

# Staff Summary Report



City Council Meeting Date: 02/07/08

Agenda Item Number: 42

**SUBJECT:** This is the introduction and first public hearing for an Amended Planned Area Development Overlay for CAMPUS EDGE located at 922 East Apache Boulevard. The second public hearing is scheduled for February 21, 2008.

**DOCUMENT NAME:** 20080207dsrl01

**PLANNED DEVELOPMENT (0406)**

**SUPPORTING DOCS:** Yes

**COMMENTS:** Request for **CAMPUS EDGE (PL070224)** (Tim Becker, Nelson Companies 2, LLC., applicant/owner) for the development of a mixed-use project consisting of a mid-rise building with two wings totaling 269,640 square feet, including residential student housing and ground floor commercial on approximately 1.50 acres, located at 922 East Apache Boulevard, in the MU-4, Mixed Use High Density District, Transportation Overlay and Planned Area Development Overlay. This request includes the following:

**PAD07028** – Amended Planned Area Development Overlay to increase the number of dwelling units from 100 to 132 units, to increase the maximum building height from 97 to 116 feet, and to reduce the required parking from 369 to 249 spaces.

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

**REVIEWED BY:** Lisa Collins, Development Services Planning Director (480-350-8989)   
Chris Anaradian, Development Services Department Manager (480-350-2204)

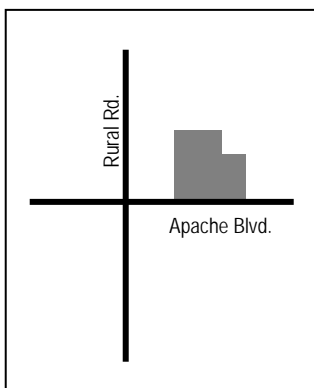
**LEGAL REVIEW BY:** N/A

**FISCAL NOTE:** N/A

**RECOMMENDATION:** Staff – Approval, subject to conditions (1-4).  
Apache Boulevard Project Area Committee – Approval  
Development Review Commission – Approval (6-1 vote)

**ADDITIONAL INFO:**

Net site area	1.52 acres
Total Building area	269,640 s.f.
Total Units/Beds	132 units, 433 bedrooms (100 units, 221 beds per original PAD)
Density	86.8 du/ac (65.8 du/ac per original PAD)
Lot Coverage	64 % (52% per original PAD)
Building Height	116 ft. including mechanical (97 ft. per original PAD)
Building setbacks	0' front, 18' west side, 2' east side, and 7' rear (0' front, 30' west, 20' east, and 14' rear per PAD)
Landscape area	18% (NS per original PAD)
Vehicle Parking	249 spaces provided, 174 per parking study (369 min. required per TOD, 399 min. std. Code)
Bicycle Parking	134 spaces (130 min. required)



- PAGES:**
1. List of Attachments
  - 2-4. Comments / Reason for Approval
  - 4-5. Conditions of Approval
  5. History & Facts / Zoning & Development Code Reference

- ATTACHMENTS:**
- 1-2. Waiver of Rights and Remedies form
  3. Location Map(s)
  4. Aerial Photo(s)
  - 5-9. Letter of Explanation
  - 10-18. Parking Study
  - 12-20. Neighborhood Meeting Summary
  21. Planned Area Development Overlay
  - 22-23. Site Plan & Data
  24. Project Rendering
  - 25-31. Floor plans
  - 32-35. Building Elevations
  36. Building Sections
  37. Landscape Plan

## COMMENTS:

The project is located along Apache Boulevard just east of Rural Road. The site is near the Light Rail Transit and within walking distance to the Arizona State University campus. To the west of the project is an existing Taco Bell building. To the east is an abandoned motel site. To the north are apartment complexes. The request for Campus Edge includes an Amended Planned Area Development Overlay to increase the density from 100 to 132 units, to increase the maximum building height from 97 to 116 feet, and to reduce the minimum parking from 369 to 249 parking spaces for a mixed-use project consisting of student housing units and ground floor commercial.

## HISTORY

The previous project for Campus Edge included 100 for-sale condominium units with ground floor commercial. The project also included an additional drive entrance into the parking garage with above and below grade parking. The project was previously heard by the Development Review Commission on July 25, 2006 and received approval for Development Plan Review and a recommendation of approval for a Zoning Map Amendment from CSS, Commercial Shopping and Service District to MU-4(TOD), Mixed-Use High Density District, Transportation Overlay District and a Planned Area Development Overlay. The project's zoning and PAD was approved by City Council on September 7, 2006. Prior to the rezoning of this property, the site was located outside of the Transportation Overlay District (TOD) boundaries. As part of the MU-4/PAD approval, the TOD was designated on the property, allowing the project to take advantage of parking reductions. The site had met the minimum required spaces for the project as proposed. Both the previous land use and density was consistent with the General Plan 2030 Projected Land Use (Mixed-Use) and Density (more than 25 du/ac) maps.

## PUBLIC INPUT

On November 5, 2007 the applicant presented the amended project for Campus Edge to the Apache Boulevard Project Area Committee, comprised of business owners and residents within the Apache Boulevard Redevelopment Area, providing recommendations consistent with the vision and goals of the area. The membership motioned to accept the site plan as proposed with a vote of 13-2.

Since the applicant is seeking a new approval for an Amended PAD of the project, a neighborhood meeting is required for the request. On January 3, 2008 at 6 pm the applicant held a neighborhood meeting to review and discuss the proposal for Campus Edge. Staff was in attendance at the meeting which included one additional person from the public, the adjacent property owner to the east. See attached summary of the meeting provided by the applicant in the attachments. At this time, staff has not received any public comments or inquiries on the proposed project.

## PROJECT ANALYSIS

Below is a table of the proposed MU-4 District standards for the Campus Edge project, compared to the previous approved standards with the same district designation.

Development Standards for CAMPUS EDGE		
Standard	PROPOSED MU-4 (PAD)	PREVIOUS STANDARDS
Residential Density (DU/acre)	87 du/ac	66 du/ac
Building Height (feet)		
Building Height Maximum	116 ft	97 ft
Building Height Step-Back Adjacent to SF or MF District	No	No
Maximum Lot Coverage (% of net site area)	64%	52%
Minimum Landscape Area (% of net site area)	18%	NS
Setbacks (feet)		
Front	0'	0'

Development Standards for CAMPUS EDGE		
Standard	PROPOSED MU-4 (PAD)	PREVIOUS STANDARDS
Side	18' west / 2' east	30' west / 20' east
Rear	7'	17'
Minimum Parking	249 spaces (369 TOD min.)	198 spaces (per TOD min.)

As a result of the proposed standard changes for the development the following has occurred:

- The dwelling units have increased from 100 units to 132 units. This change in density is consistent with the General Plan projected Residential Density Map (High Density, more than 25 du/ac). As a result of the increased density, several other factors of the project have been modified, including a larger building with greater height and additional parking for more units (32 additional units with 51 additional parking).
- The project is increasing in height from the approved 97 feet to 116 feet including all mechanical elements. This change in height allows for an additional two levels of dwelling units and other design factors. The configuration of the buildings is very similar to the previous approved project. The allowable increased height for the project is a result of a site plan re-configurations. There is no longer underground parking, now providing three levels of above grade parking. The second access to the parking garage was removed, allowing for a consolidated entry that is more conducive to a pedestrian-oriented environment. This change effected the parking circulation and design, requiring additional area.
- The projects setbacks have been reduced to the east, west and north. This change has been accommodated with the result of the residential floors above now spanning over the entry drive and the new parking garage configuration as previously mentioned.
- The previous proposal for 100 units with 221 bedrooms, including commercial, met the TOD parking requirements (198 spaces). The new proposal now includes an increase in units totaling 132 units with 433 bedrooms. Minimum total required TOD parking is 369 spaces (399 per standard parking requirements). The applicant is requesting a reduction to provide 249 spaces which includes eight (8) on-street parking spaces, providing a residential parking ratio of 0.5 parking spaces per bedroom. Below is an comparison chart of parking ratios required and provided based on the project unit types.

PARKING RATIO COMPARISONS			
Unit Type (Amount)	Standard Parking (Req.)	TOD Parking (Req.)	PAD Ratios (PROPOSED)
Studio unit (6 total)	1 space/unit (6)	.75 spaces/unit (4.5)	.5 spaces/unit (3)
2-Bedroom unit (25 total)	2 spaces/unit (50)	1.5 spaces/unit (37.5)	1 space/unit (25)
3-Bed unit (27 total)	2.5 spaces/unit (67.5)	2.25 spaces/unit (60.75)	1.5 spaces/unit (40.5)
4-Bed unit (74 total)	3 spaces/unit (222)	3 spaces/unit (222)	2 spaces/unit (148)
Guests (132 total units)	.2 spaces/unit (26.4)	.2 spaces/unit (26.4)	.16 spaces/unit (21)
Commercial (4,230 s.f.)	1 space/300 s.f. (14.1)	(25% reduction)1 sp./300 (11)	NO CHANGE (11)
<b>Total Parking</b>	<b>386 spaces</b>	<b>362 spaces</b>	<b>249 spaces</b>

The applicant has provided a professional parking analysis which provides research on other student housing projects with average parking ratios of .32 spaces per bedroom. In addition, the analysis uses parking rates from the Institute of Transportation Engineers, 2004 (ITE) for parking numbers and factoring reductions of alternate modes for the area. The analysis recommends a needed parking total for the site of 174 spaces. See "Parking Study" attachments. In reviewing the parking request based on standard parking ratios versus TOD reductions, the numbers are very similar for parking minimums based on the housing type offered. The new proposal now includes student housing living with units that now include 4-bedroom units not previously provided. The TOD parking ratios does not provide reductions for 4-bedroom units and 3-bedroom units only a 10% reduction in the ratios (2.5 to 2.25 per

unit). The addition of 4-bedroom units has the greatest impact on the overall parking requirements for the project. A reduction in the bedroom types may alleviate some of this parking demand. The parking ratios requested by the applicant exceed the professional analysis parking needs. In addition, the applicant has agreed to provide the project with a "Flex Car Program", whereby tenants of the residents may utilize a community car if a vehicle is needed for a resident that does not have one. Two vehicles are proposed with designated parking spaces on the project.

## **Conclusion**

Based on the information provided by the applicant, the public input received and the above analysis staff recommends approval of the requested Amended Planned Area Development Overlay with additional density, height and a parking reduction. This request meets the required criteria and will conform to the conditions. The request complies with General Plan 2030 projected land use and residential density for this site. The Zoning Map Amendment and Planned Area Development (PAD) Overlay implements the General Plan, by providing a mixed-use development of both commercial and residential living space, promoting the concept of live work and recreate in one place. This site as part of the Transportation Overlay District will further the goals and objectives of the General Plan, Apache Boulevard Redevelopment Plan, and Light Rail, as an opportunity to further integrate mixed-use with pedestrian-oriented design.

## **REASONS FOR APPROVAL:**

1. The project meets the General Plan Projected Land Use and Projected Residential Density for this site.
2. The request is supported by the Apache Boulevard Project Area Committee and Development Review Commission.
3. The PAD overlay process was specifically created to allow for greater flexibility, to allow for increased heights, parking reductions and other development standards. With the inclusion of additional secured bike parking and alternatives modes of transportation such as a flex car program, located less than a quarter-mile from the University, and close proximity to the Light Rail Transit line, this proposal meets the objectives of the PAD
4. The proposed PAD is in conformance with pedestrian-oriented design standards.
5. The conditions of approval are reasonable to ensure conformance with the provisions of the Zoning and Development Code and General Plan.
6. The mixed-use project requires flexibility because of unique circumstances or design characteristics, recognizing that development standards, (i.e. height, setback, lot coverage) space, bulk and use specifications would preclude the application of a more flexible concept. The PAD is deemed appropriate or necessary, whereby zoning regulations are replaced by performance considerations to fulfill the objectives of the General Plan. The specific development standards for the amended PAD overlay district will ensure the integration of live, work, recreation, along with commercial services, supporting the concept of additional density alternate modes of transportation in a village concept, relying less on the automobile. This project will provide an asset to the longevity and success of Tempe's surrounding neighborhood and the future light rail line.

## **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 property owner(s) shall sign a waiver of rights and remedies pursuant to A.R.S. §12-1134, releasing the City from any potential claims under Arizona's Private Property Rights Protection Act, which shall be submitted to the Development Services Department no later than thirty (30) calendar days after the date of approval, or the Planned Area Development approval shall be null and void.
2. The Planned Area Development for CAMPUS EDGE shall be put into proper engineered format with appropriate signature blanks and kept on file with the City of Tempe's Development Services Department prior to issuance of building permits.
3. The maximum building height for this project shall include all mechanical, screening devices and other structures on the building.
4. The project and future management of the units, including its successors, shall provide two (2) vehicles with designated parking spaces for the purpose of providing the residents a "Flex Car Program" on site. This program will supply the use of two vehicles available to residents only for general use as needed. It shall be the responsibility of the apartment management to maintain such service.

## HISTORY & FACTS:

May 8, 2006	Apache Boulevard Project Area Committee recommended approval of the Campus Edge mixed-use project at 922 East Apache Boulevard.
June 6, 2006	Neighborhood meeting held by the applicant to discuss the Campus Edge project, subject to the provisions of the Zoning and Development Code, Section 6-402.
July 25, 2006	Development Review Commission heard the request by Campus Edge Condominiums and recommended approval for a Zoning Map Amendment and a Planned Area Development Overlay, approved the request for a Development Plan Review consisting of site plan, building elevations, and landscape plan; located at 922 East Apache Boulevard.
August 17, 2006	City Council introduced and held the first public hearing for Campus Edge Condominiums for a Zoning Map Amendment and a Planned Area Development Overlay, located at 922 East Apache Boulevard.
September 7, 2006	City Council held the second public hearing for Campus Edge and approved the request for a Zoning Map Amendment and a Planned Area Development Overlay, located at 922 East Apache Boulevard.
September 25, 2007	Development Review Commission approved a Preliminary Subdivision Plat, to include a condominium plat for CAMPUS EDGE located at 922 East Apache Boulevard.
November 5, 2007	The Apache Boulevard Project Area Committee reviewed the request for an Amended PAD for Campus Edge and recommended approval of the development as revised from original proposal (13-2 Vote).
January 3, 2008	A neighborhood meeting was held by the applicant to discuss the proposal of an Amended Planned Area Development Overlay and Development Plan for Campus Edge. The meeting was held at the Police Substation at 1855 East Apache Boulevard.
January 22, 2008	The Development Review Commission recommended approval for an Amended Planned Area Development Overlay and continued the Development Plan Review to February 26, 2008 for CAMPUS EDGE located at 922 East Apache Boulevard.

## ZONING AND DEVELOPMENT CODE REFERENCE:

Section 6-305, Planned Area Development (PAD) Overlay districts

**WHEN RECORDED RETURN TO:**

City of Tempe  
Development Services  
31 E. 5<sup>th</sup> Street  
Tempe, AZ 85281

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

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

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

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

Owner has submitted Application No. PL070224 to the City requesting that the City approve the following:

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

for development of the following real property (Property):

Parcel No. \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
(Legal Description and Address)

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 if the City approves 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 \_\_\_\_\_, 2007.

\_\_\_\_\_  
(Signature of Owner)

\_\_\_\_\_  
(Printed Name)

\_\_\_\_\_  
(Signature of Owner)

\_\_\_\_\_  
(Printed Name)

State of Arizona                    )  
  ) ss  
County of \_\_\_\_\_ )

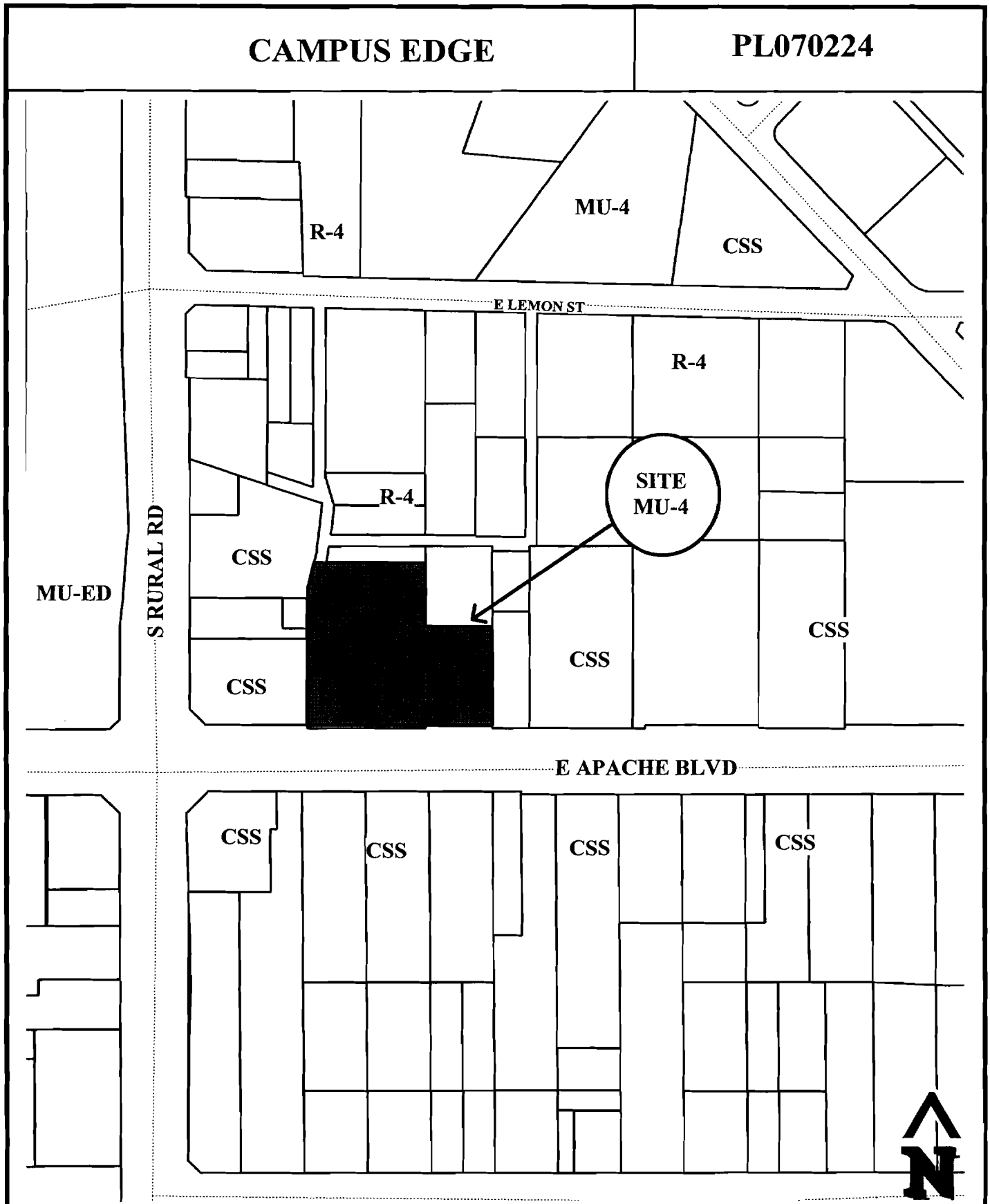
SUBSCRIBED AND SWORN to before me this \_\_\_\_\_ day of \_\_\_\_\_, 2007, by

\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
(Signature of Notary)

(Notary Stamp)







CAMPUS EDGE (PL070224)

## **Campus Edge**

### **Applicant's Letter of Intent**

Nelson Companies 2, LLC and Campus Acquisitions (the "Applicants") are proposing to redevelop approximately 1.52 gross acres located approximately 185 feet east of the northeast corner of Apache Boulevard and Rural Road (the "Site"). The Site was formally used for a Taco Bell restaurant and Texaco Star Mart convenience store-gas station. The Applicants propose to develop a mixed-use project that will consist of commercial retail space and modern apartments targeted to students (the "Project"). The Project will promote a sustainable concept of living, working and recreating in one location and serve as an asset to the future success of the surrounding neighborhood and nearby light rail line to be completed in December 2008.

The Site is a prime opportunity for redevelopment given its location to two nearby light rail stations and considering the pressure on Tempe's residential market resulting from the expansion of Arizona State University (ASU), both in physical terms and enrollment. In addition, the Site is located within one mile of public recreational areas, including Tempe Town Lake, Beach Park and Hayden Butte, and is within close proximity to public gardens and open areas on the ASU Campus.

The proposed application (the "Application") represents an increase of 38 residential units and 19 additional feet of building height from the previously approved Campus Edge application. The prior plans for Campus Edge included 100 owner-occupied units. However, current market conditions no longer support an owner-occupied condo development in the Project's prior configuration. To ensure that the Site does not remain unimproved for a prolonged period while waiting for market conditions to change, Nelson Companies 2 LLC sought out a new partner for Campus Edge. The Project's new partner, Campus Acquisitions, is a well renowned developer of modern apartments that are generally targeted to students. This new Application will bring new residents, retail and vitality to Apache Boulevard.

The increase in density and building height proposed by this Application are necessary to develop an economically viable mixed-use project comprised of for-rent units of a quality that can be easily converted to owner-occupied product in the future. The additional units and two-stories are necessary to ensure the Project's economic viability. Campus Edge has been designed to minimize building mass by reconfiguring the layout of its residential units (e.g. elimination of loft units and providing more squarely shaped floor plans). As a result, the Project is able to incorporate the 38 additional residential units needed to respond to current market conditions without significantly varying from the building height approved by the previous application.

In addition, the design changes have allowed us to provide a continuous frontage of commercial and retail uses along Apache Boulevard. This change is a design enhancement from the previously approved Campus Edge Application, which did not provide a continuous frontage of active street uses. The commercial uses may include non-destination restaurant space, such as coffee and sandwich shops. These uses will be geared towards users of the light-rail and those who reside in or near Campus Edge. As a result, this space will require very minimal parking.

The Applicants are submitting a design review application and a planned area development (PAD) overlay amendment application as part of the Applicants' application for the redevelopment of the site with the goal of creating a vibrant mixed-use development that will enhance street activity on Apache Boulevard and add to the residential and retail mix of Tempe.

On September 7, 2006, the Tempe City Council approved the development of Campus Edge, a mixed-use project consisting of 100 dwelling units, approximately 3,780 square feet of commercial area and an approximate 80,000 square feet parking garage on the Site. The Development Review Commission and City staff also recommended approval for Campus Edge. The Project proposed by the Applicants will also be branded as Campus Edge and is very similar to the mixed-use project approved in September 2006 with the exception that a housing product which is currently viable in the area, student housing, is being proposed instead of for-sale condominium units. This revised Application is consistent with the spirit and intent of the previous Campus Edge application.

## **Planning Context**

### **General Plan 2030**

The Site is located along Apache Boulevard just east of Rural Road in Tempe, Arizona. The formal address is 922 and 936 East Apache Boulevard, Tempe. The land use and projected residential density for the Site by General Plan 2030 are Mixed-Use and High-Density (greater than 25 units per acre). According to General Plan 2030, the Mixed-Use category is designed to accommodate land use mixes with a mixture of residential and commercial uses. This category also encourages creatively designed developments that create a living environment which reflect a "village" concept where there is opportunity to live, work and recreate within one development or area. The Project will provide opportunities to live, work, and recreate in the same area. In fact, the Project is exactly the type of mixed-use, high-density project envisioned by General Plan 2030. The Applicants are proposing a high-density residential building with accompanying commercial and retail opportunities located along the street which will energize Apache Boulevard and provide additional pedestrian activities for the Tempe community.

### **Apache Boulevard Redevelopment Plan**

The Site is also located in the Apache Boulevard Redevelopment Plan planning area. The mission of this plan is to "encourage reinvestment in the Apache Boulevard area in order to build a more desirable neighborhood in which people will enjoy living and working." In specific relation to Apache Boulevard, the plan's mission is to "upgrade commercial development by introducing viable long-term businesses and mixed-use projects." The Project, located along Apache Boulevard, will be a substantial reinvestment in the area that will replace antiquated commercial development with a viable mixed-use project that will help to foster and enjoyable living and working environment.

## **Current Zoning**

The Site is currently zoned Mixed-Use 4 (MU-4) Transportation Overlay District (TOD) with a Planned Area Development (PAD) Overlay. The MU-4 District allows a variety of uses including high-density residential and mixed-use buildings consisting of residential, commercial retail, and office uses. The Applicant is proposing an amendment to the PAD Overlay which allows the Project to establish its own unique standards based on the development proposal.

### **Site Area**

The Site consists of approximately 1.52 net acres. A full legal description for the Site is provided in the development data listed on the site plan included in the Application submittal.

### **Area Context**

As indicated above, the Site is located along the north side of Apache Boulevard, just east of Rural Road. A Taco Bell restaurant is located to the west of the Site, while an abandoned office building site and apartment complexes are respectively located to the east and north. The Four Points Sheraton and apartment complexes are located directly across Apache Boulevard. The Site is located within walking distance of the ASU Campus to the north and the future light rail transit stations to the east and north. The Applicant envisions that the Project will significantly enhance the area's urban environment and serve as a catalyst for future redevelopment opportunities along Apache Boulevard.

### **Project Description**

The Site, which is currently underutilized and generally vacant, is strategically located to make a significant statement on Apache Boulevard leading up to the nearby future light rail line and station. The intent of this Application is to provide a unique opportunity to energize the Apache Boulevard street frontage and provide much needed additional modern, high-quality student housing opportunities. The expansion of ASU has placed continuous pressure on Tempe's residential market. Disproportional parking demands and extraordinary occupancy levels have placed considerable strain on the fabric of the City, displacing residential uses to outlying areas and increasing vehicular traffic to the ASU Campus. Considering that the localized population nearly triples in size during peak enrollment, the transient nature of the student population is taxing on both residential and commercial markets. Due to the Site's proximity to the ASU Campus and public transit routes, the Applicant strongly believes that the Project will appeal strongly to students.

The Application consists of the construction of a 10-story (116 feet) building with two residential wings that will encompass 138 multi-family residential units, representing a density of 90.79 units per acre. The mix of residential units ranges from one to four bedroom flat style apartment units designed to allow a potential conversion to for-sale condominiums in the future. The proposed building height and density are generally consistent with the height and density of the previously approved Campus Edge application and the City's vision for mixed uses along the

light rail line. The proposed building form is broken into two wings for the purpose of reducing the bulk and scale of the development while maintaining a significant urban presence along Apache Boulevard at the same time. In addition, the north-south orientation of the rear tower allows residential units to be organized for east/west exposures of views and natural light.

The residential units are located above street level commercial, office, lobby and amenity uses located along Apache Boulevard and a three level parking garage at the rear of the Site. The parking garage and an at-grade courtyard will serve as parking for the entire Site. Both the parking garage and courtyard will not be visible from the street frontage and are accessed from Apache Boulevard through an entry drive located at the east end of the site. Bicycle parking will also be provided on Site. A bike room will be provided on Site for residents and a bike rack will be provided near the front of the Site for patrons and visitors.

Similar to the previously approved Campus Edge application, the proposed architecture is contemporary in design. The proposed building is a cast in place structure with large expanses of vision glass. Building massing along Apache Boulevard is broken down by intersecting rectangular forms of the residential floors. Visual texture is added by varying the location, size, and color of the private balconies, as well as the perforated metal panels that will define the balcony edges. Each residential unit is provided with a private exterior balcony or terrace and operable windows. The building is cantilevered along the street edge to provide shade for pedestrian circulation. The facades of the building are plaster, keeping with the tonal color of the concrete structure.

With the completion of the nearby light rail stations on Apache Boulevard and Rural Road, Apache Boulevard will serve as a conduit for light rail passengers to the ASU Campus. Therefore, the ground level of the Site has been designed to energize pedestrian activities by providing a continuous frontage that includes commercial and office uses. These street level uses, combined with the Project's dynamic contemporary architecture and the provision of ample landscaping, will successfully activate the Site's street frontage.

The parking garage's terrace level will be utilized for the residential common area amenities. The amenities include a swimming pool, game room, fitness center and vending facilities. In addition, a residential lobby will be provided at ground level facing out towards Apache Boulevard.

### **Site Circulation and Parking**

As referenced above, both residential and commercial parking will be accessed from Apache Boulevard via a driveway located adjacent to the eastern boundary of the Site. The parking garage will serve the parking needs of the residents, while the parking needs of patrons and visitors will be primarily served by the at-grade courtyard. A limited number of parking spaces in the parking garage will also be available for use by patrons and visitors. While the number of parking spaces provided is less than required by code, it is imperative to consider that the vehicular needs of students varies from the general population. It is also important to consider that the Site is located along an existing bus route and that it is located within walking distance of two future light rail stations, as well as the ASU Campus itself.

TASK Engineering is currently preparing traffic and parking studies for the Site. A copy of their report is included as part of this Application.

### **Apache Boulevard Project Area Committee**

The Applicant presented the Project to the Apache Boulevard Project Area Committee (APAC) for consideration on November 5, 2007. APAC recommended that the proposed 10-story building height and student housing use be approved.

### **Conclusion**

We believe that the proposed development is a high-quality residential/retail design that will provide much needed viable long-term housing and commercial retail opportunities along Apache Boulevard. We also believe that the proposed development will serve as a catalyst for future redevelopment opportunities that will enhance the urban development environment and experience envisioned by the City for this area. The Project is consistent with the land use and residential density projected for the site by the former Campus Edge proposal, as well as the mission of the Apache Boulevard Redevelopment Plan, and is supported by the Apache Boulevard Project Area Committee. We look forward to discussing the proposal with you in the near future and respectfully request your support.



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Phone: 602 • 277 • 4224 Fax: 602 • 277 • 4228 e-mail: task@taskeng.net

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January 8, 2008

Mr. Timothy C. Becker, P.E.  
Vice President  
Nelson Phoenix, L.L.C.  
101 North First Avenue, Suite 950  
Phoenix, AZ 85003-1930

tbecker@nelsonphoenix.com

**RE: *Parking Analysis for Campus Edge in Tempe, Arizona***

Dear Mr. Becker:

This letter addresses parking needs for the Campus Edge mixed use development on Apache Boulevard east of Rural Road. The number of spaces needed is significantly less than the number of spaces called for by the T.O.D. parking standards.

#### **SITE DESCRIPTION**

Campus Edge is located on the north side of Apache Boulevard east of Rural Road in Tempe, Arizona. It will consist of 132 residential apartments and  $\pm 4,220$  square feet of commercial space on 1.52 acres net. The residential structure will extend 10 stories above ground. It is anticipated that the residential units will serve as student housing for the nearby Arizona State University (ASU) campus.

The site is located within walking and biking distance of the ASU campus. It is near two stations of the future Metro light rail line. Exhibit 1 is the Site Plan. There is one regular entrance (Campus Edge Driveway) and an emergency vehicle entrance. The Campus Edge Driveway is located east of the existing median break on the north side of Apache Boulevard. This median break serves a parking lot on the south side of Apache Boulevard. The Campus Edge driveway will not align directly with the existing driveway located on the south side of Apache Boulevard.

A total of 362 parking spaces are called for according to T.O.D. standards, consisting of 433 Bedrooms x .75 spaces/Bedroom, 132 units x .20 spaces/unit for visitors, and 4,220 commercial SF/300 SF/space x .75 or commercial.



## PARKING CALCULATIONS

Parking needs for the residential units, commercial space and office space were estimated using the parking rates from *Parking Generation, 3<sup>rd</sup> Edition* by the Institute of Transportation Engineers, 2004 (ITE). This source brings together data on parking accumulations measured at many different locations across the nation for 91 land uses. The results are summarized on Table 1.

**Table 1. Parking Needs, Campus Edge**

Land Use	ITE Land Use Code	By Tempe T.O.D. Standards	By ITE Generation
Apartments – 132 units, 433 BR	221	351	141
Commercial – 4.22 TGSF	820	11	17
Total		362	158
Total with Shared Parking		N.A.	142

To allow for the possibility that the Campus Edge site has higher than average parking rates, the 85<sup>th</sup> percentile ITE peak parking rate is used for all cases. In addition it is assumed that all residential units and commercial/office space is occupied. This is expected to give a conservatively high estimate of needed parking spaces.

The 85<sup>th</sup> percentile residential parking rate for Low/Medium Rise Apartments (Land Use Code 221) is 1.17 Vehicles per unit. The ITE rates suggest a reduction due to being near a light rail station. *Parking Generation, 3<sup>rd</sup> Edition* summarizes findings from Portland, Oregon on auto ownership patterns. These are described in Table 2.

**Table 2. Vehicles Owned per household, Low/Mid Rise Apartments**

	Suburban	Central City
Average	1.4	1.2
Within 1/3 mile of LRV Station	1.0-1.3	0.8-1.2

Source, ITE *Parking Generation, 3<sup>rd</sup> Edition*, Page 50.

This indicates that a reduction of 0.10 parked vehicle per household is appropriate for Campus Edge. The resulting 1.07 vehicles per residential unit accounts for 141 spaces. There are a total of 433 bedrooms in the 132 residential units, so this amounts to 0.32 spaces per bedroom.

This is consistent with an independent study specifically of student housing at University of British Columbia. The results are included as attachment 2. This study found a parking ratio of 0.5 vehicles per bed for student housing.

*Parking Generation, 3<sup>rd</sup> Edition* does not have an applicable rate parking for shops that are not dependent on auto access. The regular rate for “shopping center” was used, but with the same reduction that was used to estimate traffic for Campus Edge. This was a 5 % reduction due to LRT, a 10% reduction due to walk and bike modes, and a 5 % reduction due to interaction with the other uses on site, for a total of 20 % reduction.

Mr. Timothy C. Becker, P.E.

1/8/2008

Page 3

The 85<sup>th</sup> percentile parking rate for shopping centers (Land Use Code 820) is 5.06 vehicles per TGSF. After a 20% reduction, this is 4.0 vehicles per TGSF, or 17 spaces for this site. The difference between this site and a standard shopping center is such that a 20% reduction is likely to be conservative. Note that the ITE basic rate and the estimated reduction for the site is less than the Tempe parking calculations.

Total parking spaces needed for the site is the sum of the three uses, or 158 spaces. Adding 10 % overage for over the line parking or contingencies gives a recommended minimum of 174 spaces needed.

If the only spaces that are reserved are accessible spaces and delivery spots, then the number of spaces needed can be reduced. Residential spaces in mixed use developments are often reserved, but this creates shortages of available spaces when there are sufficient empty but unavailable spaces to fill the demand. In this case, there is a large difference between the time distribution for the residential spaces and the time distribution for the other spaces.

**Table 3. Shared Parking Calculations**

Hour Beginning	Percent of Pk Period		Spaces Needed		Total Parked
	Apts	Shops	Apts	Shops	
12:00 AM	100%	5%	141.0	0.9	142
1:00 AM	100%	5%	141.0	0.9	142
2:00 AM	100%	5%	141.0	0.9	142
3:00 AM	100%	5%	141.0	0.9	142
4:00 AM	100%	5%	141.0	0.9	142
5:00 AM	96%	5%	135.4	0.9	136
6:00 AM	92%	5%	129.7	0.9	131
7:00 AM	74%	5%	104.3	0.9	105
8:00 AM	64%	18%	90.2	3.1	93
9:00 AM	50%	38%	70.5	6.5	77
10:00 AM	50%	53%	70.5	9.0	80
11:00 AM	50%	86%	70.5	14.6	85
12:00 PM	50%	100%	70.5	17.0	88
1:00 PM	50%	98%	70.5	16.7	87
2:00 PM	50%	91%	70.5	15.5	86
3:00 PM	50%	86%	70.5	14.6	85
4:00 PM	44%	81%	62.0	13.8	76
5:00 PM	59%	57%	83.2	9.7	93
6:00 PM	69%	69%	97.3	11.7	109
7:00 PM	66%	82%	93.1	13.9	107
8:00 PM	75%	70%	105.8	11.9	118
9:00 PM	77%	42%	108.6	7.1	116
10:00 PM	92%	10%	129.7	1.7	131
11:00 PM	94%	10%	132.5	1.7	134
					0
Pk Hr	100%	100%	141	17	158

Source: Percentages from ITE, Parking Generation, 3rd Edition, 2004.

Apts: LUC 221, Weekday Data, 9:00 AM to 3:00 PM interpolated from data

Shops: LUC 820, Non-December, Mon-Thur. 11:00 PM to 6:00 AM interpolated from data

Office: LUC 701, Weekday Urban Data. 6:00 PM thru 6:00 AM interpolated from data

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Table 3 shows anticipated maximum parking accumulation by hour of day, based on the parking by time of day estimates from ITE, *Parking Generation, 3<sup>rd</sup> Edition*. Parking rates for off peak times are interpolated, as noted on the Table.

Table 3 shows that the maximum parking accumulation expected on the Campus Edge site is 142 vehicles.

### CONCLUSIONS

- The calculated parking spaces for the Campus Edge development are 362 spaces according to the Tempe T.O.D. standards, but this appears high for student oriented rental housing.
- The number of parking spaces needed to serve Campus Edge is 174 spaces, assuming that the residential spaces are reserved for only residential parking, and assuming an extra 10% spaces for over the line parking and contingencies.
- The maximum number of vehicles expected to be parked at Campus Edge at any one time is 142 vehicles.

I hope this addresses the remaining traffic questions concerning the Campus Edge entrance driveway. If you have any questions, or if I can be of further help, please contact me at (602) 277-4224, or [khowell@taskeng.net](mailto:khowell@taskeng.net). Thank you.

Sincerely,



Ken Howell, PE, PTOE  
Traffic Engineer

Attach:

Exhibit 1;      Site Plan  
Exhibit 2:      UBC Parking Review

H:\JobFiles\2394.01\2394.01B\Final Parking Memo Jan 08.doc





**EXHIBIT 2:**  
**UCB PARKING REVIEW**

## URBAN SYSTEMS

- If the City of Vancouver's parking requirements for comparable housing (i.e. Kerrisdale and Kitsilano multi-family developments) were applied to Hampton Place, 271 to 337 less spaces would be required.
- Prices for student housing parking at UBC range from \$32 to \$42 per month, and \$256 to \$657 per term.

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### UBC Parking Review

**Table 1: Comparison of Parking Ratios**

	Student Housing		Market Housing		Social Housing
	Single (per bed)	Family (per dwell.unit)	Per dwell. unit	Per bedroom	
UBC	<b>0.32</b> (0.16-0.88) *0.25 excluding Thunderbird Residence	<b>1.25</b> (1.1+0.15 v)	<b>2.1</b> (1.85+0.25 v)	1 bedroom – 1.45 to 2.05 2 bedroom – 0.93 to 1.13 3 bedroom – 0.82	n/a
Vancouver	<b>0.5</b> (rooming house)	n/a	<b>1.1-2.2</b>	n/a	Social = 0.5 Senior = 0.16
Burnaby	<b>0.5</b> (rooming house)	n/a	<b>1.0-2.0</b>	n/a	<b>1.0-1.75</b>
New Westminster	n/a	n/a	<b>1.0-2.0</b>	1 bedroom – 1.0-1.2 2 bedroom – 0.75 3+ bedroom – 1.0	<b>0.2-0.4</b>
SFU	<b>0.33-0.5</b>	n/a	n/a	n/a	n/a
BCIT	<b>0.35</b>	n/a	n/a	n/a	n/a
UVic	n/a	<b>1.5</b> (1.0+0.5 v)	n/a	n/a	n/a

\* Note: v = visitor parking

### Parking Survey

A survey was undertaken of residents in the Acadia Park and University Apartments complexes, to determine parking usage. A total of 214 parking questionnaires were returned out of a possible 900

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980609dh.rpt

as high as 0.88 stalls per bed for the Thunderbird Residence – which is oriented more towards graduate students. This amounts to a difference of 5 times the amount of parking supplied.

- The ratio of 1.1 parking spaces per dwelling unit (1.25 including visitor parking) for the Acadia Park and University Apartments development is the highest ratio for student housing on campus. One parking space is provided for each dwelling unit as part of the rental agreement for these units. Tenants also have the choice to rent an additional space for a second car.

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**UBC Parking  
Review**

**Table 2.1: UBC Student Housing Parking Inventory**

Residence/ Housing	# of Beds	Associated Parking Facility	Number of Parking Stalls	Parking Stalls per Bed ratio
<b>Gage Residence</b> • 5% graduate • 95% undergrad	1,350	• G- Lot (surface and covered) • North Parkade <b>Total</b>	360 50 <b>410</b>	<b>0.30</b>
<b>Totem Park / Ritsumeikan- UBC House</b> • All undergrad	1,353	• T-Lot • West Parkade • L-Lot, A-Lot • On-street parking <b>Total</b>	62 25 115 20 <b>222</b>	<b>0.16</b>
<b>Place Vanier</b> • 50% graduate • 50% undergrad	938	• V-Lot • West Parkade • Fraser River Parkade • L-Lot, A-Lot • On-street parking <b>Total</b>	23 25 75 115 20 <b>258</b>	<b>0.28</b>
<b>Thunderbird Residence</b> • 50% graduate • 50% undergrad	633	• Underground <b>Total</b>	558 <b>558</b>	<b>0.88</b>
<b>Fairview Cres.</b> • 25% graduate • 75% undergrad	774	• Underground <b>Total</b>	174 <b>174</b>	<b>0.23</b>
<b>Total</b>	<b>5,048</b>		<b>1,622</b>	<b>0.32</b>
<b>Acadia Park /</b>	798	• Surface parking	800	

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980609dh.rpt

## URBAN SYSTEMS

0.30 stalls per bed (Vancouver School of Theology) to 1.0 stalls per bed (Carey Hall).

Discussions with theological college administration revealed that not all of the residential parking stalls are rented by tenants. If any surplus parking stalls remain at the beginning of a term, these stalls are rented out non-tenants (primarily commuters who travel to UBC on a daily basis).

UBC PROPERTIES  
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UNIVERSITY OF  
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**UBC Parking  
Review**

**Table 2.2: Theological College Housing Parking Inventory**

Residence/ Housing	# of Beds	Associated Parking Facility	Number of Parking Stalls	Parking Stalls per Bed ratio
<b>Vancouver School of Theology</b> • Single students • Families	173	• Surface lot  <b>Total</b>	52  <b>52</b>	  <b>0.30</b>
<b>Carey Hall</b> • Single students	40	• Surface lot  <b>Total</b>	40  <b>40</b>	  <b>1.0</b>
<b>St. Andrews Hall</b> • Singles • Couples • Families	204	• Surface lot  <b>Total</b>	100  <b>100</b>	  <b>0.49</b>
<b>Total</b>	<b>417</b>		<b>192</b>	<b>0.46</b>

Table 2.3 provides a summary of the parking supply characteristics for market housing that has been developed on campus. All of the market housing built to date on UBC lands is contained within the Hampton Place site, located at the northeast corner of 16<sup>th</sup> Avenue and Wesbrook Mall.

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# MEMORANDUM

GAMMAGE & BURNHAM  
A Professional Limited Liability Company

January 15, 2008

TO: Ryan Levesque, Senior Planner  
City of Tempe Development Services Department

RE: Summary of Public Outreach regarding the Campus Edge Development  
Plan Review (DPR) and Planned Area Development (PAD) Amendment  
Applications for 1.92 gross acres of property generally located 185 feet  
east of the northeast corner of Rural Road and Apache Boulevard

The project team has made a concentrated effort to reach out to the community. Our public participation efforts span three months. To date, comments received regarding the project and the application have been overwhelmingly supportive. We have and will continue to address any questions and/or comments that may arise throughout the zoning process.

## **(1) Apache Boulevard Project Area Committee (APAC) Meeting of November 5, 2007:**

Tim Becker of Nelson Companies 2 LLC, the applicant, attended the November 5, 2007 APAC Meeting. During this meeting Mr. Becker noted that plans to develop owner-occupied housing on the site had changed due to market conditions. Mr. Becker indicated that modern up-scale apartments targeted to students would be developed instead. Mr. Becker also indicated that the units would be designed to accommodate a possible conversion to owner-occupied units at a time when for-sale units became economically feasible. Mr. Becker also discussed design changes in the project, including building height, number of units, and parking spaces provided. The Committee overwhelmingly approved a motion to accept the project as revised from the original proposal.

## **(2) Posting & Notification**

Pursuant to applicable City requirements, all property owners within 300 feet of the project site, as well as the chairperson of registered neighborhood associations and home owners associations, were notified of the proposed development and the neighborhood meeting scheduled for January 3, 2008 to discuss the project via a mailing notice on December 13, 2007. Contact information for the applicant's legal representative, Gammage & Burnham P.L.C., was provided within this notification. Copies of the affidavit of public hearing notification for property ownership list and mailing and the mailing notice itself already provided to the City are enclosed. In addition, the respective dates, locations, and times for the neighborhood meeting and scheduled public hearings, as well as the applicant's contact information, was posted on the subject site on December 17, 2007.

## **(3) Phone Calls, Letters and E-mails:**

To date, neither the applicant nor the applicant's legal representative have received a phone call, fax, letter or e-mail from either a neighbor or interested person regarding the project.

#### **(4) Neighborhood Meeting of January 3, 2008:**

Our official neighborhood meeting was held at the Tempe Police Apache Boulevard Substation Community Room located at 1855 East Apache Boulevard in Tempe and began at approximately 6:00 p.m.

#### **Meeting Attendees**

Representatives from Nelson Companies 2 LLC and Gammage & Burnham P.L.C were present. One interested person, David Freeman of Glenwood Intermountain Properties, and one City of Tempe Development Services Department staff member, Ryan Levesque, was in attendance. Glenwood Intermountain Properties is the developer of a residential project planned for the property adjacent to the east of the subject site. The sign-in sheet from the meeting is enclosed.

#### **Presentation**

Tim Becker of Nelson Companies 2 LLC provided a brief overview of the project and discussed why the project's residential units are now planned for modern apartments targeted to students instead of owner-occupied units.

#### **Questions Posed by Meeting Attendees**

David Freeman inquired about the following in regard to the project: parking ratio; how the project would be rented out; ingress/egress location; number of levels comprising the parking structure; pool location; and, building construction.

#### **Questions Addressed**

Tim Becker responded to Mr. Freeman's questions by indicating that:

- .5 spaces per bed would be provided;
- The project would be rented out by the unit;
- Access to the site would be provided from Apache Boulevard near the east property line;
- The parking structure would have three levels;
- The pool would be located on the third level of the parking structure; and,
- The building would entirely consist of concrete construction

#### **Questions or Concerns Not Addressed**

All questions or concerns raised during the meeting were addressed by the applicant.

#### **Additional Discussion**

Tim Becker and David Freeman briefly discussed the possibility of utilizing a shared access for their respective project sites. Ryan Levesque and Mr. Becker briefly discussed how the use of the non-residential parking on site may be monitored. Mr. Becker indicated that signs restricting the parking would be posted and that on-site security would monitor the spaces. Mr. Levesque then congratulated Mr. Becker on a successful neighborhood meeting prior to leaving. Mr. Freeman indicated to Mr. Becker that he would support the project despite being competitors prior to exiting.

The meeting ended at approximately 7:10 p.m.

# PLANNED AREA DEVELOPMENT OVERLAY FOR CAMPUS EDGE

A PORTION OF THE SOUTHWEST QUATER, SECTION 23, TOWNSHIP 1, NORTH RANGE 4,  
GILA AND SALT RIVER BASED AND MERIDIN, MARICOPA COUNTY ARIZONA

## ACKNOWLEDGMENT

STATE OF ARIZONA )  
COUNTY OF MARICOPA ) ss.

ON THIS 3RD DAY OF MARCH 2003 BEFORE ME THE UNDERSIGNED  
PERSONALLY APPEARED TIM BECKER WHO ACKNOWLEDGED HIMSELF TO BE  
THE OWNER OF NELSON COMPANIES 2, LLC, AN ARIZONA CORPORATION, AND  
THAT HE BEING AUTHORIZED TO DO SO, EXECUTED THE FOREGOING  
INSTRUMENT IN THE CAPACITY THEREIN STATED AND FOR THE PURPOSES  
THEREIN CONTAINED.

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

NOTARY PUBLIC  
MY COMMISSION EXPIRES  
XX.XX.XX

ATTACHMENT 21

## LEGAL DESCRIPTION:

THE WEST 105 FEET OF THE EAST 165 FEET  
OF THE WEST 594 FEET OF THE SOUTH 343  
FEET OF THE SOUTHWEST QUARTER OF THE  
NORTHWEST QUARTER OF SECTION 23,  
TOWNSHIP 1 NORTH RANGE 4 EAST OF GILA  
AND SALT RIVER BASE AND MERIDIAN,  
MARICOPA COUNTY, ARIZONA;  
EXCEPT THE SOUTH 50 FEET THEREOF; AND  
EXCEPT THE NORTH 130 FEET THEREOF.

## OWNER/ DEVELOPER:

NELSON COMPANIES 2, LLC  
101 N. FIRST AVE. SUITE 2000  
PHOENIX, AZ 85003

CAMPUS ACQUISITIONS  
212 E. GREEN ST.  
CHAMPAIGN, IL 61820

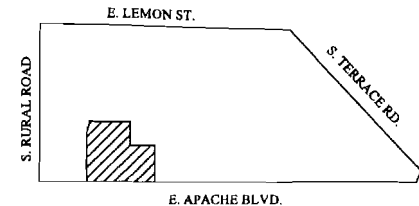
## GENERAL NOTES

## PROJECT DATA:

MULTI-STORY, MULTI-USE P  
ROJECT W/ 132 RESIDENTIAL  
DWELLING UNITS, GROUND  
FLOOR COMMERCIAL AND  
3-LEVEL PARKING GARAGE.

## APPROVAL

BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
DEVELOPMENT SERVICE



LOCATION MAP

CONDITIONS OF APPROVAL: PAD000000

REC000000

PAD000000

DS000000

DS000000 PAD000000 REC000000



**SITE DATA:**

PARCEL # 1, 2, 3 &amp; 4

A.P.N. # 132-73-105, 132-79-106, &amp; 132-73-115A

**CODE / ZONING****GENERAL PLAN 2030****PROJECTED LAND USE:**

MIXED USE

**PROJECTED DENSITY:**

HIGH DENSITY (&gt; 25 DU/ACRE)

**EXISTING ZONING:**

MU-4 WITH TOD OVERLAY

**PROPOSED ZONING:**

MU-4 WITH TOD OVERLAY

**CONSTRUCTION TYPE**

TYPE 1 B PER 2003 IBC/SPRINKLERED

**GROSS SITE AREA:**

1.92 ACRES

**NET SITE AREA**

1.52 ACRES

**BUILDING AREA:**

269,850 G.S.F.

**COMMERCIAL:**

3,630 S.F.

**PARKING:**

78,015 S.F. +/-

**% OF LOT COVERAGE:**

64 %

**BUILDING HEIGHT ALLOWED:**

97 FT

**ACTUAL BUILDING HEIGHT:**

116 FT.

**NUMBER OF STORIES:**

10

**PARKING****REQUIRED PARKING****RESIDENTIAL PARKING:**

3 SPACES PER UNIT x 74 (4 BED UNITS) = 222 SPACES

2.5 SPACES PER UNIT x 27 (3 BED UNITS) = 68 SPACES

2 SPACES PER UNIT x 25 (2 BED UNITS) = 50 SPACES

1.5 SPACES PER UNIT x 6 (1 BED UNITS) = 9 SPACES

**VISITOR PARKING:**

(20) SPACES/UNIT x 132 DU = 27 SPACES

**RETAIL PARKING:**

1 SPACE/300 SF

3,630 SF/300 = 13 SPACES

MANAGEMENT OFFICE (600 SF) = 2 SPACES

TOTAL PARKING REQUIRED INCLUDING = 391 SPACES (INC. 8. H.C.)

**ACCESSIBLE PARKING****REQUIRED PARKING PER T.O.D.****RESIDENTIAL PARKING:**

433 TOTAL BEDROOMS x .75 SPACES/BEDRM = 325 SPACES

**VISITOR PARKING:**

(20) SPACES/UNIT x 132 DU = 27 SPACES

**RETAIL PARKING:**

1 SPACE/300 SF W/ 25% PARKING REDUCTION

3,630 SF/300 x .75 REDUCTION = 9 SPACES

MANAGEMENT OFFICE (600 SF) = 2 SPACES

TOTAL PARKING REQUIRED INCLUDING = 363 SPACES (INC. 7 H.C.)

**ACCESSIBLE PARKING**

-OR-

**RESIDENTIAL PARKING:**

= 325 SPACES

**VISITOR PARKING:**

= 27 SPACES

**RESTURANT PARKING:**

1 SPACE/75 SF W/ 25% PARKING REDUCTION

726 SF/75 x .75 REDUCTION = 7.5 SPACES

(RESTURANT = 20% OF 3,630 SF COMM. SPACE)

**RETAIL PARKING:**

2,904 SF/300 x .75 REDUCTION = 7.5 SPACES

MANAGEMENT OFFICE (600 SF) = 2 SPACES

TOTAL PARKING REQUIRED INCLUDING = 369 SPACES (INC. 7 H.C.)

**ACCESSIBLE PARKING****PARKING PROVIDED****RESIDENTIAL PARKING:**

433 TOTAL BEDROOMS x .5 SPACES/BEDRM = 216 SPACES

**VISITOR PARKING:**

(20) SPACES/UNIT x 132 DU = 27 SPACES

**RETAIL PARKING:**

1 SPACE/300 SF W/ 25% PARKING REDUCTION

3,630 SF/300 x .75 REDUCTION = 9 SPACES

MANAGEMENT OFFICE (600 SF) = 2 SPACES

TOTAL PARKING REQUIRED = 254 SPACES

**ON-SITE PARKING PROVIDED**

= 240 SPACES

**STREE PARKING PROVIDED**

= 9 SPACES

TOTAL PARKING PROVIDED INCLUDING

= 249 SPACES (INC. 7 H.C.)

**ACCESSIBLE PARKING****FLEXCARS PROVIDED**

= 2 FLEXCARS

**BICYCLE PARKING****RESIDENTIAL BICYCLE PARKING REQUIRED:**

(74) 4 BEDROOM x 1 PER UNIT = 74 SPACES

(27) 3 BEDROOM x 1 PER UNIT = 27 SPACES

(25) 2 BEDROOM x .75 PER UNIT = 18.75 SPACES

(6) 1 BEDROOM x .75 PER UNIT = 4.5 SPACES

**RETAIL BICYCLE PARKING REQUIRED:**

(1) SPACE PER 5000 S.F. (4 MIN.) = 4 SPACES

**RESTURANT BICYCLE PARKING REQUIRED:**

(1) SPACE PER 500 SF = 2 SPACES

TOTAL BICYCLE PARKING REQUIRED

= 130.25 SPACES

TOTAL BICYCLE PARKING PROVIDED

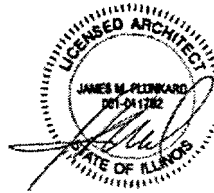
= 134 SPACES

**LANDSCAPED AREA**

LANDSCAPED AREA PROVIDED

ATTACHMENT 23

= 6,500 SF (12 % SITE AREA)



Contractor shall be responsible for reviewing Specifications, verifying all existing conditions proceeding with Construction, complying with building codes, and notifying Architect immediately of any discrepancies or conflicts. Contractor shall co work in conformance with all applicable building codes.

Contractor is responsible for design and installation of properly sized and loaded systems, submit shop drawings for approval on conformity to Architect's intent.

A written Specification was issued for this project along with these printed documents constitute the Contract Documents for this project. Work to all disciplines occurs throughout the Contract Documents. By submitting a bid for this work, Contractor and all subcontractors attest that they have reviewed the entire contract document set, including all applicable work, Additional Architectural Specifications are available anytime upon request.

Hartshorne Plunkard, LTD. shall retain all copy and common law right with regard to these documents. Building design, reproduction, changes or use by third party shall not occur without obtaining written permission and consent of Hartshorne Plunkard, LTD.



campus e

922 & 936 E. Apache Rd  
Tempe, AZ

	DATE	ISSUED FOR
△	11-14-07	SITE PLAN REVIEW
△	12-05-07	PAD, DPR SUBMITTAL
△	01-14-07	UPDATED PAD, DPR
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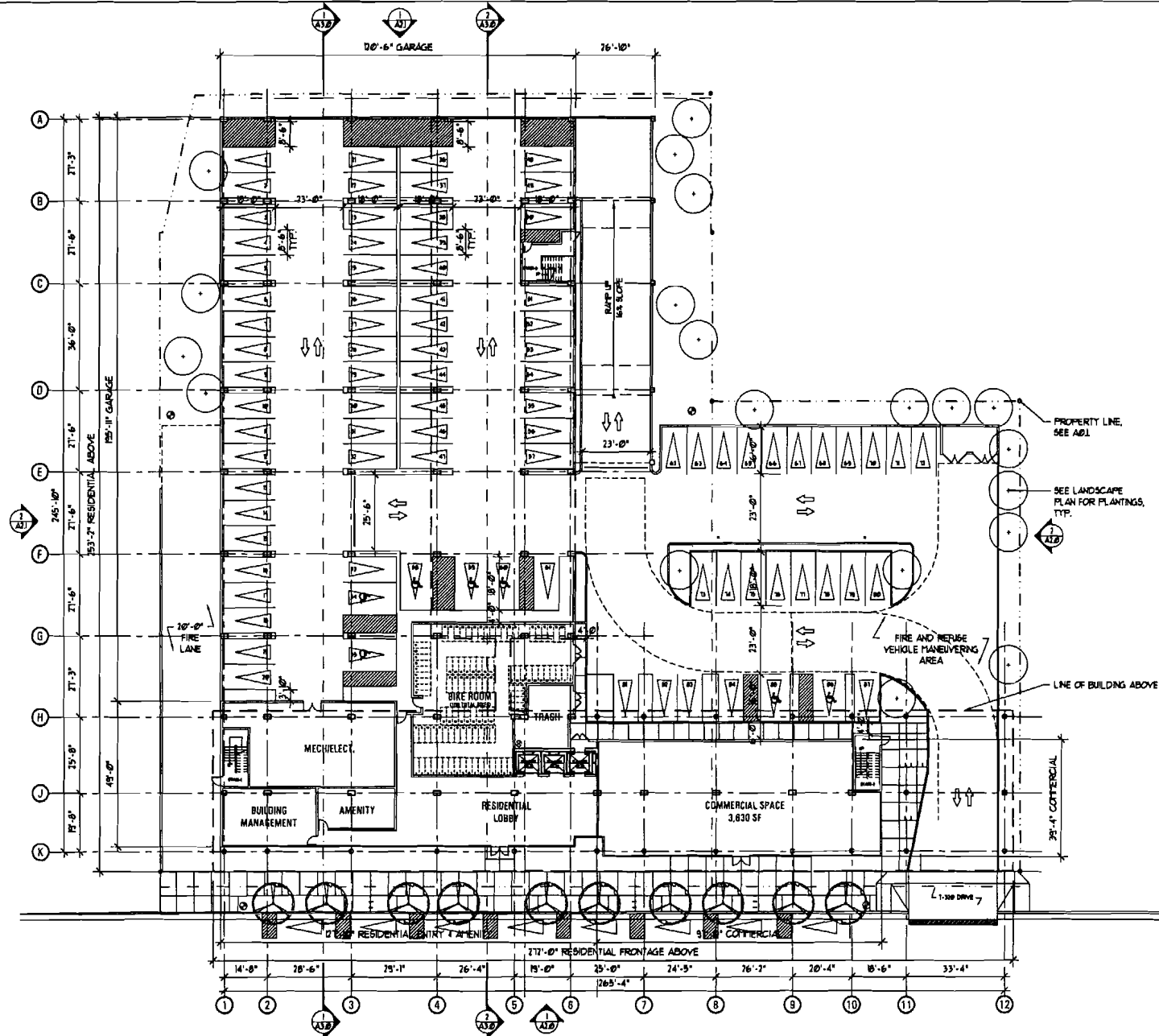


Hartshorne Plunkard Architects  
232 North Carpenter, Chino  
P 312 226 4488  
F 312 226 4499  
www.hpaarchitecture.com

CK. BY:	TH
DN. BY:	TH, JK
DATE:	10/07 (PROJECT SET)
SCALE:	1" = 20'-0"
PROJ. #	0763

SITE PLAN

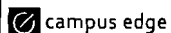




1 FIRST FLOOR PLAN  
SCALE: 1/16" = 1'-0"



DESIGNER SHALL BE RESPONSIBLE FOR VERIFYING ALL FIELD AND SURVEY DATA, RECORDING ALL SURVEY DATA AND ALL SURVEY DATA SHALL BE VERIFIED BY THE DESIGNER. THE DESIGNER SHALL BE RESPONSIBLE FOR VERIFYING ALL FIELD AND SURVEY DATA, RECORDING ALL SURVEY DATA AND ALL SURVEY DATA SHALL BE VERIFIED BY THE DESIGNER.



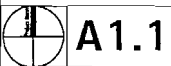
922 & 936 E. Apache Blvd.  
Tempe, AZ

DATE	ISSUED FOR
11-14-07	SITE PLAN REVIEW
12-05-07	PAD, DPR SUBMITTAL
01-14-07	UPDATED PAD, DPR SUB.



CL BY:	TM
DR BY:	TM, JC
DATE:	10/07 PROJECT START DATE
SCALE:	1/16" = 1'-0"
PRIN. F.	2/12

FIRST FLOOR PLAN

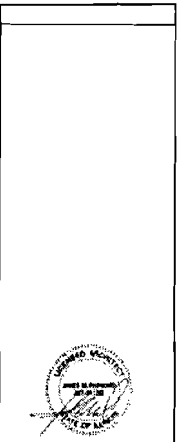
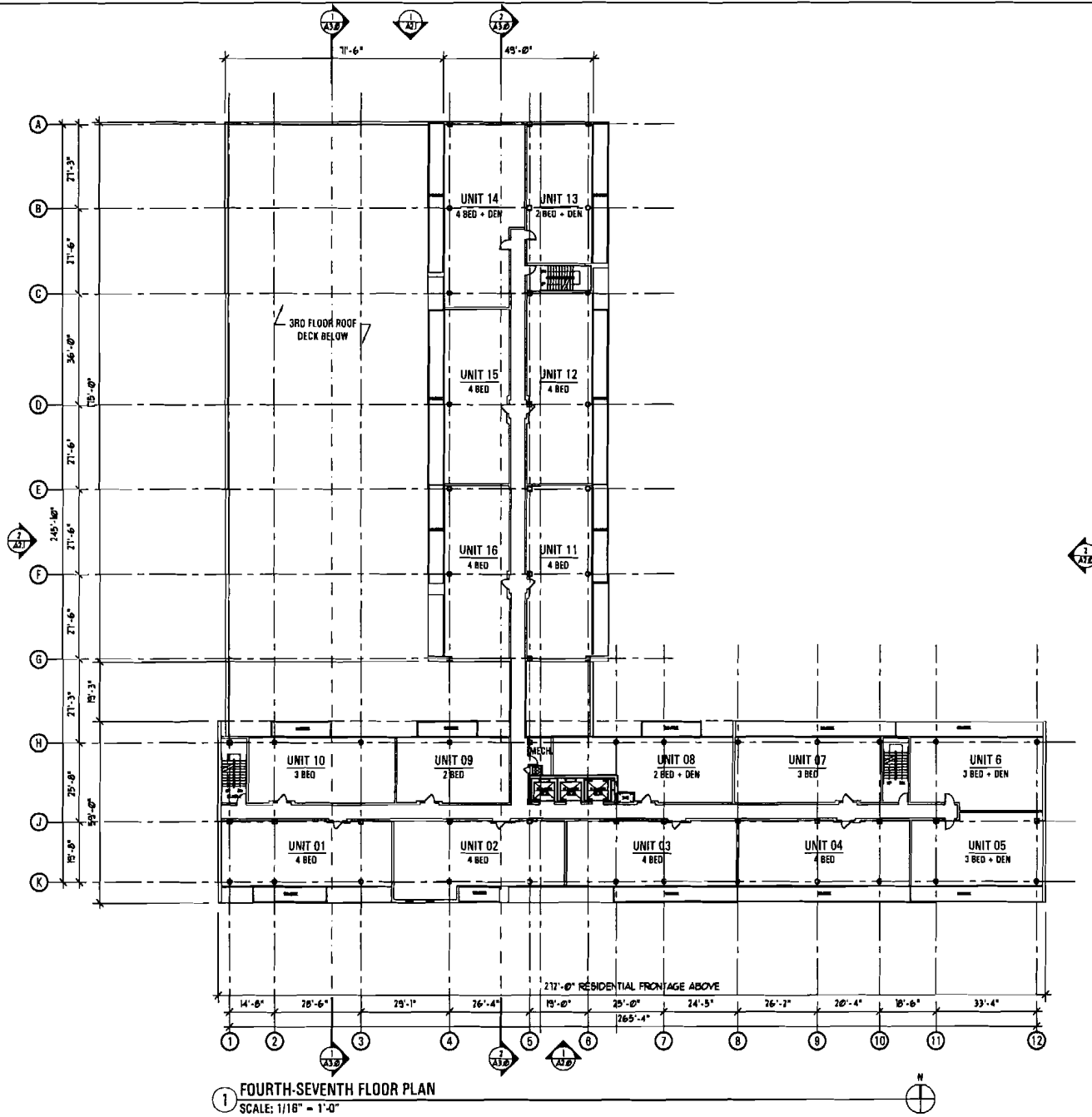












James M. Anderson  
Architect  
No. 1275  
State of Arizona

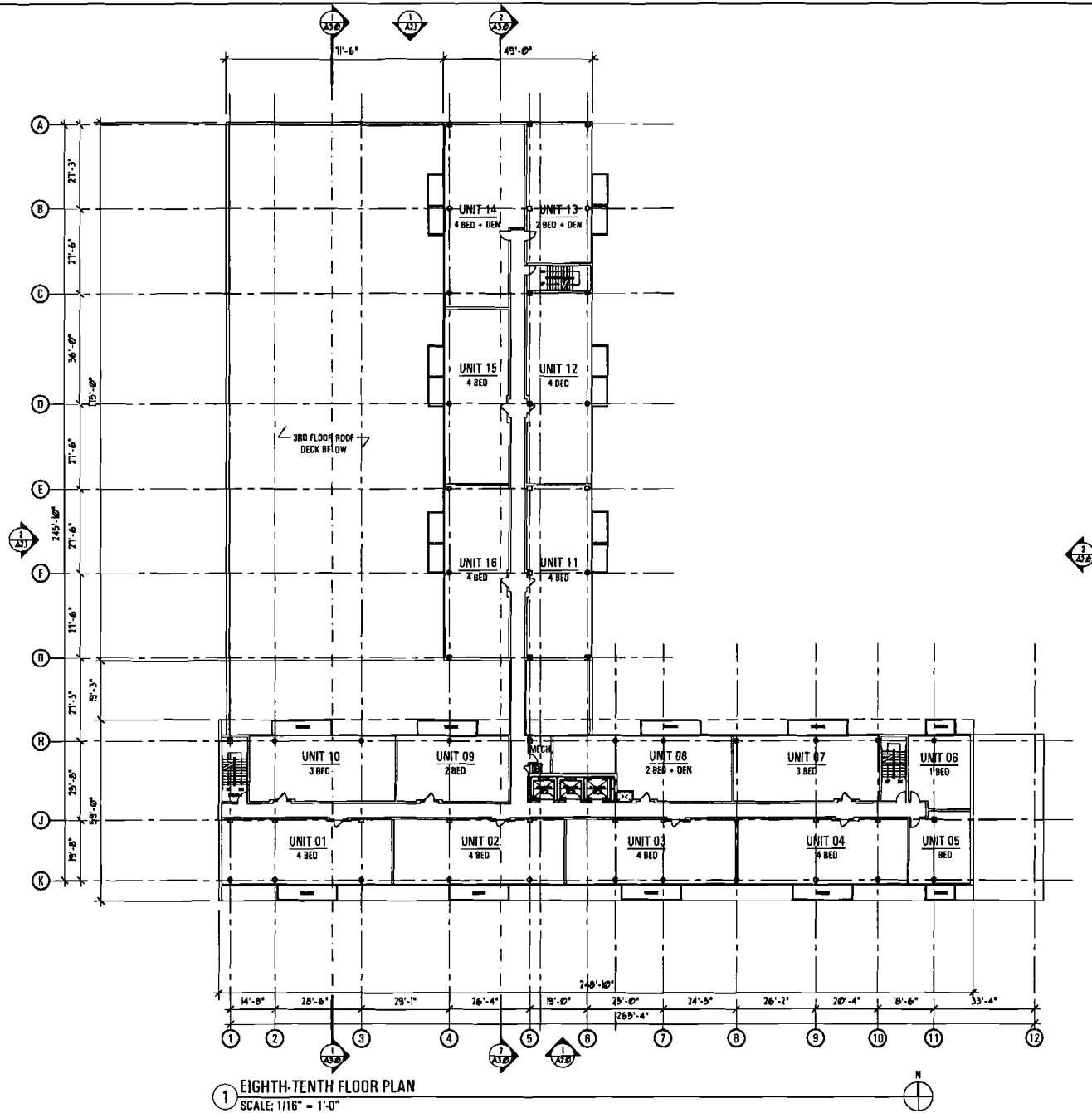
**campus edge**  
922 & 936 E. Apache Blvd.  
Tempe, AZ

DATE	ISSUED FOR
11-14-07	SITE PLAN REVIEW
12-05-07	PAD, DPR SUBMITTAL
01-14-07	UPDATED PAD, DPR SUB.

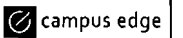
**hpa**  
Henderson Planning Associates  
100 North Central Expressway, Suite 100  
Tempe, AZ 85281  
www.hendersonplanning.com

CDL BY:	TH
CDL BY:	TH, M
DATE:	FOURTH SEVENTH FLOOR PLAN
SCALE:	1/16" = 1'-0"
PROJ. #	2100

**FOURTH-SEVENTH FLOOR PLAN**  
**A1.5**



James R. Thompson  
Professional Engineer  
State of Arizona  
No. 12345  
Exp. 12/31/2025



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Tempe, AZ

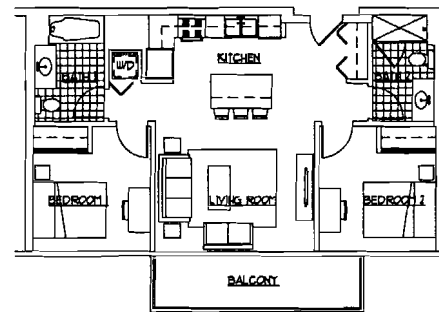
DATE	ISSUED FOR
11-14-07	SITE PLAN REVIEW
12-05-07	PAD, OPR SUBMITTAL
01-14-08	UPDATED PAD, OPR SUB.



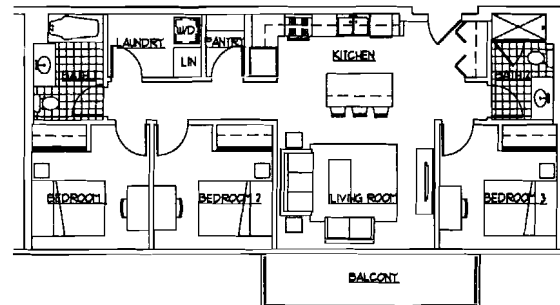
CL. BY:	TH
DATE:	12.14.07
SCALE:	1/16" = 1'-0"
PROJ. NO.	2175

**EIGHTH-TENTH FLOOR PLAN**

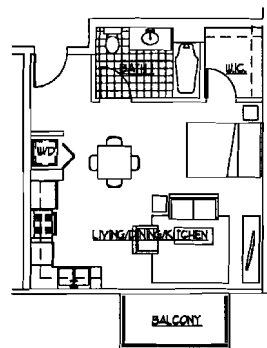
**A1.6**



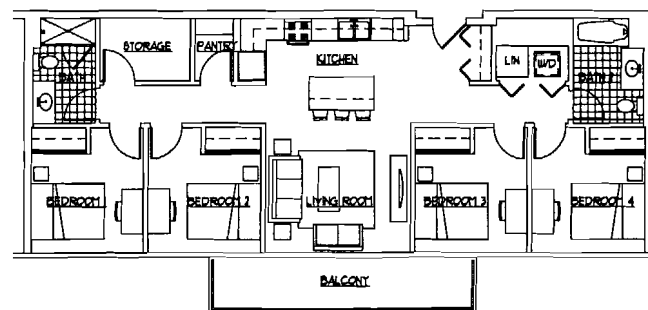
3 TYPICAL 2-BEDROOM UNIT PLAN  
SCALE: 3/16" = 1'-0"



2 TYPICAL 3-BEDROOM UNIT PLAN  
SCALE: 3/16" = 1'-0"



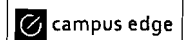
4 TYPICAL STUDIO UNIT PLAN  
SCALE: 3/16" = 1'-0"



1 TYPICAL 4-BEDROOM UNIT PLAN  
SCALE: 3/16" = 1'-0"



Architect shall be responsible for obtaining all City and State permits, including but not limited to, building, fire, health, and safety permits, and for obtaining all necessary approvals from the City and State of Arizona. The Architect shall also be responsible for obtaining all necessary approvals from the City and State of Arizona. The Architect shall also be responsible for obtaining all necessary approvals from the City and State of Arizona.



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DATE	ISSUED FOR
11-14-07	SITE PLAN REVIEW
12-05-07	PAD, DPR SUBMITTAL
01-14-07	UPDATED PAD, DPR SUB.

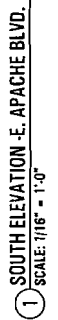


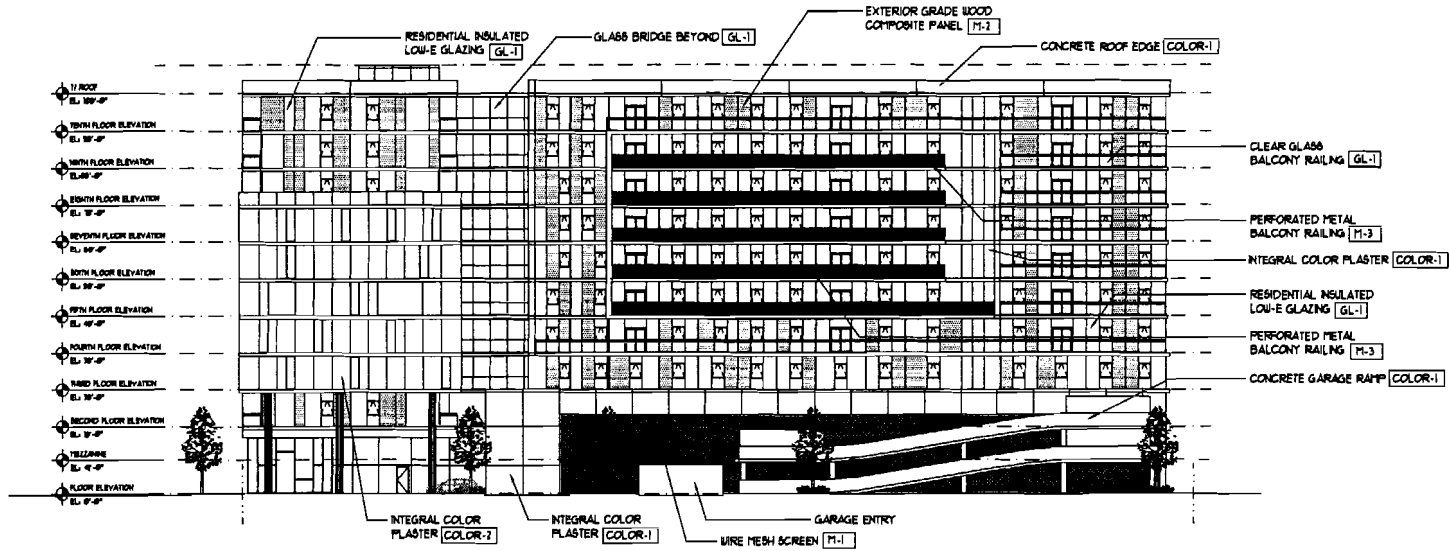
Headquarters: 1000 North Central Expressway, Suite 1000  
Phoenix, Arizona 85004  
P: 602.955.1000  
F: 602.955.1001  
www.hpa.com

CL BY:	TH
DRN BY:	TH, JR
DATE:	10/07 PROJECT START DATE
SCALE:	1/16" = 1'-0"
PROJ. #	0101

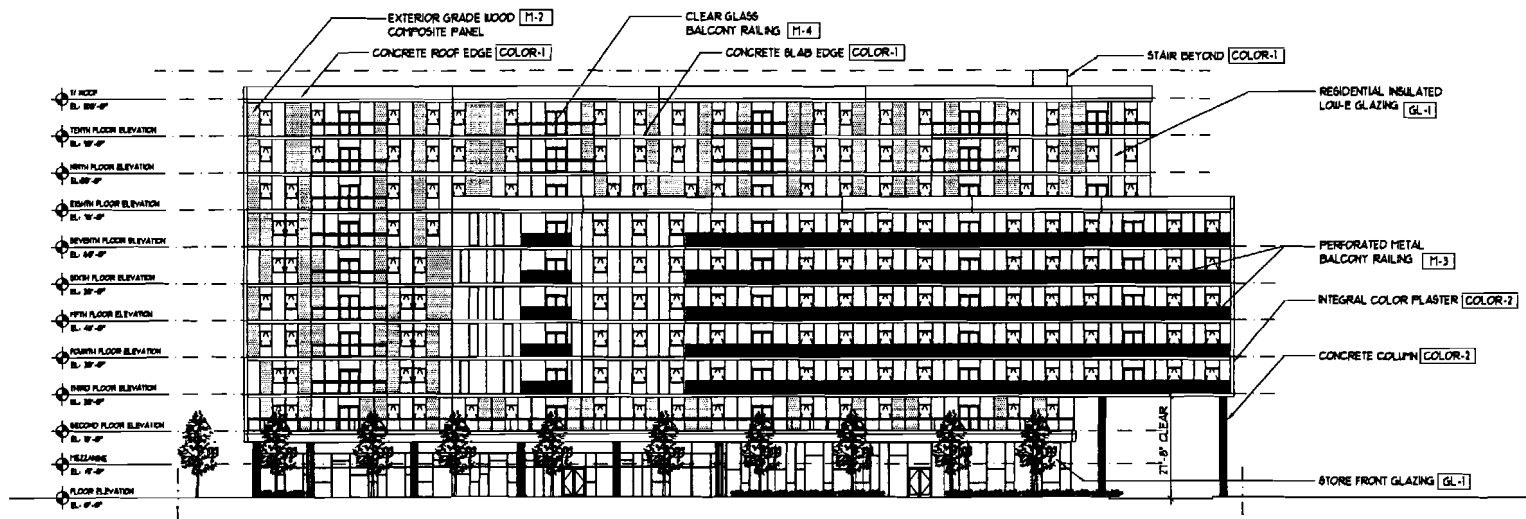
TYPICAL UNIT PLANS



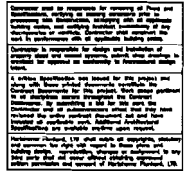




② EAST ELEVATION  
SCALE: 1/16" = 1'-0"



1 SOUTH ELEVATION - E. APACHE BLVD.  
SCALE: 1/16" = 1'-0"



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	DATE	ISSUED FOR
A	11-14-87	SITE PLAN REVIEW
B	12-09-87	PAD, DPR SUBMITTAL
C	01-14-88	UPDATED PAD, DPR SUB.
D		
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**Business Standard Architecture**  
400 North Dearborn, Chicago, IL 60610  
P 312.467.4400  
F 312.467.4400  
[www.bsarch.com](http://www.bsarch.com)

CC BY:	YN
DL BY:	YN
DATE:	10/07 PROJECT START DATE
SCALE:	1/16" = 1'-0"
PROJ. #	0763

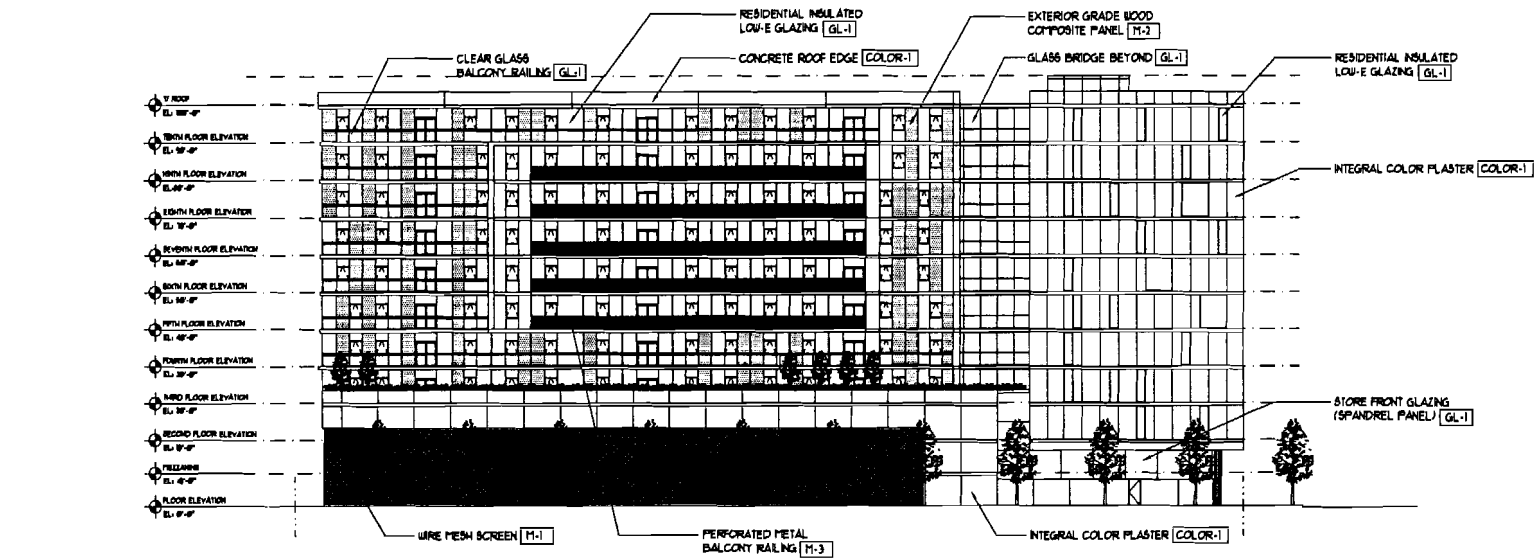
### ELEVATIONS



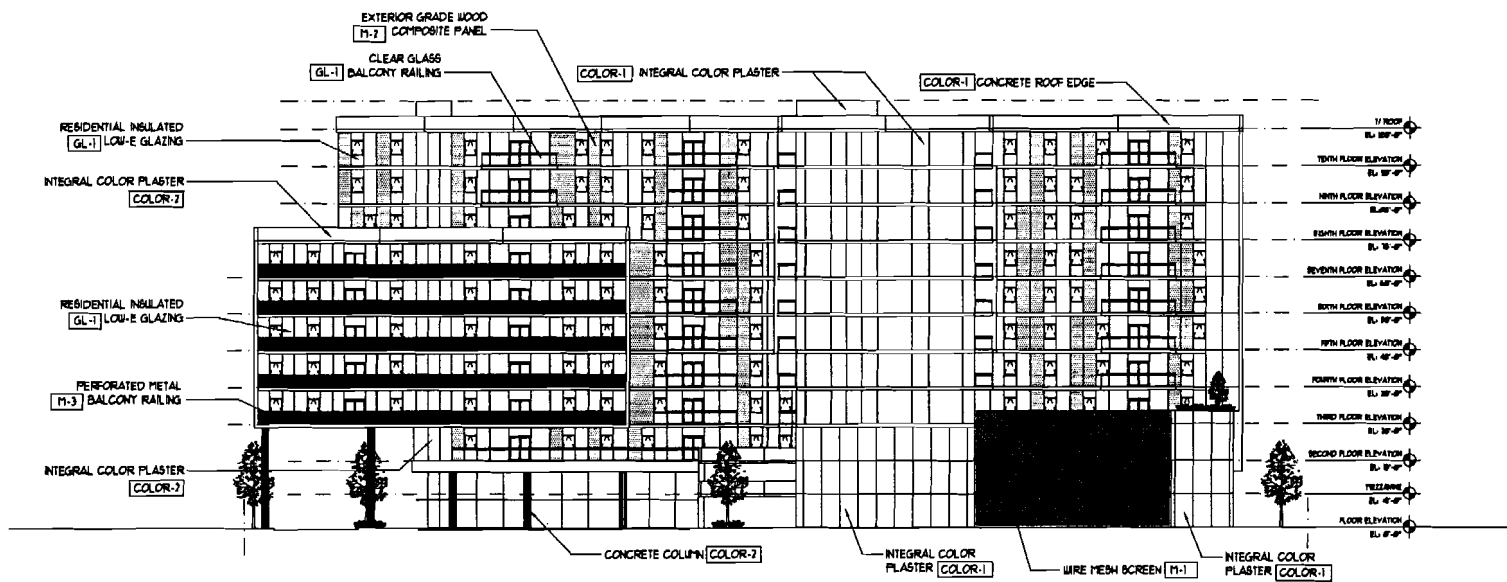
## A2.0







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



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

[illegible]

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Tempe, AZ

[illegible]

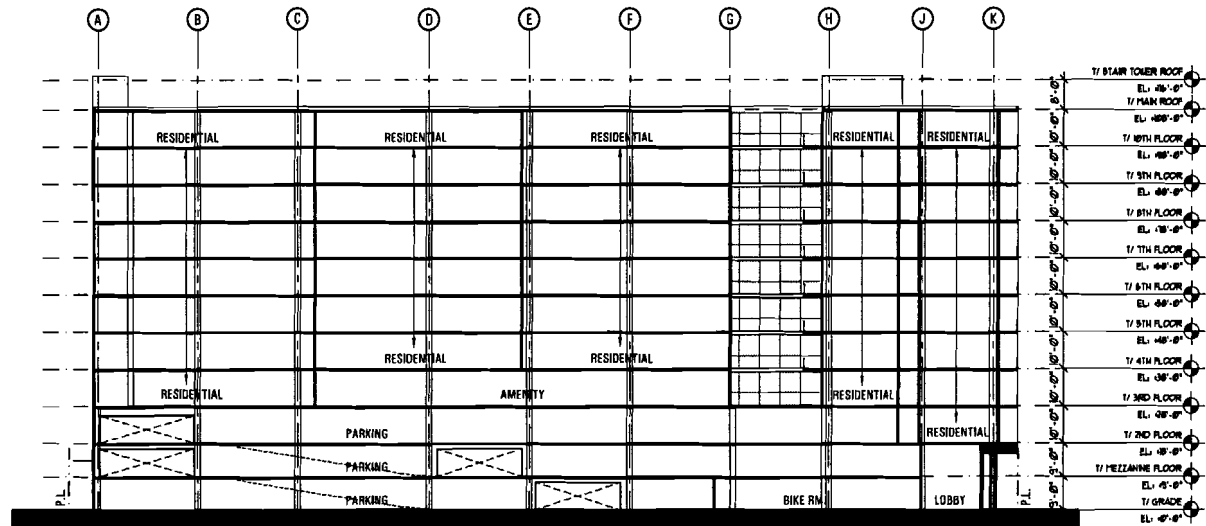
Workshops Planned Announcements  
 10th North American Chicago E. Bailey  
 P 3rd 200 4470  
 P 3rd 200 4470  
 www.pordthor.com

CR. BY:	TM
DR. BY:	TM
DATE:	10/07 PROJECT START DATE
SCALE:	1/16" = 1'-0"
PROJ. #	0703

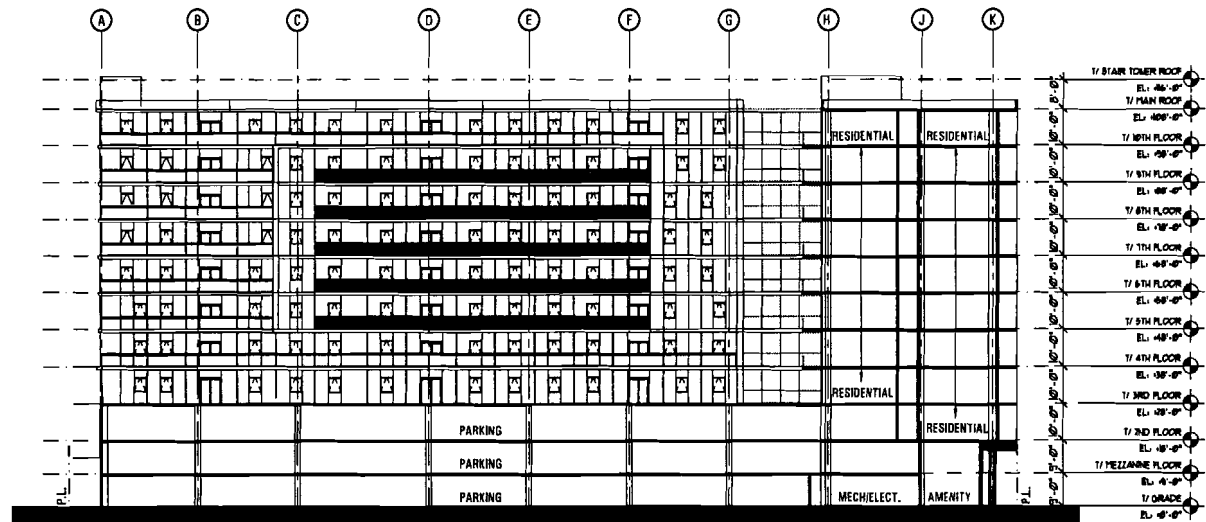
### ELEVATIONS



## A2.1



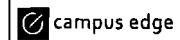
2 LONGITUDINAL BUILDING SECTION  
SCALE: 1/16" = 1'-0"



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



James R. Plummer  
Professional Engineer  
State of Arizona  
License No. 100000000000000



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Tempe, AZ

DATE	ISSUED FOR
11-14-07	SITE PLAN REVIEW
12-05-07	PAO, DPR SUBMITTAL
01-14-07	UPDATED PAO, DPR SUB.



DESIGN BY	TH
DATE	11-14-07
SCALE	1/16" = 1'-0"
PLOT	0101

BUILDING SECTIONS

