

**CITY OF TEMPE  
DEVELOPMENT REVIEW COMMISSION**

**Meeting Date: 01/09/2018  
Agenda Item: 5**

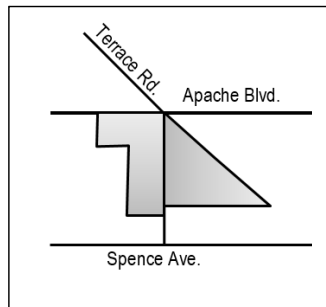
**ACTION:** Request for a Zoning Map Amendment from CSS TOD to MU-4 TOD, a Planned Area Development Overlay, and a Development Plan Review, consisting of a new five-story, mixed-use development containing 285 units and commercial uses for PARK PLACE, located at 1201 East Apache Boulevard. The applicant is Huellmantel & Affiliates.

**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:** PARK PLACE (PL170166) is a proposed five-story, mixed-use development within two buildings containing 285 dwelling units and 9,073 s.f. of commercial space. The request includes the following:

1. Zoning Map Amendment from CSS TOD (Commercial Shopping and Services, Transportation Overlay district) to MU-4 (Mixed-Use, High Density) TOD.
2. Planned Area Development Overlay to establish development standards for a new mixed-use project with a density of 62 du/ac, maximum building heights of 69' (west) and 67' (east), maximum combined lot coverage of 67%, minimum combined landscape coverage of 37%, with defined setbacks and parking ratios.
3. Development Plan Review including site plan, building elevations, and landscape plan



Property Owners	1135 Apache LLC Kassel Corporation Next Gen Partners XII LLC Next Gen Investments XII LLC
Applicant	Charles Huellmantel, Huellmantel & Affiliates
Zoning District (current/proposed)	CSS TOD / MU-4 TOD
Gross / Net site area	4.63/4.45 acres
Density / Number of Units	62 du/ac / 285 units
Unit Types	66 one bedroom 50 two bedroom 59 three bedroom 110 four bedroom
Total Building Area	572,119 s.f.
Lot Coverage	67% (no standard)
Building Height	69' (west bldg.), 67' (east bldg.) (no standard)
Building Setbacks	west bldg.: 7' front, 18' west side, 0' east side, 43' rear (south); east bldg.: 57' front, 0' west side, 26' east side, 28' rear (south) (no standards)
Landscape area	37% (no standard)
Vehicle Parking	499 spaces (685 min. required per TOD)
Bicycle Parking	661 spaces (322 min. required per TOD)

**ATTACHMENTS:** Development Project File

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

Department Director: Chad Weaver, Community Development Director

Legal review by: N/A

Prepared by: Karen Stovall, Senior Planner

Reviewed by: Ryan Levesque, Deputy Community Development Director -- Planning

## COMMENTS:

This project site is located at the southwest and southeast corners of Terrace Road and Apache Boulevard and is within the CSS zoning district and Transportation Overlay District (corridor area). The combined parcels total 4.63 gross acres in size and will be reduced to 4.45 acres to accommodate right-of-way dedications on Apache Boulevard. The site is surrounded by multi-family uses to the west and east. To the south, both on the west and east sides of Terrace, both single- and multi-family uses exist.

The Valley Metro Light Rail runs south on Terrace Road and turns east as it intersects with Apache. The planned Tempe Streetcar line will run east on Apache, from downtown Tempe, and will pass in front of the subject site. The light rail has an existing stop at Dorsey Lane and Apache, and the future streetcar has a planned stop at this same intersection.

This request includes the following:

1. Zoning Map Amendment from CSS TOD (Commercial Shopping and Services, Transportation Overlay District) to MU-4 (Mixed-Use, High Density) TOD.
2. Planned Area Development Overlay to establish development standards for a new mixed-use project with a density of 62 du/ac, maximum heights of 69' and 67', maximum 67% lot coverage, minimum 37% landscape area (including terraces), and defined building setbacks.
3. Development Plan Review which includes site plan, building elevations, and landscape plan.

The applicant is requesting the Development Review Commission provide recommendations to City Council for items one through three listed above.

For further processing, the applicant will need approval for an Amended Subdivision Plat, to combine multiple lots into two, one on the west side and one on the east side of Terrace Road.

## SITE PLAN REVIEW

The project went through two preliminary and two formal site plan reviews beginning in April 2017. Significant comments from staff included: concern with the number of five (5) bedroom units; maintain left-turn lane on Terrace Road; provide bicycle lanes on Terrace; provide variation in store front along Apache; provide variation in garage wall planes along Terrace; increase garage setback on Terrace to 5' or greater in several areas to allow wider plantings; provide active building uses along Terrace; provide vining plants/shrubs along garage to soften the building façade; provide a second tree type along Terrace Road and the east property line to provide visual variety and prevent loss of all plants in case of disease; provide 8' wall, 6' clear landscape buffer, and screen trees spaced 20' on-center along south property lines where adjacent to single-family residential uses; provide solar controls at windows and balconies on south and west elevations; recommend a variety colors/shades of masonry veneer at garage exterior instead of single color; match the scale of the bridge over Terrace to the scale of the buildings that it connects; design bridge so that objects cannot be thrown/draped over and individuals cannot climb.

The applicant made the following modifications to the submittal to address staff's comments: eliminated five (5) bedroom unit types; designed left-turn lane on Terrace; provided bicycle lanes on Terrace north of garage driveways (bicycle lanes become shared with traffic south of this point); provided variation along wall planes along Apache; provided 8' walls, 6' clear landscape buffer, and screen trees along south property lines; responded that solar controls would be provided at windows (although plans do not convey this); provided two shades of masonry veneer at garage exterior; and redesigned the bridge to address scale and security concerns.

## PUBLIC INPUT

The applicant held the required neighborhood meeting on June 20, 2017. In addition to the applicant's team, nine individuals

were in attendance. Nearby property owners expressed concerns regarding: traffic (vehicle and ASU golf cart) on Terrace Road; traffic and parking on Spence Avenue; and the relocation of residents in the existing mobile home park that would be closed due to redevelopment of the site. The property owner to the south, on the east side of Terrace inquired about collaborating with the developer to improve the alley between her property and the proposed project. Several individuals expressed support for the proposed design and landscaping. The applicant's meeting summary is attached.

The applicant met independently with members of Citizens for a Vibrant Apache Corridor (CVAC) and attended two CVAC meetings. CVAC members expressed concerns regarding the bridge design and the five (5) bedroom units. In response to city and resident concerns, the applicant modified the bridge and modified the floor plans to eliminate all five bedroom units.

The applicant provided notification to Arizona State University (ASU) as part of the Public Involvement Plan and is in ongoing communication with ASU representatives.

## **PROJECT ANALYSIS**

### **CHARACTER AREA PLAN**

This site is located within the Downtown / ASU / Rio Salado / NW Neighborhoods Character Area. At this time, the plan for this character area is in draft form.

### **ZONING**

The site is currently zoned CSS TOD, which permits a residential density up to 20 dwelling units per acre (du/ac), subject to Use Permit approval. The proposed zoning district, MU-4 TOD, has no maximum density; the density is set by the associated PAD, which would allow up to 62 du/ac.

The current General Plan land use and density categories of Mixed-Use, High Density (up to 65 du/ac) indicate that this area of the city is expected to intensify to allow increased residential density along a public transit corridor. The existing zoning district does not permit the mix of land uses or density that comply with the current General Plan density category. A Zoning Map Amendment to MU-4 is required to comply, and the proposal will conform to the existing General Plan land use and density map designations.

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

1. *The proposed zoning amendment is in the public interest*, because it will permit an increase in residential density along the public transit corridor.
2. *The proposed zoning amendment conforms with and facilitates implementation of the General Plan*, as it is necessary to implement an increased residential density and mixed land uses as indicated in the plan.

### **PLANNED AREA DEVELOPMENT**

The applicant requests a Planned Area Development (PAD) Overlay consisting of 285 apartment units and 9,073 square feet of commercial area with a maximum building height of 69 feet in west building and 67 feet in the east building, including all roof structures. The combined building area is 572,119 square feet. The table below shows a comparison of the development standards for the CSS TOD and the proposed MU-4 TOD PAD.

## PARK PLACE – PAD Overlay

Standard	CSS TOD (Corridor Area)	PROPOSED MU-4 TOD (PAD) -- WEST	PROPOSED MU-4 TOD (PAD) -- EAST	Change
Residential Density (du/ac)	25	62 (combined)		Increase
Building Height (feet) [Exceptions, see Section 4-205(A)]				
Building Height Maximum	35'	69'	67'	Increase
Building Height Step-Back Required Adjacent to SF District [Section 4-404, Building Height Step-Back]	Yes	Yes	Yes	--
Maximum Lot Coverage (% of net site area)	75%	67%	68%	Decrease
Minimum Landscape Area (% of net site area)	25%	37% (combined, including terraces)		Increase
Setbacks (feet) (a) [Exceptions, see Section 4-205(B)]				
Front (Apache Blvd.)	0' min. / 10' max	7'	57'	Increase
Parking	20'	20'	20'	--
Side (west)	0'	18'	0'	Increase
Side (east)	0'	0'	26'	Increase
Street Side Parking	20'	20'	20'	--
Rear (south)	10'	43'	28'	Increase

The proposed density, building height, lot coverage, and landscape area are appropriate for the site. The proposed 69-foot and 67-foot building heights will exceed the heights of existing buildings on adjacent properties but should be expected for higher density developments along the light rail corridor. Adequate open space is designed into the terraces of the project.

The applicant has submitted a letter requesting Option B to conform to the requirements of the Transportation Overlay District chapter of the ZDC (see attached). Option B permits a project that generally conforms to the intent of the TOD, while not meeting the literal standards of the TOD chapter. The east building proposed with this project does not comply with the following design standard along Apache Boulevard:

- Section 5-612.D.1: Maximum building setback of 20 feet for at least fifty percent of the length of the ground floor street-facing façade.

The triangular shape of the east parcel creates a challenge at the north end of the site. The applicant proposes a well-shaded plaza with decorative paving, raised planters, and seat walls. South of this plaza is the fire access lane that runs along the east side of the building. The plaza and fire access lane create a north building setback of 57 feet, exceeding the maximum of 20 feet required by the TOD. While this standard is not met for the building on the east side of Terrace along Apache, all other TOD requirements are met.

### Parking

The ZDC requires resident and guest parking spaces in the Transportation Overlay District based on the number of units and bedrooms within a project. This project does not use the ZDC ratios to determine vehicle parking and instead uses a ratio of .5121 parking space per bedroom. The ratios for guest and commercial (retail and restaurant parking) comply with the ZDC. The applicant has provided a parking study for justification of this reduction, which is included in the attachments. The table below summarizes the required and proposed *vehicle* parking for the project.

Unit Type	Unit Quantity / SF	Ratio	Parking Required per TOD	Proposed Parking per PAD (.5121/bedroom ratio)
1 bedroom	66	.75 per bedroom	49.5	33.8
2 bedroom	50	.75 per bedroom	75	51.21
3 bedroom	59	.75 per bedroom	132.75	90.64
4 bedroom	110	.75 per bedroom	330	225.32
Guest	--	.2 per unit	57	57
Retail	6,679 s.f.	25% waived, then 1/300 s.f.	17	17
Restaurant	2,394	25% waived, then 1/75 s.f.	24	24
<b>TOTAL</b>	<b>285 units</b>		<b>685</b>	<b>499</b>

**Traffic**

A traffic impact study (TIS) was provided by the applicant and approved by the Public Works Department Transportation Division. The executive summary is included as an attachment.

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.* The development fulfills the goals of the General Plan by increasing the residential density through the development standards to comply with the projected residential density. The project incorporates commercial components to satisfy the mixed-use land use designation.
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 site context into consideration. While not all TOD requirements are met, the project encourages a pedestrian-friendly atmosphere along the Apache street frontage. A parking reduction is requested, accounting for the projects anticipated residents and location near a public transit corridor and proximity to a light rail station.
3. *The development appropriately mitigates transitional impacts on the immediate surroundings.* The plan provides landscape buffers along the south property lines, adjacent to existing single-family residential uses.

**DEVELOPMENT PLAN REVIEW**

**Site Plan**

The properties are located on the west and east sides of Terrace Road and total 4.45 net acres. The plans identify two five-story buildings that are 69 feet (west building) and 67 feet (east building) high. Two second floor decks are provided in each building, creating common open space areas for the residents.

All vehicle parking is located within garages beneath the buildings with access from driveways on Apache and Terrace. The garage in the east building contains 62 parking spaces that are necessary to meet the parking required of the uses within the west building. A condition is included to require the recordation of a Covenant and Agreement to allow vehicle parking spaces required for uses within the west building to be located within the east building

**Building Elevations**

The building design is contemporary with flat roofs and parapets to screen rooftop mechanical equipment. The first floor of both buildings have brick veneer in two shades of gray. Upper floors are finished with stucco in three colors, two gray and one white. Each building is accented with fiber cement panels, blue on the west building, and teal on the east building. Garage windows along Terrace have storefront glazing, and along non-street facing facades have two-inch square wire mesh. The buildings have a pedestrian bridge at the fourth floors that connects across Terrace Road. Though open air, the bridge is surrounded on top and sides by perforated metal to create a secure passageway.

**Landscape Plan**

On-site landscaping totals 37.7 percent. The design incorporates a comfortable pedestrian environment along Apache with a shaded pedestrian plaza at the north end of the east building. Chinese Elm trees are proposed along Apache, and Red Push

Pistache trees along Terrace. Willow Acacia trees provide a buffer between this project and the newly-built Nexa Apartments to the east. A six-foot landscape buffer and screen trees planted 20 feet on-center are required along the south property lines, where adjacent to single-family residential uses. The plan provides these six-foot buffers along both south property lines. Sissoo trees are shown within these buffers, but there is a concern that the tree canopy, once mature, would interfere with servicing the refuse pick-up location proposed in the southwest corner of the west site. A condition requires the applicant to address this concern by redesigning or relocating the refuse pick-up location so the required screen tree does not interfere with service.

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*; buildings are 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 and balcony overhangs provide shade for windows and balconies. Landscaping adjacent to sidewalks and buildings will provide shade for human comfort.
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 and function.
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 residential density. Minimum 28-foot setbacks are provided from adjacent single-family development to the south. The building design and landscaping along Apache and Terrace are appropriate relative to the expected pedestrian use of each street.
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, colors, and building height to relieve monotony.
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 brick veneer and architectural details shade windows, balconies, and entrances.
7. *Plans take into account pleasant and convenient access to multi-modal transportation options and support the potential for transit patronage*; except for the increased building setback along Apache, the project conforms to the pedestrian oriented design standards of the Transportation Overlay District, including maximum/minimum building setbacks, location of building entrances, ground floor windows, street-facing façades, pedestrian amenities, and sidewalk, landscape, open space, and shade standards. This design will support transit patronage.
8. *Vehicular circulation is designed to minimize conflicts with pedestrian access and circulation, and with surrounding residential uses*; vehicular and pedestrian circulation routes are clearly delineated and separated from one another.
9. *Plans appropriately integrate Crime Prevention Through Environmental Design principles such as territoriality, natural surveillance, access control, activity support, and maintenance*; the design complies with CPTED principles.
10. *Landscape accents and provides delineation from parking, buildings, driveways and pathways*; landscaping along the building perimeter will accent the development and is used to delineate pedestrian areas and pathways.

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. All lighting will comply with code requirements.*

**REASONS FOR APPROVAL:**

1. The project meets the General Plan Projected Land Use and Projected Residential Density for this site.
2. Except for the north building setback of the east building along Apache, the project will meet the development standards required under the Zoning and Development Code. The applicant has submitted a letter that requests conformance with the TOD Chapter through Option B and explains how the project otherwise meets the intent of the overlay.
3. The PAD overlay process was specifically created to allow for greater flexibility in project design, building heights, lot coverage, landscaping, setbacks, and parking.
4. The proposed project meets the approval criteria for a Zoning Map Amendment, Planned Area Development Overlay, and Development Plan Review.

Based on the information provided and the above analysis, staff recommends approval of the requested Zoning Map Amendment, Planned Area Development Overlay, 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.

**General**

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 Zoning Map Amendment and PAD approval shall be null and void.
3. The Planned Area Development Overlay for Park Place 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.

**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 dated November 22, 2017 (received December 15, 2017) and landscape plans dated October 10, 2017 (received December 15, 2017). 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 owner shall dedicate right-of-way along the south-half of Apache Boulevard to establish the right-of-way line eight (8) feet from back of future curb line and dedicate an adjacent six (6) foot sidewalk and public utility easement to total fourteen (14) feet, per the Transportation Overlay District (TOD) requirement. Dedications shall be made prior to May 31, 2018 to facilitate planned street improvements.
3. The owner shall dedicate additional right-of-way on Terrace Road to provide for total half-street widths of 30 feet prior to issuance of permits or as otherwise determined by the Public Works Department, Transportation Division.
4. The applicant shall record a Covenant and Agreement Regarding Maintenance of Off-Street Parking Space to allow vehicle parking spaces required for uses within the west building to be located within the east building.
5. An amended Subdivision Plat is required for this development and shall be recorded prior to issuance of building permits.
6. 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.

#### **Site Plan**

7. Provide service locations for both refuse and recycling collection and pick-up on the property, as indicated on the site plan.
8. Redesign the refuse pick-up location at the southwest corner of the project on the west side of Terrace Road to allow the required screen tree so that the canopy of the required tree does not interfere with refuse truck servicing. If adequate room for the mature tree canopy cannot be accomplished, the refuse pick-up location shall be either relocated or eliminated (leaving one remaining pick-up location on west side of Terrace Road).
9. Provide service yard and mechanical (cooling tower/generator) yard walls that are at least 8'-0" tall as measured from adjacent grade and are at least the height of the equipment being enclosed, whichever is greater. Verify height of equipment and mounting base to ensure that wall height is adequate to fully screen the equipment.
10. 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.
11. 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.
12. 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.
13. 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**

14. Provide visual surveillance by means of fire-rated glazing assemblies from stair towers into adjacent circulation spaces.



15. Public Restroom Security:
  - a. Lights in restrooms:
    - 1) Provide 50% night lights
    - 2) Activate by automatic sensors, key or remote control mechanism
  - b. Single user restroom door hardware:
    - 3) Provide a key bypass on the exterior side
  
16. Garage Security:
  - a. Minimize interior partitions or convert these to semi-opaque screens to inhibit hiding behind these features.
  - b. Paint interior wall and overhead surfaces with a highly reflective white color, minimum LRV of 75 percent.
  - c. Maximize openness at the elevator entrances and stair landings to facilitate visual surveillance from these pedestrian circulation areas to the adjacent parking level.
  
17. 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.

### **Building Elevations**

18. The materials and colors are approved as presented:

#### West Building

Primary stucco – Sherwin Williams – Nebulous White SW7063

Secondary stucco – Sherwin Williams – Grizzle Gray SW7068

Tertiary stucco – Sher Williams – Gray Matters SW7066

Fiber cement panel system – Sherwin Williams – Secure Blue SW6508

Masonry brick veneer – Acme Modular – Slate Gray and Moffat mix, velour finish

Storefront system – anodized aluminum, dark bronze with clear glass

Residential windows/doors – Fibrex – dark bronze color vinyl with clear, dual pane, low-e

Window sunshades – aluminum powder coated, louvered shades, white

Balcony railing – metal powder coated, black

Garage screening – McNichols – wire mesh, 2", intercrimp

Metal rooftop panels – Petersen – PAC-CLAD, Musket Gray

#### East Building

Primary stucco – Sherwin Williams – Nebulous White SW7063

Secondary stucco – Sherwin Williams – Grizzle Gray SW7068

Tertiary stucco – Sher Williams – Gray Matters SW7066

Fiber cement panel system – Sherwin Williams – Aquarium SW6767

Masonry brick veneer – Acme Modular – Slate Gray and Moffat mix, velour finish

Storefront system – anodized aluminum, dark bronze with clear glass

Residential windows/doors – Fibrex – dark bronze color vinyl with clear, dual pane, low-e

Window sunshades – aluminum powder coated, louvered shades, white

Balcony railing – metal powder coated, black

Garage screening – McNichols – wire mesh, 2", intercrimp

Metal rooftop panels – Petersen – PAC-CLAD, Musket Gray

#### Bridge

Screening – McNichols – perforated metal, white

Steel support – metal, white

Provide primary building colors and materials with a light reflectance value of 75 percent or less. Additions or modifications may be submitted for review during building plan check process.

19. **Provide exterior solar controls at windows on the south and west building elevations of both buildings.**
20. Provide secure roof access from the interior of the building. Do not expose roof access to public view.
21. Conceal roof drainage system within the interior of the building.
22. 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.
23. Locate the electrical service entrance section (S.E.S.) inside the building or inside a secure yard that is concealed from public view.

### **Lighting**

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

### **Landscape**

26. Arterial street trees shall be a minimum of 36" box specimens and a minimum of 1 ½" caliper trunk.
27. Irrigation notes:
  - a. Provide dedicated landscape water meter.
  - b. Provide pipe distribution system of buried rigid (polyvinylchloride), not flexible (polyethylene). Use of schedule 40 PVC mainline and class 315 PVC ½" feeder line is acceptable. Class 200 PVC feeder line may be used for sizes greater than ½". Provide details of water distribution system.
  - c. Locate valve controller in a vandal resistant housing.
  - d. Hardwire power source to controller (a receptacle connection is not allowed).
  - e. Controller valve wire conduit may be exposed if the controller remains in the mechanical yard.
28. Include requirement to de-compact soil in planting areas on site and in public right of way and remove construction debris from planting areas prior to landscape installation.
29. Top dress planting areas with a rock or decomposed granite application. Provide rock or decomposed granite of 2" uniform thickness. Provide pre-emergence weed control application and do not underlay rock or decomposed granite application with plastic.

### **Building Address Numerals**

30. 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 buildings. 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.

**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. 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: <http://www.tempe.gov/city-hall/public-works/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: <http://www.tempe.gov/city-hall/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.

#### 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:** Under an agreement between the City of Tempe and the State of Arizona, Water Conservation Reports are required for landscape and domestic water use for the non-residential components of this project. Have the landscape architect and mechanical engineer prepare reports and submit them with the construction drawings during the building plan check process. Report example is contained in Office Procedure Directive # 59. Refer to this link: [www.tempe.gov/modules/showdocument.aspx?documentid=5327](http://www.tempe.gov/modules/showdocument.aspx?documentid=5327). Contact the Public Works Department, Water Conservation Division with questions regarding the purpose or content of the water conservation reports.

**HISTORIC PRESERVATION:** State and federal laws apply to the discovery of features or artifacts during site excavation (typically, the discovery of human or associated funerary remains). Contact the Historic Preservation Officer with general questions. Where a discovery is made, contact the Arizona State Historical Museum for removal and repatriation of the

items.

#### POLICE DEPARTMENT SECURITY REQUIREMENTS:

- Refer to Tempe City Code Section 26-70 Security Plans.
- 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.
- 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 both driveways on the site and landscape plans. Identify speed limits for adjacent streets at the site frontages. Begin sight triangle in driveways at point 15'-0" in back of face of curb. Consult Intersection Sight Distance memo, available from Traffic Engineering if needed [www.tempe.gov/index.aspx?page=801](http://www.tempe.gov/index.aspx?page=801). Do not locate site furnishings, screen walls or other visual obstructions over 2'-0" tall (except canopy trees are allowed) within each clear vision triangle.

#### 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.
- Underground utilities except high-voltage transmission line unless project inserts a structure under the transmission line.
- Coordinate site layout with Utility provider(s) to provide adequate access easement(s).
- Clearly indicate property lines, the dimensional relation of the buildings to the property lines and the separation of the buildings from each other.
- Verify location of any easements, or property restrictions, to ensure no conflict exists with the site layout or foundation design.
- 100-year onsite retention required for this property, coordinate design with requirements of the Engineering Department.

#### SOLID WASTE SERVICES:

- Enclosure indicated on site plan is exclusively for refuse. Construct walls, pad and bollards in conformance with standard detail DS-116.
- Contact Public Works Sanitation Division to verify that vehicle maneuvering and access to the enclosure is

adequate. Refuse staging, collection and circulation 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 with Sanitation. Roll-outs may be allowed for recycled materials. Coordinate storage area for recycling containers with overall site and landscape layout.
- Gates for refuse enclosure(s) are not required, unless visible from the street. If gates are provided, the property manager must arrange for gates to be open from 6:00am to 4:30pm on collection days.

#### PARKING SPACES:

- Verify conformance of accessible vehicle parking to the Americans with Disabilities Act and the Code of Federal Regulations Implementing the Act. Refer to Building Safety ADA Accessible Parking Spaces Marking/Signage on Private Development details.
- At parking areas, provide demarcated accessible aisle for disabled parking.
- Distribute bike parking areas nearest to main entrance(s). Provide parking loop/rack per standard detail T-578. Provide 2'-0" by 6'-0" individual bicycle parking spaces. One loop may be used to separate two bike parking spaces. Provide clearance between bike spaces and adjacent walkway to allow bike maneuvering in and out of space without interfering with pedestrians, landscape materials or vehicles nearby.

#### 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](http://www.tempe.gov/zoning) or purchase from Community Development.

#### LIGHTING:

- Design site security light in accordance with requirements of ZDC Part 4 Chapter 8 (Lighting) and ZDC Appendix E (Photometric Plan).
- Indicate the location of all exterior light fixtures on the site, landscape and photometric plans. Avoid conflicts between lights and trees or other site features in order to maintain illumination levels for exterior lighting.

#### LANDSCAPE:

- 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 [www.azda.gov/ESD/nativeplants.htm](http://www.azda.gov/ESD/nativeplants.htm). Follow the link to "applications to move a native plant" to "notice of intent to clear land".

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

1125 E. Apache Blvd.

March 19, 1981

Design Review Board approved the building elevations, site, and landscape plans for GOLDEN COIN RESTAURANT (DR-79.143), located at 1125 E. Apache Blvd.

May 6, 2008

Hearing Officer approved a Use Permit to allow a hookah lounge/tobacco retailer for KING TUT CAFÉ – MISHA'S SHEESHAS (PL080122), located at 1125 E. Apache Blvd.

April 6, 2010

Hearing Officer continued the revocation proceedings due to non-compliance with conditions of approval for the Use Permit to allow a hookah lounge/tobacco retailer for KING TUT CAFÉ – MISHA'S SHEESHAS (PL080122), located at 1125 E. Apache Blvd.

June 8, 2010

Community Development Department staff notified the applicant for KING TUT CAFÉ – MISHA'S SHEESHAS (PL080122) that the business was in compliance and the City of Tempe withdrew revocation proceedings.

1135 E. Apache Blvd.

April 17, 1967

Board of Adjustment approved a variance to occupy a house trailer as a residence in the C-2 zoning district (A-67-4.6), located at 1135 E. Apache Blvd.

May 20, 1968

Board of Adjustment approved a variance to continue occupancy of a mobile home as a caretaker's residence for two years in the C-2 zoning district (A-68-5.4), located at 1135 E. Apache Blvd.

January 15, 1975

Design Review Board approved the building, landscaping, and signs for CHURCH'S FRIED CHICKEN (DR-74.137), located at 1135 E. Apache Blvd.

1313 S. Terrace Rd.

November 18, 1964

Board of Adjustment granted permission for a new building to house an existing non-conforming boiler repair operation in the C-2 zoning district, located at 1313 S. Terrace Rd.

**ZONING AND DEVELOPMENT CODE REFERENCE:**

Section 6-304, Zoning Map Amendment

Section 6-305, Planned Area Development (PAD) Overlay districts

Section 6-306, Development Plan Review

# DEVELOPMENT PROJECT FILE

for  
PARK PLACE  
(PL170166)

## ATTACHMENTS:

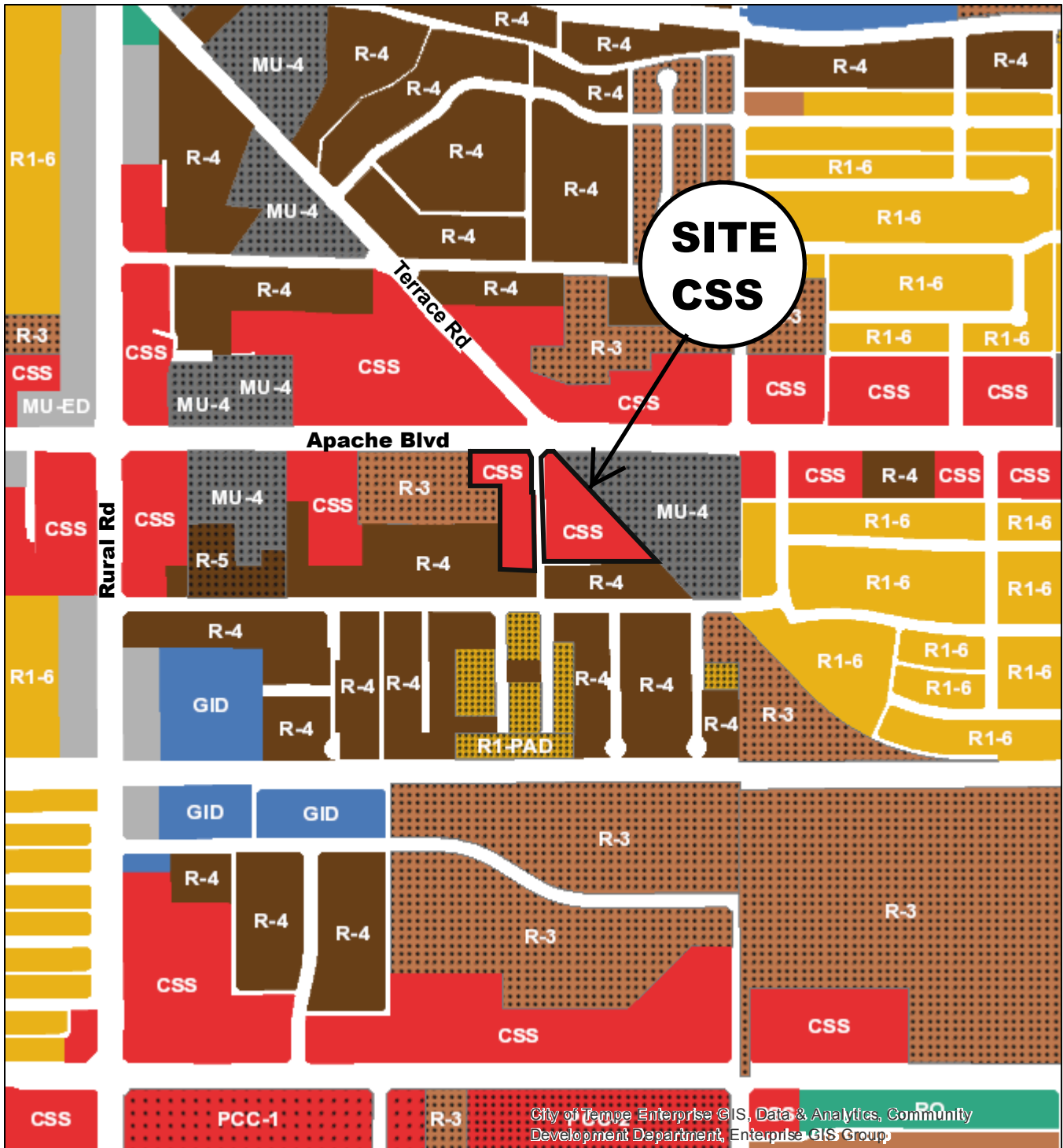
1. Location map
2. Aerial
- 3-18. Letter of explanation
- 19-22. Letter requesting TOD Option B
- 23-29. Parking Study
- 30-32. Traffic Impact Study Executive Summary
- 33-35. Park Place Planned Area Development Overlay
36. Aerial with site plan overlaid
37. Site Plan
38. Illustrated landscape and site plan
- 39-41. Landscape Plan
42. Deck-level landscape plans
43. Street sections
44. Underground utility plan with landscape overlay
45. Solar study
46. Ground level lighting plan

- 47-55. Blackline building elevations
- 56-64. Colored building elevations
- 65-66. Street elevations
- 67. Bridge design
- 68. Building details
- 69. Building sections
- 70-76. Floor and roof plans
- 77-84. Unit plans
- 85-87. Conversion plans
- 88. Aerial view
- 89. Solar study
- 90-95. Renderings
- 96. Site context photos
- 97-99. Neighborhood Meeting Summary
- 100-107. Waivers of Rights and Remedies



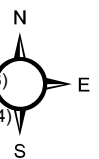
# Park Place

PL 170166



City of Tempe Enterprise GIS, Data & Analytics, Community Development Department, Enterprise GIS Group

- |  |   |  |
|--|---|--|
| General Industrial District (GID)      | Planned Commercial Center Neighborhood (PCC-1)      | Multi-Family Residential (R-2)         |
| Mixed Use Med-High (MU-3)              | Planned Commercial Center General (PCC-2)           | Multi-Family Residential Limited (R-4) |
| Mixed Use High (MU-4)                  | Residential/Office (RO)                             | Multi-Family Residential General (R-4) |
| Mixed Use Educational (MU-ED)          | Single-Family Residential (R1-6)                    | Multi-Family Residential High (R-5)    |
| Commercial Shopping and Services (CSS) | Single-Family Residential Planned Area Dev (R1-PAD) |  |

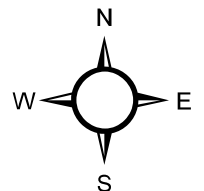


# Park Place

# PL 170166



## Aerial Map





## **PARK PLACE**

### **ZONING MAP AMENDMENT, PAD OVERLAY AND DEVELOPMENT PLAN REVIEW**

1201 EAST APACHE BOULEVARD  
EAST AND WEST SIDES OF TERRACE ROAD ON THE SOUTH SIDE OF APACHE  
BOULEVARD  
PL170166



**H**UELLMANTEL  
AFFILIATES

P.O. Box 1833 – Tempe, Arizona 85280-1833 – 480.921.2800 – [charles@huellmantel.com](mailto:charles@huellmantel.com)

## SUMMARY

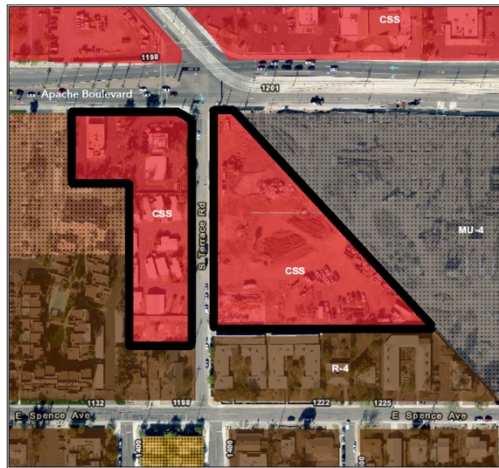
Park7 Group is proposing "Park Place", a new, mixed-use development along the Valley Metro Light Rail and the new Tempe Modern Streetcar line at Apache Boulevard and Terrace Road. The location where the building will go is comprised of vacant land, an aging mobile home parks, and two highway-style restaurants reminiscent of the old US 60 that once ran along today's Apache Boulevard. This site is surrounded by multi-family and commercial uses.

We are requesting approval, in keeping with the size and scale of the building east of us, to transform the vacant and underutilized areas on both the east and west sides of Terrace Road south of Apache Boulevard into a pedestrian friendly transit oriented development. The area is currently largely devoid of pedestrian uses or design; however, our goal is to replace the current infrastructure with a design that focuses on people as a priority while simultaneously improving vehicular circulation. The subject site is highlighted below in blue:

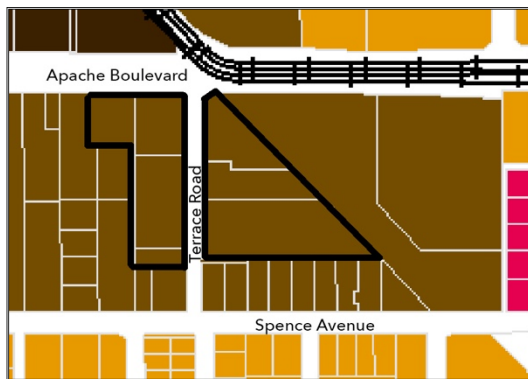


The proposed site is zoned Commercial Shopping and Services (CSS) and has a General Plan 2040 Proposed Use of both Mixed-Use and Residential and a General Plan 2040 Proposed Density of High, which allows for up to 65 dwelling units per acre. Our request is in keeping with - and slightly less than - what the General Plan forecasts for this site.

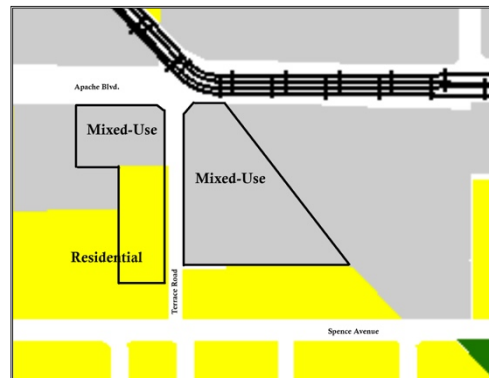
**ZONING DISTRICT: COMMERCIAL SHOPPING AND SERVICES (CSS) (TOD)**



**GENERAL PLAN 2040 PROJECTED DENSITY:  
HIGH (UP TO 65 DU/AC)**



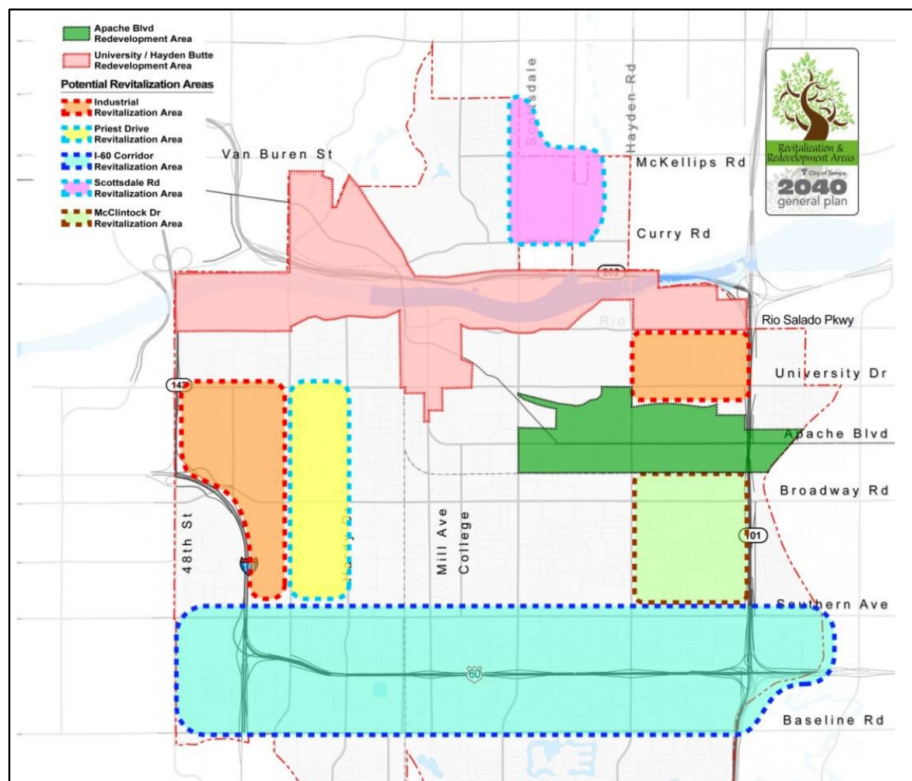
**GENERAL PLAN 2040 PROJECTED LAND USE:  
MIXED USE & RESIDENTIAL**



The site consists of seven parcels (APNs: 133-09-030B, 133-09-031G, 133-09-031F, 133-09-031K, 133-09-033C, 133-09-033B and 133-09-032). The subject land on the west side of Terrace has long housed a mobile home park behind highway-based commercial businesses. The land directly to the east of the site is the nearly complete "Nexa" development, a mixed-use, multi-family housing project of similar size and scale. The Valley Metro Light Rail line runs along the northeast property line, in one direction towards the Arizona State University campus and downtown Tempe and in the other direction toward east Tempe and Mesa.

The building developer, Park7 Group, is a full service multi-family development company that works to design, develop, construct, own and operate multi-family developments across the country. Park7 currently manages over 3,000 corporate-owned units.

The proposed development is located within the Apache Boulevard Redevelopment Area indicated by the green area below:



The Apache Boulevard Redevelopment Area Plan sets forth a Mission Statement to “Encourage reinvestment in the Apache Boulevard area in order to build a more desirable neighborhood in which people will enjoy living and working. Enhance the positive aspects of this area and promote desirable reuse of the land.” Specifically, the Mission Statement seeks to create a more aesthetically pleasing and functionally cohesive Apache Boulevard by “upgrad[ing] commercial development by introducing viable long-term businesses and mixed-use projects . . .” as well as “increas[ing] the residential and tourist-oriented development.” Additionally, the plan seeks to “develop a strong business community with . . . intermodal transit system trolley service and a safe, well-lighted environment.”

Park Place addresses the vision of the Apache Boulevard Redevelopment Area Plan by transforming vacant land, an outdated and underutilized mobile home park, and highway-oriented restaurants into a dynamic mixed-use project with thoughtfully designed pedestrian connectivity to the multi-modal transportation opportunities nearby.

Furthermore, we have embraced the Apache Character Area plan to better integrate Park Place with the residential neighborhoods further south. Our landscaping is consistent with the historic plant palette in the Apache Character Area Plan and includes bougainvillea, agave, yucca, and acacia trees among other plant materials. We have chosen a diverse

landscape palette with generous shade trees providing shade along Apache Boulevard and Terrace Road as well as a colorful array of shrubbery throughout the site. We have also ensured that our plant and tree palette match the adjacent Nexa development to provide continuity between the sites along Apache Boulevard. Pedestrian-friendly areas along Apache Boulevard will feature seating integrated into a water harvesting planter, decorative pavers, street furniture and ornamental pots.

The Apache Boulevard Redevelopment Area Plan also sets forth development objectives and methods for which to achieve those objectives. These include increasing the utilization of undeveloped or under-developed property in the area, create safer pedestrian and bicycle circulation with appropriate amenities and conveniences, enhance the “gateway” to Tempe through the improvement or removal of unsightly conditions and the addition of new gateway feature elements, and encourage transit-oriented development which clusters higher density development around transit stations. Our proposed development achieves these goals by transforming vacant and underutilized land into an appropriately dense mixed-use development that enhances and supports the nearby multi-modal transportation opportunities.

Park7 Group is committed to developing well designed, modern, sustainable, pedestrian friendly, true mixed-use buildings in Tempe to replace the existing outdated and mostly underperforming land uses in the site. The project will include sustainable features including: rainwater harvesting and recycling, low UV windows, Energy Star appliances, and recycled building materials.

As a team, we have worked hard on transforming challenging and underutilized pieces of land to create buildings and uses that are well integrated with the Valley Metro Light Rail system and Tempe Modern Streetcar. While the parcel sizes and shapes are particularly challenging in this case, we have used them to create architecturally unique buildings. The end result will be two related, iconic buildings that are designed to embrace the pedestrian nature of the neighborhood. Because the site is located along the ever-changing Apache Boulevard portion of the Valley Metro Light Rail as well as the future start/terminus of the Tempe Modern Streetcar, the building destiny and pedestrian interactivity has been designed with a focus on mass transit.

We are proposing a maximum height of approximately 67 feet tall on the eastern side of the site and 69 feet tall on the western side of the site with 285 units and approximately 6,600 square feet of retail and 2,400 square feet of restaurant space.

The western side of the building along Apache Boulevard will feature a few additional feet in height in order to accommodate the proposed retail space on the ground floor. The additional first floor height will make the commercial space more attractive to prospective tenants.

As requested by the City of Tempe in previous development projects, we have provided a conversion plan for the units if Park Place were to go from a rental product to a for-sale product. When converted, the plans would keep the same number of units, 285, with 673 bedrooms. We believe that the conversion of the development would only be triggered if the City of Tempe were to require this transition or if the rental market were to completely collapse.

Great care has been taken to make sure the project fits in with its surroundings. In recent years, there have been a number of mixed-use multifamily housing developments constructed to the west, north and east and we have proposed a building of similar size and scale to Nexa, our neighbor to the east. In order to address some comments from the neighborhood, we have implemented a site specific, placemaking streetscape sign on Apache Boulevard on the east side of our development. The sign and the surrounding circular stair-like base have been designed to make the corner of Apache Boulevard and Terrace Road an iconic destination and the sign will bring character to the development. The sign and stairs will be backed by a square wall element that will provide privacy and shade for residents, light rail, and Tempe Modern Streetcar riders.



## **ZONING MAP AMENDMENT**

In order to construct the proposed Park Place development as proposed, the site will require a Zoning Map Amendment. The Zoning Map Amendment from CSS to MU-4 will create conformance with the voter approved General Plan 2040 for both Use and Density. The General Plan 2040 Residential Density of the site projects "High" density which allows for up to 65 dwelling units per acre and the General Plan 2040 Projected Land Use is Mixed-Use. We are seeking a proposed density of 62 dwelling units per acre. We have designed the building with a density and mix of uses to accommodate the goals of the General Plan and its objective of having higher density near rail. It's worth noting that this building will be of similar to the size and scale of existing nearby developments.

The site and development support the goals and objectives of the General Plan 2040 in a variety of ways and in alignment with several different categories, several of which are detailed below:

### LAND USE AND DEVELOPMENT

#### **Land Use Element**

##### Land Use Goals

*LU1: Establish development of multiple hubs with higher density cores serving the surrounding neighborhoods as its mixed-use urban activity center.*

Park7 Group is proposing the Park Place development for the east and west corners of Terrace Road, on the south side of Apache Boulevard, which will conform with the General Plan 2040 for both use and density. The proposed Zoning Map Amendment, which would take the land from CSS to MU-4, will allow the zoning map to conform to the voter approved General Plan 2040. The density proposed is also in conformance with the voter approved General Plan Projected Residential Density.

The proposed mixed-use development will fulfill this Land Use Goal by creating higher density living within a mixed-use development near multiple alternative transportation options including the Valley Metro Light Rail and the Tempe Modern Streetcar as well as Tempe's vast network of bicycle lanes. The proximity of transportation options to the site will help the City reach its 20-minute city goals and will transform this portion of Apache Boulevard and Terrace Road by providing a safe, shaded, inviting space for bicyclists and pedestrians

##### Community Design Goals

*CD1: Create recognizable and usable "places".*

Park7 Group has retained Jim Smith of the CollectiV, one the best landscape architects in the Phoenix Valley to design a comfortable, desirable pedestrian environment along Apache Boulevard, Terrace Road and throughout the site to ensure a landscape palette that is

compatible with the surrounding area while providing a distinct environment specific to Park Place.

The buildings have been designed as bookends to the Terrace intersection. The eastern building, with its unique shape triangular shape has been designed with a large second floor terrace with an area for above grade landscaping which will create a unique façade. Additionally, the newly proposed monument sign for Park Place will help bring recognition to the corner and will help Park Place stand out along Apache Boulevard.

*CD7: Encourage mixed-use designs.*

The voter approved Tempe General Plan 2040 calls for a mixed-use, high-density design on the proposed Park Place parcels, which is what Park Place will provide. The design for the building is efficient, flexible, interesting and inviting, all which are encouraged by the General Plan for mixed-use buildings.

### **Redevelopment Element**

Redevelopment Goals

*RED<sub>2</sub>: Prevent and eliminate slum and blight.*

The current uses on some of the subject parcels include a poorly maintained trailer park and vacant space that was previously an old and rundown car wash. The redevelopment of these parcels will eliminate slum and blight in a neighborhood that is appropriate for a high density mixed-use development. The location is appropriate for redevelopment due to the proximity to many different alternative transportation options, the walking distance to ASU's campus and the close biking distance to downtown Tempe and Mill Avenue.

*RED<sub>4</sub>: Attract new development that adds to urban livability.*

Park Place will create an urban development full of resident centered amenities. The development will feature rooftop patio courtyards with fire pits, BBQ areas, an exterior bocce ball court and yoga lawn, all shaded with lush landscaping and shade structures. The site will be urban in nature, close to alternative modes of transportation such as the Valley Metro Light Rail, bus system and Orbit buses.

### **Growth Area Element**

Rail Corridor Growth Area Goals

*RC<sub>1</sub>: Focus mixed use development near rail investments to support reduced transportation costs for residents and, in turn, produce increased transit ridership.*

Park Place will create a quality live, work, learn and play experience in the built environment for new and existing Tempe residents. By adding additional residential options with Park Place at the point of two rail lines (Valley Metro light rail and the Tempe Modern Streetcar) will increase transit ridership.

*RC<sub>2</sub>: Create a walkable community enhanced by rail transit.*

The redevelopment of Apache Boulevard and Terrace Road will create a walkable community close to both existing and future rail transit. The new streetscape and landscaping features will make pedestrian and bicycle access a priority over vehicular access and create a well-shaded, safe, inviting environment. The commercial space along Apache Boulevard will provide neighborhood services that will also invite pedestrians to the area and the close proximity to the light rail and future streetcar stations make the area walkable and bikable.

*RC<sub>12</sub>: Continue investment consistent with the public investment in transit and reflective of transit-oriented design and development*

Increase the utilization of undeveloped or under-development property Develop a strong neighborhood-serving business community within the Rail Corridor Growth Area

The proposed project is a major investment in underutilized property along the rail line and the proposed building adds residents and commercial opportunities along the rail.

*RC<sub>14</sub>: Promote desirable reuse of land*

The Park Place development will promote a desirable reuse of the subject parcels by cleaning up the blighted portions of the site along Terrace Road. We will remove the current existing poorly maintained trailer park and provide a desirable, clean, urban and pedestrian mixed-use building that will be a destination for new and existing Tempe residents. We will also be integrating Apache Boulevard into the development by upgrading the pedestrian environment along Apache and providing commercial opportunities on the ground floor, facing Apache Boulevard.

*RC<sub>15</sub>: Stabilize and improve the Apache Boulevard area*

Park Place is located in the Apache Boulevard Redevelopment Plan Area Zone 1. The goals specific to the Redevelopment Plan as they apply to Park Place are as follows: to increase the utilization of undeveloped or under-developed property in the area, to create safer pedestrian and bicycle circulation with appropriate amenities and conveniences, and encourage transit-oriented development which clusters higher density development are transit stations. Park Place will redevelop Terrace Road and Apache Boulevard to promote these goals and enhance the Apache Boulevard for pedestrian, bicycle and vehicular traffic by removing unsightly conditions and blighted areas.

#### CIRCULATION SYSTEM

#### **Pedestrian and Bikeway Element**

##### Pedestrian Network Goals

*PN<sub>2</sub>: Provide convenient and safe pedestrian access to destinations to promote neighborhood sustainability.*

We will improve the pedestrian network along both Apache Boulevard and Terrace Road to include at least 8 foot sidewalks, street trees, shaded outdoor seating and upgraded paving. We will also provide a safe crossing environment across Terrace Road. The increased density in the neighborhood will promote public transportation usage and support transportation improvement based on an increase in ridership.

## Bikeways Goals

*B<sub>1</sub>: Provide safe and convenient access between neighborhoods and schools, parks, shopping, transit, employment, and other destinations.*

The addition of residential units and commercial space along Apache Boulevard provides connectivity to the bike system in general and the bike paths connecting the land to the main ASU campus. Park7 Group will help Tempe fulfill this goal by providing infill development on Apache Boulevard in the Apache Redevelopment Area.

## Travelways Element

### Travelways Network Goals

*TW<sub>1</sub>: Retain existing traffic capacity while reducing reliance on the automobile*

In part, we chose the location of Park Place based on the proximity to many different alternative transportation options. The Valley Metro Light Rail, the Tempe Modern Streetcar and the existing bicycle network will all help reduce the reliance of Park Place residents on their vehicles. We have also proposed a reduction of provided vehicular parking spaces, which will encourage residents to use different transportation options such as walking, biking, and public transportation, including the Orbit and Valley Metro buses. The Park Place development allows for the opportunity to bring approximately 750 new residents within walking and biking distance to ASU, downtown Tempe and businesses along Apache Boulevard.

## CONSERVATION

### Conservation Element

#### Energy Resource Goals

*ER<sub>4</sub>: Encourage energy and resource conservation as part of all development*

During the construction of the Park Place development, we intend to utilize reclaimed or recycled building materials whenever possible. In addition to using some recycled content for construction of the site, the design intent of the above grade parking structure for Park Place is to utilize open air, natural ventilation. This will reduce the need for energy consuming ventilation fans. Low-e coated glass will be used in storefront and residential windows and exterior doors to reduce electricity usage and Park Place will feature LED fixtures for site lighting, internal parking, common areas and the majority of the individual unit lighting.

### Environmental Planning Element

#### Air Quality Improvement Goals

*AQ<sub>2</sub>: Reduce the number of vehicle miles traveled locally and regionally*

Park Place will be located within the Transportation Overlay District Corridor Area, within close walking distance of the current elevated light rail train stop and the future Tempe Modern Streetcar line, further promoting use of public transportation, reducing emissions from vehicles not needed to commute to and from the development. We will also provide ride share street parking spaces along Terrace Road to promote residents using ride share

and we are providing conveniently accessible locations within the parking structure for electric car charging stations.

## PLANNED AREA DEVELOPMENT OVERLAY

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 explained above, our project furthers the goals and objectives of the General Plan 2040 while also meeting the intent of the Apache Boulevard Redevelopment Area Plan and Apache Character Area Plan. In order to seamlessly integrate these various plans and guiding principles into a cohesive development, we are proposing standards that appropriately allow us to satisfy various requirements and goals.

	<b>CSS (TOD Corridor)</b>	<b>MU-4 PAD (TOD Corridor)</b>
<b>Building Height</b>	35 Feet	East - 67' West - 69'
<b>Lot Coverage</b>	75% Maximum	67%
<b>Landscape Coverage</b>	25% Minimum	23%
<b>Density</b>	25 DU/AC	62 DU/AC
<b># of Units</b>	---	285
<b>Vehicle Parking Spaces</b>		499 Provided
<b>Bicycle Parking Spaces</b>	195 Required	661 Spaces Provided
<b>Setbacks (Eastern Building):</b>		
<b>Building Front</b>	0 Feet	55'
<b>Parking Front</b>	20 Feet	NA
<b>Building Side (East)</b>	0 Feet	26'
<b>Building Side (West)</b>	0 Feet	0'
<b>Building Rear</b>	0 Feet	28'
<b>Parking Side (East)</b>	20 Feet	NA
<b>Parking Side (West)</b>	NA	NA
<b>Setbacks (Western Building):</b>		
<b>Building Front</b>	0 Feet	7'
<b>Parking Front</b>	20 Feet	NA
<b>Building Side (East)</b>	0 Feet	0'
<b>Building Side (West)</b>	0 Feet	18'
<b>Building Rear</b>	0 Feet	43'
<b>Parking Side (East)</b>	20 Feet	NA
<b>Parking Side (West)</b>	NA	NA

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;

We have proposed standards consistent with nearby projects and taking into consideration our location in the TOD Corridor Area as well as our proximity to ASU and downtown Tempe.

Because we are requesting a reduction in the number of parking spaces, we have provided a comparison chart below of similar developments who have received parking reductions:

<b>PROJECT</b>	<b># OF UNITS</b>	<b># OF BEDS</b>	<b>PARKING REQUIRED</b>	<b>PARKING PROVIDED</b>	<b>PER BED PARKING</b>	<b>PER UNIT PARKING</b>
1000 Apache	384	833	713	417	0.50	1.09
University Village 2.0	260	775	639	470	0.61	1.81
922 Place	132	433	369	249	0.58	1.89
University House (Phase I & II)	341	879	820	239	0.27	0.7
Broadstone Lakeside	168	243	314	269	1.11	1.6
Hanover	341	422	620	271	0.64	0.79
Residences @ University Center	296	428	378	432	1.01	1.46
Jefferson Town Lake	244	331	432	432	1.31	1.77
The Motley	399	581	523	607	1.16	1.52
SALT	264	437	528	459	1.05	1.74
Skyview	392	579	521	462	0.79	1.17
<b>Park7 Park Place</b>	285	783	686	499	0.64	1.75

\* Some projects above have a commercial component that is not factored into the per bedroom parking calculation

\* Residences @ University Center include 33 tandem and 21 street spaces

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

In order to transition appropriately from the proposed Park Place building to the neighboring properties to the south, we have proposed an approximately 32 foot setback between our building and the property line. We have also proposed lush and tall landscaping on southern, eastern and western parts of the site. On the south side of the property, we will provide a landscape buffer consisting of Willow Acadia trees behind the eastern building, planted along the entire southern perimeter and Chinese Elm, planted behind the western building. These trees, in addition to the required 8 foot CMU wall and the building, alley and yard setbacks should shield southern neighbors from the development. On the eastern side of the development, along the Nexa Apartment complex, we will continue the Willow Acacia planting plan, which compliments their planting plan and will create a continuous landscaped design.

## **DEVELOPMENT PLAN REVIEW**

Park Place will conform to the following standards of the Zoning and Development Code Criteria, Section 6-306D as follows:

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

The Park Place building frontage along the streetscapes of Apache Boulevard are pocketed back into the building at various locations which allow for the landscaping and sidewalks to vary in and out, providing an enhanced, interesting pedestrian experience. The Park Place proposed monument sign on Apache Boulevard will not only serve as a wayfinding sign but also as an iconic structure that ties in the street to the building design. The frontage of Park Place along Apache Boulevard will be varied and the structures well-articulated.

The hardscape and landscape respond to the architecture along both Apache Boulevard and Terrace Road and the landscape edges vary to allow the planting to weave in and out of the pedestrian zones. A clear pedestrian path of travel is defined and articulated along both Apache Boulevard and Terrace Road with street furniture, planter pots and lighting.

*2. Building design and orientation, together with landscape, combine to mitigate heat gain/retention while providing shade for energy conservation and human comfort;*

The pedestrian activity and travel will occur primarily along the northern side of the building, on Apache Boulevard, where the sidewalk will be shaded approximately  $\frac{3}{4}$  of the year. Other time of the year, the pedestrian environment will be shaded through a formalized street tree pattern set further away from the building, which will cast shade on the pedestrian spaces. The building design itself will mitigate heat gain and retention and shade pedestrian areas using many large canopies as well as some pocketed areas that will create a shaded environment. The building will feature light colored TPO roof material which will reduce the heat island effect.

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

The materials provided will include masonry brick, exterior insulated stucco, vinyl windows for the residential portion of the building and aluminum storefront windows at the ground level lobby and retail portions of the building. The material colors and design have been thoughtfully curated to compliment the local, surrounding businesses and buildings.

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

Park Place has been brought down to a human-scale by utilizing overhangs, canopies and various landscape elements. The shrub and tree patterning and hardscape have been proposed to respond to the building lines and forms to create a cohesive pedestrian friendly



environment. We have proposed Bougainvillea for the garage façade and eventually, the plants will grow to cover some of the building wall and provide color, interest and a reduced scale. The seating areas have been situated to take advantage of both vegetative and structural shade and pedestrian environments. The buildings retail space and shaded pedestrian courtyards will include seating and various landscape elements that will make the area feel inviting. Additionally, the bulk and height of the building will be near Apache Boulevard, and arterial street with various public transportation options.

*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;*

Park Place will consist of two separate buildings fronting both Apache Boulevard and Terrace Road. The two separate buildings will help articulate building masses and the bridge between the east building and the west building will tie the two buildings together, both physically and architecturally. The bridge will also help to give the building scale and relieve the monotony of the building walls. The contemporary design of the building carries the base, middle and top as separate entities that pull together to create a cohesive look. Through a series of pilaster, articulated bays and pocket areas, a sense of movement is carried through to the landscape and sidewalk elements at the pedestrian level.

*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 pocketed retail entries and large canopy overhangs in combination with landscaping elements designed for Park Place create a sense of place and provide visual cues that will guide pedestrians while simultaneously providing shade. In order to further provide architectural detail and shade, the proposed monument sign will be backed with square walls that have been designed to provide shade for the seating that will serve the commercial and restaurant portion of the development.

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

Park Place will have a minimum eight-foot clear sidewalk along all street facing buildings, but in many places we have allowed for much wider sidewalks and streetscapes. Additionally, a pedestrian plaza with fixed seating has been located on the northeast corner of the site, approximately two-thirds of the way between Rural Road and the Dorsey Streetcar transit stop. This plaza will offer the public and our residents a location to gather and rest under the shade of trees while waiting for transportation. The development will also include a bike repair area located off the street level, adjacent to the bicycle storage room. This will make biking to and from the building convenient and a realistic multi-modal transportation opportunity.

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

In order to minimize pedestrian and vehicle conflict, Terrace Road has been proposed at 22 feet wide from curb to curb. This proposed width will promote pedestrian space as a priority above vehicles. Parallel parking (which visually narrows the street and slows traffic), pedestrian crossing, ample seating and landscape, and a strong street tree pattern are all benefits of this street design approach.

The pedestrian experience along Apache Boulevard will be buffered by a landscape zone between that will vary in width. This area is amenitized with a formal street tree pattern and moveable and fixed seating. Pedestrians will be encouraged to stay in pedestrian oriented areas along Apache near the mixed-use space and the Park Place building.

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

To conform with Crime Prevention Through Environmental Design principles, lower shrub and bush varieties have been proposed where appropriate in order to diminish hiding places near entrances and windows. The entry points to the buildings will be appropriately well-lit and will avoid pocketed doors and hard to see spaces. These elements will lend to the natural surveillance of the site.

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

The proposed pedestrian areas will be clearly delineated with planters of varying dimensions. The planters will help define parking, seating, and building entry points.

*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; and*

An iconic monument sign has been proposed to help create placemaking for the Park Place development. The proposed signs will have design, scale, proportion, location and color that will be compatible with the design of the Park Place building. The signs will go through the sign permit process after the initial Zoning Map Amendment, PAD Overlay and DPR process.

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

The intent of the Park Place landscaping and lighting plan is to complement and match the decorative poles along Apache Boulevard. The proposed Terrace Road lighting has also been designed to match the existing lights. The ultimate lighting locations and fixture types will be finalized with City of Tempe staff.

**H UELLMANTEL**  
**A FFILIATES**  
PO Box 1833, Tempe, AZ 85280-1833

August 7, 2017

Karen Stovall  
City of Tempe  
31 East Fifth Street  
Tempe, Arizona 85281

RE: Park7 – Park Place – TOD Option B

Karen,

As you know, we recently submitted plans for PL170166, a proposed set of buildings located at 1201 East Apache Boulevard on the southwest and southeast corners of Apache Boulevard and Terrace Road. The project is known as Park Place.



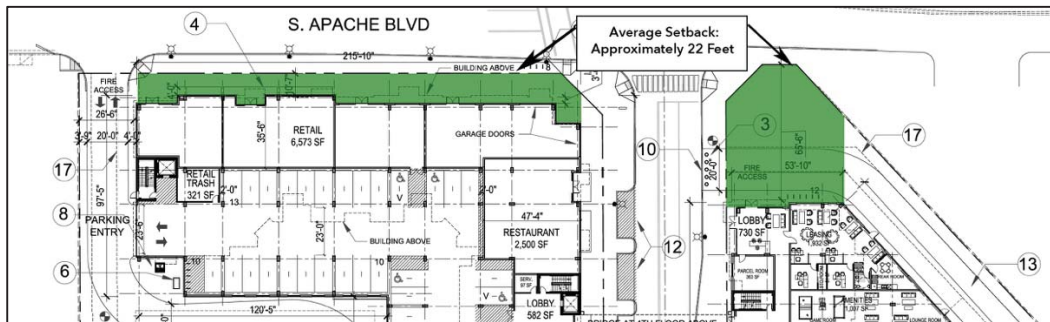
The property is currently zoned Commercial Shopping and Service in the Transportation Overlay District Corridor Area (CSS TOD Corridor) and we have submitted a rezoning application to change the zoning designation to Mixed-Use, High Density in the Transportation Overlay District Corridor with a PAD Overlay (MU-4 PAD TOD Corridor).

Section 5-603.B of the City of Tempe Zoning and Development Code states that new development can meet the requirements of the TOD through a variety of options. We believe that our proposed design best meets the requirements outlined in Option B (Section 5-603.B.2):

“Option B: Submitting and receiving approval for a project that generally conforms to the intent of the Transportation Overlay District as outlined in the purpose and objectives in Section 5-601 of this Chapter, while not meeting the literal standards of this Chapter. General conformance to the intent of this Chapter shall be determined through the development plan review process defined below:

The Applicant provides the Development Services Manager or designee a written letter requesting Option B. The letter should describe how the objectives in Section 5-601 and the pedestrian environment in Figure 5-612F are being met by the proposed development project. The letter must specify what deviations from the Overlay District standard(s) are being requested and how equivalency is being achieved...”

The northern side of our site, which fronts Apache Boulevard, has natural challenges due to the triangular shape of the eastern parcels and the current Apache Boulevard conditions.



Additionally, Terrace Road is a gateway into the single-family neighborhood to the south. Our design keeps in mind the transition from the former highway and current mass transit corridor into the neighborhood by providing a more moderate intensity of retail uses on Terrace Road. Despite the inherent challenges of the site, we have taken the issues and created a pedestrian-oriented space in keeping with the goals of the TOD. The additional setback with a well-appointed plaza space near two mass transit stations is more in keeping with the actual goals of the TOD than the Tempe Zoning and Development Code would otherwise allow, given this oddly shape parcel(s) of land. This parcel is exactly they reason Section 5-603.B.2 was included in the code.

Accordingly, Park Place will conform to the six TOD specific objectives as listed in Section 5-601 in the following ways:

- ❖ *Promote and develop livable and sustainable neighborhoods;*  
 The proposed Park Place buildings will further transform the Apache Boulevard Corridor, an area formerly created as a suburban and rural highway, into a more livable neighborhood street. As the site currently sits – a largely vacant and underutilized group of parcels, a trailer park and a set of suburban restaurants, one with a drive through (a prohibited use in a TOD) – neighbors do not have full enjoyment of the pedestrian zone. The sidewalks are currently unshaded and have few amenities and there are insufficient neighborhood services or retail opportunities for pedestrians and residents. The construction of Park Place will improve the neighborhood by making it more walkable, livable and sustainable by providing sidewalk improvements, retail and commercial opportunities, and an engaged, pedestrian-friendly environment. The completion of Park Place will also include the renovation of Terrace Road. The change in Terrace Road will promote walkability and bicycle use without endangering the peace of the neighborhood to the south. Park7 Group would like to redo the street by adding in larger, wider sidewalks and by planting shade trees on both sides of Terrace.

- ❖ *Promote and increase the use of alternative modes of transportation such as walking, bicycling, carpooling, riding the bus or light rail;*

The proposed location for Park Place will promote the use of alternative forms of transportation such as walking, biking, the use of the light rail and the Tempe Modern Streetcar. The site is walking distance to the Apache Boulevard and Dorsey Lane light rail station which can take residents either west to employment and entertainment centers in Downtown Tempe or Downtown Phoenix or east to Downtown Mesa. The site improvements planned for the southern sidewalk along Apache Boulevard and on both east and west side of Terrace Road will also encourage the use of alternative modes of transportation such as walking or biking. Additionally, the proposed Tempe Modern Streetcar will have a stop both east and west of Park Place – the eastern stop at Dorsey Lane and Apache Boulevard and the western stop at Rural Road and Apache Boulevard.

- ❖ *Encourage a mix of uses and balance of densities and intensities within identified activity areas accessible to alternative modes of transportation;*

Park Place is proposed as a high-density mixed-use development that will house residents close to both the amenities of Downtown Tempe and ASU and close to transportation options such as the Valley Metro light rail, Orbit bus routes and future Tempe Modern Streetcar. The ground level use for the project along Apache Boulevard is proposed as a mix of commercial / retail and restaurant space which will activate the street for pedestrians and transit users.

The Apache Boulevard Redevelopment plan targets Apache Boulevard as parcels of land that should be redeveloped in order to bring business and housing closer to the center of Tempe and close to transportation options. One specific goal of the Apache Boulevard Redevelopment Plan is to, “Upgrade commercial development by introducing viable long-term businesses and mixed-use projects, creating a sense of place with an aesthetically pleasing theme...” Park Place will embrace this goal and other redevelopment goals aimed at Apache Boulevard by providing high-quality housing options in a mixed-use building on parcels that are currently partially vacant and underutilized.

- ❖ *Provide a quality of urban design (as defined within the standards) that attracts and encourages pedestrian activity;*

We believe that the proposed design for Park Place along Apache Boulevard will attract pedestrian activity and meets the intent of the TOD. The Apache Boulevard streetscape for Park Place on the east and west side of the buildings will create a flowing and inviting environment that is shaded, interesting and pedestrian scale. The setback from Apache Boulevard in front of the east building is larger than allowed by the TOD, but this larger setback will help Park Place enhance the streetscape for pedestrians, bicyclists and residents. The east side of the project is close to the proposed Tempe Streetcar stop and will be approximately 900 feet from the Dorsey and Apache light rail station, less than ¼ mile.

The area will include lush landscaping and shade trees, upgraded paving, including linear pavers and fire rated reinforced stabilized decomposed granite, lighting and benches for pedestrians under the trees. The north setback will be part of the water harvesting plaza planned for Park Place and will include concrete seat walls, bar grating foot bridges and linear pavers. The overall effect of the setback improvements will beautify the area and create an inviting pedestrian experience and the site will still embrace TOD goals and objectives.


- ❖ *Reinforce public investments and private development to achieve a compact form of development conducive to walking, bicycling, and transit use;*  
 We will embrace this TOD objective by redeveloping Terrace Road between the two Park Place buildings. Park7Group will be investing in the redevelopment of Terrace Road which will benefit not only the residents of Park Place but also for people who currently use the road. The public will benefit from the investment in both Apache Boulevard and Terrace Road as people travel from public transportation and south into the neighborhood. Park Place is compact development, and the mixed-use component should bring neighborhood services to both Park Place residents and neighbors.
  
- ❖ *Provide facilities that create a safe, accessible, comfortable and pleasant environment for people; maintain safe access for automobiles and adequate parking and minimize conflicts between vehicles and pedestrians.*  
 One of the goals of Park Place is to improve the Apache Boulevard neighborhood; therefore, we would rather preserve Terrace Road as a gateway into the single-family neighborhood to the south than provide potentially loud restaurant or commercial use. We believe that the proposed bicycle sales and repair space on the east and west side of Terrace will activate Terrace Road for residents of both Park Place and the neighborhood to the south without causing any nuisances close to residential uses.

A focal point for the development of Park Place is the redevelopment of Terrace Road. The streetscape is currently uninviting and unsafe for pedestrians, as is the south side of Apache Boulevard, along the proposed frontage of Park Place. The sidewalk on Terrace Road is narrow and inaccessible for all types of pedestrians. The redesign of Terrace Road will create wide, safe sidewalks with shade trees and an improved paving surface. The ingresses and egresses of the parking garage will be clearly marked and have well-defined crosswalks. The Park Place development will be a safe, welcoming and comfortable environment for pedestrians both on Apache Boulevard and on the east and west sides of Terrace Road.

The site will specifically deviate from the TOD setback standards (Table 5-611B) on the northern side of the development along Apache Boulevard, but only for the east building. The TOD standards require the maximum setback be set at 20 feet. The east building has an average setback of 65 feet, 6 inches from Apache Boulevard and this building frontage spans 53 feet, 10 inches. The western building has an average setback of approximately 11 feet. This average spans the entire frontage of the western building, approximately 217 feet. When combined, the average setback of the two buildings along Apache Boulevard is approximately 22 feet, only two feet more than the required 20-foot setback. We believe that the provided average setback for both buildings and the welcoming, shaded, pedestrian environment planned for the front of the east building make the project compliant with TOD objectives. Additionally, the development conforms to the other TOD standards in the Zoning and Development Code.

Please consider this our formal Option B request letter. I can be reached through email at [charles@huellmantel.com](mailto:charles@huellmantel.com) or at (480) 921-2800 for any questions or to discuss this request.

Sincerely,



Charles Huellmantel



October 11, 2017

Christopher Kritzman  
 VP Development  
 Park7 Group  
 461 Park Ave S, Floor 4  
 New York, NY 10016



Expires 3-31-2019

**RE: Parking Study for Park Place - Tempe, Arizona**

Dear Mr. Kritzman:

CivTech was retained to complete a parking study for the proposed Park Place mixed-use development to be located in the southeast and southwest corners of Terrace Road and Apache Boulevard in Tempe, Arizona. A new PAD is being proposed with 285 apartment dwelling units containing 783 bedrooms. The development is split into two buildings on each side of Terrace Road. This parking study has been completed in accordance with the City of Tempe standards as presented in their Zoning and Development Code.

**PROPOSED DEVELOPMENT**

The project is proposed as a mixed-use development in the transportation overlay district (TOD) near Arizona State University (ASU) with 285 dwelling units consisting of 783 total bedrooms and 6,679 square feet of retail space and 2,394 square feet of restaurant. The land uses are summarized in **Table 1**, and the mixture of unit types is summarized in **Table 2**.

**Table 1: Proposed Land Uses**

Land Use	Size
Residential	285 units (783 bedrooms)
Retail	6,679 SF
Restaurant	2,394 SF

**Table 2: Proposed Residential Units**

Apartment Type	Number of Units	Number of Bedrooms
One-Bedroom	62	62
Two-Bedroom	70	140
Three-Bedroom	57	171
Four-Bedroom	70	280
Five-Bedroom	26	130
<b>TOTAL</b>	<b>285</b>	<b>783</b>

A total of 499 vehicle parking spaces are being provided within two parking structures (one on east site and one on west site). There will be 179 vehicle parking spaces in the west garage and 320 vehicle parking spaces in the east garage. A shared parking affidavit shall be recorded for the site to ensure that both garages remain available to both buildings regardless of future ownership.

Discussion within the PAD suggests that the maximum number of bedrooms with the conversion of space would not exceed 783 bedroom.

## **SITE'S PROXIMITY TO ALTERNATE MODES OF TRANSPORTATION**

Per the Tempe General Plan 2040, "Tempe's vision for itself in the year 2040 is one of livability: a city with a diverse, active and engaged community; a city that is visually attractive and accessible by multiple modes of transportation." And consisting of "revitalized neighborhoods that are walkable, pleasant and safe, and connected within a 20-minute walk, bike or transit ride." Tempe's goal of connecting neighborhoods within 20-minutes via multiple modes of transportation has resulted in numerous transit options in close proximity to the proposed site. The proposed Park Place mixed-use development is transit oriented with alternate modes of transportation in very close proximity as described below.

### **LIGHT RAIL**

The project site is less than 1,000 feet from the center of the Dorsey Lane/Apache Boulevard light rail station platform.

### **BUS ROUTES**

Bus stops providing access to the Mars and Mercury routes exist at Terrace Road and Lemon Street within ¼ mile of the proposed development.

### **PEDESTRIAN/BICYCLE**

Tempe has a long-standing commitment to encourage bicycling since the inception of the Tempe Bicycle Program. The proposed development will have a high volume of pedestrian and bicycle activity due to its close proximity to ASU. Bicycle spaces/storage will be provided onsite. The development is being designed with pedestrians and bicyclists in mind and will provide sidewalks that preserve the character of Tempe.

The City of Tempe has a long-standing commitment to encourage bicycling through the development of bikeways and educational/promotional programs. As part of City of Tempe commitment for bike safety new green bikeways have been constructed to encourage the use of bikes as an important part of the transportation plan. Apache Boulevard currently provides these wider green bike lanes which will help promote patrons to bike to the proposed facility.

The proposed site is located near the ASU campus making pedestrian and bicycle activity convenient for accessing the ASU campus. The farthest side of the ASU campus may be reached within 20 minutes by walking. The area around the ASU campus is designed to be pedestrian friendly.

Park Place will provide 661 bicycle parking spaces which exceeds the 318 space requirement by code. It is anticipated that these spaces will be highly utilized due to the unique location of Park Place adjacent to the ASU campus, the Athletics Facilities District and Downtown Tempe.



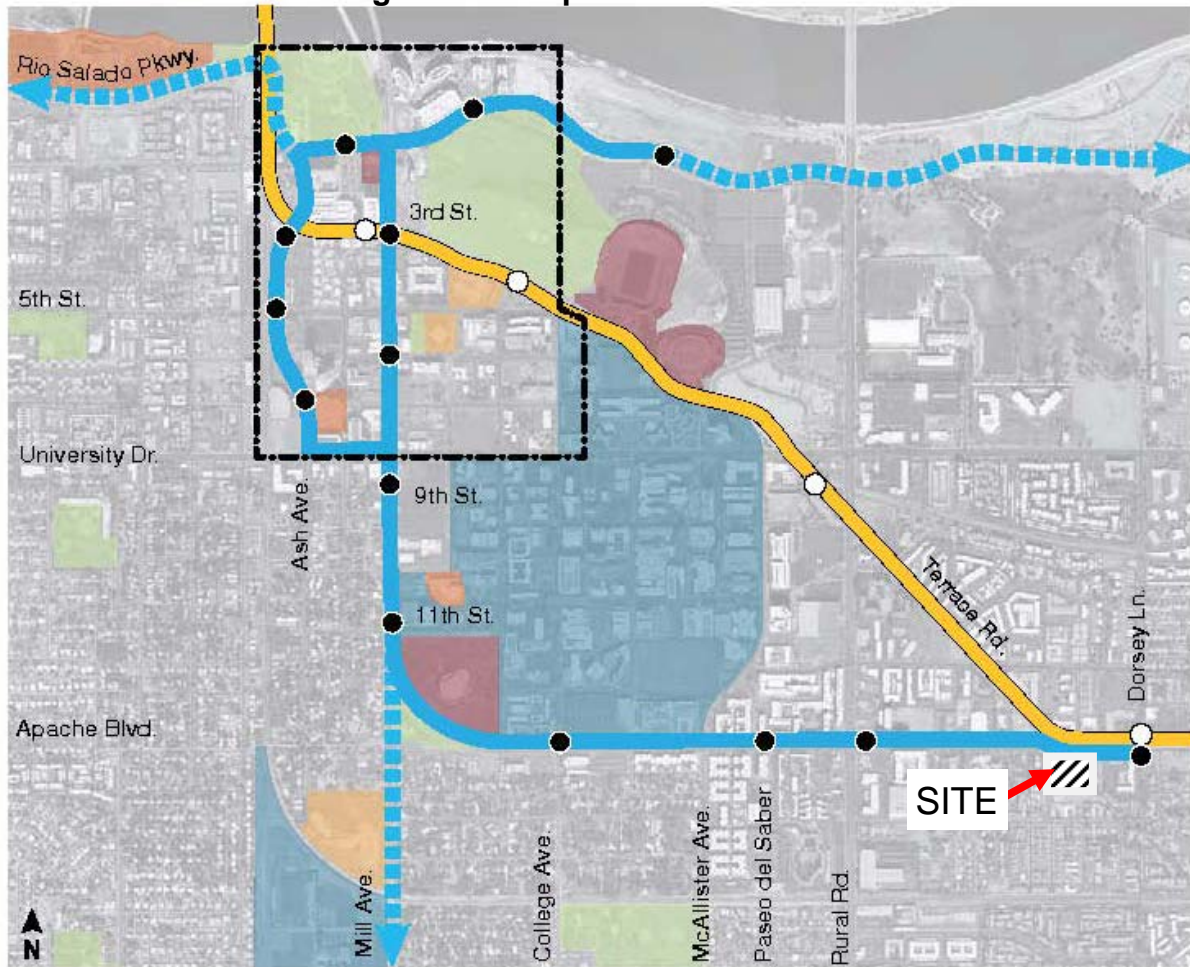
**TEMPE STREETCAR**

The Tempe Streetcar route is proposed adjacent to the site on Apache Boulevard with a station near the site at Dorsey Lane. The Valley Metro light rail and future Streetcar Route are illustrated in **Figure 1** on the following page.

**TEMPE'S TRANSPORTATION OVERLAY DISTRICT (TOD)**

The project site is less than 1,000 feet from the center of Dorsey Lane/Apache Boulevard light rail station platform placing it within the City of Tempe's Transportation Overlay District (TOD) corridor area.

**Figure 1 - Tempe Streetcar Route**



LEGEND			
	Valley Metro Rail/Station		Entertainment/Recreation
	Tempe Streetcar Route		School/Education
	Streetcar Stop		Civic
	Possible Future Expansion		Parks
			Cultural
			Downtown Tempe

Source: Vallemetro.org

## CITY OF TEMPE PARKING REQUIREMENTS

Table 5-612A of the Tempe Zoning Code specifies the parking reductions for the Transportation Overlay District (TOD). For a multi-family use, a parking ratio of 0.75 vehicle parking spaces per bedroom plus guest parking (rounded up) may be applied per the TOD reductions.

**Table 3** summarizes the parking requirements for the proposed development per the City of Tempe's parking ratios based on the Transportation Overlay District (TOD).

**Table 3: Required Parking Spaces per City of Tempe with TOD Reductions**

Apartment Type	Number of Units	Number of Bedrooms	Requirement Per Code with TOD Reductions <sup>(1)(3)</sup>	Required Vehicle Parking	Required Bicycle Parking <sup>(2)</sup>
One-Bedroom	62	62	0.75 space per bdrm 0.75 bicycle per unit	46.50	46.50
Two-Bedroom	70	140	0.75 space per bdrm 0.75 bicycle per unit	105.00	52.50
Three-Bedroom	57	171	0.75 space per bdrm 1.0 bicycle per unit	128.25	57.00
Four-Bedroom	70	280	0.75 space per bdrm 1.0 bicycle per unit	210.00	70.00
Five-Bedroom	26	130	0.75 space per bdrm 1.0 bicycle per unit	97.50	26.00
Guest Parking	285	783	0.2 space per unit 0.2 bicycle per unit	57.00	57.00
<b>Total Residential Parking</b>				<b>644.25<sup>(3)</sup></b>	<b>309.00</b>
Commercial	Size		Requirement Per Code with TOD Reductions <sup>(1)</sup>	Required Vehicle Parking	Required Bicycle Parking <sup>(2)</sup>
Retail	6,679 SF		1.0 space per 300 SF (25% reduction per TOD) 1.0 bicycle/7,500 SF	16.70	4.00 <sup>(4)</sup>
Restaurant	2,394 SF		1.0 space per 75 SF (25% reduction per TOD) 1.0 bicycle/500 SF	23.94	5.00
<b>Total Commercial Parking</b>				<b>40.64</b>	<b>9.00</b>
<b>Total Required Parking</b>				<b>685</b>	<b>318</b>

1. The parking ratios are from Table 4-603E and Table 5-612A of the City of Tempe's Zoning Code with reductions applied per the TOD.
2. The bicycle parking ratios are based on those required for the 'Bicycle Commute Area.'
3. Per Table 5-612A, the required parking within the TOD for a multi-family use is 0.75 vehicle parking spaces per bedroom and 1.0 bicycle parking spaces per unit (round up to whole number) plus guest parking.
4. The parking ordinance requires a minimum parking of four bicycles within the 'Bicycle Commute Area.'

As summarized in **Table 3**, the required parking based on the City of Tempe's ratios with TOD reductions is 685 vehicle parking spaces and 318 bicycle spaces. A total of 499 vehicle parking spaces are proposed resulting in a deficit of 186 vehicle parking spaces from the Tempe TOD requirements. A total of 661 bicycle parking spaces will be provided resulting in a surplus of 343 bicycle parking spaces.

## PROPOSED PARKING REDUCTION

The mixed-use Park Place development is proposed with a total of 499 parking spaces. Assuming 42 parking spaces for the retail use (per TOD requirements), the resulting parking available for residents and guests is 457 parking spaces. Therefore, the proposed residential ratios are 1.60 parking spaces per unit and 0.58 parking spaces per bedroom.

An in depth comparison of parking ratios for other surrounding developments was prepared by Huellmantel & Affiliates for inclusion in the PAD. The results of the research are documented in **Table 4** below. Parking ratios between 0.27 and 1.31 spaces per bed for eleven projects in Tempe are documented. A comparison to the parking ratio provided for Park Place is included.

**Table 4: Comparison of Parking Provided at Other Tempe Developments**

Project <sup>(1)</sup>	# of Units	# of Beds	Parking Required	Parking Provided	Per Bed Parking	Per Unit Parking
1000 Apache	384	833	713	417	0.50	1.09
University Village 2.0	260	775	639	470	0.61	1.81
922 Place	132	433	369	249	0.58	1.89
University House (Phase I & II)	341	879	820	239	0.27	0.7
Broadstone Lakeside	168	243	314	269	1.11	1.6
Hanover	341	422	620	271	0.64	0.79
Residences @ University Center <sup>(2)</sup>	296	428	378	432	1.01	1.46
Jefferson Town Lake	244	331	432	432	1.31	1.77
The Motley	399	581	523	607	1.16	1.52
SALT	264	437	528	459	1.05	1.74
Skyview	392	579	521	462	0.79	1.17
<b>Park Place</b>	<b>285</b>	<b>783</b>	<b>685</b>	<b>499</b>	<b>0.64</b>	<b>1.75</b>

(1) Some projects above have a commercial component that is not factored into the per bedroom parking calculation

(2) Residences @ University Center include 33 tandem and 21 street spaces

Parking utilization data for apartment uses and private student housing has not been counted within the City of Tempe for use in this study. Previous requests to counts private student housing development to evaluate their parking needs have been declined by the property owners. Therefore actual utilization data was taken from the City of Flagstaff for comparison.

Published in June 2015, the City of Flagstaff conducted a study of apartments surrounding Northern Arizona University (NAU) while school was in its spring semester, which counted occupied parking spaces at several apartment complexes throughout the City of Flagstaff. The apartment complexes chosen for the study were those thought to be occupied by primarily students. The data is summarized in **Table 5**.

**Table 5: Flagstaff Apartment Study**

Apartment	Units	Bedrooms	Occupied Parking Spaces	Occupied Space per Unit	Occupied Space per Bdrm
Hilltop	144	576	361	2.51	0.63
Aspen Leaf	88	160	133	1.51	0.83
Highland	250	600	431	1.72	0.72
Forest Meadows	132	220	188	1.42	0.85
Pine View	264	624	184	0.70	0.29
Country Club Terrace	201	331	285	1.42	0.86
Grove	270	776	576	2.13	0.74
			<b>AVERAGE</b>	<b>1.63</b>	<b>0.70</b>

The resulting range was from 0.29 to 0.86 spaces per bedroom with an average of 0.70 occupied parking spaces per bedroom. These complexes are located near NAU and not more than 3 miles from the campus. Due to the location of the mixed-use Park Place development in close proximity to the Metro Valley light-rail station and future Tempe Streetcar, a reduction of 15% for transit may be applied resulting in a minimum parking requirement of 0.55 spaces per bed.

## CONCLUSIONS

- The project is proposed as a mixed-use development in the transportation overlay district (TOD) near Arizona State University (ASU) with 285 dwelling units consisting of 783 total bedrooms, 6,679 square feet of retail space and 2,394 square feet of restaurant space. A total of 499 parking spaces are being provided within two parking structures (one on east site and one on west site).
- The project site is 1,000 feet from the center of the Dorsey Lane/Apache Boulevard light rail station platform placing it within the City of Tempe's Transportation Overlay District (TOD) corridor area. The required parking based on the City of Tempe's ratios with TOD reductions is 685 vehicle parking spaces and 318 bicycle spaces. A total of 499 parking spaces are proposed resulting in a deficit of 186 parking spaces from the Tempe TOD requirements.
- The mixed-use Park Place development is proposed with a total of 499 parking spaces. Assuming 42 parking spaces for the retail (per TOD requirements), the resulting parking available for residents and guests is 457 parking spaces. Therefore, the proposed residential ratios are 1.60 parking spaces per unit and 0.58 parking spaces per bedroom.
- A ratio of 0.58 parking spaces per bedroom is comparable based on data for similar apartment projects in Tempe. In addition to its close proximity to ASU, the proposed site is in close proximity to both a Valley Metro light rail station and a future Tempe Streetcar station making residents less reliant on vehicles.

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

Sincerely,

**CivTech**



Dawn D. Cartier, PE, PTOE  
President/Project Manager

# PARK PLACE TRANSPORTATION IMPACT STUDY

**1201 E. Apache Boulevard  
Tempe, AZ**

**Prepared for:**

Park7 Group  
461 Park Ave S, Floor 4  
New York, NY 10016

**For Submittal to:**

City of Tempe

---

**Prepared By:**



**CivTech, Inc.**  
10605 North Hayden Road  
Suite 140  
Scottsdale, Arizona 85260  
(480) 659-4250



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**October 2017**

CivTech Project No. 17-0620

## EXECUTIVE SUMMARY

This report documents a transportation impact study prepared for the proposed Park Place mixed-use development to be located in the southeast and southwest corners of Terrace Road and Apache Boulevard in Tempe, Arizona. A new PAD is being proposed with 285 apartment dwelling units containing 783 beds. The development is split into two buildings on each side of Terrace Road.

CivTech Inc. has been retained to complete a traffic impact study for the proposed development during the planning process.

The purpose of this study is to address traffic and transportation impacts of the proposed development on the surrounding streets and intersections. The study was prepared to standard criteria set forth by the City of Tempe in their *Guide for the preparation of Transportation Impact Studies, updated 05/2014*. The specific objectives of the study are:

1. Evaluate lane requirements on all existing roadways and at all existing intersections within the study area.
2. Determine future level of service for all proposed major intersections within the study area and recommend any capacity related improvements.
3. Determine necessary lane configurations at all site accesses to provide acceptable future levels of service.
4. Evaluate the need for future traffic control changes within the proposed study area.
5. Evaluate the need for auxiliary lanes at stop and signal controlled intersections.

This study evaluates the existing year (2016) and opening year (2019). For purposes of this study, it was assumed that full build-out of the proposed development will occur in 2019.

The following conclusions and recommendations have been documented in this study:

- The proposed development is anticipated to generate 3,982 external daily trips with 170 trips occurring during the AM peak hour (entering and exiting) and 435 trips occurring during the PM peak hour (entering and exiting).
- A total of six driveways are proposed. The west building will be accessed via two driveways, one on Apache Boulevard (Access A) and one on Terrace Road (Access B). A third driveway (Access C) to the west building will function as a fire access only from Terrace Road. The east building will be accessed via two driveways on Terrace Road (Access B and Access C). A third driveway exists on Terrace Road for the east building, which serves as a fire access only and provides access to a few parking spaces, this driveway is located just south of Apache Boulevard.

- The proposed driveway on Apache Boulevard (Access A) is a planned right-in and right-out only. Access B and Access C are planned with full turning movement access.
- Dedicated right-turn deceleration lanes are not warranted at any of the proposed driveways.
- Terrace Road is planned to provide a three lane cross section from Apache Boulevard to just north of planned Access B (approximately 300-feet south of Apache Boulevard). Providing one through lane and bike lane in each direction of travel with a center left-turn lane north of Access B. Due to the low traffic volumes on Terrace Road and a posted speed limit of 25-mph, left-turn lanes are not required at the proposed driveways along Terrace Road.
- With the development of Park Place, Terrace Road is being proposed as a narrower, calmer, more pedestrian friendly street adjacent to the site beginning approximately 300-feet south of Apache Boulevard. The roadway is designed with a width of 50-feet north of Access B, narrowing to only 22-feet. The 50-foot cross section is planned to ultimately provide an exclusive left-turn lane, a northbound shared through right-turn lane and a single southbound through lane with bike lanes in each direction of travel just south of the Terrace Road/Apache Boulevard intersection. The proposed 22-foot cross section is planned to provide a single through lane in each direction of travel with shared left/through/right-turn lanes at proposed site Access B and C. The Valley Metro light-rail station and future Tempe Streetcar are within 1,000 feet of Terrace Road and the proposed development. Therefore, the immediate area will be transit and pedestrian oriented. The analysis reveals that a northbound left-turn lane is not required for operational purposes and half of the traffic on Terrace Road adjacent to the site is anticipated to originate from the proposed Park Place development.
- In horizon year 2019, all study intersections are expected to have an overall acceptable level of service (LOS D) or better. The southbound approach of the Rural Road/Apache Boulevard and Rural Road/Spence Avenue intersections will experience delay during the PM peak hour as a result of background traffic growth on Rural Road without the proposed development.



# PLANNED AREA DEVELOPMENT OVERLAY PARK PLACE

A PORTION OF THE NORTH HALF OF THE SOUTHWEST QUARTER, SECTION 23, TOWNSHIP 01 NORTH,  
RANGE 04 EAST, GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA

## OWNER AUTHORIZATION

1135 APACHE LLC, A ARIZONA LIMITED LIABILITY COMPANY

BY: \_\_\_\_\_ DATE \_\_\_\_\_  
ITS \_\_\_\_\_ OWNER \_\_\_\_\_ DATE \_\_\_\_\_

KASSEL CORPORATION

BY: \_\_\_\_\_ DATE \_\_\_\_\_  
ITS \_\_\_\_\_ OWNER \_\_\_\_\_ DATE \_\_\_\_\_

NEXT GEN INVESTMENTS XII, A ARIZONA LIMITED LIABILITY COMPANY

BY: \_\_\_\_\_ DATE \_\_\_\_\_  
ITS \_\_\_\_\_ OWNER \_\_\_\_\_ DATE \_\_\_\_\_

NEXT GEN PARTNERS XII, A ARIZONA LIMITED LIABILITY COMPANY

BY: \_\_\_\_\_ DATE \_\_\_\_\_  
ITS \_\_\_\_\_ OWNER \_\_\_\_\_ DATE \_\_\_\_\_

## ACKNOWLEDGMENT

ON THIS \_\_\_ DAY OF \_\_\_\_\_, 2017 BEFORE ME, THE UNDERSIGNED, PERSONALLY APPEARED \_\_\_\_\_, WHO ACKNOWLEDGED HIMSELF 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 HEREUNTO SET MY HAND AND OFFICIAL SEAL

BY: \_\_\_\_\_ MY COMMISSION EXPIRES \_\_\_\_\_  
NOTARY PUBLIC PARK 7 GROUP, A DELAWARE LIMITED LIABILITY COMPANY

BY: \_\_\_\_\_ DATE \_\_\_\_\_  
ITS \_\_\_\_\_ OWNER \_\_\_\_\_ DATE \_\_\_\_\_

## LEGAL DESCRIPTION

(SEE PAD000.1)

## APPROVAL

APPROVED BY THE MAYOR AND CITY COUNCIL OF THE CITY TEMPE ON  
THIS \_\_\_ DAY OF \_\_\_\_\_, 2017

## OWNERS:

1135 APACHE LLC  
1135 EAST APACHE BOULEVARD, TEMPE, AZ 85281  
PARCEL 133-09-031G

KASSEL CORPORATION  
1125 EAST APACHE BOULEVARD, TEMPE, AZ 85281  
PARCEL 133-09-030B

NEXT GEN INVESTMENTS XII, LLC  
1201 EAST APACHE BOULEVARD, TEMPE, AZ 85281  
1313 SOUTH TERRACE ROAD, TEMPE, AZ 85281  
1321 SOUTH TERRACE ROAD, TEMPE, AZ 85281  
PARCEL 133-09-030B | 133-09-033C

NEXT GEN PARTNERS XII, LLC  
1320 SOUTH TERRACE ROAD, TEMPE, AZ 85281  
1340 SOUTH TERRACE ROAD, TEMPE, AZ 85281  
PARCEL 133-09-031F | 133-09-031K

## DEVELOPER:

PARK 7 GROUP  
461 PARK AVENUE S. FLOOR 4, NEW YORK, NY 10016  
CHRISTOPHER KRITZMAN - (404) 861-8063  
CKRITZMAN@PARK7GROUP.COM

## PROJECT DATA

(SEE PAD000.1)

## SITE VICINITY MAP



## CONDITIONS OF APPROVAL: PL170166

REVISIONS		
#	DATE	COMMENTS

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REC17105

**PARK PLACE**  
1201 E. APACHE  
TEMPE, ARIZONA  
PARK 7 GROUP

These drawings are for preliminary coordination only and not to be used for regulatory approval or construction.

PL170166

**HUMPHREYS & PARTNERS** URBAN ARCHITECTURE, L.P.  
DALLAS-NEW YORK-CHICAGO-NEW ORLEANS-ORLANDO-EDMONTON-SAN RAMON  
NEWPORT BEACH-SCOTTSDALE-TORONTO-CHENNAI-DUBAI-HANOI-MONTROVIE

DS170297

CITY PLANNING SUBMITTAL - 11.22.2017  
SHEET CONTENTS  
**PAD COVER**  
SHEET NO.  
**PAD000**  
HPA 17030

DS170297

PL170166

REC17105

# PLANNED AREA DEVELOPMENT OVERLAY PARK PLACE

A PORTION OF THE NORTH HALF OF THE SOUTHWEST QUARTER, SECTION 23, TOWNSHIP 01 NORTH,  
RANGE 04 EAST, GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA

## LEGAL DESCRIPTION

### East Lot

A parcel of land lying within the southwest quarter of Section 23, Township 1 North, Range 4 East, of the Gila and Salt River Meridian, Maricopa County, Arizona, more particularly described as follows:

COMMENCING at the west quarter corner of said Section 23, a 3-inch City of Tempe brass cap in handhole, from which the southwest corner of said section, a 3-inch Arizona Highway Department brass cap in handhole, bears South 00°04'20" East (basis of bearing), a distance of 2641.10 feet;

THENCE along the east-west mid-section line of said section, South 89°59'20" East, a distance of 1830.77 feet;

THENCE leaving said east-west mid-section line, South 00°00'40" West, a distance of 50.75 feet, to the southerly right-of-way line of East Apache Boulevard and the POINT OF BEGINNING;

THENCE along said southerly right-of-way line, South 89°58'38" East, a distance of 16.59 feet;

THENCE leaving said southerly right-of-way line, along the northerly prolongation of and the southwesterly line of Lot 1 of The Motley as shown on Final Plat recorded in Book 1245, page 37, Maricopa County Records (M.C.R.) South 43°02'04" East, a distance of 626.24 feet, to the northeast corner of Attebery Tract as shown on Final Plat recorded in Book 56, page 19, M.C.R.;

THENCE leaving said southwesterly line, along the north line of said Attebery Tract, North 89°57'56" West, a distance of 469.33 feet, to the northwest corner of said Attebery Tract;

THENCE leaving said northerly line, along a line parallel with and 20 feet east of the centerline of South Terrace Road, North 00°17'47" West, a distance of 429.75 feet, to the southerly right-of-way line of said East Apache Boulevard;

THENCE leaving said parallel line, along said southerly right-of-way line, North 44°52'19" East, a distance of 39.12 feet, to the POINT OF BEGINNING.

Containing 117,112 square feet or 2.6885 acres, more or less.

Subject to existing right-of-way and easements.

### West Lot

A parcel of land lying within the southwest quarter of Section 23, Township 1 North, Range 4 East, of the Gila and Salt River Meridian, Maricopa County, Arizona, more particularly described as follows:

COMMENCING at the west quarter corner of said Section 23, a 3-inch City of Tempe brass cap in handhole, from which the southwest corner of said section, a 3-inch Arizona Highway Department brass cap in handhole, bears South 00°04'20" East (basis of bearing), a distance of 2641.10 feet;

THENCE along the east-west mid-section line of said section, South 89°59'20" East, a distance of 1498.71 feet;

THENCE leaving said east-west mid-section line, South 00°00'40" West, a distance of 55.00 feet, to the southerly right-of-way line of East Apache Boulevard and the POINT OF BEGINNING;

THENCE along said southerly right-of-way line, South 89°59'20" East, a distance of 234.33 feet;

THENCE South 45°08'34" East, a distance of 28.36 feet;

THENCE leaving said southerly right-of-way line, along a line parallel with and 30 feet west of the centerline of East Terrace Road, South 00°17'47" East, a distance of 155.00 feet, to the south line of the north 180 feet of Lot 17 of Jenn Tilly Terrace as shown on Final Plat recorded in Book 28, page 40, Maricopa County Records (M.C.R.);

THENCE leaving said parallel line, along said south line, South 89°59'20" East, a distance of 10.00 feet, to the east line of said Lot 17;

THENCE leaving said south line, along said east line, South 00°17'47" East, a distance of 314.83 feet, to the north line of the south 176 feet of said Lot 17;

THENCE leaving said east line, along said north line, North 89°57'56" West, a distance of 139.32 feet, to the west line of said Lot 17;

THENCE leaving said north line, along said west line, North 00°17'48" West, a distance of 344.77 feet;

THENCE leaving said west line, along a line parallel with and 200 feet south of the east-west mid-section line of said section, North 89°59'20" West, a distance of 125.01 feet;

THENCE leaving said parallel line, along a line that is parallel with and 25 feet west of the east line of Lot 15 of said Jenn Tilly Terrace, North 00°17'48" West, a distance of 145.00 feet, to the POINT OF BEGINNING.

Containing 84,415 square feet or 1.9379 acres, more or less.

Subject to existing right-of-way and easements.

## PROJECT DATA

ZONING DISTRICT(S) AND OVERLAY(S) TABLE 4-203(B)	PAD PROVIDED
GENERAL PLAN LAND USE	MIXED USE
GENERAL PLAN DENSITY	HIGH DENSITY (UP TO 65 DU/AC)
ZONING	MU-4 PAD TOD CORRIDOR
GROSS EAST SITE AREA	117,112 SF (2.69 ACRES)
GROSS WEST SITE AREA	84,415 SF (1.92 ACRES)
TOTAL GROSS SITE AREA	201,527 SF (4.63 ACRES)
NET EAST SITE AREA	112,442 SF (2.58 ACRES)
NET WEST SITE AREA	81,204 SF (1.86 ACRES)
TOTAL NET SITE AREA	193,646 (4.45 ACRES)
DWELLING QUANTITY	285 DU
DENSITY	285 DU / 4.63 ACRES = 62 DU/AC
EAST BUILDING HEIGHT	67'
WEST BUILDING HEIGHT	69'
EAST BUILDING LOT COVERAGE	68% - 76,097 SF
WEST BUILDING LOT COVERAGE	67% - 54,097 SF
TOTAL BUILDING LOT COVERAGE	67% - 130,194 SF
EAST LOT LANDSCAPE COVERAGE	17.8% - 20,157 SF
EAST LOT TERRACE LANDSCAPE	15% - 21,731 SF
WEST LOT LANDSCAPE COVERAGE	20.2% - 16,492 SF
WEST LOT TERRACE LANDSCAPE	18% - 14,721 SF
TOTAL GROUND LANDSCAPE COVERAGE	18.9% - 36,649 SF
TOTAL LANDSCAPE COVERAGE (INCLUDING TERRACES)	37.7% - 73,101 SF
EAST BUILDING SETBACKS	
FRONT (APACHE BLVD.)	55'
REAR (SOUTH)	28'
SIDE (EAST)	26'
STREET SIDE (WEST)	0'
WEST BUILDING SETBACKS	
FRONT (APACHE BLVD.)	7'
REAR (SOUTH)	43'
SIDE (WEST)	18'
STREET SIDE (EAST)	0'
VEHICLE PARKING QUANTITY	
RETAIL PARKING (per 100)	1 SPACE PER 300 SF (6,679 / 75) / 300 = 17 SPACES
RESTAURANT	1 SPACE PER 75 SF (2,394 / 75) / 75 = 24 SPACES
RESIDENTIAL PARKING (per 100)	
GUEST	57 SPACES (2/UNIT)
1 BEDROOM (66 UNITS)	33.80 SPACES (5121/BEED)
2 BEDROOM (50 UNITS)	51.21 SPACES (5121/BEED)
3 BEDROOM (59 UNITS)	90.64 SPACES (5121/BEED)
4 BEDROOM (110 UNITS)	225.32 SPACES (5121/BEED)
TOTAL RESIDENTIAL	458 SPACES
GRAND TOTAL PARKING	499 SPACES PROVIDED
BICYCLE PARKING QUANTITY	
RETAIL:	8 SPACES
RESTAURANT:	10 SPACES
RESIDENTIAL:	
GUEST	80 SPACES
1 BEDROOM (66 UNITS)	68 SPACES
2 BEDROOM (50 UNITS)	124 SPACES
3 BEDROOM (59 UNITS)	178 SPACES
4 BEDROOM (110 UNITS)	193 SPACES
TOTAL RESIDENTIAL BIKE PARKING	643 SPACES
GRAND TOTAL BIKE PARKING	661 PROVIDED
USES	RETAIL - 6,679 SF RESTAURANT - 2,394 SF RESTAURANT PATIO - 651 SF (EXCLUDED FROM BUILDING AREA CALCULATION) PARKING - 187,933 SF RESIDENTIAL - 342,964 SF AMENITIES - 8,380 SF LOBBY/LEADING - 3,916 SF MEP/STORAGE/LOADING - 12,483 SF MVP - 7,370 SF TOTAL BUILDING AREA - 572,119 SF

DS170297

PL170166

REC17105

REVISIONS		
#	DATE	COMMENTS

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REC17105

PARK PLACE  
1201 E. APACHE  
TEMPE, ARIZONA  
PARK 7 GROUP

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PL170166

HUMPHREYS & PARTNERS URBAN ARCHITECTURE, L.P.  
DALLAS-NEW YORK-CHICAGO-NEW ORLEANS-ORLANDO-MONTREAL-SAN RAMON  
NEWPORT BEACH-SCOTTSDALE-TORONTO-CHENNAI-DUBAI-HANOI-MONTREVIDE

DS170297

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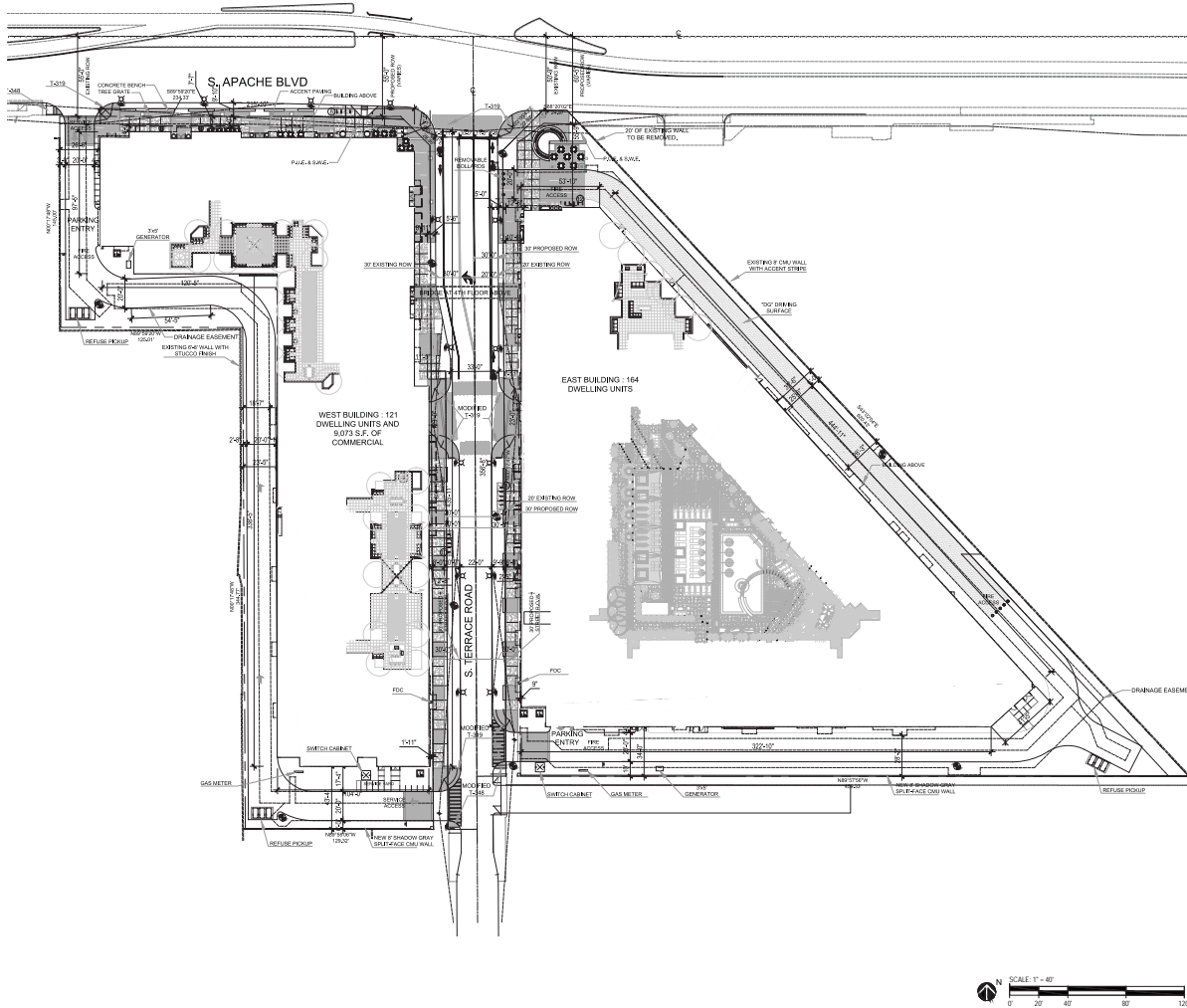
SHEET NO.

PAD000.1

HPA 17030

CITY PLANNING SUBMITTAL - 11.21.2017

# PLANNED AREA DEVELOPMENT OVERLAY PARK PLACE SITE PLAN



DS170297

PL170166

REC17105

ZONING DISTRICT(S) AND OVERLAY(S) TABLE 4-203(B)	CSS TOD STANDARDS	PAD PROVIDED
GENERAL PLAN LAND USE	MIXED-USE	MIXED-USE
GENERAL PLAN DENSITY	HIGH DENSITY	HIGH DENSITY
ZONING	CSS (TOD)	MU-4 PAD TOD CORRIDOR
GROSS EAST SITE AREA		117,112 SF (2.69 ACRES)
GROSS WEST SITE AREA		86,415 SF (1.98 ACRES)
GROSS TOTAL SITE AREA		203,527 SF (4.63 ACRES)
NET EAST SITE AREA		112,442 SF (2.58 ACRES)
NET WEST SITE AREA		81,204 SF (1.86 ACRES)
TOTAL NET SITE AREA		193,646 (4.45 ACRES)
DWELLING QUANTITY		285 DU
DENSITY	20 DU/ACRE	285 DU / 4.63 ACRES = 62 DU/AC
EAST BUILDING HEIGHT	35' MAX	67'
WEST BUILDING HEIGHT	35' MAX	69'
EAST BUILDING LOT COVERAGE		68% - 76,097 SF
WEST BUILDING LOT COVERAGE		67% - 54,087 SF
TOTAL BUILDING LOT COVERAGE	75% MAX	67% - 130,184 SF
EAST LOT LANDSCAPE COVERAGE		17.8% - 20,157 SF
EAST LOT TERRACE LANDSCAPE COVERAGE		19% - 21,731 SF
WEST LOT LANDSCAPE COVERAGE		20.2% - 16,492 SF
WEST LOT TERRACE LANDSCAPE COVERAGE		18% - 14,721 SF
TOTAL GROUND LANDSCAPE COVERAGE	25% MIN	18.9% - 36,649 SF
TOTAL LANDSCAPE COVERAGE (INCLUDING TERRACES)		37.7% - 73,101 SF
EAST BUILDING SETBACKS		
FRONT (APACHE BLVD.)	0' MIN/10' MAX	55'
REAR (SOUTH)	10'	28'
SIDE (EAST)	0'	26'
STREET SIDE (WEST)	0'	0'
WEST BUILDING SETBACKS		
FRONT (APACHE BLVD.)	0' MIN/10' MAX	7'
REAR (SOUTH)	10'	43'
SIDE (WEST)	0'	18'
STREET SIDE (EAST)	0'	0'
VEHICLE PARKING QUANTITY		
RETAIL PARKING (per TOD) 1200 SF PARKING WAIVED FOR 25% OF FLOOR AREA, NOT TO EXCEED 50,000 SF OF FLOOR AREA	1/300 SF   17 SPACES	1 SPACE PER 300 SF (6,679* 75)/300 = 17 SPACES
RESTAURANT PARKING	1/75 SF (24 SPACES 75/BED .2/UNIT   57 SPACES	1 SPACE PER 75 SF (2,394*.75)/75 = 24 SPACES
RESIDENTIAL PARKING (per TOD) GUEST 1 BEDROOM (66 UNITS) 2 BEDROOM (50 UNITS) 3 BEDROOM (59 UNITS) 4 BEDROOM (110 UNITS)	57 SPACES (2/UNIT) 49.5 SPACES 75 SPACES 132.75 SPACES	33.80 SPACES (5121/BED) 51.21 SPACES (5121/BED) 80.64 SPACES (5121/BED) 225.32 SPACES (5121/BED)
TOTAL RESIDENTIAL	644.25 SPACES	458 SPACES
GRAND TOTAL PARKING	665.25 SPACES	499 SPACES PROVIDED
BICYCLE PARKING QUANTITY		
RETAIL: (1 SPOT/7,500 SF = 4 SPACES MIN.)	4 SPACES	8 SPACES
RESTAURANT: (1 SPOT/500 SF = 5 SPACES)	5 SPACES	10 SPACES
RESIDENTIAL: STUDIO = 75 SPACES PER UNIT 1 BEDROOM = 75 PER UNIT 2 BEDROOM = 75 PER UNIT 3 BEDROOM = 1 PER UNIT 4 BEDROOM = 1 PER UNIT GUEST = 0.2 PER UNIT	57 SPACES 49.5 SPACES 75 SPACES 110 SPACES	80 SPACES 68 SPACES 124 SPACES 178 SPACES
TOTAL RESIDENTIAL BIKE PARKING	313 SPACES	643 SPACES
GRAND TOTAL BIKE PARKING	322 SPACES	661 PROVIDED
USES		RETAIL : 6,679 SF RESTAURANT : 2,394 SF RESTAURANT PATIO : 651 SF (EXCLUDED FROM BUILDING AREA CALCULATION) PARKING : 137,933 SF RESIDENTIAL : 342,964 SF AMENITIES : 8,380 SF LOBBY/LEASING : 3,916 SF MEP/STORAGE/LOADING : 12,483 SF NWP : 7,370 SF TOTAL BUILDING AREA : 572,119 SF

REVISIONS		
#	DATE	COMMENTS

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**PARK PLACE**  
1201 E. APACHE  
TEMPE, ARIZONA  
PARK 7 GROUP

These drawings are for preliminary coordination only and not to be used for regulatory approval or construction.

**HUMPHREYS & PARTNERS** URBAN ARCHITECTURE, L.P.  
DALLAS NEW YORK CHICAGO NEW ORLEANS ORLANDO EDMONTON SAN BRANNO  
NEWPORT BEACH SCOTTSDALE TORONTO WASHINGTON DC

SHEET CONTENTS  
**PAD SITE PLAN**  
SHEET NO.

PAD001  
HPA 17030