

**CITY OF TEMPE
DEVELOPMENT REVIEW COMMISSION**

Meeting Date: 07/24/2018
Agenda Item: 3

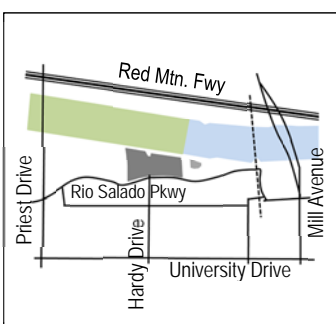
ACTION: Request a Zoning Map Amendment from R1-6, GID and MU-4 to PCC-2 and a Planned Area Development Overlay consisting of seven commercial buildings ranging from five to twelve stories on approximately 18 acres; three Use Permits for a hotel, entertainment, and outdoor vending; and a Development Plan Review for Phase One consisting of a six-story 185,759 s.f. biomedical research office and a six-story parking structure for IDEA TEMPE, located at 1000 West Rio Salado Parkway. The applicant is Berry Riddell, LLC.

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: Approve, subject to conditions

BACKGROUND INFORMATION: IDEA TEMPE (PL180160) is the result of a Request for Qualifications (RFP no. 16-145) issued in January 2016 for approximately 18 acres west of the Tempe Center for the Arts (TCA), inclusive of the existing parking lot. The proposed plan includes two parking structures and two restaurants, one on the ground level and one on the upper floor above a future TCA annex, overlooking the TCA and Town Lake. A Master Development Agreement (MDA) approved December 2017 requires a minimum of 720,000 s.f. of commercial uses, excluding the parking structures and specifies a building height within five to seven stories, unless a different size structure is approved by the City for a particular phase. The TCA annex is required to be built within six years of the approved MDA, and provide a minimum of 50,000 s.f., with 10,000 s.f. of this space allocated to a restaurant and entrepreneur training meeting space. The proposed development is located within three zoning districts, the applicant is seeking to amend the Zoning Map to a commercial district with a Planned Area Development which would determine the general development standards for the entire site, and providing a general design palette for the overall project. The first phase of development is seeking a Development Plan Review approval for design with this request. This request is scheduled to be heard by the City Council on August 9th and August 30th, 2018, to facilitate phase one construction commencing by the end of September. Additional requirements have been conditioned for the processing of future phases by condition of this request. The request includes the following:

- ZON180017 Zoning Map Amendment from R1-6, Single Family Residential, GID, General Industrial District, and MU-4, Mixed-Use High-Density District to PCC-2, Planned Commercial Center General District.
- PAD180011 Planned Area Development Overlay for seven commercial buildings ranging from five to twelve stories (50-185'), of 1.3-2.3 million square feet, plus two parking structures, perimeter setbacks, and general development standards, with a parking model to establish parking requirements.
- ZUP180058 Use Permit to allow a Hotel in the PCC-2 Zoning District
- ZUP180071 Use Permit to allow Outdoor Vending (Food Trucks)
- ZUP180070 Use Permit for Entertainment
- DPR180086 Development Plan Review which includes: Phase One, a six-story 185,759 s.f. biomedical research office and a six-story parking structure.



Existing & Future Property Owner	City of Tempe
Applicant	Wendy Riddell, Berry Riddell, LLC
Zoning District (current/proposed)	R1-6, GID & MU-4 / PCC-2
Gross / Net site area	17.23 acres
Total Building Area	1.3-2.3 million s.f.
Lot Coverage	293,900-303,300 s.f. up to 46% (50% maximum allowed in PCC-2)
Building Height	50-180' (40' maximum allowed in PCC-2)

Perimeter Development Setbacks	20' front (south), 20' front parking, 20' west side, 20' east side, 0' rear (north) (0' front, 20' front parking, 30' side, 30' rear' minimum allowed in PCC-2)
Landscape area	24% (15% minimum required in PCC-2)
Vehicle Parking	2349 spaces (3,173 min. required)
Bicycle Parking	131 spaces (126 min. required)

ATTACHMENTS: Development Project File

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

Department Director: Chad Weaver, Community Development Director

Legal review by: N/A

Prepared by: Diana Kaminski, Senior Planner

Reviewed by: Suparna Dasgupta, Principal Planner

COMMENTS:

This site is located south of the Red Mountain Freeway and Salt River Channel, on the north side of Rio Salado Parkway, east of Priest Drive and west of Mill Avenue and the railroad bridges, adjacent to the Tempe Center for the Arts (TCA). The City-owned site is 18 acres inclusive of the TCA parking lot. The site was used as a landfill in the 1960s and has remained vacant since the landfill was capped in the 1970s. In 2006 a development concept was approved for a future arts related development on 12 acres west of the TCA parking lot. The financial recession stopped investment interests in development. In 2016, the City issued a Request for Qualifications (RFQ) for the lease and redevelopment of 18 acres of city-owned land. The RFQ called for submission of site plans for development as a biomedical and technology campus to provide research facilities and specialized lab space. The existing site requires removal of existing household waste from 10-30 feet deep, and refilling and compaction of the site prior to development. After award of the Master Development Agreement (MDA), the applicant began meeting with staff to initiate remediation efforts. The remediation started in June, after significant TCA and downtown events were finished, and will continue through the summer. Coordination is being made to assure temporary event parking and TCA overflow parking is available during all phases of remediation and construction. The MDA includes a performance schedule and expedited city processing. Building heights within the area are restricted by Federal Aviation Administration regulations to protect landing and departure procedures at Phoenix Sky Harbor International Airport. Uses west of Hardy Drive are limited to non-residential uses by the FAA Noise Mitigation measures identified in Phoenix Sky Harbor International Airport F.A.R. Part 150 Noise Compatibility Study for all new development within the area. The development includes seven tenant leased buildings with office, hotel and restaurant, a 40,000 s.f. TCA annex with a black box theater, rehearsal space, classrooms, studio spaces and a new ceramic arts facility. Two parking structures will provide shared parking among the phases of development, (incorporating TCA patron parking). The site is to remain open to the public, providing maintained open space and trails connecting to the TCA and Tempe Town Lake trail system. This request includes the following:

- ZON180017 Zoning Map Amendment from R1-6 Single Family Residential, GID, General Industrial District, and MU-4, Mixed-Use High-Density District to PCC-2 Planned Commercial Center.
- PAD180011 Planned Area Development Overlay for seven commercial buildings ranging from five to twelve stories (50-185'), of 1.3-2.3 million square feet, plus two parking structures, perimeter setbacks, and general development standards, with a parking model to establish parking requirements.
- ZUP180058 Use Permit for a Hotel in the PCC-2 Zoning District
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The applicant is requesting the Development Review Commission take action on the three Use Permits listed above, and provide recommendations to City Council for the Zoning Map Amendment, Planned Area Development (PAD) and the Development Plan Review (DPR) listed above. For further processing, the applicant will need approval for a Subdivision Plat, to combine the individual lots into one.

SITE PLAN REVIEW

On January 18, 2017 the first preliminary site plan review was submitted, including a conceptual site plan that had been presented in the RFP to Council, along with conceptual building elevations, a landscape plan and a few engineering documents. The documents were very conceptual and did not include necessary information for a comprehensive review. Staff provided formatting and technical comments. Issues of design included:

- Refer to the Rio Salado Masterplan Design Guidelines, utilize curvilinear patterns in site plan and building elevations reflective of the proximity to the riverfront, rather than rectilinear forms. This comment was made to acknowledge the unique character of this site and the established design guidelines for this area.
- Examples of building and site designs that met the intent were provided in the site plan review report. (see Attachments)
- Questions about parking ratios.
- Move refuse further from street and screen from view.
- Provide more roofline variation between buildings.
- Provide similar design elements with diversity of materials or colors within the design theme to create diverse continuity within the development (do not replicate the same building design with each phase).
- Use pedestrian level materials and design elements that offer visual and textural interest at the ground level, including use of masonry, stone or tile projects, if using tilt slab construction, consider precast patterns within the concrete.
- Request for shelter at stairwells on garage, not fully exposed.
- Reorient building C to maintain visual and physical connection in the bike path alignment for public access from neighborhoods to the south and provide direct connection from Hardy Drive to existing bike path and artwork node at channel edge to maintain direct public access and preserve the view corridor to the mountains north of the freeway.
- Traffic staff asked for a Traffic Impact Study, noted requirements for a bus shelter.

These comments were made eleven months prior to Council approval of the MDA on December 14, 2017.

On April 11, 2018 the second preliminary site plan review was submitted. Items identified with this review included:

- The same comments from first review were restated.
- Questions about setbacks and property lines.
- Conflict with north property line and water utility line that would prevent planting trees along south side of multi-modal trail.
- Building C is a large impediment to the site configuration for public views and access. There are other site configurations that would resolve this issue. By relocating Building C from this location, the following could be achieved:
 - maintain public views of Papago Butte and Camelback, two landmarks unique to this vantagepoint
 - maintain direct public bike and pedestrian access to the regional multi-modal path
 - provide possible opportunity for MCFCD direct access for levee maintenance
 - provide larger open space area conducive to event programming or gatherings
 - larger AIPD opportunity for viewing artwork and maintaining views to existing artwork on multi-modal trail
- Above ground parking structures on a site that requires excavation for land fill remediation misses the opportunity to maximize the underground asset as parking, and creates a suburban development with parking structures as dominant feature of the site. The east side garage could be taken 1 or 2 floors below grade, which would:
 - Reduce the height of the building closest to the TCA
 - Reduce the building footprint of the garage to allow more room for the TCA annex
 - Increase visibility of the first tenant building from the street front
 - Reduce the amount of parking wall screening needed
 - Provide more variation in building heights for a more diverse and layered architectural appearance
 - Potentially allow better parking circulation by separating the TCA service area from public traffic.
 - Potentially allow more parking in the structure, with a larger underground footprint that utilizes the excavated area for a higher use than recompacted imported soil. (value added in underground real estate).
 - Potentially allow more parking in the structure, with a larger underground footprint that utilizes the excavated area for higher use than recompacted imported soil. (value added in underground real estate)
- The west side garage, if also taken down 1-2 floors below grade, would:

- Allow relocation of Building C or addition of retail/restarant uses in this space
- Potentially provide more open space on the site.
- Potentially provide more parking.

Staff asked for information about the potential capacity for underground parking and the estimated cost difference between below-grade (without excavation costs) and above grade; the applicant did not provide this information. The applicant indicated that underground parking is not required per code.

- Retail/Restaurant – in the middle of the site, is a small building for retail/restaurant, relocate the building to screen the entrance to the west garage, and face a plaza area with outdoor seating. The parking and floor plans do not show the restaurant on the TCA upper floor, but the elevations indicate restaurant. Provide s.f. and show on plans. Along a walkway to the TCA from the 2nd parking garage, can shallow retail or walk up restaurant space be added at the ground floor of the east garage to activate this area? (small beverage or food service opportunity)
- Hotel – the hotel building has become a larger identical footprint and labeled hotel/office. To provide the expected mix of commercial uses, supportive of the proposed shared parking, provide a hotel at this site.
- Design - By establishing the PAD, the colors, materials and finishes proposed will be approved with this process. We need a design concept that assures diverse continuity among the buildings, including variation in building height, massing, form, roofline, texture, integration of different building materials/colors to create patterns, shadows, etc. Additional images were provided in the preliminary report to communicate design concepts. (see Attachments)
- Traffic & Transit Comments - Provide transportation impact study per COT guidelines to identify the impacts and proposed mitigations. Identify the turn lanes and storage needs. Dimension the right-of-way, pavement, sidewalk. Align the southbound approach with Hardy Drive to avoid offset left turn lanes and split phased signal. Preserve direct public route of bike path per Transportation Masterplan and General Plan (image provided in SPR comments).
- Art Staff Comments – Contact art staff to initiate AIPD process. Staff provided an outline of requirements and asked for locations of proposed art to be shown on plans.

Meetings were held after this submittal to discuss application requirements and expected documentation for formal submittal.

On May 30, 2018 a formal application was submitted. Plans were substantially the same as the past two submittals, the Formal Site Plan Review staff comments were the same.

On June 19th, 2018 a resubmittal of the formal application was made. Except for formatting and technical corrections, and a few minor modifications, no significant changes were made to address prior comments. After requesting that Building C be reoriented to provide a clear path of travel for public to the multi-modal path, and preserve the public view of the mountains, the applicant submitted two additional options to address future phases of development and provide flexibility in the entitlement process. Phases one and two, located on lots one and two, would be determined by this request, the future phases three through eight, located on lot four, would be approved based on the site plan Options A, B and C.

- Option A site plan is the applicant's preferred plan, which was submitted with the RFP and the MDA for Council review.
- Option B site plan rotates the floorplate of Building C to allow more permeability of the site.
- Option C site plan provides a smaller building footprint, opening the site for more landscape and open space, and greater protection of the view corridor. Options A and B future building C blocks direct multi-modal path connection to Town Lake Path. Option C has a reduced footprint for building C, however Building D is modified and creates the same visual block through the site, enclosing the campus.

Because Phase 1 will determine the perimeter development setbacks and establish the footprint of the parking structure, the PAD will establish the west and north perimeter walls of the future TCA Annex. The Community Services staff provided a consultant study with specific space requirements in 2017, and again in 2018. The applicant provided a sample floor plan to demonstrate how the space could be utilized within the prescribed footprint, however, it did not meet the space adjacency needs for the performance wing (east side) and administrative/education wing (south side).

Conditions of approval have been added to address the most significant unresolved issues:

- Area designation for TCA Annex is insufficient to meet space adjacency requirements for programmed uses.
- Bicycle parking not sufficiently provided or identified
- Street alignment of Hardy Drive must meet traffic engineering standards.
- Modifications to TCA main drive entrance must be completed with Phase 1 development
- The Art in Private Development Requirement has not been clearly identified as requested by AIPD staff. Since artwork is called out within the MDA, it was requested that the AIPD portion be clearly identified to avoid confusion on what being accounted for in the two forms of artwork: AIPD and MDA additional art.

DEVELOPMENT REVIEW COMMISSION

On May 8, 2018 the applicant presented to the Commission during a study session to get early feedback on the project. Below is a summary of comments from the study session:

Phase 1 includes one office building and a parking garage, Phase 1B includes the TCA Annex/Retail spaces, which will be a building addition at the front of the Phase 1 garage. Commissioners expressed concern about the timing of these phases; delays to construction of Phase 1B would result in the unscreened garage facing Rio Salado and the TCA. The garage design and its proximity to Rio Salado Parkway is an issue.

The Commission members voiced many concerns regarding design:

- the high visibility of the site from Rio Salado warrants a design that is more aesthetically pleasing;
- did not like the white flat roof of the TCA Annex facing Rio Salado, it should have more architectural interest;
- the lack of cohesion in the project and the building styles and materials not being enough to complement the TCA;
- the proposed development appears to be all office buildings and garages with the possibility of one hotel, so the site will not be activated along the lakefront, as proposed, the site will be empty after 5pm when the offices close;
- the hotel should be located near the TCA and lake;
- provide some of the parking below grade;
- did not like exposed garage design;

The applicant stated that the initial concept for this site had been approved by the City Council as a part of the MDA.

TEMPE ARTS & CULTURE COMMISSION

On May 9, 2018 the applicant presented to the Tempe Arts & Culture Commission to seventeen attendees, including 9 members of the public. Six staff members from the Community Services Department attended, Planning staff did not attend. Below is a summary of comments from Commission members:

- Pedestrians/cyclists from the Tempe neighborhoods south of Rio Salado Parkway access the Rio Salado Pathway at the trail head on this development site just north of the traffic light at Hardy Drive. It would be unfavorable to the residents if this were difficult to access or uninviting or dangerous.
- With the necessity of remediation creating large excavated holes, it makes sense to use that opportunity to place some levels of parking below ground. The large and unattractive garage severely detracts from the Tempe Center for the Arts and obstructs views of it and Town Lake/Rio Salado. Consider alternatives to multiple levels of parking above ground.
- While Tempe puts much effort into engaging residents and visitors with the arts, it is counterintuitive to attach the arts spaces to a parking garage. Consider integrating the arts spaces with other buildings so that humans, rather than cars, can interact with the arts thus encouraging creative encounters.
- Paid parking could create a barrier for people to visit TCA or attend events at TCA. The current free parking encourages activity in and around the TCA and Rio Salado Pathway. Removing free parking pushes those people to other areas or cities or to abandon visiting altogether. Families with low incomes who frequent the free events at TCA may be discouraged from attending because of the paid parking. Where public transit does not reach a neighborhood, many of these families rely on free parking to attend events.
- TCA and Town Lake visitors will likely seek out free parking in the streets of the neighborhoods adjacent to TCA, flooding the residential streets with parked cars during events.
- Consider the methods that Mesa Arts Center employed to create an integrative and pedestrian arts campus consisting of theater, classroom, museum, workshop, and public spaces overlooking each other, while hiding cars and the parking garage from view once inside the campus.
- The space between the TCA and the parking garage should be a pedestrian-only corridor that is an art centered,

energized, live space. Visitors moving between the buildings should not be interrupted by cars, which creates physically dangerous situations and disconnects the arts buildings.

- While this is a great plan to expand the Tempe Center for the Arts, this development will slow the process of building a much-needed community center in south Tempe. Resources of this type are not available in south Tempe.
- When the office workers are leaving for the day, the outflow of cars will create traffic delays for the people and families arriving for evening arts classes or events at Tempe Center for the Arts. The frustration will not create an inviting atmosphere.
- The Tempe Center for the Arts was planned and developed with a lot of input from the community. This new development, directly adjacent, is coming to fruition without the same amount of community input, and the current design drafts will not be warmly received.
- There is opportunity to create a friendlier experience between the TCA and the parking garage.
- There is opportunity to create a friendlier pedestrian experience from the entrance at Hardy Drive to the Rio Salado Pathway.

FRIENDS OF TCA

On May 16, 2018, the applicant presented the project to the Friends of TCA at their meeting held at 5:30pm in the Carter Lounge of the TCA. There were ten Friends of TCA Board Members, three TCA staff and the Economic Development Staff. Planning staff did not attend, no formal notes were taken or comments forwarded by those in attendance.

PUBLIC INPUT

- A neighborhood meeting was required for this request.
- The neighborhood meeting held: June 5, 2018 from 6:00 p.m. to 7:00 p.m. in the lobby of the Tempe Center for the Arts located at 700 W. Rio Salado Parkway, to the east of the site.
- See attached summary of meeting provided by the applicant.
- Community Development staff attended.
- Six residents were in attendance. Comments included:
 - Concern about the phasing of the TCA Annex
 - Design of the garage without the annex wrap.
 - Desire for a direct path connection from Hardy Drive to the existing trail head to the Town Lake path.
 - Questions about public access to the site and open space, concern about it becoming a corporate campus.
 - Like the design of the office building
 - Like the open space
 - Would like to see activation along the north side adjacent to the public path.
 - Would like to see more fluidity in the site design
 - Concern about the public process, and opportunity to see future phases. The applicant indicated that future phases will provide notification for the DRC process for the review of the building designs. The PAD will establish the development standards and general design guidelines, but future phases will need to come back for DRC review.
 - Questions about building height and how the PAD can approve the heights for all the phases without seeing the design. The height standards are a range, which allows the needed flexibility for future buildings, they will not all be the same height, and are required to be at least four stories by the MDA and limited by the FAA in maximum height, so the range provides a building envelope for each phase.

PROJECT ANALYSIS

GENERAL PLAN

The applicant has provided a written justification for the Zoning Map Amendment, which will bring the site into conformance with the General Plan 2040 Land Use Designation of Commercial. The proposed phased development will implement many of the General Plan goals and objectives within the Land Use, Community Design, Redevelopment, Economic Development, Conservation and Public Art and Cultural Amenities Elements. By remediating an existing landfill and redeveloping the site with approximately one million square feet of commercial uses, the project will generate jobs and support the vision of the 20-minute City of living, working, learning and recreating all within a 20-minute multi-modal commute.

CHARACTER AREA PLAN

The project is located within Character Area Three, known as Downtown Tempe/Rio Salado/ASU/NW Neighborhoods. The Rio Salado section of the plan has been provided within the attachments of this report for reference. Many of the design guidelines reflect comments made by staff early in the process, prior to adoption of this document. The proposed architecture does not evoke a waterfront design or global identity, or make a bold design statement. The project does feature contemporary, architecture with waterfront access and planned onsite activities. EFIS and stucco are not used within the design palette. The project supports a network of circulation, and features open spaces and pathways with layers of active and passive amenities. The building orientation is designed to maximize views to the north and east and responds architecturally to desert appropriate climate conditions, including solar orientation and shaded or screened windows to mitigate heat gain and decrease energy consumption. Outdoor patios are not included in phase one, but may be incorporated into future phases. The proposed site plan visually blocks the public pedestrian connection to the lake edge by building C. The site-specific response to the surrounding context and waterfront is a corporate office park that benefits from the views to the north while redirecting the public around buildings. The proposed PAD allows for variations in building height to showcase and preserve view corridors to the surrounding lake, mountains, and city for the future buildings, but not necessarily for the public. The applicant did not want to incorporate curvilinear design; the character-defining form of the Salt River/ Rio Salado riparian corridor features fluid lines, wave patterns, rounded corners, and soft edge treatments. The project does not address five-sided architecture inclusive of rooftops which are experienced by millions of people from aerial images, airplane routes to and from Sky Harbor Airport, the Loop 202 and the top of Tempe Butte. The project uses cool greys, greens, and blues to reinforce a waterfront theme, which has a psychological cooling effect and supports the area's unique sense of place as an oasis in the desert. The landscape palette connects to the Riparian and Bosque zones found naturally in the area, with a combination of plants identified within the Character Area plan landscape transect.

ZONING

The existing zoning is a combination of remnant zoning, including R1-6 Single-family Residential, GID General Industrial District, and MU-4 Mixed-Use High Density. Based on the proximity to the airport, residential uses are not appropriate for properties west of Hardy Drive. In the development of General Plan 2040, the land use designation for this area was changed from Mixed-Use to Commercial to encourage non-residential uses of the area and stimulate development of a site challenged by the landfill. The proposed change to PCC-2 Planned Commercial Center Two, allows all the proposed uses, either by Zoning or by Use Permit. The Proposed Planned Area Development would modify the PCC-2 Development Standards. The campus would provide a combination of planned commercial uses including office, hotel, restaurant, classroom and meeting space, and theater and art studio space.

Section 6-304 C.2. Approval criteria for Zoning amendment (*in italics*):

1. *The proposed zoning amendment is in the public interest.* The proposed development will remediate an existing Brownfield, with private investment for the cost of remediation and redevelopment. The project provides a funding mechanism to build the 40,000 s.f. Tempe Center for the Arts annex. The project will provide needed restaurant uses to support the existing TCA programming. The project will provide public art through the Art in Private Development program as well as additional artwork above and beyond the required artwork, pursuant to the MDA. The proposed project will activate the area with additional events programmed into the site. The proposed project will provide more weekend and evening covered and secured parking for public use during events at the Town Lake. The project will provide space for job training and other economic development related functions to attract and retain businesses and employees in Tempe. The project will provide greater job opportunity within the City.
2. *The proposed zoning amendment conforms with and facilitates implementation of the General Plan.* The proposed development implements the redevelopment and economic development goals and objectives and will provide approximately one million square feet of commercial uses, generating jobs and supporting the vision of living, working, learning and recreating all within a 20-minute multi-modal commute. The project develops a regional destination for employment and supports science, technology and the arts. The project helps obtain a maximum return on investment to the surrounding lake infrastructure, helping assure a fiscally sustainable future. The site provides publicly accessible open space with circulation through the site.

PLANNED AREA DEVELOPMENT

The proposed development is seeking relief from the code standards within the PCC-2 district for increased building height, landscape area, reduced building setbacks and reduced parking standards. The proposed development includes seven buildings, including two parking structures. The building heights are being proposed within a range to allow flexibility for future tenants to design the phases to meet their needs as well as assure that there is variety within the building envelope on the campus. The minimum building height is determined by Development Agreement of at least four stories, which exceeds the allowable height within the PCC-2 district; the maximum height is restricted by the Federal Aviation Administration for protection of the flight path airspace for Sky Harbor International Airport. This pre-established range would allow buildings between 50 and 180 feet in height, which has been determined appropriate for the area. The TCA building is 100' to the top, and other buildings in the area range from 18-100 feet in height.

IDEA TEMPE – PAD OVERLAY						
Standard	R1-6	GID	MU-4	PCC-2	PROPOSED PCC-2 (PAD)	Change
Residential Density (du/ac)	4	0	NS	25 (U)	0	No Change
Building Height (feet) Building Height Maximum	30	35		40	185 ft	Increase
Maximum Lot Coverage (% of net site area)			100%	50%	46%	No Change
Minimum Landscape Area (% of net site area)			10%	15%	24%	No Change
Setbacks (feet)						
Front (South) Parking	20 ft 20 ft	25 ft 20 ft	25 ft 20 ft	0 ft 20 ft	20 ft 20 ft	No Change No Change
Side (East & West)	5 ft	0 ft	0 ft	30 ft	20 ft	Decrease
Rear (North)	15 ft	0 ft	0 ft	30 ft	0 ft	Decrease
Vehicle Parking				3,173	2349	Decrease
Bicycle Parking				176	131	Decrease

The required parking for the first phase development, based on the zoning code and MDA, is 570 parking spaces for the office tenant and 150 spaces for the TCA, accommodated within the parking structure (a total of 720 spaces required). The garage will provide 823 spaces plus an additional 144 temporary parking spaces provided for the TCA on the future phase two portion of Lot two. With the second phase of development, an additional 444 spaces will be added to the garage to accommodate through phase three, proposed as either a hotel or office building. The required parking after phase three is 999 spaces, with a shared parking reduction of 79 spaces to require 921 spaces. The build out of the first garage will provide 1,267 parking spaces. Phases one through three of the development are providing sufficient parking to meet the shared parking model of the combination of uses.

Phases four through eight would add a second garage to provide the remaining parking on lot four. The charts from the parking study have been included for reference. At build-out, by code, the site would be required to have 3,173 parking spaces using an assumption of 684,000 s.f. of total office space. The parking model suggests internal capture and recommends a reduction that would only require 2,331 parking spaces at full build-out. The parking model is a supportable analysis that would meet expected reductions based on proximity to alternative modes, and current parking trends. The second garage provides an additional 1,176 spaces, bringing the total on-site parking to 2,349 provided.

**Table 2: Buildout Required Parking Spaces per City of Tempe Code
(Before Adjustments)**

Commercial	Size	Requirement Per Code ⁽¹⁾	Required Vehicle Parking	Required Bicycle Parking ⁽²⁾
Office	684,000 SF ⁽³⁾	1.0 space/ 300 SF 1.0 bicycle/ 8,000 SF	2,280.00	85.50
Hotel	200 keys	1.0 space/ key 1.0 space/ 20 keys	200.00	10.00
Restaurant Indoor	8,830.25 ⁽³⁾ SF	1.0 space/ 75 SF 1.0 bicycle/ 500 SF	117.74	19.00
Restaurant Outdoor	4,878.25 ⁽³⁾ SF	1.0 space/ 150 SF (no parking required for the first 300 SF) 1.0 bicycle/ 2000 SF	30.52	2.44
IDEA Code Parking TCA Annex West Site			2,628.26	116.94
Theater	100 seats	1.0 space/ 3 seats 1.0 bicycle/ 30 seats	33.33	3.33
Classrooms ⁽⁴⁾	5,800 SF	1.0 space/ 200 SF 1.0 bicycle/ 1500 SF	29.00	3.87
Office	2,080 SF	1.0 space/ 300 SF 1.0 bicycle/ 8,000 SF	6.93	4.00 ⁽⁵⁾
Conference/Assembly	2,400 SF	1.0 space/ 125 sf 1.0 bicycle/ 2000 SF	19.20	1.20
TCA Annex West Code Parking			88.46	12.40
TCA Annex East Site (Existing)⁽⁶⁾⁽⁷⁾				
Museum	9,250 SF	1.0 space/ 250 SF 1.0 bicycle/ 3000 SF	38.08	3.08
Theater	1,122 seats	1.0 space/ 3 seats 1.0 bicycle/ 30 seats	374.00	37.40
Office	5,277 SF	1.0 space/ 300 SF 1.0 bicycle/ 8,000 SF	17.59	4.00 ⁽⁵⁾
Conference/Assembly	3,283 SF	1.0 space/ 125 SF 1.0 bicycle/ 2000 SF	26.26	1.64
TCA Annex East Code Parking			455.93	46.12
Total Mixed-Use Parking			3,172.65	175.46
Total Code Required Parking Before Reductions			3,173	176

1. The parking ratios are from Table 4-803 of the City of Tempe's Zoning Code.
2. The bicycle parking ratios are based on those required for the 'Bicycle Commute Area'.
3. Value represents net square footage of the building assumed as 95% of the gross floor area.
4. Parking rates for School: Instructional used to represent the land use shown.
5. Bicycle commute area specifies a minimum number of required spaces should minimums not be exceeded.
6. TCA East Annex does not have a specified parking requirement in its existing condition.
7. Existing bicycle parking spaces provided at TCA to remain.

Table 5: Phase 3 Buildout Adjusted Parking Spaces after Reductions for Use and Internal Capture

Parking with Internal Capture and Shared Use				
Commercial	Size	Requirement Per Code with Proposed I.C. Reductions	Required Vehicle Parking	Required Bicycle Parking ⁽²⁾
<i>IDEA Phase 1</i>				
Office	171,000 SF ⁽³⁾	1.0 space per 300 SF 1.0 bicycle/8,000 SF	570.00	21.38
<i>Existing TCA East Annex</i>				
Museum	9,250 SF	1.0 space/ 250 SF	150.00	Existing On Site ⁽⁵⁾
Theater	1,122 seats	1.0 space/ 3 seats		
Office	5,277 SF	4.0 space/ 300 SF 1.0 bicycle/ 8,000 SF		
Conference/Assembly	3,283 SF	1.0 space/ 125 SF		
<i>IDEA Phase 2</i>				
Hotel	200 keys	3.0 space/ key 2.0 space/ 20 keys (50% internal capture)	100.00	10.00
Restaurant Indoor	8,830.25 ⁽³⁾ SF	1.0 space/ 75 SF 1.0 bicycle/ 500 SF (80% internal capture)	23.55	19.00
Restaurant Outdoor	4,878.25 ⁽³⁾ SF	3.0 space/ 150 SF (no parking required for the first 300 SF) 2.0 bicycle/ 2000 SF (80% internal capture)	6.10	2.44
<i>TCA West Annex</i>				
Theater	100 seats	3.0 space/ 3 seats 1.0 bicycle/ 30 seats	150.00 ⁽⁶⁾	3.33
Classrooms ⁽⁴⁾	5,800 SF	3.0 space/ 200 SF 1.0 bicycle/ 1500 SF		3.87
Office	2,080 SF	3.0 space/ 300 SF 1.0 bicycle/ 8,000 SF		4.00 ⁽⁶⁾
Conference/Assembly	2,400 SF	3.0 space/ 125 sf 1.0 bicycle/ 2000 SF		1.20
<i>IDEA Phase 3</i>				
Office	421,800 SF	1.0 space per 300 SF 1.0 bicycle/8,000 SF	1,406.00	52.73
Restaurant Indoor	5,700 SF	1.0 space/ 75 SF 1.0 bicycle/ 500 SF (80% internal capture)	15.20	11.40
Restaurant Outdoor	1,900 SF	1.0 space/ 150 SF (no parking required for the first 300 SF) 1.0 bicycle/ 2000 SF (80% internal capture)	2.13	0.80
Total Parking Before Sharing by Time of Day			2,422.98	130.15
<i>Reduction for Shared Parking per COT Time of Day Model^(7,8)</i>			<i>-92.50</i>	<i>-0.00</i>
Total Parking with Shared Reduction			2,330.48	130.15
Total Required Parking			2,331	131⁽⁹⁾

1. The parking ratios are from Table 4-603 of the City of Tempe's Zoning Code.

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The applicant is proposing three site plan Options, A, B, or C to allow flexibility within future phases of development without impacting the PAD site plan entitlement. The intent would be to allow future phases of development that substantially conformed to any of these three site plans, and all development standards within the PAD, to proceed with design approval through the Development Plan Review process with the DRC. Changes within the PAD site plans could be made administratively, or return through the full entitlement process, if substantially different. Analysis of these three options is provided in the Development Plan Review Site Plan section of this report.

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.* Per the information provided in the applicant letter of explanation and the above analysis, the project meets this criterion. Performance requirements have been determined by the MDA, which establishes scheduled phases of development with minimum square footage requirements and general uses.

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 proposed PAD takes into consideration underground conditions which have limited the site, and remediation of which serves as the financial context for redevelopment of the property. Although more could be achieved through design to take into account the existing public views and character of the area, the project has been determined by Economic Development staff to meet the MDA requirements of the site plan and building configuration.
3. *The development appropriately mitigates transitional impacts on the immediate surroundings.* The proposed PAD will establish perimeter setbacks that establish a landscape buffer on all four sides, along Rio Salado Parkway, the TCA entrance drive and the multi-modal path to the north with shade trees. Option C maintains the view corridor to the north, and the opportunity to preserve a direct physical and visual path to the multi-modal path. The proposed buildings will meet the FAA height requirements for maximum heights appropriate to this area, and will provide a step-down transition at phase two, adjacent to the TCA. The building envelopes and scale established in the PAD, and the proposed parking reduction is appropriate to the surrounding area.

USE PERMITS

The proposed PCC-2 Zoning requires a use permit to allow a hotel, a use permit for outdoor vending for food trucks and a use permit to allow entertainment on site. The applicant has provided a letter of explanation and a site plan identifying the proposed locations of the hotel, food trucks and entertainment. Below is an analysis of the requested use permits per the criteria from Section 6-308 E Approval criteria for Use Permit (*in italics*):

1. *Any significant increase in vehicular or pedestrian traffic.*
 - a. Hotel: The proposed site includes between 629,759 and 1.09 million square feet of office use, and almost 16,000 s.f. of restaurant uses, with a 150-200 key hotel. The hotel may be located on any of the future phases, but is shown on Lot 3 Building D on the PAD site plan. The shared parking model projects a 50% internal capture between the offices and TCA uses, resulting in a reduction of required parking spaces, and less traffic to the site than a free-standing hotel without the other uses on site. The hotel may increase pedestrian traffic on-site and around the Town Lake area as guests use the surrounding amenities, however, the hotel is a critical element in activating the site beyond the M-F 8-5 business hours. Per the MDA, "the parties contemplate that a hotel may be developed as part of the project." (p. 5) but was not explicitly required. A condition has been added that should the use permit for a hotel be granted, a hotel would be a requirement of the PAD for one of the remaining building sites.
 - b. Food Truck Outdoor Vending: The proposed introduction of food trucks to the site is not anticipated as a destination use, but as a service to the proposed commercial tenants and existing staff and patrons of the TCA. The site has planned for up to five trucks and would not impact on site parking or circulation and would potentially reduce the need for employees or guests to drive off-site to have lunch or dinner, thereby potentially reducing vehicular traffic during peak travel times. Pedestrian and bike traffic may increase from residents to the south, commuting to the site for the food truck opportunity. Pedestrian paths are provided on site, bike lanes will be added to a new Hardy Drive alignment, to facilitate safe circulation of potential increased patronage to the food truck use.
 - c. Entertainment: The existing TCA has indoor and outdoor entertainment. The introduction of additional entertainment at this site is an expansion of the existing use to the east, and facilitates a synergy between uses for lunchtime concerts in the park, or evening events. The scale of entertainment is intended to be ancillary to the main uses on site, and although may be a destination, it is more likely to serve the internal customers on site or nearby. The entertainment would be scheduled to maximize available on-site parking during off-peak hours, when commercial offices are closed, to facilitate activation of the area for a longer duration of the day. As a destination, entertainment would increase traffic to the area, however, improvements are being made to both the TCA drive entrance and the Hardy Road street alignment to accommodate additional vehicular and pedestrian traffic, as well as provide new bus facilities at the TCA and at Hardy Drive to serve transit commuters. These site modifications have been designed to mitigate any increase in traffic generated by events.
2. *Nuisance arising from the emission of odor, dust, gas, noise, vibration, smoke, heat or glare at a level exceeding that of ambient conditions.*
 - a. Hotel: A hotel use will not create the above described nuisances, and typically requires an environment without nuisances for the comfort of the overnight guests. Aircraft, freeway and train noise are already present in this area, and would be ambient to the hotel experience if not mitigated by sound transmission rated glazing and wall treatments.

- b. Food Truck Outdoor Vending: Food Trucks are required to be licensed by the Maricopa County Health department and State Transportation Department as a vehicle that provides mobile food service. The emission of vehicle fumes would not be greater than that of other vehicles on site, however some food trucks do emit odor or smoke from the process of cooking food (frying, smoking, wood fired baking). The food trucks are anticipated to be there during the hours of 7am to 10pm. The area has no other businesses or residences within the area to be affected by this use. The generally open environment around the area is conducive to wind dispersal of odor or smoke to prevent a concentration that might be considered a nuisance.
 - c. Entertainment: Entertainment proposed is on a small scale, not large stages with lights that would potentially create glare reflecting off buildings. The noise would be similar to other events that occur around the TCA, and would not be designed for the size of concerts occurring in Tempe Beach Park. The area has a relatively high ambient noise condition created by the proximity to the airport, freeways and train, however the proposed use as described is not anticipated to exceed that of the surrounding area. The hours of proposed entertainment are 7am to 10pm, which would assure compliance with evening noise regulations. A condition of approval has been included to allow until midnight on Fridays and Saturdays to help activate the area.
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.*
- a. Hotel: The area west of Hardy Drive is not planned for residential uses, making activation of the western end of the Rio Salado project a challenge with standard business hours. The inclusion of hotels in this area balances the uses between daytime and evening activity, adds safety by surveillance of the area, and promotes the goals for redevelopment of the area and economic development, providing for a sustainable economy with a variety of employment opportunities and a diversified tax base.
 - b. Food Truck Outdoor Vending: the site is limited on restaurant options, requiring patrons and nearby businesses and residents to go to downtown for dining opportunities. The provision of alternative food venues near the TCA facilitates a more walkable community experience, serves visitors to the Town Lake and may activate the area west of the TCA. The proposed use would be managed within the development to maintain a level of quality expected of patrons.
 - c. Entertainment: the site is intended to attract people and activate the area, facilitating many of the goals and objectives within the General Plan and supportive of cultural arts. The use contributes to the area as a desirable place to live, work and play, and may offer opportunity for new artists to showcase their talents in a supportive community environment.
4. *Compatibility with existing surrounding structures and uses.*
- a. Hotel: There are two existing hotels west of Priest Drive, adjacent to the Liberty Development, like many industries, the clustering of hotels provides a symbiotic business plan with more choices for guests and sufficient rooms for the demand within the area. The addition of the office buildings and expansion of the TCA uses will increase demand for hotel rooms. The proposed site is compatible for the proposed hotel use.
 - b. Food Truck Outdoor Vending: the site is designed to contain the trucks within the property, no on public streets, and does not impede the flow of traffic in or around the site. The use would serve tenants of the commercial uses and patrons of the TCA.
 - c. Entertainment: the existing TCA has indoor and outdoor entertainment, this would enhance the opportunity for similar uses within the area, and is synergistic to surrounding 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.*
- a. Hotel: Although there is no identified hotelier at this time, it would be anticipated to have 150-200 rooms and limited on-site services and amenities. The management of the hotel would include security and operational procedures to address behavior. Having a hotel on site will provide greater oversight of the property in evening and weekend hours, providing a safer park experience for the public and guests.
 - b. Food Truck Outdoor Vending: the vendors would be managed by the master developer, meeting quality standards for food, service, sanitation and safety; in a campus-like park setting with the proposed uses, on-site security will help control behavior related to the food truck use. The activation of the area will enhance safety to the general public with more visual surveillance of the general area.

- c. Entertainment: the development will work with the TCA on scheduling events to assure sufficient parking and security staffing. The use of parking structures will mitigate the current use of overflow parking lots requiring traffic control staff, as most entertainment from this use permit will be parked within the provided garages on site.

The manner of conduct and the building for the proposed use will not be detrimental to persons residing or working in the vicinity, to adjacent property, to the neighborhood, or to the public welfare in general, and that the use will be in full conformity to any conditions, requirement or standards prescribed therefore by this code.

DEVELOPMENT PLAN REVIEW

The applicant has provided a letter of explanation for the design details of the Phase 1 development. The applicant has agreed to provide a neighborhood meeting for all future phases of development prior to design entitlement. The phase two TCA Annex will additionally require design approval by the City Council. The general design standards set by the PAD, including materials, colors and finishes, are to set the general design standards by which future phases could be reviewed by the Development Review Commission. It would be expected that this material palette would modify slightly with each phase to provide diversity within the design. A condition has been added to assure future buildings are not replications of Phase 1.

Site Plan

The proposed PAD includes three site plan options, for approval with this request. None of the options address Planning staff comments regarding Building C, future phase 4 as outlined in the site plan review comments earlier in this report. Nor do these site plan options fully address Traffic Engineering staff comments regarding the configuration of the Hardy Drive alignment and required lanes, bike lanes, sidewalks and the multi-modal path connection. The lot configurations were designed to maximize views for the business campus, minimize solar exposure to buildings by orientation for energy efficiency, and provide building footprints large enough to market to a flexible future tenant mix. Option A is the applicant's preferred site plan, as presented in the original RFP response and MDA as a conceptual plan. Through the past year of discussion, this has not significantly changed. Option B provides a rectilinear footprint for the TCA Annex, which had not been discussed prior to the submittal. This plan re-orientes Building C to provide a more direct connection for the multi-modal path connection and preserve a part of the existing view corridor. Staff would support this option without the changes shown to the TCA Annex, and with traffic engineering requirements for the street configuration and multi-modal path addressed. Option C reduces the footprint of Building C, however, Building D has been made larger, blocking the view and the direct path for the multi-modal connection. Staff would support this option for Building C, with revisions to Building D to match the other two options or be shortened on the west end, and with approval from traffic engineering on the street infrastructure. This issue does not impact Phase 1 of the project, and can be re-evaluated in the future with subsequent phases.

All site plan options make improvements to the drive entrance at the TCA as a part of phase one, aligning the drive with the new driveway to the south of Rio Salado Parkway that is part of the Crescent Rio development. Right lane movements into the site will be shared with the existing bus pull-out, which will have a new bus shelter. A condition has been added Hardy Drive will remain for public works truck use and event overflow traffic only until future phases within the development trigger the traffic study to warrant that the full street intersection improvements are necessary. At such time, the Hardy Drive alignment will be modified for a straight approach with bike lanes, sidewalks and a multi-modal path connection north of the round-about on site. Westbound traffic will have a dedicated right turn lane into the site, eastbound traffic will have two dedicated left turn lanes into the site. The out-going traffic will have a dedicated left, straight and right lane at full build-out. Circulation at build-out will provide a signalized intersection at both the east drive shared with TCA and at Hardy Drive, and a third signal to the west, for use of the public works trucks when relocation of solid waste access to the Priest Yard is needed. On-site, vehicles are directed into one of two parking structures on site, a drop-off area was provided by Phase 1 and public surface parking is provided by Buildings C & F adjacent to the entrance to the Town Lake Multi-modal path. The phase one building is closest to the TCA building and Tempe Town Lake. Phase one includes a portion of the garage to the south, which would be expanded as the phase 2 TCA Annex was developed around the garage. Phase three would be the hotel west of the TCA Annex and phase four, the building west of phase one that most affects the existing public views of Camelback Mountain and Papago Butte to the north. Phase 1 includes a temporary parking lot for the TCA, providing 150 spaces dedicated in the garage and 144 spaces adjacent to the garage in the future TCA Annex location. Additional temporary parking is provided further west of the development area. Pedestrian and bicycle circulation is separated from vehicular traffic and encourages movement through site, to the Salt River Channel to the north or the TCA to the east. The open space areas would be open to the public and used for entertainment and events.

Building Elevations

Building A is the first building within the campus, and will set the design standard for future phases. The six-story building uses painted steel, aluminum composite panels, natural metal finished panels to match the copper on the TCA, ground faced masonry units, perforated metal panels, spandrel and vision glazing with tint, shade fins and metal panels and louvers. The northeast facing elevation is predominantly glass, taking advantage of solar orientation and views to the lake. The longest elevations to the north and south use horizontal shade fins and canopies to shade the glass. Special consideration was given to the tenant needs within the interior as well as the exterior solar exposure for energy conservation.

Building B is the first phase of the parking garage, which will later be expanded and partially wrapped by the TCA Annex. The six-floor garage uses precast concrete panels for the vehicle levels, with cable guardrail. The north and west elevations are screened by metal panel for the required vehicle screening and additional perforated metal panels mounted at angles to create a strong textural pattern on the elevations. The metal is finished with a mica-based coating which will change color with the angle of the panels and the time of day sunlight exposure. The south and east elevations are screened temporarily until the second phase is built with the TCA Annex. The annex building is proposed to be approximately 30' in height, with a restaurant on the east side extending to 40' in height. The total garage height is 60', which would leave 20-30' of garage exposed to Rio Salado Parkway and the TCA entrance. Stairs to the garage are screened from railing height to the steps on each floor, and is sheltered at the top level for sun and rain protection. The future phase TCA Annex has not been designed and will be submitted for review per the schedule in the Development Agreement.

Landscape Plan

The proposed landscape plan provides a transition from the riparian edge of the Salt River Channel to a more low-water use environment along Rio Salado Parkway. Vegetation is massed along the north side of the site in a dense pattern along sidewalks and lining small turf areas, providing a cool shaded area for employees and public using the multi-modal path. Trees along the north side include Thornless Mesquite, Desert Willow and Fan Tex Ash. Interior to the campus are Live Oak lining the main drive. Blue Palo Verde and Sonoran Desert Palo Verde are proposed along the Rio Salado frontage. Public Works staff advises against large numbers of the faster growing trees along public streets, due to patterns of monsoon damage that impact traffic and maintenance. Staff recommends a more varied palette, providing more color within the tree flowers and more shade along the sidewalks. For a 17 acres site, the use of two species of Palo Verde, with Mesquite, Ash and Oak as the other dominant species, does not provide much biodiversity. A condition has been added to expand the plant palette for future phases. The landscape along Rio Salado Parkway, particularly along the entrance to the TCA is more sparsely planted, in anticipation of construction of the temporary parking lot for the phase 2 development. To assure that a stronger massing of color is provided at the entryway, a condition has been added for future landscape enhancements. Plants include Chuperosa, Mexican Honeysuckle, Creosote, two forms of Sage, two forms of Ruellia, Fairy Duster, Brittle Bush and Tecoma 'Sparky'. Accents include two agave specimens, Desert Spoon, two types of Hesperaloe, Ocotillo, two decorative grasses and Prickly Pear Cacti. Three sizes of Express Brown Gravel are used in non-turf areas. Standard finished concrete is used for sidewalks throughout the project. A total of 139,438 s.f., or 36% of the 17-acre site, is proposed to remain as landscaped open spaces. For the purposes of the PAD, a minimum of 24% landscape area is identified, based on the individual phased building lot coverages.

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 proposed site plan options might provide building placement variation at the Rio Salado street front depending on future phases, with a proposed curved building façade at phase two, tying in to the existing TCA building, and two additional buildings flanking the main drive at Hardy Drive with varied footprints for a hotel and an office building. This request is only for phase one, which is set back from the street front and blocked by the parking structure at the street front. The form and articulation of phase one parking structure is a temporary façade, intended to be replaced within the next six years. The form and articulation of future structures would be determined by future DPR process with each phase of building development.

2. *Building design and orientation, together with landscape, combine to mitigate heat gain/retention while providing shade for energy conservation and human comfort;* the site plan building orientation and phase one building design are designed with passive solar principals for placement to mitigate heat gain on the building and provide shade to the outdoor open spaces.
3. *Materials are of a superior quality, providing detail appropriate with their location and function while complementing the surroundings;* the proposed design palette includes primarily natural product finishes, not relying on paint for building articulation. The finishes are honest to the raw material and appropriate to the character of the adjacent TCA building and newer office buildings to the west of Hardy Drive.
4. *Buildings, structures, and landscape elements are appropriately scaled, relative to the site and surroundings;* the range of building heights is intended to provide variation within a 50-185' building height, appropriate to the surrounding developments and scaled to maintain views and provide open space around the buildings.
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;* each side of the building is designed to address solar orientation, views and internal programmatic needs, creating variation in the elevations that are tied together by the use of materials repeated in different applications, such as use of both vertical and horizontal fins, banding of masonry, and mounting angles of the perforated metal.
6. *Building facades provide architectural detail and interest overall with visibility at street level (, 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 buildings are designed for pedestrian circulation around the perimeter, with emphasis on the north and east elevations of both buildings in Phase 1. Additional architectural detail will be provided with the TCA Annex wrap to the Phase 1 garage.
7. *Plans take into account pleasant and convenient access to multi-modal transportation options and support the potential for transit patronage;* the project anticipates multiple modes of transportation and provides bus shelters for immediate use of transit.
8. *Vehicular circulation is designed to minimize conflicts with pedestrian access and circulation, and with surrounding residential uses;* pedestrian paths are clearly separated from vehicle paths with landscape strips to provide a comfortable and aesthetic buffer, with shade. Pedestrian crossings will be delineated with changes in pavement to visually signal to drivers they must yield to pedestrians.
9. *Plans appropriately integrate Crime Prevention Through Environmental Design principles such as territoriality, natural surveillance, access control, activity support, and maintenance;* plans have been reviewed by the Police staff, the design of the site encourages pedestrian activity to enhance natural surveillance of the area.
10. *Landscape accents and provides delineation from parking, buildings, driveways and pathways;* the landscape clearly creates zones within and around the campus, outlining pathways and areas of respite and providing shade.
11. *Signs have design, scale, proportion, location and color compatible with the design, colors, orientation and materials of the building or site on which they are located;* signs will be addressed by separate process.
12. *Lighting is compatible with the proposed building(s) and adjoining buildings and uses, and does not create negative effects.* Lighting will architecturally enhance the buildings and walkways with a combined use of bollards for ambient light and pole and building lighting where needed for higher activity areas. A condition has been added to prevent parking garage glare to the residences to the south.

REASONS FOR APPROVAL:

1. The project implements the Master Development Agreement approved by Council in December 2017.
2. The project meets the General Plan Projected Land Use for this site.
3. The proposed project remediates an existing brown field landfill, implementing goals and objectives within the General Plan.
4. The project will meet the development standards required under the Zoning and Development Code.
5. The PAD overlay process was specifically created to allow for greater flexibility and to allow for increased heights.
6. The proposed project meets the approval criteria for a Zoning Amendment/Use Permit/Development Plan Review.

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

ZONING AMENDMENT AND PLANNED AREA DEVELOPMENT CONDITIONS OF APPROVAL:

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

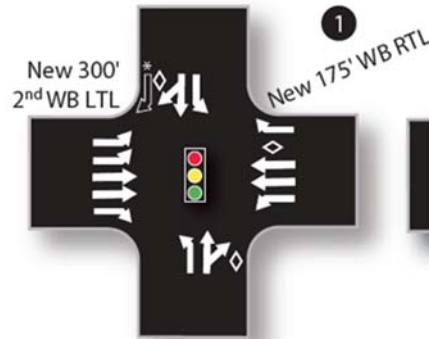
General

1. 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.
2. The property owner(s) shall sign a waiver of rights and remedies form. By signing the form, the Owner(s) voluntarily waive(s) any right to claim compensation for diminution of Property value under A.R.S. §12-1134 that may now or in the future exist, as a result of the City's approval of this Application, including any conditions, stipulations and/or modifications imposed as a condition of approval. The signed form shall be submitted to the Community Development Department no later than 30 days from the date of City Council approval, or the Zoning Map Amendment and PAD approval shall be null and void.
3. The Planned Area Development Overlay for IDEA TEMPE shall be put into proper engineered format with appropriate signature blanks and kept on file with the City of Tempe's Community Development Department within sixty (60) days of the date of City Council approval and prior to issuance of building permits.
4. The Phase 1 parking structure walls shall not into the future TCA development area. The developer shall continue to work with Community Services to identify an adequate footprint that meets the needs specified in the August 22, 2017 Conceptual Design Theatrical Program. Prior to issuance of building permits for building A1 parking garage, the Community Services Department must approve the footprint of the structure and certify to Community Development that adequate space exists for the future TCA phase.
5. The proposed three Site Plan Options A, B & C shall be modified as follows:
 - a. Option B to be modified to show buildings A2 & A3 as presented on Options A and C.
 - b. Option C to be modified to show building D as presented on Options A and B.
6. Art in Private Development (AIPD) is required. The developer shall comply with the requirements outlined within the MDA. Applicant must detail which artwork is proposed as the AIPD requirement and which works are determined to be additional art per the MDA. The Preliminary Art Project Plan for the Planned Area Development is required prior to issuance of the Certificate of Occupancy of Building B. This includes information regarding the Phase 1 artist's biography, medium, materials, estimated costs, and placement per the AIPD guidelines and proposed locations and types of artwork for all future phases of development with estimated value based on square footages presented. Unless all phases of artwork are proposed to be completed in Phase 1, the actual art

value for future phases will be determined at the time of the phase being implemented, based on current AIPD requirements at that time.

7. Details regarding any modification, alteration, or removal of existing artworks (including associated signage), known as The Windows of Dialectic Views by Thomas Strich with Ruben Valenzuela and Virginia Senior, on the site must be reviewed by the Public Art Staff and by the Artist for comment per the Federal Law known as the Visual Artists Rights Act (VARA).
8. The developer is responsible for maintaining the current condition of the existing artwork and related signage during construction; after completion of site work, when the existing artwork and signage is incorporated into development, it shall remain within the City Public Art Collection and shall be maintained by the City.
9. The 0' internal property line setbacks between phased buildings shall accommodate pedestrian paths and landscape at the ground level on all phases.
10. A minimum of 10 public surface parking spaces will be provided near the trailhead connection north of Hardy Drive.
11. All surface parking spaces shall be either parallel or 60-degree angled spaces, for safe on-site circulation.
12. The parking study dated June 18, 2018 for IDEA TEMPE shall be updated prior to entitlements for development on lot 4, to evaluate the peak parking demand within the shared model, and adjust as necessary based on the existing conditions of the built phases, prior to design approval of the second garage on lot 4.
13. Access for Solid Waste vehicles shall be provided at the west end of the property, connecting to the signalized intersection at Hardy Drive. Details regarding the design of this access, and any proposed gates, shall be reviewed and approved by Public Works Solid Waste and Traffic Engineering staff prior to issuance of building permits for either buildings F or G in the future phases on Lot 4.
14. Should future phases of the development require closure of the west side Public Works (PW) access, the access shall be relocated west of the site to provide safe egress for the PW vehicles. A new signalized location on Rio Salado Pkwy shall be approved by the Public Works department and shall meet the design requirements of Traffic Engineering. The cost of design and construction of the approach, intersection and traffic signals is part of the cost of traffic infrastructure for the new development, and will be paid for by the developer. The intersection shall be constructed and opened prior to closing of the existing PW access at Hardy Drive.
15. The site plan shall show full traffic improvements on the PAD. Phasing of the improvements is subject to determination by the Public Works Transportation Division and shall be submitted to Traffic Engineering prior to building permits for Phase 1. This plan shall show all required improvements at the TCA east drive and the Hardy drive entrance.
16. The TCA driveway shall be improved to align with the drive to the south side of Rio Salado Parkway, designed to Traffic Engineering standards. Based on the submitted Traffic Study, a dedicated right turn ingress lane shared with an improved bus stop with shelter shall be installed with Phase 1. Improvements shall be designed with sufficient room for future traffic signals and left turn exit lanes. Installation of the signal shall be completed when warranted by a traffic engineering study and/or safety analysis. All traffic improvements to be paid for by the development as a part of the necessary transportation infrastructure to serve the new uses on site. The Traffic Study shall be updated prior to design approval of each new building.

17. The Hardy Drive intersection shall be designed to Traffic Engineering standards, with sufficient room for replacement/relocation of the existing traffic signals and required street profile at Hardy as identified in the Traffic Study dated June 18, 2018 (minimum 10' left turn lanes, 10' inside thru lanes, 11' outside lanes and 6' bike lanes). In addition, 8' sidewalk shall be provided on both sides of Hardy Drive with transition to the 10' multi-use path. Install far side bus pull-out with Type B shelter. Maintain existing bike lanes on Rio Salado Parkway and add bike lanes to the north side Hardy Drive alignment.



18. The street intersection improvements shall be completed based on the Traffic Study warrants. The cost of reconstruction of the intersection and relocation of the traffic signals is part of the cost of traffic infrastructure for the new development, and will be paid for by the developer.
19. The final bike lanes can follow the future street layout. The north bound 8' sidewalk continuation from Rio Salado would transition after the roundabout to a 10' multi-modal path heading directly north to connect to the existing multimodal path at the notch in the existing plat. Relocate and add BIKEiT signage on site, as appropriate, to provide consistent wayfinding through the site.
20. If a Use Permit for a hotel is approved, the developer shall provide a 150-200 key hotel in a future phase of the development, as identified within the PAD.
21. The future TCA Annex Development Plan Review application shall provide a neighborhood meeting, site sign posting and mailing notification pursuant to the requirements of the Zoning and Development Code for input on the design of the annex. The Development Plan Review for the TCA Annex, shall be reviewed by the Development Review Commission and heard for final approval by City Council.
22. The future Phases shall provide a neighborhood meeting, site sign posting and mailing notification prior to the standard Development Plan Review application process; future phases in conformance with the general design standards determined in the PAD will be heard with the Development Review Commission as the decision-making body.
23. The future phases shall provide architecture generally in conformance with the materials approved within this Planned Area Development. This PAD approval is for the entire 17-acre site, the Development Plan Review is for Phase 1 building design only. Future phases of building design shall:
 - a. provide variation in building height of at least 20' between adjacent buildings (separated by less than 100 feet);
 - b. provide variation in building footprint to not replicate the floorplate of Phase 1;
 - c. provide variation in the building elevations to provide diverse continuity in the architecture between each phase. This may be achieved by changes in fenestration, elevation modulation, and variation in material finish or color.

USE PERMIT CONDITIONS OF APPROVAL:

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

CONDITIONS.

1. The three Use Permits are valid for the plans as submitted within this application. Any additions or modifications may be submitted for review during building plan check process.
2. If there are any complaints arising from the Use Permit for Outdoor Vending (food trucks) or Entertainment, that are verified by a consensus of the complaining party and the City Attorney's office, the Use Permit will be reviewed by City staff to determine the need for a public hearing to re-evaluate the appropriateness of the Use Permit, which may result in termination of the Use Permit.
3. Any intensification or expansion of the hotel, outdoor vending or entertainment uses shall require a new Use Permit.
4. **The Use Permit for a 150-200 key hotel is not subject to a time limitation.**
5. **The Use Permit for Outdoor Vending shall allow up to 5 food trucks on site at one time (at the northeast corner of lot 1).**
6. **Food truck vendors must comply with all County Health and Environmental regulations; no dumping on or adjacent to the site.**
7. **The live entertainment use shall take place as indicated on the submitted plan (north east corner of lot 1) and shall be coordinated in advance with the Community Services Special Events Office.**
8. **Live entertainment to cease at 10pm Sunday-Thursday and 12am Midnight Friday-Saturday.**
9. The applicant shall contact the City of Tempe Crime Prevention Unit for a security plan within 30 days of this approval. Contact 480-858-6409
10. Hours of operation for the outdoor vending to start no earlier than 7a.m. and end no later than 10 p.m. on a daily basis.

FINAL SUBDIVISION PLAT:

1. If the subdivision plat contains common areas, a continuing care condition, covenant and restriction shall be provided (CC&R). The CC&Rs shall be reviewed and in a form satisfactory to the Community Development Director and City Attorney.
2. The Final Subdivision Plat shall be put into proper engineered format with appropriate signature blanks and recorded with the Maricopa County Recorder's Office through the City of Tempe's Community Development Department no later than one year from the date of City Council approval. Failure to record the plat within one year of City Council approval shall make the plat null and void.
3. All property corners shall be set and verified with staff upon final recordation of the subdivision plat, no later than three (3) months from the date of County recordation or as determined by staff.

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 and building elevations dated July 2, 2018 and landscape plan dated July 2, 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. An Amended Planned Area Development Overlay for IDEA TEMPE is required and shall be submitted within sixty (60) days of Development Plan Review approval. The amendment shall be put into proper engineered format with appropriate signature blanks and kept on file with the City of Tempe's Community Development Department prior to issuance of building permits.
3. The developer must receive approval of the final Traffic Impact Study from the Transportation Division prior to issuance of a building permit or as otherwise determined by the Public Works, Transportation Division.
4. **An amended Subdivision Plat is required for this development and shall be recorded prior to issuance of building permits. Alternatively, the Owner's execution of a Covenant and Agreement to Hold Property as One Parcel may be permitted in lieu of recording the subdivision plat while the plat is being finalized. If this occurs, the plat must be recorded prior to issuance of the first Certificate of Occupancy.**

Site Plan

5. Provide service yard and mechanical yard walls that are at least 8'-0" tall as measured from adjacent grade and are at least the height of the equipment being enclosed, whichever is greater. Verify height of equipment and mounting base to ensure that wall height is adequate to fully screen the equipment.
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. Provide upgraded paving at each driveway consisting of integral colored unit paving. Extend this paving in the driveway from the right-of-way line to 20'-0" on site and from curb to curb at the drive edges. From sidewalk to right-of-way line, extend concrete paving to match sidewalk.
8. **Sidewalks internal to the development shall be no wider than 8' clear to reduce the amount of hard paved surface and increase the amount of landscape area. If programmatic needs warrant wider internal sidewalks, staff will review changes administratively.**
9. **The 150' long drop-off zone on the south side of Building B shall be reduced to 66', the equivalent of 3 parallel parking spaces, to reduce paving and provide a tree lined drive on both sides of the drive.**
10. **The existing TCA monument sign is to be protected in place on west side of main drive entrance.**
11. 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.
12. Place exterior, freestanding reduced pressure and double check backflow assemblies in pre-manufactured, pre-finished, lockable cages (one assembly per cage). If backflow prevention or similar device is for a 3" or greater water line, delete cage and provide a masonry or concrete screen wall following the requirements of Standard Detail T-214.

Floor Plans

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. Provide exit stairs that are open to the exterior as indicated on the floor plan.
 - c. Paint interior wall and overhead surfaces with a highly reflective white color, minimum LRV of 75 percent.
 - d. Maximize openness at the elevator entrances and stair landings to facilitate visual surveillance from these pedestrian circulation areas to the adjacent parking level.

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:

Building Materials for Phase 1 Office Building:

Roof – flat with parapet

Primary Building – A401- Ground Face Masonry – Echelon Masonry, Ground and Honed face, Seashell White, Mission White and Malibu Sand with raked joints.

Secondary Building – A401 – Curtainwall System

A403 – Vision Glazing – Viracon Insulated Glazing Unit VUE 1-50

A408 – Spandrel Glazing – Viracon Insulated Glazing Unit VUE 1-50 #3 Surface Subdued Grey

Tertiary Building – A414 – Aluminum Composite Panel – Kovabond 4mm MCM System, Kynar PVDF Finish Color Silver Metallic

Building Accent - A406 – Concealed Fastener Metal Panels and Louvers –Centria CS-620, CS-220, CS-660 Kynar PVDF Coating Color to match Silver Metallic

Building Accent A407 – Natural metal finish panels to match TCA (copper) Kovach K-Wall 18 Gauge

Canopy – A411 – Architecturally exposed painted steel – Thematic Coating in steel grey

A420 - Gate – Natural Metal finish panels to match TCA Building

A421 – 12" Vertical Shade Fins – Arcadia Anodized Aluminum clear color Non-adjustable

A423 – 24" Horizontal Shade Fins Arcadia Anodized Aluminum clear color Non-adjustable

Building Materials for Phase 1 Garage:

Primary Building – Precast Concrete natural finish

Stairwell – A401- Ground Face Masonry – Echelon Masonry, Ground and Honed face, Seashell White, Mission White and Malibu Sand with raked joints.

Stairwell canopy - A414 – Aluminum Composite Panel – Kovabond 4mm MCM System, Kynar PVDF Finish Color Silver Metallic

Vehicle headlight screens 36" tall – 18-gauge opaque solid metal panel painted to match Centria Granite

A414 Perforated Metal Panel 1/8" diagonal round perforations, 22.7% open with ¼" spacing– Kovach .080 Aluminium Plate, Kynar PVDF Coating **Sundance Mica coating system** Color to match Centria Granite with metallic coating

A409 Cable Guardrail

Temporary Garage Banner Signage Vinyl Screening – Shall be product warranted for tearing and fading for a minimum of 6 years.

Provide primary building colors and materials with a light reflectance value of 75 percent or less. Additions or modifications may be submitted for review during building plan check process.

18. **The temporary screening solution on the south and east elevations of the Phase 1 garage is conceptual only and not a part of this design review. The temporary screening is not a part of the required AIPD for this site. A**

separate administrative Development Plan Review shall be submitted for the final graphic design. Signage shall be reviewed by separate administrative process.

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.
23. Upper/lower divided glazing panels in exterior windows at grade level, where lower glass panes are part of a divided pane glass curtain-wall system, shall be permitted only if laminated glazing at these locations is provided.

Lighting

24. Illuminate building entrances and underside of open stair landings from dusk to dawn to assist with visual surveillance at these locations.
25. **Garage lighting shall be screened to prevent glare to the residences to the south of Rio Salado Parkway.**

Landscape

26. Arterial street trees shall be a minimum of 36" box specimens and a minimum of 1 ½" caliper trunk.
27. **Landscape at the entrance to the TCA drive shall be designed to maintain visibility to the monument and marquee signs with low-growing species in front of the sign.**
28. **The phase 2 landscape at the entrance to the TCA Annex and along Rio Salado Parkway shall be enhanced to match the density and variety of plantings along the north side of Phase 1, with a patterned massing of plants to create a landscape entryway to the project.**
29. **Provide more tree species diversity within the overall landscape palette to provide more color; provide more shade along sidewalks with more dense canopy trees. Public Works staff must approve street tree species prior to building permits for the proposed landscape along Rio Salado Parkway.**
30. 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.
 - f. **Provide temporary irrigation to existing landscape associated with the TCA or Rio Salado Park, around the perimeter, for period that irrigation system is out of repair. Design irrigation so that existing plants are irrigated as part of the reconfigured system after construction. Repair existing irrigation system (on site or in the adjacent public right of way or city property) where damaged by work of this project.**
31. 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.
32. 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

33. Provide address numbers on all four sides of the buildings.
 - 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.

PUBLIC ART: Provide public art for this development in conformance with the Art in Private Development Ordinance and ZDC Sec. 4-407 and ZDC Appendix D. Contact the Community Services Cultural Services Division regarding implementation of this requirement prior to receiving building permits.

WATER CONSERVATION: Under an agreement between the City of Tempe and the State of Arizona, Water Conservation Reports are required for landscape and domestic water use for the non-residential components of this project. Have the landscape architect and mechanical engineer prepare reports and submit them with the construction drawings during the building plan check process. Report example is contained in Office Procedure Directive # 59. Refer to this link: <http://www.tempe.gov/home/showdocument?id=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 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.
- Construct driveways in public right of way in conformance with Standard Detail with return type curbs as indicated, similar to Standard Detail T-319, coordinate Hardy Drive alignment design with Public Works, Traffic Engineering.
- Correctly indicate clear vision triangles at both driveways on the site and landscape plans. Identify speed limits for adjacent streets at the site frontages. Begin sight triangle in driveways at point 15'-0" in back of face of curb. Consult 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.
- All broken or displaced existing concrete curb, gutter, or sidewalk shall be removed and replaced as directed by the City of Tempe Engineering Division inspector.
- All City facilities, alleys and roadway surfaces damaged by developer/contractor during construction shall be repaired/restored to the satisfaction of the City of Tempe Engineering Division inspector per the respective City and/or MAG standard detail.
- The site is divided between two storm water drainage designations, the area to the east of Hardy Drive is within an Alternative Retention Criteria Area and the area west of Hardy Drive is in the 100-year onsite retention required for this property, coordinate design with requirements of the Engineering Department.
- The owner or the owner's representative shall obtain all necessary permits, approvals and licenses required for the performance of the proposed work/improvements from any government or quasi-government entity having jurisdiction over the proposed project or project limits. The owner or owner's representative shall obtain any and all necessary permits which may include, but are not necessarily limited to: environmental, traffic control, flood control, and/or right-of-way improvements other than within the City of Tempe. Copies of all other jurisdictional approvals of permitted activities must be provided to City's representative prior to starting any work or performing services pursuant to the permitted activity, and may be required prior to City approval.

WATER UTILITIES:

- The sewer that extends down Hardy and connects to 1st street shall be upsized and replace deep enough to serve the property to the west. This project shall provide sewer for the vacant land to the west via Rio Salado or through this project site.

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.

BUILDING SAFETY:

- Proposed new property lines create building code issues; the "open" parking garage has property line at exterior wall which would allow for no openings as an example. A special building code parcel agreement is necessary to hold all of the parcels as one for purposes of meeting building code.
- The 3 buildings at north portion of site each are on the property line at the corners; comply with table 705.5 and 705.8; or shift the building to the south
- Provide a section detail that clearly shows lowest level of fire dept. access and the highest occupied floor; proposed plans for Phase 1 building appear to be very close to meeting or exceeding the 75' highest occupied floor which would make the building a hi-rise and this would require chapter 4 hi-rise provisions be met (fire command room, fire fighter breathing, etc.)
- % of allowable openings based on fire separation distance per table 705.8

- Open parking garage sec 406.3; provide calculations that include the proposed screen material to indicate compliance with required % and distribution of openings; any vegetation obscuring the openings will be considered an opaque wall;
- For natural ventilation of the parking garage comply with sec 406.5 and the exception when using two opposite sides (copy of code section attached); provide calculations that include the proposed screen material to indicate compliance with required % and distribution of openings; any vegetation obscuring the openings will be considered an opaque wall;
- Calculations will be verified as code compliant when plans are submitted for building permit; if "openness" requirements conflict with the plans approved by the Development Review Commission **and exterior modifications needed to meet "openness"** are not approved by planning then the garage will need to be mechanically ventilated

SOLID WASTE SERVICES:

- Enclosure indicated on site plan is exclusively for refuse. Construct walls, pad and bollards in conformance with standard detail DS-116.
- Contact Public Works Sanitation Division to verify that vehicle maneuvering and access to the enclosure is adequate. 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.

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:

1930-1940s	According to Historic Aerials, the site was originally part of the natural seasonal watershed of the Salt River. Areas south of the Rio Salado Alignment were used for agriculture.
1949-1964	Excavation cells are visible in alignment with Hardy Drive and Rio Salado Parkway, visible in aerials. Paths visible through the Salt River Channel were used for sand and gravel mining. The area was part of Maricopa County until annexation, appearing on the first Zoning Map in 1964, and zoned industrial.
1969-1970s.	Excavation cells were backfilled with household waste, using the excavated cells for landfill. Development of the area to the south replaced agricultural uses.
1974	The site is included in the University Hayden Butte Redevelopment Area.
1976	All signs of the landfill are removed
1979	Rio Salado roadway was developed (not in the current location).
1986	The beginning of a high-water line is visible, establishing a future channel line on the south side.
1991	U.S. Army Corps of Engineers and Flood Control District of Maricopa County channelized the Salt River for flood control.
2000	Tempe Town Lake is filled to the east of the site.
2006	Landfill remediation is completed on a portion of land east of Hardy Drive, in alignment with the lake dam. Tempe Center for the Arts and the parking lot west of the building are constructed.
August 22, 2006	Development Review Commission held a first public hearing for a Major General Plan Amendment for a future arts related development. The amendment changed the land use from public open space and public recreational/cultural to Mixed Use with a projected density up to 25 dwelling units per acre for 12 acres (excluding the TCA parking lot).
September 12, 2006	Development Review Commission held a second public hearing for the requested Major General Plan Amendment.
October 5, 2006	City Council introduced and held a first public hearing on the requested future arts related development.
October 19, 2006	City Council introduced and held a second public hearing for the request approving the General Plan Amendment.
2011	The pedestrian bridge is constructed over the lake dam.
December 12, 2013	City Council adopted General Plan 2040, which changed the land use of this site to Commercial, and removed additional open space to create a larger area of commercial land use that extended

to Priest Drive.

- May 20, 2014 Voters approved and ratified General Plan 2040.
- January 21, 2016. City Council issued a Request for Proposal RFP-16-145 for remediation and redevelopment of 18 acres west of the TCA, including the parking lot of the TCA, for future biomedical and technological campus with art related uses and open space.
- August 18, 2016 City Council adopts a resolution authorizing the City Manager (or designee) to negotiate an agreement with The Boyer Company, Smith Group JJR, and Okland Construction for the development and lease of approximately 18 acres of City-owned land located on Rio Salado Parkway west of Tempe Center for the Arts. (Resolution No. R2016.82)
- 2017 The lake dam is replaced with a new dam, extending the length of the lake 200' further west.
- December 14, 2017 City Council approves a Master Development Agreement (MDA) for the remediation, redevelopment and long-term lease of 18 acres.
- 2018 This site has remained vacant for almost 50 years since its prior use as a landfill.

ZONING AND DEVELOPMENT CODE REFERENCE:

- Section 6-304, Zoning Map Amendment
- Section 6-305, Planned Area Development (PAD) Overlay districts
- Section 6-306, Development Plan Review
- Section 6-307, Subdivisions, Lot Splits and Adjustments
- Section 6-308, Use Permit
- Section 6-311, Shared Parking

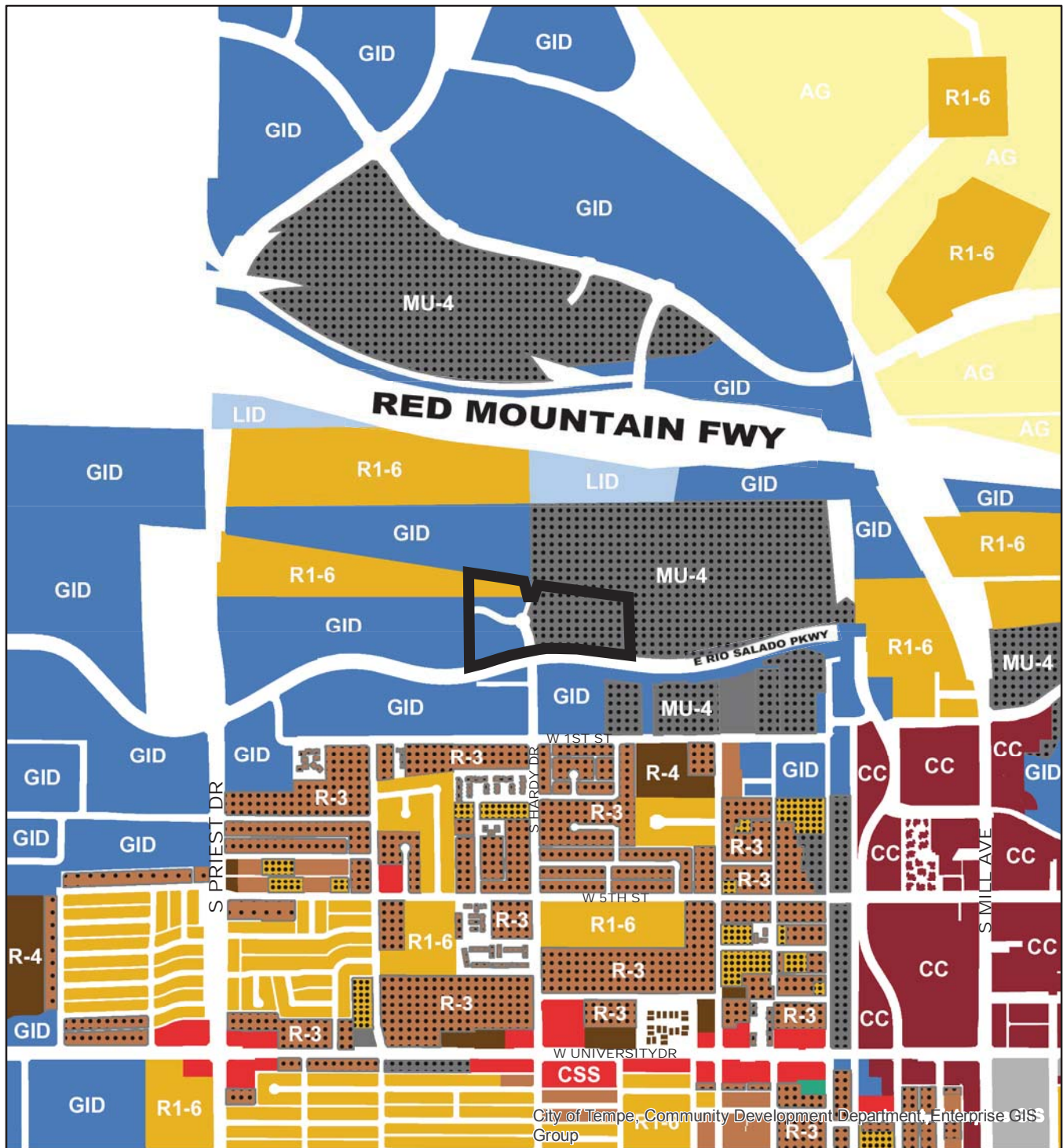


DEVELOPMENT PROJECT FILE





for
IDEA TEMPE
(PL180160)

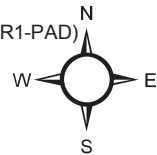
ATTACHMENTS:

1. Location Map
2. Aerial
- 3-27. Letters of Explanation
28. Aerial Site Context Plan Sheet A1.8
29. Site Remediation Plan (sequencing of excavation) Sheet A1.9
30. Planned Area Development Cover Sheet A1.0
31. Planned Area Development Build-Out Site Data Sheet A1.0A
32. PAD Overall Site Plan Sheet A1.1
33. PAD Overall Site Plan Options A-C Sheet A1.1A
34. PAD Phase 1 Site Plan Sheet A1.2
35. Architectural Site Plan Phase 1 Sheet A1.3
36. Architectural Site Plan Phase 1 Area A (south) Sheet A1.3A
37. Architectural Site Plan Phase 1 Area B (northeast) Sheet A1.3B
38. Architectural Site Plan Phase 1 (west) Sheet A1.3C
39. Architectural Site Plan Phase 1 Area D (Hardy Drive Entry) Sheet A1.3D
40. Conceptual Landscape Plan Phase 1 Sheet L1.0
41. Conceptual Landscape Plan Future Phases Sheet L1.1
42. Conceptual Landscape Plant Palette and Diagrams Sheet L1.2
43. Building A1 Level 1 Floorplan Sheet A2.1
44. Building A1 Levels 2-6 Floorplans Sheet A2.2
45. Building B Floorplans Sheet A2.3
- 46-47. Building A3 TCA Annex Proposed Floorplan Sheet A2.4A & A2.4B
- 48-49. Building A1 & B Building Sections Sheets A3.1 & A3.2
- 50-51. Street Elevations Phase 1 and All Phases (conceptual) Sheets A4.1 & A4.2
- 52-53. Building A1 Parking Structure Elevations (color) Sheets A4.3 & A4.3A
54. Building A1 Parking Structure Elevations (blackline) A4.3B
- 55-57. Building B Office Elevations (color) Sheets A4.4, A4.4A & A4.4D
- 58-59. Building B Office Elevations (blackline) Sheets A4.4B & A4.4C
- 60-61. Conceptual Building Massing (Future Phases 5 story & 10 story elevations), Sheets A4.5-A4.6
62. Materials Palette Sheet A5.1
- 63-66. Rendered Site Perspectives Sheets A6.1-A6.4
67. Site Context Photos Sheet A1.7
68. Neighborhood Meeting Summary
- 69-78. Character Area Three (excerpt of applicable pages for reference)
- 79-87. Parking Study
- 88-91. Waiver of Rights and Remedies



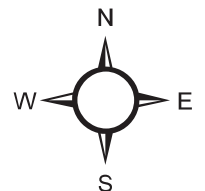
City of Tempe, Community Development Department, Enterprise GIS Group

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|---|--|---|
|  Light Industrial District (LID) |  Mixed Use Educational (MU-ED) |  Single-Family Residential Planned Area Dev (R1-PAD) |
|  General Industrial District (GID) |  Commercial Shopping and Services (CSS) |  Multi-Family Residential (R-2) |
|  City Center (CC) |  Residential/Office (RO) |  Multi-Family Residential Restricted (R-3R) |
|  Mixed Use Med (MU-2) |  Agricultural (AG) |  Multi-Family Residential Limited (R-3) |
|  Mixed Use High (MU-4) |  Single-Family Residential (R1-6) |  Multi-Family Residential General (R-4) |





Aerial Map



SMITHGROUP JJR

OKLAND

BOYER

I.D.E.A.

Innovation | Discovery | Education | Art

Rezoning Project Narrative

June 19, 2018



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REQUEST

The purpose of this request is for a rezoning from R1-6, MU-4 PAD and GID to PCC-2 PAD with a Use Permit for a hotel on an approximate 17.4-acre site located at the corner of Rio Salado Parkway and Hardy Drive (the “Site”). At this time, Design Review approval is requested for Phase I only, the office/research building and parking garage. Subsequent phases will require approval from the Development Review Commission. As shown in the aerial below, the Site is located to the west of the Tempe Center for the Arts (“TCA”) within the Rio Salado Overlay. Approval of this request will permit the development of an international biomedical, technology and innovation and arts campus known as Innovation, Discovery, Education and Art Tempe (“IDEA Tempe”).

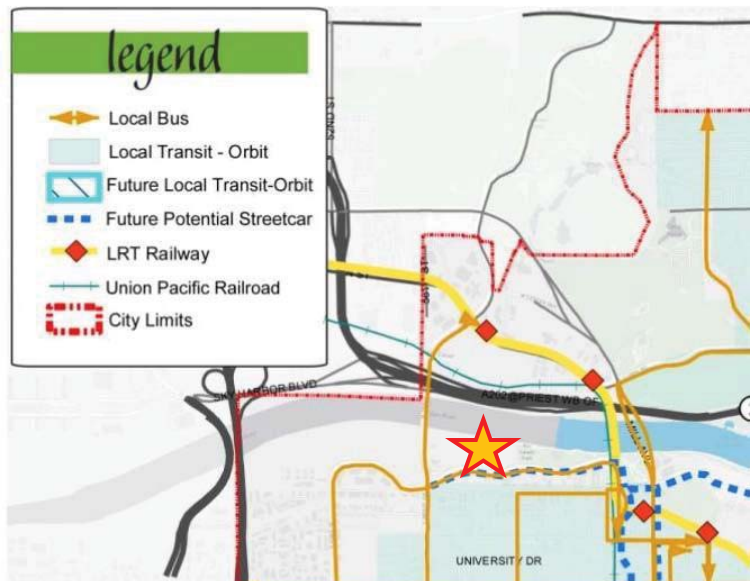
Although a portion of this Site is designated as General Industrial, as a remnant of this area’s historical use as a landfill, the General Plan identifies this Site as Commercial and anticipates a high-intensity employment use to complement the rapidly developing Rio Salado Corridor. This Site is located within the Rio Salado Overlay, the Downtown / Rio Salado / ASU / NW Neighborhoods Character Area Plan, the University / Hayden Butte Redevelopment Area and the Rio Salado Growth Area. Objectives of these long-range planning documents are to create high-intensity projects with distinct development goals. Following the pattern along Rio Salado, the Site is planned to be a destination for high-wage, knowledge-based employment opportunities, while respecting the established theme along the lakefront and complementing the artistic character of the TCA. IDEA Tempe is designed as an innovation zone that will attract industry leaders and provide new opportunities for economic growth in the Rio Salado Corridor.



In January 2018, a Master Development Agreement for the project was approved by City Council, which included such provisions as 300 parking stalls for TCA visitors, 50 parking spaces for TCA employees, TCA expansion space with restaurant opportunities, conversion of the existing TCA surface parking to a parking garage, environmental remediation of a 50,000 square foot TCA pad, preparation of the final TCA pad, sustainable elements, and public art elements by local artists. Such improvements are expected to exceed \$1,000,000 in public benefit to the City of Tempe. The future primary tenant of the Site set to occupy Phase I of the development is a leading multinational developer and manufacturer of medical technologies and will bring numerous high-wage employment opportunities to Tempe. IDEA Tempe will be a destination for innovative research and sustainable medical technology and will attract high profile tenants from across the globe. The development will be phased as tenants are secured and will begin from the east to minimize disruption to the TCA. Artistic and cultural components will be integrated into the design given its proximity and planned shared use with TCA. In addition to providing high-wage, knowledge-based employment opportunities, IDEA Tempe will synergistically blend with the cultural theme of TCA and provide needed amenities for the area.

SURROUNDING CONTEXT

The Site is located immediately south of Tempe Town Lake and west of the TCA. South of the Site lies an office complex, self-storage and a municipal building. Owned by the City of Tempe, the parcel to the west is currently used as a solid waste compost yard but is likely to redevelop into a continuation of the Tempe Town Lake/Marina Heights high-intensity urban core. High-density multi-family developments are located to the southeast of the Site, just south of the TCA. The Site is well-served by public transit and is



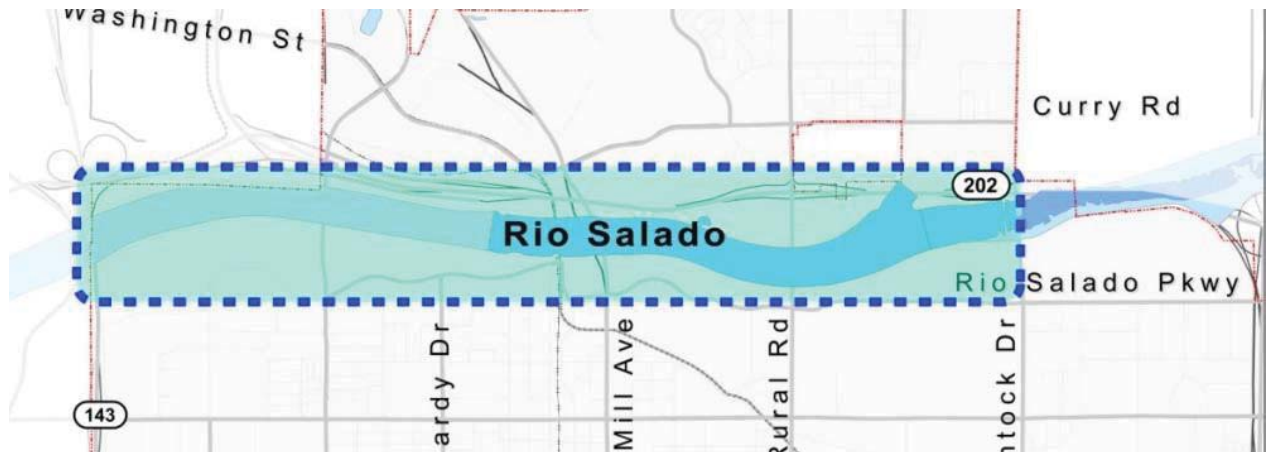
located along the planned Rio Salado streetcar route. Additionally, the Site is located within one-mile of a light rail stop and is served by Valley Metro bus route 48, with bus stops at Rio Salado Parkway and Hardy Drive. The proposed employment use presents a compatible land use in appropriate scale to the surrounding developments and creates a synergistic use to the existing residential developments across Rio Salado Parkway.

GENERAL PLAN

Designated as Commercial, this Site is an ideal location for employment uses and IDEA Tempe responds to many of the key components of Tempe’s vision highlighted in the General Plan 2040. Tempe aspires to be a community “with a diverse, active and engaged community; a city that is visually attractive and accessible by multiple modes of transportation” and a city with a vibrant and high technology workforce. IDEA Tempe will provide high-wage, technology-based employment opportunities and reinforce Tempe’s image as an employment hub and the preferred home of forward thinking companies. The proposal respects the long-range goals for strategic employment growth as outlined in the General Plan. Additionally, this proposal is consistent with the Downtown / Rio Salado / ASU / NW Neighborhood Character Area Plan, the University / Hayden Butte Redevelopment Area and the Rio Salado Growth Area. The connection to the TCA and an emphasis on “Arts” throughout the campus will encourage the engagement of the community and promote activities and interactions with the TCA and local arts groups.

Rio Salado Growth Area Goal: *Develop a regional destination for employment, residents, cultural amenities and recreational opportunities.*

Objective #2: *Position Town Lake to obtain a maximum return on investment and be fiscally sustainable for the City of Tempe.*



Response: Oriented within the Rio Salado Growth Area, this Site is well positioned to provide a high-quality, high-intensity and fiscally sustainable development that will convert an underutilized parcel into a revenue generator for the City. Additionally, numerous benefits to the City of Tempe as defined in the Master Development Agreement are expected to exceed \$1,000,000 in public benefit which include, but are not limited to, environmental remediation, TCA amenities, TCA parking spaces and public art.

Land Use Goal #2: Promote land use patterns that encourage long-term sustainability.

Strategy #1: Develop sustainable land uses in development patterns that include open space, facilitate pedestrian travel and access to transit.

Response: IDEA Tempe emphasizes open space, pedestrian connection and integration with the adjacent TCA and Tempe Town Lake. The Site is well served by public transit and is easily accessible by bus, a future streetcar, bicycle, light rail and vehicle. As shown in the graphic below, the Site is well-connected to pedestrian opportunities. Bounded on the north and south by bike lanes, bisected by a future multi-use path and located near a crossing point across Tempe Town Lake, the Site features more than sufficient access to transit. The Site design promotes the utilization of transportation alternatives through an integrated pedestrian network that connects to TCA, Tempe Lakefront along the Rio Salado multi-use path and future development to the west. Numerous wide pedestrian pathways are shaded by canopies, landscaping and building massing and provide a comfortable experience for pedestrians.



Pedestrian Network Goal: Develop safe, comfortable walking environments and pedestrian connections to encourage pedestrian travel.

Strategy #2: Encourage development patterns and site configurations that maximize pedestrian access and circulation.

Response: This development will engage Tempe Town Lakefront with interconnected generous walk and bike paths in addition to public access open space adjacent to the multi-use path that will provide integration of public art. IDEA Tempe is designed to be fully integrated with the TCA from a pedestrian and vehicular access perspective. The Site shares its eastern access with TCA and provides vehicular and pedestrian connections throughout the project. Walkability is a critical component to the design theme, as it provides comfort for employees and

enhances the marketability of the project. The Site design respects the scenic nature of the Tempe Lakefront and pedestrian connectivity promotes the enjoyment of the interconnected network of pathways throughout the lake. Dedicated pedestrian pathway connections are provided throughout the site to connect the adjacent neighborhood to the south with the multi-use path in a safe and efficient manner. Landscape materials that provide shade, color and subtle wayfinding direct pedestrians along major circulation corridors to the TCA, the multi-use path and open space areas throughout the site. Pedestrian walks are typically detached from vehicular circulation areas with a landscape buffer between walks and back of curb areas. Crosswalks within the site, and the hardscape paving adjacent to eastern lawn and tree grove area maintain the same elevation as adjacent sidewalks to slow down vehicular traffic, reinforce pedestrian safety and tie seamlessly to the TCA entry plaza area.

Land Use Goal #4: Promote land use patterns that encourage long-term sustainability.

Strategy #3: Identify vacant or underdeveloped commercial and industrial land to target for employment-related development.

Response: This Site is an ideal location for redevelopment from the blighted conditions that exist today to a regional employment center that attracts high-wage, high-profile tenants. IDEA Tempe will promote the achievement of this goal by creating a high-quality employment development that celebrates Tempe’s asset as a City that both creates and attracts a talented workforce. Tempe also prides itself on the ability to provide a place where students can gain an education and later find employment opportunities without the need to seek out-of-state careers. Oriented near the center of the Phoenix metropolitan area and easily accessible by numerous transportation options, Tempe is an ideal location for major employers.

Commercial and employment uses have been anticipated for this Site by the General Plan 2040 as a method of utilizing the full potential of the Rio Salado Corridor. This proposal is consistent with the long-range goals outlined for this area north of Rio Salado and west of the light rail. Employment uses are desired for the Rio Salado Corridor and ideal for creating synergistic and sustainable land use patterns.

Economic Development Goal #5: Attract businesses and employers that provide jobs paying wages at or above the regional average.

Strategy #1: Attract primary employers in sectors targeted by the economic development strategy identified as appropriate for Tempe.

Response: IDEA Tempe is situated to become a regional destination for innovative research and sustainable technology with a focus in the biomedical industry. A critical driver in Tempe’s past success in economic development is the ability to attract and retain internationally recognized corporations in desired fields such as engineering, biomedical, emerging technology

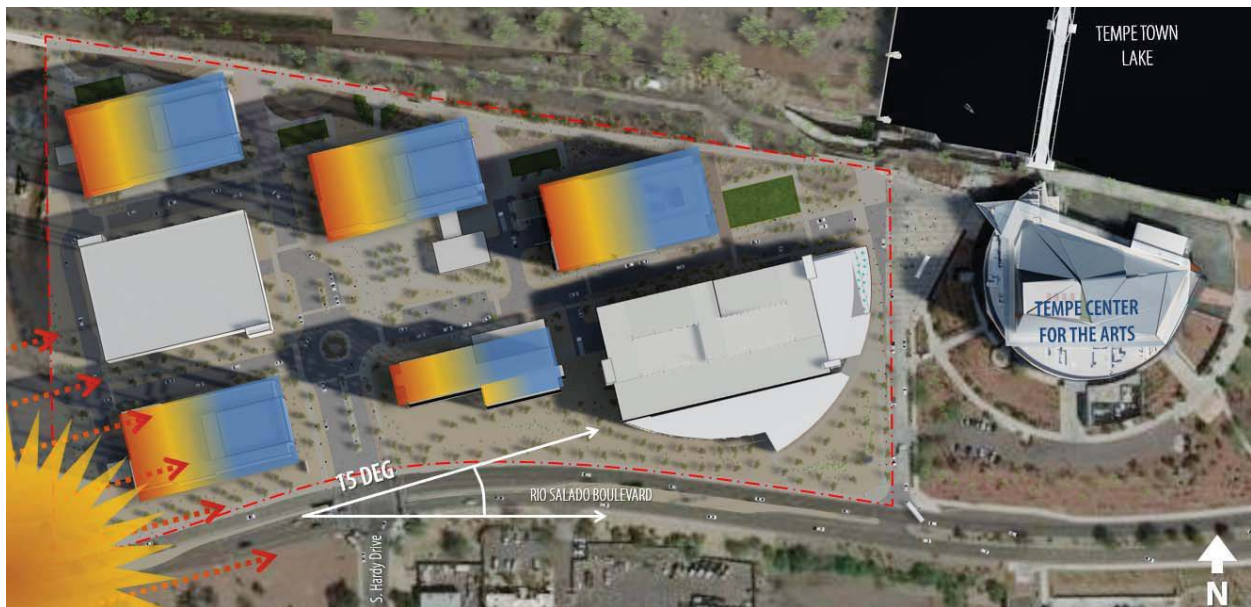
and innovation, information technology and manufacturing. With an industry leader in the field of biomedical research and manufacturing set to occupy the campus, IDEA Tempe promotes the achievement of this goal by attracting high-wage employers.

DOWNTOWN TEMPE / RIO SALADO / ASU / NEIGHBORHOODS

The Downtown Tempe / Rio Salado / ASU / Neighborhoods Character Area Plan provides a cohesive vision for the efficient and consistent development of Tempe. Long-range goals outlined in the character area plan help to establish and preserve Tempe’s unique identity, creating successful developments with a strong sense of place. IDEA Tempe promotes the achievement of many of the policies and guidelines established through the character area plan as outlined below.

Sustainable Tempe / Heat Management: When buildings are not sited on the Jeffersonian grid, the most efficient solar orientation for siting is within 15% of the east/west axis, which can reduce energy demand by up to 85%.

As shown in the graphic below, buildings are oriented to optimize solar orientation and reduce energy demand to the maximum extent. This design not only reduces energy consumption, but also efficiently shades strategically placed open spaces.



Sustainable Tempe / Green Infrastructure: Require green infrastructure investments in Planned Area Development [PAD] overlay applications and other planning requests.

IDEA Tempe incorporate green building techniques and features to ensure a sustainable development. Sustainable features include car charging stations in the parking areas, low-flow fixtures, glazed windows, LED lighting throughout the project, low-water xeriscape landscaping, and building massing that minimizes heat retention.

Ground Floor / Pedestrian Realm: Provide clear, barrier-free path of travel parallel to building façades.

Pedestrian connections flow freely throughout the development and are distinct from vehicular pathways, avoiding any conflict among the modes of transportation. Deep courtyards adjacent to turf areas act as an extension of the recreation amenities provided by Tempe Town Lake. The pedestrian realm is further enhanced by an abundance of site landscaping, building massing that provides efficient shade and a riparian theme reflective of the Rio Salado corridor that creates visual interest in the landscape design. This network of comfortable pedestrian connections encourages utilization of the many alternate modes of transportation available to the Site.



Ground Floor / Podium Level: An active ground floor creates engagement and extends walkability.

The ground floor of IDEA Tempe is activated through the use of human scale pedestrian connections that avoid conflict with vehicular access. A network of sidewalks and pathways create connections among all buildings in the development, but also to the adjacent community as well as to the existing multi-use path along the lakefront. As such, walkability extends beyond the development to the surrounding neighborhood, TCA, Tempe Town Lake, and to the abundance of transportation options surrounding the Site.

The pedestrian scale of the development is enhanced by shaded walkways, multiple turf areas, connection to the multi-use path and a building massing that maximizes the solar orientation. These shaded areas and open spaces are designed as common meeting spaces to encourage social interactions among knowledge workers in turn cultivating innovation and motivation. This highly active ground floor level promotes a successful development where innovative minds meet and interact to create new ideas and further Tempe's economic growth. Green spaces encourage visitors to interact with the Tempe Town Lake and are accessible without conflict between vehicular traffic.

Sustainable Tempe / Heat Management: Shade exterior windows to mitigate heat and energy demand.

Buildings incorporate shade fins to both provide visual interest and to create a sustainable development that reduces heat gain/retention where possible. Additionally, windows are glazed to prevent heat gain and create comfort for workers. IDEA Tempe promotes the achievement of this goal and sustainable elements provide both function and also double as architectural features that provide interesting texture to the building façade.

Sustainable Tempe / Water Management: Cultivate native and drought-tolerant plants.

IDEA Tempe incorporates xeriscape landscaping to reduce consumption and promote sustainable use of water resources. Native plant materials are used to create a development that is consistent with the surrounding conditions and establishes a sense of place.

DEVELOPMENT PLAN REVIEW

New development should conform to a set of guidelines and standards, pursuant to Section 6-306.D of the Zoning and Development Code. This proposal responds to these standards, where applicable, and in many ways exceeds the requirements. These responses apply only to Phase I of the development, which consists of the office/research building and TCA parking garage. Future phases of the development will be presented to the Development Review Commission as they are planned and designed.

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

Designed to be both functional and aesthetically pleasing, the articulation and characteristics of the buildings complement the TCA, while creating a distinct identity. Building massing incorporates pop-out features, textural components of the façade, and curvilinear elements of the TCA space to appropriately articulate the streetscape. The result is an enjoyable urban streetscape that provides a fluid transition from the TCA. Future phases of the design are shown on the plans for context but reflect only hypothetical building massing. Special attention will be given to building articulation and variety in the facades throughout the design process of future phases. Landscape design utilizes a mixture of native and adapted species including both upland and riparian species that offer a variety of form, texture, color and scale across the site that will produce visual interest throughout the year. Specific tree species are utilized along streetscapes to assist pedestrian wayfinding and project theming.

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

Angled to correspond to the direction of the sun's rays, the building orientation minimizes solar exposure as well as creates visual interest in the site layout. Building massing will provide unimpeded views and shaded open spaces, encouraging human comfort and increased pedestrian activity. Over 30 percent of the Site (15 percent is required by the PCC-2 district) is devoted to enhanced landscaping, which will include curvilinear elements to continue the established theme along the lakefront. The abundance of landscaping promotes a pleasant pedestrian experience and encourages walkability and utilization of the Site's open spaces.

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

High-quality materials are utilized throughout IDEA Tempe to create a design that complements the TCA and celebrates the riparian theme along Tempe Town Lake, while establishing a unique identity. Shade fins provide textural interest to the buildings in a functional way and natural metal panels draw from the TCA's design. Addition of the TCA annex will occur in a later phase, once programming for the space has been properly defined. Interim screening of the garage on the south and east facades consists of large graphic banners showcasing the programming of the TCA's various venues. Permanent screening on the north and west facades consists of perforated metal panel articulated and composed to reveal an integrated wave pattern in the façade reinforcing the nautical theme. Future screening of the TCA garage will be provided by the TCA annex, which will curve around the garage structure.

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

The overall design goal of IDEA Tempe is to complement and respect, but not detract from, the architectural significance of the TCA. Building have been scaled to respect the natural environment and respond to the City's long-range planning goals for a high-density development that best utilizes the established and planned infrastructure along the Tempe Town Lake.

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

Articulation in the building façade is created through the use of variation in rooflines, pop-out features, integration of both vertical and horizontal design elements, textural components such as shade fins, and perforated metal panels. The design of phase I achieves enhanced architectural design while also meeting the lease-rate and programmatic expectations of the future tenant. Glazed windows surround the buildings to take advantage of the unimpeded views provided by the Site. Monotony is avoided throughout the design and high-quality materials are integrated into every aspect of the architecture. As shown in the graphic below, the design complements existing developments along Rio Salado Parkway, draws from the materials and datums established by the TCA building and creates a functional, pleasant space for future innovation and discovery.

- 6. Building façades provide architectural detail and interest overall with visibility at street level while responding to varying climatic and contextual conditions.*

Influenced by its adjacency to the Tempe Town Lake and orientation along the Rio Salado employment corridor, the architectural theme of IDEA Tempe incorporates functional, yet

aesthetically pleasing design details that provide interest internal to the project, along the streetscape and from the lakefront. A substantial portion of the façade incorporates glazed windows, to achieve a sustainable design that allows for the appreciation of uninterrupted views available to the Site. At the street level the façade is a mixture of honed face exposed aggregate masonry and storefront that brings both warmth and texture to the pedestrian scale while promoting active use behind the glazed portions of the façade.

Office/Research Building – View from Northeast



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

IDEA Tempe is designed to promote and best utilize the abundance of multi-modal transportation options that are available to the Site. Easily accessible by light-rail, biking, walking, buses, vehicle and the future streetcar, the Site features a circulation system that encourages alternative transportation and avoids conflict between pedestrian and vehicular travel. Pedestrian pathways are generous in width and separated from vehicular circulation through landscape buffers between walks and curb lines. The design also encourages community connection to the Tempe Town Lake amenities, through a deliberate central pedestrian connection that bisects the Site from south to north, and east to west. A network of pedestrian connections allows for ease of access throughout the Site, from interior open space areas through paths that connect to the adjacent amenities and beyond to the surrounding community. An

abundance of landscaping and shade, coupled with curvilinear patterns in the landscaping design, promote pedestrian comfort and a pleasant ground level experience.

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

As shown in the graphics below, which depict pedestrian vs. vehicle circulation, conflicts between various modes of transportation are avoided. Wide, open pathways connected to generous open spaces are separated from vehicular connections.

Pedestrian Circulation



Vehicular Circulation



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

Natural surveillance is achieved in the design through the abundance of windows located on every level of the buildings. Additionally, the placement of open spaces further encourages natural surveillance. Natural access control is enhanced by clearly identifiable pedestrian pathways, wayfinding signage and sufficient lighting throughout the ground level.

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

IDEA Tempe's pedestrian centric landscaping design incorporates curvilinear elements to celebrate the Site's orientation along the Tempe Town Lake. Clearly marked pathways and distinct open spaces provide a pleasant pedestrian experience that is separated from vehicular circulation. A mixture of hardscape and biodiverse desert vegetation create a quality and activated ground plane that is delineated from building forms and driveways. Selected plant species offer numerous examples of native riparian and upland materials that provide a mixture of form, texture and color for visual interest.

- 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.*

Signage will be appropriately scaled in relation to its location and context, but easily distinguishable from the ground level, lakefront and streetscape. Signage will incorporate the metal panel and masonry present on the first floor of the buildings. A tenant entry sign will be located at the intersection of Rio Salado Boulevard and Hardy Drive. A Campus branding sign will be located in the turning circle and tenant specific signage will be located at each individual building.

- 12. Lighting is compatible with the proposed buildings and adjoining buildings and uses and does not create negative effects.*

The lighting strategy builds upon the existing strategies present at the TCA while at the same creating an innovative and efficient lighting strategy for the IDEA campus. The lighting design is both code compliant and innovative in its use of lighting to inform intuitive wayfinding on the sight. The exterior lighting of the site also promotes the safe usage of the development's many public open spaces.

PLANNED AREA DEVELOPMENT OVERLAY

Development of IDEA Tempe will require a PAD Overlay for some of the development standards required in the PCC-2 zoning district to create the urban streetscape and high-density development desired by long-range planning. The following requests are justified for this location and development, given the unique nature of the Site and surroundings.

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.*

IDEA Tempe is consistent with the General Plan land use designation and conforms with the long-range planning goals outlined in the General Plan, Rio Salado Masterplan and Downtown Tempe / Rio Salado / ASU / Neighborhoods Character Area Plan. The addition of new high-quality employment opportunities increases economic vitality and will attract other major employers to Tempe. The design of IDEA Tempe is sensitive to the scenic views and building massing preserves view corridors and pedestrian connections to Tempe Town Lake.

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

Deviation to building setbacks and height promote an urban streetscape and the achievement of Tempe's long-range planning goals for a high-intensity use at this location. Mitigating standards are proposed to balance these deviations including increased landscape coverage and open space, and parking in excess of the requirements.

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

Building massing is appropriately scaled in relation to the surrounding context and transitions between land uses are maintained. Pedestrian and vehicular connections create a fluid connection between the Site and the TCA space to ensure ease of access and utilization of the Site's amenities.

USE PERMIT

Here, a Use Permit is requested to allow for a hotel. For a Use Permit to be deemed appropriate, five criteria must be met, pursuant to Section 3-608 E of the Zoning and Development Code. This proposal meets all five criteria for the approval of a Use Permit, as demonstrated below.

- a. *The proposed use does not cause any significant vehicular or pedestrian traffic in adjacent areas.*

Designated as Commercial in the 2040 General Plan, this Site has been anticipated for a high-intensity land use that would utilize the Site’s full potential. As such, the proposed hotel use does not cause any increase over vehicular or pedestrian traffic anticipated for the Site by long-range planning. Special attention has been given to the Site’s circulation patterns to avoid any conflicts between vehicular and pedestrian activity. The network of pathways has been designed to facilitate the flow of traffic between the Site, adjacent properties, and the Tempe Town Lakefront. Additionally, the proposed garage provides 300 extra parking spaces for the TCA, to improve the current condition and ensure sufficient spaces for TCA guests. It is anticipated that a significant amount of hotel traffic corresponds to visitors of the office and/or TCA spaces and thus, the traffic impact is reduced.

- b. *The proposed use does not cause any nuisance (odor, dust, gas, noise, vibration, smoke, heat or glare, etc.) exceeding that of ambient conditions.*

The proposed intensity of use, building massing, site configuration and development standards are consistent with the surrounding context and as such, no nuisances will be created that exceed that of the existing conditions. As shown in the graphic below, the existing undeveloped Site features stray vehicles and the unimproved landscaping both creates dust and does not provide a welcoming experience to those entering the TCA site. Approval of this request will allow for the construction of a high-quality development with over 30% site coverage in improved landscaping, open spaces, shaded and unshaded seating areas, connection to Tempe Town Lake and shaded pathways for pedestrians.



Current View from Rio Road



- c. The proposed use does not contribute to the deterioration of the neighborhood or be in conflict with the goals, objectives and policies of the City.*

As mentioned previously, the proposal is consistent with the General Plan land use designation of Commercial, promotes the achievement of numerous long-range planning goals, and is a significant improvement over current conditions. Approval of IDEA Tempe and the associated hotel will improve the Site and the surrounding community, as well as provide numerous benefits to the City. Through the conversion of an underutilized Site into a revenue generator and innovation hub with associated hotel, Tempe will reinforce its position as a desirable location for leading employers and innovative minds.

- d. The proposed use is compatible with existing surrounding structures.*

IDEA Tempe complements the architecture of the adjacent TCA and will provide quality amenities for the community, TCA guests and workers and visitors of the IDEA campus. This proposal is consistent with the intensity of other uses along Rio Salado Parkway and will serve as an extension of the Rio Salado employment corridor. Buildings are appropriately scaled in relation to their surroundings, the programmatic needs of future tenants, and will convert an underutilized parcel into a valuable asset for the City. The hotel component of the design is not included in Phase I but will be presented to the Development Review Commission as the project is phased, ensuring a design that is compatible with the project as well as surrounding structures.

- e. The proposed use does not result in any disruptive behavior which may create a nuisance to the surrounding area or general public.*

As outlined previously, this request represents an improvement over current conditions and will benefit the community in many ways. IDEA Tempe provides open spaces, pedestrian connections, improved landscaping, additional parking for the TCA, numerous employment opportunities, increased tax benefit to the City, and reinforcement of Tempe's position as a prime location for major employers. The hotel use is consistent in scale to the surrounding context and provides a synergistic use to the proposed innovation campus and TCA extension.

ART IN PRIVATE DEVELOPMENT

Pursuant to Tempe Zoning Ordinance Section 4-407, the proposed project is subject to the requirements of Art in Private Development (“AIPD”) that property owner(s) of any project that contains more than 50,000 square feet of net floor area of commercial or office use shall contribute to AIPD. Artwork will be phased along the same timeline as the building phasing. The art strategy will build upon the existing sculptural artworks along the multi-use trail. Artwork will be used to invite neighbors to enter the Site via the multi-use trail and take advantage of the many shaded open spaces within the site. Art will be located at various locations throughout the internal campus as well, in order to emphasize the Art portion of the I.D.E.A. name and tie the project back to its neighbor, the TCA.

CONCLUSION

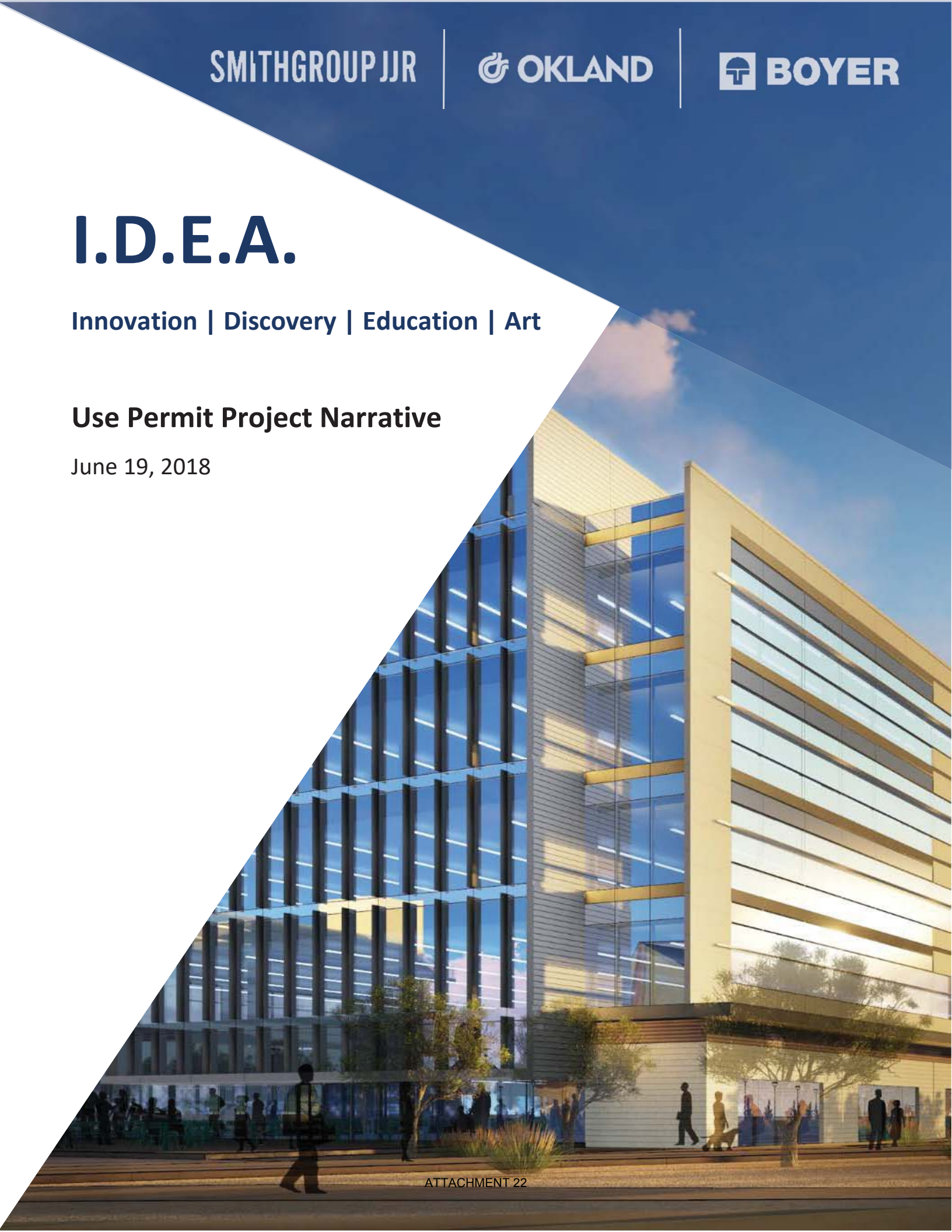
IDEA Tempe presents an opportunity to convert a vacant, underutilized parcel into a tax revenue generator for the City. The project provides numerous public benefits to the City and direct benefits to the functions of the TCA. The proposed use is compatible with the existing context and the design is respectful of the surrounding conditions. IDEA Tempe will provide cutting edge research facilities, while simultaneously promoting the mission of the TCA.

I.D.E.A.

Innovation | Discovery | Education | Art

Use Permit Project Narrative

June 19, 2018



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Phoenix, Arizona 85004
Office: 602-265-2200

Civil Engineer

Dibble Engineering
Jeff McBride PE, Vice President
7500 North Dreamy Draw Drive
Phoenix, Arizona 85020
Office: 602-957-1155

Construction

Okland Construction
Bill Okland
1700 N McClintock Drive
Tempe, Arizona 85281
Office: 480-990-3330

REQUEST

The purpose of this request is for two Use Permits for Temporary Outdoor Vending and Outdoor Entertainment on an approximate 17.4-acre site located at the corner of Rio Salado Parkway and Hardy Drive (the "Site"). A concurrent application seeks a rezoning from R1-6, MU-4 PAD and GID to PCC-2 PAD with a Use Permit for a hotel and Design Review approval for Phase I only - the office/research building and parking garage. As shown in the aerial below, the Site is located to the west of the Tempe Center for the Arts ("TCA"), which presents an opportunity for a synergistic land use pattern through the integration of a TCA Annex, public art, art fairs and public open spaces. IDEA Tempe is designed as an innovation and technology hub that will require an abundance of amenities for future employees to remain competitive within the industry of knowledge-based employment. Additionally, IDEA Tempe's integration with the TCA will require the ability to promote the arts to the public through events and art fairs. Approval of these Use Permits will allow for occasional events to be conducted on Site including food trucks, art shows and outdoor entertainment.



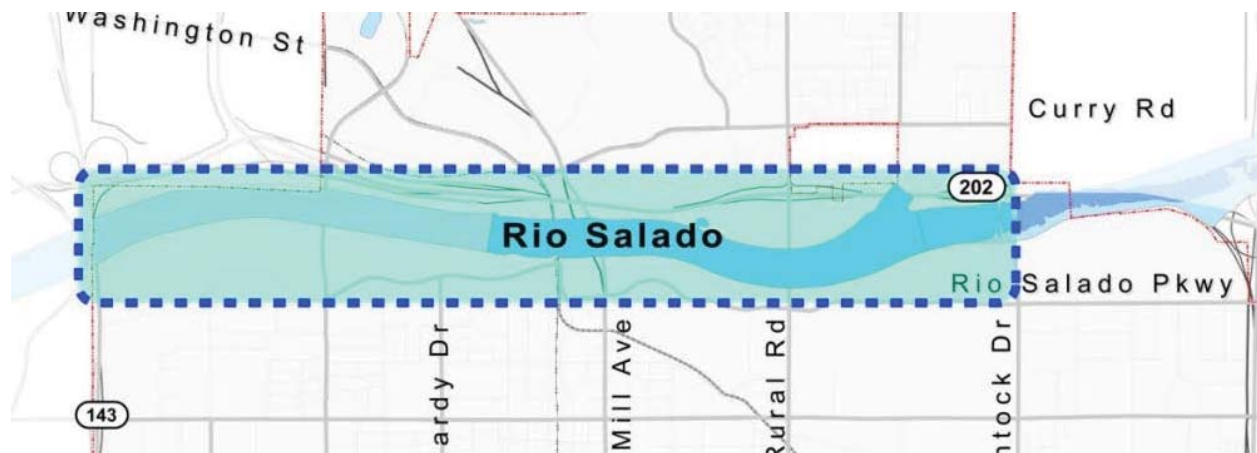
IDEA Tempe is envisioned as an innovation hub guided by their anchor tenant, a leading multinational developer and manufacturer of medical technologies. Given the Site's adjacency to the TCA, artistic and cultural components are integrated into the design. IDEA Tempe will synergistically blend with the cultural theme of TCA and provide needed amenities for the area. The needs of the TCA and future knowledge-based employers include the ability to provide entertainment and amenities to their guests and employees incidental to their respective programming. The design of IDEA Tempe incorporates public lawns to be used for events held

by businesses of the adjacent offices, art shows held by the TCA, and associated food trucks. These events will enhance the existing services of the TCA, provide valuable amenities to the public, and make the Site more desirable to both potential employees and tenants. Events may occur from 8am to 10pm and include live or recorded music, approximately five food trucks or other similar activities, performance entertainment, and outdoor sales.

GENERAL PLAN

Designated as Commercial, this Site is an ideal location for employment uses and IDEA Tempe responds to many of the key components of Tempe’s vision highlighted in the General Plan 2040. Tempe aspires to be a city with a vibrant and high technology workforce. The current trends in technology-based employment and forward-thinking companies consists of working environments that are fun and filled with unique amenities. These use permit requests will enhance the TCA’s arts services, improve the company culture of future tenants and promote the long-range goals for strategic employment growth as outlined in the General Plan.

Rio Salado Growth Area Goal: *Develop a regional destination for employment, residents, cultural amenities and recreational opportunities.*



Response: Anchored by a leading biomedical researcher, IDEA Tempe is slated to become a hub for innovative companies and high-wage employment opportunities. Additionally, the connection to the TCA and an emphasis on “Arts” throughout the campus will encourage the engagement of the community and promote activities and interactions with the TCA and local arts groups. Through the ability to provide public entertainment, art sales, and food trucks this Site will become a destination for recreational opportunities, attracting surrounding residents to the abundant Rio Salado Lakefront amenities.

DOWNTOWN TEMPE / RIO SALADO / ASU / NEIGHBORHOODS

The Downtown Tempe / Rio Salado / ASU / Neighborhoods Character Area Plan provides a cohesive vision for the efficient and consistent development of Tempe. Long-range goals outlined in the character area plan help to establish and preserve Tempe’s unique identity, creating successful developments with a strong sense of place. IDEA Tempe promotes the achievement of many of the policies and guidelines established through the character area plan as outlined below.

Ground Floor / Podium Level: *An active ground floor creates engagement and extends walkability.*

Through the ability to provide entertainment and food truck amenities, this proposal activates the ground floor and fosters interactions between the office employees, hotel guests, visitors, employees of the TCA, and the general public. Oriented at the center point between the existing TCA space and future office campus, the proposed outdoor arts and entertainment space creates a hub of engagement, socialization and enriching interactions. These events create a warm and welcoming environment, encouraging pedestrians to enjoy the open spaces and connections to the Lakefront.

USE PERMIT

Here, two Use Permits are requested to allow for Temporary Outdoor Vending and Outdoor Entertainment. For a Use Permit to be deemed appropriate, five criteria must be met, pursuant to Section 3-608 E of the Zoning and Development Code. This proposal meets all five criteria for the approval of a Use Permit, as demonstrated below.

- a. The proposed use does not cause any significant vehicular or pedestrian traffic in adjacent areas.*

Intended as an asset of the existing TCA and future office campus, it is anticipated that a large portion of the traffic created by this use will correlate with the patrons of the surrounding businesses. Food trucks and art festivals complement the existing programming provided by the TCA and will provide added amenities to visitors of TCA events. As such, no significant vehicular or pedestrian traffic will be created in adjacent areas. IDEA Tempe has been created with an emphasis on connectivity to encourage a consistent flow of pedestrian traffic throughout the Site to utilize the multi-use path, on-site amenities and public open spaces. Approval of this request will improve the pedestrian-scale of the development without creating conflicts with the existing flow of vehicular and pedestrian traffic.

- b. The proposed use does not cause any nuisance (odor, dust, gas, noise, vibration, smoke, heat or glare, etc.) exceeding that of ambient conditions.*

Oriented along the Tempe Town Lake, which regularly hosts outdoor events such as festivals, marathons, outdoor concerts, Friends of the TCA 4th of July Celebration, and Ballet in the Park, the use will not be out of character with the surrounding ambient conditions during similar events.

- c. The proposed use does not contribute to the deterioration of the neighborhood or be in conflict with the goals, objectives and policies of the City.*

The proposed outdoor entertainment and sales will not have any deleterious impact on the surrounding community and will provide opportunities for outdoor recreation, encourage utilization of the multi-use trail and lakefront amenities, and complement the goals of the TCA.

- d. The proposed use is compatible with existing surrounding structures.*

The food trucks and art tents are commonly found along the Rio Salado Lakefront and the use will not be out of character with the surrounding context and existing structures. Appropriately scaled in relation to the surrounding community, the use is compatible and will provide added amenities for the visitors of the Site, TCA and general public.

- e. The proposed use does not result in any disruptive behavior which may create a nuisance to the surrounding area or general public.*

The proposed use is in character with other events commonly held along the Rio Salado lakefront including music festivals, outdoor concerts, triathlons, and beer fests. Approval of this request will add a valuable amenity to the Site that will create public entertainment opportunities in a manner that is respectful of the surrounding community.

IDEA TEMPE

1000 W RIO SALADO PKWY
TEMPE, ARIZONA



SMITHGROUP JJR

455 NORTH THIRD STREET
SUITE 200
PHOENIX, AZ 85004
602.285.2200
www.smithgroupjr.com

Dible Engineering
CIVIL ENGINEER
7800 North Dreamy Draw Drive
Phoenix, AZ 85020
602.957-1155

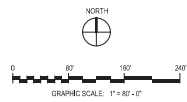
PK Associates LLC
STRUCTURAL ENGINEER
7334 East McDowell Drive
Scottsdale, AZ 85250
480.402.8804

ISSUED FOR	REV	DATE
PRELIMINARY SITE PLAN REVIEW		APR 2018
PAD SUBMITTAL		MAY 2018
PAD/OPR REVIEW RESUBMITTAL		JULY 2018

SEALS AND SIGNATURES

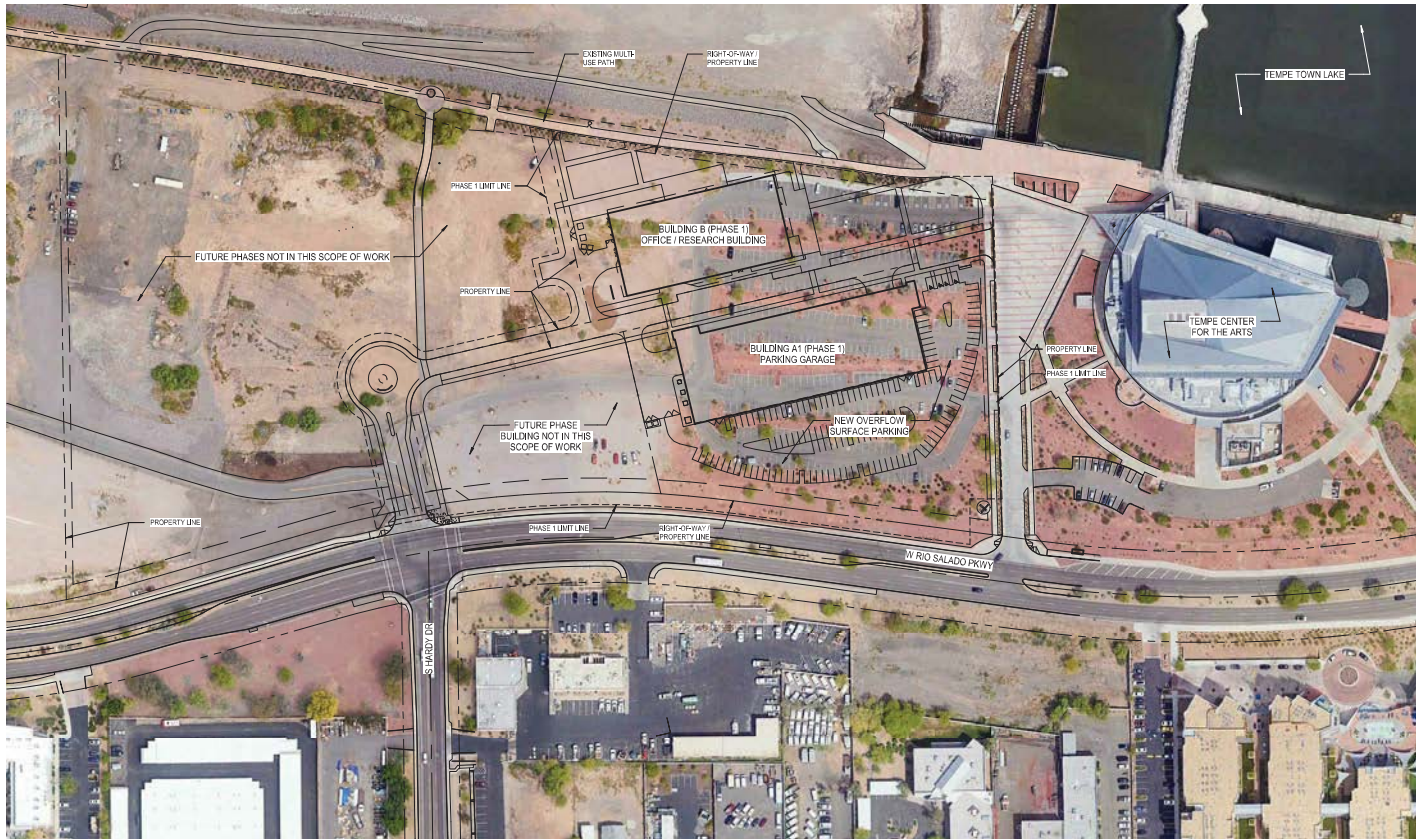


NOT FOR CONSTRUCTION
CONCEPTUAL PLANS FOR PAD/OPR REVIEW ONLY



SHEET TITLE
SITE AERIAL OVERLAY - PHASE 1

PROJECT NUMBER 20963.000
A1.8
SHEET NUMBER



ARCHITECTURAL SITE PLAN - AERIAL OVERLAY - PHASE 1
SCALE: 1" = 160'

Plot Date: 7/3/2018 10:25:59 AM

IDEA TEMPE SEQUENCE A
4/16/2018 – 7/2/2018



- KEY**
- Layback 1.51
 - Ph 1 Remed to Allow Ph 2 Layback
 - Ph 1 Remediation
 - Construction Limits
 - Temporary Pedestrian Pathway

IDEA TEMPE SEQUENCE B
7/2/2018 – 12/31/2019



- KEY**
- Layback 1.51
 - Layback in Easement
 - Ph 1 Remediation
 - Construction Limits
 - Temporary Pedestrian Pathway

IDEA TEMPE
1000 WY RIO SALADO PKWY
TEMPE, ARIZONA



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Phoenix, AZ 85020
602-957-1155

PK Associates LLC
STRUCTURAL ENGINEER
7334 East McDowell Drive
Scottsdale, AZ 85250
480-422-8804

ISSUED FOR	REV	DATE
PAD SUBMITTAL		MAY/27/2018
PAD/OPR REVIEW RESUBMITTAL		JUL/02/2018

SEALS AND SIGNATURES



NOT FOR CONSTRUCTION
CONCEPTUAL PLANS FOR PAD/OPR REVIEW ONLY

SHEET TITLE
REMEDIATION PLAN

PROJECT NUMBER
20963.000

SHEET NUMBER
A1.9

Plot Date: 7/3/2018 9:41:02 AM Author

PLANNED AREA DEVELOPMENT OVERLAY FOR IDEA TEMPE

A PORTION OF THE NORTH HALF OF SECTION 16, TOWNSHIP 1 NORTH, RANGE 4 EAST,
OF THE GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA

IDEA TEMPE
1000 W RIO SALADO PKWY
TEMPE, ARIZONA



SMITHGROUP JJR

455 NORTH THIRD STREET
SUITE 200
PHOENIX, AZ 85004
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7800 North Dreamy Draw Drive
Phoenix, AZ 85020
602-957-1155

PK Associates LLC
STRUCTURAL ENGINEER
1334 East McDowell Drive
Scottsdale, AZ 85259
480-422-8804

ISSUED FOR	REV	DATE
PRELIMINARY SITE PLAN REVIEW		APR 02 2018
PAD SUBMITTAL		MAY 17 2018
PROPOSED REVIEW RESUBMITTAL		JUN 08 2018

SEALS AND SIGNATURES

NOT FOR CONSTRUCTION
CONCEPTUAL PLANS FOR PAD/PDR REVIEW ONLY

SHEET TITLE
PAD COVER SHEET

PROJECT NUMBER 20963.000
SHEET NUMBER **A1.0**

REC18091

PL180160

DS170022

OWNER AUTHORIZATION

CITY OF TEMPE

BY: _____ POSITION _____
NAME _____
SIGNATURE _____ DATE _____

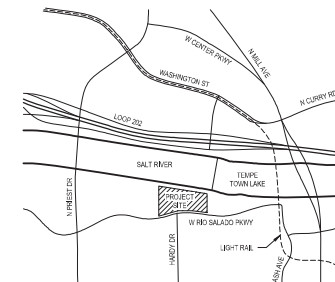
OWNER

CITY OF TEMPE
31 EAST 5TH ST
TEMPE, AZ 85281

DEVELOPER

THE BOYER COMPANY, L.C
101 S 200 E
SUITE 200
SALT LAKE CITY, UT 84111
CONTACT: MATT JENSEN
P. (801) 366.8029
mjensen@boyercompany.com

VICINITY MAP



ACKNOWLEDGEMENT

ON THIS _____ DAY OF _____, 2018, BEFORE ME, THE
UNDERSIGNED PERSONALLY APPEARED _____
WHO ACKNOWLEDGED HIMSELF TO BE THE PERSON WHOSE NAME IS SUBSCRIBED
TO THE INSTRUMENT WITHIN, AND WHO EXECUTED THE FOREGOING INSTRUMENT
FOR THE PURPOSES THEREIN CONTAINED.

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

BY: _____ MY COMMISSION EXPIRES _____
NOTARY PUBLIC

LEGAL DESCRIPTION

A PARCEL OF LAND SITUATED IN A PORTION OF THE NORTH HALF OF SECTION 16,
TOWNSHIP 1 NORTH, RANGE 4 EAST OF THE GILA AND SALT RIVER MERIDIAN, MARICOPA
COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

SEE NEXT PAGE FOR CONTINUATION.

APPROVAL

APPROVED BY THE ZONING ADMINISTRATOR OF THE CITY OF TEMPE
ON THIS _____ DAY OF _____, 2018.

BY: _____ DATE _____
SIGNATURE

PROJECT DATA

PAD OVERLAY DEVELOPMENT STANDARDS: ALL PHASES	
STANDARD	PROVIDED
ZONING TABLE	4-203A
GENERAL PLAN LAND USE	COMMERCIAL
OVERALL SITE AREA	759,163 sf (17,428 ac)
OVERALL SITE BUILDING FOOTPRINT AREA	293,800 - 303,300 sf
OVERALL SITE TOTAL BUILDING AREA	1,295,500 - 2,295,500 sf
RESIDENTIAL DENSITY (DU/ACRE)	0
BUILDING HEIGHT	
Building Height Maximum	185 ft
Building Height Step-Back Required Adjacent to SF or MF District	YES
MAXIMUM LOT COVERAGE (% of net site area)	50.0%
MINIMUM LANDSCAPE AREA (% of net site area)	15.0%
PERIMETER SETBACKS	
Front (South)	20 ft
Parking (South)	20 ft
Side (West)	10 ft
Side (East)	20 ft
Rear (North)	0 ft
Interior Property Lines	0 ft

CONDITIONS OF APPROVAL: PL180160

GENERAL NOTES

MASTER DEVELOPMENT AGREEMENT:
MASTER DEVELOPMENT AGREEMENT (IDEA TEMPE CAMPUS) BETWEEN THE CITY
OF TEMPE AND BOYER IDEA TEMPE, L.C., A UTAH LIMITED LIABILITY COMPANY,
CITY OF TEMPE CONTRACT NO. C2017-279

DS170022

PL180160

REC18091

PLANNED AREA DEVELOPMENT OVERLAY FOR IDEA TEMPE

IDEA TEMPE
1000 W RIO SALADO PKWY
TEMPE, ARIZONA



SMITHGROUP JJR

485 NORTH THIRD STREET
SUITE 200
PHOENIX, AZ 85004
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Dibble Engineering
C/O SMITHGROUP JJR
7800 North Shea Way Drive
Phoenix, AZ 85020
602-957-1155

PK Associates LLC
STRUCTURAL ENGINEER
1734 East McDowell Drive
Scottsdale, AZ 85250
485-922-8884

ISSUED FOR	REV	DATE
PRELIMINARY SITE PLAN REVIEW		APRIL 2018
PAD SUBMITTAL		MAY 2018
PAD/PDR REVIEW RESUBMITTAL		JANU 2019

SEALS AND SIGNATURES



NOT FOR CONSTRUCTION
CONCEPTUAL PLANS FOR PAD/PDR REVIEW ONLY

SHEET TITLE
PAD COVER SHEET

PROJECT NUMBER
20963.000

A1.0A

SHEET NUMBER

LEGAL DESCRIPTION

A PARCEL OF LAND SITUATED IN A PORTION OF THE NORTH HALF OF SECTION 16, TOWNSHIP 1 NORTH, RANGE 4 EAST OF THE GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF LOT 5 OF ELEMENTS AT TEMPE CENTER FOR THE ARTS IN BOOK 1021, PAGE 49, RECORDS OF MARICOPA COUNTY, ARIZONA, SAID POINT BEING ON A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS POINT THAT BEARS SOUTH 05 DEGREES 00 MINUTES 22 SECONDS WEST, A DISTANCE OF 1497.39 FEET;

THENCE DEPARTING SAID SOUTHEAST CORNER OF LOT 5, CONTINUING ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 21 DEGREES 05 MINUTES 48 SECONDS, AN ARC LENGTH OF 651.35 FEET;

THENCE SOUTH 73 DEGREES 55 MINUTES 57 SECONDS WEST, A DISTANCE OF 270.80 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT HAVING A RADIUS OF 1080.92 FEET;

THENCE CONTINUING ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 04 DEGREES 53 MINUTES 06 SECONDS, AN ARC LENGTH OF 92.16 FEET TO THE SOUTHWEST CORNER LOT 6 OF THE AFORESAID ELEMENTS AT TEMPE CENTER FOR THE ARTS IN BOOK 1021, PAGE 49;

THENCE DEPARTING SAID SOUTHWEST CORNER OF LOT 6, NORTH 00 DEGREES 48 MINUTES 04 SECONDS WEST, A DISTANCE OF 785.26 FEET THE NORTHWEST CORNER LOT 3 OF THE AFORESAID ELEMENTS AT TEMPE CENTER FOR THE ARTS IN BOOK 1021, PAGE 49;

THENCE DEPARTING SAID NORTHWEST CORNER OF LOT 3, SOUTH 81 DEGREES 15 MINUTES 02 SECONDS EAST, A DISTANCE OF 470.74 FEET;

THENCE SOUTH 71 DEGREES 55 MINUTES 50 SECONDS EAST, A DISTANCE OF 122.55 FEET;

THENCE SOUTH 86 DEGREES 28 MINUTES 55 SECONDS EAST, A DISTANCE OF 50.00 FEET;

THENCE SOUTH 82 DEGREES 05 MINUTES 43 SECONDS EAST, A DISTANCE OF 716.97 FEET;

THENCE SOUTH 01 DEGREES 43 MINUTES 42 SECONDS EAST, A DISTANCE OF 482.47 FEET;

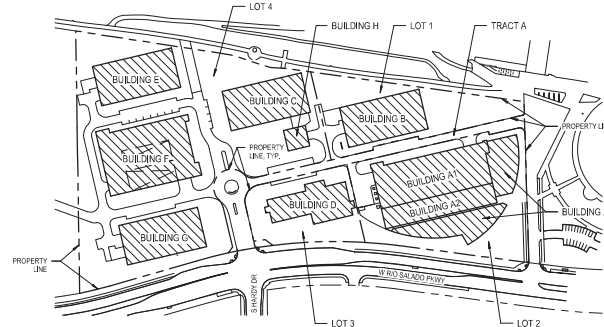
THENCE NORTH 82 DEGREES 31 MINUTES 14 SECONDS WEST, A DISTANCE OF 389.60 FEET TO THE BEGINNING OF A CURVE TO THE LEFT HAVING A RADIUS OF 1497.39 FEET;

THENCE CONTINUING ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 02 DEGREES 27 MINUTES 01 SECONDS, AN ARC LENGTH OF 64.04 FEET TO THE POINT OF BEGINNING AND CONTAINING A COMPUTED AREA OF 759,163 SQUARE FEET OR 17,428 ACRES OF LAND, MORE OR LESS.

PROJECT DATA

Phase/Date (based on 3 year phases from CDA)	Lot #/Blk. #	Lot Size (±.1)	Ground Floor Building Area	Total Building Area (±.1)	Building Height (to top of top) (Max. Allowed per FPA Regulations)	# of stories	Lot Coverage (±.1 & %)	Landscape Area (±.1 & %)	Use	Gross Square Footage (per use/level)	Net Square Footage (per use/level)	ZDC Parking Ratio (per use)	Required Parking (per ZDC)	Required Parking (per PAD)	Provided Parking	Bike Parking Ratio (per ZDC)	Required Bike Parking (per ZDC)	Required Bike Parking (per PAD)	Provided Bike Parking	ADA Parking Required	ADA Parking Provided		
Tract A	N/A	42,026	0	0	0	0	N/A	1,538 sf (3.7%)	Road	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
Jan-21	1/B	91,668	29,768	185,759	82'-185'	6	29,768 sf (32.47%)	35,453 sf (38.7%)	Office	185,759	176,471	1/300 S.F.	588.24	588.24	588.24	1/8000 sf	22.06	22.06	22.06	-	-		
Jan-21	2/A1	165,682	43,681	270,178	50'-185'	4-16	43,681 sf (26.39%)	40,956 sf (24.7%)	Parking/ Hotel	N/A	N/A	N/A	N/A	N/A	N/A	823	-	-	-	-	17	17	
Jan-21	2/Temp. pad	165,682	N/A	N/A	N/A	N/A	N/A	40,956 sf (24.7%)	Parking	N/A	N/A	N/A	N/A	N/A	N/A	144	-	-	-	-	3**	4	
Parking for Lot #1 is in Phase I garage on Lot #2																							
150 dedicated parking for TCA patrons and staff in garage 1 satisfies the 150 spaces for the existing TCA East per the parking study - there is also a temporary lot adjacent to garage that will accommodate 144 cars this has not been included in the provided parking numbers.																							
Total Required/Provided Parking - Phase 1														588.24 738.24 823									
Jan-24	TCA Annex	2 / A3	165,682	40,000	40,000	18'-185'	2	40,000 sf (24.14%)	40,956 sf (24.7%) total lot 2	Theater/ Classroom/ Office/ Assembly (inclusive of ancillary uses)	N/A	N/A	N/A	N/A	N/A								
		2 / A3	N/A	N/A	N/A	N/A	N/A	N/A	Theater (seats)	100	100	1/3 seats	33.33										
		2 / A3	N/A	N/A	N/A	N/A	N/A	N/A	Classrooms	5,800	5,800	1/200 s.f.	29	150	150	1/1500 sf	3.87	3.87	3.87	-	-		
		2 / A3	N/A	N/A	N/A	N/A	N/A	N/A	Offices	2,080	2,080	1/300 s.f.	6.93			1/6000 sf	4	4	4	-	-		
		2 / A3	N/A	N/A	N/A	N/A	N/A	N/A	Assembly	2,400	2,400	1/125 s.f.	19.2			1/2000 sf	1.2	1.2	1.2	-	-		
		2 / A3	165,682	0	9,295	18'-185'	1	0	Restaurant	9,295	8,830	1/75 s.f.	117.74	23.55	23.55	1/500 sf	19	19	19	-	-		
		2 / A3	165,682	0	5,135	N/A	0	N/A	Outdoor Dining	5,135	4,878	1/150 s.f.	30.52	6.1	6.1	1/2000 sf	2.44	2.44	2.44	-	-		
Jan-24	Phase II garage expansion	2 / A2	165,682	21,192	*80,000-125,000	50'-185'	4-16	21,192 sf (12.79%)	40,956 sf (24.7%) total lot 2	Parking/ Hotel	N/A	N/A	N/A	N/A	N/A	444	-	-	-	-	6**	6	
Total Required/Provided Parking - Phase 2 Lot #2														236.73 179.65 444									
Parking for Lot #2 is in Phase II garage on Lot #2																							
150 dedicated parking for TCA patrons and staff in garage expansion																							
Total Required/Provided Parking - Phase 2 Lot #2														150									
														**when combined with A1 garage									
Jan-24 - Jan-33	3 / D	64,719	20,485	*150,000 keys	50'-185'	5-12	20,485 sf (31.60%)	34,906 sf (53.9%)	Hotel (keys)	200	200	1/Key	200	100	100	1/20 keys	10	10	10	-	-		
Jan-24-Jan-33	3 / D - alternate	64,719	*29,758	*148,000-300,000	82'-185'	5-10	29,758 sf (46.0%)	34,906 sf (53.9%)	Office	148,000	140,600	1/300 S.F.	468.67	Not Used	-	-	-	-	-	-	-	-	
Parking for Lot #3 is in Phase II garage on Lot #2																							
200 dedicated parking for TCA patrons and staff in garage expansion																							
Total Parking - Phase 2 Lot #3 (part of Phase II garage)														200									
Shared Parking Reduction for Mixed Use Project - Phase 1 & Phase 2														-78.72									
Total PAD Required/Provided Parking - Phase 1 & Phase 2														939.17 1,267									
Jan-24-Jan-33	4 / C	385,860	*29,758	*148,000-300,000	82'-185'	5-10	29,758 sf (7.71%)	139,438 sf (36.1%) total lot 4	Office	148,000	140,600	1/300 S.F.	468.67	468.67	142 min.	1/8000 sf	17.58	17.58	17.58	-	-		
Lot #4 office buildings may use remaining spaces from Lot 3 garage Phase II (327) and Lot 4 garage (142) combined to meet requirements																							
Jan-24-Jan-33	4 / E	385,860	*29,758	*148,000-300,000	82'-185'	5-10	29,758 sf (7.71%)	139,438 sf (36.1%) total lot 4	Office	148,000	140,600	1/300 S.F.	468.67	468.67	469 min.	1/8000 sf	17.58	17.58	17.58	-	-		
Jan-24-Jan-33	4 / G	385,860	*29,758	*148,000-300,000	82'-185'	5-10	29,758 sf (7.71%)	139,438 sf (36.1%) total lot 4	Office	148,000	140,600	1/300 S.F.	468.67	468.67	469 min.	1/8000 sf	17.58	17.58	17.58	-	-		
Jan-24-Jan-33	4 / H	385,860	*6,000	*4,500 *6,000	18'-185'	1	6,000 sf (1.55%)	139,438 sf (36.1%) total lot 4	Restaurant	6,000	5,700	1/75 s.f.	76	15.20	16 min.	1/500 sf	11.4	11.4	11.4	-	-		
Jan-24-Jan-33	4 / H	385,860	*2,000		N/A	1	2,000 sf (0.51%)	139,438 sf (36.1%) total lot 4	Outdoor Dining	2,000	1,900	1/150 s.f.	10.67	2.13	3 min.	1/2000 sf	0.8	0.8	0.8	-	-		
Jan-24-Jan-33	4 / F	385,860	*51,000	*204,000-306,000	50'-185'	4-8	51,000 sf (13.27%)	139,438 sf (36.1%) total lot 4	Parking	N/A	N/A	N/A	N/A	N/A	1082 min.	-	-	-	-	-	-		
Parking for Lot #4 is in garage on Lot #4																							
Total PAD Required/Provided Parking - Phase 3 Lot #4														1492.68 1423.34 1424									
Shared Parking Reduction for Mixed Use Project - Phase 1, Phase 2 & Phase 3														-92.5									
Total PAD Required/Provided Parking - Phase 1, Phase 2 & Phase 3														2517.64 2348.73 2349									
														130.84 130.84 131 48 48									
														*approximate value for conceptual planning purposes									

KEY PLAN



DS170022

PL180160

REC18091

REC18091

PL180160

DS170022

PLANNED AREA DEVELOPMENT OVERLAY FOR IDEA TEMPE SITE PLAN - OVERALL DEVELOPMENT

PROJECT DATA

INCLUDED FOR REFERENCE - SEE ENLARGED TABLE ON SHEET A1.0A

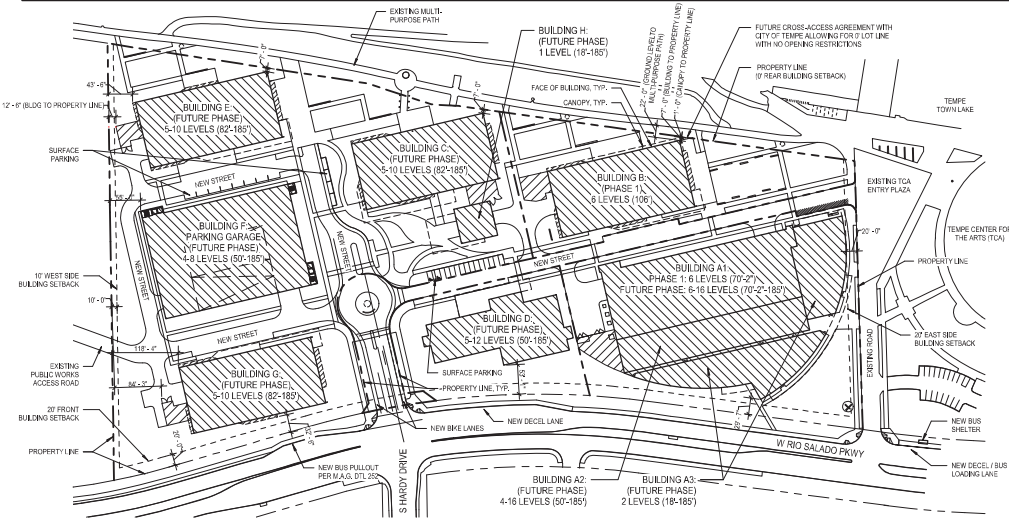
Property	Area	Value	Area	Value	Area	Value	Area	Value	Area	Value	Area	Value	Area	Value	Area	Value
Existing Use	NA	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Use	NA	15.50	15,500	NA	15.50	15,500	NA	15.50	15,500	NA	15.50	15,500	NA	15.50	15,500	15,500
Total	NA	15.50	15,500	NA	15.50	15,500	NA	15.50	15,500	NA	15.50	15,500	NA	15.50	15,500	15,500

Standard	Existing R1-6	Existing GID	Existing MU-4 PAD	Provided PCC-2 PAD
Zoning Table	4-202A	4-204	4-203B	4-203A
General Plan Land Use	Single-Family	Office/Industrial	Mixed-Use	Commercial
Overall Site Area	135,763 sf (3.12 ac)	149,394 sf (3.43 ac)	1,046,362 sf (25.021 ac)	759,163 sf (17.428 ac)
Overall Site Building Footprint Area	0 sf	0 sf	64,839 sf	293,900 - 303,300 sf
Overall Site Total Building Area	0 sf	0 sf	84,028 sf	1,295,500 - 2,295,300 sf
Residential Density (DU/acre)	4	NA	NA	0
Building Height	30 ft	35 ft	100 ft	185 ft
Building Height Step-Back Required Adjacent to SF or MF District	NO	YES	YES	YES
Maximum Lot Coverage (% of net site area)	45%	NS	NS	50%
Minimum Landscape Area (% of net site area)	NS	10%	20%	15%
Perimeter Setbacks	20 ft	25 ft	25 ft	20 ft
Parking (South)	-	20 ft	20 ft	20 ft
Side (West)	5 ft	0 ft	0 ft	10 ft
Side (East)	15 ft	25 ft	25 ft	20 ft
Rear (North)	15 ft	0 ft	0 ft	0 ft
Rear (South)	-	-	0 ft	0 ft

PROJECT STANDARDS DATA

STANDARD	PAD OVERLAY DEVELOPMENT STANDARDS: ALL PHASES			
	EXISTING R1-6	EXISTING GID	EXISTING MU-4 PAD	PROVIDED PCC-2 PAD
Zoning Table	4-202A	4-204	4-203B	4-203A
General Plan Land Use	Single-Family	Office/Industrial	Mixed-Use	Commercial
Overall Site Area	135,763 sf (3.12 ac)	149,394 sf (3.43 ac)	1,046,362 sf (25.021 ac)	759,163 sf (17.428 ac)
Overall Site Building Footprint Area	0 sf	0 sf	64,839 sf	293,900 - 303,300 sf
Overall Site Total Building Area	0 sf	0 sf	84,028 sf	1,295,500 - 2,295,300 sf
Residential Density (DU/acre)	4	NA	NA	0
Building Height	30 ft	35 ft	100 ft	185 ft
Building Height Step-Back Required Adjacent to SF or MF District	NO	YES	YES	YES
Maximum Lot Coverage (% of net site area)	45%	NS	NS	50%
Minimum Landscape Area (% of net site area)	NS	10%	20%	15%
Perimeter Setbacks	20 ft	25 ft	25 ft	20 ft
Parking (South)	-	20 ft	20 ft	20 ft
Side (West)	5 ft	0 ft	0 ft	10 ft
Side (East)	15 ft	25 ft	25 ft	20 ft
Rear (North)	15 ft	0 ft	0 ft	0 ft
Rear (South)	-	-	0 ft	0 ft

NOTE:
ALL SITE PLAN OPTIONS SHOWN ON SHEET A1.3
COMPLY WITH THE STANDARDS LISTED IN THIS TABLE.



ARCHITECTURAL SITE PLAN - OVERALL DEVELOPMENT
SCALE: 1" = 100'-0"

DS170022 PL180160 REC18091

IDEA TEMPE
1000 W RIO SALADO PKWY
TEMPE, ARIZONA



REC18091

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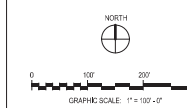
PK Associates LLC
STRUCTURAL ENGINEER
1754 Scott McDowell Drive
Scottsdale, AZ 85259
480.922-8864

PL180160

ISSUED FOR	REV	DATE
PREAPPLICATION SUBMITTAL	JANIS	2017
PRELIMINARY SITE PLAN REVIEW	APRIL	2018



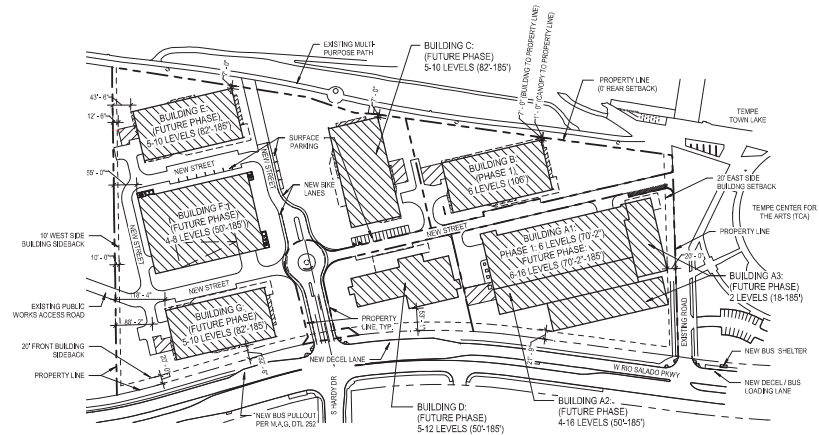
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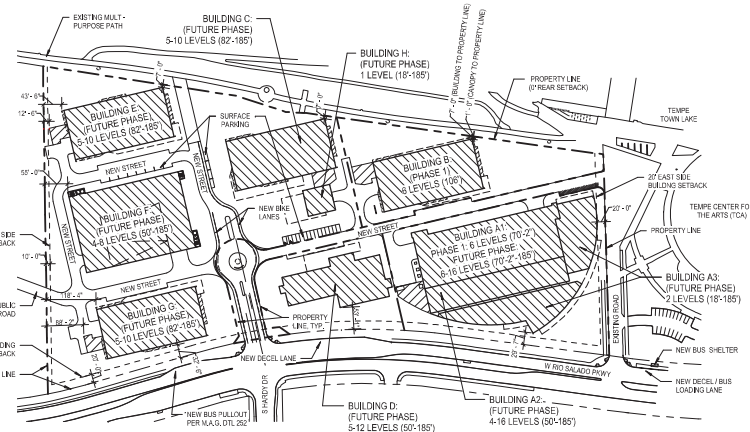
PAD SITE PLAN - OVERALL DEVELOPMENT

PROJECT NUMBER: 20963.000
SHEET NUMBER: A1.1

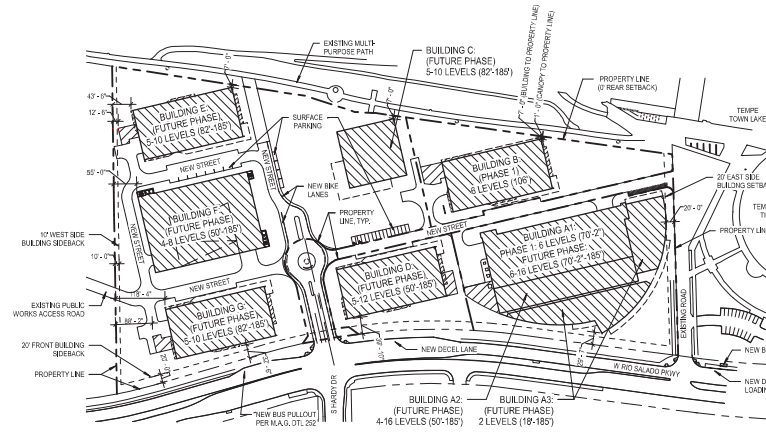
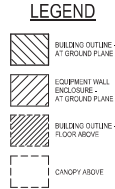
PLANNED AREA DEVELOPMENT OVERLAY FOR IDEA TEMPE SITE PLAN - OVERALL DEVELOPMENT OPTIONS



2 ARCHITECTURAL SITE PLAN - OPT B
SCALE: NOT TO SCALE



1 ARCHITECTURAL SITE PLAN - OPT A
SCALE: NOT TO SCALE



3 ARCHITECTURAL SITE PLAN - OPT C
SCALE: NOT TO SCALE

DS170022

PL180160

REC18091

REC18091

PL180160

DS170022

IDEA TEMPE
1000 W RIO SALADO PKWY
TEMPE, ARIZONA



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ISSUED FOR	REV. DATE
PADDPR REVIEW SUBMITTAL	JULIOD 2018

SEALS AND SIGNATURES



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CONCEPTUAL PLANS FOR PADDPR REVIEW ONLY

SHEET TITLE
**PAD SITE PLAN -
CONCEPTUAL FUTURE
PHASE OPTIONS**

PROJECT NUMBER 20963.000
A1.1A
SHEET NUMBER

PLANNED AREA DEVELOPMENT OVERLAY FOR IDEA TEMPE SITE PLAN - PHASE 1

IDEA TEMPE
1000 W RIO SALADO PKWY
TEMPE, ARIZONA



REC18091

PL180160

DS170022

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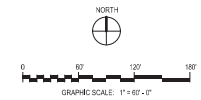
PK Associates LLC
STRUCTURAL ENGINEER
1734 West McDowell Drive
Scottsdale, AZ 85259
480-422-8844

ISSUED FOR	REV	DATE
PAD SUBMITTAL	MAY	2018
PAD/PPR REVIEW RESUBMITTAL	JULY	2018

SEALS AND SIGNATURES



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CONCEPTUAL PLANS FOR PAD/PPR REVIEW ONLY



SHEET TITLE
**PAD SITE PLAN -
PHASE 1**

PROJECT NUMBER
20963.000

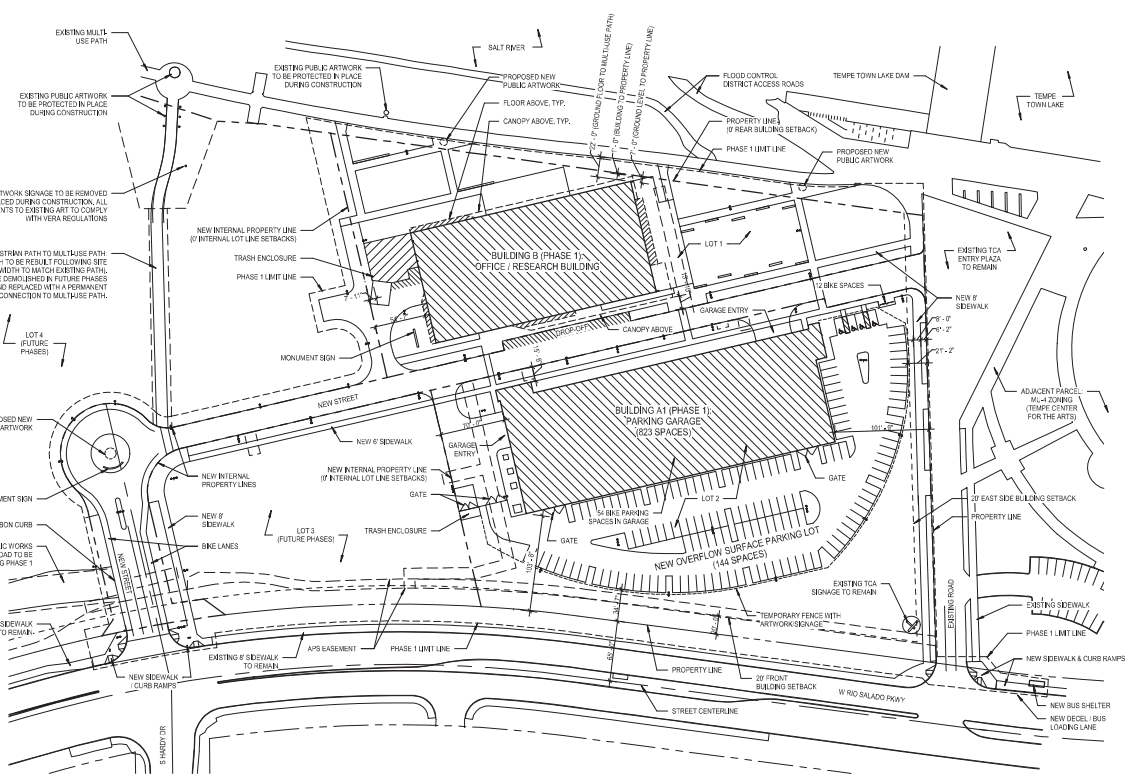
SHEET NUMBER
A1.2

PROJECT DATA

PAD OVERLAY DEVELOPMENT STANDARDS: PHASE 1	
STANDARD	PROVIDED
ZONING TABLE	PCC-2 PAD
GENERAL PLAN LAND USE	COMMERCIAL
SITE AREA	
Lot 1	91,371 sf (2.10 ac)
Lot 2	164,506 sf (3.78 ac)
Overall Site (All Lots & Tracts)	759,163 sf (17.428 ac)
SITE BUILDING FOOTPRINT AREA	
Building B (Lot 1)	29,769 sf
Building A1 (Lot 2)	43,681 sf
Total Phase 1 Building Footprint Area	73,449 sf
SITE TOTAL BUILDING AREA	
Building B (Lot 1)	185,759 SF
Building A1 (Lot 2)	270,178 SF
Total Phase 1 Building Area	455,937 SF
RESIDENTIAL DENSITY (DU/ACRE)	0
BUILDING HEIGHT	
Building Height Maximum Allowed	185 ft
Building Height Maximum Provided	106 ft
Building Height Step-Back Required Adjacent to SF or MF District	YES
MAXIMUM LOT COVERAGE (% of net site area)	50%
MINIMUM LANDSCAPE AREA (% of net site area)	15%
PERIMETER SETBACKS	
Front (South)	20 ft
Parking (South)	20 ft
Side (West)	10 ft
Side (East)	20 ft
Rear (North)	0 ft
Interior Property Lines	0 ft

LEGEND

- BUILDING OUTLINE - AT GROUND PLANE
- EQUIPMENT WALL ENCLOSURE - AT GROUND PLANE
- BUILDING OUTLINE - FLOOR ABOVE
- CANOPY ABOVE



ARCHITECTURAL SITE PLAN - PHASE 1
SCALE: 1" = 60'-0"

DS170022

PL180160

REC18091

Plot Date: 7/3/2018 10:17:32 AM

PROJECT DATA

GENERAL PLAN LAND USE	PARCEL 1/BLDG B	PARCEL 2/BLDG A1	OVERALL SITE
COMMERCIAL	COMMERCIAL	COMMERCIAL	COMMERCIAL
ZONING			
Existing	R1-6; GID; MU-4 PAD	R1-6; GID; MU-4 PAD	R1-6; GID; MU-4 PAD
Proposed	PCC-2 PAD	PCC-2 PAD	PCC-2 PAD
OVERLAY DISTRICT	RIO SALADO	RIO SALADO	RIO SALADO
LOT SIZE	91,371 SF	164,506 SF	255,877 SF
TOTAL BUILDING AREA	185,759 SF	270,118 SF	455,877 SF
PROPOSED USE	OFFICE / LABORATORY	PARKING GARAGE	

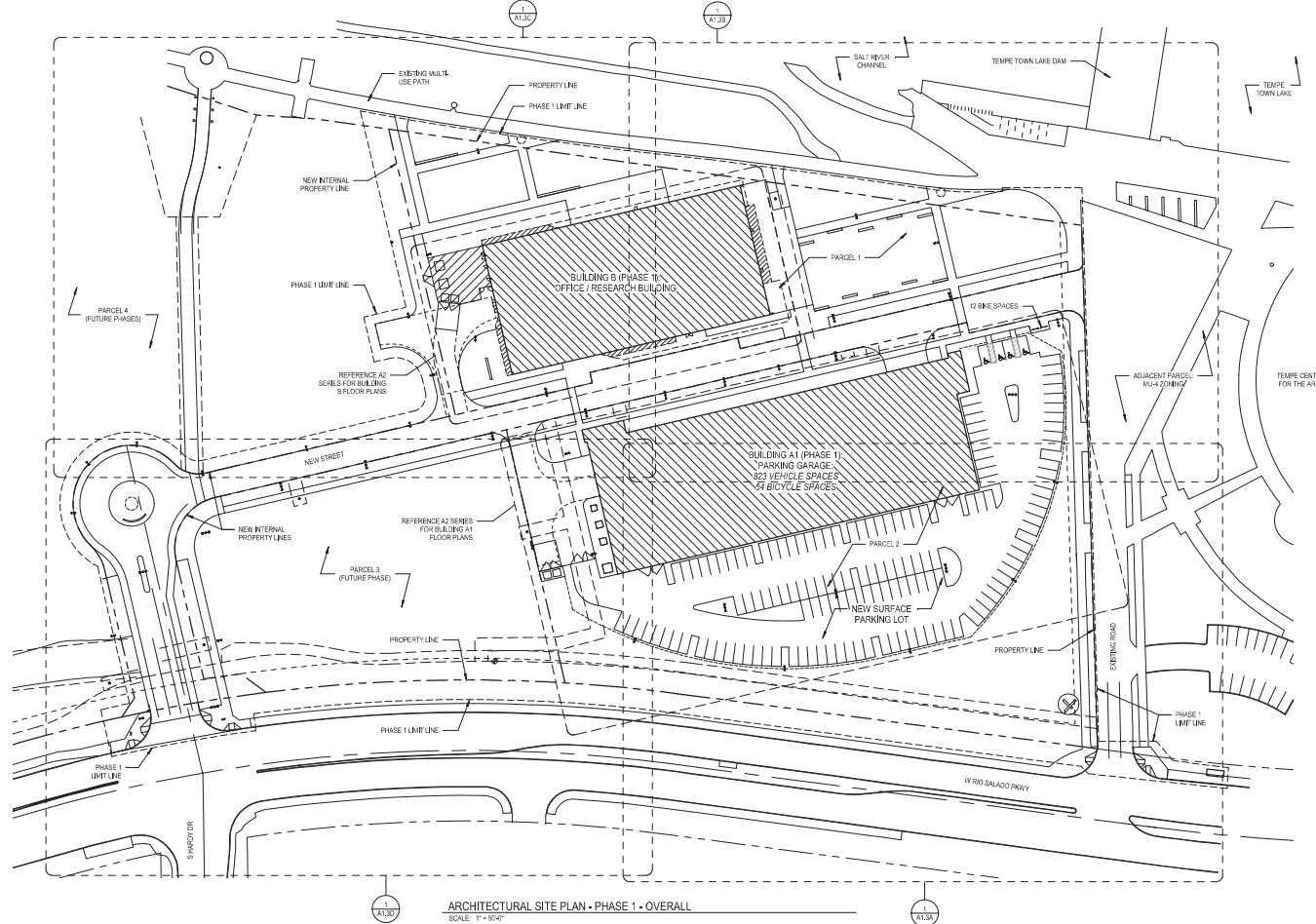
BUILDING HEIGHT*	PARCEL 1/BLDG B	PARCEL 2/BLDG A1	OVERALL SITE
Max. Building Height Proposed	106'-0"	70'-2"	106'-0"
Max. Building Height Allowed (per PAD)	185'-0"	185'-0"	185'-0"
LOT COVERAGE			
Lot Coverage Proposed	29,769 SF (32.6%)	43,881 SF (26.6%)	73,650 SF (28.7%)
Maximum Lot Coverage Allowed	50%	50%	50%
LANDSCAPE COVERAGE			
Landscape Area Proposed (in ROW)	8,039 SF (at MU-4 Use Path)	9,932 SF (at Rio Salado Pkwy)	17,971 SF
Landscape Area Proposed (Overall Site)	35,574 SF (40.0%)	54,872 SF (33.2%)	91,246 SF (35.7%)
Minimum Landscape Area Required	15%	15%	15%

*Measured from T.O. Curb at Center of Rio Salado

PERIMETER SETBACKS	PARCEL 1/BLDG B	PARCEL 2/BLDG A1	OVERALL SITE
Front (South)	n/a	20 ft	20 ft
Parking (South)	n/a	20 ft	20 ft
Side (West)	n/a	n/a	10 ft
Side (East)	20 ft	20 ft	20 ft
Rear (North)	0 ft	n/a	0 ft
Interior Property Lines	0 ft	0 ft	0 ft
VEHICLE PARKING			
Required	-	-	720**
Provided	-	-	823
BICYCLE PARKING			
Required (per ZDC Bicycle Commute Area)	-	-	23
Required (per PAD)	-	-	23
Provided (to be shared in future phases)	-	-	66

**Per Shared Parking Model

CONSTRUCTION TYPE	PARCEL 1/BLDG B	PARCEL 2/BLDG A1	OVERALL SITE
IB	IB	IIA	-
OCCUPANCY CLASSIFICATION	B	S-2	-
OCCUPANT LOAD	1,826	1,351	-
SEPERATED /NON-SEPERATED USE	NON-SEPERATED	NON-SEPERATED	-
SPRINKERS / FIRE ALARMS	YES	YES	-



GENERAL NOTE:
TRAFFIC CALMING DEVICES SHALL BE
PROHIBITED UNLESS APPROVED BY
THE FIRE CODE OFFICAL (IFC 503.4.1)



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ISSUED FOR	REV	DATE
PADDPR REVIEW RESUBMITAL		JULIO 2018

SEALS AND SIGNATURES

NOT FOR CONSTRUCTION
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NORTH
0 50 100 150
GRAPHIC SCALE: 1" = 50'-0"

SHEET TITLE
ARCHITECTURAL SITE PLAN - PHASE 1 - OVERALL
20963.000
PROJECT NUMBER
A1.3
SHEET NUMBER

Plat Date: 7/3/2018 10:17:32 AM Author

IDEA TEMPE
1000 W RIO SALADO PKWY
TEMPE, ARIZONA



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ISSUED FOR	REV	DATE

SEALS AND SIGNATURES



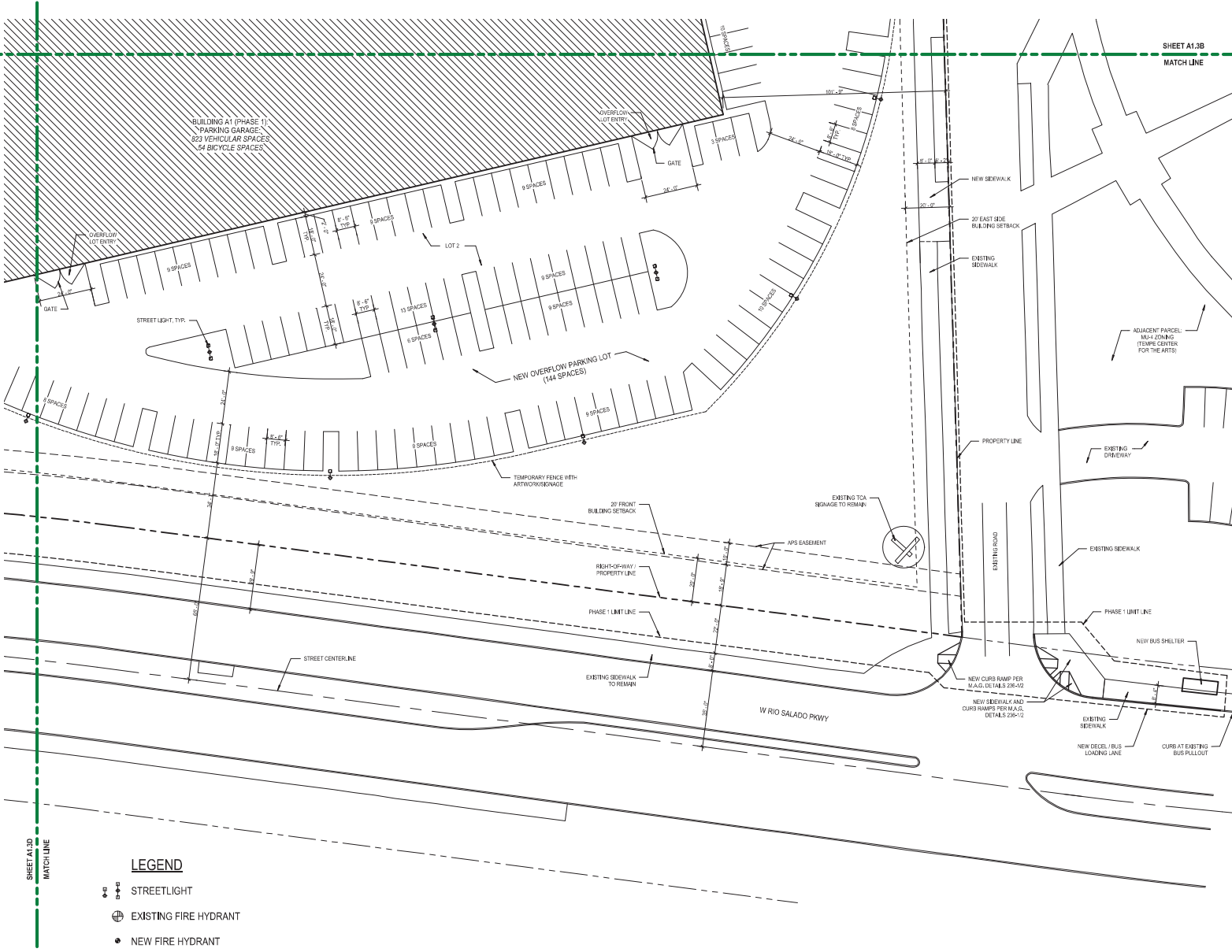
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SHEET TITLE
**ARCHITECTURAL SITE
PLAN - PHASE 1 - AREA A**

PROJECT NUMBER
20963.000

SHEET NUMBER
A1.3A

SHEET A1.3B
MATCH LINE

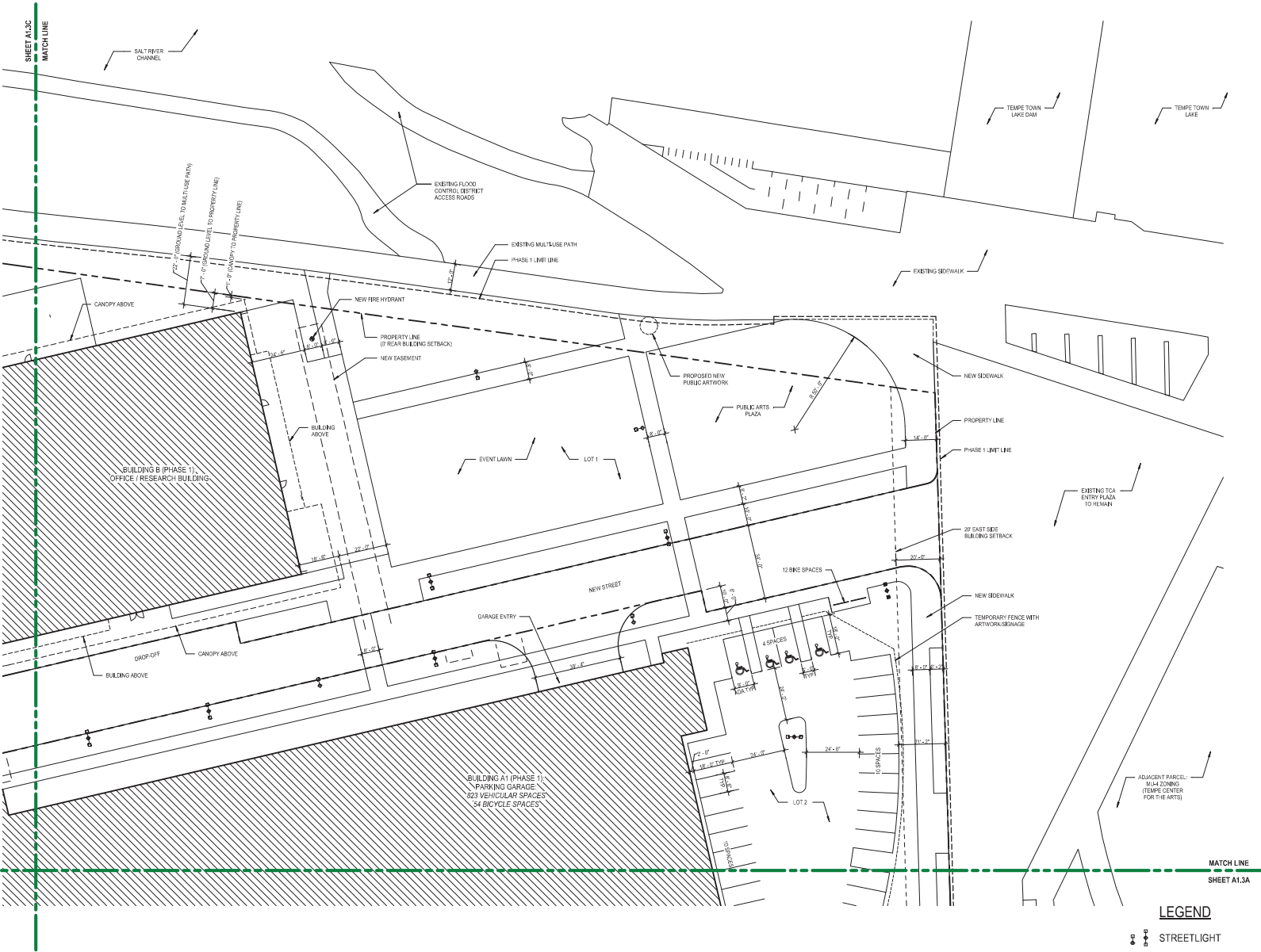


- LEGEND**
- STREETLIGHT
 - EXISTING FIRE HYDRANT
 - NEW FIRE HYDRANT

ARCHITECTURAL SITE PLAN - PHASE 1 - AREA A
SCALE: 1"=200'

Plot Date: 7/3/2018 10:17:32 AM Author

Plot Date: 7/3/2018 10:17:33 AM Author:



ARCHITECTURAL SITE PLAN - PHASE 1 - AREA B
SCALE: 1" = 30'-0"

- LEGEND**
- STREETLIGHT
 - EXISTING FIRE HYDRANT
 - NEW FIRE HYDRANT

MATCH LINE
SHEET A1.3A

IDEA TEMPE
1000 W RIG SALADO PKWY
TEMPE, ARIZONA



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480.402-8804

ISSUED FOR	REV	DATE

SEALS AND SIGNATURES

MICHAEL L. WAGNER
Professional Engineer
No. 21882

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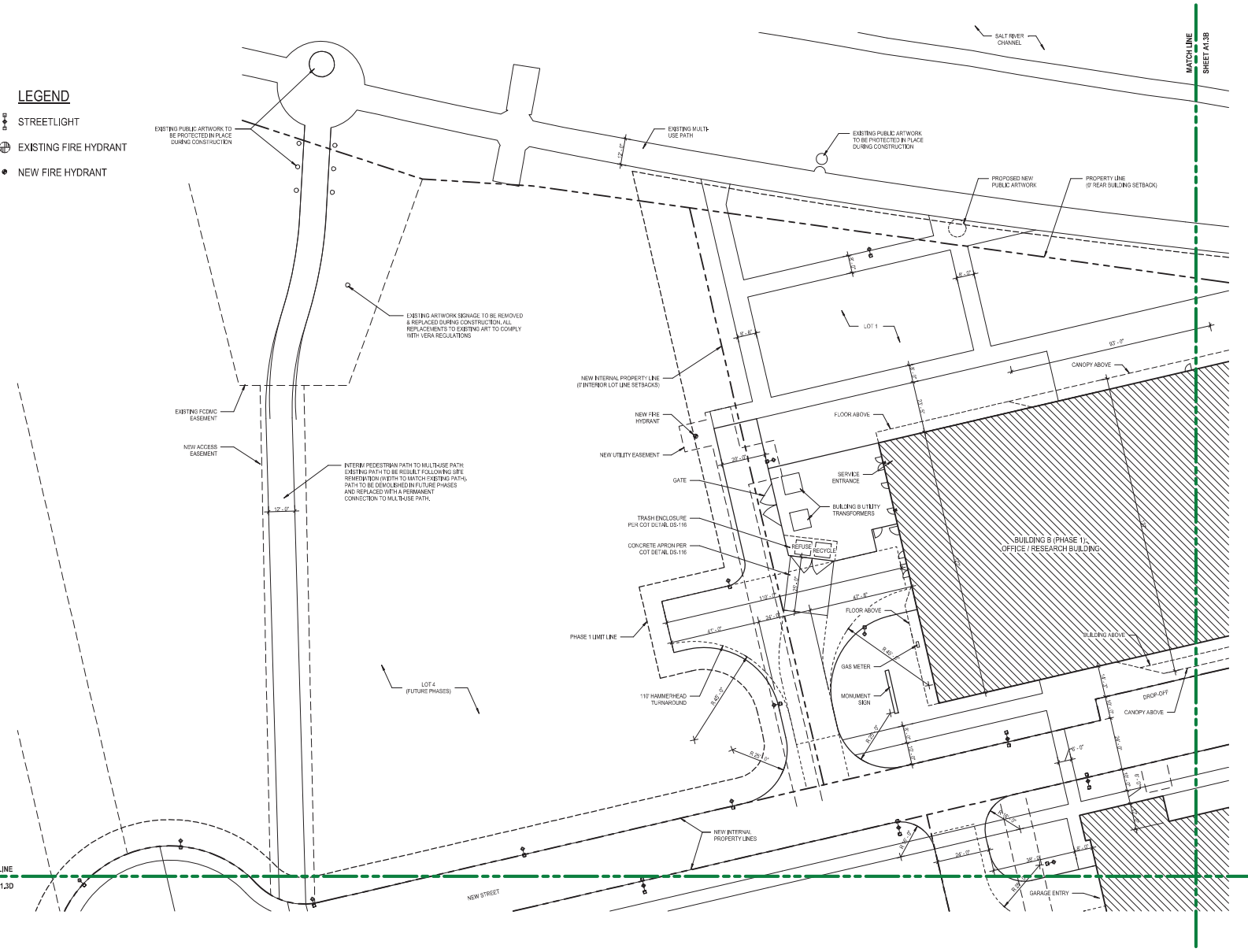
SHEET TITLE
ARCHITECTURAL SITE PLAN - PHASE 1 - AREA B

PROJECT NUMBER
20963.000

SHEET NUMBER
A1.3B

LEGEND

- STREETLIGHT
- EXISTING FIRE HYDRANT
- NEW FIRE HYDRANT



IDEA TEMPE
1000 W RIO SALADO PKWY
TEMPE, ARIZONA



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480-422-8844

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SEALS AND SIGNATURES

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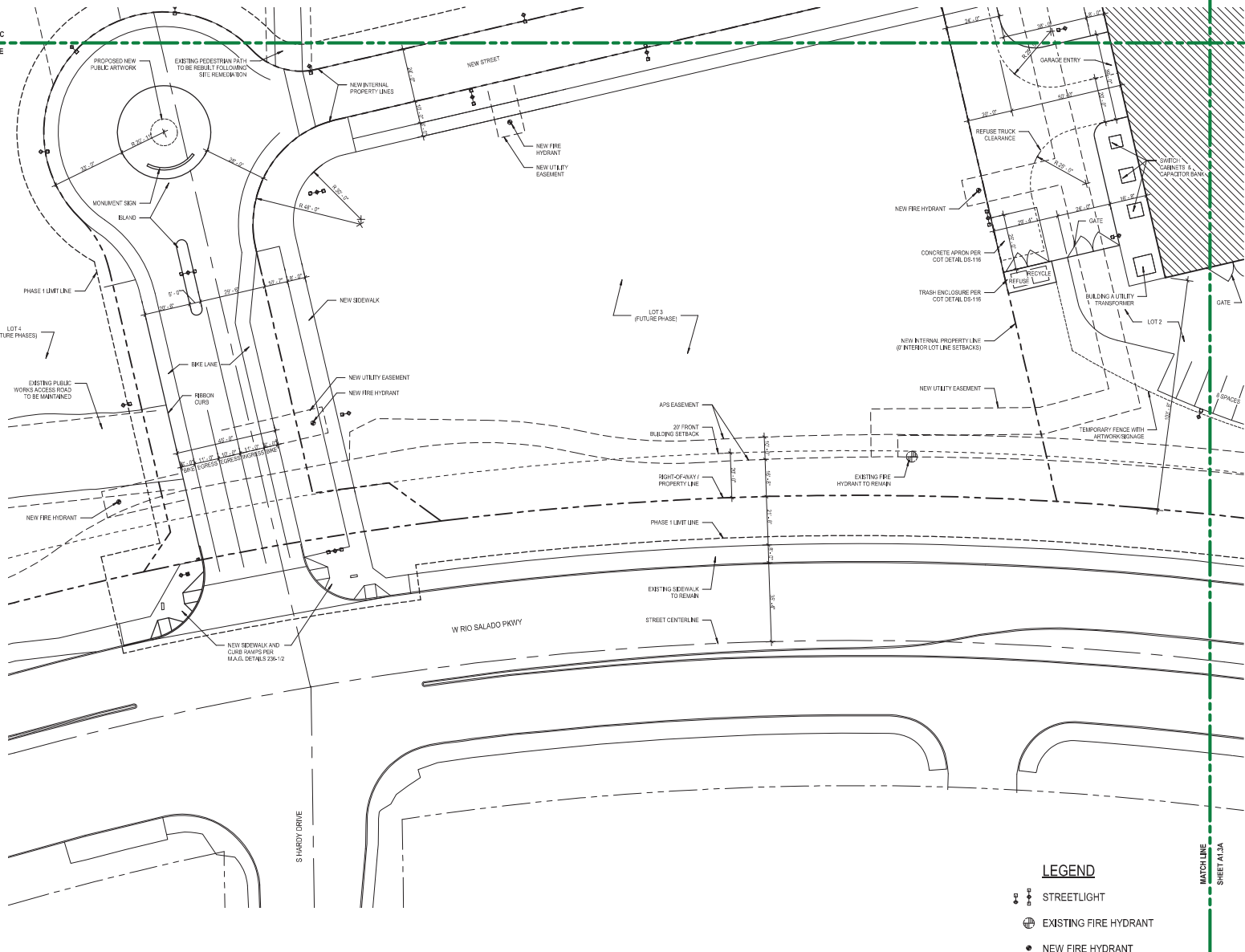
SHEET TITLE
**ARCHITECTURAL SITE
PLAN - PHASE 1 - AREA C**

PROJECT NUMBER 20963.000
A1.3C
SHEET NUMBER

Plot Date: 7/3/2018 10:17:34 AM Author

ARCHITECTURAL SITE PLAN - PHASE 1
SCALE: 1" = 20'

SHEET A1-3C
MATCH LINE



ARCHITECTURAL SITE PLAN - PHASE 1 - AREA D
SCALE: 1"=20'

- LEGEND**
- STREETLIGHT
 - ⊕ EXISTING FIRE HYDRANT
 - NEW FIRE HYDRANT

IDEA TEMPE
1000 W RIO SALADO PKWY
TEMPE, ARIZONA



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SEALS AND SIGNATURES

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SHEET TITLE
**ARCHITECTURAL SITE
PLAN - PHASE 1 - AREA D**

20963.000
PROJECT NUMBER
A1.3D
SHEET NUMBER

IDEA TEMPE
1030 W RIO SALADO PKWY
TEMPE, ARIZONA



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ISSUED FOR	REV	DATE
PREAPP. PLANNING SUBMITTAL		JANUS 2017
PRELIMINARY SITE PLAN REVIEW		APRIL 2018
PRELIMINARY SUBMITTAL		MAY 2018
FINAL PRELIMINARY SUBMITTAL		AUGUST 2018

SEALS AND SIGNATURES



EXPIRES: 03/31/20

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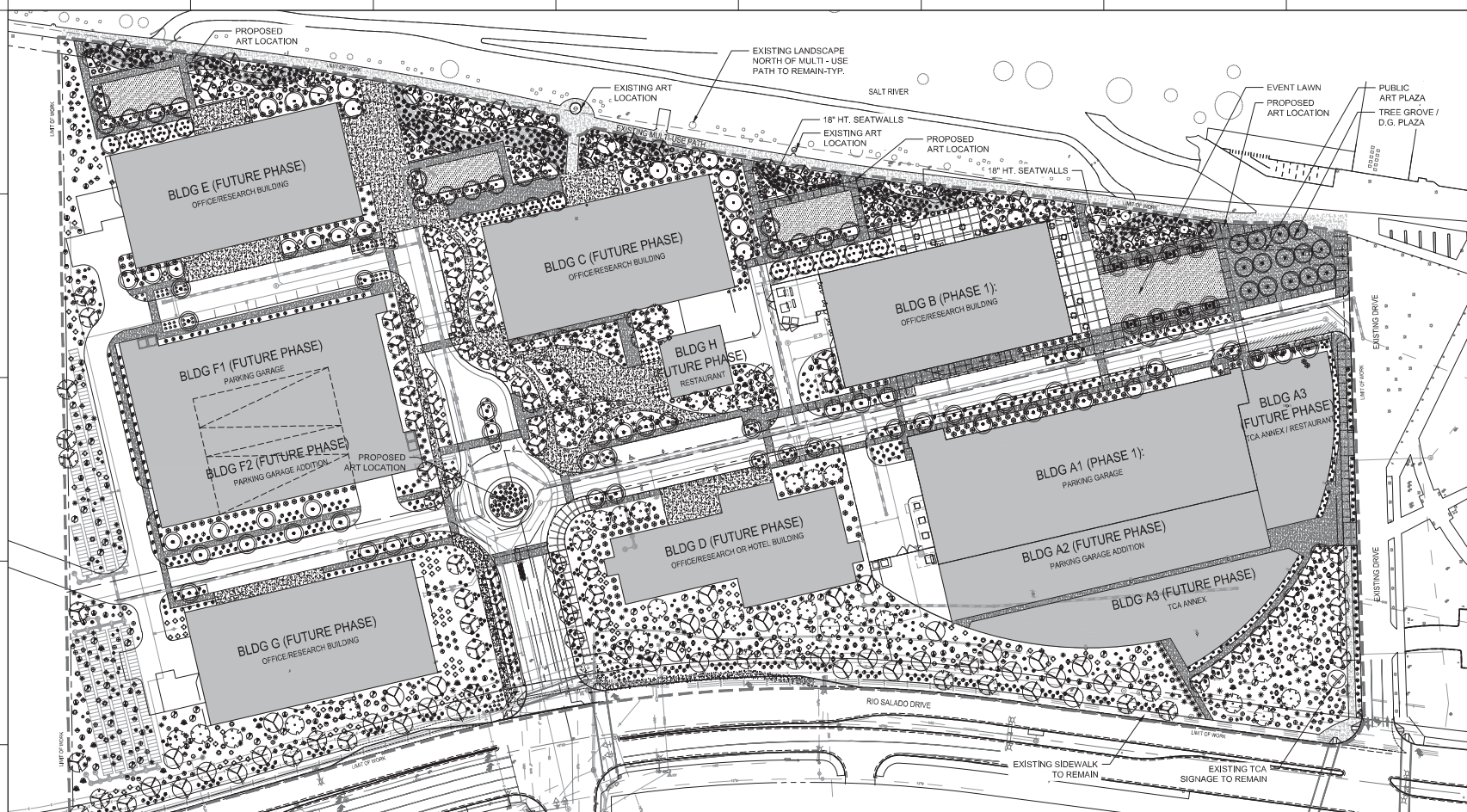
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**CONCEPTUAL
LANDSCAPE PLAN
FUTURE PHASE**

PROJECT NUMBER: 20563.000

SHEET NUMBER

L1.1



FUTURE PHASE PLANT LEGEND

BOTANICAL NAME SYM. (COMMON NAME)	CONT. SIZE	MIN. CAL HT & W	QTY.
TREES			
CERCIDIUM FLORIDUM BLUE PALO VERDE	36" BOX MULTI	2.5' CAL. 9'H X 6'W	45
CERCIDIUM X 'DESERT MUSEUM' DESERT MUSEUM PALO VERDE	36" BOX MULTI	2.25' CAL. 9'H X 6'W	85
CHLOPSIS LINEARIS DESERT WILLOW	36" BOX SINGLE	2.25' CAL. 9'H X 6'W	28
FRAXINUS VELUTINA 'FAN-WEST' FAN-WEST ASH	36" BOX SINGLE	2.5' CAL. 10'H X 6'W	57
PROSPERIS THORNLESS HYBRID AZT THORNLESS MESQUITE	36" BOX MULTI	2.5' CAL. 9'H X 7'W	77
QUERCUS VIRGINIANA LIVE OAK	36" BOX SINGLE	2.5' CAL. 11'H X 6'W	66
SHRUBS			
CALLILANDRA CALIFORNICA BAJA FAIRY DUSTER	5 GAL.	6'H X 6'W	155
ENCELIA FARINOSA BRITTLERUSH	5 GAL.	3'H X 3'W	154
JUSTICIA CALIFORNICA CHUPAROSA	5 GAL.	3'H X 4'W	218

BOTANICAL NAME SYM. (COMMON NAME)	CONT. SIZE	MIN. CAL HT & W	QTY.
SHRUBS CONT.			
JUSTICIA SPICIGERA MEXICAN HONEYSUCKLE	5 GAL.	3'H X 4'W	116
LARREA TRIDENTATA CREOSOTE	5 GAL.	4'H X 6'W	86
LEUCOPHYLLUM FRUTESCENS 'COMPACTA' COMPACT TEXAS RANGER SAGE	5 GAL.	4'H X 4'W	192
LEUCOPHYLLUM LAEVIGATUM CHIHUAHUA SAGE	5 GAL.	5'H X 5'W	24
RUELLIA BRITTONIANA MEXICAN PETUNIA	5 GAL.	4'H X 4'W	32
RUELLIA PENINSULARIS DESERT RUELLIA	5 GAL.	4'H X 5'W	127
TECOMA X 'SPARKY' SPARKY TECOMA	5 GAL.	5'H X 4'W	18
ACCENTS			
AGAVE DESMETTIANA SMOOTH AGAVE	5 GAL.	3'H X 3'W	68
AGAVE VILMORINIANA OCTOPUS AGAVE	5 GAL.	4'H X 5'W	109
DASYLIRION LONGISSIMA TOOTHLESS DESERT SPOON	5 GAL.	5'H X 5'W	13

BOTANICAL NAME SYM. (COMMON NAME)	CONT. SIZE	MIN. CAL HT & W	QTY.
ACCENTS CONT.			
DASYLIRION WHEELERI DESERT SPOON	5 GAL.	5'H X 6'W	192
FOUQUEIRA SPLENDENS OCOTILLO	24" BOX	10'H X 7'W	15
HESPERALOE FUNIFERA GIANT HESPERALOE	5 GAL.	6'H X 6'W	160
HESPERALOE PARVIFLORA 'PERPA' BRACKET LIGHT'S RED YUCCA	5 GAL.	2'H X 2'W	219
HESPERALOE PARVIFLORA YELLOW YUCCA	5 GAL.	3'H X 3'W	412
MULLENBERGIA CAPILARIS REGAL MIST	5 GAL.	3'H X 4'W	235
NOLINA MICROCARPA BEAR GRASS	5 GAL.	3'H X 4'W	235
OPUNTIA FICUS-INDICA INDIAN FIG	5 GAL.	15'H X 10'W	24
PEDILANTHUS MACROCARPUS SLIPPER PLANT	5 GAL.	3'H X 3'W	19

BOTANICAL NAME SYM. (COMMON NAME)	CONT. SIZE	MIN. CAL HT & W	QTY.
GROUND COVER			
ACACIA REDOLENS DESERT CARPET	5 GAL.	2'H X 5'W	132
BACCHARIS X 'CENTENNIAL' CENTENNIAL BACCHARIS	5 GAL.	3'H X 4'W	37
DALEA CAPITATA 'SIERRA GOLD' SIERRA GOLD DALEA	5 GAL.	1'H X 3'W	211
LANTANA MONTEVIDEENSIS PURPLE TRAILING LANTANA	5 GAL.	2'H X 3'W	51
LANTANA X 'NEW GOLD' LANTANA NEW GOLD	5 GAL.	2'H X 3'W	224
VIGUIERA DELTOIDEA GOLDENEYE	5 GAL.	4'H X 4'W	177
HARDSCAPE LEGEND			
EXISTING CONCRETE TO REMAIN			
NATURAL GRAY CONCRETE W/ LIGHT BROOM FINISH. SEE CIVIL DRAWINGS FOR VEHICULAR RATED CONCRETE AREAS.			
SPECIALTY FINISH CONCRETE. SEE CIVIL DRAWINGS FOR VEHICULAR RATED CONCRETE AREAS.			

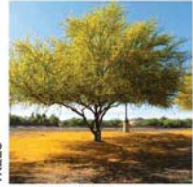
TOPDRESS / DUST CONTROL

BERMUDA HYBRID 'MID-IRON' TURF BY SOD.	5,440 SF
STABILIZED DECOMPOSED GRANITE - 3" MIN. DEPTH. COLOR: EXPRESS BROWN.	8,272 SF
1"-3" STONE COBBLE - 3" MIN. DEPTH. COLOR: EXPRESS BROWN.	12,060 SF
3/4" SCREENED DECOMPOSED GRANITE - 2" MIN. DEPTH. COLOR: EXPRESS BROWN.	182,626 SF

NOTE: 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.



LANDSCAPE CHARACTER IMAGES



CERCIDIUM FLORIDUM
BLUE PALO VERDE



FAXINUS VELUTINA 'FAN-TEX'
FAN TEX ASH



PROSOPIS THORNLESS HYBRID AZT
THORNLESS MESQUITE



QUERCUS VIRGINIANA
LIVE OAK



CALLIANDRA CALIFORNICA
BAJA FARY DUSTER



ENCELIA FARINOSA
BITTLEBUSH



JUSTICIA CALIFORNICA
CHUPAROSA



JUSTICIA SPICIGERA
MEXICAN HONEYSUCKLE



AGAVE DESMETTIANA
SMOOTH AGAVE



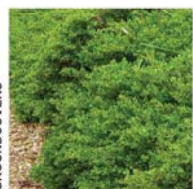
FOUQUIERIA SPLENDENS
OCOTILLO



MUHLENBERGIA CAPILARIS
REGAL MIST



PEDILANTHUS MACROCARPUS
SLIPPER PLANT



BACCHARIS X 'CENTENNIAL'
CENTENNIAL BACCHARIS



DALEA CAPITATA 'SIERRA GOLD'
SIERRA GOLD DALEA



LANTANA MONTEVIDENSIS
PURPLE TRAILING LANTANA



VICIA HERRA DEL TORO
GOLDENEYE



FLUSH PAVING CONDITION



ACID ETCH CONCRETE FINISH



CONCRETE SEAT WAL

TREES

SHRUBS

ACCENTS

GROUNDCOVERS

SITE

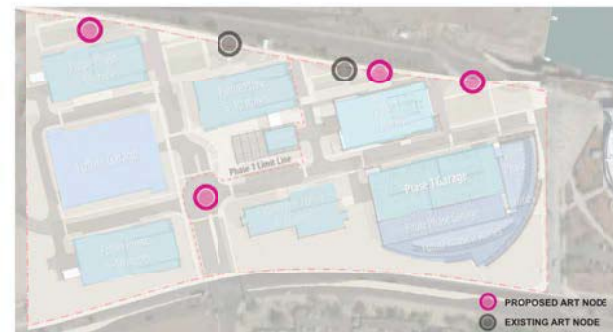
SITE DIAGRAMS



PEDESTRIAN ACCESS TO MULTI-USE PATH



LANDSCAPE TREE CANOPY



PUBLIC ART NODES

IDEA TEMPE

1000 W RIO SALADO PKWY
TEMPE, ARIZONA



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1514 East McDowell Drive
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REVISION FOR	REV	DATE
PREAPPLICATION SUBMITTAL	JANES	2017
PRELIMINARY PERMITS REVIEW	APRIL	2018
FINAL SUBMITTAL	NOVEMBER	2018
FINAL SUBMITTAL DISSEMINATION	JANUARY	2019

SEALS AND SIGNATURES



EXPIRES: 03/31/20

NOT FOR CONSTRUCTION
CONCEPTUAL PLANS FOR PADDPR REVIEW ONLY

SHEET TITLE

CONCEPTUAL
LANDSCAPE PLANT
PALETTE AND DIAGRAMS

PROJECT NUMBER

L1.2

SHEET NUMBER

IDEA TEMPE
 1000 W RIO SALADO PKWY
 TEMPE, ARIZONA



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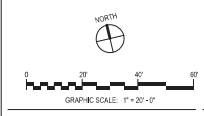
Dibble Engineering
 CEM. ENGINEER
 7500 North DeSnoy Drive
 Phoenix, AZ 85020
 602.697.1155

PK Associates LLC
 STRUCTURAL ENGINEER
 2348 East McDowell Drive
 Scottsdale, AZ 85260
 480.425.8884

ISSUED FOR	REV.	DATE
PRELIMINARY SITE PLAN REVIEW	02	APR 20 2018
PAD SUBMITTAL	01	MAY 07 2018
PROCEEDING REVIEW RESUBMITTAL	02	JUL 02 2018

SEALS AND SIGNATURES

NOT FOR CONSTRUCTION
 CONCEPTUAL PLANS FOR PAD/DRR REVIEW ONLY

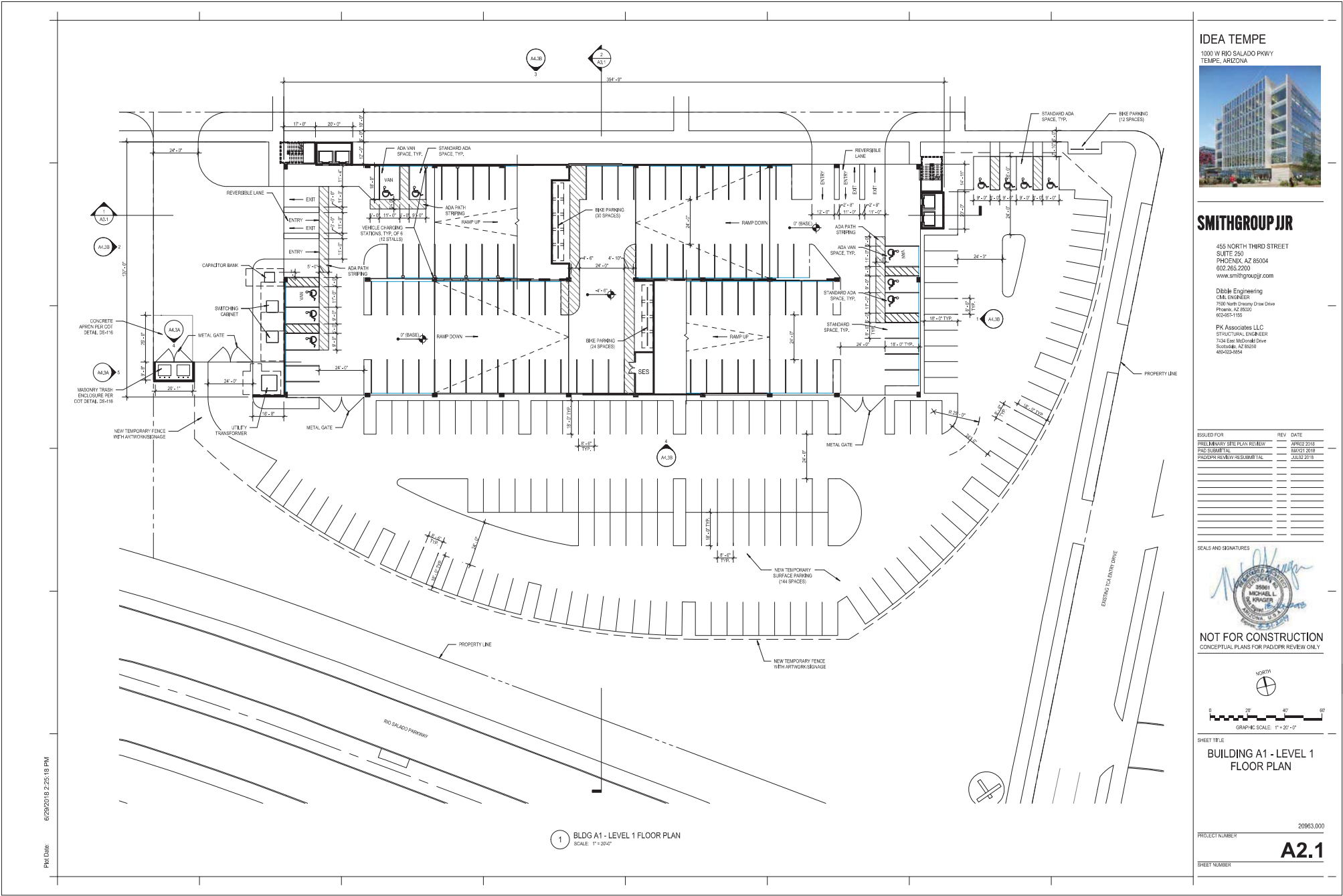


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BUILDING A1 - LEVEL 1 FLOOR PLAN

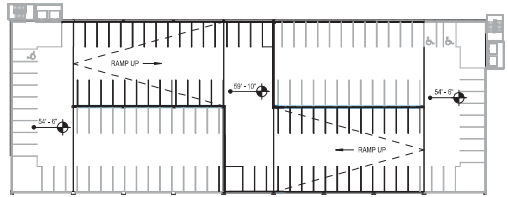
PROJECT NUMBER
 20963.000

SHEET NUMBER
A2.1

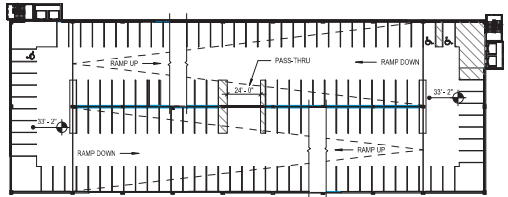
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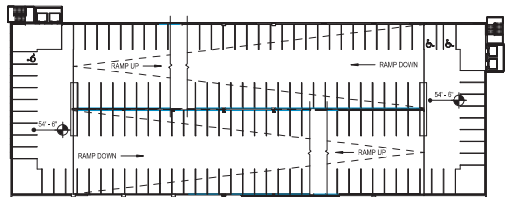
1 BLDG A1 - LEVEL 1 FLOOR PLAN
 SCALE: 1"=20'-0"



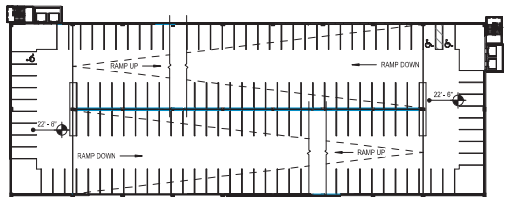
6 BLDG A1 - LEVEL 6 UPPER FLOOR PLAN
SCALE: 1" = 40'-0"



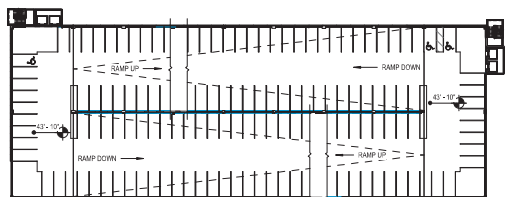
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SCALE: 1" = 40'-0"



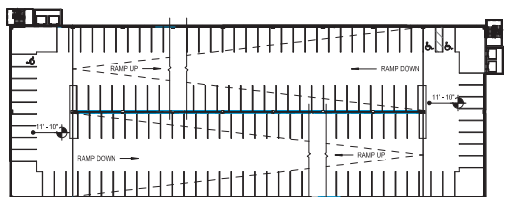
5 BLDG A1 - LEVEL 6 FLOOR PLAN
SCALE: 1" = 40'-0"



2 BLDG A1 - LEVEL 3 FLOOR PLAN
SCALE: 1" = 40'-0"



4 BLDG A1 - LEVEL 5 FLOOR PLAN
SCALE: 1" = 40'-0"



1 BLDG A1 - LEVEL 2 FLOOR PLAN
SCALE: 1" = 40'-0"

Pk Date: 6/29/2018 2:25:29 PM

IDEA TEMPE
1000 W RIO SALADO PKWY
TEMPE, ARIZONA



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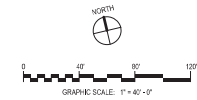
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CIVIL ENGINEER
7500 North Deany Drive
Phoenix, AZ 85020
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PK Associates LLC
STRUCTURAL ENGINEER
2244 East McDowell Drive
Scottsdale, AZ 85250
480.425-8898

ISSUED FOR	REV	DATE
PRELIMINARY SITE PLAN REVIEW		APR 20 2018
PAD SUBMITTAL		MAY 27 2018
PROPERTY REVIEW RESUBMITTAL		AUG 26 2018

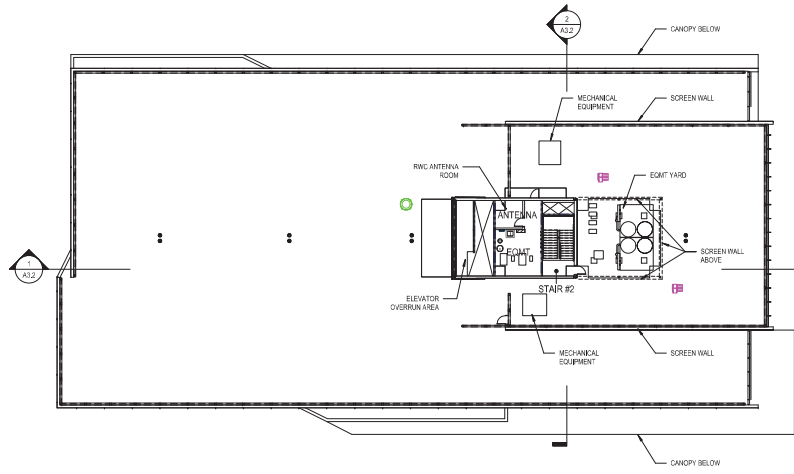
SEALS AND SIGNATURES

NOT FOR CONSTRUCTION
CONCEPTUAL PLANS FOR PAD/PR REVIEW ONLY

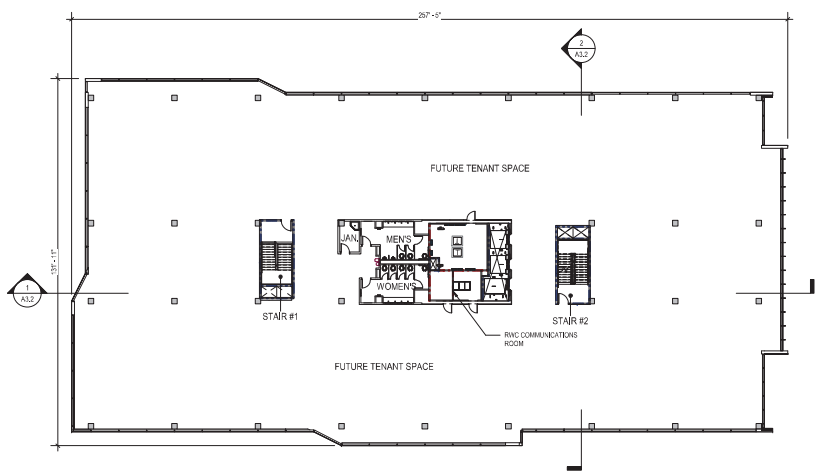


SHEET TITLE
**BUILDING A1 - LEVEL 2-6
FLOOR PLANS**

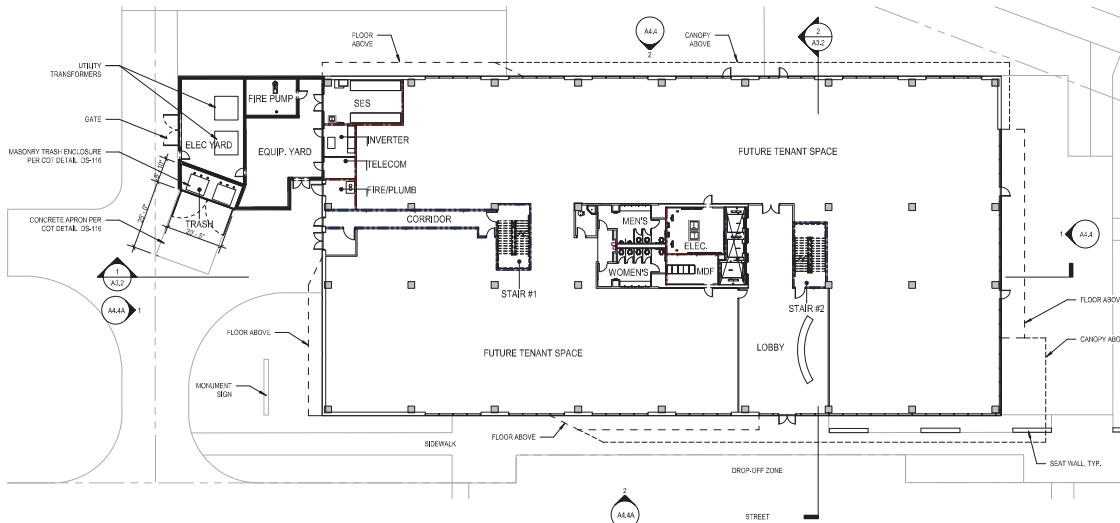
PROJECT NUMBER: 20963.000
A2.2
SHEET NUMBER



45 BUILDING B - ROOF PLAN
SCALE: 1" = 20'-0"



21 BUILDING B - LEVEL 6 FLOOR PLAN (2-5 SIM.)
SCALE: 1" = 20'-0"



48 BUILDING B - LEVEL 1 FLOOR PLAN
SCALE: 1" = 20'-0"

IDEA TEMPE
1000 W RIO SALADO PKWY
TEMPE, ARIZONA



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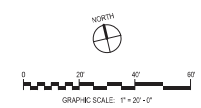
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PK Associates LLC
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2348 East McDowell Drive
Scottsdale, AZ 85250
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ISSUED FOR	REV	DATE
PRELIMINARY SITE PLAN REVIEW		APR/20 2018
PAD SUBMITTAL		MAY/27 2018
PROCEED REVIEW RESUBMITTAL		JUL/26 2018

SEALS AND SIGNATURES

NOT FOR CONSTRUCTION
CONCEPTUAL PLANS FOR PAD/DR REVIEW ONLY



SHEET TITLE
BUILDING B - FLOOR PLANS

PROJECT NUMBER 20963.000

A2.3

SHEET NUMBER

IDEA TEMPE
1000 W RIO SALADO PKWY
TEMPE, ARIZONA



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480.425-8894

ISSUED FOR	REV	DATE
PADDP/R REVIEW SUBMITTAL	1	JUL 02 2018

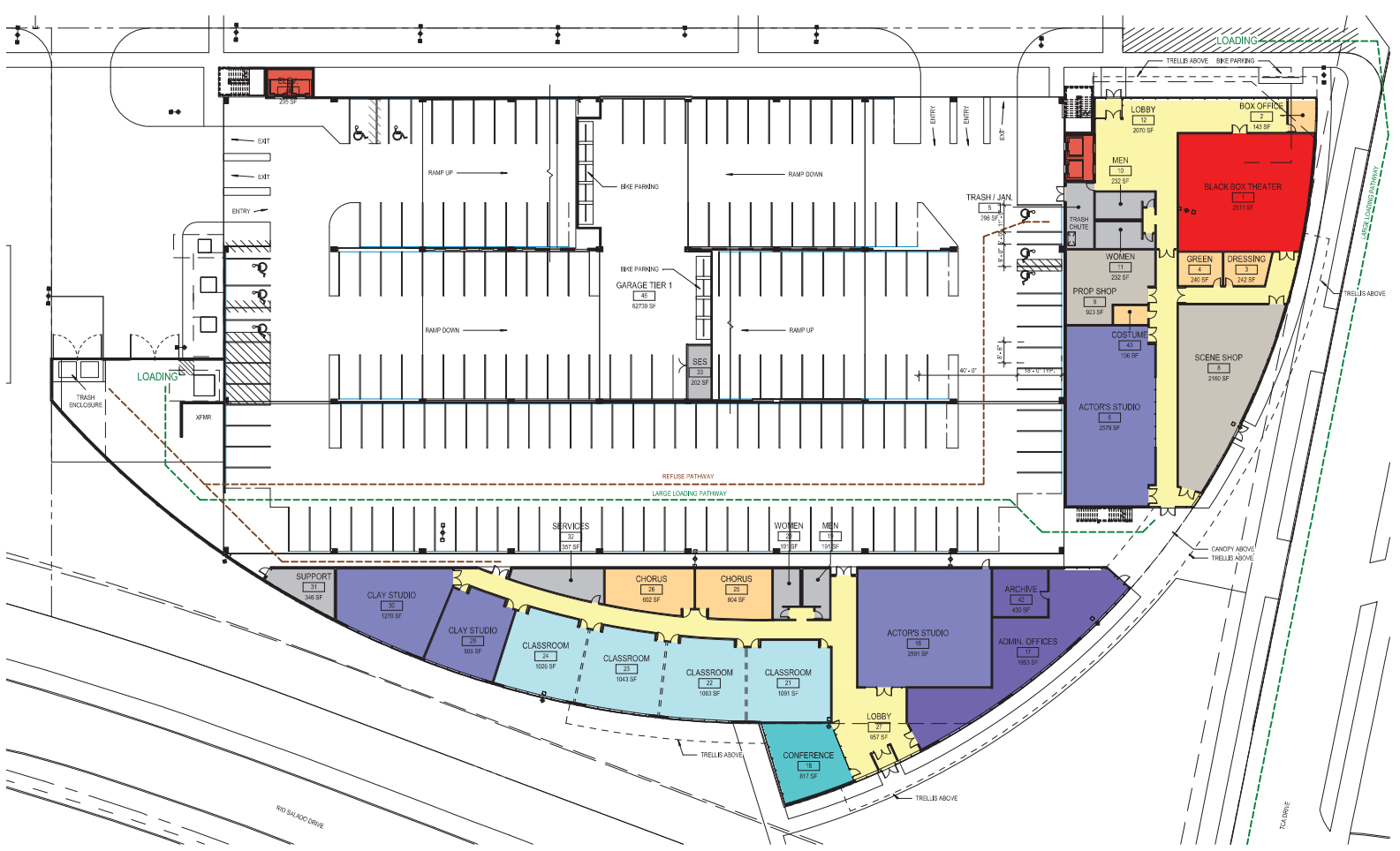
SEALS AND SIGNATURES

NOT FOR CONSTRUCTION
CONCEPTUAL PLANS FOR PADDP/R REVIEW ONLY

SHEET TITLE
**BUILDING A3 - TCA
ANNEX PROPOSED TEST
FIT - LEVEL 1**

PROJECT NUMBER
20963.000

SHEET NUMBER
A2.4A



1 BLDG A - LEVEL 1 TCA ANNEX PROPOSED TEST FIT
SCALE: 1" = 20'-0"

NOTE: THIS LAYOUT REPRESENTS A PROPOSED TEST FIT OF THE TCA PROPOSED PROGRAM. ADDITIONAL PROGRAM VALIDATION AND DESIGN WILL BE REQUIRED AT THE TIME OF DESIGN OF THIS FUTURE PHASE.

Pk Date: 6/29/2018 2:25:42 PM Author:

IDEA TEMPE
1000 W RIO SALADO PKWY
TEMPE, ARIZONA



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480.425.8884

ISSUED FOR	REV	DATE
PADDP/R REVIEW SUBMITTAL		JUL 02 2018

SEALS AND SIGNATURES

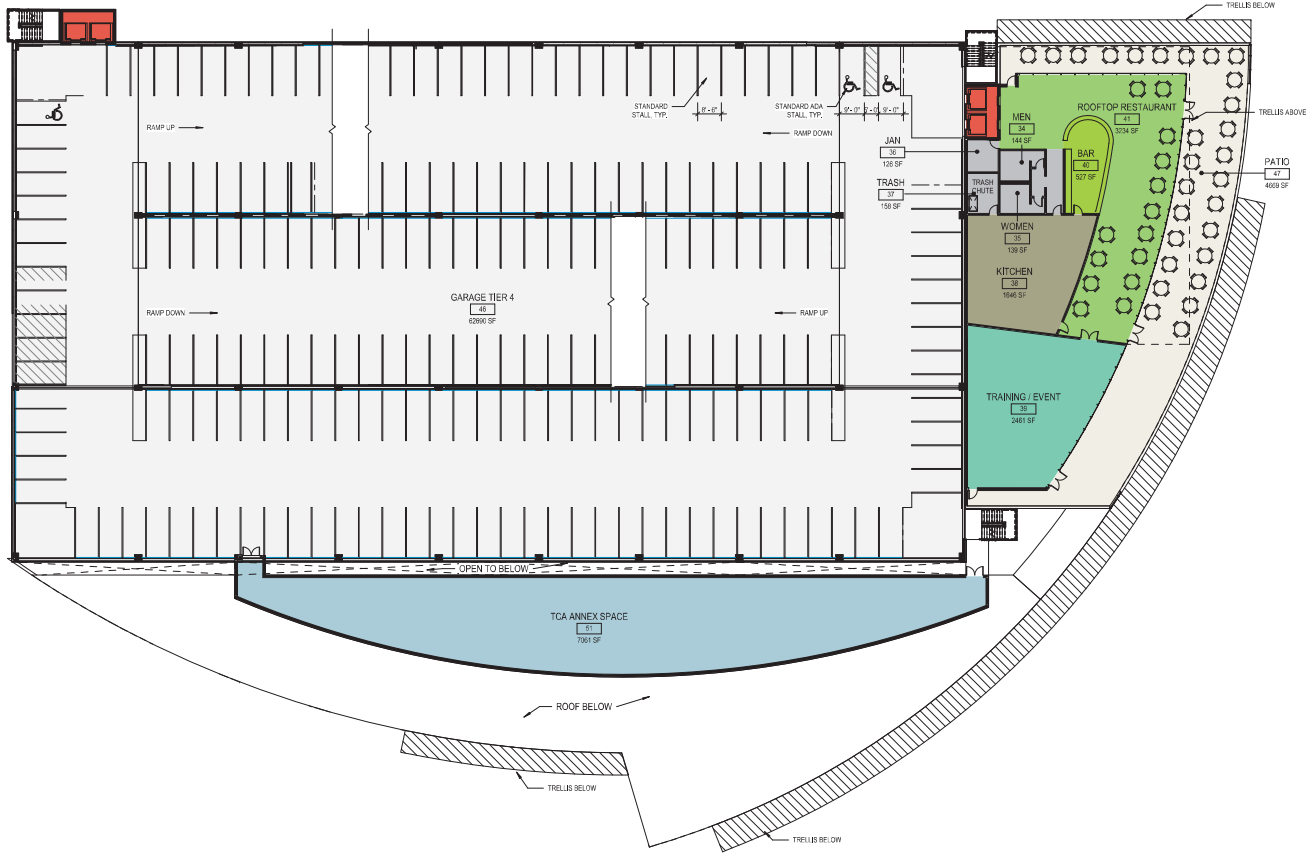


NOT FOR CONSTRUCTION
CONCEPTUAL PLANS FOR PADDP/R REVIEW ONLY

SHEET TITLE
**BUILDING A3 - TCA
ANNEX PROPOSED TEST
FIT - LEVEL 2**

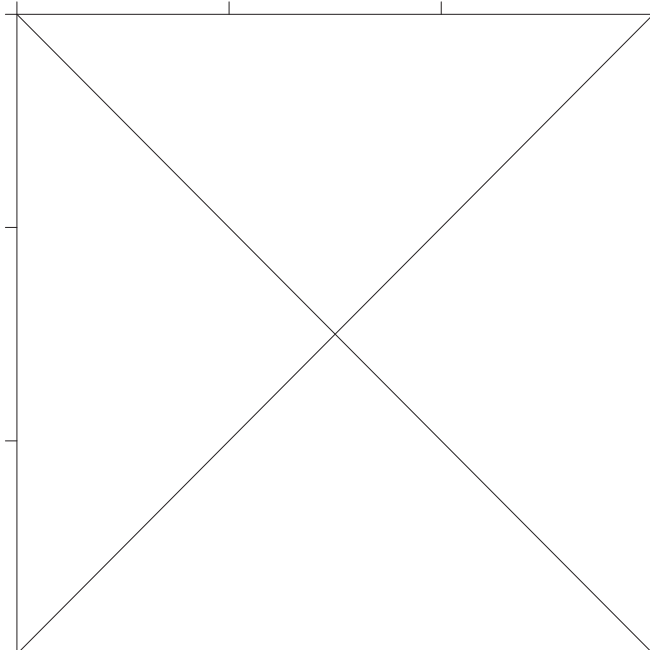
PROJECT NUMBER 20963.000

SHEET NUMBER **A2.4B**

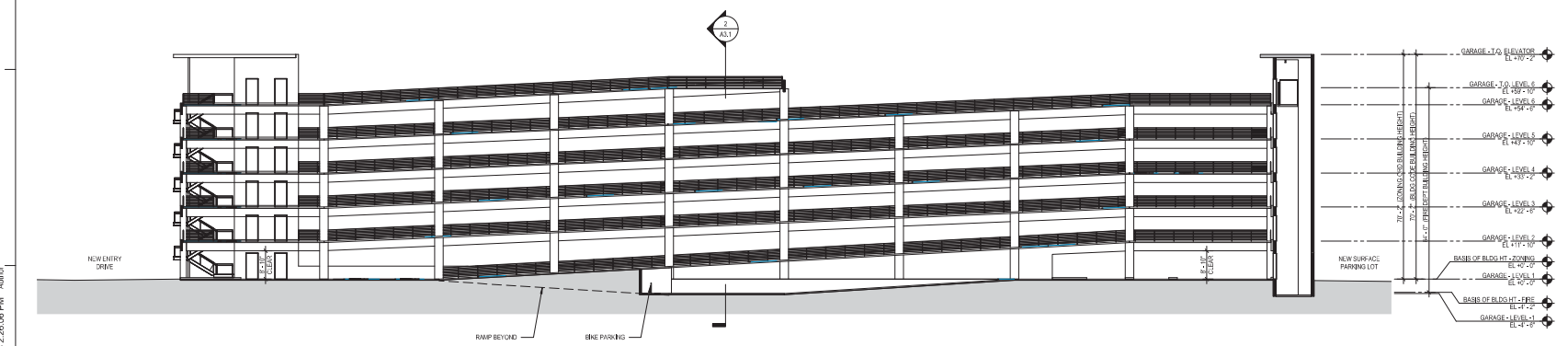
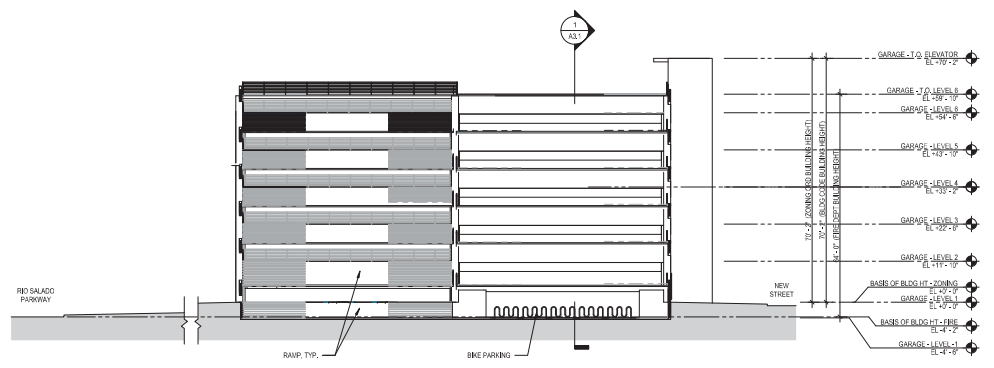


1 BLDG A - LEVEL 4 | TCA ANNEX PROPOSED TEST FIT - LEVEL 2
SCALE: 1" = 20'-0"

*NOTE: THIS LAYOUT REPRESENTS A PROPOSED TEST FIT OF THE TCA PROPOSED PROGRAM. ADDITIONAL PROGRAM VALIDATION AND DESIGN WILL BE REQUIRED AT THE TIME OF DESIGN OF THIS FUTURE PHASE.



2 BUILDING A1 - TRANSVERSE BUILDING SECTION
SCALE: 1/16" = 1'-0"



1 BUILDING A1 - LONGITUDINAL BUILDING SECTION
SCALE: 1/16" = 1'-0"

6/29/2018 2:26:06 PM Author

PKI Date

IDEA TEMPE
1000 W RIO SALADO PKWY
TEMPE, ARIZONA



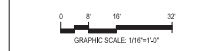
SMITHGROUP JJR

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Scottsdale, AZ 85260
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ISSUED FOR	REV	DATE
PAD SUBMITTAL		MAY 21 2018
PAD/PPR REVIEW RESUBMITTAL		JULY 20 18

SEALS AND SIGNATURES

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CONCEPTUAL PLANS FOR PAD/PPR REVIEW ONLY



SHEET TITLE
BUILDING A1 - BUILDING SECTIONS

PROJECT NUMBER
20963.000

SHEET NUMBER
A3.1

IDEA TEMPE
 1000 W RIO SALADO PKWY
 TEMPE, ARIZONA



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Dibble Engineering
 CIVIL ENGINEER
 7500 North Deany Drive
 Phoenix, AZ 85020
 602.981.1155

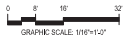
PK Associates LLC
 STRUCTURAL ENGINEER
 224 East McDowell Drive
 Scottsdale, AZ 85258
 480.425.8888

ISSUED FOR	REV	DATE
PAD SUBMITTAL		MAY21 2018
PAD/PRR REVIEW RESUBMITTAL		JULI02 2018

SEALS AND SIGNATURES



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 CONCEPTUAL PLANS FOR PAD/PRR REVIEW ONLY

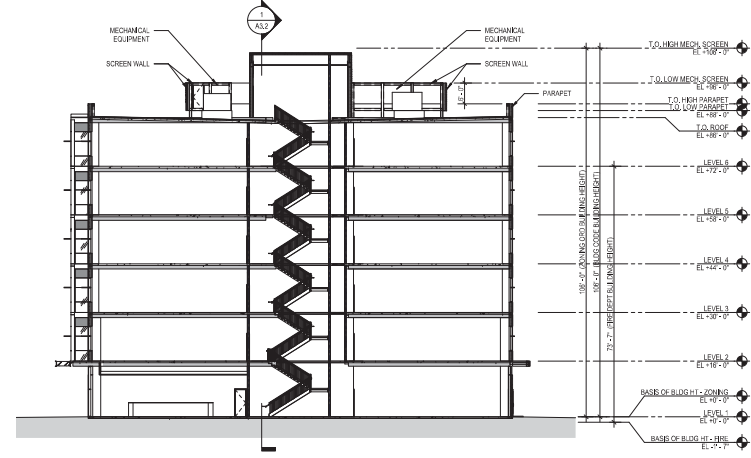


SHEET TITLE
BUILDING B - BUILDING SECTIONS

PROJECT NUMBER 20963.000

A3.2

SHEET NUMBER

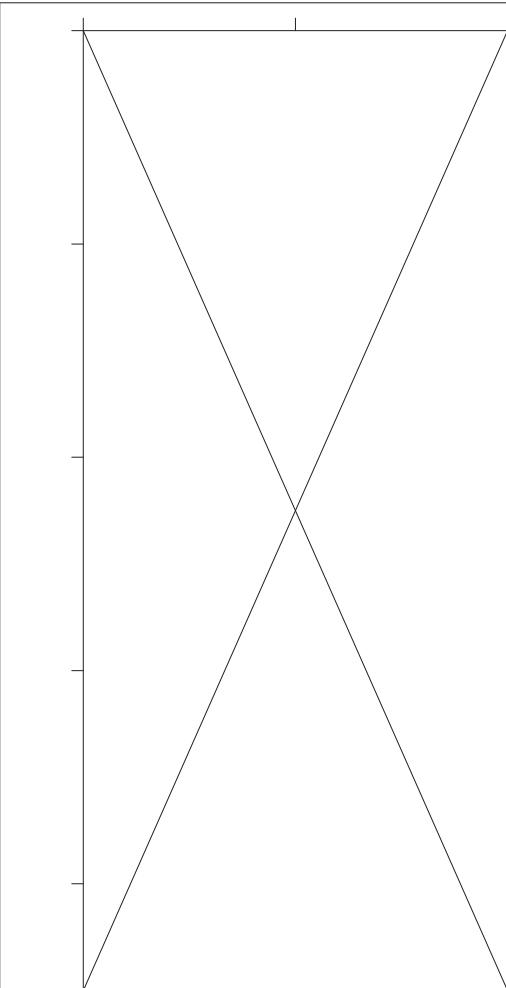


2 BUILDING B - TRANSVERSE BUILDING SECTION
 SCALE: 1/16" = 1'-0"

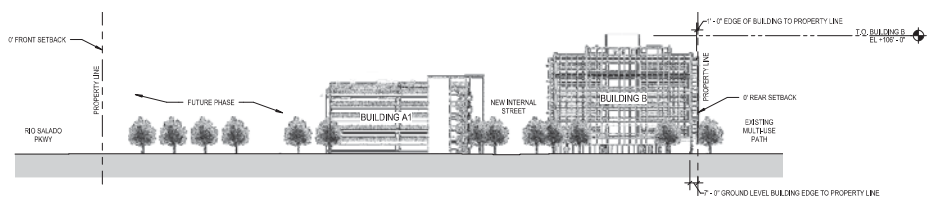


1 BUILDING B - LONGITUDINAL BUILDING SECTION
 SCALE: 1/16" = 1'-0"

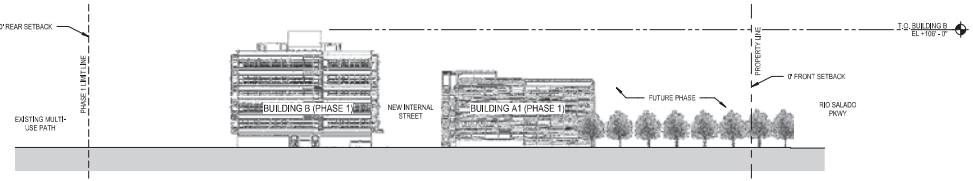
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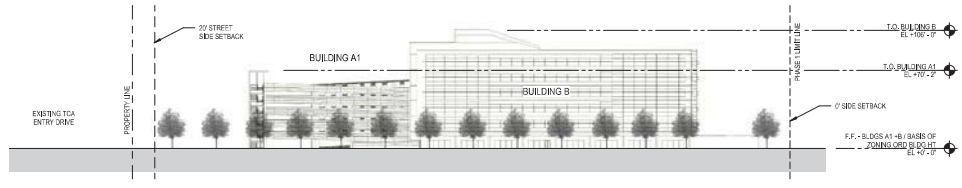
4 EAST STREET ELEVATION - FROM TCA
SCALE: 1" = 50'-0"



3 WEST STREET ELEVATION - FROM COT PUBLIC WORKS LOT
SCALE: 1" = 50'-0"



2 NORTH STREET ELEVATION - FROM SALT RIVER CHANNEL
SCALE: 1" = 50'-0"



1 SOUTH STREET ELEVATION - FROM RIO SALADO PKWY
SCALE: 1" = 50'-0"



IDEA TEMPE
1000 W RIO SALADO PKWY
TEMPE, ARIZONA



SMITHGROUP JJR

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602-957-1155

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1314 West McDowell Drive
Scottsdale, AZ 85250
480-402-8884

ISSUED FOR	REV	DATE
PAD SUBMITTAL	1	MAY 27 2018
PAD/DPR REVIEW RESUBMITTAL	2	JUL 02 2018

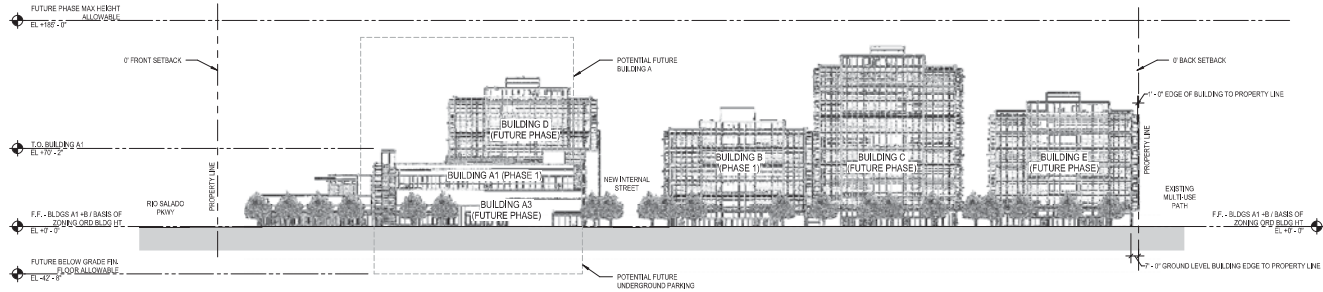
SEALS AND SIGNATURES

NOT FOR CONSTRUCTION
CONCEPTUAL PLANS FOR PAD/DPR REVIEW ONLY

SHEET TITLE
STREET ELEVATIONS -
PHASE 1

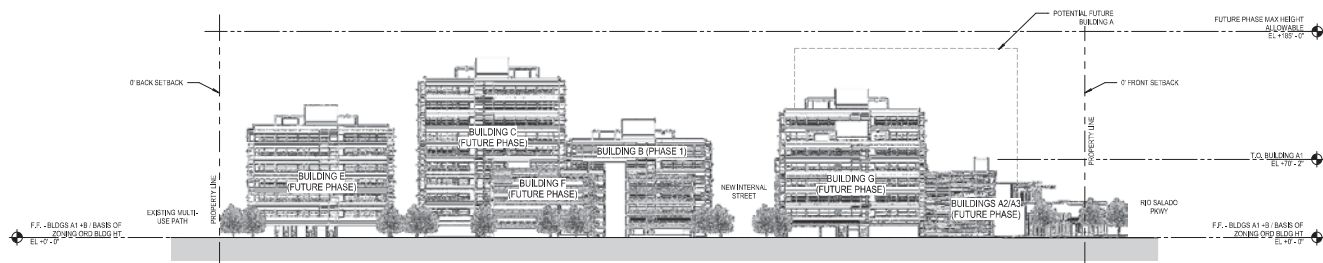
PROJECT NUMBER
20963.000
SHEET NUMBER
A4.1

NOTE:
FUTURE PHASE BUILDINGS SHOWN ARE
CONCEPTUAL ONLY. FUTURE PHASE WILL BE
REVIEWED THROUGH THE DPC.

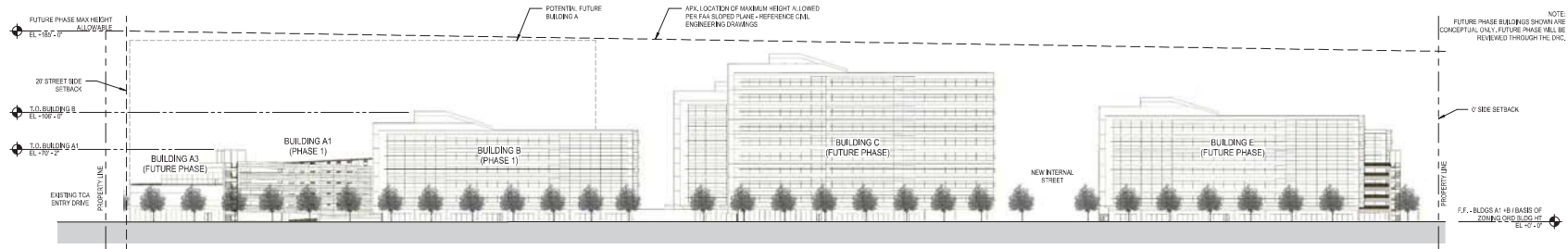


4 EAST STREET ELEVATION - FROM TCA
SCALE: 1" = 50'-0"

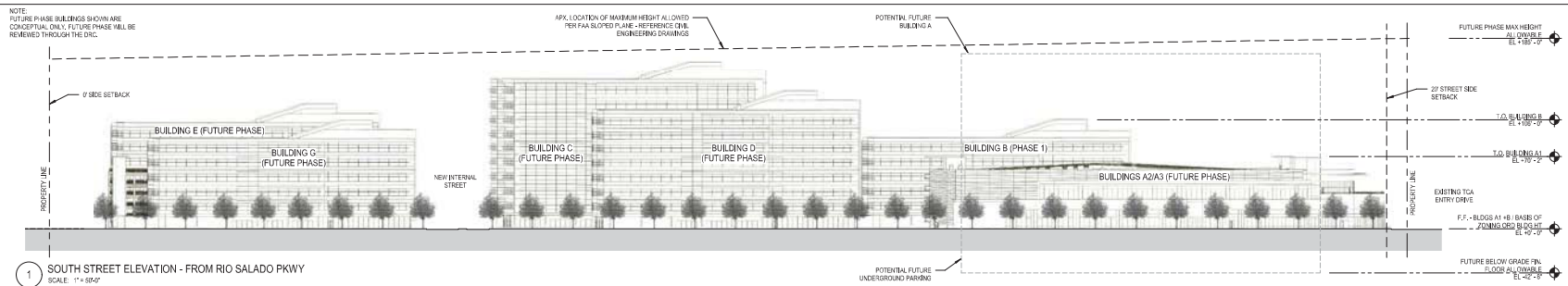
NOTE:
FUTURE PHASE BUILDINGS SHOWN ARE
CONCEPTUAL ONLY. FUTURE PHASE WILL BE
REVIEWED THROUGH THE DPC.



3 WEST STREET ELEVATION - FROM COT PUBLIC WORKS LOT
SCALE: 1" = 50'-0"



2 NORTH STREET ELEVATION - FROM SALT RIVER CHANNEL
SCALE: 1" = 50'-0"



1 SOUTH STREET ELEVATION - FROM RIO SALADO PKWY
SCALE: 1" = 50'-0"

IDEA TEMPE

1000 W RIO SALADO PKWY
TEMPE, ARIZONA



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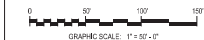
Dibble Engineering
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602-957-1155

PK Associates LLC
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1734 West McDowell Drive
Scottsdale, AZ 85250
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ISSUED FOR	REV	DATE
PREAPPLICATION SUBMITTAL		JANUS 2017
PRELIMINARY SITE PLAN REVIEW		APRIL 2018
PROCESSED		MAY 2018
PADDPR REVIEW RESUBMITTAL		JULY 2018



NOT FOR CONSTRUCTION
CONCEPTUAL PLANS FOR PADDPR REVIEW ONLY



SHEET TITLE
STREET ELEVATIONS - ALL PHASES

PROJECT NUMBER 20963.000

A4.2

SHEET NUMBER

IDEA TEMPE
1000 W RIO SALADO PKWY
TEMPE, ARIZONA

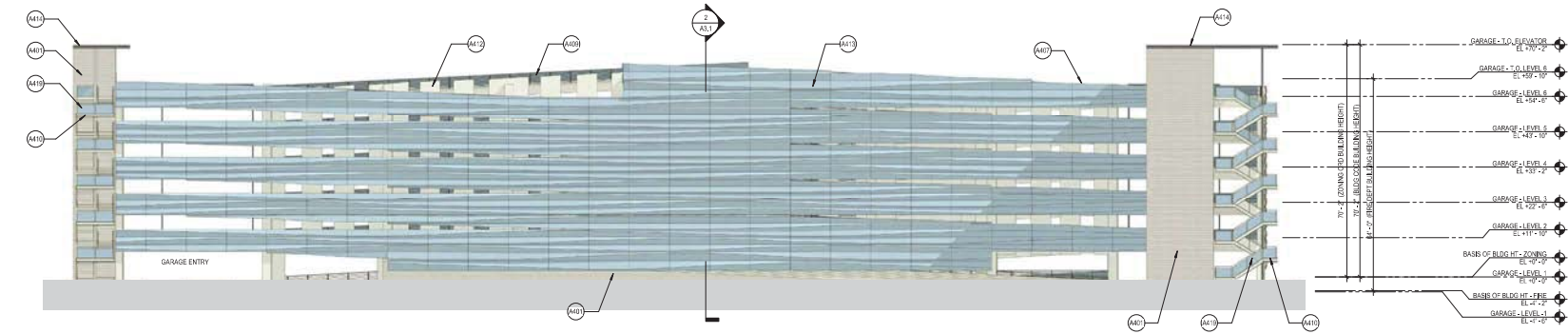


SMITHGROUP JJR

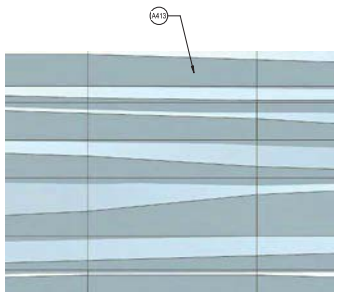
455 NORTH THIRD STREET
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www.smithgroupjir.com

Dibble Engineering
CIVIL ENGINEER
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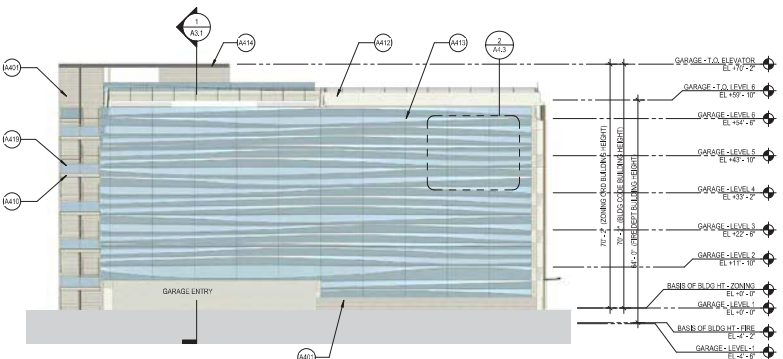
PK Associates LLC
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2348 East McDowell Drive
Scottsdale, AZ 85258
480.425.8958



3 BUILDING A RENDERED ELEVATION - NORTH
SCALE: 1/8" = 1'-0"



2 ENLARGED BUILDING A ELEVATION - WEST
SCALE: 1/4" = 1'-0"



1 BUILDING A RENDERED ELEVATION - WEST
SCALE: 1/8" = 1'-0"

SHEET KEYNOTES

- A401 GROUND FLOOR MASONRY - WHITE SEDGELON MASONRY. FINISH: GROUND HORED-FACED & TEXTURED. COLOR: SEASHELL WHITE. MIBSON WHITE MASONRY SAND. Joints: RAKED.
- A407 NATURAL METAL FINISH PANELS - HINER KOVACH K. FINISH: INDIAN COATING. COLOR: PEWTER.
- A410 PERFORATED METAL PANEL - HINER KOVACH 280 ALUMINUM PLATE. FINISH: PINK PUFF COATING. COLOR TO MATCH CENTRA GRANITE WITH A.M.C.A. FINISH. SPACING: 1/4" SQUARE PERFORATIONS, 1/4" SPACING, 22.7% OPEN.
- A414 ALUMINUM COMPOSITE PANEL - HINER KOVACH 3000SOUND. FINISH: METALLIC CHAMPAGNE.
- A418 STAINLESS STEEL & PERFORATED METAL, QUARTZFILL - HINER KOVACH 280 ALUMINUM PLATE. FINISH: PINK PUFF COATING. COLOR TO MATCH CENTRA GRANITE WITH A.M.C.A. FINISH. SPACING: 1/4" SQUARE PERFORATIONS, 1/4" SPACING, 22.7% OPEN.

ISSUED FOR	REV.	DATE
PRELIMINARY SITE PLAN REVIEW	02	02/20/2018
PAD SUBMITTAL	01	04/27/2018
PROCEED TO SUBMITTAL	01	06/15/2018

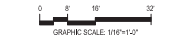
SEALS AND SIGNATURES



GENERAL NOTES

ZONING ORDINANCE BUILDING HEIGHT:
BASED ON BUILDING HEIGHT PER ZONING ORDINANCE
IS EQUAL TO THE FINISHED FLOOR OF THE BUILDING
TO CL.C.P.B. AT CENTER OF RIO SALADO + 1156.47'
FINISHED FLOOR HEIGHT OF BUILDING + 1156.47'

NOT FOR CONSTRUCTION
CONCEPTUAL PLANS FOR PAD/PRO REVIEW ONLY



SHEET TITLE:
BUILDING A1 - ELEVATIONS

PROJECT NUMBER: 20963.000

A4.3

SHEET NUMBER

GARAGE OPEN AREA CALCULATIONS

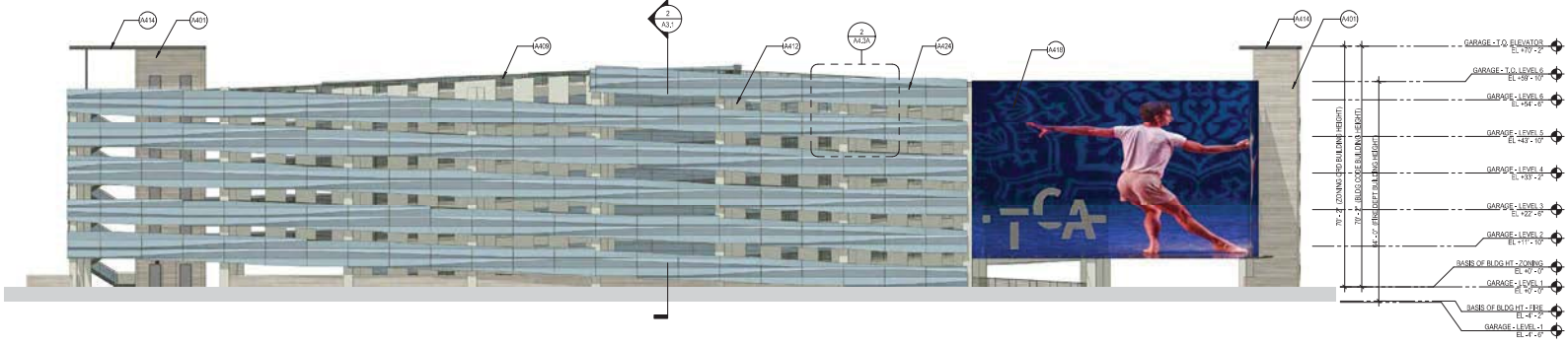
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	PERIMETER WALL AREA	OPEN AREA	PERIMETER WALL AREA	OPEN AREA	PERIMETER WALL AREA	OPEN AREA	PERIMETER WALL AREA	OPEN AREA	PERIMETER WALL AREA	OPEN AREA
NORTH	4082	1439	3654	1316	3654	1316	3654	1316	3654	1316
WEST	2226	1054	1993	643	1993	643	1993	643	1993	643
EAST	2226	0	1993	0	1993	0	1993	0	1993	0
SOUTH	4082	779	3654	1319	3654	1319	3654	1319	3654	1319
Total	12616	3232	11294	2744	11294	3284	11294	3284	11294	3284
More than 20%		26%		24%		29%		29%		29%

NOTE: GARAGE OPEN AREA CALCULATIONS BASED ON FULL PHASE 2 BUILD OUT OF GARAGE INCLUDING THE TCA WRAPPER

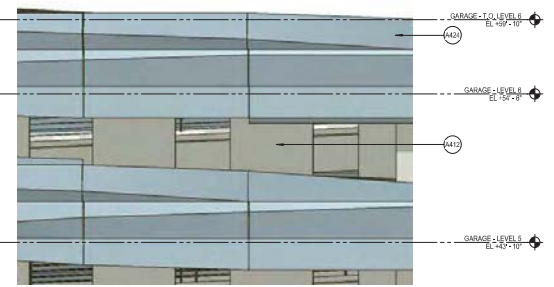
GARAGE RENDERED SECTION



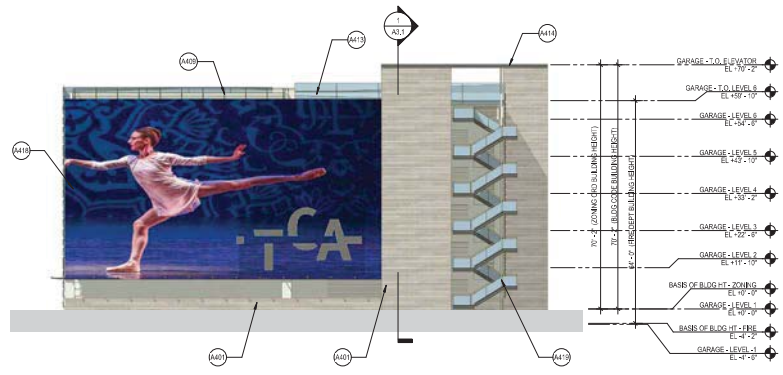
PKI (Date: 6/29/2018 2:53:25 PM Author:)



3 BUILDING A RENDERED ELEVATION - SOUTH
SCALE: 1/16" = 1'-0"



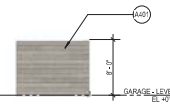
2 ENLARGED BUILDING A ELEVATION - SOUTH
SCALE: 1/4" = 1'-0"



1 BUILDING A RENDERED ELEVATION - EAST
SCALE: 1/16" = 1'-0"



4 BUILDING A - TRASH ENCLOSURE - NORTH ELEVATION
SCALE: 1/8" = 1'-0"



5 BUILDING A - TRASH ENCLOSURE - WEST ELEVATION
SCALE: 1/8" = 1'-0"

SHEET KEYNOTES

- A401 GROUND FACE MASONRY - MFRS EDGE/END MASONRY. FINISH: GROUT, HONED FACED & TEXTURED. COLOR: SEAGULL WHITE. MESSON WHITE. MASONRY SAND. Joints: RAKED.
- A407 NATURAL METAL FINISH PANELS - MFRS KOVACH K SMALL TYPE. RESISTANT TO CORROSION. CONCEALED FASTENER METAL PANEL SYSTEM.
- A408 CABLE GUARDRAIL.
- A410 PRECAST CONCRETE.
- A413 PERFORATED METAL PANEL - MFRS KOVACH 260 ALUMINUM PLATE. FINISH: KYNAR PVDF COATING. COLOR TO MATCH CENTRA GRANITE WITH A MESA FINISH. SPACING: 1/4" ORIGINAL. 22.7% OPEN.
- A414 ALUMINUM COMPOSITE PANEL - MFRS KOVACH 260 ALUMINUM PLATE. FINISH: KYNAR PVDF FINISH. COLOR: METALLIC CHAMPAGNE.
- A415 TEMPORARY GARAGE BARRIER SCREENING OVER A MASONRY SUBSTRATE ON EAST FACE AND A TEMPORARY SCREENING WITH EXTENSIVE WEARING ON THE SOUTH - 8 OZ. MESH. MMA. (E.G. BY ULTIMATED OR SIMILAR WITH A SCREENING OR FACE FRAME SYSTEM OR A 3M VINYL PRODUCT APPLIED DIRECTLY TO THE SUBSTRATE. MANAGE CONCEPTUAL AS SHOWN. FINAL APPROVAL OF SWANER NETWORK MACKER GEORGE SHALL BE HANDLED IN A FUTURE APPROVAL PROCESS.
- A419 STAINLESS STEEL & PERFORATED METAL GUARDRAIL - MFRS KOVACH 260 ALUMINUM PLATE. FINISH: KYNAR PVDF COATING. COLOR TO MATCH CENTRA GRANITE WITH A MESA FINISH. SPACING: 1/4" ORIGINAL PERFORATIONS. 22.7% OPEN.
- A424 SOLID METAL VEHICLE HEADLAMP SCREENING - MFRS KOVACH 260 ALUMINUM PLATE. FINISH: KYNAR PVDF COATING. COLOR TO MATCH CENTRA GRANITE WITH A MESA FINISH.

GENERAL NOTES

ZONING ORDINANCE BUILDING HEIGHT:
BASED ON BUILDING HEIGHT PER ZONING ORDINANCE IS SCALE TO THE FINISHED FLOOR OF THE BUILDING TO CLRB AT CENTER OF RIO SALADO + 1196.47'
FINISHED FLOOR HEIGHT OF BUILDING + 1196.47'

IDEA TEMPE
1000 W RIO SALADO PKWY
TEMPE, ARIZONA



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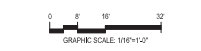
PK Associates LLC
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2348 East McDowell Drive
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480.425.8958

ISSUED FOR	REV	DATE
PADDDPR REVIEW	RESUBMITAL	JULIO 2018

SEALS AND SIGNATURES



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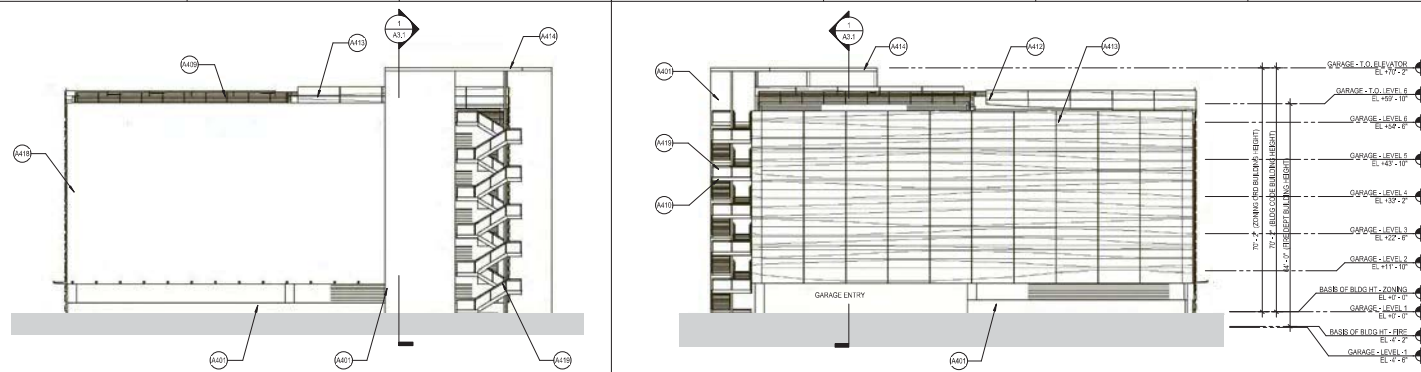


SHEET TITLE:
BUILDING A1 - ELEVATIONS

PROJECT NUMBER
20963.000

SHEET NUMBER
A4.3A

Pk1 Date: 6/29/2018 2:54:00 PM Author:



1 BUILDING A1 RENDERED ELEVATION - EAST Copy 1
SCALE: 1/16" = 1'-0"

2 BUILDING A1 ELEVATION - WEST
SCALE: 1/16" = 1'-0"

SHEET KEYNOTES

- A101 GROUND FAZE MASONRY - MNFR ECHOLON MASONRY FINISH (GROUND HONED PAGES & TEXTURED COLOR, SEASHELL WHITE, MISSION WHITE, MARBLE GRAY, IVORY, IVORY) - NEEDED
- A107 NATURAL METAL FINISH PANELS - MNFR KOVACH K WALL TYPE 18 GAUGE INTERLOCKING CONCEALED FASTENER METAL PANEL SYSTEM
- A108 CAB F QUADRA
- A110 ARCHITECTURALLY EXPOSED PAINTED STEEL - FINISH: TRIMEC COATING COLOR: PEPPER
- A112 PRECAST CONCRETE
- A113 ARCHITECTURALLY EXPOSED ALUMINUM 200 ALUMINUM PLATE FINISH - FINISH: PVDF COATING COLOR TO MATCH CENTER GRANITE WITH A MIN. FINISH SPACING: 1/8" DIAGONAL PERFORATIONS, 1/4" SPACING 25-7/8" OPEN
- A114 ALUMINUM COMPOSITE PANEL - MNFR KOVACH EQUISING AMMO MOV SYSTEM FINISH: KYNAR PVDF FINISH COLOR: METALIC CHAMPAGNE
- A118 TEMPORARY GARAGE BANNER SCREENING SCREENING OVER A MASONRY SUBSTRATE ON EAST FACE AND A TEMPORARY STUD WALL WITH EXTERIOR SE-HEATING ON THE SOUTH - 4'-0" MESH (M1) PER R3. ULTRAFLEX OR SIMILAR WITH A SIGNCOMP OR FACE FRAME SYSTEM ON EAST SIDE PRODUCT ADHERED DIRECTLY TO THE SUBSTRATE - IMAGES CONCEPTUAL & SUBJECT TO APPROVAL OF BANNER ARTWORK AND/OR SIGNAGE SHALL BE PROVIDED IN A FUTURE APPROVAL PROCESS.
- A119 STAINLESS STEEL & PERFORATED METAL GUARDRAIL - MNFR KOVACH 200 ALUMINUM PLATE FINISH - FINISH: PVDF COATING COLOR TO MATCH CENTER GRANITE WITH A MIN. FINISH SPACING: 1/8" DIAGONAL PERFORATIONS, 1/4" SPACING 25-7/8" OPEN
- A124 SOLID METAL VEHICLE HEADLIGHT SCREENING - MNFR KOVACH 200 ALUMINUM PLATE FINISH - FINISH: PVDF COATING COLOR TO MATCH CENTER GRANITE WITH A MIN. FINISH

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602.687-1150

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480.425.8954

ISSUED FOR	REV	DATE
PAD FOR SUBMITTALS FOR REVIEW		JUNE 2018
PAD FOR REVIEW RESUBMITTAL		JULY 2018

SEALS AND SIGNATURES

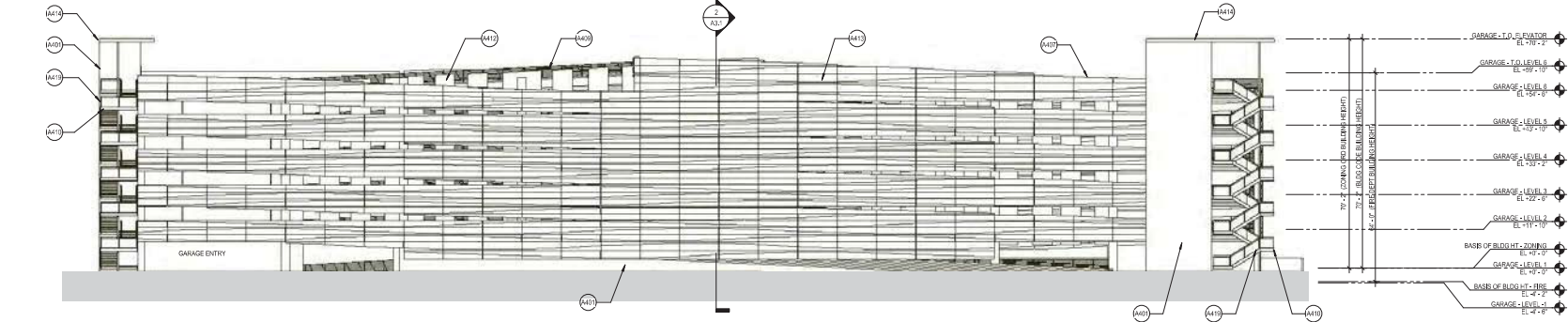
MICHAEL L. KOVACH

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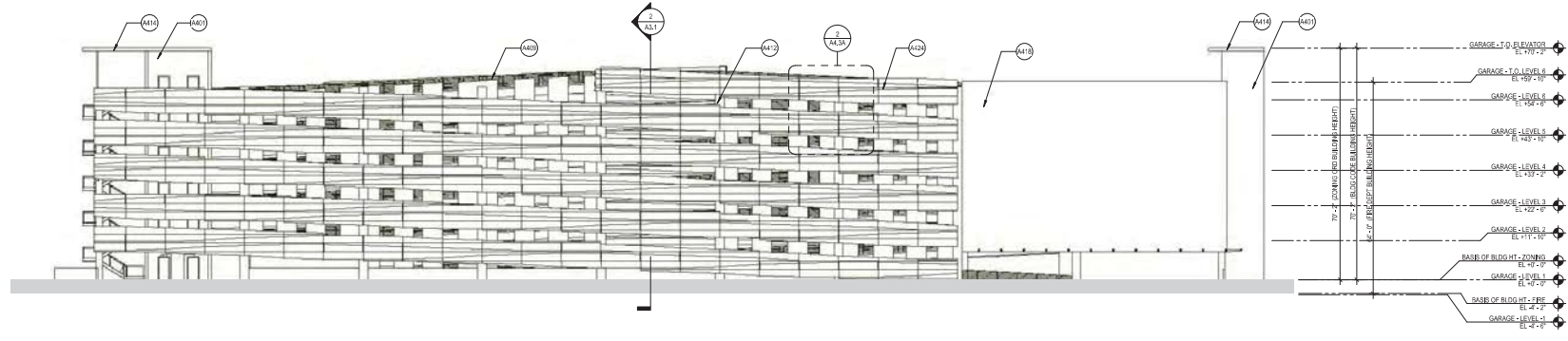
SHEET TITLE
**BUILDING A1 -
ELEVATIONS**

PROJECT NUMBER
20963.000
A4.3B

SHEET NUMBER

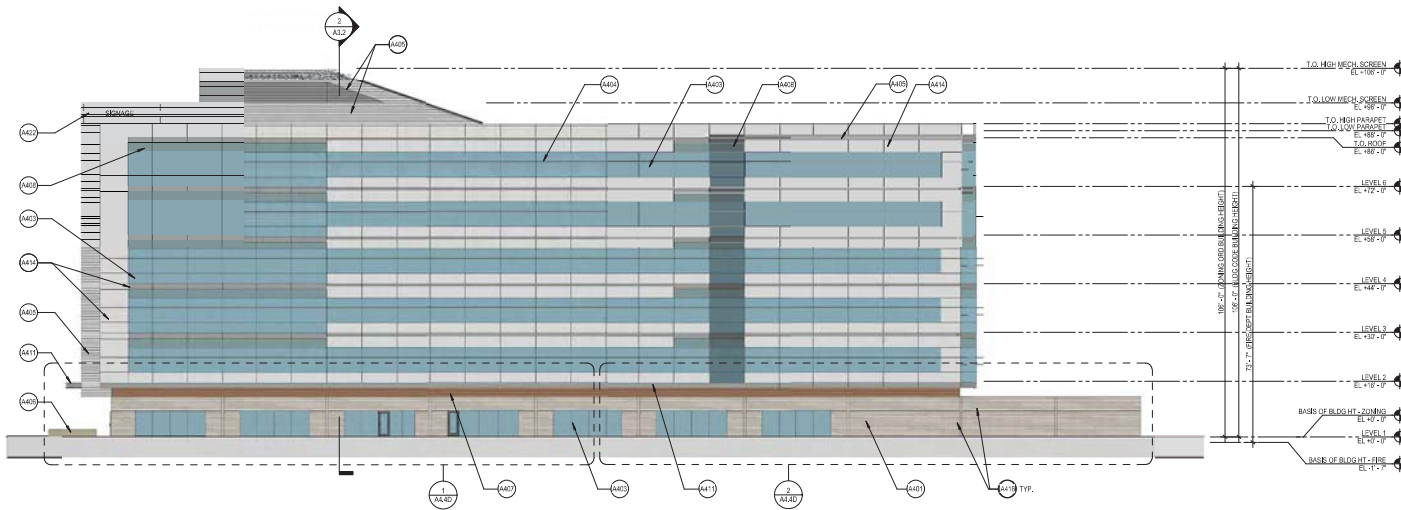


3 BUILDING A1 ELEVATION - NORTH
SCALE: 1/16" = 1'-0"

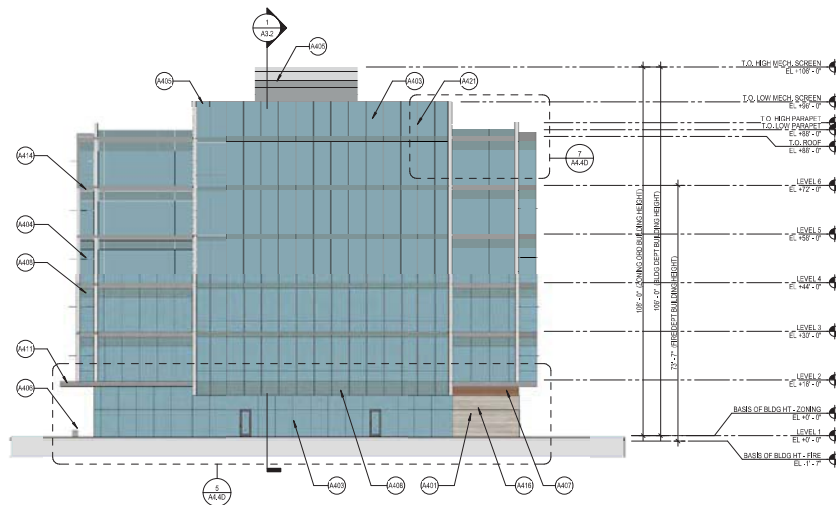


4 BUILDING A1 RENDERED ELEVATION - SOUTH Copy 1
SCALE: 1/16" = 1'-0"

PKI Date: 6/29/2018 2:54:12 PM Author



2 BUILDING B EXTERIOR ELEVATION - NORTH
SCALE: 1/8" = 1'-0"



1 BUILDING B EXTERIOR ELEVATION - EAST
SCALE: 1/8" = 1'-0"

SHEET KEYNOTES

- A401 GROUND FACE MASONRY - MFR. ESCHELON MASONRY FINISH. GROUND FLOOR FACE IS TEXTURED. COLOR: SEASHELL WHITE. MESSON WHITE. MESSON SINE. Joints: SMOOTH GLAZING - MFR. VISION INSULATED GLAZING UNIT. TYPE: VUE 140. FRAMING: MFR. ARCADIA. FINISH: ANODIZED ALUMINUM. COLOR: CLEAR.
- A402 8" NON-ADJUSTABLE HORIZONTAL SHADE FINISH - MFR. SINOCA. FINISH: ANODIZED ALUMINUM. COLOR: CLEAR.
- A403 CONCEALED FASTENER METAL PANELS & LOUVERS - MFR. CONY. CS. 200. CS 200. CS 600. 18 GAUGE ALUMINUM. FINISH: KYNAR PVDF. COATING COLOR: COLOR TO MATCH METAL PANEL CHAMPAGNE & PENTER CONCRETE SEAT WALL.
- A404 NATURAL METAL FINISH PANELS - MFR. KOVACHIK WALL. TYPE: 18 GAUGE INTERLOCKING CONCEALED FASTENER METAL PANEL SYSTEM SPANDREL GLAZING - MFR. VISION INSULATED GLAZING UNIT. TYPE: VUE 140. 43 SURFACE SUBTENDED GRC.
- A405 ARCHITECTURALLY EXPOSED PAINTED STEEL GROPY WITH ALUMINUM PANEL. TRIM: FINISH: INBANK COATING. COLOR: PENTER.
- A406 ALUMINUM COMP. SEAT PANEL - MFR. KOVACHIK ROYALDAD 4MM MCM SYSTEM. FINISH: KYNAR PVDF FINISH. COLOR: METALLIC CHAMPAGNE.
- A407 MASONRY REVEAL.
- A408 12" NON-ADJUSTABLE VERTICAL SHADE FINISH - MFR. ARCADIA. FINISH: ANODIZED ALUMINUM. COLOR: CLEAR.
- A409 LOCATION OF FUTURE SEWAGE.

IDEA TEMPE

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TEMPE, ARIZONA



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2304 East McDowell Drive
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480.425.8994

GENERAL NOTES

ZONING ORDINANCE BUILDING HEIGHT:
BASES OF BUILDING HEIGHT PER ZONING ORDINANCE IS EQUAL TO THE FINISHED FLOOR OF THE BUILDING.
T.O. CURB AT CENTER OF RIO SALADO = 1106.40'
FINISHED FLOOR HEIGHT OF BUILDING = 1106.40'

ISSUED FOR	REV	DATE
PRELIMINARY SITE PLAN REVIEW		12/20/2018
PAID SUBMITTAL		MAY/27/2019
PROJECT REVIEW/RESUBMITTAL		11/01/2019

SEALS AND SIGNATURES



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CONCEPTUAL PLANS FOR PAD/DPR REVIEW ONLY



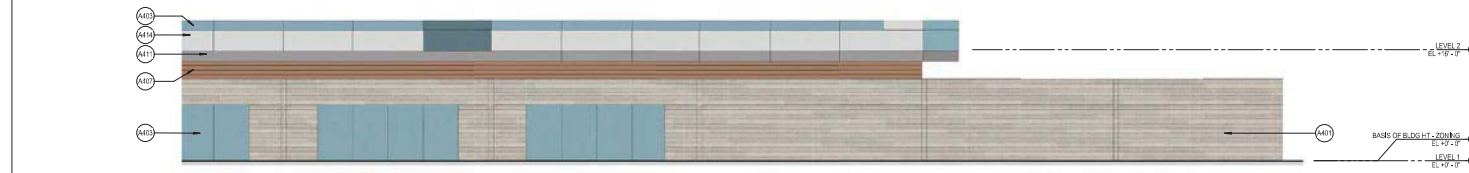
SHEET TITLE
BUILDING B - ELEVATIONS

PROJECT NUMBER: 20963.000
SHEET NUMBER: A4.4

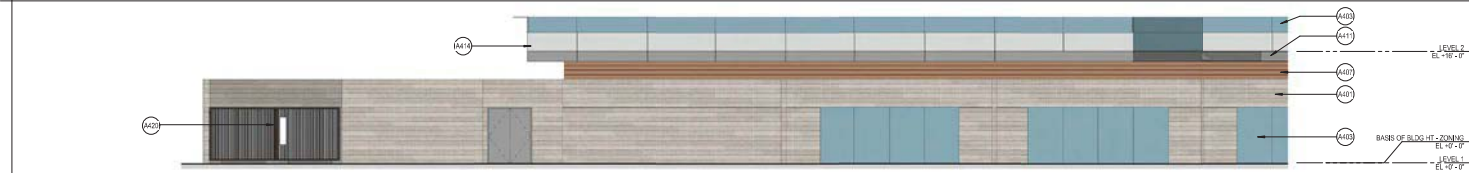
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1 BUILDING B EXTERIOR ELEVATION - NORTH ENLARGED
SCALE: 1/8" = 1'-0"



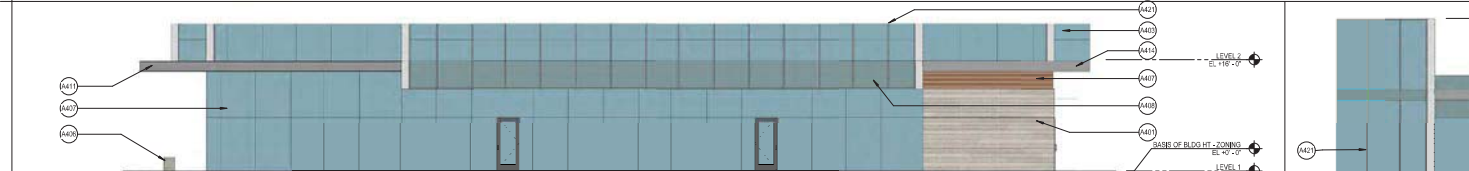
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SCALE: 1/8" = 1'-0"



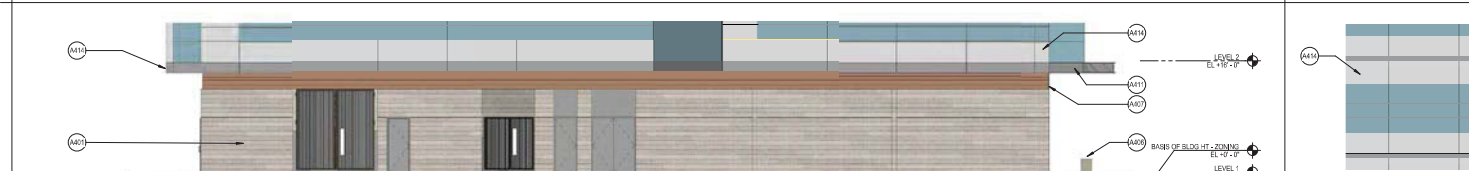
3 BUILDING B EXTERIOR ELEVATION - SOUTH ENLARGED ELEVATION
SCALE: 1/8" = 1'-0"



4 BUILDING B EXTERIOR ELEVATION - SOUTH ENLARGED ELEVATION 2
SCALE: 1/8" = 1'-0"



5 BUILDING B EXTERIOR ELEVATION - EAST ENLARGED ELEVATION
SCALE: 1/8" = 1'-0"



6 BUILDING B EXTERIOR ELEVATION - WEST ENLARGED ELEVATION
SCALE: 1/8" = 1'-0"

○ SHEET KEYNOTES

- A401 GROUND FAZE MASONRY - MNFR. ECHELON. MASONRY FINISH. GROUND FIBER FIBER. TEXTURED. COLOR, SEASHELL WHITE. MISION WHITE. MARBLE. SINE. JANTS. RATED. COURTYARD WALL SYSTEM.
- A402 GLAZING - MNFR. IRISCON INSULATED GLAZING UNIT. TYPE VUE 440. TANSUNG MNFR. IRISCON. FINISH. ANODIZED ALUMINUM. COLOR: CLEAR.
- A403 CONCEALED FASTENER METAL PANELS & COVERS - MNFR. CENTRA CS-02, CS-200, CS 900 18 GAUGE ALUMINUM FINISH. FINISH OF COATING. COLOR: COLOR TO MATCH METALLIC CHAMPAGNE S FINTEER.
- A405 CONCRETE SEAT WALL.
- A406 NATURAL METAL FINISH PANELS - MNFR. KOVACHIK WALL. TYPE 18 GAUGE INTERLOCKING CONCEALED FASTENER METAL PANEL SYSTEM.
- A407 SPAN-REL. GLAZING - MNFR. IRISCON INSULATED GLAZING UNIT. TYPE VUE 450. 43 SURFACE SUBTODIED SHEET.
- A411 ARCHITECTURALLY EXPOSED PAINTED STEEL. CONCP. WITH ALUMINUM FINISH. TRISLES - FINISH. FINISH COATING. COLOR: FINTEER.
- A414 ALUMINUM COMPOSITE PANELS - MNFR. KOVACHIK. POWDER COAT. HMM. MCM SYSTEM. FINISH. KYNAR PVDF FINISH. COLOR: METALLIC CHAMPAGNE.
- A420 GATE - NATURAL METAL FINISH PANELS TO MATCH TGA BUILDING.
- A421 3" NON-ADJUSTABLE VERTICAL SHADE FINS - MNFR. ARCADIA. FINISH: ANODIZED ALUMINUM. COLOR: CLEAR.
- A423 3/4" NON-ADJUSTABLE HORIZONTAL SHADE FINS - MNFR. ARCADIA. FINISH: ANODIZED ALUMINUM. COLOR: CLEAR.

GENERAL NOTES

ZONING ORDINANCE BUILDING HEIGHT:
BASE OF BUILDING HEIGHT PER ZONING ORDINANCE IS EQUAL TO THE FINISHED FLOOR OF THE BUILDING TO CORNER CENTER OF THE BLOCK. 119.46P.
FINISHED FLOOR HEIGHT OF BUILDING = 119.46P.

ISSUED FOR

REV	DATE
PADDER REVIEW SUBMITAL	JULI02 2018

SEALS AND SIGNATURES

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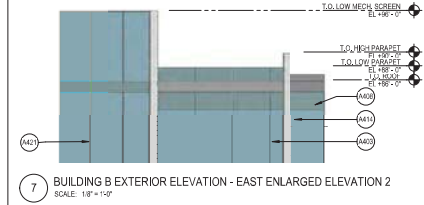
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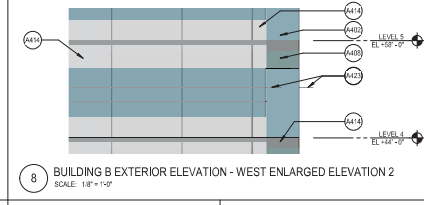
Dibble Engineering
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Scottsdale, AZ 85260
480.425.8584

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7 BUILDING B EXTERIOR ELEVATION - EAST ENLARGED ELEVATION 2
SCALE: 1/8" = 1'-0"



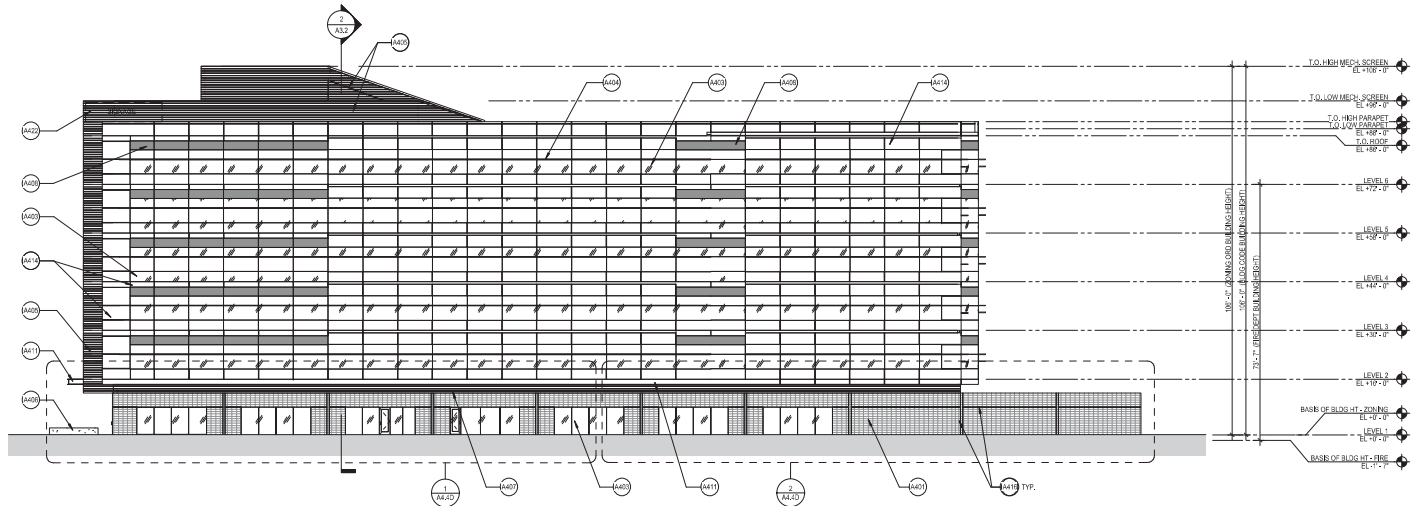
8 BUILDING B EXTERIOR ELEVATION - WEST ENLARGED ELEVATION 2
SCALE: 1/8" = 1'-0"

SHEET TITLE
BUILDING B - ENLARGED ELEVATIONS

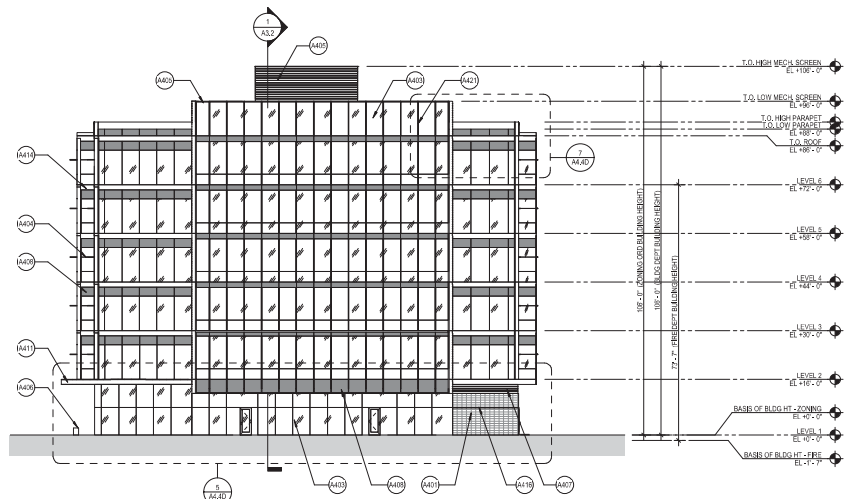
20963.000

A4.4D

SHEET NUMBER



2 BUILDING B EXTERIOR ELEVATION - NORTH B&W
SCALE: 1/8" = 1'-0"



1 BUILDING B EXTERIOR ELEVATION - EAST B&W
SCALE: 1/8" = 1'-0"

SHEET KEYNOTES

- A401 GROUND FACE MASONRY - MINER. ECHOLON MASONRY FINISH - GROUND HONED FACED & TEXTURED. COLOR: SEASHELL WHITE. MISSION WHITE. MASONRY JOINTS: HONED.
- A403 GLAZING - MINER. VIBRACON INSULATED GLAZING UNIT. TYPE: VUE 430. FRAMING: MINER. ARCADE. FINISH: ANODIZED ALUMINUM. COLOR: CLEAR.
- A404 8" NON-ADJUSTABLE HORIZONTAL SHADE FINISH - MINER. ARCADE. FINISH: ANODIZED ALUMINUM. COLOR: CLEAR.
- A405 CONCEALED FASTENER METAL PANELS & LOUVERS - MINER. CON. T.O. CS 220, CS 220, CS 220 18 GAUGE ALUMINUM. FINISH: KYNAR PVDF COATING. COLOR: COLOR TO MATCH METAL PANELS. CHAMPAGNE & PEPPER.
- A406 CONCRETE SEAT WALL.
- A407 NATURAL METAL FINISH PANELS - MINER. KOVACHIK WALL. TYPE: 18 GAUGE INTERLOCKING CONCEALED FASTENER METAL PANEL SYSTEM.
- A408 SPRINKLER GLAZING - MINER. VIBRACON INSULATED GLAZING UNIT. TYPE: VUE 430. 43 SURFACE SUBROVED GLAZ.
- A411 ARCHITECTURALLY EXPOSED PAINTED STEEL. CANOPY WITH ALUMINUM PANEL. TRIM: FINISH: INHERENT COLOR PEPPER.
- A414 ALUMINUM COMP. SEAT PANEL - MINER. KOVACHIK ROYALDAD ALUM. MCM SYSTEM. FINISH: KYNAR PVDF FINISH. COLOR: METALLIC CHAMPAGNE.
- A416 MASONRY REVEAL.
- A421 1" NON-ADJUSTABLE VERTICAL SHADE FINISH - MINER. ARCADE. FINISH: ANODIZED ALUMINUM. COLOR: CLEAR.
- A422 LOCATION OF FUTURE SEWAGE.

IDEA TEMPE

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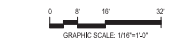
ISSUED FOR	REV	DATE
PADDDPR REVIEW SUBMITTAL		JULI 2018

GENERAL NOTES

ZONING ORDINANCE BUILDING HEIGHT:
BASE OF BUILDING HEIGHT PER ZONING ORDINANCE IS EQUAL TO THE FINISHED FLOOR OF THE BUILDING.
T.O. CURB AT CENTER OF RIO SALADO = 118.48'
FINISHED FLOOR HEIGHT OF BUILDING = 118.48'



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CONCEPTUAL PLANS FOR PADDDPR REVIEW ONLY



SHEET TITLE
**BUILDING B -
ELEVATIONS - B&W**

PROJECT NUMBER
20963.000

A4.4B

SHEET NUMBER

PK: Date: 6/20/2018 3:05:14 PM Author:

○ SHEET KEYNOTES

- A01 GROUND FACE MASONRY - MFR. ECHOLON MASONRY FINISH. GROUND FLOOR FACED WITH TEXTURED COLOR SEASHELL WHITE MESSON WHITE MARBLE SLAB. UNITS - SIGNED GLAZING - MFR. MFR. INSULATED GLAZING UNIT. TYPE - VUE 140. FRAMING MFR. ARCADIA FINISH - ANODIZED ALUMINUM. COLOR: CLEAR
- A02 8" NON-ADJUSTABLE HORIZONTAL SHADE FINISH - MFR. ARCADIA FINISH - ANODIZED ALUMINUM. COLOR: CLEAR
- A03 CONCEALED FASTENER METAL PANELS & LOUVERS - MFR. CON. TRAC CS. CS. 220. CS. 903 18 GAUGE ALUMINUM FINISH KYNAR PVDF COATING. COLOR: COLORED TO MATCH METALLIC CHAMPAGNE & CENTER CONCRETE SEAT WALL
- A04 NATURAL METAL FINISH PANELS - MFR. KOVACHIK WALL. TYPE: 18 GAUGE INTERLOCKING CONCEALED FASTENER METAL PANEL SYSTEM
- A05 SPARKLE GLAZING - MFR. MFR. INSULATED GLAZING UNIT. TYPE - VUE 140. 43 SURFACE SUBUDDED GRY
- A11 ARCHITECTURALLY EXPOSED PAINTED STEEL CANOPY WITH ALUMINUM PANEL. TRIBLE - FINISH. FINISH COATING COLOR: PEPPER
- A14 ALUMINUM COMPOSITE PANEL - MFR. KOVACHIK KOVACHIK ALUM. COM. SYSTEM. FINISH: KYNAR PVDF FINISH. COLOR: METALLIC CHAMPAGNE
- A16 MASONRY REVEAL. GATE - NATURAL METAL FINISH PANELS TO MATCH TGA BUILDING
- A22 LOCATION OF FUTURE SIGNAGE
- A23 2" NON-ADJUSTABLE HORIZONTAL SHADE FINISH - MFR. ARCADIA FINISH - ANODIZED ALUMINUM. COLOR: CLEAR

IDEA TEMPE

1000 W RIO SALADO PKWY
TEMPE, ARIZONA



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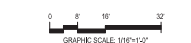
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Scottsdale, AZ 85258
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ISSUED FOR	REV	DATE
PADDDPR REVIEW SUBMITTAL		JULY 2018

SEALS AND SIGNATURES

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CONCEPTUAL PLANS FOR PADDDPR REVIEW ONLY



SHEET TITLE
**BUILDING B -
ELEVATIONS - B&W**

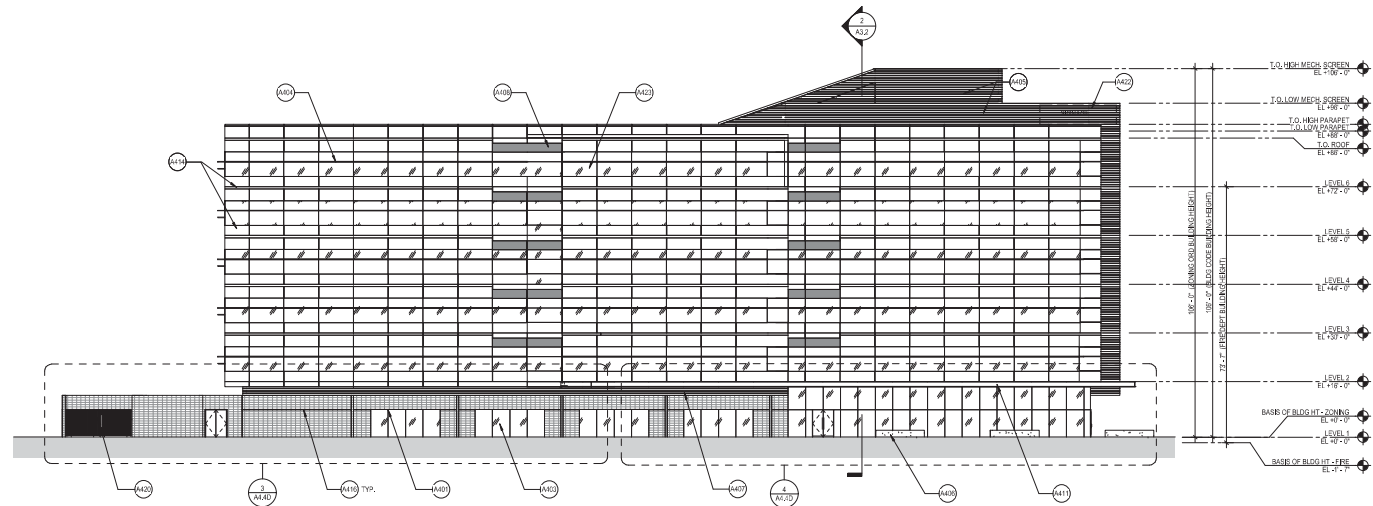
PROJECT NUMBER
20963.000

A4.4C

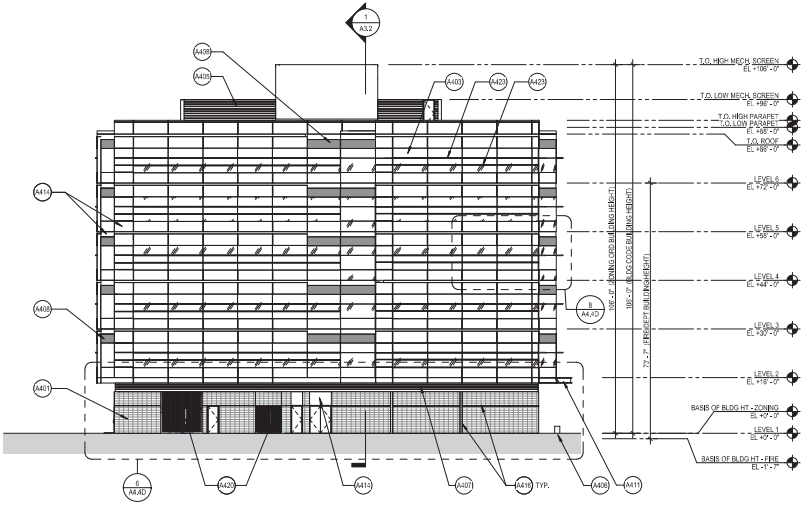
SHEET NUMBER

GENERAL NOTES

ZONING ORDINANCE BUILDING HEIGHT:
BASES OF BUILDING HEIGHT PER ZONING ORDINANCE
IS EQUAL TO THE FINISHED FLOOR OF THE BUILDING.
T.O. CURB AT CENTER OF RIO SALADO = 1188.48'
FINISHED FLOOR HEIGHT OF BUILDING = 1186.48'



2 BUILDING B EXTERIOR ELEVATION - SOUTH B&W
SCALE: 1/8" = 1'-0"



1 BUILDING B EXTERIOR ELEVATION - WEST B&W
SCALE: 1/8" = 1'-0"

Pk Date: 6/29/2018 3:05:25 PM Author:

IDEA TEMPE

1000 W RIO SALADO PKWY
 TEMPE, ARIZONA



SMITHGROUP JJR

455 NORTH THIRD STREET
 SUITE 250
 PHOENIX, AZ 85004
 602.265.2200
 www.smithgroupj jr.com

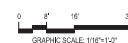
Dibble Engineering
 CIVIL ENGINEER
 7800 North Phoenix Drive
 Phoenix, AZ 85026
 602.987-1156

PK Associates LLC
 STRUCTURAL ENGINEER
 2324 East McDowell Drive
 Scottsdale, AZ 85259
 480.422.6959

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PAD RE-SUBMITTAL - DPR SUBMITTAL		JUL 02 2018

SEALS AND SIGNATURES

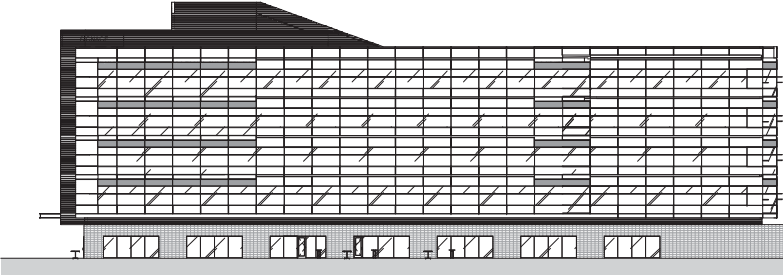
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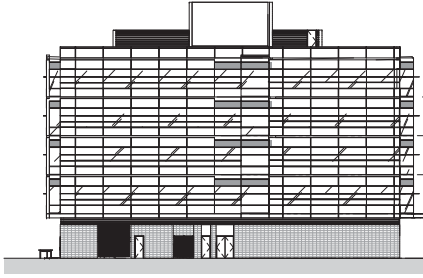
SHEET TITLE
**FUTURE BUILDING -
 ELEVATIONS 5 STORY**

PROJECT NUMBER
 20963.000

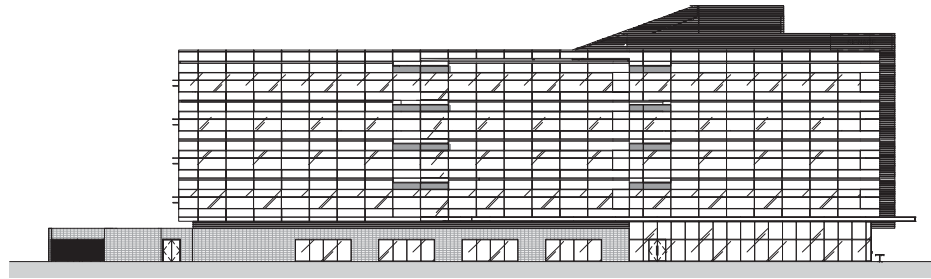
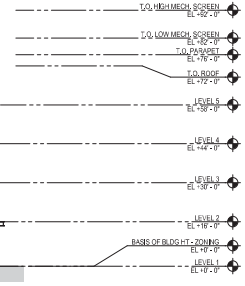
SHEET NUMBER
A4.5



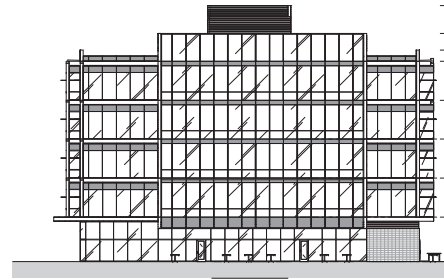
1 BUILDING B EXTERIOR ELEVATION - NORTH
 SCALE: 1" = 20'-0"



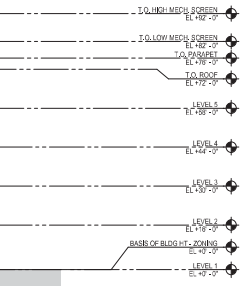
2 BUILDING B EXTERIOR ELEVATION - WEST
 SCALE: 1" = 20'-0"



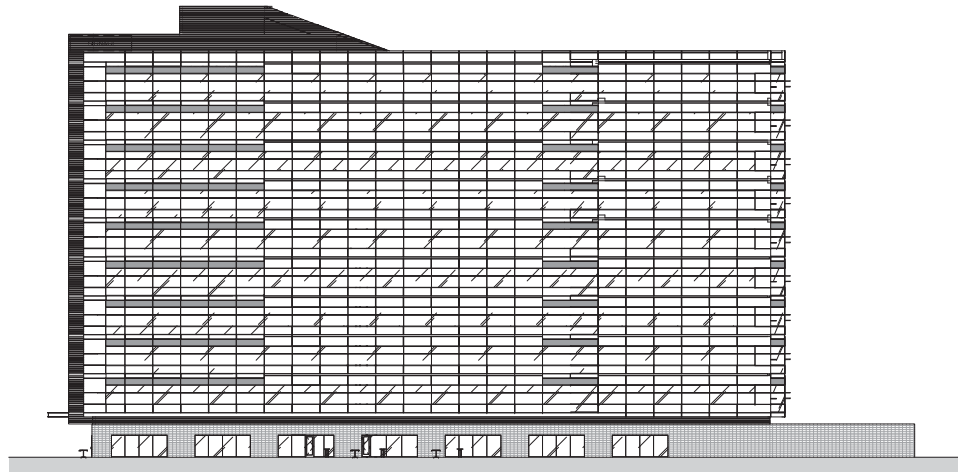
3 BUILDING B EXTERIOR ELEVATION - SOUTH
 SCALE: 1" = 20'-0"



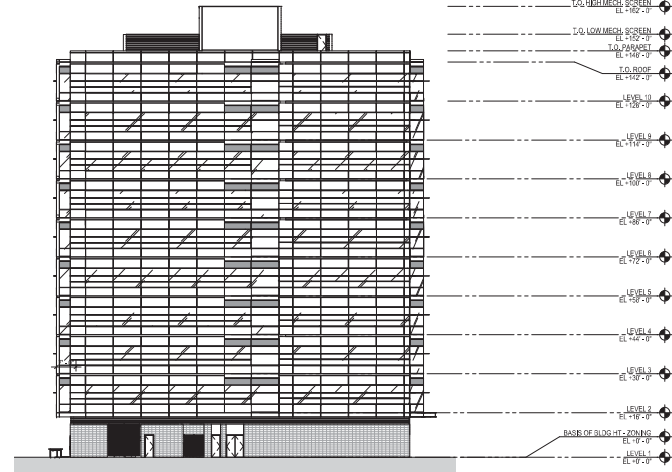
4 BUILDING B EXTERIOR ELEVATION - EAST
 SCALE: 1" = 20'-0"



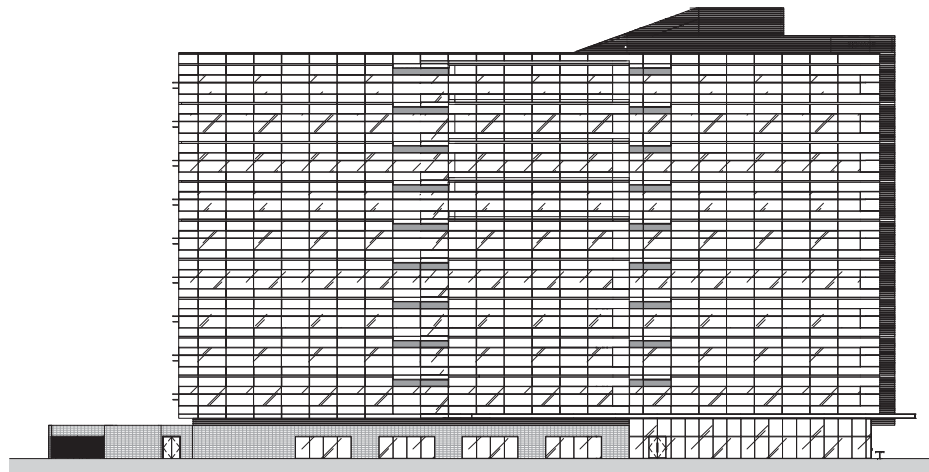
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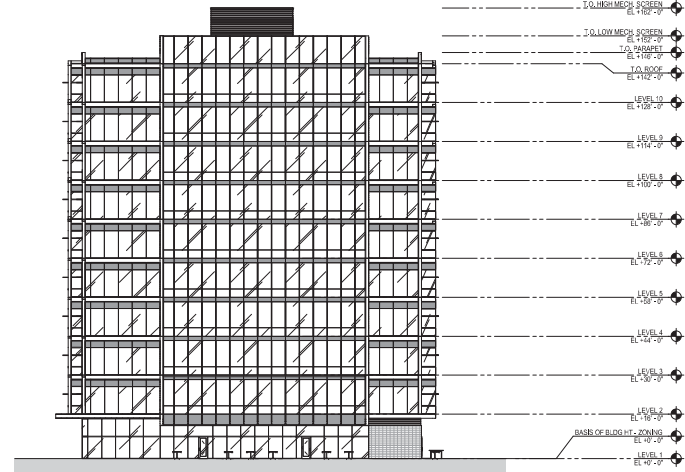
4 BUILDING B EXTERIOR ELEVATION - NORTH
SCALE: 1" = 20'-0"



2 BUILDING B EXTERIOR ELEVATION - WEST
SCALE: 1" = 20'-0"



3 BUILDING B EXTERIOR ELEVATION - SOUTH
SCALE: 1" = 20'-0"



1 BUILDING B EXTERIOR ELEVATION - EAST
SCALE: 1" = 20'-0"

IDEA TEMPE
1000 W RIO SALADO PKWY
TEMPE, ARIZONA



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ISSUED FOR	REV	DATE
PAD/RE-SUBMITTAL D/P/R SUBMITTAL		3/30/2018

SEALS AND SIGNATURES

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CONCEPTUAL PLANS FOR PAD/DPR REVIEW ONLY

0 8' 16' 32'
GRAPHIC SCALE: 1/16"=1'-0"

SHEET TITLE
FUTURE BUILDING -
ELEVATIONS 10 STORY

PROJECT NUMBER 20963.000

A4.6

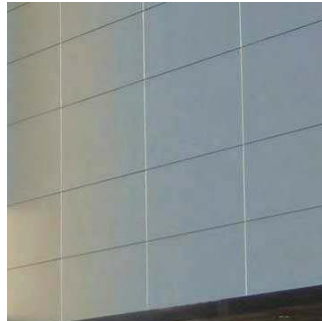
SHEET NUMBER

Pk Date: 6/13/2018 12:57:32 PM



MNFR: TNEMAC COATING
COLOR: STEEL GREY

ARCHITECTURALLY EXPOSED PAINTED STEEL



MNFR: Korabond 4mm MCM System
FINISH: Kynar PVDF Finish
COLOR: Silver Metallic

ALUMINUM COMPOSITE PANEL



MNFR: Kovach K-Wall
TYPE: 18 Gauge
Interlocking Gosselated
Fastener Metal Panel
System

NATURAL METAL FINISH PANELS
TO MATCH TCA BUILDING

IDEA TEMPE

1000 W RIO SALADO PKWY
TEMPE, ARIZONA



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Scottsdale, AZ 85259
480.402.8844

ISSUED FOR	REV	DATE
PAD SUBMITTAL		MAY 27 2018
PAD/DPR REVIEW RESUBMITTAL		JULIOZ 2018

SEALS AND SIGNATURES



NOT FOR CONSTRUCTION
CONCEPTUAL PLANS FOR PAD/DPR REVIEW ONLY

SHEET TITLE
MATERIALS PALETTE

PROJECT NUMBER
20963.000

SHEET NUMBER
A5.1

GENERAL NOTE:
ALL INDICATED MATERIAL MANUFACTURERS
ARE THE BASIS OF DESIGN. A COMPETITIVE BID
PROCESS WILL DETERMINE MANUFACTURER.



MNFR: Echelon Masonry
FINISH: Ground and Honed Face
COLOR: Sassafras White, Mission
White, Malibu Sand
JOINTS: Raked

GROUND FACE MASONRY



MNFR: Kovach .080 Aluminum Plate
FINISH: Kynar PVDF Coating, Color to
match Centria Granite with a Mica
Finish
SPACING: 1/8" Diagonal Perforations,
1/4" Spacing, 22.7% Open

PERFORATED METAL PANEL



MNFR: Viracon Insulated Glazing Unit
TYPE: VUE 1-50, 43 Surface Subdued
Grey

SPANDREL GLAZING



MNFR: Centria CS-620, CS-220, CS-660
18 Gauge Aluminum
FINISH: Kynar PVDF Coating
COLOR: Color to match Silver Metallic

CONCEALED FASTENER METAL
PANELS & LOUVERS



MNFR: Arcadia
FINISH: Anodized Aluminum
COLOR: Clear
SIZE: Non-adjustable 24" & 12" Horizontal,
12" Vertical

SHADE FINIS



MNFR: Viracon Insulated
Glazing Unit
TYPE: VUE 1-50

VISION GLAZING

Plot Date: 7/3/2018 9:41:18 AM Author



BUILDING A:
VIEW FROM NORTHEAST



BUILDING B:
VIEW FROM NORTHEAST



BUILDING A:
VIEW FROM SOUTHWEST



BUILDING B:
VIEW FROM SOUTHWEST



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1000 W RIO SALADO PKWY
TEMPE, ARIZONA



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STRUCTURAL ENGINEER
7134 SW 180th Avenue Drive
Scottsdale, AZ 85250
480.422.8804

ISSUED FOR	REV	DATE
PRELIMINARY SITE PLAN REVIEW		APR 2018
PAD SUBMITTAL		MAY 2018
PADDIPR REVIEW RESUBMITTAL		JUNE 2018

SEALS AND SIGNATURES



NOT FOR CONSTRUCTION
CONCEPTUAL PLANS FOR PADDIPR REVIEW ONLY

SHEET TITLE
SITE PERSPECTIVES

PROJECT NUMBER
20963.000

A6.1

SHEET NUMBER

Plot Date: 7/3/2018 9:41:20 AM



MAIN ENTRY & PLAZA - LOOKING EAST TOWARD TCA



AERIAL VIEW OF PROJECT FROM THE NORTHEAST



NEIGHBORHOOD GREENSPACE ADJACENT TO LAKEFRONT - LOOKING EAST



VIEW OF EASTERN ENTRY DRIVE SHARED WITH TCA



IDEA TEMPE
1000 W RIO SALADO PKWY
TEMPE, ARIZONA



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ISSUED FOR	REV	DATE
PAD SUBMITTAL		MAY 27 2018
PAD/DPR REVIEW RESUBMITTAL		JULIOD 2018

SEALS AND SIGNATURES

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SHEET TITLE
SITE PERSPECTIVES

PROJECT NUMBER 20963.000
A6.2
SHEET NUMBER

Plot Date: 7/3/2018 9:41:22 AM Author:



PEDESTRIAN PATHWAY CONNECTIONS TO ARTS PLAZA



NEIGHBORHOOD ACCESS TO LANDSCAPED OPEN SPACE ALONG MULTI-USE PATH - LOOKING SOUTHWEST



SHADED ARTS PLAZA - LOOKING EAST TOWARDS TCA



SHADED ARTS PLAZA ADJACENT TO TCA PLAZA - LOOKING EAST



IDEA TEMPE

1000 W RIO SALADO PKWY
TEMPE, ARIZONA



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ISSUED FOR	REV	DATE
PAD SUBMITTAL		MAY 27 2018
PAD/DPR REVIEW RESUBMITTAL		JULIO 2018

SEALS AND SIGNATURES



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CONCEPTUAL PLANS FOR PAD/DPR REVIEW ONLY

SHEET TITLE
SITE PERSPECTIVES

PROJECT NUMBER 20963.000

A6.3

SHEET NUMBER

Plot Date: 7/3/2018 9:41:24 AM Author:



VIEW OF SITE FROM LAKE BRIDGE



AERIAL VIEW OF SITE FROM TCA



STREET SECTION THROUGH OFFICE BUILDING AND GARAGE



STREET SECTION THROUGH GARAGE AND GREEN SPACE



IDEA TEMPE

1000 W RIO SALADO PKWY
TEMPE, ARIZONA



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ISSUED FOR	REV	DATE
PADDP/R REVIEW/RESUBMITAL		JUL02 2018

SEALS AND SIGNATURES



NOT FOR CONSTRUCTION
CONCEPTUAL PLANS FOR PADDP/R REVIEW ONLY

SHEET TITLE
SITE PERSPECTIVES

PROJECT NUMBER 20963.000

A6.4

SHEET NUMBER



A-NORTH



A-EAST



A-SOUTH



A-WEST



B-EAST



B-WEST



B-NORTH



B-EAST



B-NORTH



B-EAST



B-SOUTH



B-WEST



C-NORTH



C-EAST



C-SOUTH



C-NORTH



C-NORTH



C-EAST



C-SOUTH



C-WEST



H-NORTH



H-EAST



H-SOUTH



H-WEST

IDEA TEMPE
1000 W RIO SALADO PKWY
TEMPE, ARIZONA



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PAD SUBMITTAL		MAY 27 2018
PAD/DPR REVIEW RESUBMITTAL		JULIOZ 2018

SEALS AND SIGNATURES

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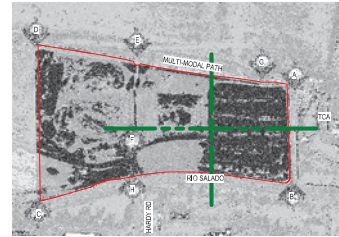


PHOTO KEY

SHEET TITLE
SITE PHOTOS

PROJECT NUMBER
20963.000

SHEET NUMBER
A1.7

Plot Date: 7/3/2018 9:40:59 AM Author:

Neighborhood Meeting Summary

NEIGHBORHOOD MEETINGS

Topics discussed at the Arts and Culture Commission meeting on May 9th include construction, public art integration, parking, and density. The group referenced the Mesa Center for the Arts and the desire for similarly separated vehicular and pedestrian circulation. The challenge created by the layout that proposed to orient the TCA Annex space across from the TCA main drive was brought up. Some members were concerned with the loss of free parking for TCA and City of Tempe events.

A presentation was given to the Friends of the TCA at their meeting held on May 16th. Topics discussed included traffic, parking, phasing and the desire for a site plan with the look and feel of a university campus, rather than a typical office complex. A desire for a strong relationship with the lakefront and large community spaces was expressed. Participants asked if a traffic study would be completed, citing congestion from the State Farm building.

The required neighborhood meeting was held on Tuesday, June 5th from 6pm to 7pm in the TCA lobby at 700 W Rio Salado Parkway. The project location was chosen to be conveniently accessed by any interested parties and introduced participants to the TCA. A PowerPoint presentation was provided by the Applicant and Economic Development Director, Donna Kennedy, and representatives from each team were available to answer questions and take feedback.

NEIGHBORHOOD PARTICIPATION

Only one inquiry was received in response to the neighborhood notification letter. A representative from Crescent Communities, in development of an adjacent multi-family project, called to express support for the project and requested graphics. A site plan and rendering were provided to the individual. No other calls or emails were received as a result of the letter or public hearing sign. A total of ten individuals attended the neighborhood meeting, many of whom are representatives of the project.

NEIGHBORHOOD INPUT

Comments provided by the community and the June 5th neighborhood meeting included the desire for a bicycle-friendly inner pedestrian corridor and connections to the multi-use path. A neighbor expressed that she liked the angle of the buildings. Questions raised by the community included anticipated phasing, parking rates, and whether or not the grade would be elevated prior to construction.



CHARACTER AREA 3

Design Guidelines + Placemaking Principles

DOWNTOWN TEMPE RIO SALADO ASU NW NEIGHBORHOODS



31 East Fifth Street
Tempe, AZ 85281

Mark Mitchell, Mayor
Robin Arredondo-Savage, Vice Mayor
Kolby Granville, Councilmember
Randy Keating, Councilmember
Lauren Kuby, Councilmember
Joel Navarro, Councilmember
David Schapira, Councilmember

Resolution No. R2018.xx Amending *Tempe General Plan 2040*

Adopted by **Tempe City Council** on June 7, 2018

Andrew Ching, City Manager
Chad Weaver, Community Development Director
Ryan Levesque, Deputy Director Planning
Ambika Adhikari, Principle Planner
Hunter Hansen, *Character Area 3* Project Manager
Robbie Aaron, Planner
ATTACHMENT 69

LANDSCAPE ||| TRANSECT A2



Incorporate site-specific landscape treatments and shade densities which respond to the Arizona climate, surrounding context, and level of human need.



L1 RIPARIAN

- + Dense, undisturbed natural riparian vegetation + open space
- + Invasive species mitigated through active management
- + Character-defining elements:** Sycamore, Willows, Cottonwood, Ash, Hop Bush, Sedges, Rushes, Elderberry, Quail Bush, Grasses, Tree tobacco, Wolfberry, Desert Broom, Arizona Grape, river rock
- + Examples include Rio Salado Park, Rio Salado Low Flow Channel, Town Lake Projects

L2 DESERT

- + Dense, undisturbed natural desert vegetation + open space
- + Invasive species mitigated through active management
- + Character-defining elements:** Mesquite, Ironwood, Sonoran desert scrub, Creosote, Saguaro, Palo Verde, Prickly Pear
- + Examples include Papago Park, Tempe [Hayden] Butte, Bell Butte, and Double Butte

L3 SUBURBAN

- + Sidewalks with large building setbacks and open spaces
- + Shade trees lining street fronts
- + Transit stops have structural and organic shade with seating
- + Character-defining elements:** larger planting areas w/ swales, berms, turf, or xeric palette of rock with a variety of larger shrubs and ground cover
- + Examples include Priest Dr and Broadway Rd corridors

L4 TRANSIT CORRIDOR

- + Double row of shade trees along streets provide solid canopy
- + Wide sidewalks separated from street by landscape buffer
- + Bioswales and curb cuts to capture surface runoff
- + Transit stops integrate public art, shade, and seating into design
- + Character-defining elements:** transit-oriented design elements, active ground-floor
- + Examples include Apache Blvd + Rural Rd corridors

L5 URBAN CORE

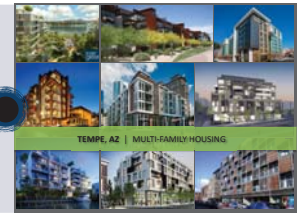
- + Continuous shade achieved throughout area to support comfort, walkability, economic development, and transit options
- + Buildings, entrances, and patios sited @ sidewalk to engage street
- + Plazas and pocket parks provide active and passive options
- + Character-defining elements:** tree grates, hardscapes, plazas, activated alley treatments
- + Examples include Mill Ave + College Ave, waterfront projects

L6 STATION AREAS

- + Solid shade through structures, integrated vegetation, greenwalls, public art
- + Transit shelters with integrated planters and seating
- + Above-ground planters which also serve as seating
- + Well-lit at night
- + Character-defining elements:** shade canopies, greenwalls
- + Examples include LRT stations, streetcar stops, and any future commuter rail station areas

QUALITY DESIGN STANDARDS

Establishing quality design begins with the activation of the ground floor to create engagement and extend walkability. The podium level provides privacy and noise mitigation for occupants, while preserving ground floor transparency and permeability without the use of glass. Construction materials are human-scaled with multiple textures [brick, stone, concrete block, metal cladding, etc.] helping to differentiate the massing of the ground floor from upper floors / main façade.



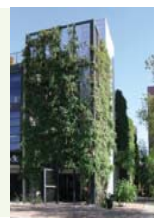
PODIUM LEVEL / GROUND FLOOR

- + Provide contiguous shade canopy within Transportation Overlay District [T.O.D.]
- + Provide covered walkways / arcades / galleries / forecourts throughout T.O.D.
- + Provide generous awnings / screens / recessed windows to mitigate heat gain
- + Preserve barrier-free accessibility and visual transparency along walkways
- + Shelter entrances and exits of buildings with protective canopies, and/or cantilevered buildings and overhangs



OPEN SPACES + LANDSCAPE TREATMENTS

- + Foster a healthy urban forest to promote walkability and improve human health
- + Use double row of canopy trees to provide contiguous shade and buffer from street
- + Include areas for walking the dog and for children to play outside
- + Expand sidewalk plantings, planting areas, and green screening for utility consolidation
- + Encourage rooftop amenities in addition to ground floor open spaces
- + Use site treatment appropriate for **Landscape Transect [DT5]** based upon context / activities [i.e. thorns, allergies, and toxicity]



SHADE + SITE AMENITIES

- + Design seating for casual gathering in both sunny and shaded locations
- + Provide options for both quiet and active zones where possible, including rooftops
- + Include seating and tables in a variety of ways for people to sit alone or together
- + Provide ample bike parking, particularly within the T.O.D. and ASU Commuter Zone [including artist-designed and shaded bike amenities]
- + Concentrate shade densities in areas of greatest need [i.e. transit areas, ground floors]



PARKING + LIGHTING

- + Headlights of vehicles should never face into windows of living quarters without screening [structural and/or organic]
- + Screen surface parking lots from adjacent streets with landscape berms and walls; parking should not be visible from the street
- + Provide appropriately illuminated buildings, walkways, parking, and common areas
- + Use bollard-type lighting rather than porch lights for paseos and walkways to avoid glare or light pollution for adjacent areas



INTEGRATED ART

- + Create a rich variety of site-specific, integrated art in projects, including mixed-use and multi-family developments
- + Promote integrated art which provides shade, celebrates Tempe and Arizona history, diversity, community identity, and sense of place
- + Encourage experiential art which uses light, wind, movement, 3-D texture, pop-up art, and viewer participation



DT2 GETTING THE GROUND FLOOR RIGHT

Automobiles need quantity and pedestrians need quality.

A. PODIUM LEVEL

1. Provide active ground floors which are engaging and promote walkability
2. At podium level(s), construction materials are human-scaled [brick, stone, textured concrete blocks, etc.]
3. Differentiate massing of the ground floor from upper floors / the main façade
4. Podium level provides privacy and noise mitigation for occupants
5. Preserve ground floor transparency and permeability

B. STRUCTURAL SHADE

1. Provide continuous shade canopy within Transportation Overlay District [T.O.D.]
2. Encourage covered sidewalks throughout T.O.D.
3. Provide generous awnings / screens / recessed windows to mitigate heat gain
4. Preserve accessibility and visual transparency along walkways
5. Shade building entrances / exits

C. PEDESTRIAN REALM

1. Provide clear, barrier-free path of travel parallel to building façades
2. Program with "active" uses such as retail shops and restaurants
3. At entrances / windows, include overhead architectural features such as awnings, canopies, trellises, cornices, or recessed windows to shade openings
4. Encourage multiple entries on buildings which interact with the sidewalk
5. Provide adequate bike parking, particularly within the TOD

D. ORGANIC INFRASTRUCTURE

1. Foster a healthy Urban Forest to extend walkability and improve human health
2. Use trees to provide shade, as well as buffer from street
3. Include areas for walking the dog
4. Extensive greening [sidewalk plantings, planting areas, utility consolidation]
5. Use heat-resilient and drought-tolerant trees, shrubs, and perennials

E. PATIO / OUTDOOR SEATING

1. Design seating for casual gathering in both sunny and shaded locations
2. Provide options for both quiet and active zones
3. Include a variety of seating and tables for people to sit alone or together
4. Include retractable / sliding / pocket doors in dining areas to increase permeability between the indoors and outdoors, and ground floor engagement

F. PUBLIC ART

1. Encourage a rich variety of public art and visually accessible art in private developments including mixed-use and multi-family projects
2. Promote more art murals throughout Downtown Tempe
3. Create established areas for rotating public art exhibitions and performance art
4. Encourage public art which celebrates local history / diversity, provides shade, community identity, and sense of place



RIO SALADO | TOWN LAKE



CHARACTER AREA 3
*Design Guidelines +
Placemaking Principles*





WATERFRONT DESIGN + GLOBAL IDENTITY

1. Promote architecture + site planning that showcase **unique + bold design statements** which connote a definitive landmark presence. Projects should feature contemporary, modern design, showcasing **waterfront access** and programmed waterfront amenities. EFIS / Stucco are discouraged within the Lake District.
2. Encourage Planned Area Developments and projects which are extroverted in urban form, support a network of ground-floor activity + circulation, and feature **open spaces** which energize the pathway and activity along the lake with multiple layers of active and passive amenities.

DESERT-APPROPRIATE DESIGN SOLUTIONS



3. Encourage buildings which incorporate **sustainable design** solutions which respond to desert-appropriate climate conditions, including active + passive solar mitigation.

4. Ensure **Exterior windows** are shaded + screened to mitigate heat gain and decrease energy consumption.

5. Promote **bird-safe** building design by requiring proper glass and façade treatments to minimize bird collisions.

6. Provide **Outdoor patios** and overhangs which shade glass surfaces, and are large enough to be usable for sitting and additional greening.

CONNECTIVITY + VIEW CORRIDORS



7. Ensure pedestrian level **connectivity** is maintained to-and-through projects, as a site-specific response to the surrounding context and waterfront.

8. Include variations in building height to showcase and preserve **view corridors** to the surrounding lake, mountains, and city.



CHARACTER-DEFINING FORM

9. Incorporate **curvilinear design** which is the character-defining form of The Salt River/ Rio Salado riparian corridor and features **fluid lines, wave patterns, rounded corners, and soft edge treatments.**

10. Showcase waterfront themes throughout each site [paths, screens, site amenities, wayfinding, art, and finishing treatments].

11. Design proposals should include consideration of **five-sided architecture** [rooftops, site design] which is experienced by millions of people from aerial images, airplane routes to and from Sky Harbor Airport, the Loop 202, the top of Tempe [Hayden] Butte, etc.

12. Cultivate a robust and diverse riparian plant palette [**Landscape Transect DT5**].

CHARACTER-DEFINING COLOR

13. Employ a wide-spectrum of **cool greys, greens, and blues** throughout the Lake District and Salt River riparian corridor to reinforce the **aquatic theme**, which has a psychological cooling effect and supports the area's unique sense of place as an oasis in the desert.

Options for implementing a cohesive riparian theme may include the use of specific building materials [glass, accents], public + private art, wayfinding, and marketing materials, etc.



TOWN LAKE PLACEMAKING ||| The Center Of It All. RS2



NORTH + SOUTH BANK LINEAR PATHS

- + Shade and Ramadas along Waterfront
- + Wildlife Viewing
- + Lake Pavillion
- + Shaded Public Seating
- + Hammock Beach
- + Exercise Stations

WATERFRONT AMENITIES

- + Splashpad / Water Playground
- + Fishing Pier
- + Kayak Amenities
- + Volleyball Amenities
- + Colorful Umbrellas / Shade Structures

PAPAGO PARK / MOEUR PARK

- + LoPiano Mesquite Bosque Conservancy
- + Wildlife Viewing / Interpretive Signage
- + Wayfinding to Papago Park / North Tempe
- + Enhanced Underpass

TOWN LAKE MARINA / BOATHOUSE

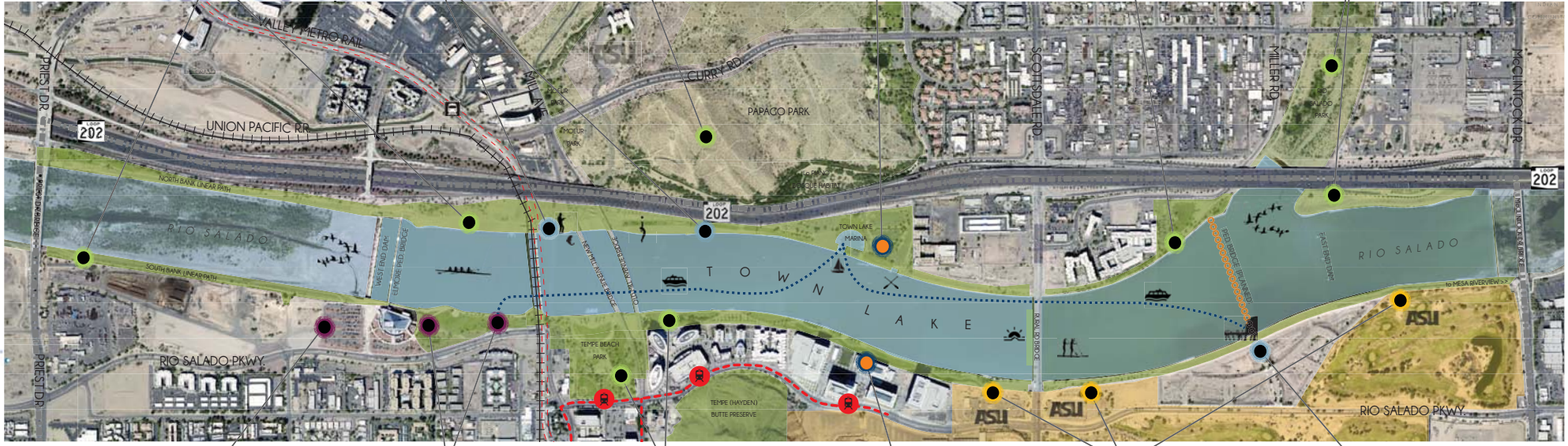
- + Hospitality Center
- + Café / Restaurant
- + Ice Cream / Fro-yo
- + Hayden's Ferry Service
- + Public Fitness Facility
- + Toy Boat Pool
- + Boat and Bike Rentals
- + Rentable Spaces
- + Outdoor Climbing Wall
- + Floating Stage

PLAYA DEL NORTE LAKESIDE AMENITIES

- + Restaurants
- + Public Seating
- + Shade and Ramadas along Waterfront
- + Large Group Picnic Areas / Event Space
- + Mobile Vendors

RIO SALADO PARK / GREENBELT

- + Wayfinding to Indian Bend Wash
- + Riperian-themed Art
- + Wildlife Viewing / Interpretive Signage
- + Enhanced Underpass
- + Discovery Mobile App.



I.D.E.A. TEMPE

- + Cafés / Restaurants
- + Outdoor Event Spaces
- + Wildlife Viewing
- + Public Art
- + Discovery Mobile App Showcasing Town Lake Art

TEMPE CENTER FOR THE ARTS

- + Light the TCA with artist-designed LEDs
- + Outdoor Art Gallery / Sculpture Garden
- + Arts Playground
- + Yoga in the Park
- + Garden with Fountain
- + Outdoor classrooms and meeting spaces
- + Children's Programs
- + Toy Boats in TCA Reflection Pool

TEMPE BEACH PARK + HAYDEN FERRY LAKESIDE

- + Cafés / Restaurants
- + Hayden's Ferry Service
- + All-Season Playground with Shade and Water
- + Mobile Vendors
- + Veterans' Memorial
- + Boat and Bike Rentals
- + Outdoor Climbing Wall
- + Beer and Wine Garden
- + Performance Venue Amenities

MARINA HEIGHTS

- + Great Lawn Event Programming
- + Waterfront Café / Bar
- + Dog Park
- + Employee Picnic Lakeside Amenities
- + Shaded Public Seating for People Watching

ASU / NOVUS INNOVATION CORRIDOR

- + Sunset Deck Park along Bridge(s)
- + Tailgating Amenities
- + Sun Devil Beach
- + Small Performance Infrastructure
- + Pop-up Sports Venues

THE PIER

- + Public Pier over Lake
- + Hayden's Ferry Service
- + Boat Docks
- + Waterfront Dining
- + Public Event Plazas
- + Shaded Public Seating for People Watching
- + Dorsey Ln / Pier Dr / Miller Rd connectivity



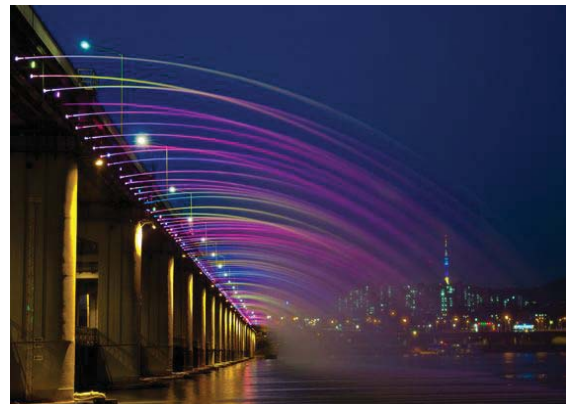
Fluid Spaces

Town Lake Placemaking Ideas

Hammock park
Signature / landmark art
Sunset deck overlooking lake
Toy boat pond
Waterfront dining
Outdoor exercise stations
Outdoor class spaces

Spontaneous spaces to play + touch water
Free-floating stairs for lakeside events
Shade, shade, and more shade!
Shade tunnels
Shade structures
Shaded seating areas





Tempe landmarks permanently + temporary lit

i light Tempe Annual Exhibition

Open Call to artists using light as an artistic medium



i light Tempe

What if Town Lake were known for light?

- North + South Bank Linear Paths
- Priest Drive Bridge
- West + East End Dams
- The roof of the TCA
- Elmore Pedstrian Bridge
- Salt River Union Pacific Bridge, 1912
- Light Rail Bridge

- Tempe [Old Mill Avenue] Bridge, 1931
- New Mill Avenue Bridge, 1993
- Rural Road Bridge
- Flour Mill + Silos
- Tempe Beach Park
- Town Lake Marina + Boathouse
- Indian Bend Wash Path



June 28, 2018

Matt Jensen
Partner
The Boyer Company
101 South 200 East, Suite 200
Salt Lake City, UT 84111



Expires 3-31-2019

RE: Parking Study for IDEA - Tempe, Arizona

Dear Mr. Jensen:

CivTech was retained to complete a parking study for the proposed IDEA mixed-use development to be located on the north side of Rio Salad Drive at Hardy Drive in the City of Tempe, immediately west of the Tempe Center for the Arts. IDEA is proposed to consist of up to five office buildings and two parking structures. The office buildings will be five to seven stories tall with a maximum total floor area of 720,000 square feet (SF). Also expected are 40,000 SF of public art space and 10,000 SF of restaurant space. A 200-room hotel will be provided in the second phase (or later) depending on market conditions. Tempe Center for the Arts (TCA) will share the parking provided for the IDEA project and is therefore considered within the shared parking model evaluating overall parking needs for the development.

This parking study has been completed in accordance with the City of Tempe standards as presented in their Zoning and Development Code. It recommends reductions to the parking requirements due to the relation of each use in the development with the other uses (internal capture) and the parking needs for each use by time of day (shared parking).

It is anticipated that the project will attract individuals who choose to utilize the variety of transportation modes available in the vicinity rather than the constraints of private automobiles. However, this development does not fall within the TOD or City Center District therefore there are no code available reductions to parking. The convenient and proximate transportation services include the Valley Metro light rail line, Valley Metro bus routes, Tempe Orbit bus routes, Zipcar/Uber/Lyft/Sidecar, bicycle facilities, and pedestrian facilities and the nearly designed Tempe Streetcar. These multi-modal transportation characteristics and the site location in close proximity to Arizona State University and the Tempe central business district provide the basis for anticipating minimal parking needs for the development. It is very likely that this property would be considered within a TOD in the future due to the future Streetcar extension to the west shown within the City's transportation plan.

PROPOSED DEVELOPMENT

The project is proposed as a mixed-use development adjacent to the arts district and within walking distance of downtown Tempe and ASU. The land uses are summarized in **Table 1**.

Table 1: Proposed Land Uses

Land Use	Size (Gross)	Size (Net)
Office	629,759 SF	598,271.05 SF
Hotel	200 keys	200 keys
2 Restaurants (Indoor)	15,295 SF	14,530.25 SF
2 Restaurants (outdoor)	7,135 SF	6,178.25 SF ⁽²⁾
Theater/Classroom/Admin (TCA West Annex)	40,000 SF	-
Tempe Center for the Arts ⁽¹⁾ (TCA East Annex)	88,000 SF	-

(1) Existing use considered within the parking model for IDEA.

(2) Assumed first three hundred feet of outdoor patio will be subtracted for TCA West Annex and an additional three hundred feet of outdoor patio will be subtracted for the stand-alone restaurant.

SITE'S PROXIMITY TO ALTERNATE MODES OF TRANSPORTATION

Per the Tempe General Plan 2040, "Tempe's vision for itself in the year 2040 is one of livability: a city with a diverse, active and engaged community; a city that is visually attractive and accessible by multiple modes of transportation." And consisting of "revitalized neighborhoods that are walkable, pleasant and safe, and connected within a 20-minute walk, bike or transit ride." Tempe's goal of connecting neighborhoods within 20 minutes via multiple modes of transportation has resulted in numerous transit options in close proximity to the proposed site. The proposed IDEA mixed-use development is along the future extension of Tempe Streetcar and provides other modes of transportation in close proximity as described below.

LIGHT RAIL

The project site is located .75 miles (walking distance) from the light rail platform located at 3rd Street and Mill Avenue. It is located 1.25 miles (walking distance) from the light rail platform at Priest Drive and Washing Street. While these distances are not close enough to qualify for Tempe's special TOD parking district, they do indicate that access to the development from light rail is within proximity and will likely be used by employees of the IDEA development.

BUS ROUTES

Existing bus stops providing access to Valley Metro's Route 48 are located immediately adjacent to the site along Rio Salado Parkway. Valley Metro Route 56 is located along Priest Drive directly west of the site, Route 62 is located 1 block to the south along 1st Street and the City of Tempe's Orbit Earth route is located along Ash Avenue.

PEDESTRIAN/BICYCLE

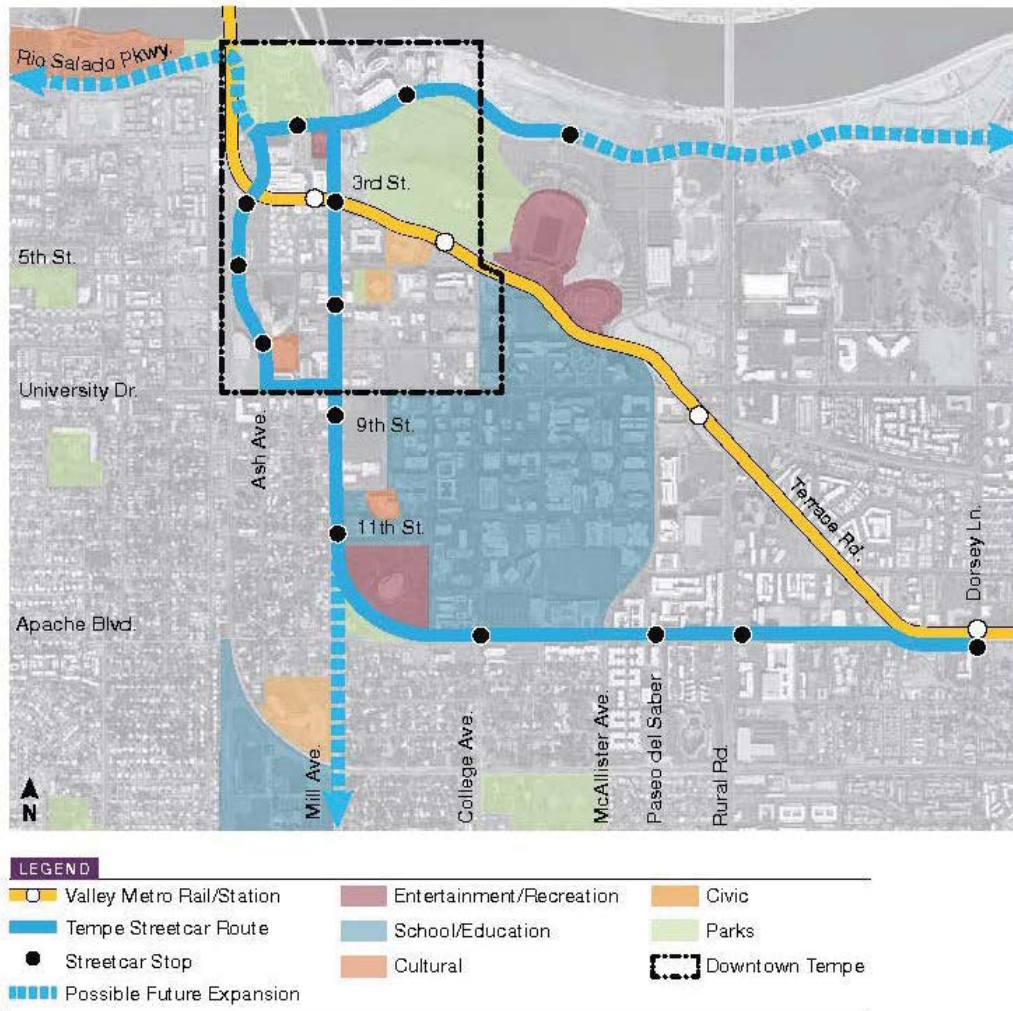
Tempe has had a long-standing commitment to encourage bicycling since the inception of the Tempe Bicycle Program. The proposed development could have a high volume of pedestrian and bicycle activity due to its close proximity to downtown Tempe, ASU and myriad public transportation options.

TEMPE STREETCAR

The Tempe Streetcar is nearing final design and will be constructed within close proximity to IDEA. A station platform is planned at Ash Avenue and Rio Salado Parkway just .5 miles walking distance from the development.

The future extension of the Tempe Streetcar route to the west is proposed adjacent to the site on Rio Salado Parkway. The Valley Metro light rail and future Streetcar Route and future Streetcar Route extensions are illustrated in **Figure 1** on the following page.

Figure 1 - Tempe Streetcar Route



Source: Valleymetro.org

CITY OF TEMPE PARKING REQUIREMENTS

Table 4-603 of the Tempe Zoning Code specifies the parking requirements for development within the City of Tempe. **Table 2** summarizes the parking requirements for the proposed development per the City of Tempe's parking ratios.

**Table 2: Buildout Required Parking Spaces per City of Tempe Code
 (Before Adjustments)**

Commercial	Size	Requirement Per Code ⁽¹⁾	Required Vehicle Parking	Required Bicycle Parking ⁽²⁾
Office	598,271.05 SF ⁽³⁾	1.0 space/ 300 SF 1.0 bicycle/ 8,000 SF	1,994.24	74.78
Hotel	200 keys	1.0 space/ key 1.0 space/ 20 keys	200.00	10.00
2 Restaurants Indoor	14,530.25 ⁽³⁾ SF	1.0 space/ 75 SF 1.0 bicycle/ 500 SF	193.74	29.06
2 Restaurants Outdoor	6,778.25 ⁽³⁾ SF	1.0 space/ 150 SF (no parking required for the first 300 SF) 1.0 bicycle/ 2000 SF	41.19	3.39
IDEA Code Parking			2,429.17	117.23
TCA Annex West Site				
Theater	100 seats	1.0 space/ 3 seats 1.0 bicycle/ 30 seats	33.33	3.33
Classrooms ⁽⁴⁾	5,800 SF	1.0 space/ 200 SF 1.0 bicycle/ 1500 SF	29.00	3.87
Office	2,080 SF	1.0 space/ 300 SF 1.0 bicycle/ 8,000 SF	6.93	4.00 ⁽⁵⁾
Conference/Assembly	2,400 SF	1.0 space/ 125 sf 1.0 bicycle/ 2000 SF	19.20	1.20
TCA Annex West Code Parking			88.46	12.40
TCA Annex East Site (Existing)⁽⁶⁾⁽⁷⁾				
Museum	9,250 SF	1.0 space/ 250 SF 1.0 bicycle/ 3000 SF	38.08	3.08
Theater	1,122 seats	1.0 space/ 3 seats 1.0 bicycle/ 30 seats	374.00	37.40
Office	5,277 SF	1.0 space/ 300 SF 1.0 bicycle/ 8,000 SF	17.59	4.00 ⁽⁵⁾
Conference/Assembly	3,283 SF	1.0 space/ 125 SF 1.0 bicycle/ 2000 SF	26.26	1.64
TCA Annex East Code Parking			455.93	46.12
Total Mixed-Use Parking			2,973.56	175.75
Total Code Required Parking Before Reductions			2,974	176

1. The parking ratios are from Table 4-603 of the City of Tempe's Zoning Code.
2. The bicycle parking ratios are based on those required for the 'Bicycle Commute Area'.
3. Value represents net square footage of the building assumed as 95% of the gross floor area
4. Parking rates for School: Instructional used to represent the land use shown.
5. Bicycle commute area specifies a minimum number of required spaces should minimums not be exceeded.
6. TCA East Annex does not have a specified parking requirement in its existing condition.

7. Existing bicycle parking spaces provided at TCA to remain.

As summarized in **Table 2**, the required parking based on the City of Tempe's ratios is 2,974 vehicle parking spaces and 176 bicycle spaces. The total number of spaces to be provided will be determined as a part of this parking study.

PROPOSED PARKING REDUCTION

Internal Capture

The shared parking required for each use was calculated and then prorated by assigning a percentage indicating the overlap from office tenants already within the development using other ancillary services such as restaurants provided on-site ("internal capture"). Since the office tenants already on the property have a parking space which was calculated using the "square footage" requirement, re-counting these users would result in a parking overage. Internal capture is one way of accounting for dual use users and avoiding an over-calculation of the required parking.

It was estimated that fifty percent of the hotel patrons would result from the relationship with the offices. Eighty percent of the restaurant patrons were assumed to correlate to the office and/or TCA users. No internal capture was taken to correlate the inter-office business and guest parking uses although up to five percent could be anticipated depending upon the mix of office tenants.

As part of the IDEA project, 150 spaces were requested with Phase 1 to provide parking for the existing TCA East Annex. As part of Phase 2, and additional 150 parking spaces will be provided for the new TCA West Annex. Parking required after the consideration of internal capture is shown in **Attachment C**. Separate worksheets have been provided for Phase 1, Phase 2 and Phase 3.

Shared Parking

"Shared parking is defined as a parking space that can be used to serve two or more individual land uses without conflict or encroachment". The opportunity to implement shared parking is the result of two conditions:

- Variations in the peak accumulation of parked vehicles as the result of different activity patterns of adjacent or nearby land uses (by hour, by day, by season)
- Relationships among land use activities that result in people's attraction to two or more land uses on a single auto trip to a given area or development"

To determine the total number of shared parking spaces required between different land uses, a parking occupancy rate analysis was conducted. To calculate the total number of shared spaces required, the non-shared parking spaces (as previously calculated and shown in **Table 2** are multiplied by the occupancy rate for that hour represented as a percentage of use. This analysis was completed using the distribution data as provided by the City of Tempe within their shared parking model.

Occupancy is dependent upon peak seasonal factors, days of the week, and time periods. Per the development code two scenarios were established, weekday and weekend. Each scenario looks at time periods beginning at 7:00 a.m. and ending at 12:00 a.m. Parking required after the consideration of internal capture and shared spaces by time of day are shown in **Attachment D**. Separate worksheets have been provided for Phase 1, Phase 2 and Phase 3.

Adjusted Parking

The “adjusted” net number of parking spaces required for each use during each time period is aggregated. The resultant is the required number of spaces for each time period. The shared parking demand required is determined by the greatest of the aggregate values calculated, weekday total or weekend total. The shared parking results are presented in **Table 3** for Phase 1, **Table 4** for Phase 2 and **Table 5** for Phase 3.

Table 3: Phase 1 Buildout Adjusted Parking Spaces after Reductions for Use and Internal Capture

Shared Parking				
Commercial	Size	Requirement Per Proposed Reductions ⁽¹⁾	Required Vehicle Parking	Required Bicycle Parking ⁽²⁾
<i>IDEA Phase 1</i>				
Office	176,471.05 SF ⁽³⁾	1.0 space per 300 SF 1.0 bicycle/8,000 SF	588.24	22.06
<i>Existing TCA East Annex</i>				
	9,250 SF	1.0 space/ 250 SF	150.00 ⁽⁴⁾	Existing On Site ⁽⁵⁾
Theater	1,122 seats	1.0 space/ 3 seats		
Office	5,277 SF	2.0 space/ 300 SF 1.0 bicycle/ 8,000 SF		
Conference/Assembly	3,283 SF	1.0 space/ 125 SF		
Total Parking Before Sharing by Time of Day			738.24	22.06
<i>Reduction for Shared Parking per COT Time of Day Model^(6,7)</i>			-0.00	-0.00
Total Parking with Shared Reduction			738.24	22.06
Total Shared Required Parking			739	23⁽⁵⁾

1. The parking ratios are from Table 4-603 of the City of Tempe's Zoning Code.
2. The bicycle parking ratios are based on those required for the 'Bicycle Commute Area'.
3. Value represents net square footage of the building assumed as 95% of the gross floor area. Bicycle parking is based on the original net square footage shown in Table 2.
4. TCA has requested 150 spaces be provided within the 1st parking structure.
5. Existing bicycle parking spaces provided at TCA to remain. Total bicycle parking shown is for new spaces only.
6. See Attachment C for City of Tempe Shared Parking with Internal Capture
7. See Attachment D for City of Tempe Shared Parking by Time of Day

Table 4: Phase 2 Buildout Adjusted Parking Spaces after Reductions for Use and Internal Capture

Parking with Internal Capture and Shared Use				
Commercial	Size	Requirement Per Code with Proposed I.C. Reductions	Required Vehicle Parking	Required Bicycle Parking ⁽²⁾
<i>IDEA Phase 1</i>				
Office	176,471.05 SF ⁽³⁾	1.0 space per 300 SF 1.0 bicycle/8,000 SF	588.24	22.06
<i>Existing TCA East Annex</i>				
Museum	9,250 SF	1.0 space/ 250 SF	150.00	Existing On Site ⁽⁵⁾
Theater	1,122 seats	1.0 space/ 3 seats		
Office	5,277 SF	3.0 space/ 300 SF 1.0 bicycle/ 8,000 SF		
Conference/Assembly	3,283 SF	1.0 space/ 125 SF		
<i>IDEA Phase 2</i>				
Hotel	200 keys	2.0 space/ key 1.0 space/ 20 keys (50% internal capture)	100.00	10.00
Restaurant Indoor	8,830.25 ⁽³⁾ SF	1.0 space/ 75 SF 1.0 bicycle/ 500 SF (80% internal capture)	23.55	19.00
Restaurant Outdoor	4,878.25 ⁽³⁾ SF	2.0 space/ 150 SF (no parking required for the first 300 SF) 1.0 bicycle/ 2000 SF (80% internal capture)	6.10	2.44
<i>TCA West Annex</i>				
Theater	100 seats	2.0 space/ 3 seats 1.0 bicycle/ 30 seats	150.00 ⁽⁵⁾	3.33
Classrooms ⁽⁴⁾	5,800 SF	2.0 space/ 200 SF 1.0 bicycle/ 1500 SF		3.87
Office	2,080 SF	2.0 space/ 300 SF 1.0 bicycle/ 8,000 SF		4.00 ⁽⁹⁾
Conference/Assembly	2,400 SF	2.0 space/ 125 sf 1.0 bicycle/ 2000 SF		1.20
Total Parking Before Sharing by Time of Day			1017.89	65.90
<i>Reduction for Shared Parking per COT Time of Day Model^(7,8)</i>			-78.72	-0.00
Total Parking with Shared Reduction			939.17	65.90
Total Required Parking			940	66⁽⁶⁾

1. The parking ratios are from Table 4-603 of the City of Tempe's Zoning Code.
2. The bicycle parking ratios are based on those required for the 'Bicycle Commute Area'.
3. Value represents net square footage of the building assumed as 95% of the gross floor area. Bicycle parking is based on the original net square footage shown in Table 2.
4. 150 spaces are provided within the 1st parking structure to support the existing TCA East Annex.
5. 150 spaces are provided within the 2nd phase of development to support the new TCA West Annex.
6. Existing bicycle parking spaces provided at TCA to remain. Total bicycle parking shown is for new spaces only.
7. See Attachment C for City of Tempe Shared Parking with Internal Capture
8. See Attachment D for City of Tempe Shared Parking by Time of Day
9. Bicycle commute area specifies a minimum number of required spaces should minimums not be exceeded.

Table 5: Phase 3 Buildout Adjusted Parking Spaces after Reductions for Use and Internal Capture

Parking with Internal Capture and Shared Use				
Commercial	Size	Requirement Per Code with Proposed I.C. Reductions	Required Vehicle Parking	Required Bicycle Parking ⁽²⁾
<i>IDEA Phase 1</i>				
Office	176,471.05 SF ⁽³⁾	1.0 space per 300 SF 1.0 bicycle/8,000 SF	588.24	22.06
<i>Existing TCA East Annex</i>				
Museum	9,250 SF	1.0 space/ 250 SF	150.00	Existing On Site ⁽⁵⁾
Theater	1,122 seats	1.0 space/ 3 seats		
Office	5,277 SF	4.0 space/ 300 SF 1.0 bicycle/ 8,000 SF		
Conference/Assembly	3,283 SF	1.0 space/ 125 SF		
<i>IDEA Phase 2</i>				
Hotel	200 keys	3.0 space/ key 2.0 space/ 20 keys (50% internal capture)	100.00	10.00
Restaurant Indoor	8,830.25 ⁽³⁾ SF	1.0 space/ 75 SF 1.0 bicycle/ 500 SF (80% internal capture)	23.55	19.00
Restaurant Outdoor	4,878.25 ⁽³⁾ SF	3.0 space/ 150 SF (no parking required for the first 300 SF) 2.0 bicycle/ 2000 SF (80% internal capture)	6.10	2.44
<i>TCA West Annex</i>				
Theater	100 seats	3.0 space/ 3 seats 1.0 bicycle/ 30 seats	150.00 ⁽⁵⁾	3.33
Classrooms ⁽⁴⁾	5,800 SF	3.0 space/ 200 SF 1.0 bicycle/ 1500 SF		3.87
Office	2,080 SF	3.0 space/ 300 SF 1.0 bicycle/ 8,000 SF		4.00 ⁽⁹⁾
Conference/Assembly	2,400 SF	3.0 space/ 125 sf 1.0 bicycle/ 2000 SF		1.20
<i>IDEA Phase 3</i>				
Office	421,800 SF	1.0 space per 300 SF 1.0 bicycle/8,000 SF	1,406.00	52.73
Restaurant Indoor	5,700 SF	1.0 space/ 75 SF 1.0 bicycle/ 500 SF (80% internal capture)	15.20	11.40
Restaurant Outdoor	1,900 SF	1.0 space/ 150 SF (no parking required for the first 300 SF) 1.0 bicycle/ 2000 SF (80% internal capture)	2.13	0.80
Total Parking Before Sharing by Time of Day			2,441.42	130.83
<i>Reduction for Shared Parking per COT Time of Day Model^(7,8)</i>			-92.50	-0.00
Total Parking with Shared Reduction			2,348.72	130.83
Total Required Parking			2,349	131⁽⁶⁾

1. The parking ratios are from Table 4-603 of the City of Tempe's Zoning Code.
2. The bicycle parking ratios are based on those required for the 'Bicycle Commute Area'.
3. Value represents net square footage of the building assumed as 95% of the gross floor area. Bicycle parking is based on the original net square footage shown in Table 2.
4. 150 spaces are provided within the 1st parking structure to support the existing TCA East Annex.
5. 150 spaces are provided within the 2nd phase of development to support the new TCA West Annex.
6. Existing bicycle parking spaces provided at TCA to remain. Total bicycle parking shown is for new spaces only.
7. See Attachment C for City of Tempe Shared Parking with Internal Capture
8. See Attachment D for City of Tempe Shared Parking by Time of Day
9. Bicycle commute area specifies a minimum number of required spaces should minimums not be exceeded.

CONCLUSIONS

- The project is proposed as a mixed-use development consisting of up to five office buildings and two parking structures. The office buildings will be five to seven stories tall with a maximum total floor area of 720,000 square feet (SF). Also expected are 40,000 SF of public art space known as the Tempe Center for the Arts (TCA) Western Annex and just under 10,000 SF of indoor restaurant space with just over 5,000 square feet of outdoor restaurant space supporting both the TCA and the IDEA offices. A 200-room hotel will be provided in the second phase (or later) depending on market conditions.
- This development does not fall within the TOD or City Center District therefore there are no available reductions to parking based on the location of the site. The convenient and proximate transportation services include the Valley Metro light rail line, Valley Metro bus routes, Tempe Orbit bus routes, Zipcar/Uber/Lyft/Sidecar, bicycle facilities, and pedestrian facilities and the nearly designed Tempe Streetcar. These multi-modal transportation characteristics and the site location in close proximity to Arizona State University and the Tempe central business district provide the basis for anticipating minimal parking needs for the development. It is very likely that this property would be considered within a TOD in the future due to the Tempe Streetcar extension to the west shown within the City's transportation plan.
- The required parking at buildout, based on the City of Tempe's ratios without reductions, is 2,974 vehicle parking spaces and 176 new bicycle spaces in addition to those bicycle spaces already provided for the existing TCA. This includes 300 spaces that have been requested by the TCA as available at all times of the day.
- Shared parking was calculated by time of day for a typical weekday to determine the maximum required parking for the mix of uses. Reductions to parking were applied to account for office users (and other uses provided on site) visiting the other commercial uses being constructed as part of the project. This reduction, Internal capture, is applied to avoid double counting the required parking needs.
- The results of the shared parking model with internal capture considerations indicates a need for 2,349 parking spaces for the office, restaurant, theater/classroom, hotel and TCA land uses.
- Phased parking calculations have been provided for Phase 1 and Phase 2 based on predicted market timing. As each building is developed the parking study should be updated to reflect the actual proposed development. This could include additional phases or changes in use over time.

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

Sincerely,

CivTech



Dawn D. Cartier, P.E., PTOE
President/Project Manager

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 and Property Owner) by Boyer (Leasee).

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. PL180160 – **IDEA TEMPE**, 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):

1000 West Rio Salado Parkway, Tempe Arizona 85281

Legal Description: See Exhibit Attached

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 _____, 2018.

OWNER: CITY OF TEMPE, Leased to BOYER

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 _____, 2018 by _____.

Notary Public
My Commission Expires:

(Signature of Notary)

DESCRIPTION
FOR
EXHIBIT

A PARCEL OF LAND SITUATED IN A PORTION OF THE NORTH HALF OF SECTION 16, TOWNSHIP 1 NORTH, RANGE 4 EAST OF THE GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF LOT 5 OF ELEMENTS AT TEMPE CENTER FOR THE ARTS IN BOOK 1021, PAGE 49, RECORDS OF MARICOPA COUNTY, ARIZONA, SAID POINT BEING ON A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS POINT THAT BEARS SOUTH 05 DEGREES 00 MINUTES 22 SECONDS WEST, A DISTANCE OF 1497.39 FEET;

THENCE DEPARTING SAID SOUTHEAST CORNER OF LOT 5, CONTINUING ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 21 DEGREES 04 MINUTES 25 SECONDS, AN ARC LENGTH OF 550.75 FEET;

THENCE SOUTH 73 DEGREES 55 MINUTES 57 SECONDS WEST, A DISTANCE OF 270.80 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT HAVING A RADIUS OF 1080.92 FEET;

THENCE CONTINUING ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 04 DEGREES 53 MINUTES 06 SECONDS, AN ARC LENGTH OF 92.16 FEET TO THE SOUTHWEST CORNER LOT 6 OF THE AFORESAID ELEMENTS AT TEMPE CENTER FOR THE ARTS IN BOOK 1021, PAGE 49;

THENCE DEPARTING SAID SOUTHWEST CORNER OF LOT 6, NORTH 00 DEGREES 51 MINUTES 05 SECONDS WEST, A DISTANCE OF 785.63 FEET THE NORTHWEST CORNER LOT 3 OF THE AFORESAID ELEMENTS AT TEMPE CENTER FOR THE ARTS IN BOOK 1021, PAGE 49;

THENCE DEPARTING SAID NORTHWEST CORNER OF LOT 3, SOUTH 81 DEGREES 15 MINUTES 02 SECONDS EAST, A DISTANCE OF 470.83 FEET;

THENCE SOUTH 71 DEGREES 55 MINUTES 50 SECONDS EAST, A DISTANCE OF 122.55 FEET;

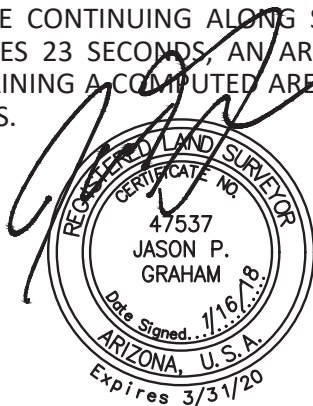
THENCE SOUTH 86 DEGREES 28 MINUTES 55 SECONDS EAST, A DISTANCE OF 50.00 FEET;

THENCE SOUTH 82 DEGREES 05 MINUTES 43 SECONDS EAST, A DISTANCE OF 717.57 FEET;

THENCE SOUTH 01 DEGREES 43 MINUTES 42 SECONDS EAST, A DISTANCE OF 482.73 FEET;

THENCE NORTH 82 DEGREES 31 MINUTES 14 SECONDS WEST, A DISTANCE OF 389.60 FEET TO THE BEGINNING OF A CURVE TO THE LEFT HAVING A RADIUS OF 1497.39 FEET;

THENCE CONTINUING ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 02 DEGREES 28 MINUTES 23 SECONDS, AN ARC LENGTH OF 64.63 FEET TO THE POINT OF BEGINNING AND CONTAINING A COMPUTED AREA OF 759,766 SQUARE FEET OR 1497.39 ACRES OF LAND, MORE OF LESS.

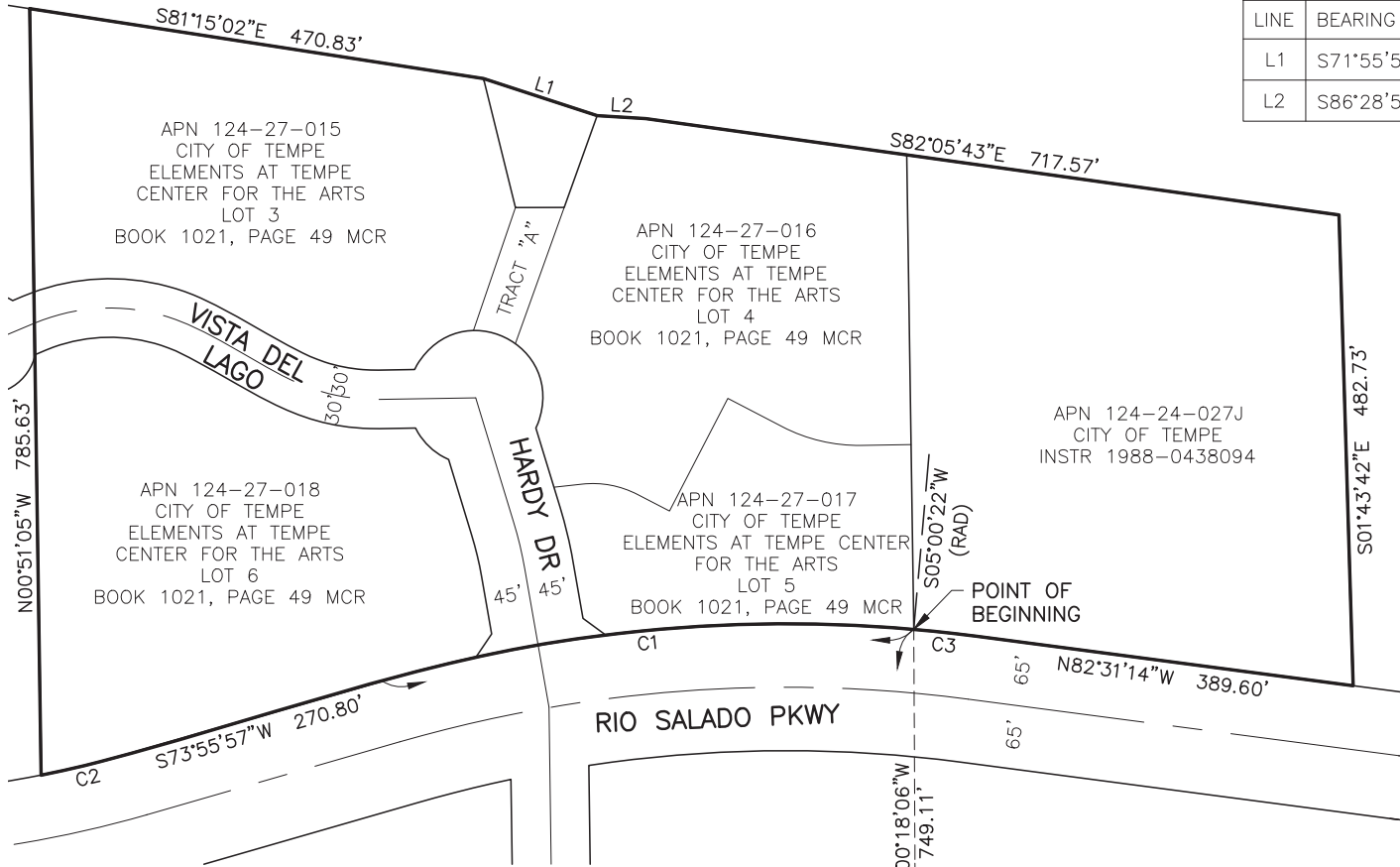


JAN 2018
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DIBBLE ENGINEERING
PROJECT NO 1116119

THIS IS NOT A PROPERTY BOUNDARY SURVEY.

LINE DATA TABLE		
LINE	BEARING	DISTANCE
L1	S71°55'50"E	122.55'
L2	S86°28'55"E	50.00'



PARCEL AREA:
759,766 SF OR
1497.39 ACRES

CURVE DATA TABLE			
CURVE	LENGTH	RADIUS	DELTA
C1	550.75'	1497.39'	21°04'25"
C2	92.16'	1080.92'	4°53'06"
C3	64.63'	1497.39'	2°28'23"

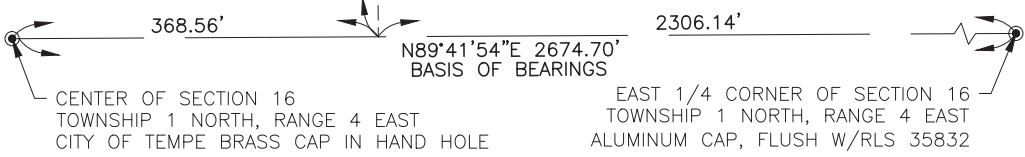
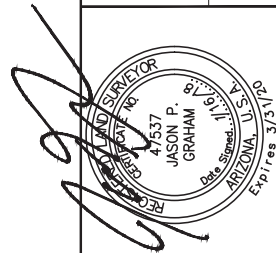


EXHIBIT
NORTH HALF SECTION 16,
TOWNSHIP 1 NORTH, RANGE 4 EAST
GILA AND SALT RIVER MERIDIAN

DATE: JAN 2018
DRN: BAR
CHK: JFG

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Dibble Engineering
Project No. 1116119

FILE:\PROJECTS\2016\1116119 Tempe Test Center for APN\CAD\Exhibit-Lease_Line.dwg DATE:Jan, 16 2018 TIME: 01:32 pm