

**CITY OF TEMPE
DEVELOPMENT REVIEW COMMISSION**

**Meeting Date: 08/22/2023
Agenda Item: 11**

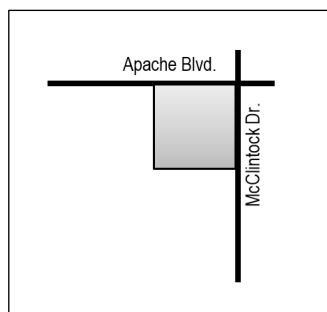
ACTION: Request a General Plan Projected Density Map Amendment from “High Density” (up to 65 du/ac) to “High Density - Urban Core” (more than 65 du/ac); a Zoning Map Amendment from CSS TOD to MU-4 TOD; a Planned Area Development Overlay to establish development standards; a Use Permit to reduce the required 60 percent ground floor use requirement of Section 5-606(C) Ground Floor Uses in Station Areas; and a Development Plan Review for a new five-story, mixed-use development consisting of 167 dwelling units and commercial use on 1.95 acres for APACHE SQUARE, located at 1747 East Apache Boulevard. The applicant is Gammage & Burnham, PLC.

FISCAL IMPACT: While this ordinance change does not directly impact revenue, the planned development will result in collection of the standard development fees, calculated according to the approved fee structure at the time of permit issuance.

RECOMMENDATION: Approve, subject to conditions

BACKGROUND INFORMATION: APACHE SQUARE (PL230063) is a proposed mixed-use development consisting of 167 dwelling units and 4,528 square feet of commercial space on 1.95 acres. The request includes the following:

- GPA230008 General Plan Density Map Amendment from “High Density” (up to 65 du/ac) to “High Density - Urban Core” (more than 65 du/ac)
- ZON230007 Zoning Map Amendment from CSS TOD (Commercial and Shopping Services, Transportation Overlay District) to MU-4 (Mixed-Use, High Density) TOD
- PAD230007 Planned Area Development Overlay to establish development standards for density, building height, lot coverage, and landscape coverage
- ZUP230015 Use Permit to reduce the required 60 percent ground floor use requirement of Section 5-606(C) Ground Floor Uses in Station Areas
- DPR230038 Development Plan Review including site plan, building elevations, and landscape plan



Property Owner	Apache South, LLC
Applicant	Manjula Vaz, Gammage & Burnham, PLC
Zoning District	CSS TOD (station area) / MU-4 TOD (station area)
Gross / Net site area	1.95 acres
Density / Number of Units	86 du/ac / 167 units
Unit Types	59 studio 58 one bedroom 40 two bedroom 10 three bedroom
Total Bedrooms	227 bedrooms
Total Building Area	153,850 gross s.f. / 118,040 net s.f.
Lot Coverage	85% (75% maximum allowed)
Building Height	70' (45' maximum allowed)
Building Setbacks	0' front (north), 0' street side (east), 14' west side, 14' rear (0', 0', 0', 10' min.)
Landscape area	15% (25% minimum required)
Vehicle Parking	230 spaces (230 min. required)
Bicycle Parking	173 spaces (173 min. required)

ATTACHMENTS: Development Project File

STAFF CONTACT(S): Karen Stovall, Senior Planner (480) 350-8432

Department Director: Jeff Tamulevich, Community Development Director

Legal review by: N/A

Prepared by: Karen Stovall, Senior Planner

Reviewed by: Mailen Pankiewicz, Principal Planner

COMMENTS:

This site is located at the southwest corner of McClintock Drive and Apache Boulevard and was previously occupied by a vehicle service business. The site is surrounded to the north, across Apache Boulevard, and the south by commercial, to the west by multi-family residential, and the east, across McClintock Drive, by a mixed-use development. The McClintock/Apache light rail station is located in the center of Apache, just east of the site.

SITE PLAN REVIEW

Two preliminary and three formal site plan reviews were conducted in August and November 2022 and April, June, and July 2023. Significant comments provided by staff included:

- Switch the retail/restaurant and leasing areas to provide more visibility for retail at the corner.
- Incorporate outdoor dining along street frontages.
- Reduce the number of driveways on McClintock Drive to one (1).
- Incorporate design elements of the street-facing elevations on the south elevation.
- Provide shade canopies over all balconies.
- Chamfer the northeast corner of the building.
- Provide stronger architectural elements at the northeast corner of the building.
- Provide additional pedestrian connections from public sidewalks to dwelling units.

Except for the recommendation to switch the locations of the retail/restaurant and leasing areas, all staff comments were addressed.

PUBLIC INPUT

- Neighborhood meeting required
- Neighborhood meeting held: July 11, 2023 at 6:00 p.m. at the Escalante Community / Multi-Generational Center
- See attached summary of meeting provided by the applicant.
- Community Development staff attended the meeting along with five members of the public. Attendees asked questions about incorporating art into the project, the design of the bus shelter on McClintock, anticipated commercial uses, expected types of residents, affordable housing, and the construction schedule.
- One online comment card was received prior to the August 8, 2023 DRC Study Session. The author stated that they would like a dedicated right turn lane on east-bound Apache Boulevard. The traffic impact study approved by the Transportation Division did not recommend a right turn lane.
- One letter of support was received but noted that existing traffic backs up in the left turn lane on McClintock Drive. The Transportation Division responded that there will be a “no left turn” sign preventing lefts onto McClintock and that staff at the City’s Traffic Management Center watches traffic and adjusts the signal timings during rush hour.

PROJECT ANALYSIS

GENERAL PLAN

The General Plan Project Land Use for this site is Mixed-Use, and the current General Plan Project Density is “High Density” (up to 65 du/ac). The associated Planned Area Development (PAD) proposes a density of 86 dwelling units per acre, so the applicant is requesting a Density Map Amendment to “High Density - Urban Core” (more than 65 du/ac). See the existing General Plan 2040 Projected Density Map for the subject site below. Additionally, this site is designated as “Mixed-Use Urban, more than 65 du/ac” in the draft General Plan 2050. The General Plan typically encourages densities higher than 65 du/ac for properties near light rail stations, and the requested amendment to High Density – Urban Core for this mixed-use project is appropriate.

Existing General Plan 2040 Projected Density Map:



Section 6-303 D. Approval criteria for General Plan amendment (*in italics*):

1. *Appropriate short and long term public benefits.* This proposal will redevelop an underutilized property near a light rail station. The project will revitalize the area and provide a higher-density development within a redeveloping mixed-use light rail corridor.
2. *Mitigates impacts on land use, water infrastructure or transportation.* The development will intensify land uses and increase demand on water and transportation infrastructure; however, an increased demand is expected within this corridor and the intensification is within the limits planned for the area.
3. *Helps the city attain applicable objectives of the General Plan.* This development will help attain several objectives of the General Plan, including: encourage reinvestment, rehabilitation, redevelopment or reuse; seeking balance and compatibility of new land use development within established neighborhoods, and promoting compact, efficient infill development.
4. *Provides rights-of-way, transit facilities, open space, recreational amenities or public art.* Plans provide for the dedication of a transit easement and construction of a large transit shelter on McClintock Drive. An existing bicycle ramp, transitioning bicyclists from the bike lane on McClintock onto the sidewalk, will also be relocated to accommodate the proposed driveway location.
5. *Potentially negative influences are mitigated and deemed acceptable by the City Council.* A Traffic Impact Statement, which considers the impacts of the project on the transportation infrastructure, was submitted by the applicant and approved by the Transportation Division.
6. *Judgment of the appropriateness of the amendment with regard to market demands, and impacts on surrounding area, service, fiscal, traffic, historic properties, utilities and public facilities.* The request meets the demand for increased multi-family housing in a TOD station area. The developer will bear all costs related to a need for increased infrastructure capacity adjacent to the site.

CHARACTER AREA PLAN

This site is in the Apache Character Area Plan. The plan encourages preservation of existing buildings, landscape treatments that respect the Sonoran Desert, natural and structural shade, complete streets for all transportation modes, adaptive reuse, streets as open space, design transitions, safe and convenient crossings, collaborative workspaces and live-work options, human-scaled design along Apache Boulevard, green infrastructure, walkable commercial, creation of public spaces for people, and outdoor art. This proposal incorporates many principles and guidelines of the plan:

- *Shade*: shade is achieved with trees and building/architectural elements. Projecting balconies are shaded by the balcony floors above one another and roof overhangs. The minimum percentage of shade required on public sidewalks is achieved on the Apache and McClintock street frontages.
- *Streetscapes*: Apache and McClintock frontages provide for pedestrian, bicyclist, transit, and motorist use, and the sidewalks comply with the minimum eight-foot clear path requirement of the TOD. A public sidewalk easement will be dedicated for portions of the sidewalk that is on private property, and a transit easement will be dedicated for the new transit shelter.
- *Live / Work / Innovate*: The plan proposes restaurant/retail space on Apache and live-work units on McClintock as the commercial component of the mixed-use project. The minimum 60 percent ground floor uses requirement of properties within the TOD station areas will not be met on McClintock, and the applicant has applied for a use permit to allow a reduction.
- *Pedestrian Scale*: the ground floor commercial and live-work components promote street activities. The project incorporates ground floor activity along both frontages and provides shade at building entrances, patios, and sidewalks.
- *Connectivity*: multiple pathways are provided from the perimeter of the project to the commercial areas and dwelling units.
- *Walkable Commercial*: the commercial component of the project has a walkable connection from the right-of-way that provides easy access for customers.

ZONING

The property is currently zoned CSS TOD, which permits a maximum density of 25 du/ac. The proposed zoning district, MU-4 TOD, has no maximum density; the density is established by the associated PAD, which will allow up to 86 du/ac.

The currently General Plan land use category of Mixed-Use indicates that this area of Apache is expected to develop with a mix of land uses within individual projects. If approved, the requested General Plan Density Map Amendment would support the requested MU-4 zoning district.

Section 6-304 C.2. Approval criteria for Zoning amendment (*in italics*):

1. *The proposed zoning amendment is in the public interest.* The amendment will permit a mixed-use development with an increased residential density along a public transit corridor.
2. *The proposed zoning amendment conforms with and facilitates implementation of the General Plan.* If the requested Density Map Amendment is approved, the requested zoning district would be supported by the new designation.

PLANNED AREA DEVELOPMENT

The applicant requests a Planned Area Development (PAD) Overlay consisting of 167 dwelling units and 4,528 square feet of commercial space within a 70-foot maximum building height. The table below shows a comparison of the development standards for the CSS TOD zoning district and the proposed MU-4 zoning with PAD Overlay.

APACHE SQUARE – PAD Overlay			
Standard	CSS TOD (Station Area)	PROPOSED MU-4 PAD TOD	Change
Residential Density (du/ac)	25	64	Increase
Building Height (feet) [Exceptions, see Section 4-205(A)]			
Building Height Maximum	45'	70'	Increase
Building Height Step-Back Required Adjacent to SF or MF District [Section 4-404, Building Height Step-Back]	Yes	Yes	--
Maximum Lot Coverage (% of net site area)	75%	85%	Increase
Minimum Landscape Area (% of net site area)	25%	15%	Decrease
Setbacks (feet) (a) [Exceptions, see Section 4-205(B)]			
Front (Apache Blvd).	0' min. / 6' max	0' min / 20' max	--
Parking	20'	20'	--

Street Side (east)	0'	0' min / 20' max	--
Parking	20'	20'	--
Side (west)	0'	14'	Increase
Rear (south)	10'	14"	Increase
Vehicle Parking	230	230	--
Bicycle Parking	173	173	--

The proposed density, building height, lot coverage, and landscape area are appropriate for the site. The proposed 70-foot building height will exceed the heights of existing buildings on adjacent properties but should be expected for higher density developments along the light rail corridor. Adequate setbacks are provided. The project complies with the vehicle and bicycle parking requirements of the TOD Overlay District.

Traffic

A traffic impact study (TIS) was provided by the applicant and approved by the Engineering and Transportation department. The study included in the attachments.

Section 6-305 D. Approval criteria for P.A.D. (*in italics*):

1. *The development fulfills certain goals and objectives in the General Plan and the principles and guidelines of other area policy plans. Performance considerations are established to fulfill those objectives.* If the associated General Plan Density Amendment is approved, the development will fulfill the goals of the General Plan by providing a mixed-use project with increased residential density within a station area.
2. *Standards requested through the PAD Overlay district shall take into consideration the location and context for the site for which the project is proposed.* The requested development standards take the location and site context into consideration.
3. *The development appropriately mitigates transitional impacts on the immediate surroundings.* The development provides adequate setbacks where adjacent to the existing single-story multi-family development to the west.

USE PERMIT

The proposed uses along the McClintock Drive frontage require a Use Permit to reduce the required 60 percent ground floor use requirement of Section 5-606(C) Ground Floor Uses in Station Areas within the MU-4 PAD TOD zoning district. The proposed leasing office, stairs, commercial, and “work” portion of the live-work units on McClintock would provide ground floor uses for 51 percent of the frontage. The minimum 60 percent would be met along Apache Boulevard.

Section 6-308 E Approval criteria for Use Permit (*in italics*):

1. *Any significant increase in vehicular or pedestrian traffic;* the proposed percentage of ground floor uses along the McClintock Drive frontage is not expected to cause an increase in vehicular or pedestrian traffic. The reduction from 60 percent to 51 percent, will generate less traffic than would be generated if the development met the code requirement.
2. *Nuisance arising from the emission of odor, dust, gas, noise, vibration, smoke, heat or glare at a level exceeding that of ambient conditions;* the proposed uses, including a leasing office, flex commercial, and live-work units, are not expected to create a nuisance.
3. *Contribution to the deterioration of the neighborhood or to the downgrading of property values, which is in conflict with the goals, objectives or policies for rehabilitation, redevelopment or conservation as set forth in the city’s adopted plans or General Plan;* the proposed uses should not contribute to the deterioration of the neighborhood or downgrading of property values and are consistent with the Apache Character Area Plan. The plan encourages walkable commercial that lessens the necessity for driving.
4. *Compatibility with existing surrounding structures and uses;* properties around this light rail station are slowly redeveloping into higher-density developments, and the proposed project and its uses along McClintock will be compatible with the surrounding structures and uses.

5. *Adequate control of disruptive behavior both inside and outside the premises which may create a nuisance to the surrounding area or general public; the proposed reduction in the percentage of ground floor uses is not expected to lead to disruptive behavior.*

DEVELOPMENT PLAN REVIEW

Site Plan

The 1.95-acre site is located at the southwest corner of McClintock Drive and Apache Boulevard. Plans depict one five-story, 66-foot high building with a single driveway on McClintock that leads to the garage. The plan also shows a passenger loading area on Apache. The frontage on Apache includes the leasing office, flex commercial space, and dwelling units with patios. Along McClintock, uses include the leasing office, flex commercial, two live-work units, and a storage room for the apartments. A residential amenity space is located on the ground floor, wrapped by the building.

Building Elevations

The building design is contemporary with flat roofs and parapets that screen rooftop mechanical equipment. It is finished with gray IEFS, blue metal panels, and wood-look plank siding. Patio walls at first floor units are to be constructed of polished ground face masonry. The white canopies at the northeast corner of the building, one above the leasing office and one at the very top, project into the right-of-way and will require license agreements that have been preliminarily approved by the City Engineer.

Landscape Plan

On-site landscaping totals 19 percent. Trees along Apache include Red Push Pistache, Tipu, and Date Palms. Allee Elm and Date Palms are used along McClintock with Desert Diva north of the garage. The west and south property lines are lined with Tipu and Desert Museum Palo Verde trees.

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 is designed with variation in materials, colors, fenestration, and wall planes. The design provides variety in the streetscape.*
2. *Building design and orientation, together with landscape, combine to mitigate heat gain/retention while providing shade for energy conservation and human comfort; canopies, balcony overhangs, and landscaping provide shade for windows and balconies.*
3. *Materials are of a superior quality, providing detail appropriate with their location and function while complementing the surroundings; materials provide detail appropriate with their location.*
4. *Buildings, structures, and landscape elements are appropriately scaled, relative to the site and surroundings; although higher than other buildings directly adjacent to the site, new developments in this area of the light rail corridor are encouraged to incorporate increased building heights to accomplish increased density. Building design and landscaping around the perimeter of the site are appropriate.*
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; building design consists of a well-defined base and top with enhanced details at the pedestrian level. Variation is provided in wall planes, materials, and rooflines to relieve monotony. A variety of materials are used, including EIFS, metal panels, ground face masonry, and wood-look plank siding.*
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; architectural details are appropriate to the scale and context of the development. Design elements include shade canopies, variation in wall planes, and a variety of materials.*

7. *Plans take into account pleasant and convenient access to multi-modal transportation options and support the potential for transit patronage;* the project conforms with most of the pedestrian-oriented design standards of the Transportation Overlay District, including maximum/minimum building setbacks, location of building entrances, ground floor windows, street-facing facades, and sidewalk and shade standards. The design supports transit patronage. A use permit is requested to reduce the percentage of ground floor uses along one of the frontages.
8. *Vehicular circulation is designed to minimize conflicts with pedestrian access and circulation, and with surrounding residential uses;* the design of vehicular and pedestrian access and circulation will minimize conflicts. Pedestrian pathways are clearly delineated and separated from the single garage entrance.
9. *Plans appropriately integrate Crime Prevention Through Environmental Design principles such as territoriality, natural surveillance, access control, activity support, and maintenance;* the plan has been reviewed by the Police Department and complies with CPTED principles.
10. *Landscape accents and provides delineation from parking, buildings, driveways and pathways;* areas are delineated with the required landscape for the project, identifying usable pedestrian areas and paths.
11. *Signs have design, scale, proportion, location and color compatible with the design, colors, orientation and materials of the building or site on which they are located;* not applicable.
12. *Lighting is compatible with the proposed building(s) and adjoining buildings and uses, and does not create negative effects.* Lighting will comply with the code requirements to meet the minimum illumination levels and be non-intrusive to adjacent properties.

REASONS FOR APPROVAL:

1. The project meets the General Plan Projected Land Use. The requested Residential Density amendment is supported by the goals and policies of the General Plan and has been deemed appropriate for the site.
2. The PAD overlay process was specifically created to allow for greater flexibility, and the proposed development standards for this project are appropriate for the site.
3. The proposed project meets the approval criteria for a General Plan Amendment, Zoning Map Amendment, Planned Area Development Overlay, Use Permit, and Development Plan Review.

Based on the information provided and the above analysis, staff recommends approval of the requested General Plan Amendment, Zoning Amendment, Planned Area Development, Use Permit, and Development Plan Review. This request meets the required criteria and will conform to the conditions.

ZONING AMENDMENT AND PLANNED AREA DEVELOPMENT CONDITIONS OF APPROVAL:

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

1. A building permit application shall be made within two years of the date of City Council approval, or the zoning of the property may revert to that in place at the time of application. Any reversion is subject to a public hearing process as a zoning map amendment.
2. The property owner(s) shall sign a waiver of rights and remedies form. By signing the form, the Owner(s) voluntarily waive(s) any right to claim compensation for diminution of 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 this Application, including any conditions, stipulations and/or modifications imposed as a condition of approval. The signed form shall be submitted to the Community Development Department no later than 30 days from the date of City Council approval, or the General Plan Amendment, Zoning Map Amendment, and Planned Area Development approval shall be null and void.
3. The Planned Area Development Overlay for APACHE SQUARE shall be put into proper engineered format with appropriate signature blanks and kept on file with the City of Tempe's Community Development Department within sixty (60) days of the date of City Council approval and prior to issuance of building permits.

USE PERMIT CONDITIONS OF APPROVAL:

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

1. Except as modified by conditions, the Use Permit is valid for the site plan and floor plan submitted within this application, dated August 2, 2023.
2. Any modification to the ground floor street frontage along McClintock Drive that would further reduce the percentage of ground floor uses shall require a new Use Permit.

DEVELOPMENT PLAN REVIEW CONDITIONS OF APPROVAL: (Non-standard conditions are identified in bold)

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

General

1. Except as modified by conditions, development shall be in substantial conformance with the site plan and building elevations, and landscape plan dated August 2, 2023. Minor modifications may be reviewed through the plan check process of construction documents; major modifications will require submittal of a Development Plan Review.
2. The development shall prepare, at the time of initial building permits, gray shell commercial space for tenant leasing. The permit submittal shall include the following: adequate roof space, evidence of roof structural support, and internal set lines for future adequate commercial space air conditioning (HVAC); provide a shaft to ventilate to the roof for commercial cooking exhaust; and a designated location for potential grease trap interceptor if needed.
3. At the time a temporary construction fence is added to the site, a future development sign banner shall be attached to the fence and provide information for the new development, in conformance with the Zoning and Development Code, Section 4-903, Sign Type J. The sign banner shall include: project name/information and future tenant (if known). Images of the project may be included on the banner. A sign permit is required. The building permit plans shall include a note on the plans to provide this future development sign banner on site as long as the construction fencing remains.

Site Plan

4. Provide service locations as shown on the refuse plan for both trash and recycling collection and pick-up on the property. Coordinate the storage areas for refuse and recycling containers with the overall site and landscape layout.
5. Provide service yard and mechanical (cooling tower/generator) yard walls that are at least 8'-0" tall as measured from adjacent grade or 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.
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. Provide upgraded paving at each driveway consisting of integral colored unit paving as indicated on the site plan. Extend this paving in the driveway from the right-of-way line to 20'-0" on site and from curb to curb at the drive edges. From sidewalk to right-of-way line, extend concrete paving to match sidewalk.
8. Utility equipment boxes for this development shall be finished in a neutral color (subject to utility provider approval) that compliments the coloring of the buildings.
9. 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

10. Provide visual surveillance by means of fire-rated glazing assemblies from stair towers into adjacent circulation spaces.
11. Public Restroom Security:
 - a. Single user restroom door hardware:
 - 1) Provide a key bypass on the exterior side
12. Garage Security:
 - a. Minimize interior partitions or convert these to semi-opaque screens to inhibit hiding behind these features.
 - b. Provide stair exits that are open to the exterior.
 - c. Paint interior wall and overhead surfaces with a highly reflective white color, minimum LRV of 75 percent.
 - d. Maximize openness at the elevator entrances and stair landings to facilitate visual surveillance from these pedestrian circulation areas to the adjacent parking level.
13. Parking Garage:
 - a. Minimum required parking dimensions shall be clear of any obstructions.
 - b. At the ends of dead-end drive aisles, provide a designated turn-around space, minimum 8'-6" clear in width (locate on left side if available), including 3'-0" vehicular maneuvering area for exiting. Turn-around area shall be clearly demarcated.
 - c. Provide a minimum 2'-0" of additional width for parking spaces when adjacent to a continuous wall.
 - d. ~~Provide a mirror on the building to aid in driver's view of pedestrians/vehicles adjacent to the garage exit, and provide a sign on the inside of the garage instructing drivers exiting to stop and look for pedestrians.~~
 - e. ~~On the exterior of the garage exit, provide audial and visual warning devices to warn pedestrians of oncoming vehicle traffic exiting the garage.~~
 - d. On the interior side of the garage exit provide MUTCD R1-9a overhead sign with optional "State Law" removed, instructing drivers exiting to stop for pedestrians; sign shall be mounted at garage clearance height. A 12" white stop bar shall be placed at garage exit at least 4' from sidewalk with "STOP" marking per Maricopa County Department of Transportation Pavement Marking Manual prior to the stop bar.
 - e. On the exterior side of the garage exit provide audial and visual warning device to alert pedestrians of oncoming vehicle traffic exiting the garage.

Building Elevations

14. The materials and colors are approved as presented:

01	EIFS 01 SW 6203 SPARE WHITE	02	EIFS 02 SW 7028 INCREDIBLE WHITE
03	METAL 01 - ALUCOBOND CABLE RAIL TRANSFORMER ENCLOSURE ACCESS GATE SW 7015 SEA SERPENT - POWDER COAT	04	EIFS 03 SW 9153 MOONLIT ORCHARD
05	METAL 02 - ALUCOBOND BALCONY FASCIA & ACCENTS SW 6244 NAVAL	06	METAL 03 - ALUCOBOND DOOR HEADS & ACCENTS SW 9154 PERLE NOIR
07	POLISHED GROUND FACE MASONRY UNIT TRENDSTONE SCREEN WALL 8"x16" OPAL	08	CLADDING 01 - RESYSTA 6" WOOD LOOK PLANK SIDING PALE GOLDEN
09	GLAZING 01 - CLEAR 1" INSULATED GLAZING VIRACON VN E1-63 (ALUMIN FRAME TO MATCH METAL 01)		

15. A minimum of the first three (3) feet of each parking structure level (ground floor and above grade) must be screened with a 100% opaque material, which shall be finished to complement the building design.
16. If provided, roof access shall be from the interior of the building. Do not expose roof access to public view.
17. Conceal roof drainage system within the interior of the building.
18. Exterior vents shall be architecturally integrated with the adjacent materials and matching colors specified on each elevation.
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.

Lighting

21. This project shall follow requirements of ZDC Part 4, Chapter 8, Lighting, unless otherwise conditioned.
22. Illuminate building entrances and underside of open stair landings from dusk to dawn to assist with visual surveillance.

Landscape

23. Arterial street trees shall be a minimum of 36" box specimens and a minimum of 1 ½" caliper trunk.
24. 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.
25. 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.
 26. 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.

Building Address

27. Verify property address and submit a PDF copy of the site plan with unit floor plans for permanent addressing to permitcenter@tempe.gov prior to submittal of construction documents.
28. Provide address sign(s) on the building elevation facing the street to which the property is identified.
 - a. Conform to the following for building address signs:
 - 1) Provide street number only, not the street name
 - 2) Compose of 12" high, individual mount, metal reverse pan channel characters.
 - 3) Self-illuminated or dedicated light source.
 - 4) On multi-story buildings, locate no higher than the second level.
 - 5) Coordinate address signs with trees, vines, or other landscaping, to avoid any potential visual obstruction.
 - 6) Do not affix numbers or letters 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 number on the roof of the building. Orient numbers 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.

USE PERMIT:

- The use permit approval shall be void if the use is not commenced or if an application for a building permit has not been submitted, whichever is applicable, within twelve (12) months after the use permit is granted or within the time stipulated by the decision-making body.
- Any intensification or expansion of use shall require a new Use Permit.

SITE PLAN REVIEW: Verify all comments by all departments on each 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.

DEADLINE: 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. A complete building permit application shall be made on or before two (2) years from the date of city council approval or within a time stipulated as a condition of approval, when development plan review

application is processed concurrently with a PAD Overlay District. 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.

STANDARD DETAILS:

- Access to Tempe Supplement to the M.A.G. Uniform Standard Details and Specifications for Public Works Construction, at this link: <https://www.tempe.gov/government/engineering-and-transportation/engineering/standards-details> or purchase book from the Public Works Engineering Division.
- Access to refuse enclosure details DS116 and DS118 and all other Development Services forms at this link: <https://www.tempe.gov/government/community-development/building-safety/applications-forms>. 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.

MECHANICAL SCREENING: All roof mounted mechanical equipment shall be concealed on all sides by elements that are an integral part of the building design and are equal to or greater in height than the mechanical equipment. Ground-mounted equipment may be screened using a masonry wall or other durable material as approved through development plan review.

FEDERAL AVIATION ADMINISTRATION: Applicant/Developer proposing construction or alterations which may affect navigable air space is responsible to submit a Notice of Proposed Construction or Alteration - Off Airport form to the Federal Aviation Administration (FAA) and provide documentation of building height clearance prior to issuance of building permits. Per the FAA, filing shall be done a minimum of 45 days prior to construction. For additional information visit the Federal Aviation Administration, Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) website at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>.

COMMUNICATIONS:

- Provide emergency radio amplification for the combined building and garage 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: <http://www.tempe.gov/home/showdocument?id=30871> . 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.

WATER CONSERVATION AND EFFICIENCY: (Residential and parks are exempt, commercial and mixed use are not exempt). As required in [Tempe City Code 33-140 - 142](#), all new non-residential development projects are required to submit a Water Conservation Report that details potential water use, for review and approval by the Municipal Utilities Department, prior to building permit issuance. For a report template and more information, visit the [commercial water conservation webpage](#).

HISTORIC PRESERVATION: State and federal laws apply to the discovery of features or artifacts during site excavation (typically, the discovery of ancestral (human) remains or associated funerary objects). Arizona Revised Statutes [§ 41-865](#) stipulates that "any landowner with intention to disturb human remains or having unintentionally disturbed human remains shall immediately cease any activity in the vicinity of the remains and shall notify the Arizona State Museum Repatriation Office of the encounter. Any human remains and funerary objects shall not be further disturbed without obtaining written permission from the Repatriation Office." Additional information about requirements related to encountering and disturbing ancestral (human) remains and funerary objects on private land can be found on the Arizona State Museum [website](#). While not required, applicants are encouraged to enlist the services of a qualified archaeological firm to conduct monitoring during ground-disturbing activity on private property that is Archaeologically Sensitive (AS). Contact the Historic Preservation Officer with general questions.

POLICE DEPARTMENT 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 ambush.
- 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. Provide method of override access for Police Department (punch pad or similar) to controlled access areas including pool, clubhouse or other gated common areas.
- Refer to Tempe City Code Section 26-70 Security Plans.
- 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.

TRAFFIC ENGINEERING:

- Provide 8'-0" wide public sidewalk along arterial roadways, or as required by Traffic Engineering Design Criteria and Standard Details.
- Construct driveways in public right of way in conformance with Standard Detail T-320. Alternatively, the installation of driveways with return type curbs as indicated, similar to Standard Detail T-319, requires permission of Public Works, Traffic Engineering.
- Correctly indicate clear vision triangles at 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" from face of curb. Consult Intersection Sight Distance memo, available from Traffic Engineering if needed <https://www.tempe.gov/home/showpublisheddocument/6815/635323967996830000>. 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.

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.
- Provide a fire command room(s) on the ground floor of the building(s). Verify size and location with Fire Department.

CIVIL ENGINEERING:

- An Encroachment Permit or License Agreement must be obtained from the City for any projections into the right of way or crossing of a public utility easement, prior to submittal of construction documents for building permit.
- Maintain a minimum clear distance of twenty-four (24) feet between the sidewalk level and any overhead structure.
- All existing overhead utilities on or adjacent to site must be placed underground, including street crossings, per City of Tempe Code, Section 25-120 thru 25-126 & Ord # 88.85 except for transmission lines (greater than 12.5 kv).
- 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.
- 100-year onsite retention required for this property, coordinate design with requirements of the Engineering Department.

SOLID WASTE SERVICES:

- Contact the Solid Waste Division to verify that vehicle maneuvering and access to the enclosure is adequate. Refuse staging and collection must be on site; no backing onto or off of streets, alleys or paths of circulation.
- Develop strategy for recycling collection and pick-up from site. 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 6:00 am to 4:30 pm on collection days.

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 15" 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.

ZONING AND DEVELOPMENT CODE:

- 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 or purchase from Community Development.

LIGHTING:

- Design site security lighting 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:

- Trees shall be planted a minimum of 16'-0" from any existing or proposed public utility lines. The tree planting separation requirements may be reduced to no less than 8'-0" from utility lines upon the installation of a linear root barrier. Per Detail T-460, the root barrier shall be a continuous material, a minimum of 0.08" thick, installed to a minimum depth of 4'-0" below grade. The root barrier shall extend 6'-0" on either side of the tree parallel to the utility line for a minimum length of 12'-0". Final approval is subject to determination by the Public Works, Water Utilities Division.
- 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 <https://agriculture.az.gov/plantsproduce/native-plants>. Follow the link to "applications to move a native plant" to "notice of intent to clear land".

SIGNS: Separate plan review process is required for signs in accordance with requirements of ZDC Part 4 Chapter 9 (Signs). Refer to www.tempe.gov/signs.

DUST CONTROL: Any operation capable of generating dust, include, but not limited to, land clearing, earth moving, excavating, construction, demolition and other similar operations, that disturbs 0.10 acres (4,356 square feet) or more shall require a dust control permit from the Maricopa County Air Quality Department (MCAQD). Contact MCAQD at <http://www.maricopa.gov/aq/>.

HISTORY & FACTS:

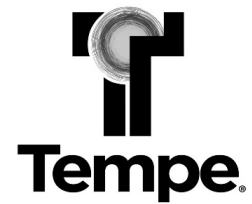
- | | |
|----------------|---|
| August 1, 1973 | Design Review Board approved the building and landscaping for Pep Boys (DR-73.105), located at 1747 E. Apache Blvd. |
| August 9, 1973 | City Council approved final development plan for 1747 E. Apache Blvd. |
| July 16, 1976 | Board of Adjustment approved a use permit for Pep Boys (A-73-7.8) to permit an automobile |

repair facility in the C-2 zoning district, located at 1747 E. Apache Blvd.

- July 11, 2023 The applicant held a neighborhood meeting for this project.
- August 8, 2023 The applicant presented this project during the Development Review Commission Study Session.
- August 22, 2023 These requests are scheduled to be heard by the Development Review Commission.
- September 7, 2023 These requests are scheduled for the introduction and first City Council public hearing.
- September 28, 2023 These requests are scheduled for the second City Council public hearing.

ZONING AND DEVELOPMENT CODE REFERENCES:

- Section 5-606 Ground Floor Uses Required
- Section 5-607 Permitted Uses Subject to a Use Permit
- Section 6-302, General Plan Amendment
- Section 6-304, Zoning Map Amendment
- Section 6-305, Planned Area Development (PAD) Overlay districts
- Section 6-306, Development Plan Review
- Section 6-308, Use Permit



DEVELOPMENT PROJECT FILE

for

APACHE SQUARE (PL230063)

ATTACHMENTS:

- 1-8. Site Context (Location Map, Aerial and Aerial with Site Plan Overlay, Site Photos)
- 9-45. Applicant's Letter of Explanation with current and proposed General Plan and zoning maps
- 46-47. Proposed Planned Area Development Overlay
- 48-51. Site Design (Site Plan, Bus Shelter Detail Plan, Landscape Plan, Underground Utility and Lighting Plan)
- 52-67. Building Design (Blackline/Color Elevations, Street Elevations, Sections, Renderings, Material Samples, Floor Plans)
- 68-73. Voluntary Meeting Summary, Neighborhood Meeting Summary, and Public Input
- 74-84. Supplemental Information
 - Refuse Plan
 - Traffic Impact Study without attachments
 - Affordable Housing Impact Statement
 - Waiver of Rights and Remedies template

APACHE SQUARE

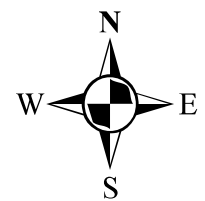
PL230063



- General Industrial District (GID)
- Mixed Use Med-High (MU-3)
- Mixed Use High (MU-4)
- Commercial Shopping and Services (CSS)
- Planned Commercial Center Neighborhood (PCC-1)
- Residential/Office (RO)
- Single-Family Residential (R1-6)

- Single-Family Residential Planned Area Dev (R1-PAD)
- Multi-Family Residential (R-2)
- Multi-Family Residential Restricted (R-3R)
- Multi-Family Residential Limited (R-3)
- Multi-Family Residential General (R-4)
- Parcels

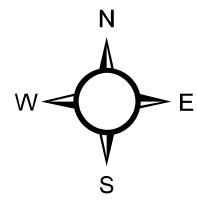
- Twelve Point**
- CenterlineSubType**
- ADOT
 - Canal
 - Monument
 - Private



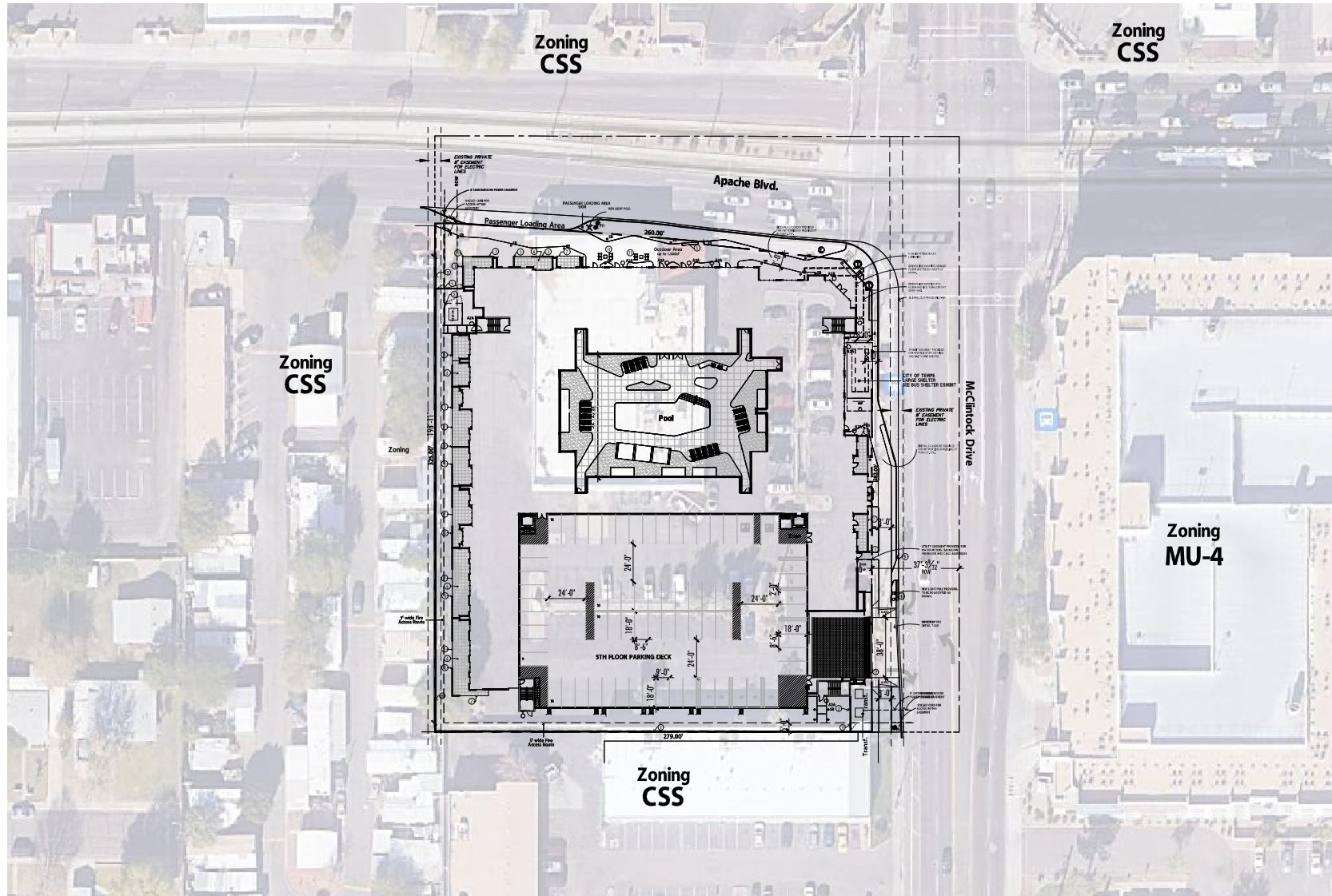
APACHE SQUARE



Aerial Map



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- SCHEMATIC
- DESIGN DEVELOPMENT
- CONSTRUCTION DOCUMENTS
- BID PRICING PACKAGE
- BUILDING DEPT. APPROVAL

DATE ISSUED: 8/02/2023

DRAWN BY:

CHECKED BY:

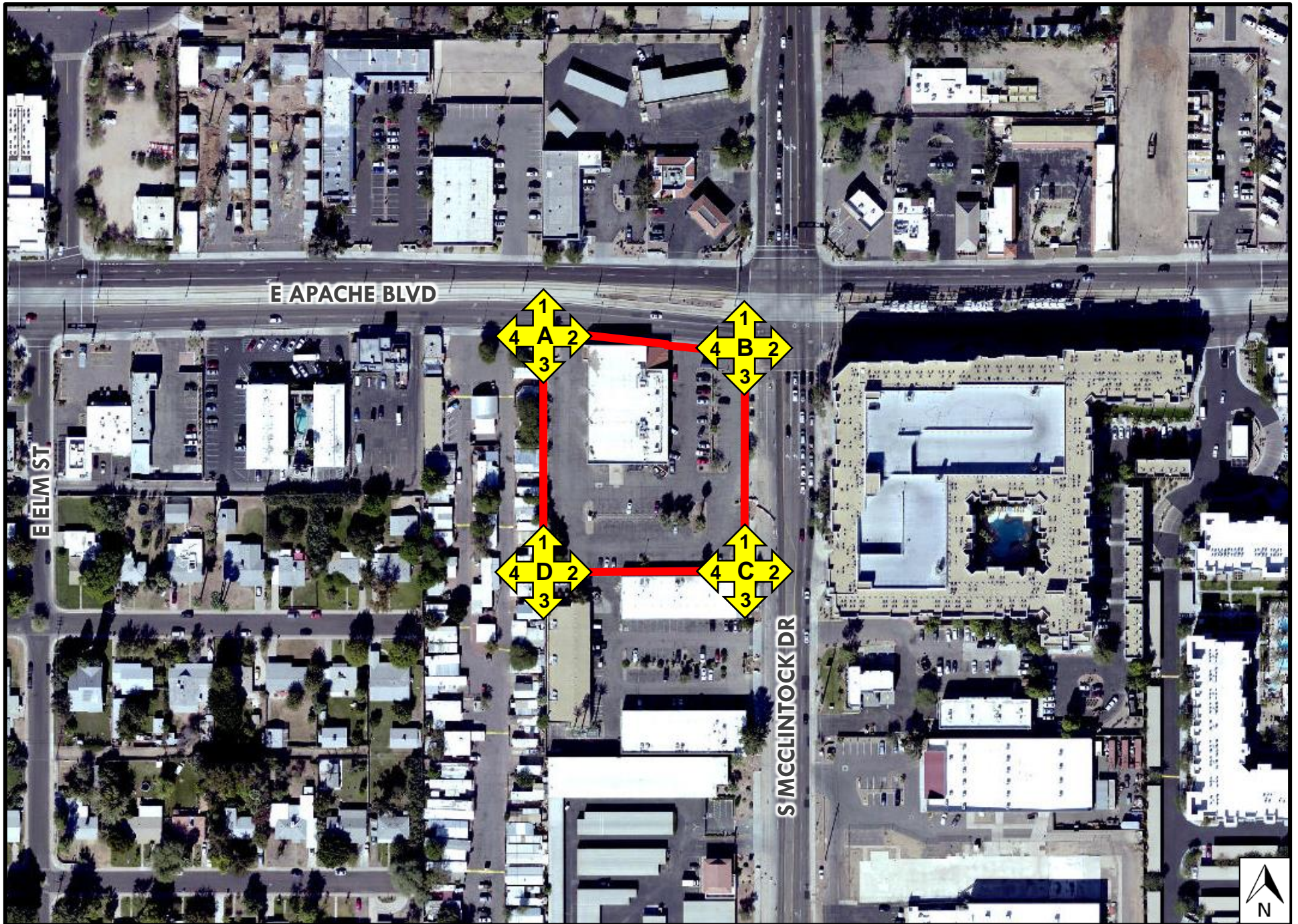
PROJECT NO. 22141

CADD FILE:



CONTEXT MAP N.T.S.

SITE CONTEXT PHOTOGRAPHS EXHIBIT

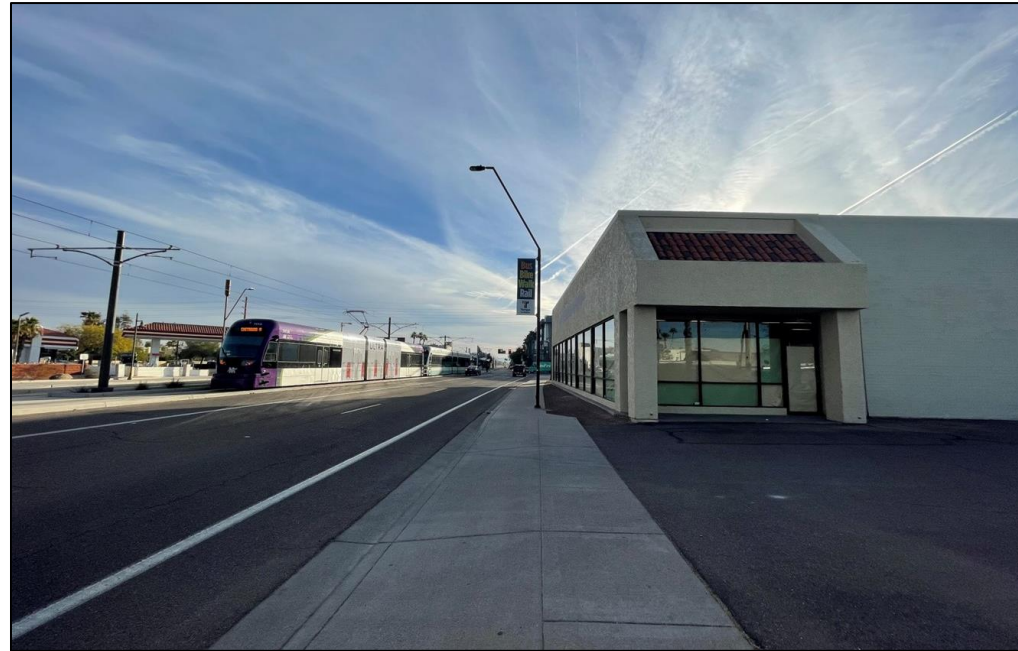


APACHE SQUARE PROJECT SITE

ATTACHMENT 4



Location A, View 1 looking north



Location A, View 2 looking east



Location A, View 3 looking south

ATTACHMENT 5



Location A, View 4 looking west



Location B, View 1 looking north



Location B, View 2 looking east



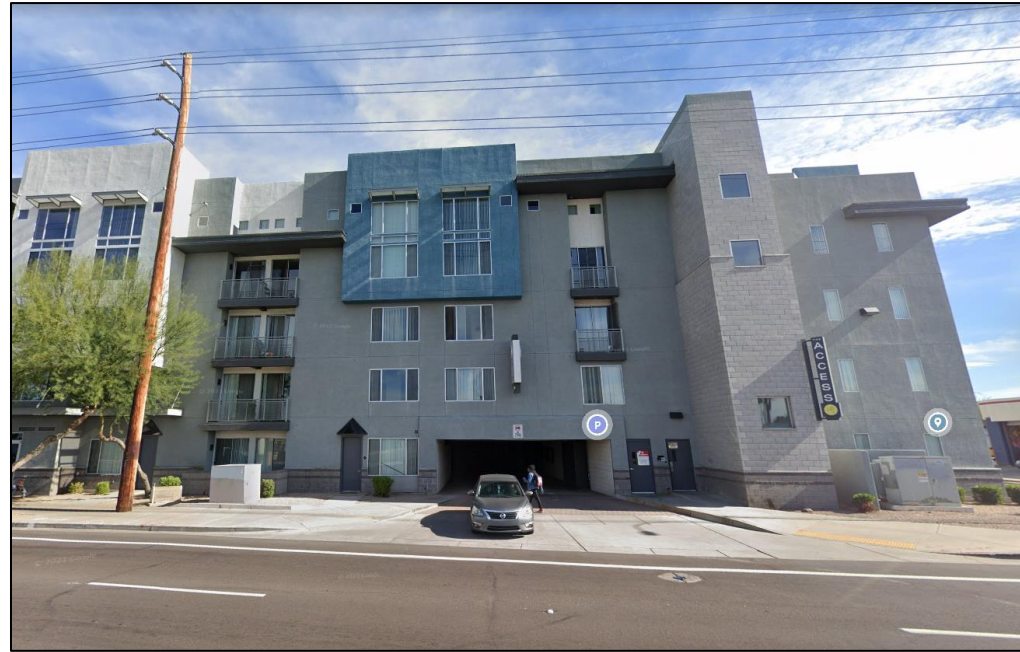
Location B, View 3 looking south



Location B, View 4 looking west



Location C, View 1 looking north



Location C, View 2 looking east



Location C, View 3 looking south

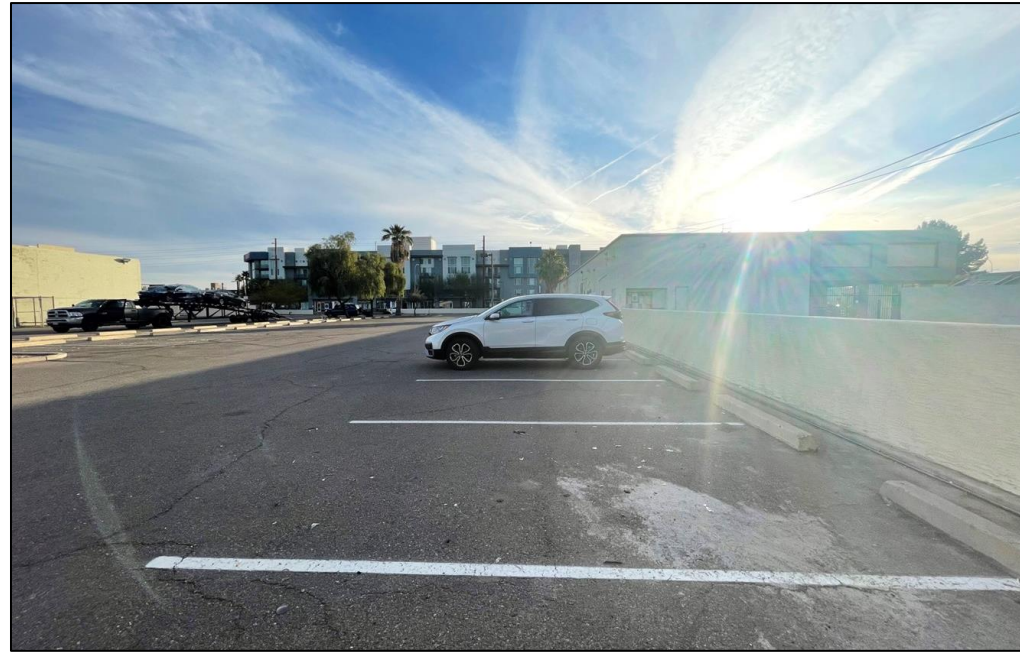
ATTACHMENT 7



Location C, View 4 looking west



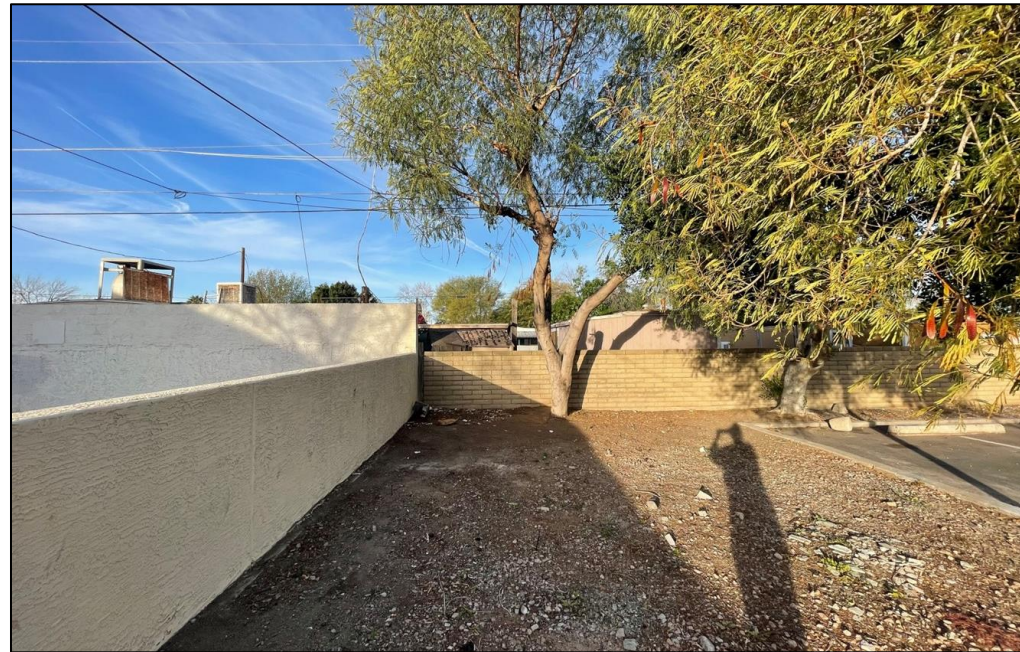
Location D, View 1 looking north



Location D, View 2 looking east



Location D, View 3 looking south



Location D, View 4 looking west

Apache Square
1747 East Apache Boulevard
Tempe Planning Case No. PL230063

Applicant's Letter of Explanation for:
General Plan Amendment, Zoning Map Amendment, Planned Area
Development Overlay, Development Plan Review and
Use Permit Applications

Prepared by:

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&
BURNHAM

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&



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Contact:

Gammage & Burnham, PLC

Attn: Manjula M. Vaz

(602) 256-4461

mvaz@gbllaw.com

1st Formal Submittal: March 1, 2023

2nd Formal Submittal: June 2, 2023

3rd Formal Submittal: July 17, 2023

Applicant and Site

APACHE SOUTH, LLC and KB DEVCO, LLC (“KB DEVCO” or the “Applicant”), the respective owner and developer, respectfully submits these applications to accommodate the redevelopment of approximately 1.95 acres of property located at the southwest corner of McClintock Drive and Apache Boulevard (the “Site”) along the Apache Boulevard light rail line. See **Figure A** below for an aerial photograph of the Site. As a real estate owner and investor, developer and management services company, KB DEVCO’s primary focus is on multifamily, retail, office, and industrial properties.

FIGURE A: 2023 AERIAL PHOTOGRAPH



Applications and Project

The Applicant is proposing to redevelop the Site with a high-quality, five-story mixed-use building providing (collectively, the “Project”):

- 167 multifamily residential units (59 studio, 56 one-bedroom, 40 two-bedroom, 10 three-bedroom, and two (2) one-bedroom live-work units);
- 3,915 gross square feet of flex restaurant/retail/office space at street-level along the Apache Boulevard and McClintock Drives frontages;
- Up to 1,300 square feet of outdoor dining space along the Apache Boulevard frontage;
- 810 gross square feet of street-level office space within live-work units along the McClintock Drive frontage;
- 2,000 gross square feet of street-level leasing space at the corner of Apache Boulevard and McClintock Drive;

- 2,200 gross square feet of clubroom/fitness center space for resident and guest use;
- Associated landscape enhancements, including an outdoor amenity courtyard with a pool and pool deck;
- A five-level wrapped parking structure providing 251 vehicle parking spaces (includes 23 spaces with electric vehicle charging stations);
- On-street passenger loading near the northwest corner of the Site along Apache Boulevard; and,
- 180 bicycle parking spaces

To accommodate the development of the Project, the Applicant is submitting the following applications (collectively, the "Application"):

- General Plan amendment to change the residential density projected for the Site from High Density (up to 65 du/ac) to High Density-Urban Core (more than 65 du/ac);
- Zoning map amendment to rezone the Site from Commercial Shopping and Service (CSS) Transportation Overlay District (TOD) Station Area to Mixed-Use, High Density (MU-4) TOD Station Area;
- Planned area development ("PAD") overlay to establish site specific development standards;
- Development plan review ("DPR") for site and landscape plans and building elevations; and,
- Pursuant to Zoning and Development Code ("ZDC") Section 5-607.B.5, a use permit to reduce the requirement for a minimum of 60 percent of the building's ground floor street frontage along McClintock Drive to be designed and built for occupancy by certain uses specified by Zoning and Development Code Section 5-606.C.

The intent of the Project is to further diversify the mix of uses along the light rail corridor by adding residential, flex restaurant/retail/office, and live-work uses to the area as envisioned by the General Plan. The Site, which previously accommodated a Pep Boys automobile and tire service center within a dated one-story building, is an opportunity for redevelopment given its immediate proximity to the nearby light rail station and general proximity to downtown Tempe, Tempe Town Lake, Arizona State University, and multiple freeways (Loop 101 / Price, Loop 202 / Red Mountain and U.S. 60 / Superstition). The Site's location also provides an opportunity to make a significant statement at the intersection of Apache Boulevard and McClintock Drive and leading up to the nearby McClintock/Apache light rail station with the introduction of a high-quality, mixed-use project representative of the ongoing private and public investment occurring along the Apache Boulevard light rail corridor and throughout Tempe. While the Project is a market-rate multifamily product, the Applicant will participate in Hometown for All.

Site Area

The Site is comprised of single parcel approximately 1.95 acres in size. The Site is located at the southwest corner of Apache Boulevard and McClintock Drive, along the south side of the

Valley Metro Apache Boulevard light rail corridor. A legal description for the Site is provided as part of the Application submittal package.

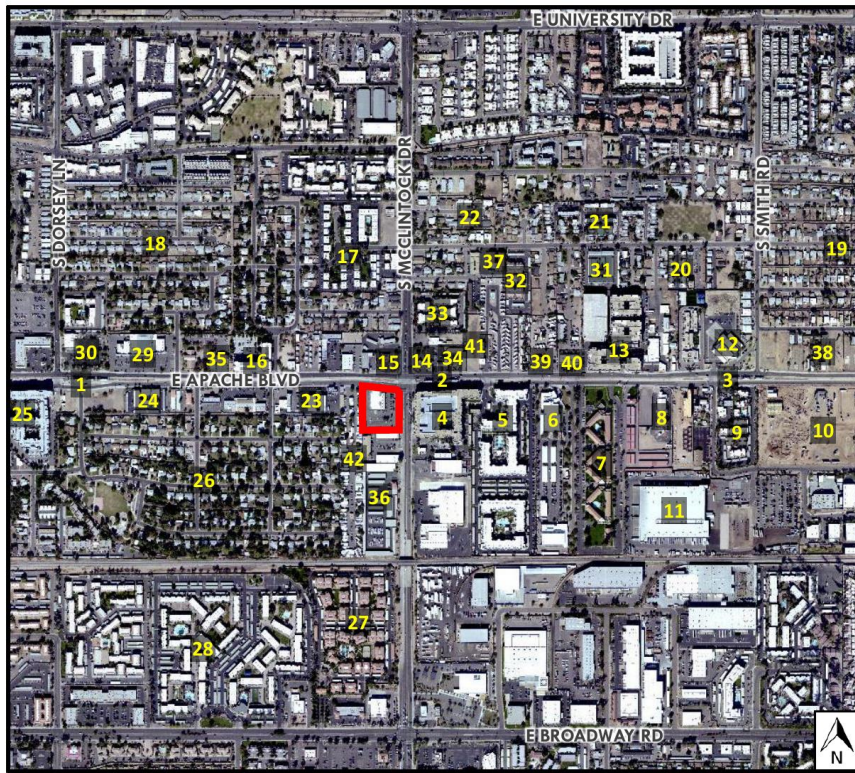
Area Context

As discussed above, the Site previously accommodated a Pep Boys automobile and tire service center within a dated one-story building that is now vacant. The Site is underutilized given its proximity to the McClintock/Apache light rail station and its general proximity to downtown Tempe, Tempe Town Lake, Tempe Marketplace, Arizona State University, and multiple freeways (Loop 101 / Price, Loop 202 / Red Mountain and U.S. 60 / Superstition). The area surrounding the Site consists of a mix of public transportation, multifamily residential, lodging, public / civic, and commercial uses. Existing uses in proximity to the Site include:

- The Valley Metro light rail line within the median of Apache Boulevard;
- The McClintock/Apache light rail station within the median of Apache Boulevard to the northeast across the intersection of McClintock Drive and Apache Boulevard;
- The five-story Access (formerly Tempe Metro) mixed-use development at the southeast corner of McClintock Drive and Apache Boulevard;
- The four-story Skye at McClintock Station apartments located immediately east of The Access (formerly Tempe Metro);
- The Modernette Mobile Home Park adjoining the Site to the west;
- The Hudson Manor neighborhood to the west beyond the Modernette Mobile Home Park;
- The King Center commercial center adjoining the Site to the south;
- CubeSmart self-storage located approximately 550 feet south of the southwest corner of McClintock Drive and Apache Boulevard;
- The Pride fueling station at the northwest corner of McClintock Drive and Apache Boulevard;
- The 88 Smoke & Vape shop at the northeast corner of McClintock Drive and Apache Boulevard;
- Tempe Tavern and Modern World Adult Store and Arcade located immediately east of the 88 Smoke & Vape shop; and,
- The mixed-use development known as Aura Apache with buildings up to four-stories with mezzanines / lofts under construction approximately 400 feet east of the northeast corner of McClintock Drive and Apache Boulevard.

See **Figure B** below for a surrounding uses map identifying the above-referenced uses and other nearby uses. As shown on the surrounding uses map, many of the surrounding properties—like the Site—are underutilized. The overall vision for this segment of the Apache Boulevard light rail corridor, including the Site, is to significantly revitalize and enhance the area's urban environment by providing high-quality residential opportunities with supporting employment space within walking distance of the McClintock/Apache light rail station. The Project will provide needed high-quality, modern residences along the Apache Boulevard light-rail corridor with active street-level use space that will both offer a great living experience and significantly enhance the pedestrian realm along Apache Boulevard.

FIGURE B: 2022 SURROUNDING USES AND BUILDING HEIGHTS



Surrounding Uses

1. Dorsey Ln/Apache Light Rail Station
2. McClintock/Apache Light Rail Station
3. Smith-Martin/Apache Light Rail Station
4. The Access (5-stories)
5. Skye at McClintock Station (4-stories)
6. Tempe Police Department - Apache
7. Vue Nineteen 01 Apartments (3-stories)
8. Apache Inn (2-stories)
9. La Paloma Apartments (2-stories)
10. Culesac Tempe (3-stories – under const.)
11. UPS Warehouse and Customer Center
12. United States Postal Service
13. Alight Tempe (4-stories)
14. 88 Smoke & Vape Shop
15. Pride Fueling Station
16. Gracie's Village Apartments (4-stories)
17. Omnia McClintock Apartments (2-stories)
18. University Heights Neighborhood
19. Escalante Neighborhood
20. 1937 E. Don Carlos Condominiums (3-stories)
21. Hayden Cove II Condominiums (2-stories)
22. Alegre Neighborhood
23. Apache Lofts (3-stories)
24. The Warhol Apartments (3-stories)
25. Nexa Apartments (5-stories)
26. Hudson Manor Neighborhood
27. San Marbeya Apartments (3-stories)
28. Onnix Apartments (2-stories)
29. Food City
30. Dorsey & Apache Park and Ride
31. Desert Willow Apartments
32. Tempe North Apartments (3-stories)
33. El Diablo Apartments (2-stories)
34. Paradise Motel
35. Tempe Fire Department Station No. 1
36. CubeSmart Self Storage
37. The Atrium Apartments (3-stories)
38. Blue at Eastline Village Site (4-stories – under construction)
39. Devil Liquor Store and Drive-Through
40. DHABA Restaurant and Marketplace
41. Aura Apache (4-stories w/ mezzanines – under construction)
42. Modernette Mobile Home Park

 **APACHE SQUARE PROJECT SITE**

Planning Context

General Plan 2040

As shown by the maps provided in **Figures C and D** below, General Plan 2040 (the “General Plan”) projects the Site for mixed-use development with high (up to 65 units per acre) residential density. In order to accommodate the development of an appropriately designed mixed-use development on the Site and as reflected by the proposed density maps provided in **Figure E** below, the Applicant is requesting a minor amendment to the General Plan to change the residential density projected for the Site to high density – urban core (more than 65 units per acre). See the General Plan amendment analysis section provided below for a detailed discussion of the minor amendment request.

FIGURE C: GENERAL PLAN 2040 - PROJECTED LAND USE MAP

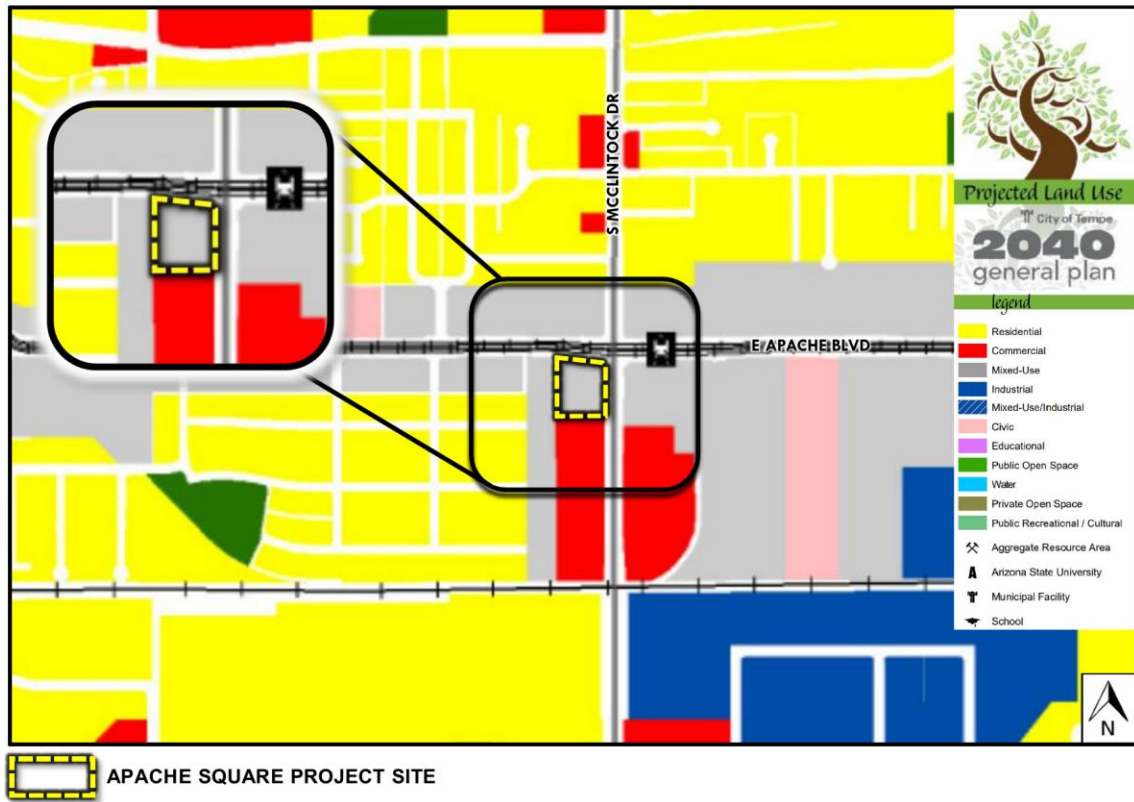


FIGURE D: GENERAL PLAN 2040 - PROJECTED RESIDENTIAL DENSITY MAP – CURRENT

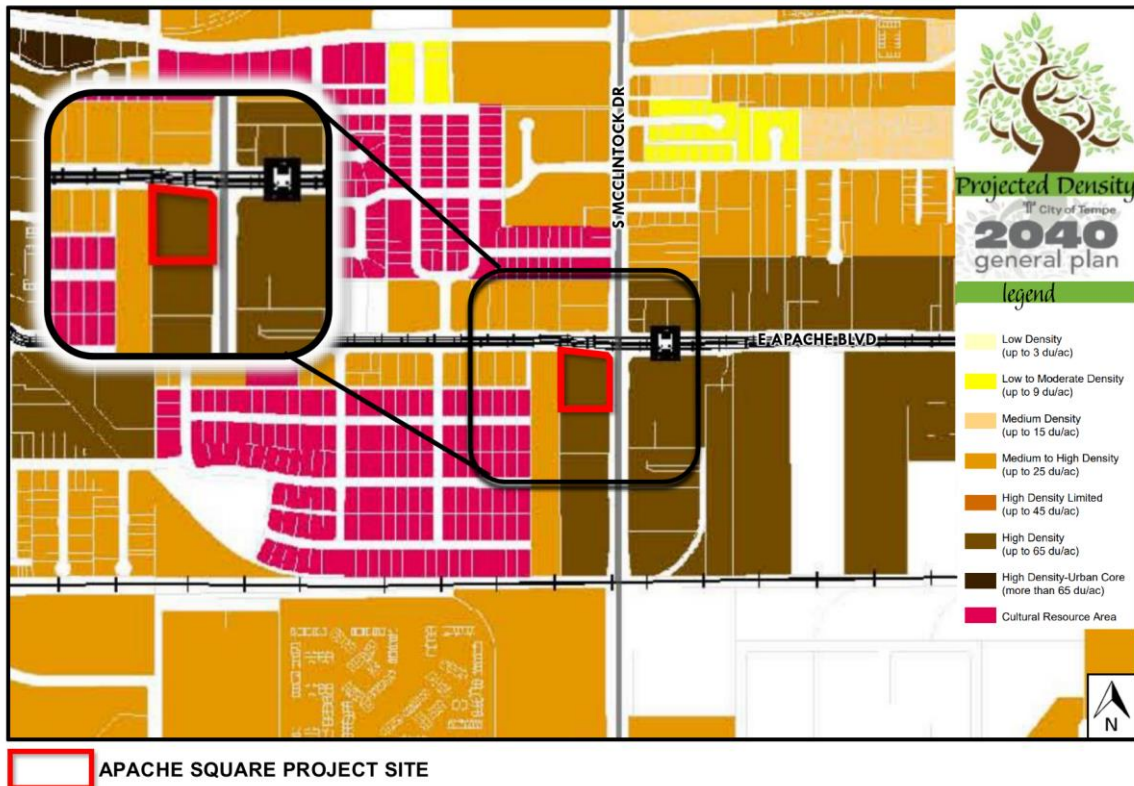
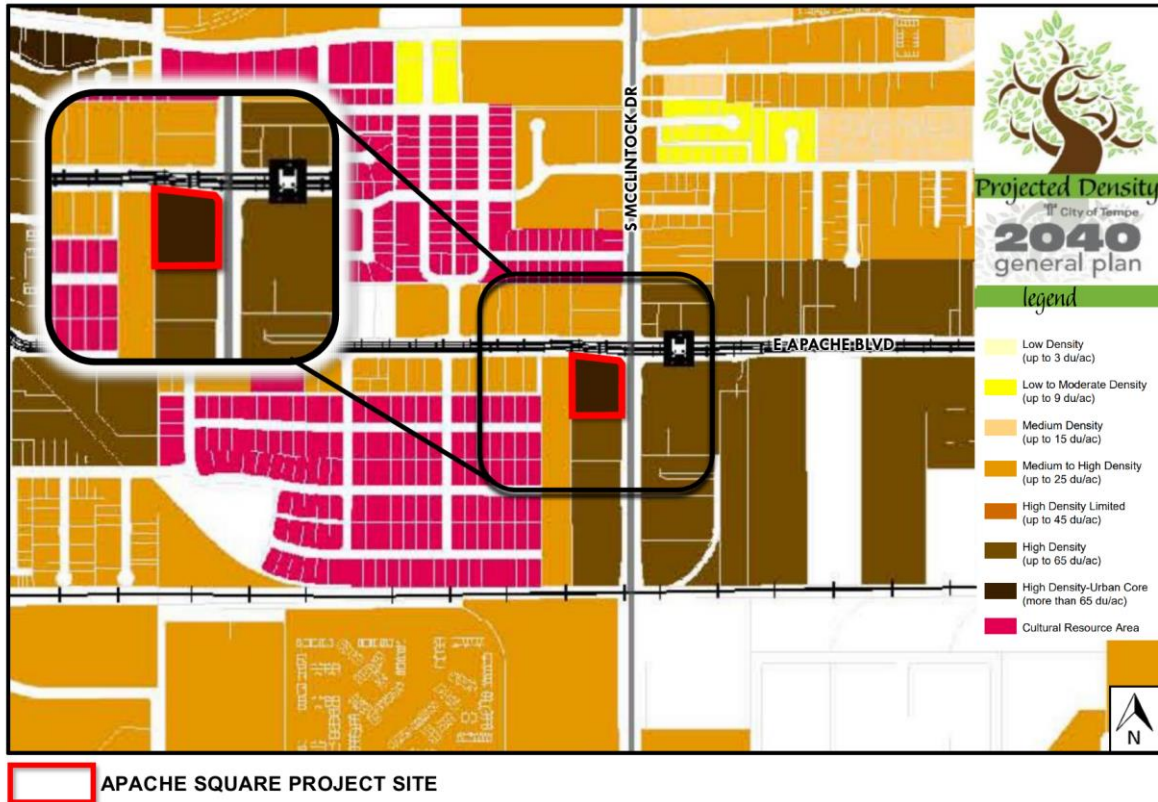


FIGURE E: GENERAL PLAN 2040 PROJECTED RESIDENTIAL DENSITY MAP – PROPOSED



According to the General Plan, the mixed-use land use category is intended to accommodate a mixture of residential and commercial uses and to encourage creatively designed developments where there is an opportunity to live, work, and recreate in the same development, or within the same area. The redevelopment plan for the Site is intended to provide a vibrant, urban, mixed-use community where there is an opportunity to live, work, and play within a single development. Furthermore and as discussed in the General Plan amendment analysis provided below, the overall Project is the type of mixed-use, transit-oriented and appropriately designed development envisioned by General Plan 2040 for the Site.

Apache Character Area Plan

In order to further the goals and implement the General Plan, the City adopted the Apache Character Area Plan (the “Character Plan”) in 2015. The Site is located within the Character Plan’s specified boundaries. The intent of the Character Plan is to provide a policy framework that guides the redevelopment vision and design for the Apache area, while preserving core neighborhoods at the same time. The Project has been designed within the context of the Character Plan’s place-making principles and design guidelines. Specifically, the Character Area principles listed below are those that most closely align with the vision of the Project.

- Mobility: Tempe’s vision as a 20-minute city

Designing for safety is a primary consideration at the edge of the Site where cars

and pedestrians intersect. By restricting vehicular access to the Site to the McClintock Drive frontage away from the intersection of McClintock Drive and Apache Boulevard, the Project has been designed to minimize conflicts with pedestrian access and vehicular circulation to the maximum extent possible. In addition, the Project will provide high-quality, modern multifamily units, flex restaurant/retail/office space, and live-work units in proximity to and with convenient access to the McClintock/Apache light rail station, as well as the bus stop along the Site's McClintock Drive frontage. In addition and to provide a multi-modal option to connect the Project to the rest of Tempe and the larger community, a passenger loading / rideshare area will be provided along the Site' Apache Boulevard frontage and 180 bicycle spaces will be provided. The Project's provision of integrated flex restaurant/retail/office space and live-work units will also support walkability and the use of multi-modal transportation options in general.

- Shade (Natural & Structural)

Designing for plentiful shade is a top priority to ensure that outdoor and pedestrian realm spaces will be comfortable and utilized year-round. Shade will be achieved through a variety of approaches, including trees, elements attached to buildings, and project balconies. A shadow study is included as part of the Application submittal package.

- Live / Work / Innovate: The Creative, Entrepreneurial City

The Project's provision of more than 3,900 gross square feet of commercial flex space (includes office) and more than 800 gross square feet of office space within live-work units will help to provide space for entrepreneurs to innovate and create.

- Streetscapes: Streets as Open Space

In addition to substantial landscape (hard and soft-scape) and pedestrian walkway enhancements to be provided along Apache Boulevard and McClintock Drive, the Project's pedestrian realm will feature seating that will be accessible to the public. In order to further create an inviting and active pedestrian environment along the Site's street frontages, up to 1,300 square feet of outdoor dining space will be provided along the Apache Boulevard frontage and an enhanced bus stop will be provided along the McClintock Drive frontage.

- Pedestrian Scale: Foster Apache as a premier pedestrian environment and destination

The Project has continuous building frontage along both Apache Boulevard and McClintock Drive with active spaces (flex commercial, live-work office, outdoor dining, and lobby) at street-level with residential units above that will provide a human-scaled experience along the Site's pedestrian realm. Furthermore, the building's mix of uses, including active street-level restaurant/retail/office and live-work office spaces, along with the provision of multiple entry points into the building serve to break-up the Site's street frontages. Other features along the Site's street frontage include covered building entries

and shaded seating areas. There will also be substantial landscape enhancements, including shade trees, along sidewalks provided along the Site's Apache Boulevard and McClintock Drive frontages. The landscape improvements represent a substantial enhancement to the Site's pedestrian realm. The goal of the Project is to foster a strong sense of community by providing amenities and spaces that encourage neighborhood and community interactions.

- Walkable Commercial / Foster Active Living

Active restaurant/retail/office, live-work office, outdoor dining, and lobby spaces at street-level, a walkable and inviting street frontage, the provision of shaded seating in proximity to the McClintock/Apache light rail station, and a substantial amount of bicycle spaces are prominent features of the Project that will help to foster a walkable commercial and active living environment.

- Pocket Parks + Parklets

Multiple open space options are planned throughout the Site that will provide outdoor spaces for people. The spaces include a courtyard featuring a pool, pool deck, and shaded seating and lounging areas adjoining a clubroom and fitness center, as well as private balconies and patios. These spaces will promote community interaction.

Rail Corridor Growth Area & Apache Boulevard Redevelopment Area

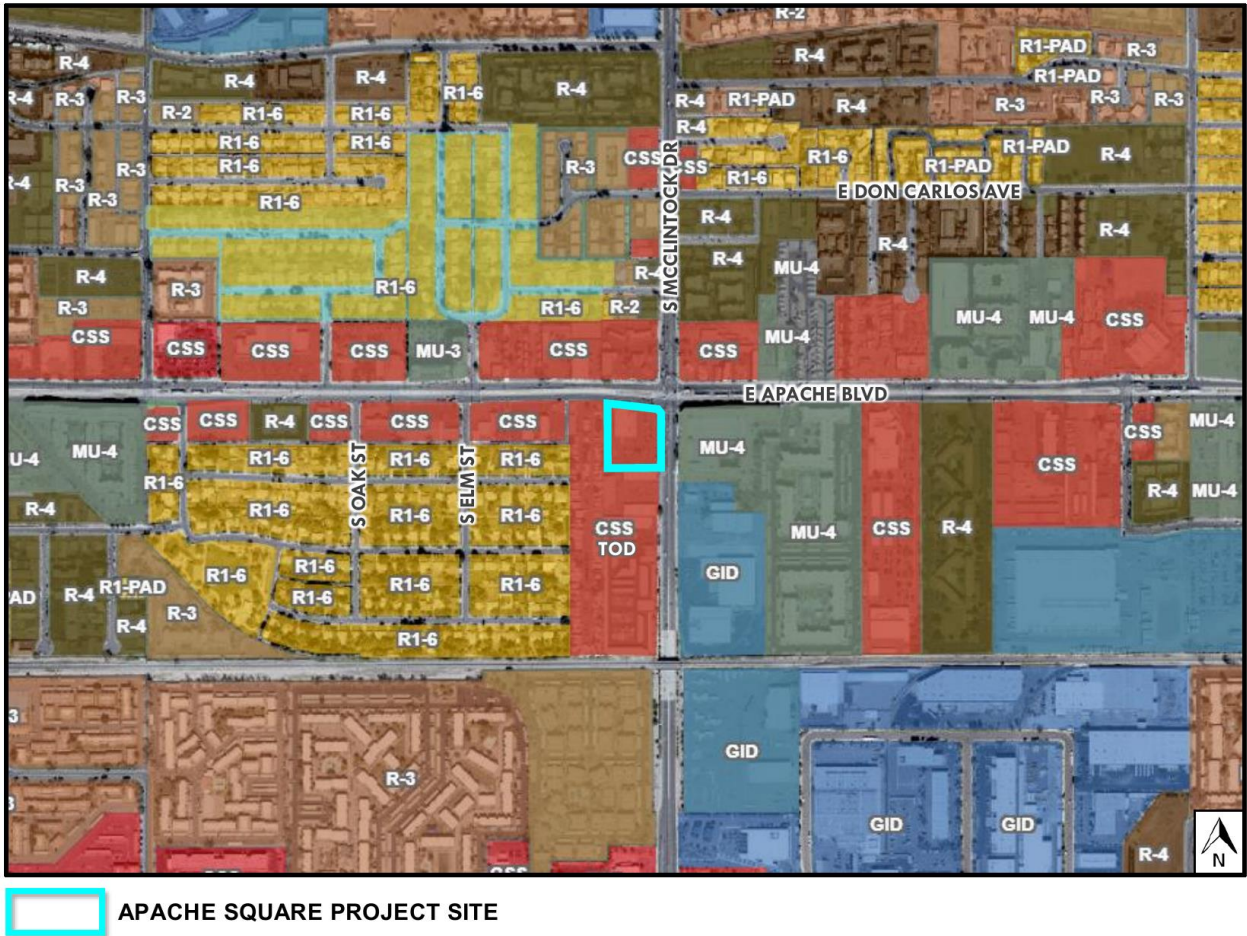
The Site is also located within the Rail Corridor Growth Area ("RCGA") and the Apache Boulevard Redevelopment Area ("ABRA") designated by General Plan 2040. Along the Apache Boulevard alignment of the rail corridor, General Plan 2040 calls for the continued infusion of high-density, mixed-use, and transit-oriented development. The general purpose of the ABRA is to encourage reinvestment to build a more desirable neighborhood in which people enjoy living and working within, as well as to upgrade existing development by introducing viable long-term mixed-use projects.

The Project represents a substantial reinvestment in the RCGA and represents an opportunity to improve an underutilized property with a viable mixed-use and transit-oriented development. The Project will provide high-quality housing, commercial, and employment opportunity spaces along with substantial amenities (clubroom, fitness center, pool etc.) that will further foster an enjoyable living, working, and playing environment within both the RCGA and ABRA.

Current & Proposed Zoning

The Site is currently zoned Commercial Shopping and Services ("CSS") and is located within the Transportation Overlay District's ("TOD") Station Area. See **Figure F** below for a zoning map illustrating the current zoning classifications for the Site and surrounding area.

FIGURE F: CURRENT ZONING MAP



The purpose of the Applications is to rezone the Site to MU-4 PAD TOD (Station Area) to accommodate a high-quality, mixed-use development that will provide needed high-quality, modern residences and active street-level spaces along two (2) street frontages along the Apache Boulevard light rail corridor. The Project will offer a great living experience and significantly enhance the pedestrian realm along both Apache Boulevard and McClintock Drive. The Project's scale, five-story building height, and density are appropriate in consideration of the Site's location at the intersection of Apache Boulevard and McClintock Drive, the heights of nearby buildings discussed in the area context section above, the proximity of McClintock/Apache light rail station immediately to the northeast across the intersection of Apache Boulevard and McClintock Drive, and the mix of uses and densities projected for nearby properties by General Plan 2040. See **Figure G** below for a map depicting the proposed zoning classification and overlays for the Site.

FIGURE G: PROPOSED ZONING MAP



APACHE SQUARE PROJECT SITE

Project Description

The development of the Project is representative of the continued culmination of decades of thoughtful planning and investment along the light rail corridor. The Project represents an extraordinary opportunity to develop a mixed-use urban community that will transform a small and underutilized property along the Apache Boulevard light rail corridor into a fun, urban living environment comprised of a mix of residential, commercial, employment, and amenity uses that will complement the corridor's existing mix of uses and serve as a catalyst for future development.

The purpose of the Applications is to improve an underutilized property on the south side of the Apache Boulevard light rail corridor and to further energize the RCGA and ABRA. Specifically, the Applicant is proposing a walkable, modern, and high-quality mixed-use development comprised of:

- A five-story building with a five-level wrapped and screened parking structure providing:
 - 167 multifamily residential units (59 studio, 56 one-bedroom, 40 two-bedroom, 10 three-bedroom, and two (2) one-bedroom live-work units);

- 3,915 gross square feet of flex restaurant/retail/office space at street-level along the Apache Boulevard and McClintock Drives frontages;
- Up to 1,300 square feet of outdoor dining space along the Apache Boulevard frontage;
- 810 gross square feet of street-level office space within live-work units along the McClintock Drive frontage;
- 2,000 gross square feet of street-level leasing space at the corner of Apache Boulevard and McClintock Drive;
- 2,200 gross square feet of clubroom/fitness center space for resident and guest use;
- Associated landscape enhancements, including an outdoor amenity courtyard with a pool and pool deck;
- 251 vehicle parking spaces (includes 23 spaces with electric vehicle charging stations);
- On-street passenger loading near the northwest corner of the Site along Apache Boulevard; and,
- 180 bicycle parking spaces.

The Project's incorporation of flex commercial, live-work, and lobby spaces and residential units at street-level along Apache Boulevard and/or McClintock Drive, combined with a vibrant street-front design that includes outdoor dining space and shaded seating, will bring an inviting and pedestrian-friendly environment to this segment of the Apache Boulevard light rail corridor.

The Project's five-story building contains 167 apartment units with a variety of studio, one-bedroom, two-bedroom, three bedroom and one-bedroom live-work units ranging in size from 442 to 1,160 square feet. Active flex commercial (2,800 gross square feet) and outdoor dining (up to 1,300 square feet) spaces are provided at street-level fronting onto Apache Boulevard. Active flex commercial (1,115 gross square feet) and live-work office (810 gross square feet) spaces are also provided at street-level fronting onto McClintock Drive. The Project's leasing office located at the immediate corner of Apache Boulevard and McClintock Drive will further activate both street frontages.

A large resort style outdoor amenity area is centrally located and wrapped by the Project's mixed-use building. This area will include a large swimming pool, pool deck, a variety of seating and lounging area areas, barbeque stations / grills, and areas for gaming that will create an inviting, comfortable outdoor gathering place for residents and guests. A 2,200 square-foot indoor clubroom/fitness center adjoins the outdoor amenity area. Each apartment unit will also have a large private open space in the form of a balcony or patio.

The Project's parking is entirely provided within a five-level wrapped and screened parking structure accessible from McClintock Drive. Solid waste collection will occur within the parking structure.

The design of the Project is an attractive, modern, and pedestrian friendly design of appropriate scale within the context of the surrounding area. As reflected by the enclosed elevations and renderings for the proposed building, the overall architectural character is a

contemporary design. While the design will reflect the modern aesthetic of other recently constructed buildings along the Apache Boulevard light rail corridor, it will also fit in with and respect the surrounding neighborhoods. The design provides elements that cater to the pedestrian through the use of building character, connectivity, landscaping, hardscape, lighting, and signage. The design concept for the Project is addressed in detail within the development plan review approval criteria section of this letter of explanation provided below.

Landscape Design

The Project's landscape coverage provided within the Site and right-of-way is a significant amount for a mixed-use development within an urban setting. The intent of the landscape design will be to create an inviting environment that provides a park-like feel for residents and patrons and that serves as an integral part of the overall design for the Project. The proposed landscape materials (soft-scape and hardscape) for the Project will add to the desired park-like environment. The landscape design, which uses the Apache Character Area's historic plant palette as a resource for plant selection in appropriate areas includes inviting open spaces (outdoor courtyard with pool and pool deck, outdoor dining patio(s) and shaded seating areas) for gathering, recreation, and/or lounging. The selected tree species will provide ample shade for pedestrians passing by the Site. The landscaping design will also maximize the creation of shade and soften edges and spaces to create a welcoming environment. A landscape plan for the Project is included as part of the Applications submittal package.

Site Circulation and Parking

The Project, which will be accessed via McClintock Drive, will provide a total of 251 vehicle parking spaces (includes 23 spaces with electric vehicle charging stations) on-site within a five-level wrapped and screened parking structure. In addition, the Project will provide a dedicated passenger loading/rideshare/delivery area along the Site's Apache Boulevard frontage. The Project will also provide 180 bicycle parking spaces. As reflected by the provided parking exceeding the applicable Zoning and Development Code requirement, the provided parking is sufficient to meet the Project's anticipated parking demand.

Minor General Plan Amendment ("GPA") Analysis

As discussed above, the General Plan's projected land use and residential density maps currently designate the Site for mixed-use development with high (up to 65 units per acre) residential density. In order to accommodate the development of an appropriately designed, high-quality, and modern mixed-use development, as well as to allow the Project's proposed density (85.64 units per acre), the Applicant is proposing a minor General Plan amendment to project the Site for high density urban core (more than 65 units per acre) residential density.

While the amendment is needed to accommodate the proposed density, the Project's mix of uses and five-story height are generally consistent with the General Plan's use and density projections. Furthermore, the additional density needed is a result of approximately 70 percent of the Project's unit mix consisting of studio and one-bedroom units and only approximately six (6) percent of the unit mix being three-bedroom units. As a result, the Project's total number of

bedrooms is more consistent with a multifamily development with a density of up to 65 units per acre.

It is also noteworthy that the need for providing additional density along the light rail corridor at major intersections in proximity to light rail stations is currently being evaluated as part of the City's process for updating the General Plan every decade. The Site is located at the intersection of two (2) major streets (Apache Boulevard and McClintock Drive) with the McClintock/Apache light rail station being located immediately across the noted intersection. The GPA submittal checklist requires that an application to amend the General Plan address the following:

Written justification for the amendment should consider long-term and short-term public benefit and how the amendment, considering Land Use Principles, will help the city attain applicable objectives of the General Plan

The GPA will benefit the public in several ways. The GPA will accommodate the development of an aesthetically pleasing, modern mixed-use development that will provide high-quality housing opportunities alongside active restaurant/retail/office, live-work, and amenity spaces along the Apache Boulevard light-rail corridor. In consideration of the Site's proximity to the McClintock /Apache light rail station, the bus stop along the Site's McClintock Drive frontage, and the Site's general proximity to downtown Tempe, the provision of high-quality residential units and commercial/employment use space at this location will provide opportunities to walk, bike, and/or ride public transit to and from work, restaurants, and shops and thereby reduce traffic congestion and air pollution.

The GPA will accommodate the redevelopment of an underutilized property, which will further energize the east end of the Apache Boulevard light rail corridor, an area envisioned for revitalization and redevelopment by the General Plan. The GPA represents an opportunity to improve an underutilized property in proximity to the McClintock/Apache light rail station with high-quality and modern multifamily residences and commercial/employment spaces, which is representative of the ongoing investment along the light rail line and throughout Tempe as a whole.

As demonstrated in the planning context section of this letter, the GPA will accommodate the development of the Project, which is consistent with the applicable goals, policies, and principles of the Apache Character Area Plan, Rail Corridor Growth Area and Apache Boulevard Redevelopment Area. The GPA will therefore help to achieve the objectives envisioned by the General Plan for this area.

If the proposed amendment impacts the General Plan's Projected Land Use Map only, there should be objective discussion of the amendment's impact on the projected land use within a minimum of a half-mile of the property.

The General Plan's projected land use map designates the Site for mixed-use development. The proposed GPA requests to amend only the residential density projected for the Site from high density (up to 65 units per acre) to high-density urban core (more than 65 units per acre) to accommodate a higher percentage of studio and one-bedroom

units than typically provided within a multifamily development. As noted above, the Project's total number of bedrooms is more consistent with a multifamily development with a density of up to 65 units per acre.

According to the General Plan, the mixed-use land use category is intended to accommodate a mixture of residential and commercial uses and to encourage creatively designed developments where there is an opportunity to live, work, and recreate in the same development, or within the same area. As explained above, the Project will provide a vibrant, mixed-use community where there is an opportunity to live, work, and play within a single development. Approval of the GPA will accommodate the development of the Project, a creative and appropriately designed mixed-use development, which will further perpetuate mixed-use and transit-oriented development in the surrounding area as envisioned by the General Plan.

With a proposed amendment to the General Plan Projected Land Use Map, the applicant/developer's written discussion of the proposed amendment should respond to the Land Use Principles in the Land Use Element of the General Plan. These principles are presented below, in a generalized request/response format:

- a. Describe the public benefit of the proposed amendment in terms of increase/decrease in intensity and its impact on adjacent land uses versus the impact of the present land use designation

The proposed GPA will benefit the public by accommodating a high-density, mixed-use development on the south side of the Apache Boulevard light rail corridor within an area envisioned for revitalization and redevelopment by the General Plan and applicable area plans. The Site is appropriate for mixed-use and high-density urban core development in consideration of its location at the intersection of Apache Boulevard and McClintock Drive along the Apache Boulevard light rail corridor and its general proximity to downtown Tempe. Furthermore, the Project's design, including the provision of a significant 15-foot landscape setback with numerous trees and a masonry screen wall eight (8) feet in height along the Site's south and west perimeters, and appropriate scale will provide an appropriation transition between higher-intensity development along the light rail line and the commercial center and mobile home park adjoining the Site to the south and west, as well as the Hudson Manor residential neighborhood to the southwest beyond the adjoining mobile home park.

- b. Describe the public benefit of the proposed amendment in terms of impact on the city's infrastructure (i.e. water, sewer, utilities, streets, in terms of anticipated traffic generation, projected carrying capacity, projected volume, availability of transit, need for additional access, or city services such as fire and police staffing and response times, etc.) versus the impact of the present land use designation

The GPA will not have an adverse impact on the City's infrastructure. The Site is surrounded by properties that accommodate and/or are planned for high-density

residential and/or commercial use. The proposed designation will allow for better utilization of the Site, support transit-oriented development, and encourage further investment in an area envisioned for redevelopment. Lastly, the parking to be provided is sufficient to meet anticipated vehicle parking demand resulting from the development of the Project.

- c. Describe the proposed development quality of life in terms of how its components reflect unique site design, building design, landscaping and parking; integrate or provide access between varied uses; deal creatively with multi-modal transportation; and reduce/eliminate physical barriers, as well as provide residential, employment, shopping and local services

The Project represents an opportunity to improve an underutilized property within a redevelopment area with a high-quality, mixed-use development that will provide needed modern residences with active street-level restaurant/retail/office, live-work, outdoor dining, and lobby spaces. The proximity of high-quality, modern housing opportunities with immediate access to commercial and employment spaces will strongly appeal to persons desiring to live in a dynamic, urban location that is close to work, entertainment, recreation opportunities, and alternative modes of transportation. The Project will provide a high standard of living and quality of life through the provision of a variety of recreational amenities, including a clubroom/fitness center and an amenity courtyard with a large pool and a variety of outdoor seating, lounging, and gathering areas.

The Project will also include specific design elements to create a more walkable and pedestrian-friendly environment along the Apache Boulevard light-rail corridor through the provision of significant pedestrian realm improvements along both Apache Boulevard and McClintock Drive, including landscape (hard and soft-scape), pedestrian walkway, and shaded seating improvements. Furthermore, to encourage multi-modal transportation, the Project will also provide an enhanced bus stop along McClintock Drive, a passenger loading/rideshare/ delivery area along Apache Boulevard, and 180 bicycle spaces.

- d. Describe the use of open space, parks or green belts, and how the development separates, as well as links, residential and nonresidential components, if the proposed development incorporates a residential component. If applicable, describe how the proposed development impacts existing parks

The Project features private open spaces that future residents and guests will have the opportunity to enjoy. The intent of the landscape design is to create a park-like environment throughout the Project for residents, guests, employees, and patrons by providing a buffer from the Site's street frontages and adjoining properties. The Project's provision of a well-landscaped pool area situated in the middle of the Site and wrapped by the Project's five-story mixed-use building intentionally blurs the line between indoor and outdoor environments. The landscaping provided along the Site's

perimeter will add to the desired environment. The Project will also link on-site residential and nonresidential components through the provision of street-level restaurant/retail/office, outdoor dining, live-work office, clubroom/fitness center, and leasing office use spaces.

- e. Describe the proposed development in terms of supporting regional and local transit objectives for arterial streets; implementing the goals and objectives of the transit plan; describe the internal street system in terms of supporting the above goals and objectives and incorporating uniquely designed transit facilities along the arterial streets

One (1) of the integral components of the development plans for the Project is to establish a more walkable urban environment along both Apache Boulevard and McClintock Drive (arterial streets), which encourages transportation by foot, bicycle, bus, and rail. The nearby mixture of existing and planned employment, entertainment, restaurant, and retail uses, coupled with the Site's proximity to the McClintock/Apache light rail station and immediate access to the bus stop along McClintock Drive, will encourage residents, guests, employees, and patrons to choose non-vehicular travel options. That said and as explained above, the Project also includes specific design elements to create a more walkable and pedestrian-friendly environment along Apache Boulevard McClintock Drive by providing significant pedestrian realm improvements, including landscape (hard and soft-scape), oversized pedestrian walkways, shaded seating, and a passenger loading/rideshare/delivery area.

- f. Describe the proposed amendment in terms of effects on the school districts (enrollments and facilities)

The Site is located within the Tempe Elementary and Tempe Union High School districts. The approval of the GPA to accommodate just 41 more total residential units than currently projected for the Site by General Plan 2040 combined with the approval of the associated Project, of which approximately 70 percent of residential units are studio or one-bedroom units, is not anticipated to impact the districts' enrollment or facilities.

- g. Identify additional quality of life components of the proposal to justify an Amendment

The Site's location along the Apache Boulevard light rail corridor, its immediate access to the McClintock/Apache light rail station, its convenient access to multiple bus stops, including a stop adjoining the Site, and its general proximity to downtown Tempe makes it an appropriate area for mixed-use and higher density development. The GPA provides an opportunity to consolidate and enhance an underutilized property with a high-quality, modern, and appropriately designed mixed-use development anticipated to stimulate additional growth in the area.

In addition, the letter must also explain how the proposed amendment will substantially conform to the following standards of Zoning & Development Code Criteria Section 6-302(D):

1. Appropriate short and long-term public benefits

As detailed above, the GPA will benefit the public in several ways. The GPA will accommodate the development of an aesthetically pleasing, modern, and appropriately designed mixed-use development that will provide high-quality housing opportunities alongside flex commercial, live-work office, and amenity spaces that will further create an urban neighborhood along the Apache Boulevard light-rail corridor.

The GPA will also help accommodate the redevelopment of an underutilized property at a major intersection, which will further energize the Apache Boulevard light rail corridor by accommodating a high-density, mixed-use development within an area envisioned for redevelopment and intensification by the General Plan. The GPA represents an opportunity to improve an underutilized property with immediate access to the McClintock/Apache light rail station with high-quality, modern multifamily residences and commercial and employment spaces representative of the ongoing investment along the light rail corridor.

2. Mitigate impacts on land use, water infrastructure or transportation

As explained above, approval of the GPA will not have an adverse impact on land use, water infrastructure, or transportation. The Site is surrounded by properties that accommodate or are planned for mixed-use, multifamily residential, and/or commercial development. The development of an appropriately designed high-density residential product with supporting commercial and employment use spaces will better utilize the Site, support transit-oriented development, and encourage investment within a designated redevelopment area. Furthermore, the Project's on-site vehicle parking is sufficient to meet anticipated demand.

3. Help the city attain applicable objectives of the General Plan

As discussed in detail within the planning context section of this letter of explanation, the GPA will accommodate the development of a Project that is consistent with the applicable goals, policies, and principles of the Apache Character Area Plan, the Rail Corridor Growth Area, and the Apache Boulevard Redevelopment Area. The GPA will therefore help to achieve the objectives envisioned by the General Plan for this area.

Furthermore, the requested density designation will accommodate the development of an appropriately designed high-density development that will both better utilize the Site and encourage the use of multi-modal transportation infrastructure. The Project will be a vibrant urban community with immediate access to the McClintock/Apache light rail station. Therefore, approval of the GPA will help

to achieve the General Plan's objectives for this area by encouraging the use of multi-modal transportation infrastructure through the further creation of an urban neighborhood hub along this section of the Apache Boulevard light-rail corridor.

4. *Provide rights-of-way, transit facilities, open space, recreational amenities or public art*

The GPA will allow for a Project that will enhance existing right-of-way, support multi-modal transportation, and provide for open space and recreational amenities. First, with respect to right-of-way and transit facilities, the Project will include specific design elements to create a more walkable and pedestrian-friendly environment along both Apache Boulevard and McClintock Drive. Specifically, the provision of significant pedestrian realm improvements, including landscape (hard and soft-scape), pedestrian walkway, outdoor dining patio(s), and shaded seating, will provide an attractive and vibrant urban environment for residents, guests, patrons, employees and passersby. To further encourage multimodal transportation, the Project will also provide a passenger loading/rideshare/delivery area along the Apache Boulevard frontage and 180 bicycle spaces. For open space, the Project features landscaping improvements and private open spaces that will create a park-like feel. As to recreational amenities, the Project will encourage an active and social lifestyle for its residents by providing a variety of active and passive recreational amenities, including a clubroom/fitness center, large outdoor pool area, and private patios and balconies. These spaces will promote community interaction.

5. *Potentially negative influences are mitigated and deemed acceptable by the City Council*

The approval of the GPA and associated Project will not adversely impact the surrounding area. The Site is located in a redevelopment area envisioned for higher intensity development, is surrounded by properties that currently accommodate and/or are planned for mixed, multifamily residential, and/or commercial use development. Furthermore, the Project's scale and height are appropriate considering the Site's location at the intersection of two (2) major streets along the Apache Boulevard light rail line and the varying building heights and mix of uses noted in the area context section above.

6. *Judgment of the appropriateness of the amendment with regard to market demands, and impacts on surrounding area, service, fiscal, traffic, historic properties, utilities and public facilities*

Over the last several years, the City and other communities have experienced an influx of multifamily projects. The primary driving forces behind this increase in new multifamily residential projects in the City is pent-up demand, vacancy rates, and a shift in residential market demand brought on by changing consumer preferences for housing types. For a variety of reasons—including significant increases in housing prices over the past few years, interest rate increases over the past year, and lifestyle

choices—home ownership is currently far less attainable or desirable for first time and repeat homebuyers. At the same time, high-density, for-rent multifamily residential properties offer a lifestyle of independence and freedom from the responsibilities of home ownership. Multifamily developments also often provide residents with an opportunity to reside in urban locations that are closer to work, entertainment and recreation opportunities, and alternative modes of transportation, such as light rail and bus service. High-quality apartments—like those to be provided by the Project—are an appealing housing option for those who desire to experience new neighborhoods and lifestyles in an attractive setting without the long-term financial commitment of homeownership. This continued market demand will support a higher density development on the Site.

Furthermore, the letter of explanation must address how the proposal supports any applicable area policy plans

As explained above, the requested GPA will accommodate the development of a Project that, as detailed within the planning context section of this letter of explanation, is consistent with applicable area plans, including the Apache Character Area Plan, the Rail Corridor Growth Area, and the Apache Boulevard Redevelopment Area.

Zoning Map Amendment – General Plan Elements Analysis

As discussed above and to accommodate the development of the Project, the Application includes a proposed zoning map amendment to rezone the Site from CSS TOD (Station Area) to MU-4 PAD TOD (Station Area). As shown by the projected land use map provided in **Figure C** above, the General Plan projects the Site for mixed-use and high-density residential development. As discussed in detail above and to accommodate the development of an appropriately designed, high-quality, and modern mixed-use development, the Applicant is proposing a minor General Plan amendment to project the Site for high-density urban core development. As detailed below, the zoning map amendment supports the goals and objectives of the land use and development, economic development, circulation, conservation, open space, recreation and cultural amenities, and public facilities and services elements of the General Plan.

Land Use and Development — Land Use Element

Land Use Goal:

- “Foster quality development through land use that provides sustainable growth and enhances the quality of life where people live, learn, work and play”

Land Use Objectives:

- “Establish development of multiple hubs with higher density cores serving the surrounding neighborhoods as its mixed-use urban activity center”
- “Promote land use patterns that encourage long-term sustainability”
- “Encourage a balanced community with a diversity of uses and employment opportunities”

Land Use Strategies:

- “Intensify higher density mixed-use redevelopment within hubs”
- “Develop sustainable land uses in development patterns that include open space, facilitate pedestrian travel and access to transit”
- “Ensure streets and paths provide shading, lighting and seating to support pedestrian and bicycle circulation”
- “Ensure mixed-use development produces a mix of land uses”
- “Balance the community with a range of housing types such as multifamily housing, live-work spaces, accessory dwelling units, detached and attached single family”
- “Create mixed-use development patterns that increase pedestrian travel and connection to transit”
- “Encourage appropriate mix of land uses, building orientation, parking supply and location and access to transit to increase pedestrian travel in and around neighborhoods”
- “Locate future development on:
 - Sites with current or anticipated infrastructure capacity for additional development,
 - Sites adjacent or with access to existing street connectivity,
 - Sites near transit with a high level of transit service, and
 - Sites convenient to neighborhood commercial uses”
- “Create an appealing street environment to promote walking”

Land Use Analysis:

The Site's location is an appropriate area for reinvestment and redevelopment. The area surrounding the Site includes a mix of public transportation, multifamily residential, lodging, public / civic, and commercial uses. The Site itself also consists of an underutilized property. Considering the Site's location along the Apache Boulevard light rail corridor and its general proximity to downtown Tempe, the Site is currently underutilized and in need of reinvestment and redevelopment. The Project represents an opportunity to improve the Site with a high-quality, mixed-use development that will provide needed modern residences with active street-level commercial, live-work office, outdoor dining, lobby, and amenity spaces. The Project will provide much needed energy along the Site's street frontages and is anticipated to stimulate additional growth in the area.

The Project will also create an appealing, active, and pedestrian friendly environment along the Site's Apache Boulevard McClintock Drive frontages. The provision of substantial landscape (hard and soft-scape) enhancements and shaded seating areas within the pedestrian realm combined with the provision of active flex commercial and live-work office spaces and residential units having separate, direct and identifiable entries from the street will create the desired environment. The Project will make a major statement along the Apache Boulevard light rail corridor and will transform an underutilized property into a living environment reflective of a “village or activity hub” where there is an opportunity to live, work, and play within one (1) development area.

Land Use and Development — Neighborhood Preservation and Revitalization Element

Neighborhood Preservation and Revitalization Goals:

- “Strengthen community by encouraging residents to engage in their neighborhoods”
- “Enhance neighborhoods with community-inspired solutions, ultimately serving to improve the quality of life”

Neighborhood Preservation and Revitalization Objectives:

- “Promote neighborhood maintenance and enhancement”
- “Promote a healthy and safe neighborhood environment”

Neighborhood Preservation and Revitalization Analysis:

The approval of the zoning map amendment will accommodate a mixed-use development requiring substantial private investment on an underutilized property that will further promote neighborhood enhancement and maintenance, as well as a healthy and safe environment. The Project will also add residents to the Apache Boulevard light rail corridor, which will enhance the area's sense of community, as well as provide additional demand for the area's existing and planned mix of uses.

Land Use and Development — Redevelopment Element

Redevelopment Goal:

- “Sustain or maximize the efficiency of land uses within areas of stagnation or decline by promoting the greatest economic, social and cultural potential”

Redevelopment Objectives

- “Encourage reinvestment, rehabilitation, redevelopment or reuse”
- “Stimulate private investment”
- “Attract new development that adds to urban livability”

Redevelopment Strategies

- “Encourage reinvestment and redevelopment appropriate to a particular area”

Redevelopment Analysis

As discussed above, the Site previously accommodated a Pep Boys automobile and tire service center within a dated one-story building. Given the Site's immediate proximity to the McClintock/Apache light-rail station, location along the Apache Boulevard light rail corridor, and general proximity to downtown Tempe, the Site is underutilized and in need of redevelopment. The approval of the zoning map amendment will accommodate a high-quality, mixed-use development requiring substantial investment on an underutilized property within the RCGA and ABRA. It is anticipated that the addition of high-quality, modern residences along with the provision of active street-level commercial, live-work office, lobby, and amenity spaces and substantial pedestrian realm enhancements will further stimulate investment and attract new development along the Apache Boulevard light rail corridor redevelopment area.

The primary intent of the Project is to transform an underutilized property located along the Apache Boulevard light rail corridor and within ABRA and RCGA into a vibrant, urban community with a mix of residential, flex commercial, and live-work office uses. The appropriately designed Project is the type of redevelopment project the General Plan envisions for this area.

Economic Development — Economic Development Element

Economic Development Goal:

- “Stimulate a sustainable, diversified and vibrant economy and job force”

Economic Development Objectives:

- “Develop an increased tax base”
- “Promote a sustained improvement in the standard of living and quality of life for all residents”

Economic Development Analysis:

The Project will provide high-quality, modern residential opportunities along the Apache Boulevard light rail corridor and within general proximity to downtown Tempe. The proximity of high-quality, modern housing opportunities with immediate access to flex commercial and live-work office space will strongly appeal to persons desiring to live in a dynamic, urban location that is close to work, entertainment, recreation opportunities, and alternative modes of transportation. For those future residents, the Project will provide a high standard of living and quality of life through the provision of a variety of recreational amenities, including a clubroom, fitness center, and large courtyard featuring a pool and pool deck. For the surrounding area, the Project will help to continue to create a new urban hub at the intersection of McClintock Drive and Apache Boulevard with a mix of residential, commercial, and employment uses. In return, the new urban hub and Project will attract new residents, employees, and patrons to Tempe and encourage additional investment along the Apache Boulevard light rail corridor that will increase the City's tax base and contribute to a sustainable and vibrant economy.

Economic Development — Growth Area Element

As discussed above in the planning context section of this letter of explanation, the Site is located within the Rail Corridor Growth Area (RCGA).

Rail Corridor Growth Area Goals:

- “Attract mixed use development along the rail corridor and create a dynamic and eclectic urban environment to maximize public investment”
- “Encourage reinvestment and establish compact, desirable and walkable urban neighborhoods”

Rail Corridor Growth Area Objectives:

- “Focus mixed use development near rail investments to support reduced transportation costs for residents and, in turn, produce increased transit ridership”
- “Create a walkable community enhanced by rail transit”

- “Encourage land use and development that creates a sense of community and place”
- “Create a balance of residential, commercial, recreational and educational uses”
- “Enhance area quality of life for existing and future residents”
- “Promote desirable reuse of land”

Rail Corridor Growth Area Strategy:

- “Increase the utilization of undeveloped or under-developed property”

Rail Corridor Growth Area Analysis:

As discussed above, the Project represents a substantial reinvestment in the RCGA and represents an opportunity to improve an underutilized property with a viable mixed-use and transit-oriented development. The Project will provide high-quality housing, commercial, and employment opportunities along with substantial amenities (e.g. clubroom/fitness center and courtyard with pool and pool deck) that will further foster an enjoyable living, working, and playing environment within the RCGA. Furthermore, the development of the mixed-use Project will both increase transit ridership and significantly enhance the walkability of the area along Apache Boulevard and McClintock Drive.

Circulation — Pedestrian, Bikeway & Travelways and Transit Elements

Pedestrian Network Goal:

- “Develop safe, comfortable walking environments and pedestrian connections to encourage pedestrian travel”

Bikeways Goal:

- “Expand and enhance bicycle travel within the City”

Travelways Network Goal:

- “Encourage redevelopment of the street network that balances the needs for various types of travelers and more fully serves all modes of transportation safely and efficiently”

Transit Goal:

- “Coordinate and produce efficient, safe, convenient and interconnected transit options to increase ridership”

Pedestrian Network Objective:

- “Provide convenient and safe pedestrian access to destinations to promote neighborhood sustainability”

Bikeways Objective:

- “Provide safe and convenient access between neighborhoods and schools, parks, shopping, transit, employment, and other destinations”

Transit Objective:

- “Increase transit modes and services that support ridership increases and an expanded transit mode share”

Pedestrian Network Strategies:

- “Encourage development patterns and site configurations that maximize pedestrian access and circulation”

Bikeways Strategies:

- “Encourage planning that provides a diversity of land uses (employment, shopping, businesses, services, parks, schools) within a 20-minute bike ride for all Tempe residents”

Travelways Strategies:

- “Increase street tree plantings and landscaping . . . to facilitate pedestrian and bicycle usage”
- “Develop and implement projects that offer and promote alternative transportation choices (such as walking, bicycling, transit) within the street network projects”

Pedestrian Network, Bikeways and Travelways Analysis:

Creating a walkable urban neighborhood that encourages various modes of traveling to access nearby destinations—whether on foot, bicycle, or rail—is an integral component of the development plans for the Project. The nearby mixture of existing and planned employment, entertainment, restaurant, and retail uses, coupled with the convenient access to the McClintock/Apache light rail station and multiple bus stops, including a stop adjoining the Site, which provide travel connections to downtown Tempe and other destinations, will encourage future residents, guests, employees, and/or patrons to choose non-vehicular travel options. That said, the Project will also include specific design elements to create a more walkable and pedestrian-friendly environment along the Apache Boulevard light-rail corridor through the provision of significant pedestrian realm improvements, including landscape (hard and soft-scape), pedestrian walkway, and shaded seating improvements along both Apache Boulevard and McClintock Drive. Furthermore, to encourage bicycle travel, the Project will provide 180 bicycle spaces.

Conservation — Energy Resources Element

Energy Resources Goal:

- “Increase energy efficiency and renewable energy to sustain economic growth, social equity and environmental preservation”

Energy Resources Objective:

- “Encourage energy and resource conservation as part of all development”

Energy Resources Strategies:

- “Include energy and resource conservation as a part of all housing development to creating housing that is affordable to maintain and operate”
- “Reduce the urban heat island, improve air quality and promote walking and bicycling by shading hard surfaces, such as sidewalks, bike lanes, parking lots and streets”

Energy Resources Analysis

The Applicant strongly believes in the incorporation of environmentally responsible design practices into its projects. The Project will provide high-quality, modern residences and commercial and employment spaces that will be energy efficient. The Project will provide 23 vehicle spaces with electric car charging stations. The Project will also provide energy star appliances, LED lighting fixtures, low flow plumbing fixtures, and a recycling program that will conserve energy and resources. Furthermore, the Project's provision of shade trees, shaded seating areas, and walkway enhancements within the Site's pedestrian realm combined with the provision of 180 bicycle spaces will further encourage both walking and bicycling. The Project's provision an appropriate amount of vehicle parking for a development along the light rail corridor, as well as the provision of covered vehicle spaces within the Project's parking structure, will also help to reduce the urban heat island effect.

Conservation — Environmental Planning: Air Quality Improvement, Noise Reduction and Ambient Temperature Elements

Goals:

- “Improve regional air quality through regulatory compliance, policies and programs that minimize air pollution”
- “Minimize heat island impacts to maintain a comfortable year-round outdoor environment and reduce energy consumption”

Objectives:

- “Meet or exceed air quality regulatory standards in Tempe”
- “Promote land use and building design buffers that mitigate noise”

Strategies:

- “Encourage transit oriented and mixed-use development that reduces vehicle miles traveled (VMT)”
- “Incorporate landscape strategies to reduce heat reflection and massing”

Environmental Planning Analysis:

The Project will meet or exceed all air quality regulations. As a mixed-use, high-density urban community with top-tier amenities located within walking and biking distance of employment, shopping, and dining uses, as well as the McClintock/Apache light rail station and multiple bus stops, it is anticipated that future residents, guests, employees, and/or patrons will mostly move throughout the Project and to off-site locations by walking, biking, riding light-rail or the bus, or rideshare. This will significantly reduce the number of vehicle trips by future residents, guests, employees, and/or patrons.

In addition, the Project's use of high-quality building materials will mitigate noise impacts from Apache Boulevard and McClintock Drive. Furthermore, the provision of significant on-site landscaping will reduce heat reflection, while encouraging pedestrian movement and outdoor recreation at the same time.

Open Space, Recreation and Cultural Amenities — Open Space and Recreation Elements

Open Space Goal:

- “Provide a variety of natural and landscaped open spaces and parks that serve the diverse and changing needs of an urban community”

Open Space Strategy:

- “Encourage private development of open space”

Recreation Goal:

- “Promote health, physical fitness, leisure, creativity and entertainment with programs serving a diverse range of abilities and interests”

Recreation Objective:

- “Provide a variety of recreational opportunities that reach as many residents as possible”

Open Space and Recreation Analysis:

The Project features private open spaces (amenity courtyard, outdoor dining patio(s), balconies, and patios) that future residents, guests, tenants, employees, and/or patrons will have the opportunity to enjoy. The intent of the landscaping design is to create a park-like environment by providing a buffer from the Site's street frontages and the adjoining properties to the south and west. The provision of a well-landscaped pool area situated in the middle of the Project and wrapped by the mixed-use building intentionally blurs the line between indoor and outdoor environments. The landscaping provided along the Site's perimeter will also add to the desired park-like environment. As to recreation, the Project will encourage an active and social lifestyle for its residents by providing a variety of active and passive recreational amenities, including but not limited to a clubroom/fitness center and a large outdoor pool area with a variety of outdoor seating areas and amenities.

Public Facilities and Services — Safety Element

Public Safety/Law Enforcement Goal:

- “Enhance and promote the safety of the community and suppress crime”

Public Safety/Law Enforcement Objective:

- “Fight crime and enhance public safety”

Public Safety/Law Enforcement Strategy:

- “Enhance proactive policing”

Public Safety/Fire Operations Goal:

- “Plan and provide for public safety and welfare of the public through preservation of life and protection of property from fire and hazardous materials”

Public Safety/Fire Operations Objective:

- “Prevention of fires and other emergencies through an effective fire code development

and management program”

Public Safety/Fire Operations Strategy:

- “Continue to work with community members and the City with planning and redevelopment area within City to insure fire and other hazards are minimized”

Public Safety/Law Enforcement and Public Safety/Fire Operations Analysis:

The requested zoning map amendment will not compromise public safety. Instead, the approval of the zoning map amendment will provide an opportunity to enhance public safety by redeveloping the Site in manner that complies with Crime Prevention through Environmental Design Guidelines. The Project, which will provide flex commercial, outdoor dining, live-work office, and lobby spaces at street-level along the Site's Apache Boulevard and/or McClintock Drive frontage, as well as multiple floors of residences with balconies and windows above street-level, will provide new “eyes on the street” that will enhance safety. The Project will also comply with all applicable fire and building safety codes.

Planned Area Development (PAD) Overlay Approval Criteria

Pursuant to ZDC Section 6-305, the Applicant is requesting a PAD overlay to establish site-specific development standards to accommodate the development of the Project.

As discussed above, the Project is the exact type of mixed-use, high-density, and high-quality development envisioned by General Plan 2040 for the Site and is consistent with the City's vision for this portion of the Apache Boulevard corridor. Furthermore, the Project's proposed building height and area are of an appropriate scale in the context of the uses and densities projected for the Site by General Plan 2040.

As discussed below, the Project satisfies the formal PAD overlay approval criteria specified by ZDC Section 6-305.D:

1. The development fulfills certain goals and objectives in the General Plan, and the principles and guidelines of other area policy plans. Performance considerations are established to fulfill those objectives.

As discussed in detail within the above planning context section, the Project is the exact type of mixed-use, high-quality, and appropriately designed development envisioned by General Plan 2040 for the Site. Furthermore, it is anticipated that the Project will encourage additional investment in this redevelopment areas.

2. Standards requested through the PAD Overlay District shall take into consideration the location and context for the site for which the project is proposed.

The Project's building and landscape elements and associated standards have taken into consideration the context of the area. The Project is of an appropriate scale in the context of:

- The Site's location along the Valley Metro light rail line and proximity to the McClintock / Apache light rail station;

- As detailed above, the Project's building height and area being of an appropriate scale in the context of the uses and densities projected for the Site by General Plan 2040;
- The place-making principles and design guidelines specified by the Apache Character Area Plan, and;
- The Site's location within the RCGA and ABRA.

3. *The development appropriately mitigates transitional impacts on the immediate surroundings.*

The Project's design appropriately mitigates transitional impacts on immediate surroundings, as:

- The Project's building and landscape elements are designed in the context of the place-making principles and design guidelines specified for the Site and surrounding area by the Character Plan;
- The Project's design includes a significant 15-foot landscape setback with numerous trees and a masonry screen wall eight (8) feet in height along the Site's south and west perimeters,
- The Project's lighting will be compatible with adjoining and nearby buildings and uses; and,
- By restricting vehicular access to the Site's McClintock Drive frontage, the Project's vehicular circulation has been designed to minimize conflicts between pedestrian and vehicle movements to the maximum extent possible.

Development Plan Review (DPR) Approval Criteria

Pursuant to ZDC Section 6-306, the Applicant is requesting Development Plan Review approval for the Project's architectural drawings, including site and landscape plans, and building elevations. As discussed below, the Project is an appropriately scaled and aesthetically pleasing design that will help to revitalize and transform the Site and surrounding area along the Apache Boulevard light-rail corridor into a functional, thoughtfully designed, and attractive mixed-use building.

1. *Placement, form, and articulation of buildings and structures provide variety in the streetscape*

The varying heights of the building, combined with its multiple forms both break the building down into smaller parts and help to reduce the perceived scale of the building within the surrounding streetscape. By utilizing a variety of materials, texture, and colors, the individual forms are further separated within the overall composition. The building's facade has been designed to create a rhythm and flow that allows for shade trees and patios along the street frontages, while recessed balconies and entrances provide additional visual interest. To further break up the mass of the mixed-use building, tall vertical elements have been added. Additionally, taller glazing has been incorporated for the flex commercial,

lobby, and live-work spaces, creating a clear distinction between the apartments above and potential businesses at street-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 building has been thoughtfully oriented to respect the unique climate of the area. The design incorporates a range of features, including landscaping, balconies, covered entries, shaded amenity areas, and light-colored paint to achieve this. The use of multi-level, high-density housing also helps to minimize the amount of exterior wall and roof exposure to the sun. Shade trees and shaded seating areas will also be installed along the street frontages.

3. *Materials are of a superior quality, providing detail appropriate with their location and function while complementing the surroundings*

The design of the building integrates an array of upscale materials and finishes, which are both practical and in-line with its intended purpose. The exterior boasts an assemblage of top-notch and accessible materials, such as the wood look corner tower element, color accents, balconies that are integrated into the massing, and wood look embellishments on the lower portions of buildings that are close to pedestrian pathways. The materials used also include cement board panel, concrete masonry, metal railings, and stucco.

4. *Buildings, structures, and landscape elements are appropriately scaled, relative to the site and surroundings*

As discussed in detail in the area context section of this letter provided above, the Site is located within an urban, mixed-use environment along the Valley Metro light rail line that includes a mix of commercial, residential, and public uses, as well as multiple underutilized or unimproved properties. The Project's building and landscape elements have been designed with the context of the area in mind. The proposed five-story building height is of an appropriate scale for the area in the context of:

- The Site's location along the Valley Metro light rail line and proximity to the McClintock/Apache light rail station;
- The place-making principles and design guidelines specified by the Apache Character Area Plan;
- The Site's location within the RCGA and ABRA; and,
- The heights of adjoining and nearby structures ranging from one (1) to five (5) stories.

The proposed landscape coverage of 19 percent is a very substantial amount and is more than appropriate for an urban, mixed-use environment. The proposed landscape palette along the Site's street frontages, as well as throughout the Site, will also further establish and contribute to a pedestrian-friendly environment along the Apache Boulevard light rail corridor.

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

By varying the height of the building with a design that employs forms that fragment the into smaller components, the apparent scale of the building on the streetscape and neighboring properties is diminished. To emphasize significant building volumes and features, the entrances to the building situated along the street frontages are recessed and/or sheltered, creating an element that further divides the mass and firmly establishes the building on the ground. The active ground floor, which houses flex commercial, live-work office and lobby spaces, clearly defining a base for the building with large use of glass and the wood look panel at the base help break up monotony while allowing maximum visibility into and out of these spaces. The diverse rooflines, along with corner tower and balconies, define the top. The balconies interrupt the mass in-between and create a rhythmic motion across the building facades that is further heightened by the alteration in materials between the various elements. At street-level, the building mass is patterned and projected in areas to create shaded areas for patios, to stimulate movement along the streetscape, and to enhance the pedestrian experience.

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 flex commercial, live-work, and lobby spaces along the street frontages are designed for optimal visibility with tall windows. The inclusion of apartment units with patios or integrated balconies will further elevate the visibility and liveliness of the building along street frontages. Furthermore, all building entry spaces have covered roof overhangs, and shaded seating areas are located along the street frontages and within the central amenity area.

The sidewalk along the street frontages has a green space buffer on both sides except where utilities cause conflicts. The inclusion of trees along the street frontages will shade the sidewalk. Additionally, covered shaded seating is conveniently located along the frontages, offering easy access to the bus stop along the Site's McClintock Drive frontage and the nearby McClintock/Apache light rail station.

7. Plans take into account pleasant and convenient access to multi-modal transportation options and support the potential for transit patronage

Considering the Site's location along the Apache Boulevard light rail corridor, the proximity of the McClintock/Apache light rail station, and the bus stop along the Site's McClintock Drive frontage, the adjoining segments of Apache Boulevard and McClintock Drive will continue to see significant increases in pedestrian traffic for the foreseeable

future. To enhance the pedestrian environment and multi-modal transportation usage, the Project will energize the Site's street frontages by providing:

- A significant building frontage along both Apache Boulevard and McClintock Drive;
- Active street-level restaurant/retail/office, outdoor dining, and lobby spaces along Apache Boulevard;
- Active street-level restaurant/retail/office, live-work office, and lobby spaces along McClintock Drive;
- High-quality, contemporary architecture;
- A passenger loading/rideshare/delivery area along the Site's Apache Boulevard frontage;
- Shaded seating along both Apache Boulevard and McClintock Drive; and,
- Substantial landscape (hard and soft-scape) improvements that will significantly enhance the walkability of Apache Boulevard and McClintock Drive.

In addition and to further encourage the use of multi-modal transportation options, the Project will provide 180 bicycle spaces.

8. *Vehicular circulation is designed to minimize conflicts with pedestrian access and circulation, and with surrounding residential uses*

As reflected by the site and landscape plans included as part of the Applications submittal package and by restricting vehicular access to the Site to McClintock Drive, the Project has been designed to minimize conflicts with pedestrian access and vehicular circulation to the maximum extent possible. The Project will also provide oversized walkways distinguished from vehicle maneuvering areas along the Apache Boulevard and McClintock Drive frontages. Furthermore, the Project clearly delineates pedestrian walkways for safe pedestrian movement.

9. *Plans appropriately integrate Crime Prevention Through Environmental Design principles such as territoriality, natural surveillance, access control, activity support, and maintenance*

Crime prevention and the security of residents, guests, tenants, employees, and patrons alike is a critical factor that has been seriously considered and incorporated into the design of the Project. The provision of residential units combined with active flex commercial, outdoor dining, live-work office, and/or lobby spaces at street-level along the Apache Boulevard and McClintock Drive frontages will provide for natural surveillance along and throughout the Site. In addition, the Project will have an on-site management team, will be a member of the Tempe Crime Free Multi-Housing Program, will provide proper illumination in all areas, and will maintain landscaping to ensure high visibility throughout the Site.

10. Landscape accents and provides delineation from parking, buildings, driveways and pathways

The proposed landscape and hardscape improvements along the Site's street frontages will delineate walkways and driveways from the public right-of-way and the Project's building. Appropriate trees and enhanced landscaping and hardscape materials will be provided along the Site's street frontages to further distinguish pedestrian areas from vehicular maneuvering areas. The selected landscape and hardscape materials will also create an aesthetically pleasing and comfortable environment for pedestrians passing by the Site or walking through the Project's amenity courtyard.

11. Signs have design, scale, proportion, location and color compatible with the design, colors, orientation and materials of the building or site on which they are located

The Project's sign package is not included as part of the Application submittal. A comprehensive sign package will be prepared and processed for the Project at a later date. The sign package will ensure that the design, scale, proportions, location, and color of signage to be provided on the Site is compatible with the Project's design and uses, as well as adjoining and nearby uses.

12. Lighting is compatible with the proposed building(s) and adjoining buildings and uses, and does not create negative effects

As detailed by the lighting plan included as part of the Application submittal, the Project's lighting will be compatible with the proposed multifamily residential, commercial, live-work, and amenity spaces, as well as the adjoining residences to the west and other nearby buildings and uses. Ultimately, the lighting will not adversely impact uses within the Project nor adjoining and nearby uses.

Analysis of Use Permit Request to Reduce Requirement for a Minimum of 60 Percent of Ground Floor Street Frontage of Buildings to be Built and Designed for Occupancy by Certain Uses Specified by ZDC Section 5-606.C

Pursuant to ZDC Section 5-607.B.5, the Applicant is requesting a use permit to reduce the minimum percentage of the ground floor street frontage of the Project's building required to be built and designed for occupancy by uses specified by ZDC Section 5-606.C from 60 to 51 percent along the Site's McClintock Drive frontage. The Project's ground floor street frontage has been designed to satisfy the noted requirement along Apache Boulevard. Section 5-607.B.5 allows for the ground floor uses requirement to be reduced, subject to the approval of a use permit, where the market is unable to support it.

As reflected by the significant amount of unoccupied commercial use space within existing mixed-use developments located along Apache Boulevard in proximity to the Site, the market does not support the provision of commercial use spaces occupying 60 percent of the building's ground floor street frontages along both Apache Boulevard and McClintock Drive. In recognition of the significant challenges associated with leasing commercial use space in this area, the Tempe City

Council approved a use permit to reduce the ground floor uses requirement at The Access (formerly Tempe Metro), located immediately to the east across McClintock Drive, in 2019. In addition, Skye at McClintock Station's (mixed-use development located immediately east of The Access) entire commercial use space along the Apache Boulevard frontage has remained unoccupied since the project's construction was completed in 2017.

Pursuant to ZDC Section 5-606.A, the purpose of the requirement for a minimum of 60 percent of the ground floor street frontage to be built and designed for occupancy by certain uses, including restaurants, retail sales, and customer service offices, specified by ZDC Section 5-606.C within the TOD's Station Areas is to create an active pedestrian environment with public amenities and to prevent development or uses that do not interact with the street. As reflected by the site and landscape plans, building elevations, and renderings included as part of the Application submittal package, the Project's design satisfies the purpose of the noted requirement and the general purpose, objectives, and intent of the TOD by:

- Providing a combined total of 3,915 gross square feet of flex restaurant/retail/office use space at street-level along the Apache Boulevard and McClintock Drive frontages;
- Providing up to 1,300 square feet of outdoor dining space along the Apache Boulevard frontage;
- Providing 810 gross square feet of street-level office use space within live-work units along the McClintock Drive frontage;
- Providing 2,000 gross square feet of street-level leasing office space at the corner of Apache Boulevard and McClintock Drive;
- Providing substantial and inviting landscape and pedestrian walkway enhancements spanning the length of the varied building façade to provide a pleasant pedestrian experience along both Apache Boulevard and McClintock Drive;
- Providing a substantial amount of glazing and patios at street-level along the Apache Boulevard and McClintock Drive frontages to further encourage an active pedestrian environment;
- Providing building entrances along the Apache Boulevard and McClintock Drive frontages, including inviting covered entrances to the flex commercial and live-work office use spaces;
- Providing shaded seating along both of the Site's street frontages;
- Placing all vehicle parking in the Project's wrapped and screened parking structure;
- Orienting the Project's active flex commercial, live-work office, outdoor dining, and leasing office spaces towards the street frontages; and,
- Restricting the Project's vehicular ingress/egress to the southeast corner of the Site along McClintock Drive to minimize conflicts between pedestrians and vehicles to the maximum extent possible.

Use Permit Approval Criteria

1. Not cause any significant vehicular or pedestrian traffic in adjacent areas

The provision of 1,115 gross square feet of flex restaurant/retail/office use space and 810 gross square feet of live-work office use space along the Site's McClintock Drive frontage will not cause a significant amount of traffic in adjoining areas. Lōkahi has prepared a traffic impact analysis for the Project that is included as part of the Application submittal package. The analysis determined that any traffic impacts resulting from the development of the Project on the existing roadway network and surrounding area will be minimal.

2. Not cause any nuisance (emission of odor, dust, gas, noise, vibration, smoke, heat or glare etc.) exceeding that of ambient conditions

The Site is located along the Apache Boulevard light rail corridor, an urban environment accommodating a mix of uses of varying intensities. As detailed above and as reflected by the City Council's approval of a use permit to reduce the ground floor commercial uses requirement for The Access development immediately to the east across McClintock Drive, mixed-use developments along the light Apache Boulevard light rail corridor have faced significant challenges with finding tenants for their respective commercial use spaces since being constructed. The provision of additional commercial use space by the Project along McClintock Drive will likely not be successful due to the excess of existing commercial use space at the intersection of McClintock and Apache. In addition, additional empty space will only serve to exacerbate nuisances associated with vacant ground floor use spaces along public street frontages. In contrast, the Project's provision of a combined total of 3,915 gross square feet of flex restaurant/retail/office space, 810 gross square feet of live-work office space, up to 1,300 square feet of outdoor dining space, and 2,000 gross square feet of leasing office space along the Site's Apache Boulevard and McClintock Drive frontages will serve to activate street frontages while not causing any nuisance exceeding ambient conditions. At the same time, KB DEVCO is confident that the noted commercial use spaces are an appropriate amount that can be successfully leased at this location.

3. Not contribute to the deterioration of the neighborhood or to the downgrading of property values or be in conflict with the goals, objectives and policies of the City's adopted plans

The Project, including the flex commercial and live-work office spaces to be provided along the McClintock Drive frontage, represent a significant investment in the Site, neighborhood, and City that will continue to improve and encourage additional investment within a designated redevelopment area. The investment, which will further energize the Apache Boulevard light rail corridor and the Site's Apache Boulevard and McClintock Drive frontages, is expected to positively affect property values in the area. As discussed in detail within the planning context section of this letter of explanation, the

development of a high-quality, mixed-use development providing high-quality multifamily residences and commercial/employment space on the Site has already been determined to be consistent with the goals, objectives, and policies specified by the City's adopted plans. Furthermore, the development of an appropriately designed mixed-use project with an appropriate amount of flex commercial and live-work office space that can successfully be leased will better utilize the Site, support transit-oriented development, and encourage investment within a designated redevelopment area.

4. *Be compatible with existing surrounding structures and uses*

As discussed in detail in the area context section provided above, the Site is located within an urban mixed-use environment along the Apache Boulevard light rail corridor that consists of a mix of existing and planned uses of varying building heights and intensities, including multiple multifamily residential developments and mixed-use developments. The Project, including the flex commercial and live-work office spaces to be provided along the McClintock Drive frontage, is compatible with the surrounding area. The Project will also enhance the urban and mixed-use environment envisioned by the City for the Apache Boulevard light rail corridor. Again, the traffic impact analysis included as part of the Applications package determined that any traffic impacts resulting from the development of the Project on the existing roadway network and surrounding area will be minimal.

5. *Not result in any disruptive behavior which may create a nuisance to the surrounding area or general public*

The proposed mixed-use development, including the flex commercial and live-work office spaces to be provided along the McClintock Drive frontage, will not result in any disruptive behavior. The Applicant strongly believes in being a good neighbor and it is not in the interest of the Applicant nor the Project to allow behavior that discourages residents from residing within the Project or discourages tenants, employees, or patrons from occupying or visiting the Project's commercial spaces.

Conclusion

KB DEVCO is very excited about the opportunity to participate in the redevelopment of the Apache Boulevard light rail corridor. The Project, which will make a significant statement at the intersection of McClintock Drive and Apache Boulevard along the Apache Boulevard light-rail corridor, is representative of the ongoing reinvestment occurring along the light rail corridor and throughout Tempe. The Project will provide sought-after housing opportunities in proximity to commercial and employment use spaces provided on-site and the commercial, entertainment, employment, and educational uses located along the light rail line. The Project will provide needed additional high-quality, modern residences along with active street-level use spaces (restaurant / retail / office flex space, outdoor dining patio(s), and live-work units), as well as a variety of impressive amenities (clubroom/fitness center, and pool and pool deck within a large courtyard) that will both revitalize the Site and maintain appropriate relationships with the street environment

and surrounding area. We look forward to discussing the Project and requests with you in the near future and respectfully request your support.

PLANNED AREA DEVELOPMENT OVERLAY APACHE SQUARE

A PORTION OF THE NORTHWEST QUARTER, SECTION 29, TOWNSHIP 1 NORTH, RANGE 4 EAST, GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA

OWNER AUTHORIZATION:

APACHE SOUTH, LLC

BY: _____ (SIGNATURE) _____ (DATE)

ITS: _____ (REPRESENTATIVE ROLE)

ACKNOWLEDGEMENT:

ON THIS _____ DAY OF _____, 20____, BEFORE ME, THE UNDERSIGNED, PERSONALLY APPEARED _____ WHO ACKNOWLEDGED THEMSELVES TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE INSTRUMENT WITHIN, AND WHO EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSES THEREIN CONTAINED.

IN WITNESS WHEREOF, I HEREBY SET MY HAND AND OFFICIAL SEAL

BY: _____ (NOTARY PUBLIC) _____ (MY COMMISSION EXPIRES)

LEGAL DESCRIPTION

THAT PARCEL OF LAND DESCRIBED IN THE SPECIAL WARRANTY DEED RECORDED IN RECORDING NUMBER 2022-0528945, RECORDS OF MARICOPA COUNTY, ARIZONA, BEING LOCATED IN A PORTION OF THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 1 NORTH, RANGE 4 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 23, MONUMENTED WITH A BRASS CAP IN HANDHOLE, WHICH BEARS SOUTH 00 DEGREES 07 MINUTES 00 SECONDS EAST 2644.92 FEET FROM THE CALCULATED EAST QUARTER CORNER OF SAID SECTION 23, AS SHOWN ON THE RECORD OF SURVEY RECORDED IN BOOK 1690 OF MAPS, PAGE 49, RECORDS OF MARICOPA COUNTY, ARIZONA;
THENCE ALONG THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 23, NORTH 00 DEGREES 07 MINUTES 00 SECONDS WEST 2269.92 FEET TO A POINT ON A LINE 375.00 FEET SOUTH OF AND PARALLEL WITH THE NORTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 23;
THENCE ALONG SAID PARALLEL LINE, SOUTH 89 DEGREES 59 MINUTES 47 SECONDS WEST 55.00 FEET, TO A POINT ON A LINE 55.00 FEET WEST OF AND PARALLEL WITH SAID EAST LINE, SAID POINT BEING MONUMENTED WITH PK NAIL AND WASHER L.S. 31020 AS SHOWN ON SAID RECORD OF SURVEY, SAID POINT ALSO BEING THE POINT OF BEGINNING;
THENCE CONTINUING ALONG SAID PARALLEL LINE, SOUTH 89 DEGREES 58 MINUTES 47 SECONDS WEST 278.00 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL OF LAND, SAID POINT BEING ON A LINE 330.00 FEET WEST OF AND PARALLEL WITH SAID EAST LINE, SAID POINT BEING MONUMENTED WITH A PK NAIL AND WASHER L.S. 31020 AS SHOWN ON SAID RECORD OF SURVEY;
THENCE ALONG SAID PARALLEL LINE, BEING THE WEST LINE OF SAID PARCEL OF LAND, NORTH 00 DEGREES 07 MINUTES 00 SECONDS WEST 320.00 FEET TO THE NORTHWEST CORNER OF SAID PARCEL OF LAND, SAID POINT BEING ON A LINE 55.00 FEET SOUTH OF AND PARALLEL WITH THE NORTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 23;
THENCE ALONG THE NORTH LINE OF SAID PARCEL OF LAND THE FOLLOWING 7 COURSES AND DISTANCES:
THENCE ALONG SAID PARALLEL LINE, NORTH 89 DEGREES 56 MINUTES 47 SECONDS EAST 10.15 FEET TO THE BEGINNING OF A NON-TANGENT CURVE TO THE RIGHT THE CENTER OF WHICH BEARS SOUTH 02 DEGREES 57 MINUTES 22 SECONDS WEST 1411.50 FEET;
THENCE ALONG SAID NON-TANGENT TO THE RIGHT, BEING THE SOUTH RIGHT OF WAY LINE OF APACHE BOULEVARD PER THE JUDGEMENT RECORDED IN THE RECORDING NUMBER 2005-1103801, RECORDS OF MARICOPA COUNTY, ARIZONA, THROUGH A CENTRAL ANGLE OF 02 DEGREES 12 MINUTES 32 SECONDS, AN ARC LENGTH OF 159.86 FEET;
THENCE CONTINUING ALONG SAID SOUTH RIGHT OF WAY LINE, SOUTH 00 DEGREES 03 MINUTES 14 SECONDS EAST 1.51 FEET;
THENCE CONTINUING ALONG SAID SOUTH RIGHT OF WAY LINE, SOUTH 83 DEGREES 42 MINUTES 52 SECONDS EAST 88.09 FEET;
THENCE CONTINUING ALONG SAID SOUTH RIGHT OF WAY LINE, SOUTH 42 DEGREES 13 MINUTES 29 SECONDS EAST 21.23 FEET;
THENCE CONTINUING ALONG SAID SOUTH RIGHT OF WAY LINE, SOUTH 00 DEGREES 01 MINUTES 13 SECONDS WEST 3.19 FEET;
THENCE CONTINUING ALONG SAID SOUTH RIGHT OF WAY LINE, SOUTH 89 DEGREES 58 MINUTES 47 SECONDS EAST 3.85 FEET TO A POINT ON A LINE 55.00 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 23;
THENCE ALONG SAID PARALLEL LINE, BEING THE EAST LINE OF SAID PARCEL OF LAND, SOUTH 00 DEGREES 07 MINUTES 00 SECONDS EAST 278.38 FEET TO THE POINT OF BEGINNING.
COMPRISING 1.962 ACRES OR 85,015 SQUARE FEET, SUBJECT TO ALL EASEMENTS OF RECORD.

APPROVAL:

APPROVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF TEMPE ON THIS _____ DAY OF _____, 20____.

OWNER:

APACHE SOUTH LLC
13556 N 96TH PL
SCOTTSDALE, AZ 85260

DEVELOPER:

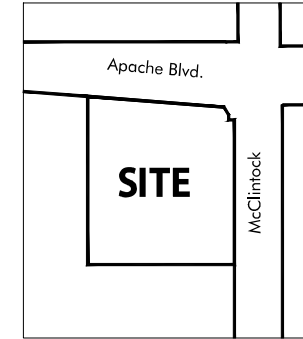
KB DEVCO, LLC
13556 N 96TH PL
SCOTTSDALE, AZ 85260

PROJECT DATA

DEVELOPMENT STANDARDS	MU-4 TOD PAD PROVIDED
GENERAL PLAN LAND USE	MIXED-USE
GENERAL PLAN DENSITY	HIGH DENSITY - URBAN CORE (MORE THAN 65 DU/AC)
SITE AREA	85,015 SF / 1.95 AC
DENSITY	86.00 DU/AC
DWELLING QUANTITY	167
BEDROOM QUANTITY	227
BUILDING HEIGHT	70'-0"
BUILDING LOT COVERAGE	85%
LANDSCAPE AREA	15%
BUILDING SETBACKS	
FRONT (APACHE BLVD.)	0'-0" MIN/20' MAX (20' PARKING)
STREET SIDE (McCLINTOCK DR.)	0'-0" MIN/20' MAX (20' PARKING)
SIDE (WEST)	14'-0"
SIDE (SOUTH)	14'-0"
VEHICLE PARKING QUANTITY	230
BYCLE PARKING QUANTITY	173
USES	
RETAIL/RESTAURANT/OFFICE	3,915 GSF / 3,775 NSF
RESTAURANT (OUTDOOR)	1,300
MULTI-FAMILY RESIDENTIAL	149,125 GSF / 113,512 NSF
LIVE-WORK UNITS (OFFICE)	810 GSF / 753 NSF
TOTAL SQUARE FOOTAGE	153,850 GSF / 118,040 NSF

1. MAX SETBACK APPLICABLE TO 50% OF GROUND FLOOR STREET FACING FACADE PURSUANT TO ZDC SECTION 5-612.D.1

SITE VICINITY MAP:



NOT TO SCALE

CONDITIONS OF APPROVAL: PAD230007



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REC23049

APACHE SQUARE
1747 EAST APACHE BLVD., TEMPE, ARIZONA

REC23049



PAD23007

PAD23007

DS221379

SCHEMATIC

DESIGN DEVELOPMENT

CONSTRUCTION DOCUMENTS

BIDDING PACKAGE

BUILDING DEPT. APPROVAL

DATE SUBD: 8/02/2023

DRAWN BY:

CHECKED BY:

PROJECT NO. 22141

CADD FILE

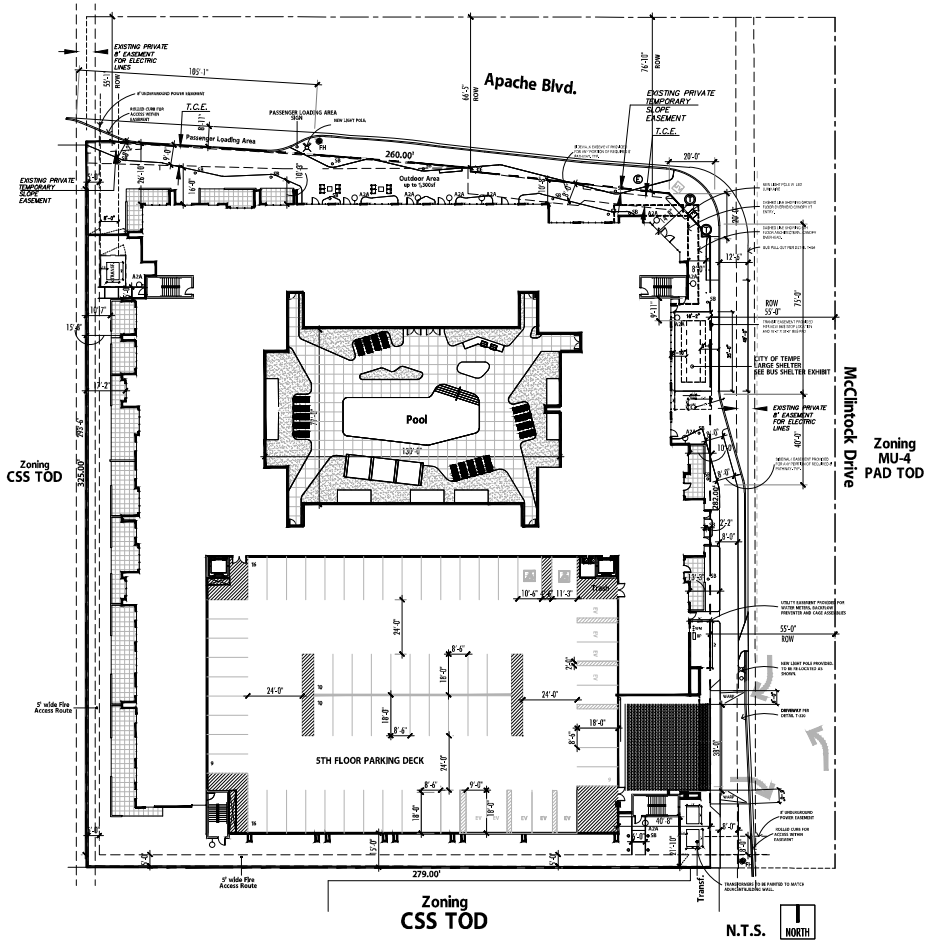
PAD-01

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REC23049

PLANNED AREA DEVELOPMENT OVERLAY APACHE SQUARE SITE PLAN




DEVELOPMENT STANDARDS	EXISTING CSS TOD TABLE 5-911A	ZDC STANDARDS FOR MU-4 TOD (STATION AREA) TABLE 5-911B	PROPOSED MU-4 PAD TOD (STATION AREA)
GENERAL PLAN LAND USE	MIXED-USE		MIXED-USE
GENERAL PLAN DENSITY	HIGH DENSITY (< 65 DU/AC)	NS	HIGH DENSITY - URBAN CORE (MORE THAN 65 DU/AC)
SITE AREA			85,015 SF / 1.95 AC
DENSITY	25 DU/AC ¹	NS	86.00 DU/AC
DWELLING QUANTITY			167 UNITS
BEDROOMS			227
BUILDING HEIGHT	45'-0" ²	NS	70'-0"
BUILDING LOT COVERAGE	75%		85%
SITE LANDSCAPE COVERAGE	25%		15%
BUILDING SETBACKS			
FRONT (APACHE BLVD.)	0' MIN/6' MAX ^{3,4} (20' PARKING)	0' MIN/20' MAX ¹ (20' PARKING)	0'-0" MIN/20' MAX ⁴ (20' PARKING)
SIDE STREET (McCLINTOCK DR.)	0' (20' PARKING)	0' MIN/20' MAX ¹ (20' PARKING)	0'-0" MIN/20' MAX ⁴ (20' PARKING)
SIDE (WEST)	0'-0"	NS	14'-0"
REAR (SOUTH)	10'-0"	NS	14'-0"
VEHICLE PARKING QUANTITY	230	230	230
STUDIO	44.25 (59 UNITS X .75/BEDROOM)		
1-BED UNIT	43.5 (58 UNITS, INC. 2 L/W X .75/BEDROOM)		
2-BED UNIT	60 (40 UNITS X .75/BEDROOM)		
3-BED UNIT	22.5 (10 UNITS X .75/BEDROOM)		
GUEST	33.4 (167 UNITS X .2/UNIT)		
RETAIL/RESTAURANT/OFFICE (3,775 SF)	25.16 SPACES (1/75 50% OF FLOOR AREA WAIVED)		
RETAIL/RESTAURANT (OUTDOOR) (1,300 SF)	0 SPACES (NO STANDARD)		
LIVE WORK UNITS (OFFICE AREA) (753 SF)	1.26 SPACES (1/600) - (50% OF FLOOR AREA WAIVED)		
BYCLE PARKING QUANTITY	173	173	173
STUDIO	44.25 (59 UNITS X .75/UNIT)		
1-BED UNIT	43.5 (58 UNITS, INC. 2 L/W X .75/UNIT)		
2-BED UNIT	30 (40 UNITS X .75/UNIT)		
3-BED UNIT	10 (10 X 1/UNIT)		
GUEST	33.4 (167 UNITS X .2/UNIT)		
RETAIL/RESTAURANT/OFFICE (3,775 SF)	7.55 SPACES (1/500)		
RETAIL/RESTAURANT (OUTDOOR) (1,300 SF)	.5 (EXCLUDE FIRST 300SF 1/2,000 SF)		
LIVE WORK UNITS (OFFICE AREA) (753 SF)	4 SPACES (1/8,000 SF, 4 MIN)		
USES			
RETAIL/RESTAURANT/OFFICE			3,915 GSF / 3,775 NSF
RESTAURANT (OUTDOOR)			1,300
MULTI-FAMILY RESIDENTIAL			149,125 GSF / 113,512 NSF
LIVE-WORK UNITS (OFFICE)			810 GSF / 753 NSF
TOTAL SQUARE FOOTAGE			153,850 GSF / 118,040 NSF

1. SUBJECT TO USE PERMIT APPROVAL
 2. WITH RESIDENTIAL BUILDING STORIES ABOVE COMMERCIAL
 3. MAY BE INCREASED TO 10' FOR OUTDOOR SEATING AND DINNING PATIO WHERE GROUND LEVEL RETAIL USES ARE PRESENT
 4. MAX SETBACK APPLICABLE TO 50% OF GROUND FLOOR STREET FACING FACADE PURSUANT TO ZDC SECTION 5-612.D.1


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APACHE SQUARE
 1747 EAST APACHE BLVD., TEMPE, ARIZONA



SCHEMATIC
 DESIGN DEVELOPMENT
 CONSTRUCTION DOCUMENTS
 BIDDING PACKAGE
 BUILDING DEPT. APPROVAL

DATE ISSUED: 8/02/2023
 DRAWN BY:
 CHECKED BY:
 PROJECT NO. 22141
 CAD FILE

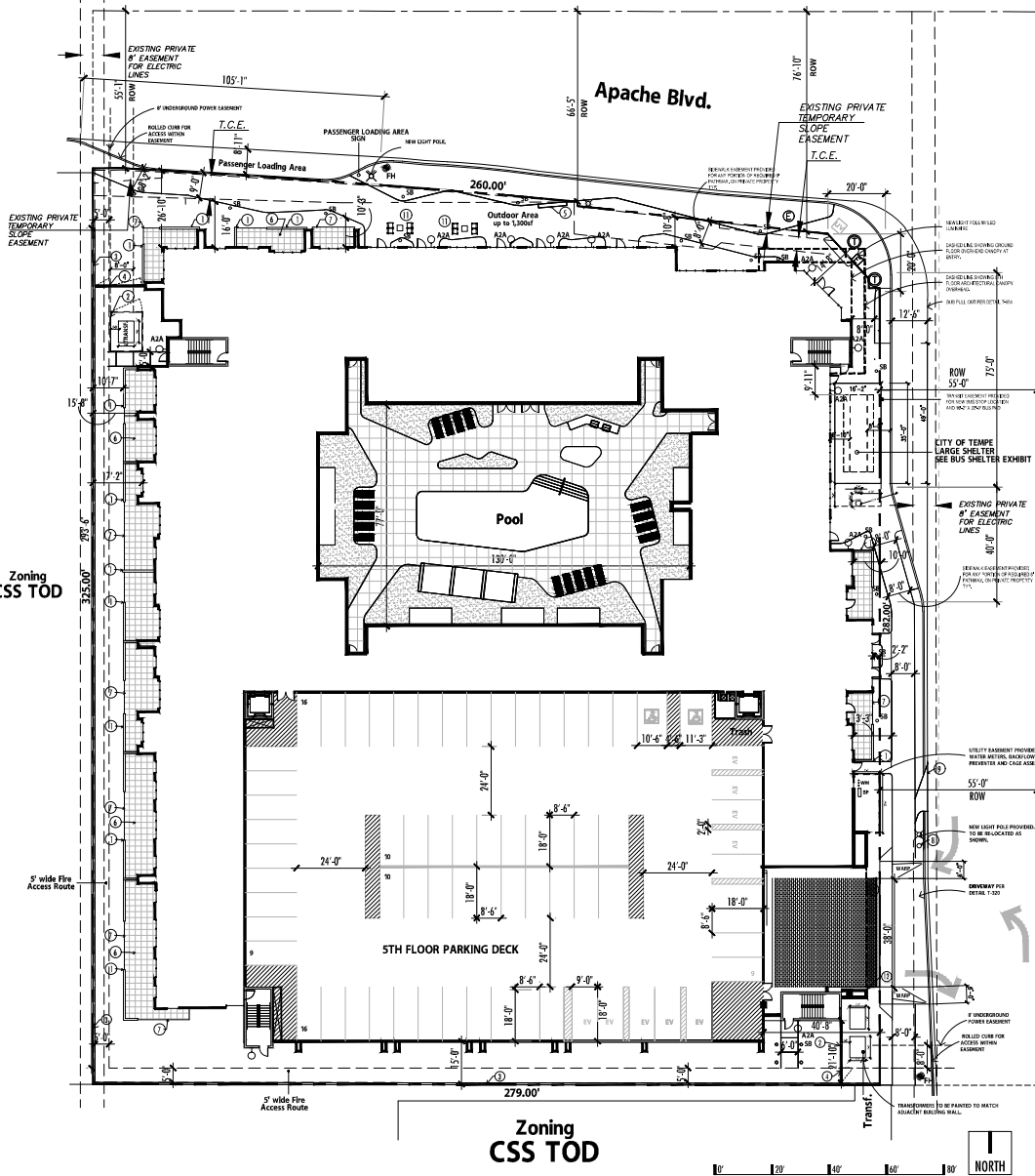
PAD-02

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Zoning
CSS TOD

Zoning
CSS TOD

McClintock Drive

Zoning
MU-4
PAD TOD

PROJECT DATA:

PROJECT NAME: APACHE SQUARE
 PROJECT ADDRESS: 1747 EAST APACHE BLVD., TEMPE
 PROPOSED USE: MIXED-USE
 APN: 133-06-001F
 SITE AREA: 1.95 ACRES NET (85.01 SF)
 EXISTING G.P. LAND USE: MIXED USE
 PROPOSED G.P. LAND USE: MIXED USE
 EXISTING G.P. DENSITY: HIGH DENSITY (UP TO 65 DU/AC)

PROPOSED G.P. DENSITY: HIGH DENSITY-URBAN CORE - (MORE THAN 65 DU/AC)
 EXISTING ZONING: CSS TOD (STATION AREA)
 PROPOSED ZONING: MU-4 TOD PAD (STATION AREA)

DENSITY ALLOWED: 86.00 DU / ACRE
 DENSITY PROPOSED: 85.64 DU / ACRE

LOT COVERAGE ALLOWED: 85%
 LOT COVERAGE PROPOSED: 81% (48,803SF)
 LANDSCAPE COVERAGE REQUIRED: 15%
 LANDSCAPE COVERAGE PROVIDED: 19% (16,152SF)

BUILDING HEIGHT ALLOWED: 70'-0"
 BUILDING HEIGHT PROVIDED: 66'-0"

SETBACKS:
 FRONT (NORTH): 0' MIN/20' MAX/20' PRK 10'-8" MIN/ 26'-10" MAX
 SIDE STREET (EAST): 0' MIN/20' MAX/20' PRK 2'-2" MIN/ 40'-8" MAX
 SIDE (WEST): 14'-0" (BLDG. WALL) 10'-7" (PATIO WALL) /15'-8" (BLDG. WALL)
 REAR (SOUTH): 14'-0" 15'-0"

*MAX SETBACK APPLICABLE TO 50% OF GROUND FLOOR STREET FACING FACADE PURSUANT TO ZDC SECTION 5-412(D.1)

CONSTRUCTION TYPE: TYPE III-A (PROTECTED WOOD FRAME)
 OCCUPANCY TYPES: 2, 3, 4, B (SPRINKLERS + FIRE ALARMS PROVIDED) STANDOFFICE PROVIDED

BUILDING AREA: 153,850 SF GROSS
 118,040 SF NET
 RESTAURANT/RETAIL/OFFICE AREA: 3,915 GSF / 3,775 NSF
 MULTI-FAMILY RESIDENTIAL: 144,925 GSF / 109,468 NSF
 RESTAURANT/OUTDOOR: 1,300
 LEASING AREA: 2,000 GSF / 1,920 NSF
 CLUB/OW/FITNESS: 2,200 GSF / 2,124 NSF
 LIVE/WORK OFFICE AREA: 810 GSF / 753 NSF
 GARAGE AREA: 88,450 GSF / 86,820 NSF

UNIT MIX
 STUDIO: 59
 1 BED: 58 (INCLUDES 2 L/W)
 2 BED: 40
 3 BED: 10
 TOTAL UNITS: 167
 TOTAL BEDROOM: 227

VEHICLE PARKING REQUIRED	NO. OF UNITS	REQ. RATIO	REQ. SPACE
STUDIO	59	.75/BED	44.25
1 BED	58	.75/BED	43.50
2 BED	40	.75/BED	60.00
3 BED	10	.75/BED	22.50
GUEST (167)	-	.2/UNIT	33.4
RESTAURANT (3,775 SF)	-	1/175 (50% WAIVED)	25.16
LIVE/WORK UNITS (OFFICE-753 SF)	-	1/300 (50% WAIVED)	1.26
TOTAL REQUIRED			230
TOTAL PROVIDED:			251
EV PARKING PROVIDED (INCL. IN TOTAL):			23

PARKING RATIO PER UNIT: 1.50
 PARKING RATIO PER BEDROOM: 1.11

BICYCLE PARKING REQUIRED	NO. OF UNITS	REQ. RATIO	REQ. SPACE
STUDIO	59	.75/UNIT	44.25
1 BED	58	.75/UNIT	43.5
2 BED	40	.75/UNIT	30
3 BED	10	1/UNIT	10
GUEST (167)	-	.2/UNIT	33.4
RESTAURANT (3,775 NSF)	-	1/500	7.55
RESTAURANT (OUTDOOR) (1,300 SF)	-	1/2000	-
LIVE/WORK UNITS (OFFICE-753 SF)	-	1/8,000 4 MIN.	.5
TOTAL REQUIRED			173
TOTAL PROVIDED:			180

PROJECT DIRECTORY:

LEGAL REPRESENTATIVE	ARCHITECT	APPLICANT/DEVELOPER	LANDSCAPE	CIVIL ENGINEER
CONWAY & BROWN 1401 EAST WASHINGTON PHOENIX, AZ 85004 602.954.1234 WWW.C&B.CO	DAVIS 3221 N CENTRAL AVE PHOENIX, AZ 85018 602.954.1234 WWW.DAVISINC.COM	12345 N 1ST AVE SUITE 100 PHOENIX, AZ 85010 602.954.1234 WWW.DAVISINC.COM	8151 N 1ST AVE SUITE 100 PHOENIX, AZ 85018 602.954.1234 WWW.DAVISINC.COM	201 N 141st Street SCOTTSDALE, AZ 85067 602.954.1234 WWW.DAVISINC.COM

VICINITY MAP:



KEY NOTES:

- 4'-0" SCREEN WALL, POLISHED GROUND FACE MASONRY, TRONDSTONE, COPA
- 8'-0" METAL PICKET FENCE W/ ACCESS CONTROL. TRANSFORMERS SHALL BE SCREENED W/ 20% MAX OPENINGS. SEE ELEVATION ON A-302.
- NEW 8'-0" MASONRY PERIMETER WALL REFER TO LANDSCAPE PLAN.
- 8'-0" METAL PICKET FENCE W/ 9'-0" WIDE ACCESS GATE PROVIDE KNOCK KEE BOX ON GATES FOR EMERGENCY ACCESS. SEE ELEVATION ON A-302.
- CONCRETE BENCH.
- INTEGRAL COLORED PATIO PAVES SYSTEM.
- METAL CABLE RAIL AS NOTED ON MATERIALS PAGE.
- 32.5" HIGH + PROHIBITED EXISTING/LEFT TURN.
- NEW PROPOSED BIKE RAMP LOCATION.
- DECOMMUTE PAVES REFER TO FIRST FLOOR PLAN.
- MOVABLE FURNITURE PROVIDED BY TENANT - SEPARATE DEVELOPMENT PLAN REVIEW REQUIRED.
- MINOR PROVIDED ON BUILDING TO ADD OVERS VIEW OF PEDESTRIANS/VEHICLES. SIGN WILL ALSO BE ENCLOSED ON INSIDE OF GARAGE TO INSTRUCT DRIVERS ORTING TO STOP AND YIELD TO PEDESTRIANS. AUDIAL AND VISUAL WARNING DEVICE WILL BE PROVIDED FOR ONCOMING VEHICLE TRAFFIC EXITING GARAGE.

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APACHE SQUARE
 1747 EAST APACHE BLVD., TEMPE, ARIZONA



- SCHEMATIC
- DESIGN DEVELOPMENT
- CONSTRUCTION DOCUMENTS
- BID PRICING PACKAGE
- BUILDING DEPT. APPROVAL

DATE ISSUED: 8/02/23

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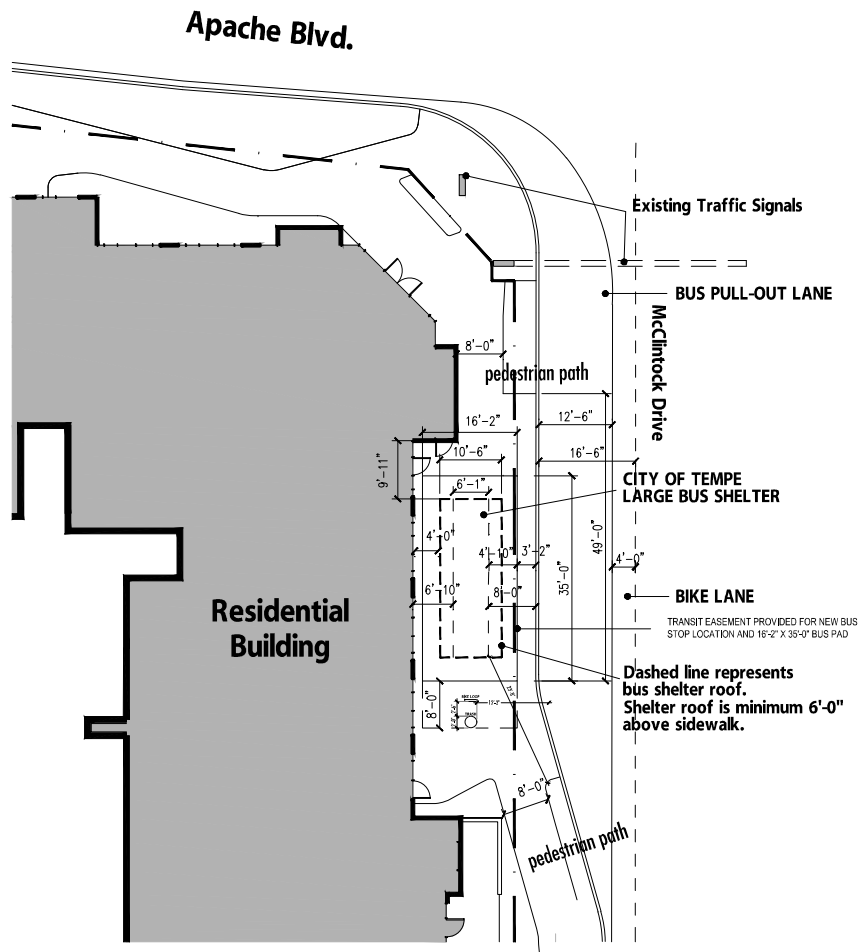
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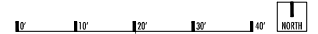
A-100
SITE PLAN

1" = 20'-0"

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Bus Shelter Site Plan



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APACHE SQUARE
1747 EAST APACHE BLVD., TEMPE, ARIZONA

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BUS SHELTER EXHIBIT

BUS SHELTER DETAIL PLAN 1" = 10'-0"

Client:

KEYNOTES

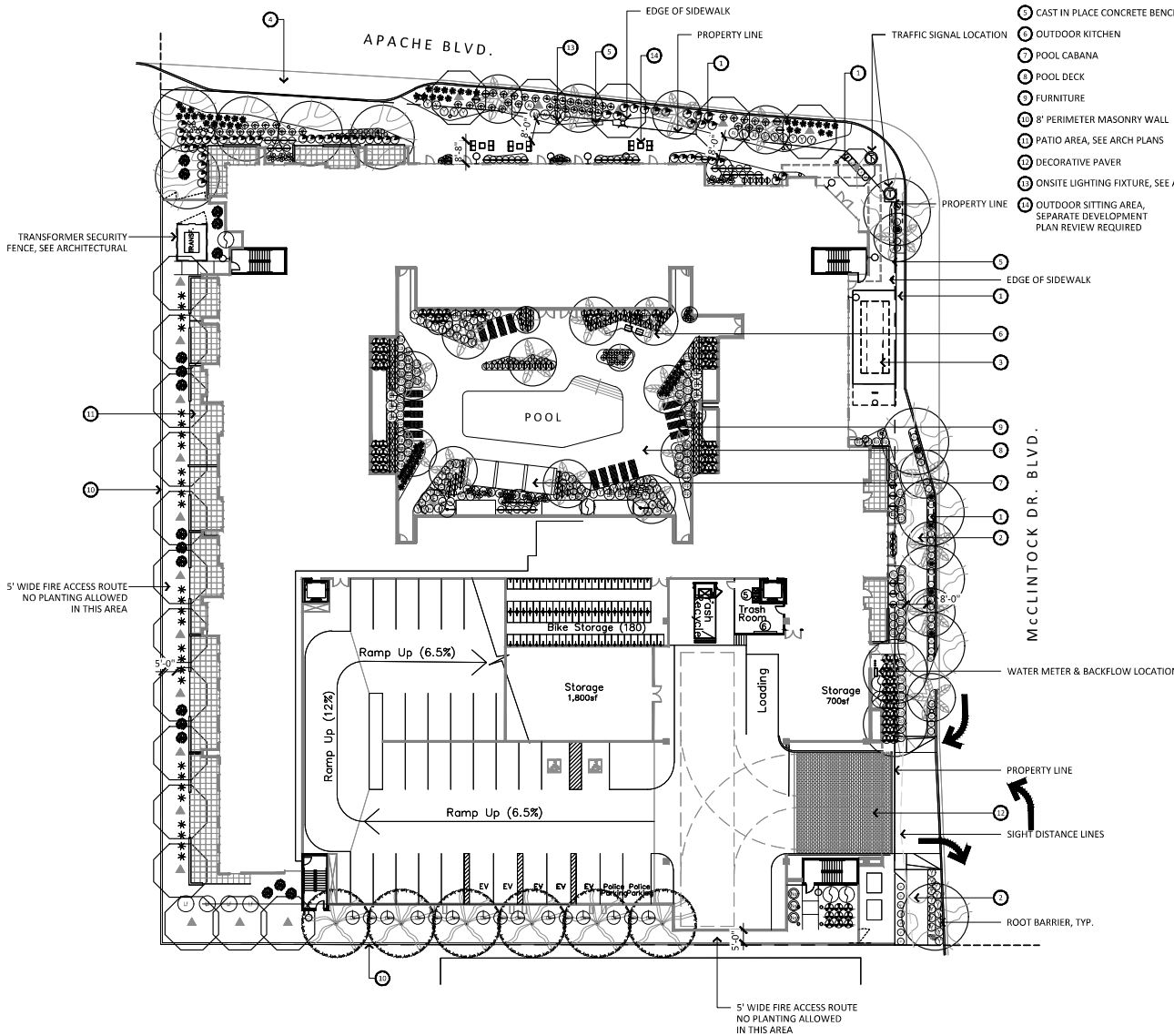
- ① LANDSCAPE AREA/DECOMPOSED GRANITE
- ② CONCRETE SIDEWALK
- ③ CITY OF TEMPE LARGE SHELTER
- ④ PASSENGER LOADING AREA
- ⑤ CAST IN PLACE CONCRETE BENCH
- ⑥ OUTDOOR KITCHEN
- ⑦ POOL CABANA
- ⑧ POOL DECK
- ⑨ FURNITURE
- ⑩ 8' PERIMETER MASONRY WALL
- ⑪ PATIO AREA, SEE ARCH PLANS
- ⑫ DECORATIVE PAVER
- ⑬ ONSITE LIGHTING FIXTURE, SEE ARCHITECTURAL
- ⑭ OUTDOOR SITTING AREA, SEPARATE DEVELOPMENT PLAN REVIEW REQUIRED

PLANT MATERIALS LEGEND

Trees	Caliper	Box Size
<i>Callistemon viminalis</i> 'CVO1' Slim Slim Dwarf Bottlebrush	1.5"	36" box
<i>Chilopsis linearis</i> 'Lopur' Desert Diva	1.5"	36" box
<i>Parkinsonia</i> <i>hyb.</i> 'Desert Museum' Palo Verde	2"	36" box
<i>Phoenix dactylifera</i> Date Palm	-	20'
<i>Pistacia chinensis</i> 'Red Push' Pistache	1.5"	36" box
<i>Pistacia lentiscus</i> Mastic Tree	1.5"	24" box
<i>Sophora secundiflora</i> Texas Mountain Laurel	1.5"	36" box
<i>Tipuana tipu</i> Tipu Tree	1.5"	36" box
<i>Ulmus parvifolia</i> 'Allee' Elm	2"	36" box

Extra Large Shrubs	Size	Cacti/ Accents	Size
<i>Callistemon viminalis</i> 'CVO1' Slim Slim Dwarf Bottlebrush	15 gal.	<i>Aloe barbadensis</i> Medicinal Aloe	5 gal.
<i>Tecoma alata</i> 'Orange Jubilee' Orange Jubilee	5 gal.	<i>Aloe</i> <i>hyb.</i> 'Blue Elf' Blue Elf Aloe	5 gal.
<i>Tecoma x 'Bells of Fire'</i> Bells of Fire	5 gal.	<i>Asclepias subulata</i> Desert Milkweed	5 gal.
Large Shrubs	Size	<i>Asparagus meyerii</i> Foxtail Fern	5 gal.
<i>Cassia artemesoides</i> 'Silver' Silver Cassia	5 gal.	<i>Bouteloua gracilis</i> Blond Ambition	1 gal.
<i>Leucophyllum frutescens</i> Texas Sage	5 gal.	<i>Dasyliiron wheeleri</i> Desert Spoon	5 gal.
Medium Shrubs	Size	<i>Dietes bicolor</i> Fortnight lily	5 gal.
<i>Anacanthus thurberi</i> Desert Honeysuckle	5 gal.	<i>Euphorbia antisyphilitica</i> Candellilla	3 gal.
<i>Eremophila hygrophana</i> Blue Bells Blue Bells	5 gal.	<i>Ferocactus acanthodes</i> 8 arm, 4' min. Fire Barrel Cactus	2' High
<i>Justicia spicigera</i> Mexican Honeysuckle	5 gal.	<i>Hesperaloe</i> <i>sp.</i> Pink Parade Pink Parade Hesperaloe	3 gal.
<i>Nerium oleander</i> 'Little Red' Oleander 'Little Red'	5 gal.	<i>Opuntia santa rita</i> Purple Prickly Pear	5 gal.
Small Shrubs	Size	<i>Pachycereus marginatus</i> Mexican Fence Post Cactus	5 gal.
<i>Callistemon viminalis</i> 'Better John' Better John Bottle Brush	5 gal.	<i>Pedilanthus macrocarpus</i> Slager Plant	5 gal.
<i>Olea europaea</i> 'Little Olive' Little Olive Dwarf Olive	5 gal.	<i>Portulacaria afra minima</i> Dwarf Elephant Food	5 gal.
<i>Russelia equisetiformis</i> Coral Fountain	5 gal.	<i>Trichocereus grandiflorus</i> Pale Leaf Yucca	5 gal.
Groundcovers	Size	<i>Yucca pathida</i> Pale Leaf Yucca	5 gal.
<i>Eremophila prostrata</i> Outback Sunrise	1 gal.		
<i>Lantana</i> <i>sp.</i> 'New Gold' Lantana	1 gal.		
<i>Setcreasea pallida</i> Purple Heart	1 gal.		
<i>Wedelia trilobata</i> Wedelia	1 gal.		
Inerts	Size		
Decomposed Granite			
Carmel, 1/2" Screened			
Root Barrier			

NOTE: STREET TREES LOCATED ALONG A BUS OR STREETCAR ROUTE WHERE THERE IS LESS THAN 5' FROM THE FACE OF CURB TO THE TREE TRUNK ARE TO BE SINGLE TRUNK WITH A PRUNED CLEARANCE FROM CURB TO BOTTOM OF CANOPY OF 12'.



Apache Square
1717 E. Apache Blvd.
Tempe, Arizona
Planting Plan



revisions

△	
△	
△	
△	

issued for design dev. city submital bid package construction

date issued 02.02.2023

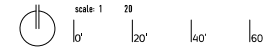
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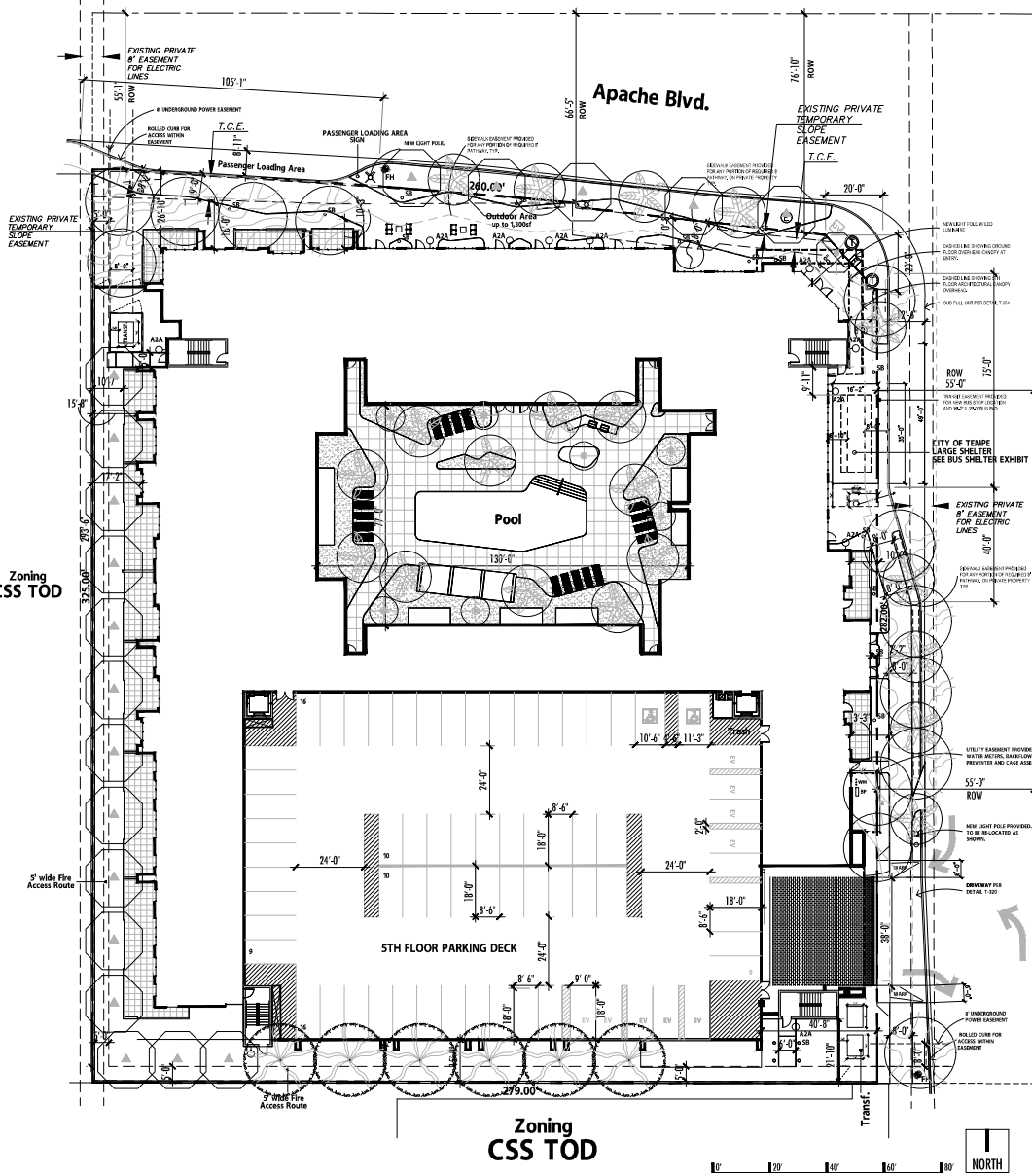
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project number 251-005-22

sheet number RL230003



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Fixtures A2 and A2A

Fixture	Quantity	Notes
A2	1	
A2A	1	

Streetworks
GAW Gallon Wall
Wall Mount Luminaire
Product Features

Mounted Details

Lighting Schedule

Item	Quantity	Notes
A2	1	
A2A	1	

Lighting Schedule

Item	Quantity	Notes
A2	1	
A2A	1	

A2A

Fixtures SB

LUMINIS

MA30

Lighting Schedule

Item	Quantity	Notes
SB	1	

SB

LIGHTING SCHEDULE

- SB - WALKING PATH 3' BOLLARD LUMENS (MA30-L1W48-R4)
- A2A - EXTERIOR WALLPACK TYPE IV STREETWORK (GAW-SA18-730-U-14T)
- STREET POLE W/ LED LUMINARIES PER CITY REQUIREMENTS

GENERAL NOTES

1. PROVIDE NEW LED FOR PEDESTRIAN LIGHT PER COT T-845
2. ALL STREETLIGHTS AND PEDESTRIAN LIGHTS ALONG APACHE BLVD SHALL BE RELOCATED OUTSIDE OF SIDEWALK BUT MUST BE WITHIN THE PUBLIC ROW

PRELIMINARY UTILITY & LIGHTING PLAN

1" = 20'-0"

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APACHE SQUARE
1747 EAST APACHE BLVD. TEMPE, ARIZONA

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PRELIMINARY UTILITY & LIGHTING PLAN
PL230063

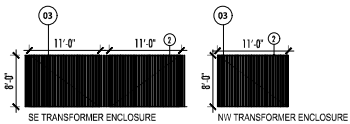
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GLAZING CALCULATION: McCLINTOCK - (A)	
FRONTAGE	112'-0"
50% REQUIRED	56'-0"
GLAZING PROVIDED	76'-0"
GLAZING CALCULATION: APACHE - (A)	
FRONTAGE	162'-4"
50% REQUIRED	81'-2"
GLAZING PROVIDED	110'-1"

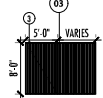
GARAGE OPEN AIR CALCULATION (B)	
NUMBER OF TIER	4
TIER LENGTH	17'-0"
OPENING PROVIDED	132'-2" PER TIER

MATERIAL SCHEDULE			
01	EFS 01 SW 6035 SPARE WHITE	02	EFS 02 SW 7023 INCREDIBLE WHITE
03	METAL 01 - ALUCOBOND CABLE RAIL TRANSFORMER ENCLOSURE ACCESS GATE SW 7010 SEA SERPENT - POWDER COAT	04	EFS 03 SW 9133 MOONLIT ORCHARD
05	METAL 02 - ALUCOBOND BALCONY FASCIA & ACCENTS SW 6244 NAVAL	06	METAL 03 - ALUCOBOND DOOR HEADS & ACCENTS SW 9134 PERLE NOIR
07	POLISHED GROUND FACED CEMENT UNIT FIBRESTONE SCREEN WALL 8" x 8" OPAL	08	CLADDING 01 - RESYSTA 6" WOOD LOOK PLANK S/DING PALE GOLDEN
09	GLAZING 01 - CLEAR 1/2" INSULATED GLAZING VIBRON W/ E-43 (ALUMIN FRAME TO MATCH METAL 01)		

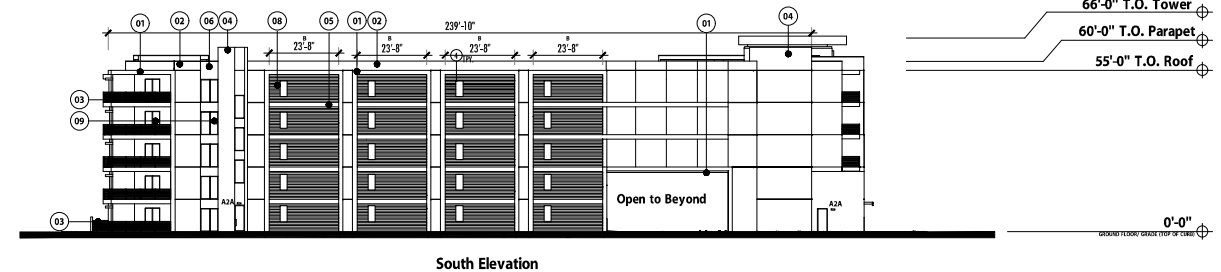
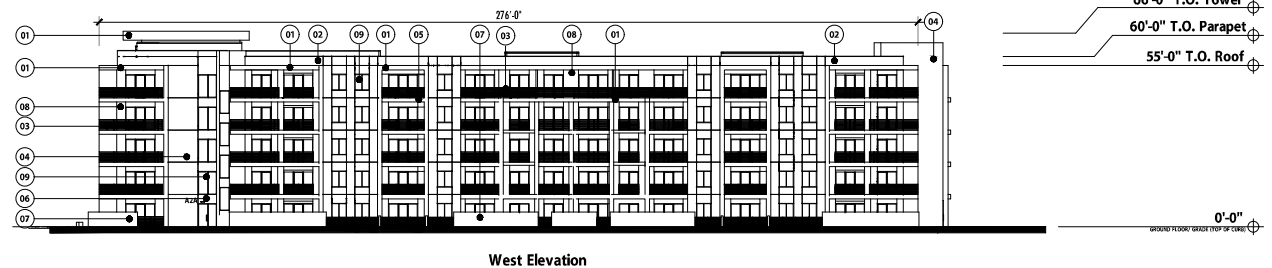
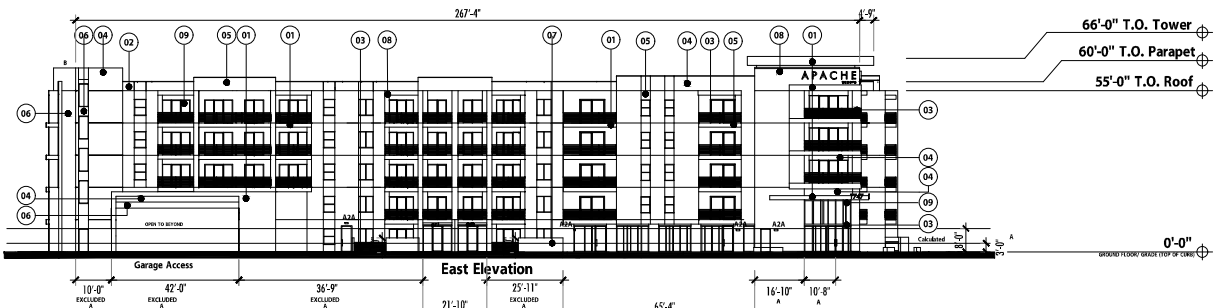
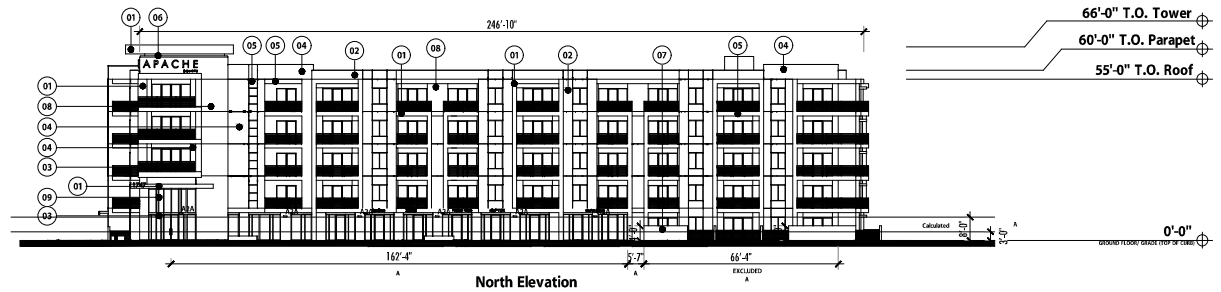
- KEY NOTES**
- CABANAS ARE STRUCTURED TO SUPPORT FABRIC SHADE CANOPY
 - 8'-0" METAL PICKET FENCE W/ ACCESS CONTROL, TRANSFORMERS SHALL BE SCREEN W/ 20% MAX OPENINGS
 - PROVIDE KNOX KEY BOX ON GATES FOR EMERGENCY ACCESS
 - OPENINGS IN MATERIAL TO BEYOND



TRANSFORMER ENCLOSURE N.T.S.



ACCESS GATE N.T.S.



BUILDING ELEVATIONS 1" = 20'-0" NORTH


 www.thedavisexperience.com
APACHE SQUARE
 1747 EAST APACHE BLVD. TEMPE, ARIZONA

 SCHEMATIC
 DESIGN DEVELOPMENT
 CONSTRUCTION DOCUMENTS
 BID PRICING PACKAGE
 BUILDING DEPT. APPROVAL
 DATE ISSUED: 8/02/2023
 DRAWN BY:
 CHECKED BY:
 PROJECT NO. 22141
 CADD FILE:
A-302
BUILDING ELEVATIONS EXTERIOR
PL230063

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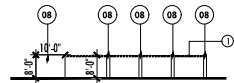

 www.thedavisexperience.com
APACHE SQUARE
 1747 EAST APACHE BLVD. TEMPE, ARIZONA



<input checked="" type="checkbox"/> SCHEMATIC
<input type="checkbox"/> DESIGN DEVELOPMENT
<input type="checkbox"/> CONSTRUCTION DOCUMENTS
<input type="checkbox"/> BID PRICING PACKAGE
<input type="checkbox"/> BUILDING DEPT. APPROVAL

DATE ISSUED: 8/02/2023
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 CHECKED BY:
 PROJECT NO. 22141
 CADD FILE:

A-303
BUILDING ELEVATIONS COURTYARD
 PL230063

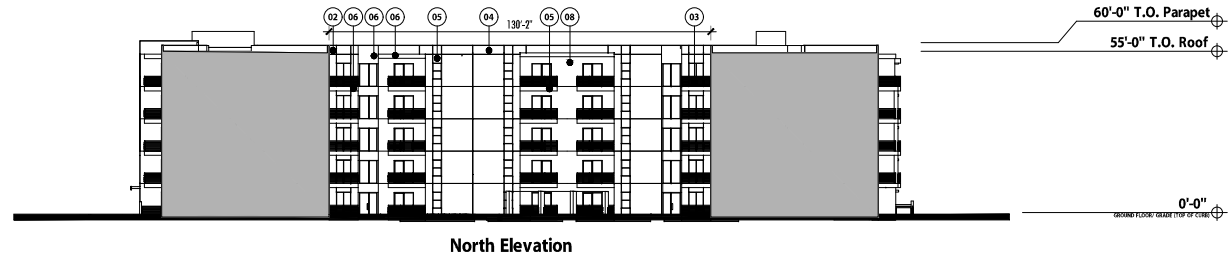


Cabana Elevation

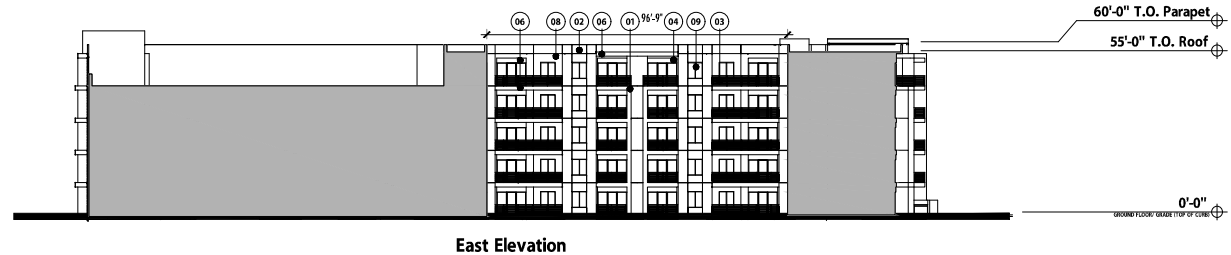
1"=20"

MATERIAL SCHEDULE			
01	EFS 01 SW 6203 SPARE WHITE	02	EFS 02 SW 7028 INCREDIBLE WHITE
03	METAL 01 - ALUCOBOND CABLE RAIL TRANSFORMER ENCLOSURE ACCESS GATE SW 7015 SEA SERPENT - POWDER COAT	04	EFS 03 SW 9028 MOONLIT ORCHARD
05	METAL 02 - ALUCOBOND BALCONY FASCIA & ACCENTS SW 6244 NAVAL	06	METAL 03 - ALUCOBOND DOOR HEADS & ACCENTS SW 9124 PERLE NOIR
07	FINISHED GROUND FACE MASONRY UNIT TRESSOTONE SCREEN WALL 6"x6" OPAL	08	CLADDING 01 - RESYSTA 6" WOOD LOOK PLANK SIDING PALE GOLDEN
09	GLAZING 01 - CLEAR 1" INSULATED GLAZING TYPICON VIN 5143 ALUMIN FRAME TO MATCH METAL 03		

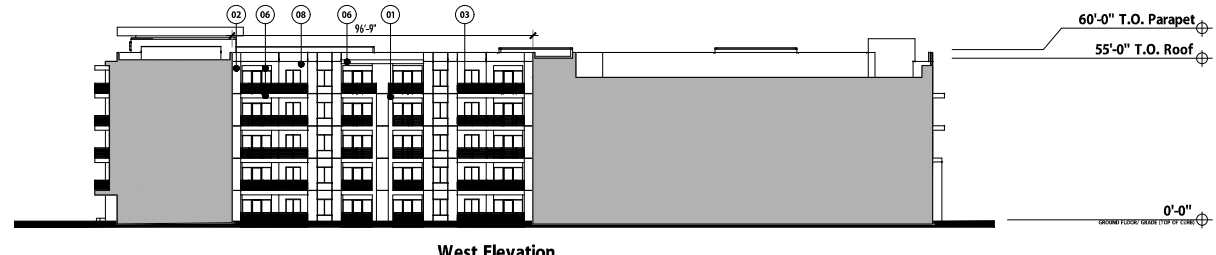
- KEY NOTES**
1. CABANAS ARE STRUCTURED TO SUPPORT FABRIC SHADE CANOPY
 2. 8'-0" METAL PICKET FENCE W/ ACCESS CONTROL TRANSFORMERS SHALL BE SCREEN W/ 70% MAX OPENINGS
 3. PROVIDE KNOX KEY BOX ON GATES FOR EMERGENCY ACCESS
 4. OPENING IN MATERIAL TO BEYOND



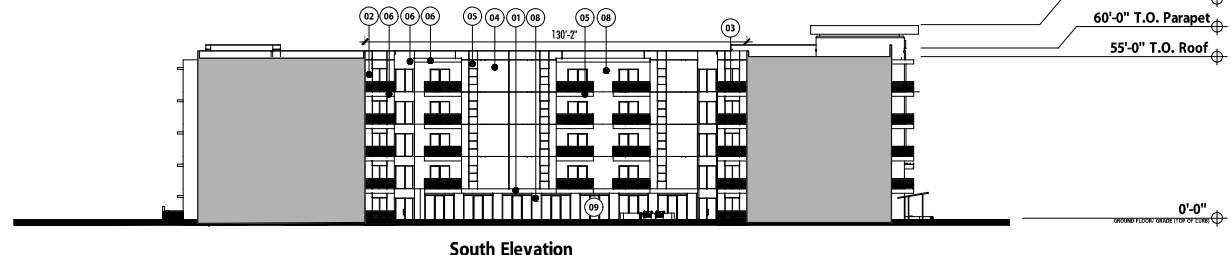
North Elevation



East Elevation



West Elevation



South Elevation

BUILDING ELEVATIONS

1" = 20'-0"



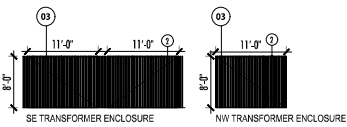
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GLAZING CALCULATION: MCINTOCK - (A)	
FRONTAGE	112'-0"
50%-REQUIRED	56'-0"
GLAZING PROVIDED	78'-0"
GLAZING CALCULATION: APACHE - (A)	
FRONTAGE	182'-4"
50%-REQUIRED	91'-2"
GLAZING PROVIDED	110'-1"

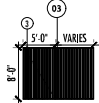
GARAGE OPEN AIR CALCULATION (B)	
NUMBER OF BAYS	2
TRAIL LENGTH	177'-0"
OPENING PROVIDED	182'-4" PER BAY

MATERIAL SCHEDULE	
01 EPS 01 SW 6203 SPARE WHITE	02 EPS 02 SW 7028 INCREDIBLE WHITE
03 METAL 01 - ALUCOBOND CABLE RAIL TRANSFORMER ENCLOSURE ACCESS GATE SEA SERPENT - POWDER COAT	04 EPS 03 SW 9183 MOONLIT ORCHARD
05 METAL 02 - ALUCOBOND BALCONY FASCIA & ACCENTS SW 6244 NAVAL	06 METAL 03 - ALUCOBOND DOOR HEADS & ACCENTS SW 7054 PERLE NOIR
07 POLISHED GROUND FLOOR FINISH UNIT TRIM ON SCREEN WALL 8" X 8" OPAL	08 CLADDING 01 - REYESITA 4" WOOD LOOK PLANK SIDING PALE GOLDEN
09 GLAZING 01 - CLEAR 1" INSULATED GLAZING UNISECON VNE 8145 (ALUMINUM FRAME TO MATCH METAL 01)	

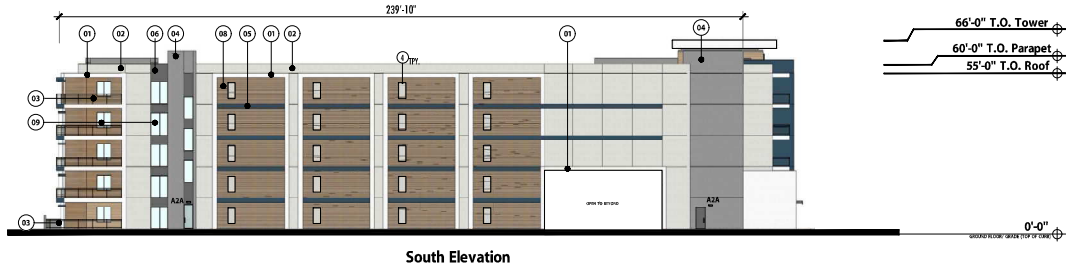
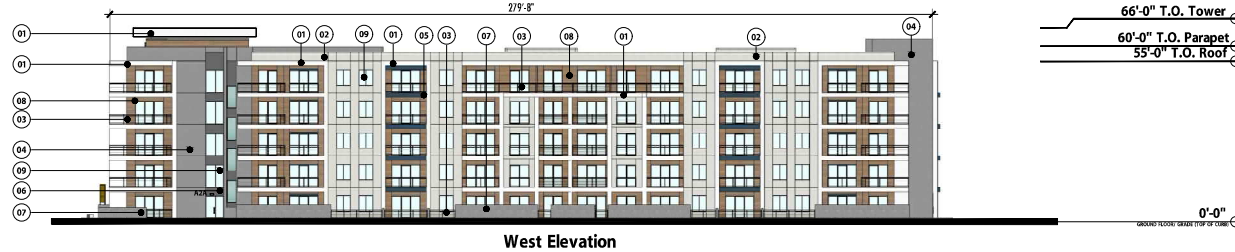
- KEY NOTES**
- CABANAS ARE STRUCTURED TO SUPPORT FABRIC SH-DADE CANOPY
 - 8'-0" METAL PICKET FENCE W/ ACCESS CONTROL, TRANSFORMERS SHALL BE SCREENED BY 20% MAX OPENINGS
 - PROVIDE KNOX KEY BOX ON GATES FOR EMERGENCY ACCESS
 - OPENING IN MATERIAL TO BE BYOND



TRANSFORMER ENCLOSURE N.T.S.



ACCESS GATE N.T.S.



BUILDING ELEVATIONS (COLOR) 1" = 20'-0"



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APACHE SQUARE
 1747 EAST APACHE BLVD. TEMPE, ARIZONA

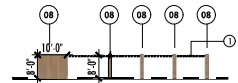
REGISTERED PROFESSIONAL ARCHITECT
 2025
 LICENSE NO. 100000000
 STATE OF ARIZONA

SCHEMATIC
 DESIGN DEVELOPMENT
 CONSTRUCTION DOCUMENTS
 BID PRICING PACKAGE
 BUILDING DEPT. APPROVAL

DATE ISSUED: 8/02/2023
 DRAWN BY:
 CHECKED BY:
 PROJECT NO. 22141
 CAD FILE:

A-300
BUILDING ELEVATIONS EXTERIOR
PL230063

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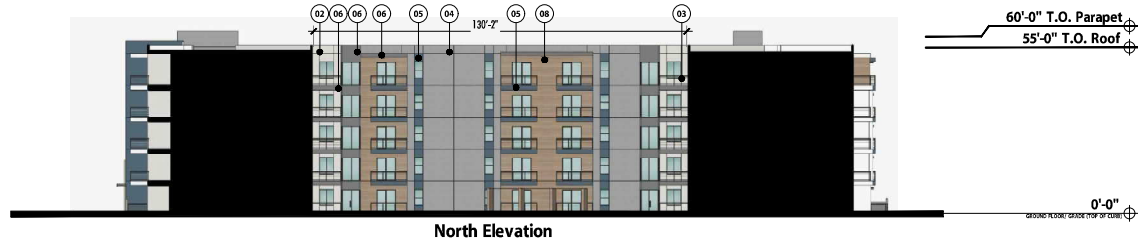
Cabana Elevation

1"=20"

MATERIAL SCHEDULE			
01	EIFS 01 SW 6203 SPARE WHITE	02	EIFS 02 SW 7028 INCREDIBLE WHITE
03	METAL 01 - ALUCOBOND CABLE RAIL TRANSFORMER ENCLOSURE ACCESS GATE SW 7005 SEA SERPENT - POWDER COAT	04	EIFS 03 SW 9933 MOONLIT ORCHARD
05	METAL 02 - ALUCOBOND BALCONY FASCIA & ACCENTS SW 6214 NAVAL	06	METAL 03 - ALUCOBOND DOOR HEADS & ACCENTS SW 9154 PERLE NOIR
07	FINISHED GROUND FACE MASONRY UNIT STRONGTONE SCREEN WALL 6" X 8" OPAL	08	CLADDING 01 - RESYSTA 6" WOOD LOOK PLANK SIDING PALE GOLDEN
09	GLAZING 01 - CLEAR 1" INSULATED GLAZING VIRACON SW 5143 (ALUMIN FRAME TO MATCH METAL 03)		

KEY NOTES

1. CABANAS ARE STRUCTURED TO SUPPORT FABRIC SHADE CANOPY
2. 8'-0" METAL PICKET FENCE W/ ACCESS CONTROL, TRANSFORMERS SHALL BE SCREEN W/ 20% MAX OPENINGS
3. PROVIDE HXOZ KEY BOX ON GATES FOR EMERGENCY ACCESS
4. OPENING IN MATERIAL TO BEYOND



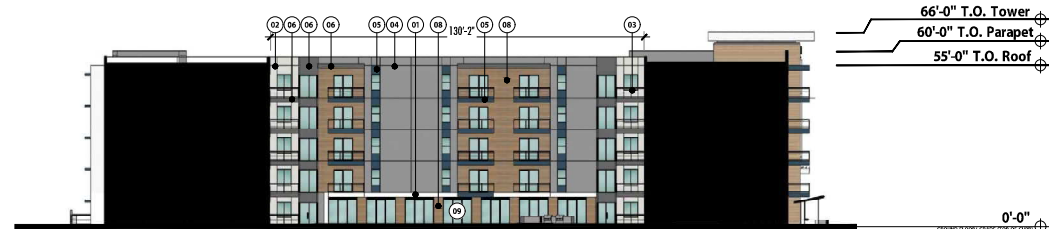
North Elevation



East Elevation



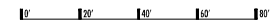
West Elevation



South Elevation

BUILDING COURTYARD ELEVATIONS (COLOR)

1" = 20'-0"





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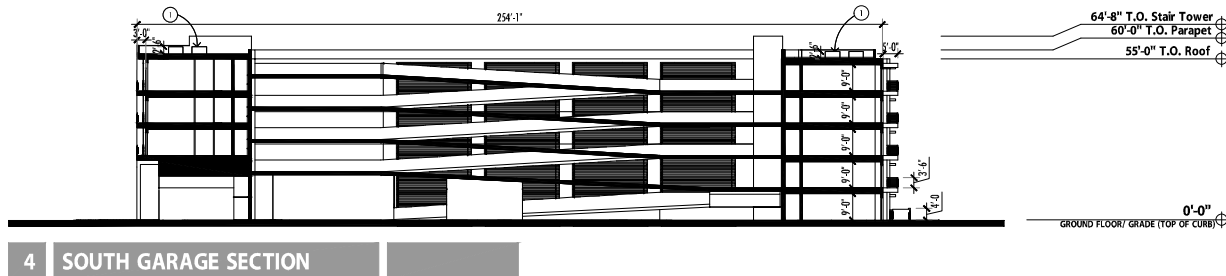
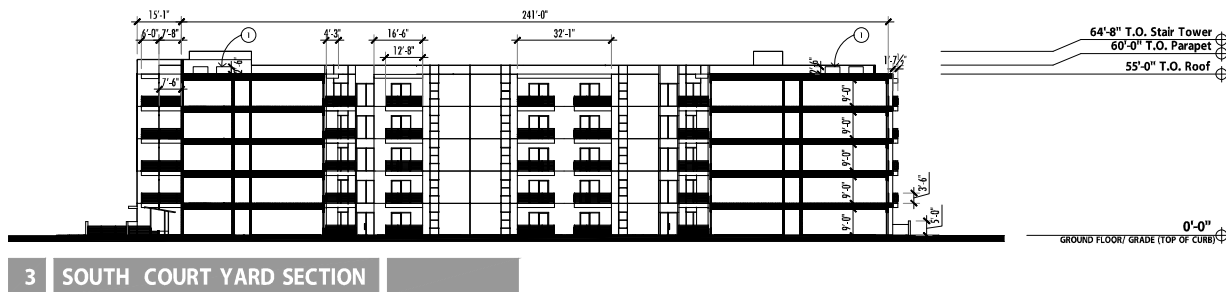
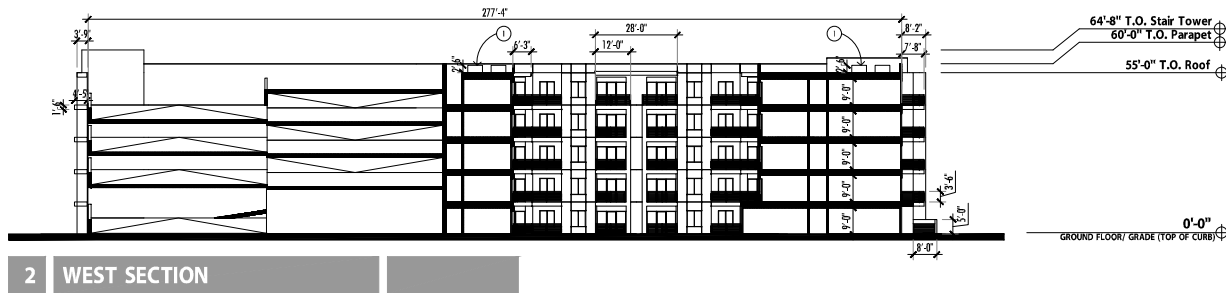
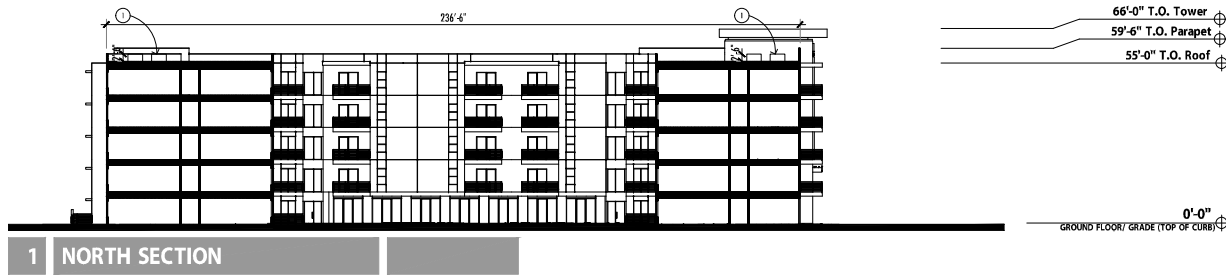
APACHE SQUARE
1747 EAST APACHE BLVD. TEMPE, ARIZONA



SCHEMATIC
DESIGN DEVELOPMENT
CONSTRUCTION DOCUMENTS
BID PRICING PACKAGE
BUILDING DEPT. APPROVAL

DATE ISSUED: 8/02/2023
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CHECKED BY:
PROJECT NO.: 22141
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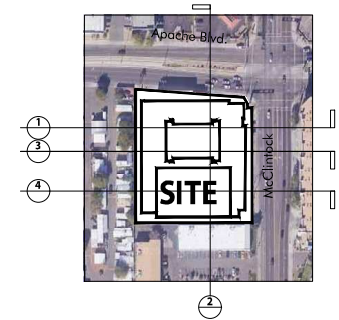
A-301
BUILDING
ELEVATIONS
COURTYARD
PL230063



KEYNOTES

① LINE OF ROOFTOP MECHANICAL EQUIPMENT

KEY MAP



BUILDING SECTIONS

1" = 20'-0"



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APACHE SQUARE
1747 EAST APACHE BLVD, TEMPE, ARIZONA

SCHEMATIC	2022
DESIGN DEVELOPMENT	2022
CONSTRUCTION DOCUMENTS	2022
BID PRICING PACKAGE	2022
BUILDING DEPT. APPROVAL	2022

DATE ISSUED: 8/02/2023

DRAWN BY: _____

CHECKED BY: _____

PROJECT NO. 22141

CADD FILE: _____

A-400
BUILDING SECTIONS

PL230063

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66'-0" T.O. Tower
60'-0" T.O. Parapet
55'-0" T.O. Roof

0'-0"
GROUND FLOOR GRADE (TOP OF CURB)

02 NORTH STREET VIEW



66'-0" T.O. Tower
60'-0" T.O. Parapet
55'-0" T.O. Roof

0'-0"
GROUND FLOOR GRADE (TOP OF CURB)

01 EAST STREET VIEW

STREET ELEVATIONS

NOT TO SCALE

DAVIS

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APACHE SQUARE
1747 EAST APACHE BLVD., TEMPE, ARIZONA



- SCHEMATIC
- DESIGN DEVELOPMENT
- CONSTRUCTION DOCUMENTS
- BID PRICING PACKAGE
- BUILDING DEPT. APPROVAL

DATE ISSUED: 8/02/2023

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PROJECT NO. 22141

CADD FILE:



A-304
STREET ELEVATIONS EXTERIOR
PL230063

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1 Corner of Apache & McClintock N.T.S.



2 Apache Blvd. N.T.S.



3 McClintock Drive N.T.S.



4 Southeast Corner N.T.S.

PERSPECTIVE VIEWS

DAVIS
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APACHE SQUARE
1747 EAST APACHE BLVD., TEMPE, ARIZONA

SCHEMATIC
DESIGN DEVELOPMENT
CONSTRUCTION DOCUMENTS
BID PRICING PACKAGE
BUILDING DEPT. APPROVAL

DATE ISSUED: 8/02/2023

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PROJECT NO. 22141
CADD FILE:

A-902
PERSPECTIVE VIEWS
PL230063

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1 Northwest Corner N.T.S.



2 Southwest Corner N.T.S.



3 Northwest Interior Court Yard N.T.S.



4 Southeast Interior Court Yard N.T.S.

PERSPECTIVE VIEWS

DAVIS
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APACHE SQUARE
1747 EAST APACHE BLVD. TEMPE, ARIZONA

SCHEMATIC
DESIGN DEVELOPMENT
CONSTRUCTION DOCUMENTS
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DATE ISSUED: 8/02/2023

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PROJECT NO. 22141
CADD FILE:

A-903
PERSPECTIVE VIEWS
PL230063



02 | LOOKING SOUTHWEST

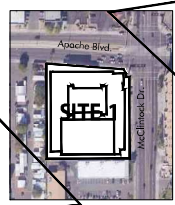
N.T.S.



01 | LOOKING NORTHEAST

N.T.S.

KEY MAP



02

01

PERSPECTIVE VIEWS



APACHE SQUARE
1747 EAST APACHE BLVD., TEMPE, ARIZONA



◀	▶	▶	▶	▶
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- SCHEMATIC
- DESIGN DEVELOPMENT
- CONSTRUCTION DOCUMENTS
- BID PRICING PACKAGE
- BUILDING DEPT. APPROVAL

DATE ISSUED: 8/02/2023

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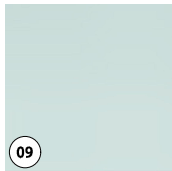
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PROJECT NO. 22141

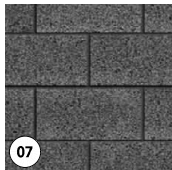
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A-904
3D MODEL VIEWS
PL230063

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09
GLAZING 01
1" INSULATED GLAZING
VIRACON VN E1-63
(ALUMIN FRAME TO
MATCH METAL 01)



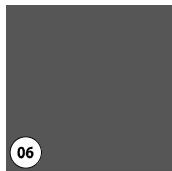
07
POLISHED GROUND
FACE MASONRY UNIT
TRENDSTONE
SCREEN WALL
8"x16"
OPAL



08
CLADDING 01 - RESYSTA
6" WOOD LOOK PLANK SIDING
PALE GOLDEN



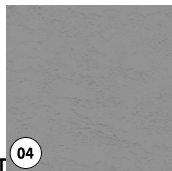
05
METAL 02 - ALUCOBOND
BALCONY FASCIA & ACCENTS
SW 6244
NAVAL



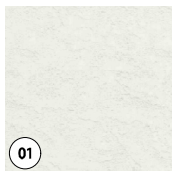
06
METAL 03 - ALUCOBOND
DOOR HEADS & ACCENTS
SW 9154
PERLE NOIR



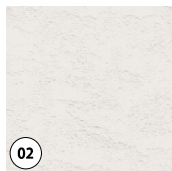
03
METAL 01 - ALUCOBOND
CABLE RAIL
TRANSFORMER ENCLOSURE
ACCESS GATE
SW 7015
SEA SERPENT - POWDER COAT



04
EIFS 03
SW 9153
MOONLIT ORCHARD



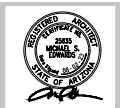
01
EIFS 01
SW 6203
SPARE WHITE



02
EIFS 02
SW 7028
INCREDIBLE WHITE

01 **DIGITAL MATERIAL BOARDS**

NOT TO SCALE



<input type="checkbox"/>	SCHEMATIC
<input type="checkbox"/>	DESIGN DEVELOPMENT
<input type="checkbox"/>	CONSTRUCTION DOCUMENTS
<input type="checkbox"/>	BID PRICING PACKAGE
<input type="checkbox"/>	BUILDING DEPT. APPROVAL

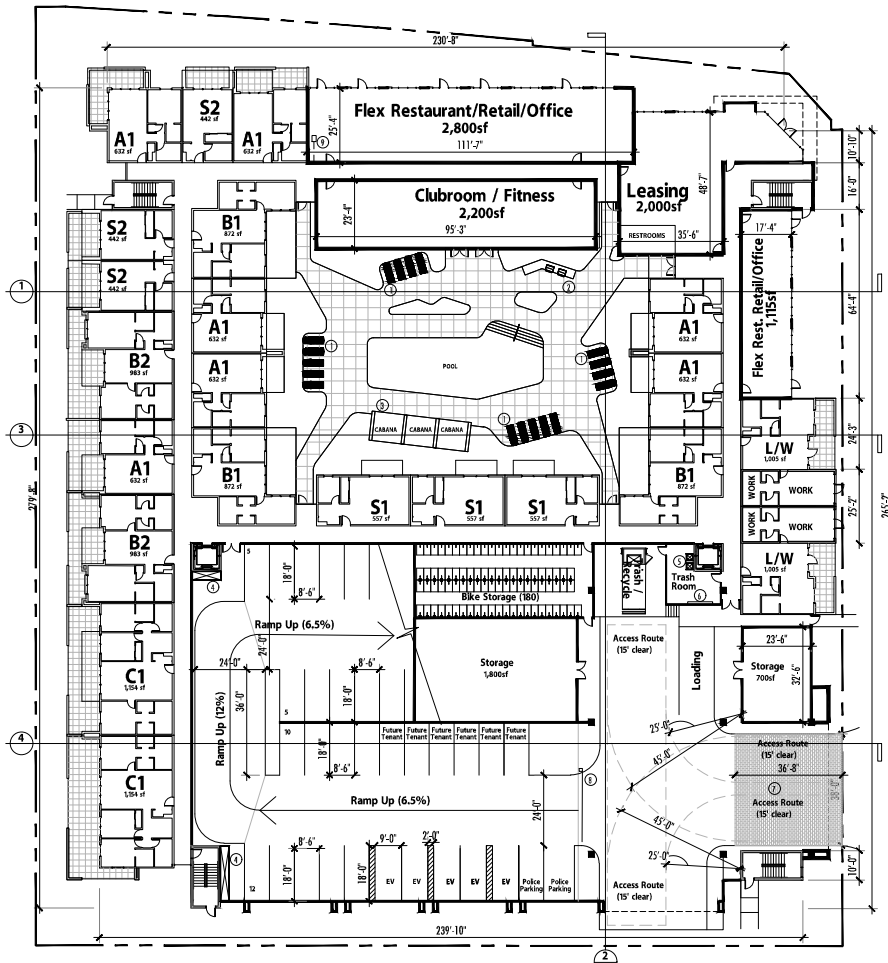
DATE ISSUED: 8/02/2023
DRAWN BY:
CHECKED BY:
PROJECT NO.: 22141
CADD FILE:

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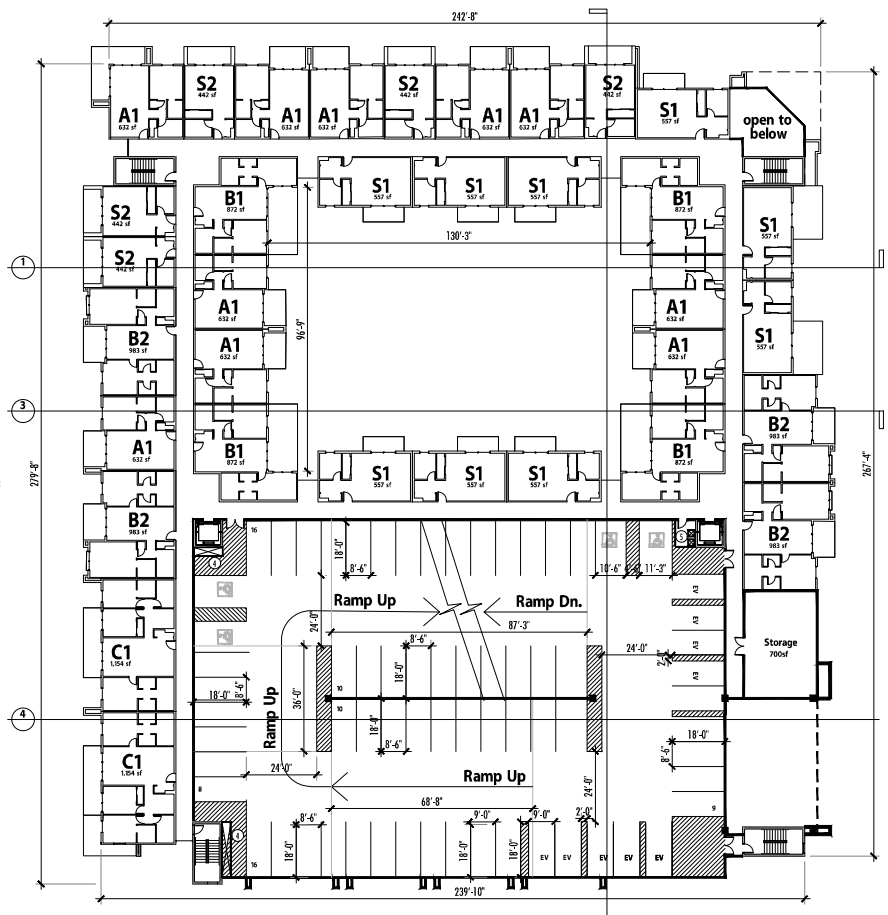


SCHEMATIC
DESIGN DEVELOPMENT
CONSTRUCTION DOCUMENTS
BIDDING PACKAGE
BUILDING DEPT. APPROVAL

DATE ISSUED: 8/02/2023
DRAWN BY:
CHECKED BY:
PROJECT NO.: 22141
CADD FILE:



First Floor

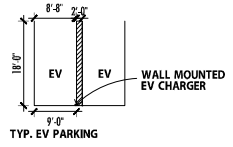


Second Floor

KEY NOTES:

1. MOVE-ABLE DAY BED POOL FURNITURE
2. ISLAND GRILL - DESIGN IN-TENT MEMBER'S MARK 78"-4 BURNER LEDGE GAS ISLAND GRILL
3. CABANAS. SEE ELEVATIONS
4. MECHANICAL VENTILATION SYSTEM SHAFT FOR GARAGE. IN WALL MECH. UNIT
5. WASTE AND LINE CHUTES
6. ELECTRICAL EQUIPMENT
7. INTEGRALLY COLORED INDIVIDUAL UNIT PAVERS.
8. GATE ARM W/RFID READER & ILLUMINATED SIGN TO BE DOWN WHEN REFUSE SERVICE IS OCCURRING.
9. TENTATIVE GREASE INTERCEPTOR LOCATION. GREASE INTERCEPTOR TO COMPLY W/ 10000.3.4 HYDROMECHANICAL GREASE INTERCEPTORS AND AUTOMATIC GREASE REMOVAL DEVICES PER TEMPE 2018 IBC.

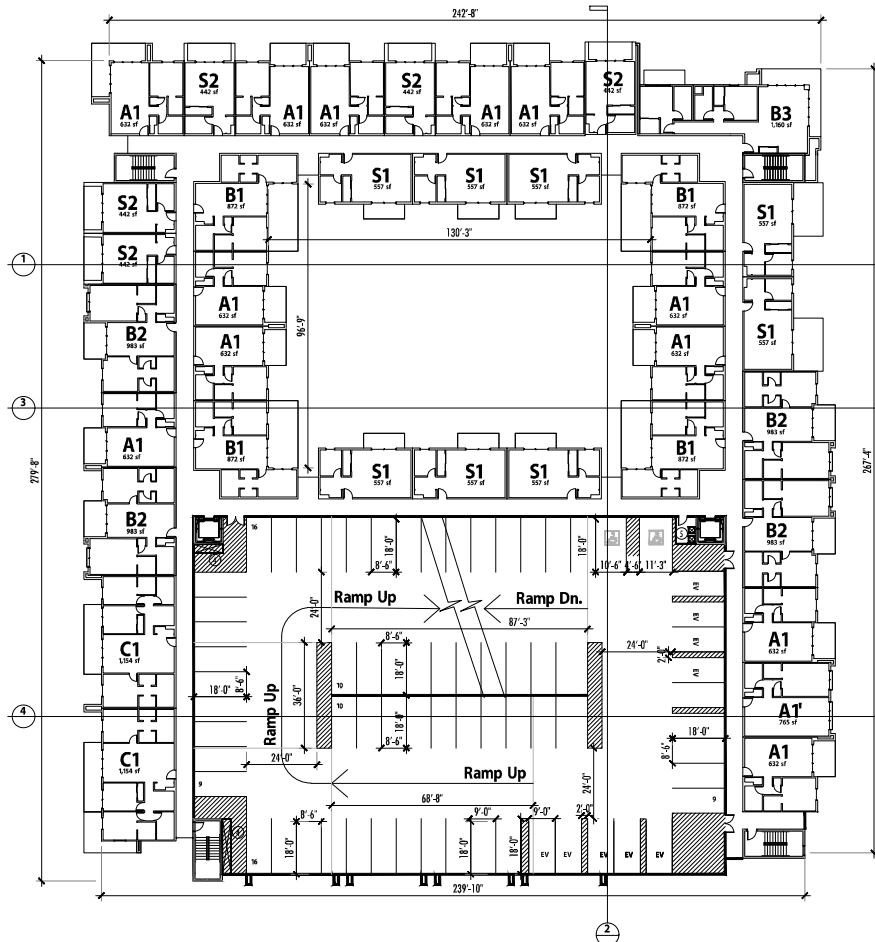
USES CALCULATION: APACHE (C)	
BUILDING LENGTH	230'-0"
ROP% REQUIRED	138%
USES PROVIDED	192% (17%)
USES CALCULATION: MAGNITUCK (C)	
BUILDING LENGTH	227'-0" (INCL. USES OR, BE, E TO GARAGE)
ROP% REQUIRED	130%
USES PROVIDED	116% (81%)



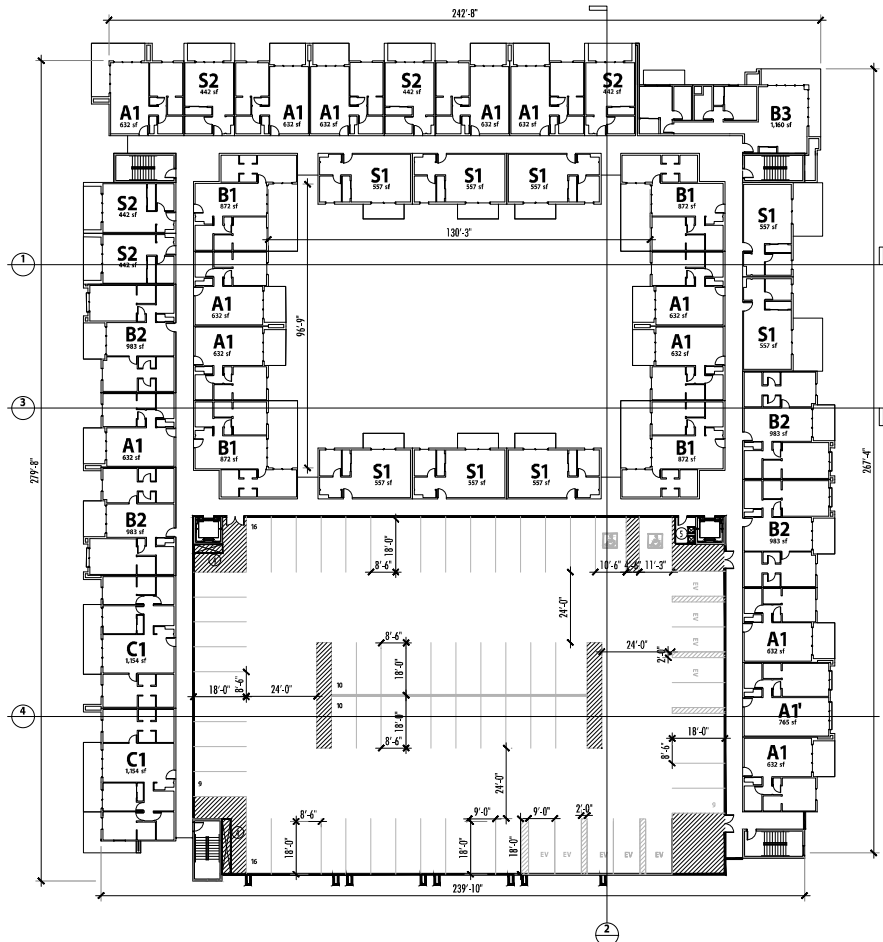
FLOOR PLANS

1" = 20'-0"

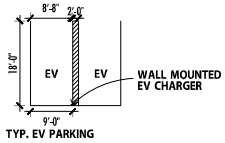
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Third and Fourth Floors



Fifth Floor



KEY NOTES:

1. MOVE-ABLE DAY BED POOL FURNITURE
2. ISLAND GRILL - DESIGN IN-TENT MEMBERS MARK 78"-4 BURNER LEDGE GAS ISLAND GRILL
3. CABANAS - SEE ELEVATIONS
4. MECHANICAL VENTILATION SYSTEM SHAFT FOR GARAGE. IN WALL MECH. UNIT
5. WASTE AND LINE CHUTES
6. ELECTRICAL EQUIPMENT
7. INTEGRALLY COLORED INDIVIDUAL UNIT PAVERS.
8. GATE ARM W/RFD READER & ILLUMINATED SIGN TO BE DOWN WHEN REFUSE SERVICE IS OCCURRING.
9. TENTATIVE GREASE INTERCEPTOR LOCATION: GREASE INTERCEPTOR TO COMPLY W/ 10003.3.4 HYDROMECHANICAL GREASE INTERCEPTORS AND AUTOMATIC GREASE REMOVAL DEVICES PER TEMPE 2018 IBC.



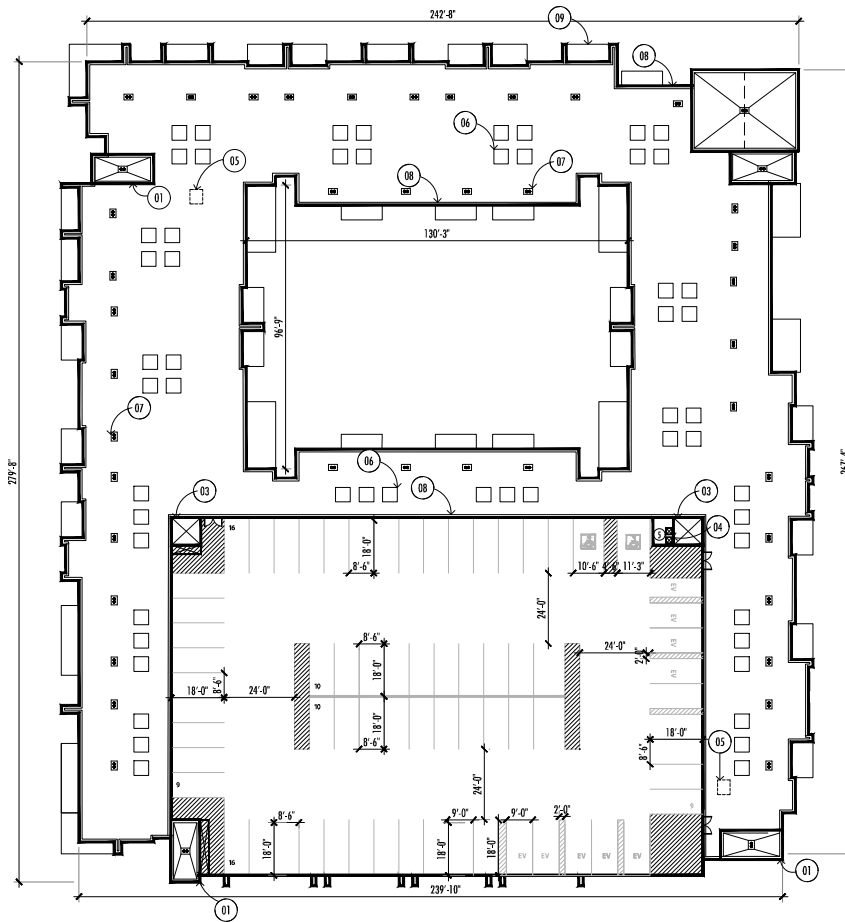
FLOOR PLANS

1" = 20'-0"



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DESIGN DEVELOPMENT	
CONSTRUCTION DOCUMENTS	
BID PRICING PACKAGE	
BUILDING DEPT. APPROVAL	
DATE ISSUED	8/02/2023
DRAWN BY	
CHECKED BY	
PROJECT NO.	22141
CADD FILE	

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ROOF PLAN

KEYNOTES

- ① STAIRWELL
- ② HOT USED
- ③ ELEVATOR
- ④ TRASH/RECYCLING CHUTE
- ⑤ ROOF ACCESS HATCH
- ⑥ ROOFTOP MECHANICAL SYSTEMS
- ⑦ ROOFTOP DRAIN (INTERNALLY PIPED)
- ⑧ PARAPET SCREEN WALL
- ⑨ LINE OF BALCONY RAILING



ROOF PLAN

1" = 20'-0"


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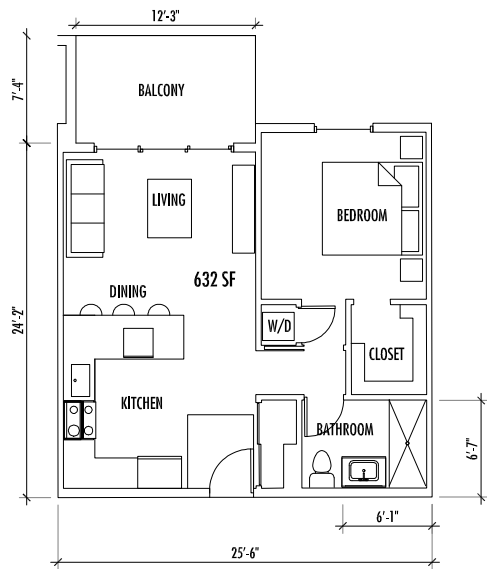


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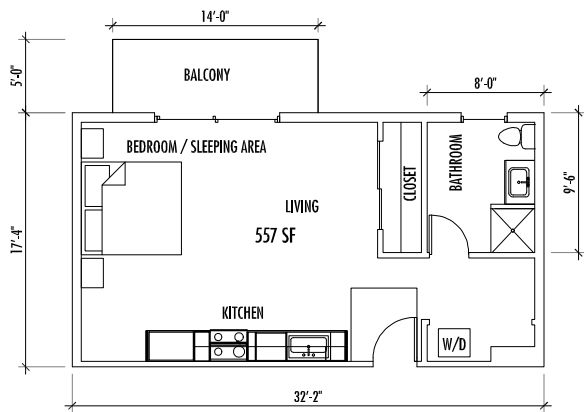
A-202

ROOF PLANS

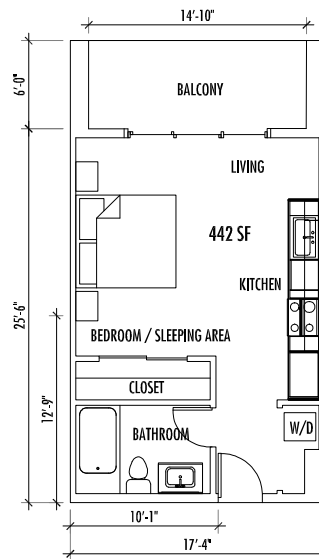
PL230063



01 UNIT A1 (1-BEDROOM) - FLOOR PLAN 1/4" = 1'-0"



02 UNIT S1 (STUDIO) - FLOOR PLAN 1/4" = 1'-0"

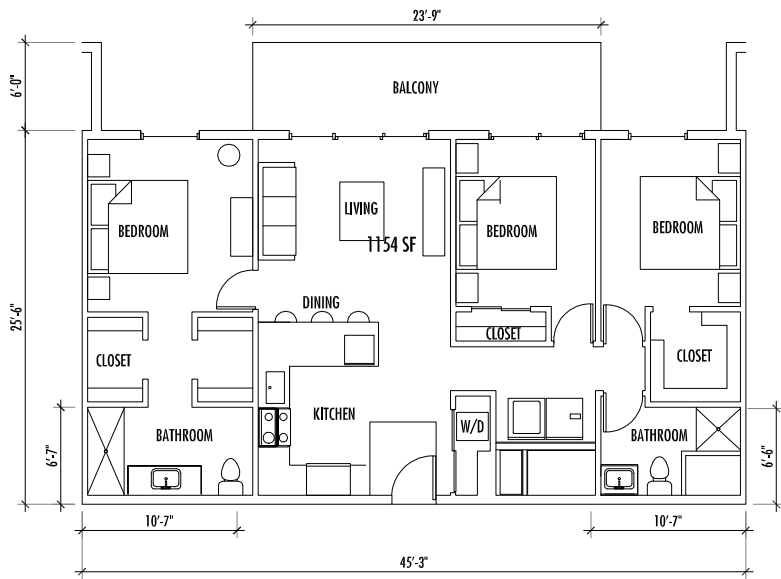


03 UNIT S2 (STUDIO) - FLOOR PLAN 1/4" = 1'-0"



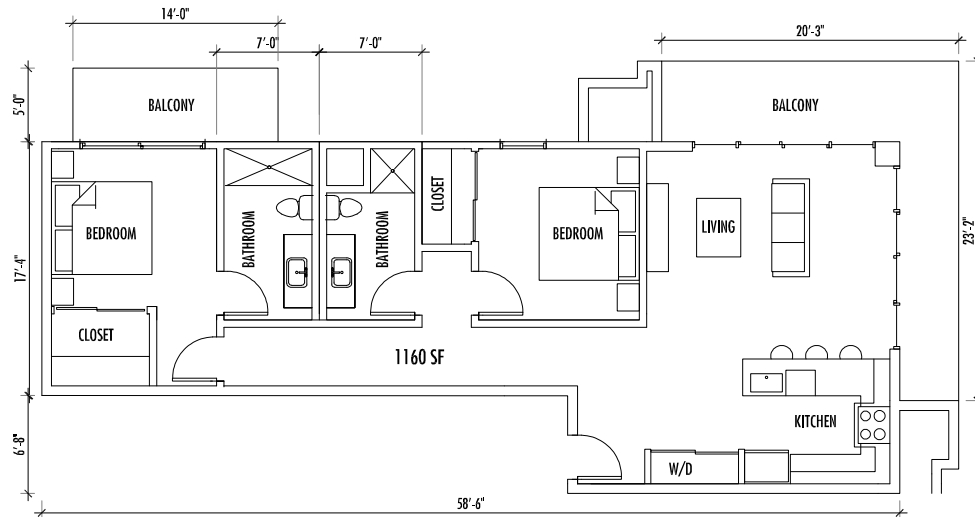
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01 UNIT C1 (3-BEDROOM) - FLOOR PLAN

1/4" = 1'-0"



02 UNIT B3 (2-BEDROOM) - FLOOR PLAN

1/4" = 1'-0"



03 UNIT B2 (2-BEDROOM) - FLOOR PLAN

1/4" = 1'-0"



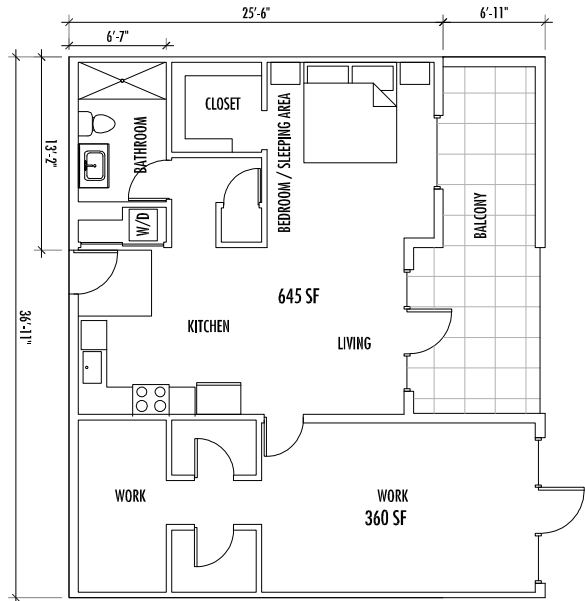
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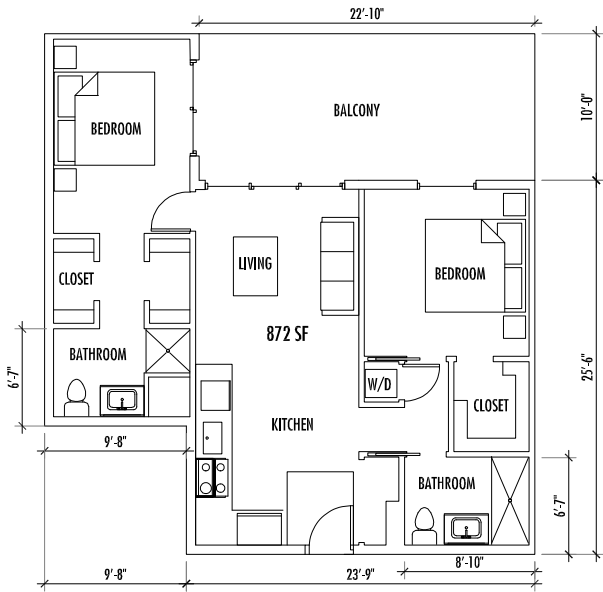
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A-501
 UNIT FLOOR PLANS
 PL230063

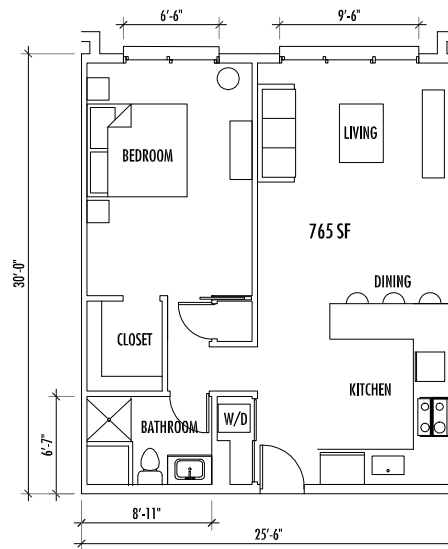
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01 UNIT LIVE/WORK - FLOOR PLAN 1/4" = 1'-0"



02 UNIT B1 (2-BEDROOM) - FLOOR PLAN 1/4" = 1'-0"



03 UNIT A1 - (1 BEDROOM) - FLOOR PLAN 1/4" = 1'-0"


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SCHEMATIC	
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A-502
 UNIT FLOOR PLANS

PL230063

- On-street passenger loading near the northwest corner of the Site along Apache Boulevard; and,
- 180 bicycle parking spaces

The purpose of this report is to summarize the Project team's discussion with the community regarding the Application and associated development proposal to date. The team has made a concerted effort to reach out to the community. To date, the team has completed a site posting, completed mailing and electronic notices, met with representatives of Citizens for a Vibrant Apache Corridor ("CVAC"), and held a neighborhood meeting.

Site Postings and Mailing Notification Dates and Persons and Associations Notified:

On June 21, 2023, Dynamite Signs posted two (2) signs on the Site advising of the Project, the Application, and the Project's official neighborhood meeting scheduled for July 11, 2023. The affidavit of sign posting and associated photographs of the posted signs are enclosed with this report.

On June 22, 2023, the Applicant's legal representative mailed and/or emailed the enclosed notification packet advising of the Project, the Application, and the Project's official neighborhood meeting scheduled for July 11, 2023 to recipients listed on the enclosed notification lists, including property owners within 600 feet of the Site, registered associations in the area, representatives from Arizona State University, and other interested parties. The affidavit of notification, associated notification map and lists, notification package, and email notification are enclosed with this report.

July 5, 2023 Meeting with Phil Amorosi and Matt Salenger of CVAC:

On July 5, 2023, representatives for the Applicant, the Applicant's legal representative, and the Applicant's architect attended a virtual meeting with Phil Amorosi and Matt Salenger of CVAC to discuss the Project and Application. The Applicant's legal representative and architect provided a formal presentation of the Project. The presentation consisted of an overview of the Site's location and existing condition, an overview of the requests associated with the Application, and an overview of the development proposal and associated site, landscape, and architectural designs. A copy of the presentation deck shared during the meeting is enclosed with this report.

Questions and comments regarding the Project raised by Mr. Amorosi or Mr. Salenger during the meeting pertained to tree species, building materials and colors proposed for the Project, opportunities for incorporating art into the Project, and opportunities for expanding the Project to the south in the future. The Applicant's representatives advised that the owner of the adjoining property to the south was not willing to sell their property at this time. The Applicant's representatives expressed a willingness to continue to work with CVAC to refine the Project's architectural and landscape designs.

July 11, 2023 Neighborhood Meeting:

On July 11, 2023, the project team held the official neighborhood meeting for the Project at the Escalante Community / Multi-Generational Center. The meeting began at approximately 6:00 p.m. and ended at approximately 6:55 p.m. Representatives for the Applicant, the Applicant's legal representative, the Applicant's architect, the Applicant's landscape architect, and the Tempe Community Development Department were present. As reflected by the enclosed sign-in sheet, five (5) members of the public attended the meeting.

The Applicant's legal representative and architect provided a formal presentation of the Project. The presentation consisted of an introduction of project team members, an overview of the Site's location and existing condition, an overview of the requests associated with the Application, and an overview of the development proposal and associated site, landscape, and architectural designs. A copy of the PowerPoint presented during the meeting is enclosed with this report. An opportunity for members of the public in attendance to ask questions or provide comments was provided after the formal presentation. The members of the public in attendance at the meeting asked questions pertaining to considering opportunities for integrating art into the Project, plans for enhancing the bus stop along the Site's McClintock Drive frontage, anticipated uses for the Project's commercial space, anticipated residents (e.g. professionals and small families) of the Project, if the Project will include affordable housing units, and the Project's anticipated construction schedule. The Applicant's legal representative and architect addressed all questions pertaining to the Project. Pursuant to the noted request to consider integrating art into the Project's design, the Applicant is considering opportunities to integrate art. In the event art is integrated into the design, the Applicant will process a minor development plan review application for staff review.

Summary of Correspondence with Neighbors and Interested Parties:

On June 27, 2023, the Applicant's legal representative received a voicemail from a neighbor or interested person who did not provide their full name. The noted voicemail did not provide any comments nor pose any questions regarding the Project or Application. On June 27, 2023, the Applicant's legal representative responded by leaving a voicemail for the neighbor or interested person.

Email correspondence received by the Applicant's legal representative from the public regarding the Application and Project to date has been limited to scheduling the July 5, 2023 meeting with Phil Amorosi and Matt Salenger of CVAC discussed above. The Applicant's legal representative has not received any letters from the public regarding the Application and Project to date.

The Applicant's legal representative will continue to be responsive to any inquiries from the public regarding the Project and Application moving forward.

From: [Erin Davis](#)
To: [Stovall, Karen](#)
Subject: Re: Notice of Minor General Plan Amendment PL230063 - Apache Square, 1747 E. Apache Blvd.
Date: Tuesday, July 25, 2023 1:17:43 PM



This message needs your attention

- This is their first email to you.

Thank you for providing our office the opportunity to review the proposed plans for the above-referenced project, which is located on private land in Tempe at 1747 East Apache Boulevard. It is our understanding that the project is non-mandated; that is, there is no State or Federal involvement.

A preliminary review of AZSITE, the state's electronic cultural resources inventory, indicates the project area has not been previously surveyed for cultural resources; however, it is developed and a Class III survey would not be productive. The project area is adjacent to an archaeological site and across the street from a historic district. We recommend that the proponent consider the effects of the project on these cultural resources, in consultation with the City of Tempe Historic Preservation Office, SHPO, and Tribes prior to any ground-disturbing activities.

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

From: planning@tempe.gov
To: [Barry, Joanna](#)
Subject: Development Review Commission Online Meeting Comment Card
Date: Tuesday, August 8, 2023 7:35:53 AM

A new entry to a form/survey has been submitted.

Form Name: Development Review Commission Online Meeting Comment Card
Date & Time: 08/08/2023 7:35 AM
Response #: 255
Submitter ID: 117934
IP address: [REDACTED]
Time to complete: 10 min. , 59 sec.

Survey Details

Page 1

The City of Tempe Development Review Commission values and welcomes public input on Public Hearing items. If you wish to address a matter on the Development Review Commission Agenda, please fill out and submit the form below, no later than two hours (4 p.m.) prior to the start of the Development Review Commission meeting. If time allows, additional input will be monitored throughout the course of the meeting. You will be allowed up to three minutes to speak.

[View meeting agenda](#)

Contact Information

Full Name	Anthony Farina	Representing	Not answered
City & State of Residence	Tempe	Email	[REDACTED]
Phone Number	[REDACTED]	Meeting Date	08/22/2023

Agenda Item & PL#

PL230063
Project Name Apache Square
(o) Support

Reading of Comments

(o) Provide my written comments to the Commission prior to meeting for their review

To speak in the meeting, you must provide the phone number you will be calling from so that we can identify you

Not answered

Comments

I am in favor of this project, but would like to see some improvement to the traffic flow. Specifically, a

dedicated right turn lane from EB Apache to SB McClintock. Traffic often backs up there because of pedestrians crossing for the duration of the green light making right turns difficult and since thru traffic and right turn traffic are mixed in the right lane, usually you can't take right turns on red light either.

All speakers are expected to observe common standards of decorum and courtesy. Personal, impertinent, or slanderous remarks, including profanity, are prohibited, as is any disorderly conduct that disrupts, disturbs, or otherwise impedes the Development Review Commission meeting. Becoming boisterous while addressing the Commission is prohibited. Any conduct that disrupts, disturbs, or otherwise impedes the Development Review Commission meeting will be grounds, at the discretion of the Development Review Commission Chair, for ending the speaker's time.

[City of Tempe Guidelines Conduct at City Council Meetings English and Spanish](#)

[x] I agree to adhere to the Conduct Guidelines when addressing the City Council

Thank you,
City of Tempe, AZ

This is an automated message generated by Granicus. Please do not reply directly to this email.



P:

E

RE: Apache Square Apartments (PL230063)

Dear Commissioners and staff,

The members of CVAC have looked over the plans for the Apache Square apartments and support this development. This development takes advantage of the TOD plan for mixed-use high-density apartments around a light rail station. This will help ease the lack of housing in Tempe. We are happy to see the upgraded bus stop as this is a busy stop.

We agree to the reduction of commercial store front space since there are still too many existing sites that are empty. They listened to our comments, to provide the most shade around the building to make it as sustainable as possible.

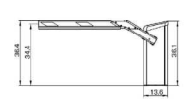
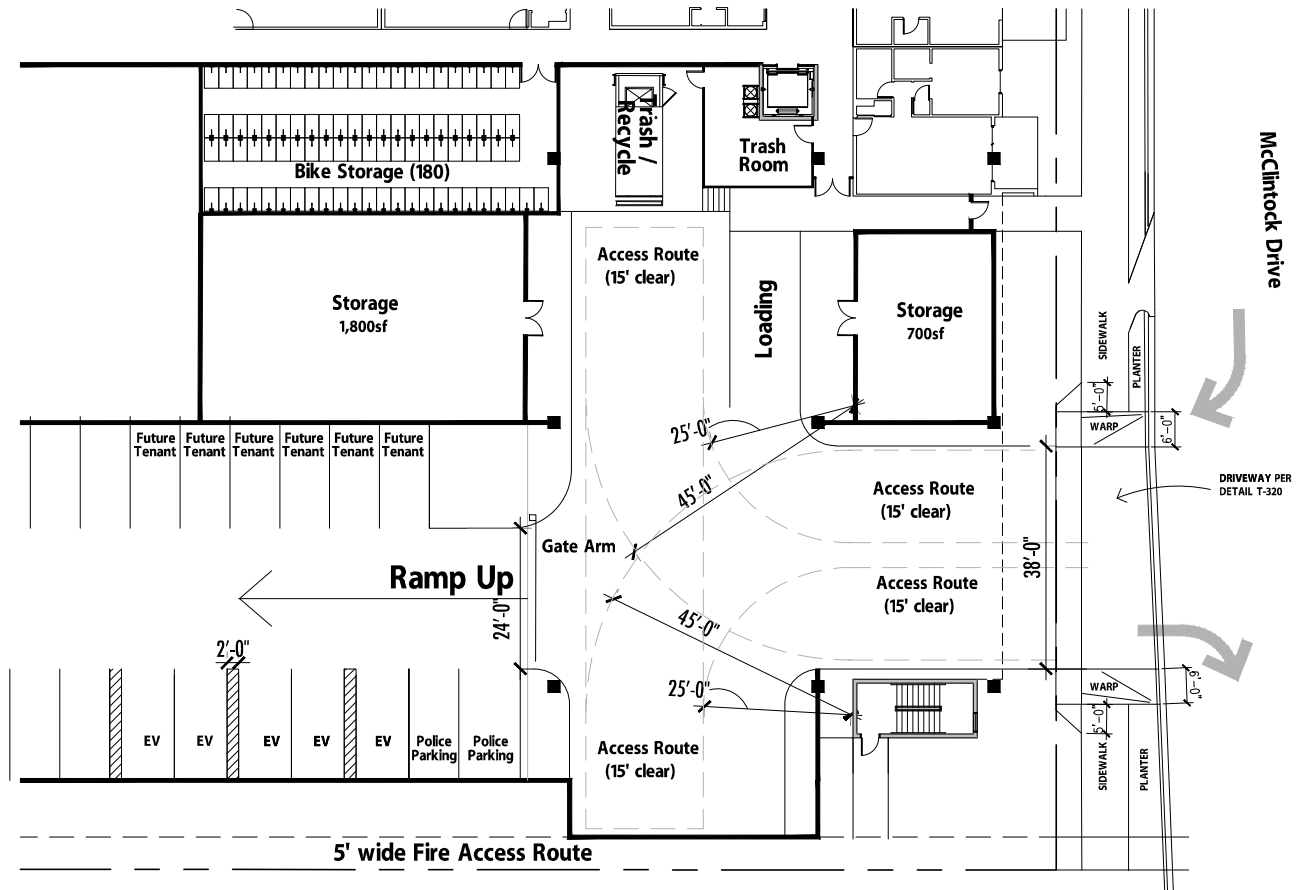
One area of concern is the parking garage entrance/exit that will be opposite the existing Access apartments entrance/exit on the east side of McClintock. During rush hour the turn lanes on McClintock get backed up as cars want to turn west on to Apache. The city might need to adjust the turn signal to keep that area clear and traffic flowing.

Phil Amorosi
Matthew Salenger, AIA
Co-chairs CVAC

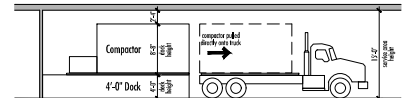
Members:

Charles Buss, Chair University Heights NA
Kyle Delly, Co-owner of the Hudson Eatery
Terri Lee Ekin, Chair of Escalante NA
Augie Gastelum, Patchwork Community Inclusion
Victor Jimenez, Co-chair Victory Acres NA
RoniSue Lee, Co-chair Alegre NA
Gretchen Reinhardt, former Chair Escalante NA
Jennifer Rode, Co-chair Alegre NA
Patricia Villas, Co-chair Victory Acres NA
Jesse Westad, landscape architect, WERK Urban Design
Ryan Winkle, Executive Director of Rail CDC

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Gate Arm Detail (or similar)
(operated by RFID sticker on vehicle)



Section thru Refuse Loading Area

Weekly Refuse Calculation:
169 units / 4 units x 2 yards = 84.5 yards per week

Compaction Calculation:
84.5 yards / 4:1 compaction ratio = 21.13 yards per week

Compactor Type and Capacity:
DUAL-CHAMBER REFUSE / RECYCLE COMPACTOR,
SIMILAR TO MARATHON RJ-2505C (32YD)

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APACHE SQUARE
1747 EAST APACHE BLVD., TEMPE, ARIZONA

SCHEMATIC
DESIGN DEVELOPMENT
CONSTRUCTION DOCUMENTS
BID PRICING PACKAGE
BUILDING DEPT. APPROVAL

DATE ISSUED: 8/02/2023
DRAWN BY:
CHECKED BY:
PROJECT NO. 22141
CADD FILE:

A-204
SOLID WASTE ACCESS PLAN

SOLID WASTE ACCESS PLAN 1" = 10'-0"



To: Benjamin Johnson
KB DEVCO

From: Marina Stender, PE, PTOE

Job Number: 22.5404.01

RE: Apache Square (Tempe Case No. PL230063)
Transportation Impact Study – Level 1

Date: May 30, 2023



INTRODUCTION

Lōkahi, LLC (Lōkahi) has prepared a Transportation Impact Study – Level 1 for the proposed Apache Square development, located on the southwest corner of Apache Boulevard and McClintock Drive in Tempe, Arizona. See **Figure 1** for the vicinity map.

The proposed Apache Square development will be comprised a mixed-use development which will include 167 multi-family residential units (includes two (2) live/work units) and a 3,915 square feet (SF) restaurant/retail/office space. The proposed development will occupy approximately 1.95 acres. See **Attachment A** and **Figure 2** for the site plan.



Figure 1 - Vicinity Map

The objective of this Level 1 Transportation Impact Study 1 is to analyze the proposed development’s traffic related impacts to the adjacent roadway network.





EXISTING CONDITIONS

The proposed development is bordered by Apache Boulevard to the north, McClintock Drive to the east, a mobile home park to the west, and a commercial parcel to the south. According to the Maricopa County Assessor's website, the site is comprised of one (1) parcel that is zoned for Commercial Shopping and Services (CSS) land use, which is a district intended to meet the daily shopping and service needs of Tempe's neighborhoods. The approximately 1.95-acre site is currently occupied by a vacant commercial building. See **Attachment B** for Maricopa County Assessor's parcel information.

Apache Boulevard runs east-west and provides two (2) through lanes in each direction of travel, with Valley Metro Rail operating in the median. According to the *City of Tempe Transportation Master Plan*, dated January 2015, Apache Boulevard is classified as an arterial. According to the City of Tempe's staff, a total of 6,853 and 6,076 vehicles per day were recorded in the eastbound and westbound directions along Apache Boulevard, respectively, between Rural Road and McClintock Drive in April of 2022. Bike lanes are provided on both sides of the roadway, within the study area. There is a posted speed limit of 35 miles per hour (mph).

McClintock Drive runs north-south and generally provides two (2) through lanes in northbound direction of travel with three lanes (3) and two (2) lanes in the southbound direction, north and south of Apache Boulevard, respectively. A two way left turn lane (TWLTL) separates two directions of travel. According to the *City of Tempe Transportation Master Plan*, dated January 2015, McClintock Drive is classified as an arterial. According to the City of Tempe's *Traffic Counts* map, a total of 13,409 and 13,615 vehicles per day were recorded in the northbound and southbound directions along McClintock Drive, respectively, between Apache Boulevard and Broadway Road in February of 2022. There is a posted speed limit of 40 mph.

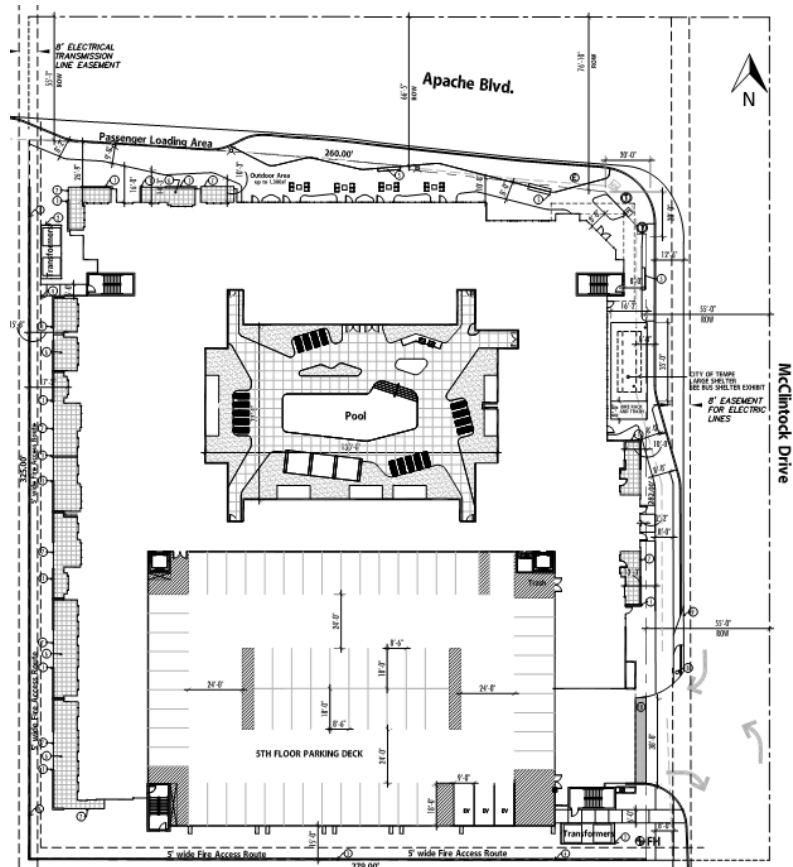


Figure 2 – Site Plan





Transit Service

Valley Metro Light Rail runs along Apache Boulevard in the eastbound and westbound directions. This route connects residents of Tempe with northwest Phoenix and east Mesa.

Bus Route 81 runs along McClintock Drive in northbound and southbound directions. It connects residents of Tempe to Mustang Transit Center in Scottsdale and Chandler Fashion Center. It also connects to a local bus service using Chandler Flex, a new on-demand shared transportation service within Chandler.

Bike Lanes

According to MAG Bikeways website, bike lanes exist along McClintock Drive south of Apache Boulevard. Bike lanes are also provided along both side of Apache Boulevard.

Pedestrian Facilities

Sidewalks currently exist along both sides of each McClintock Drive and Apache Boulevard. The intersection of Apache Boulevard and McClintock Drive is signalized, with pedestrian crosswalks on all four legs. Additionally, this crosswalk provides access to the Valley Metro Light Rail station located in the median of Apache Boulevard at McClintock Drive intersection.

PROPOSED DEVELOPMENT

The proposed Apache Square mixed-use development will be comprised of 167 multi-family residential units (including two (2) live/work units) and two (2) commercial spaces totaling approximately 3,915 SF and providing flex restaurant/retail/office space. This five-story building will include fifty-nine (59) studio units, fifty-eight (58) one-bedroom units (includes two (2) one-bedroom live/work units), forty (40) two-bedroom units, and ten (10) three-bedroom units. A parking garage with 251 parking spaces as well as 180 spaces for bike storage will also be provided.

One (1) vehicular access point to the site will be provided on the east side of the site located along McClintock Drive approximately 320' south of Apache Boulevard (measured center to center). This access will be a ¾ access driveway allowing left-in, right-in, and right-out movements.

At the direction of City of Tempe Transportation Staff, a R3-2 sign shall be installed at the eastbound approach to the site driveway to prohibit the eastbound left turn movement.

TRIP GENERATION

The trip generation for the proposed Apache Square development was calculated utilizing the Institute of Transportation Engineers (ITE) publication entitled *Trip Generation*, 11th Edition. The ITE rates are based on studies that measure the trip generation characteristics for various types





of land uses. The rates are expressed in terms of trips per unit of land use type. This publication is the standard for estimating trips in the transportation engineering profession.

The trip generation for the proposed Apache Square development was calculated utilizing the ITE Land Use 221 – Multifamily Housing (Mid-Rise) and ITE Land Use 822 – Strip Retail Plaza (<40k). Two (2) live/work units trip generation was also calculated using ITE Land Use 221.

Internal Capture

Given the mixed-use nature of the proposed development which includes residential and retail land uses, it is anticipated that some trips will be internal, i.e., beginning and ending within the development. Based on the NCHRP Report 684 – Enhancing Internal Trip Capture Estimation of Mixed-Use Developments, the internal capture rates for trip origins and trip destinations within a multi-use development were applied for weekday AM and PM hours.

Pass-by Trips

Pass-by trips are intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from the existing traffic passing the site on an adjacent street or roadway that offers direct access to the generator. These trips are not considered to add new traffic to the adjacent street network and may be reduced from the total external trips generated by the proposed development. Pass-by rates were applied to the Weekday, AM Peak Hour and PM Peak Hour trips generated by the respective land uses. These rates are based on data provided in the *Trip Generation Handbook, 3rd Edition*.

The total trip generation for the proposed development is shown **Table 1**. See **Attachment C** for detailed trip generation calculations.

Table 1 – Trip Generation (Proposed Development Total)

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Multifamily Housing (Mid-Rise)	221	167	Dwelling Units	758	62	14	48	65	40	25
Strip Retail Plaza (<40k)	822	3.92	1000 SF GLA	213	9	5	4	26	13	13
Subtotal				971	71	19	52	91	53	38
Internal Capture				43	0	0	0	8	4	4
Total (After Internal Capture)				928	71	19	52	83	49	34
Pass-By				39	0	0	0	7	4	3
Total (After Pass-By)				889	71	19	52	76	45	31

The proposed Apache Square development is anticipated to generate 889 weekday trips, with 71 trips occurring during the AM peak hour and 76 occurring during the PM peak hour.





TRIP DISTRIBUTION AND ASSIGNMENT

Site driveways are located along McClintock Drive. It is assumed that traffic entering and exiting the site will be following the existing traffic patterns along McClintock Drive, i.e., approximately 50/50 directional split. This access will be a ¾ access driveway allowing left-in, right-in, and right-out movements See **Attachment D** and **Figure 3** for trip distribution and assignment.

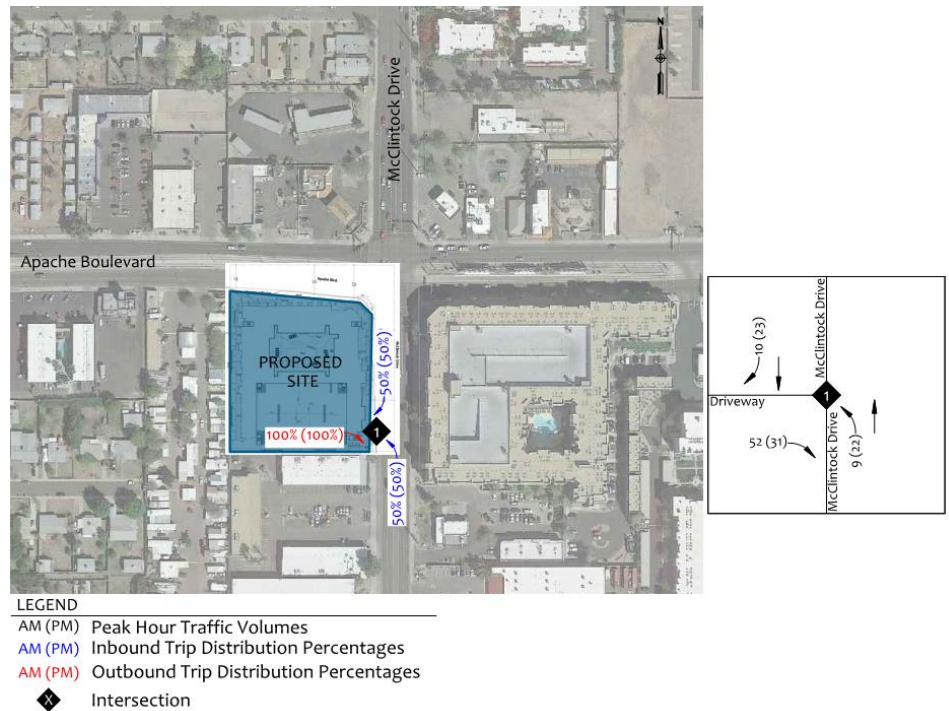


Figure 3 – Trip Distribution and Assignment

TRIP REDUCTION PLAN

According to the City of Tempe’s *Policy for Transportation Impact Studies*, dated October 2019, the objective of a Trip Reduction Plan is to identify the transportation demand management (TDM) strategies and/or policies that reduce or redistribute travel demand. Therefore, the objective of this Trip Reduction Plan is to identify strategies and/or policies employed by the proposed Apache Square development that could assist in reducing travel demand.

As previously mentioned, the proposed development is anticipated to generate 889 weekday trips, with 71 trips occurring during the AM peak hour and 76 trips occurring during the PM peak hour. According to the City of Tempe’s *Policy for Transportation Impact Studies*, dated October 2019, Level 1 Trip Reduction Plan is required for developments generating 75 or more peak hour trips.

Alternative Mode Policies and Strategies

- **Multimodal Infrastructure (5 Points)**
Provide infrastructure beyond existing code requirements, such as transit shelters, bicycle/pedestrian paths, wayfinding sign, bicycle lockers/enclosures, and bicycle safety classes - The proposed Apache Square will provide 180 parking spaced for bicycle storage on site.





- **On-site Services (5 Points)**

The development project provides additional services that reduce trips for daily needs including ATM, deli/corner store, daycare, etc. That reduce the need for additional automobile trips - The proposed Apache Square development has 3,915 SF of flex restaurant/retail buildings which will most likely include coffee, food items and serve the residential development. Additionally, the proposed development includes a 2,200 square feet of Clubroom/Fitness area for the residents.

This development also includes two (2) live/work units, whose occupants will not commute to work, but work in their work/live units on-site.

Implementing these TDM strategies combined add to a total of 10 points, and therefore meets the requirements outlined in the City of Tempe’s Policy for Transportation Impact Studies for a development generating over 75 peak hour trips.

SUMMARY

The proposed Apache Square development located on the southwest corner of Apache Boulevard and McClintock Drive and is comprised of 167 multi-family residential units (including two (2) work/live units) and two (2) restaurant/retail/office spaces totaling approximately 3,915 SF. This five-story development will include fifty-nine (59) studio units, fifty-eight (58) one-bedroom units (includes two (2) one-bedroom live/work units), forty (40) two-bedroom units, and ten (10) three-bedroom units. A parking garage with 251 parking spaces as well as 180 spaces for bike storage will be provided.

The proposed Apache Square development is anticipated to generate 889 weekday trips, with 71 trips occurring during the AM peak hour and 76 occurring during the PM peak hour.

The City of Tempe’s *Traffic Counts* map indicated a daily traffic volume of 27,024 vpd, along McClintock Drive. The proposed site plan indicates one (1) vehicular access point onto McClintock Drive for all traffic into and out of the site. Therefore, all trips to and from the proposed development will utilize McClintock Drive to access the site. The proposed 889 daily trips generated by the proposed development would represent an approximate 3.3% increase in average weekday traffic along McClintock Drive, between Apache Boulevard and Broadway Road.

In conclusion, the additional traffic generated by the proposed Apache Square development is anticipated to result in minimal traffic related impacts to the existing roadway network and the surrounding area.



City of Tempe
Community Development Department
 31 E. 5th Street, Garden Level, Tempe, AZ 85281
 Ph. (480) 350-4311, Fax: (480) 350-8677
 Fax: (480) 350-8872, www.tempe.gov



AFFORDABLE HOUSING IMPACT STATEMENT (AHIS): PROJECT REVIEW

Date: March 6, 2023

Project Name, Address and Brief Description	Project Name: Apache Square (also known as 1747 East Apache Boulevard) Project Address: 1747 East Apache Boulevard Brief Project Description: New mixed-use (multifamily residences, restaurant/retail/office use space and live-work units) development
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Project Contact Name: Gammage & Burnham, PLC / Manjula M. Vaz
 Phone: (602) 256-4461
 E-mail: mvaz@gblaw.com

Table 1: Housing Supply Reduction – Existing Units to be Removed or Demolished by the Project

Please fill out the following information for each housing unit taken out of use by the Project. **This includes any housing unit that may have already been demolished in advance of this Project filing.** Include as many rows as needed.

	Number of Units	Number of Bedrooms per Unit	Current Rental Price (\$/mo.) or Sale Price (\$)/Unit	No. of Existing Voucher Holder Tenants?	Number of Income-Restricted Units	Income Level for Income Restricted Units (d)	Term of Deed Restriction (through mm/yy)
Single-Family Detached (a)	0	N/A	N/A	0	0	N/A	N/A
Single-Family Attached (b)	0	N/A	N/A	0	0	N/A	N/A
Multifamily (c)	0	Studio	N/A	0	0	N/A	N/A
Multifamily (c)	0	One	N/A	0	0	N/A	N/A
Multifamily (c)	0	Two	N/A	0	0	N/A	N/A
Multifamily (c)	0	Three	N/A	0	0	N/A	N/A
Multifamily (c)	0	Four+	N/A	0	0	N/A	N/A

- (a) Includes mobile homes
- (b) Includes townhomes and duplexes
- (c) Includes condominiums and apartments
- (d) To be filled out only if any units are income-restricted.

Table 2: Housing Supply Addition – New Units in Proposed Projects

Please fill out the following information for new housing units that will result from the Project.

	Number of Units	Number of Bedrooms per Unit	Proposed Rental Price (\$/mo.) or Sale Price (\$)/Unit	No. of Existing Voucher Holder Tenants?	Number of Income-Restricted Units	Income Level for Income Restricted Units (d)	Term of Deed Restriction (through mm/yy)
Single-Family Detached (a)	0	N/A	N/A	N/A	N/A	N/A	N/A
Single-Family Attached (b)	0	N/A	N/A	N/A	N/A	N/A	N/A
Multifamily (c)	59	Studio	\$1,571.00	0	0	N/A	N/A
Multifamily (c)	56	One	\$1,851.00	0	0	N/A	N/A
Multifamily (c)	40	Two	\$2,566.00	0	0	N/A	N/A
Multifamily (c)	10	Three	\$2,665.00	0	0	N/A	N/A
Multifamily (c)	2	Live-Work w/ One Bedroom	\$2,330.00	0	0	N/A	N/A

- (a) Includes mobile homes
- (b) Includes townhomes and duplexes
- (c) Includes condominiums and apartments
- (d) To be filled out only if any units are income-restricted.

Note: List numbers of housing units intended to be removed or added at this time as asked in the table above. If none are listed, or if this form is not completed, the City will make the reasonable assumption that none are intended at the time of application. This information is for data collection purposes only.

Units Removed: None

Units Added: 167 (estimate)

Staff Contacts for Questions:

On Completing the Form: **Robbie Aaron**. Ph. 480-350-8096, E-mail: Robbie_Aaron@Tempe.Gov
 Affordable Housing-Related Questions: **LeVon Lamy**. Ph. 480-858-2264, E-mail: Levon_Lamy@Tempe.Gov

 Updated on 11-6-19

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 **Name of Entity** (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. **PL00000 – PROJECT NAME**, 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):

Insert Property Address:

Parcel No. or legal description:

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: **INSERT OWNER NAME**

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)