

**CITY OF TEMPE  
DEVELOPMENT REVIEW COMMISSION**

**Meeting Date: 07/08/2014  
Agenda Item: 5**

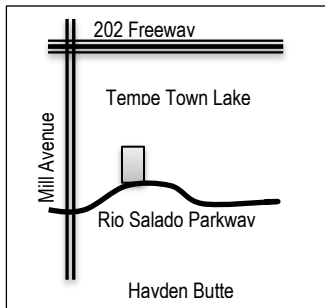
**ACTION:** Request for a Development Plan Review for a new hotel for **AC BY MARRIOTT AT HAYDEN FERRY LAKESIDE**, located at 100 E Rio Salado Parkway. The applicant is Woodbine Development Corporation.

**FISCAL IMPACT:** There is no fiscal impact on City funds.

**RECOMMENDATION:** Staff – Approval, subject to conditions

**BACKGROUND INFORMATION:** AC BY MARRIOTT AT HAYDEN FERRY LAKESIDE (PL130475) is requesting a Development Plan Review for a 159 room select-service 85,435 s.f. hotel with conference and amenity space on .83 acres. A neighborhood meeting was not required, however the applicant met with residents of the condominiums adjacent to the site to discuss the project. The 10<sup>th</sup> Amended Planned Area Development (PAD) identified this site for a hotel; a minor amendment to the PAD will be processed administratively to update the site plan with the proposed development. This request includes the following:

DPR14107 Development Plan Review including site plan, building elevations, and landscape plan



Property Owner	Matthew Mooney, PKY Phoenix VI, LLC
Applicant	Kris Harman, Woodbine Development Corporation
Current Zoning District	MU-4, Mixed Use Four
Gross/Net site area	.83 acres
Total Building area	85,435 s.f. (15,242 s.f. ground floor building area)
Lot Coverage	42%
Number of Rooms	159 rooms (184 allowed in existing PAD)
Building Height	78 ft (174' 8" maximum allowed in existing PAD)
Number of Floors	6 stories (14 stories allowed in existing PAD)
Building Setbacks	0' front, 0' side, 0' rear (not defined in existing PAD)
Landscape area	19% (not defined in existing PAD)
Vehicle Parking	164 spaces, 12 on-site (including 1 accessible), 152 off-site through shared parking agreement (238 spaces required in existing PAD for a larger hotel concept)
Bicycle Parking	5 spaces (50% reduction allowed by existing PAD)

**ATTACHMENTS:** Development Project File

**STAFF CONTACT(S):** Diana Kaminski, Senior Planner (480) 858-2391

Department Director: Dave Nakagawara, Community Development Director  
 Legal review by: N/A  
 Prepared by: Diana Kaminski, Senior Planner

**COMMENTS:**

This site is located between Tempe Town Lake and Edgewater Condominiums to the north, Rural Road and Bridgeview Condominiums to the east, Hayden Butte to the south, and Mill Avenue and Hayden Ferry Lakeside parking structure to the west. The applicant is proposing an AC Hotel by Marriott, one of several of the select-service hotels planned around the United States as a new product introduced from Europe. The six-story hotel includes 159 guest rooms, a breakfast area, bar and lounge, meeting and conference space and library, a sixth-floor fitness room and amenity deck with a pool, sun chairs and cabanas.

This request includes a Development Plan Review which includes: a six-story building within 85,435 s.f. of building area on .83 net acres. The applicant is requesting the Development Review Commission take action on this request. For further processing, the applicant will need administrative approval of the site plan modification for the Planned Area Development. The proposed project conforms to all the development standards set forth in the previous ten PAD approvals. Building setback and landscape coverage standards were not established by the past PAD project entitlements. Other site factors that dictate design of a site plan layout include the location of existing transformers on site, the location of Rio Salado Parkway and the private existing shared driveways into the development and the surrounding buildings. The site is challenged with a very small footprint, which generally conforms to the previously approved "L" shaped building footprint and site layout. The previously approved hotel was 14 stories (174 feet), the proposed hotel is six stories, 78 feet tall to the top of the parapet.

The 2<sup>nd</sup> Amended PAD for Hayden Ferry had established a corridor along the northern portion of Rio Salado Parkway identifying a "future transit easement", which provides 14'-0" of additional property to accommodate future transit related needs. The City of Tempe has long identified Rio Salado Parkway as a future high capacity transit corridor. This includes possible technologies of streetcar, light rail, and bus rapid transit. The city has required easement dedications along the street as part of all private development projects since 2003. Regardless of technology chosen or specific route alignment, staff envisions the need for these transit easements to guarantee maximum integration of land use and transportation and greater flexibility of technology and alignment alternatives.

The applicant has provided a parking analysis, identifying the location and quantity of parking provided off-site to comply with Zoning and Development Code requirements for the hotel. Hayden Ferry Lakeside is a large Mixed-Use development, planned for shared access and parking. Existing parking agreements between property owners within the various sites outline the parking rights of different users of the site.

The City of Tempe and Hayden Ferry Lakeside have an existing Development and Disposition Agreement April 2000. The agreement contemplated an 8 year Government Property Lease Excise Tax abatement due to the additional costs associated with the Property which included the Community Facility District Capital and O&M assessments along with Improvement District assessments for the relocation of Rio Salado Parkway, the undergrounding of 69 and 230kV lines, Salt River Levee relocation, and the relocation of the Val Vista waterline. The Tempe City Council approved an amendment to the performance schedule at its June 12, 2014 meeting, extending the construction completion deadline until December 31, 2016.

**PUBLIC INPUT**

A resident of Edgewater met with staff to provide early input, expressing general support but with concerns about traffic and the design. A Neighborhood meeting was not required for this request; however, the applicant met with residents of the condominium communities individually and at a group meeting held on June 19<sup>th</sup> at 5:30pm in the meeting room of the Bridgeview Condominiums. Approximately 40 residents of both Edgewater and Bridgeview attended the community meeting. Community Development staff attended the meeting. The project was met generally with positive anticipation and curiosity. Concerns were raised about traffic and fire access, site circulation and vendor deliveries to the site. The applicant addressed all inquiries at the meeting. Traffic is limited on site because the majority of the parking is off-site, within an existing garage. Fire access was predetermined by the PAD and prior agreements with the fire department for this lot. Site circulation was predetermined by the lot and drive configuration within the PAD: access from Rio Salado Parkway would not be feasible with

the current road design and existing driveway locations. Vendor deliveries are during business hours to prevent disruption to residents and guests of the hotel. Refuse would be the same as the existing schedule and is not controlled by the hotel operations. Refuse would be stored indoors and rolled out for collection. Design comments were favorable, with a few suggestions provided by a couple of residents:

- integration of curved elements into the box-like form, to fit the nautical theme of Hayden Ferry Lakeside (this comment was provided with photos to the applicant by a resident (see attachments) (addressed by condition);
- higher level of material detail on the north elevations, particularly at the pedestrian level (addressed by condition)
- screening of the roof-top mounted mechanical equipment from view from above (addressed by condition)

## PROJECT ANALYSIS

### DEVELOPMENT PLAN REVIEW

The Hayden Ferry Lakeside Development has existing design guidelines for the eastern developments that provide a list of allowed and prohibited materials, and cover a large range of architectural details beyond the criteria of the Zoning and Development Code. There were written by the developer of the earlier phases, to assure a consistent look for future phases. The hotel site is included in the eastern design guidelines for signage, but is not included in this document for building materials. The project largely meets the intent of the design guidelines, with the exception of items underlined. Staff has added conditions of approval to address these guidelines within the proposed design. These are not City enforced guidelines, but are referenced for consideration. These include, but are not limited to:

- façade articulation through changes in color, texture and or material
- projections, recesses and reveals with a minimum change of plane of 12 inches
- windows and primary entrances having additional articulation at pedestrian level
- projections or breaks in the vertical rise of the building elevation
- unified design and identifiable character for the entire Hayden Ferry Lakeside
- thematically suggestive of nautical forms and elements
- embrace clean lines, lightweight materials, streamlined curved forms and a sense of movement
- heavier forms such as solid masonry or stone elements at the podium and core (levels 1-3) of the buildings
- avoid heavy, bulbous, blocky or squatty forms
- discourage top heavy buildings with heavy horizontal cornices or 'hats'
- avoid long unbroken unpunctuated wall segments at the ground level and large unarticulated planes at upper levels
- glazing with specified nautical color tints
- natural stone such as granite, limestone sandstone and slate used
- finished concrete, not painted but integral colored, surface etched, sand blasted, split faced, exposed aggregate, etc.
- use of natural metals specified in colors and materials, not painted
- masonry in integrated colors of specified finishes and sizes
- composite systems limited, with EIFS restricted to 25% or less of the building envelope
- no faux stone, unfinished CMU or brick, shingles, other specified materials, or earth tones

Below are examples of other AC products, similar in contemporary design aesthetic to what is being proposed.





### Site Plan

The site is accessed from a private drive off of Rio Salado Parkway that has a shared access agreement for the parcel, and a shared parking agreement for spaces in the existing parking structure west of the drive. The hotel back of house faces Rio Salado Parkway, with the primary entrance facing north under a canopy. The irregular shape of the site and existing surrounding uses dictated the building footprint and circulation. The L-shaped building has one wing running north to south along the western property edge and one wing running east to west along the southern property edge facing Rio Salado Parkway. This wing is within one foot of the south eastern corner of the property line, adjacent to the residences to the east, and angles away as the east building face moves north. This wing is shorter in height and has an amenity deck on the rooftop. The narrow lot length on Rio Salado Parkway and proximity to the existing drive to the west precludes any vehicle access from the parkway. The circulation internal to the Hayden Ferry Development has predetermined the driveway entrance for this site to be north facing. The site provides views of the Town Lake between the existing condo tower to the north and views of the butte to the south. The majority of parking is provided off site in the existing garage. Twelve parking spaces are provided on site to assist with check in to the hotel and are available for short term needs of adjacent residents. The existing private drive was originally proposed to continue east through the condominium development, to the next phase of residences and back out to Rio Salado Parkway. This circulation route was terminated with the most recent housing entitlement to the east, creating a dead end drive for vehicular access. Refuse and fire trucks are currently required to back up or drive onto this lot to turn around. The addition of the drives on this site will facilitate a better circulation path for refuse and fire access, reducing the need to back out the full 150 foot length of the drive for all but the largest fire vehicles. The Hayden Ferry Lakeside circulation was reviewed by fire, police, refuse and traffic engineering and meets city needs for access within the private development with shared drives. The hotel will provide a sidewalk on the south side of the drive to provide a safe path of travel around the hotel and connecting to the existing sidewalk that leads to Rio Salado Parkway.

### Building Elevations

The residential property to the east has a wall approximately 12 feet tall along the western property line; above this is a terraced plaza with the building setback for the 12 floors of residents at the north end. The proposed hotel is six stories tall and approximately 60 feet wide along the façade facing the first five floors of residents. The building is angled away from the condominiums to minimize impacts to residents' western views. The proposed design is a contemporary product reflective of the materials and colors of existing structures. The colors are subdued greys, a thematic color for the AC Hotel brand; with a dark matte zinc finish contrasting with lighter grey tones of the integral colored exterior insulated finish system (EIFS). Use of

a glazed aluminum wall system provides a transparency on the west and north elevations, providing views into and out of the bar, breakfast area and lobby that can be opened to the outdoors in temperate weather. The north face of the eastern wing has ground floor glazing and honed grey CMU accented by polished black masonry bands matching the existing office buildings in the development. Upper floors have prefinished louvers for room ventilation adjacent to the room windows. The northernmost façade is limited in architectural detailing facing residents to the north. A condition has been added to wrap windows around the corner of the upper floors, providing light into the corridor inside, and breaking up the massing of the zinc façade. The south face along Rio Salado Parkway is the internal back of house, challenged by external existing transformers as well as the hotel exit doors and large vents from service rooms. The south elevation has CMU with bands of accent similar to the pedestrian level on the north side of this wing. Green screen is provided along the ground floor to provide variation on the street level, where there are limitations to the landscape area. The details of the screening have not been resolved. A condition has been added to address the green screen locations for safety and aesthetics. There are upper level windows facing the street and the butte. The east side is limited in fenestrations to the hallway areas, allowing natural light in but protecting privacy of hotel guests and residents to the east, closest to the eastern leg of the L-shaped building. This elevation requires further design detail. The west side faces the parking garage to the west, and has ground floor glazing and a flush building façade comprised of windows and metal clad siding in a uniform pattern. The upper floors are clad in a dark flat zinc skin. The building is stylistically box-like, and does not reflect the nautical theme of Hayden Ferry Lakeside, although similar forms are contained in the gallery of desired architectural forms in the Hayden Ferry Lakeside design guidelines, the requisite curved elements are not present. A condition has been added to incorporate nautical detailing and curved elements at the pedestrian level. The overall affect is minimalist.

### **Landscape Plan**

The landscape palette retains the existing Evergreen Elm established along the western edge of the site at the entrance drive. Existing trees along Rio Salado Parkway are Heritage Oak along the sidewalk, this project will continue the street tree theme, and provide additional trees, Mesquites, along the parkway frontage. Mesquites are also used internal to the project in the parking area. Hop Bush are planted along the eastern side, and a combination of Trumpet Vine, Fortnight Lily, Chocolate Drops, Giant Hesperaloes, Red Yuccas, Slipper Plants, Mother-in-Laws' Tongues, Pale Leaf Yucca and Gold Lantana fill the limited landscape area with low water using plants of texture and year round color, providing a sculptural perimeter to the architectural foundation. Green screens are used to break up the street front façade with additional vegetation in a more vertical form. The landscape plan is simple, in keeping with the simplicity of the architecture.

Section 6-306 D Approval criteria for Development Plan Review (*in italics*):

1. *Placement, form, and articulation of buildings and structures provide variety in the streetscape*; the building has four distinct looks due to the "L" shaped configuration of the building, each side addressing the unique conditions external to the site and internal to the building operations inside. The street scape on the two private drives (north and west) function as the front of the building, and are activated with commercial storefront systems that can open for more interaction at the pedestrian level.
2. *Building design and orientation, together with landscape, combine to mitigate heat gain/retention while providing shade for energy conservation and human comfort*; the base of the building is landscaped with trees shading the first and second floors. The building orientation provides open area closest to adjacent residents to minimize heat reflection or emission from the structure.
3. *Materials are of a superior quality, providing detail appropriate with their location and function while complementing the surroundings*; the materials are appropriate to the Hayden Ferry Lakeside development, but do not provide the same level of design detail as existing architecture within the development.
4. *Buildings, structures, and landscape elements are appropriately scaled, relative to the site and surroundings*; the building is smaller than most of the buildings within the development, and shorter in scale, maintaining views for residents to the north and east of the site. The landscape material is similar to what is used on other sites within Hayden Ferry Lakeside.

5. *Large building masses are sufficiently articulated so as to relieve monotony and create a sense of movement, resulting in a well-defined base and top, featuring an enhanced pedestrian experience at and near street level; the building is relatively small in scale, the use of windows and room vents create a strong pattern of movement broken by the corner of the "L" in the building.*
6. *Building facades provide architectural detail and interest overall with visibility at street level (in particular, special treatment of windows, entries and walkways with particular attention to proportionality, scale, materials, rhythm, etc.) while responding to varying climatic and contextual conditions; the building facades are minimalist in form and detail.*
7. *Plans take into account pleasant and convenient access to multi-modal transportation options and support the potential for transit patronage; the site has access to transit along Rio Salado Parkway, and is walking distance to light rail. The site will dedicate a 14' easement for future street car implementation.*
8. *Vehicular circulation is designed to minimize conflicts with pedestrian access and circulation, and with surrounding residential uses; the project provides a new pedestrian connection from the garage at the private round-about, and a new pedestrian connection to the residences to the east, separated visually by hardscape material change in the drive.*
9. *Plans appropriately integrate Crime Prevention Through Environmental Design principles such as territoriality, natural surveillance, access control, activity support, and maintenance; the project will have a security plan and is designed to maximize safety of guests, employees and residents within the area.*
10. *Landscape accents and provides delineation from parking, buildings, driveways and pathways; the landscape provides shade at the pedestrian level and ties in to the existing landscape aesthetic of Hayden Ferry Lakeside.*
11. *Lighting is compatible with the proposed building(s) and adjoining buildings and uses, and does not create negative effects, the building lighting will be sensitive to safety and an appropriate environment for hotel guests and nearby residents.*

### **Conclusion**

Based on the information provided and the above analysis, staff recommends approval of the requested Development Plan Review. This request meets the required criteria and will conform to the conditions.

### **REASONS FOR APPROVAL:**

1. The project meets the General Plan Projected Land Use goals and objectives.
2. The project meets the development standards required under the Zoning and Development Code.
3. The project conforms to the existing 10<sup>th</sup> Amended PAD overlay for Hayden Ferry Lakeside.
4. The proposed project meets the approval criteria for a Development Plan Review.

### **CONDITIONS OF APPROVAL:**

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

### **General**

1. The Planned Area Development Overlay Site Plan Amendment for HAYDEN FERRY LAKESIDE shall be put into proper engineered format with appropriate signature blanks and kept on file with the City of Tempe's Community Development Department prior to issuance of building permits.
2. A 14' 0" Dedicated Transit Easement shall be recorded by separate instrument prior to issuance of building permits.
3. Art in Private Development shall be approved by the Tempe Municipal Arts Commission and be identified on construction documents prior to issuance of building permits.

## Site Plan

4. Provide 8'-0" wide public sidewalk along arterial roadways, or as required by Traffic Engineering Design Criteria and Standard Details.
5. Provide service yard and mechanical yard walls that are at least 8'-0" tall as measured from adjacent grade and are at least the height of the equipment being enclosed, whichever is greater. Verify height of equipment and mounting base to ensure that wall height is adequate to fully screen the equipment. Locate electrical service entrance sections inside the service yard, as indicated.
6. Provide gates of steel vertical picket, steel mesh, steel panel or similar construction. Where a gate has a screen function and is completely opaque, provide vision portals for visual surveillance. Provide gates of height that match that of the adjacent enclosure walls. Review gate hardware with Building Safety and Fire staff and design gate to resolve lock and emergency ingress/egress features that may be required.
7. Secure eastern side yard at ground level to prevent access between building and adjacent property retaining wall with a 6' tall steel picket fence painted to match the building and a lockable access gate for maintenance.
8. Provide upgraded paving at driveways consisting of unit paving. Extend this paving in the driveway from the property line to 20'-0" on site and from curb to curb at the drive edges. From sidewalk to property line, extend concrete paving to match sidewalk.
9. Utility equipment boxes for this development shall be finished in a neutral color (subject to utility provider approval) that complements the coloring of the buildings.
10. Place exterior, freestanding reduced pressure and double check backflow assemblies in pre-manufactured, pre-finished, lockable cages (one assembly per cage). If backflow prevention or similar device is for a 3" or greater water line, delete cage and provide a masonry or concrete screen wall following the requirements of Standard Detail T-214.

## Floor Plans

11. Exit Security:
  - a. Provide visual surveillance by means of fire-rated glazing assemblies into adjacent circulation spaces.
  - b. In instances where an elevator or stair exit is within 21'-0" of an alcove, corner or other potential hiding place, position a refracting mirror to allow someone in the exit doorway to observe in the mirror the area around the corner or within the alcove that is adjacent to the doorway.
12. Public Restroom Security:
  - a. Lights in restrooms:
    - 1) Provide 50% night lights
    - 2) Activate by automatic sensors, key or remote control mechanism
  - b. Single user restroom door hardware:
    - 3) Provide a key bypass on the exterior side

## Building Elevations

13. Coordinate floor plan and elevations to show the relationship of doors and vents on the ground floor elevation to be architecturally integrated into the façade: align accent band with the top of the door heights and mount vents to match the accent band and door heights for a consistent look along the street front.
14. No more than 25% of the building envelope shall be EIFS, in accordance with the design guidelines of Hayden Ferry Lakeside. The use of masonry, natural stone, metal or glazing products would be acceptable substitutes to meet the intent.
15. Integrate the Hayden Ferry design concepts, including a curved element into the pedestrian level façade of the building to incorporate the nautical theme of the master planned design aesthetic.

16. The materials and colors are approved as presented:
  - Roof – flat parapet
  - Primary Building – EIFS DRYVIT – freestyle (suede) texture– Thundercloud Grey color
  - Primary Building – Architectural metal Panel – VM ZINC or similar – VMZ Pigmeto Blue color
  - CMU – integral colored grey, honed finish to match existing office buildings
  - CMU accents – Astra A84ST8 HLW (ebony) integral colored black, polished finish to match existing office buildings
  - Anodized aluminum frame
  - Glazing – PPG Solarban R100 Opticblue and ClearProvide main colors and materials with a light reflectance value of 75 percent or less. Specific colors and materials exhibited on the materials sample board are approved by planning staff. Additions or modifications may be submitted for review during building plan check process.
17. Provide secure roof access from the interior of the building. Do not expose roof access to public view.
18. Conceal roof drainage system within the interior of the building.
19. Incorporate lighting, address signs, and incidental equipment attachments (alarm klaxons, security cameras, etc.) where exposed into the design of the building elevations. Exposed conduit, piping, or related materials is not permitted.
20. Locate the electrical service entrance section (S.E.S.) inside the building or inside a secure yard that is concealed from public view.

#### **Roof Plan**

21. Provide roof top screening of the rooftop mounted equipment to mitigate the view of equipment by adjacent condominium units.

#### **Lighting**

22. This project shall follow requirements of ZDC Part 4, Chapter 8, Lighting, unless otherwise conditioned.
23. Illuminate building entrances from dusk to dawn to assist with visual surveillance at these locations.

#### **Landscape**

24. Coordinate landscape plan, floor plan and elevations to show the relationship of doors and vents on the ground floor elevation and landscape plan: coordinate the location of the green screens to address security of the street front back of house condition. Screens shall align architecturally with other vertical and horizontal elements on the building, such as decorative accent bands in the masonry and door heights. Green screens shall be placed within 8" of the building wall, unless the green screen is located where there is a door or building vent. Green screens set away from the building wall for exiting and ventilation purposes shall be designed for security as recommended by Police and Planning staff.
25. The plant palette is approved as proposed and specified on the landscape plan. Any additions or modifications may be submitted for review during building plan check process.
26. Provide Heritage Oak Trees within tree grates located in the public sidewalk along Rio Salado Parkway, to match the streetscape of the adjacent buildings.
27. Irrigation notes:
  - a. Provide dedicated landscape water meter.
  - b. Provide pipe distribution system of buried rigid (polyvinylchloride), not flexible (polyethylene). Use of schedule 40 PVC mainline and class 315 PVC ½" feeder line is acceptable. Class 200 PVC feeder line may be used for sizes greater than ½". Provide details of water distribution system.
  - c. Locate valve controller in a vandal resistant housing.
  - d. Hardwire power source to controller (a receptacle connection is not allowed).



- e. Controller valve wire conduit may be exposed if the controller remains in the mechanical yard.
- 28. Include requirement to de-compact soil in planting areas on site and in public right of way and remove construction debris from planting areas prior to landscape installation.
- 29. Top dress planting areas with a rock or decomposed granite application. Provide rock or decomposed granite of 2" uniform thickness. Provide pre-emergence weed control application and do not underlay rock or decomposed granite application with plastic.
- 30. Trees shall be planted a minimum of 12'-0" from any existing or proposed public water or sewer lines located on-site. Trees near the main water or sewer lines located within the right of way shall be planted at least 20'-0" away. Final approval subject to determination by the Public Works, Water Utilities Division.
- 31. The tree planting separation requirements may be reduced from the waterline upon the installation of a linear root barrier, a minimum of 6'-0" parallel from the waterline, or around the tree. The root barrier shall be a continuous material, a minimum of 0.08" thick, installed 0'-2" above finish grade to a depth of 8'-0" below grade. Final approval subject to determination by the Public Works, Water Utilities Division.

### **Signage**

- 32. Provide address numbers on all four elevations.
  - a. Conform to the following for building address signs:
    - 1) Provide street number only, not the street name
    - 2) Numerals shall be of a minimum of 12" high up to a maximum of 24" high, individual mount, metal reverse pan channel characters.
    - 3) Self-illuminated or dedicated light source.
    - 4) Coordinate address signs with trees, vines, or other landscaping, to avoid any potential visual obstruction.
    - 5) Do not affix number or letter to elevation that might be mistaken for the address.
  - b. Utility meters shall utilize a minimum 1" number height in accordance with the applicable electrical code and utility company standards.
  - c. Provide one address sign on the roof of the sixth floor of the hotel building. Orient sign to be read from the south.
    - 1) Include street address number in 6'-0" high characters on one line and street name in 3'-0" high characters on a second line immediately below the first.
    - 2) Provide high contrast sign, either black characters on a light surface or white characters on a black field that is painted on a horizontal plane on the roof. Coordinate roof sign with roof membrane so membrane is not compromised.
    - 3) Do not illuminate roof address.

## CODE/ORDINANCE REQUIREMENTS:

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

- Development plan approval shall be void if the development is not commenced or if an application for a building permit has not been submitted, whichever is applicable, within twelve (12) months after the approval is granted or within the time stipulated by the decision-making body. The period of approval is extended upon the time review limitations set forth for building permit applications, pursuant to Tempe Building Safety Administrative Code, Section 8-104.15. An expiration of the building permit application will result in expiration of the development plan.
- Specific requirements of the **Zoning and Development Code (ZDC)** are not listed as a condition of approval, but will apply to any application. To avoid unnecessary review time and reduce the potential for multiple plan check submittals, become familiar with the ZDC. Access the ZDC through [www.tempe.gov/zoning](http://www.tempe.gov/zoning) or purchase from Community Development.
- Provide screening of the parking per Zoning and Development Code Section 4-706E.
- **SITE PLAN REVIEW:** Verify all comments by the Public Works Department, Community Development Department, and Fire Department given on the Preliminary Site Plan Review. If questions arise related to specific comments, they should be directed to the appropriate department, and any necessary modifications coordinated with all concerned parties, prior to application for building permit. Construction Documents submitted to the Building Safety Division will be reviewed by planning staff to ensure consistency with this Design Review approval prior to issuance of building permits.
- **STANDARD DETAILS:**
  - Access to Tempe Supplement to the M.A.G. Uniform Standard Details and Specifications for Public Works Construction, at this link: [www.tempe.gov/index.aspx?page=2147](http://www.tempe.gov/index.aspx?page=2147) or purchase book from the Public Works Engineering Division.
  - Access to refuse enclosure details and all other Building Safety forms at this link: [www.tempe.gov/index.aspx?page=1033](http://www.tempe.gov/index.aspx?page=1033). The enclosure details are under Civil Engineering & Right of Way.
- **BASIS OF BUILDING HEIGHT:** Measure height of buildings from top of curb at a point adjacent to the center of the front property line.
- **COMMUNICATIONS:**
  - Provide emergency radio amplification for the building area in excess of 50,000 sf. Amplification will allow Police and Fire personnel to communicate in the buildings during a catastrophe. Refer to this link: [www.tempe.gov/index.aspx?page=949](http://www.tempe.gov/index.aspx?page=949). Contact the Information Technology Division to discuss size and materials of the buildings and to verify radio amplification requirements.
  - For building height in excess of 50'-0", design top of building and parapet to allow cellular communications providers to incorporate antenna within the building architecture so future installations may be concealed with little or no building elevation modification.
- **PUBLIC ART:** Provide public art for this development in conformance with the Art in Private Development Ordinance and ZDC Sec. 4-407 and ZDC Appendix D. Contact the Community Services Cultural Services Division regarding implementation of this requirement prior to receiving building permits.
- **WATER CONSERVATION:** Under an agreement between the City of Tempe and the State of Arizona, Water Conservation Reports are required for landscape and domestic water use for the non-residential components of this project. Have the landscape architect and mechanical engineer prepare reports and submit them with the construction drawings during the building plan check process. Report example is contained in Office Procedure Directive # 59. Refer to this link: [www.tempe.gov/modules/showdocument.aspx?documentid=5327](http://www.tempe.gov/modules/showdocument.aspx?documentid=5327). Contact Public Works Department, Water Conservation Division with questions regarding the purpose or content of the water conservation reports.

- HISTORIC PRESERVATION: State and federal laws apply to the discovery of features or artifacts during site excavation (typically, the discovery of human or associated funerary remains). Contact the Historic Preservation Officer with general questions. Where a discovery is made, contact the Arizona State Historical Museum for removal and repatriation of the items.
- SECURITY REQUIREMENTS :
  - Design building entrance(s) to maximize visual surveillance of vicinity. Limit height of walls or landscape materials, and design columns or corners to discourage to opportunity for ambush opportunity. Maintain distances of 20'-0" or greater between a pedestrian path of travel and any hidden area to allow for increased reaction time and safety.
  - Follow the design guidelines listed under appendix A of the Zoning and Development Code. In particular, reference the CPTED principal listed under A-II Building Design Guidelines (C) as it relates to the location of pedestrian environments and places of concealment. To the greatest extent possible, follow the recommendations listed in Tempe Police Officer's report, published.
  - Provide method of override access for Police Department (punch pad or similar) to controlled access areas including pool or other gated common areas.
  - The Owner is required to prepare a security plan for the hotel with the Police Department. The architect should be involved to verify any modification that would require design revisions. To avoid revisions to permitted construction documents, initial meetings with the Police Department regarding the security plan are recommended before building permits are issued. At a minimum, the Owner shall contact the Police Department to begin security plan process approximately eight weeks prior to receipt of certificate of occupancy.
  - Provide a security vision panel at service and exit doors (except to rarely accessed equipment rooms) with a 3" wide high strength plastic or laminated glass window, located between 43" and 66" from the bottom edge of the door.
- FIRE: Clearly define the fire lanes. Ensure that there is at least a 20'-0" horizontal width, and a 14'-0" vertical clearance from the fire lane surface to the underside of tree canopies or overhead structures. Layout and details of fire lanes are subject to Fire Department approval.
- ENGINEERING:
  - Underground utilities except high-voltage transmission line unless project inserts a structure under the transmission line.
  - Coordinate site layout with Utility provider(s) to provide adequate access easement(s).
  - Clearly indicate property lines, the dimensional relation of the buildings to the property lines and the separation of the buildings from each other.
  - Verify location of any easements, or property restrictions, to ensure no conflict exists with the site layout or foundation design.
  - The site is within an Alternative Retention Criteria Area. Verify specific design considerations with the Engineering Department.
- REFUSE:
  - Enclosure indicated on site plan is exclusively for refuse. Construct walls, pad and bollards in conformance with standard detail DS-116.
  - Contact Public Works Sanitation Division to verify that vehicle maneuvering and access to the enclosure is adequate.
  - Develop strategy for recycling collection and pick-up from site with Sanitation. Roll-outs may be allowed for recycled materials. Coordinate storage area for recycling containers with overall site and landscape layout.
  - Gates for refuse enclosure(s) are not required, unless visible from the street. If gates are provided, the property manager must arrange for gates to be open from 6:00am to 4:30pm on collection days.
- DRIVEWAYS:
  - Construct driveways in public right of way in conformance with Standard Detail T-320.
  - Correctly indicate clear vision triangles at both driveways on the site and landscape plans. Identify speed limits for

adjacent streets at the site frontages. Begin sight triangle in driveways at point 15'-0" in back of face of curb. Consult Intersection Sight Distance memo, available from Traffic Engineering if needed [www.tempe.gov/index.aspx?page=801](http://www.tempe.gov/index.aspx?page=801) . Do not locate site furnishings, screen walls or other visual obstructions over 2'-0" tall (except canopy trees are allowed) within each clear vision triangle.

- **PARKING SPACES:**
  - Verify conformance of accessible vehicle parking to the Americans with Disabilities Act and the Code of Federal Regulations Implementing the Act. Refer to Building Safety ADA Accessible Parking Spaces Marking/Signage on Private Development details.
  - At parking areas, provide demarcated accessible aisle for disabled parking.
  - Distribute bike parking areas nearest to main entrance(s). Provide parking loop/rack per standard detail T-578. Provide 2'-0" by 6'-0" individual bicycle parking spaces. One loop may be used to separate two bike parking spaces. Provide clearance between bike spaces and adjacent walkway to allow bike maneuvering in and out of space without interfering with pedestrians, landscape materials or vehicles nearby.
- **LIGHTING:**
  - Design site security light in accordance with requirements of ZDC Part 4 Chapter 8 (Lighting) and ZDC Appendix E (Photometric Plan).
  - Indicate the location of all exterior light fixtures on the site, landscape and photometric plans. Avoid conflicts between lights and trees or other site features in order to maintain illumination levels for exterior lighting.
- **LANDSCAPE:**
  - Prepare an existing plant inventory for the site and adjacent street frontages. The inventory may be prepared by the Landscape Architect or a plant salvage specialist. Note original locations and species of native and "protected" trees and other plants on site. Move, preserve in place, or demolish native or "protected" trees and plants per State of Arizona Agricultural Department standards. File Notice of Intent to Clear Land with the Agricultural Department. Notice of Intent to Clear Land form is available at [www.azda.gov/ESD/nativeplants.htm](http://www.azda.gov/ESD/nativeplants.htm) . Follow the link to "applications to move a native plant" to "notice of intent to clear land".
- **SIGNS:** Separate Development Plan Review process is required for signs in accordance with requirements of ZDC Part 4 Chapter 9 (Signs). Obtain sign permit for identification signs. Directional signs (if proposed) may not require a sign permit. Directional signs are subject to review by planning staff during plan check process.

**HISTORY & FACTS:**

August 26, 1991	City of Tempe and Arizona State University issued a joint Request for Proposals for the development of approximately 45.5 acres of land along the south bank of the proposed Rio Salado Town Lake extending east from Mill Ave., past Rural Road.
June 1992	City Council selected Bay State Benton Robb for this downtown project. City Council directed the Developer and staff to carry out an extensive public comment period as well as to negotiate the Development Disposition Agreement. The initial conceptual masterplan indicated a Floor Area Ratio (FAR) across the entire site, including the ASU "open space", approximately 1.0 with much of the intensity (and a greater FAR) located between Mill Avenue and the College Ave. alignment.
March 18, 1993	The Conceptual Master Plan was revised to address concerns raised by the public during the 8-month review and negotiation period.
October 29, 1993	The City and Bay State/Benton Robb enter into Development and Disposition Agreement for the Development of Hayden Ferry as part of the Tempe Rio Salado. That DDA incorporated as an integral part of the Agreement, the Conceptual plan and scope of development as submitted by Bay State Benton Robb on February 17, 1992 and amended on March 18, 1993.

- November 25, 1997 The Planning Commission approved, by a 4-3 vote, a zone change and Preliminary P.A.D. consisting of: 220,000 s.f. (275 rooms) for hotel, 10,000 s.f. health club, 700,000 s.f. office, 40,000 s.f. restaurant, plus 2,000 s.f. for outdoor dining, 50,000 s.f. retail and 530,000 s.f. (480 units) of residential, for a total building area of 1,552,000 on 16.6 acres. In addition, two use permits for shared parking and outdoor dining for restaurants and a variance to reduce required building setback in the front and street side yards from 25' to 0' were approved.
- October 27, 1998 The City Council approved a zoning change from AG Agricultural District (.6 acres), RI-6 Single Family Residential District (14.3 acres) and I-2 General Industrial District (1.7 acres) to MG Multi-Use General District for a total of 16.6 net acres. They also approved a Preliminary P.A.D. consisting of: 1,552,000 s.f. total bldg. area for 700,000 s.f. office; 220,000 s.f. hotel (275 rooms); 50,000 s.f. retail; 530 s.f. residential (480 units); 40,000 s.f. restaurant (plus an additional 2,000 s.f. outdoor dining); and 10,000 s.f. health club including two use permits for shared parking and outdoor dining and a variance to reduce the required building setback in the front and street side yards from 25' to 0'.
- Dec. 18, 1997 City Council approved the request for Hayden Ferry Lakeside for a Preliminary PAD and a Final PAD for Phase I and a rezoning to MG zoning district.
- Feb. 4, 1999 City Council approved the request for Hayden Ferry Lakeside for an Amended Preliminary PAD and a Final PAD for Phase I. PLANNED DEVELOPMENT (0406) Hold the second public hearing for HAYDEN FERRY NORTH (Bay State/Benton Robb, property owners) for a 1.62 million square foot mixed-use development project, and for final approval for Phase I which includes: a 265-room hotel, a 164,000 s.f. office building and 5,500 s.f. retail, all located at 24 East Rio Salado Parkway. This proposal is a masterplanned waterfront development, including the following requests:
- a. An Amended Preliminary Planned Area Development (#SPD-98.85) of Hayden Ferry North, including 725,000 s.f. office, 220,000 s.f. hotel (265 rooms); 65,800 s.f. retail & restaurants, and 616,200 s.f. residential (388 units) for a total of 1,627,000 s.f. total building area on 16.6 net acres.
  - b. A Final Planned Area Development for Phase I (#SPD-98.89) of Hayden Ferry North including a 220,000 s.f. hotel (265 rooms), a 164,000 s.f. office building and a 5,500 s.f. retail building in the MG zoning district.
  - c. Variances
- April 3, 2000 City of Tempe and Hayden Ferry Lakeside entered into a Development and Disposition Agreement (C2000-63 recorded at MCR 2000-0255087) for a Government Property Lease Excise Tax abatement due to the Community Facility District Capital and O&M assessments, Improvement District assessments for the relocation of Rio Salado Parkway, the undergrounding of 69 and 230kV lines, Salt River Levee relocation, and the relocation of the Val Vista waterline.
- Sept. 14, 2000 City Council approved the request for a Preliminary and Final PAD and approved the request for a Final PAD for Phase I
- January 25, 2001 City Council approved a Final PAD for Phase II and III, consisting of 536,700 s.f. for two office building and 46,300 s.f. of retail space, including a parking structure with 2,215 parking spaces (seven levels of parking) on 3.21 net acres, located at 24 East Rio Salado Parkway in the MG Zoning District.

April 18, 2002	City Council approved the request for Hayden Ferry Lakeside for an Amended Final Planned Area Development for twenty-four (24) sign variances on a 1,626,700 s.f. mixed-use development located at 24 East Rio Salado Parkway.
March 4, 2003	<p>The Redevelopment Review Commission approved the 2<sup>nd</sup> Amended PAD for Hayden Ferry Lakeside #SPD-2003.10 for an Amended Preliminary PAD consisting of 1,781,960 s.f. (718,700 s.f. office; 71,800 s.f. retail; a 114-room hotel; 438 residential condominiums; and 3,812 parking spaces) all on 16.99 net acres. A Final PAD for Phases 4, 5, 6, and 7 consisting of 438 residential condominiums in one 8-story (75,431 s.f.) building, three 12-story (261,227 s.f. each) buildings, and a parking structure under the buildings (one level below grade and one on-grade) consisting of 723 parking spaces, all on 6.71 net acres, located at 100 East Rio Salado Parkway.</p> <p>Including Variances:</p> <ol style="list-style-type: none"> <li data-bbox="428 615 1490 680">1. Waive the required landscape islands at the end of parking rows and waive parking screen walls for the at-grade structured parking.</li> <li data-bbox="428 720 1490 785">2. Reduce the minimum required landscape area adjacent to the street (Rio Salado parkway) from 15 feet to zero.</li> <li data-bbox="428 825 1490 930">3. Waive the requirement for the masonry wall and the two rows of non-deciduous trees that are required along the north property line to separate the Residential District R1-6 from the Multi-Use General District (MG).</li> <li data-bbox="428 970 1490 1035">4. Reduce the minimum required parking spaces width from 8.5 feet to 8 feet where structure columns are located within the parking structures only.</li> </ol>
June 17, 2004	Council approved the request for a Horizontal Regime for Edgewater at Hayden Ferry Lakeside, Condominiums on 1.28 net acres located at 120 E. Rio Salado Parkway.
December 9, 2004	Council approved the request for an Amended Horizontal Regime for Edgewater at Hayden Ferry Lakeside, Condominiums on 1.28 net acres, located at 120 E. Rio Salado Parkway.
December 16, 2004	Council approved an ordinance authorizing the Mayor to execute a Special Warranty Deed conveying City property to Hayden Ferry Lakeside, LLC.
April 28, 2006	Staff administratively approved the 5 <sup>th</sup> Amended PAD for Hayden Ferry Lakeside for the hotel request.
July 19, 2005	Redevelopment Review Commission recommended approval of a request by HAYDEN FERRY LAKESIDE (CC050045) (Suncor, owner) #SBD-2005.65 for a Final Subdivision Plat, consisting of three (3) lots, Parcels C-1, C-2 and H-1, on 3.928 net acres, located at 100, 120 and 140 (formerly 24) E. Rio Salado Parkway.
August 18, 2005	City Council approved the requested Final Subdivision Plat that created the lot defined for the hotel.
June 7, 2006	The Redevelopment Review Commission (related to the 5 <sup>th</sup> Amended) approved the Development Plan Review for the hotel.
August 9, 2006	Staff administratively approved the 7 <sup>th</sup> Amended Preliminary P.A.D. for Hayden Ferry Lakeside. This request includes a minor modification of the Hotel H1 and an update in the total number of

condominium units within the hotel will increase from 40 to 44 (10%) and that the hotel building height, to top of roof, will be increased from 143'-0" to 149'-0" (4%) with an original maximum allowed height of 168.8 feet.

- February 1, 2010 Staff administratively approved the 8<sup>th</sup> Amended PAD for Hayden Ferry Lakeside, 60 East Rio Salado Parkway. This request includes the minor modification of Buildings B1, B2, B3, R1 and R2, regarding the mix of retail and office uses to be flexible and that retail uses in these five buildings will be optional and will not be required.
- September 11, 2012 Development Review Commission approved a request for The Lofts At Hayden Ferry (PL120260) (RP HFL, LLC, property owner; Charles Huellmantel, Huellmantel & Affiliates, applicant) consisting of a new 264 unit multi-family development, all within a four-story building with a fifth-level loft and two levels of underground parking, within approx. 524,815 sf. of total building area (327,182 sf. above grade). Located at 260 East Rio Salado Parkway in the MU-4(PAD) Mixed-Use High Density District with a Planned Area Development Overlay and within the Rio Salado Overlay District. The request included the following:
- PAD12005 – Amended Planned Area Development Overlay modifying development standards for an increase in density from 226 to 264 units; a reduction in the required vehicle parking spaces from 511 to 459 spaces.
- DPR12129 – Development Plan Review including site plan, building elevations, and landscape plan.
- June 12, 2014 City Council approved an amendment to the Development Agreement and performance schedule, extending the construction completion deadline until December 31, 2016.

**ZONING AND DEVELOPMENT CODE REFERENCE:**

Section 6-306, Development Plan Review



**DEVELOPMENT PROJECT FILE**  
for  
**AC BY MARRIOT AT HAYDEN FERRY LAKESIDE**

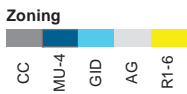
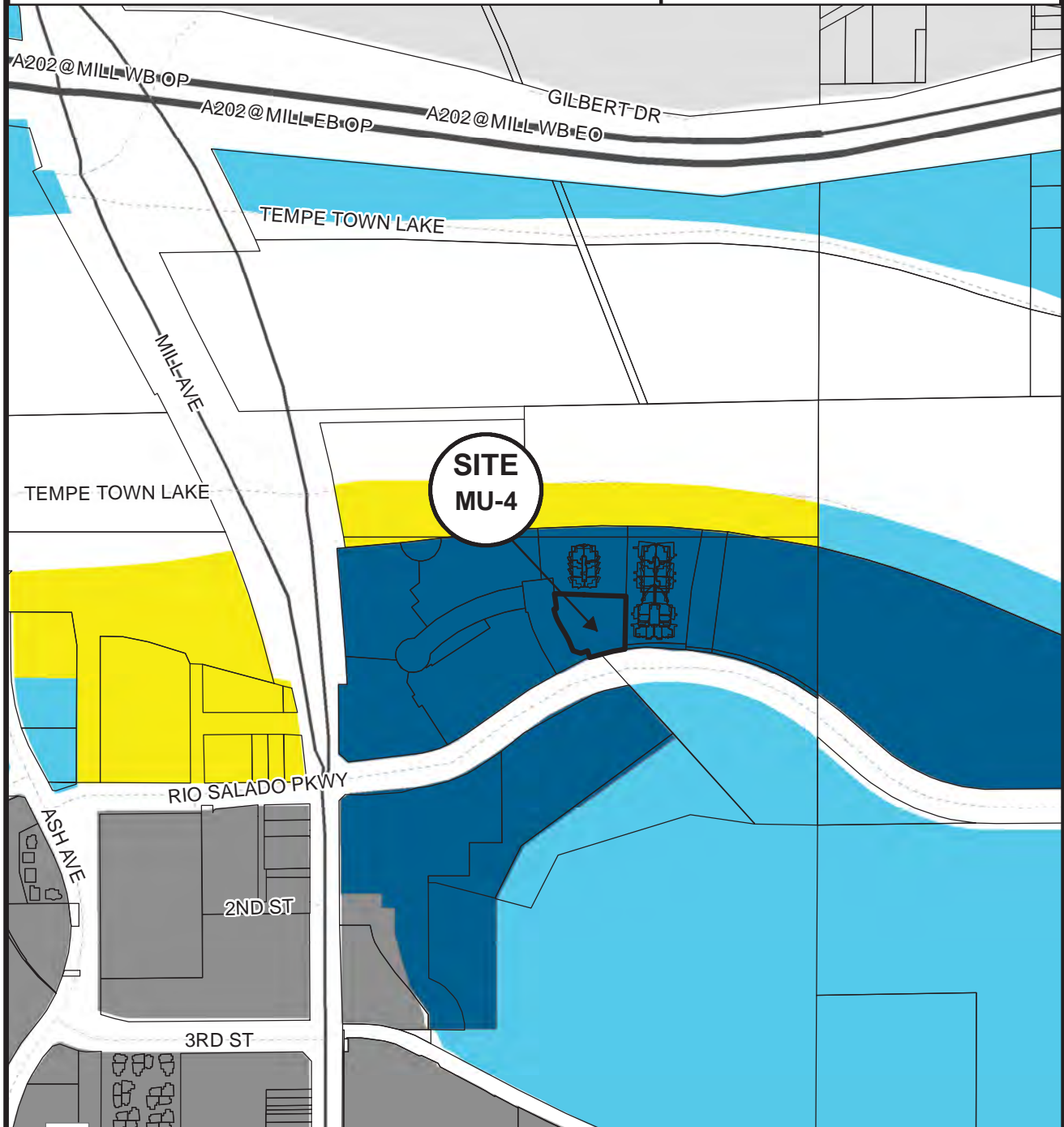
**ATTACHMENTS:**

1. Location Map
2. Aerial
- 3-5. Letter of Explanation
- 6-8. Existing 10<sup>th</sup> Amended Planned Area Development
9. Site Aerial Sheet A1-01
10. Site Plan Sheet A1-02
11. Landscape Plan
- 12-14. Floor Plans Sheets A2-01, A2-02, A2-03
- 15-16. Elevations Sheets A5-01, A5-02
- 17-18. Color Elevations Sheets A5-03, A5-04
19. Building Section Sheet A6-01
- 20-21. Perspectives Sheets A9-01, A9-02 (colored)
22. Color Material Board
23. Site Photographs
- 24-34. Public Input (email and images from resident)



**AC BY MARRIOTT AT HAYDEN  
FERRY LAKESIDE**

**PL130475**



**Location Map**

**AC BY MARRIOTT AT HAYDEN  
FERRY LAKESIDE**

**PL130475**



**Aerial Map**



May 19, 2014

City of Tempe Community Development Department  
31 East 5<sup>th</sup> Street, Garden Level  
Tempe, Arizona 85281

Re: Letter of Explanation; AC Tempe; Parcel H-1 of Hayden Ferry Lakeside East

Dear Sir or Madam:

Woodbine Development Corporation requests your review of the enclosed development plan and related materials for our proposed development of a hotel on Parcel H-1 of Hayden Ferry Lakeside East.

Background:

Woodbine is a full service developer of hotels, mixed-use projects, and master planned communities. Over its forty year history, Woodbine has developed or redeveloped over 6,000 hotel rooms, not including projects currently underway in California, Florida, Iowa, Oregon, Texas, and Virginia. Locally, Woodbine is best known for its development of the Kierland master planned community, including the Westin Kierland Resort & Spa, the Kierland Commons mixed-use project, and the Plaza Lofts at Kierland Commons residential condominium.

Project Site:

The project site is located within the Hayden Ferry Lakeside project and is currently planned for hotel use per the PAD for Hayden Ferry Lakeside. The current intent is to develop an “AC by Marriott” brand hotel on the site, which is Marriott’s lifestyle/boutique hotel brand that Marriott is bringing to select urban markets.

Development Plan Review Criteria:

The proposed project is intended to complete the hospitality element that has long been envisioned for the Hayden Ferry Lakeside project, which will satisfy hospitality needs being generated within the project, along Mill Avenue, and the Marina Heights project. The proposed design is intended to complement, but not exactly mimic, the adjacent office and condominium buildings within Hayden Ferry Lakeside. The design makes the most of a very small site, and mitigates effects on the adjacent properties. These goals are accomplished through the scale of the building itself and its orientation within Hayden Ferry Lakeside.

This design reinforces and provides variety in the streetscape, maximizes visibility, enhances the character of the surrounding area, facilitates pedestrian access and circulation, and mitigates heat gain and retention.

The design incorporates all of the following design elements:

- a. The design incorporates landscaping and shade elements for energy conservation and comfort, including shade structures on the rooftop pool deck.
- b. The proposed materials are of superior quality and are compatible with the materials and color palette within Hayden Ferry Lakeside.
- c. The proposed building and landscape elements have proper scale within Hayden Ferry Lakeside.
- d. The proposed building does not have a large building mass and is of human scale when viewed from the sidewalk.
- e. The proposed building has a clear base and top, as identified by its ground floor elements, roof forms, and detailing.
- f. The proposed building façades contain architectural detail. Windows at the ground level create visual interest and activity and increase security of adjacent outdoor spaces.
- g. The proposed treatment of doors, windows, doorways, and walkways contributes to the attractiveness of the public spaces within Hayden Ferry Lakeside.
- h. All onsite utilities are placed underground.
- i. The proposed design makes use of the existing clear and well-lighted walkways to connect the proposed building to other buildings within Hayden Ferry Lakeside, Tempe Town Lake, Rio Salado Parkway, and Mill Avenue.
- j. Accessibility is in conformance with the Americans with Disabilities Act (ADA). This includes accessible parking, hotel rooms, public space, and hotel amenities.
- k. The location of this project allows the use of many transportation options, including auto, light-rail train, future street car, bus, bicycle, and pedestrian.
- l. Vehicular circulation is designed to minimize conflicts with pedestrian access and the surrounding residential uses, especially through the utilization of the adjacent parking structure in Hayden Ferry Lakeside.
- m. The design incorporates elements promoting the safe and orderly separation of bicycle and pedestrians from traffic. In addition, the project's design elements will be consistent with the Tempe Pedestrian and Bicycle Facility Guidelines.
- n. The design appropriately integrates crime prevention principles such as territoriality, natural surveillance, access control, activity support, and maintenance.
- o. The proposed landscaping accents and separates the building, parking, drive aisles, and pedestrian walkways.
- p. The proposed lighting on the building and landscaping is similar to and compatible with the lighting on the adjacent buildings and does not create any negative effects.

City of Tempe Community Development Department  
May 19, 2014  
Page 3

We believe the proposed hotel design incorporates the best elements of Hayden Ferry Lakeside. This design, along with its placement within the project, is intended to attract hotel guests, office users, and residents alike and serve as central meeting space within Hayden Ferry Lakeside.

Thanks in advance for your review of these materials.

Very truly yours,

A handwritten signature in black ink, appearing to read "Kristopher Harman". The signature is written in a cursive, flowing style.

Kristopher L. Harman

# 10TH AMENDED PRELIMINARY P.A.D. FOR HAYDEN FERRY LAKESIDE

FORMERLY HAYDEN FERRY (NORTH), SEC. 15, T. 1N, R. 4E OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA

### LEGAL DESCRIPTION

A parcel of and lying within Sections 15, Township 1 North, Range 4 East, of the City and Salt River Basins, Maricopa County, Arizona, more particularly described as follows:

Commencing at the center quarter corner of said Section 15, North 07°11'26" East, a distance of 390.24 feet, to the beginning of a non-tangent curve and the POINT OF BEGINNING;

THENCE bearing said north-south west-southwest, northwesterly along said curve, having a curve of 801.02 feet, convex southeasterly, whose radius bears South 30°09'57" West, through a central angle of 34°57'07", to a point of non-tangent reverse curve;

THENCE bearing along said curve, having a radius of 411.56 feet, convex southeasterly, whose radius bears South 07°24'17" West, through a central angle of 13°02'46", a distance of 94.35 feet, to a point of non-tangent reverse curve;

THENCE bearing along said curve, having a radius of 318.52 feet, convex northerly, whose radius bears North 01°36'39" West, through a central angle of 09°27'50", a distance of 32.27 feet, to a point of non-tangent reverse curve;

THENCE bearing along said curve, having a radius of 411.56 feet, convex southeasterly, whose radius bears South 06°53'02" West, through a central angle of 11°32'12", a distance of 164.24 feet, to a point on a non-tangent line;

THENCE South 82°50'54" West, a distance of 117.69 feet, to the beginning of a non-tangent curve;

THENCE southeasterly along said curve, having a radius of 801.02 feet, convex southeasterly, whose radius bears South 32°50'27" East, through a central angle of 09°24'43", a distance of 21.10 feet, to the curve's end;

THENCE South 31°29'07" West, a distance of 201.79 feet, to the beginning of a curve;

THENCE westerly along said curve, having a radius of 348.06 feet, convex northwesterly through a central angle of 39°43'07", a distance of 175.34 feet, to the curve's end;

THENCE South 87°15'51" West, a distance of 223.54 feet;

THENCE North 27°43'03" West, a distance of 161.11 feet;

THENCE North 02°15'29" West, a distance of 234.10 feet;

THENCE North 88°57'23" East, a distance of 27.93 feet;

THENCE North 22°24'25" West, a distance of 41.63 feet;

THENCE North 02°14'02" West, a distance of 237.70 feet;

THENCE North 04°40'30" East, a distance of 310.93 feet;

THENCE North 82°50'45" East, a distance of 226.43 feet;

THENCE North 27°41'46" East, a distance of 307.63 feet;

THENCE North 87°49'23" East, a distance of 251.79 feet;

THENCE South 89°47'28" East, a distance of 200.69 feet;

THENCE South 89°47'28" East, a distance of 198.52 feet;

THENCE South 09°41'51" East, a distance of 238.97 feet;

THENCE South 89°23'33" East, a distance of 23.24 feet, to a point of the north-south mid-section line of said Section 15;

THENCE along said north-south mid-section line, South 07°11'26" West, a distance of 473.27 feet, to the POINT OF BEGINNING.

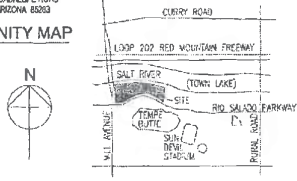
Containing 18.6928 acres, or 710,213 square feet of land more or less  
Subject to existing rights-of-way and easements.

### CERTIFICATION

I, CHRISTOPHER E. ALLEN, PLS, HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR IN THE STATE OF ARIZONA, THAT THE INFORMATION CONTAINED WITHIN THE PARCEL DESCRIPTION SHOWN HEREON IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE AND BELIEF.

  
CHRISTOPHER E. ALLEN, PLS  
REGISTERED LAND SURVEYOR NO. 10669  
ALLEN & ASSOCIATES  
1005 QUAILHIRE ROAD  
TEMPE, ARIZONA 85283

### VICINITY MAP



### CITY OF TEMPE USE PERMITS, VARIANCES, AND CONDITIONS

- SPD-01-01**  
**EXISTING USE PERMITS**  
1. PARKING BY DEMAND.  
2. ALLOW OUTSIDE DINING FOR RESTAURANTS
- EXISTING VARIANCES**  
1. REDUCE REQUIRED FRONT YARD SETBACKS FROM 20' TO 10' IN THE MG ZONING DISTRICT.  
SPD-06-09  
**EXISTING VARIANCES**  
1. REDUCE THE REQUIRED NUMBER OF BICYCLE PARKING SPACES TO 02 IN AN ADA COMMUTING AREA FOR PHASE 1 ONLY.  
2. INCREASE THE SLOPE OF A RETENTION AREA FROM 1:4 TO 1:1.  
3. INCREASE THE ALLOWED HEIGHT FOR MECHANICAL PENTHOUSE ON THE OFFICE BUILDING FROM 12 TO 20'.  
4. INCREASE THE ALLOWED HEIGHT FOR MECHANICAL PENTHOUSE ON THE HOTEL FROM 07 TO 15'.
- SPD-2003-37**  
**EXISTING VARIANCES**  
1. REDUCE REQUIRED BICYCLE PARKING FOR THE ENTIRE SITE BY 50%.  
2. WAIVE THE REQUIRED LANDSCAPE ISLANDS AT THE END OF PARKING ROWS FOR THE AT-GRADE STRUCTURED PARKING IN PHASE 1.
- SPD-2003-40**  
**EXISTING VARIANCES**  
1. INCREASE THE MAXIMUM ALLOWED HEIGHT FOR A PARAPET ON AN OFFICE BUILDING FROM 8' TO 10' FT.  
2. ALLOW THE USE OF EXTERIOR METAL WALLS AND COLUMNS FOR AN OFFICE BUILDING.
- BAD-1021**  
**EXISTING VARIANCE**  
1. WAIVE THE INSTALLATION OF THE SITE LANDSCAPING IN THE FIRST PHASE OF CONSTRUCTION IN LIEU OF AN ALTERNATE PHASING PLAN.
- PRO-04-09**  
**EXISTING VARIANCE**  
1. INCREASE THE ALLOWED HEIGHT FOR MECHANICAL PENTHOUSE ON THE C1 CONDOMINIUM FROM 12 TO 18'.
- SPD-2002-24, CC-2002-012**  
**EXISTING VARIANCES**  
1. VARIANCE TO ALLOW TWO FREESTANDING SIGNS, AS FOLLOWS (SIGN TYPE A).  
A. INCREASE ALLOWABLE AREA OF EACH FREESTANDING SIGN FROM 24 SF TO 42.67 SF.  
B. INCREASE ALLOWABLE HEIGHT OF EACH FREESTANDING SIGN FROM 8 TO 14.5'.  
C. ALLOW 2 FREESTANDING MULTI-TENANT SIGNS IN MG ZONING DISTRICT.  
D. ALLOW MORE THAN ONE FREESTANDING SIGN ON THE SAME STREET.  
E. ALLOW DELETION OF BUILDING ADDRESS REQUIREMENT FOR FREESTANDING SIGN.  
2. VARIANCE TO ALLOW TWO FREESTANDING SIGNS, AS FOLLOWS (SIGN TYPE B).  
A. INCREASE ALLOWABLE AREA OF TWO FREESTANDING SIGNS FROM 24 SF TO 32.5 SF.  
B. ALLOW A FREESTANDING MULTI-TENANT SIGN IN MG ZONING DISTRICT.  
C. ALLOW MORE THAN ONE FREESTANDING SIGN ON THE SAME STREET.  
D. ALLOW DELETION OF BUILDING ADDRESS REQUIREMENT FOR FREESTANDING SIGN.  
3. VARIANCE TO ALLOW ONE FREESTANDING SIGN, AS FOLLOWS (SIGN TYPE C).  
A. INCREASE ALLOWABLE AREA OF A FREESTANDING SIGN FROM 24 SF TO 94.44 SF.  
B. INCREASE ALLOWABLE HEIGHT OF FREESTANDING SIGN FROM 8 TO 75.68'.  
C. ALLOW MULTI-TENANT SIGN IN MG ZONING DISTRICT.
- D** ALLOW MORE THAN ONE FREESTANDING SIGN ON THE SAME STREET.  
**E** ALLOW DELETION OF BUILDING ADDRESS REQUIREMENT FOR FREESTANDING SIGN.  
4. VARIANCE TO ALLOW ONE FREESTANDING MULTI-TENANT IDENTIFICATION SIGN IN THE MG ZONING DISTRICT. (SIGN TYPE C2).  
5. VARIANCE TO ALLOW THREE FREESTANDING MULTI-TENANT IDENTIFICATION SIGNS IN THE MG ZONING DISTRICT. (SIGN TYPE H).  
6. VARIANCE TO ALLOW ONE FREESTANDING TENANT IDENTIFICATION SIGN, AS FOLLOWS (SIGN TYPE I).  
A. ALLOW FREESTANDING TENANT IDENTIFICATION SIGN.  
B. ALLOW DELETION OF BUILDING ADDRESS REQUIREMENT FOR FREESTANDING SIGN.  
7. VARIANCE TO ALLOW SIX (6) BUILDING MOUNTED PRIMARY TENANT SIGNS, TWO EACH PER BUILDING, AS FOLLOWS:  
I. 182 FOR 40 EAST RIO SALADO PARKWAY (BUILDING B3), AND 157.29 FOR 40 EAST RIO SALADO PARKWAY (BUILDING B3).  
8. VARIANCE TO INCREASE ALLOWABLE AREA OF THIRTEEN (13) BUILDING MOUNTED SIGNS FROM 40 SF TO 81.25 SF (SIGN TYPE G).  
9. VARIANCE TO INCREASE ALLOWABLE AREA OF ONE BUILDING MOUNTED RETAIL TENANT SIGN FROM 40 SF TO 184 SF (SIGN TYPE H).  
10. VARIANCE TO INCREASE THE MAXIMUM HEIGHT OF ADDRESS NUMERAL FROM 12" TO 24" (SIGN TYPE B).  
11. VARIANCE TO INCREASE ALLOWABLE AREA ONE BUILDING MOUNTED SIGN FROM 40 SF TO 180 SF (SIGN TYPE G).
- COM-10-01**  
**EXISTING SIGN PERMITS PRIOR TO INSTALLATION OF SIGNS.**  
SPD-2003-10  
**EXISTING VARIANCES**  
1. WAIVE THE REQUIRED LANDSCAPE ISLANDS AT THE END OF PARKING ROWS AND WAIVE PARKING SCREEN WALLS FOR THE AT-GRADE STRUCTURED PARKING.  
2. REDUCE THE MINIMUM REQUIRED LANDSCAPE AREA ADJACENT TO THE STREET (RIO SALADO PARKWAY) FROM 15 FEET TO ZERO.  
3. WAIVE THE REQUIREMENT FOR THE LANDSCRY WALL AND THE TWO ROWS OF MIMULUS AND/OR TREES THAT ARE REQUIRED ALONG THE NORTH PROPERTY LINE TO SEPARATE THE RESIDENTIAL DISTRICT R1-B FROM THE MULTIFAMILY DISTRICT (MG).  
4. REDUCE THE MINIMUM REQUIRED PARKING SPACES WIDTH FROM 8.5 FEET TO 8 FEET WHERE STRUCTURE COLUMNS ARE LOCATED WITHIN THE PARKING STRUCTURES ONLY.
- SPD-2005-18, PRO-04-07**  
**EXISTING VARIANCES**  
1. INCREASE THE HEIGHT LIMIT FOR MECHANICAL PENTHOUSES ABOVE THE ROOF LEVEL FROM 12 FEET TO 24 FEET FOR BUILDINGS B2 AND B3. SEC 2-206(C).  
2. INCREASE THE HEIGHT LIMIT FOR MECHANICAL PENTHOUSE ABOVE THE ROOF LEVEL FROM 12 FEET TO 15 FEET FOR BUILDINGS R1 AND R2. SEC 2-206(D).  
3. INCREASE THE HEIGHT LIMIT FOR MECHANICAL PENTHOUSE ABOVE THE ROOF LEVEL FROM 12 FEET TO 24 FEET FOR BUILDINGS C2, C3 AND C4. SEC 2-206(E).  
4. INCREASE THE HEIGHT LIMIT FOR PARAPET WALLS FROM A MAXIMUM OF FEET TO 18 FEET ABOVE THE BUILDING HEIGHT LIMIT FOR BUILDINGS B2 AND B3. SEC 2-206(C).  
5. ALLOW THE USE OF EXTERIOR METAL WALLS AND COLUMNS IN THE MG, MULTIFAMILY DISTRICT FOR BUILDINGS B2, B3, R1, R2, C2, C3, C4, AND H1. SEC 2-602(D).

- CONDITIONS OF APPROVAL**  
1. ALL APPLICABLE CONDITIONS, FROM PREVIOUS APPROVALS AMENDMENTS FOR HAYDEN FERRY LAKESIDE, SHALL BE IN EFFECT FOR THIS AMENDED PRELIMINARY AND FINAL PLANNED AREA DEVELOPMENT.  
2. THE OWNERS SHALL PROVIDE AN AMENDED CONTINUING CARE CONDITION, COVENANT AND RESTRICTION FOR ALL OF THE PROJECT'S LANDSCAPING, REQUIRED BY ORDINANCE OR LOCATED IN ANY COMMON AREA ON SITE. THE CCARS SHALL BE IN A FORM SATISFACTORY TO THE DEVELOPMENT SERVICES MANAGER AND CITY ATTORNEY. THESE CCARS SHOULD PROVIDE A SINGLE ENTITY SHALL ULTIMATELY BE RESPONSIBLE FOR MAINTAINING ALL LANDSCAPING BOTH REQUIRED BY ORDINANCE AND IN THE COMMON AREA ON SITE, ACCORDING TO THE LANDSCAPE PLAN APPROVED BY THE CITY AND THAT SUCH PROVISION MAY NOT BE AMENDED WITHOUT PRIOR ACKNOWLEDGMENT BY THE DEVELOPMENT SERVICES MANAGER AND CITY ATTORNEY.

**PROJECT NAME**  
HAYDEN FERRY LAKESIDE

**SITE ADDRESS**  
40 EAST RIO SALADO PARKWAY, TEMPE, ARIZONA 85281

**SUBMITTED BY**  
HF LAKESIDE LLC  
C/O RYAN COMPANIES US, INC.  
1 NORTH CENTRAL AVE, SUITE 1300  
PHOENIX, AZ 85004  
ATTN: RACHEL LUTRELL



**AGENT**  
DAVIS  
40E RIO SALADO PARKWAY, SUITE 118  
TEMPE, ARIZONA 85281

**DECLARANT**  
THIS IS TO CERTIFY THAT I HAVE REVIEWED THIS PLAN AND HEREBY APPROVE THE DEVELOPMENT AS SHOWN.  
SIGNED THIS \_\_\_\_ DAY OF \_\_\_\_ 2012, BY  
\_\_\_\_ AS \_\_\_\_ OF  
HAYDEN FERRY LAKESIDE, LLC.

SUBSCRIBED AND SWORN BEFORE ME THIS \_\_\_\_ DAY OF \_\_\_\_ 2012, IN WITNESS WHEREOF I HAVE HEREUNTO SET MY HAND AND OFFICIAL SEAL.  
NOTARY PUBLIC: \_\_\_\_\_  
MY COMMISSION EXPIRES: \_\_\_\_\_

SIGNED THIS \_\_\_\_ DAY OF \_\_\_\_ 2012, BY  
\_\_\_\_ AS \_\_\_\_ OF  
THE CITY OF TEMPE, ARIZONA.  
SUBSCRIBED AND SWORN BEFORE ME THIS \_\_\_\_ DAY OF \_\_\_\_ 2012, IN WITNESS WHEREOF I HAVE HEREUNTO SET MY HAND AND OFFICIAL SEAL.  
NOTARY PUBLIC: \_\_\_\_\_  
MY COMMISSION EXPIRES: \_\_\_\_\_

**APPROVAL**  
APPROVED BY THE ZONING ADMINISTRATOR OF THE CITY OF TEMPE ON THIS \_\_\_\_ DAY OF \_\_\_\_ 2012.  
BY: \_\_\_\_\_ DEVELOPMENT SERVICES DATE \_\_\_\_\_

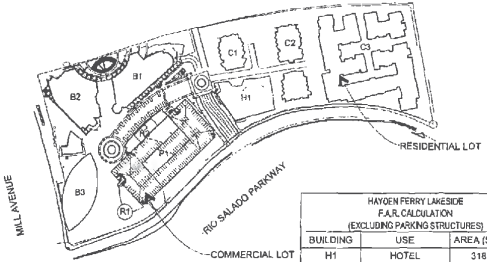
**10TH AMENDED PRELIMINARY P.A.D. FOR HAYDEN FERRY LAKESIDE**  
FORMERLY HAYDEN FERRY (NORTH), SEC. 15, T. 1N, R. 4E OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA

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PARKING CALCULATIONS						
	REQUIRED AUTO PARKING RATE	REQUIRED BICYCLE PARKING RATE	AUTO SPACES REQUIRED	BICYCLE SPACES REQUIRED	AUTO SPACES PROVIDED	BICYCLE SPACES PROVIDED
<b>COMMERCIAL USES</b>						
HOTEL H1 184 ROOMS	1/ROOM	1/20**	184.0	4.6*	184	5
HOTEL H1 REST. 1,225 GSF	1/75 GSF	1/500	43.0	3.3*	44	4
HOTEL H1 OFFICE 3,200 GSF	1/300 GSF	1/1000	11.0	0.2*	12	1
OFFICE B1, B2, B3, R2 747,748 GSF	1/300 SF	1/1000 SF**	2,492.5	46.7*	2,764	48
RETAIL/OFFICE B1, B2, B3, R1, R2 72,924 GSF	1/300 SF	1/1000 SF**	243.1	4.8*	276	5
<b>COMMERCIAL TOTAL</b>			<b>2,973.60*</b>	<b>59.5*</b>	<b>3,200</b>	<b>63</b>
<b>RESIDENTIAL USES</b>						
RES 1 BR H1 21 UNITS	1.5/UNIT	0.75**	31.5	7.9*	32	8
RES 2 BR H1 21 UNITS	2.0/UNIT	0.75**	42.0	7.9*	42	8
RES 3 BR H1 2 UNITS	2.5/UNIT	1.00**	5.0	1.0*	5	1
VISITOR 44 UNITS	0.2/UNIT	0.2**	8.8	4.4*	9	5
<b>SUB-TOTAL H1</b>			<b>87.3</b>	<b>21.2*</b>	<b>88</b>	<b>22</b>
RES 1 BR C1 10 UNITS	1.5/UNIT	0.75**	15.0	3.8*	15	4
RES 2 BR C1 24 UNITS	2.0/UNIT	0.75**	48.0	9.0*	48	9
RES 3 BR C1 9 UNITS	2.5/UNIT	1.00**	15.0	3.0*	15	3
VISITOR 40 UNITS	0.2/UNIT	0.2**	8.0	4.0*	8	4
<b>SUB-TOTAL C1</b>			<b>86.0</b>	<b>19.8*</b>	<b>86</b>	<b>20</b>
RES 1 BR C2 28 UNITS	1.5/UNIT	0.75**	39.0	9.8*	39	10
RES 2 BR C2 66 UNITS	2.0/UNIT	0.75**	132.0	24.8*	132	25
RES 3 BR C2 12 UNITS	2.5/UNIT	1.00**	30.0	6.0*	30	6
VISITOR 104 UNITS	0.2/UNIT	0.2**	20.8	10.4*	21	11
<b>SUB-TOTAL C2</b>			<b>221.8</b>	<b>50.9*</b>	<b>222</b>	<b>52</b>
RES 5 BR C3 13 UNITS	1.0/UNIT	0.75**	15.0	5.7*	15	8
RES 4 BR C3 152 UNITS	1.3/UNIT	0.75**	133.0	38.3*	133	38
RES 2 BR C3 121 UNITS	2.0/UNIT	0.75**	242.0	45.4*	242	45
RES 3 BR C3 28 UNITS	2.0/UNIT	1.00**	52.0	13.0*	52	13
VISITOR 294 UNITS	0.065/UNIT	0.2**	17.0	26.4*	17	27
<b>SUB-TOTAL C3</b>			<b>459.0</b>	<b>128.8*</b>	<b>459</b>	<b>129</b>
<b>452 UNITS - RESIDENTIAL TOTAL</b>			<b>654.1</b>	<b>220.7*</b>	<b>655</b>	<b>223</b>
<b>PROJECT TOTAL ALL USES COMBINED</b>			<b>3,627.7</b>	<b>280.2*</b>	<b>4,135</b>	<b>286</b>

\* REFLECTS CITY OF TEMPE SPD 300037 EXISTING VARIANCE, WHICH ALLOWS DEVELOPER TO "REDUCE REQUIRED BICYCLE PARKING FOR THE ENTIRE SITE BY 50%." ADDITIONALLY, SPD 98-88 ALLOWS DEVELOPER TO "REDUCE THE REQUIRED NUMBER OF BICYCLE PARKING SPACES TO 25 IN AN ASU CONVICTION AREA FOR PHASE I ONLY."  
\*\* THIS IS THE CITY OF TEMPE REQUIREMENT BEFORE ADJUSTMENT BY VARIANCES.

**COMMERCIAL LOT AND RESIDENTIAL LOT**  
NOTE: THESE LOTS HAVE BEEN DEFINED FOR LOT-COVERAGE CALCULATIONS ONLY; THEY WILL NOT BE RECORDED LOTS IN THE FUTURE



**MISCELLANEOUS**

SECTION: 15N  
ZONING: MG (EXISTING) / MU-4  
TYPES OF CONSTRUCTION:  
ALL BUILDINGS ON COMMERCIAL LOT TO BE TYPE 1FR.  
ALL BUILDINGS WILL BE EQUIPPED WITH AUTOMATIC FIRE/EXTINGUISHING SYSTEMS PER CITY OF TEMPE AMENDMENTS TO THE UBC.  
LANDSCAPING:  
REQUIRED: 111,032 SF (16% OF NET SITE AREA)  
PROVIDED: 121,579 SF (16.4% OF NET SITE AREA)

**HAYDEN FERRY LAKESIDE  
F.A.R. CALCULATION  
(EXCLUDING PARKING STRUCTURES)**

BUILDING	USE	AREA (SQ.FT.)
H1	HOTEL	318,311
B1*	OFFICE	208,729
B2	OFFICE	313,599
B3	OFFICE	281,720
R1	RETAIL/OFFICE	18,124
R2	RETAIL/OFFICE	23,420
C1	CONDOMINIUMS	99,177
C2	CONDOMINIUMS	249,000
C3	CONDOMINIUMS	320,362
<b>TOTAL BLDG AREA (GROSS SF)</b>		<b>1,821,442</b>
<b>TOTAL SITE AREA (NET SF)</b>		<b>740,213</b>
<b>F.A.R.</b>		<b>2.46</b>

**PERCENT OF LOT COVERAGE**

LOT	GROSS AREA	NET AREA	BUILDING FOOTPRINTS TOTAL	LOT COVERAGE
OFFICE/RETAIL	490,011 GSF (10.33 ACRES)	198,203 NSF (9.37 ACRES)	108,167 GSF	
HOTEL	43,711 GSF (0.90 ACRES)	39,650 NSF (0.87 ACRES)	25,016 GSF	
<b>COMMERCIAL LOT TOTAL</b>	<b>493,722 GSF (11.23 ACRES)</b>	<b>447,853 NSF (10.23 ACRES)</b>	<b>133,306 GSF</b>	<b>30.21 %</b>
RESIDENTIAL LOT TOTAL	329,299 GSF (7.43 ACRES)	292,358 NSF (6.71 ACRES)	113,922 GSF	38.97 %
<b>PROJECT TOTAL</b>	<b>816,021 GSF (18.73 ACRES)</b>	<b>740,213 NSF (16.99 ACRES)</b>		

**BASIS FOR BUILDING FOOTPRINT TOTALS**  
COMMERCIAL LOT = (B1 + B2 + B3 + R1 + R2 + H1)      RESIDENTIAL LOT = (C1 + C2 + C3)

**TABULATIONS OF PROPOSED RESIDENTIAL DENSITY**

RESIDENTIAL LOT	6.71 ACRES	452 UNITS	67.36 RESIDENTIAL UNITS/ACRE
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**DOWNTOWN TEMPE STANDARD SHARED PARKING MODEL**

HFL PHASES I & II	1,697 CARS
HFL PHASES I, II & III	2,877 CARS

**BUILDING HEIGHTS**

BLDG	PHASE	ADDRESS	FLOORS	MAX HT ABOVE DATUM 1161.2'
B1*	I	60	8	139.6'
B2	II	60	12	199.8'
B3	III	40	10	171.8'
R1	III	64	2	54.1'
R2	II	74	3	74.5'
P1*	III	68	8*	99.8'
H1		100	14	174.8'

**RESIDENTIAL BUILDINGS**

BLDG	PHASE	ADDRESS	FLOORS	MAX HT ABOVE DATUM 1162.0'
C1	4	120	8	103.5'
C2	5	140	12	165.0'
C3	8	200	12	165.0'

\* BY COMPLETED 8/14/02; P1 LEVELS 1-3 COMPLETED 9/21/02  
\*\* 2 LEVELS BELOW GRADE, 1 LEVEL AT GRADE, 7-1/2 LEVELS ABOVE GRADE  
ADDRESS STREET NUMBERS ON E. RIO SALADO PKWY.; TEMPE, AZ 85281

**PERCENT OF LAND USE**

USE	AREA	PERCENT
<b>COMMERCIAL USE</b>		
HOTEL		
H1 HOTEL SUBTOTAL	318,311 GSF	27.40%
OFFICE		
B1	184,831 GSF	15.91%
B2	294,241 GSF	25.32%
B3	281,720 GSF	24.25%
R2	16,450 GSF	1.42%
OFFICE SUBTOTAL	777,242 GSF	66.90%
RETAIL OR OFFICE		
B1	23,076 GSF	2.05%
B2	19,358 GSF	1.67%
B3	0 GSF	0%
R1	18,124 GSF	1.38%
R2	6,970 GSF	0.60%
RETAIL/OFFICE SUBTOTAL	66,330 GSF	5.70%
<b>COMMERCIAL TOTAL</b>	<b>1,161,683 GSF</b>	<b>100.00%</b>
<b>RESIDENTIAL USE</b>		
C1	90,177 GSF	13.87 %
C2	249,000 GSF	37.75 %
C3	320,362 GSF	48.58 %
<b>RESIDENTIAL TOTAL</b>	<b>659,539 GSF</b>	<b>100.00%</b>
<b>ALL USES COMBINED</b>	<b>1,997,936 GSF</b>	

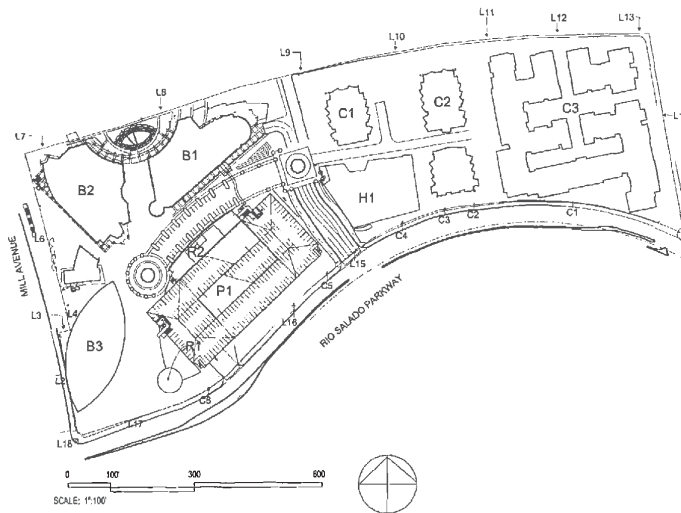


DS100121      PAD10002      REC10007

REC10007  
PAD10002  
DS100121

**10TH AMENDED PRELIMINARY P.A.D. FOR HAYDEN FERRY LAKESIDE**  
 FORMERLY HAYDEN FERRY (NORTH), SEC. 15, T. 1N, R. 4E OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA

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GENERAL NOTE  
 ALL REFERENCES TO EASEMENTS AND DIMENSION ARE NOT SHOWN AS THEY WILL BE SHOWN ON THE REPEAT OF THE AREA.

HAYDEN FERRY LAKESIDE BUILDING HEIGHTS - RECAP				
BUILDING STRUCTURE	FLOORS	H1 TO ROOF	HT TO PARAPET	H1 TO PENTHOUSE
B1	8	118'-0"	134'-0"	132'-0"
B2	12	174'-0"	190'-0"	188'-0"
B3	10	148'-0"	162'-0"	170'-0"
R1	2	37'-4"	40'-4"	52'-4"
R2	3	57'-8"	70'-8"	72'-4"
P1	8-1/2	83'-10"	88'-5"	98'-0"
H1	14	149'-0"	152'-6"	173'-0"
C1	8	85'-9"	88'-8"	107'-4"
C2	12	141'-6"	144'-4"	163'-6"
C3	12	141'-6"	144'-4"	163'-6"

**NOTES**  
 HEIGHTS ARE MEASURED FROM FINISHED FIRST FLOOR.  
 ALL IMPROVEMENTS ALONG THE TOE OF SLOPE OF THE EXISTING LEVEE AND 15 FEET SOUTH THEREOF SHALL NOT BE INCONSISTENT WITH THE RIGHT OF THE FLOOD CONTROL DISTRICT OF MARICOPA COUNTY TO MAINTAIN THAT LEVEE.  
 THE EXISTING 10% CH SLOPE IS SUBJECT TO CHANGE AS DEVELOPMENT OCCURS.  
 HEIGHTS DO NOT INCLUDE THE ARCHITECTURAL SPIRE.  
 SPIRE IS LOCATED 15' MAXIMUM ABOVE PENTHOUSE NUMBER.

LINE TABLE			CURVE TABLE			
LINE	BEARING	DISTANCE	CURVE	DELTA	RADIUS	ARC
L1	N00°15'32"W	224.31'	C1(N)	34°04'27"	851.00'	476.36'
L2	N00°15'32"W	234.15'	C2(N)	09°57'58"	185.52'	39.27'
L3	N08°51'23"E	27.95'	C3(N)	13°08'26"	411.58'	34.32'
L4	N02°22'25"W	41.63'	C4(N)	11°35'12"	611.00'	184.24'
L5	N03°41'30"W	73.70'	C5(N)	08°38'43"	601.00'	121.10'
L6	N04°42'35"W	318.99'	C6(N)	28°47'01"	549.00'	175.54'
L7	N85°07'48"E	230.16'				
L8	N82°41'46"E	301.83'				
L9	N87°35'23"E	297.79'				
L10	S69°13'38"E	200.69'				
L11	S84°54'22"E	198.57'				
L12	S80°45'37"E	200.82'				
L13	S90°25'33"E	83.34'				
L14	S02°11'28"W	473.27'				
L15	S02°29'04"W	117.86'				
L16	S54°25'36"W	201.79'				
L17	S03°16'57"W	223.54'				
L18	N01°45'25"W	16.11'				

DS100121      PAD10002      REC10007



REC10007  
 PAD10002  
 DS100121



# HKS

**ARCHITECT**  
 HKS, INC.  
 3024 N. SAINT PALL ST. SUITE 100  
 DALLAS, TX 75201

**CIVIL**  
 WOOD, PATEL & ASSOCIATES, INC.  
 2051 WEST NORTHERN, SUITE 100  
 PHOENIX, AZ 85027

**LANDSCAPE**  
 TRUEFORM  
 2008 NORTH 7TH STREET  
 PHOENIX, AZ 85006

**OWNER**  
 WOODBINE DEVELOPMENT CORPORATION  
 1900 AKARD STREET  
 DALLAS, TX 75201



**AC  
HOTELS**

---

**MARRIOTT**

KEY PLAN  
 MARRIOTT - AC HOTELS



REVISION NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER  
 17560.000

DATE  
 06.26.14

ISSUE  
 DEV. PLAN REVIEW  
 SUBMITTAL  
 SHEET TITLE  
 SITE AERIAL

SHEET NO.  
 A1.01

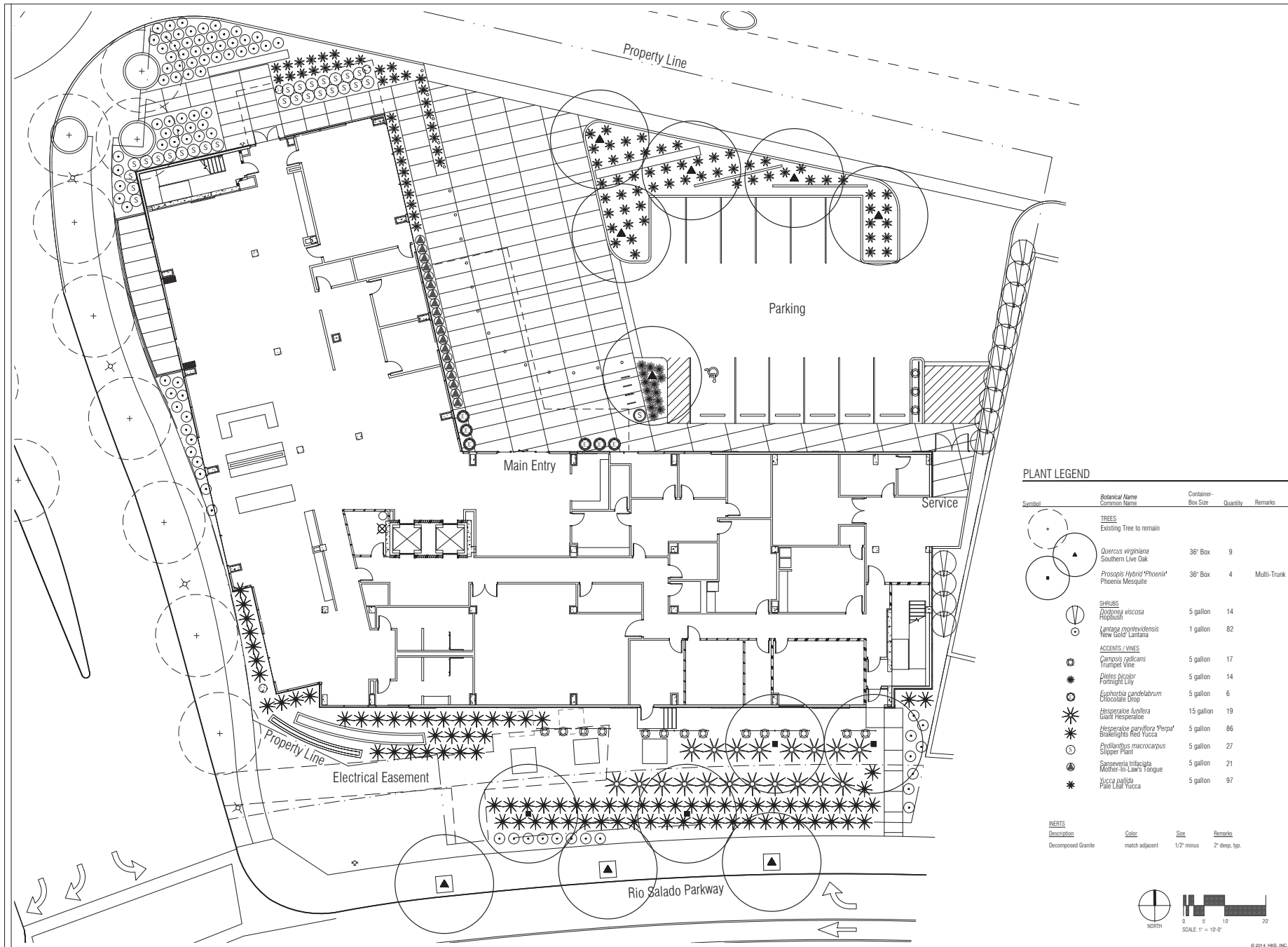
MARRIOTT AC HOTEL  
 AT HAYDEN FERRY LAKESIDE

TEMPE, AZ



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**HKS**

ARCHITECT  
HKS, INC.  
350 N. SAINT PAUL ST., SUITE 100  
DALLAS, TX 75201

CIVIL  
WOOD, PATEL & ASSOCIATES, INC.  
2051 WEST NORTHERN, SUITE 100  
PHOENIX, AZ 85021

LANDSCAPE  
TRUEFORM  
2009 NORTH 7TH STREET  
PHOENIX, AZ 85008

OWNER  
WOODBINE DEVELOPMENT CORPORATION  
1500 AKARD STREET  
DALLAS, TX 75201



**PLANT LEGEND**

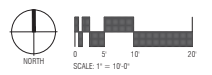
Symbol	Botanical Name Common Name	Container- Box Size	Quantity	Remarks
<b>TREES</b>				
+	Existing Tree to remain			
▲	<i>Quercus virginiana</i> Southern Live Oak	36" Box	9	
●	<i>Prosopis Hybrid "Phoenix"</i> Phoenix Mesquite	36" Box	4	Multi-Trunk
<b>SHRUBS</b>				
○	<i>Rhodospira viscosa</i> Hippobush	5 gallon	14	
○	<i>Lantana montevidensis</i> New Gold Lantana	1 gallon	82	
<b>ACCENTS / VINES</b>				
⊗	<i>Campsis radicans</i> Trumpet Vine	5 gallon	17	
⊗	<i>Dioscorea pinnatifida</i> Forsythia Lily	5 gallon	14	
⊗	<i>Euphorbia candelabrum</i> Chocolate Drop	5 gallon	6	
⊗	<i>Hesperaloe parviflora</i> Giant Hesperaloe	15 gallon	19	
⊗	<i>Hesperaloe parviflora "Perla"</i> Bicolor Red Yucca	5 gallon	86	
⊗	<i>Pedicularis macrocarpa</i> Slipper Plant	5 gallon	27	
⊗	<i>Sansevieria trifasciata</i> Mother-in-Law's Tongue	5 gallon	21	
⊗	<i>Yucca pallida</i> Pale Leaf Yucca	5 gallon	97	

INERTS	Description	Color	Size	Remarks
■	Decomposed Granite	match adjacent	1/2" minus	2" deep, typ.

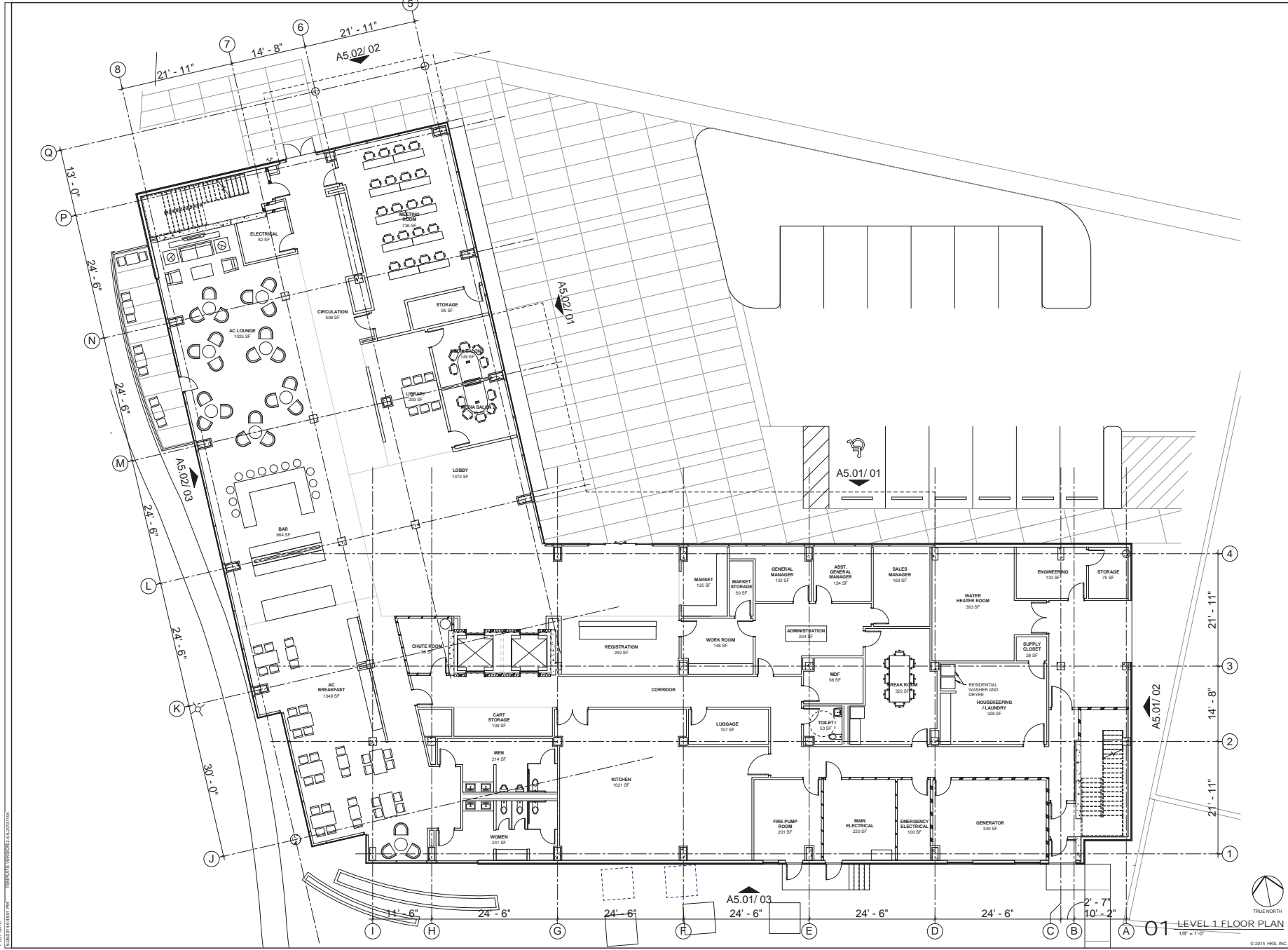
KEY PLAN

REVISION	NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER  
17560.000  
DATE  
06.26.2014  
ISSUE  
DEV. PLAN REVIEW  
SUBMITTAL  
SHEET TITLE  
PLANTING  
PLAN



SHEET NO.  
**L1.01**



**HKS**

ARCHITECT  
HKS, INC.  
3024 N. SAINT PALL ST. SUITE 100  
DALLAS, TX 75201

CIVIL  
WOOD, PATEL & ASSOCIATES, INC.  
2051 WEST NORTHERN, SUITE 100  
PHOENIX, AZ 85021

LANDSCAPE  
TRUFORUM  
2008 NORTH 7TH STREET  
PHOENIX, AZ 85008

OWNER  
WOODSOME DEVELOPMENT CORPORATION  
1900 AKARD STREET  
DALLAS, TX 75201



KEY PLAN  
MARRIOTT - AC HOTELS



REVISION NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER  
17560.000  
DATE  
06.26.14  
ISSUE  
DEV. PLAN REVIEW  
SUBMITTAL  
SHEET TITLE  
FLOOR PLAN



01 - LEVEL 1 FLOOR PLAN  
1/8" = 1'-0"

SHEET NO.  
**A2.01**















KEY PLAN  
 MARRIOTT - AC HOTELS



REVISION NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER  
 17560.000

DATE  
 06.26.14

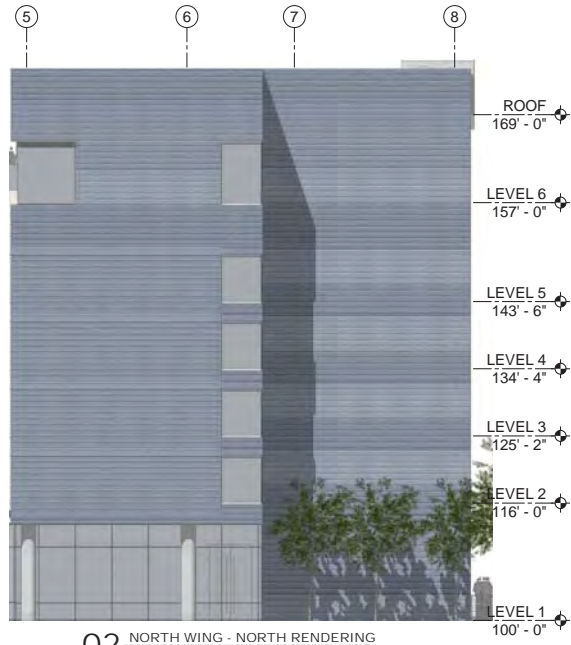
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 DEV. PLAN REVIEW  
 SUBMITTAL

SHEET TITLE  
 COLOR  
 ELEVATIONS

SHEET NO.  
**A5.04**



**03 NORTH WING - WEST RENDERING**  
 1/8" = 1'-0"



**02 NORTH WING - NORTH RENDERING**  
 1/8" = 1'-0"



**01 NORTH WING - EAST RENDERING**  
 1/8" = 1'-0"

APPLICANT WILL PROVIDE A SIGNAGE PACKAGE. IT WILL INDICATE ALL SIGNAGE LOCATIONS IN THE PROJECT AND DEPICT GRAPHIC CHARACTER, SHAPES AND SIZES. THIS PACKAGE WILL BE PROVIDED BY A SIGNAGE CONSULTANT AND WILL BE SUBMITTED WITH THE CONSTRUCTION DOCUMENTS.

SEE SHEET A5.02 FOR MATERIAL DESIGNATIONS

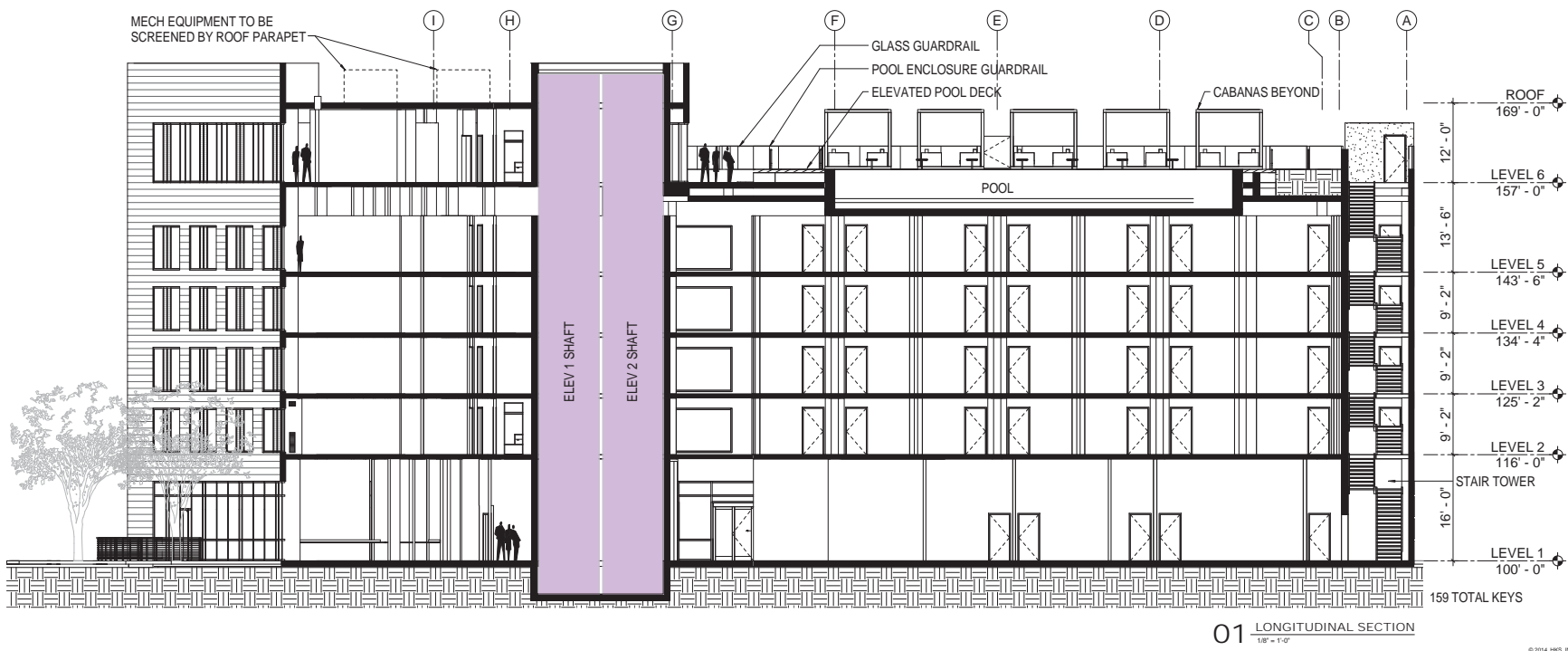
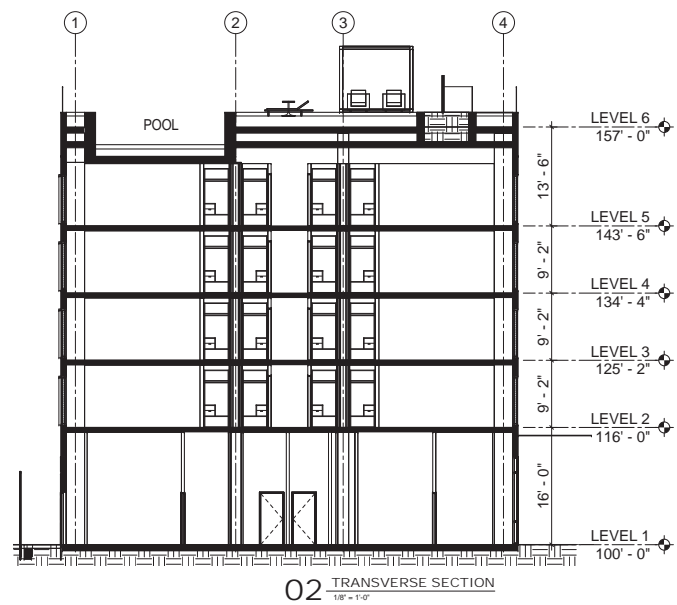
APPLICANT TO MEET CITY BUILDING CODE EGRESS AND LIGHT/AIR REGULATIONS

PLOP DATE: 06/26/14  
 DESIGNER: HKS, INC.  
 TYPING: WOODRIDGE & ASSOCIATES



REVISION NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER  
17560.000  
DATE  
06.26.14  
ISSUE  
DEV. PLAN REVIEW  
SUBMITTAL  
BUILDING  
SECTIONS





PLOT DATE: 06/26/14  
 CONSULTING FIRM: TERRACON CONSULTING & DESIGN, INC.

# HKS

**ARCHITECT**  
 HKS, INC.  
 3025 N. SAINT PALL ST. SUITE 100  
 DALLAS, TX 75201  
  
**CIVIL**  
 WOOD, PATEL & ASSOCIATES, INC.  
 2051 WEST NORTHERN, SUITE 100  
 PHOENIX, AZ 85027  
  
**LANDSCAPE**  
 TRUESDAM  
 2008 NORTH 7TH STREET  
 PHOENIX, AZ 85006  
  
**OWNER**  
 WOODBINE DEVELOPMENT CORPORATION  
 1900 AKARD STREET  
 DALLAS, TX 75201



KEY PLAN  
 MARRIOTT - AC HOTELS



REVISION NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER  
 17560.000  
 DATE  
 06.26.14  
 ISSUE  
 DEV. PLAN REVIEW  
 SUBMITTAL  
 SHEET TITLE  
 SOUTHWEST  
 PERSPECTIVE

SHEET NO.  
**A9.01**

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PLOT DATE: 06/26/14  
 CONSULTING FIRM: TROPICANA DEVELOPMENT CORPORATION

# HKS

**ARCHITECT**  
 HKS, INC.  
 365 N. SAINT PALL ST. SUITE 100  
 DALLAS, TX 75201

**CIVIL**  
 WOOD, PATEL & ASSOCIATES, INC.  
 2051 WEST NORTHERN, SUITE 100  
 PHOENIX, AZ 85027

**LANDSCAPE**  
 TRUESDALE  
 2008 NORTH 7TH STREET  
 PHOENIX, AZ 85006

**OWNER**  
 WOODSOME DEVELOPMENT CORPORATION  
 1900 AKARD STREET  
 DALLAS, TX 75201

**AC**  
**HOTELS**  
**MARRIOTT**

KEY PLAN  
 MARRIOTT - AC HOTELS



REVISION NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER  
 17560.000

DATE  
 06.26.14

ISSUE  
 DEV. PLAN REVIEW  
 SUBMITTAL

SHEET TITLE  
 SOUTHEAST  
 PERSPECTIVE

SHEET NO.  
**A9.02**

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EXTERIOR INSULATED FINISH SYSTEM  
(EIFS-01)  
MANUFACTURER: DRYVIT  
COLOR: THUNDERCLOUD GRAY 2124-40  
TEXTURE: FREESTYLE



EXTERIOR ACCENT MATERIAL  
MANUFACTURER: ASTRA  
COLOR: AB45T8 HLW (EBONY)  
TEXTURE: SMOOTH



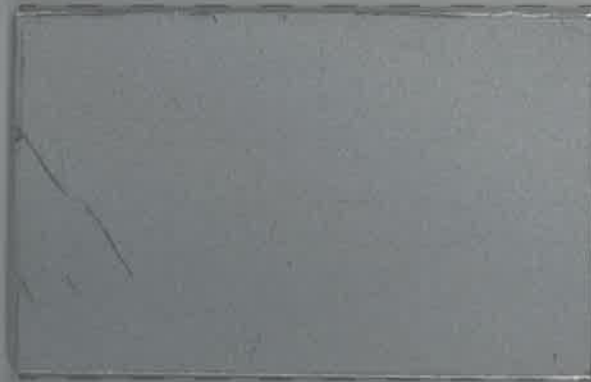
ARCHITECTURAL METAL WALL PANEL (MTL-01)  
MANUFACTURER: VM ZINC OR SIMILAR  
COLOR: PIGMENTO BLUE



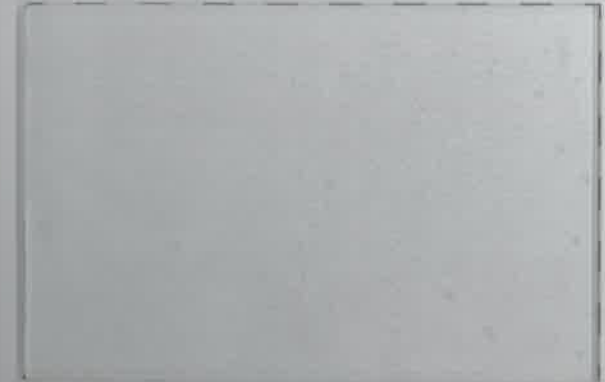
1" INSULATED VISIONS GLASS UNIT (GL-01)  
BASIS OF DESIGN: PPG SOLARBAN R100 OPTIBLUE + CLEAR



CONCRETE MASONRY BLOCK (CMU-01)  
MANUFACTURER: TREADWYTH INDUSTRIES  
COLOR: FF HLW GREY W/BLACK CINDERS  
TEXTURE: FF - FOUNDERS FINISH



ARCHITECTURAL METAL FINISH (AMF-01)  
MANUFACTURER: VALSPAR  
COLOR: ICE SILVER 399X466



1" INSULATED VISIONS GLASS UNIT (GL-02)  
BASIS OF DESIGN: VIRACON VE1-2M

From: [Robert Stephan, Jr.](mailto:Robert.Stephan.Jr.)  
To: [Kris Harman \(kharman@woodbinedevelopment.com\)](mailto:Kris.Harman@woodbinedevelopment.com); [Kaminski, Diana](mailto:Kaminski.Diana)  
Cc: [Julia Bishop \(Julia.Bishop@fsresidential.com\)](mailto:Julia.Bishop@fsresidential.com); [Dick Foreman \(dickforeman@cox.net\)](mailto:Dick.Foreman@cox.net); [Mark Sanford \(msanford@pky.com\)](mailto:Mark.Sanford@msanford@pky.com)  
Subject: Architectural Interest  
Date: Friday, June 20, 2014 11:51:28 AM  
Attachments: [AC Concept.pdf](#)

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Kris,

I thought your initial presentation to our community was excellent. The AC hotel is a new exciting concept that fits perfectly on the HFL location. (Enclosed is a blurb I found that is Marriot's description of AC.)

In an effort to create more continuity with the HFL style, here are a couple more ideas for the hotel entrance, in addition to the 4 or 5 ideas I printed for you. Just ideas – but I think something along these lines will beautify the hotel, enrich its first impression and create flow with the existing structures. Two are AC Hotels. On The Coslada the canopy leading edge appears to be rounded grey/blue metal. Or you may like The Rivas idea. I also have attached pictures of entries to 80 and 74 Rio Salado at HFL, either of which would also look good.

Also attached are various wall treatments found at HFL which add interest. These might be considered for the south wing, north and east walls.

Finally, your notion of a sculpture in the landscaping in front of your hotel along Lakeside Drive is outstanding.

We look forward to continuing to work with you and very much appreciate your involving us.

Makes it fun and exciting!

Thanks and have a good weekend,

Bob



Robert Stephan, Jr.  
ROBERT STEPHAN, JR. PC  
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TEMPE, AZ 85280  
480-317-0500  
FAX: 317-0510



Marriott International describes AC Hotels as having "innovative spaces of freedom and comfort, with a style that defines the most contemporary hospitality." This hotel targets "travelers searching for a design-led hotel in a great location. Sleek, sophisticated European inspired aesthetics bring the culture of the location alive to support our guests' experience." Interiors offer "sophisticated furnishings" including curated, museum-quality artifacts, and "dramatic retail-inspired lighting."

















