

## Tempe City Council

Omni Tempe Hotel at ASU – 16th Floor  
7 East University Drive, Tempe, Arizona  
*Virtual meeting option also available*  
Tuesday, September 19, 2023 – 4:00 PM



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## TEMPE CITY COUNCIL AND TEMPE DEVELOPMENT REVIEW COMMISSION JOINT MEETING AGENDA

*Members of the City Council and Development Review Commission may attend virtually or by electronic means.*

### **Parking Options for Meeting Attendees:**

- City Hall Parking Garage located at 117 East Fifth Street – Free Parking
- Valet Parking at the Omni Tempe Hotel at ASU – Paid Parking
- Closest Streetcar stop is at Ninth Street and Mill Avenue
- Other options include: Walk, Bike, or Bus

***Members of the public may also attend the meeting virtually through Microsoft Teams by clicking [here](#).***

**Teams Meeting ID: 234 941 020 655**

**Passcode: tgDpYj**

**Or call in (audio only): 480-498-8745**

**Phone Conference ID: 308 050 021#**

Legal Advice: If necessary, the City Council may vote to recess or adjourn to executive session for the purpose of obtaining legal advice from the Council's attorney on any matter listed on the agenda pursuant to A.R.S. § 38-431.03(A)(3).

### **1. CALL TO ORDER**

#### **1A. Meeting Presentation**

### **2. Downtown Tempe Development Vision**

#### **2A. Downtown Entitlements (Heights, Density, Use) and 3D Modeling Study**

#### **2B. Parking and Traffic Management**

#### **2C. Design Guidelines (above and beyond Code standards) (pedestrian scale facades, step-backs, Mill Avenue Historic design treatment, building materials, Character Area 3, Downtown Community Design Principles)**

#### **2D. Open Space**

#### **2E. Public Realm – Streetscape Design and Amenities**

### **3. Future Meeting Dates and Future Meeting Topics**

#### 4. ADJOURNMENT

The next scheduled Tempe City Council and Tempe Development Review Commission Joint Meetings are January 17, 2024, and May 13, 2024.

According to the Arizona Open Meeting Law, the City Council may only discuss matters listed on the agenda. The City of Tempe endeavors to make all public meetings accessible to persons with disabilities. Special assistance can be provided for sight and/or hearing impaired persons at public meetings. To accommodate attendees with allergies, breathing conditions, or multiple chemical sensitivities, please do not smoke or wear scented products when attending this meeting. To request an accommodation to participate in the City Council meeting, please contact the City Clerk's Office with 72 hours' notice to ensure availability at (480) 350-4311 (voice), 7-1-1 (Relay users), or [clerk@tempe.gov](mailto:clerk@tempe.gov).

City Council & DRC  
Joint Meeting  
September 19, 2023



**Tempe**

Making waves in the desert



# 1) Call to Order





# History

**2004 - The Council vision and direction of high-rise development for Downtown with Centerpoint Condominium towers (started in 2005, stalled in 2008, finished in 2011, now called W6)**

**2006 - Downtown Community Design Principles, includes vision statement**

**2007 - Draft Urban Open Space plan, NOT adopted/accepted by City Council**

**2011 - Mill+Lake District – Streetscape Principles + Guidelines**

**2015 - Town Lake Vision Retreat with City Council, emphasized height, unique and nautical/lake-inspired buildings**

**2016 Downtown Tempe Authority's Open Space plans (activating public/private areas)**

**2017-2020 - Urban Core Masterplan, other supporting Codes (indefinite hold by City)**

**2023-24 - Tempe Refresh, Mill Avenue & 5<sup>th</sup> Street Streetscape (PENDING const.)**





# Downtown Entitlements

## Heights, Density & Use

- ✓ Building Design
- ✓ Walkable streets/alleys
- ✓ Circulation & Connectivity
- ✓ Preservation & Placemaking
- ✓ Public Art
- ✓ Retail/Housing Options





**legend**

symbol



area

height

**NEIGHBORHOOD BUFFER**

50' max.



**HERITAGE CORE**

75' max. (15' stpbk. @50' height)



**CIVIC/CULTURAL**

75' max.



**MILL AVENUE CORRIDOR**

150' max. (15' stpbk. @50' height;  
10' stpbk. @ 75' height)



**URBAN- PARK TRANSITION**

200' max. (20' stpbk. @75' height)



**URBAN CENTER**

300' max.



**HAYDEN FERRY SOUTH  
SPECIAL STUDY AREA**

See specific guidelines\*



**PARK/PRESERVE**



north

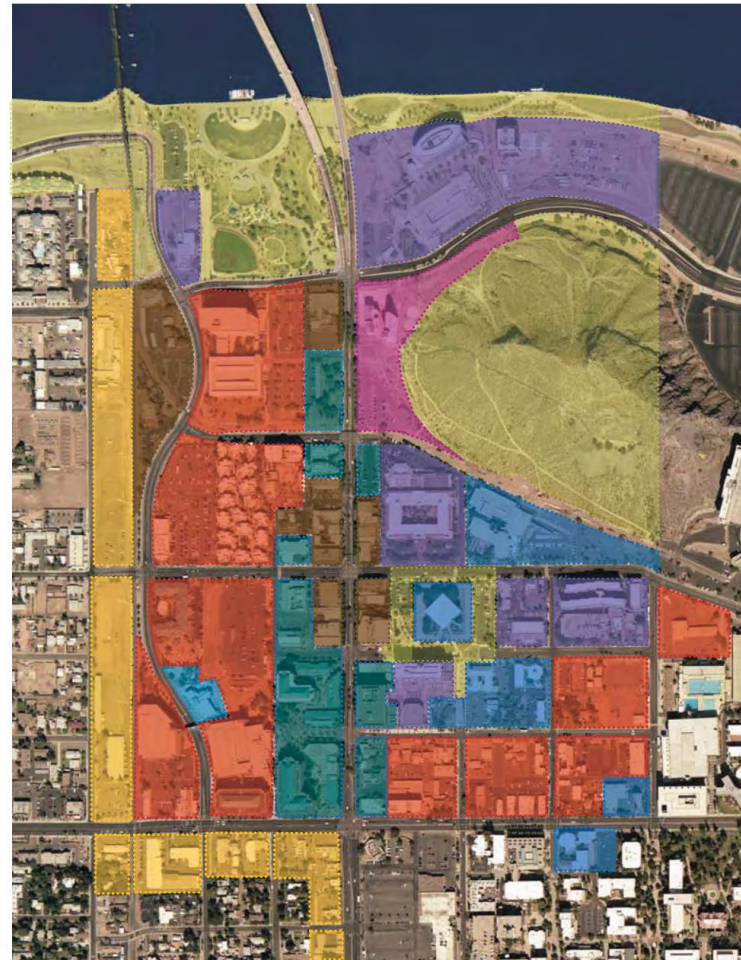
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\* "Hayden Ferry South Development Guidelines" were accepted by the Rio Salado Advisory Commission in March 2000, accepted by the Tempe City Council in August 2000 and amended by development agreement in April 2001.

Accepted 6 April 2006 (Central City Development Committee of the Whole)

**CONCEPT STUDY  
DOWNTOWN BUILDING HEIGHTS**



# Downtown Heights Inventory



## Existing Buildings

1 Hayden Ferry Lakeside B2	198'
2 Hayden Ferry Lakeside B1	138'
3 Edgewater	101' 6"
4 Bridgeview	163' 6"
5 SALT Apartments	60'
6 Marina Heights A	204' 9"
7 AC Marriott	57'
8 Hayden Ferry Lakeside Garage	98'
9 Hayden Ferry Lakeside B3	170'
10 Regatta Point	50'
11 ADP Building	152'
12 100 Mill Offices	229'
13 Hayden Flour Mill Silos	155'
14 Gateway Parking Garage	60'
15 Gateway Tower	132'
16 The Arbor Tempe	81'
17 The Beam on Farmer	98'
18 Tempe Mission Palms	-50'
19 Emerson Apartments	78' 3"
20 Tempe City Hall	-45'
21 Residence Inn Marriott	145' 4"
22 University Towers	97'
23 University House	195'
24 West Sixth North Tower	343'
25 West Sixth South Tower	258'
26 Orchid House	104'
27 Brickyard at ASU	102' 8"
28 College Avenue Commons	-70'
29 The Westin Tempe	225'
30 Oliv Apartments	252'
31 The Union North Tower	144'
32 Atmosphere Apartments	235'
33 The Hudson Apartments	85'
34 The Local Apartments	130'
35 Chase Bank Office	100'
36 Chase Bank Office	109'
37 Canopy Hilton Hotel	164' 4"
38 The Union South Tower	224'
39 The Fulton Center	79'
40 Omni Tempe Resort	179' 4"
41 Mirabella at ASU	249' 8"

## Entitled Buildings/Heights

1 250 Rio	210'
2 100 Mill Hotel	164'
3 1st + Farmer	77' 6"
4 Tempe Depot	246' & 235'
5 Dwell	50'
6 6th and College Hotel	170'
7 Centerpoint	158'
8 Centerpoint	255'
9 Centerpoint	166'
10 Hilo Tempe	244'
11 Newman Center	265'
12 16 E University	

## In Review/Pending Approval

1 First and Farmer	210'
2 101 E 6th	305'
3 211 E 7th	314'
4 7th and College	102'
5 Skye Tempe	300'



# Downtown Entitlements

3D modeling of Downtown Tempe (work-in-progress)



# Parking and Traffic Management

## *Tempe Parking Tiers*

### **City-wide parking**

1-bed unit = 1.5 spaces; 2-bed unit = 2 spaces; 3-bed unit = 2.5 spaces +  
(guest .2/unit)

Office/Retail = 1/300 sf.; Restaurant Use = 1/75 sf.; Bar = 1/50 sf.

### **TOD parking reductions**

.75 spaces/bed: 1-bed = .75 spaces; 2-bed @ 1.5 spaces; 3-bed = 2.25 spaces + (guest)

Office/Retail = (25-50% of parking waived) 1/300 sf. thereafter

### **Downtown Parking Standards (CC District) since 2016**

Commercial Uses (retail, restaurant, bar) – 1<sup>st</sup> 5,000 sf. waived, 1/500 sf. thereafter

Studio – 2 bed units = .5 space/bed; 3+ bed units = .3 spaces/bed (guest .1/unit, waived if commercial)



# Parking continued...

## Project example:

*Mark-Taylor project 260 units*

*120 1-bed units; 114 2-bed units; 26 3-bed units*

- City-wide parking = 525 parking spaces required



- TOD parking reductions = 372 parking spaces required



- Downtown parking standards = 223 parking spaces required



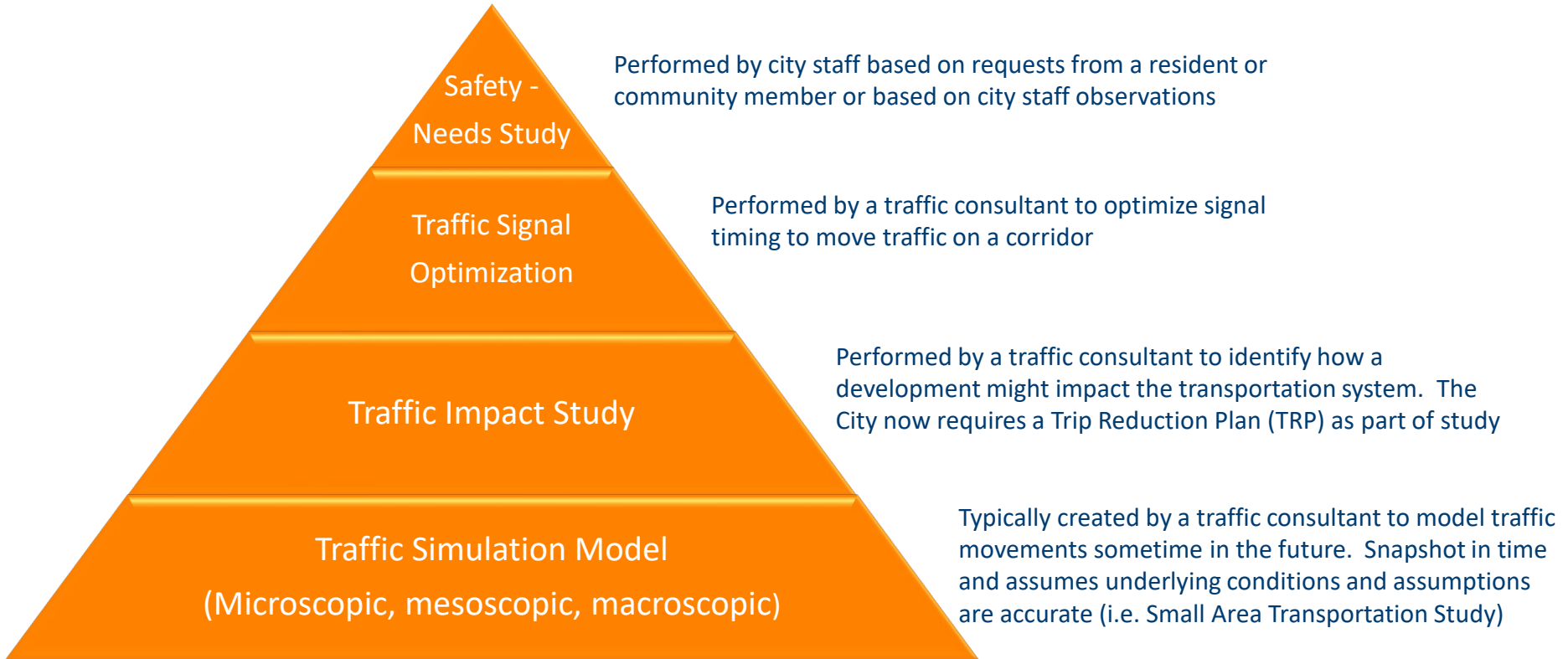
(less with commercial)

# Traffic Management and Private Development



Making waves in the desert

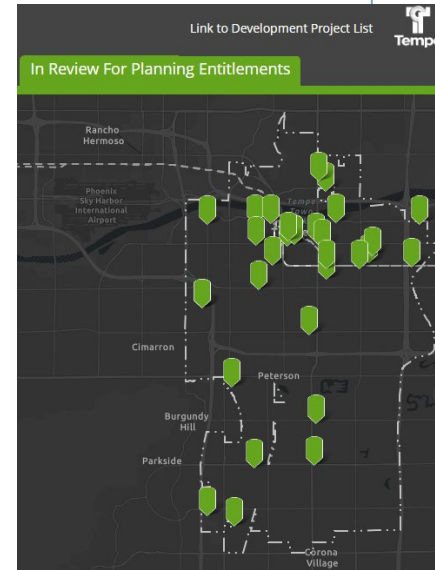
# Traffic Studies and Analysis Tools



# Transportation Impact Studies



- A Transportation Impact Study (TIS) is a study which assesses the effects that a development's traffic will have on the transportation system and the community
  - Level 1 TIS – required when a development is expected to generate 75 or more new trips during the am or pm peak hour
  - Level 2 TIS – required when a development proposal is expected to generate 150 or more new trips during the am or pm peak hour.



**Policy for Transportation Impact Studies**

City of Tempe  
Engineering & Transportation Department  
Transportation Division

Updated 10/2019

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# Trip Reduction Plans

- A Trip Reduction Plan (TRP) shall identify the transportation demand management (TDM) strategies or policies that reduce the travel demand or redistribute that demand in space or in time

Trip Reduction Targets for Developments		
Peak Hour Trips	Trip Reduction Plan Required	Minimum Reduction Target
0-74	No	-
75-149	Yes, Level 1	10 points
150 +	Yes, Level 2	20 points



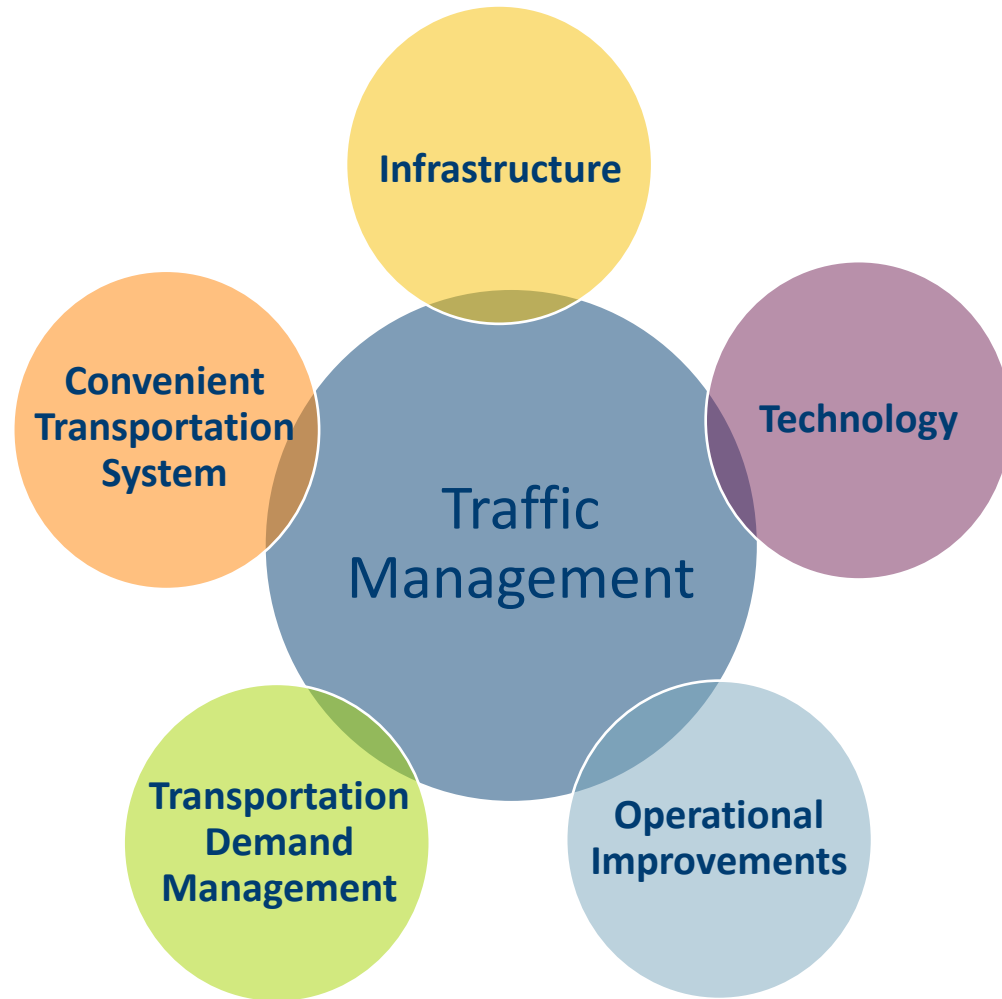
Alternative Mode Strategies (Maximum 10 Points)		
TDM Strategy	Description	Points
<b>Carpooling or Vanpooling, including Guaranteed Ride Home</b>	Provide carpool or vanpool matching services for employees and students. Provide free rides for emergency and unplanned trips home for employees or students that cannot get home via their normal commute mode.	10
<b>Rideshare, Carshare or Bikeshare</b>	Offer incentives or subsidize rideshare, carshare or bikeshare memberships.	5
	Provide free or discounted transit passes if purchased for every resident in a school.	10

Parking Management Strategies (Maximum 10 Points)			
TDM Strategy	Description	Points	
<b>Parking Cash Out</b>	Employees and students are given a bonus or incentive to not use parking.	5	
<b>Pay for Parking / Unbundled Parking</b>	Parking is leased or sold separately from the residential or non-residential unit or employees and students are charged for parking. This strategy allows the tenant, employee or student to decide if parking is necessary.	10	
<b>Bicycle Parking above Zoning Code Requirement</b>	Development projects that double the minimum bicycle parking requirement of the zoning district.	5	
<b>Bicycle Services</b>	Developments that supplement bicycle parking requirements with bicycle repair stations, bicycle maintenance services, a fleet of rentable bicycles, or bicycle valet parking.	5	
<b>Carpool or Carshare Preferential Parking</b>	Developments provide carpool or carshare reserved spaces according to the land uses on site: <ul style="list-style-type: none"> <li>Residential uses must provide one (1) carpool/carshare space for every 80 dwelling units, with a minimum of two (2) carpool/carshare parking spaces.</li> <li>Office uses must provide one (1) carpool/carshare space for each 20,000 square feet of occupied floor area, with a minimum of two (2) carshare/carpool parking spaces.</li> <li>Retail uses must provide two (2) carshare/carpool parking spaces for each 20,000 square feet of occupied floor area, with a minimum of four (4) carpool/carshare parking spaces.</li> </ul>	5	
	If these spaces are provided, the following shall apply: <ul style="list-style-type: none"> <li>The spaces must be those closest to the building entrance or elevator, but not closer than the spaces for Americans with Disabilities Act parking.</li> <li>Signs must be posted indicating spaces are reserved for these uses.</li> <li>All carsharing spaces must be accessible to carshare subscribers 24 hours a day, seven days a week. Prior to issuance of a building permit, the parking number and location must be documented in the development plan.</li> <li>Carpool or Carshare parking areas</li> <li>Carshare spaces</li> </ul>		
			ing code requirements, pedestrian paths, closures, and bicycle
			mmuter facilities in the
	that reduce trips for inner store, daycare, etc. automobile trips.	5	
	rticle service between commercial centers, or sites shall not duplicate those needed for approval by the	10	
	real time transportation vision screens or simulations (e.g. entry/exit site to highlight specific to the site and	5	

Employer Scheduling Policies (Maximum 5 Points)		
TDM Policy	Description	Points
<b>Telecommuting</b>	Allow employees to work from home or a non-office location at least once a week.	5
<b>Compressed Work Week</b>	Enable employees to conduct work hours in fewer days.	5
<b>Flexible Schedule</b>	Allow employees to offset work hours from typical peak period traffic demand.	5
<b>Staggered Shifts</b>	Set employees' schedules to offset work hours from typical peak period traffic demand.	5



# Congestion Reduction Strategies



# Strategies and Mitigation Measures



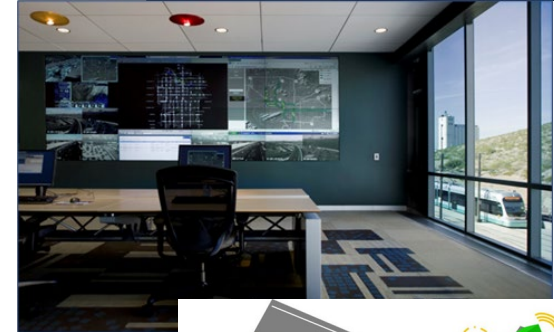
## Infrastructure

- Intersection Improvements, bus pullouts, pedestrian/bike grade separation, multi-modal improvements, curb management



## Technology

- Signalized intersection detection (Adaptive Signal Control), Streetcar EMTRAC, ITS CCTV Cameras

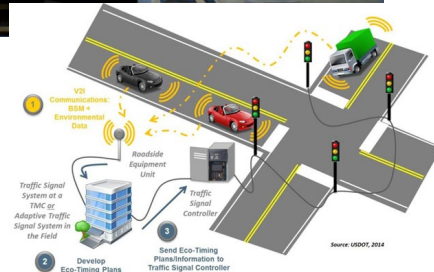


## Operational Improvements

- Incident Response, minimize peak hour barricade restrictions and active traffic management in the Transportation Management Center (TMC)

## Transportation Demand Management

- Support existing businesses with commute options, establish a Transportation Management Association (TMA) and continued requirement of Trip Reduction Plans

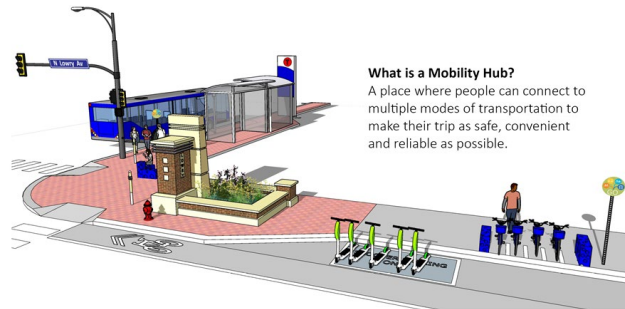


# TDM/TMA/Mobility Hubs Phase II



## Phase II Scope

- Develop organizational model between key collaborators to advance and launch a TMA
- Work with 3-employers to develop trip reduction strategies that fit different scales of employers
- Advance Mobility Hubs



International Parking & Mobility Institute



**Questions?**





# Design Guidelines

## Pedestrian scale facades





# Design Guidelines

## Mill Ave Historic design treatment





# Design Guidelines

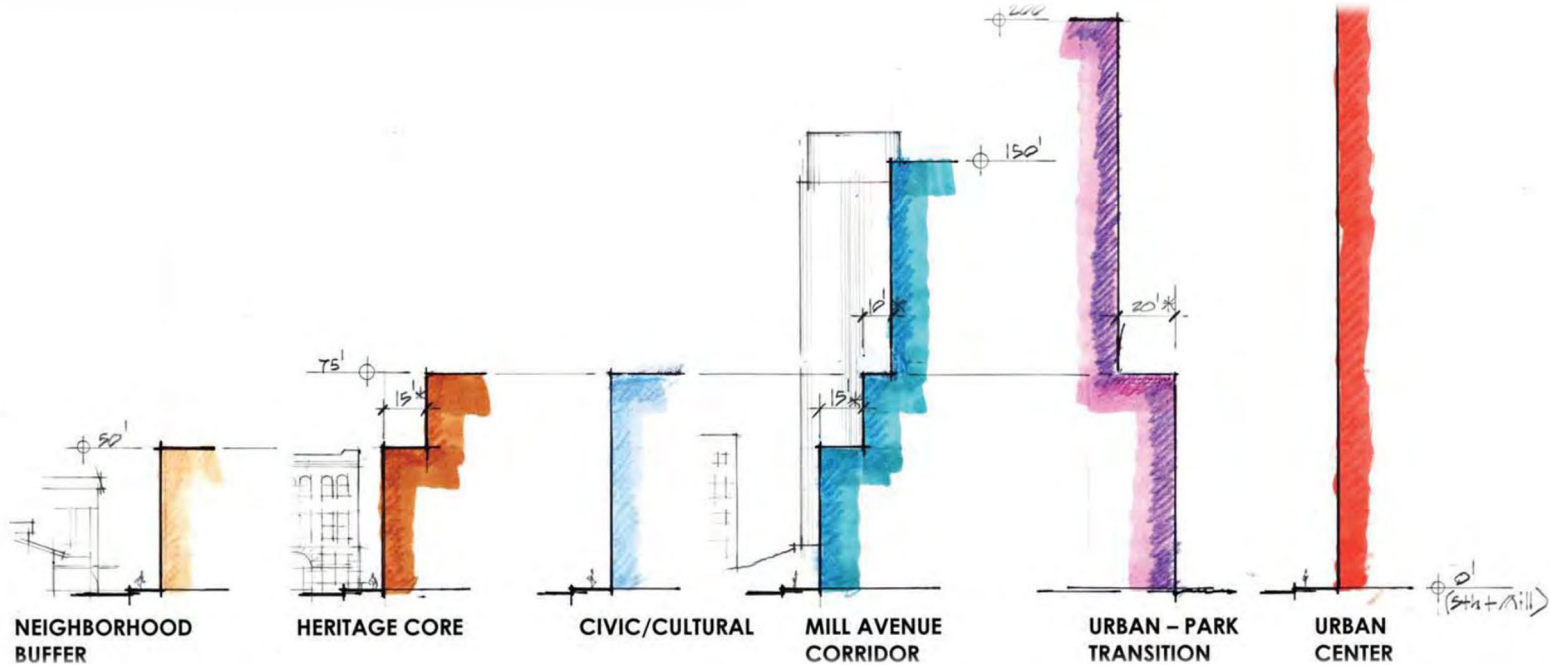
## Building materials



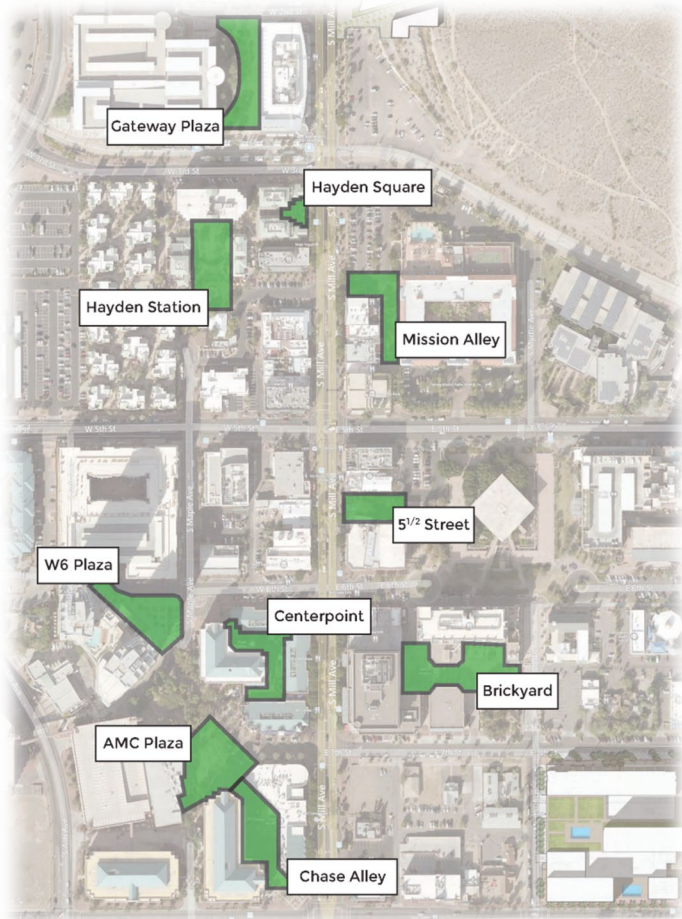


# Design Guidelines

## Step-backs



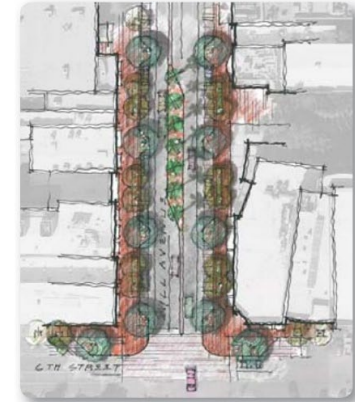
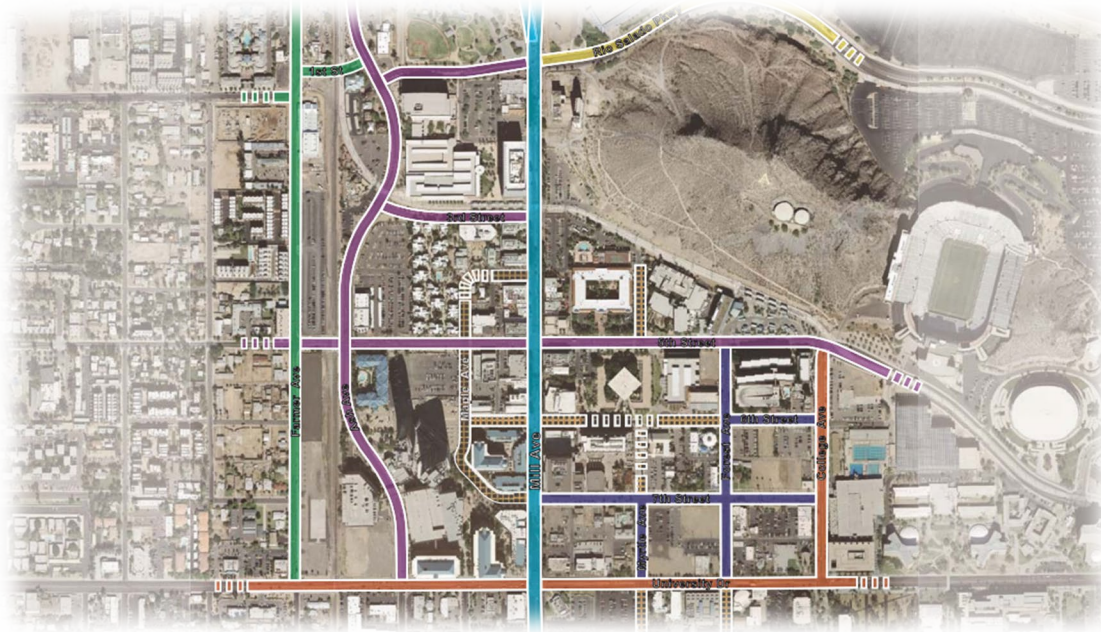
# Open Space





# Public Realm

## Streetscape design and amenities





# Future Meetings & Agenda Topics

Tempe City Council & DRC Joint Meeting dates:

*Wednesday, January 17<sup>th</sup> 2024 & Monday, May 13<sup>th</sup>*

*Potential Topics of Interest:*

- *Possible Improvements to North Tempe/Scottsdale Road Corridor*
- *Exploring Economic Development Opportunities at certain Shopping Centers*
- *Consensus items pulled out of the Urban Core Masterplan efforts*
- *Other topics?*



# Adjournment