

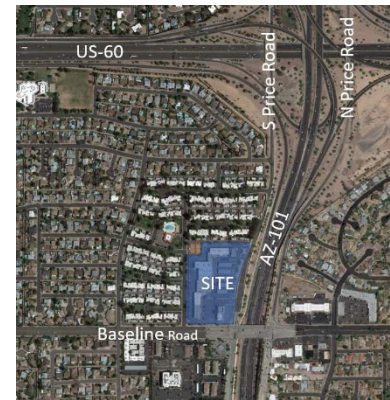
December 14, 2020

 Maple Multi-Family Land TX, LP
 c/o Kimley-Horn
 7740 N 16th Street, Suite 300
 Phoenix, Arizona 85020

RE: Parking Analysis for Price and Baseline Roads – NWC of Price and Baseline Roads – 2160 East Baseline Road, Tempe, Arizona

CivTech is pleased to present you with this parking analysis for the proposed multi-family development located on the northwest corner of Price and Baseline Roads in the City of Tempe, Arizona. Price Road in this area is the southbound State Route 101 (SR-101L) frontage road, on the west side of SR-101L. A vicinity map is presented in **Figure 1**.

The site is proposed to have 200 dwelling units consisting of 314 total bedrooms. Per the proposed site plan (dated October, 12th 2020), 323 parking spaces will be provided resulting in a parking ratio of 1.62 parking spaces per unit. The apartment mix per the site plan is summarized in **Table 1**. The site plan is included as **Attachment B**.


Figure 1 - Vicinity Map
Table 1: Proposed Residential Units

| Apartment Type | Number of Units | Number of Bedrooms |
|----------------|-----------------|--------------------|
| Studio | 10 | 10 |
| One-Bedroom | 89 | 89 |
| Two-Bedroom | 87 | 174 |
| Three-Bedroom | 14 | 42 |
| TOTAL | 200 | 315 |

PARKING REQUIREMENTS BY CODE

Parking rates established by the City of Tempe Zoning Ordinance were used to calculate the required number of parking spaces. City of Tempe requires guest parking spaces to be calculated based off of the total amount of units, with a rate of 0.2 spaces per unit. **Table 2** shows that 393 spaces are required, based on the City Zoning Ordinance, while 323 spaces are proposed with the project, for a deficit of 70 parking spaces. An excerpt of the City of Tempe Zoning Ordinance is attached as **Attachment C**.

Table 2: Spaces Required by Code

| Apartment Type | Number of Units | Spaces per Unit | Parking Spaces |
|-----------------------|------------------------|-------------------|----------------|
| Studio | 10 | 1.0 | 10 |
| One-Bedroom | 89 | 1.5 | 133.5 |
| Two-Bedroom | 87 | 2.0 | 174 |
| Three-Bedroom | 14 | 2.5 | 35 |
| Guest | 200 | 0.2 | 40 |
| Total Required | - | - | 393 |
| | Spaces Provided | 1.62 | 323 |
| | | Difference | -70 |

PROPOSED PARKING REDUCTION

Parking Generation is a document prepared by the Institute of Transportation Engineers (ITE) that summarizes a collection of parking demand data observations made all over the world by land use type. *Parking Generation* provides statistics on the average peak parking demand. For urban low- and mid-rise apartments, the average peak parking demand is 1.2 vehicles per unit. This site, with 200 apartment units, would generate a peak parking demand of 240 spaces when based on the ITE parking generation rates, well below the 323 spaces being proposed. *Parking Generation* also indicates that the 85th percentile of all peak parking rates observed at low/mid-rise apartments is 1.61 vehicles per dwelling unit. This value serves as a conservative estimate for the parking likely to be experienced at Price and Baseline Roads. Therefore, an overall parking rate, including guests, of 1.61 is assumed to be appropriate for this site. The developer is proposing a supply greater than the assumed rate, with the proposed parking rate resulting in 1.62 spaces per unit. The 1.62 parking spaces per unit can also be described as a parking ratio of 1.42 parking spaces per unit plus 0.2 guest parking spaces per unit. The proposed parking rate for Price and Baseline Roads can be identified in **Table 3**.

Table 3: Proposed Residential Units

| Apartment Type | Number of Units | Spaces per Unit | Number of Spaces |
|-----------------------|-----------------|-----------------|------------------|
| Studio | 10 | 1.0 | 10 |
| One-Bedroom | 89 | 1.0 | 89 |
| Two-Bedroom | 87 | 2.0 | 174 |
| Three-Bedroom | 14 | 2.0 | 28 |
| Guest | 200 | 0.11 | 22 |
| Total Proposed | 200 | 1.62 | 323 |

An in-depth comparison of parking ratios for other multifamily developments has been developed by CivTech and parking ratios derived from approved developments provided by Trammel Crow Residential. Parking ratios documented in the comparison range from 0.79 and 1.89 spaces per unit for the 10 projects studied in Tempe and 3 elsewhere. The results of the research are documented in **Table 4**.



Table 4: Comparison of Parking Provided at Other Developments

| Project | # of Units | Parking Required | Parking Provided | Per Unit Parking |
|--|------------|------------------|------------------|------------------|
| University Village 2.0 | 260 | 639 | 470 | 1.81 |
| 922 Place | 132 | 369 | 249 | 1.89 |
| Jefferson Town Lake | 244 | 432 | 432 | 1.77 |
| SALT | 264 | 528 | 459 | 1.74 |
| The Grand at Papago Center | 300 | 557 | 514 | 1.71 |
| Price and Baseline Roads | 200 | 393 | 323 | 1.62 |
| Broadstone Lakeside (Mesa, AZ) | 168 | 314 | 269 | 1.60 |
| The Motley | 399 | 523 | 607 | 1.52 |
| Residences @ University Center | 296 | 378 | 432 | 1.46 |
| Skyview | 392 | 521 | 462 | 1.17 |
| Hanover | 341 | 620 | 271 | 0.79 |
| Alexan Legacy Central (Plano, TX) | 310 | 361 | 442 | 1.43 |
| Alexan Scottsdale (Scottsdale, AZ) | 282 | 404 | 425 | 1.51 |
| Flower Mound Legacy (Flower Mound, TX) | 350 | 494 | 526 | 1.50 |
| ITE <i>Parking Generation</i> 85 th Percentile of all Peaks | 70 | - | - | 1.61 |

The number of parking spaces at similar researched developments and the number based on ITE requirements provide a range of rates that varied around the 1.62 proposed rate. The proposed rate of 1.62 spaces per unit does not consider the number of bedrooms in each unit for this analysis. Many of the developments providing less parking per unit are located closer to the downtown area suggesting that a rate of 1.62 spaces per unit would be appropriate for the Price and Baseline Roads development.

SITE PROXIMITY TO ALTERNATE MODES OF TRANSPORTATION

Per the Tempe General Plan 2040, “Tempe’s vision for itself in the year 2040 is one of livability: a city with a diverse, active and engaged community; a city that is visually attractive and accessible by multiple modes of transportation.” And consisting of “revitalized neighborhoods that are walkable, pleasant and safe, and connected within a 20-minute walk, bike or transit ride.” Tempe’s goal of connecting neighborhoods within 20-minutes via multiple modes of transportation has resulted and will continue to result in numerous transportation options throughout the City.

BUS

Valley Metro routes 521 Tempe Express, 77 Baseline Road, Tempe Orbit Saturn, operate within one-half mile from the site.

Central Tempe Express 521 provides weekday express bus service from bus stops south of US-60 and north of Guadalupe Road in Tempe to stations in the city-core of Phoenix, inbound from 6 AM to 8 AM and outbound from to 4 PM to 6 PM. At the nearest station, Baseline Rd & Price Rd, inbound service is provided between 6 AM and 7AM. Outbound service originates at Jefferson St & 1700 West station between 4 PM and 5 PM and terminates at Baseline Rd & Price Rd station between 5 PM and 6 PM.



77 Baseline Road provides 7-day local bus service along Baseline Road from Dobson Road in Mesa to 75th Avenue in Phoenix. At the nearest station, Price Rd & Baseline Rd, service is provided approximately every 30 minutes Monday through Saturday from 5 AM to 12 AM and every 1 hour from 5 AM to 11 PM on Sunday.

Tempe Circulator Orbit Saturn provides 7-day free neighborhood circulator service within south Tempe neighborhoods from McClintock Drive and Baseline Road to Priest Drive and Elliot Road. At the nearest station, Kenwood Ln & Baseline Road, service is provided every 17 minutes from 7 AM to 10 PM on weekdays and every 30 minutes from 8 AM to 8 PM on weekends.

PEDESTRIAN/BICYCLE

Tempe has a long-standing commitment to encourage bicycling since the inception of the Tempe Bicycle Program. The existing sidewalks along Price Road and Baseline Road tie into the existing pedestrian facilities and are pedestrian friendly with ample landscaping. The development is being designed with pedestrians and bicyclists in mind and will provide sidewalks that preserve the character of Tempe. South Price Road has dedicated bicycle lanes. Maple Multi-Family at Price and Baseline Roads will provide 144 bicycle parking spaces according to City of Tempe Zoning requirements. It is anticipated that these spaces will be highly utilized given the multimodal percentages shown in the census data for this zip code: 85282. Data collected in the 2018 American Community Survey for 85282 revealed that approximately 24% of commuters carpooled, used public transport, ride-shared, or walked. An excerpt is included as **Attachment D**.



CONCLUSIONS

- At full build-out, the site will consist of 200 apartment units (totaling 313 bedrooms).
- The proposed site would provide a total of 323 parking spaces, resulting in a parking ratio of 1.62 parking spaces per unit.
- Based on the City of Tempe requirements, 393 parking spaces are required for the project. With 323 proposed spaces, there is a deficit of 70 parking spaces.
- Considering the City of Tempe requirement of 0.2 spaces per unit for guests, the proposed 323 spaces reflect a parking ratio of 1.42 parking spaces per unit, plus 0.2 guest parking spaces per unit.
- ITE *Parking Generation* predicts an average peak parking demand of 240 spaces, significantly below the proposed 323 spaces. In addition, the *Parking Generation* 85th-percentile of all peaks resulted in a rate of 1.61 spaces per unit inclusive of guest parking. The parking required when using the 1.61 spaces per unit is 322 parking spaces, or 1 space less than proposed.
- The proposed 323 parking spaces, at 1.62 spaces per unit, will provide an excess of 1 space compared to the ITE *Parking Generation* 85th-percentile 322 parking spaces, at 1.61 spaces per unit, and 83 excess spaces when compared to the *Parking Generation* average 240 parking spaces, at 1.2 spaces per unit.
- The per unit parking rate for Maple Multi-Family at Price and Baseline Roads is at the median of other similar developments within the City of Tempe as shown in **Table 4**.
- The proximity of the site to public transit and bicycle facilities should also contribute to a lower parking demand at Maple Multi-Family at Price and Baseline Roads.
- The proposed number of vehicle and bicycle parking spaces should be sufficient to meet the needs of the development.

Should you wish to discuss this information further, please contact me at (480) 659-4250.

Sincerely,



Dawn Cartier, P.E., PTOE
President

Attachments (4)

- A. Review Comments Reversed
- B. Site Plan
- C. Tempe Parking Ratios
- D. Census Data



ATTACHMENT A

REVIEW COMMENTS (RESERVED)





Add case number PL200239 and project address 2160 E. Baseline Rd.

Address has been added to subject line and case number added to front page header

October 12, 2020

Maple Multi-Family Land TX, LP
c/o Kimley-Horn
7740 N 16th Street, Suite 300
Phoenix, Arizona 85020



RE: Parking Analysis for Price and Baseline Roads – NWC of Price and Baseline Roads, Tempe, Arizona

CivTech is pleased to present you with this parking analysis for the proposed multi-family development located on the northwest corner of Price and Baseline Roads in the City of Tempe, Arizona. Price Road in this area is the southbound State Route 101 (SR-101L) frontage road, on the west side of SR-101L. A vicinity map is presented in **Figure 1**.



Figure 1 - Vicinity Map

The site is proposed to have 200 dwelling units consisting of 313 total bedrooms. Per the proposed site plan (dated October, 12th 2020), 337 parking spaces will be provided resulting in a parking ratio of 1.69 parking spaces per unit. The apartment mix per the site plan is summarized in **Table 1**. The site plan is included as **Attachment B**.

Table 1: Proposed Residential Units

| Apartment Type | Number of Units | Number of Bedrooms |
|----------------|-----------------|--------------------|
| Studio | 10 | 10 |
| One-Bedroom | 92 | 92 |
| Two-Bedroom | 83 | 166 |
| Three-Bedroom | 15 | 45 |
| TOTAL | 200 | 313 |

PARKING REQUIREMENTS BY CODE

Parking rates established by the City of Tempe Zoning Ordinance were used to calculate the required number of parking spaces. City of Tempe requires guest parking spaces to be calculated based off of the total amount of units, with a rate of 0.2 spaces per unit. **Table 2** shows that 392 spaces are required, based on the City Zoning Ordinance, while 337 spaces are proposed with the project, for a deficit of 55 parking spaces. An excerpt of the City of Tempe Zoning Ordinance is attached as **Attachment C**.

Table 2: Spaces Required by Code

| Apartment Type | Number of Units | Spaces per Unit | Parking Spaces |
|-----------------------|------------------------|-----------------|----------------|
| Studio | 10 | 1.0 | 10 |
| One-Bedroom | 92 | 1.5 | 138 |
| Two-Bedroom | 83 | 2.0 | 166 |
| Three-Bedroom | 15 | 2.5 | 38 |
| Guest | 200 | 0.2 | 40 |
| Total Required | - | - | 392 |
| | Spaces Provided | 1.69 | 337 |
| | Difference | | -55 |

Do not round until the total. This should be 37.5

Rounding only in total enacted

PROPOSED PARKING REDUCTION

Parking Generation is a document prepared by the Institute of Transportation Engineers (ITE) that summarizes a collection of parking demand data observations made all over the world by land use type. *Parking Generation* provides statistics on the average peak parking demand. For urban low- and mid-rise apartments, the average peak parking demand is 1.2 vehicles per unit. This site, with 200 apartment units, would generate a peak parking demand of 240 spaces when based on the ITE parking generation rates, well below the 337 spaces being proposed. *Parking Generation* also indicates that the 85th percentile of all peak parking rates observed at low/mid-rise apartments is 1.61 vehicles per dwelling unit. This value serves as a conservative estimate for the parking likely to be experienced at Price and Baseline Roads. Therefore, an overall parking rate, including guests, of 1.61 is assumed to be appropriate for this site. The developer is proposing a supply greater than the assumed rate, with the proposed parking rate resulting in 1.69 spaces per unit. The 1.69 parking spaces per unit can also be described as a parking ratio of 1.48 parking spaces per unit plus 0.2 guest parking spaces per unit. The proposed parking rate for Price and Baseline Roads can be identified in **Table 3**.

Ratios in the PAD need to be the ratios proposed in the parking analysis or vice versa. Ratios in the PAD range from 1 space/unit to 2 spaces/unit.

Table 3: Proposed Residential Units

Rates updated to match PAD

| Apartment Type | Number of Units | Spaces per Unit | Number of Spaces |
|-----------------------|-----------------|-----------------|------------------|
| Studio | 10 | 1.48 | 14.8 |
| One-Bedroom | 92 | 1.48 | 136.16 |
| Two-Bedroom | 83 | 1.48 | 122.84 |
| Three-Bedroom | 15 | 1.48 | 22.2 |
| Guest | 200 | 0.2 | 40 |
| Total Proposed | 200 | - | 337 |

An in-depth comparison of parking ratios for other multifamily developments has been developed by CivTech. Parking ratios documented in the comparison range from 0.79 and 1.89 spaces per unit for the 10 projects studied in Tempe. The results of the research are documented in **Table 4**.



All compared projects are either along a light rail/streetcar line or are located close to downtown/ASU campus. Please include examples of other projects in the City of Tempe that are not near such public transit options or near the downtown.

Additional similar projects that are not near public transit have been added to the table

Table 4: Comparison of Parking Provided at Other Developments

| Project | # of Units | Parking Required | Parking Provided | Per Unit Parking |
|---|------------|------------------|------------------|------------------|
| University Village 2.0 | 260 | 639 | 470 | 1.81 |
| 922 Place | 132 | 369 | 249 | 1.89 |
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| SALT | 264 | 528 | 459 | 1.74 |
| The Grand at Papago Center ⁽¹⁾ | 300 | 557 | 514 | 1.71 |
| Price and Baseline Roads | 200 | 392 | 337 | 1.69 |
| Broadstone Dobson Ranch ⁽¹⁾⁽²⁾ | 288 | 605 | 464 | 1.61 |
| Broadstone Lakeside | 168 | 314 | 269 | 1.60 |
| The Motley | 399 | 523 | 607 | 1.52 |
| Residences @ University Center | 296 | 378 | 432 | 1.46 |
| Skyview | 392 | 521 | 462 | 1.17 |
| Hanover | 341 | 620 | 271 | 0.79 |
| ITE Parking Generation 85 th Percentile of all Peaks | 70 | - | - | 1.61 |

(1) Development not yet constructed
 (2) Broadstone Dobson Ranch within the City of Mesa

The number of parking spaces at similar researched developments and the number based on ITE requirements provide a range of rates that varied around the 1.69 proposed rate. The proposed rate of 1.69 spaces per unit does not consider the number of bedrooms in each unit for this analysis. Many of the developments providing less parking per unit are located closer to the downtown area suggesting that a rate of 1.69 spaces per unit would be appropriate for the Price and Baseline Roads development.

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CONCLUSIONS

- At full build-out, the site will consist of 200 apartment units (totaling 313 bedrooms).
- The proposed site would provide a total of 337 parking spaces, resulting in a parking ratio of 1.69 parking spaces per unit.
- Based on the City of Tempe requirements, 392 parking spaces are required for the project. With 337 proposed spaces, this is a deficit of 55 parking spaces.
- Considering the City of Tempe requirement of 0.2 spaces per unit for guests, the proposed 337 spaces reflect a parking ratio of 1.48 parking spaces per unit, plus 0.2 guest parking spaces per unit.
- ITE *Parking Generation* predicts an average peak parking demand of 240 spaces, significantly below the proposed 337 spaces. In addition, the *Parking Generation* 85th-percentile of all peaks resulted in a rate of 1.61 spaces per unit inclusive of guest parking. The parking required when using the 1.61 spaces per unit is 322 parking spaces, or 15 spaces less than proposed.
- The proposed 337 parking spaces, at 1.69 spaces per unit, will provide an excess of 15 spaces compared to the ITE *Parking Generation* 85th-percentile 322 parking spaces, at 1.61 spaces per unit, and 97 excess spaces when compared to the *Parking Generation* 240 parking spaces, at 1.2 spaces per unit.
- The per unit parking rate for Price and Baseline Roads is at the median of other similar developments within the City of Tempe as shown in **Table 4**.
- The proximity of the site to public transit and bicycle facilities should also contribute to a lower parking demand at Price and Baseline Roads.
- The proposed number of vehicle and bicycle parking spaces should be sufficient to meet the needs of the development.

Should you wish to discuss this information further, please contact me at (480) 659-4250.

Sincerely,



Dawn Cartier, P.E., PTOE
President

Attachments (4)

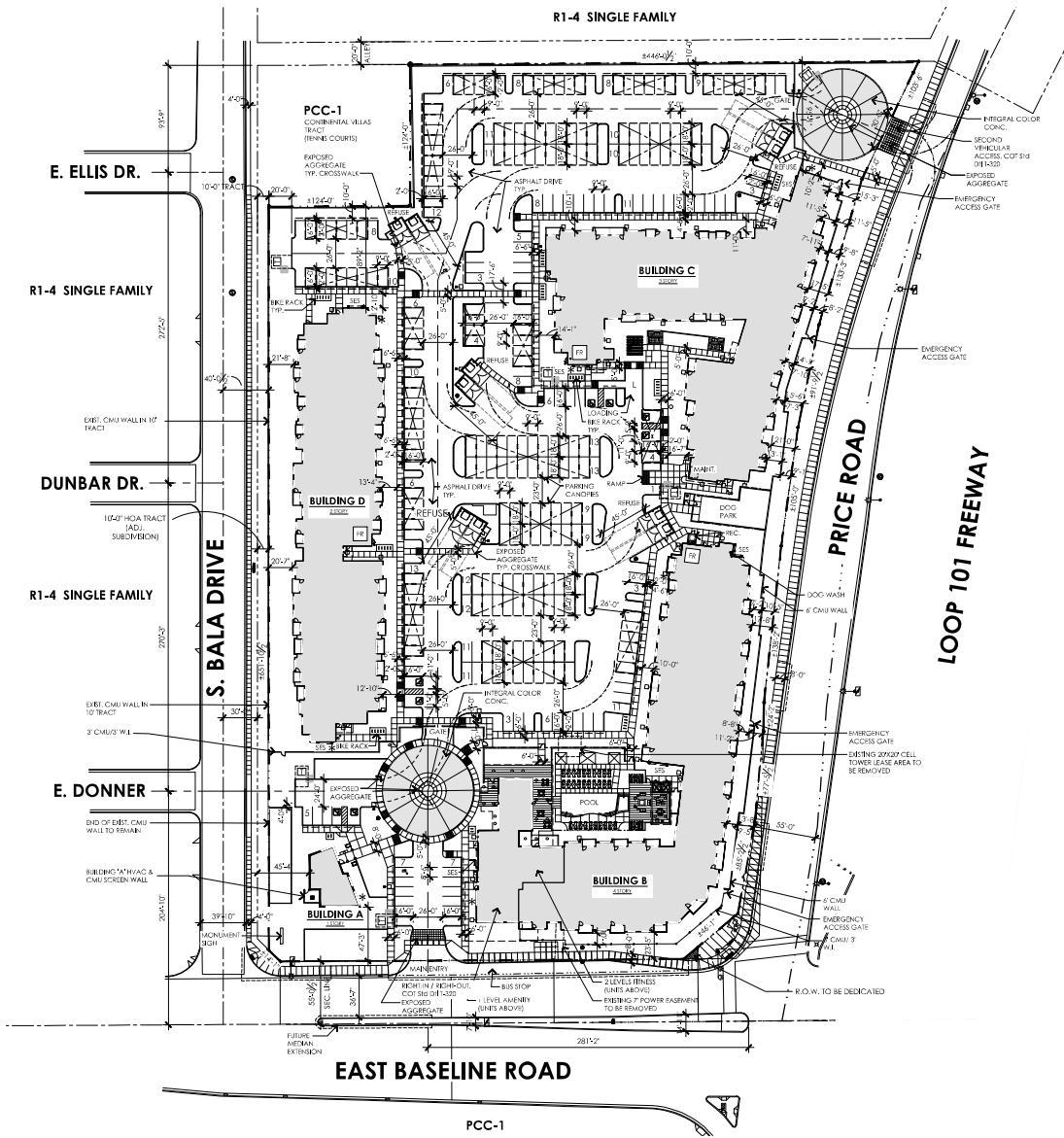
- A. Review Comments Reversed
- B. Site Plan
- C. Tempe Parking Ratios
- D. Census Data



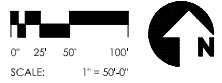
ATTACHMENT B

SITE PLAN





NOTE:
1. THIS PROJECT IS REQUIRED TO COMPLY WITH CITY OF TEMPE ZONING ORDINANCE CHAPTER 9, ARTICLE II - PUBLIC SAFETY RADIO AMPLIFICATION SYSTEM.



SITE DATA

VEHICLE PARKING PROVIDED:
 SURFACE ON SITE OPEN (UNCOVERED) 123 P.S.
 SURFACE ON SITE (COVERED) 200 P.S.
TOTAL PARKING PROVIDED 323 P.S.
 (±1.62 P.S./D.U.)
 ACCESSIBLE PARKING PROVIDED IN THE NUMBER ABOVE
 323 P.S. x .02 = 7 P.S. (8 P.S. PROVIDED)

BICYCLE PARKING REQUIRED:
 MULTI-FAMILY: _____
 GUEST (200 D.U. x 0.2/D.U.) = 40 P.S.
 STUDIO (10 D.U. x 0.5/D.U.) = 5 P.S.
 1 BEDROOM (89 D.U. x 0.5/D.U.) = 44.5 P.S.
 2 BEDROOM (87 D.U. x 0.5/D.U.) = 43.5 P.S.
 3 BEDROOM (14 D.U. x 0.75/D.U.) = 10.5 P.S.
TOTAL MULTI-FAMILY BICYCLE PARKING = 144 P.S.

BICYCLE PARKING PROVIDED:
 MULTI-FAMILY: _____
TOTAL MULTI-FAMILY BICYCLE PARKING PROVIDED 144 P.S.

LANDSCAPE AREA CALCULATION:
 REQUIRED: 25% = (87,340 S.F.)
 PROVIDED: 118,538 S.F./±349,363 S.F. = ±33.9%
 LANDSCAPE IN R.O.W. 13,692 S.F. (NOT INCLUDED IN ABOVE CALC.)

DEVELOPER:
 MAPLE MULTI-FAMILY LAND TX, L.P.
 3889 MAPLE AVENUE
 SUITE 200 DALLAS, TEXAS 75219
 214-922-8400 P
 469-576-6382 F

ARCHITECT:
 TODD & ASSOCIATES, INC.
 4019 NORTH 44TH STREET
 PHOENIX, AZ 85018
 602-952-8280

ZONING ATTORNEY:
 GAMMAGE & BURNHAM
 40 NORTH CENTRAL AVENUE,
 20TH FLOOR
 PHOENIX, AZ 85004
 MANJULA VAZ - ZONING ATTORNEY

CONSTRUCTION:
 CONSTRUCTION TYPE
 TYPE V-A @ RESIDENTIAL UNITS
 TYPE V-A @ CLUBHOUSE/LEASING

SYMBOLS

- BICYCLE SPACES - PER CITY OF TEMPE DETAIL 1-518
- 25' / 45' FIRETRUCK TURNING RADIUS
- PROPERTY LINE
- * ILLUMINATED BUILDING SIGNAGE LOCATION
- ⊛ ACCESSIBLE PARKING SPACE
- ⊙ FIRE HYDRANT
- ⊕ F.D.C. CONNECTION
- ⊞ WALL MOUNTED LIGHTING
- ⊟ POLE MOUNTED SITE LIGHTING
- ⊠ GROUND MOUNTED SITE LIGHTING
- ⊡ CARPORT LIGHTING
- ⊢ TRANSFORMER
- ⊣ KNOX BOX LOCATION PER TEMPE FIRE DEPT. REGULATIONS
- ⊤ FIRE RISK ROOM

APARTMENT UNIT MIX:

| | | |
|-----------------|-----------------|-------------|
| STUDIO: | 10 D.U. | 5% |
| ONE BEDROOM: | 89 D.U. | 44.5% |
| TWO BEDROOMS: | 87 D.U. | 43.5% |
| THREE BEDROOMS: | 14 D.U. | 7% |
| TOTAL: | 200 D.U. | 100% |

AVERAGE UNIT SIZE: 1,068 SF
LEASING OFFICE: 1,580 SF
CLUBHOUSE: 5,573 SF

PARKING STANDARDS:
 REQUIRED: 8'-6" x 18'-0" (1'-6" w/2'-0" OVERHANG)
 PROPOSED: 9'-0" x 18'-0" (1'-6" w/2'-0" OVERHANG)
 ACCESSIBLE PARKING STALL: 11'-0" x 18'-0"
 DRIVE AISLES: 26'-0" (23'-0")
 FIRE TRUCK TURNING RADIUS: 25'-0"/45'-0"

VEHICLE PARKING PROVIDED:

| | | |
|--------------------------------|--------------------------|--------------------------------------|
| STUDIO | 10 D.U. x 1.0 P.S./D.U. | = 10 P.S. |
| 1 BEDROOM | 89 D.U. x 1.5 P.S./D.U. | = 133.5 P.S. |
| 2 BEDROOM | 87 D.U. x 2.0 P.S./D.U. | = 174.0 P.S. |
| 3 BEDROOM | 14 D.U. x 2.5 P.S./D.U. | = 35 P.S. |
| GUEST | 200 D.U. x 0.2 P.S./D.U. | = 40 P.S. |
| TOTAL PARKING PROVIDED: | | 393 P.S. (±1.96 P.S./D.U.) |

PROJECT DESCRIPTION:
 THE PROPOSED PROJECT IN A MULTI-FAMILY RESIDENTIAL DEVELOPMENT (8.02 ACRES) WHICH WILL CONSIST OF 200 UNITS. THERE IS A MIXTURE OF STUDIOS, ONE, TWO, AND THREE BEDROOM UNITS. THE BUILDINGS WILL BE 1, 2, 3 AND 4 STORY BUILDINGS AND A CENTRAL CLUBHOUSE FACILITY WHICH INCLUDES LEASING, CLUBROOM, FITNESS, POOL AND BBQ AREAS.

GENERAL ZONING ANALYSIS:
SITE AREA:
 NET/ GROSS: ± 8.02 ACRES (± 349,363 S.F.)

GENERAL PLAN LAND USE:

| | |
|----------|------------------------|
| EXISTING | COMMERCIAL RESIDENTIAL |
| PROPOSED | RESIDENTIAL |

GENERAL PLAN RESIDENTIAL DENSITY:

| | |
|-----------|---------------------------------|
| EXISTING: | MEDIUM (UP TO 15 DU/AC) |
| PROPOSED: | MEDIUM TO HIGH (UP TO 25 DU/AC) |

ZONING:

| | |
|-----------|---------|
| EXISTING: | PCC-1 |
| PROPOSED: | R-4 PAD |

DENSITY:

| | |
|-----------|----------|
| ALLOWED: | 25 DU/AC |
| PROPOSED: | 25 DU/AC |

BUILDING AREA:

| | | |
|----------------------------------|----------------------|-------------|
| PROVIDED: | | |
| BUILDING A - LEASING OFFICE | ±1,580 S.F. | (1 STORY) |
| BUILDING B | ±130,612 S.F. | (4 STORIES) |
| BUILDING C | ±151,386 S.F. | (3 STORIES) |
| BUILDING D | ±53,344 S.F. | (2 STORIES) |
| TOTAL GROSS BUILDING AREA | ±336,922 S.F. | |

BUILDING HEIGHT:

| | |
|---------------|---------------------|
| ALLOWED (PAD) | 55'-0" |
| BUILDING B | 4 STORIES (±58'-0") |

BUILDINGS WILL BE EQUIPPED WITH AN AUTOMATIC EXTINGUISHING PER SYSTEM PER CITY OF TEMPE IBC.

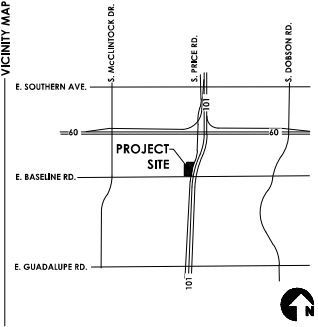
LOT COVERAGE:

| | |
|-----------|----------------------------------|
| ALLOWED: | 35% |
| PROVIDED: | 93.679 S.F./±349,363 S.F. = 127% |

CONSTRUCTION:
 CONSTRUCTION TYPE
 TYPE V-A @ RESIDENTIAL UNITS
 TYPE V-A @ CLUBHOUSE/LEASING

SETBACKS:
 PROVIDED:

| | |
|--|--------|
| FRONT: (BASELINE ROAD) | |
| BUILDING | 20'-0" |
| PARKING | 30'-0" |
| STREET SIDE: (S. BALA DRIVE) | |
| BUILDING | 20'-0" |
| PARKING | 20'-0" |
| SIDE: (PRICE ROAD - 101 FRONTAGE) | |
| BUILDING | 15'-0" |
| PARKING | 15'-0" |
| REAR: (ALLEY) | |
| BUILDING | 95'-0" |
| PARKING | 10'-0" |



NO. 19-2031-02
PRICE AND BASELINE ROADS

2160 E. Baseline Rd.
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10-12-20
DEVELOPMENT PLAN REVIEW

Proj. Mgr.
 Down By:
 Rev. Date: Description:
 △ 10/14/20 2ND SUBMITTAL
 △
 △
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SITE PLAN
A1.1

ATTACHMENT C

TEMPE PARKING RATIOS



Section 4-603 - Parking Ratios.

The number of required off-street vehicle and bicycle parking spaces shall be calculated for each use as follows:

- A. **On-Site Parking Spaces.** The minimum parking ratios in Table 4-603E, below, are applied to each use on the site. Statements like "+ office" are intended to remind the applicant to identify and include all independent uses. Parking calculations shall be provided for every separate main or primary use on the site, as identified in the site and floor plans submitted for city approval.
- B. **Accessible Parking Spaces (Americans with Disabilities Act - ADA).** The minimum number of accessible parking spaces shall conform to ADA requirements. Refer to Federal ADA code.
- C. **Maximum Parking Spaces.** Except for the RCC zoning district and all MU districts, the number of parking spaces provided by any development in surface parking lots shall not exceed one hundred twenty-five (125) percent of the minimum required spaces in Table 4-603E, except as follows:
 - 1. Parking within the building footprint of a structure (e.g., rooftop parking, below-grade parking, multi-level parking structure);
 - 2. When a change in use causes a lower parking requirement;
 - 3. Parking spaces managed for shared parking;
 - 4. A use permit is required to provide more surface parking than the maximum standard and additional landscape is required per Section 4-704(A); and
 - 5. Phased projects do not need to comply, until the final phase is constructed.
- D. **Parking Calculations.** If the Zoning Administrator determines that an activity could function independent of the main use for the space, lot or building, then it must be included in the required parking calculation and must provide parking of its own. A separate parking calculation is not required for accessory uses. Parking calculations shall follow the requirements below:
 - 1. When multiple uses are proposed, the fractional parking requirement for each use is added together prior to rounding, per Section 1-209;
 - 2. Net floor area shall be used for square footage calculations, except where otherwise indicated;
 - 3. The following standards apply to specified and unspecified tenant spaces in industrial buildings:
 - a. Specified Tenant(s):
 - i. Where tenants are specified and listed by name of company, parking is calculated according to the uses identified in the floor plan.

b. Unspecified Tenant(s):

- i. This provision is specifically used for distribution and industrial buildings larger than one hundred thousand (100,000) square feet. The building shall be divided into equal tenant spaces with no tenant space containing more than forty thousand (40,000) square feet. After dividing the individual tenant spaces into twenty percent (20%) office use and eighty percent (80%) warehouse use, the parking standard is one (1) space per five hundred (500) square feet for the first ten thousand (10,000) square feet of the warehouse use, and one (1) space per five thousand (5,000) square feet for the remaining warehouse area. The office portion shall be calculated at one (1) space per three hundred (300) square feet of office floor.
- ii. This provision is specifically used for office buildings, warehouse buildings, or combination office/warehouse buildings that do not exceed forty thousand (40,000) square feet. Parking is calculated with twenty percent (20%) office and eighty percent (80%) warehouse. The warehouse standard is one (1) space per five hundred (500) square feet for the first ten thousand (10,000) square feet and one (1) space per five thousand (5,000) square feet for the remaining warehouse area. The office shall be calculated at one (1) space per three hundred (300) square feet. No minimum floor area is specified in this scenario.

4. **Bicycle Parking.** The bicycle parking ratios are indicated in the columns listed in Table 4-603E when required. Bicycle parking ratios in the "Bicycle Commute Area" apply to properties north of Southern Avenue extending north, east and west to the city limit lines.

E. **Parking Ratio Table.** Table 4-603E provides minimum off-street parking requirements for uses allowed by this Code. Requirements for uses not specifically listed shall be determined by the Zoning Administrator using the similar use ruling procedure in Section 6-301. Parking ratios for uses in all MU zoning districts shall be established through the PAD Overlay process. Parking ratios for uses located in the CC, City Center District, shall comply with the standards established in Table 4-607A, Downtown Parking Standards.

| Use | Vehicle Parking Minimums | Bicycle Parking Minimums | Bicycle Commute Area |
|-------------------|---------------------------|--------------------------|----------------------|
| Bed and breakfast | 1 space per guest bedroom | NS | NS |

| | | | |
|---|---|------------------------|------------------------|
| Church/place of worship | 1 space per 100 sf for sanctuary + school, etc. | 1 per 1,500 sf | 1 per 1,500 sf |
| Clinic (medical, dental, veterinary) | 1 space per 150 sf | 1 per 12,000 sf, 2 min | 1 per 12,000 sf, 2 min |
| Club | | | |
| Bar/tavern/nightclub/teen night club | 1 space per 50 sf | 1 per 1,000 sf | 1 per 500 sf |
| Lodge/club or similar | 1 space per 125 sf | 1 per 2,000 sf | 1 per 2,000 sf |
| Outdoor (no parking first 300 sf; per tenant space) | 1 space per 150 sf | 1 per 2,000 sf | 1 per 2,000 sf |
| Conference/assembly | 1 space per 125 sf | 1 per 2,000 sf | 1 per 2,000 sf |
| Childcare center | 1 space per 300 sf | 1 per 3,000 sf | 1 per 1,500 sf |
| Entertainment | | | |
| Amusement park | 1 per 500 sf of public area | 1 per 5,000 sf | 1 per 2,500 sf |
| Arcade | 1 space per 150 sf | 1 per 1,000 sf | 1 per 500 sf |
| Billiard establishment | 1 space per 125 sf | 1 space per 2,000 sf | 1 space per 1,500 sf |
| Bowling alley | 5 spaces per lane + bar, etc. | 0.5 per lane | 0.5 per lane |
| Court (tennis, racquetball, etc.) | 2 per court + restaurant, etc. | 0.5 per court | 0.5 per court |

| | | | |
|--|--|------------------------|------------------------|
| Golf course/clubhouse | 4 spaces per green + restaurant, pro shop, etc. | 0.2 per green | 0.2 per green |
| Golf driving range | 0.5 space per tee + retail (pro shop) | 1 per 10 tees | 1 per 10 tees |
| Mini-golf | 1 space per hole + arcade, etc. | 0.5 per hole | 0.5 per hole |
| Museum | 1 space per 250 sf | 1 per 4,000 sf | 1 per 3,000 sf |
| Stadium/arena | 0.2 space per seat + restaurant, etc. | 1 per 100 seats | 1 per 100 seats |
| Team sports (volleyball, baseball, soccer, etc.) | 9 per field or court | 4 per field or court | 4 per field or court |
| Theater | 1 space per 3 seats | 1 per 40 seats | 1 per 30 seats |
| Fitness center | 1 space per 125 sf or sum of components (courts, daycare, office, etc.), whichever is less | 1 per 2,000 sf | 1 per 2,000 sf |
| Fraternity/sorority | 1.5 spaces per bedroom | 0.5 per bedroom | 1 per bedroom |
| Hospital | 0.5 space per bed & 1 space per doctor on staff + 0.5 space per employee | 0.2 space per employee | 0.2 space per employee |

| | | | |
|---|---|------------------------|-----------------------|
| Hotel/motel | 1 space per unit + office, etc. | 1 per 20 units | 1 per 20 units |
| Manufacturing | 1 space per 1,000 sf + office | 1 per 10,000 sf | 1 per 10,000 sf |
| Mini-warehouse/rental storage facilities | 1 per 5,000 sf; includes manager's office | NS | NS |
| Mortuary | 1 space per 125 sf | 2 spaces | 2 spaces |
| Nursing home/elder care | 0.5 space per bed | 0.05 per bed | 0.05 per bed |
| Office | 1 space per 300 sf | 1 per 10,000 sf, 2 min | 1 per 8,000 sf, 4 min |
| Call center | 1 space per 150 sf | 1 per 1,500 sf | 1 per 750 sf |
| Restaurant | | | |
| Indoor | 1 space per 75 sf | 1 per 1,000 sf | 1 per 500 sf |
| Outdoor (no parking first 300 sf; per tenant space) | 1 space per 150 sf | 1 per 2,000 sf | 1 per 2,000 sf |
| Take out only (no tables/chairs) | 1 space per 300 sf | 1 per 10,000 sf, 2 min | 1 per 7,500 sf, 4 min |
| Retail | | | |
| Indoor | 1 space per 300 sf | 1 per 10,000 sf, 2 min | 1 per 7,500 sf, 4 min |
| Outdoor (no parking first 300 sf; per tenant space) | 1 space per 500 sf | 1 per 5,000 sf | 1 per 5,000 sf |

| | | | |
|------------------------|---|--|--|
| Convenience store/gas | 1 space per 300 sf | 1 per 2,000 sf | 1 per 1,000 sf |
| Furniture sales | First 10,000 sf @ 1 space per 500 sf + 1 space per 5,000 sf remaining | 1 per 5,000 sf | 1 per 5,000 sf |
| Residential | | | |
| Mobile home/trailer | 2 spaces + 0.2 guest spaces per unit | NS | NS |
| Multi-family | | | |
| Guest | 0.2 space per unit | 0.2 space per unit | 0.2 space per unit |
| Studio | 1 space per unit | 0.5 per unit | 0.75 per unit |
| 1 Bedroom | 1.5 spaces per unit | 0.5 per unit | 0.75 per unit |
| 2 Bedroom | 2 spaces per unit | 0.5 per unit | 0.75 per unit |
| 3 Bedroom | 2.5 spaces per unit | 0.75 per unit | 1 per unit |
| 4 Bedroom | 3 spaces per unit | 0.75 per unit | 1 per unit |
| Single-family | 2 spaces per unit | R1-PAD requirement shall be established with the PAD Overlay | R1-PAD requirement shall be established with the PAD Overlay |
| School | | | |
| Elementary/junior high | 1 space per 300 sf of classroom + office | 1 per 1,000 sf | 1 per 1,000 sf |

| | | | |
|-----------------------|--|------------------------|-----------------------|
| Instructional | 1 space per 200 sf of classroom + office | 1 per 1,500 sf | 1 per 1,500 sf |
| High school/college | 1 space per 200 sf of classroom + office | 1 per 1,500 sf | 1 per 1,500 sf |
| Vocational | 1 space per 200 sf of classroom + office | 1 per 1,500 sf | 1 per 1,500 sf |
| Service | 1 space per 300 sf | 1 per 10,000 sf, 2 min | 1 per 7,500 sf, 4 min |
| Financial institution | 1 space per 300 sf | 1 per 3,000 sf | 1 per 1,500 sf |
| Vehicles | | | |
| Car wash - automatic | 1 space per 300 sf | 4 spaces | 4 spaces |
| Car wash - self serve | 0.5 spaces per bay | NS | NS |
| Sales/rental | 1 spaces per 300 sf; 7 spaces min | 4 spaces | 4 spaces |
| Services station | 1 spaces per 300 sf; 7 spaces min | 4 spaces | 4 spaces |
| Warehouse | | | |

| | | | |
|-----------------------|--|--|--|
| Specified tenant(s) | First 10,000 sf of warehouse @ 1 space per 500 sf + 1 space per 5,000 sf for remaining warehouse+ office | 1 per 10,000 total sf | 1 per 10,000 total sf |
| Unspecified tenant(s) | See <u>Section 4-603(D)(3)(b)</u> | Based on any office space (1 per 10,000 sf) | Based on any office space (1 per 10,000 sf) |

Key:

NS = No Standards

sf = square feet

(Ord. No. 2009.15, 10-22-2009; Ord. No. 2015.60, 12-17-2015)

ATTACHMENT D

CENSUS DATA



MEANS OF TRANSPORTATION TO WORK BY VEHICLES AVAILABLE



Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

| ZCTA5 85282 | |
|---|----------|
| Label | Estimate |
| ▼ Total: | 30,157 |
| No vehicle available | 1,026 |
| 1 vehicle available | 7,926 |
| 2 vehicles available | 12,091 |
| 3 or more vehicles available | 9,114 |
| ▼ Car, truck, or van - drove alone: | 22,912 |
| No vehicle available | 121 |
| 1 vehicle available | 5,720 |
| 2 vehicles available | 9,692 |
| 3 or more vehicles available | 7,379 |
| ▼ Car, truck, or van - carpooled: | 2,647 |
| No vehicle available | 54 |
| 1 vehicle available | 770 |
| 2 vehicles available | 953 |
| 3 or more vehicles available | 870 |
| ▼ Public transportation (excluding taxicab): | 1,508 |
| No vehicle available | 401 |
| 1 vehicle available | 508 |
| 2 vehicles available | 311 |
| 3 or more vehicles available | 288 |
| ▼ Walked: | 516 |
| No vehicle available | 111 |
| 1 vehicle available | 160 |
| 2 vehicles available | 138 |
| 3 or more vehicles available | 107 |
| ▼ Taxicab, motorcycle, bicycle, or other means: | 1,772 |
| No vehicle available | 339 |

Table Notes

MEANS OF TRANSPORTATION TO WORK BY VEHICLES AVAILABLE

Survey/Program:
American Community Survey
Universe:
Workers 16 years and over in households
Year:
2018
Estimates:
5-Year
Table ID:
B08141

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

While the 2014-2018 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

- An "***" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
- An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution, or the margin of error associated with a median was larger than the median itself.
- An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution.
- An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.
- An "****" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
- An "*****" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
- An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.