 fax
www.rsparch.com

Consultants

Certification

REGISTERED ARCHITECT
CERTIFICATE NO.
13470
JOSEPH A.
TYNG
7/15/08
REGISTERED
ARIZONA U.S.A.

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly licensed Architect under the laws of the State of Arizona.

Signature

Registration No.

Date

Project For

M7 MIXED-USE DEVELOPMENT & TEMPE CONFERENCE CENTER

Project No. 1737.001.00
Drawn By JP, MD, DT, JD
Checked By MXR, JP
Date 02.28.08

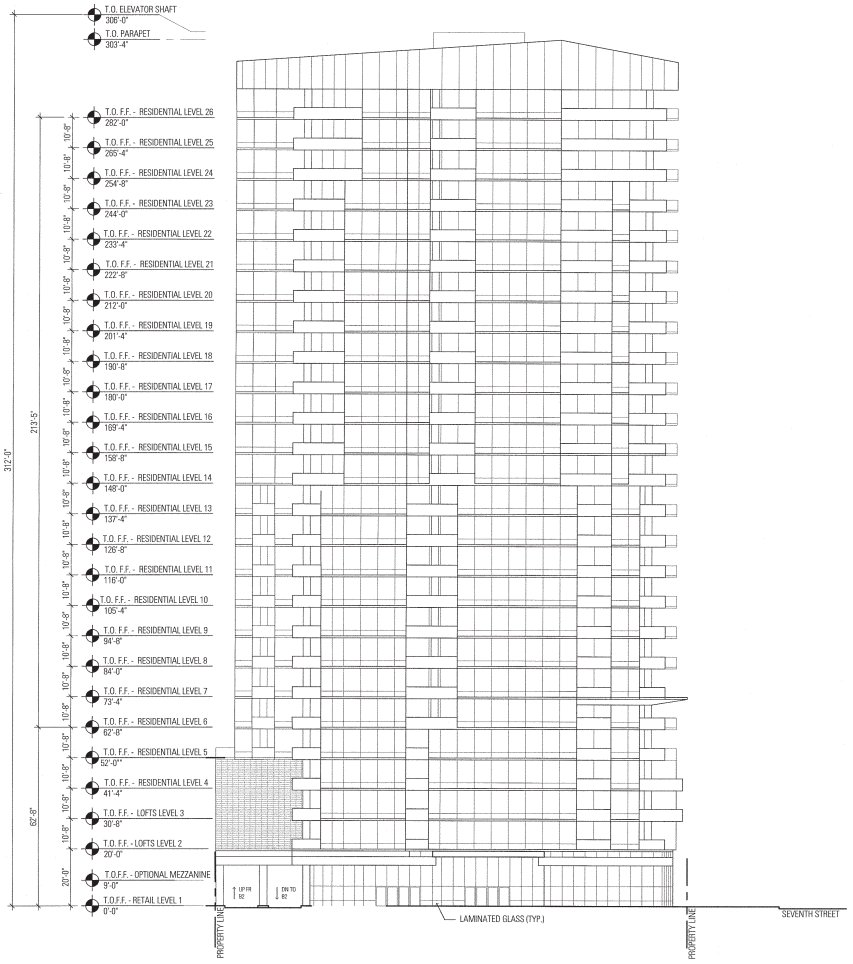
Mark	Date	Description

NORTH BUILDING ELEVATION

A401

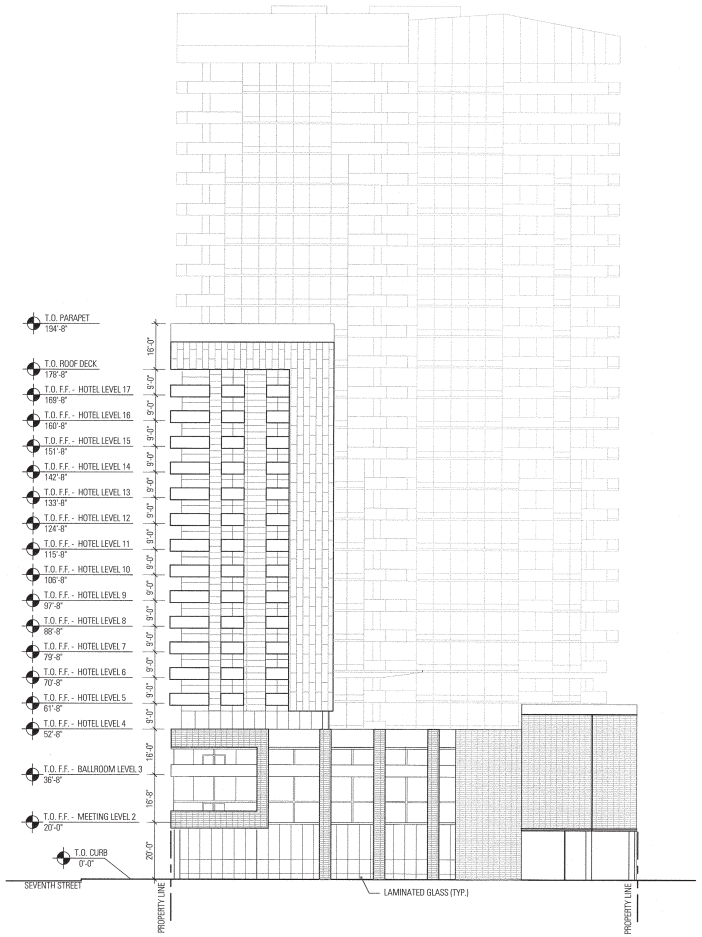
ATTACHMENT 44

EXISTING PAD FOR REFERENCE ONLY



1 **EAST ELEVATION**
1"=20'

0 10' 20' 40'
SCALE: 1" = 20'-0"



2 **WEST ELEVATION**
1"=20'

0 10' 20' 40'
SCALE: 1" = 20'-0"

RSP Architects
502 S. College Avenue
Suite 203
Tempe, AZ 85281

480.889.2000
480.889.2099 fax
www.rsparch.com

Consultants

Certification

REGISTERED ARCHITECT
CERTIFICATE NO.
13470
JOSEPH A. TYNDALL

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Signature

Registration No.

Date

Project For

M7 MIXED-USE DEVELOPMENT & TEMPE CONFERENCE CENTER

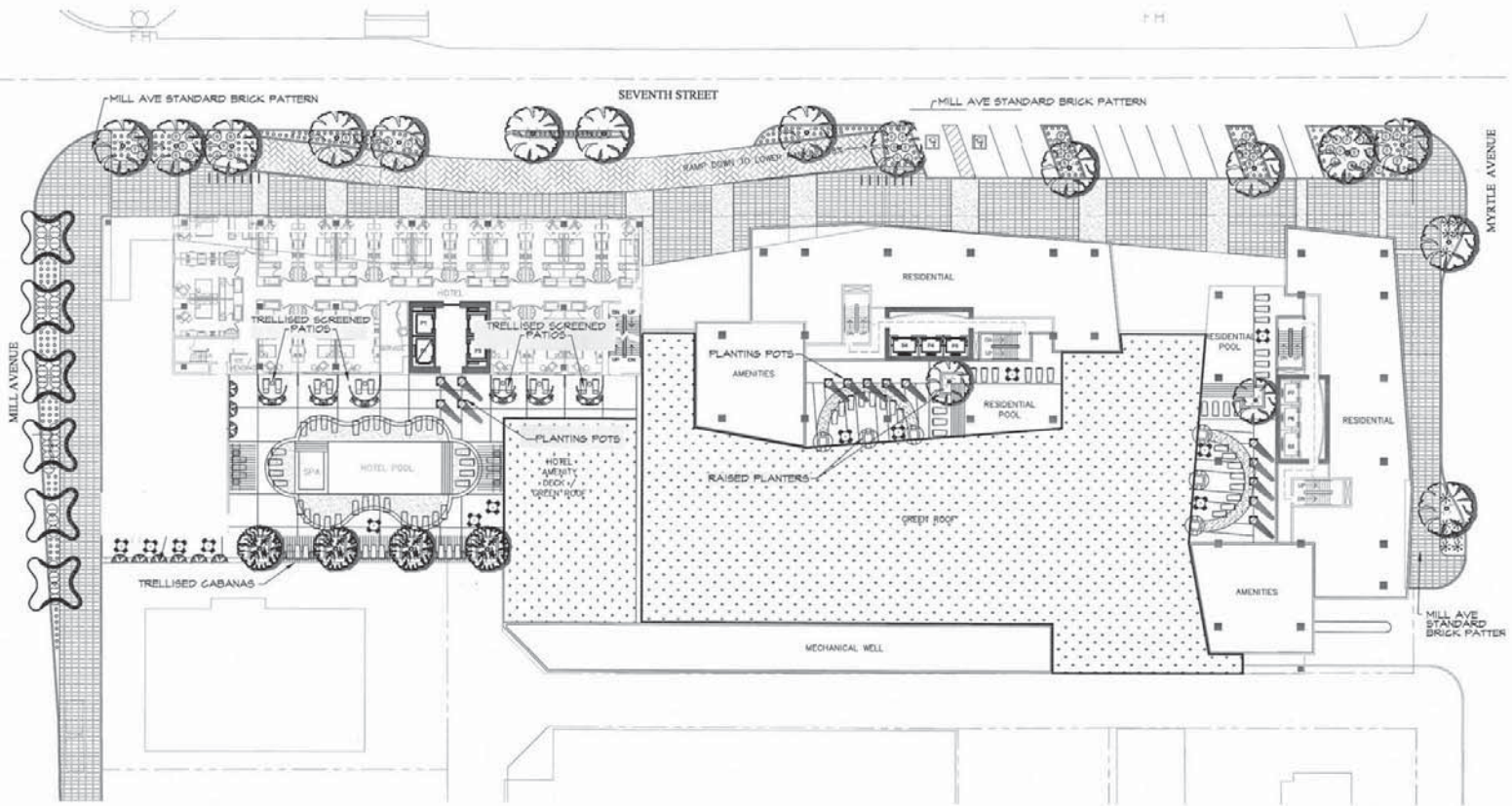
Project No. 1737.001.00
Drawn By JP, MD, DT, JD
Checked By MXR, JP
Date 02.28.08

Mark	Date	Description

EAST & WEST BUILDING ELEVATIONS

A403

ATTACHMENT 45



PLANT LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QTY
	EXISTING TREES TO REMAIN			
	FICUS NITIDA	INDIAN LAUREL FIG	15 GAL. / 24" BOX	6
	TREES			
	CAESALPINIA CACALACO 'SMOOTHIE'	THORNLESS CASCALOTE	15 GAL. / 24" BOX	5
	QUERCUS VIRGINIANA	HERITAGE LIVE OAK	15 GAL. / 24" BOX	18
	SHRUBS			
	CUPRESSUS SEMPERVIRENS	TINY TOWER ITALIAN CYPRESS	5 GAL.	18
	LARREA TRIDENTATA	CREOSOTE BUSH	5 GAL.	6
	RUELLIA BRITTONIANA	BARCO RUELLIA	5 GAL.	18
	ECHINOCACTUS GRUSONII	GOLDEN BARREL	5 GAL.	219
	HESPERALOE FUNIFERA	GIANT HESPERALOE	5 GAL.	12
	VINES			
	ANTIGONON LEPTOPUS	QUEEN'S WREATH	5 GAL.	9
	MACFADYENA UNGUIS-CATI	CATS CLAW VINE	5 GAL.	14
	GROUNDCOVER			
	ASPARAGUS DENSIFLORUS 'SPRENGERI'	ASPARAGUS FERN	1 GAL.	54
	SETCREASEA PALLIDA	PURPLE HEART PLANT	1 GAL.	54
	GREEN ROOF			
	INERT GROUNDCOVER			
	DECOMPOSED GRANITE	TO BE SELECTED	3/4" SCREENED	S.F. (TONS)

NOTES:
1. CONTRACTOR TO VERIFY ALL QUANTITIES.
2. CONTRACTOR TO PROVIDE DECOMPOSED GRANITE SAMPLES TO LANDSCAPE ARCHITECT FOR APPROVAL.
3. MAINTAIN 5' TO 5' TREE AND SHRUB CLEARANCE FROM SIDEWALKS.
4. MAINTAIN 1' TO 3' TREE AND SHRUB CLEARANCE FROM

PRELIMINARY LANDSCAPE NOTES

PLANTING

THE SITE WILL BE LANDSCAPED IN ACCORDANCE WITH THE CITY OF TEMPE STANDARDS. ALL TREES AND SHRUBS ARE TO BE STAKED AND PLANTED IN ACCORDANCE WITH THE ARIZONA NURSERY ASSOCIATION PUBLISHED STANDARDS.

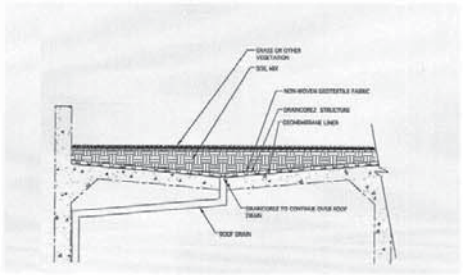
SIZES OF TREES AND SHRUBS WILL CORRESPOND WITH REQUIREMENTS SET BY THE CITY OF TEMPE. ALL PLANTING AREAS WILL RECEIVE A 2" DEPTH OF 3/4" DECOMPOSED GRANITE AND SHALL BE TREATED WITH PRE-EMERGENT HERBICIDE.

IRRIGATION

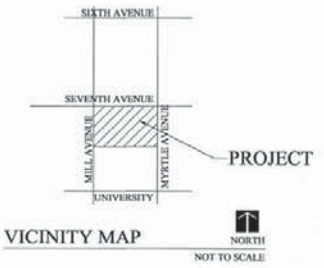
THE IRRIGATION SYSTEM WILL CONSIST OF DRIP EMITTERS AND PRESSURE REGULATORS CONNECTED TO AUTOMATIC VALVES AND WILL BE TIED INTO AUTOMATIC CONTROLLERS AS REQUIRED. THE IRRIGATION SYSTEM SHALL PROVIDE 100% COVERAGE.

GRADING

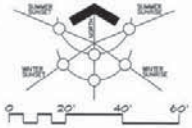
ALL EARTHWORK WILL BE DONE SO THAT ALL MOISTURE DRAINS OFF AND AWAY FROM SIDEWALKS AND STRUCTURES. THE MAJORITY OF ONSITE DRAINAGE WILL DRAIN INTO THE RETENTION BASINS LOCATED ON SITE.



A GREEN ROOF DETAIL EXAMPLE



VICINITY MAP NORTH
NOT TO SCALE



SCALE: 1" = 20'-0"

PINNACLE DESIGN, INC

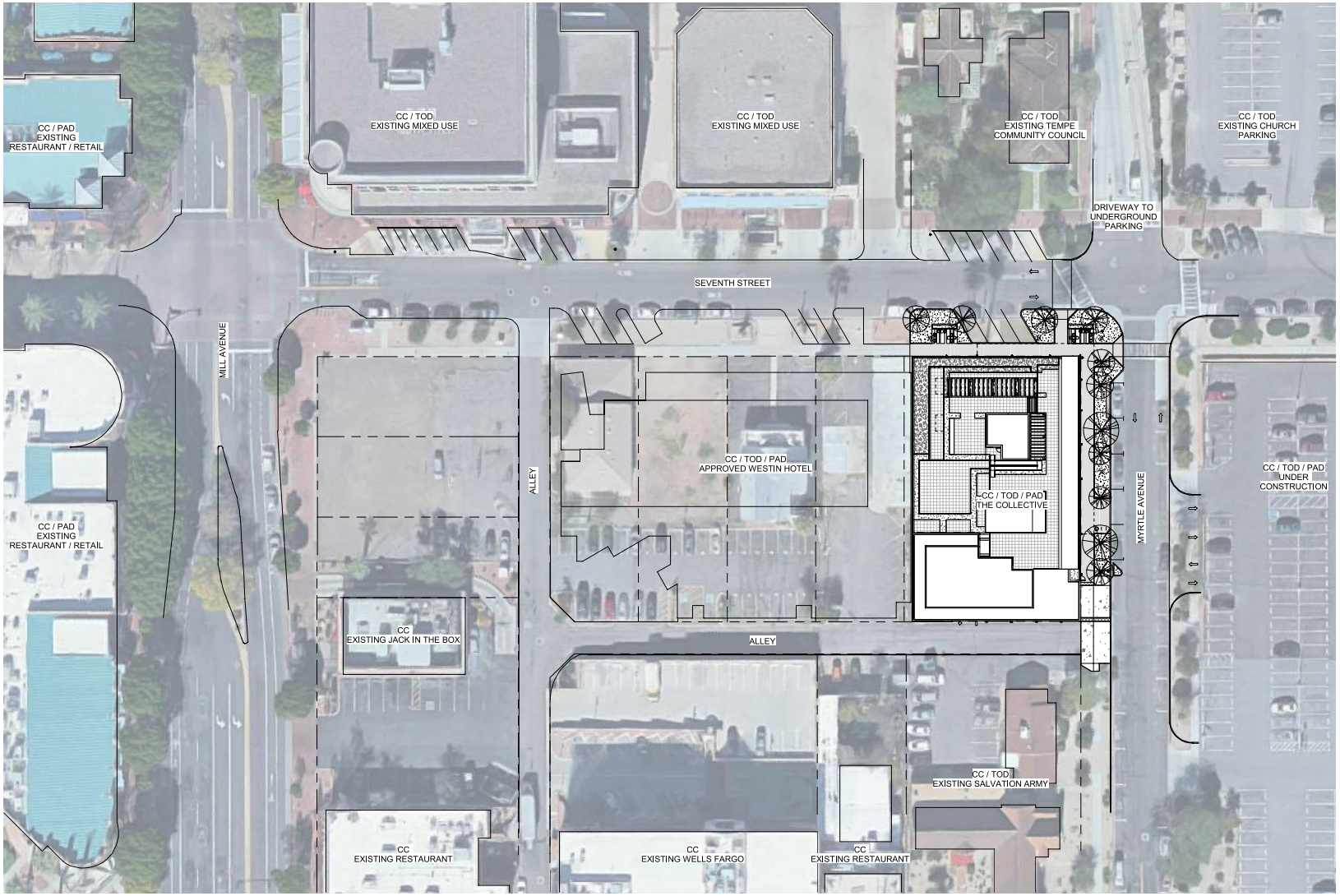
PAD Landscape Exhibit

7th & Mill Mixed-Use Development Tempe, AZ

1046 N. 44th Street
Suite 200 • Phoenix, AZ 85008
Ph:(602)952-8585 • Fax:952-8588
Job # 07151
FEBRUARY 21, 2008

THIS EXHIBIT IS CONCEPTUAL AND IS SUBJECT TO CHANGE WITH FINAL CONSTRUCTION DOCUMENTS

L-1 OF L-1



1 SITE CONTEXT PLAN
A1.02 1" = 30'-0"

D.O.B. APPROVAL STAMPS:

No.	Date	Description
3	2/26/18	PAD & DPR REVISION 2
2	1/22/18	PAD & DPR REVISION 1
1	11/6/17	PAD & DPR SUBMITTAL

Submissions & Revisions

Developer

CORE Spaces
1643 N Milwaukee Avenue
Chicago, IL 60647
773.869.5740

Architect

ANTUNOVICH ASSOCIATES
ARCHITECTURE · PLANNING · INTERIOR DESIGN
224 West Huron Street, Suite 7E
Chicago, Illinois 60610
Main: (312) 266-1126
Fax: (312) 266-7123
www.antunovich.com

Structural Engineer

M.E.P. & F.P. Engineers

Civil Engineer

KIMLEY-HORN
1001 W. SOUTHERN AVE #131
MESA, AZ 85210
480-207-2666

Landscape Architect

KIMLEY-HORN
1001 W. SOUTHERN AVE #131
MESA, AZ 85210
480-207-2666

General Contractor

Project Location

THE COLLECTIVE
ON 7TH & MYRTLE
27 E 7TH ST
TEMPE, ARIZONA 85281

Drawing Title

SITE CONTEXT PLAN

Seal: REGISTERED ARCHITECT CERTIFICATE NO. 53167 JOSEPH M. ANTUNOVICH STATE OF ARIZONA U.S.A.

Date: 2/26/18
Drawn By:
Checked By:
Project No:

Drawing No.
A1.02

2/26/2018 12:22:27 PM C:\Users\bhardaway\Documents\The Collective on 7th and Myrtle_bhardaway.rvt

ATTACHMENT 47

PLANNED AREA DEVELOPMENT OVERLAY FOR THE COLLECTIVE ON 7TH & MYRTLE

AN AMENDMENT TO A PORTION OF THE M7 PLANNED AREA DEVELOPMENT
A PORTION OF THE SOUTHWEST QUARTER, SECTION 15 NORTH, TOWNSHIP 1 NORTH, RANGE 4 EAST, GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY ARIZONA

OWNER AUTHORIZATION

Core Tempe 7th & Myrtle LLC,
a Delaware limited liability company

BY:_____ _____
SIGNATURE DATE

ITS:

ACKNOWLEDGEMENT

ON THIS _____DAY OF _____, 20____ BEFORE ME, THE UNDERSIGNED, PERSONALLY APPEARED _____, WHO ACKNOWLEDGED HIM/HERSELF TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE INSTRUMENT WITHIN, AND WHO EXECUTED THE FOREGOING INSTURMENT FOR THE PURPOSES THEREIN CONTAINED.

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

BY:_____ _____
NOTARY PUBLIC MY COMMISSION EXPIRES

LEGAL DESCRIPTION

LOTS 1 AND 2, BLOCK 15, OF TEMPE, A SUBDIVISION, RECORDED IN BOOK 2 OF MAPS, PAGE 26, RECORDS OF MARICOPA COUNTY, ARIZONA,
EXCEPT THE WEST 5 FEET OF SAID LOT 2.
APN: 132-27-135

APPROVAL

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

OWNER(S) / DEVELOPER:

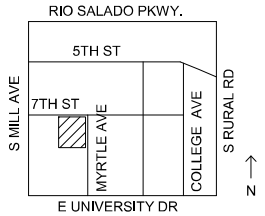
Core Tempe 7th & Myrtle LLC, a Delaware limited liability company
3508 Far West Blvd., Suite 355
Austin, TX 78731

Developer:
CORE Spaces, LLC
1643 N Milwaukee Avenue
Chicago, IL 60647
773.969.5740

PROJECT DATA

CC TOD (corridor area): TABLE 5-611A	PAD PROVIDED
GENERAL PLAN LAND USE	MIXED-USE
GENERAL PLAN DENSITY	HIGH-DENSITY URBAN CORE
	(>65 DU/AC)
SITE AREA (NET)	17,349 SF (0.4 AC)
DWELLING QUANTITY	18- MICRO
	54- STUDIO
	34- 1 BEDROOMS
	131- 2 BEDROOMS
	32 - 3 BEDROOMS
TOTAL UNITS	269 UNITS
TOTAL BEDROOMS	464
DENSITY	672 DU/AC
BUILDING HEIGHT	245'-0"(INCL. PENTHOUSE)
BUILDING LOT COVERAGE	97%
SITE LANDSCAPE COVERAGE	2,360 SF - 13% AT GRADE
	920 SF - 5% 5TH FLOOR
	685 SF - 4% ROOFTOP
TOTAL LANDSCAPE COVERAGE	3,965 SF - 23%
BUILDING SETBACKS	
FRONT	0'-0"
REAR	0'-0"
SIDE	0'-0"
STREET SIDE	0'-0"
VEHICLE PARKING QUANTITY	
RETAIL/RESTAURANT(6,000 SF)	2
RESIDENTIAL	
STUDIO / MICRO (72 UNITS)	41 (72 @ .57 PER UNIT)
1 BEDROOM UNIT (34 UNITS)	19 (34 @ .57 PER UNIT)
2 BEDROOM UNIT (131 UNITS)	75 (131 @ .57 PER UNIT)
3 BEDROOM UNIT (32 UNITS)	18 (32 @ .57 PER UNIT)
TOTAL RESIDENTIAL	153
TOTAL PROVIDED	164 (INCL. 9 ON-STREET)
	+5 CAR SHARE
	+29 MOPED
BICYCLE PARKING QUANTITY	
RETAIL/RESTAURANT(6,000 SF)	4
RESIDENTIAL	
STUDIO / MICRO (72 UNITS)	74 (72 @ 1.03 PER UNIT)
1 BEDROOM UNIT (34 UNITS)	35 (34 @ 1.03 PER UNIT)
2 BEDROOM UNIT (131 UNITS)	135 (131 @ 1.03 PER UNIT)
3 BEDROOM UNIT (32 UNITS)	33 (32 @ 1.03 PER UNIT)
GUEST	54
TOTAL RESIDENTIAL	331
TOTAL PROVIDED	336
USES	
RETAIL/RESTAURANT	6,000 SF
RESIDENTIAL	233,238 SF
PARKING/LOADING	78,447 SF
MECHANICAL	3,530 SF
TOTAL BUILDING USES	321,215 SF
USE PERMIT	19 TANDEM PARKING STALLS
	(38 RES. SPACES)
	1 TANDEM PARKING STALL
	(5 CAR SHARE SPACES)

SITE VICINITY MAP



PREVIOUS APPROVALS:

PL060681 M7 Mixed-Use Development & Conference Center
April 17, 2008 - Original approval
May 21, 2015 - Time extension approval
August 18, 2016 - Second time extension approval

CONDITIONS OF APPROVAL: PL170363

REC17190

PL170363

DS170703

DS170703 PL170363 REC17190

ATTACHMENT 48

3/21/2018 3:48:53 PM C:\Users\chardaway\Documents\The Collective on 7th and Myrtle_17_chardaway.rvt

D.O.B. APPROVAL STAMPS:

No.	Date	Description
3	2/26/18	PAD & DPR REVISION 2
2	1/22/18	PAD & DPR REVISION 1
1	11/6/17	PAD & DPR SUBMITTAL

Submissions & Revisions

Developer
CORE Spaces
1643 N Milwaukee Avenue
Chicago, IL 60647
773.969.5740

Architect
ANTUNOVICH ASSOCIATES
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Structural Engineer

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KIMLEY-HORN
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MESA, AZ 85210
480-207-2666

Landscape Architect
KIMLEY-HORN
1001 W. SOUTHERN AVE #131
MESA, AZ 85210
480-207-2666

General Contractor

Project Location
THE COLLECTIVE
ON 7TH & MYRTLE
27 E 7TH ST
TEMPE, ARIZONA 85281

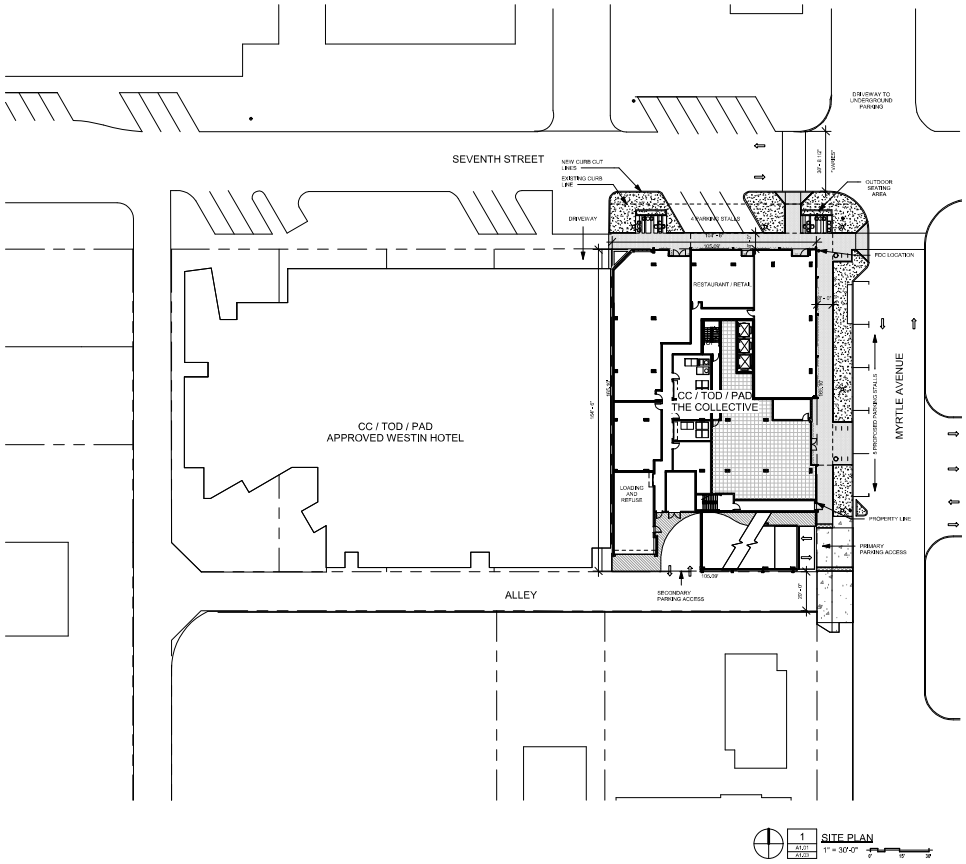
Drawing Title
COVER PAGE

Seal

Date: 2/26/18
Drawn By:
Checked By:
Project No:

Drawing No.
A1.00

PLANNED AREA DEVELOPMENT OVERLAY
FOR THE COLLECTIVE ON 7TH & MYRTLE
SITE PLAN



CC TOD (corridor area): TABLE 5-611A	ZDC STANDARDS FOR UNDERLYING DISTRICTS	EXISTING ENTITLED PAD	PAD PROPOSED
GENERAL PLAN LAND USE	MIXED-USE	MIXED-USE	MIXED-USE
GENERAL PLAN DENSITY	HIGH-DENSITY URBAN CORE (>65 DU/AC)	HIGH-DENSITY URBAN CORE (>65 DU/AC)	HIGH-DENSITY URBAN CORE (>65 DU/AC)
SITE AREA (NET)		75,327 SF (1.73 AC)	17,349 SF (0.4 AC)
DWELLING QUANTITY	NS	74- 1 BEDROOM	18- MICRO
		222 - 2 BEDROOM	54- STUDIO
		37 - 3 BEDROOM	34- 1 BEDROOMS
		37 - 4 BEDROOM	131- 2 BEDROOMS
			32 - 3 BEDROOMS
TOTAL UNITS		370 UNITS	269 UNITS
DENSITY		214 DU/AC	672 DU/AC
BUILDING HEIGHT	50' MAX (PER TOD)	306' CONDO	245' MAX
		194'-8" HOTEL	
BUILDING LOT COVERAGE	NS	81%	97%
SITE LANDSCAPE COVERAGE	NS	42%	2,360 SF - 13% AT GRADE
			920 SF - 5% 5TH FLOOR
			685 SF - 4% ROOFTOP
BUILDING SETBACKS			3,965 SF - 23% TOTAL
FRONT	0'-0"	0'-0"	0'-0"
REAR	0'-0"	0' -0"	0'-0"
SIDE	0'-0"	0'-0"	0'-0"
STREET SIDE	0'-0"	0'-0"	0'-0"
VEHICLE PARKING QUANTITY			
HOTEL	–	240	
CONFERENCE	–	414.4	
RETAIL	2 (6,000-5,000, 1 PER 500)	48.8	2
RESTAURANT		165.6	
BAR		92.2	
RESIDENTIAL			
STUDIO / MICRO	36 (72 @ 0.5 PER BEDRM)		41 (72 @ .57 PER UNIT)
1 BEDROOM UNIT	17 (34 @ 0.5 PER BEDRM)		19 (34 @ .57 PER UNIT)
2 BEDROOM UNIT	131 (131 @ 0.5 PER BEDRM)		75 (131 @ .57 PER UNIT)
3 BEDROOM UNIT	29 (32 @ 0.3 PER BEDRM)		18 (32 @ .57 PER UNIT)
GUEST	NOT REQ. W/ COMM. USE	74	
TOTAL RESIDENTIAL	213	657	153
TOTAL REQUIRED	215	1,618	155
TOTAL PROVIDED		1,129 (incl. 18 on street w/ parking study)	164 (INCL. 9 ON-STREET)
			+5 CAR SHARE
			+29 MOPED
BICYCLE PARKING QUANTITY			
HOTEL	–	0	–
CONFERENCE	–	25	–
RETAIL	4 (1 PER 7,500 SF, MIN.4)	2	4
RESTAURANT		14	–
BAR		6	–
RESIDENTIAL			
STUDIO / MICRO	54 (72 @ .75 PER UNIT)		74 (72 @ 1.03 PER UNIT)
1 BEDROOM UNIT	25.5 (34 @.75 PER UNIT)		35 (34 @ 1.03 PER UNIT)
2 BEDROOM UNIT	98.25 (131 @.75 PER UNIT)		135 (131 @ 1.03 PER UNIT)
3 BEDROOM UNIT	32 (32 @ 1 PER UNIT)		33 (32 @ 1.03 PER UNIT)
GUEST	53.8 (269 @ .2 PER UNIT)	74	54
TOTAL RESIDENTIAL	264	278	331
TOTAL REQUIRED	268	324	335
TOTAL PROVIDED		417 MIN.	336
USES (AREA IN SF)			
HOTEL		165,245	–
CONFERENCE		113,022	–
RETAIL		19,534	6,000 SF
RESTAURANT		13,673	–
BAR		5,860	–
RESIDENTIAL		454,395	233,238 SF
PARKING		457,410	78,447 SF
ELEC/MECH/STORAGE		28,555	3,530
TOTAL BUILDING USES		1,257,694	321,215 SF
USE PERMIT		TANDEM PARKING (APP. NOT PROCESSED)	19 TANDEM PARKING STALLS (38 RES. SPACES)
			1 TANDEM PARKING STALL (5 CAR SHARE SPACES)

DS170703 PL170363 REC17190

REC17190
PL170363
DS170703

D.O.B. APPROVAL STAMPS:

No.	Date	Description
3	2/26/18	PAD & DPR REVISION 2
2	1/22/18	PAD & DPR REVISION 1
1	11/6/17	PAD & DPR SUBMITTAL

Submissions & Revisions

Developer
CORE Spaces
1643 N Milwaukee Avenue
Chicago, IL 60647
773.969.5740

Architect
ANTUNOVICH ASSOCIATES
ARCHITECTURE · PLANNING · INTERIOR DESIGN
224 West Huron Street, Suite 7E
Chicago, Illinois 60610
Main: (312) 266-1126
Fax: (312) 266-7123
www.antunovich.com

Structural Engineer

M.E.P. & F.P. Engineers

Civil Engineer
KIMLEY-HORN
1001 W. SOUTHERN AVE #131
MESA, AZ 85210
480-207-2666

Landscape Architect
KIMLEY-HORN
1001 W. SOUTHERN AVE #131
MESA, AZ 85210
480-207-2666

General Contractor

Project Location
THE COLLECTIVE
ON 7TH & MYRTLE
27 E 7TH ST
TEMPE, ARIZONA 85281

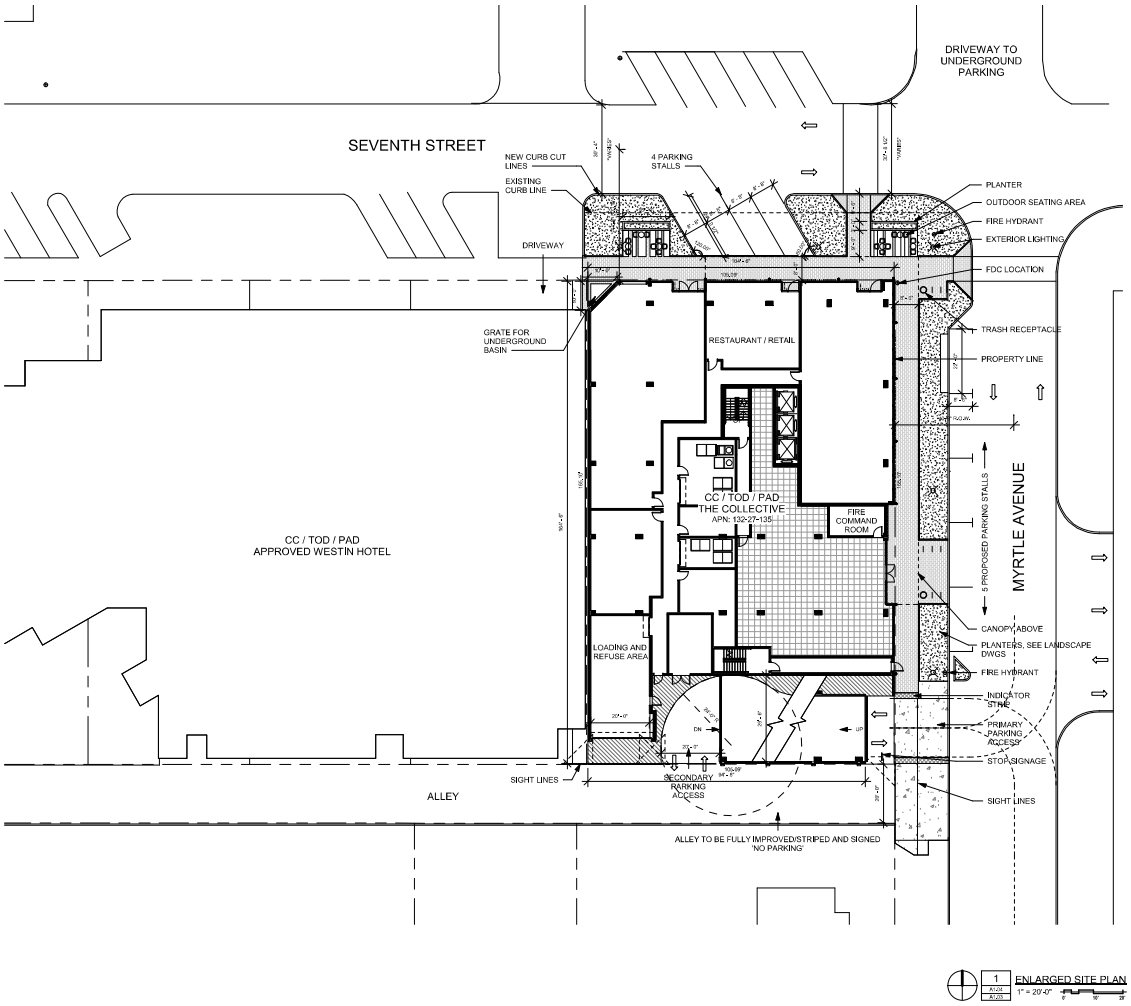
Drawing Title
SITE PLAN

Seal

Date: 2/26/18
Drawn By:
Checked By:
Project No:

Drawing No.
A1.01

3/21/2018 3:48:53 PM C:\Users\chardaway\Documents\The Collective on 7th and Myrtle_17_chardaway.rvt



1 A1.01 A1.03 ENLARGED SITE PLAN
1" = 20'-0"

PROJECT DATA	
APPLICANT	CORE Spaces, LLC 1643 N Milwaukee Avenue Chicago, IL 60647 773.969.5740 info@corespaces.com
ADDRESS	27 E 7TH ST TEMPE, ARIZONA 85281
APN	APN: 132-27-135
SITE AREA (NET)	17,349 SF (0.4 AC)
EXISTING ZONING	CC PAD TOD (CORRIDOR)
PROPOSED ZONING	CC PAD TOD (CORRIDOR)
GENERAL PLAN	MIXED-USE HIGH-DENSITY URBAN CORE (>65 DU/AC)
MAX DENSITY ALLOWED	672 DU/AC
PROPOSED DENSITY	672 DU/AC
DWELLING QUANTITY	18 - MICROS 54 - STUDIOS 34 - 1 BEDROOMS 131 - 2 BEDROOMS 32 - 3 BEDROOMS
TOTAL UNITS	269 UNITS / 464 BEDROOMS
USES	RETAIL/RESTAURANT - 6,000 SF RESIDENTIAL - 233,238 SF PARKING/LOADING - 78,447 SF MECHANICAL - 3,530 SF
TOTAL BUILDING AREA	321,215 SF
CONSTRUCTION TYPE	TYPE 1A W/ AUTOMATIC SPRINKLER SYSTEM
BUILDING HEIGHT	245'-0" FT MAX 239'-4" PROPOSED
BUILDING SETBACKS	REQUIRED: / PROVIDED: FRONT - 0'-0" / FRONT - 0'-0" REAR - 0'-0" / REAR - 0'-0" SIDE - 0'-0" / SIDE - 0'-0" STREET SIDE - 0'-0" / STREET SIDE - 0'-0"
MAX LOT COVERAGE ALLOWED	97%
PROVIDED LOT COVERAGE	97%
MIN. LANDSCAPE COVERAGE	93%
PROVIDED LANDSCAPE COVERAGE	2,360 SF - 13% AT GRADE 920 SF - 5% 5TH FLOOR 685 SF - 4% ROOFTOP TERRACE 3,965 SF - 23% TOTAL LANDS. COVERAGE

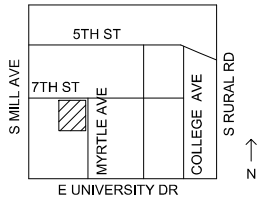
PARKING REQUIRED	VEHICLE RATIO	BICYCLE RATIO
RETAIL/REST. (6,000sf)	FIRST 5,000 SF WAIVED -1 PER 500 SF	1 PER 7,500 SF (4 MIN)
STUDIO / MICRO (72)	0.57 PER UNIT	1.03 SP PER UNIT
1 BEDROOM UNIT (34)	0.57 PER UNIT	1.03 SP PER UNIT
2 BEDROOM UNIT (131)	0.57 PER UNIT	1.03 SP PER UNIT
3 BEDROOM UNIT (32)	0.57 PER UNIT	1.03 SP PER UNIT
GUEST (269)	NOT REQ. W/ COMM	0.2 SP PER UNIT (W/ COMMERCIAL)
TOTAL RESIDENTIAL REQ.	153 SPACES	331 SPACES
TOTAL REQUIRED	155 SPACES	335 SPACES

PARKING PROVIDED	VEHICLE RATIO	BICYCLE RATIO
RETAIL/REST. (6,000sf)	2 SPACES	4 SPACES
STUDIO / MICRO (72)	41 SPACES	74 SPACES
1 BEDROOM UNIT (34)	19 SPACES	35 SPACES
2 BEDROOM UNIT (131)	75 SPACES	135 SPACES
3 BEDROOM UNIT (32)	18 SPACES	33 SPACES
GUEST (269)		54 SPACES
TOTAL RESIDENTIAL	153 SPACES	331 SPACES
TOTAL PROVIDED	164 (INCL, 9 ON STREET) + 5 CAR SHARE +29 MOPED SPACES	336 SPACES

SYMBOL KEY

- LIGHT FIXTURE
- EXISTING FIRE HYDRANT
- EXISTING LIGHT POLE
- PROPERTY LINE

SITE VICINITY MAP



D.O.B. APPROVAL STAMPS:

No.	Date	Description
3	2/26/18	PAD & DPR REVISION 2
2	1/22/18	PAD & DPR REVISION 1
1	11/6/17	PAD & DPR SUBMITTAL

Submissions & Revisions

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Chicago, IL 60647
773.969.5740

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MESA, AZ 85210
480-207-2666

General Contractor

Project Location
THE COLLECTIVE
ON 7TH & MYRTLE
27 E 7TH ST
TEMPE, ARIZONA 85281

Drawing Title
SITE PLAN

Seal

Date: 2/26/18
Drawn By:
Checked By:
Project No:

Drawing No.
A1.04

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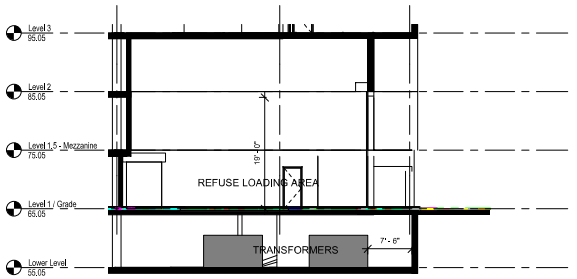
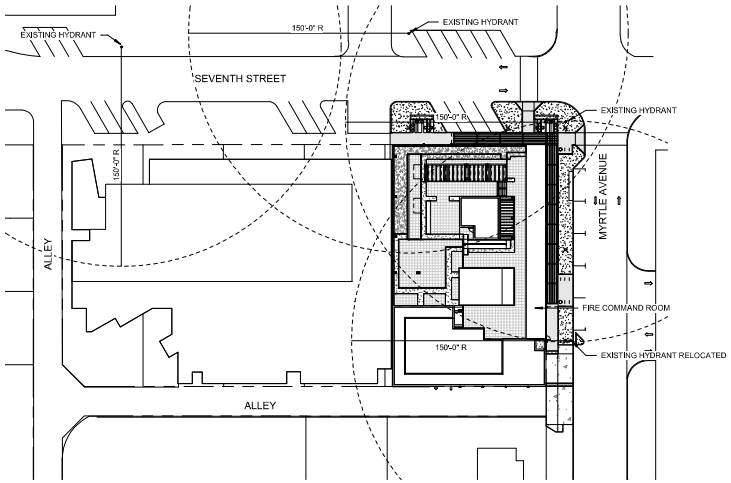


2 A1.03 A1.03 REFUSE LOADING SECTION 1" = 10'-0"



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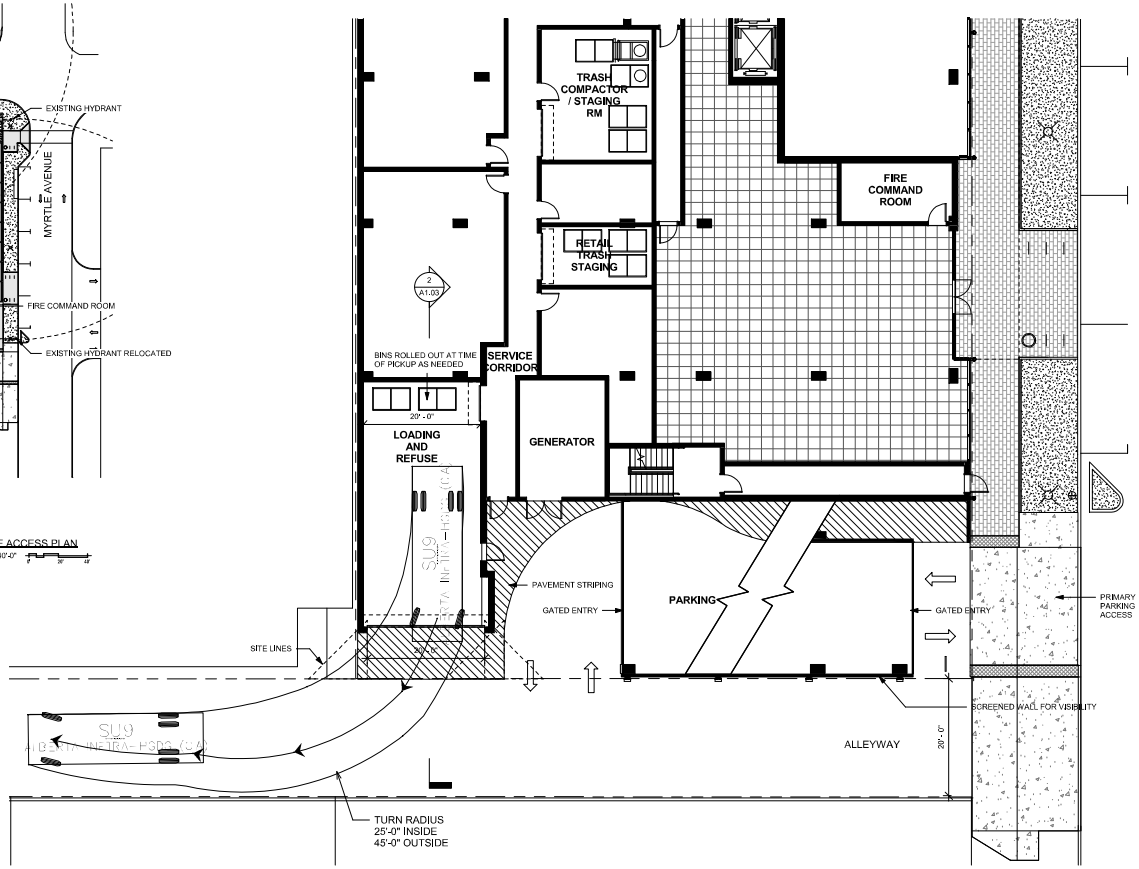

1 A1.03 A1.03 REFUSE PLAN 1" = 10'-0"

D.O.B. APPROVAL STAMPS:

No.	Date	Description
3	2/26/18	PAD & DPR REVISION 2
2	1/22/18	PAD & DPR REVISION 1
1	11/6/17	PAD & DPR SUBMITTAL

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480-207-2666

Landscape Architect

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1001 W. SOUTHERN AVE #131
MESA, AZ 85210
480-207-2666

General Contractor

Project Location

THE COLLECTIVE

ON 7TH & MYRTLE

27 E 7TH ST
TEMPE, ARIZONA 85281

Drawing Title

REFUSE AND FIRE ACCESS PLAN

Seal

Date: 2/26/18
Drawn By:
Checked By:
Project No:

Drawing No.

A1.03

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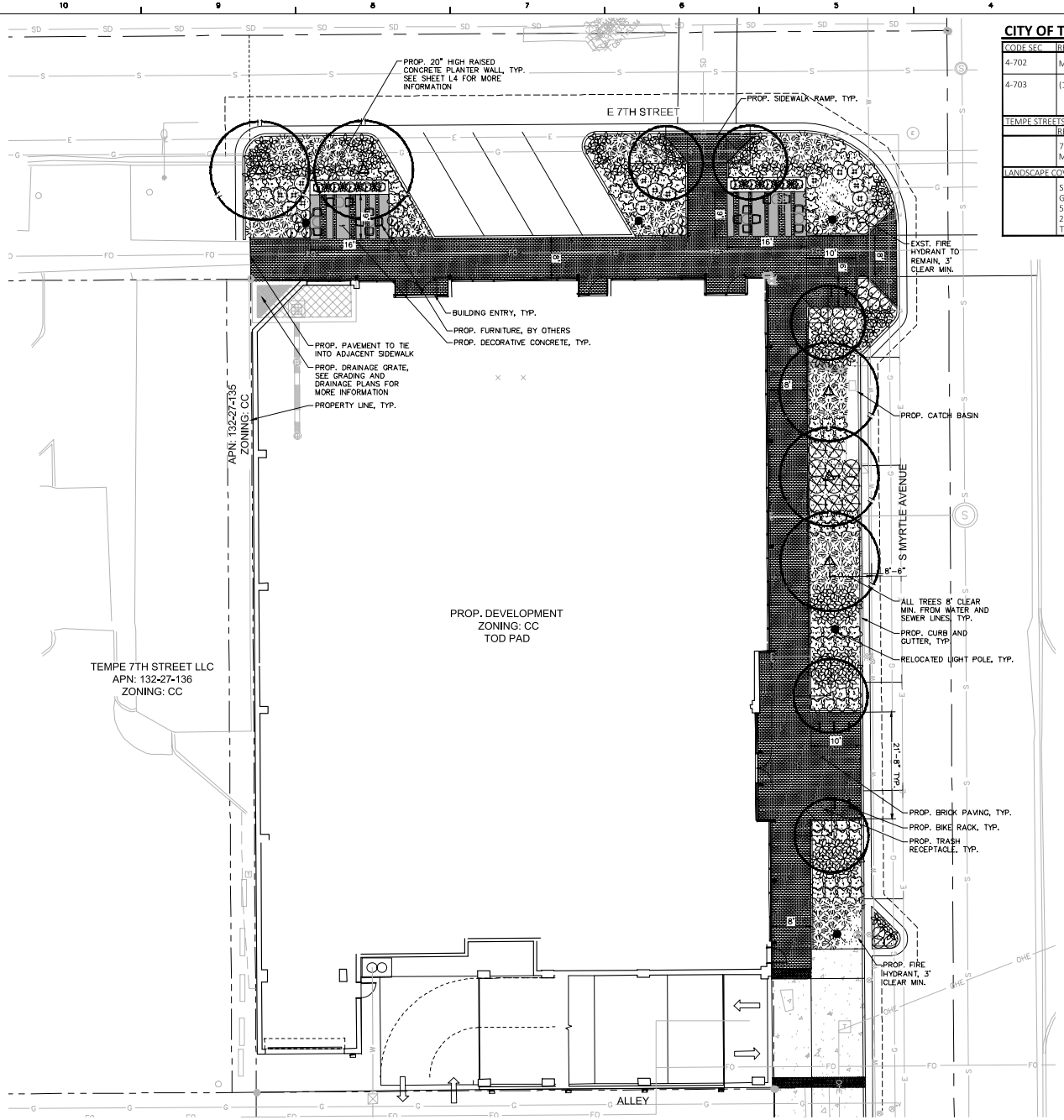
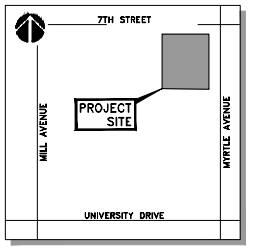
ATTACHMENT 51



CITY OF TEMPE REQUIREMENTS

CODE SEC	REQUIRED	PROVIDED
4-702	Min. 1½" Caliper Trees	Provided
4-703	(1) Street Tree per 30 LF of Street Frontage 7th Street: 105 LF = 4 Trees Myrtle Avenue: 165 LF = 6 Trees	4 Trees 6 Trees
TEMPE STREETSCAPE PRINCIPLES AND GUIDELINES		
	REQUIRED	PROVIDED
	7th Street - Minimum 70% Brick Paving Myrtle Avenue - Minimum 70% Brick Paving	87.4% Provided 100% Provided
LANDSCAPE COVERAGE		
	Site Area (Net): 16,982 SF Ground Floor Landscape: 2,360 SF or 13% 5th Floor Landscape: 920 SF or 5% 22nd Floor/Rooftop Landscape: 685 SF or 4% Total Landscape Coverage: 3,965 SF or 23%	



VICINITY MAP
CITY OF TEMPE
N.T.S.

LANDSCAPE LEGEND

TREES (All Trees to include root barrier)

BOTANICAL NAME / COMMON NAME	SIZE	QTY
Pistache x 'Red Push' Red Push Pistache	2½" Cal. Min., 11' Ht. x 5' W. Min., Specimen	5
Bauhinia blakeana Hong Kong Orchid	1½" Cal. Min., 9' Ht. x 3' W. Min., Specimen	5

SHRUBS & GROUNDCOVERS

BOTANICAL NAME / COMMON NAME	SIZE	QTY
Agave parryi Parry's Agave	12" Ht. Min., 12" Width Min.	8
Aloe barbadensis Aloe Vera	5 Gal.	63
Aloe 'Blue Elf' Blue Elf Aloe	5 Gal.	40
Euphorbia tirucalli Sticks of Fire	5 Gal.	11
Muhlenbergia rigida 'Nashville' Purple Muhly	5 Gal.	101
Portulacaria afra minima Dwarf Elephant Food	5 Gal.	14
Setcreasea pallida Purple Heart	5 Gal.	19
Wedelia trilobata Yellow Dot	5 Gal.	21
Convolvulus maurtitanicus Ground Morning Glory	5 Gal.	81

INERT MATERIALS / PAVING MATERIALS

DESCRIPTION / SPECIFICATION	QTY
Brick Paving - 'Tempe Antigua Blend' by Phoenix Brick Yard; install per City of Tempe Standards Details	2,950 SF
Decomposed Granite ¾" Screened, 2" Depth Min., Color: Madison Gold	2,360 SF
Decorative Concrete - Integral Colored Concrete, Davis Colors: 160 Canyon, Light Broom Finish	210 SF

SITE AMENITIES / FEATURES

DESCRIPTION / SPECIFICATION	QTY
Bike Rack Landscape Forms: Emerson Bike Rack, Powdercoat Color: Bronze (2 Bikes per rack max.)	7 (Racks) 14 (Spaces)
Relocated Light Pole Relocate Existing	5
Table & Chairs (By Others) To be Provided by Future Tenant (Removed and stored at night)	-
Trash Receptacle / Ashtray Victor Stanley 'Ironsites Series', S-42 Trash, Powdercoat Color: Dark Bronze	2

GRAPHIC SCALE IN FEET
0 5 10 20
SCALE: 1"=10'

NORTH

PRELIMINARY
FOR REVIEW ONLY
NOT FOR CONSTRUCTION PURPOSES
Kimley-Horn and Associates, Inc.
ENGINEER A. VALESTIN
PE NO. 60494 DATE 02/18

CALL TWO WORKING DAYS BEFORE YOU DIG
602-263-1100
1-800-STAKE-IT
(ARIZONA BLUE STAKE, INCORP.)

DS170703, EN_____, 27 E 7TH STREET

General Notes:

No.	Date	Description
1	07.03.17	ISSUE FOR PRELIMINARY SITE REVIEW

Submissions & Revisions

Owner
CORE
1643 N Milwaukee Avenue, 5th Floor
Chicago, IL 60647
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www.corespaces.com

Architect
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Interior Designer

Structural Engineer

M.E.P. & F.P. Engineers

Civil Engineer
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Mesa, AZ 85251
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Fax: 602.944.7423

Landscape Architect
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7740 N 16th St #300
Phoenix, AZ 85020
Main: 602.944.5500
Fax: 602.944.7423

General Contractor

Project Location
THE COLLECTIVE
ON 7TH AND MYRTLE
27 E. 7TH ST.
TEMPE, AZ 85281

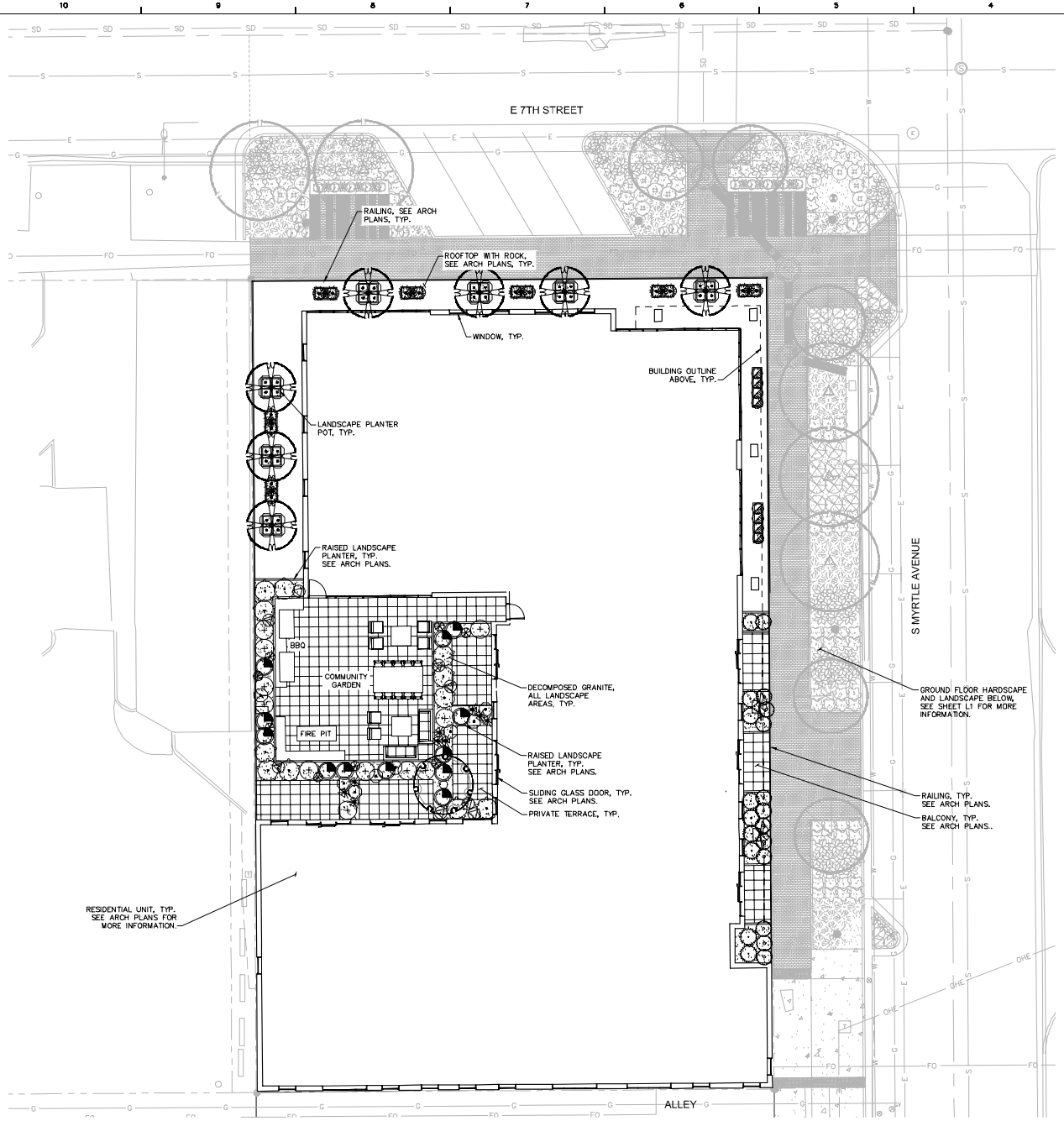
Drawing Title
HARDSCAPE AND LANDSCAPE PLAN GROUND FLOOR

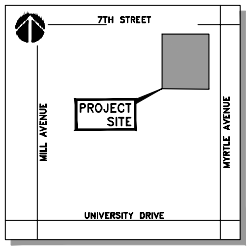
Seal
ANDREW A. VALESTIN
Expires 09/30/2018

Date: 02/26/2018
Drawn By: RAS
Checked By: AAV
Project No: ---

Drawing No. L1
1 OF 4 SHEETS

ATTACHMENT 52





VICINITY MAP
CITY OF TEMPE
N.T.S.

LANDSCAPE LEGEND

TREES

BOTANICAL NAME / COMMON NAME	SIZE	QTY
Caesalpinia x 'Sierra Sun' Mexican Bird of Paradise	1¼" Cal. Min., 7' Ht. x 4' W. Min., Specimen	7
Sophora secundiflora Silver Texas Mountain Laurel	2" Cal. Min., 6' Ht. x 4'W. Min., Specimen	1

SHRUBS & ACCENTS

BOTANICAL NAME / COMMON NAME	SIZE	QTY
Agave parryi Parry's Agave	5 Gal.	7
Bougainvillea x 'Barbara Karst' Barbara Karst Bougainvillea	5 Gal.	2
Leucophyllum frutescens 'Compacta' Compact Sage	5 Gal.	9
Muhlenbergia rigens 'Nashville' Purple Muhly	5 Gal.	14
Plumbago capensis Cape Plumbago	5 Gal.	11
Rosmarinus officinalis 'Tuscan Blue' Upright Rosemary	5 Gal.	11
Salvia greggii 'Furman's Red' Autumn Sage	5 Gal.	12
Zephyranthes candida White Rain Lily	5 Gal.	9

GROUNDCOVERS

BOTANICAL NAME / COMMON NAME	SIZE	QTY
Asparagus densiflorus 'Sprengeri' Asparagus Fern	1 Gal.	8
Lantana montevidensis 'Purple' Purple Trailing Lantana	1 Gal.	36
Lantana montevidensis 'White' White Trailing Lantana	1 Gal.	14
Lantana montevidensis 'Yellow' Yellow Trailing Lantana	1 Gal.	8
Rosmarinus officinalis Trailing Rosemary	1 Gal.	12
Teucrium chamaedrys Prostrate Germander	1 Gal.	8

INERT MATERIALS / PAVING MATERIALS

DESCRIPTION / SPECIFICATION	QTY
Decomposed Granite ½" Screened, 2" Depth Min., Color: Express Armor	920 SF

SITE AMENITIES / FEATURES

DESCRIPTION / SPECIFICATION	QTY
Raised Planter Pot Quick-Crete QS-CAL6042PLC, 60" Sq. x 42" Ht., Color: French Gray Plant 1 Mexican Bird of Paradise and 4 Purple Trailing Lantana per Pot	7
Raised Planter Pot Quick-Crete QS-CAL249624PLC, 24"W. x 96"L. x 30" Ht., Color: French Gray Plant 4 Germander per Pot	2
Raised Planter Pot Quick-Crete QS-CAL3054PLC, 30"W. x 54"L. x 30" Ht., Color: French Gray Plant 1 Parry's Agave, 2 Purple Muhly, and 2 White Trailing Lantana per Pot	7

GRAPHIC SCALE IN FEET
0 5 10 20
SCALE: 1"=10'

NORTH

PRELIMINARY
FOR REVIEW ONLY
NOT FOR CONSTRUCTION PURPOSES
Kimley-Horn and Associates, Inc.
ENGINEER A. VALESTIN
PE NO. 60494 DATE 02/18

CALL TWO WORKING DAYS BEFORE YOU DIG
602-263-1100
1-800-STAKE-IT
(ARIZONA BLUE STAKE, INC.)

DS170703, EN_____, 27 E 7TH STREET

General Notes:

No.	Date	Description
1	07.03.17	ISSUE FOR PRELIMINARY SITE REVIEW

Submissions & Revisions

Owner
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Chicago, Illinois 60654 Fax: 312.266.7123

Interior Designer

Structural Engineer

M.E.P. & F.P. Engineers

Civil Engineer
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Landscape Architect
Kimley-Horn & Associates Inc
7740 N 16th St #300
Phoenix, AZ 85020
Main: 602.944.5500
Fax: 602.944.7423

General Contractor

Project Location
THE COLLECTIVE
ON 7TH AND MYRTLE
27 E. 7TH ST.
TEMPE, AZ 85281

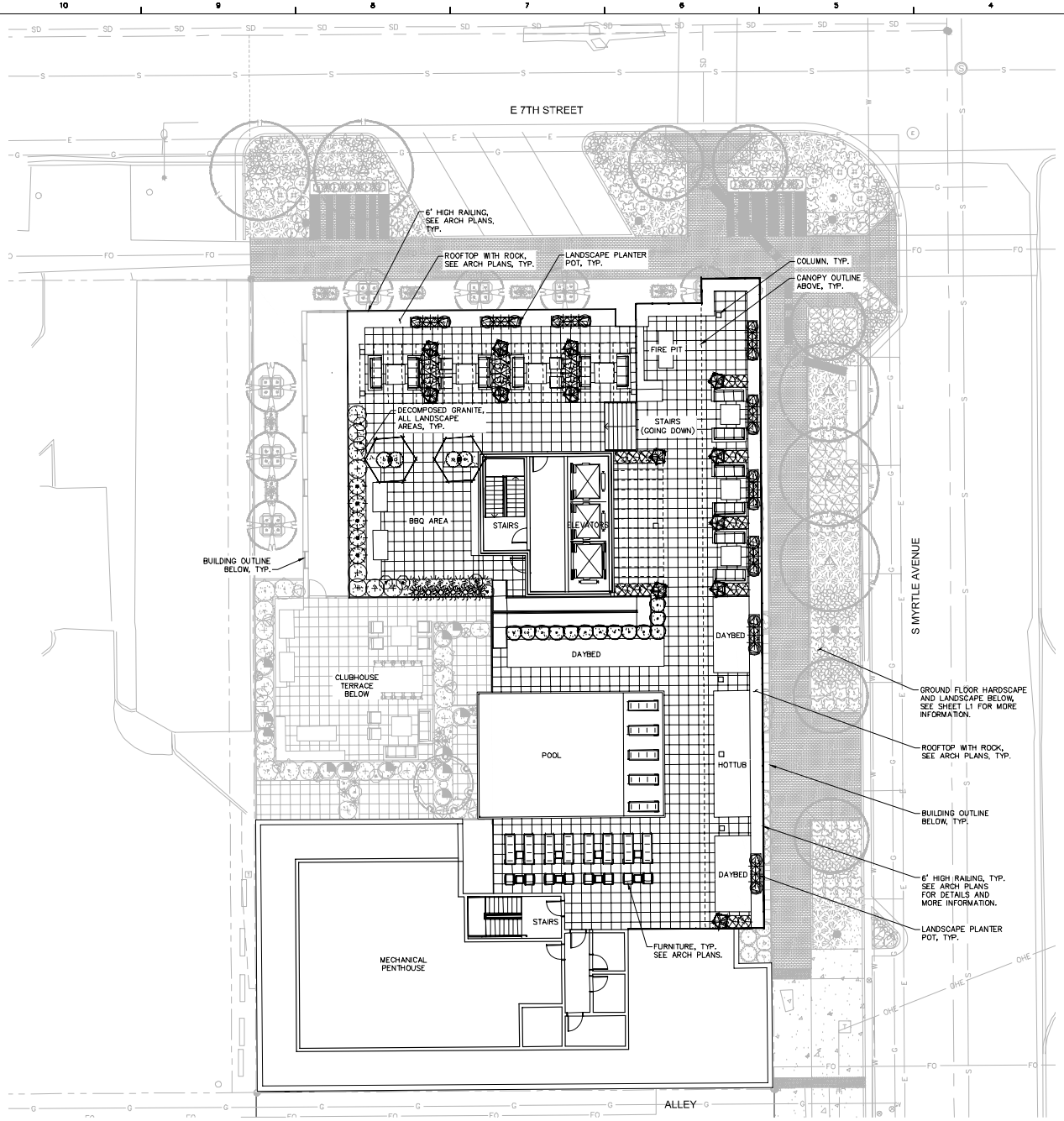
Drawing Title
LANDSCAPE PLAN
5TH FLOOR TERRACE

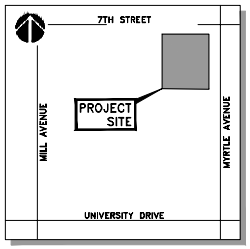
Seal
REGISTERED LANDSCAPE ARCHITECT ANDREW A. VALESTIN
Expires 09/30/2018

Date: 02/26/2018
Drawn By: RAS
Checked By: AAV
Project No: ---

Drawing No. L2
2 OF 4 SHEETS

ATTACHMENT 53





VICINITY MAP
CITY OF TEMPE
N.T.S.

LANDSCAPE LEGEND

TREES

	BOTANICAL NAME / COMMON NAME	SIZE	QTY
	Citrus limon 'Lisbon' Lisbon Lemon	1¼" Cal. Min., 6' Ht. x 4' W. Min., Specimen	2

SHRUBS & ACCENTS

	BOTANICAL NAME / COMMON NAME	SIZE	QTY
	Agave geminiflora Twin Flowered Agave	5 Gal.	27
	Bignonia capreolata 'Tangerine Beauty' Crossvine	5 Gal.	13
	Bouteloua gracilis 'Blonde Ambition' Blonde Ambition Grass	5 Gal.	6
	Eremophila hygrophana Blue Bells	5 Gal.	16
	Euphorbia rigida Gopher Plant	5 Gal.	9
	Leucophyllum langmaniae Rio Bravo Sage	5 Gal.	5
	Muhlenbergia rigens 'Nashville' Purple Muhly	5 Gal.	7
	Rosmarinus officinalis 'Tuscan Blue' Upright Rosemary	5 Gal.	8
	Tecoma stans 'Nana' Dwarf Esperanza	5 Gal.	13

GROUNDCOVERS

	BOTANICAL NAME / COMMON NAME	SIZE	QTY
	Rosmarinus officinalis Trailing Rosemary	1 Gal.	4
	Lantana montevidensis 'Purple' Purple Trailing Lantana	1 Gal.	6
	Lantana montevidensis 'Yellow' Yellow Trailing Lantana	1 Gal.	18

INERT MATERIALS / PAVING MATERIALS

	DESCRIPTION / SPECIFICATION	QTY
	Decomposed Granite ½" Screened, 2" Depth Min., Color: Express Armor	685 SF

SITE AMENITIES / FEATURES

	DESCRIPTION / SPECIFICATION	QTY
	Raised Planter Pot Quick-Crete QS-CAL249624PLC, 24"W. x 96"L.x 30" Ht., Color: French Gray Plant 3 Twin Flowered Agave and 2 Yellow Trailing Lantana per Pot	9

GRAPHIC SCALE IN FEET
0 5 10 20
SCALE: 1"=10'

NORTH

PRELIMINARY
FOR REVIEW ONLY
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Kimley-Horn and Associates Inc.
ENGINEER A. VALESTIN
PE NO. 60494 DATE 02/18

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(ARIZONA BLUE STAKE, INC.)

DS170703, EN_____, 27 E 7TH STREET

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Landscape Architect
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7740 N 16th St #300
Phoenix, AZ 85020
Main: 602.944.5500
Fax: 602.944.7423

General Contractor

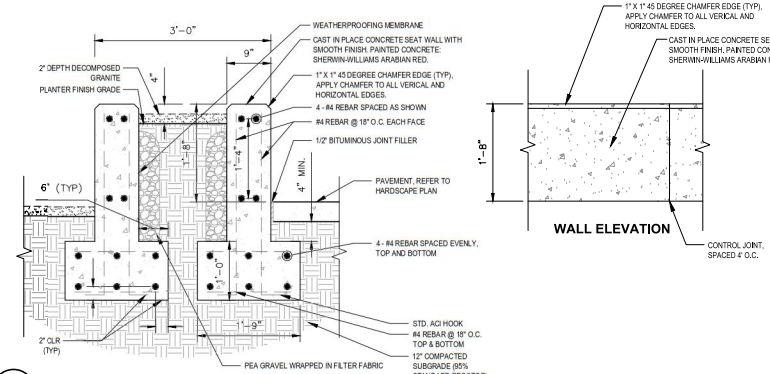
Project Location
THE COLLECTIVE
ON 7TH AND MYRTLE
27 E. 7TH ST.
TEMPE, AZ 85281

Drawing Title
LANDSCAPE PLAN
22ND FLOOR
POOL TERRACE

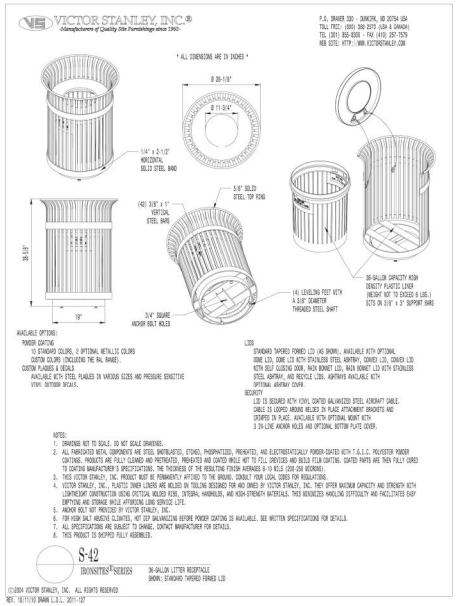
Seal
ANDREW A. VALESTIN
Expires 09/30/2018

Date: 02/26/2018
Drawn By: RAS
Checked By: AAV
Project No: ---

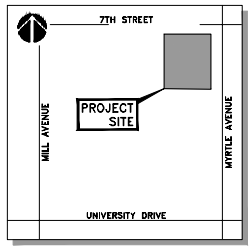
Drawing No. L3
3 OF 4 SHEETS



1 CONCRETE PLANTER WALL SECTION
SCALE: N.T.S.



2 VICTOR STANLEY TRASH CAN - MANUFACTURER DETAILS AND SPECIFACTIONS
SCALE: N.T.S.



VICINITY MAP
CITY OF TEMPE
N.T.S.

Emerson Bike Rack
Installation Guide
Date: September 9, 2016
www.landscapeforms.com Ph: 800.521.2546


Bike Rack

Included components


1x - Frame

1x – Cover plate


1x – Set screw 1/4-20 x 1"


Embedded option: 2x – Threaded rod 5/8-11 x 3-1/2" with thread patch

Tools Required
- Unit ships assembled
- 1/8" hex key
- 3/16" hex key
- Hammer drill with masonry bits
- For embedded mount option: chemical anchoring adhesive (Hilti HIT RE 500 or equivalent)
- For surface mount option: stainless steel anchoring hardware, (2) required per unit (not included). Landscape Forms, Inc. recommends maximum 1/2" dia bolt, with a minimum embedded depth of 3" (see Fig. 5. for bolt clearances).

***WARNING!* Unit must be anchored.**

HANDLE WITH CARE! Emerson's finish can be scuffed by contact with tools, concrete, or other abrasive surfaces. Protect the finish from damage during installation. Use touch-up paint to repair any powder coat finish abrasions.

landscapeforms

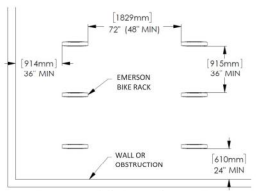


Fig. 1. - Recommended spacing, according to Association of Pedestrian and Bicycle Professionals (APBP)

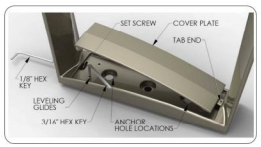


Fig. 2. – Component detail

Page 1 of 2

3 EMERSON BIKE RACK - MANUFACTURER DETAILS AND SPECIFICATIONS
SCALE: N.T.S.

Emerson Bike Rack
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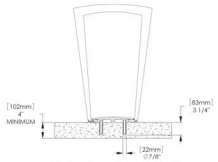

Fig. 3. – Hole size for embedded bike rack

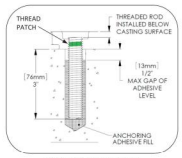

Fig. 4. – Install threaded rod

INSTALLATION PROCEDURE:

***WARNING!* Unit must be anchored.**

1. Set bike rack in position. Using 3/16" hex key, adjust leveling glides until unit is plumb.
2. Mark hole locations. See Fig. 1 for recommended spacing.
3. Move bike rack and drill holes. Clear debris from holes.

FOR EMBEDDED MOUNT:
1. Thread anchor rods with thread patch into bike rack as shown in Fig. 4.
2. Fill holes with adhesive to level shown in Fig. 4.
3. Set unit in place and wipe away excess adhesive.
4. After adhesive has fully cured to manufacturer's recommendation, turn all four leveling glides equally until tight to remove any excess movement of the bike rack.

FOR SURFACE MOUNT:
1. Set unit in place and install anchor bolts (not supplied by Landscape Forms) according to anchor manufacturer's instructions.
2. Turn all four leveling glides equally until tight to remove any excess movement of the bike rack.

FOR COVER PLATE INSTALLATION:
1. Install cover plate by inserting tab end into casting frame.
2. Using 1/8" hex key, install 1/4-20 set screw in opposite end of cover plate, through the casting frame.
3. Tighten set screw until cover plate is secure. **Warning!** Do not over tighten the set screw, which can cause the cover plate to deform.

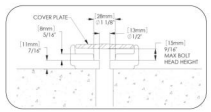

Fig. 5. – Anchor hole clearance for surface mount

landscapeforms

Page 2 of 2

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Kimley-Horn and Associates, Inc.
ENGINEER A. VALESTIN
PE NO. 60494 DATE 02/18

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1-800-STAKE-IT
(ARIZONA BLUE STAKE, CENTER)

DS170703, EN_____, 27 E. 7TH STREET

General Notes:

No.	Date	Description
1	02.05.17	ISSUE FOR PRELIMINARY SITE REVIEW

Submissions & Revisions

Owner
CORE
1643 N Milwaukee Avenue, 5th Floor
Chicago, IL 60647
Main: (773)-969-5740
Email: Info@corespaces.com
www.corespaces.com

Architect
ANTUNOVICH ASSOCIATES
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Chicago, Illinois 60654 Fax: 312.266.7123

Interior Designer

Structural Engineer

M.E.P. & F.P. Engineers

Civil Engineer
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Landscape Architect
Kimley-Horn & Associates Inc
7740 N 16th St #300
Phoenix, AZ 85020
Main: 602.944.5500
Fax: 602.944.7423

General Contractor

Project Location
THE COLLECTIVE
ON 7TH AND MYRTLE
27 E. 7TH ST.
TEMPE, AZ 85281

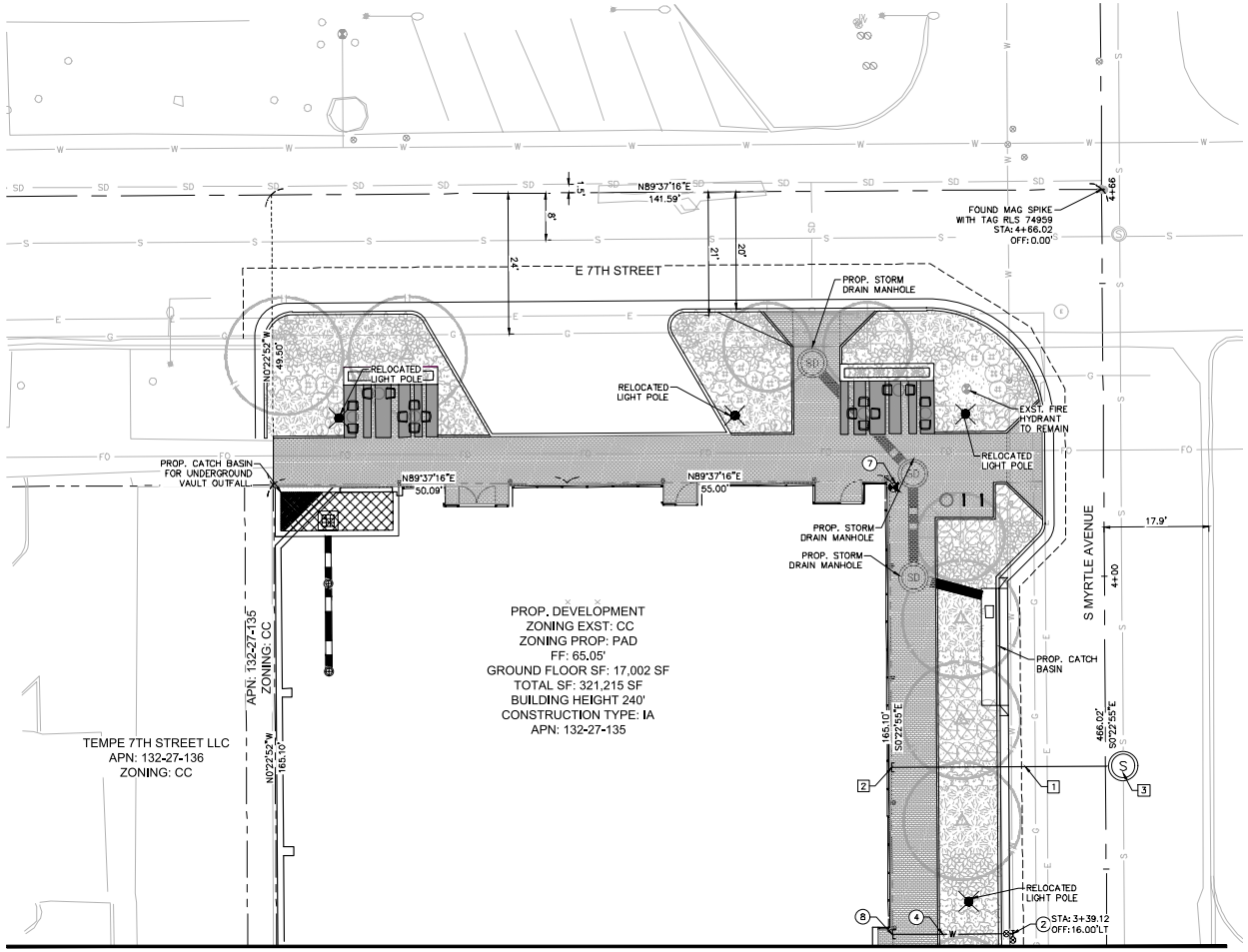
Drawing Title
LANDSCAPE DETAILS AND SPECIFICATIONS

Seal
ANDREW A. VALESTIN
Expires 09/30/2018

Date: 02/26/2018
Drawn By: RAS
Checked By: AAV
Project No: ---

Drawing No. L4
4 OF 4 SHEETS

ATTACHMENT 55



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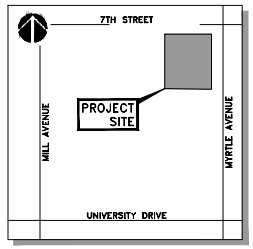

VICINITY MAP
CITY OF TEMPE
N.T.S.

LEGEND

- PROPOSED STORM DRAIN
- F PROPOSED FIRE LINE
- SS PROPOSED SANITARY SEWER
- W PROPOSED WATER LINE
- S EXISTING SANITARY SEWER
- W EXISTING WATER LINE
- CENTER LINE
- PROPERTY LINE
- RIGHT-OF-WAY LINE
- EASEMENT LINE
- PROPOSED FIRE HYDRANT
- EXISTING FIRE HYDRANT
- PROPOSED FIRE DEPARTMENT CONNECTION
- PROPOSED WATER METER
- EXISTING WATER METER
- PROPOSED BACKFLOW PREVENTOR
- PROPOSED CATCH BASIN
- PROPOSED SEWER MANHOLE

PUBLIC WATER CONSTRUCTION NOTES

1. PROPOSED 6" WATER TAP.
2. PROPOSED 8" WATER TAP.
3. PROPOSED 6" DIP PRESSURE CLASS 350 WATER LINE WITH POLY WRAP.
4. PROPOSED 8" DIP PRESSURE CLASS 350 WATER LINE WITH POLY WRAP.
5. PROPOSED 6" WATER METER PER COT STD DET T-212-A.
6. PROPOSED 6" BACKFLOW ASSEMBLY PER COT STD DET T-213.
7. PROPOSED FDC LOCATION, REFER SPRINKLER PLANS.
8. PROPOSED CONNECTION TO BUILDING FIRE SYSTEM.
9. PROPOSED CONNECTION TO BUILDING DOMESTIC WATER SYSTEM.
10. EXISTING 6" WATERLINE TO BE REMOVED AND REPLACED WITH 8" DIP WATERLINE.
11. CONNECT TO PROPOSED IMPROVED 8" WATERLINE UNDER SEPARATE PLAN AND PERMIT.
12. CONNECT TO EXISTING WATER MAIN.

SEWER CONSTRUCTION NOTES

1. PROPOSED 8" PVC SDR 35 SANITARY SEWER SERVICE LINE.
2. CONNECT TO BUILDING SEWER SYSTEM AT TWO-WAY CLEANOUT, REF PLUMBING PLANS FOR CONTINUATION.
3. PROPOSED 5' DIAMETER SEWER MANHOLE.

S.F.N.F. POSITION CALCULATED FROM RECORD DOCUMENTS

E UNIVERSITY DRIVE S89°37'24"W 967.96'

S 1/4 COR., SEC. 15 FOUND BRASS CAP IN HANDHOLE, PROJECT BENCHMARK

GRAPHIC SCALE IN FEET
0 5 10 20
SCALE: 1"=10'

NORTH

FOR REVIEW ONLY
NOT FOR CONSTRUCTION PURPOSES
ENGINEER B. WRIGHT
PE NO. 62828 DATE 01/18

DS170703, EN_____, 27 E 7TH STREET

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Landscape Architect
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Fax: 602.944.7423

General Contractor

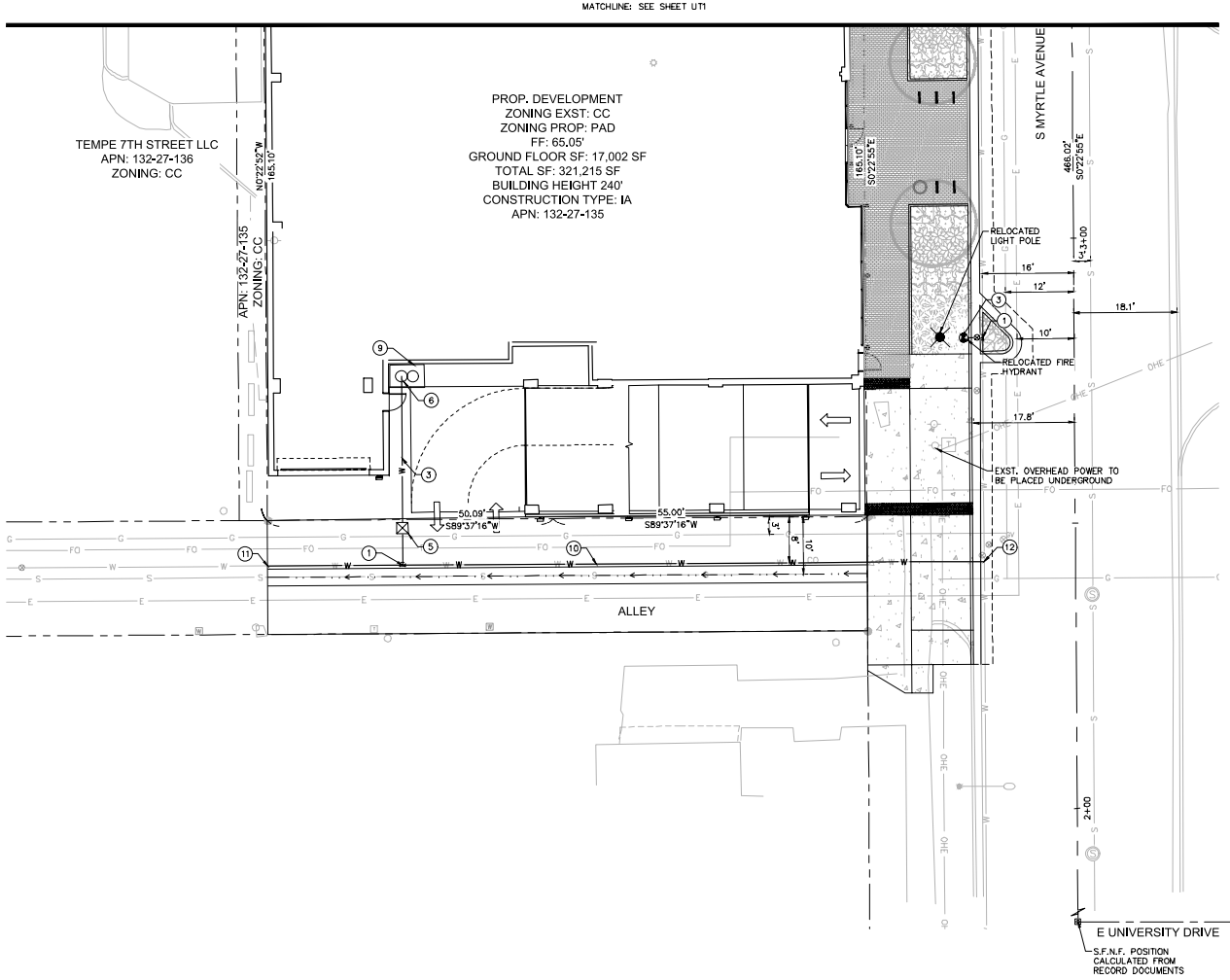
Project Location
THE COLLECTIVE
ON 7TH AND MYRTLE
27 E. 7TH ST.
TEMPE, AZ 85281

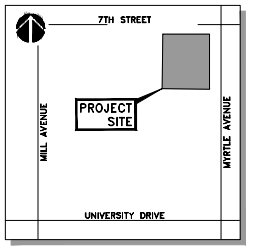
Drawing Title
UTILITY PLAN

Seal
BRYAN M. WRIGHT 62828 REGISTERED PROFESSIONAL ENGINEER ARIZONA, U.S.A.

Date: 02/26/2018
Drawn By: BMW
Checked By: STM
Project No: ---

Drawing No. UT1
1 OF 2 SHEETS





VICINITY MAP
CITY OF TEMPE
N.T.S.

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3. PROPOSED 5' DIAMETER MANHOLE.

GRAPHIC SCALE IN FEET
0 5 10 20
SCALE: 1"=10'

NORTH

ARIZONA
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Kimley-Horn and Associates, Inc.
ENGINEER B. WRIGHT
PE NO. 62828 DATE 01/18

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UTILITY PLAN

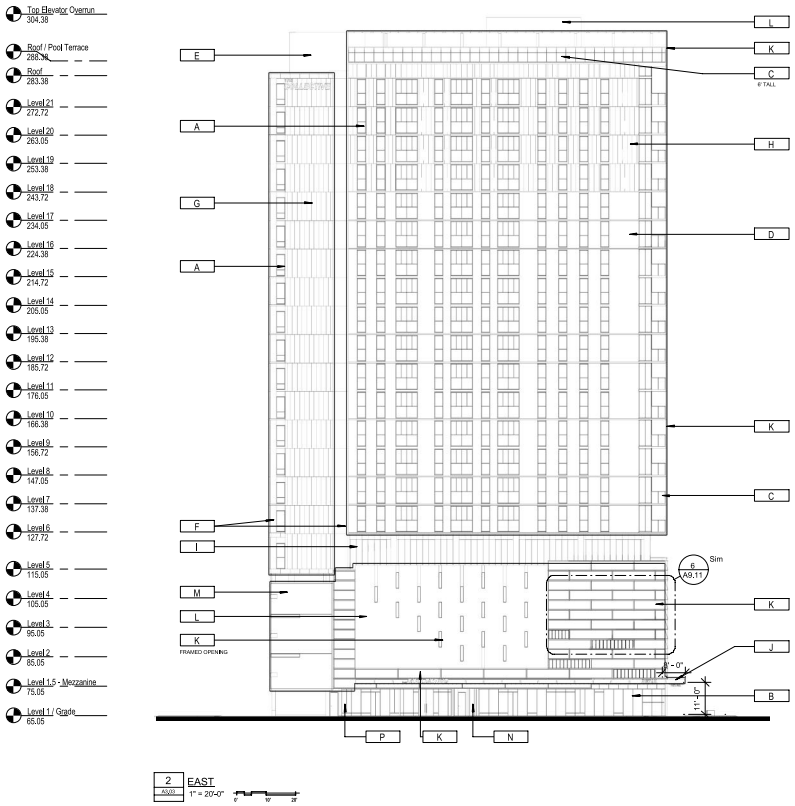
Seal: BRYAN M. WRIGHT 62828 REGISTERED PROFESSIONAL ENGINEER ARIZONA U.S.A.

Date: 02/26/2018
Drawn By: BMW
Checked By: STM
Project No: ---

Drawing No. UT2
2 OF 2 SHEETS

MATERIAL LEGEND

A. — OPERABLE WINDOWS
B. — ALUMINUM STOREFRONT
C. — ALUMINUM RAILING SYSTEM
D. — DRYVIT EIFS PANEL SYSTEM (CORRUGATED) - LIMESTONE (CORAL)
E. — DRYVIT EIFS PANEL SYSTEM (CORRUGATED) - LIMESTONE (CHARCOAL)
F. — DRYVIT EIFS PANEL SYSTEM (CORRUGATED) - LIMESTONE (NATURAL GREY)
G. — DRYVIT EIFS PANEL SYSTEM (FLAT) - LIMESTONE (DARK GREY)
H. — DRYVIT EIFS PANEL SYSTEM (FLAT) - LIMESTONE (CORAL)
I. — DRYVIT EIFS PANEL SYSTEM (FLAT) - LIMESTONE (CHARCOAL)
J. — STEEL CANOPY W/ PERFORATED METAL SHEET (CORAL)
K. — PERFORATED METAL SCREEN SYSTEM (CHARCOAL)
L. — PAC-CLAD PRECISION SERIES HIGHLINE MI (CORAL)
M. — PAC-CLAD PRECISION SERIES HIGHLINE MI (CHARCOAL)
N. — NATURAL FINISH IN SITU CONCRETE
P. — INTERGRAL COLOR CMU BLOCK
Q. — MURAL WALL



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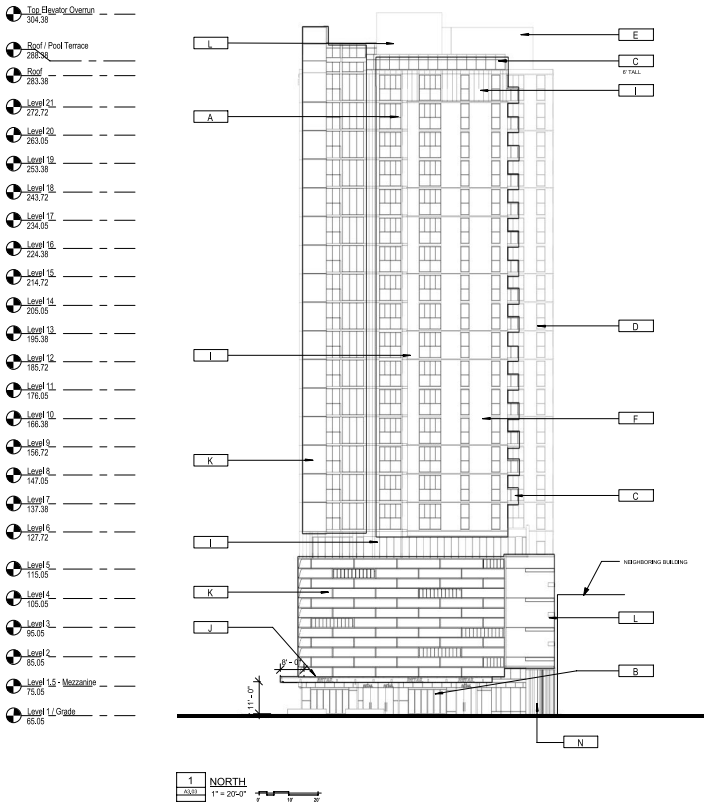

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No.	Date	Description
3	2/26/18	PAD & DPR REVISION 2
2	1/22/18	PAD & DPR REVISION 1
1	11/6/17	PAD & DPR SUBMITTAL

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M.E.P. & F.P. Engineers

Civil Engineer

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480-207-2666

Landscape Architect

KIMLEY-HORN
1001 W. SOUTHERN AVE #131
MESA, AZ 85210
480-207-2666

General Contractor

Project Location

THE COLLECTIVE
ON 7TH & MYRTLE
27 E 7TH ST
TEMPE, ARIZONA 85281

Drawing Title

ELEVATIONS

Seal

REGISTERED ARCHITECT CERTIFICATE NO. 53167 JOSEPH M ANTUNOVICH STATE OF ARIZONA U.S.A.

Date: 2/26/18
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C. — ALUMINUM RAILING SYSTEM
D. — DRYVIT EIFS PANEL SYSTEM (CORRUGATED) - LIMESTONE (CORAL)
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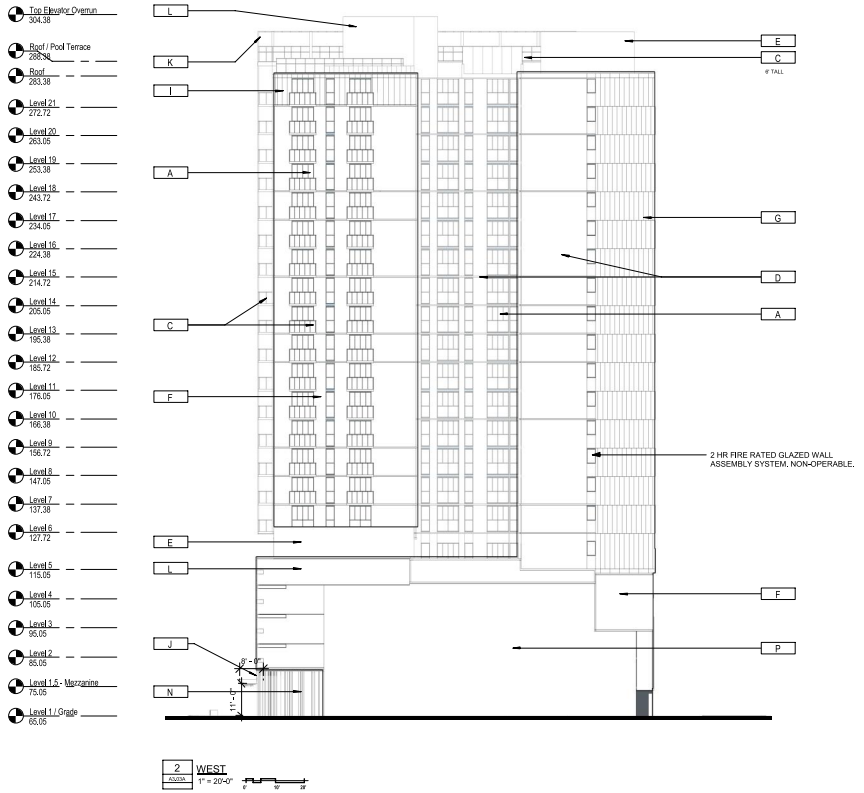

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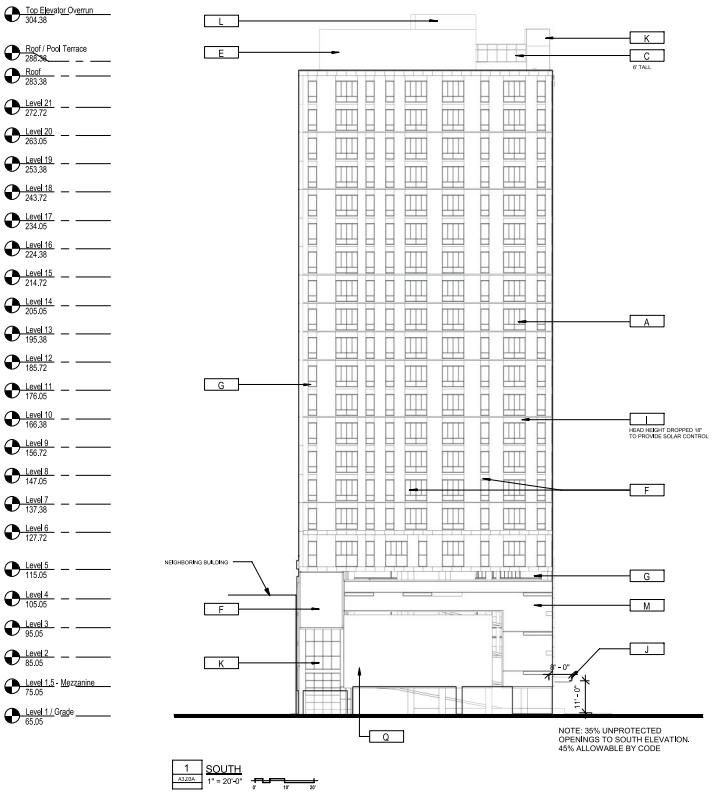

1 SOUTH
A3.03A
1" = 20'-0"

NOTE: 35% UNPROTECTED OPENINGS TO SOUTH ELEVATION. 45% ALLOWABLE BY CODE

D.O.B. APPROVAL STAMPS:

No.	Date	Description
3	2/26/18	PAD & DPR REVISION 2
2	1/22/18	PAD & DPR REVISION 1
1	11/6/17	PAD & DPR SUBMITTAL

Submissions & Revisions

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Landscape Architect

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General Contractor

Project Location

THE COLLECTIVE

ON 7TH & MYRTLE

27 E 7TH ST
TEMPE, ARIZONA 85281

Drawing Title

ELEVATIONS

Seal

REGISTERED ARCHITECT
CERTIFICATE NO
53167
JOSEPH M
ANTUNOVICH
ARIZONA U.S.A.

Date: 2/26/18
Drawn By:
Checked By:
Project No:

Drawing No.

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MATERIAL LEGEND

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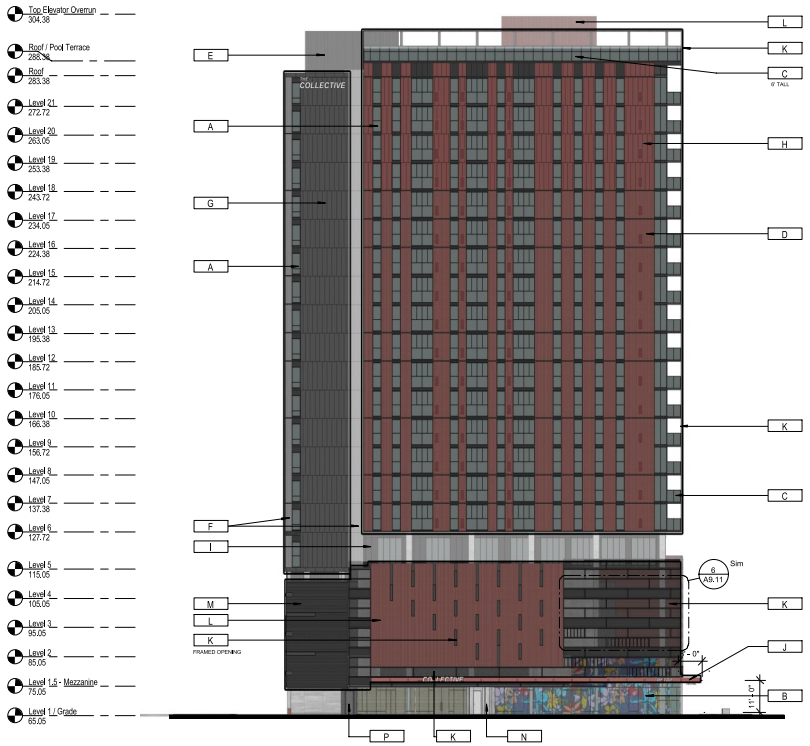

2 EAST-COLOR ELEVATION
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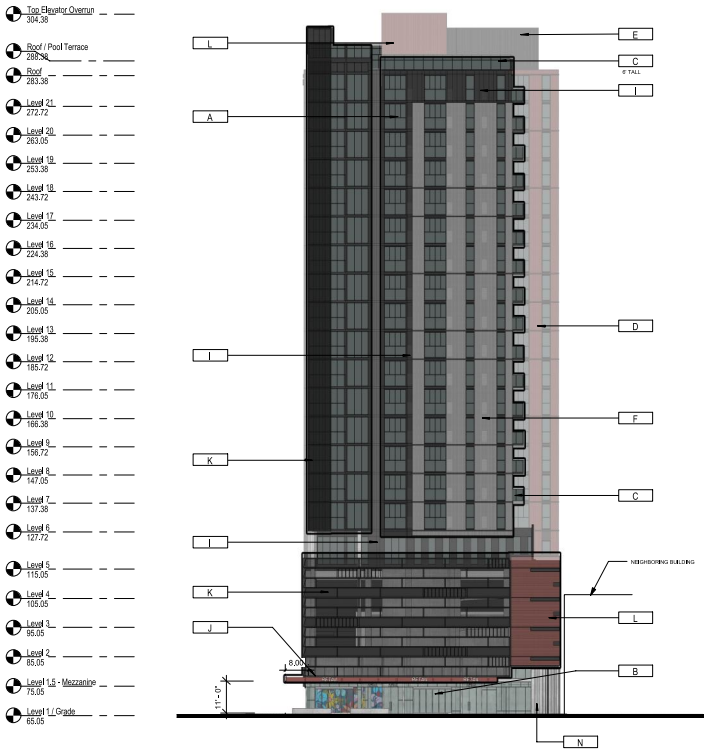

1 NORTH-COLOR ELEVATION
A3.04 1" = 20'-0"

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No.	Date	Description
3	2/26/18	PAD & DPR REVISION 2
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Drawing No.
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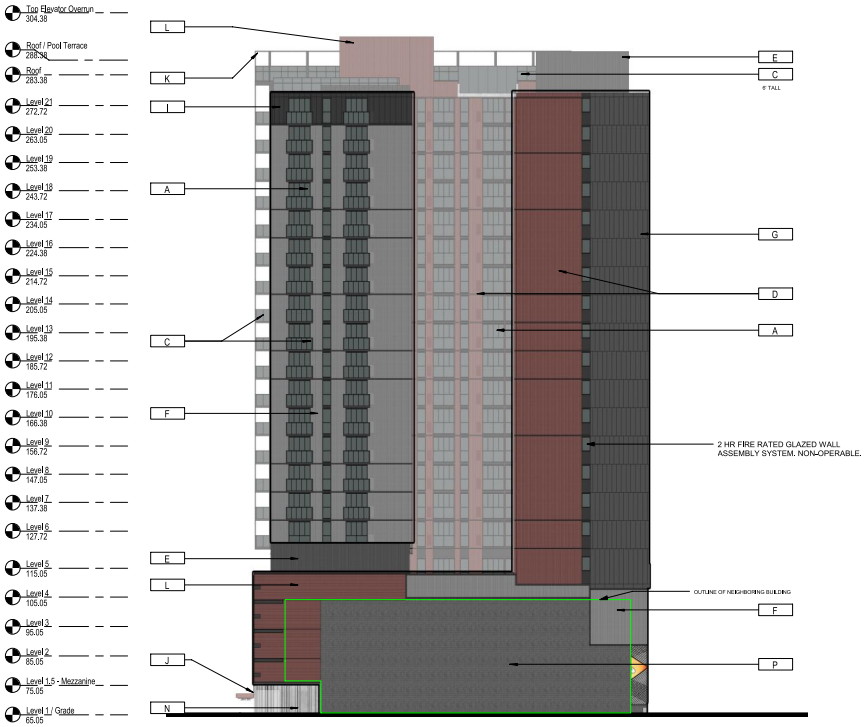
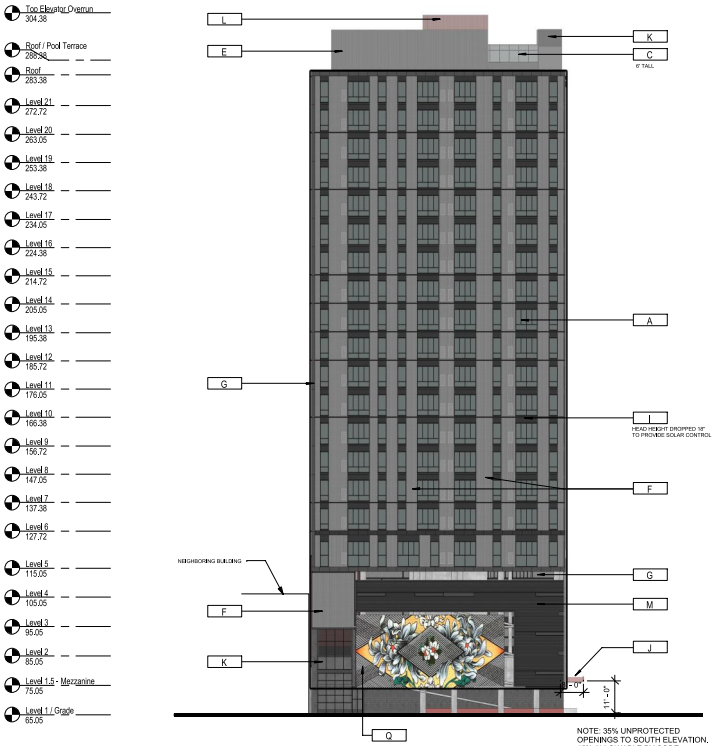
ATTACHMENT 60

MATERIAL LEGEND

- A. — OPERABLE WINDOWS
- B. — ALUMINUM STOREFRONT
- C. — ALUMINUM RAILING SYSTEM
- D. — DRYVIT EIFS PANEL SYSTEM (CORRUGATED) - LIMESTONE (CORAL)
- E. — DRYVIT EIFS PANEL SYSTEM (CORRUGATED) - LIMESTONE (CHARCOAL)
- F. — DRYVIT EIFS PANEL SYSTEM (CORRUGATED) - LIMESTONE (NATURAL GREY)
- G. — DRYVIT EIFS PANEL SYSTEM (FLAT) - LIMESTONE (DARK GREY)
- H. — DRYVIT EIFS PANEL SYSTEM (FLAT) - LIMESTONE (CORAL)
- I. — DRYVIT EIFS PANEL SYSTEM (FLAT) - LIMESTONE (CHARCOAL)
- J. — STEEL CANOPY W/ PERFORATED METAL SHEET (CORAL)
- K. — PERFORATED METAL SCREEN SYSTEM (CHARCOAL)
- L. — PAC-CLAD PRECISION SERIES HIGHLINE MN (CORAL)
- M. — PAC-CLAD PRECISION SERIES HIGHLINE MN (CHARCOAL)
- N. — NATURAL FINISH IN SITU CONCRETE
- P. — INTERGRAL COLOR CMU BLOCK
- Q. — MURAL WALL



2 A3.04A WEST-COLOR ELEVATION
1" = 20'-0"



1 A3.04A SOUTH-COLOR ELEVATION
1" = 20'-0"

D.O.B. APPROVAL STAMPS:

No.	Date	Description
3	2/26/18	PAD & DPR REVISION 2
2	1/22/18	PAD & DPR REVISION 1
1	11/6/17	PAD & DPR SUBMITTAL

Submissions & Revisions

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General Contractor

Project Location

THE COLLECTIVE
ON 7TH & MYRTLE
27 E 7TH ST
TEMPE, ARIZONA 85281

Drawing Title

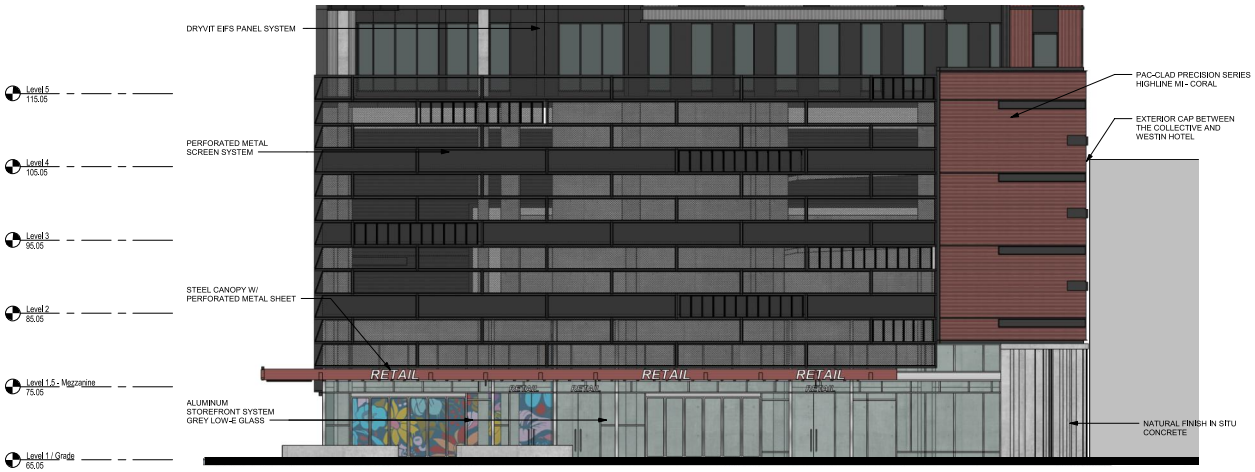
COLOR ELEVATIONS

Seal

REGISTERED ARCHITECT
CERTIFICATE NO. 53167
JOSEPH M. ANTUNOVICH
ARIZONA U.S.A.

Date: 2/26/18
Drawn By:
Checked By:
Project No:

Drawing No.
A3.04A



2 PODIUM ELEVATION - NORTH
1/8" = 1'-0"

1 PODIUM ELEVATION - EAST
1/8" = 1'-0"

D.O.B. APPROVAL STAMPS:

No.	Date	Description
3	2/26/18	PAD & DPR REVISION 2
2	1/22/18	PAD & DPR REVISION 1
1	11/6/17	PAD & DPR SUBMITTAL

Submissions & Revisions

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Project Location

THE COLLECTIVE

ON 7TH & MYRTLE

27 E 7TH ST
TEMPE, ARIZONA 85281

Drawing Title

STREET ELEVATION

Seal

REGISTERED ARCHITECT
CERTIFICATE NO.
53167
JOSEPH M.
ANTUNOVICH
ARIZONA U.S.A.

Date: 2/26/18
Drawn By:
Checked By:
Project No:

Drawing No.

A3.05

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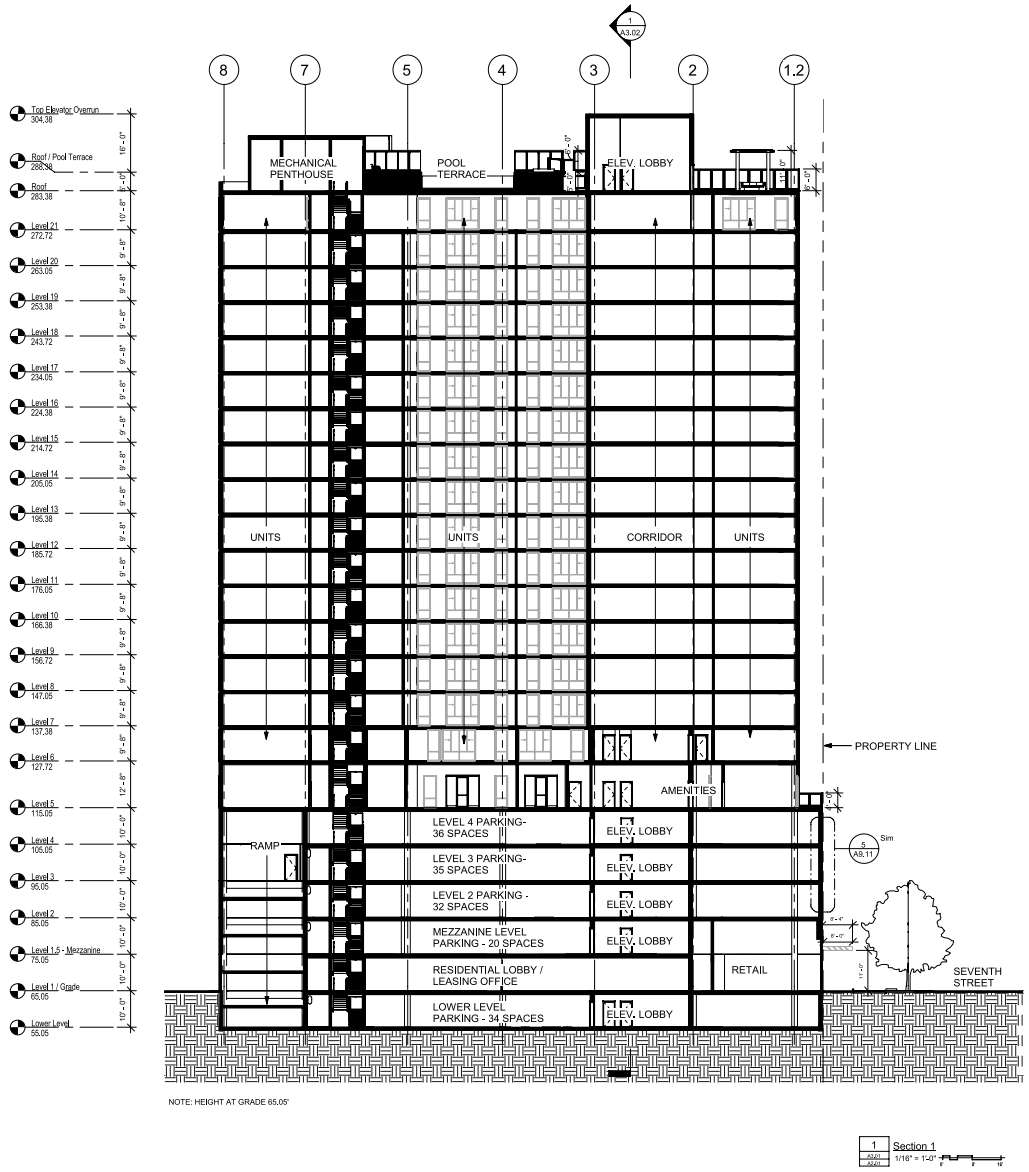

NOTE: HEIGHT AT GRADE 65.05'

D.O.B. APPROVAL STAMPS:

No.	Date	Description
3	2/26/18	PAD & DPR REVISION 2
2	1/22/18	PAD & DPR REVISION 1
1	11/6/17	PAD & DPR SUBMITTAL

Submissions & Revisions

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Project Location

THE COLLECTIVE

ON 7TH & MYRTLE

27 E 7TH ST
TEMPE, ARIZONA 85281

Drawing Title

BUILDING SECTION

Seal

REGISTERED ARCHITECT
CERTIFICATE NO.
53167
JOSEPH M. ANTUNOVICH
ARIZONA U.S.A.

Date: 2/26/18
Drawn By:
Checked By:
Project No:

Drawing No.

A3.01

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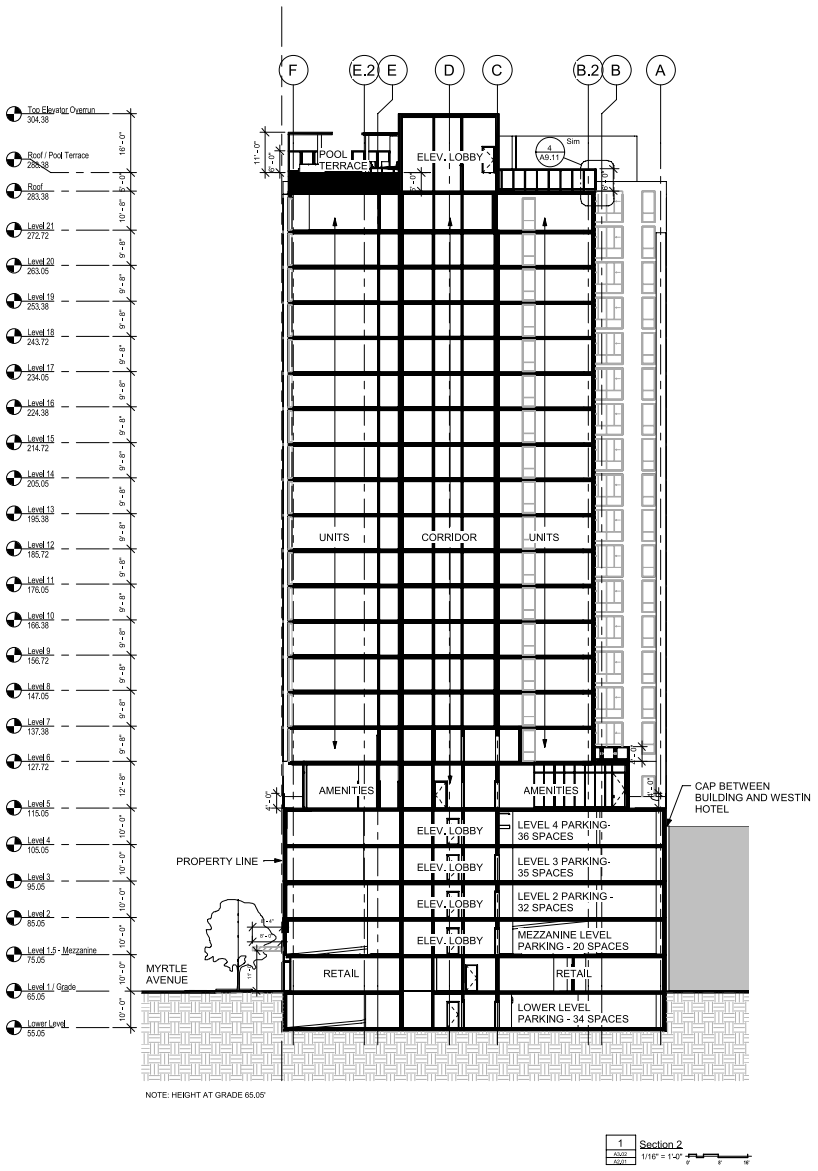

D.O.B. APPROVAL STAMPS:

No.	Date	Description
3	2/26/18	PAD & DPR REVISION 2
2	1/22/18	PAD & DPR REVISION 1
1	11/6/17	PAD & DPR SUBMITTAL

Submissions & Revisions

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Project Location

THE COLLECTIVE

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TEMPE, ARIZONA 85281

Drawing Title

BUILDING SECTION

Seal

REGISTERED ARCHITECT
CERTIFICATE NO. 53167
JOSEPH M. ANTUNOVICH
ARIZONA U.S.A.

Date: 2/26/18
Drawn By:
Checked By:
Project No:

Drawing No.

A3.02

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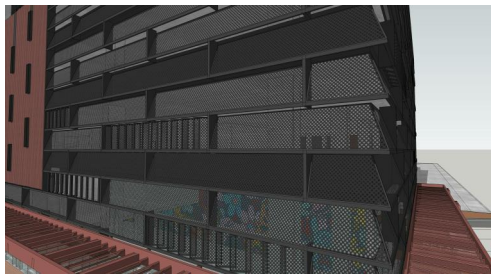
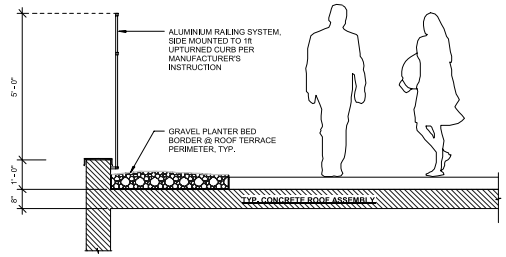
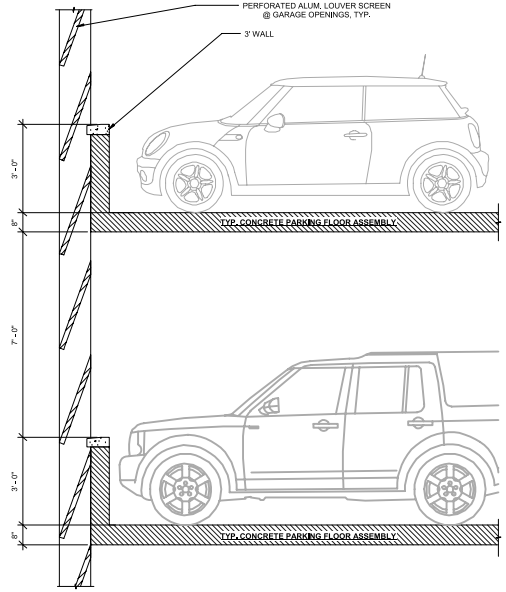


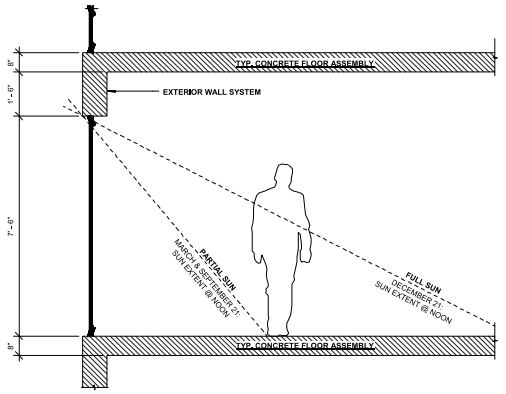
6 CLOSE UP VIEW OF PERFORATED SCREEN DETAIL
A9.11 1/2" = 1'-0"



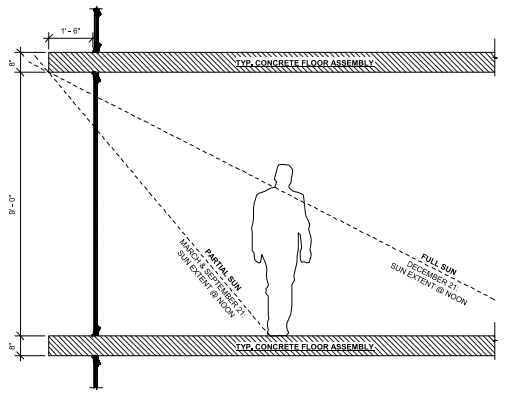
4 ROOFTOP RAILING DETAIL
A9.10 A9.11 1/2" = 1'-0"



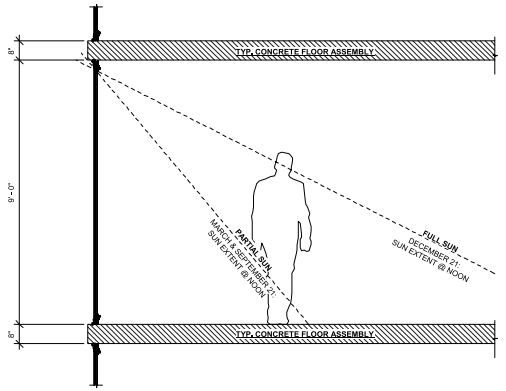
5 TYPICAL PARKING GARAGE OPENING DETAIL
A9.01 A9.11 1/2" = 1'-0"



2 WINDOW BULKHEAD DETAIL (SOUTH FACADE)
A9.11 1/2" = 1'-0"



3 PROJECTED SLAB EDGE DETAIL (WEST FACADE)
A9.11 1/2" = 1'-0"



1 TYPICAL WINDOW DETAIL (NORTH & EAST FACADES)
A9.11 1/2" = 1'-0"

D.O.B. APPROVAL STAMPS:

No.	Date	Description
3	2/26/18	PAD & DPR REVISION 2

Submissions & Revisions

Developer

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General Contractor

Project Location

THE COLLECTIVE
ON 7TH & MYRTLE
27 E 7TH ST
TEMPE, ARIZONA 85281

Drawing Title

EXPLANATORY DETAILS

Seal

REGISTERED ARCHITECT
CERTIFICATE NO.
53167
JOSEPH M.
ANTUNOVICH
ARIZONA U.S.A.

Date: 2/26/18
Drawn By:
Checked By:
Project No:

Drawing No.
A9.11

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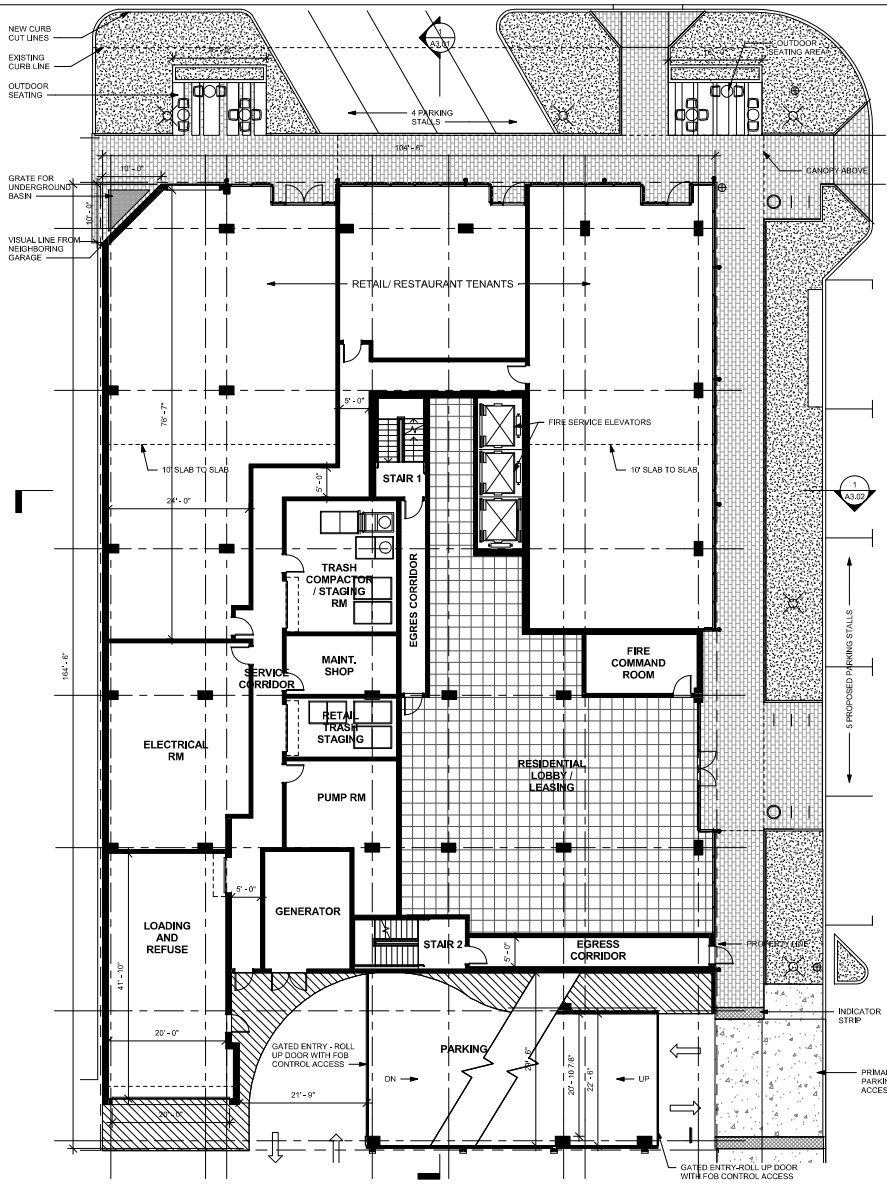

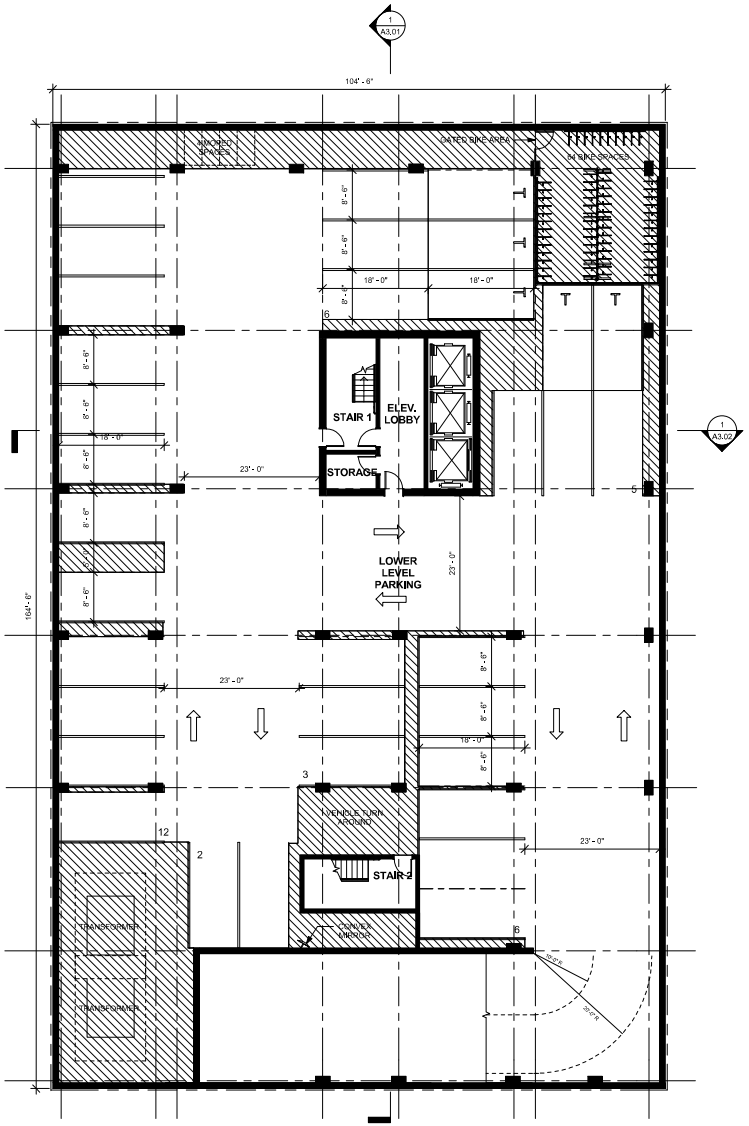

2 Level 1 / Ground Floor Plan
1" = 10'-0"

ROOM NAME	SQUARE FOOTAGE	LOAD FACTOR	OCCUPANCY LOAD
RETAIL	6,000 sf	30	200 occ
RES. LOBBY	1,848 sf	15	109 occ
LEASING OFFICE	1,500 sf	100	15 occ
MECHANICAL	1,542 sf	300	5 occ
LOADING	1089 sf	300	3 occ
TRASH STORAGE	659 sf	300	2 occ
TOTAL			334 occ

PROGRAM	AREA
EGRESS CORRIDOR	449 SF
FIRE COMMAND ROOM	219 SF
LOADING AND REFUSE	1089 SF
MAINT. SHOP	209 SF
MECHANICAL/ELECTRICAL RM	1642 SF
PARKING	2127 SF
RESIDENTIAL LOBBY / LEASING	3148 SF
RETAIL / RESTAURANT	6000 SF
RETAIL TRASH STAGING	208 SF
SERVICE CORRIDOR	879 SF
TRASH COMPACTOR/STAGING RM	450 SF
VERTICAL CIRCULATION	579 SF
	17001 SF

1 Lower Level Plan
1" = 10'-0"

PARKING LEGEND - LOWER LEVEL	
TYPE	COUNT
STANDARD	29 SPACES
TANDEM	5 SPACES
TOTAL	34 SPACES
BIKE	64 SPACES
MOPED	4 SPACES

PROGRAM	AREA
ELEV. LOBBY	220 SF
LOWER LEVEL PARKING	16299 SF
STORAGE	66 SF
VERTICAL CIRCULATION	604 SF
	17190 SF

D.O.B. APPROVAL STAMPS:

No.	Date	Description
3	2/26/18	PAD & DPR REVISION 2
2	1/22/18	PAD & DPR REVISION 1
1	11/6/17	PAD & DPR SUBMITTAL

Submissions & Revisions

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27 E 7TH ST
TEMPE, ARIZONA 85281

Drawing Title
LOWER LEVEL AND LEVEL 1

Seal

Date: 2/26/18
Drawn By:
Checked By:
Project No:

Drawing No.
A2.01

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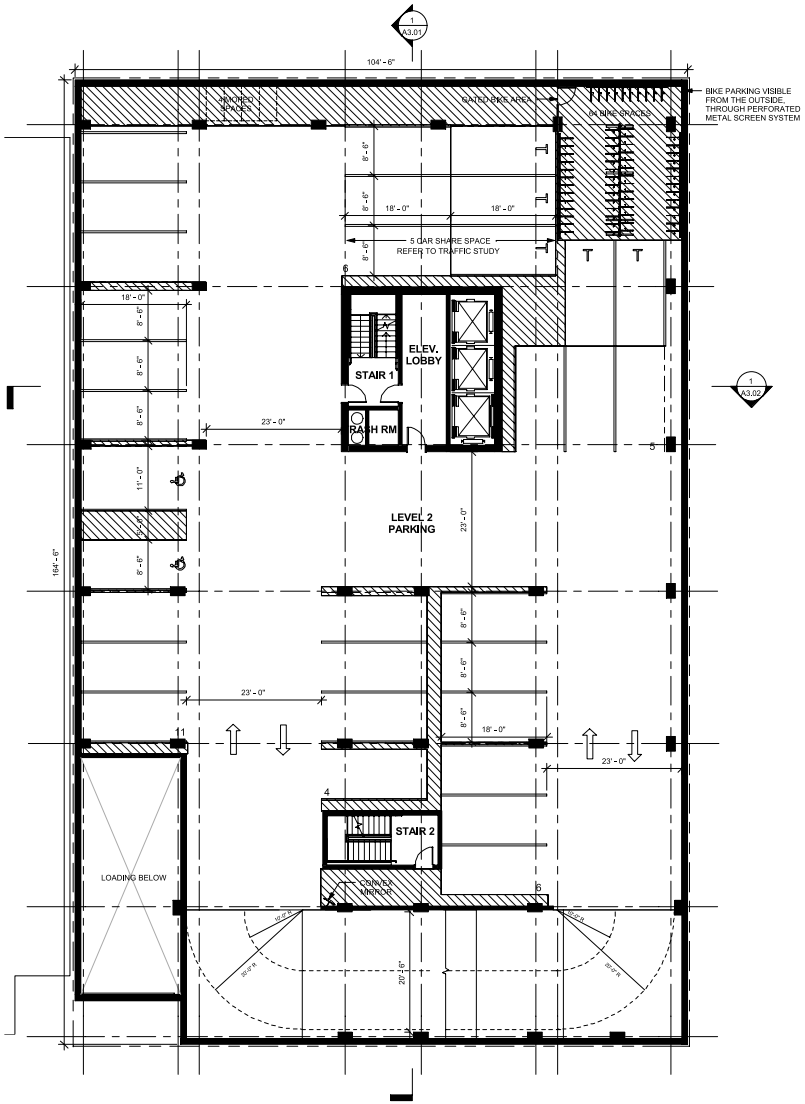

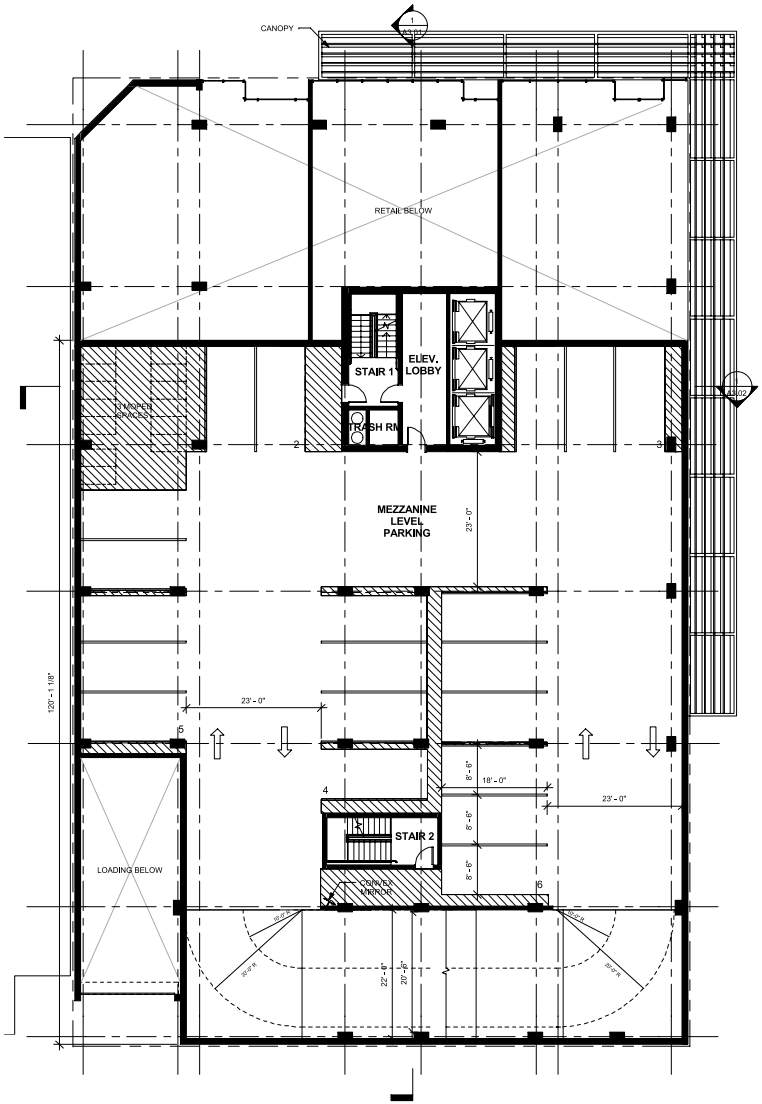

2 Level 2 Plan
A2.01 / A3.01
1" = 10'-0"

PARKING LEGEND - LEVEL 2	
TYPE	COUNT
ADA	2 SPACES
STANDARD	25 SPACES
TANDEM	5 SPACES
TOTAL	32 SPACES
BIKE	64 SPACES
MOPED	4 SPACES

PROGRAM	AREA
ELEV. LOBBY	220 SF
LEVEL 2 PARKING	15396 SF
TRASH RM	64 SF
VERTICAL CIRCULATION	601 SF
	16281 SF

1 Mezzanine Plan
A2.01 / A3.01
1" = 10'-0"

PARKING LEGEND - MEZZANINE LEVEL	
TYPE	COUNT
STANDARD	20 SPACES
TOTAL	20 SPACES
MOPED	13 SPACES

PROGRAM	AREA
ELEV. LOBBY	221 SF
MEZZANINE LEVEL PARKING	10945 SF
TRASH RM	64 SF
VERTICAL CIRCULATION	592 SF
	11822 SF

D.O.B. APPROVAL STAMPS:

No.	Date	Description
3	2/26/18	PAD & DPR REVISION 2
2	1/22/18	PAD & DPR REVISION 1
1	11/6/17	PAD & DPR SUBMITTAL

Submissions & Revisions

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Project Location

THE COLLECTIVE
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27 E 7TH ST
TEMPE, ARIZONA 85281

Drawing Title

MEZZANINE LEVEL AND LEVEL 2

Seal

REGISTERED ARCHITECT
CERTIFICATE NO. 53167
JOSEPH M. ANTUNOVICH
ARIZONA U.S.A.

Date: 2/26/18
Drawn By:
Checked By:
Project No:

Drawing No.
A2.02

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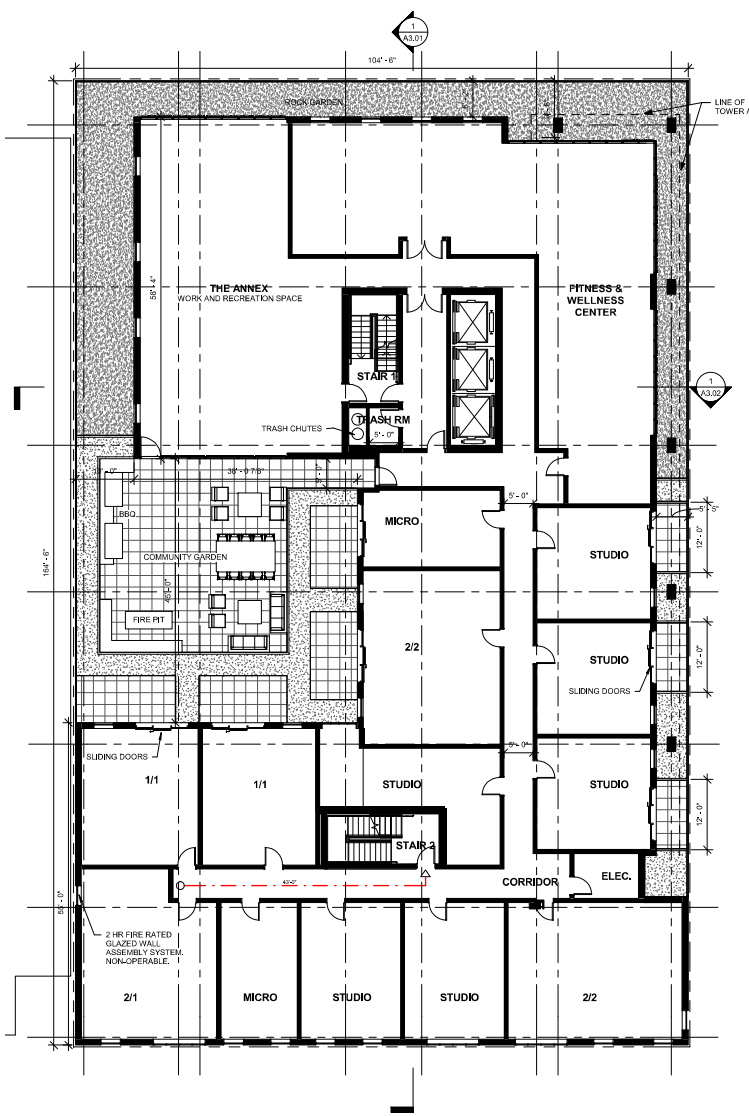
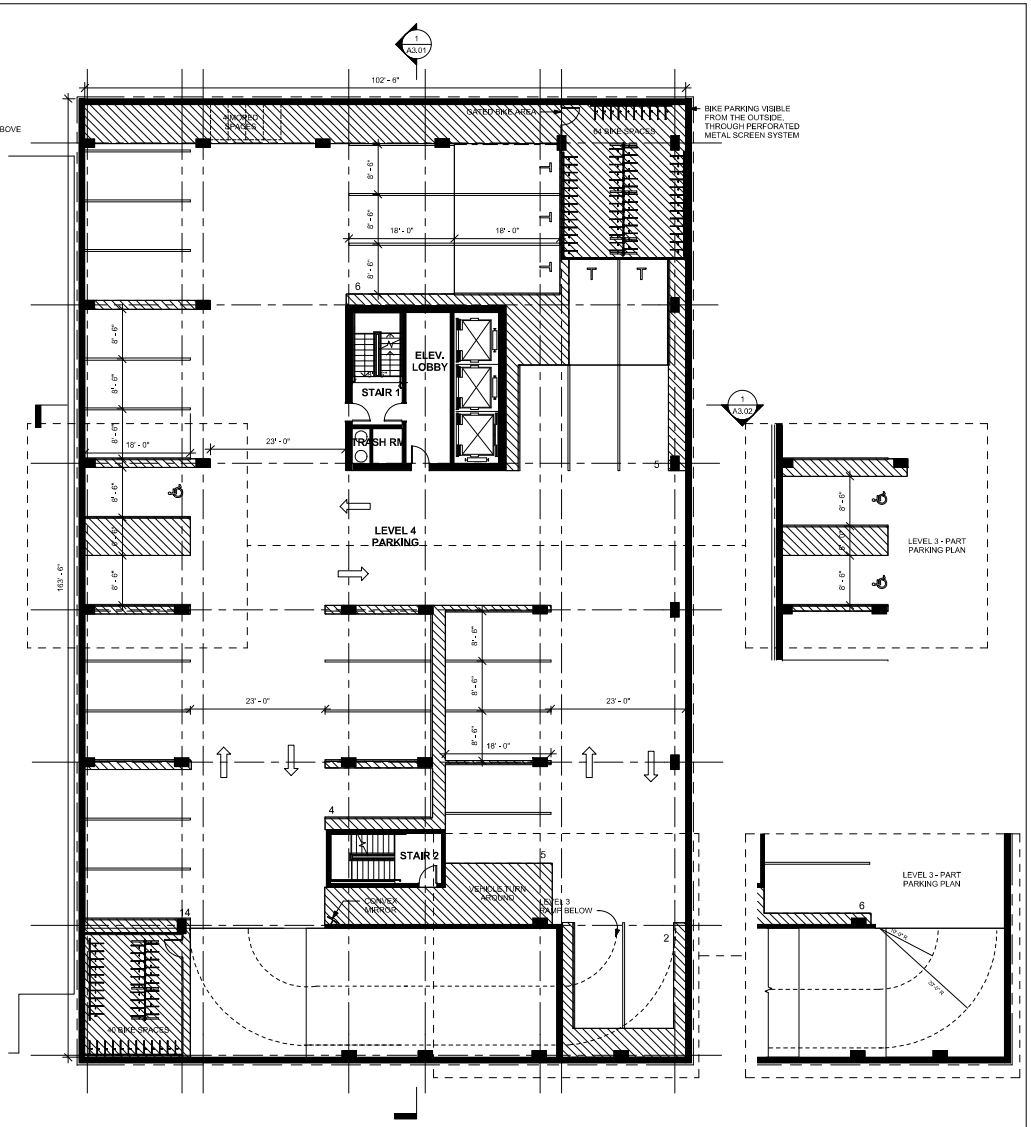
ATTACHMENT 67





3 A2.01 Level 5 Plan 1" = 10'-0"

ROOM NAME	SQUARE FOOTAGE	LOAD FACTOR	OCCUPANCY LOAD
THE ANNEX	1,879 sf	15	125 occ
FITNESS & WELL	2,204 sf	50	44 occ
RESIDENTIAL	6,488 sf	200	32 occ
ELECTRIC	104 sf	300	1 occ
COMM. GARDEN	1128 sf	15	75 occ
TOTAL			277 occ

PROGRAM	AREA
COMMUNITY GARDEN	1128 SF
CORRIDOR	1600 SF
ELEC. RM	104 SF
FITNESS AND WELLNESS CENTER	2204 SF
RESIDENTIAL	6488 SF
THE ANNEX	1879 SF
TRASH RM	66 SF
VERTICAL CIRCULATION	802 SF
	14072 SF

2 A2.01 Level 4 Plan 1" = 10'-0"

PROGRAM	AREA
ELEV. LOBBY	220 SF
LEVEL 4 PARKING	16305 SF
TRASH RM	64 SF
VERTICAL CIRCULATION	601 SF
	17190 SF

PARKING LEGEND - LEVEL 4	
TYPE	COUNT
ADA	1 SPACE
STANDARD	30 SPACES
TANDEM	5 SPACES
TOTAL	36 SPACES
BIKE	104 SPACES
MOPED	4 SPACES

1 A3.01 Level 3 Parking 1" = 10'-0"

PROGRAM	AREA
ELEV. LOBBY	220 SF
LEVEL 3 PARKING	16305 SF
TRASH RM	64 SF
VERTICAL CIRCULATION	601 SF
	17190 SF

PARKING LEGEND - LEVEL 3	
TYPE	COUNT
ADA	2 SPACES
STANDARD	28 SPACES
TANDEM	5 SPACES
TOTAL	35 SPACES
BIKE	104 SPACES
MOPED	4 SPACES

D.O.B. APPROVAL STAMPS:

No.	Date	Description
3	2/26/18	PAD & DPR REVISION 2
2	1/22/18	PAD & DPR REVISION 1
1	11/6/17	PAD & DPR SUBMITTAL

Submissions & Revisions

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General Contractor

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THE COLLECTIVE
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Drawing Title
LEVEL 3-4 AND LEVEL 5

Seal

Date: 2/26/18
Drawn By:
Checked By:
Project No:

Drawing No.
A2.03

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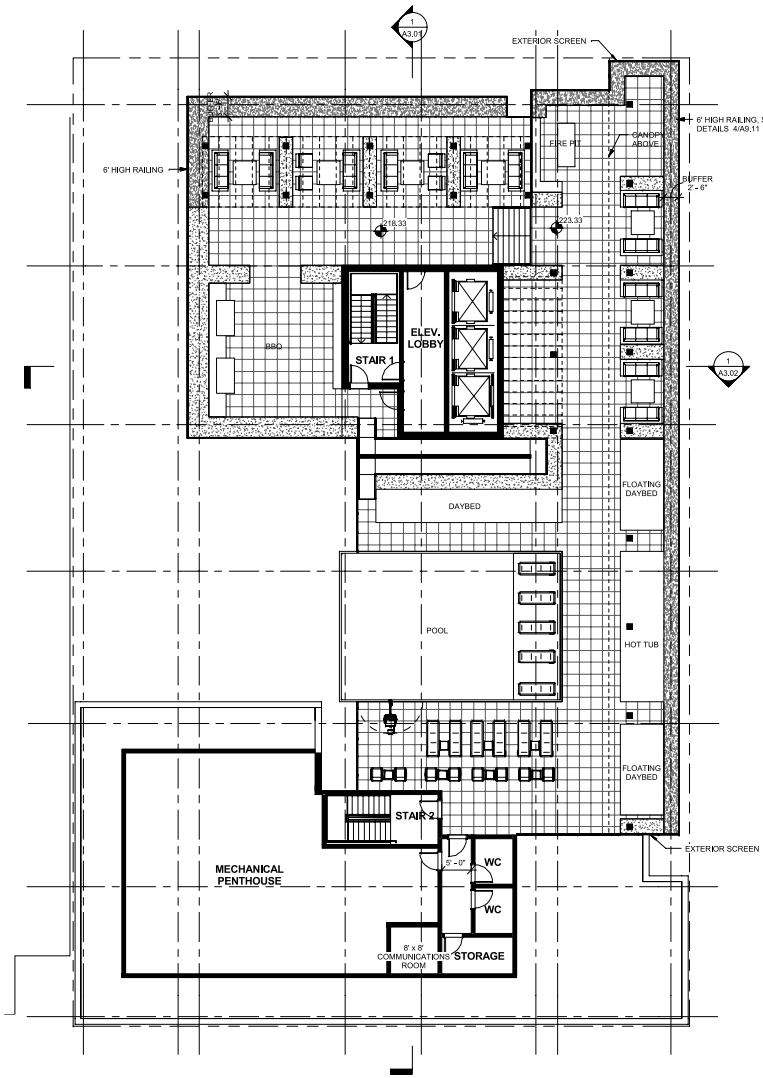
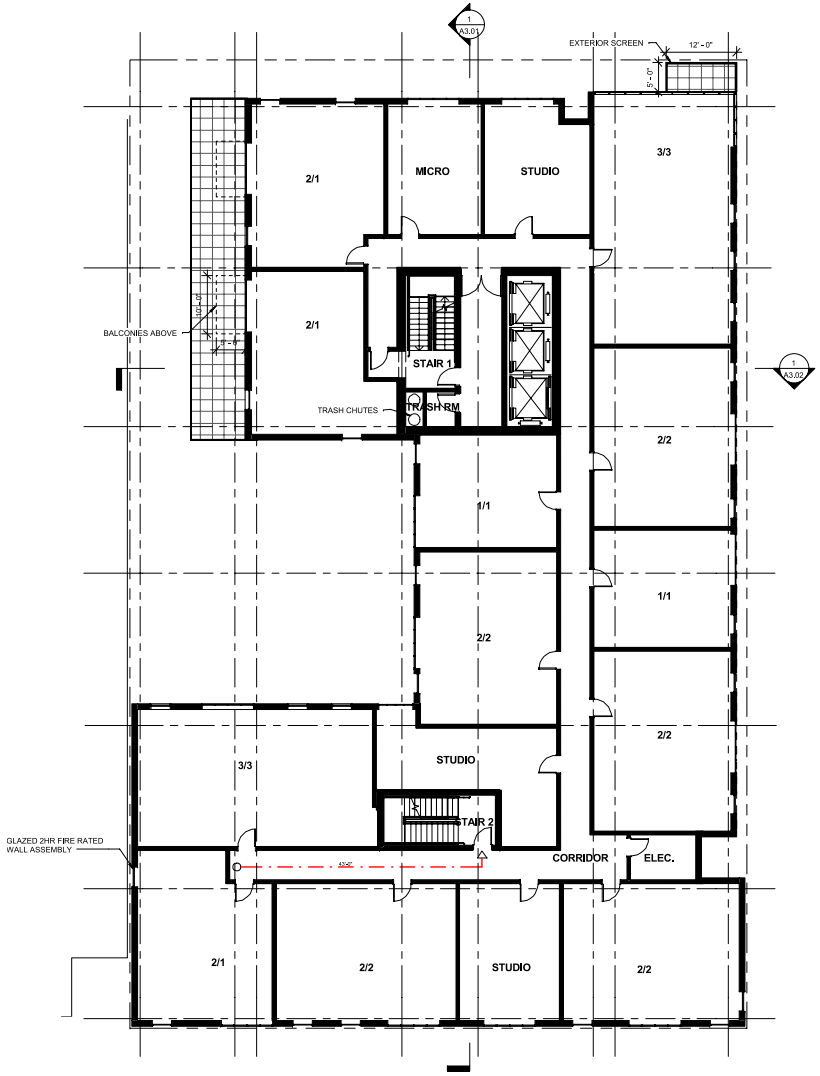
ATTACHMENT 68





2 Roof/ Pool Terrace Plan
A2.01 / A3.01
1" = 10'-0"

ROOM NAME	SQUARE FOOTAGE	LOAD FACTOR	OCCUPANCY LOAD
TERRACE	5,557 sf	15	370 occ
POOL/HOT TUB	1,183 sf	50	23 occ
MECH./STORAGE	1,883 sf	300	6 occ
TOTAL			399 occ

PROGRAM	AREA
ELEV. LOBBY	231 SF
HOT TUB	188 SF
MECHANICAL PENTHOUSE	1791 SF
POOL	975 SF
STORAGE	92 SF
TERRACE	5557 SF
VERTICAL CIRCULATION	689 SF
WC	129 SF
	9652 SF

1 Level 6 - 21 Plan
A2.01 / A3.01
1" = 10'-0"

PROGRAM	AREA
CORRIDOR	1544 SF
ELEC. RM	104 SF
RESIDENTIAL	10716 SF
TERRACE	544 SF
TRASH RM	65 SF
VERTICAL CIRCULATION	607 SF
	13580 SF

D.O.B. APPROVAL STAMPS:

No.	Date	Description
3	2/26/18	PAD & DPR REVISION 2
2	1/22/18	PAD & DPR REVISION 1
1	11/6/17	PAD & DPR SUBMITTAL

Submissions & Revisions

Developer

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480-207-2666

Landscape Architect

KIMLEY-HORN
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MESA, AZ 85210
480-207-2666

General Contractor

Project Location

THE COLLECTIVE
ON 7TH & MYRTLE
27 E 7TH ST
TEMPE, ARIZONA 85281

Drawing Title

LEVEL 6-21 AND POOL TERRACE PLAN

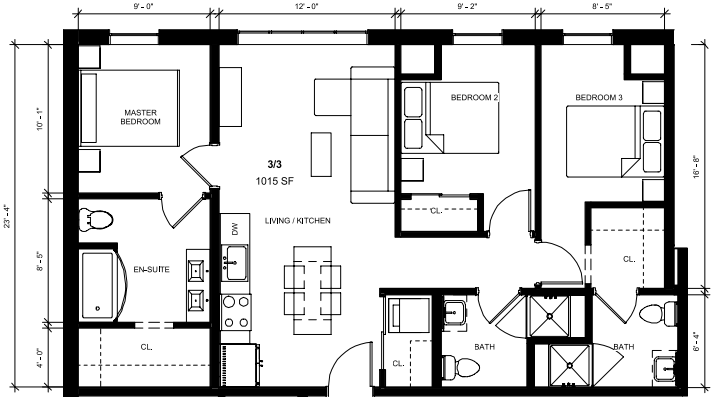
Seal

REGISTERED ARCHITECT CERTIFICATE NO. 53167 JOSEPH M. ANTUNOVICH STATE OF ARIZONA U.S.A.

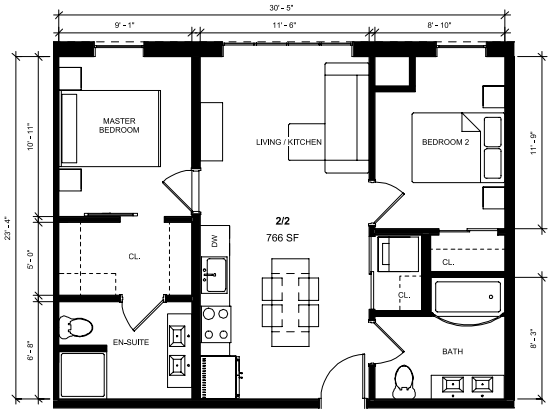
Date: 2/26/18
Drawn By:
Checked By:
Project No:

Drawing No.

A2.04



6 TYPICAL 3/3
A2.05 1/4" = 1'-0"
A3.01



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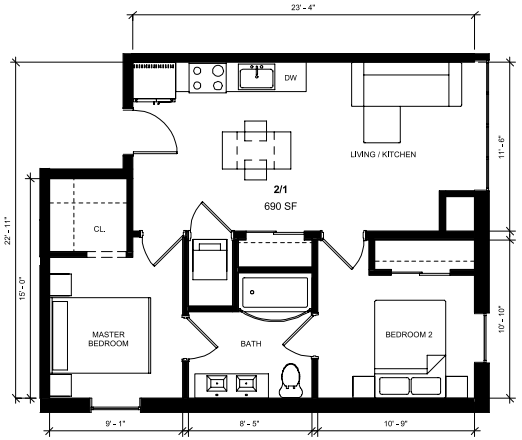
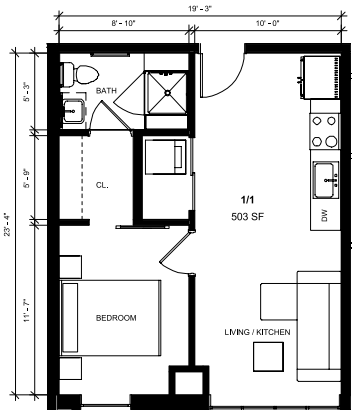
A3.01



4 TYPICAL 2/1
A2.05 1/4" = 1'-0"
A3.01



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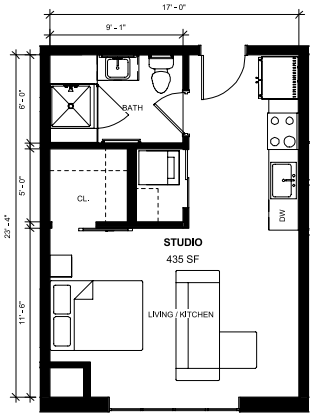
A3.01



2 TYPICAL STUDIO
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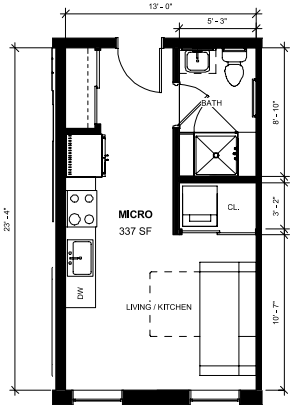
A3.01



1 TYPICAL MICRO
A2.05 1/4" = 1'-0"
A3.01

D.O.B. APPROVAL STAMPS:

No.	Date	Description
3	2/26/18	PAD & DPR REVISION 2
2	1/22/18	PAD & DPR REVISION 1
1	11/6/17	PAD & DPR SUBMITTAL

Submissions & Revisions

Developer

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Landscape Architect

KIMLEY-HORN
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MESA, AZ 85210
480-207-2666

General Contractor

Project Location

THE COLLECTIVE

ON 7TH & MYRTLE

27 E 7TH ST
TEMPE, ARIZONA 85281

Drawing Title

TYPICAL RESIDENTIAL UNIT PLANS

Seal

REGISTERED ARCHITECT
CERTIFICATE NO.
53167
JOSEPH M.
ANTUNOVICH
ARIZONA U.S.A.

Date: 2/26/18
Drawn By:
Checked By:
Project No:

Drawing No.

A2.05

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D.O.B. APPROVAL STAMPS:

No.	Date	Description
3	2/26/18	PAD & DPR REVISION 2
2	1/22/18	PAD & DPR REVISION 1
1	11/6/17	PAD & DPR SUBMITTAL

Submissions & Revisions

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General Contractor

Project Location

THE COLLECTIVE

ON 7TH & MYRTLE

27 E 7TH ST
TEMPE, ARIZONA 85281

Drawing Title

BUILDING RENDERINGS

Seal

REGISTERED ARCHITECT
CERTIFICATE NO.
53167
JOSEPH M.
ANTUNOVICH
STATE OF
ARIZONA U.S.A.

Date: 2/26/18
Drawn By:
Checked By:
Project No:

Drawing No.

A3.10

2/26/2018 12:23:08 PM C:\Users\bhardaway\Documents\The Collective on 7th and Myrtle_bhardaway.rvt

ATTACHMENT 71

D.O.B. APPROVAL STAMPS:

No.	Date	Description
3	2/26/18	PAD & DPR REVISION 2
2	1/22/18	PAD & DPR REVISION 1
1	11/6/17	PAD & DPR SUBMITTAL

Submissions & Revisions

Developer

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480-207-2666

General Contractor

Project Location

THE COLLECTIVE

ON 7TH & MYRTLE

27 E 7TH ST
TEMPE, ARIZONA 85281

Drawing Title

BUILDING RENDERING

Seal

REGISTERED ARCHITECT
CERTIFICATE NO.
53167
JOSEPH M.
ANTUNOVICH
STATE OF
ARIZONA U.S.A.

Date: 2/26/18
Drawn By:
Checked By:
Project No:

Drawing No.

A3.11

D.O.B. APPROVAL STAMPS:

No.	Date	Description
3	2/26/18	PAD & DPR REVISION 2
2	1/22/18	PAD & DPR REVISION 1
1	11/6/17	PAD & DPR SUBMITTAL

Submissions & Revisions

Developer

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480-207-2666

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Project Location

THE COLLECTIVE

ON 7TH & MYRTLE

27 E 7TH ST
TEMPE, ARIZONA 85281

Drawing Title

PODIUM RENDERING

Seal

REGISTERED ARCHITECT
CERTIFICATE NO.
53167
JOSEPH M.
ANTUNOVICH
ARIZONA U.S.A.

Date: 2/26/18
Drawn By:
Checked By:
Project No:

Drawing No.

A3.12

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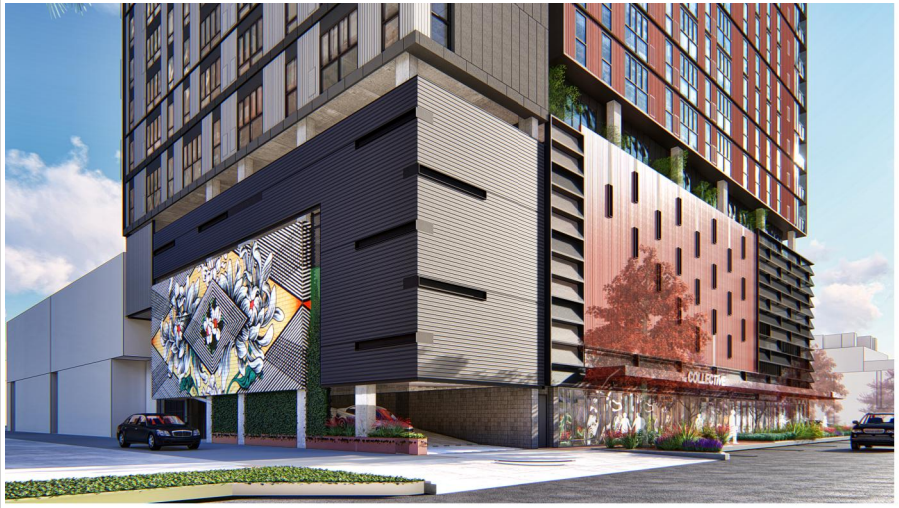

D.O.B. APPROVAL STAMPS:

No.	Date	Description
3	2/26/18	PAD & DPR REVISION 2
2	1/22/18	PAD & DPR REVISION 1
1	11/6/17	PAD & DPR SUBMITTAL

Submissions & Revisions

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Project Location

THE COLLECTIVE
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27 E 7TH ST
TEMPE, ARIZONA 85281

Drawing Title

STREET LEVEL RENDERINGS

Seal

REGISTERED ARCHITECT
CERTIFICATE NO.
53167
JOSEPH M.
ANTUNOVICH
STATE OF
ARIZONA U.S.A.

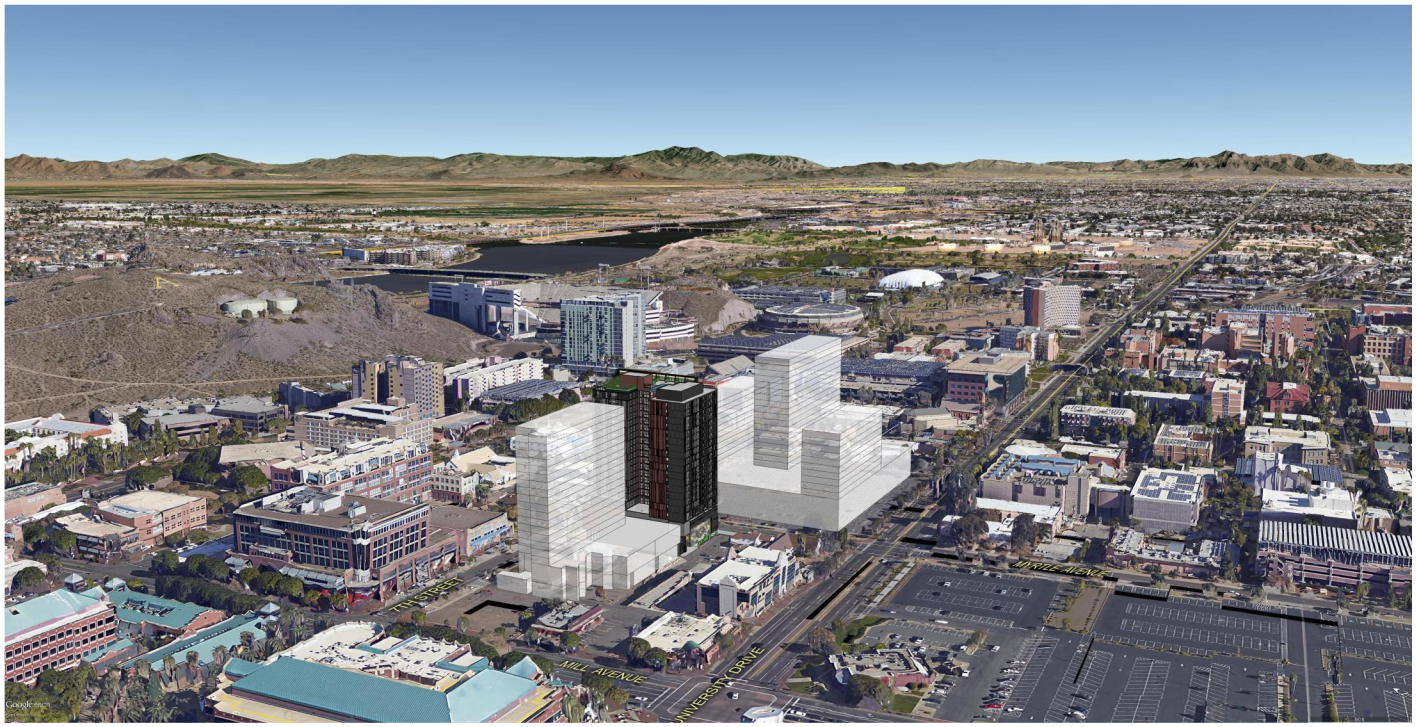
Date: 2/26/18
Drawn By:
Checked By:
Project No:

Drawing No.

A3.13

2/26/2018 12:23:10 PM C:\Users\bhardaway\Documents\The Collective on 7th and Myrtle_bhardaway.rvt

3D MODEL VIEW



AERIAL CONTEXT W/ PROPOSED FUTURE DEVELOPMENT

D.O.B. APPROVAL STAMPS:

No.	Date	Description
3	2/26/18	PAD & DPR REVISION 2
2	1/22/18	PAD & DPR REVISION 1
1	11/6/17	PAD & DPR SUBMITTAL

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Drawing Title

3D MODEL VIEWS

Seal

REGISTERED ARCHITECT
CERTIFICATE NO.
53167
JOSEPH M.
ANTUNOVICH
ARIZONA U.S.A.

Date: 2/26/18
Drawn By:
Checked By:
Project No:

Drawing No.
A3.14

2/26/2018 12:23:11 PM C:\Users\bhardaway\Documents\The Collective on 7th and Myrtle_bhardaway.rvt

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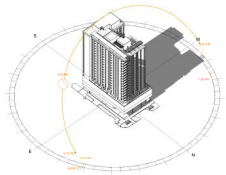
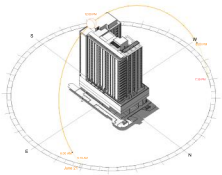
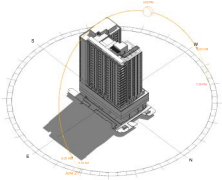
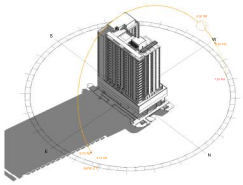
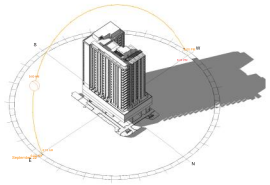
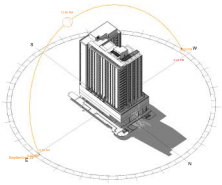
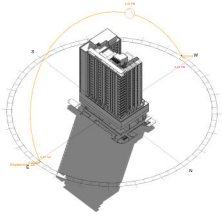
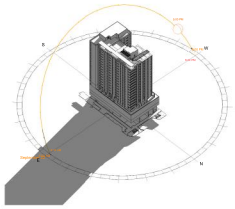
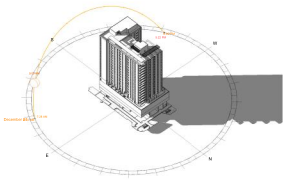
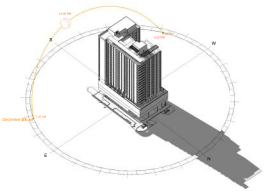
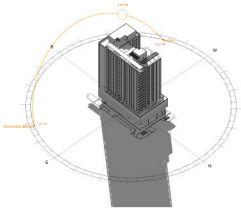
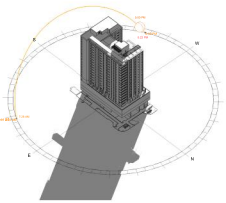
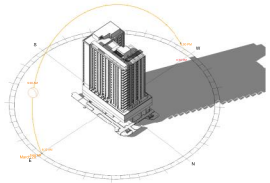
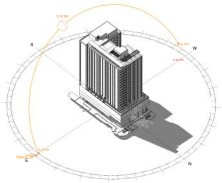
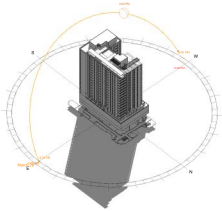
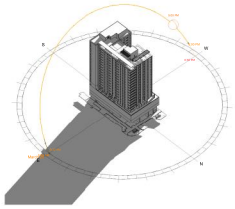
SUMMER SOLSTICE				
FALL EQUINOX				
WINTER SOLSTICE				
SPRING EQUINOX				

D.O.B. APPROVAL STAMPS:

No.	Date	Description
3	2/26/18	PAD & DPR REVISION 2
2	1/22/18	PAD & DPR REVISION 1
1	11/6/17	PAD & DPR SUBMITTAL

Submissions & Revisions

Developer

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480-207-2666

Landscape Architect

KIMLEY-HORN
1001 W. SOUTHERN AVE #131
MESA, AZ 85210
480-207-2666

General Contractor

Project Location

THE COLLECTIVE
ON 7TH & MYRTLE
27 E 7TH ST
TEMPE, ARIZONA 85281

Drawing Title

SOLAR STUDY

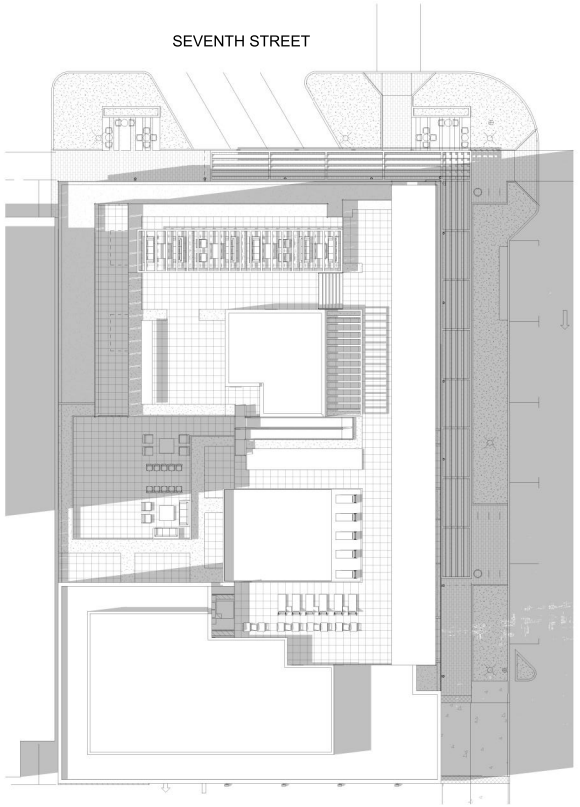
Seal

REGISTERED ARCHITECT
CERTIFICATE NO.
53167
JOSEPH M.
ANTUNOVICH
STATE OF
ARIZONA U.S.A.

Date: 2/26/18
Drawn By:
Checked By:
Project No:

Drawing No.

A3.06



SUMMER SOLSTICE - 3:00 PM
SEVENTH STREET SIDEWALK - 62% FULL SHADE
MYRTLE AVENUE SIDEWALK - 97% FULL SHADE

D.O.B. APPROVAL STAMPS:

No.	Date	Description
3	2/26/18	PAD & DPR REVISION 2
2	1/22/18	PAD & DPR REVISION 1
1	11/6/17	PAD & DPR SUBMITTAL

Submissions & Revisions

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General Contractor

Project Location

THE COLLECTIVE
ON 7TH & MYRTLE
27 E 7TH ST
TEMPE, ARIZONA 85281

Drawing Title

SHADOW STUDY

Seal

REGISTERED ARCHITECT
CERTIFICATE NO.
53167
JOSEPH M.
ANTUNOVICH
ARIZONA U.S.A.

Date: 2/26/18
Drawn By:
Checked By:
Project No:

Drawing No.

A3.07

2/26/2018 12:23:07 PM C:\Users\bhardaway\Documents\The Collective on 7th and Myrtle_bhardaway.rvt

A

OPERABLE WINDOW
ALUMINUM SYSTEM GREY
LOW-E GLASS - COLOR
CHARCOAL

B

ALUMINUM
STOREFRONT SYSTEM
GREY LOW-E GLASS

C

ALUMINUM RAILING SYSTEM
W/ GLASS INFIL PANELS
COLOR - GREY

D

DRYVIT EIFS
CORRUGATED
THROUGH SECTION.
LIMESTONE FINISH -
COLOR CORAL

E

DRYVIT EIFS
CORRUGATED
THROUGH SECTION.
LIMESTONE FINISH -
COLOR CHARCOAL

F

DRYVIT EIFS
CORRUGATED THROUGH
SECTION. LIMESTONE
FINISH - COLOR GREY

G

DRYVIT EIFS FLAT WITH
REVEALS, LIMESTONE
FINISH - COLOR DARK
GREY

H

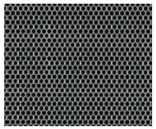
DRYVIT, EIFS FLAT WITH
REVEALS. LIMESTONE
FINISH - COLOR CORAL

I

DRYVIT, EIFS FLAT WITH
REVEALS. LIMESTONE
FINISH - COLOR
CHARCOAL

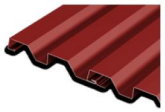
J

STEEL CANOPY WITH
PERFORATED METAL SHEET
COLOR - CORAL



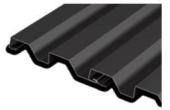
K

PERFORATED METAL
SCREEN SYSTEM
COLOR - CHARCOAL



L

PAC-CALD PRECISION
SERIES HIGHLINE ML
COLOR - CORAL



M

PAC-CALD PRECISION
SERIES HIGHLINE ML
COLOR - CHARCOAL

N

NATURAL FINISH IN SITU
CONCRETE WITH RIBBEN
DETAILS

P

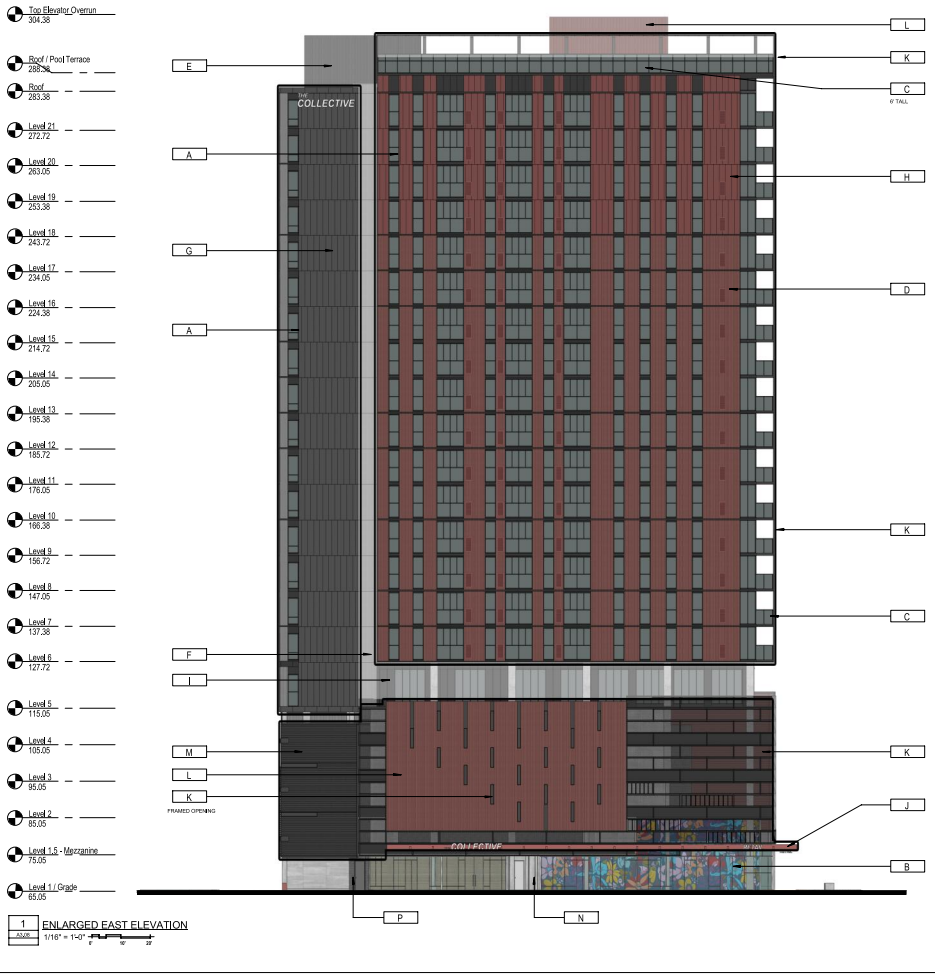
INTEGRAL COLOR CMU
BLOCK. SCORED FACE
WITH BLACK GROUT

Q

MURAL WALL BY LOCAL
ARTIST

MATERIAL LEGEND

A. — OPERABLE WINDOWS
B. — ALUMINUM STOREFRONT
C. — ALUMINUM RAILING SYSTEM
D. — DRYVIT EIFS PANEL SYSTEM (CORRUGATED) - LIMESTONE (CORAL)
E. — DRYVIT EIFS PANEL SYSTEM (CORRUGATED) - LIMESTONE (CHARCOAL)
F. — DRYVIT EIFS PANEL SYSTEM (CORRUGATED) - LIMESTONE (NATURAL GREY)
G. — DRYVIT EIFS PANEL SYSTEM (FLAT) - LIMESTONE (DARK GREY)
H. — DRYVIT EIFS PANEL SYSTEM (FLAT) - LIMESTONE (CORAL)
I. — DRYVIT EIFS PANEL SYSTEM (FLAT) - LIMESTONE (CHARCOAL)
J. — STEEL CANOPY W/ PERFORATED METAL SHEET (CORAL)
K. — PERFORATED METAL SCREEN SYSTEM (CHARCOAL)
L. — PAC-CLAD PRECISION SERIES HIGHLINE ML (CORAL)
M. — PAC-CLAD PRECISION SERIES HIGHLINE ML (CHARCOAL)
N. — NATURAL FINISH IN SITU CONCRETE
P. — INTERGRAL COLOR CMU BLOCK
Q. — MURAL WALL



1 / A3.08 ENLARGED EAST ELEVATION
1/16" = 1'-0"

D.O.B. APPROVAL STAMPS:

No.	Date	Description
3	2/26/18	PAD & DPR REVISION 2
2	1/22/18	PAD & DPR REVISION 1
1	11/6/17	PAD & DPR SUBMITTAL

Submissions & Revisions

Developer

CORE Spaces
1643 N Milwaukee Avenue
Chicago, IL 60647
773.869.5740

Architect

ANTUNOVICH ASSOCIATES
ARCHITECTURE · PLANNING · INTERIOR DESIGN
224 West Huron Street, Suite 7E
Chicago, Illinois 60610
Main: (312) 266-1126
Fax: (312) 266-7123
www.antunovich.com

Structural Engineer

M.E.P. & F.P. Engineers

Civil Engineer

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1001 W. SOUTHERN AVE #131
MESA, AZ 85210
480-207-2666

Landscape Architect

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MESA, AZ 85210
480-207-2666

General Contractor

Project Location

THE COLLECTIVE

ON 7TH & MYRTLE
27 E 7TH ST
TEMPE, ARIZONA 85281

Drawing Title

MATERIAL BOARD

Seal: REGISTERED ARCHITECT CERTIFICATE NO. 53167 JOSEPH M ANTUNOVICH ARIZONA U.S.A.

Date: 2/26/18
Drawn By:
Checked By:
Project No:

Drawing No. **A3.08**

2/26/2018 12:26:25 PM C:\Users\bhardaway\Documents\7TH AND MYRTLE - ON SITE PARKING_bhardaway.rvt

A

OPERABLE WINDOW
ALUMINUM SYSTEM GREY
LOW-E GLASS - COLOR
CHARCOAL

B

ALUMINUM
STOREFRONT SYSTEM
GREY LOW-E GLASS

C

ALUMINUM RAILING SYSTEM
W/ GLASS INFIL PANELS
COLOR - GREY

D

DRYVIT EIFS
CORRUGATED
THROUGH SECTION.
LIMESTONE FINISH -
COLOR CORAL

E

DRYVIT EIFS
CORRUGATED
THROUGH SECTION.
LIMESTONE FINISH -
COLOR CHARCOAL

F

DRYVIT EIFS
CORRUGATED THROUGH
SECTION. LIMESTONE
FINISH - COLOR GREY

G

DRYVIT EIFS FLAT WITH
REVEALS, LIMESTONE
FINISH - COLOR DARK
GREY

H

DRYUIT, EIFS FLAT WITH
REVEALS. LIMESTONE
FINISH - COLOR CORAL

I

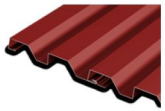
DRYUIT, EIFS FLAT WITH
REVEALS. LIMESTONE
FINISH - COLOR
CHARCOAL

J

STEEL CANOPY WITH
PERFORATED METAL SHEET
COLOR - CORAL

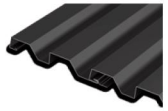
K

PERFORATED METAL
SCREEN SYSTEM
COLOR - CHARCOAL



L

PAC-CALD PRECISION
SERIES HIGHLINE ML
COLOR - CORAL



M

PAC-CALD PRECISION
SERIES HIGHLINE ML
COLOR - CHARCOAL

N

NATURAL FINISH IN SITU
CONCRETE WITH RIBBEN
DETAILS

P

INTEGRAL COLOR CMU
BLOCK. SCORED FACE
WITH BLACK GROUT

Q

MURAL WALL BY LOCAL
ARTIST

MATERIAL LEGEND

A. — OPERABLE WINDOWS
B. — ALUMINUM STOREFRONT
C. — ALUMINUM RAILING SYSTEM
D. — DRYVIT EIFS PANEL SYSTEM (CORRUGATED) - LIMESTONE (CORAL)
E. — DRYVIT EIFS PANEL SYSTEM (CORRUGATED) - LIMESTONE (CHARCOAL)
F. — DRYVIT EIFS PANEL SYSTEM (CORRUGATED) - LIMESTONE (NATURAL GREY)
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H. — DRYVIT EIFS PANEL SYSTEM (FLAT) - LIMESTONE (CORAL)
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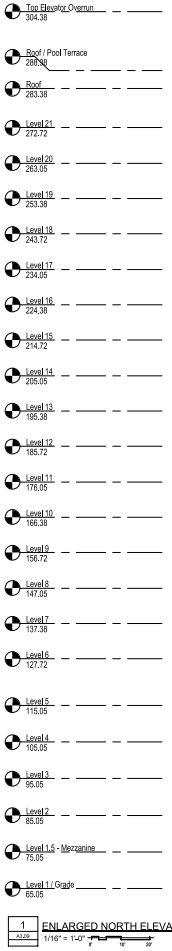
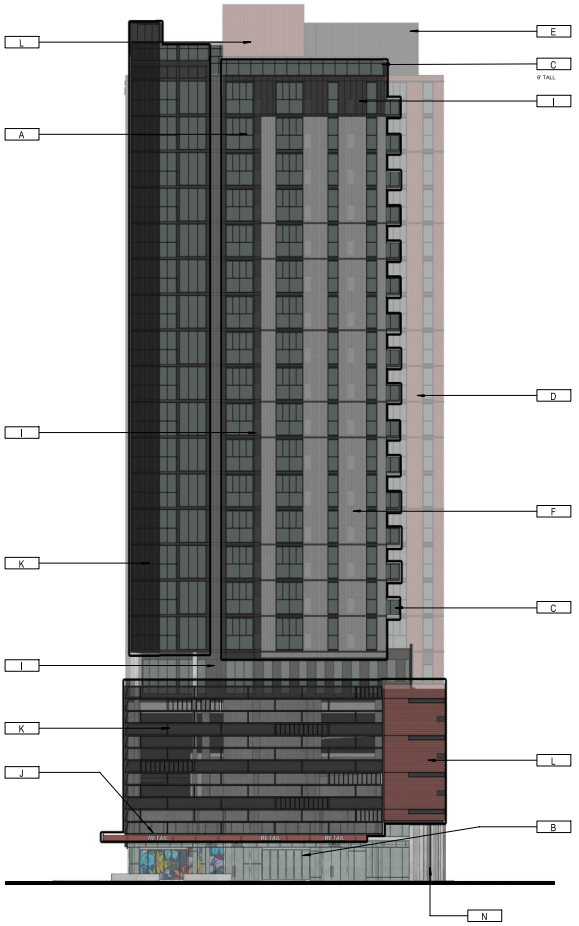
J. — STEEL CANOPY W/ PERFORATED METAL SHEET (CORAL)
K. — PERFORATED METAL SCREEN SYSTEM (CHARCOAL)
L. — PAC-CLAD PRECISION SERIES HIGHLINE MI (CORAL)
M. — PAC-CLAD PRECISION SERIES HIGHLINE MI (CHARCOAL)
N. — NATURAL FINISH IN SITU CONCRETE
P. — INTERGRAL COLOR CMU BLOCK
Q. — MURAL WALL



1 ENLARGED NORTH ELEVATION
A3.09 1/16" = 1'-0"



D.O.B. APPROVAL STAMPS:

No.	Date	Description
3	2/26/18	PAD & DPR REVISION 2
2	1/22/18	PAD & DPR REVISION 1
1	11/6/17	PAD & DPR SUBMITTAL

Submissions & Revisions

Developer

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1643 N Milwaukee Avenue
Chicago, IL 60647
773.869.5740

Architect

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General Contractor

Project Location

THE COLLECTIVE
ON 7TH & MYRTLE
27 E 7TH ST
TEMPE, ARIZONA 85281

Drawing Title

MATERIAL BOARD

Seal

Date: 2/26/18
Drawn By:
Checked By:
Project No:

Drawing No.

A3.09

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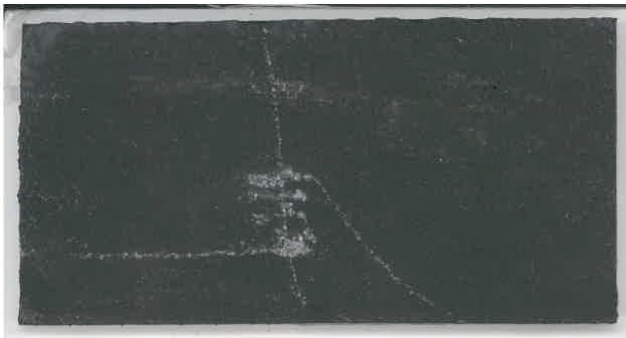
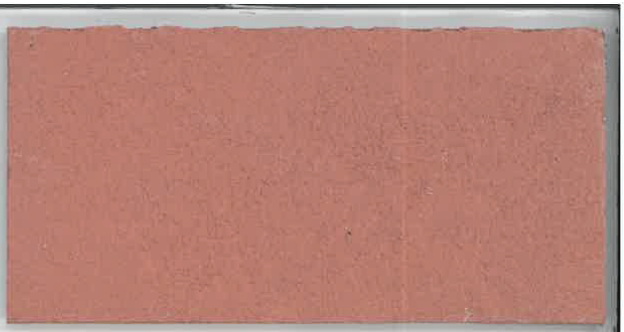
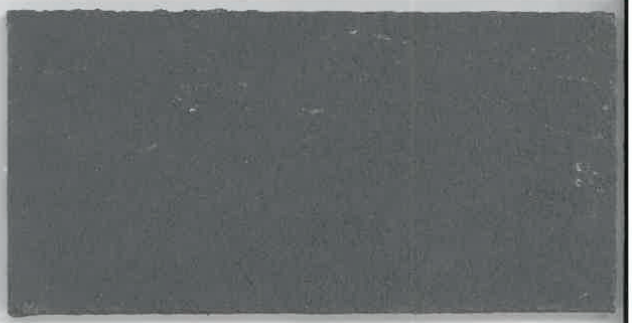


E EIFS
LIMESTONE FINISH
COLOR-CHARCOAL



D EIFS
LIMESTONE FINISH
COLOR-CORAL

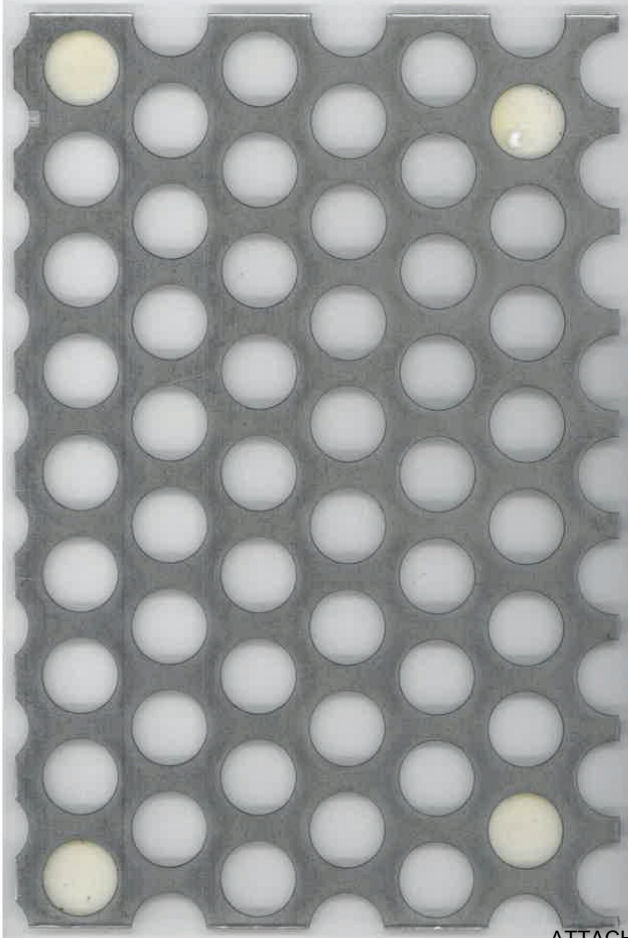
F EIFS
LIMESTONE FINISH
COLOR-NATURAL GREY



G EIFS
LIMESTONE FINISH
COLOR-DARK GREY

THE COLLECTIVE
ON 7TH & MYRTLE

L ALUMINUM FRAMING
COLOR - DARK GREY



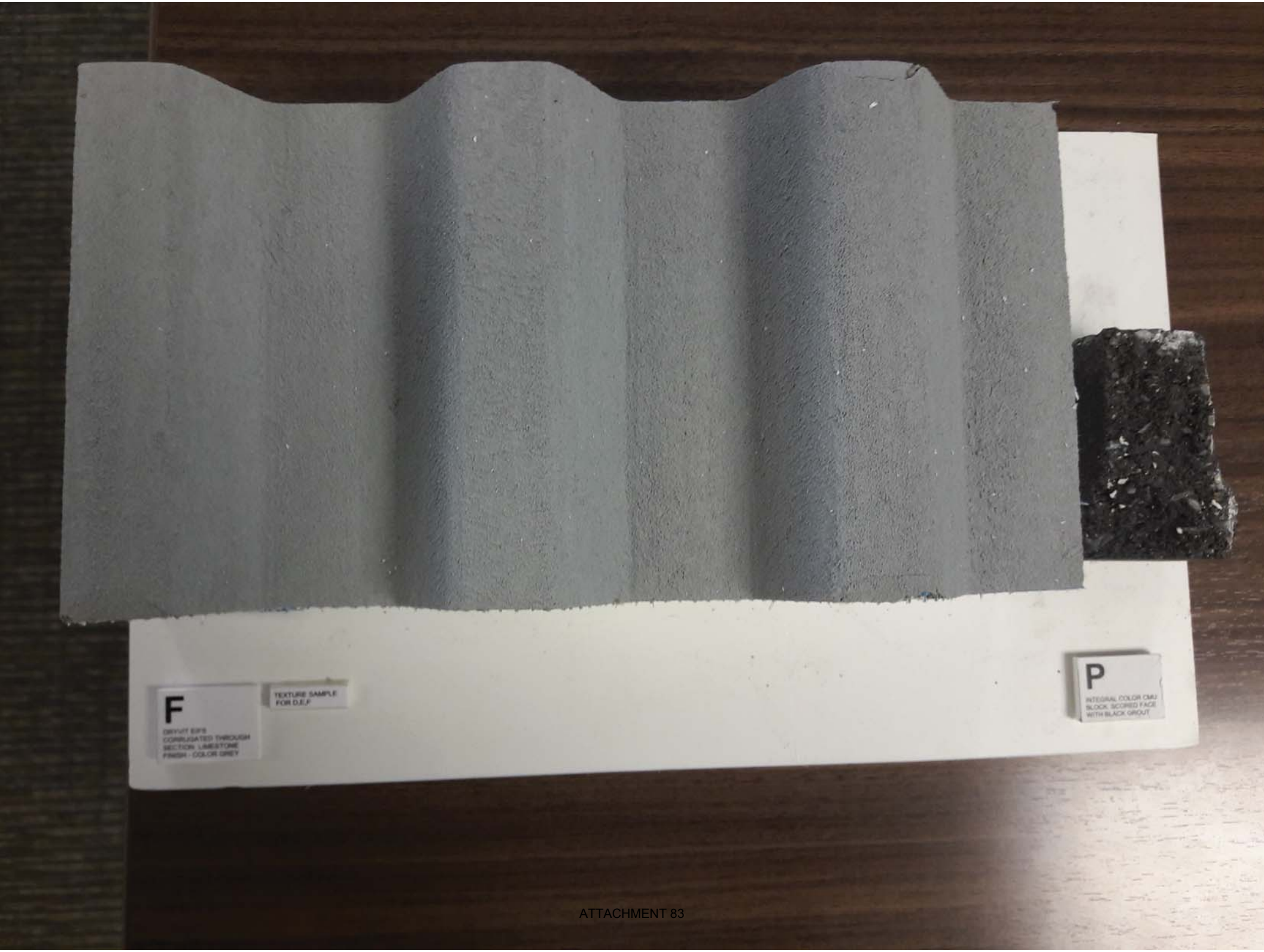
K PERFORATED METAL
SCREEN SYSTEM
COLOR - CHARCOAL

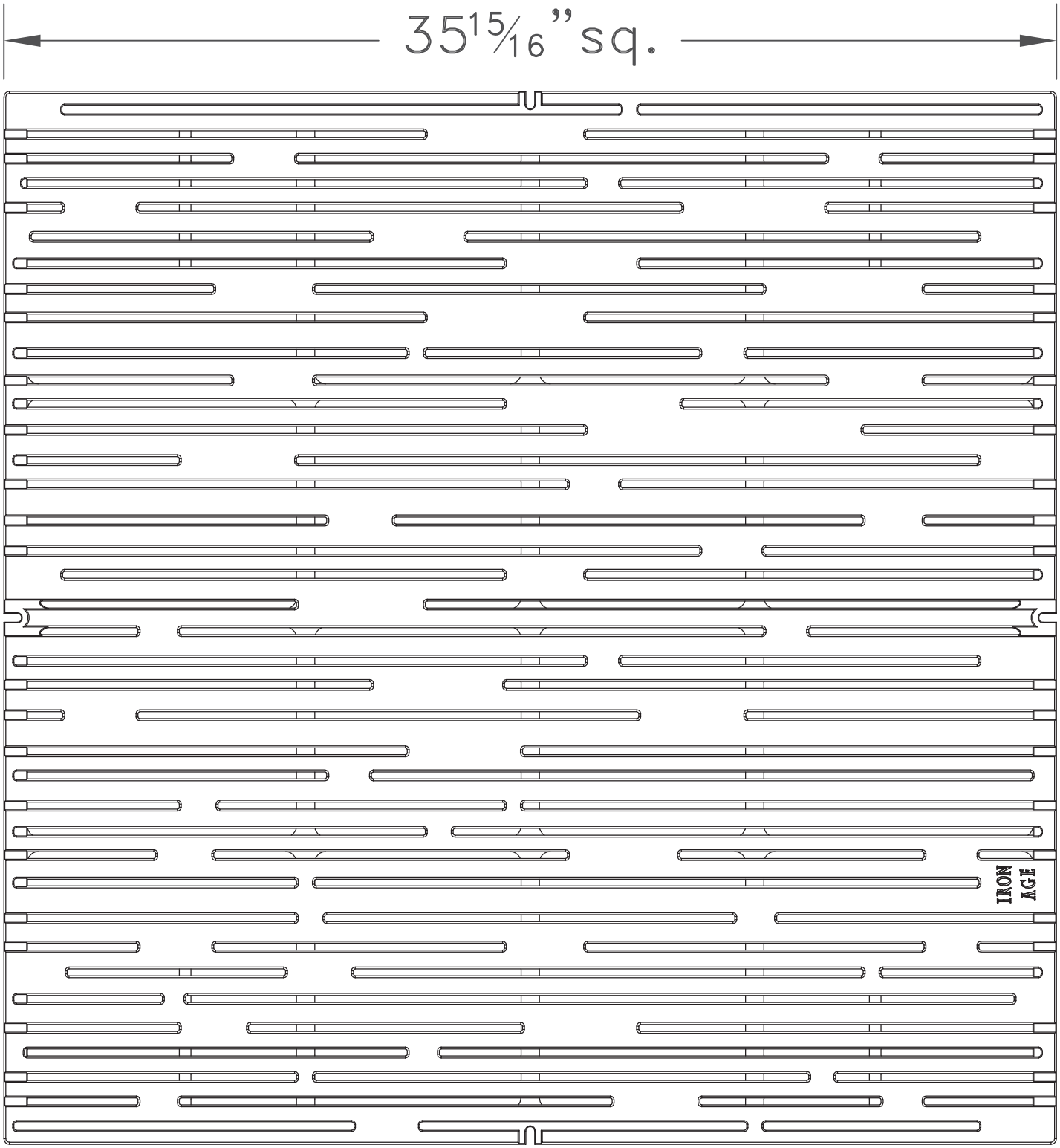
A OPERABLE WINDOW
ALUMINUM SYSTEM
GREY LOW-E GLASS

ATTACHMENT 80

ATTACHMENT 81


K
TEXTURE SAMPLE
FOR L & M


F
DRYVIT EIFS
CORRUGATED THROUGH
SECTION LIMESTONE
FINISH - COLOR GREY
TEXTURE SAMPLE
FOR D,E,F
P
INTEGRAL COLOR CMU
BLOCK SCORED FACE
WITH BLACK GROUT



NOTES:

1. Material: Cast Iron
2. Finish: Natural
3. Heelproof; No openings < ¼"
4. Edge Thickness 1 1/4"
5. Fits Custom Trench fabricated by: Iron Age™
6. Due to casting inconsistencies all dimensions are nominal

IRON AGE DESIGNS
2104 SW 152nd St. #4 TEL 206.276.0925
Burien, WA 98166 FAX 206.257.0318
www.ironagegrates.com

Rain 36"x36" Heel-Proof Catch Basin Grate

job no.
drawing no. 001-RAI.I.36sq

drawn by: JH
scale: NTS
date: 12/9/15

Neighborhood Meeting:

On December 5, 2017, we held our official neighborhood meeting for the Project at the Residence Inn Tempe Downtown/University located at 510 S. Forest Avenue in downtown Tempe. The meeting began at approximately 6:00 p.m. and lasted approximately one hour. Representatives for the Applicant, the Applicant's legal representative, the Applicant's architect and the Tempe Community Development Department were present. Three members of the public, including Rob Cox of Arizona State University, attended the meeting.

The Applicant's legal representative introduced the Applicant and project team and discussed the purpose of the Applications filed with the City. The Applicant's representative provided an overview of Core and the Project. The Applicant's architect discussed the Project's uses and design concept.

One member of the public in attendance at the meeting asked questions and made comments regarding the Project. Questions asked and comments made by the noted member of the public in attendance pertained to: 1) the Applicant's plans for retaining ownership of the Project; 2) the target demographic for the Project's residential units; 3) the Project's anticipated construction schedule; 4) the parking amount proposed; 5) the Project's design quality; and, 6) retail space tenants. The project team addressed all questions and comments raised by members of the public in attendance at the meeting.

Contact information for persons in attendance at the meeting is provided on the enclosed sign-in sheets. To date, the Applicant's legal representative has not received any comment sheets from members of the public attending the meeting.

Meetings with Arizona State University:

Tom Harrington of Core met with John Creer, Vice President for Real Estate for Arizona State University, on two occasions earlier this year to provide information in regard to the Project. Mr. Creer appreciated Mr. Harrington's provision of information regarding the Project.

Summary of E-Mail and Phone Correspondence with Neighbors and Interested Parties:

To date, the Applicant's legal representative has not received any e-mails or phone calls from neighbors regarding the Project.

Total Number of Persons Notified and/or Participating:

As reflected by the enclosed notification lists and the sign-in sheets from the neighborhood meeting conducted on December 5, 2017, approximately 120 persons and/or entities have been notified of the Project, including the associated PAD and DPR applications, and/or participated in the public review process to date.

NORTHWEST CORNER LOOKING WEST

SOUTHEAST CORNER LOOKING WEST

NORTHEAST CORNER LOOKING WEST

NORTHWEST CORNER LOOKING SOUTH

SOUTHEAST CORNER LOOKING NORTH

NORTHEAST CORNER LOOKING SOUTH

NORTHWEST CORNER LOOKING EAST

SOUTHEAST CORNER LOOKING EAST

NORTHEAST CORNER LOOKING EAST

D.O.B. APPROVAL STAMPS:

No.	Date	Description
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General Contractor

Project Location

THE COLLECTIVE
ON 7TH & MYRTLE
27 E 7TH ST
TEMPE, ARIZONA 85281

Drawing Title

SITE PHOTOS

Seal

REGISTERED ARCHITECT
CERTIFICATE NO.
53167
JOSEPH M.
ANTUNOVICH
ARIZONA U.S.A.

Date: 2/26/18
Drawn By:
Checked By:
Project No:

Drawing No.

A3.15

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

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

This Waiver of Rights and Remedies under A.R.S. § 12-1134 (Waiver) is made in favor of the City of Tempe (City) by Name of Entity (Owner).

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

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

Owner has submitted Application No. PL00000 **– PROJECT NAME,** to the City requesting that the City approve the following:

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

for development of the following real property (Property):

Insert Property Address:

Parcel No. or legal description:

By signing below, Owner voluntarily waives any right to claim compensation for diminution in Property value under A.R.S. §12-1134 that may now or in the future exist as a result of the City's approval of the above-referenced Application, including any conditions, stipulations and/or modifications imposed as a condition of approval.

This Waiver shall run with the land and shall be binding upon all present and future owners having any interest in the Property.

This Waiver shall be recorded with the Maricopa County Recorder's Office.

Owner warrants and represents that Owner is the fee title owner of the Property, and that no other person has an ownership interest in the Property.

Dated this _____ day of _____, 20___.

OWNER: **INSERT OWNER NAME**

By Its Duly
Authorized Signatory: _____
(Printed Name)

_____
(Signed Name)

Its: _____
(Title, if applicable)

State of _____)
) ss.
County of _____)

This instrument was acknowledged before me this _____ day of _____,

20___ by _____.

Notary Public
My Commission Expires:

_____
(Signature of Notary)