

Staff Summary Report



Development Review Commission Date: 01/22/08

Agenda Item Number: _____

SUBJECT: Hold a public hearing for a Planned Area Development Overlay and Development Plan Review for CAMPUS EDGE located at 922 East Apache Boulevard.

DOCUMENT NAME: DRCr_CampusEdge_012208

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.

DPR07250 – Development Plan Review including site plan, building elevations, and landscape plan.

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

REVIEWED BY: Lisa Collins, Planning Director (480-350-8989) 

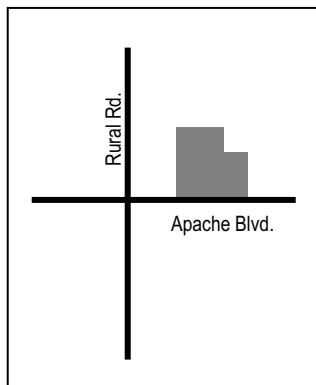
LEGAL REVIEW BY: N/A

FISCAL NOTE: N/A

RECOMMENDATION: Staff – Approval of PAD with conditions; Continuance of DPR to 2/26/08.
Apache Boulevard Project Area Committee - Approval

ADDITIONAL INFO:

Gross / Net site area	1.92 / 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
- 2-5. Comments / Reason for Approval
- 5-11. Conditions of Approval
- 11-12. 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

Planned Area Development

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 MU-4
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%

Development Standards for CAMPUS EDGE		
Standard	PROPOSED MU-4 (PAD)	PREVIOUS MU-4
Minimum Landscape Area (% of net site area)	18%	NS
Setbacks (feet)		
Front	0'	0'
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.

RESIDENTIAL PARKING COMPARISONS			
Unit Type (Amount)	Standard Parking (Req.)	TOD Parking (Req.)	New Ratios (Provided)
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)	.2 spaces/unit (26.4)
Total Parking	372 spaces	351 spaces	243 spaces

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 additional amount of 4-bedroom units appears to have 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.

DEVELOPMENT PLAN REVIEW

The proposed project is similar in design and configuration of the previous approved project. Staff recommends continuing working with the applicant to refine some of the elements previously shown on the plans which create a more dynamic building at the street edge. Some of those items include incorporating more variations in the elevations as previously submitted and to ensure the certain windows are not lost due to Code requirements when adjacent to the property line. Staff recommends continuance of this component in order to bring back more refined elevations that are consistent with staff and the applicant's direction.

Section 6-306 D. Approval Criteria for Development Plan Review:

1. The placement of building reinforces the street wall and maximizes natural surveillance and visibility of pedestrian areas (building entrances, pathways, parking areas, etc.), enhances the character of the surrounding area, facilitates pedestrian access and circulation and mitigates heat gain and retention.
2. Shade for energy conservation and comfort as an integral part of the design
3. Materials shall be of superior quality and compatible with the surroundings
4. Buildings and landscape elements have proper scale with the site and surroundings
5. Large building masses are divided into smaller components that create a human-scale as viewed from the sidewalk
6. The building has a distinct base and top, as identified by ground floor elements, roof forms, and detailing.
7. Building facades have architectural detail and contain windows at the ground level to create visual interest and to increase security of adjacent outdoor spaces by maximizing natural surveillance and visibility
8. Special treatment of doors, windows, doorways and walkways (proportionality, scale, materials, etc.) contributing to and attractive public space.
9. On-site utilities are placed underground.
10. Clear and well lighted walkways connect building entrances to one another and to adjacent sidewalks.
11. Lighting is compatible with the proposed building(s) and adjoining buildings and uses, and does not create negative effects.
12. Accessibility is provided in conformance with the Americans with Disabilities Act (ADA).
13. Vehicular circulation is designed to minimize conflicts with pedestrian access and circulation, and with surrounding residential uses. Traffic impacts are minimized in conformance with the city transportation policies, plans and design criteria.
14. Safe and orderly circulation separates pedestrian and bicycles from vehicular traffic.
15. Plans appropriately integrate crime prevention principles such as territoriality, natural surveillance, access control, activity support, and maintenance.
16. Landscape accents and separates parking, buildings, driveways and pedestrian walkways.

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, including and Development Plan Review. 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. Inclusion of 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.

Staff recommends approval subject to conditions.

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.
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.

PAD07028

CONDITIONS OF APPROVAL:

EACH NUMBERED ITEM IS A CONDITION OF APPROVAL. DEVELOPMENT REVIEW COMMISSION 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.

DPR07250

CONDITIONS OF APPROVAL:

General

5. Your drawings must be submitted to the Development Services Building Safety Division for building permit by January 22, 2009 or the Development Plan approval will expire.
6. If multiple owners, a continuing care condition, covenant and restriction shall be provided including all of the project's landscaping, required by Ordinance or located in any common area on site. The CC&R's shall be reviewed and in a form satisfactory to the Development Services Manager and City Attorney.
7. A Final Subdivision Plat is required for this development and shall be recorded prior to issuance of building permits.
8. The existing left turn median shall be maintained, unless otherwise reviewed by the Public Works, Transportation Division.

Site Plan

9. Provide 8'-0" wide public sidewalk clear of any obstructions, along Apache Boulevard, or as required by Traffic Engineering Design Criteria and Standard Details.
10. Provide pedestrian amenities within the 6' area near curbside, including but not limited to benches, drinking fountains, public art, kiosks or other design elements as deemed appropriate.
11. Provide service yard and mechanical (cooling tower/generator) yard walls that are at least 8'-0" tall as measured from adjacent grade and are at least the height of the equipment being enclosed, whichever is greater. Verify height of equipment and mounting base to ensure that wall height is adequate to fully screen the equipment. Locate electrical service entrance sections inside the service yard, as indicated.
12. 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.
13. Provide upgraded paving at each driveway apron consisting of unit paving. Extend unit paving in the driveway from the back of the accessible public sidewalk bypass to at least 20'-0" on site and from curb to curb at the drive edges.
14. 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.

Floor Plans

15. The "Bike Room" as defined in the first floor, shall provide approximately fifty percent (50%) of the area with individual lockers for the purpose of storing bicycles, which may be utilized for miscellaneous storage.

The remaining area shall utilize double deck bike stalls with locking mechanisms.

16. At the two north ends of dead-end drive aisles, provide a designated turn-around space, minimum 8'-6' clear in width, on both sides of the parking rows to allow for vehicular maneuvering.
17. Provide a minimum two feet (2') of additional width for parking spaces when adjacent to a continuous wall.
18. Exit Security:
 - a. Provide visual surveillance by means of fire-rated glazing assemblies from office stair towers into adjacent circulation spaces.
 - b. In instances where an elevator or stair exit in the office or garage is within 21'-0" of an alcove, corner or other potential hiding place, position a refracting mirror to allow someone in the exit doorway to observe in the mirror the area around the corner or within the alcove that is adjacent to the doorway.
19. Public Restroom Security:
 - a. Lights in restrooms:
 - 1) Provide 50% night lights
 - 2) Activate by key or remote control mechanism
 - b. Single user restroom door hardware:
 - 3) Provide a key bypass on the exterior side
20. 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.
 - c. Paint interior wall and overhead surfaces in garage floor levels with a highly reflective white color, minimum LRV of 75 percent, if garage is enclosed.
 - d. Maximize openness at the elevator entrances and stair landings to facilitate visual surveillance from these pedestrian circulation areas to the adjacent parking level.
 - e. Provide security vision panels at enclosed elevator halls.

Building Elevations

21. Building elevations with glazing patterns on provided elevations shall be set back at least three (3) feet from property line to maintain openings. If this cannot be accomplished, elevation patterns shall be retained utilizing spandrel glass, maintaining the appearance of openings.
22. Alter the width of the balcony projection on each floor plates to create a more random appearance of the façade. Re-introduce vertical screen elements into rectangular feature of elevation. Review with planning staff subject approval prior to building safety submittal.
23. Modify parking screen details more in context with other design elements of the project. Provide screening from parking and vehicle lighting.
24. Provide main colors and materials with a light reflectance value of 71 percent or less. Specific colors and materials exhibited on the materials sample board are approved by planning staff. Submit any additions or modifications for review during building plan check process. Planning inspection staff will field verify colors and materials during the construction phase.
25. Provide secure roof access from the interior of the building. Do not expose roof access to public view.
26. Conceal roof drainage system within the interior of the building. Minimize visible, external features, such as overflows, and where needed design these to enhance the architecture of the building.

27. Incorporate lighting, address signs, incidental equipment attachments (alarm klaxons, security cameras, etc.) where exposed into the design of the building elevations so that the architecture is enhanced by these elements.
28. Locate the electrical service entrance section (S.E.S.) inside the building or inside a secure yard that is concealed from public view.
29. Exposed conduit, piping, etc. is not allowed unless a creative conduit surface design that compliments the architecture is reviewed and approved by the Development Review Commission.

Lighting

30. Comply with all requirements of the Zoning and Development Code Part 4, Chapter 8, Lighting.
31. Illuminate building entrances and underside of open stair landings from dusk to dawn to assist with visual surveillance at these locations.

Landscape

32. Comply with all requirements of the Zoning and Development Code Part 4, Chapter 7, Landscape and Walls, except for Section 4-704.
33. Submit to Planning staff a landscape plan providing a conceptual layout of trees and various shrubs on the amenity roof deck as part of the approved landscape plan.
34. All street trees shall be "Desert Museum Palo Verde" providing a minimum ten (10) trees at 36" box size. Eliminate curbside shrubs within streets trees and provide 4' by 12' tree grates. Alternate paving design may be provided in lieu of curbside shrubs.
35. An ADA accessible exit path shall be provided from the northern most stairwell exit to the public street. Landscape materials shall be maintained and relocated as necessary.
36. Irrigation notes:
 - a. 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.
 - 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" (if any). 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.
37. Include requirement in site landscape work 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.
38. Top dress planting areas with a rock or decomposed granite application. Provide rock or decomposed granite of 2" uniform thickness or less. Provide pre-emergence weed control application and do not underlay rock or decomposed granite application with plastic.

Signage

39. Provide address sign(s) on the building elevation facing the street to which the property is identified.
 - a. Conform to the following for building address signs:

- 1) Locate address numbers on south elevation (street front) and on north elevation of interior surface lot, below 30' in height. Additional address numerals may be provided on other elevations for security.
- 2) Provide street numbers only, not the street name.
- 3) Compose of 12" high, individual mount, metal reverse pan channel characters.
- 4) Self-illuminated or dedicated light source.
- 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 sign on the roof of the office building. Orient sign 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 roof or white characters on a black field that is painted.
 - 3) Do not illuminate roof address.

THE BULLETED ITEMS REFER TO EXISTING CODE OR ORDINANCE THAT PLANNING STAFF OBSERVES ARE PERTINENT TO YOUR CASE. THE BULLET ITEMS ARE INCLUDED TO ALERT THE DESIGN TEAM AND ASSIST IN OBTAINING A BUILDING PERMIT. THESE ITEMS ARE NOT AN EXHAUSTIVE LIST.

- Specific requirements of the **Zoning and Development Code** 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, it is necessary that the applicant be familiar with the Zoning and Development Code (ZDC), which can be accessed through www.tempe.gov/zoning, or purchased at Development Services.
- **SITE PLAN REVIEW:** Verify all comments by the Public Works Department, Development Services Department, and Fire Department given on the 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 Department will be reviewed by planning staff to ensure consistency with this Design Review approval prior to issuance of building permits.
- **STANDARD DETAILS:**
 - Tempe Standard "T" details may be accessed through www.tempe.gov/engineering or purchased from the Engineering Division, Public Works Department.
 - Tempe Standard "DS" details for refuse enclosures may be accessed through www.tempe.gov or may be obtained at Development Services.
- **BUILDING HEIGHT:** Measure height of buildings from top of curb along front of property (as defined by Zoning and Development Code).
- **COMMUNICATIONS:** If this building is taller than 50'-0", Staff recommends (does not require) a parapet system that would allow a cellular provider to incorporate and/or conceal antenna within the architecture of building, such that future installations may be accomplished with little modification.
- **WATER CONSERVATION:** Under an agreement between the City of Tempe and the State of Arizona, Water Conservation Reports are required for landscape and domestic water use for this project. Have the landscape architect and the 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, available from Building Safety (480-350-8341). Contact Pete Smith of Water Resources (480-350-2668) if there are any questions regarding the purpose or content of the water conservation reports.

- **HISTORIC PRESERVATION:** The project site does not have an Archaeologically Sensitive designation. However, State and federal laws apply to the discovery of features or artifacts during site excavation (typically, the discovery of human or associated funerary remains). Where such a discovery is made, contact the Arizona State Historical Museum (520-621-6302) for removal and repatriation of the items. Contact the Tempe Historic Preservation Officer (Joe Nucci 480-350-8870) if questions regarding the process described in this condition.
- **SECURITY REQUIREMENTS** (refer to Public Safety and Security Considerations report included in the Site Plan Review markup packet:
 - In conjunction with the security plan, Crime Free Multi-Housing status for this property may be required.
 - If required prior to Certificate of Occupancy, owner shall have management contact the Crime Prevention Unit of the Police Department (480-858-6330) to be included in the "Operation Notification" crime prevention program.
 - Avoid upper/lower divided glazing panels in exterior windows at grade level, particularly where lower (reachable) glass panes of a divided pane glass curtain-wall system can be reached and broken for unauthorized entry. Do not propose landscaping or screen walls that conceal area around lower windows. If this mullion pattern is desired for aesthetic concerns, laminated glazing may be considered at these locations.
 - Provide emergency radio amplification for the office building and parking garage, as required. Amplification will allow Police and Fire personnel to communicate in the buildings during a catastrophe. Refer to this link (http://www.tempe.gov/itd/Signal_booster.htm) and if needed contact ITD / Communications (Dave Heck 480-350-8777) to discuss the size and materials of the buildings, to verify radio amplification requirement, and determine the extent of construction to fulfill this condition.
- **FIRE:**
 - Fire lanes need to be clearly defined. 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 structure, if allowed by Fire Department. Details of fire lane(s) are subject to approval of the Fire Department.
- **ENGINEERING AND LAND SERVICES:**
 - Underground all overhead utilities, except for high-voltage transmission lines, unless project inserts a structure under the transmission line. Coordinate site layout with Utility provider(s) to provide adequate access easement(s).
 - Clearly indicate property lines, the dimensional relation of the buildings to the property lines and the separation of the buildings from each other.
 - Verify location of any easements, or property restrictions, to ensure no conflict exists with the site layout or foundation design.
 - 100 year onsite retention required for this property, coordinate design with requirements of the Engineering Department.
- **REFUSE:**
 - Construct walls, pad and bollards in conformance with Standard Detail DS-116.
 - Develop strategy for recycling collection and pick-up from site with Ron Lopinski. Coordinate storage area for recycling containers with overall site and landscape layout.
 - Provide refuse gate enclosures which the property manager must arrange for gates to be open from 6:00am to 4:30pm on collection days.
- **DRIVEWAYS:**
 - Construct driveways in public right of way in conformance with Standard Detail T-320. Alternatively, the installation of driveways with return type curbs as indicated, similar to Standard Detail T-319, requires permission of Public Works/Traffic.

- 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 "Corner Sight Distance" leaflet, available from Development Services Counter or from John Brusky in Transportation (480-350-8219) if needed. Do not locate site furnishings, screen walls or other visual obstructions over 2'-0" tall (except canopy trees are allowed) within each clear vision triangle.
- **PARKING SPACES:**
 - Verify conformance of accessible vehicle parking to the Americans with Disabilities Act of 1990 (42 U.S.C.A. §12101 ET SEQ.) and the Code of Federal Regulations Implementing the Act (28 C.F.R., Part 36, Appendix A, Sections 4.1 and 4.6). Refer to Standard Detail T-360 for parking layout and accessible parking signs.
 - 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:**
 - Follow the guidelines listed under appendix E "Photometric Plan" of the Zoning and Development Code.
- **SIGNS:** Obtain sign permit for any identification signs as well as for internally (halo) illuminated address signs. A sign package is required for this project site.

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.

ZONING AND DEVELOPMENT CODE REFERENCE:

Section 6-305, Planned Area Development (PAD) Overlay districts
Section 6-306, Development Plan Review

WHEN RECORDED RETURN TO:

City of Tempe
Development Services
31 E. 5th Street
Tempe, AZ 85281

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

This Waiver of Rights and Remedies under A.R.S. § 12-1134 (Waiver) is made in favor of the City of Tempe (City) by _____ (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
 X PAD OVERLAY
_____ HISTORIC PRESERVATION DESIGNATION/OVERLAY
_____ USE PERMIT
_____ VARIANCE
 X 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)

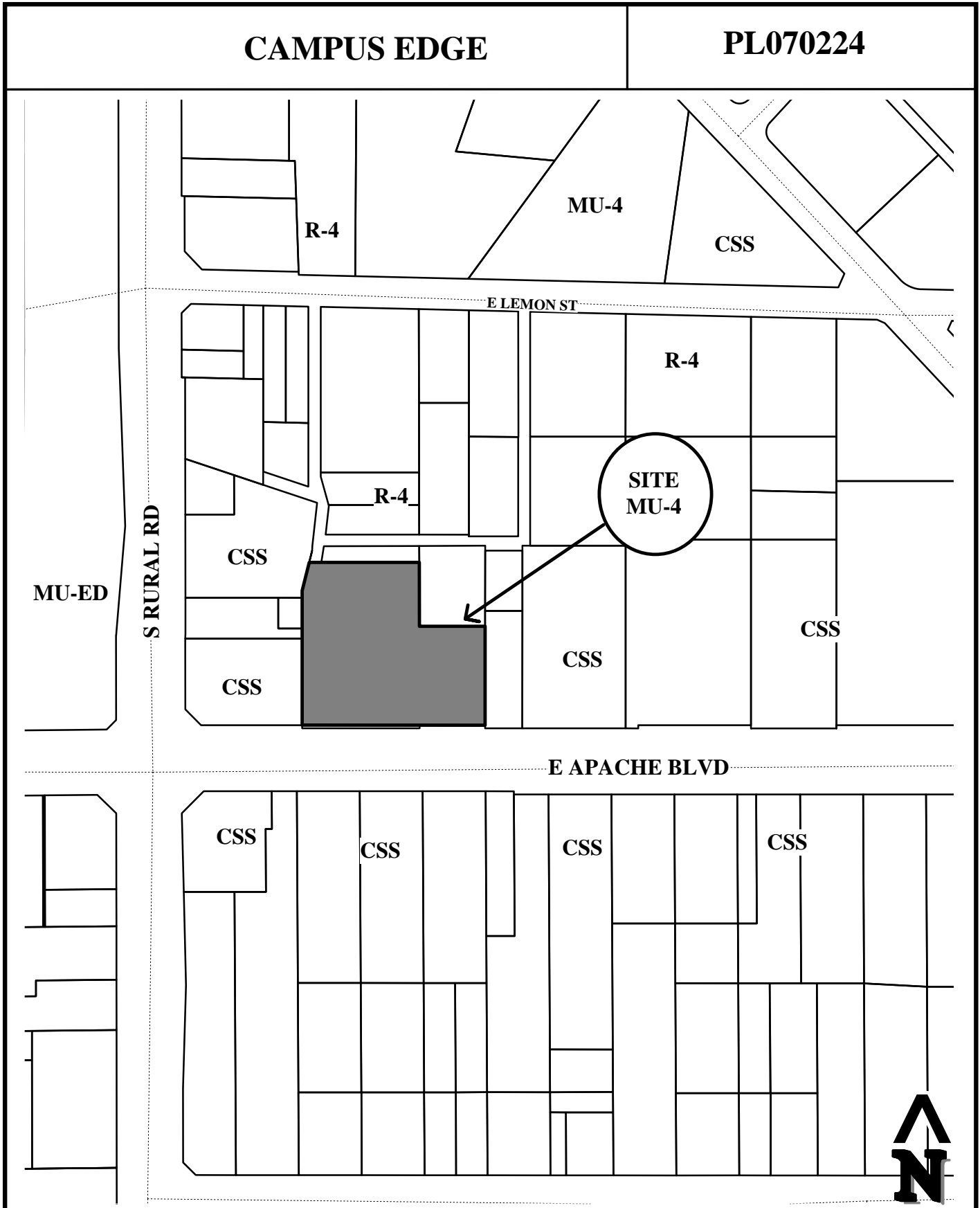
State of Arizona)
) ss
County of _____)

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

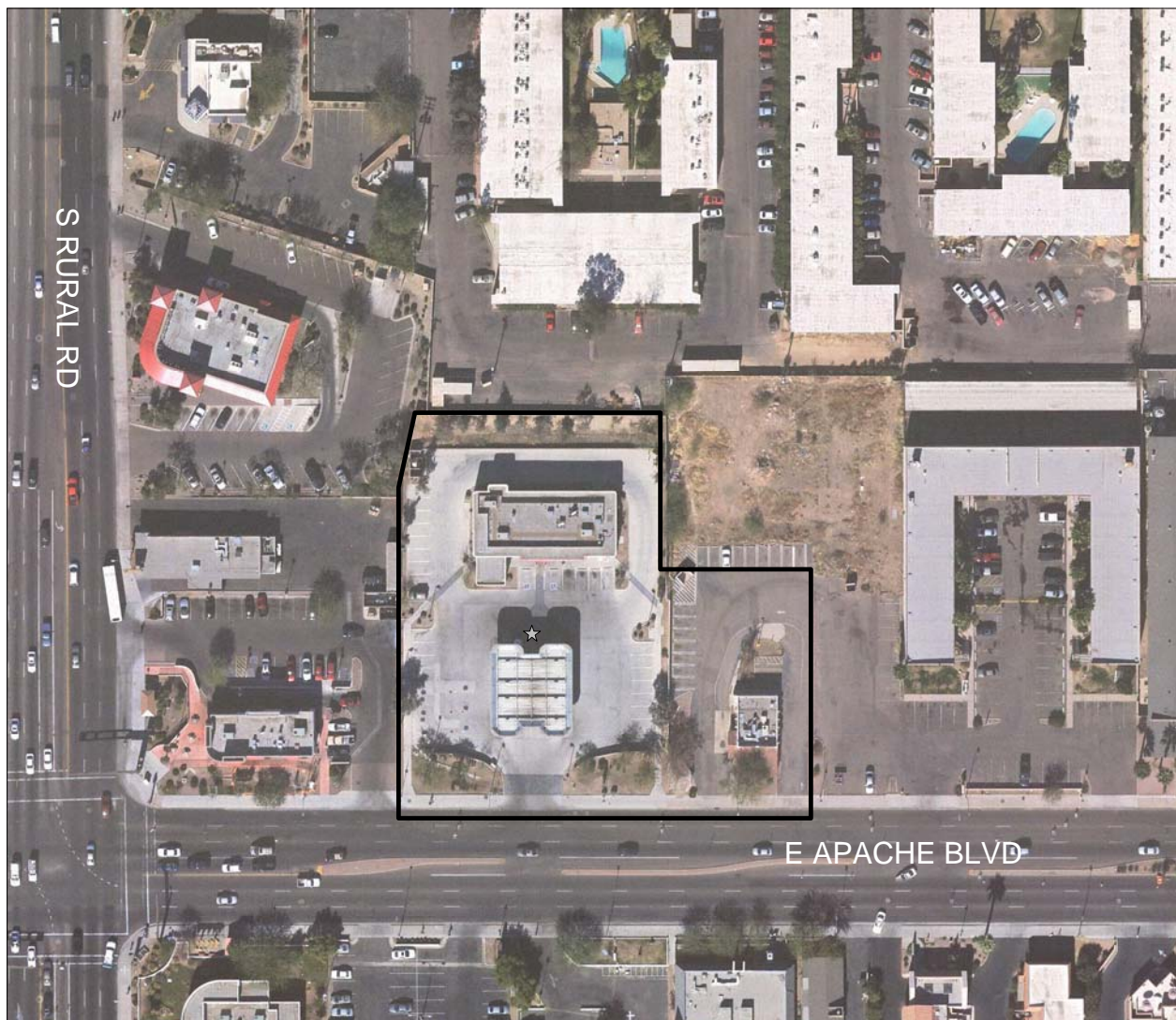
_____.

(Signature of Notary)

(Notary Stamp)



Location Map



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.



3707 North 7th Street • Suite 235 • Phoenix • AZ • 85014
Phone: 602 • 277 • 4224 Fax: 602 • 277 • 4228 e-mail: task@taskeng.net

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, 3rd 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 85th 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 85th 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, 3rd 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, 3rd 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, 3rd 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

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The 85th 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					

Mr. Timothy C. Becker, P.E.
1/8/2008
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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*, 3rd 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. Thank you.

Sincerely,



Ken Howell, PE, PTOE
Traffic Engineer

Attach:

Exhibit 1; Site Plan
Exhibit 2: UBC Parking Review

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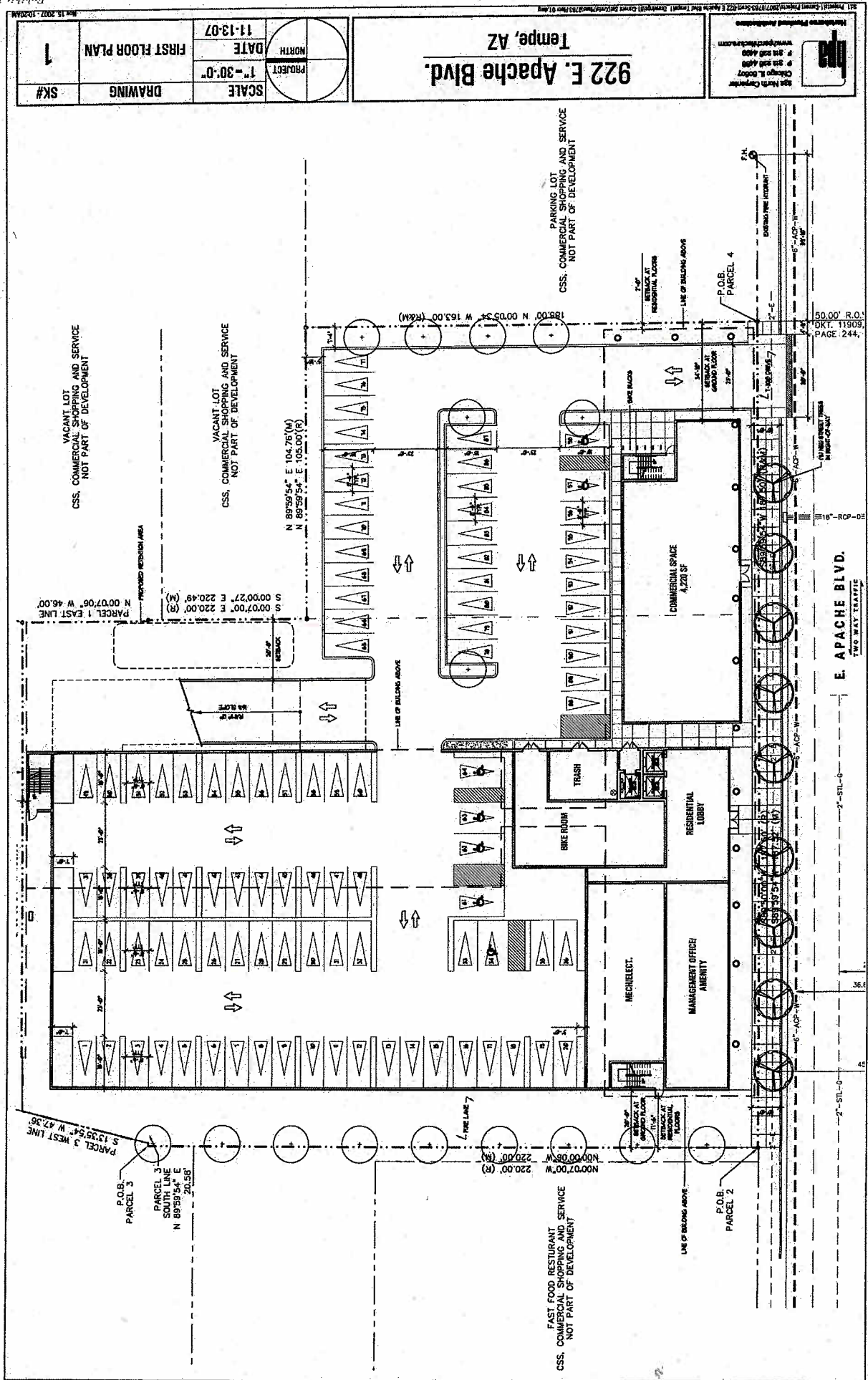


EXHIBIT 2:
UCB PARKING REVIEW

- 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 dwelling unit)	Per dwell. unit	Per bedroom	
UBC	0.32 (0.16-0.88) *0.25 excluding Thunderbird Residence	1.25 (1.1+0.15 v)	2.1 (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	0.5 (rooming house)	n/a	1.1-2.2	n/a	Social = 0.5 Senior = 0.16
Burnaby	0.5 (rooming house)	n/a	1.0-2.0	n/a	1.0-1.75
New Westminster	n/a	n/a	1.0-2.0	1 bedroom – 1.0-1.2 2 bedroom – 0.75 3+ bedroom – 1.0	0.2-0.4
SFU	0.33-0.5	n/a	n/a	n/a	n/a
BCIT	0.35	n/a	n/a	n/a	n/a
UVic	n/a	1.5 (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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URBAN SYSTEMS

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.

Table 2.1: UBC Student Housing Parking Inventory

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

UBC PROPERTIES
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UBC Parking Review

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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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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
Vancouver School of Theology • Single students • Families	173	• Surface lot Total	52 52	 0.30
Carey Hall • Single students	40	• Surface lot Total	40 40	 1.0
St. Andrews Hall • Singles • Couples • Families	204	• Surface lot Total	100 100	 0.49
Total	417		192	0.46

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 16th Avenue and Wesbrook Mall.

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

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 ANS 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
PHEONIX, AZ 85003

CAMPUS ACQUISITIONS

212 E. GREEN ST.
CHAMPAIGN, IL 61820

GENERAL NOTES

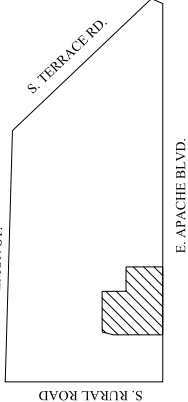
PROJECT DATA:

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

APPROVAL

BY: _____ DATE: _____
DEVELOPMENT SERVICE

CONDITIONS OF APPROVAL: PAD000000



LOCATION MAP

DS000000 PAD000000 REC000000

SITE DATA:
PARCEL # 1, 2, 3 & 4
A.P.N. # 132-73-105, 132-79-106, & 132-73-115A

CODE / ZONING

GENERAL PLAN 2030
PROJECTED LAND USE: MIXED USE
PROJECTED DENSITY: HIGH DENSITY (> 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 ACCESSIBLE PARKING = 391 SPACES (INC. 8. H.C.)

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 ACCESSIBLE PARKING = 363 SPACES (INC. 7 H.C.)

-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 ACCESSIBLE PARKING = 369 SPACES (INC. 7 H.C.)

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

STREE PARKING PROVIDED = 9 SPACES
TOTAL PARKING PROVIDED INCLUDING ACCESSIBLE PARKING = 249 SPACES (INC. 7 H.C.)
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 = 8,900 SF (12% SITE AREA)

ATTACHMENT 23

ATTACHMENT 23

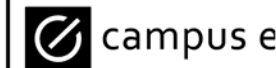


Contractor shall be responsible for reviewing Specifications, verifying all existing conditions proceeding with Construction, complying with building codes, and notifying Architect of any discrepancies or conflicts. Contractor shall co work in conformance with all applicable building codes.

Contractor is responsible for design and installation of properly sized and loaded systems. submit all drawings and specifications 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 project, Contractor and all subcontractors attest that they have reviewed the entire contract document set, including all applicable work. Additional Arch Specifications are available anytime upon request.

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



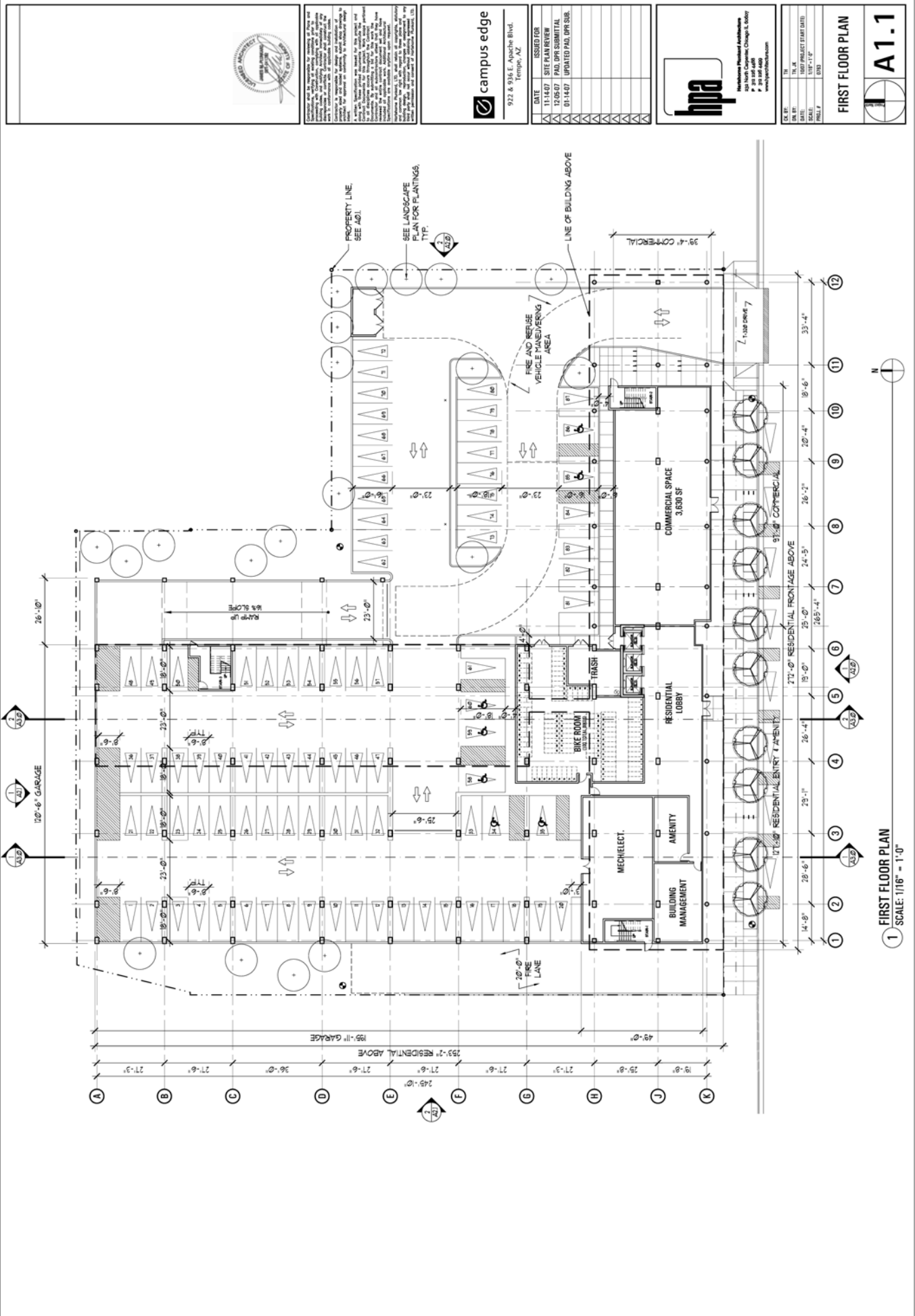
922 & 936 E. Apache Rd
Tempe, AZ

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



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

SITE PLAN



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



A1.1

FIRST FLOOR PLAN

DATE	11-14-07
ISSUED FOR	SITE PLAN REVIEW
DATE	12-05-07
ISSUED FOR	PAID UP SUBMITTAL
DATE	01-14-07
ISSUED FOR	UPDATED PAID UP SUBS.

hpa

Hudson Professional Architecture
220 North Corporate Center, Suite 100
Chicago, IL 60610
P 312.555.4488
F 312.555.4489
www.hudsonarch.com

campus edge

922 & 936 E. Apache Blvd.
Tempe, AZ



As the Engineer, I hereby certify that I am a duly Licensed Professional Engineer in the State of Arizona, and that I am the author of the design and construction documents herein. I am not providing any services to the client that I am not licensed to provide. I am not providing any services to the client that I am not licensed to provide. I am not providing any services to the client that I am not licensed to provide.

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