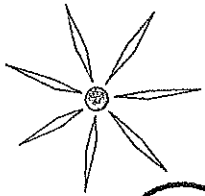
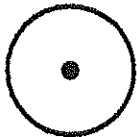


LANDSCAPE LEGEND



WASHINGTONIA ROBUSTA
MEXICAN FAN PALM
16' TRUNK FT. (MATCHING, SKINNED)



PROSOPIS CHILENSIS
CHILEAN MESQUITE (THORNLESS)
15 GALLON



LANTANA MONTEVIDENSIS
'GOLD MOUND'
1 GALLON



LANTANA MONTEVIDENSIS
'PURPLE TRAILING'
1 GALLON



ROSEMARINUS OFFICINALIS
'PROSTRATUS' ROSEMARY
5 GALLON (KEEP TRIMMED AT 2')

1/2" MINUS MADISON GOLD
DECOMPOSED GRANITE
2" DEPTH IN ALL LANDSCAPE AREAS



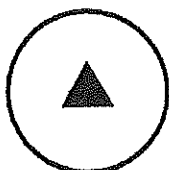
CALLIANDRA EROPHYLLA
BAJA FAIRY DUSTER
5 GALLON



HESPERALOE PARVIFLORA
RED YUCCA
5 GALLON



ONAGRACEAE GAURA LINDHEIMERI
PINK GAURA
1 GALLON (KEEP TRIMMED AT 2')



CECIDIUM MICROPHYLLA
FOOTHILL PALO VERDE
36" BOX



MUHLENBERGIA RIGIDA 'NASHVILLE'
NASHVILLE
5 GALLON



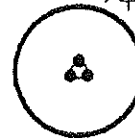
MUHLENBERGIA 'REGAL MIST',
REGAL MIST
5 GALLON



CARRISA GRANDIFLORA
'NATAL PLUM' BOXWOOD
5 GALLON



MULENBERGIA RIGENS
DEER GRASS
5 GALLON



CECIDIUM 'HYBIRD'
DESERT MUSEUM
24" BOX



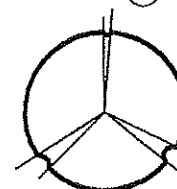
GAZANIA RIGENS LEUCOLAEANA
GASANIA 'SUNGLOW'
1 GALLON



AGAVE GEMINIFLORA
TWIN FLOWERING AGAVE
5 GALLON



HESPERALOE PARVIFLORA
GAINT HESPERALOE
5 GALLON



CECIDIUM FLORIDUM
BLUE PALO VERDE
48" BOX



CARNEGIEA GIGANTEA
SAGUARO CACTUS
8' MIN SPEAR



GUTIERREZIA SAROTHRAE
BROOM SNAKEWEED
5 GALLON



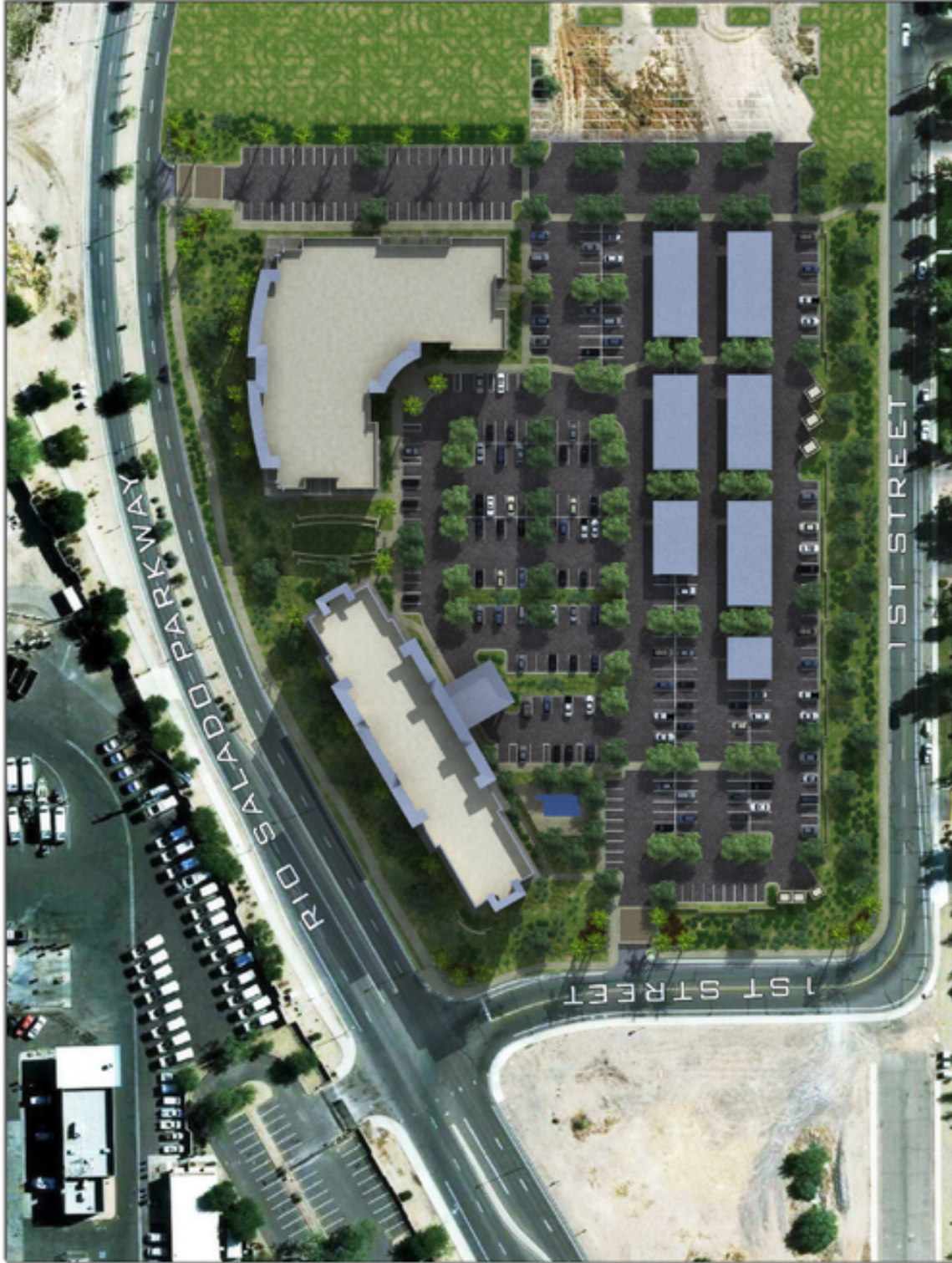
DELEA GREGGII
INDIGO BUSH
5 GALLON

TURF

MID-IRON
TURF
SOD



6" EXTRUDED CURB
CONCRETE HEADER
SEE DETAIL





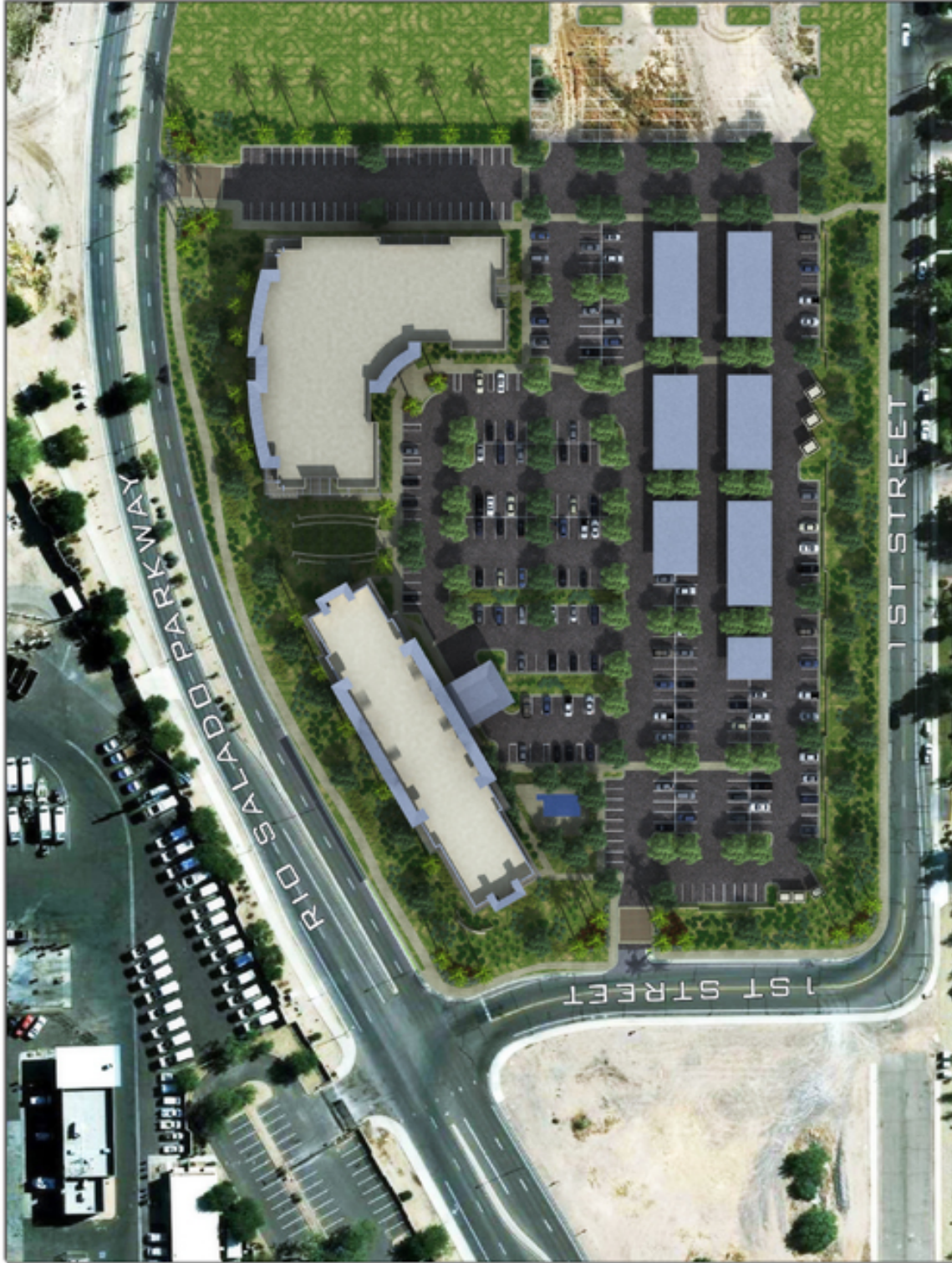
PHArchitecture



SHADOW STUDY MARCH 21st 12:30 PM

RIVERSIDE OFFICE PLAZA PHASE III

12.09.08



PHArchitecture

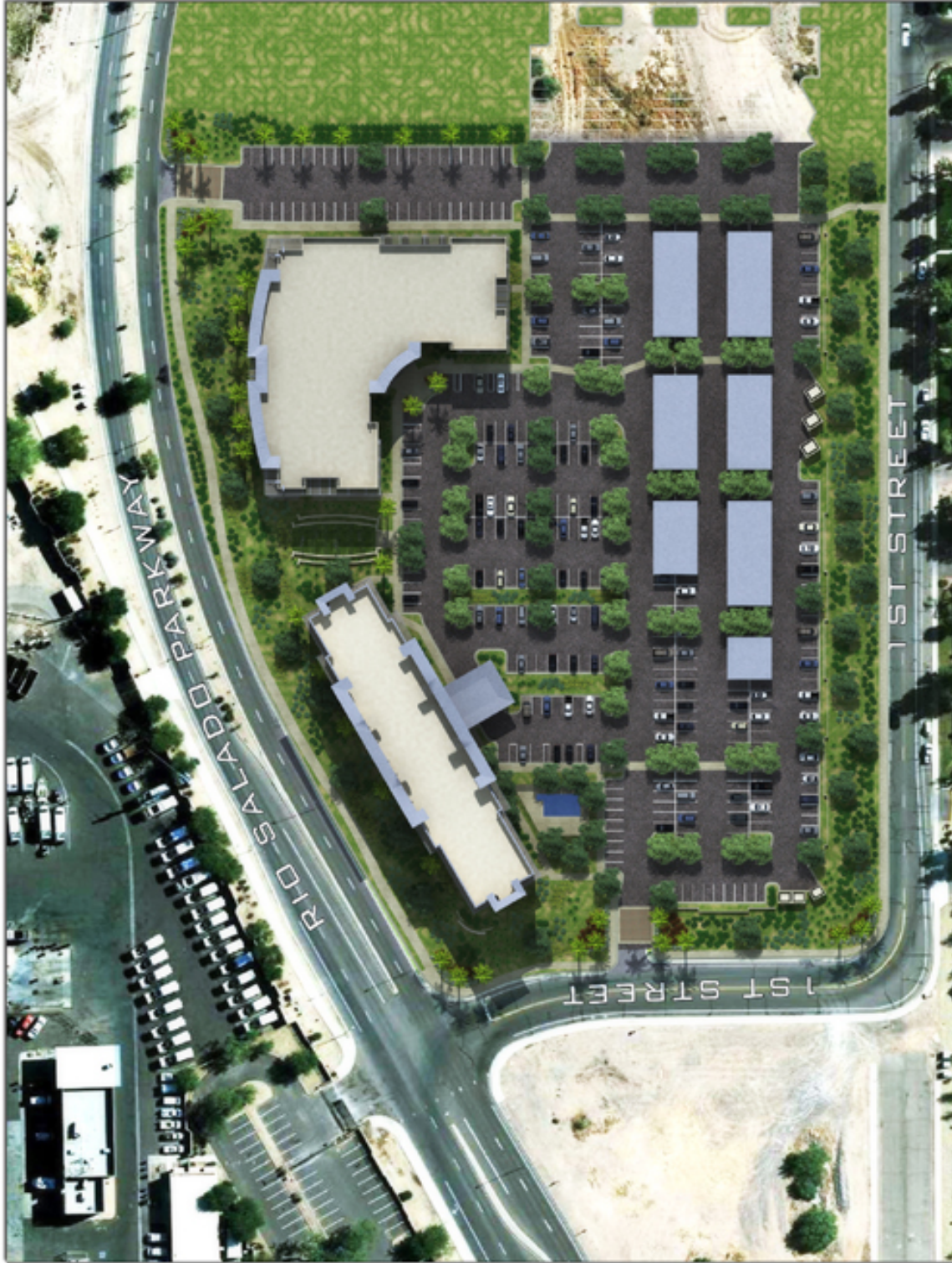


LGE
DESIGN BUILD
BETTER IDEAS. BETTER BUILDINGS.

SHADOW STUDY MARCH 21st 4:00 PM

RIVERSIDE OFFICE PLAZA PHASE III

12.09.08



PHArchitecture



SHADOW STUDY JUNE 21st 9:00 AM

RIVERSIDE OFFICE PLAZA PHASE III

12.09.08



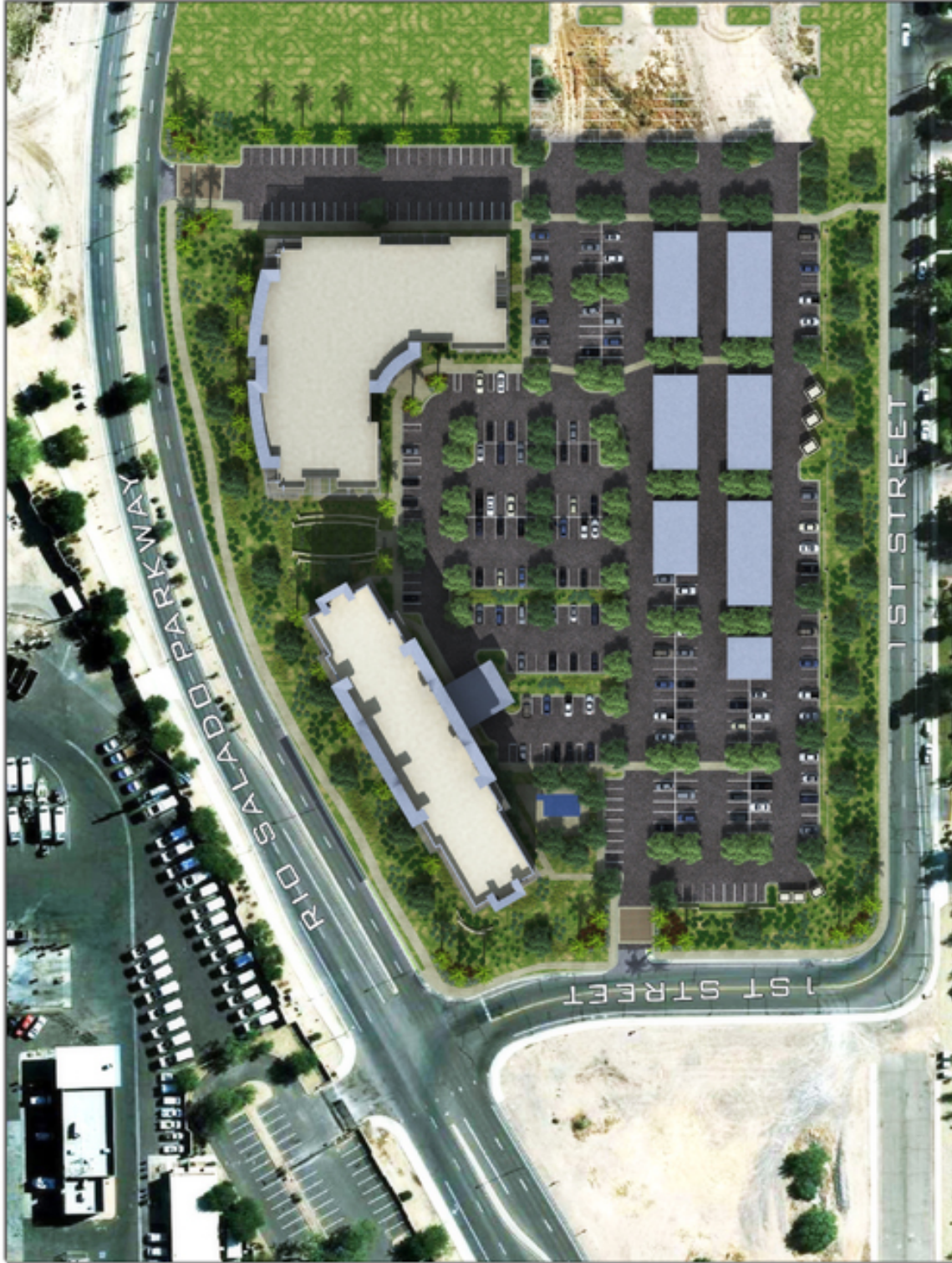
PHArchitecture



SHADOW STUDY JUNE 21st 12:30 PM

RIVERSIDE OFFICE PLAZA PHASE III

12.09.08



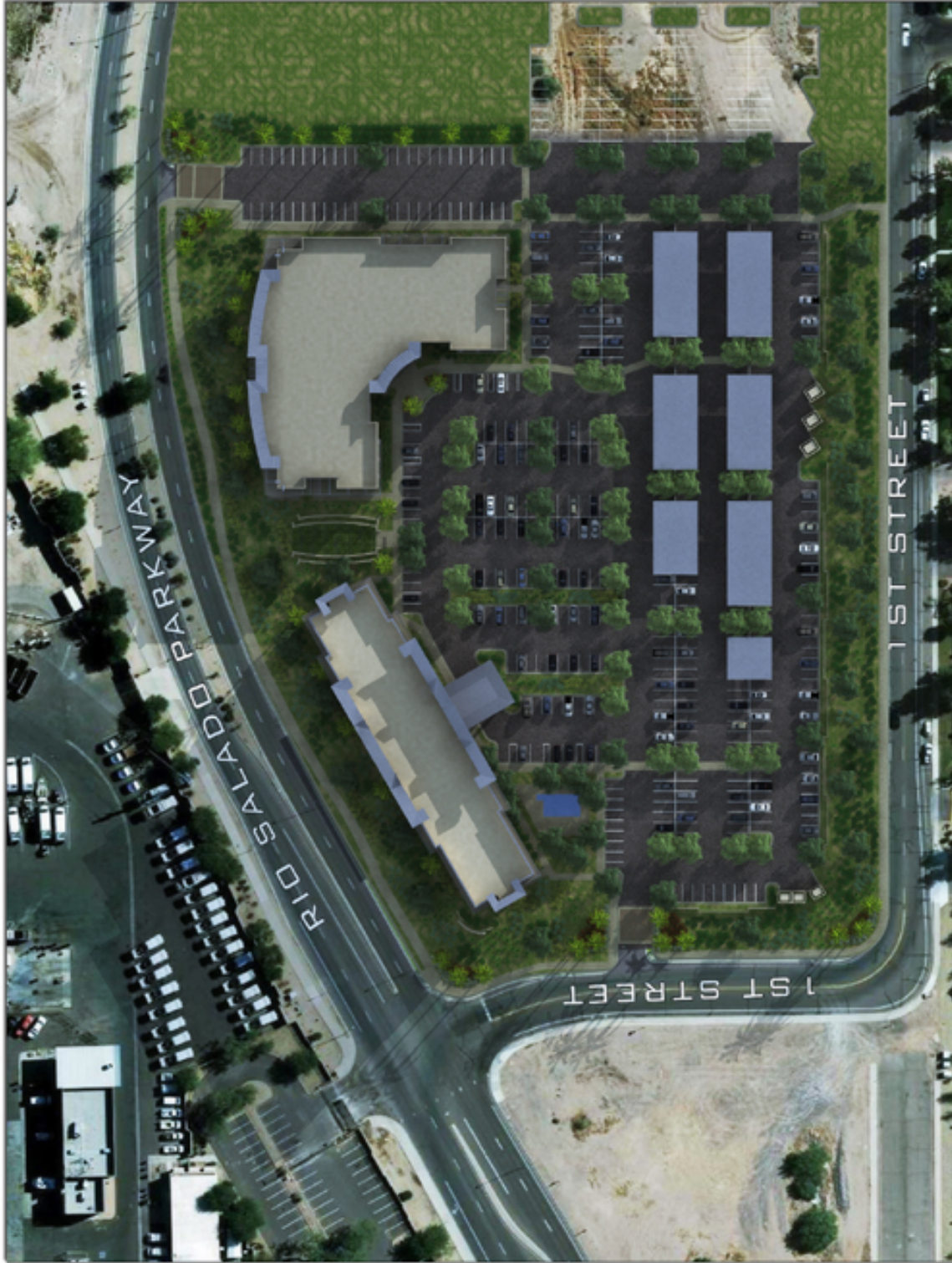
PHArchitecture



SHADOW STUDY JUNE 21st 4:00 PM

RIVERSIDE OFFICE PLAZA PHASE III

12.09.08





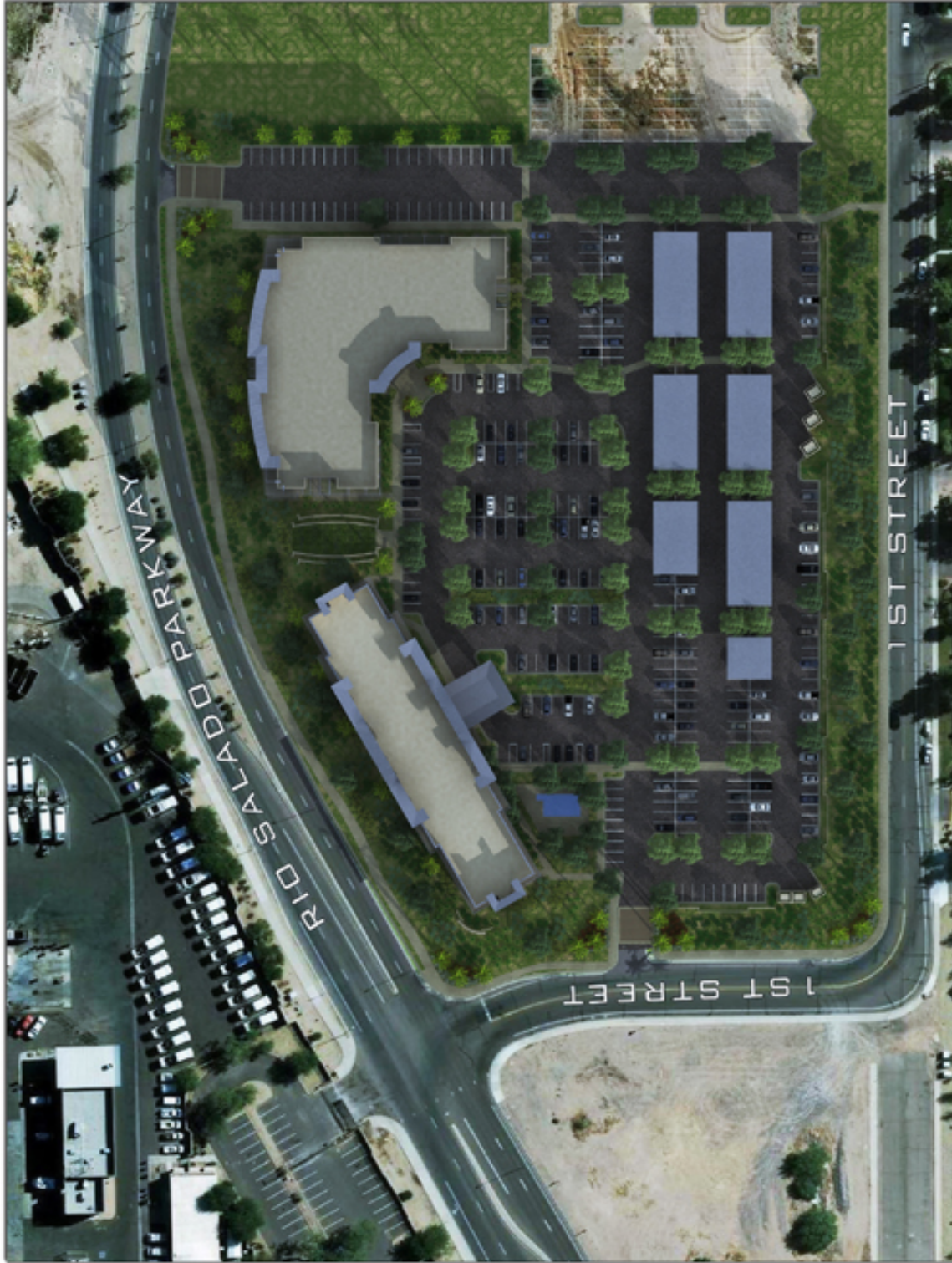
PHArchitecture



SHADOW STUDY DECEMBER 21st 12:30 PM

RIVERSIDE OFFICE PLAZA PHASE III

12.09.08



PHArchitecture



SHADOW STUDY DECEMBER 21st 4:00 PM

RIVERSIDE OFFICE PLAZA PHASE III

12.09.08

From: O'Melia, Kevin
Sent: Wednesday, August 27, 2008 12:08 PM
To: Ryan, Nancy
Cc: Kimbrell, Deedee; Johnson, Diane B
Subject: RIVERSIDE PLAZA III OFFICE & HOTEL / SPR08059

08-26-08 RIO SALADO ADVISORY COMMISSION REVIEW
KKO e-mail to Nancy Ryan, Dee Dee Kimbrell & Diane Johnson (Rio Salado staff) on 8/27

Greetings,
Please review and indicate corrections if needed.

* ATTENDEES three guests; Commissioners: Alana Chavez, Walter McCraney, Maureen DeCindes, Sue Lofgren, Michael Curley, Julie Ramsey, Mary Hannaman; C.O.T. Staff: Nancy Ryan, Dee Dee Kimbrell, Diane Johnson, Joe O'Connor and Kevin O'Melia.

PRESENTATION by K O'Melia

- 1) Case revisits site design. Current proposal of a 60' high office building and a 75' high hotel replaces a proposal of a 77' high office building and two level parking garage. Hotel and office proposal includes a property division between the two uses. Hotel and office each have parking on their own site.
- 2) Building heights gradually step up east to west toward the Priest/Rio Salado intersection: Riverside Plaza I and II are 35', Riverside Plaza III Office will be 60'. Riverside Plaza III Hotel will be 75'. Tempe Landing offices (across 1st Street) will be 100'
- 3) Entitlement process for Riverside Plaza III Office & Hotel includes the following:
 - 3a) Recommendation from the R.S.A.C.,
 - 3b) Administrative P.A.D. modification to insert the new site plan in the existing P.A.D. This is allowed if the hotel and office proposal does not exceed the 77' height or otherwise overturn the development standards of the existing P.A.D. (this would be a staff review without a public hearing).
 - 3c) Use permit request to allow hotel in GID District (Development Review Commission).
 - 3d) Development Plan Review for site plan, building elevations and landscape plan (Development Review Commission-- same hearing as that for Use Permit).
 - 3e) Plat to unify and resubdivide property. C.O.T. is separately processing an abandonment in October 2008 that is related to this development.

COMMISSIONER COMMENTS / DISCUSSION

- 1) Riverside Office Plaza Phase I and Phase II are completed.
- 2) Each phase of Riverside Office Plaza has pedestrian access north-south through site with walkway connections south to First Street. There are no vehicle points of access to First Street except for normally close, gated emergency driveways.
- 3) With the entitlement process outlined above, neighborhood meeting is recommended but is not required. Neighborhood notification is required as part of the Use Permit request.
- 4) Concern that hotel will be entitled but will not be built.
- 5) Make Use Permit request for hotel specific to this site design development and not transferable.
- 6) If Riverside Plaza III is built in two phases, extend emergency access drive to north leg of First Street in first phase OR build entire parking lot in first phase.

RECOMMENDATION

- 1) The proposed Riverside III Hotel and Office uses are appropriate for the Rio Salado Overlay District.
- 2) This development is compatible with the goals of the Rio Salado Overlay District.

*



City of Phoenix

AVIATION DEPARTMENT
PLANNING & ENVIRONMENTAL DIVISION

September 28, 2008

Mr. Chandler Eskew
PH Architecture
15849 N. 71st Street, Suite 200
Scottsdale, Arizona 85254

Re: Riverside III Project

Dear Mr. Eskew:

Thank you for working with Phoenix Sky Harbor International Airport staff regarding the height of Riverside III project and helping us protect the integrity of the airspace around the Airport. As proposed, the project will comply with the height constraints for the airlines operating to and from Phoenix Sky Harbor International Airport.

I have attached an illustration depicting the components that define how maximum building height is calculated for any project.

As you continue to work through the development process, please continue to communicate with the Federal Aviation Administration and our office for requirements during the construction phase, particularly the installation of construction cranes. The Airport planning staff can be reached at 602-273-3340.

Sincerely,

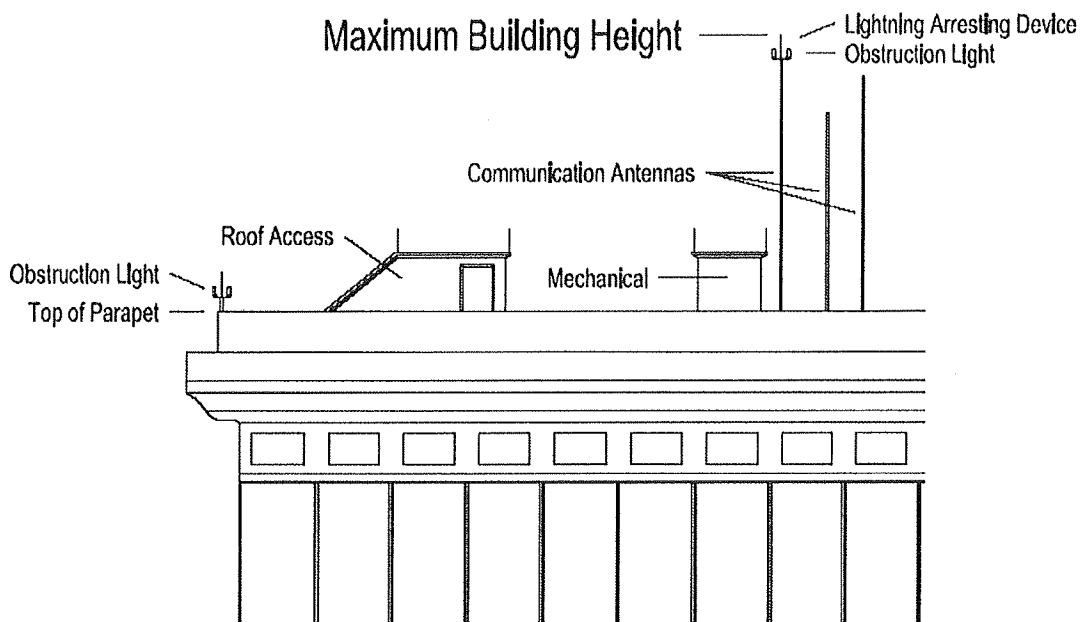
Chris Andres
Acting Deputy Aviation Director

Attachment

cc: Jane Morris, City of Phoenix
Kevin O'Melia, City of Tempe

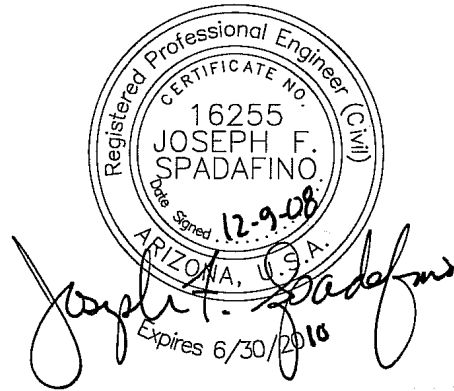
Maximum Building Height

Maximum building height includes all rooftop appurtenances, obstruction lights, lightning arresting devices, etc. as shown below. All elevations are above Mean Sea Level (NAVD 88).



December 9, 2008

Ms. Shelly Seyler, PE
Traffic Engineer
City of Tempe Public Works Department
200 East Fifth Street, 2nd Floor
Tempe, Arizona 85281



**RE: REVISED Amendment #1 - Riverside Office Plaza Traffic Impact Analysis
Phase III Trip Generation Comparison Statement**

Dear Ms. Seyler:

CivTech Inc. has been retained by LGE Design Build to amend the *Riverside Office Plaza Traffic Impact Analysis* (CivTech, May 2006) with a Trip Generation Comparison Statement due to changes proposed for Phase III of the development. Phase I of the development is completed and occupied and Phase II is currently being developed. Phase III of the development will be located on the southeast corner of 1st Street and Rio Salado Parkway in the City of Tempe.

CivTech understands the purpose of this amendment is to compare the trips generated by the currently proposed hotel and office uses to those of the approved office use in Phase III. The City of Tempe has indicated that it will accept a trip generation comparison statement in lieu of a full Traffic Impact Analysis (TIA) if the trips generated under the new development scenario approximate those anticipated in the approved TIA, which, as will be demonstrated, they are.

The revisions incorporated in this revised amendment address the two City comments on the October 21, 2008 version of this amendment. The comments requested: that trips generated by the now-approved Tempe Landing, which is located to the west of the Riverside site, be considered in the analysis; that a queuing analysis be conducted on First Street with the total traffic volumes; and that Access B be analyzed without a traffic signal. A copy of the comments and CivTech's responses are attached for reference so that this document can stand on its own.

Approved Phase III Development

Phase III occupies 8.67 gross acres (6.95 net acres) of the development site. Previously, a four-story, 147,336 square foot (SF) office building was proposed in Phase III of the development. This building was considered in CivTech's May 2006 TIA.

Proposed Phase III Development

The current development proposal (see attached) for Phase III includes an 83,330-SF office building and a 134-room hotel.

Table 1 shows the numbers of trips expected to be generated by Phase III under the original approved development scenario and under the latest proposed mix of uses being requested for the parcel.

Table 1 - Trip Generation Comparison

Land Use	ITE LUC	ITE Land Use Name	Total	Units	AM Distribution		PM Distribution			
					In	Out	In	Out		
Proposed										
General Office Building	710	General Office Building	83.330	1,000 SF	88%	12%	17%	83%		
Hotel or motel	310	Hotel	134	Rooms	58%	42%	49%	51%		
Approved										
General Office Building	710	General Office Building	147.336	1,000 SF	88%	12%	17%	83%		
Land Use	ADT		AM Peak Hour				PM Peak Hour			
	Avg Rate	Total	Avg Rate	Total	In	Out	Avg Rate	Total	In	Out
Proposed										
General Office Building	11.01	918	1.55	130	114	16	1.49	125	21	104
Hotel or motel	8.17	1,096	0.67	90	52	38	0.70	94	46	48
Totals		2,014		220	166	54		219	67	152
Approved										
General Office Building	11.01	1,624	1.55	230	202	28	1.49	220	37	183
Differences (Trips)		390		-10	-36	26		-1	30	-31
Differences (Percentages)		24.0%		-4.3%	-17.8%	92.9%		-0.5%	81.1%	-16.9%

The results summarized in **Table 1** reveal that if the site were developed per the currently proposed mix of hotel and office uses, it could generate approximately 2,014 trips per day, with approximately 220 occurring in the AM peak hour, and approximately 219 in the PM peak hour. Compared to the trips anticipated from the office use in the approved TIA, there could be an overall increase of 390 daily trips (24.0%), but a net 4.3% decrease in trips generated during the AM peak hour and a net 0.5% decrease in trips during the PM peak hour.

Intersection Capacity Analysis Comparison

As can be seen in **Table 1**, the inbound/outbound trip distribution characteristics of offices and hotels are different. For offices, 7 of 8 trips during the AM peak hour are inbound and 5 of 6 trips during the PM peak hour are outbound trips. For hotels, the trips are more evenly split in both peak hours. As compared to the results analyzed in the approved TIA, there are fewer trips in the AM and PM peak hours anticipated with the new development; however, the proposed land use changes do not have a uniform effect on the trips generated by the site because the trip distribution percentages are different.

Table 2 compares levels of service for selected intersections as studied in the original TIA (as found in Table 9 of that report) to those same intersections using the new trip generation and trips from the now-approved neighboring Tempe Landing development. (On the analysis sheets Tempe Landing trips are labeled "Tempe Lndng.") Additionally, an analysis of Site Access B as a stop-controlled intersection has been added, as City staff has indicated that a traffic signal has not been approved by the City for that intersection. CivTech notes that in the May 2006 TIA approved by the City, a traffic signal needs study indicated that traffic volumes at Access B would meet Warrant 1, Condition A, the Minimum Vehicular Volumes warrant, and Warrants 2 and 3, the Four Hour Vehicular Volume and Peak Hour warrants, respectively. Since a signal would be warranted under build-out conditions, this was listed in the conclusions and recommendations of the study.

The comparison reveals that there is just one change in level of service due to the changes in trips generated and the addition of Tempe Landing trips. This change occurs on westbound Rio Salado Parkway at First Street, where the level of service drops from less than 10 seconds delay per vehicle (LOS A) to 13.1 seconds per vehicle (LOS B). Analysis sheets are attached. The results also indicate very poor levels of service at Access B if it were to remain unsignalized, a condition not analyzed in the approved May 2006 TIA. Considering the documentation in the TIA that concludes a traffic signal is warranted at the driveway and the poor levels of service without it, CivTech reiterates a recommendation that a traffic signal be provided at the intersection of Access B and Rio Salado Parkway to mitigate the

anticipated poor levels of service. A signal at Access B, spaced at approximately 1,270 feet (on center) from Priest Drive, would be spaced at nearly one-quarter mile (1,320 feet), from the nearest signal, a factor that should be considered in favor of providing a traffic signal if and when it is warranted.

Table 2 - 2026 Intersection Level of Service Analysis Comparison

Intersection	Intersection Control	Approach	Per Table 9 Original TIA AM / PM	With New Site Plan and Tempe Landing AM / PM
First Street & Rio Salado Parkway	2-way stop	Northbound	F / F	F / F
		Southbound	F / F	F / F
		Eastbound	B / A	B / A
		Westbound	A / B	B / B
Site Access B & Rio Salado Parkway	Signal	Overall	A / A	A / A
Site Access B & Rio Salado Parkway	1-way stop	Northbound	n/a	E / F
		Westbound		A / B
1 st Street & Access E	1-way stop	Northbound	A / A	A / A
		Southbound	A / A	A / A
		Westbound	A / A	A / A

Trip Generation comparison

A comparison of the trips generated by the currently planned mix of hotel and office uses to the office use specified in the approved TIA reveals that there could be 390 additional trips on the adjacent roadways each day. CivTech estimates that daily volumes on Rio Salado Parkway could be 20,000 vehicles per day (vpd) by 2026.¹ The added site trips represent a less than 2.0 percent increase in daily traffic volumes, the new total daily volumes on Rio Salado Parkway will remain well under the 38,650 vpd threshold volume beyond which a four-lane arterial roadway could be expected to operate at an overall "poor" level of service of "E" as documented in the City of Tempe's *Rio Salado Parkway Design Project Areawide Traffic Study* (BRW, September 22, 1998). Please note, also, that these 390 trips are "trip-ends" that represent 195 vehicles added to the adjacent roadway completing 195 trips in and 195 trips out. These trip-ends average fewer than 17 trips—or 9 additional vehicles—per hour on the adjacent streets.

Queuing Analysis.

A queuing analysis of outbound traffic on First Street was conducted to determine if vehicles waiting to enter, or cross, Rio Salado Parkway from First Street would queue sufficiently to obstruct Site Access E on First Street. Access E is located 130 feet south of Rio Salado Parkway as measured from the curb line of Rio Salado Parkway to the northern edge of driveway. It was assumed that queuing in the PM peak hour would be of most concern to the City because that is the period when much more traffic is exiting the two developments (Riverside Office Plaza and Tempe Landing).

CivTech used the methodology to estimate turn lane storage lengths documented in the AASHTO *A Policy on Geometric Design of Highways and Streets* to approximate the queues that could be expected on the northbound approach of First Street to Rio Salado Parkway. According to the methodology, a turn lane should typically hold the average number of arriving vehicles per two minutes where an intersection is unsignalized. The formula used for this calculation is shown below.

For unsignalized intersections, the storage length is determined by the following formula:

$$\text{Storage Length} = [(\text{veh/hr}) / (30 \text{ periods/hr})] \times 25 \text{ feet}$$

With 244 northbound vehicles approaching Rio Salado from First Street (175 of which are expected to make left turns toward nearby freeways), the result of this analysis is that queues of up to 225 feet could

¹ This volume was estimated first by estimating a current daily volume from recorded 2006 hourly volumes (assuming that 8% and 9% of the daily traffic volumes occur during the AM and PM peak hours, respectively) and then applying the 2006-2026 growth factor (2.04) applied in the original TIA.

be expected on First Street during the PM peak hour. Such a queue in a single lane would obstruct Access E.

In determining ways to possibly address this issue, CivTech noted that First Street approaching Rio Salado Parkway is approximately 48 feet from curb to curb. Net of the existing bicycle lanes, there is 36 feet of pavement currently striped for one lane in each direction. A simple treatment that could be implemented relatively inexpensively and quickly would be to restripe the roadway to provide three 12-foot wide lanes: one inbound and two outbound lanes, one that would be an exclusive left-turn lane and one a shared through/right-turn lane. While left-turn volumes of 175 vehicles per hour are sufficient to create 150-foot queues, right-turning vehicles would have an opportunity to avoid these delays.

CONCLUSIONS

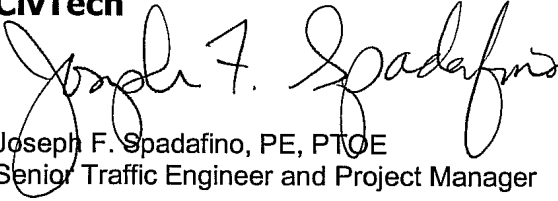
From the above, the following could be concluded:

- ◆ The 6.95-acre (net) Phase III site developed per the currently proposed uses could generate approximately 2,014 trips per day with hotel and office uses, with approximately 220 occurring in the AM peak hour, and approximately 219 in the PM peak hour.
- ◆ Compared to the trips anticipated from the uses in the approved TIA, there could be 390 more trips daily, an increase of 24.0%, but a net 4.3% decrease in trips generated during the AM peak hour and a net 0.5% decrease in trips during the PM peak hour.
- ◆ With daily volumes on Rio Salado Parkway estimated to be 20,000 vehicles per day by 2026, the 390 additional trips anticipated from the revised land uses represent a less than 2.0 percent increase. The new total daily volumes on Rio Salado Parkway will remain well under the 38,650 vpd threshold volume beyond which a four-lane arterial roadway could be expected to operate at an overall "poor" level of service of "E" as documented in Tempe's 1998 *Rio Salado Parkway Design Project Areawide Traffic Study*.
- ◆ A comparison of levels of service for three selected intersections as studied in the original TIA to those same intersections using the new trip generation reveals that there is just one change in level of service due to the changes in trips generated and the addition of Tempe Landing trips. This change occurs on westbound Rio Salado Parkway at First Street, where the level of service drops from LOS A to LOS B.
- ◆ The results of the intersection capacity analysis also indicate very poor levels of service at Access B if it were to remain unsignalized, a condition not analyzed in the approved May 2006 TIA. Considering the documentation in the TIA that concludes a traffic signal is warranted at the driveway and the poor levels of service without it, CivTech reiterates a recommendation that a traffic signal be provided at the intersection of site access B and Rio Salado Parkway to mitigate the anticipated poor levels of service, noting that a signal at Access B, spaced at approximately 1,270 feet (on center) from Priest Drive, would be spaced at nearly one-quarter mile (1,320 feet), from the nearest signal, a factor that should be considered in favor of providing a traffic signal if and when it is warranted.
- ◆ A queuing analysis of outbound traffic on First Street revealed that vehicles waiting to enter or cross Rio Salado Parkway from First Street. Queues of up to 225 feet could be expected on First Street and such a queue in a single lane would obstruct site access E. A simple treatment that could be implemented relatively inexpensively and quickly would be to restripe the existing 36 feet of pavement between the bicycle lanes to provide three 12-foot wide lanes: one inbound and two outbound lanes, one that would be an exclusive left-turn lane and one a shared through/right-turn lane. While left-turn volumes of 175 vehicles per hour are sufficient to create 150-foot queues, right-turning vehicles would have an opportunity to avoid these delays.

In closing, CivTech believes we have provided the required information to allow the City to understand the traffic impacts of approving the proposed changes in Phase III of the development. Should you wish to discuss this information further, please contact me at (480) 659-4250, extension 12.

Sincerely,

CivTech



Joseph F. Spadafino, PE, PTOE
Senior Traffic Engineer and Project Manager

JFS:jfs

- ☒ Attachments (2)
- ☒ cc: D. Sellers, LGE
C. Eskew, PHA

EARL, CURLEY & LAGARDE, P.C.
ATTORNEYS AT LAW

Telephone (602) 265-0094
Fax (602) 265-2195

3101 North Central Avenue
Suite 1000
Phoenix, Arizona 85012

December 5, 2008

NEIGHBORHOOD INVOLVEMENT REPORT

Riverside Office Plaza Phase 3-SEC Rio Salado Parkway and 1st Street
PAD Amendment, Development Plan Review and Use Permit applications
1275 West Rio Salado Parkway
CASE NUMBER: PL080263

In accordance with the City of Tempe Zoning Ordinance and Neighborhood Involvement process, this Neighborhood Meeting Report has been prepared to identify the results of citizen participation efforts under taken by the applicant, LGE Design Build, on the proposed PAD Amendment, Development Plan Review, and Use Permit applications for Phase 3 of Riverside Office Plaza. The invitation letter, mailing list, and meeting attendance list for this meeting are attached.

Project Description

LGE Design Build, the owner of the subject property, seeks approval of three companion requests; 1) an amendment to the approved Riverside Office Plaza Phase 3 Planned Area Development; 2) a companion Development Plan Review application for site plan and design approval; and 3) a Use Permit to allow a complimentary hotel.

Riverside Office Plaza Phase 3 ("Riverside Phase 3") is located at the southeast corner of Rio Salado Parkway and 1st Street and consists of approximate 8.67 gross acres (6.95 net acres). This property is currently vacant. Riverside Phase 3 is the final phase of an office park project that stretches along the south side of Rio Salado Parkway from 1st Street on the west to an existing mini storage facility on the east. The entire Riverside Office Plaza property is zoned GID.

On January 23, 2007 the Development Review Commission unanimously approved the Development Plan Review application for a four level office building (with a total height of 77 feet to the top of the mechanical room) and a separate two level parking garage, including the site plan, building elevations and landscape plans. Then on March 1, 2007 the City Council unanimously approved the Riverside Phase 3 PAD subject to four stipulations.

The previously approved PAD (Application No. PAD06015) and DPR (Application No. DPR06136) approvals allowed a four story office building and a two-story garage totaling 200,257 square feet. This request reduces the approved office building size to +/-84,686 square feet (from 127,121 sq. ft.), eliminates the parking structure (of 73,136 sq. ft.), and adds a five-story hotel of +/-77,500 square feet that utilizes the approved building height to 77 feet. Since

the square footage of the office building has been reduced, it is no longer necessary to provide a two story parking structure to provide sufficient parking. Therefore, one of the benefits of the new mix of uses is that the two-story parking structure adjacent to the neighbors to the south has been eliminated. The total square footage of the revised plan is 162,186.

No change is being requested to the approved 77-feet overall building height. The approved PAD allowed a four story office building with a maximum height of 77-feet to allow the necessary mechanical equipment screening material. While the office portion of the project is being reduced in height and stories, the 77-feet building height is still necessary for the proposed hotel. The hotel will be 72-feet to the top of the mechanical equipment penthouse, which will be placed near the center of the structure to reduce its impact off-site.

The proposed buildings have used architectural styling closely resembling the esthetic design of the approved project. It still provides a high-quality/high-tech architectural vernacular that serves to enhance the visual backdrop of the Rio Salado mixed use area from the 202 Freeway and will compliment the existing and hotel, office and retail developments along both Mill Avenue and Rio Salado Parkway. This will add to the vibrancy Tempe has created in the greater downtown/Rio Salado Parkway area.

All 5 buildings in Riverside Office Plaza are located at the north end of the overall site and their orientation is toward Rio Salado Parkway. Surface parking is proposed for the office and hotel buildings and are located along the south side of the site to provide separation between the office and hotel buildings and the multi-family residential uses across 1st Street.

Neighborhood Involvement

On November 19, 2008, Earl, Curley & Lagarde sent out first class letters (See neighborhood letter, Exhibit A) inviting all adjacent property owners within 300-feet of the subject site, as well as nearby homeowner associations and neighborhood associations (as outlined by the City's Planning Department) to a neighborhood meeting to review and discuss the proposed applications. The letter included a site plan outlining the boundaries of the subject property and a brief explanation of the proposed applications and the purpose of the meeting. The neighborhood letter also included the applicant contact information so that if anyone wanted to express concerns, issues, or problems they could do so by calling, writing, emailing, or faxing the applicant. The property was also posted with two signs informing neighbors of the neighborhood meeting date, time and location.

The meeting was held on Thursday, December 4, 2008 @ 6:00 p.m. at the nearby City of Tempe Field Services-Assembly Room, 55 S. Priest Drive. LGE Design Build representatives, Mr. Kevin O'Melia, Development Services Department Senior Planner, and 2 neighbors attended the neighborhood meeting. Both persons were supportive of the applicant's requests and they indicated that they looked forward to the "quality project LGE has planned." General questions such as, the user for the hotel, Staff's recommendation on the application, tenant space in the office building as rental or ownership, and the expected development schedule were asked. The

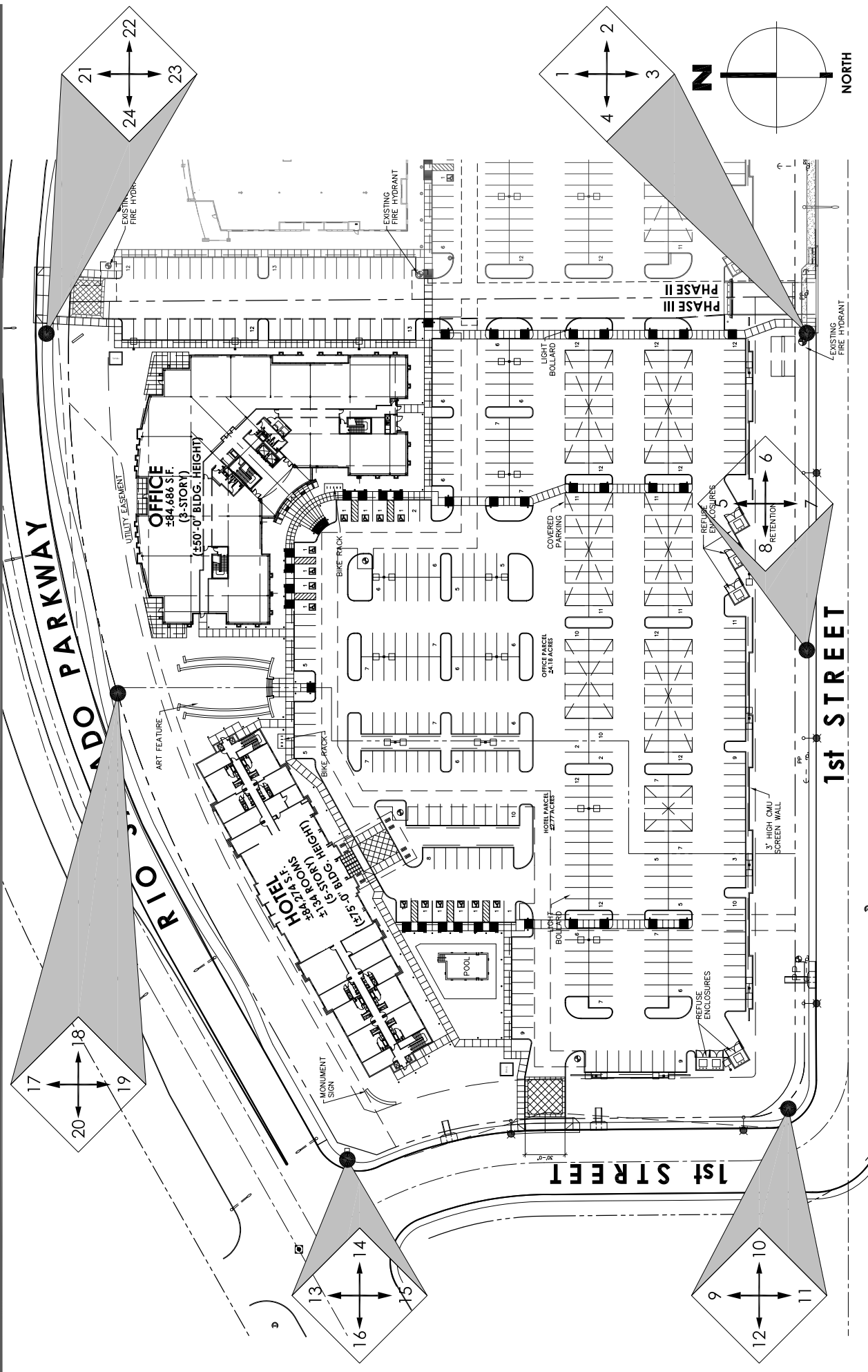
neighbors were satisfied with the applicant's answers and the high quality nature of the project. The fact that LGE has already demonstrated the quality nature of the architecture and landscaping through the construction of Phase 1 and 2 established a level of confidence with the neighboring property owners.

Should any adjacent property owners and/or other interested individuals raise any concern between now and the hearing dates, the Project Team will make every effort to address these concerns. Members of the Project Team are committed to working with the City of Tempe, surrounding neighbors, and any interested parties to ensure the compatibility and success of the Riverside Office Plaza project.

O:\INDEX\LGE Design\Rio Salado Pkwy & 1st\Docs\PAD Amendment (Hotel)\Neighborhood Meeting Report_12.5.08.doc

[illegible]

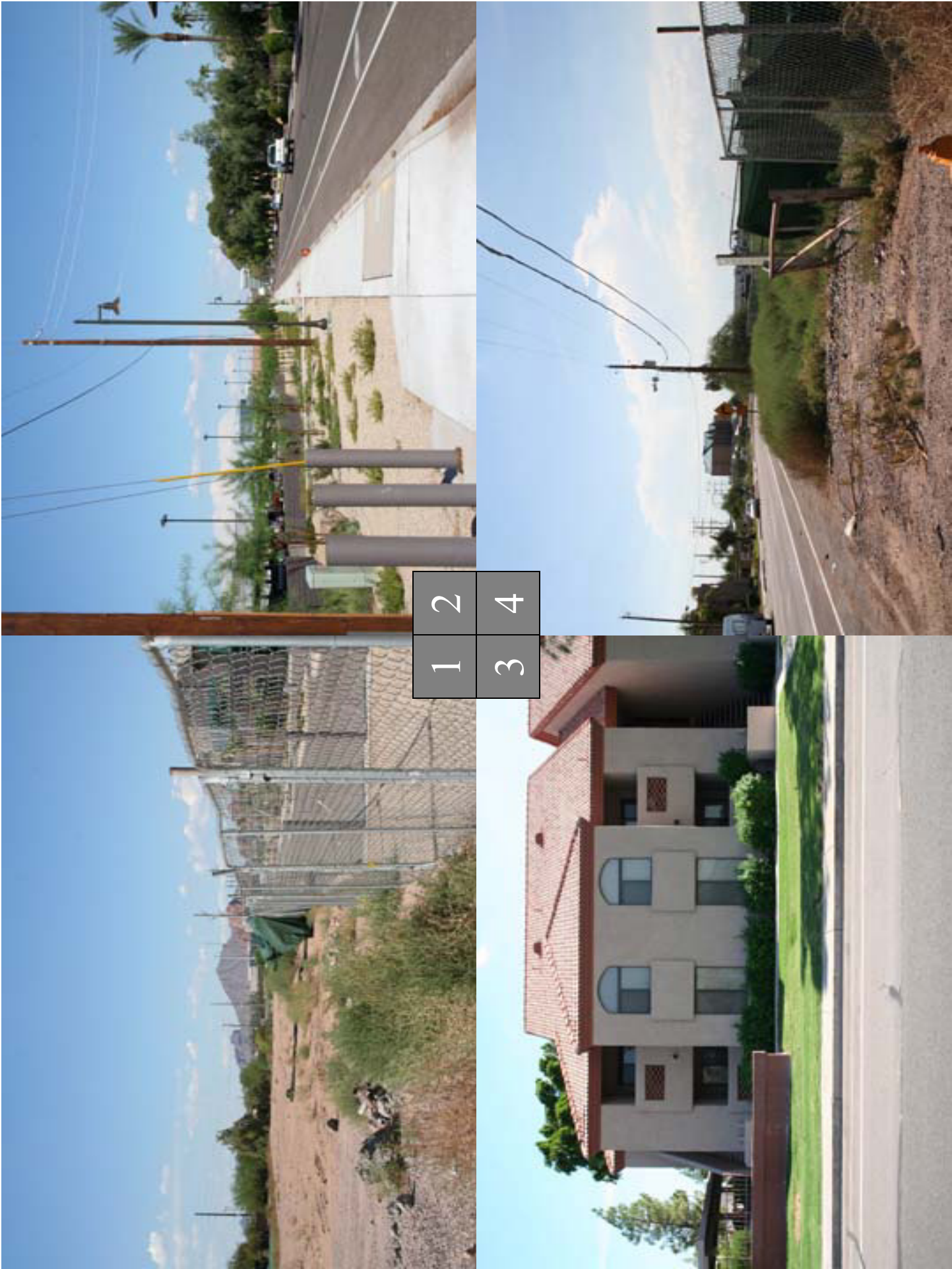
THE INFORMATION REPRESENTED WITHIN THIS DOCUMENT IS BASED UPON CONCEPTUAL INFORMATION. ALL CALCULATIONS AND DATA ARE APPROXIMATE AND SUBJECT TO CHANGE. THIS DOCUMENT IS AN INSTRUMENT OF PROFESSIONAL SERVICE AND IS THE PROPERTY OF PATRICK HAVES ARCHITECTURE AND SHALL REMAIN THEIR PROPERTY. THE INFORMATION CONTAINED HEREIN IS INCOMPLETE UNLESS USED IN CONJUNCTION WITH PATRICK HAVES ARCHITECTURE'S INTERPRETATIONS, DECISIONS, OBSERVATIONS AND ADMINISTRATION AND SHALL BE RESTRICTED TO THE ORIGINAL SITE FOR WHICH IT WAS PREPARED. USE OR REPRODUCTION OF THESE DOCUMENTS IN WHOLE OR IN PART, WITHOUT THE WRITTEN CONSENT OF PATRICK HAVES ARCHITECTURE, IS IN VIOLATION OF COMMON LAW, COPYRIGHTS, STATUTORY AND OTHER RESERVED RIGHTS. REFER TO ACT 17 U.S.C. PAR. 501 (1997), WHICH PREEMPTS STATE AND LOCAL PUBLIC RECORDS ACT. REFER TO ACT 17 U.S.C. PAR. 501 (1997).



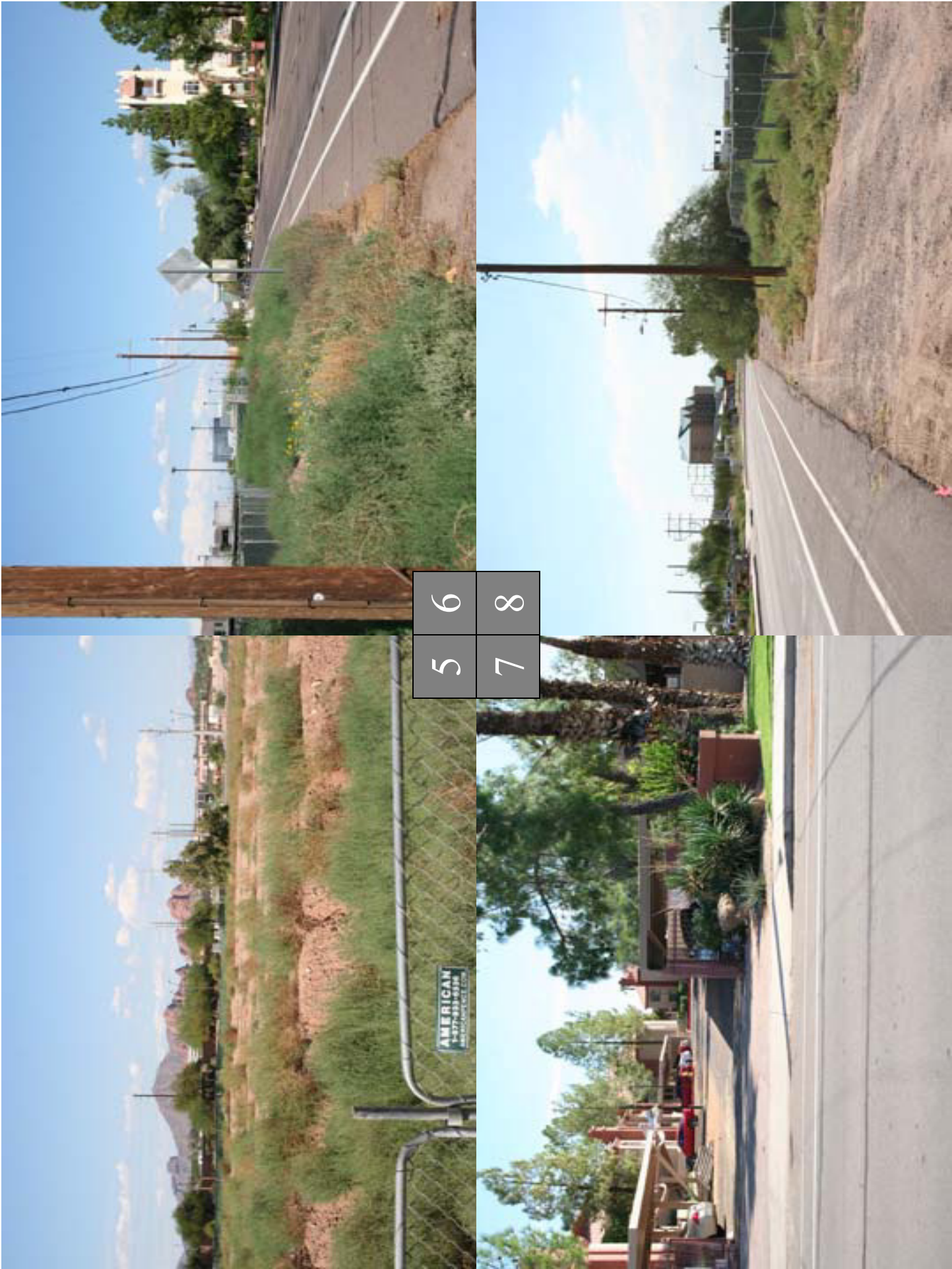
CONTEXT SITE PLAN

PHArchitecture

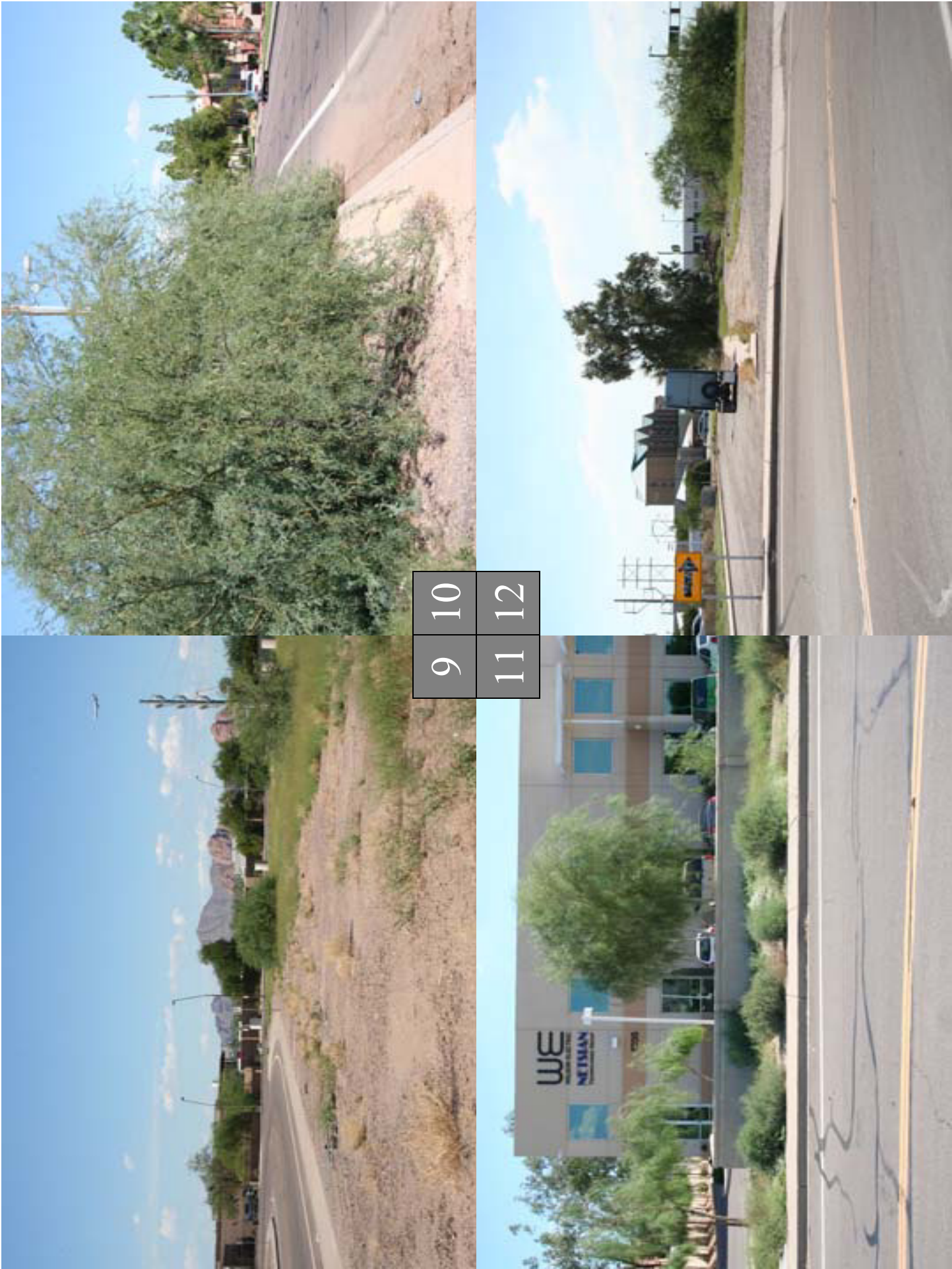
RIVERSIDE OFFICE PLAZA - PHASE III
 1275 W. RIO SALADO
 TEMPE, ARIZONA
 10.21.2008



1	2	4
3		



6	8
5	7



9	10
11	12



13	14
15	16



17	18
19	20

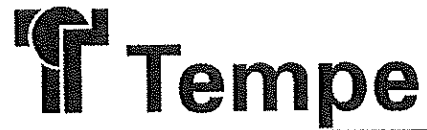


21	22
23	24



Memorandum

Community Development Department



December 15, 2008

To: Kevin O'Melia -- Development Services --Planning

From: Heidi Graham -- Community Development -- Redevelopment

A handwritten signature in black ink, appearing to be 'HJ' or similar, located to the right of the 'From' line.

Re: Riverside Office Plaza III -- 1275 W. Rio Salado Parkway (DS 080850)

The City of Tempe extends authorization to HOF-Biltmore to submit development plans for the above-referenced project (proposed new office building and hotel). I am working with Rick Chester (on behalf of HOF-Biltmore) to exercise their option to purchase Parcel 3 (also known as Lots 15-19 of State Plat 12 Amended, Book 69, Page 38 MCR) The current extension to purchase the property expires on April 2, 2009, per Contract C2001-178h). Thank you.