

NEIGHBORHOOD MEETING SUMMARY

On Tuesday, December 18, 2018, Huellmantel & Affiliates hosted the scheduled neighborhood meeting at the North Tempe Generational Center, located at 1555 North Bridalwreath Street in Tempe, Arizona, to discuss the Camden requests for a General Plan Amendment for Use and Density, Zoning Map Amendment, PAD Overlay and Development Plan Review for the property at the northeast corner of College Avenue and Curry Road. Representatives from Huellmantel & Affiliates arrived at approximately 4:45 p.m. to set up exhibits for the meeting. Representatives from Camden and Planner Lee Jimenez also attended the meeting.

The attendees of the neighborhood meeting started to arrive at approximately 5:00 p.m. and included neighborhood spokespeople Lane Carraway, Darlene Justus and various property owners. Charles Huellmantel discussed the project with the neighbors and explained the site landscaping, architecture and overall attributes including the view fencing, proposed dog park, and size and scope of the development. The neighbors at the meeting were in favor of the proposed dog park because it would deter residents from allowing their animals from going in the common areas. Additionally, neighbors were interested in the mixed-use aspect, number of units and security.

The concerns brought up were related to current traffic congestion and current transient issues. Lane Carraway discussed concerns about the current traffic issues in the area with Mr. Huellmantel.

Additional discussion points included the perimeter fencing. Ms. Justus expressed gratitude that her direction had been followed and the Camden Hayden II development did not feature an exterior fence, unlike Camden Hayden. Most of the neighbors who attended the meeting were in support of the proposed development. Lane Carraway commented that he liked the design of the buildings and the architecture.

Huellmantel & Affiliates adjourned the meeting, cleared the room and left at approximately 6:30 p.m.

PUBLIC RESPONSE

Huellmantel & Affiliates attended the North Tempe Neighborhood Association meeting on January 14, 2019 at 7:00 p.m. at the North Tempe Multigenerational Center. Residents who attended the meeting expressed positive feelings regarding the dog park idea, were happy to see development go in the Progressive site to deal with the homeless issues, liked the open feel along both College and Curry as a result of the view fencing.

One neighbor asked whether setbacks would be reduced. Neighborhood spokesperson Darlene Justus explained that she liked the streetscape with shade trees and compared the appearance to Farmer Avenue. Other neighbors stated that they liked the connectivity to Papago Park. Neighbors were also interested in how much parking would be provided, how many residents would be living at the development and whether the development would be pet friendly. Some neighbors commented that with more connectivity between Papago Park and this area transient issues in the area may be reduced.

Councilmember Jennifer Adams stated that the more we activate the parks, the better, indicating that the increase in Tempe residents living at the proposed Camden Hayden II development would increase the use of Papago Park. Another neighbor asked about water drainage on site, which Charles Huellmantel of Huellmantel & Affiliates explained would meet the City's requirements to be retained on site. Additional questions answered by Mr. Huellmantel included sustainability measures - it was explained that the development would implement water harvesting for landscaping and energy efficient windows, including the use of vinyl instead of aluminum to help with reduction of heat.

Jimenez, Lee

From: Deborah Zajac [REDACTED]
Sent: Sunday, February 03, 2019 4:59 PM
To: Jimenez, Lee
Cc: CM - Council Communicator
Subject: Camden Hayden II PL180288

Dear Lee,

Thank you for taking the time to discuss the proposed Camden Hayden II project and answer some questions. I am not in opposition to a residential project at this site but I am opposed this particular project in its current form. I also feel that the way it was presented to the neighbors was misleading.

My concerns are as follows:

Zoning: When Mr. Huellmantel presented to our group he stressed how this project was all residential, no retail. I did ask about zoning and all he said was it currently was GID and that it is the worst. While these statements may be true they can be misleading because he is not going for residential zoning but multi-use of up to 65 du/ac. He is requesting this by including 2 live/work units. It seems to me that the only reason for the inclusion of two live/work units would be to get the multi-use zoning. From what you told me Lee, the current Camden Hayden is zoned R5 30 du/ac. This project is currently 34+ du/ac with the potential of increasing up approximately 37. Which brings me to my next issue.

Parking: This project has more parking spaces than required for the density. This was surprising to me because when the original Camden Hayden was presented and there were fewer parking spaces, Mr. Huellmantel made a very convincing argument for having less parking spaces. This leads me to believe there is reason for including more parking spaces at this time. If this project is approved there is the potential to increase the units because of the space available from the additional parking spaces.

Open Space: When I saw the elevation of the project it appeared to me like a wall with windows. I understand that open space is appreciated in Tempe. There is open space in this project but it is all in the interior and not what someone in a vehicle or pedestrian would experience. I don't like the fortress like appearance of the current Camden Hayden project and this project has the same feel. I think there can be a different design that would not be so wall like or fortress like. I will include some pictures of other projects in the area that have a more open space aesthetic.



Current Camden Hayden



Camden Sotelo (Weber and College) Much more open space!!!

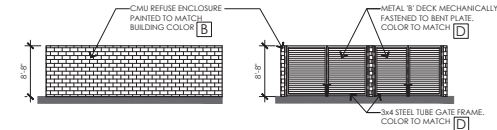
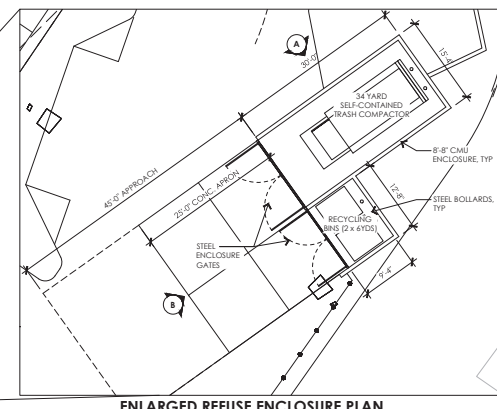
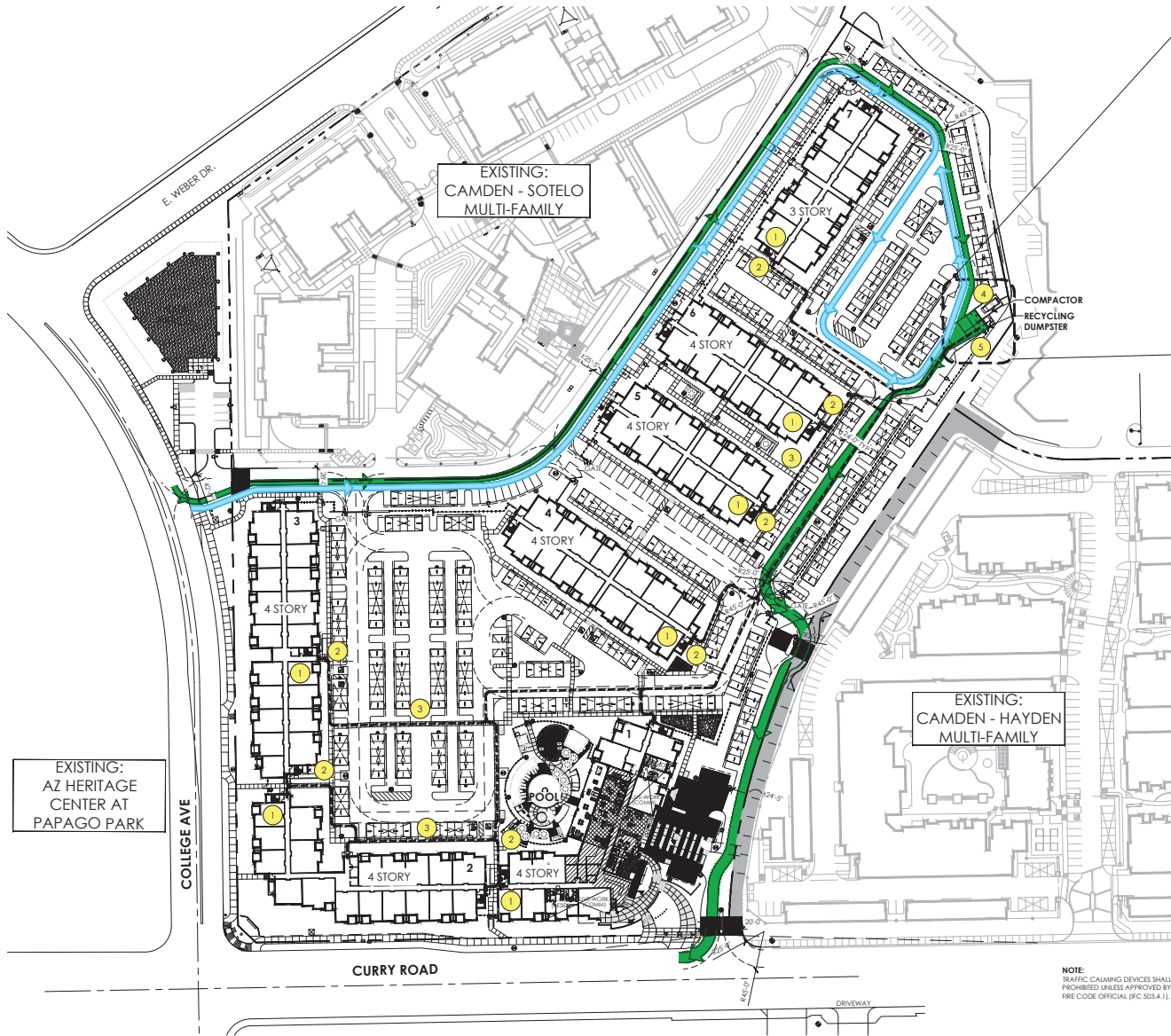
Projects in South Scottsdale...McDowell and 68th (College)



Thank you for allowing me to express my opinion. I would like this included with the information presented to the DRC. I do plan on attending the meeting on the 12th. Again, I am not opposed to a residential project at this site just not this one in its current form.

Sincerely,

Deborah Zajac
North Tempe Resident



A REFUSE ENCLOSURE
SCALE: 1"=10'-0"

B REFUSE GATES
SCALE: 1"=10'-0"

TYPICAL REFUSE COLLECTION PROCEDURE:
RESIDENTIAL TRASH SERVICE PROVIDED VIA VALET LIVING DOORSTEP WASTE AND RECYCLING COLLECTION SERVICE.

- 1 RESIDENTS PLACE TRASH & RECYCLABLES IN PROVIDED WASTE CONTAINERS OUTSIDE OF THEIR INDIVIDUAL DWELLING UNITS AT DESIGNATED DAILY COLLECTION TIMES.
- 2 VALET SERVICE COLLECTS ALL RESIDENT TRASH AND RECYCLABLES FROM RESIDENTIAL BUILDINGS. STORAGE OF TRANSPORTING BINS ARE LOCATED ON THE 1ST FLOOR STORAGE ROOMS.
- 3 REFUSE IS TRANSPORTED TO COMPACTOR AND RECYCLING DUMPSTER LOCATION VIA TOTE AND TRUCK.
- 4 REFUSE IS COMPACTED AND REMOVED PRIVATE REFUSE CONTRACTOR.

SYMBOLS

- 25' / 45' REFUSE TRUCK TURNING RADIUS
- COMPACTOR COLLECTION TRUCK ROUTE
- RECYCLE COLLECTION TRUCK ROUTE
- TRASH RECYCLABLES COLLECTION ROUTE

COMPACTOR SPECIFICATIONS:
SUPPLY AND INSTALL ONE (1) MARATHON RJ-250 SC, 34 YARD SELF-CONTAINED TRASH COMPACTOR TO BE CONNECTED TO A THREE PHASE (208V) POWER SUPPLY. COMPACTOR SHALL INCLUDE THE DOGHOUSE HOPPER WITH CHUTE AND SIDE DOOR WITH INTERLOCK, MULTI-CYCLE TIMER, AUTO START WIRED TO EXTERIOR DOOR SAFETY INTERLOCK, EXTERIOR DOOR WITH SAFETY INTERLOCK BUILT FROM ALUMINUM, E-STOP ON 35FT LEADS TO BE MOUNTED ON OUTSIDE OF ENCLOSURE NEAR THE DOOR, PRESSURE GAUGE ON 35FT HOSE TO BE MOUNTED OUTSIDE OF ENCLOSURE. PROVIDE A SET OF STOPS AND CONTAINER GUIDES.

- 5 RECYCLING DUMPSTER REMOVED BY PRIVATE REFUSE CONTRACTOR. RECYCLING DUMPSTER TO BE 2-6YD BINS.

VICINITY MAP



NOTE:
TRAFFIC CALMING DEVICES SHALL BE PROHIBITED UNLESS APPROVED BY THE FIRE CODE OFFICIAL (FIC 503.4.1).

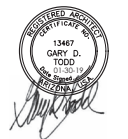
SITE REFUSE PLAN



PROJECT NO. 17-2039-01
CAMDEN HAYDEN II

600 EAST CURRY RD
TEMPE, AZ

CAMDEN
CAMDEN USA, INC.
15303 VENTURA BLVD, SUITE 605
SHERMAN OAKS, CA 91403
818-728-6036 p
818-728-6039 f

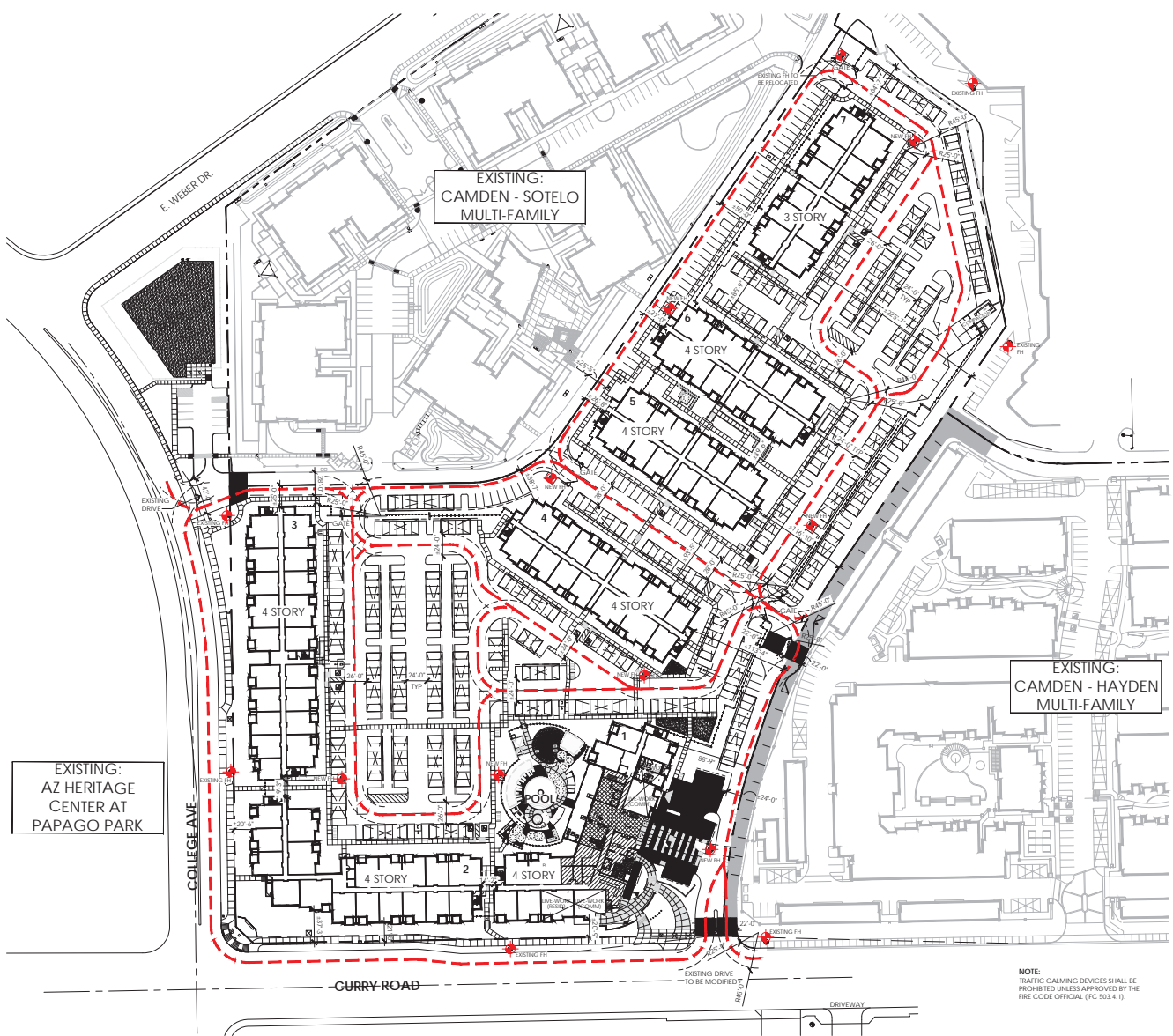


TODD & ASSOCIATES, INC.
Critical Thinking Creative Design
Architecture Planning
Landscape Architecture
4019 North 44th Street
Phoenix, AZ 85018
602-952-9280p 602-952-8995f
www.toddassoc.com
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DATE 10-08-18
Proj Mgr.
Dwn By:
Rev. Date: Description:
12.10.18 PAD/PPR 2nd SUBMITTAL
01.29.19 PAD/PPR 3rd SUBMITTAL

PAD RESUBMITTAL

SITE REFUSE PLAN



EXISTING:
CAMDEN - SOTELO
MULTI-FAMILY

EXISTING:
CAMDEN - HAYDEN
MULTI-FAMILY

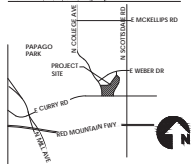
EXISTING:
AZ HERITAGE
CENTER AT
PAPAGO PARK

NOTE:
TRAFFIC CALMING DEVICES SHALL BE
PROHIBITED UNLESS APPROVED BY THE
FIRE CODE OFFICIAL, (FPC 503.4.1).

SYMBOLS

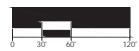
- 25' / 45' FIRETRUCK TURNING RADII
- FIRE HYDRANT
- FIRE EQUIPMENT ACCESS ROUTE

VICINITY MAP



FIRE ACCESS PLAN

SCALE: 1"=60'



PROJECT NO. 17-2039-01
**CAMDEN
HAYDEN II**

600 EAST CURRY RD
TEMPE, AZ

CLIENT **CAMDEN.**
CAMDEN USA, INC.
15303 VENTURA BLVD, SUITE 605
SHERMAN OAKS, CA 91403
818-726-6036 p
818-728-6039 f

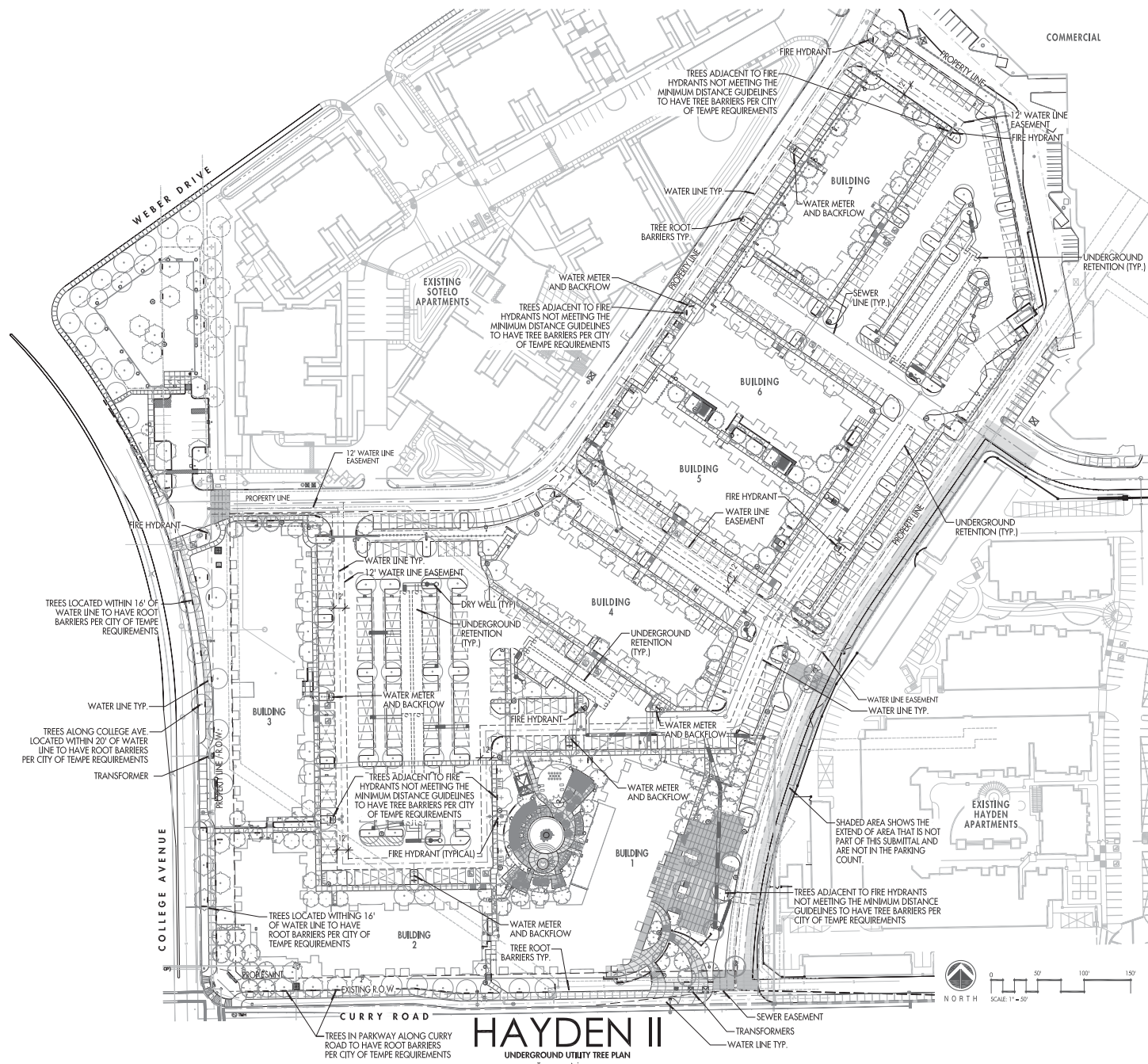


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DATE 10-08-18
Proj Mgr. Dwn By:
Rev. Date: Description:
12-10-18 PAD/DP# 2nd SUBMITTAL

PAD RESUBMITTAL

FIRE ACCESS PLAN



HAYDEN II

UNDERGROUND UTILITY TREE PLAN

Tempo, Arizona
 DPR SUBMITTAL
 Project No. 17-2039-01 Date 10-8-18, Revised 01-29-19



DECORATIVE LIGHTS



EXAMPLE LIGHTING SCHEDULE

Item	Description	Quantity	Unit	Notes
BO	D-Series LED Bollard	10	Each	Finish: Black
S1	Street Light S1, S2, S3 (Typ)	15	Each	Finish: White
S2	Street Light S1, S2, S3 (Typ)	15	Each	Finish: White
S3	Street Light S1, S2, S3 (Typ)	15	Each	Finish: White
S4	Pole Light S4 (Typ)	10	Each	Finish: White

TYPE: S1, S2, S3

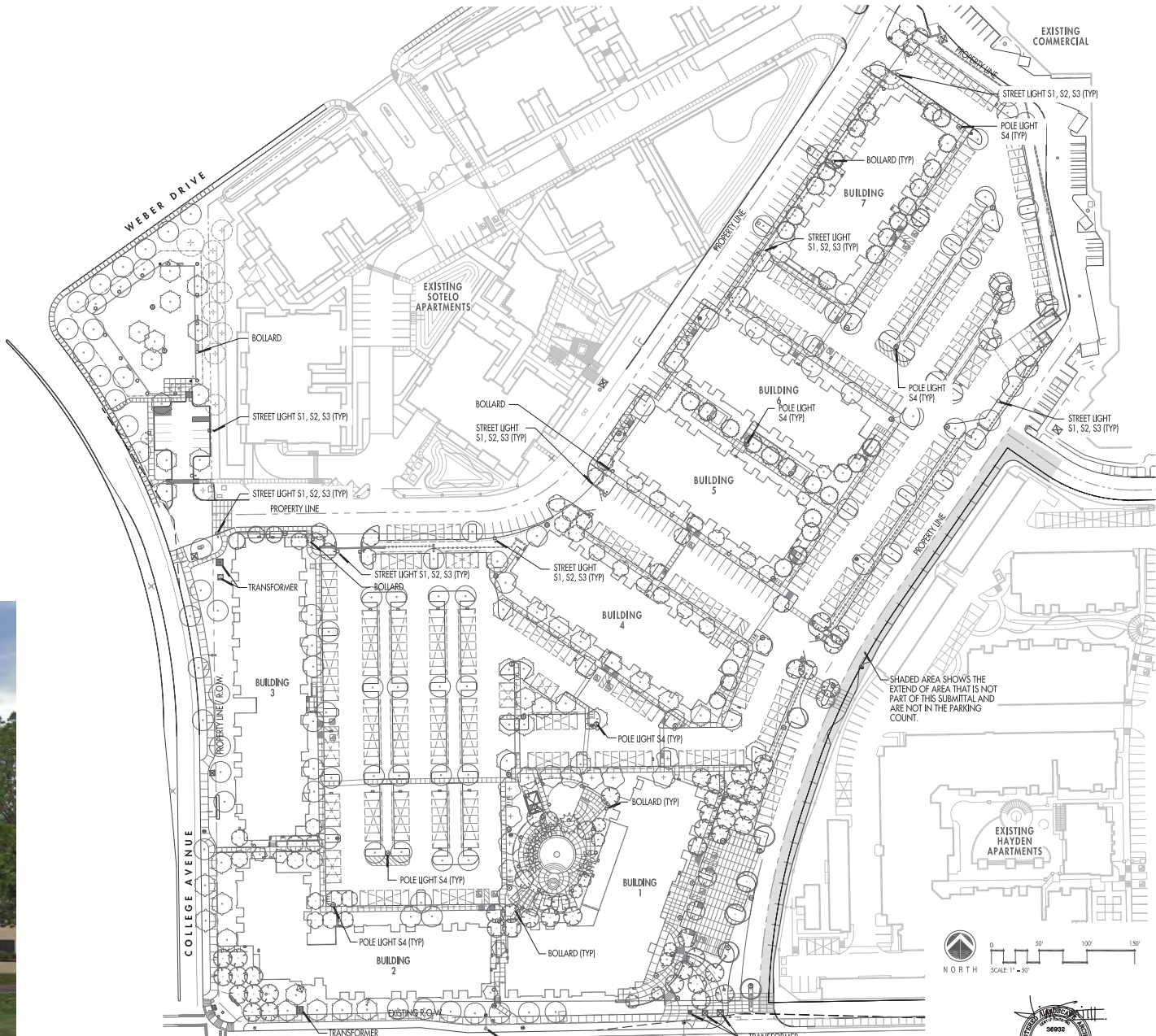
PHILIPS GARBCO
LED
 This is a modern, high-efficiency LED street light fixture. It features a sleek, minimalist design and is designed for use in residential and commercial applications. The fixture is made of high-quality materials and is designed to be durable and long-lasting. It is a perfect choice for use in streets, walkways, and other outdoor areas where modern lighting is desired.

TYPE: S4

PHILIPS GARBCO
LED
 This is a modern, high-efficiency LED pole light fixture. It features a sleek, minimalist design and is designed for use in residential and commercial applications. The fixture is made of high-quality materials and is designed to be durable and long-lasting. It is a perfect choice for use in streets, walkways, and other outdoor areas where modern lighting is desired.



EXISTING COBRA LIGHT ALONG CURRY TO BE RELOCATED



HAYDEN II

LIGHTING PLAN
 Tempe, Arizona
 DPR SUBMITTAL
 Project No. 17-2039-01 Date 10-8-18, Revised 01-29-19



October 08, 2018

Max Friedman
Development Manager, Camden
15303 Ventura Blvd, Suite 605
Sherman Oaks, CA 91403
Contact: 818.728.6037, MFriedman@camdenliving.com



SUBJECT: PARKING ASSESSMENTS FOR THE PROPOSED HAYDEN II, 600 E CURRY ROAD, TEMPE, ARIZONA (LOCATED NORTHEAST CORNER OF CURRY ROAD/COLLEGE AVENUE INTERSECTION)

Dear Mr. Friedman:

This letter is to serve as a parking demand and supply assessment letter concerning a proposed development of a mixed-use development consisting of multi-family residential and live/work units called “Hayden II” located at the northeast corner of College Avenue and Curry Road on Maricopa APN 132-03-010H in Tempe, Arizona. The project site area is approximately one mile from the Arizona State University (ASU), Tempe Campus.

Figure 1 shows the study location in a vicinity map. This analysis estimates the required parking spaces for the proposed development following City of Tempe Zoning and Development Code – Part 4, and Institute of Transportation Engineers (ITE) Parking Generation, 4th edition, and field visit parking demand data. This analysis takes into account the city of Tempe shared parking model as well as parking reductions due to multimodal transportation accessibility to the site.



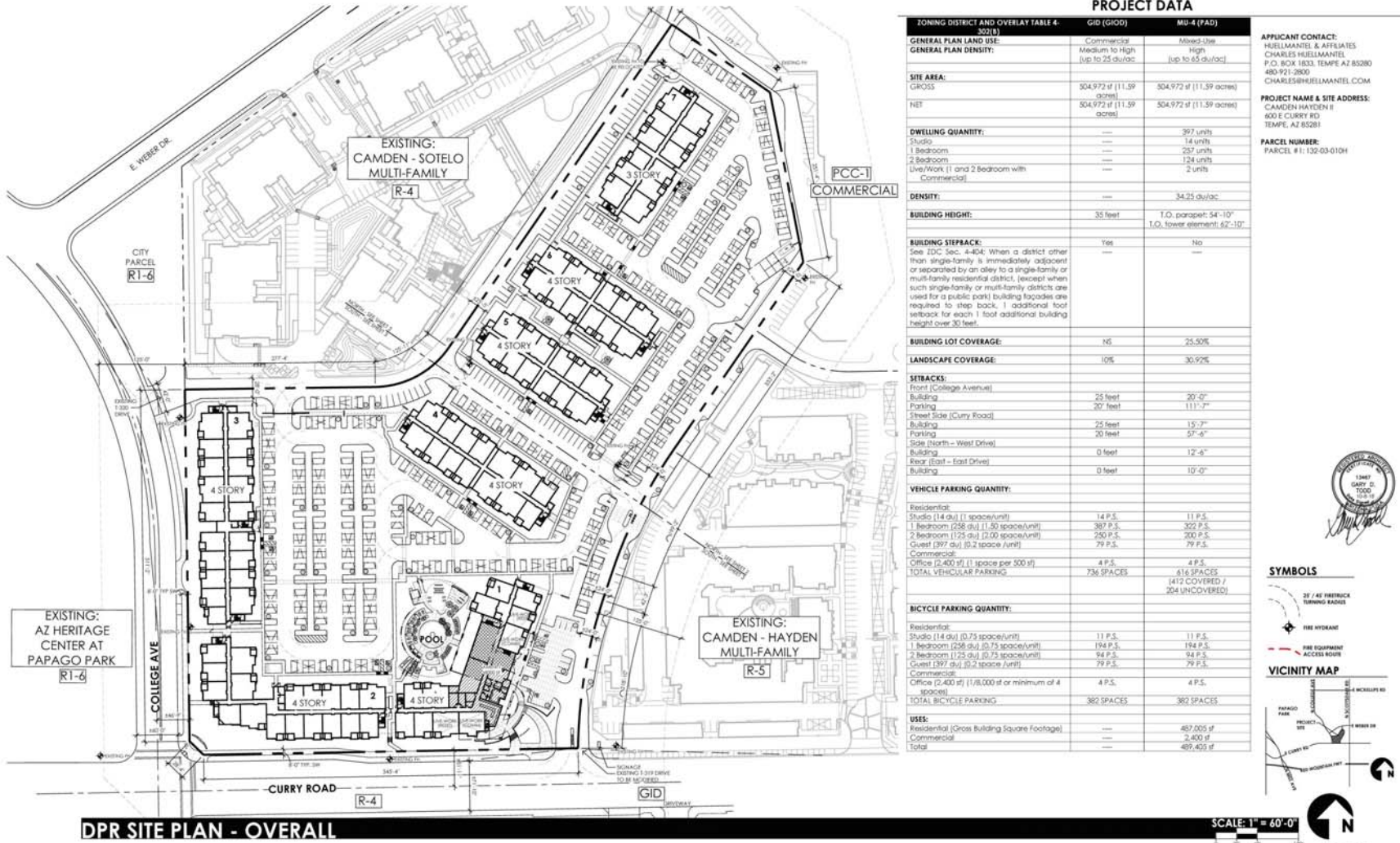
Figure 1: Subject Property Vicinity Map

Based on the analysis, similar example developments recently approved by the City of Tempe, and professional opinion, the proposed parking spaces in the subject property would be able to accommodate the parking demands for the units.

SUBJECT SITE CHARACTERISTICS

The area is currently zoned General Industrial District (GID) within the General Industrial Overlay District (GIOD). Camden is proposing to rezone this site from GID (GIOD) to Mixed-Use High Density (MU-4). The study site (600 E. Curry Road) is currently occupied by Progressive Insurance Service Center. The subject property is approximately 11.59 acres. The proposed mixed-use development consists of multi-family dwelling units (3 and 4 story buildings) as well as two live/work units. There are 397 dwelling units & 2,400 SF commercial/office (within live/work units): Studio – 14 units; 1 Bedroom – 258 units; and 2 Bedroom – 125 units. **Figure 2** (on the next page) shows the preliminary site plan (Dated: 10-08-2018).

Figure 2: Preliminary Site Plan, (Dated: 10-08-2018)



ZONING DISTRICT AND OVERLAY TABLE 4-302(a)		GID (G10D)	MU-4 (FAD)
GENERAL LAND USE:			
Commercial	Commercial	Mixed-Use	
GENERAL PLAN DENSITY:			
Medium to High (up to 25 du/ac)	High (up to 65 du/ac)	High (up to 65 du/ac)	
SITE AREA:			
GROSS	504,972 sf (11.59 acres)	504,972 sf (11.59 acres)	
NET	504,972 sf (11.59 acres)	504,972 sf (11.59 acres)	
DWELLING QUANTITY:			
Studio	---	397 units	
1 Bedroom	---	14 units	
2 Bedroom	---	287 units	
Live/Work (1 and 2 Bedroom with Commercial)	---	124 units	
Commercial	---	2 units	
DENSITY:			
---	---	34.25 du/ac	
BUILDING HEIGHT:			
35 feet	---	T.O. parapet: 54'-10"	
---	---	T.O. lower element: 62'-10"	
BUILDING SETBACK:			
See EDC Sec. 4-404: When a district other than single-family is immediately adjacent or separated by an alley to a single-family or multi-family residential district, except when such single-family or multi-family districts are used for a public park building facades are required to step back, 1 additional foot setback for each 1 foot additional building height over 30 feet.	Yes	No	
BUILDING LOT COVERAGE:			
NS	---	25.50%	
LANDSCAPE COVERAGE:			
10%	---	30.92%	
SETBACKS:			
Front (College Avenue)	25 feet	20'-0"	
Building	20 feet	111'-7"	
Parking	---	---	
Street Side (Curry Road)	25 feet	15'-3"	
Building	20 feet	57'-6"	
Side (North - West Drive)	0 feet	12'-6"	
Building	0 feet	10'-0"	
VEHICLE PARKING QUANTITY:			
Residential:	---	---	
Studio (14 du) (1 space/unit)	14 P.S.	11 P.S.	
1 Bedroom (236 du) (1.50 space/unit)	387 P.S.	322 P.S.	
2 Bedroom (125 du) (2.00 space/unit)	250 P.S.	200 P.S.	
Guest (97 du) (0.2 space/unit)	79 P.S.	79 P.S.	
Commercial:	---	---	
Office (2,400 sf) (1 space per 500 sf)	4 P.S.	4 P.S.	
TOTAL VEHICULAR PARKING	736 SPACES	616 SPACES (412 COVERED / 204 UNCOVERED)	
BICYCLE PARKING QUANTITY:			
Residential:	---	---	
Studio (14 du) (0.75 space/unit)	11 P.S.	11 P.S.	
1 Bedroom (236 du) (0.75 space/unit)	194 P.S.	194 P.S.	
2 Bedroom (125 du) (0.75 space/unit)	94 P.S.	94 P.S.	
Guest (97 du) (0.2 space/unit)	79 P.S.	79 P.S.	
Commercial:	---	---	
Office (2,400 sf) (1/8,000 sf or minimum of 4 spaces)	4 P.S.	4 P.S.	
TOTAL BICYCLE PARKING	382 SPACES	382 SPACES	
USES:			
Residential (Gross Building Square Footage)	---	487,005 sf	
Commercial	---	2,400 sf	
Total	---	489,405 sf	

APPLICANT CONTACT:
HUELLMANTTEL & AFFILIATES
CHARLES HUELLMANTTEL
P.O. BOX 1833, TEMPE, AZ 85280
480-921-2800
CHARLES@HUELLMANTTEL.COM

PROJECT NAME & SITE ADDRESS:
CAMDEN HAYDEN II
600 E. CURRY RD.
TEMPE, AZ 85281

PARCEL NUMBER:
PARCEL #1: 132-03-010H



SYMBOLS

- 20' / 40' FIREBRICK TURNING RADIUS
- FIRE HYDRANT
- FIRE EQUIPMENT ACCESS ROUTE

VICINITY MAP

SCALE: 1" = 60'-0"

SHEET 3

DPR SITE PLAN - OVERALL

HAYDEN II

TODD & ASSOCIATES, INC.
ARCHITECTURE PLANNING LANDSCAPE ARCHITECTURE
602.932.8280 www.toddinc.com

Tempe, Arizona
GPA/PAD/REZONING/DPR SUBMITTAL
Project No. 17-2039-01 Date 10-08-18



Existing Roadway Network Condition Assessment

The existing roadway network consists of four roadway segments (refer to **Figure 1** for location of the roadway segments):

- ❖ Curry Road is an east-west aligned 4-lane undivided arterial street with a two-way-left-turn lane at the center (source: City of Tempe Transportation Master Plan 2015). The posted speed limit is 40 mph.
- ❖ College Avenue is a north-south aligned collector street (source: City of Tempe Transportation Master Plan 2015). The posted speed limit is 35 mph.
- ❖ Scottsdale Road is a north-south aligned 6-lane arterial street with a speed limit of 40 mph.
- ❖ Weber Drive is an east-west aligned 2 lane undivided local street with a speed limit of 35 mph.

Existing Transit System Condition Assessment

There are two existing transit (Orbit) stops near the project site: on Curry Road 90 feet west of the intersection at College Road, and on College Avenue 200 feet north of the intersection at Curry Road. Additional bus stops and routes are located along Scottsdale Road, which is approximately 500 feet from the subject property. There is also a light rail stop on Washington Street, east of Center Parkway, which is a mile from the project site. It is worth mentioning that the Tempe Street Car is currently under construction and will run along Mill Avenue and Rio Salado Parkway. The light rail and streetcar will provide alternative options of travel.

Existing Sidewalk & Pedestrian Amenities

Currently, sidewalks are present along the site’s street frontages. Depending on the location 6-foot to 8-foot sidewalks are present along the following roadway segments:

- ❖ Curry Road
- ❖ College Avenue
- ❖ Weber Drive
- ❖ Scottsdale Road

These sidewalks provide safe access to nearby commercial areas, parks and recreational facilities, as well as transit stops for the pedestrians in the study vicinity.

Existing Bike Routes

There are well-defined bike routes surrounding the subject property. As previously mentioned, there are bike lanes along the following roads to provide safe access to the bicyclists:

- ❖ Curry Road
- ❖ College Avenue
- ❖ Weber Drive
- ❖ Mill Avenue

Scottsdale Road does not have any designated bike lanes in the study vicinity. **Figure 3** shows a screenshot from Tempe Bikeway Map

displaying the bike routes in the study vicinity (project site is yellow highlighted). Mill Avenue and Rio Salado Parkway, south of the project site, is an approximately 10-minute bike ride. There are designated bike lanes both northbound and southbound on Mill Avenue.

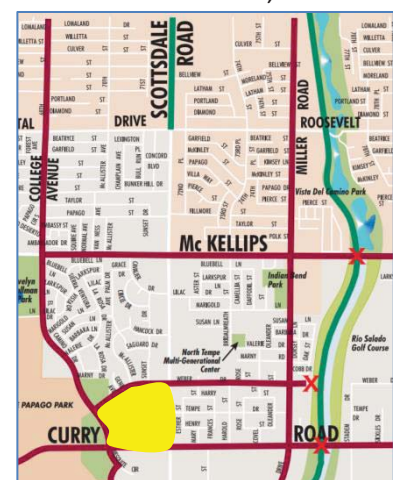


Figure 3: Bike routes in the study vicinity (Source: Tempe Bikeway Map)

Parking Analysis

Both City of Tempe and ITE Trip Generation Manual have been used for this parking analysis. The ITE Manual estimates are shown below followed by City of Tempe estimates and shared parking models adjustments.

❖ ITE Trip Generation Manual Estimates

ITE Trip Generation Manual, 4th Edition has been used to estimate the required parking. The appropriate land use code is Low/Mid-Size Apartment (Code - 221). ITE manual does not provide different parking requirements for different numbers of bedrooms. It provides flat parking requirements for all Low/Mid-Size apartments. The 85th percentile value is **640 parking spaces** for 397 units. [Table 1](#) shows the parking estimations.

Table 1: Parking Analysis Based on ITE Parking Generation Manual

ITE Code/ Land Use	Size (Dwelling Units)	Institute of Transportation Engineers ² (rate is per unit)						Institute of Transportation Engineers ² (rate is per unit)					
		Weekdays, Urban area						Saturday, Urban area					
		Average		85th %		33rd %		Average		85th %		33rd %	
		Rate	Spaces	Rate	Spaces	Rate	Spaces	Rate	Spaces	Rate	Spaces	Rate	Spaces
Code - 221 Low/Mid-Rise Apartment	397	0.92*Units + 4	370	1.61	640	0.93	370	1.03	409	1.14	453	0.93	370

❖ City of Tempe Estimates

Unlike ITE, City of Tempe has different parking requirements for units with different numbers of bedrooms in multi-family developments. The City does not distinguish low-, mid- or high-rise multi-family developments. Based on the City of Tempe guidelines, [Table 2](#) shows the required parking spaces for an isolated apartment complex.

Table 2: Parking Analysis Based on City of Tempe Parking Requirements

Unit Type	# of Units	Car Parking Spaces Required		Total
		Rate	Quantity	
STUDIO	14	1	14.0	651
1 BEDROOM/1 BATH	258	1.5	387.0	
2 BEDROOM/2 BATH	125	2	250.0	
Guest	397	0.2	79.4	80
Live/Work Office Area	2,400 SF	1/300	8.0	8
Sum Total	397	-	739	-

The current site plan shows a total of 616 parking spaces, which is 6.5% and 16.6% lower than the parking spaces required for the residents only, and totals for residents and guests respectively.

❖ Shared Parking Model Estimates

As previously noted, the proposed project includes both residential units and live/work spaces. Additionally, the site is surrounded by transit routes, transit stops, bike lanes, and sidewalks which all together provide the residents with convenient accessibility to the state-of-the-art multimodal

transportation systems provided by the City, and the site qualifies to be analyzed by shared parking model.

- ✓ Maricopa Association of Governments (MAG) Travel Survey Data Portal located at: <http://traveldata.azmag.gov/> shows the following modal split for the MAG planning area:

🚗 Drive Alone – 50.1%	🚲 Bike – 1.4%
🚗 Car Pool – 39.7%	🚶 Other – 1.1%
🚗 Transit – 0.7%	
🚶 Walk – 7.0 %	

As shown above, approximately 9.1% of trips use transit, bicycle, or walk modes.

Two Orbit bus stops are located at the Curry Road/College Avenue intersection adjacent to the project site, as well as proximate bus stops along Scottsdale Road, in addition to the local circulator Orbit. Also the light rail along Washington Street and the street car provides alternative options for the people to commute or travel.

Additionally, there are bike routes, bike lanes along the surrounding roadways, and sidewalks which all provide safe and efficient access to both non-motorized and transit modes.

Also a number of commercial facilities and employment/activity centers are located nearby. Considering all these factors, it can be expected that a significant market share of the residents will be using these transit, walk, and bike modes.

- ✓ A current MAG Household Travel Survey data captured socioeconomic information for a representative samples from the planning area. This survey identified the vehicle ownership ratios for apartment living residents in urban MAG areas. The analysis shows that the vehicle ownership ratio for the residents living in multi-family developments located in MAG urban areas is 1.41 vehicles per units.
- ✓ City of Tempe parking requirements provide for 1 vehicular parking space for studio units, 1.5 vehicular parking spaces for 1-bedroom units, and 2 vehicular parking spaces for 2-bedroom units. There are 14 studios, 258 1-bedroom units, and 125 2-bedroom apartments in the subject site. Using the City parking requirements, it can be estimated that a weighted average of 1.64 spaces per unit is required, which is approximately **16.3%** higher than the requirement indicated by MAG household survey data. The weighted average calculation is shown below:

$$\begin{aligned}
 & (14 \text{ Studios} * 1 \text{ space} + 258 \text{ 1-Bedroom Apartments} * 1.5 \text{ spaces} + 125 \text{ 2-bedroom} \\
 & \text{apartments} * 2 \text{ spaces}) / (14 \text{ Studios} + 258 \text{ 1-Bedroom Apartments} + 125 \text{ 2-bedroom} \\
 & \text{apartments}) \\
 & = \mathbf{1.64 \text{ spaces per unit (across the board)}}
 \end{aligned}$$

- ✓ Camden Hayden, a similar multi-family residential development owned and operated by the same developer proposing this project, is located just east of the subject site at 800 E. Curry Road, Maricopa County (APN: 132-03-236). A field parking inventory was performed on August 16, 2018 at 4 AM. The inventory reflected 340 vehicular parking spaces were occupied. Camden Hayden contains 220 occupied units served by these parking spaces. The City of Tempe vehicular parking requirement was 448 spaces (24% reduced demand due to

the surrounding state-of-the-art City of Tempe transportation facilities, and employment/activity locations). **Table 3** shows the summary findings from the parking inventory:

Table 3 Camden Hayden Apartments, 800 E. Curry Road Parking Analysis Summary

Unit Type	# of units occupied	Parking		Total
		Rate	Required	
1 BEDROOM/1 BATH	91	1.5	136.5	404
2 BEDROOM/2 BATH	111	2	222.0	
3 BEDROOM/2 BATH	18	2.5	45.0	
Guest	220	0.2	44.0	44
Sum Total	220	-	448	-
Total parking required (including Guest) - 448 spaces				
Parking required just for the residents - 404 spaces				
Parking Occupied - 340 spaces, on August 16th, 2018 4 AM				

The parking inventory study indicated there is a surplus at Camden Hayden.

- ✓ Here is a list of similar project (in terms of proximity to light rail, streetcar, and Mill and Avenue developments, that City of Tempe approved:
 - 📍 260 E. Rio Salado (13% reduced parking)
 - 📍 500 W 1st Street (14% reduced parking)
 - 📍 430 N. Scottsdale (13% reduced parking)

Additionally, the following projects, which are closer to the light rails, streetcar, Mill Avenue developments, and other activity location than the subject property and were approved

- 📍 1000 E. Apache (42% reduced parking)
- 📍 920 S. Terrace (26% reduced parking)
- 📍 922 E. Apache Blvd (33% reduced parking)
- 📍 323 E. Veterans Way (71% reduced parking)
- 📍 101 W. 5th Street (56% reduced parking)
- 📍 920 E. Apache Blvd (27% reduced parking)
- 📍 708 S. Myrtle (24% reduced parking)

❖ **Shared Parking Model Summary Findings**

- ✓ MAG Household Travel Survey indicates that 9.1% of trips use transit, bicycle, or walk (pedestrian) modes.
- ✓ There are 4 bus stops within ¼-mile of the subject property which encourages and attracts more transit users. Additionally, there is a light rail stop on Washington Street within a mile of the subject property and the street car is currently under construction. All these provide options for choosing alternative modes (other than car) of travel.
- ✓ There are designated bike lanes and sidewalks surrounding the subject property, which encourages more walk and bike trips.
- ✓ MAG Household Travel Survey indicated 16.3% lower vehicle ownership for the urban multi-family housing developments compared to City of Tempe vehicular parking requirements.

- ✓ Camden Hayden, a comparable site located at 800 E. Curry Road directly adjacent to the subject property, has 24% lower parking demand at 4 AM compared to City of Tempe requirements.
- ✓ Applying the same 76% (=100%-24%) existing parking demand to the subject property, it is estimated that the subject property would expect a demand for approximately 561 (=738*0.76) spaces which is lower than currently provided (provided 616 spaces).
- ✓ ITE Parking Generation Manual, 4th edition estimates an average of 370 vehicular parking spaces required for a multi-family project of this size. Whereas, its 640 parking spaces if 85th percentile value is used which is close to provided i.e. 616 spaces.
- ✓ The project site has space available for potential curb parking, as needed as well as surplus parking at neighboring development under the same ownership.
- ✓ Considering the factors mentioned above, it can be concluded that the currently proposed 616 parking spaces would be enough to accommodate the expected parking demand at the site.

CONCLUSIONS AND RECOMMENDATIONS

The subject property is located within close proximity to a number of multi-modal transportation options including bus stops, the Orbit local circulator, light rail, the currently under construction streetcar, bicycle paths, and pedestrian paths. ASU and several employment centers are located nearby.

Based on the City of Tempe requirements, a total of 739 spaces are required. ITE Parking Generation Manual estimates an average demand varying from 370 spaces to 640 parking spaces at 85th percentile value.

A parking inventory study of the adjacent Camden Hayden project at 800 E. Curry Road reflects that actual demand for a comparable project is approximately 76% of the City of Tempe requirements. Applying same demand ratio to the subject site, 562 spaces would be required.

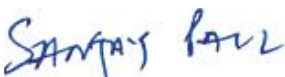
The subject property is expected to experience a reduced parking demand for the following reasons and qualifies for parking reduction:

- ❖ Prevalence of multi-modal options nearby and reduced vehicle ownerships
- ❖ Reduced parking requirements using the ITE Parking Generation Manual, 4th edition
- ❖ Available parking spaces for curb parking

It is anticipated that due to reduced parking demand at the area, the provided 616 parking spaces, will accommodate the parking demand for the subject property.

Should you have any questions, please feel free to reach me at spaul@rickengineering.com or 480.559.2623. Thank you very much for choosing Rick Engineering Company and we truly appreciate the business!

Sincerely,
RICK ENGINEERING COMPANY



Sanjay Paul, PhD, PE, PTOE, PTP
Principal Traffic Engineer/Transportation Planner

5. SUMMARY

The following conclusions are identified from the analysis conducted with respect to the proposed HAYDEN II – 600 E. Curry Road development:

- ❖ The proposed mixed-use development will consist of 3- and 4-story (mid-rise) buildings with 397 multifamily dwelling units and 2,400 SF live/work facilities.
- ❖ The development is assumed to be single-phased construction anticipated for opening in 2021.
- ❖ The site is currently occupied by Progressive Insurance Service Center which produces approximately 884 trips a day, which is comprised of 80 in the AM peak hour and 67 in the PM peak hour.
- ❖ Under full occupancy and based on ITE Trip Generation average rates, the development is anticipated to generate 1,294 new daily trips, 103 new AM peak-hour trips (0 inbound and 102 outbound), and 111 new PM peak-hour trips (106 inbound and 5 outbound).
- ❖ It is worth mentioning that under the current zoning, there were possibilities that any general office buildings, auto service centers, or any industrial facilities could be developed at the subject parcel and the trips generated by any of these facilities would be significantly higher than both the existing Progressive Service Center and proposed multifamily development.
- ❖ An adjustment factor of 1.10 has been applied to adjust the June 2018 traffic volumes to capture the presence of the winter visitors & ASU students in the study area.
- ❖ Utilizing the historical and 2018 traffic volumes, land use patterns in the study vicinity, and discussion with the City, an annual traffic increase of 3.5% was established for the background non-site related traffic in the study vicinity.
- ❖ Based on intersection count data collected in June 2018, seasonal adjustments and 2018 existing traffic conditions, the study area intersections and site driveways are expected to operate at LOS D or better during both AM and PM peak hour conditions as it currently exists today. This is an acceptable level of service.
- ❖ The 2018 background traffic was grown by 3.5% annually for the 2021 year and then the site traffic was added to the network. All intersections and site driveways except Curry Rd/Scottsdale Rd intersection are expected to remain operating at a LOS D or better during both AM and PM peak hour conditions. Westbound approach is found to operate at LOS E with 60.3 second delay per-vehicle. Again, this is based on an increase traffic growth rate of 3.5% per year (11% combined for 3 years). Additionally, once the drivers experience longer delay at any intersections, there is a common tendency to use other routes (diverted traffic).
- ❖ The site traffic was added to the 2021 background traffic and the combined traffic was estimated. All intersections and site driveways except Curry Road/Scottsdale Road intersection are expected to operate at a LOS D or better during both AM and PM peak hour conditions. Similar to the 2021 background traffic scenario, westbound approach of Curry Road/Scottsdale Road intersection is found to be operating at LOS E with 61.7 seconds delay per-vehicle. Again, this is based on grown traffic by 3.5% per year (11% combined for 3 years). Because the pre-existing condition already has LOS E, it can be concluded that the site traffic has virtually no impact at the intersections in the study vicinity.
- ❖ Site access driveways are currently STOP-controlled except the driveway onto Scottsdale Road. It is recommended that the driveway is STOP-controlled for the exiting drivers.
- ❖ The site visit observed presence of two transit stops near the development site: west and north of Curry Road/College Avenue intersection. No adverse impact is expected on the transit system from this development.
- ❖ Intersection stopping sight-distance visibility was tested following AASHTO procedure and no sight visibility issues were found at the access points.

- ❖ The site visit also observed sidewalks and bike lanes surrounding the development site providing safe access to the pedestrians and bicyclists.
- ❖ It is recommended that the on-site pedestrian crossings and sidewalks are in compliance with the Americans with Disabilities Act (ADA) ensuring full accessibility to all types of pedestrians.

WHEN RECORDED RETURN TO:
City of Tempe
Community Development Department
31 E. 5th Street
Tempe, AZ. 85281

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

This Waiver of Rights and Remedies under A.R.S. § 12-1134 (Waiver) is made in favor of the City of Tempe (City) by Camden USA, Inc. (Owner).

Owner acknowledges that A.R.S. § 12-1134 provides that in some cases a city must pay just compensation to a land owner if the city approves a land use law that reduces the fair market value of the owner's property (Private Property Rights Protection Act).

Owner further acknowledges that the Private Property Rights Protection Act authorizes a private property owner to enter an agreement waiving any claim for diminution in value of the property in connection with any action requested by the property owner.

Owner has submitted Application No. PL180288 – **CAMDEN HAYDEN II**, to the City requesting that the City approve the following:

- GENERAL PLAN AMENDMENT
- ZONING MAP AMENDMENT
- PAD OVERLAY
- HISTORIC PRESERVATION DESIGNATION/OVERLAY
- USE PERMIT
- VARIANCE
- DEVELOPMENT PLAN REVIEW
- SUBDIVISION PLAT/CONDOMINIUM PLAT
- OTHER _____

(Identify Action Requested))

for development of the following real property (Property):

600 East Curry Road

132-03-010H

By signing below, Owner voluntarily waives any right to claim compensation for diminution in Property value under A.R.S. §12-1134 that may now or in the future exist as a result of the City's approval of the above-referenced Application, including any conditions, stipulations and/or modifications imposed as a condition of approval.

This Waiver shall run with the land and shall be binding upon all present and future owners having any interest in the Property.

This Waiver shall be recorded with the Maricopa County Recorder's Office.

Owner warrants and represents that Owner is the fee title owner of the Property, and that no other person has an ownership interest in the Property.

Dated this ____ day of _____, 20__.

OWNER: CAMDEN USA, INC

By Its Duly
Authorized Signatory: _____
(Printed Name)

(Signed Name)

Its: _____
(Title, if applicable)

State of _____)
) ss.
County of _____)

This instrument was acknowledged before me this ____ day of _____,
20__ by _____.

Notary Public
My Commission Expires:

(Signature of Notary)

Jimenez, Lee

From: Reynolds, Taylor <TReynolds@scottsdaleaz.gov>
Sent: Thursday, December 20, 2018 9:46 AM
To: Jimenez, Lee
Subject: FW: PL180288: Camden Hayden II - Request for City of Tempe General Plan 2040 Land Use and Density Map Amendments
Attachments: Case PL180288_Comments_COS_LRP.docx

Lee,

I reviewed Case PL180288 on behalf of Scottsdale's Long Range Planning team. Attached you will find our comment concerning the General Plan amendment request that you are seeking input on. If you have any questions concerning such, please let me know.

Thanks for the opportunity to review!

Taylor Reynolds
Project Coordination Liaison
Long Range Planning | Planning and Development
City of Scottsdale
480.312.7924
treynolds@scottsdaleaz.gov

From: noreply@tempe.gov <noreply@tempe.gov>
Sent: Friday, December 07, 2018 8:53 AM
To: Lee_Jimenez@tempe.gov
Subject: PL180288: Camden Hayden II - Request for City of Tempe General Plan 2040 Land Use and Density Map Amendments

The purpose of this e-mail is to inform you about General Plan Amendment requests that have been filed with the City of Tempe. The applicant, Charles Huellmantel of Huellmantel & Associates, is requesting two (2) General Plan 2040 Map Amendments (Land Use and Density) to develop a new mixed-use development consisting of 395 dwelling units and 2 live-work units, located at 600 East Curry Road. Planning staff would appreciate any input you can contribute for these requests.

Attached is a formal letter from the City of Tempe, Planning Division, requesting your input. The letter contains attachments from the applicant (the letter of explanation and site plan). The comment deadline is **Tuesday, February 5, 2019 at 5:00 p.m.**

Please contact me if you have any questions.

Thank you.

Sincerely,

Lee Jimenez
Senior Planner

Main: (480) 350-4311
Direct: (480) 350-8486
Email: Lee_Jimenez@tempe.gov
Community Development Department
31 East 5th Street
Tempe, Arizona 85281
Website: <http://www.tempe.gov/planning>

City of Scottsdale, Long Range Planning – Case PL180288 Comments

- 1) Please provide further response to the Tempe 4040 General Plan Pedestrian & Bikeway (Objectives B1, B3, and B4) and Travelways (Objective TW1) Elements regarding how this proposal will enhance bicycle connectivity for the community. In particular, the Pedestrian & Bikeway Element states that Tempe’s bikeways should connect with “those of neighboring communities” (Objective B3) and that gaps that exist in the bikeways network should be completed (Objective B4). Consequently, request that the applicant dedicate 8’ of ROW along College Avenue, between Curry Road and northern-extent of subject site to allow for north-bound bike lane striping to occur (**Figure 1, below**). Currently, the north-bound stretch from Curry Road to Weber Drive is the only portion of College Avenue lacking bike lane striping. This would complete the bike lane for bicyclists traveling north-bound on College Avenue – ultimately completing the entire segment from Gilbert Drive in Tempe to Thomas Road in Scottsdale (**Figure 2, below**).

Alternatively, if City of Tempe staff find that an optimal amount of ROW is currently present, request that the applicant provide bike striping from Curry Road to Weber Drive to allow for the completion of the bike lane described above.

Figure 1



Figure 2



Jimenez, Lee

From: Erin Davis <edavis@azstateparks.gov>
Sent: Monday, December 31, 2018 8:27 AM
To: Jimenez, Lee
Subject: Camden Hayden II, PL 180288, SHPO-2018-2030(146091)

Dear Mr. Jimenez,

Thank you for providing the State Historic Preservation Office the opportunity to review the proposed plans for the above-referenced project, which is located on private land in Tempe at the northeast corner of College and Curry Roads. It is our understanding that the project is non-mandated; that is, there is no State or Federal involvement, but that it would require an amendment to the General Plan 2040 Projected Land Use and Projected Density maps.

A preliminary review of AZSITE, the state's electronic cultural resources inventory, indicates the project area has not been previously surveyed for cultural resources but is in the vicinity of several prehistoric sites and prehistoric canals. As the project area is currently developed, a survey would not be productive and no archaeological work is recommended.

If human remains or funerary objects are encountered at any time during project development, they are subject to Arizona State Law A.R.S. 41-865 and must be treated appropriately. Furthermore, if state or federal agencies become involved in this project, such as for permitting, license, or funding, those agencies will need to consult with this office in compliance with the Arizona State Historic Preservation Act or the National Historic Preservation Act, as appropriate. This consultation must be conducted prior to any ground-disturbing activities, and ideally as soon as possible in the planning process.

We appreciate your continued cooperation with this office in support of historic and cultural preservation. Please don't hesitate to contact me by telephone at 602.542.7141 or by email at edavis@azstateparks.gov if you have any questions or concerns. Thank you.

Erin Davis, M.A., RPA
Archaeological Compliance Specialist
State Historic Preservation Office
1100 W. Washington Street
Phoenix, AZ 85007
602.542.7141
edavis@azstateparks.gov