

Staff Summary Report



Development Review Commission Date: 02/12/08

Agenda Item Number: _____

SUBJECT: Hold a public hearing for a Planned Area Development Overlay for ALL SAINTS NEWMAN CENTER STUDENT HOUSING located at 230 East University Drive.

DOCUMENT NAME: DRCr_NewmanCenter_021208

PLANNED DEVELOPMENT (0406)

SUPPORTING DOCS: Yes

COMMENTS: Request for **ALL SAINTS NEWMAN CENTER STUDENT HOUSING (PL070404)** (Roman Catholic Diocese of Phoenix, property owner; Timothy Lies, Domus Communities, applicant) for a mixed-use development consisting of a twenty-two (22) story building for student housing, worship hall and chapel within approximately 260,000 sq. ft. of building area, while maintaining the existing church (St. Mary's / Our Lady of Mt. Carmel Catholic Church) on approx. 0.72 acres, located at 230 East University Drive, in CC, City Center District, Transportation Overlay and a Historic Designated Property. This request includes the following:

PAD07027 – (Ordinance No. 2007.85) Planned Area Development Overlay to modify development standards to allow a maximum building height from the required 50 feet to 244 feet in total height, and to reduce the minimum required parking from 530 spaces to 147 spaces at off-site locations.

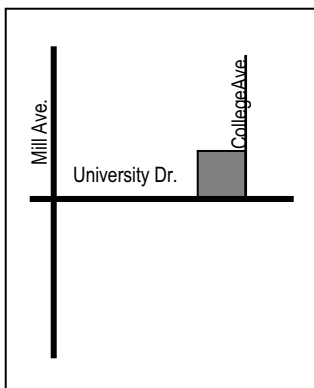
PREPARED BY: Ryan Levesque, Senior Planner (480-858-2393)

REVIEWED BY: Lisa Collins, Planning Director (480-350-8989) 
Chris Anaradian, Development Services Manager (480-858-2204)

LEGAL REVIEW BY: David Park, Assistant City Attorney (480-350-8907)

RECOMMENDATION: **Staff – Approval, subject to conditions (1-11).**
Historic Preservation Commission - Approval

ADDITIONAL INFO:



Gross Site area	0.86 acres
Total Building area	258,588 s.f.
Lot Coverage	63 % (NS)
Density	209 du/ac
Total Units/Beds	180 units / 432 bedrooms total
1-Bed units	12
2-Bed units	84
3-Bed units	84
Building Height	244 ft. including mechanical (50 ft. max. allowed)
Building setbacks	7' front, 0' sides, 0' rear (0' required)
Landscape area	14% (NS)
Vehicle Parking	147 spaces proposed at off-site locations (530 min. required per TOD, 602 min. standard)
Bicycle Parking	366 spaces (206 minimum required)

PAGES: 1. List of Attachments
2-5. Comments
5-6. Conditions of Approval
6-7. History & Facts / Zoning & Development Code Reference

ATTACHMENTS: 1-2. Ordinance No. 2007.85
3-4. Waiver of Rights and Remedies form
5. Location Map(s)
6-8. Photo(s)
9-17. Letter of Explanation
18-38. Parking Analysis
39-47. ITE & ULI Parking Model Excerpts
48-49. Letters from Parking Owner Representatives
50-51. Neighborhood Meeting Summary
52-53. Planned Area Development Overlay & Site Data
54. Existing Site Survey
55. Proposed Site plan
56-62. Floor plans
63-67. Building Elevations
68. Building Sections
69. Shadow Study
70. Landscape Plan
71. Preliminary Grading & Drainage Plan
72. ASU Parking map
73-74. Historic Preservation Staff Report (Oct. 11, 2007)
75-76. Public Comments (Feb. 4, 2008)

COMMENTS:

This site is located at the northwest corner of University Drive and College Avenue, within Downtown Tempe and adjacent to the Arizona State University campus. College Avenue located north of University Drive is the main hub for Tempe's bus routes valley-wide, including an under construction transit station and Light Rail stop at 5th Street and College Avenue. To the north of the site includes some inline retail stores and a commercial parking lot. To the west are additional restaurant sites servicing the downtown, University and community at large. The applicant is requesting a Planned Area Development Overlay to modify the district standards for a 22-story building for student housing, including worship and social halls, located in the CC, City Center District and within the Transportation Overlay District (corridor).

History

On February 7, 2006 the All Saints Catholic Newman Center received approval by the Redevelopment Review Commission for an expansion of their existing campus, including demolition of the existing auditorium and the addition of a two-story structure consisting of a social hall, day chapel and sanctuary. The proposal increased the building area for the campus to 34,937 s.f total. The new building was proposed south of the existing office building, adjacent to the west property line and abutting the University Drive Street frontage. The new sanctuary and social hall with the existing offices surrounded a grass courtyard. The only modification to the historic St. Mary's Church was the addition of an ADA compliant ramp. The project also received approval of a shared parking model that required the site to maintain at least twenty-seven (27) parking spaces, including off-site agreements with the ASU Fulton Center parking structure. The applicant had building permits ready to issue but construction never commenced and the permits and previous approvals expired.

The Old St. Mary's church, located on the corner of this site, is significant as a prominent landmark in Tempe and as a representative example of Territorial Victorian Romanesque Revival architecture. The church retains a high degree of integrity from the time of its construction in 1902-1903. The property is listed on the Tempe Historic Property Register (January 20, 2000) and on the National Register of Historic Places (January 30, 1978). This application along with the addition of an ADA accessible ramp for the St. Mary's Catholic Church has been reviewed by the Tempe Historic Preservation Commission on October 11, 2007. With respect to the historic integrity of the St. Mary's Church historic parcel, the Historic Preservation Commission recommended approval of the proposal.

PUBLIC INPUT

On Sunday, September 16, 2007 the applicant and campus ministry staff held a neighborhood meeting to discuss the proposal of new worship hall expansion and student housing as required by the Zoning and Development Code for projects requesting a Planned Area Development Overlay. Provided in the attachments is a summary of questions and comments presented at the meeting. The summary does not clarify whether questions provided from the public were answered or whether the summary includes applicant responses. At this time, staff has received one inquiry on the project with opposition to the current reduction in required parking spaces. Concerns provided by the resident include: the project needing to provide a specific number of required parking, provide parking on site, project needs to provide legal documentation of any rights for parking agreements, and an overall concern for project's impact on the downtown.

PROJECT ANALYSIS

Below is a comparison chart for the base standards of the property's current zoning designations of CC, City Center District and the Transportation Overlay District (corridor) and the proposed PAD standards:

Proposed Development Standards for the PAD		
Standard	CC (TOD)	PAD
Residential Density (DU/acre)	NS	209 du/ac
Building Height		
Building Height Maximum	50 ft	244 ft
Building Height Step-Back Required Adjacent to SF or MF District, [Section 4-404, Building Height Step-Back]	Yes	-
Maximum Lot Coverage (% of net site area)	NS	63%
Minimum Landscape Area (% of net site area)	NS	14%
Setbacks		
Front	0 ft	0 ft
Parking	20 ft	0 ft
Side		
Building Wall	0 ft	0 ft
Common Wall	0 ft	
Rear – Building Wall	0 ft	0 ft
Street Side	0 ft	0 ft
Parking	20 ft	
Minimum Parking Spaces Required (TOD)	530	147 off-site

The proposed PAD for the project will establish standards for increase in height and a reduction in the standard required parking and reductions identified in the TOD, as well as establishment of other standards. The proposed building height, including all mechanical elements, is (244) feet. The current zoning designation allowance for building height on this site is fifty (50) feet. The Downtown Building Heights Concept Study, accepted by the Central City Development Committee of the Whole on April 6, 2006, identifies this location as "Civic/Cultural" with a maximum height guideline of seventy-five (75) feet. The neighboring properties to the north and west are identified in the Downtown Building Heights Concept Study as "Urban Center" with a maximum height guideline of (300) feet. When identifying height guidelines for the downtown, this site was not looked at separately from the existing context of the Old St. Mary's historic building, recognizing its importance and preservation to the City. The project has taken special consideration into preserving and maintaining continuity of the Old St. Mary's Church, while developing a building that is compatible with the surrounding height guidelines for this area.

The applicant is also requesting a reduction in the minimum required parking for the project, which includes the TOD reductions for multi-family dwellings from 530 to 147 parking spaces at off-site locations. At this time, the applicant is proposing no parking directly on-site. Parking is proposed at two off-site locations including a surface commercial pay lot directly to the north of the site (72 spaces) and at the parking garage for the University Towers building (75 spaces) at 6th Street and Forest Avenue (approx. 1,000 ft. walking distance), currently utilized for residential apartments and ground floor University office. The proposed parking agreement on the lot to the north of the site, on 7th Street, is intended primarily for the churches office staff and resident assistance for the facility. The remaining spaces and the University Towers parking structure will be available to residing students who are offered use of parking on an annual agreement with the University requiring payment for a decal.

When determining the appropriateness of the parking reduction request, an analysis and justification should consider the following factors:

- a. Identify/analyze the location and concentration of surrounding parking options for both the University and

- general parking;
- b. Identify areas of high parking occupancy which may indicate a shortage of parking in a particular area;
- c. Examine use of on-street spaces for maximizing the availability of convenient short-term, on-street parking areas that depends on that support and the potential abuse of meter parking in specific areas, resulting in the loss of legitimate short-term parking;
- d. Consider the effectiveness of the proposed enforcement of parking rules provided for the project.

A parking demand study should take into consideration the extent of the area's demand and the long-term vs. short-term parking availability. When projecting the parking demand, it is important to take into account that the increase in demand for parking increases parking rates. The proportion of short-term parking to long-term parking also affects whether or not an area can support destination visitors who do not rely on alternative modes of transportation. Because short-term spaces turn over as many as four to six times per day, they generally produce more parking options for visitors. Developments with parking requirements higher than what is provided could have an impact on the availability of on-street parking. This impact may reduce opportunities for guests of the residents, general service deliveries for quick loading and unloading, and the overall availability of metered parking for the general downtown use.

Downtown Tempe on-street parking meters are currently set up to require payment between the hours of 8am to 6pm daily, except on Sundays and Holidays. The result of needing a more convenient location for residents and their guests to park will increase demand for day and evening on-street parking.

Staff recommends the following items to be considered that would aide in reducing the parking demand include but are not limited to:

1. A portion of the required parking on-site in either above or below grade parking structure;
2. A dedicated source of parking in perpetuity;
3. At least one structure level of parking at the leased commercial lot adjacent to this site.
4. Unit/bed count ratio reduced to provide a higher vehicle per bed count;
5. A parking ratio for student housing and office component based on an official resource and standard;
6. Provide the project with a "shared car program" such as the Zip Car;
7. A secured area within the new student housing building for bicycle storage. Maximize the number of bicycle storage space;
8. An agreement with the University to utilize Fulton Center parking structure on non-event weekends for worship service and other related events.

Some of the above noted items have been addressed by the applicant when reviewing and considering the parking reduction parameters. Further consideration has been proposed by staff as identified in the conditions of approval in order to substantiate acceptance of the proposed amount of parking.

Arizona State University Parking/Student Housing

Based on information provided by the University Real Estate Development for ASU, the Tempe Campus has the potential of expanding its enrollment slightly with future development of the campus. The campus ratios will shift by increasing the graduate student ratio by 50% and reducing undergraduates by about 11%. Since ASU began reducing student parking (approx. early 2000), the University had approximately 23,000 parking spaces. Future projections of student parking expect to decrease to about 16,000 available spaces, with the anticipation of adding approximately 10,000 more beds on campus. As of October of 2007, ASU currently has 18,889 spaces available for students (data from Parking & Transit Services of ASU). The new ASU Vista del Sol student housing private development project (opening Fall 2008) as an example, located on the south side of Apache Boulevard, includes 1,866 new beds with exclusive parking at over 1 space per bed. Construction is underway that will increase on-campus housing to a total of 12,413 beds by the 2009 school year (currently 8,831 beds on campus). According to Parking & Transit Services of ASU, the Tempe Campus enrollment for 2007 is 51,481 students. The ASU Tempe campus provides approximately 36% of its student population with the availability of 18,889 parking spaces, including spaces provided for 8,831 on-campus beds. The University has the sole discretion over the amount of provided parking to students and recognizing that the City of Tempe does not have regulations for enforcement of parking requirements.

Conclusion

The request for a new worship center and 22-story building is a private development project that includes a high-rise apartment complex with the intension of providing housing for students. The site lies adjacent to the ASU campus and is part of the Downtown. This location has the most viable opportunities for alternate modes of transportation. Although the project is proposed for student housing, there is no assurance this property will remain under the current ownership and be continually utilized for such use. The analysis and justification provided by the applicant is based on this project providing student housing. The underlying rights of the property permit the use of general apartment housing or condominiums. The application has provided justification including reference to standards of parking models, to support a reduction in parking as noted in the attached parking study report. This project in addition to the provided parking will have the opportunity for on-campus decal parking for its students, reducing the potential parking demand. Although the height request is not in conformance with the Downtown Building Heights Concept Study, the project in context with the surrounding height guidelines for adjacent future development is consistent with this project. This development has made efforts to preserving and providing continuity of the existing historic structure. Therefore, staff is recommending approval, subject to the specific conditions applied to this request.

CONDITIONS OF APPROVAL:

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

1. The project shall provide on-site, a dedicated source of parking, consisting of at least one (1) level of parking that would provide at least fifty (50) parking spaces.
2. The development shall be limited to no more than the total amount of bedrooms provided in the plans (432 bedrooms).
3. The developer shall provide to the City verifiable evidence of all parking agreements, including a parking affidavit, to be kept on file with Development Services.
4. The project shall provide three (3) vehicles spaces adjacent to the site that are utilized for a "shared car program", providing general use on a per rental agreement of the vehicles available to residents.
5. The maximum building height, including all mechanical, screening devices and other structures on the building, shall be two hundred forty-four (244) feet.

6. Prior to the issuance of a building permit, a conservation easement shall be placed on the Old St. Mary's Catholic Church structure, subject to Historic Preservation staff review.
7. A building permit shall be obtained and substantial construction commenced on or before March 20, 2010 or the property shall revert to the underlying zoning designation, subject to a formal public hearing.
8. A Condominium Plat (Horizontal Regime) shall not consist of separating boundaries of individual units for the purpose of individual sales without an amendment to the Planned Area Development Overlay, including but not limited to review of parking.
9. If multiple owners, a continuing care condition, covenant and restriction shall be provided. The CC&R's shall be reviewed and in a form satisfactory to the Development Services Manager and City Attorney.
10. 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 Overlay approval shall be null and void.
11. The Planned Area Development Overlay 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.

HISTORY & FACTS:

February 2, 1960	The Board of Adjustment approved a parking variance for the Newman Center from 36 spaces to 26 spaces.
June 21, 1989	Design Review Board approved a new courtyard site plan and landscape plan for the Newman Center, subject to conditions.
January 20, 2000	The City Council approved the designation of the Old St. Mary's Church as a historic property.
January 12, 2006	The Historic Preservation Commission recommended approval of the expansion of the All Saints Catholic Newman Center with the condition that all glazing to be installed in the first phase.
February 7, 2006	The Redevelopment Review Commission approved ALL SAINTS CATHOLIC NEWMAN CENTER (RRC06001) for Development Plan approval of a new two-story social hall, day chapel, and sanctuary (34,936.83 s.f.) including building elevations, site plan and landscape plan and a Use Permit Development Standard to increase the maximum allowable height for a structure by 20%, from 50 feet to 60 feet, located at 230 East University Drive., located at 230 East University Drive.
February 10, 2006	Development Services Department approved the request for a shared parking model to allow 27 parking spaces on-site for All Saints Catholic Newman Center, for the addition of a new sanctuary and chapel, located at 230 East University Drive.
September 16, 2007	The applicant held a neighborhood meeting on Sunday at 1 pm at the All Saints

Newman Center facility.

- October 11, 2007 The Historic Preservation Commission recommended approval of the Planned Area Development Overlay request for ALL SAINTS NEWMAN CENTER STUDENT HOUSING related to preservation review of the historic Old St. Mary's Church.
- January 8, 2008 Development Review Commission continued the request for a Planned Area Development Overlay for ALL SAINTS NEWMAN CENTER STUDENT HOUSING (PL070404) for a mixed-use development consisting of a twenty-two (22) story building for student housing, worship hall and chapel within approximately 260,000 sq. ft. of building area located at 230 East University Drive to January 22, 2008.
- January 22, 2008 Development Review Commission continued the request for a Planned Area Development Overlay for ALL SAINTS NEWMAN CENTER STUDENT HOUSING (PL070404) to February 12, 2008.

ZONING AND DEVELOPMENT CODE REFERENCE:

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

ORDINANCE NO. 2007.85

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TEMPE,
ARIZONA, AMENDING THE CITY OF TEMPE ZONING MAP, PURSUANT TO
THE PROVISIONS OF ZONING AND DEVELOPMENT CODE PART 2,
CHAPTER 1, SECTION 2-106 AND 2-107, RELATING TO THE LOCATION
AND BOUNDARIES OF DISTRICTS.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, as follows:

Section 1. That the City of Tempe Zoning Map is hereby amended, pursuant to the provisions of Zoning and Development Code, Part 2, Chapter 1, Section 2-106 and 2-107, by removing the below described property from the CC, City Center District and designating it as CC(PAD), City Center District with a Planned Area Development Overlay on 0.86 acres.

LEGAL DESCRIPTION

See Attached Legal Description

TOTAL AREA IS 0.86 GROSS ACRES.

Section 2. Further, those conditions of approval imposed by the City Council as part of Case PAD07027 are hereby expressly incorporated into and adopted as part of this ordinance by this reference.

Section 3. Pursuant to City Charter, Section 2.12, ordinances are effective thirty (30) days after adoption.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, this _____ day of _____, 2008.

Mayor

ATTEST:

City Clerk

APPROVED AS TO FORM:

City Attorney

Legal Description

Parcel 1

The east 30 feet of Lot 17 and all Lots 18, 19, and 20, Block 13 Town of Tempe, also the north 16 feet of 8th street lying adjacent on the south side of above described lots according to the plat in book 2 of maps, page 26, Maricopa County, Arizona.

Parcel 2

Parcel No. 1: The west 10 feet of Lot seventeen (17), and Lot Sixteen (16), except the west 3 feet, block thirteen (13), Tempe, in the City of Tempe, according to the plat in book 2 of maps, page 26. Parcel No. 2: that portion of 8th street now vacated and abandoned by the City of Tempe adjoining portions of Lots 16 and 17, Block 13, City of Tempe West, according to the plat of record in the office of the county recorder in book 2 of maps, page 26 described as follows:

Beginning at a point on the south line of said Lot 16 which is 3 feet east of the southwest corner thereof and running thence east, along the south line of said Lots 16 and Seventeen, a distance of 47 feet to a point which is 10 feet east of the southwest corner of said Lot 17; thence south, on a line parallel to the west line of said Lot 17, a distance of 16 feet to the north line of 8th street as it now exists; thence westerly, along the north line of 8th street as it now exists, a distance of 47 feet to a point in a line which is 3 feet east of and parallel to the west line of said Lot 16; thence north along said parallel line, a distance of 16 feet to the point of beginning.

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. **PL070404** 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
_____ 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(s) 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 _____, 2008.

(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 _____, 2008, by

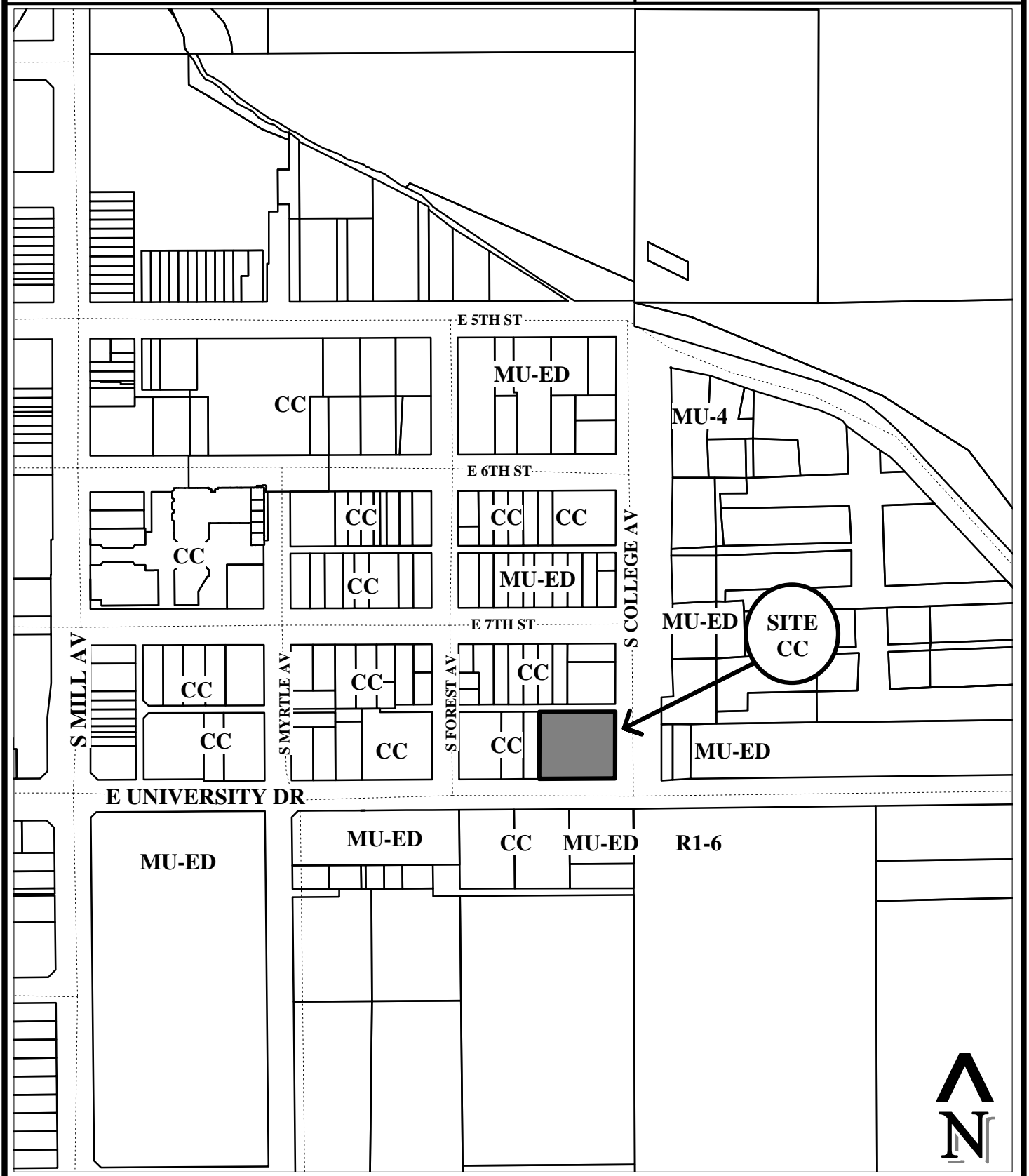
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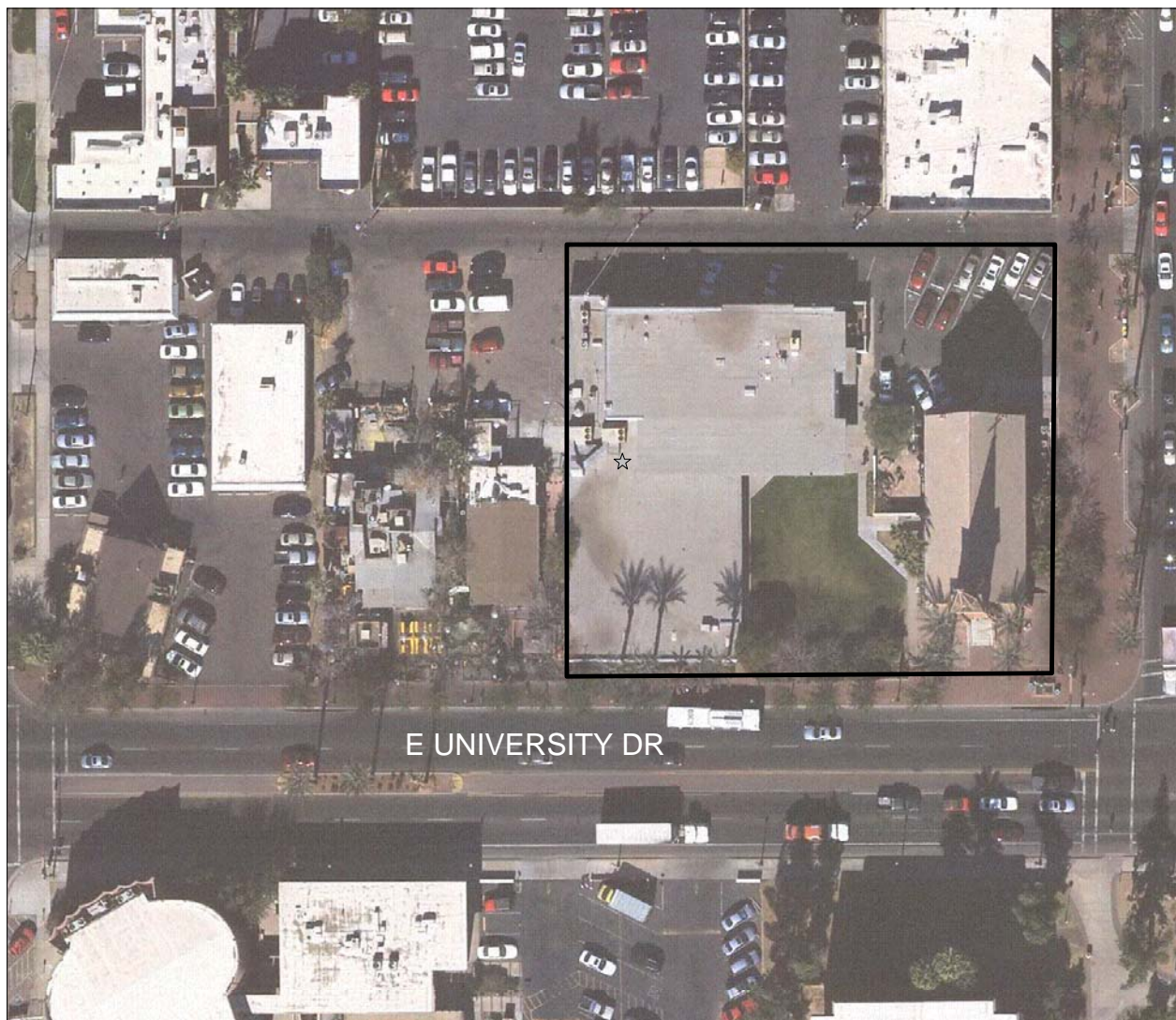
(Signature of Notary)

(Notary Stamp)

ALL SAINTS NEWMAN CENTER STUDENT HOUSING

PL070404





ALL SAINTS STUDENT COMMUNITY (PL070404)





DOMVS

COMMUNITIES IN FAITH

8 October 2007

Development Review Commission
City of Tempe, Development Services
PO Box 5002
31 East Fifth Street
Tempe, AZ 85280

RE: LETTER OF EXPLANATION
Planned Area Development Overlay for
230 East University Drive, Tempe, Arizona 85281
All Saints Catholic Newman Center at ASU
The Roman Catholic Church of the Diocese of Phoenix

INTRODUCTION

Together, St. Mary's Church and the All Saints Catholic Newman Center at ASU have given Tempe a vibrant sense of community for over 75 years. We have witnessed the evolution of the City and university and have been an essential ingredient in their growth, place making and cultural heritage. With the proposed concentrated high-quality mixed-use development it is our intent to enhance the image and identity of the core city while preserving our historic connection to a place we've worshiped for 100 years. We want to continue to enhance the lives of our visitors and provide a residential option that is becoming a new national paradigm for not only Catholic but all students at universities across the country. Our project is embedded in the community it serves—it defines it and gives it life.

We are proposing a project that respects our cherished historic church, an icon in downtown Tempe, by maintaining views along prominent corridors and preserving open space while at the same time enhancing our community's lifespan so that it may flourish into the next century. We are promoting street-level activity, continuing diverse spiritual opportunities in the urban core and building a superior quality of life for our future residents. To accomplish this, we will need to promote Tempe and ASU's expanding sustainable multi-modal transportation access: the new Light Rail lines, bus services, Flexcar, and, of course, bicycle-friendly and walk-able city features all at our front door. Because of our ideal location, we feel we are in the unique position to differentiate ourselves from other communities while at the same time achieving the diverse continuity of uses and interactions that have existed on our site for over a century.

THE PROJECT

Located in the heart of downtown Tempe, Arizona across University Street from the main campus of Arizona State University, the site is extremely well situated, visible and attractive. The small site currently houses a historic Catholic church—one of the oldest in the valley—and the thriving All Saints Catholic Newman Center which serves one of the largest Catholic student populations in the country. A new development that contains a student housing project, campus ministry offices and a new church will reinforce the already strong presence the Church has in the area. In the words of the Director, Fr. Fred Lucci: *"Together, we have the ultimate opportunity to live our mission – to provide a home where students and members of the university community can strengthen their faith, develop their gifts and grow into passionate faithful catholic leaders."* By addressing the housing needs of a growing campus restricted on space, our slender, elegant residential tower will offer a welcome alternative to traditional on-campus housing in a location that is currently spurring premium quality high-rise condo developments.

Site

The All Saints site is located on three-quarter acres in the center of the City of Tempe. The mixed-use site will house a 100-year old historic church as well as a new church and campus ministry spaces that replace the existing ones. The

major new addition will be a 550-bed student housing project. This necessitates a vertical solution in excess of 20 stories in addition to overlapping uses in an innovative design. However, the potential to create a new signature tower at the terminus of the pedestrian campus mall just across the street from the ASU Foundation offices will signal a new presence for the Church, while the central location offers immediate proximity to both the campus and downtown thereby offering an ideal location for students to live, worship, study and shop. The tower has been set back from University Street almost entirely behind the northern façade of the Old Historic Church to which it serves as a backdrop. A new chapel is planned along University Street that compliments the Old Church but is different in both form and materials.

Modification Required: *No modifications in the current zoning of the site are required based on use. A request of the Historic Preservation Commission and City to replace the 75' height limitation for the site in favor of the 240' proposed is required.*

Program

The All Saints Catholic Newman Center recently completed a capital campaign to build a new Church and adoration chapel plus update their ministry space. With the addition of the student housing component, the ministry has the opportunity to occupy the first three floors of the housing tower and anchor the community with its presence.

A preliminary program includes the following:

- Student Housing: A 550-bed apartment-style residences for Catholic and all students in a variety of room configurations with amenities competitive with other campus housing.
- Catholic Center: A place where Campus Ministry can operate in 20,000 square feet of space and remain a visible and vital part of campus and neighborhood life with full office functions and 200-seat social hall.
- Chapel: A new worship area for 600 parishioners that becomes home to the campus and neighborhood for worship, congregation and the celebration of Mass.
- Adoration Chapel: A small contemplative place for adoration of the sacraments and a quiet retreat for reflection and introspection.
- An outdoor open space for worship, gathering and visiting will be maintained in the program.

Modification Required: *A Planned Area Development will harmoniously allow the intricate weave of program uses to be fulfilled on the site in a manner that performs to the benefit of the community yet preserves open space. These symbiotic uses could not be accommodated within traditional zoning regulations nor attained in absence of their tight nexus to each other.*

Residential Life Parking

As outlined in the attached letter, ASU Residential Life recognizes this facility as an affiliate relationship and ASU Parking Services recognizes the residents thereof as part of the University and afford them the same opportunity as other residential students to access parking on the Tempe Campus. Therefore as part of our anticipated PAD application, we will ask for a complete waiver of on-site parking requirements for this facility consistent with our affiliated neighbor. We believe this aligns our project with ASU's transition to an urban campus and the investments being made by the City of Tempe that will encourage the use of multi-modal transportation. In addition, this will encourage the use of amenities in the immediate vicinity, add to the vitality of the City's street life and have a positive economic impact on downtown Tempe.

Modification required: *We are requesting a waiver of 400 residential parking spaces for ASU students who will be afforded the opportunity to access campus parking.*

Campus Ministry Parking

Based on existing and contemplated shared uses by the All Saints Catholic Campus Ministry and St. Mary's Church, we have calculated the current parking requirements for our project to be approximately 70 parking spaces. These same uses presently exist on the site with 30 parking spaces provided. Consistent with the belief that if parking is mandated, thereby making it convenient to drive and park, people will choose to drive rather than seek alternative forms of transportation. With the investment in multi-modal transportation by the City, we feel that our project could exist without parking and therefore will request a complete waiver of the requirement. As a practical matter, we are pursuing arrangements with landowners in the vicinity that could allow the Campus Ministry to lease the required number of spaces until a complete transition to alternative forms of transportation is achieved. However, we would like to avoid providing 70 spaces indefinitely (or 30 if grandfathering current conditions) as cities across the nation abolish

minimum parking requirements to strengthen their urban core. We applaud Tempe's move toward multi-modal transportation systems and encourage you to make similarly bold moves with parking.

Modification Required: *We are requesting a waiver of 70 parking spaces for shared users of the Catholic Campus Ministry and St. Mary's Church.*

Environmental

We endeavor to make this a LEED certifiable facility consistent with ASU's commitment to sustainable building standards. Through the preservation of a historic structure, maximum utilization of an urban infill site and consistent attention to methods, materials and finishes, we are well on our way to meeting our goal. However, at this preliminary stage, we are unable to commit to a specific LEED standard.

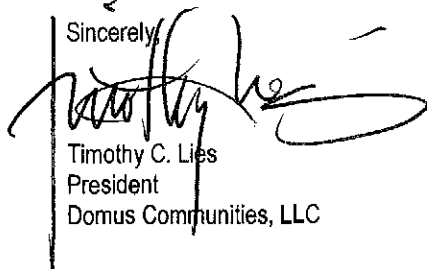
Modification required: *No change or request.*

CONCLUSION

We appreciate your thoughtful consideration of our request. All Saints Catholic Campus Ministry has been a downtown institution for 75 years and St. Mary's Church an icon in the valley for over 100 years and both look forward to proudly serving our community for another 100 years. We acknowledge that the requests we have asked for are bold but our mission is bold. We are embarking on a new paradigm for Catholic and all students by creating a residential community where they can feel at home. We are even more excited because we are bringing that idea to ASU, the New American University and bringing our residents in touch with Tempe.

Thank you for considering our explanation and requests.

Sincerely,



Timothy C. Lies
President
Domus Communities, LLC





January 30, 2008

Development Review Commission
City of Tempe, Development Services
PO Box 5002
31 East Fifth Street
Tempe, AZ 85280

RE: LETTER OF EXPLANATION
Planned Area Development Overlay for
230 East University Drive, Tempe, Arizona 85281
All Saints Catholic Newman Center at ASU
The Roman Catholic Church of the Diocese of Phoenix

INTRODUCTION

Old St. Mary's Church and the All Saints Catholic Newman Center at ASU have given Tempe a vibrant sense of community for over 75 years. We have witnessed the evolution of the City and University and we have been an essential ingredient in their growth, place making and cultural heritage. Our proposed high-quality mixed-use, student-based, faith-based development is intended to enhance the image and identity of the core city while preserving our historic connection to a place in which we've worshiped for 100 years. We want to continue to enhance the lives of our community members and provide a residential option that is becoming a new national paradigm for not only Catholic students but for all students at universities across the country. Our project is truly embedded in the community it serves—it defines it and gives it life.



We are proposing a project that respects our cherished historic church, an icon in downtown Tempe, by maintaining views along prominent corridors and preserving open space while at the same time enhancing our community's lifespan so that it may flourish into the next century. We are promoting street-level activity, continuing diverse spiritual opportunities in the urban core and building a superior quality of life for future students. The site works well because of its close proximity to ASU's expanding sustainable multi-modal transportation access: the new Light Rail lines, bus services, Zipcar (formerly Flexcar), and, of course, bicycle-friendly and walkable city features all at our front door. Because of our ideal location and innovative concept, we feel we are in the unique position to differentiate ourselves from other communities while at the same time achieving the diverse continuity of uses and interactions that have existed on our site for over a century.

THE PROJECT

Located in the heart of downtown Tempe, Arizona, immediately across University Drive from the main campus of Arizona State University, the site is extremely well situated, visible and attractive. The small site currently houses an historic Catholic church—one of the oldest in the valley—and the thriving All Saints Catholic Newman Center, which serves one of the largest Catholic student populations in the country. A new development that will contain a student housing project, campus ministry offices and a new church will reinforce the already strong presence the Church has in the area. *Together, we have the ultimate opportunity to live our mission – to provide a home where students and members of the university community can strengthen their faith, develop their gifts and grow into passionate faithful Catholic leaders.* By addressing the housing needs of a growing campus restricted on space, our slender, elegant residential tower will offer a welcome alternative to traditional on-campus housing. The design of the new building respects the historic church, which will remain as it has for over 100 years.

Site

The All Saints site is located on three-quarter acres in the center of the City of Tempe. The mixed-use site will house a 100-year old historic church as well as a new chapel and campus ministry space that will replace the existing Newman Center Chapel and Church offices. Again, the historic Old St. Mary's Church will be preserved in place. The major new addition will be a 432 bedroom student housing project. The project provides an opportunity to create a new signature tower at the terminus of the pedestrian campus mall just across the street from the ASU Foundation offices. The location offers immediate proximity to both the campus and downtown thereby offering an ideal location for students to live, worship, study and shop. The tower has been set back from University Drive serving as a backdrop almost entirely behind the northern façade of the Old Historic Church. A new chapel is planned along University Drive that complements the Old Church but is different in both form and materials.

In the larger context of the Mill Avenue District, the additional height requested is an essential ingredient in urban mixed-use growth in concert with the desires of ASU to provide on-campus housing and the desires of both ASU and the City of Tempe to reduce automobile traffic by providing residences in downtown Tempe. The proposed development plan preserves view corridors of our beloved historic church while adding to the urban context through open space and architectural interest. Our vibrant pedestrian realm is punctuated by a slender elegant tower that contributes to a dynamic skyline. The eclectic mix of old, new, historic and modern will create a place within a place that is a destination and home to our community and residents. Squarely embedded in the development of the New American University as it co-mingles campus and community, our project promotes symbiotic development at the campus edge. Together, we offer to the other what could not be offered alone—a sacred place to call home within a secular institution of higher learning.

The tallest building in the project is set back from University Drive and is proposed as a 241 foot building on a block that has been designated as "Urban Center" in the Community Design Principles with a suggested maximum allowable height of 300 feet. The Old St. Mary's site, because of its historic significance, was not forecasted for redevelopment and accordingly, the map did not forecast this lone piece of property as 300 feet. The Historic Preservation Commission reviewed the proposed design and recommend approval of the PAD, or, specifically, they found that the proposed Chapel and student housing would not negatively impact the historic Old St. Mary's Church. The Church has volunteered to the planning staff that we would place a historic easement on the Old St. Mary's Church building. We will promote preservation by accentuating our cherished historic asset, enhancing its connection to the surrounding neighbors by inviting interaction and celebrate our unique diversity within our academic context.

Program

The All Saints Catholic Newman Center recently completed a capital campaign to build a new main chapel and adoration chapel plus update its ministry space. With the addition of the student-housing component, the organization has the opportunity to occupy the first three floors of the housing tower and anchor the community with its presence while serving its residents.

A preliminary program includes the following:

- Catholic Student Center: A place where campus ministry can operate in 20,000 square feet of space and remain a visible and vital part of campus and neighborhood life with full office functions and 200-seat social hall.
- Chapel: A new worship area for 600 parishioners that becomes home to the campus and neighborhood for worship, fellowship and the celebration of Mass.

- Adoration Chapel: A small contemplative place for Eucharistic adoration and prayer and a quiet retreat for reflection and introspection.
- Student Housing: 432 bedrooms in an apartment-style residence for Catholic and non-Catholic students with amenities competitive with other campus housing.

An outdoor open courtyard for worship, gathering and visiting will be maintained in the program.

Parking

The parking for the project is divided into three categories: worship related parking; church office space parking; and student resident parking. Each of these needs is fully met in the proposed project concept.

Worship Related Parking

For several years, the Church has utilized on-street parking and University related parking, which is largely unused during its busiest period – Sunday masses. This will continue and, as is demonstrated in the attached letter regarding the Foundation parking structure, the Newman Center has an agreement with Arizona State University that provides for decal and paid parking during the regular work week and free parking on non-event weekends. The arrangement has and will more than meet the parking demand for weekends.

Office and Residential Life Parking

Consistent with the belief that if parking is mandated, thereby making it convenient to drive and park, people will choose to drive rather than seek alternative forms of transportation. We believe that the ASU students who will reside on our property, surrounded by the ASU campus and very convenient rail and bus service, will have very limited need for automobiles. The absence of parking spaces will attract only those students who do not wish to have a vehicle. We believe that of the approximately 60,000 ASU students – approximately 12,000 of whom identify themselves as Roman Catholic – we will find students who will welcome residency at All Saints Catholic Newman Center without the need for an automobile. It is important to recognize that these students will be part of the student population – they will not increase the number of students on the ASU campus. In fact, the presence of these students residing on campus will reduce the amount of commuting traffic on the ASU campus and within the heart of the City of Tempe.

The student resident parking has been calculated using the Urban Land Institute (ULI) model. This model is designed for situations such as the Newman Center (student housing in a central business district). The Tempe Zoning and Development Code does not provide a required parking calculation for student parking, perhaps wisely as a

student housing project even ½ mile away would reasonably be treated very differently. The ULI model provides a preliminary parking demand of 0.75 parking spaces per dwelling unit. All Saints Catholic Newman Center residential units are exclusively for Arizona State University students. For the proposed All Saints Catholic Newman Center development of 180 units, a parking demand of 0.75 parking spaces per room would require 135 parking spaces. Recognizing the unique aspects of the proposed development for ASU students immediately adjacent to the ASU campus, a further reduction from the ULI suggestion is appropriate. The City of Tempe utilizes Transportation Overlay District (TOD) development standards that allow and encourage a reduced parking requirement for proposed projects in the vicinity of the Valley Metro Light Rail. Recognizing that the All Saints Catholic Newman Center is located within the ASU campus and will serve ASU students, a greater reduction in parking than that provided by TOD standards is appropriate.

Alternatively, the Institute of Traffic Engineers (ITE) publication, *Parking Generation*, includes information regarding the parking demand for various land uses. ITE data includes the category of universities in urban areas and suggests a parking demand of 0.17 parking spaces per student. For the proposed All Saints Catholic Newman Center development of 550 students, a parking demand of 0.17 parking spaces per student would require 94 parking spaces. We have no doubt that this calculation will be appropriate for the Newman Center in coming years once light rail is operational, but we will provide additional parking knowing that the community will take some time to adjust to new parking use models. It should be noted that light rail is anticipated to be fully operational prior to the completion of construction on this project. Considering that the ITE standard is specifically applicable to university students, 94 parking spaces for the residential component of the All Saints Catholic Newman Center development is the appropriate requirement. The proposed project will provide 122 parking spaces for the student housing portion of the project and 147 spaces for the total project.

The residential component of the renovated All Saints Catholic Newman Center will provide housing exclusively for individuals affiliated with ASU (students and visiting faculty). Should the ASU students who reside at the All Saints Catholic Newman Center wish to utilize private automobiles, they will possess the same opportunity to purchase parking passes available to all ASU students, and thereby park their vehicles in ASU parking areas and structures and be subject to the ASU requirements and responsibilities for parking privileges.

The parking for the student housing will be provided in a lot adjacent to the All Saints Catholic Newman Center and the University Towers parking structure located at 6th Street and College Avenue. In addition to the parking that the Newman Center will provide, ASU Parking Services recognizes the residents thereof as part of the University, which affords them the same opportunity as other residential students to access parking on the Tempe Campus. Under the provision of the lease, no student will be allowed to have a vehicle until he or she can demonstrate that he or she has secured parking for the year.

Church Office Related Parking

The office component of the renovated All Saints Catholic Newman Center will comprise 5,265 square feet. The City of Tempe Zoning and Development Code, Chapter 6 Parking, requires 1 parking space per 300 square feet of office. Therefore, the office will require 18 parking spaces. These parking spaces will be utilized by employees of the church and by visitors to the church offices.

Environmental

We endeavor to make this a LEED certifiable facility consistent with ASU's commitment to sustainable building standards. Through the preservation of a historic structure, maximum utilization of an urban infill site and consistent attention to methods, materials and finishes, we are well on our way to meeting our goal. Given our accessibility to campus and downtown, bikes and walking will be the primary mode of transportation for our residents. Given the close and convenient access to transit systems for our residents, these non-automobile transportation modes will be the primary mode of travel for destinations beyond ASU and downtown Tempe.

Conclusion

We appreciate your thoughtful consideration of our request. All Saints Catholic Newman Center has been a downtown institution for 75 years and Old St. Mary's Church an icon in the valley for over 100 years and both look forward to proudly serving our community over the next 100 years.

Thank you for considering our explanation and requests.

Sincerely,



Rev. Fred Lucci, O.P.
Director and Pastor



All Saints Catholic Newman Center Tempe, Arizona

Revised Mobility, Accessibility, and Parking Analysis

January 2008

Prepared for:

ALL SAINTS CATHOLIC NEWMAN CENTER

For Submittal to:

CITY OF TEMPE

M-M Project Number: 8674.001

Prepared by: Paul E. Basha, P.E., P.T.O.E.
Jessamine I. Cabuhat



80 E. Rio Salado Parkway, Suite 201
Tempe, Arizona 85281
Phone (480) 517-5800
Fax (480) 517-5801

Table of Contents

Executive Summary	1
Introduction	2
Scope of Study.....	3
Streetscape Improvements	3
Available Transportation Modes	7
Required Parking	15
Provided Parking.....	17
Conclusion and Recommendation	19

List of Figures

Figure 1: Proposed Site Plan	2
Figure 2: Aerial Photograph of Site Vicinity	3
Figure 3: Relevant Portion of the Tempe Bikeway Map.....	4
Figure 4: Pedestrian Accessibility	6
Figure 5: Available Alternative Transportation Modes	7
Figure 6: Orbit System Map	9
Figure 7: Valley Metro Bus Routes	13
Figure 8: Metro Light Rail System Map.....	14
Figure 9: Parking Availability near the Site	18

List of Tables

Table 1: Suggested Parking.....	17
Table 2: Provided Total Parking.....	18

List of Appendices

Pertinent excerpts from ULI “Shared Parking”	A
Pertinent excerpts from ITE “Parking Generation”	B
Letter from Owner of parking area immediately north of Site	C
Letter from Arizona State University – parking area at University Towers.....	D

Executive Summary

Introduction

All Saints Catholic Newman Center is proposing to provide a concentrated high-quality religious and residential campus at the Old St. Mary's Church and All Saints Catholic Newman Center site immediately adjacent to the Arizona State University (ASU) campus in Tempe, Arizona. Morrison-Maierle, Inc. has been selected to prepare a Mobility, Accessibility, and Parking Analysis for this proposed development in accordance with the requests of the City of Tempe.

Conclusion and Recommendation

The propensity of non-automobile transport service in the immediate vicinity of the site suggests that the use of automobiles will be significantly diminished and therefore reduce the All Saints Catholic Newman Center need for parking. The addition of housing immediately adjacent to campus for 550 students with minimal need for automobile travel will decrease the number of vehicles traveling to, from, and throughout the ASU campus. Therefore street congestion in the immediate vicinity of the site will be reduced by the proposed development.

The users of the proposed All Saints Catholic Newman Center are anticipated to generate a demand for 119 parking spaces.

The proposed All Saints Catholic Newman Center will provide 147 parking spaces in two (2) parking areas. One parking area is immediately adjacent to the site and the other is one-quarter mile north of the site.

Introduction

All Saints Catholic Newman Center is proposing to provide a concentrated high-quality religious and residential campus at the Old St. Mary's Church and All Saints Catholic Newman Center site immediately adjacent to the ASU campus in Tempe, Arizona.

The All Saints site is located on three-quarters of an acre in the center of the City of Tempe. The 100-year old historic church will remain and be incorporated into the mixed-use site. New church buildings will be constructed to supplement the existing church facilities. Campus ministry offices will be constructed that will replace the existing offices. A student housing building that will accommodate 550 students will also be incorporated into the new site. **Figure 1** presents the proposed site plan for the project.

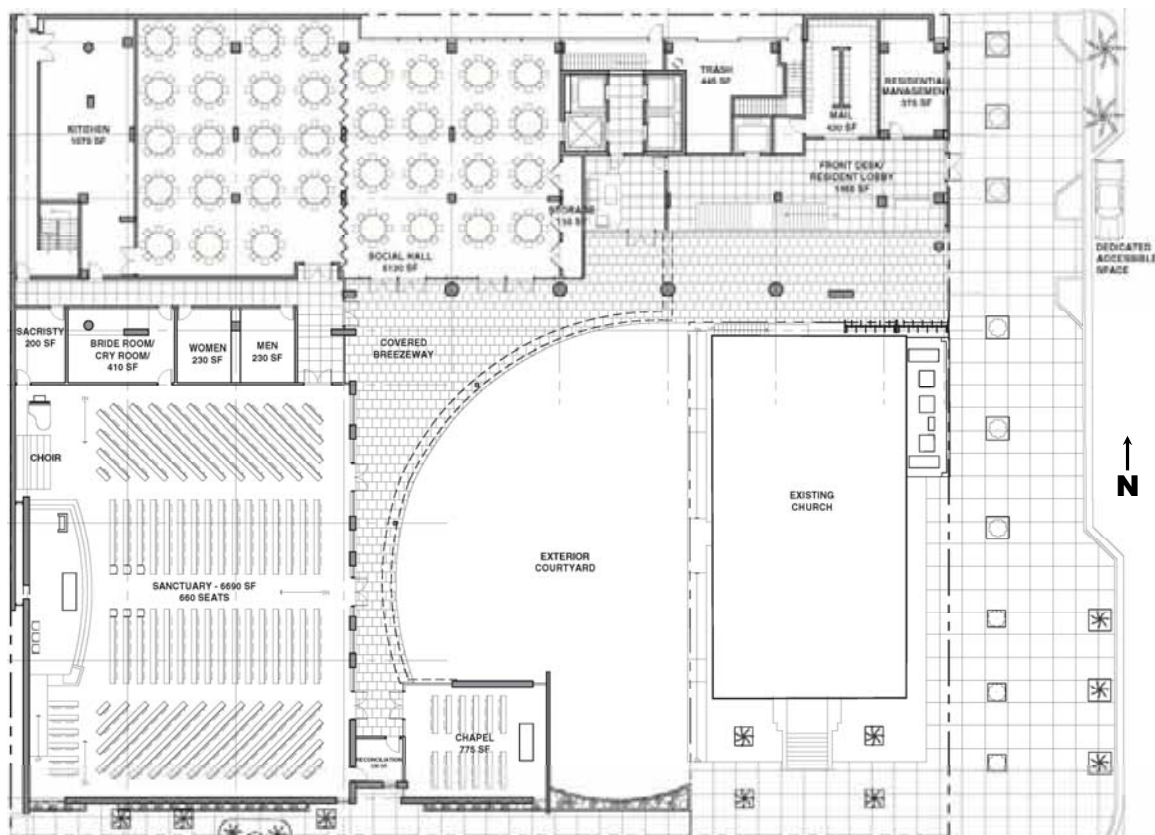


Figure 1: Proposed Site Plan

The project will promote pedestrian-oriented street-level activity that will utilize the variety of transportation modes available in the vicinity, including the new light rail line, Valley Metro bus routes, Tempe Orbit bus routes, Zipcar, bicycle facilities, and pedestrian facilities. These multi-modal transportation characteristics and the site location in close proximity to Arizona State University and the Tempe central business district provide the basis for anticipating minimal parking needs for both the residential and church portions of the development.

Scope of Study

There are three purposes for this Mobility, Accessibility, and Parking Analysis, as listed below:

- ❖ Investigate the available transportation modes in the vicinity of the project and the mobility of the potential residents of the religious community.
- ❖ Determine whether the available transportation modes in the area would sufficiently decrease the need for automobile transport by the residents.
- ❖ Determine the anticipated parking need of the development, based on its special characteristics.

Streetscape Improvements

Tempe in Motion (TIM) provides bus, bicycle, and pedestrian facilities; and encourages non-automobile transport in Tempe. Since the passage of Tempe's 1996 transit sales tax, the city has added late evening and weekend bus and dial-a-ride service, added bus routes, created an alternatively-fueled fleet, participated in regional light rail planning and construction, added bikeways, and implemented neighborhood pedestrian facilities.

Figure 2 presents an aerial photograph of the vicinity of the project site, located at the northwest corner of the intersection of College Avenue and University Drive. Its central location in Downtown Tempe provides an ideal setting for walking and cycling to all points within the ASU campus, as well as various interest and activity sites in the area.



Figure 2: Aerial Photograph of Site Vicinity

Tempe Bikeway System

Tempe is a designated Bicycle Friendly Community with 165 miles of bikeways. It has artist-designed bike racks, scenic paths, and convenient bike parking.

A map of the bikeway facilities in the vicinity of the site is provided in **Figure 3** below.

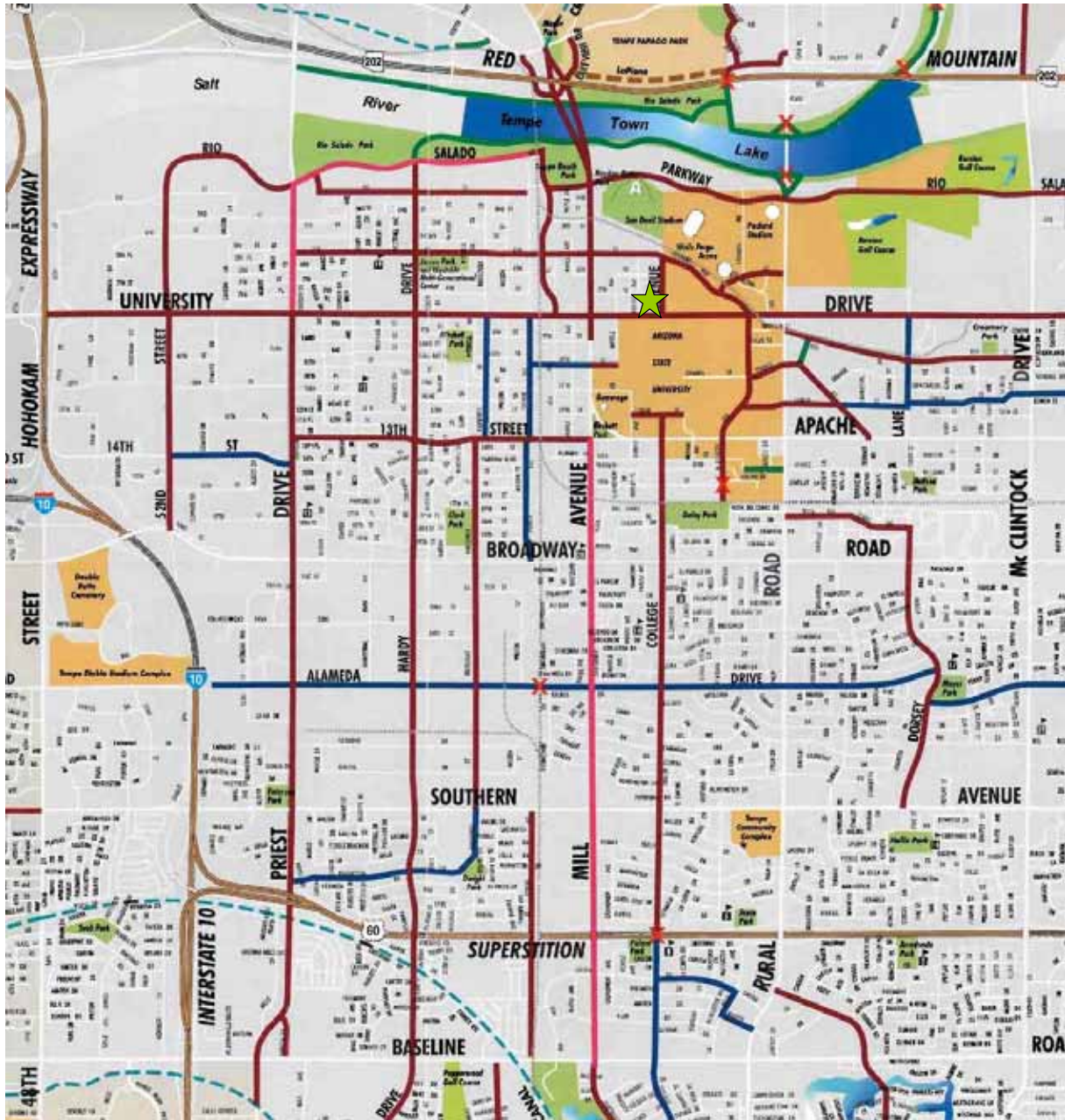


Figure 3: Relevant Portion of the Tempe Bikeway Map

The system includes four levels of bicycle-friendly paths, as follows:

- **Bicycle Lane (■)** – A portion of a roadway designated for preferential or exclusive use of bicycles and defined by pavement markings, curbs, signs or other traffic-control devices. Bicycle lanes are a minimum of four feet wide.
- **Bicycle Route (■)** – A segment of a system of bikeways designated by sign only and typically on residential streets.
- **Multi-Use Path (■)** – A paved facility physically separated from the roadway and motorized traffic designated for non-motorized, mixed use. Multi-use paths are a minimum of 10 feet wide.
- **Wide Outside Curb Lane (■)** – A portion of roadway which has been designated for shared use by bicycles and motorized traffic, characterized by a curb lane which is of such width that bicycle and motorized traffic can be accommodated in the same lane (may or may not have an edge stripe).

Bicycle lanes exist in the site vicinity on Veteran's Way, 5th Street, College Avenue, and University Drive. The system provides safe and convenient transportation for future All Saints Catholic Newman Center residents to travel throughout the ASU campus.

All Saints Catholic Newman Center will provide one bicycle parking space for each room, in addition to a planned bicycle parking area at the basement of the Old St. Mary's Church. The combined spaces will provide a total of approximately 200 bicycle parking slots.

Scheduled to open in spring 2008, the Tempe Bike Station, which will be part of the Tempe Transportation Center to be located at the intersection of 5th Street and Forest Avenue, will provide long and short term bicycle parking with a variety of service amenities. Approximately 2,000 square feet of the Transportation Center will be dedicated for bike parking and related services. The site of the Tempe Transportation Center is located seven (7) minutes walking distance, or one-third mile, from the Old St. Mary's Church and All Saints Catholic Newman Center religious community.

Walking

Pedestrian facility improvements by the City of Tempe and the ideal location of the site provide very suitable walking conditions within the ASU campus. Rural Road, Apache Boulevard, and Mill Avenue each are within a 15-minute walking distance from the site, as illustrated in **Figure 4** below. Each point on the solid cyan line represents the distance a person walking at four (4) feet-per-second will travel fifteen minutes after leaving the site. The pink dashed line encloses buildings belonging to the ASU campus. Based on **Figure 4**, all of the ASU academic buildings are accessible from the site by walking.

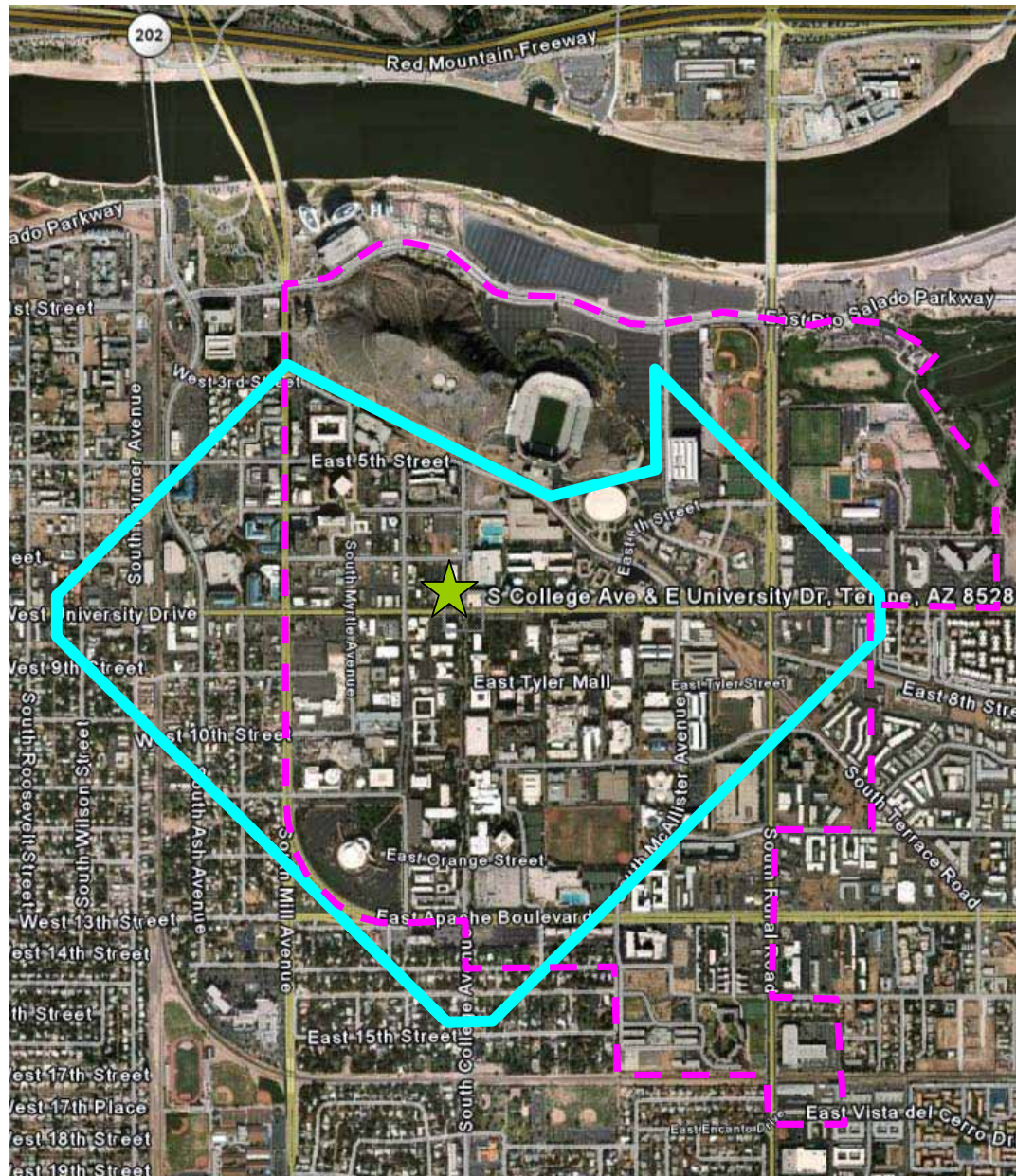


Figure 4: Pedestrian Accessibility

Available Transportation Modes

The vicinity map provided as **Figure 5** below illustrates the alternative transportation modes available in the area. These include: three (3) Orbit bus routes, 11 Valley Metro bus routes, the local Tempe FLASH route, the Valley Metro light rail, and Zipcar car rental.



Figure 5: Available Alternative Transportation Modes

Orbit Bus

Orbit is a free transportation system that uses mini-buses to connect residential areas to local destinations such as shopping areas, other neighborhoods, schools, community centers, and major bus routes. The hours of operation are 6:00 AM to 10:00 PM, seven (7) days a week with 15-minute headways.

A map of Orbit bus routes is provided as **Figure 6**. Mercury travels between downtown Tempe and the Escalante Center via 8th Street / Hayden Lane / Lemon Street. Venus circulates in a clockwise and counterclockwise direction between downtown Tempe and Broadway Road / Beck Avenue via Fifth Street / Roosevelt Street / Farmer Avenue. Earth connects downtown Tempe with Tempe Marketplace through north Tempe neighborhoods, including the north Tempe Multi-Generational Center area. Mars serves neighborhoods between Broadway Road and the US 60 from McClintock Drive to the east city border. Jupiter (opening 15 January 2008) will connect neighborhoods between Apache Boulevard and the US 60 from Mill Avenue to McClintock Drive. Recognizing that the Orbit system is intended to connect residential areas to high-frequency destinations including grocery stores, connection is expected between the proposed All Saints Catholic Newman Center and the Whole Foods Market at the northwest corner of Ash Avenue and University Drive – planned to open in 2009.

Metro Bus

Valley Metro is the public bus agency that provides service to the majority of the cities in the greater Phoenix area, operating throughout the Valley with stops on all four ASU campuses and Sky Harbor International Airport. All ASU students, faculty and staff are eligible to receive the ASU U-Pass, an annual bus pass that grants free, unlimited access to all Valley Metro routes.

Eleven (11) Valley Metro bus routes and one (1) FLASH (Tempe's free local area shuttle serving ASU and downtown Tempe) route have stops along College Avenue near the site. They connect the immediate vicinity of the site to the remainder of the ASU campus, and directly transport passengers to Scottsdale and Paradise Valley to the north, Mesa to the east, Chandler to the south, and Phoenix to the west.

Some of the major destinations that are accessible through these routes are Scottsdale Community College, ASU Research Park, South Mountain Community College, Mesa Senior Center, Mesa Multi-Generational Center, Ikea, Scottsdale Fashion Square, Arizona Mills Mall, Paradise Valley Mall, Chandler Fashion Center, Tempe Marketplace, and Superstition Springs Center.

These bus routes also connect the area to grocery stores, including Fry's, Safeway, and CVS Pharmacy to the south on Rural Road, and Food City to the north, on Scottsdale Road.

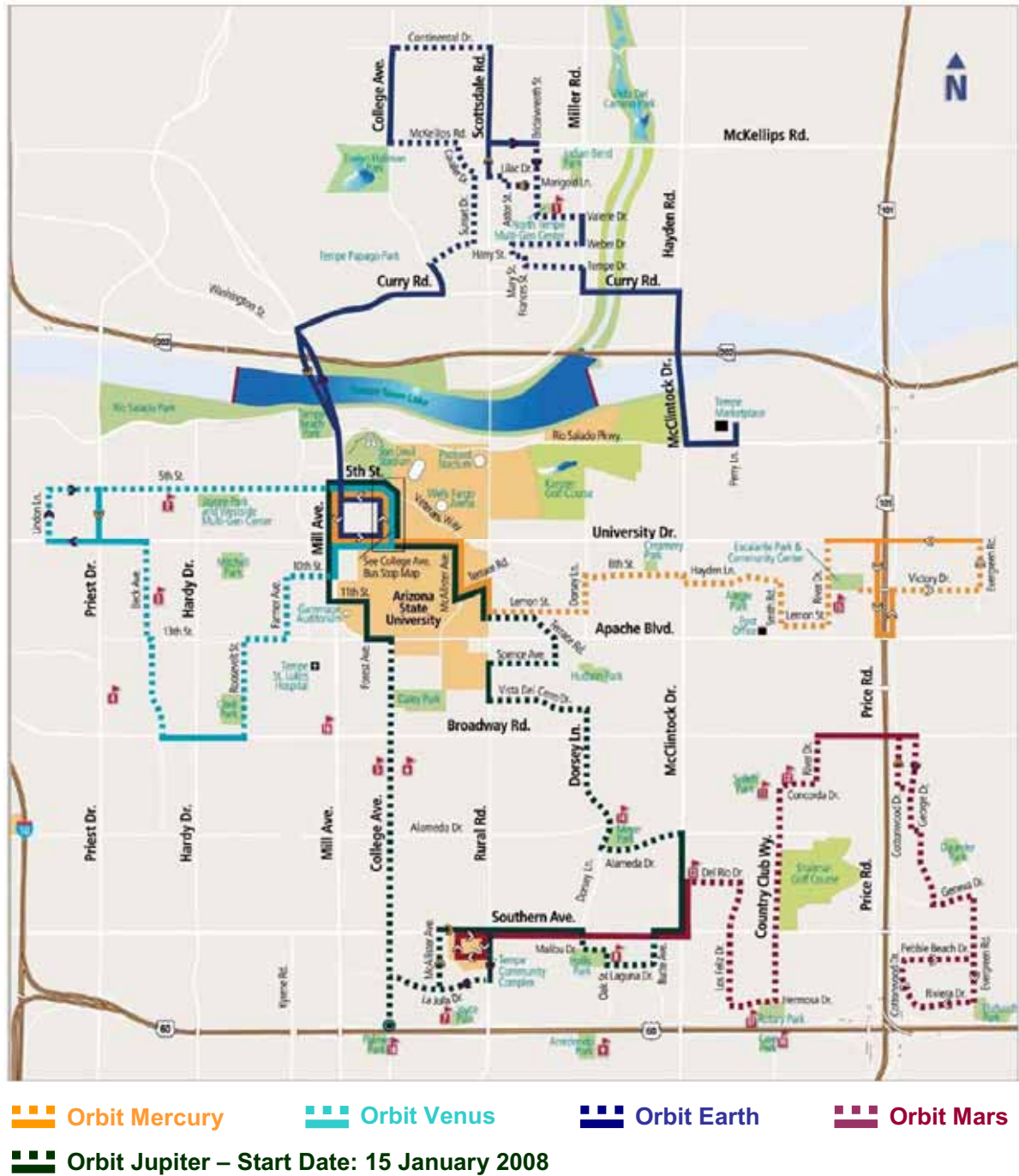


Figure 6: Orbit System Map

From Mondays through Fridays, five (5) of the Valley Metro bus routes leave College Avenue every 30 minutes, and six (6) leave every 15 minutes on peak periods and every 30 minutes on off-peak periods. On Saturdays, eight (8) of the routes leave College Avenue every 30 minutes, one (1) leaves every 45 minutes, and two (2) leave every hour. On Sundays, six (6) of the routes leave College Avenue every 30 minutes, one (1) leaves every 45 minutes, and four (4) leave every hour. Bus service along College Avenue begins between 4:20 AM and 6:09 AM on weekdays and between 4:45 AM and 7:40 AM on weekends. Bus service ends between 8:38 PM and 1:20 AM on weekdays, and 6:38 PM and 1:20 AM on weekends.

The following list describes each bus route path in the site vicinity, and the approximate departure time from College Avenue (unless otherwise indicated).

- **[1] Washington/ Jefferson/ ASU.** 27th Avenue at Jefferson, 19th Avenue at Jefferson, Central at Van Buren, 24th Street at Jefferson, 44th Street at Washington, College at Veteran's Way.
Eastbound: (M-F) every 30 minutes from 5:30 AM to 10:00 PM; (Sat) every hour from 6:40 AM to 10:40 PM, (Sun) every hour from 7:40 AM to 9:43 PM
Westbound: (M-F) every 30 minutes from 4:38 AM to 8:38 PM; (Sat) every hour from 4:55 AM to 8:55 PM, (Sun) every hour from 5:55 AM to 7:55 PM
- **[30] University.** South Mountain Community College, 32nd Street at Broadway, Hohokam Drive at 14th Street, University at Priest, Mill at University, University at Price, Dobson at University, Mesa Senior Center, University at Gilbert, University at Greenfield, University at Power, Mesa Multi-Generational Center, Superstition Springs Center.
Eastbound, Mill at University: (M-F) every 30 minutes from 4:49 AM to 6:19 AM, from 9:19 AM to 2:48 PM, and from 6:21 PM to 12:46 AM, every 15 minutes from 6:19 AM to 9:19 AM and from 2:48 PM to 6:21 PM; (Sat) every 30 minutes from 4:52 AM to 12:52 AM, (Sun) every hour from 6:10 AM to 10:10 PM
Westbound, Mill at University: (M-F) every 30 minutes from 5:23 AM to 5:53 AM, from 9:20 AM to 3:13 PM, and from 5:51 PM to 12:47 AM, every 15 minutes from 5:53 AM to 9:20 AM and from 3:13 PM to 5:51 PM; (Sat) every 30 minutes from 5:47 AM to 12:47 AM, (Sun) every hour from 6:41 AM to 10:40 PM
- **[44] 44th Street/ Tatum.** College at Veteran's Way, University at Priest, 44th Street at Van Buren, Thomas at 44th Street, Camelback at 44th Street, Paradise Valley Mall, Bell at Tatum, Desert Ridge Marriott Resort.
Northbound: (M-F) every 30 minutes from 5:04 AM to 9:05 PM; (Sat) every 45 minutes from 5:28 AM to 9:13 PM, (Sun) every 45 minutes from 6:12 AM to 8:27 PM
Southbound: (M-F) every 30 minutes from 6:09 AM to 10:03 PM; (Sat) every 45 minutes from 5:51 AM to 10:21 PM, (Sun) every 45 minutes from 7:17 AM to 9:32 PM
- **[56] Priest Drive.** 48th at Chandler, 48th at Warner, Priest at Elliot, Arizona Mills Mall, Priest at Southern, University at Priest, Mill at Washington, College at 6th Street.
Northbound: (M-F) every 30 minutes from 5:31 AM to 6:31 AM, from 8:47 AM to 3:16 PM, and from 6:46 PM to 12:46 AM, every 15 minutes from 6:31 AM to 8:47 AM and from 3:16 PM to 6:46 PM; (Sat) every 30 minutes from 6:09 AM to 1:09 AM, (Sun) every 30 minutes from 6:11 AM to 10:41 PM
Southbound: (M-F) every 30 minutes from 4:58 AM to 5:28 AM, from 8:28 AM to 2:27 PM, and from 5:54 PM to 12:28 AM, every 15 minutes from 5:28 AM to 8:28 AM and from 2:27 PM to 5:54 PM; (Sat) every 30 minutes from 5:19 AM to 12:19 AM, (Sun) every 30 minutes from 5:20 AM to 9:50 PM

- **[62] Hardy.** Ikea, Hardy at Warner, Kyrene at Guadalupe, Hardy at Baseline, College at 5th St.
Northbound: (M-F) every 30 minutes from 5:40 AM to 6:10 AM, from 9:10 AM to 3:10 PM, and from 6:10 PM to 12:40 AM, every 15 minutes from 6:10 AM to 9:10 AM and from 3:10 PM to 6:10 PM; (Sat) every 30 minutes from 5:36 AM to 1:06 AM, (Sun) every 30 minutes from 6:06 AM to 11:06 PM

Southbound: (M-F) every 30 minutes from 4:45 AM to 5:45 AM, from 8:45 AM to 3:15 PM, and from 6:15 PM to 12:15 AM, every 15 minutes from 5:45 AM to 8:45 AM and from 3:15 PM to 6:15 PM; (Sat) every 30 minutes from 4:45 AM to 12:15 AM, (Sun) every 30 minutes from 5:15 AM to 10:15 PM
- **[65] Mill/ Kyrene.** Kyrene at Warner, Kyrene at Guadalupe, Mill at Baseline, Mill at Broadway, College at Veteran's Way
Northbound: (M-F) every 30 minutes from 5:45 AM to 12:45 AM; (Sat) every 30 minutes from 5:30 AM to 12:30 AM, (Sun) every 30 minutes from 5:30 AM to 10:00 PM
Southbound: (M-F) every 30 minutes from 5:35 AM to 12:05 AM; (Sat) every 30 minutes from 5:05 AM to 12:35 AM, (Sun) every 30 minutes from 5:05 AM to 9:35 PM
- **[66] Mill/ 68th Street.** McClintock at Guadalupe, Rural at Guadalupe, Mill at Baseline, Mill at Broadway, College at Veteran's Way, College at Curry, 68th St. at McDowell, 68th St. at Osborn, Loloma Station, Scottsdale Fashion Square
Northbound: (M-F) every 30 minutes from 5:30 AM to 1:00 AM; (Sat) every 30 minutes from 5:18 AM to 12:48 AM, (Sun) every 30 minutes from 5:18 AM to 10:18 PM
Southbound: (M-F) every 30 minutes from 5:20 AM to 12:20 AM; (Sat) every 30 minutes from 5:20 AM to 12:20 AM, (Sun) every 30 minutes from 5:20 AM to 10:20 PM
- **[72] Scottsdale/ Rural.** Chandler Fashion Center, Rural at Chandler, Rural at Ray, Elliot at Rural, Rural at Southern, Rural at Apache, College at University, Scottsdale at McDowell, Thomas at Scottsdale, Loloma Station, Scottsdale at Shea, Scottsdale at Frank Lloyd Wright, Scottsdale at Mayo
Northbound: (M-F) every hour from 4:30 AM to 5:30 AM, every 30 minutes from 5:30 AM to 6:00 AM, from 6:00 PM to 1:00 AM, every 15 minutes from 6:00 AM to 6:00 PM; (Sat) every 30 minutes from 4:30 AM to 1:00 AM, (Sun) every 30 minutes from 5:00 AM to 11:00 PM
Southbound: every 30 minutes from 4:20 AM to 6:20 AM, from 7:20 PM to 1:20 AM, every 15 minutes from 6:20 AM to 7:20 PM; (Sat) every 30 minutes from 4:20 AM to 1:20 AM, (Sun) every 30 minutes from 4:50 AM to 11:20 PM
- **[76] Miller.** College at 5th Street, Miller at Curry, Miller at McDowell, Miller at Thomas, Loloma Station, Miller at Indian School, Miller at Camelback, Hayden at McDonald, Granite Reef at Chaparral, Scottsdale Community College
Northbound: (M-F) every 30 minutes from 5:08 AM to 9:38 PM; (Sat) every 30 minutes from 5:08 AM to 9:38 PM, (Sun) every hour from 5:38 AM to 6:38 PM
Southbound: (M-F) every 30 minutes from 6:02 AM to 11:32 PM; (Sat) every 30 minutes from 5:56 AM to 11:26 PM, (Sun) every hour from 6:26 AM to 7:26 PM
- **[81] Hayden/ McClintock.** Dobson at Frye, Dobson at Chandler, Warner at Price, ASU Research Park, McClintock at Guadalupe, McClintock at Southern, McClintock at Apache, College at University, Hayden at McDowell, Hayden at Camelback, Hayden at McCormick Parkway, 90th Street at Shea, Frank Lloyd Wright at 94th Street, Butherus at 83rd Place
Northbound: (M-F) every 30 minutes from 4:40 AM to 5:40 AM, from 9:10 AM to 3:10 PM, and from 6:10 PM to 1:10 AM, every 15 minutes from 5:40 AM to 9:10 AM and from 3:10 PM to 6:10 PM; (Sat) every hour from 6:10 AM to 1:10 AM, (Sun) every hour from 6:10 AM to 10:10 PM

Southbound: (M-F) every 30 minutes from 4:45 AM to 5:45 AM, from 9:00 AM to 3:00 PM, and from 6:30 PM to 1:00 AM, every 15 minutes from 5:45 AM to 9:00 AM and from 3:00 PM to 6:30 PM; (Sat) every hour from 4:55 AM to 12:55 AM, (Sun) every hour from 4:55 AM to 9:55 PM

- [92] 48th Street/ Guadalupe Road.** McClintock at Guadalupe, Kyrene at Guadalupe, Arizona Mills Mall, 48th Street at Broadway, Mill at Broadway, College at 6th Street

Northbound: (M-F) every 30 minutes from 5:10 AM to 6:40 AM, from 9:10 AM to 3:44 PM, and from 6:40 PM to 1:10 AM, every 15 minutes from 6:40 AM to 9:10 AM and from 3:44 PM to 6:40 PM; (Sat) every 30 minutes from 5:54 AM to 12:54 AM, (Sun) every 30 minutes from 5:54 AM to 10:54 PM

Southbound: (M-F) every 30 minutes from 4:43 AM to 5:43 AM, from 8:13 AM to 3:10 PM, and from 5:43 PM to 12:13 AM, every 15 minutes from 5:43 AM to 8:13 AM and from 3:10 PM to 5:43 PM; (Sat) every 30 minutes from 5:07 AM to 12:07 AM, (Sun) every 30 minutes from 5:06 AM to 10:06 PM
- FLASH.** University Drive at Mill, Mill at Rio Salado, Rio Salado at Packard Drive, Packard Drive at 6th Street

Counter-clockwise: (M-F) every 10 minutes from 7:00 AM to 6:00 PM

Figure 7 on the next page presents a map of the routes of Valley Metro buses in the immediate vicinity of the site, as well as the location of existing and proposed grocery stores that will serve future residents.

Metro Rail

Starting in December 2008, the Valley Metro Light Rail will connect downtown Phoenix to Tempe and Mesa. It will operate at street level along a set pathway on steel rails that are separated from traffic. This dedicated guideway, along with a traffic prioritization system, will allow the Metro to travel faster than local buses even though it will travel at the same posted speeds as cars.

Metro light rail vehicles have a capacity of 175 passengers, and can be linked together in sets of three. Light rail trains will operate 18 to 20 hours a day, seven days a week. Trains will arrive at stations every 10 minutes during peak hours and every 20 minutes during off-peak hours.

As indicated in **Figure 8**, the Metro light rail will have a station at the intersection of Veteran's Way and College Avenue, which is six (6) minutes walking distance, or about a quarter of a mile away, from the project site.

Figure 8 also presents the alignment of the Metro light rail and the points of interest that will be accessible with it. It will serve various employment and activity centers in Phoenix, Tempe, and Mesa, including the Phoenix Spectrum Mall, Dodge Theatre, Chase Field, Gateway Community College, ASU, and Tri-City Pavilions. It will also connect to the Sky Harbor International Airport via the Sky Harbor People Mover System.

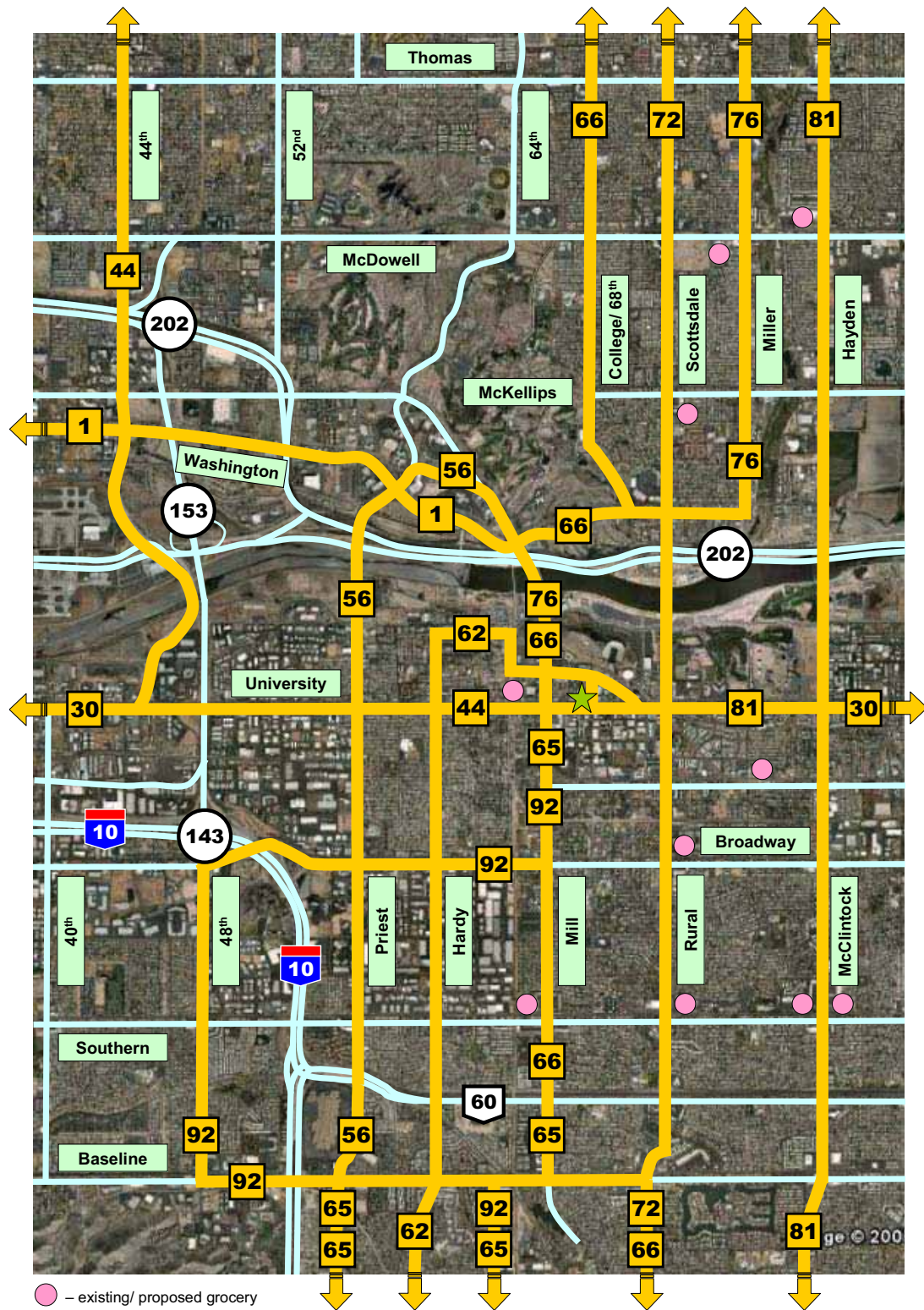


Figure 7: Valley Metro Bus Routes



Zipcar

Zipcar sharing program allows members to reserve and drive a low-emission, fuel-efficient vehicle whenever needed. Anyone who is 21 or older and has a valid driver's license can apply for membership, and an applicant will get a Zipcard usually within one week after completing an online application and undergoing a driving record check by the company.

Car reservations can be made online or over the phone, and as early as months in advance to minutes before needing the car. During a reservation, a member will be asked to choose a car type, time slot, and location. A member can unlock a reserved car by holding their Zipcard to the windshield. A Zipcard will only open the specific car reserved by the member during the time it was reserved for. After driving the car, the user only needs to bring the Zipcar back and park it in the same reserved parking spot.

The rates within ASU are from \$9 by the hour and from \$66 by the day. A one-time application fee of \$25 and an annual fee of \$50 are applicable. Membership can be extended with an application fee of \$25 and an annual fee of \$25 for each additional driver.

The hourly rental rate includes gas, reserved parking, and insurance. If the fuel tank gets to less than $\frac{1}{4}$ full, it can be filled by using the fuel card inside the car. A deductible on the insurance may apply if the driver gets in an accident. All reservations include 180 free miles per day (for each reservation in a 24 hour period) and \$0.35 for each additional mile.

Zipcar has five (5) locations and ten (10) vehicles within the ASU campus, the nearest location to the site being the University Towers Parking Structure (Location 9 in **Figure 5**), which has four (4) vehicles available for sharing. University Towers Parking Structure is five (5) minutes walking distance from the project site.

All Saints Catholic Newman Center will provide parking spaces for Zipcar vehicles at or adjacent to the property upon request if Zipcar or ASU determines that they are needed.

Required Parking

Parking standards by The Urban Land Institute (ULI) and The Institute of Transportation Engineers (ITE) were considered in this study because the City of Tempe Development Standards does not have a category for dormitory rooms under its Parking Ratio requirements.

The ULI publication, *Shared Parking*, includes information regarding the required parking for various land uses. Pertinent excerpts of this publication are provided in **Appendix A** to this report. For the category of residential land uses, the number of vehicles per household is provided for four (4) different metropolitan locations and two (2) separate ownership categories. For purposes of this analysis, a household is accepted as a synonym for dwelling unit and for dormitory room in the All Saints Catholic Newman Center housing.

The location and ownership categories in *Shared Parking* applicable to the All Saints Catholic Newman Center is Central Business district (CBD) and rental. This combination of categories results in a preliminary parking demand of 0.75 parking spaces per dwelling unit.

The parking data in ULI Shared Parking for rental residential buildings in central business districts were obtained from the City of Portland, Oregon. It is critical to recognize that the downtown area of Portland, Oregon is substantially different from the university area of City of Tempe, Arizona. The primary differences are that the downtown Portland rental homes are for a diverse population typically dominated by permanent employed residents. The proposed All Saints Catholic Newman Center rental homes are exclusively for university students. Therefore, the Portland data is appropriate as a maximum number of required parking spaces for the proposed All Saints Catholic Newman Center development.

For the proposed All Saints Catholic Newman Center development of 180 dormitory rooms, a parking demand of 0.75 parking spaces per room would require 135 parking spaces. Recognizing the unique aspects of the proposed development for ASU students immediately adjacent to the ASU campus, a further reduction from the ULI suggestion is appropriate.

The City of Tempe utilizes Transportation Overlay District (TOD) development standards that allow and encourage a reduced parking requirement for proposed projects in the vicinity of the Valley Metro Light Rail. Recognizing that the All Saints Catholic Newman Center is located within the ASU campus and will serve ASU students, a greater reduction in parking than that provided by TOD standards is appropriate.

The ITE publication, *Parking Generation*, includes information regarding the parking demand for various land uses. Pertinent excerpts of this publication are provided in **Appendix B** to this report. These data include the category of universities in urban areas with a parking demand of 0.17 parking spaces per student.

For the proposed All Saints Catholic Newman Center development of 550 students, a parking demand of 0.17 parking spaces per student would require 94 parking spaces.

Considering that the ITE standard is specifically applicable to university students, the proposed All Saints Catholic Newman Center should provide 94 parking spaces for the student residences in the religious community.

The residential component of the renovated All Saints Catholic Newman Center will provide housing exclusively for ASU students. Should the ASU students who reside at the All Saints Catholic Newman Center wish to utilize private automobiles, they will possess the same opportunity to purchase parking passes available to all ASU students and thereby park their vehicles in ASU parking areas and structures.

The residential component of the renovated All Saints Catholic Newman Center is anticipated to employ approximately five (5) to seven (7) employees. It is therefore recommended that seven (7) parking spaces be provided for these employees.

The office component of the renovated All Saints Catholic Newman Center will comprise 5,265 square feet. The City of Tempe Zoning and Development Code, Chapter 6 Parking, requires 1 parking space per 300 square feet of office. Therefore, the office will require 18 parking spaces. These parking spaces will be utilized by employees of the church and visitors to the church offices.

The total number of suggested parking spaces for the All Saints Catholic Newman Center property is summarized in **Table 1**.

Table 1: Suggested Parking

LAND USE	PARKING SPACES
Office	18
Student Housing Employees	7
Students	94
TOTAL	119

Worship services will continue at the renovated All Saints Catholic Newman Center as in the past. As is the current practice, parking for these services will continue to be provided in the ASU Foundation parking area in the immediate northeast corner of the intersection of College Avenue and University Drive.

Provided Parking

The All Saints Catholic Newman Center will provide 72 parking spaces on the property immediately north of the site indicated by an asterisk (*) on **Figure 9** on the following page.

Appendix C provides a copy of a letter from the property owner of the parking area immediately north of the All Saints Catholic Newman Center committing to the provision of 72 parking spaces for the exclusive use of the All Saints Catholic Newman Center.

Arizona State University has committed to provide 75 parking spaces in University Towers, also indicated on **Figure 9**, for the exclusive use of the All Saints Catholic Newman Center. University Towers is approximately one-quarter mile building to building walking distance from the All Saints Catholic Newman Center.

Appendix D provides a copy of a letter from the Arizona State University committing to the provision of a minimum of seventy-five (75) parking spaces in the parking area at University Towers for the exclusive use of the All Saints Catholic Newman Center.



Figure 9: Parking Availability near the Site

Table 2 summarizes the total parking provided by the All Saints Catholic Newman Center. The federal standards for parking areas require that five (5) accessible parking spaces be provided for parking areas with 100 to 150 parking spaces. Therefore five (5) parking spaces in the parking area adjacent to the property will be sized and striped in accordance with Americans with Disabilities Act (ADA) requirements.

Table 2: Provided Total Parking

LAND USE		PARKING SPACES	
Adjacent Parking Area		72	
University Towers Parking Area		75	
TOTAL		147	

Of these 147 parking spaces, 25 are provided for the church office and the residential employees, resulting in the All Saints Catholic Newman Center providing 122 parking spaces for the residential component. This number of parking spaces is more than the 94 spaces suggested by the ITE publication, *Parking Generation* and less than the 135 spaces suggested by the ULI publication, *Shared Parking*. The ITE publication is more applicable to the All Saints Catholic Newman Center than the ULI publication. The ITE publication is specifically for university students in an urban area, while the ULI publication is obtained from the central business district in Portland, Oregon.

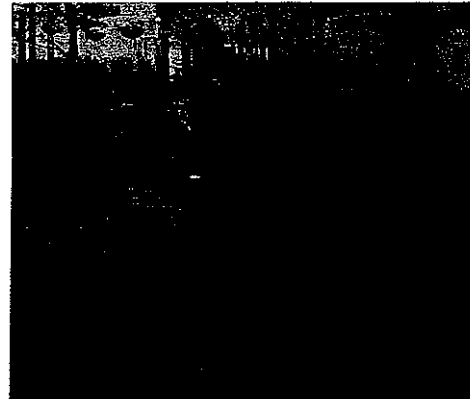
Conclusion and Recommendation

The propensity of non-automobile transport service in the immediate vicinity of the site suggests that the use of automobiles will be significantly diminished and therefore reduce the All Saints Catholic Newman Center need for parking. The addition of housing immediately adjacent to campus for 550 students with minimal need for automobile travel will decrease the number of vehicles traveling to, from, and throughout the ASU campus. Therefore street congestion in the immediate vicinity of the site will be reduced by the proposed development.

The users of the proposed All Saints Catholic Newman Center are anticipated to generate a demand for 119 parking spaces.

The proposed All Saints Catholic Newman Center will provide 147 parking spaces in two (2) parking areas. One parking area is immediately adjacent to the site and the other is one-quarter mile north of the site.

SHARED PARKING



SECOND EDITION

Mary S. Smith



Urban Land
Institute



International Council
of Shopping Centers

Residential

One of the most significant development trends at the turn of the millennium is the development of residential uses in downtowns and other mixed-use settings. Creating live/work/play environments is one of the key goals of smart growth development, as is developing residential units near transit, in order to facilitate commuting without generating car trips and vehicles parked at transit stations.

Auto ownership per household increased over the period from 1960 to 2000 to an average of 1.75 vehicle per household. Some evidence indicates that the point of saturation may be near, since today there are more vehicles registered in the United States than there are licensed drivers. As discussed in *Parking Generation*, 2000 census data for Portland, Oregon, were evaluated by DKS Associates to determine patterns in the ratios of vehicles per household by location, as shown in Table 4-18.

Recognizing this trend, ITE's *Parking Generation* has separated residential uses into a number of different categories. An unfortunate side effect of the stratification is that the number of data points in any one category is relatively small, as illustrated in Table 4-19.

This book's recommended parking ratios for residents in suburban locations are 1.5 spaces/unit for rental units and 1.7

spaces/unit for owned units. It appears that an adjustment of about 80 percent to reflect auto ownership is appropriate for locations that are not downtown but well served by transit, reducing the former to 1.2 and the latter to 1.4. Adjustments as low as 50 percent appear to be appropriate for urban CBD locations, reducing the ratios to 0.75 spaces/rental unit and 0.85 spaces/owned unit. Although not technically mode adjustments, these values may be input into the mode adjustment cells in the *Shared Parking* model.

It should be recognized in shared parking analysis that at least some of the residential demand will likely be for reserved parking, with all time-of-day and seasonal factors at 100 percent. For default purposes, it is recommended that at least the first parked vehicle per unit be allocated as reserved. The remaining peak-hour values would be considered as resident parking that can be shared with other uses. For visitor parking, 0.15 spaces per unit have been added to each ratio.

The time-of-day factors are based on the factors found in the ITE database for low-rise apartments. Although some seasonality of residential parking needs is likely, no published source of data is available. Therefore, no adjustments for seasonality are recommended.

Table 4-18 Vehicles per Household, Portland, Oregon

Location	Owner-Occupied	Rental
Suburban	2	1.4
Central City, Not Downtown	2.8	1.9
CBD	1.6	0.7
Near High Rail Stations	2.0	1.4
More Than Ten Miles from CBD	1.9-2.0	1.0-1.3
Less Than Ten Miles from CBD	1.6-1.9	0.8-1.1

Source: DKS Associates, Portland, Oregon.

Table 4-19

Peak-Hour Parking Accumulations at Residential Land Uses
(Spaces/Dwelling Unit)

	Single-Family Detached (210)	Rental Townhouse (224)	Condominiums	Low-Rise Apartment (221)	High-Rise Apartment (222)
Location	Suburban	Suburban	Suburban	Suburban	Urban
Sites	6	3	5	19	12
Range	1.3-2.2	1.67-1.82	1.04-1.96	0.68-1.94	1.15-1.52
85th Percentile	2.14	1.78	1.68	1.46	1.57
Average Ratio	1.83	1.73	1.46	1.20	1.37

Source: ITE, *Parking Generation*, 3rd ed.

Vehicle Ownership at AvalonBay Projects

Parking is a challenging issue for AvalonBay, a developer of urban apartments in high-barrier-to-entry markets. One of the attractions of their locations—in cities such as San Francisco, New York, and Washington, D.C.—is that they are generally well served by public transit. However, while their tenants like being near transit, they also like their cars. A survey of renters at 41 properties found few locations where the average number of vehicles per unit was less than one, and several approached two. When the vehicle ownership was calculated by size of bedroom, the 85th percentile ratio averaged about one parking space per bedroom, which is a standard rule of thumb for residential parking.

The ratios by size of unit were efficiency apartment 1.0; one-bedroom apartment 1.3; two-bedroom apartment 1.0; and three-bedroom apartment 0.75.

To create comparable data for different projects with varying mixes of unit size, a synthetic average parking ratio was calculated. This adjusted parking ratio used the average vehicle ownership reported for each unit size at a project and then combined to reflect the same mix of efficiencies and one-, two-, and three-bedroom units as for all developments in the AvalonBay portfolio. A comparison of these adjusted parking ratios for each development found only 14 properties with an average auto ownership of less than one per unit, and only two projects with 0.5 or less—both in major cities. These were urban projects for which the 85th percentile adjusted ratio was 0.92 vehicles owned, and there was a narrow range. Twelve of the 14 projects had adjusted parking ratios of from 0.71 to 0.94 vehicles per unit. These ratios, which reflect auto ownership only and do not include additional visitor parking, suggest that such urban projects could get by with about one space per unit, on average, and a little less in some extreme cases.

The more suburban projects reported adjusted parking ratios from 0.95 to about two per unit. The 85th percentile of these had an average of 1.5

vehicles per unit, which matches the ratio of 1.5 based on Institute of Transportation Engineers data selected in this book for rental residential uses, at least as far as the residents' own parking needs are concerned. AvalonBay reports that visitor parking at its projects is a scarce commodity, since simply providing sufficient space for residents is a challenge. Decisions about visitor parking need to be part of the management strategy for each developer, and eventually each individual project.

The experiences for this developer must be interpreted within the context of its own management philosophy and market. Its renters are higher-income households willing to pay higher rents for urban locations and able to afford more cars. On the other hand, because parking is also more expensive, in such locations they may forego multiple vehicles or even prefer to get by without a car because of the available alternatives. Determining parking requirements for higher-density residential projects, owned or rented, requires close attention to consumer preferences and market realities.

Lyn Lansdale, vice president for strategic business services at AvalonBay Communities, points out the conflicts for an apartment developer. Many parking programs are designed with the expectation of generating additional income for the owner/developer. However, the ability to charge for parking is site-specific and may depend upon the practices of local competition, customer expectations in the submarket, parking constraints, parking alternatives for renters unwilling to pay, and other considerations. The least desirable situation for both owners and renters is empty parking spaces in a space-constrained property because of residents' unwillingness to pay the parking fees. This type of circumstance exacerbates an already difficult parking situation for the owners and incurs resentment from their customers.

Parking Generation, 3rd Edition

An Informational Report of the
Institute of Transportation Engineers

The Institute of Transportation Engineers (ITE) is an international educational and scientific association of transportation and traffic engineers and other professionals who are responsible for meeting mobility and safety needs. ITE facilitates the application of technology and scientific principles to research, planning, functional design, implementation, operation, policy development and management for any mode of transportation by promoting professional development of members, supporting and encouraging education, stimulating research, developing public awareness, and exchanging professional information; and by maintaining a central point of reference and action.

Founded in 1930, ITE serves as a gateway to knowledge and advancement through meetings, seminars and publications; and through our network of more than 16,000 members working in some 90 countries. ITE also has more than 70 local and regional chapters and more than 120 student chapters that provide additional opportunities for information exchange, participation and networking

Parking Generation is an informational report of the Institute of Transportation Engineers. The information has been obtained from experiences of transportation engineering professionals and research. ITE informational reports are prepared for informational purposes only and do not include ITE recommendations on which is the best course of action or the preferred application of the data.



Institute of Transportation Engineers

1099 14th St. NW, Suite 300 West

Washington, DC 20005-3438 USA

Telephone: +1 202-289-0222

Fax: +1 202-289-7722

ITE on the Web: www.ite.org

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Land Use: 550 University/College

Land Use Description

This land use includes 4-year universities or colleges that may or may not offer graduate programs. Two-year junior, community, or technical colleges are described in junior/community college (Land Use 540).

Database Description

The database consisted of a mix of suburban and urban sites. Parking demand rates at the suburban sites differed from those at urban sites and therefore the data were analyzed separately.

- Average parking supply ratio: 0.33 spaces per total number of students, faculty and staff (school population) at the suburban sites and 0.22 spaces per school population at the urban sites.
- Average parking supply ratio for building square footage: 1.2 spaces per 1,000 sq. ft. GFA (three study sites).

The measured peak demand at four of the eight suburban sites was within 10 percent of the total parking supply, suggesting that the supply could potentially be constraining demand in sectors of the campuses.

The presence of paid parking was noted for only one study site. The peak parking demand at this site was similar to the average peak parking demand.

For the six suburban study sites, parking demand data counts were submitted for at least five consecutive hours. The following table presents the time-of-day distribution of parking demand for the sites.

Based on Vehicles per School Population (Suburban Sites)	Weekday Data	
Hour Beginning	Percent of Peak Period	Number of Data Points
12:00-4:00 a.m.	—	0
5:00 a.m.	—	0
6:00 a.m.	—	0
7:00 a.m.	—	0
8:00 a.m.	79	3
9:00 a.m.	88	5
10:00 a.m.	98	6
11:00 a.m.	100	6
12:00 p.m.	93	6
1:00 p.m.	88	5
2:00 p.m.	81	5
3:00 p.m.	74	3
4:00 p.m.	33	1
5:00 p.m.	23	1
6:00 p.m.	—	0
7:00 p.m.	—	0
8:00 p.m.	—	0
9:00 p.m.	—	0
10:00 p.m.	—	0
11:00 p.m.	—	0

*Subset of database

Land Use: 550 University/College

A 12-day study of weekday parking demand at San Diego State University¹ provided the following day of week distribution of peak parking demand.

Day of the Week	Peak Parking Demand as a Percent of Parking Demand on Peak Weekday (%)
Monday	89
Tuesday	99
Wednesday	89
Thursday	100

For all school uses, it is important to collect data on the size of the building and total number of students, faculty and employees in order to accurately measure parking demand for the site. Additional parking demand observations should also include evening hours and when special events occur at the site.

Additional Data

Quality of transit access may play a role in reducing the parking demand at universities/colleges.

Study Sites/Years

Canada:

Ottawa, ON (1985)

United States:

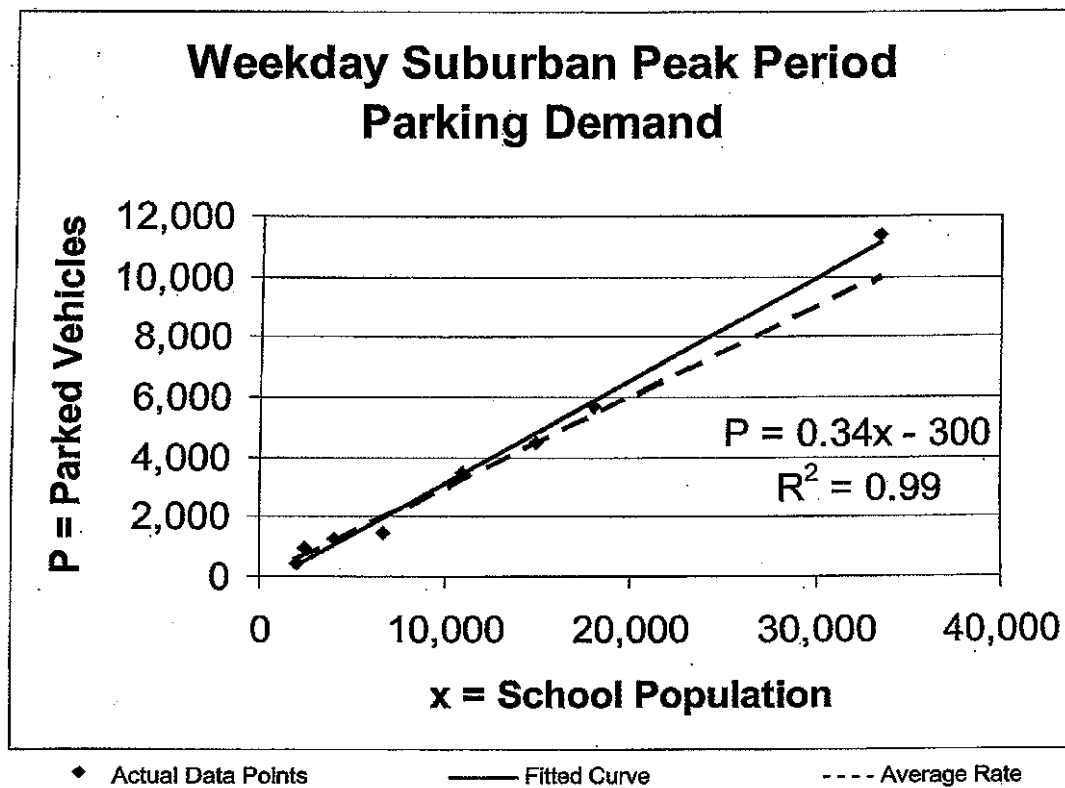
St. Louis, MO (1987); Dayton, OH (1992); Fairmont, WV (1992); Pittsburgh, PA (1992); Denver, CO (1993); West Palm Beach, FL (1993); Portland, OR (1995); Greensboro, NC (1998); San Luis Obispo, CA (2000); San Diego, CA (2004)

¹ SOURCE: San Diego State University ITE Student Chapter, 2004 District 6 Data Collection Fund study

Land Use: 550 University/College

Average Peak Period Parking Demand vs: School Population On a: Weekday Location: Suburban

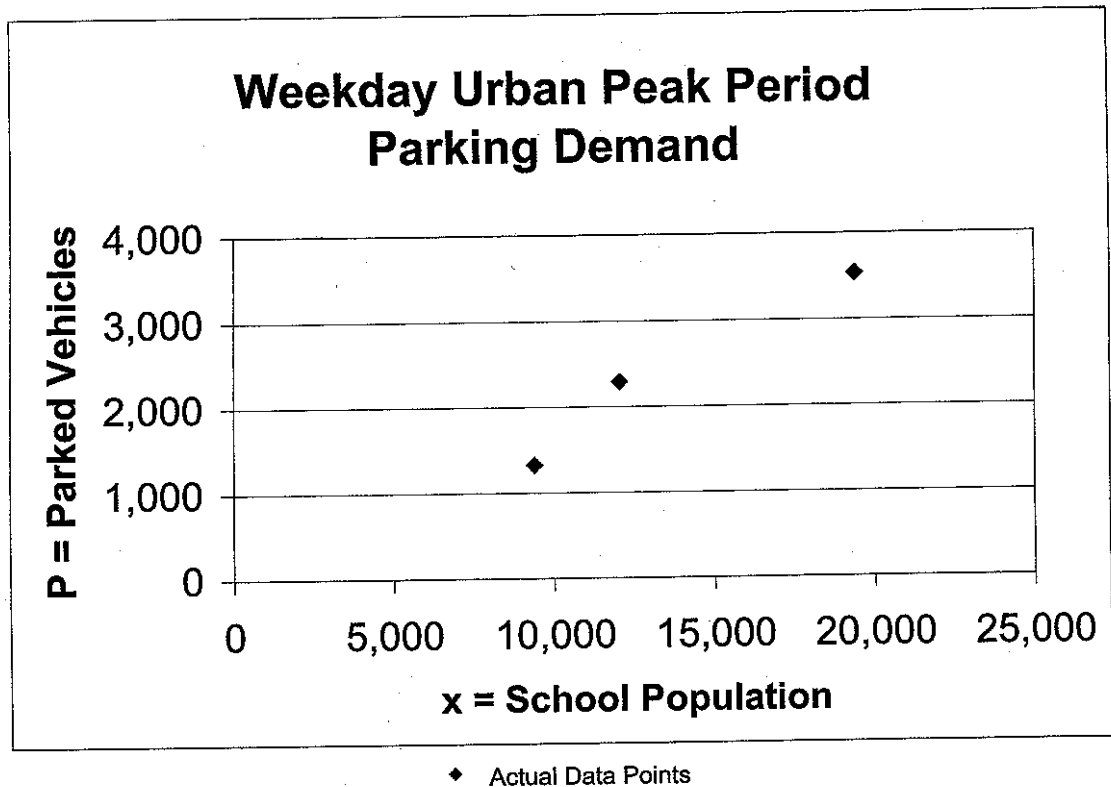
Statistic	Peak Period Demand
Peak Period	9:00 a.m.–3:00 p.m.
Number of Study Sites	8
Average Size of Study Sites	school population of 11,500
Average Peak Period Parking Demand	0.30 vehicles per school population
Standard Deviation	0.05
Coefficient of Variation	18%
Range	0.22–0.38 vehicles per school population
85th Percentile	0.34 vehicles per school population
33rd Percentile	0.30 vehicles per school population



Land Use: 550 University/College

Average Peak Period Parking Demand vs: School Population On a: Weekday Location: Urban

Statistic	Peak Period Demand
Peak Period	10:00–11:00 a.m.
Number of Study Sites	3
Average Size of Study Sites	school population of 13,600
Average Peak Period Parking Demand	0.17 vehicles per school population
Standard Deviation	0.03
Coefficient of Variation	15%
Range	0.14–0.19 vehicles per school population
85th Percentile	0.19 vehicles per school population
33rd Percentile	0.17 vehicles per school population



Land Use: 560 Church

Land Use Description

A church is a building where public worship services are held. A church houses an assembly hall or sanctuary. It may also house meeting rooms, classrooms and occasionally dining, catering, or party facilities. The database for this land use also includes synagogues and mosques.

Database Description

The database consisted of all suburban sites with the exception of one urban site. Parking demand at the urban site was similar to that of the suburban sites and therefore the data were combined and analyzed together.

- Average site density: 25 sq. ft. GFA per seat (six sites).
- Average parking supply ratios: 0.27 spaces per seat (11 study sites), 0.66 spaces per attendee (eight study sites) and 10.6 spaces per 1,000 sq. ft. GFA (10 study sites).

The wide variation in parking demand rates based on building GFA was likely due to variations in the provision of meeting rooms, classrooms and residence space in addition to worship space in some facilities.

Limited data were available for parking demand on weekdays at houses of worship with primary services on Sunday. At one site, a weekday parking demand rate of 0.006 vehicles per seat was reported for the hour beginning at 6:00 p.m. At another site, a weekday parking demand rate of 1.17 vehicles per 1,000 sq. ft. GFA was reported for the hour beginning at 10:00 a.m.

Limited data were available for parking demand at houses of worship with primary services on days other than Sunday.

- One study was submitted for a synagogue that had a peak parking demand rate of 0.41 parked vehicles per attendee between 8:00 and 9:00 p.m. during a Saturday service with 132 attendees.
- One study was submitted for a mosque that had a building size of 4,800 sq. ft. GFA and a peak parking demand rate of 6.2 parked vehicles per 1,000 sq. ft. GFA between 1:00 and 2:00 p.m. on a Friday.
- Two Seventh-Day Adventist churches were observed to have parking demand rates of 0.32 and 0.40 vehicles per attendee between 10:00 and 11:00 a.m. on a Saturday during services with 78 and 105 attendees, respectively.

Future studies should include weekday data that encompass group activities (such as, youth groups, study groups, retreats) as well as base employee data.

22 January 2008

Development Review Commission
City of Tempe, Development Services
PO Box 5002
31 East Fifth Street
Tempe, AZ 85280

RE: Parking Space Lease
 All Saints Catholic Newman Center at ASU
 The Roman Catholic Church of the Diocese of Phoenix

To Whom It May Concern:

I represent my parents, Mr. & Mrs. Francis Keller, who own a surface parking lot generally located on the south side of 7th Street between College and Forest in Tempe, Arizona. My family has offered to provide the All Saints Catholic Newman Center Church, office and residential project with 36 parking spaces adjacent to the Newman Center. These spaces will be dedicated for the exclusive use of the Newman Center for the next 50 years.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Theresa Stohlgren', with a stylized, flowing script.

Theresa Stohlgren

ASU
ARIZONA STATE UNIVERSITY

January 28, 2008

Mr. Chris Anaradian
City of Tempe
Development Services Manager
31 East 5th Street
Tempe, AZ 85281


Dear Mr. Anaradian:

Arizona State University has been approached regarding the availability of parking spaces that could be leased to the Newman Center or the developer/property manager for the high rise housing that is currently being proposed for the Newman Center site.

We are prepared to provide 75 parking decals for the University Towers parking garage located at 6th Street and College Avenue. These decals will be available for the residents of the Newman Center housing development. Decals will be sold on an annual basis from August 1 through July 30, or any portion of that period, at a rate equal to the then current annual parking decal price plus a small administrative fee. These decals will be for use 365 days a year.

Please let me know if you have any questions.

Sincerely,



Carol N. Campbell
Executive Vice President and Chief Financial Officer

c: Michael Crow, President
Ray Jensen, Associate Vice President, University Business Services

TOWN MEETING NOTES

All Saints Catholic Campus Ministry gave due notice and hosted a Neighborhood Meeting at their facility located at 230 East University Drive, Tempe, Arizona from Noon to 4:00 on Sunday, September 16, 2007 to discuss the proposed PAD for their property.

Fr. Fred Lucci, Director of All Saints Catholic Campus Ministry presided with attorney Jerry Morgan moderating a panel that included Timothy Lies of Domus Communities, Mary Macuga of All Saints, John Minieri of the Diocese of Phoenix, Trevor Barger of Espiritu Loci, Lisa Armijo of Maggie's Place, Rachel Yetter and others.

Ms. Macuga gave a brief historical perspective on the efforts of the Parish to bring the project to this stage. Fr. Lucci then described the importance of the project to the parish before asking Mr. Lies to present images of the proposed facility. After the presentation, Mr. Barger outlined a traditional approval process for moving forward on a project of this scope. Fr. Lucci and others on the panel closed the presentation by presenting challenges still remaining and stressing the importance this project would have on the future of the ministry's mission and vision. Attorney Morgan then took questions and comments from those in attendance addressed to the panel. The questions and comments recorded by a panel member during the meeting on a visible whiteboard at the front of the room included:

- Is the chapel and worship space a priority?
- We have a lot of Diocesan support?
- How will we market and advertise the housing?
- We'll share residence life resources.
- Catholic education program on-going.
- Fire Station #1 will address fire safety.
- Additional land is not available.
- This is the first Domus project; others are in the works.
- What about interpersonal safety? Safe Environment?
- Consider funerals (caskets) and weddings.
- Diocese will retain ownership of property and Domus will lease the land.
- Liability will be considered with leases.
- If Domus backs out, then credit will be issued.
- Parking at ASU is not dependable.
- Newman will continue to manage campus ministry.
- Domus via third party will do property management.
- What will the culture of the student and adult community change?
- How will we protect Old Church? Will be similar to protection of St. Mary's Basilica.
- Catholic Code of Conduct will not discriminate against non-Catholics.
- How will we be proactive vs reactive? (in event of crisis)?
- We need to do due diligence regarding finances:
 - National Association of College Business Officers
 - Talk to ASU finance officers re 3rd party management

- Research all Arizona universities regard 3rd party management
- Rent rates? Domus is looking at ASU market. We'll have a slight premium.
- Will student sounds interfere with Mass? Design takes this into consideration.
- Where will we worship during construction?
- Old Church, Methodist Church, looking at options.
- Need to be creative regarding College Nights.
- Yes, graduate students will live here, too.
- Have we talked to students in other tall resident housing?
- Elevator crunch during move-in?
- Positive comments from other students.
- Loyola University is an example with very positive reviews.
- 600 seats in chapel seems small; currently planning for 700.
- Last time the design process took two years and had more community input.
- The courtyard will feel different with 500 students sharing it.
- What will be the impact on the people space?
- We need a scaled model with ASU Fulton Center.
- How will a high-rise integrate with Old Church?
- We need a scaled model with Fulton Center too.
- How will we communicate with community?
- Environmentally sustainable; aim to make it LEED silver certification.
- Domus to help make community stronger, including financially.
- Church and building in Boston is mirrored and bad example.
- We've brought five years of discussions to table.
- We've raised money and we need to do something.
- Tempe is going vertical – 13 towers planned downtown(?)
- Can we put solar panels on the roof?
- ADA access in elevators, chapel, student rooms.
- Opportunity for students to attend reduced rate; 80% pay for 20%
- The number 550 students makes sense with rates.
- Financial mitigant is Letter of credit, secured by assets unrelated to project.
- Domus is giving annual funds to Newman.
- Diocese is incorporating Newman as sole entity.
- Revenue sharing is 2% +; although our project is more complex due to office lease.
- Domus has committed at least \$200,000 per year.
- Management Agreement will determine who hires RAs.
- A monthly blurb in bulletin would be helpful.
- Another progress meeting would be nice.

All comments were acknowledged and questions answered by panel members.

Scribed by R Yetter
9-16-07

PLANNED AREA DEVELOPMENT OVERLAY FOR ALL SAINTS NEWMAN CENTER
A PORTION OF THE SE QUARTER, SECTION 15, TOWNSHIP 1 NORTH, RANGE 4 EAST, OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA

ACKNOWLEDGMENT:

STATE OF ARIZONA
COUNTY OF MARICOPA
ON THIS 17TH DAY OF DECEMBER 2007 BEFORE ME THE UNDERSIGNED PERSONALLY APPEARED FR. FRED LUCCI, WHO ACKNOWLEDGED HIMSELF TO BE THE PASTOR OF ALL SAINTS NEWMAN CENTER AND THAT HE BEING AUTHORIZED TO DO SO, EXECUTED THE FOREGOING INSTRUMENT IN THE CAPACITY THEREIN STATED FOR THE PURPOSES THEREIN CONTAINED.
IN WITNESS WHEREOF, I HEREBY SET MY HAND AND OFFICIAL SEAL.

NOTARY PUBLIC
MY COMMISSION EXPIRES:

LEGAL DESCRIPTION

Parcel 1
The east 30 feet of Lot 17 and all Lots 18, 19, and 20, Block 13 Town of Tempe, also the north 16 feet of 8th street lying adjacent on the south side of above described lots according to the plat in book 2 of maps, page 26, Main-Mapa County, Arizona.
Parcel 2
Parcel No. 1: The west 10 feet of Lot seventeen (17), and Lot Sixteen (16), except the west 3 feet, block thirteen (13), Tempe, in the City of Tempe, according to the plat in book 2 of maps, page 26, Parcel No. 2: that portion of 8th street now vacated and abandoned by the City of Tempe adjoining portions of Lots 16 and 17, Block 13, City of Tempe West, according to the plat of record in the office of the county recorder in book 2 of maps, page 26 described as follows:

Beginning at a point on the south line of said Lot 16 which is 3 feet east of the southwest corner thereof and lying thence east, along the south line of said Lots 16 and Seventeen, a distance of 16 feet to a point which is 10 feet east of said Lot 17, thence north, along the west line of said Lot 17, a distance of 16 feet to the north line of 8th street as it now exists; thence westerly along the north line of 8th street as it now exists, a distance of 47 feet to a point in a line which is 3 feet east of and parallel to the west line of said Lot 16; thence north along said parallel line, a distance of 16 feet to the point of beginning.

OWNER:

ALL SAINTS NEWMAN CENTER
230 EAST UNIVERSITY DRIVE
TEMPE, AZ 85281
480.967.7823

DEVELOPER:

DOMUS COMMUNITIES
30 WEST PERSHING ROAD
SUITE 201
KANSAS CITY, MO 64180
866.543.6687

GENERAL NOTES:

CONDITIONS OF APPROVAL:

PROJECT DATA:

SITE AREA: 37,455 SF
BUILDING AREA: 259,588 SF
PROPOSED USES: MULTIPLE FAMILY DWELLINGS, RELIGIOUS ASSEMBLY, CLASSROOMS
OF UNITS: 180
OF STORIES: 22
BUILDING HEIGHT: 243'-2"

APPROVAL:

BY: _____, DATE: _____
DEVELOPMENT SERVICES MANAGER

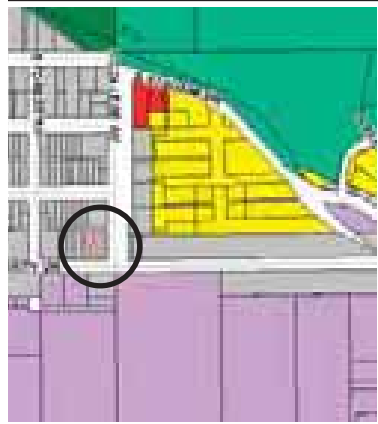


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LOCATION MAP



lap



and 20, Block 13 Town of
g adjacent on the south side of
ook 2 of maps, page 26, Mari-

in (17), and Lot Sixteen (16),
rpe, in the City of Tempe,
26. Parcel No. 2: that portion
he City of Tempe adjoining
empe West, according to the
er in book 2 of maps, page 26

.lot 16 which is 3 feet east of the
east, along the south line of said
o a point which is 10 feet east
south, on a line parallel to the
o the north line of 8th street as it
ie of 8the street as it now exists,
s 3 feet east of and parallel to
g said parallel line, a distance of

Site Data

A.	<div>SUBMITTED BY: NAME ADDRESS PHONE</div>	<div>DOMUS COMMUNITIES 30 WEST PERSHING ROAD SUITE 201 KANSAS CITY, MO 64108 866.543.6687</div>																																																																																
B.	PROJECT NAME:	ASU NEWMAN CENTER																																																																																
C.	SITE ADDRESS:	230 EAST UNIVERSITY DRIVE TEMPE, ARIZONA																																																																																
D.	SCALE, NORTH ARROW	SEE SITE PLAN SHEET																																																																																
E.	LOCATION MAP	SEE GRAPHIC THIS SHEET																																																																																
F.	PROPERTY LINES/LEASE LINES/PHASE LINES	SEE SITE PLAN SHEET																																																																																
G.	LEGAL DESCRIPTION	SEE DESCRIPTION THIS SHEET																																																																																
H.	GENERAL PLAN PROJECTED LAND USE & PROJECTED DENSITY	MIXED USE RES.DENSITY 26+																																																																																
I.	ZONING: <div>EXISTING PROPOSED</div>	CITY CENTER (TOD) CITY CENTER - PAD (TOD)																																																																																
J.	PARCEL SIZE (NET & GROSS)	37,455 SF (.86 ACRES)																																																																																
K.	BUILDING AREA PERCENTAGE OF LOT COVERAGE HEIGHT OF BUILDING NUMBERS OF STORIES	258,588 SF (INCLUDING BASEMENT) 63% (INCLUDES EXISTING CHURCH TO REMAIN) 243'-2" 22																																																																																
L.	TYPE OF CONSTRUCTION PER INTERNATIONAL BUILDING CODE	TYPE 1-A* (Table 503) * Type I-A construction may be reduced to type 1-B The height of the reduced construction type shall be the same as for the original construction type (403.3.1-3)																																																																																
M.	AUTOMATIC EXTINGUISHING SYSTEM	The Building will be equipped with an automatic extinguishing system per City of Tempe IBC.																																																																																
N.	PROPOSED USES	MULTIPLE FAMILY DWELLINGS, RELIGIOUS ASSEMBLY, UNIVERSITY CLASSROOMS																																																																																
O.	NUMBER AND TYPE OF RESIDENTIAL UNITS	<div>1 BD12</div> <div>2 BD84</div> <div>3 BD84</div> <div>Total180</div>																																																																																
P.	DENSITY	209 DWELLING UNITS/ACRE																																																																																
Q.	PARKING FOR MOTOR VEHICLES AND BICYCLES REQUIRED & PROVIDED	<table><tr><td>PARKING</td><td>TOD</td><td>ULI</td><td>ITE</td><td>PROVIDED</td></tr><tr><td>1 BR APARTMENT (.75 /UNIT)</td><td>9</td><td>9</td><td>2</td><td>3</td></tr><tr><td>2 BR APARTMENT (1.5 /UNIT)</td><td>126</td><td>63</td><td>46</td><td>42</td></tr><tr><td>3 BR APARTMENT (2.25 /UNIT)</td><td>189</td><td>63</td><td>46</td><td>63</td></tr><tr><td>GUEST (.2 /UNIT)</td><td>36</td><td></td><td></td><td>12</td></tr><tr><td>CHURCH (1 PER 100 SF)</td><td>67</td><td></td><td></td><td>0</td></tr><tr><td>OFFICE (1 PER 300 SF)</td><td>13</td><td></td><td></td><td>18</td></tr><tr><td>CLASSROOM (1 PER 200 SF)</td><td>21</td><td></td><td></td><td>0</td></tr><tr><td>LESS SHARED PARKING*</td><td>(35)</td><td></td><td></td><td>9</td></tr><tr><td>TOTAL</td><td>426</td><td>135</td><td>94</td><td>147</td></tr></table> <div>*SHARED PARKING INCLUDES OFFICE AND CLASSROOM SPACES SINCE THEY WILL NOT BE USED SIMULTANEOUSLY WITH THE CHURCH</div> <div>SEE ATTACHED LETTER REGARDING PARKING ACCOMMODATIONS</div> <table><tr><td>BIKE COMMUTE AREA</td><td>REQUIRED</td><td>PROVIDED</td></tr><tr><td>1 BR APARTMENT (.75 /UNIT)</td><td>9</td><td>18</td></tr><tr><td>2 BR APARTMENT (.75 /UNIT)</td><td>63</td><td>126</td></tr><tr><td>3 BR APARTMENT (1 /UNIT)</td><td>84</td><td>168</td></tr><tr><td>GUEST (.2 SPACES/UNIT)</td><td>36</td><td>36</td></tr><tr><td>CHURCH (1 SPACE PER 1500 SF)</td><td>9</td><td>18</td></tr><tr><td>OFFICE (1 SPACE PER 8000 SF; 2 MIN.)</td><td>2</td><td>4</td></tr><tr><td>CLASSROOM (1 SPACE PER 1500 SF)</td><td>3</td><td>6</td></tr><tr><td>LESS SHARED PARKING*</td><td>0</td><td>0</td></tr><tr><td>TOTAL</td><td>206</td><td>376</td></tr></table>	PARKING	TOD	ULI	ITE	PROVIDED	1 BR APARTMENT (.75 /UNIT)	9	9	2	3	2 BR APARTMENT (1.5 /UNIT)	126	63	46	42	3 BR APARTMENT (2.25 /UNIT)	189	63	46	63	GUEST (.2 /UNIT)	36			12	CHURCH (1 PER 100 SF)	67			0	OFFICE (1 PER 300 SF)	13			18	CLASSROOM (1 PER 200 SF)	21			0	LESS SHARED PARKING*	(35)			9	TOTAL	426	135	94	147	BIKE COMMUTE AREA	REQUIRED	PROVIDED	1 BR APARTMENT (.75 /UNIT)	9	18	2 BR APARTMENT (.75 /UNIT)	63	126	3 BR APARTMENT (1 /UNIT)	84	168	GUEST (.2 SPACES/UNIT)	36	36	CHURCH (1 SPACE PER 1500 SF)	9	18	OFFICE (1 SPACE PER 8000 SF; 2 MIN.)	2	4	CLASSROOM (1 SPACE PER 1500 SF)	3	6	LESS SHARED PARKING*	0	0	TOTAL	206	376
PARKING	TOD	ULI	ITE	PROVIDED																																																																														
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LESS SHARED PARKING*	0	0																																																																																
TOTAL	206	376																																																																																
R.	LANDSCAPE AREA ON-SITE	5,355 sf; 14%																																																																																
S.	PAD OVERLAY	SEE SITE PLAN SHEET																																																																																
T.	CLOSEST FIRE HYDRANT	SEE SITE PLAN SHEET																																																																																
U.	ALL EXISTING & PROPOSED REFUSE ENCLOSURES	SEE SITE PLAN SHEET																																																																																
V.	ALL STREETS, MEDIANS & DRIVEWAYS (BOTH SIDES OF STREET) WITHIN 125' OF PROPERTY	SEE SITE PLAN SHEET																																																																																

IN-PROGRES



PROJECT DATA

ALL SAINTS NEWMAN CENTER

Domus Communities

ATTACHMENT 53

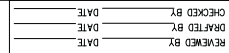
10.09.2007

02.01.2008 revised 12.18.2007 revised

2007023



LOTS 16-20, BLOCK 13, "TEMPE", BOOK 2 OF MAPS,
PAGE 26, M.C.R. MARICOPA COUNTY, ARIZONA

[illegible]

THE EAST 30 FEET OF LOT 17 AND ALL OF LOTS 18, 19 AND 20, BLOCK 13, TOWN OF TEMPE, ALSO THE NORTH 16 FEET OF 8TH STREET LYING ADJACENT ON THE SOUTH SIDE OF ABOVE DESCRIBED LOTS ACCORDING TO THE PLAT IN BOOK 2 OF MAPS, PAGE 26, MARICOPA COUNTY,

PARCEL NO. 1: THE WEST 10 FEET OF LOT SEVENTEEN (17), AND LOT SIXTEEN (16), EXCEPT THE WEST 3 FEET, BLOCK THIRTEEN (13), TEMPE, IN THE CITY OF TEMPE, ACCORDING TO THE PLAT IN BOOK 2 OF MAPS, PAGE 26.

PARCEL NO. 2: THAT PORTION OF 6TH STREET NOW ACQUIRED AND ABANDONED BY THE CITY OF TEMPE, LOCATED AND ABANDONED BY LOTS 16, 17, BLOCK 13, CITY OF TEMPE, WEST TEMPE, ACCORDING TO THE PLAT IN BOOK 2 OF MAPS, PAGE 26, THE COUNTY RECORDER IN RECORD IN THE OFFICE OF THE COUNTY RECORDER IN BOOK 2 OF MAPS, PAGE 26, DISCREPANCY IS AS FOLLOWS:

NOTES

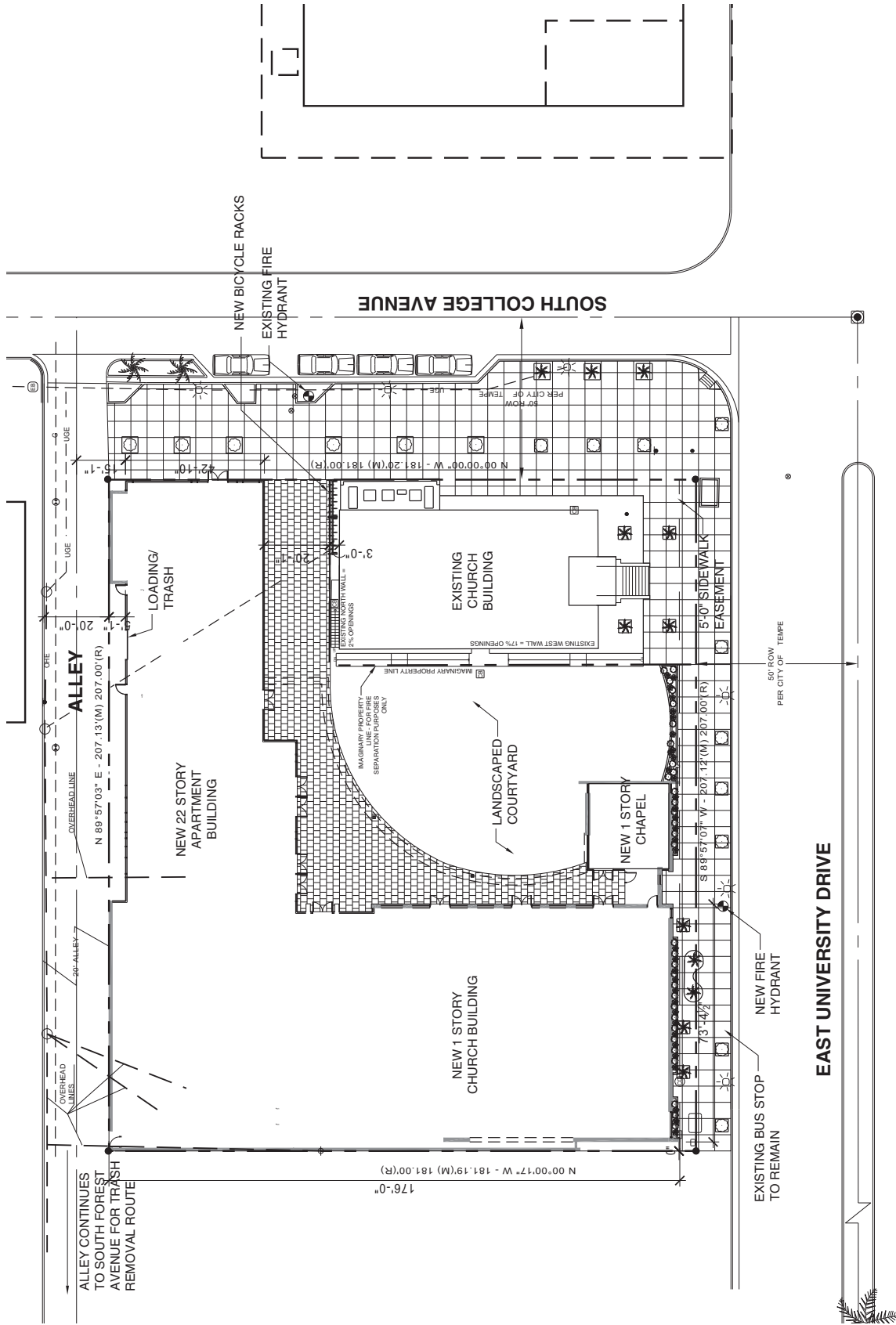
1. EXCEPT AS NOTED, SURVEYOR HAS MADE NO
INDEPENDENT INVESTIGATION OR SEARCH FOR EASEMENTS
OR RECORDS, ENCUMBRANCES, RESTRICTIVE COVENANTS,
OWNERSHIP, TITLE EVIDENCE, OR ANY OTHER MATTER THAT
MAY AFFECT THE SURVEY.
2. DECLARATION IS MADE TO ORIGINAL PURCHASER OR
SURVEY IS NOT TRANSFERABLE TO SUBSEQUENT OWNERS OR
ADDITIONAL INSTITUTIONS WITHOUT WRITTEN PERMISSION
OF THE SURVEYOR.
3. SURVEY IS VALID ONLY IF PRINT BEARS ORIGINAL AND/OR
SIGNATURE OF SURVEYOR.
4. FIELDWORK PERFORMED DURING JANUARY, 2003.
5. CONDITIONS SHOWN ARE THOSE THAT EXISTED AT THE
TIME OF THE SURVEY.
6. PROPERTY MAY BE SUBJECT TO EASEMENTS (RECORDED
OR UNRECORDED) NOT KNOWN TO THE SURVEYOR AND NOT
SHOWN HEREON.

SECTION 11
CITY OF TEMPE CONTROL POINT #143, A BRASS CAP AT THE
INTERSECTION OF COLLEGE DRIVE AND UNIVERSITY DRIVE,
ELEVATION = 1167.50, CITY OF TEMPE DATUM.

FLOOD INFORMATION
SUBJECT PARCEL LIES WITHIN FLOOD ZONE "SHADED X",
ACCORDING TO CURRENT FLOOD INSURANCE RATE MAPS, MAP
NO. 04013C2170 F. DATED 19 JULY 2001.

SUBJECT PARCEL IS CURRENTLY ZONED "CCD" (CENTRAL COMMERCIAL DISTRICT), PER THE CITY OF TEMPE PLANNING AND ZONING DEPARTMENT. (480) 350-8331.

SURVEYOR'S CERTIFICATION
I, DAVID P. FORNEY, A DULY REGISTERED LAND SURVEYOR
IN THE STATE OF ARIZONA, DO HEREBY CERTIFY THAT
THIS DRAWING IS BASED ON A SURVEY PERFORMED BY ME OR
UNDER MY DIRECT SUPERVISION AND IS TRUE AND CORRECT
TO THE BEST OF MY KNOWLEDGE AND BELIEF.

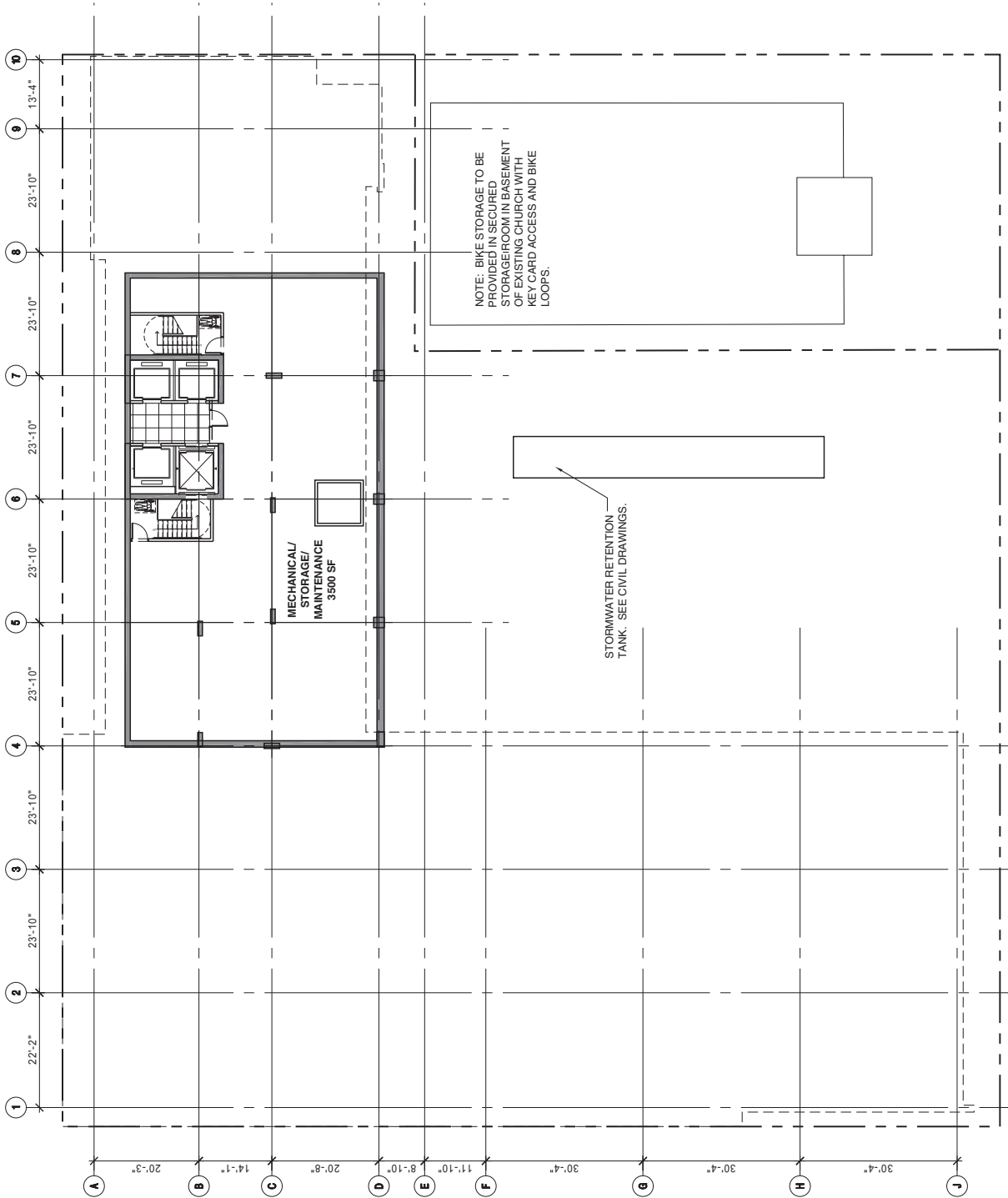


IN-PROGRESS
 0 15' 30'
 10.09.2007
 12.18.2007 revised
 2007023

ARCHITECTURAL SITE PLAN
 ALL SAINTS NEWMAN CENTER
 Domus Communities



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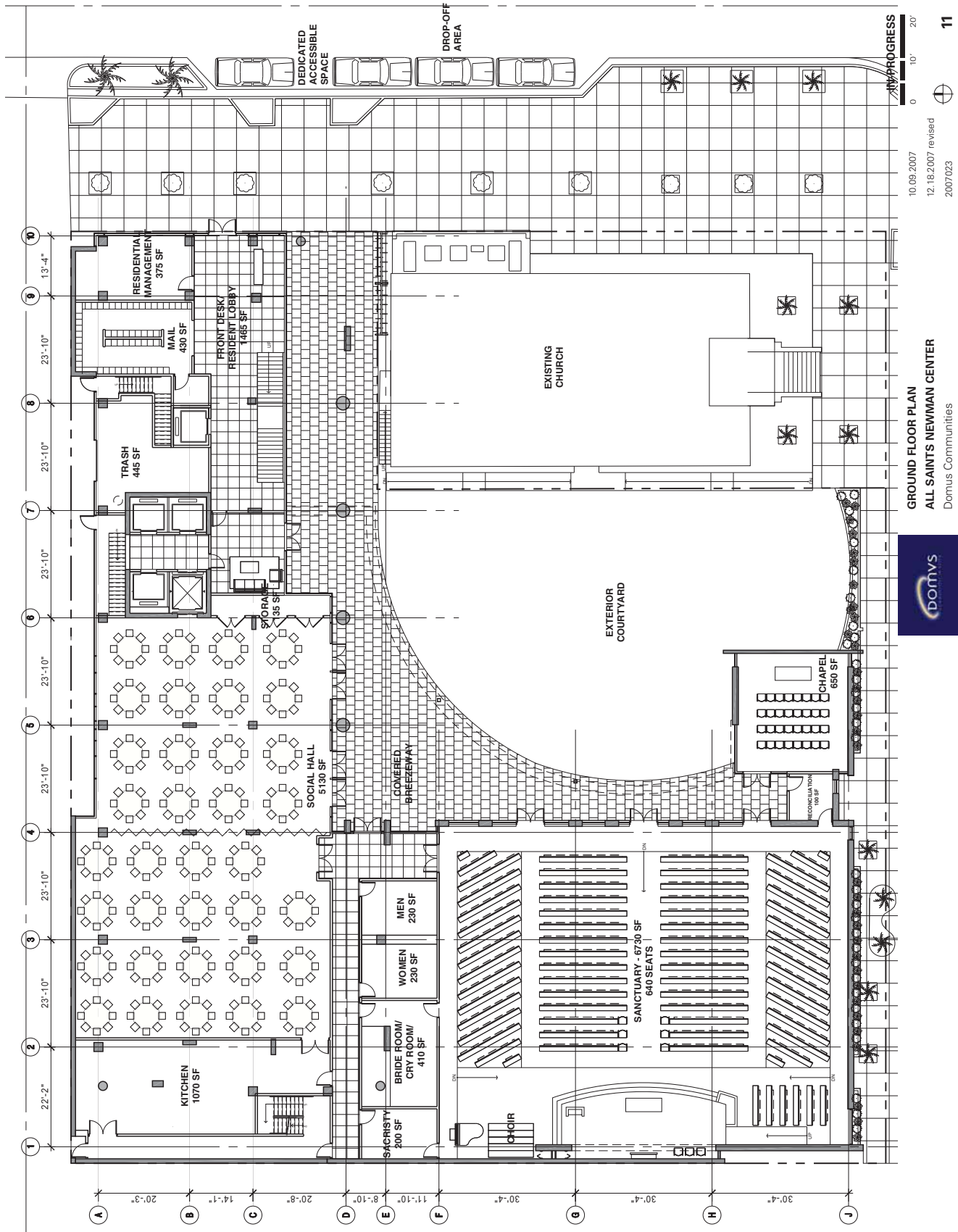
BASEMENT PLAN
ALL SAINTS NEWMAN CENTER
 Domus Communities



IN-PROGRESS
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 10.09.2007
 12.18.2007 revised
 2007023



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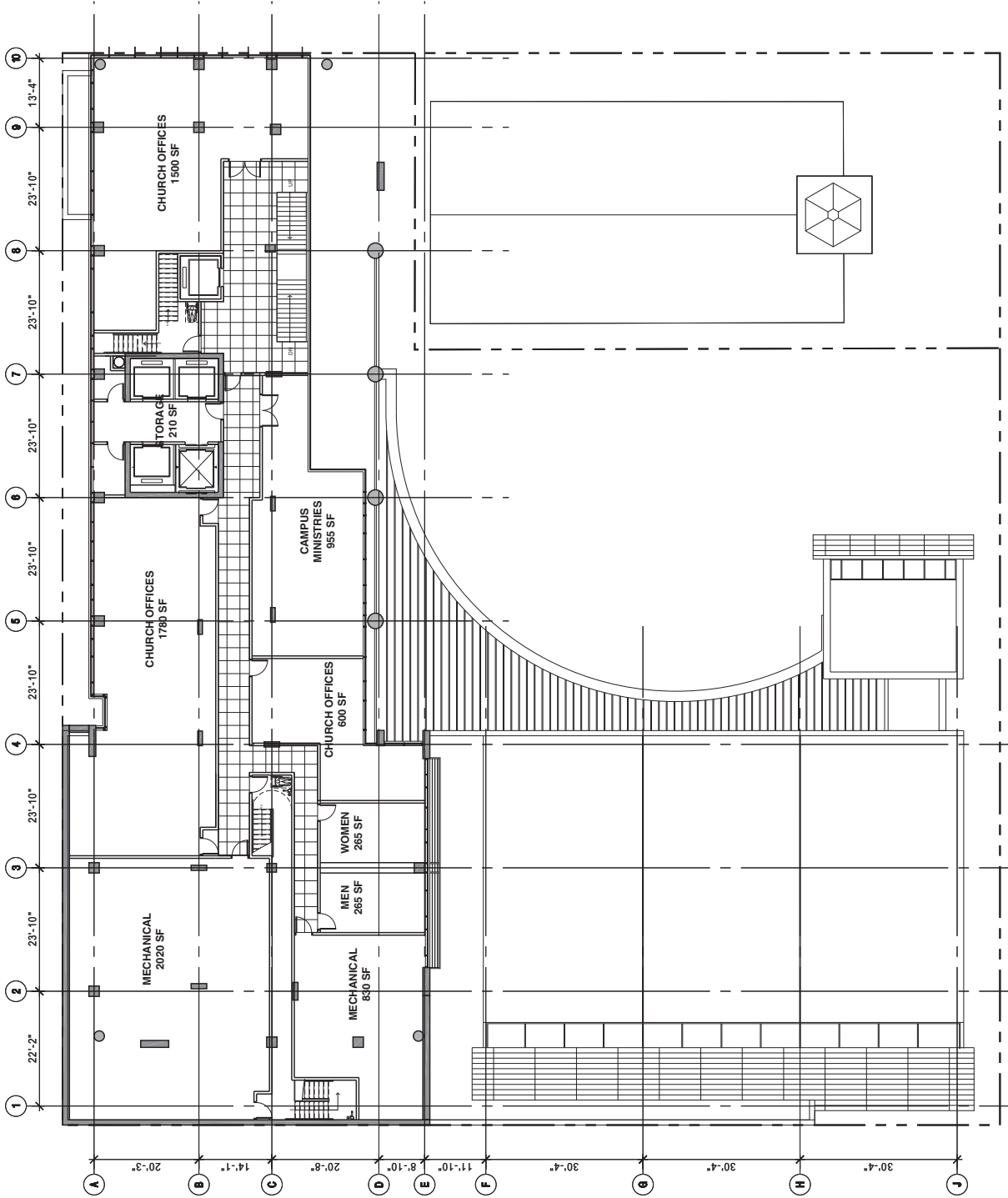
GROUND FLOOR PLAN
ALL SAINTS NEWMAN CENTER
 Domus Communities



10.09.2007
 12.18.2007 revised
 2007.023

0 10' 20'

11

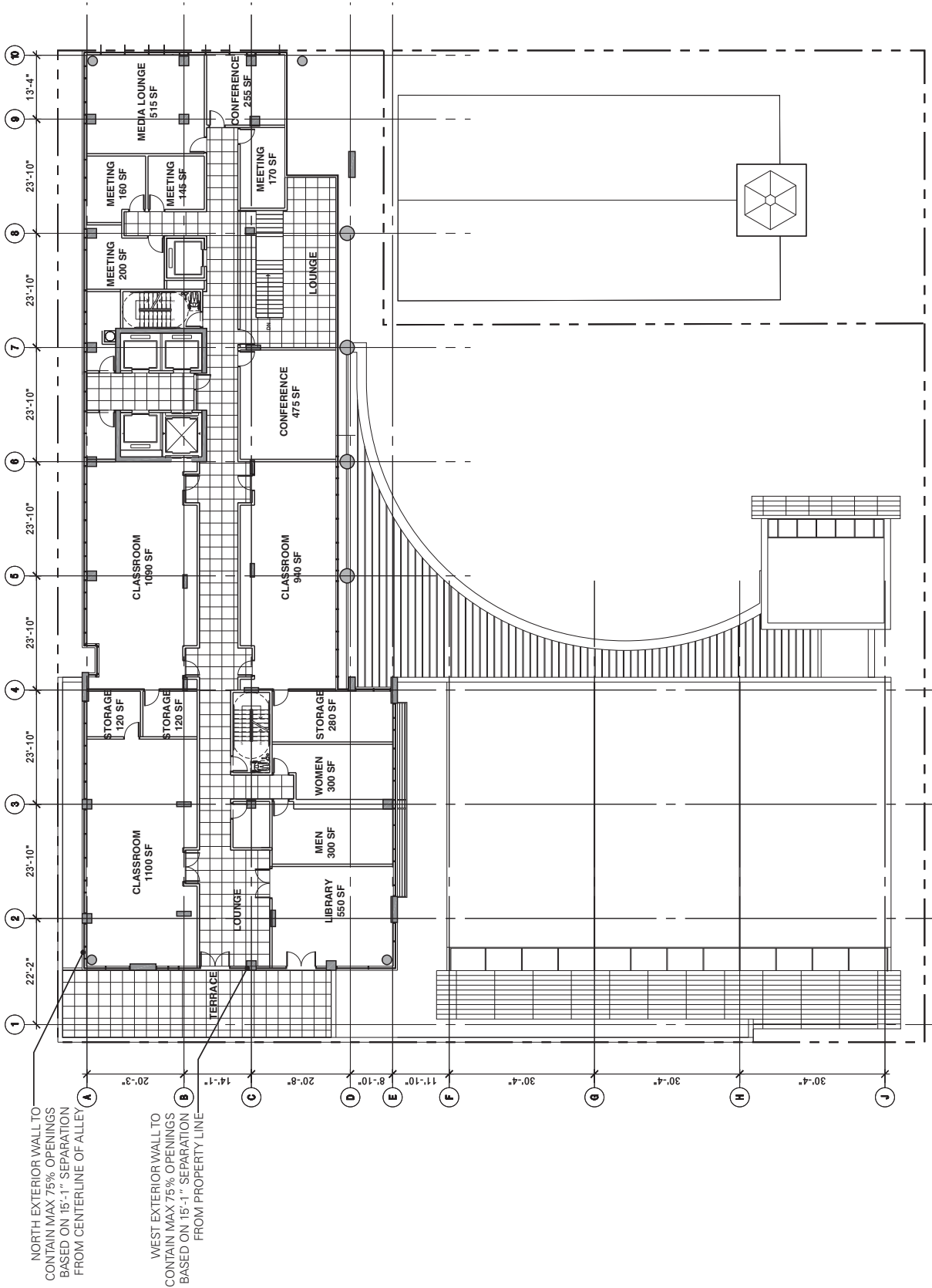


IN-PROGRESS
 0 10' 20'
 10.09.2007
 12.18.2007 revised
 2007023

SECOND FLOOR PLAN
 ALL SAINTS NEWMAN CENTER
 Domus Communities



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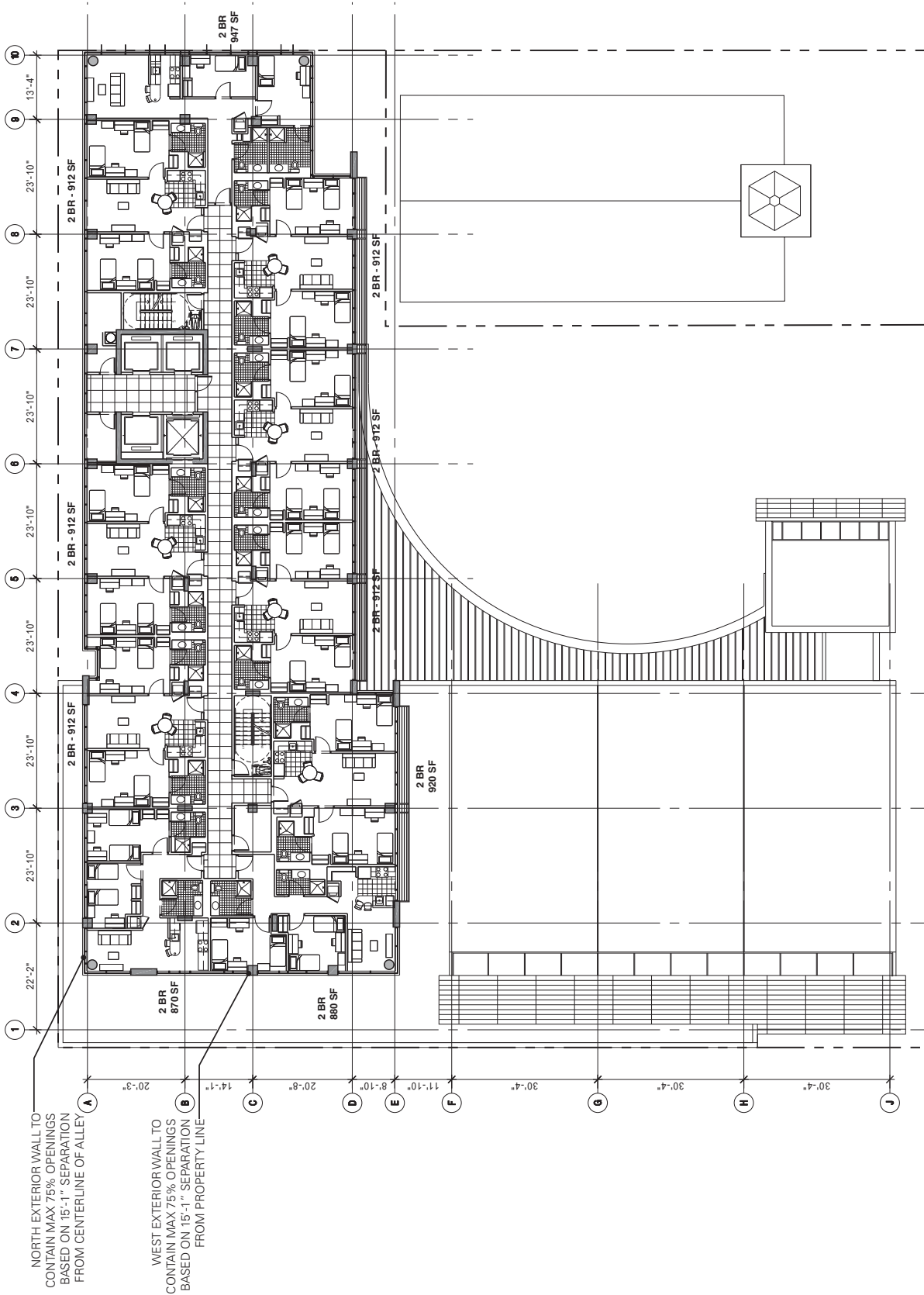


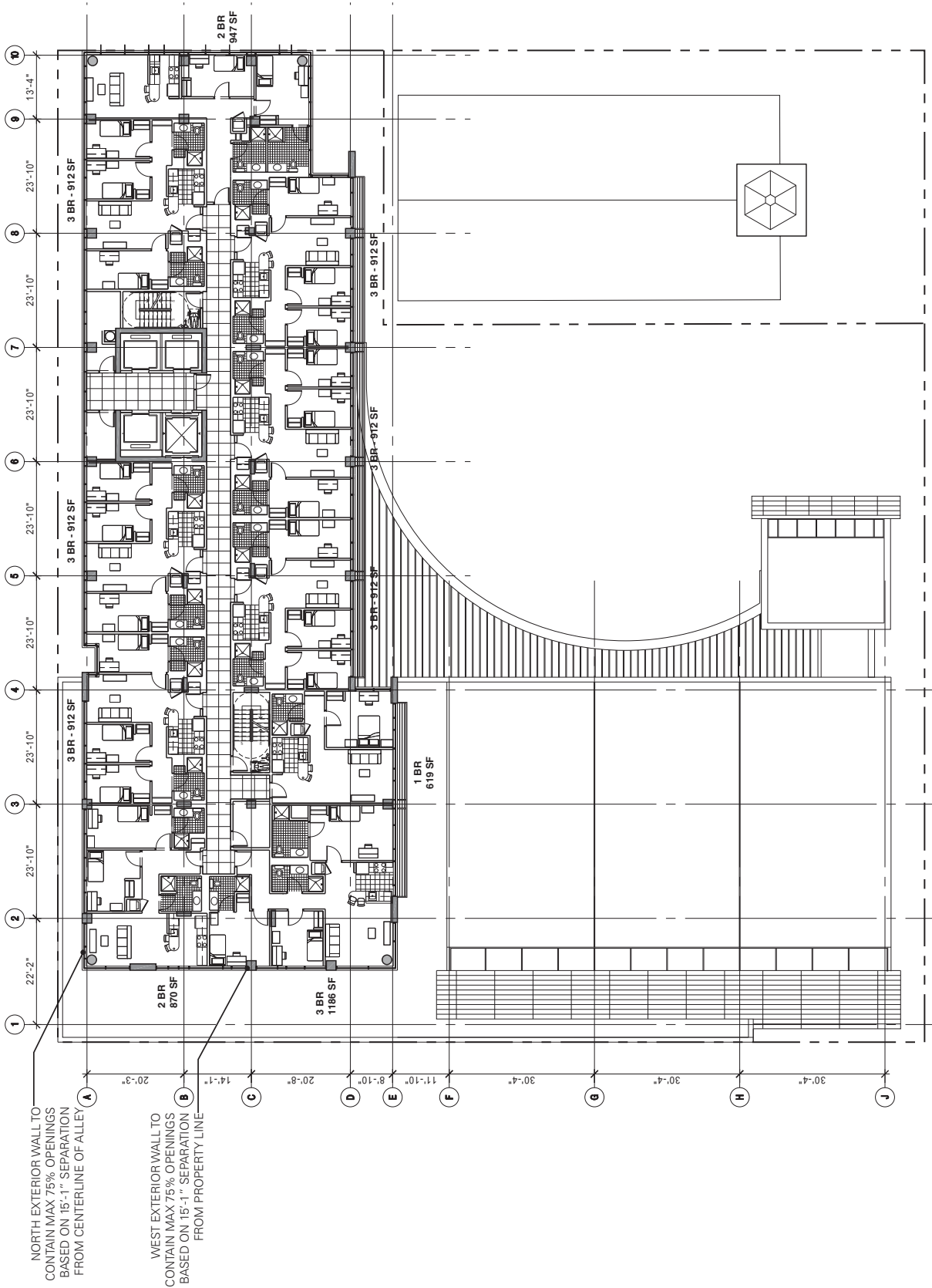
IN-PROGRESS
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 10.09.2007
 12.18.2007 revised
 2007023

THIRD FLOOR PLAN
ALL SAINTS NEWMAN CENTER
 Domus Communities



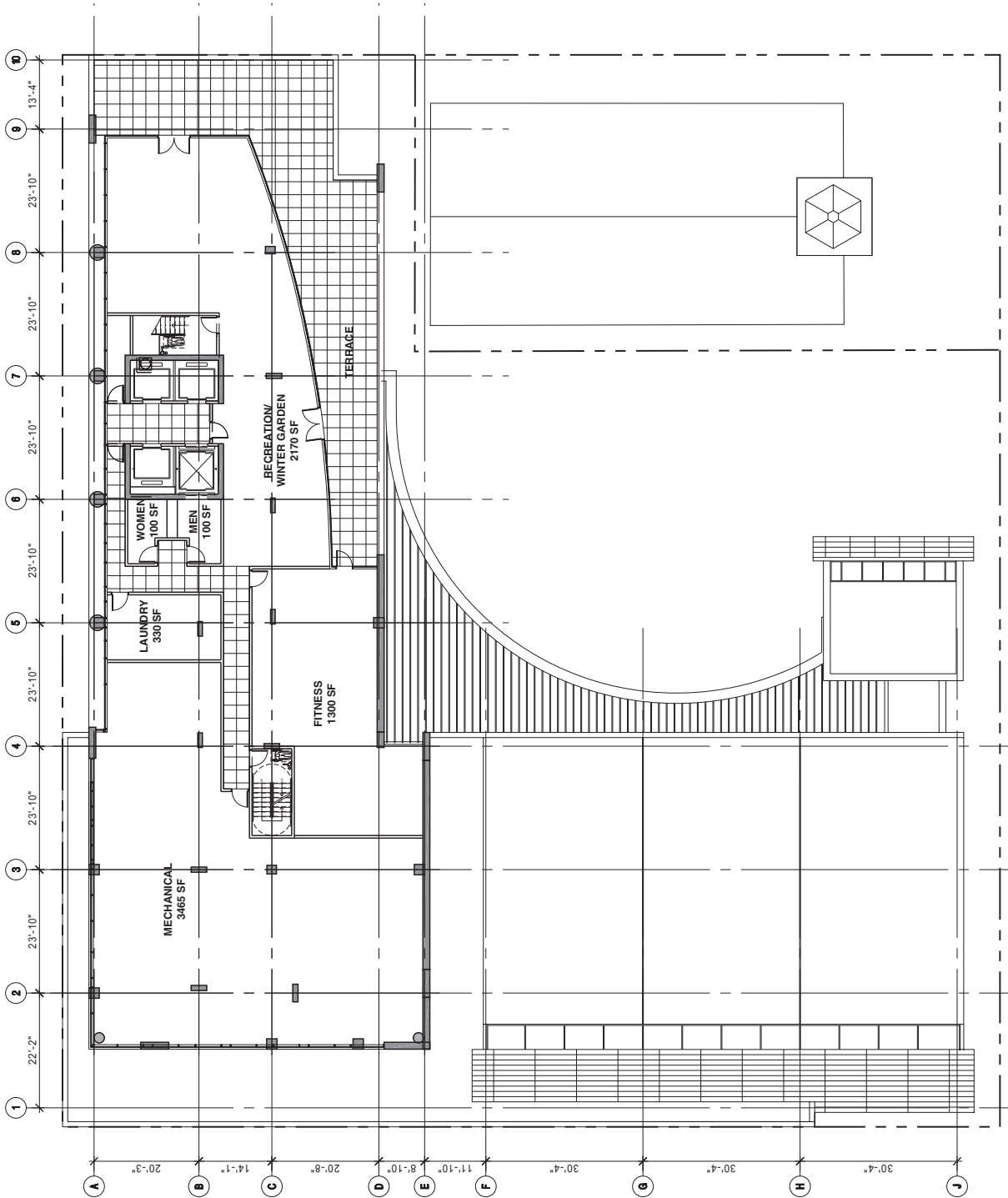
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LEVEL 10-21 - SINGLE ROOMS
ALL SAINTS NEWMAN CENTER
Domus Communities





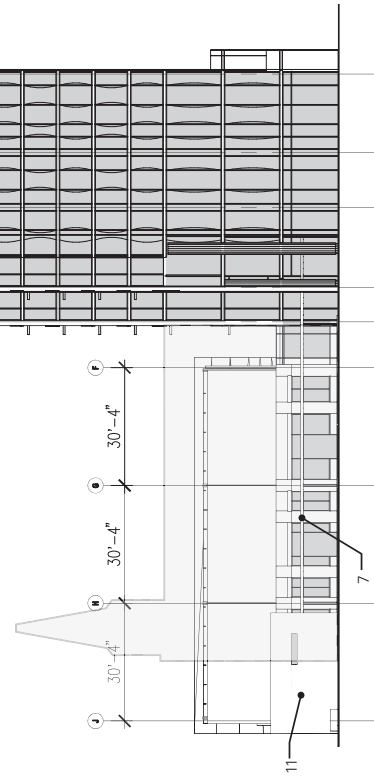
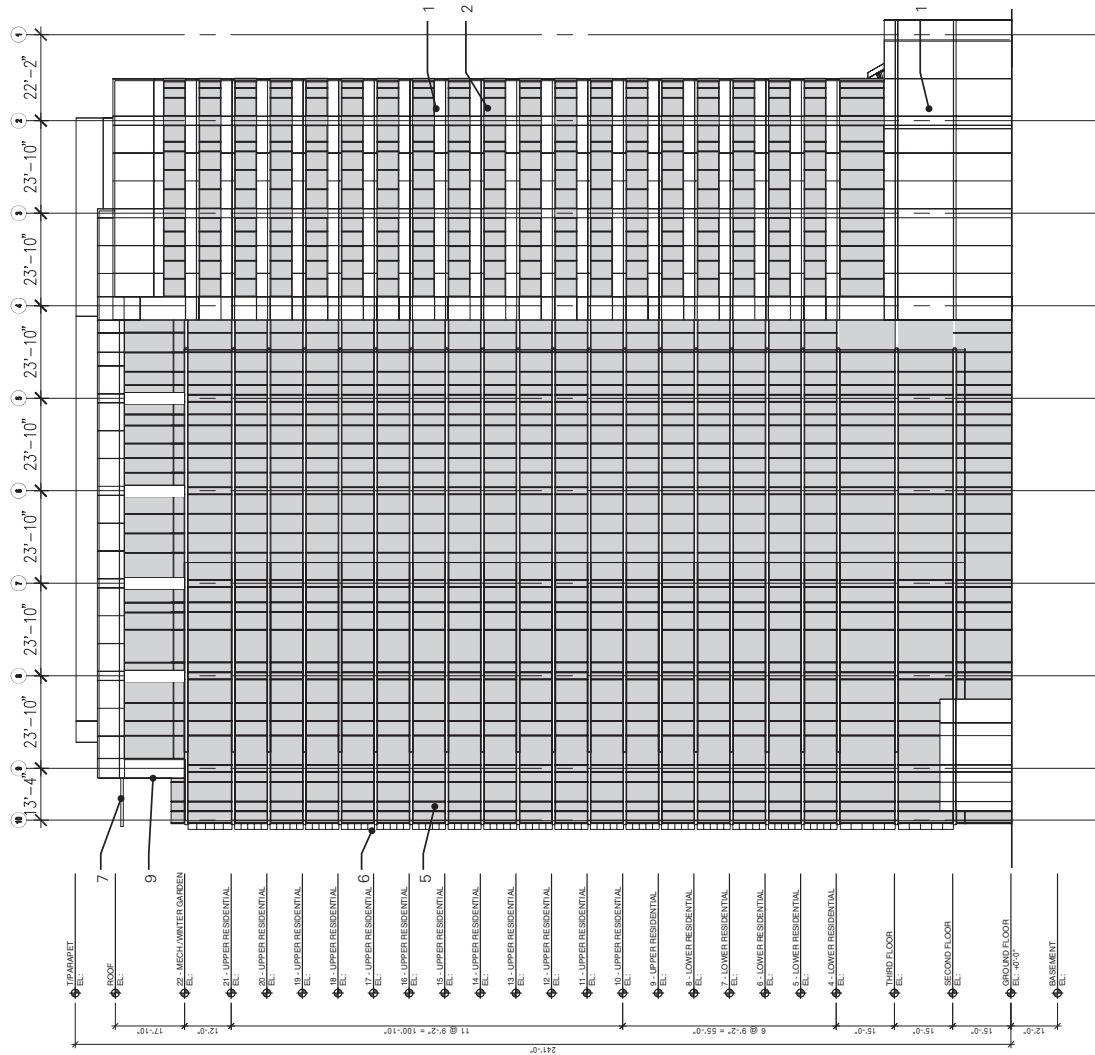
LEVEL 22 - MECHANICAL/RECREATION
 ALL SAINTS NEWMAN CENTER
 Domus Communities



IN-PROGRESS
 0 10' 20'
 10.09.2007
 12.18.2007 revised
 2007023

KEY

1. ARCHITECTURAL CONCRETE VENEER
2. ALUMINUM RIBBON WINDOWS W/LOW-E INSULATED GLASS
3. INTEGRATED ALUMINUM HORIZONTAL SOLAR SHADING DEVICE
4. ALUMINUM WINDOW WALL SYSTEM W/LOW-E INSULATED GLASS AND METAL SLAB EDGE COVERS
5. ALUMINUM WINDOW WALL SYSTEM W/LOW-E INSULATED GLASS AND METAL SLAB EDGE COVERS AND FIRE RATED SPANDREL
6. INTEGRATED VERTICAL SOLAR SHADING DEVICE
7. PAINTED STEEL CANOPY
8. ALUMINUM CURTAIN WALL WITH CLEAR LOW-E INSULATED GLASS WITH TINTED COATING
9. PAINTED CAST-IN-PLACE CONCRETE COLUMNS
10. ARCHITECTURAL STONE
11. ZINC WALL PANEL SYSTEM



IN-PROGRESS
0 16' 32'
10.09.2007
12.18.2007 revised
2007023

NORTH & EAST ELEVATIONS
ALL SAINTS NEWMAN CENTER
Domus Communities



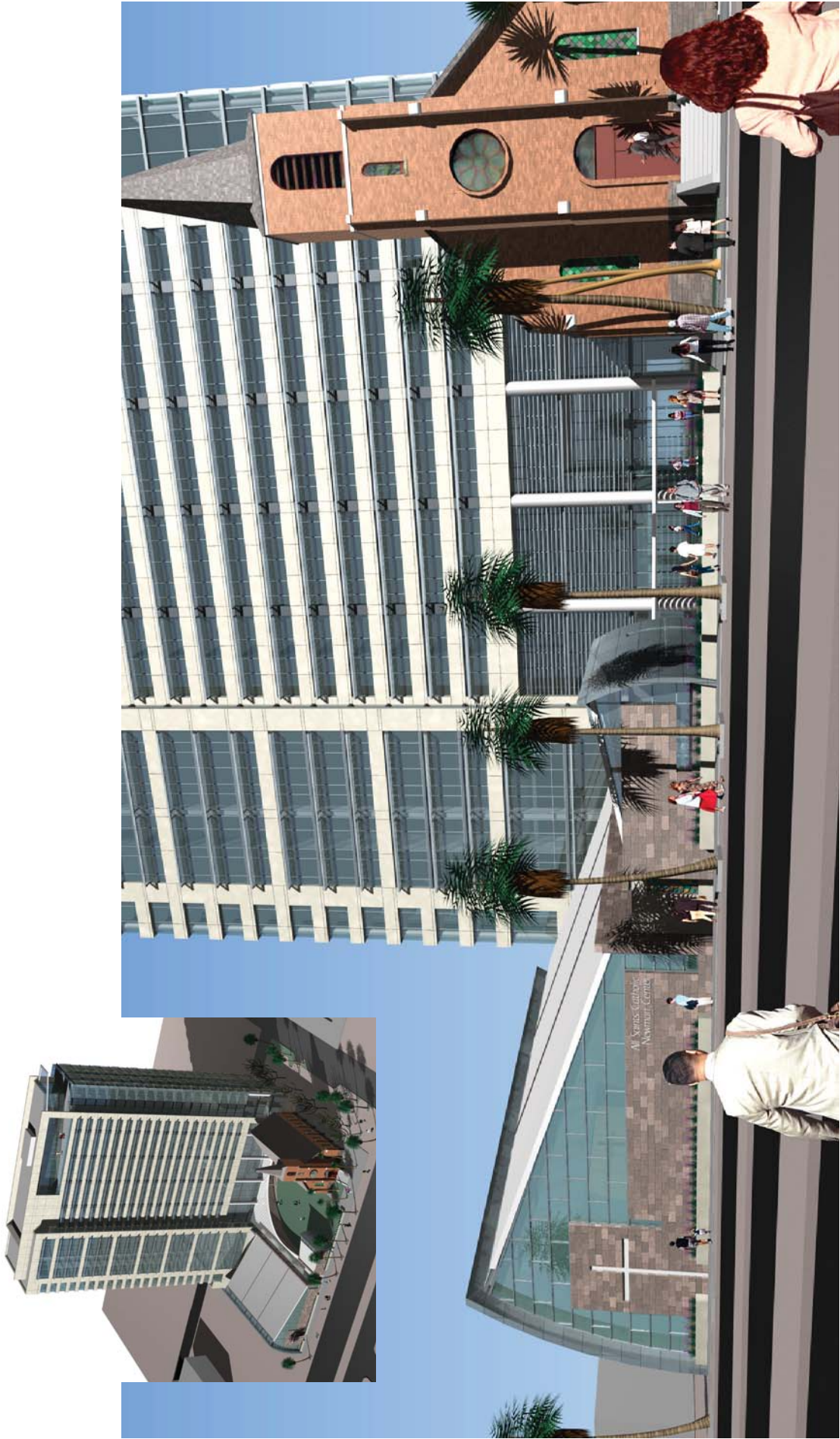


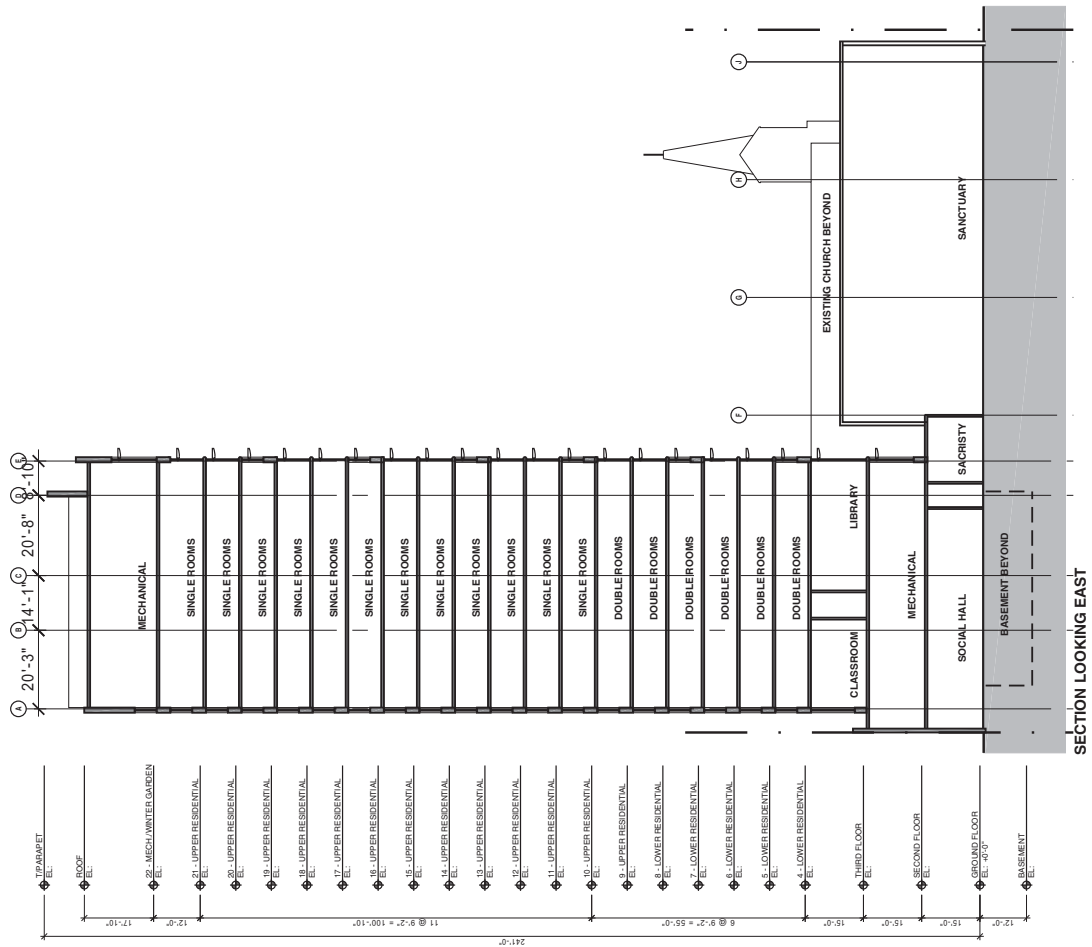
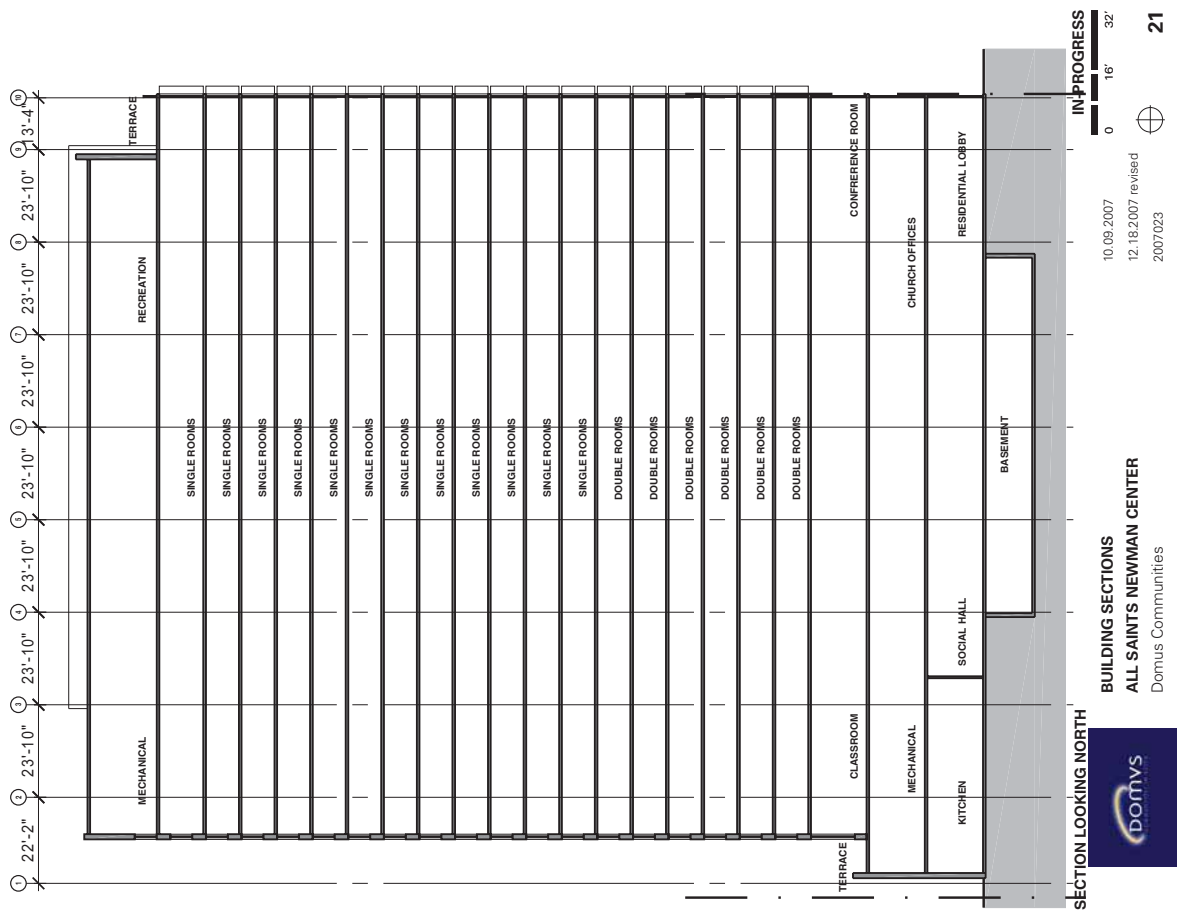
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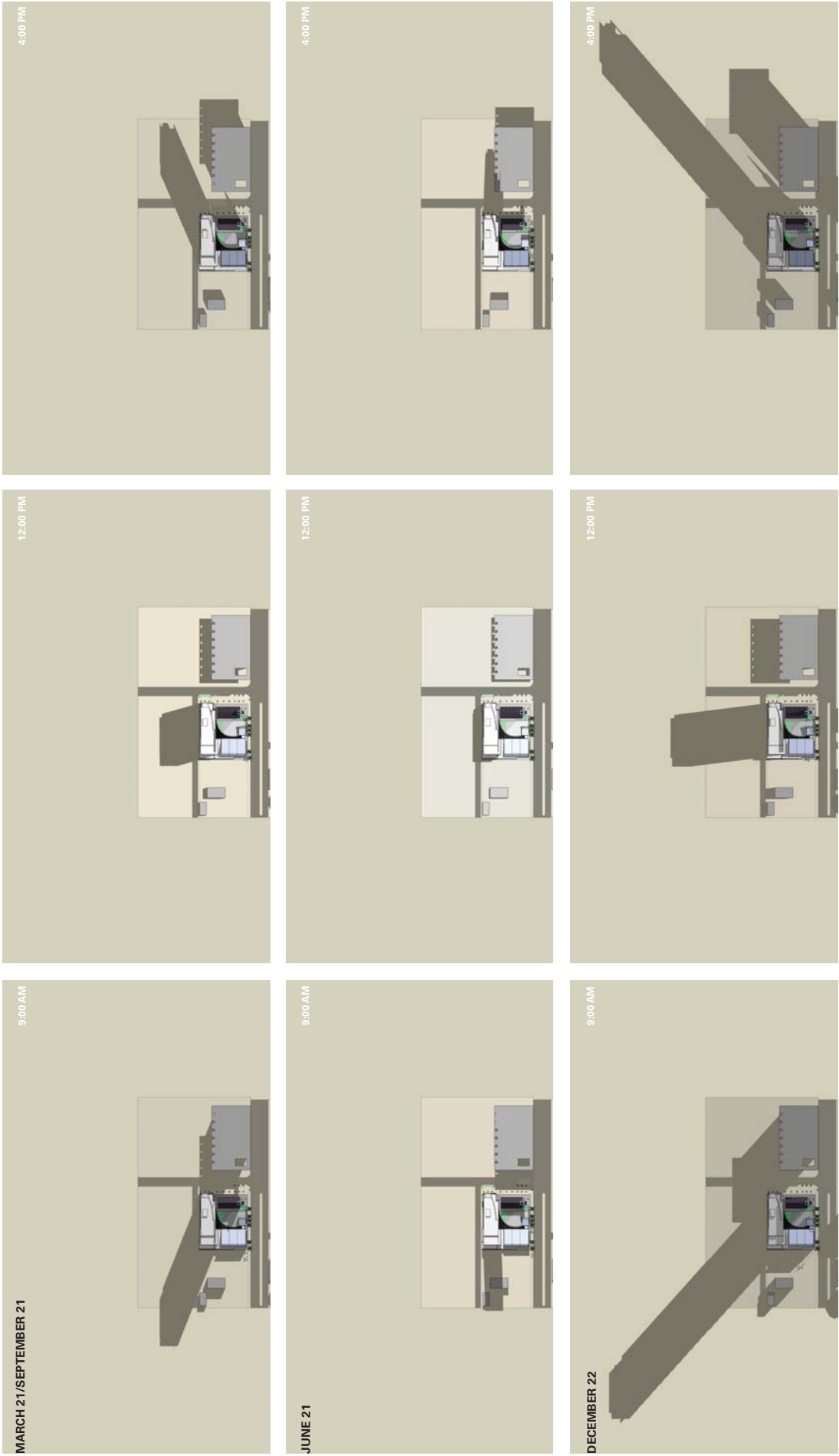
10.09.2007
12.18.2007 revised
2007.02.3

SOUTH & WEST ELEVATIONS
ALL SAINTS NEWMAN CENTER
Domus Communities









IN-PROGRESS

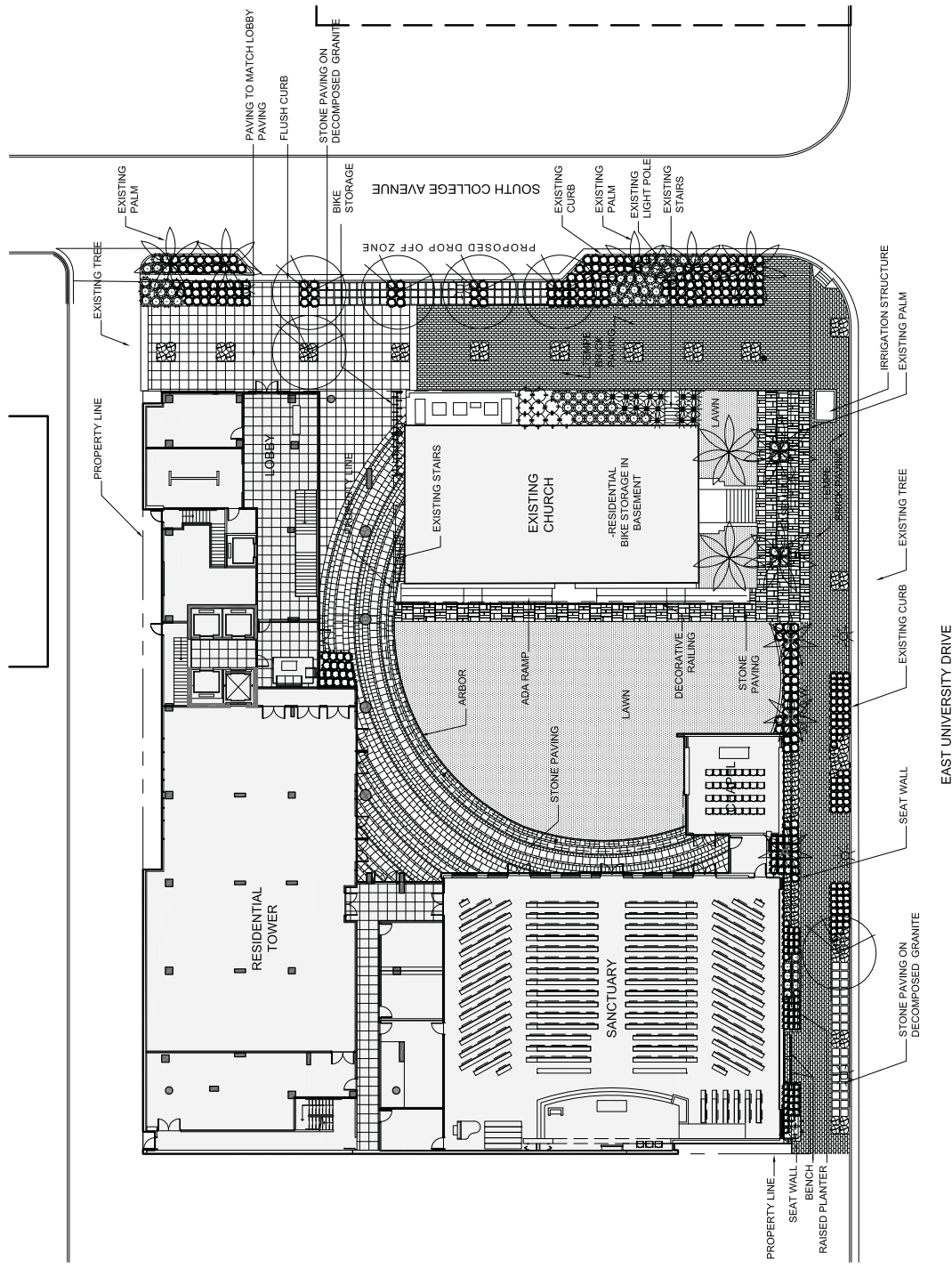
10.09.2007
12.18.2007 revised
2007023

6

SHADOW STUDY
ALL SAINTS NEWMAN CENTER
Domus Communities



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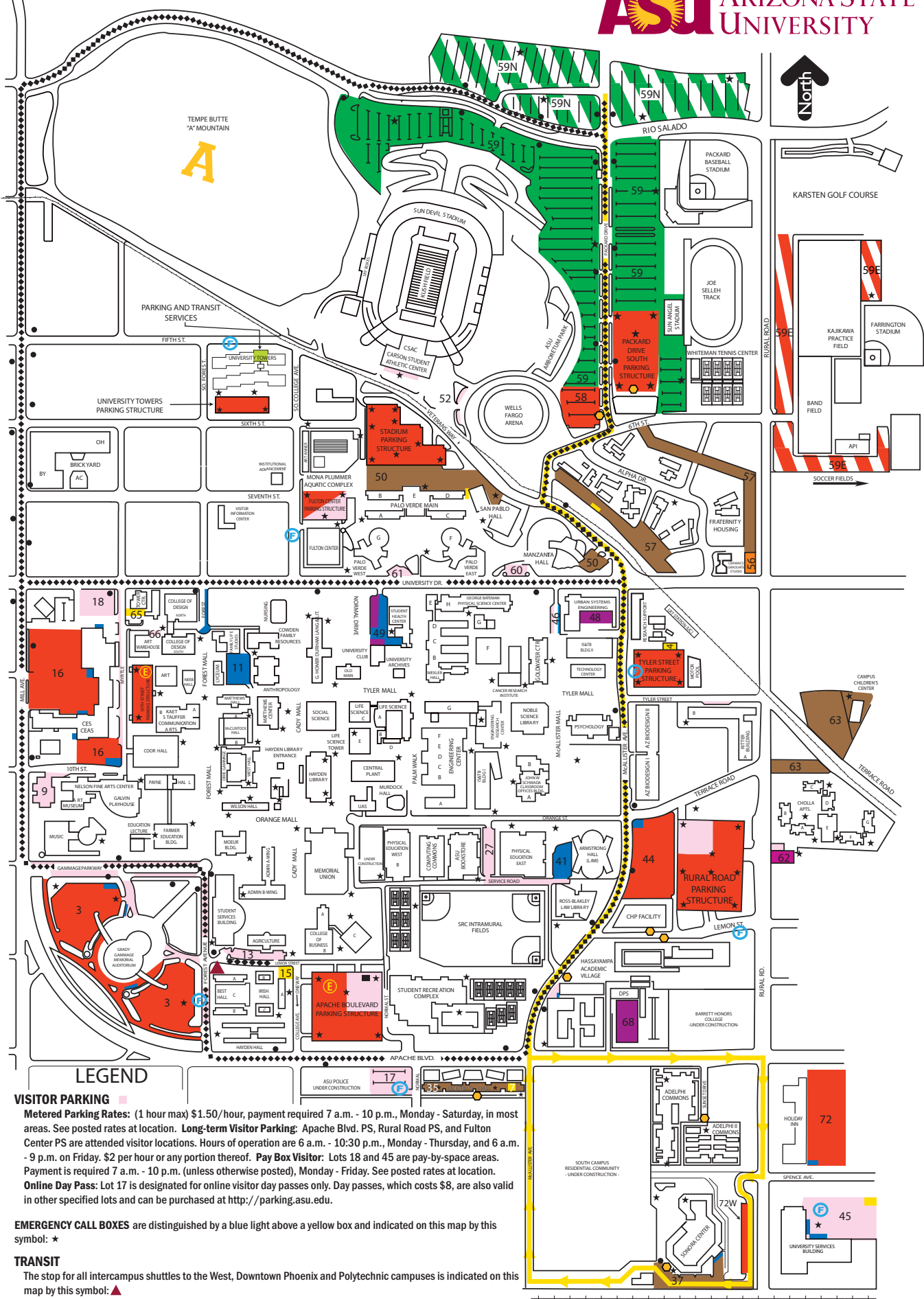


PLANT LEGEND

SYM.	BOTANICAL NAME (COMMON NAME)	SIZE	QTY.
	TREES		
	QUERCUS ENGLEMANNI	54" BOX	6
	MESA OAK		
	EXISTING TREE		15
	WASHINGTON ROBUSTA	24" HT.	3
	MESQUITE PALM		
	EXISTING PALM		9
	ACCENTS		
	DASYLIRION LONGISSIMA	5 GAL	16
	YUCCA GLAUCA	5 GAL	82
	HEPERALOE PARVIFOLIA	5 GAL	
	RED HESPERALOE		
	MUHLENBERGIA CAPILLARIS	5 GAL	345
	REGAL MIST		
	SHRUBS		
	RUELLIA BRITTONIANA	5 GAL	90
	RUCCIA		
	LEUCOPHYLLUM FRUTESCENS	5 GAL	20
	TEXAS RANGER		
	TURF		
	MID-IRON BERMUDA HYBRID	4,665 sq. ft.	
	TOPDRESS		
	ALL PLANTING AREAS - 3/4" MINUS		
	DECOMPOSED GRANITE - COLOR:		
	SADLEBACK BROWN		



~~ATTACHMENT 71~~



Flexcar
Flexcar has vehicles on campus that are available for rent at low, hourly rates. Visit www.flexcar.com/onsite for details. Flexcar locations are indicated by this symbol: P



• T • E • M • P • E •
PRESERVATION

**HISTORIC PRESERVATION
COMMISSION**

Mike Deskin
Elias Y. Esquer
Bob Gasser, Chair
Dan Killoren
Ann Patterson
Stu Siefer, RA
Liz Wilson, Vice-Chair

Alternate Members:
Stephen DeLacey Idle
Donna Marshak

♦ ♦ ♦

**HISTORIC PRESERVATION
OFFICER**

Joe Nucci, RA
Hansen, Interim HPO

♦

The City of Tempe is a
Certified Local Government,
in association with the United
States Department of the
Interior / National Park Service

♦

Tempe Historic
Preservation Office
Community Development
Department
21 East 6th Street, Suite 208
P.O. Box 5002
Tempe, AZ 85280

♦ ♦ ♦

480.350.8028
8579 FAX; 8913TDD



Tempe Historic Preservation Office **STAFF REPORT**

11 October 2007

Proposed Alterations to THPR #10 - St. Mary's / Our Lady of Mt. Carmel Catholic Church

ASU Newman Center, 230 E. University Dr. [SPR 07115]

OVERVIEW

A complete application for alteration of the *St. Mary's / Our Lady of Mt. Carmel Catholic Church* has been received by the Tempe Historic Preservation Office. The property, located on the northwest corner of University Drive and College Avenue and listed on the Tempe Historic Property Register (20 January 2000) and the National Register of Historic Places (30 January 1978), has been proposed for redevelopment. A concurrent application for Planned Area Development has been submitted to the Development Services staff for Development Review commission (DRC) consideration. Tempe Historic Preservation Commission (THPC) approval is required prior to granting of any final permit or approval of the project by the City (denial by THPC subject to appeal to City Council).

HISTORY & FACTS

The Old St. Mary's church is significant as a prominent landmark in Tempe and as a representative example of Territorial Victorian Romanesque Revival architecture. The church retains a high degree of integrity from the time of its construction in 1902-1903. This building was constructed to replace an earlier adobe chapel which had served the Catholic community since 1881. The project was stimulated by Severinus Westhoff, O.F.M., a German priest who had come to the Tempe chapel in 1895, and who had started missions in both Scottsdale and Guadalupe. With the help of volunteer labor from both the Mexican-American and Anglo communities, the church was completed and dedicated in 1903. Among the prominent citizens in Tempe who were originally involved in the church building project were John Curry, J. J. Hodnett, Winchester Miller, and James T. Priest. The work of making and firing the bricks was carried out about two miles from the construction site, and the clay was hauled from Fort McDowell. The brick cutter (from Tucson), and the bricklayer (from Phoenix), were the principal specialists on the project. The church was granted parish status in 1932, and was transferred to the Newman Club in 1962. In 1976, the Knights of Columbus raised funds to remodel the building to meet city codes. It was added to the National Register of Historic Places in 1977.

St. Mary's Church is a one-story structure of locally-made, fired red brick. It is rectangular in plan with a steep gable roof sloping east and west. The gable at the front façade is interrupted by a centrally-located square extension bell tower which terminates in an eight-sided steeple roof. The first story of the building begins above grade; below grade the building is constructed of rusticated blocks of local vesicular basalt. The round-arched main door is approached by a single flight of concrete steps. A stained glass fanlight surmounts the double entry door. Above the main doorway on the central tower is a round window, and above this a small round-arched window. A larger round-arched belfry opening near the top is replicated on four sides of the tower. Five round-arched windows occur at regular intervals on the east and west facades, and two flank the entrance on the north and south facades. The interior is an open hall with a narrow vestibule and choir loft across the south (entry) end.

A series of three plastered vaults are supported on round composite Corinthian pilasters. A basement, partly below grade, spans the entire length of the building, and is divided into a variety of meeting rooms. It is reached by an exterior stair on the west side and an interior stairway at the west end of the vestibule.

ANALYSIS

[See attached materials provided by applicant.]

The subject property, commonly known today as Old St. Mary's or simply, "the Old Church," is, in addition to its listing on the THPR and NRHP, identified in *General Plan 2030* as Mixed-Use / Private Open Space and in the Zoning and Development Code as City Center (CC), as well as Transit Overlay District (TOD); it is also included in the area of interest of the Downtown/Mill Avenue District Design Principles (copies previously distributed), identified as Heritage Core. Adjacent properties and uses include single-story retail and parking to the north, the six-story ASU Fulton Center with parking and retail frontage to the east, ASU campus with the 3-story school of Sustainability to the south and single-story retail/restaurant to the west.

In general, redevelopment in the area has long been sought and encouraged, with pressure on the subject property, considering its location in the Downtown / Mill Avenue District and proximity to Arizona State University, particularly high. Therefore, it is no surprise that a proposal such as this should be brought forth at this time. At issue before the THPC is the impact of the proposed development on the historic resource and appropriate mitigation. No demolition or alteration of the historic structure is proposed, therefore this redevelopment would not directly affect the integrity of the resource. Likewise, the addition of new structures at densities comparable with current trends in the area, in a "compatible yet distinct" architectural expression is reasonable and, if sensitively positioned, articulated and massed, would not overly impact the resource and could provide the economic and functional means for future preservation and maintenance.

Recommendation

Recognizing that the St. Mary's, is a significant historic resource in Tempe, if not the entire metropolitan area, meaningful preservation and interpretation of that resource is paramount to the community. The significance of the church derives from its landmark status in Tempe its rare representative example of Territorial Victorian Romanesque Revival architecture.

Therefore, with respect to the historic integrity of the *St. Mary's / Our Lady of Mt. Carmel Catholic Church* Historic parcel [THPR #10], the THPO staff recommends approval of the proposed project, subject to the following conditions:

1. Provide written structural detail plan to ensure preservation and protection of historic church throughout construction phase,
2. Return to THPC for final design presentation illustrating distinct, yet compatible detail finishes and material treatments on adjacent new buildings, and
3. Provide details of proposed ADA ramp into east façade of historic chapel, and proposed impact to historic building.

Submitted by:

Hansen, Planner, Interim Tempe Historic Preservation Officer
Mark Vinson, City Architect

4 February 2008

City of Tempe – Development Review Commission (DRC)
31 East 5th Street Tempe, Arizona 85281

FAX delivered

RE: All Saints Catholic Newman Center 230 E. University Dr. Tempe, AZ. – PAD and
Proposed Project for DRC review and Public Hearing.

Chairman & Members of the DRC:

I am writing this letter to request that in your review and vote on the above Project & PAD that you please consider the following:

The major aspect of my concern, and I would hope be yours as well, is that the current proposal provides zero, (0) spaces of vehicle parking. On Site and in fact removes the existing 20+ spaces currently being used.

What drew my attention to this case was a notification mailer that I, as President/Director of my HOA, received from City of Tempe.

The initial published request by the applicant for the PAD, showed required parking to be 530 spaces, but the applicant was proposing to provide zero, (0). (Since modified to the current proposed number of 147 spaces, located at two (2) OFF SITE locations, yet still zero (0), On Site spaces provided.

Notwithstanding the "Revised Mobility, Accessibility and Parking Analysis" and "Letter of Explanation" submitted by the applicant, not to provide at least one full level of underground parking On Site, accessible from the public street along the East of the Site, is in my opinion very short sighted, especially considering the stated, reason of additional cost (\$) to the Project.

Perhaps if the applicant could provide the full amount of required parking in Off Site locations, (without adversely affecting those parking areas), this might be an acceptable approach, but the applicant is not even providing thirty percent (30%) of the required parking. [530 x 30% = 159 spaces]

One level of below grade, On Site Parking could provide +60 vehicle spaces, for use by ALL On Site administration personnel, service personnel, visitors to all aspects of the Project, disabled persons both staff and visitors, visiting parents of residents and worship related events that would take place in either of the three (3) proposed assembly buildings. Forcing student resident parking to a remote location is a good idea and again, (provided it doesn't overburden existing parking requirements) should be supported, *but not providing On Site parking for the day to day activities, visitors and personnel required to operate and service the Project, is just wrong.*

The applicant is proposing a twenty-two (22) story, "apartment-style residence" building of "432 bedrooms" for "550 students" as part of the PAD/ Project. Certainly, this major, income producing aspect of the Project, would allow the cost of below ground parking to be amortized within the full scope of a reasonable overall Project budget? If not, perhaps the applicants proposed budget is insufficient to bring the Project to fruition and is unrealistic.

The "worship related - church office" parking and visitor parking for this Project should be Required to be On Site parking, from a practical usage, daily operational aspect. On Site parking would be beneficial not only for the users but the success, immediate & long term, for the Project, as well as the City of Tempe.

As a concerned citizen of Tempe since mid 1970's and property owner in one of the perimeter residential neighborhoods surrounding downtown Tempe, I ask the DRC to very carefully review and rule on this case. Each case should stand or fall on its "own" merits, regardless of what has been approved in the past.

My goals since establishing residence in Tempe have included doing my best to improve the area in the City where I live to the best of my abilities. It is in that goal that I bring forth my observations and opinions in this case under your consideration.

Rick D. Hondorp Architect
275 West 9th Street Tempe, AZ. 85281

Levesque, Ryan

Subject: FW: DRC Agenda Item for February 12; All Saints Newman Center

From: Pam
Sent: Thursday, February 07, 2008 9:44 AM
To: Levesque, Ryan
Cc: 'Chris's Email'
Subject: DRC Agenda Item for February 12; All Saints Newman Center

Hi Ryan,

Chris Wilson and I have carefully reviewed this developer's parking analysis/plan as well as the Staff report regarding the All Saints Newman Center proposal.

The Downtown Tempe Community, Inc., which also manages parking for the City and for participating downtown landowners, is in agreement with Staff's recommendations regarding parking requirements for this project.

As the primary stakeholders for and the managers of the Mill Avenue District, Downtown Tempe Community, Inc., requests the opportunity to review and provide comment on the **detail design plans** for the All Saints Newman Center at the appropriate time. As with other development proposals within our enhanced services district boundaries, DTC would convene a panel of architects/designers to review the project for urban form, the City's Community Design Standards and compatibility with downtown design goals and objectives. We would appreciate sufficient advance notification so that DTC's comments could be provided in a timely manner to City staff for inclusion in the DRC's work packet.

Thank you for the opportunity to provide feedback on the Newman Center's proposed parking plan.

Pam Goronkin
President and Executive Director
Downtown Tempe Community, Inc.
Managers of Mill Avenue District
480 355-6061