

**CITY OF TEMPE  
DEVELOPMENT REVIEW COMMISSION**

Meeting Date: 6/12/2018  
Agenda Item: 5

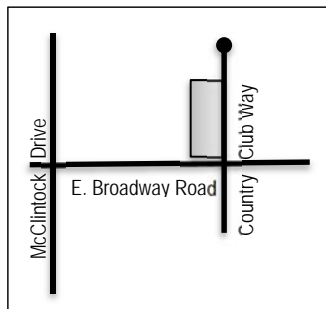
**ACTION:** Request a Zoning Map Amendment from GID to R-4, a Use Permit Standard for a building height increase from 40' to 44' and a Development Plan Review for a new four-story multi-family development consisting of 90 units for BROADWAY APARTMENTS, located at 1980 East Broadway Road. The applicant is Gilmore Planning & Landscape Architecture, Inc.

**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:** BROADWAY APARTMENTS (PL180095) is a proposed 90-unit multi-family apartment development, located on the northwest corner of Broadway Road and Country Club Way on a vacant 3.7-acre lot. The request includes the following:

ZON	Zoning Map Amendment from GID, General Industrial District to R-4 Multi-Family Residential
ZUP	Use Permit Standard to allow a 10% building height increase from 40' to 44'.
DPR	Development Plan Review including site plan, building elevations, and landscape plan



Existing Property Owner	Lisa Kazan, Jewel Investment Company, LP
Future Owner	Virtua Land Acquisition Fund 1, LLC
Applicant	Jack Gilmore, Gilmore Planning & Landscape Architecture, Inc.
Zoning District	GID / R-4 Multi-Family(current/proposed)
Gross / Net site area	3.687 acres
Density / # of Units	25 du/ac / 90 units
Unit Types	50 one bedroom 36 two bedroom 4 three bedroom
Total Bedrooms	134 bedrooms
Total Building Area	100,064 s.f.
Lot Coverage	54% (88,291 s.f.) (60% maximum allowed)
Building Height	44' with Use Permit Standard (35' allowed in GID, 40' maximum allowed in R-4)
Building Setbacks	68' front (south), 66' west side, 81' east side, 102' rear (north) (20', 10', 10', 10' minimum required)
Landscape area	30.4% 48,823 s.f. (10% required in GID, 25% minimum required in R-4)
Vehicle Parking	175 spaces (175 min. required, 219 max allowed)
Bicycle Parking	47 spaces (48 min. required)

**ATTACHMENTS:** Development Project File

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

Department Director: Chad Weaver, Community Development Director  
 Legal review by: N/A  
 Prepared by: Diana Kaminski, Senior Planner  
 Reviewed by: Suparna Dasgupta, Principal Planner

## COMMENTS:

This site is located on the north-west corner of east Broadway Road and Country Club Way. The site was historically used for agriculture and landscape and construction supplies until 2011, and has remained vacant since the last business closure. The owner is under contract to sell the property, contingent upon this entitlement request. The General Plan Land Use designation for this site is Residential, with a Density designation of up to 25 dwelling units per acre. The applicant is requesting to change the zoning to conform with the General Plan. This request includes the following:

1. Zoning Map Amendment from GID General Industrial to R-4 Multi-Family Residential
2. Use Permit Standard to allow an addition 10% building height, from 40' to 44' in the R-4 zoning district.
3. Development Plan Review for a four-story building with proposed 90-unit apartment complex within a 100,064 s.f. building on 3.7 acres.

The applicant is requesting the Development Review Commission take action on items two and three above, and provide a recommendation to City Council for item one listed above.

## SITE PLAN REVIEW

The first preliminary site plan review was November 1, 2017. On the landscape plan, staff requested more plant diversity, non-deciduous trees for a buffer on the west and north sides, flowering trees at building edge for more color and variety, provision of a minimum of 50% mature vegetative coverage at the street frontages, use of larger and faster growing shade trees along the street front (Mulga was proposed), and suggestion to shift the pool amenity north to provide more landscape privacy from the main drive entrance. All other comments were standard comments. On the site plan, issues with refuse enclosure and fire circulation, location of canopies and required trees, and requirements for vehicle screening were identified. One elevation was provided, with 2 materials: stucco and metal siding. The CMU listed was only as a screen wall; staff requested that more masonry be used by incorporation into the building architecture, not just at the patio walls. Staff requested more variation in roofline, required full screening of mechanical equipment, defined depth of projections and recesses, provision of privacy between balconies, and shade on west and south facing windows.

The second preliminary site plan review was February 14, 2018. On the landscape plan, tree species were changed but no additional variety provided. Staff recommended smaller accent trees and additional ground cover besides lantana. Staff identified key locations of trees for shade and asked for taller plants to layer materials along the street front. The pool was not shifted north, the applicant wanted to maintain a large turf amenity area rather than break it up with a pool and surrounding vegetation. Plants were added at the east side of the enclosure to the pool for screening from the drive entrance. Elevations were provided, there were still only 2 materials, but color was added to provide variation. Colors were predominantly grey with an accent of a saddle brown color. Staff asked for more architectural detail on all sides, provision of shade over windows and shelter over exterior doors, and more elevation modification through recessed and projected planes.

The formal submittal was reviewed on April 11, 2018. Staff requested that the applicant review the Alameda Character Area Plan for reference to characteristic plants. Street trees were shown as Sonoran Desert Palo Verde, which are not preferred by Public Works as street trees due to the propensity for being damaged in storms. Staff recommended an alternative shade tree along Broadway Road and requested more biodiversity with a smaller accent tree on site (only three species provided on plans). The elevations did not show masonry except one color of standard grey cmu used at patio screen walls, the recommendation was made to add cmu to the building elevations. Staff recommended shade canopies on all large windows on west side, the distance from shade canopies to building face will not provide shade until late afternoon, however the lower units adjacent to trees would not require canopies. Staff recommended use of the yellow and brown colors at a few specific locations to help break up the grey building and provide more variation. Staff requested that the refuse enclosure at the north end be shifted west, to remove a potential hiding place behind the first enclosure, and to allow more backing distance for the solid waste trucks that would safely clear the parking canopies on the south west corner of the north end drive.

## PUBLIC INPUT

- A Neighborhood meeting is required for this request.
- A Neighborhood meeting was held on May 2, 2018 from 6-7pm at the Escalante Multi-Generational Center at 2150 E Orange Street.
- See attached summary of meeting provided by the applicant.

- Community Development staff attended the meeting.
- Staff received two calls of inquiry regarding the project and a few emails from the same callers. Below is a summary of comments received:
  - Concern regarding traffic on Country Club and a need for a street light.
  - Inquiry about the status of the underground pedestrian bike connection from Country Club under the Railroad, connecting to Apache Boulevard and transit. (not a part of this project)
  - There is no park space on the north side of Broadway, where will residents of the new development go for park uses? (concern about open space and impacts on existing parks)
  - Concern about density and building height setting precedence and impacting lots on the south side of the street. Residents would prefer a 2-3 story building within the allowed 35' building height.
  - Concern this will trigger more projects like Apache Boulevard with increased height; although they appreciated the landscape buffer, which is not provided on the Apache projects.
  - Concern this will be student housing.
  - Concern about mix of units and marketability for this area.

## PROJECT ANALYSIS

### GENERAL PLAN

The applicant has provided a letter of explanation for the proposed zoning amendment. The General Plan Land Use for this site is Residential, with a Density Designation of up to 25 dwelling units per acre. The applicant is proposing to amend the zoning map to be in conformance with the General Plan. The proposed project facilitates many of the goals and objectives of the General Plan by redeveloping an underutilized property, revitalizing an older industrial corridor along a major entry arterial to the city, providing more housing adjacent to employment and creating a walkable community with amenities and attractions on site and nearby.

### CHARACTER AREA PLAN

The site is located at the north-east end of the Alameda Character Area. The site was formerly used for agricultural purposes and has an existing rock faced irrigation valve box at the south-east corner of the site. From 1971 to 2010 the site was used for landscape and construction material sales. The following is a review of the project as it relates to the Alameda Character Area Plan.

1. The introduction of residential uses on the north side of Broadway Road in an area with commercial and industrial uses promotes a 20-minute city by enabling employees to live near work.
2. The residential use would provide options for those who wish to stay in the community but without the maintenance of a house; potentially appealing to empty-nesters or senior citizens and those with disabilities may wish to remain in the area and benefit from a fully accessible unit.
3. The project provides shaded walkways and parking spaces and provides shade to the bus stop on Broadway.
4. The project provides the amenity area with a large landscape area visible from the public way; although this is not public open space, it is visually accessible, not walled off from view; the site provides 30% landscape area.
5. The development will add sidewalk improvements along Broadway and Country Club Way. There are no alleys adjacent to the site.
6. The site does not physically connect to the Union Pacific Railroad to the north; residents expressed a desire to have this development participate in the improvements for the north-south crossing to connect to light rail, however, this site is not adjacent to the proposed alignment. However, the site will promote active use of Country Club Way by the addition of residents who may bike or walk from the new community.
7. The proposed height is 44', which is taller than the existing allowed 35' building height. The building is set back 68' and 81' from Broadway Road and Country Club Way respectively. In support of principle 7.5, the site design does not create a superblock development.
8. The applicant modified the plant palette to preserve existing eucalyptus and add more shade trees to the street front. The plan provides a xeric palette of diverse plants.
9. The site will self-retain, with water collection in landscape areas as well as in underground tanks per engineering standards. The site will meet building code requirements for energy efficiency but is not proposing specific green infrastructure.
10. There are no pocket parks proposed with the project.

11. There are no historic structures on site, but the existing irrigation box at the south-east corner will be maintained in place.
12. Art in Private Development is not required with this request, nor is art proposed within the project.
13. The site will provide a significant amount of vegetation and street trees for shade.
14. The site is not adjacent to the canal.
15. This section of Broadway Road has not been master planned for street frontage design; the Broadway Road improvements are west of Rural Road.
16. The project uses light colors and shade to mitigate heat gain and uses drought tolerant plants. Although there are shade canopies over the parking areas, photovoltaic panels are not proposed for this project.
17. The project relies heavily on stucco and painted metal, with limited masonry. Windows are shaded on the upper floors of the south and west sides; lower floors have trees and parking shade canopies to provide shade.
18. The site is not adjacent to single family, it abuts industrial on two sides and is across from a two-story apartment community to the east. Although the project does not step down, it is set back, to reduce visual impact from the neighborhood south of Broadway Road.

## ZONING

The current zoning is GID, General Industrial District; this request would rezone the site to R-4 Medium-High Density. The area to the north and west of the site is zoned GID existing office and industrial uses. To the east is Willow Creek Apartments, zoned R-3 and Las Brisas Condominiums, zoned R-2; both are multi-family residential developments. To the south of Broadway, across the street, are RO Residential Office uses, small commercial offices adjacent to Palmcroft Manor Neighborhood to the south. With the existing zoning the site would be allowed to develop up to a 96,000-square foot building footprint and up to 3 stories tall, with 10% landscape and surface parking, similar to the facilities north and west of the site. For comparison to nearby multi-family properties, the Willow Creek Apartments to the east is 18 acres and has 402 two-story apartments, a density of 22 du/ac. Centrado of Tempe Apartments to the south is 9.5 acres and has 186 two-story apartments with a density of 20 du/ac. The existing apartment and condominium communities are located on much larger lots; this site is 3.68 acres, with 90 units, a density of 24 du/ac. Unlike the prior more suburban models with two-story buildings spread out over a larger area, this condenses the units into a four-story building due to lot size. The proposed project has submitted a traffic impact study and has been determined to not significantly impact existing traffic conditions at this location; a three-story office building could potentially generate more traffic if developed within the existing zoning standards. The Zoning Map Amendment to R-4 complies with the 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.* Based on the submitted application and the analysis above, the proposed project improves a site that has been vacant for seven years, with a history of code enforcement issues.
2. *The proposed zoning amendment conforms with and facilitates implementation of the General Plan.* The proposed development complies with the General Plan land use and density, and will implement some of the objectives of the Alameda Character Area Plan.

## USE PERMIT STANDARD

The proposed building design requires a use permit standard, to allow a 10% increase in building height from 40' to 44' in the R-4 Multi-Family District. As a residential product, the standard ceiling height for new product is between 9-10' from floor to ceiling; to accommodate the design with requisite interstitial space between floors and parapet screening of rooftop equipment, the applicant is requesting a building height increase.

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

1. *Any significant increase in vehicular or pedestrian traffic.* The increase in building height for the interior livable space of the apartments will not increase traffic. The number of dwelling units would impact the amount of parking, and therefore the amount of traffic, however, the site is projected for up to the proposed density and has been reviewed by traffic engineering for traffic impact. This use, with the additional building height, will not significantly impact the existing street conditions. The residential use may increase in pedestrian and bicycle traffic from new residents activating the area, but this would not be increased by the interior ceiling heights.
2. *Nuisance arising from the emission of odor, dust, gas, noise, vibration, smoke, heat or glare at a level exceeding that of ambient conditions.* The increase in does not cause the nuisances described in this criterion. Shade canopies and trees



will help screen the building from view and reduce heat gain on the building walls. The industrial area to the north and west of this site would have a greater potential impact on the ambient conditions of the Broadway corridor.

3. *Contribution to the deterioration of the neighborhood or to the downgrading of property values, the proposed use is not in conflict with the goals objectives or policies for rehabilitation, redevelopment or conservation as set forth in the city's adopted plans or General Plan.* The site has been vacant for seven years and a contributor to a deteriorated streetscape. The development of the site may stimulate revitalization or redevelopment of other properties. Without the height, the proposed development would have lower ceiling heights, which could result in a less marketable product and reduced quality in the development. The proposed height increase allows for a new housing product that is competitive in current market standards to redevelop an underutilized site.
4. *Compatibility with existing surrounding structures and uses.* The existing GID zoning, and that adjacent to the site, allows a 35' building height, or 38.5' with a use permit standard. The nearby R-3 multi-family zoning would allow 30', or 33' with a use permit standard. The proposed height would be taller than any of the developments within this area of Broadway Road. A concern expressed by residents at the neighborhood meeting was that this could set precedence for future developments to request building height increases adjacent to the single-story, single family residences on the south side of Broadway. This concern is based on residents' observations of the developments along Apache Boulevard. The commercial development adjacent to the single-family residences is a different zoning and has very shallow lot depth and requires the building step back from the setback. The smaller commercial lots would not be conducive to a large development. The proposed development is set back 68 feet from Broadway Road, and has an initial height of 30 feet tall at the south face of the elevation, before increasing to 44 feet. A portion of the mechanical screening and elevator shaft exceed this height, as is permitted by code, but these elements are set back further into the interior of the site, to minimize the visual impact. As an industrial site, the building could be 35 feet tall, set back only 25 feet from the street front or street side. The overall massing of the buildings in relation to the street frontage is better than the existing conditions within the area, and the increase in height is mitigated by the increased setbacks and enhanced landscape.
5. *Adequate control of disruptive behavior both inside and outside the premises which may create a nuisance to the surrounding area or general public.* The proposed increase in building height will not impact behavior, it is not being used for exterior amenity space and will be fully enclosed within units, which are internally accessed.

The building height increase of 4' for the proposed use will not be detrimental to persons residing or working in the vicinity, to adjacent property, to the neighborhood, or to the public welfare in general, and that the design and use will be in full conformity to any conditions, requirement or standards prescribed therefore by this code.

## **DEVELOPMENT PLAN REVIEW**

### **Site Plan**

The site is an irregular rectangle oriented with the short end to the north with a cutoff corner creating an angle at the north end, and the narrowest street frontage along Broadway Road. The building is oriented lengthwise east and west with the entrance on the street side Country Club Way. The sidewalk on Broadway will be replaced with a new 8' wide public sidewalk and new bus shelter, accessed from the development by a new on-site walk that extends north through the landscape and screen wall, connecting to the on-site sidewalk. On Country Club Way, the main drive enters to the lobby and amenity area, with plants screening the fenced pool area. Approximately 51% of the surface parking spaces are covered by canopy, and each parking row is shaded by trees. The main drive extends around the building, serving as the solid waste collection route and fire lane, meeting circulation standards for large vehicles. A second entrance at the north end of the Country Club Way cul-de-sac enters the north end of the lot. The project is not proposed to be gated. Bicycle parking is dispersed throughout the complex. The site has 30% of the site landscaped, including an approximately 4,000 square foot lawn area north of the pool amenities. Units are accessed from internal corridors and have balconies facing the exterior of the building. All staff comments through the review process were sufficiently addressed.

### **Building Elevations**

The building aesthetic picks up the industrial materials and massing from the adjacent area, with combinations of stucco and corrugated metal siding. The vertical elements are emphasized with the pattern of the metal ribs and the red projected vertical portions of the building. This rhythm is broken by narrow bands of pale yellow balcony floors and the canopy of the

amenity lobby. The windows vary in size from small square accents and narrow horizontal rectangles to large multi-paned floor to ceiling sections with varied mullion patterns. The building is two stories at the south end where the leasing office and amenity area is located, and steps up to 44 feet for the remainder of the building. Portions project beyond this top of parapet height, to accommodate recessed roof-top mounted mechanical units and the elevator shaft. The primary building colors are two shades of grey, accented by a rust toned painted stucco and pale yellow. The south elevation facing Broadway has a variety of colors and materials and changes in surface plane and roofline. Staff recommended the addition of more masonry on the east end of the building, however, the SES and fire riser room were the only building elements to be shown with masonry. Staff advised against this application, which would unnecessarily draw attention to a utilitarian portion of the building facing the street. A condition of approval has been added that the two-story portion of the building on the east side of the south elevation be masonry.

### Landscape Plan

The landscape plan was modified based on staff input and further refined with comments from the neighborhood meeting. Two large existing eucalyptus trees will be preserved in place on the Broadway Road frontage, and additional shade provided by Evergreen Elm. Blue Palo Verde are provided as an accent to the street trees, provided a sculptural form and spring color. The north and west perimeter is screened from the industrial uses by Sissoo and Ghost Gum with an understory of Ruellia, Acacia redolens, Cassia and Fairy Duster. The parking islands have Sonoran Desert Palo Verde with space between shade canopies to allow a healthy mature canopy growth. Foundation plants include a variety of ten larger flowering shrubs including the previously mentioned shrubs and Bougainvillea, Red Bird of Paradise, Eremophila 'Blue Bells' and Mexican Honeysuckle. Cimarron Sage and Tecoma 'Orange Jubilee' are used to form a privacy screen for the pool area. The base of the building is softened with a planting strip that ranges from 4 to 14 feet in depth, creating a layered planting base of flowering Pomegranate and Ruellia with Rosemary and Gold Lantana and pockets of turf creating a cool oasis around the building. The palette includes three accents: Agave geminiflora, Desert Spoon and Red Yucca, and ground covers previously mentioned. The Broadway Road corridor in this area has traditionally had Eucalyptus trees along the street frontage. Although many varieties are no longer allowed by code due to the hazard of breakage from larger species, the Ghost Gum along the west and north perimeter will continue the look of the area with a more contemporary species that is less prone to damage. The proposed landscape design will enhance the site and the surrounding area.

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

1. *Placement, form, and articulation of buildings and structures provide variety in the streetscape*; The building placement follows the shape of the site, providing a break in the building mass. Each elevation is unique to the function and provides variation in wall plane. Based on the applicant submitted letter of explanation, submitted plans and above analysis, the project meets this criterion.
2. *Building design and orientation, together with landscape, combine to mitigate heat gain/retention while providing shade for energy conservation and human comfort*; The south and west elevations provide shade to the majority of the larger windows, either by canopies, recessed patio balconies, building pop outs or trees. The use of turf, shade canopies over parking spaces and the extensive use of trees will provide a cooler ambient environment.
3. *Materials are of a superior quality, providing detail appropriate with their location and function while complementing the surroundings*; Materials are similar in quality to surrounding developments and are appropriate to the use and location.
4. *Buildings, structures, and landscape elements are appropriately scaled, relative to the site and surroundings*; The building varies from two to four stories, with trees that will mature to 20-40 feet in height, and understory plants appropriate to building scale and sidewalk locations.
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*; Based on the plans and letter of explanation, and the above analysis, the proposed design meets this criterion.

6. *Building facades provide architectural detail and interest overall with visibility at street level (, 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 buildings have windows facing both Broadway Road and Country Club Drive, with walkways surrounding all sides of the building. The use of balconies and windows create a strong rhythm on the east and west elevations; with variation provided on the north and south ends. Based on the plans and letter of explanation, and the above analysis, the proposed design meets this criterion.
7. *Plans take into account pleasant and convenient access to multi-modal transportation options and support the potential for transit patronage;* The use of trees and turf adjacent to walkways help create a comfortable pedestrian experience; bike parking is shaded, and the walkways provide easy access to the bus stop on Broadway Road.
8. *Vehicular circulation is designed to minimize conflicts with pedestrian access and circulation, and with surrounding residential uses;* The site provides many points of access for pedestrians that are separated from the vehicle drive aisle. The circulation allows for fire, refuse, deliveries and loading to occur separate from primary paths of travel for residents.
9. *Plans appropriately integrate Crime Prevention Through Environmental Design principles such as territoriality, natural surveillance, access control, activity support, and maintenance;* The planning and police staff reviewed the project for compliance with requirements.
10. *Landscape accents and provides delineation from parking, buildings, driveways and pathways;* The landscape plan provides clear delineation between perimeter, street frontage, parking areas, and interior amenity areas with a variety of plants.
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;* Signs will be addressed by separate permit process.
12. *Lighting is compatible with the proposed building(s) and adjoining buildings and uses, and does not create negative effects.* Lighting has been reviewed for safety and aesthetics and will meet code requirements for illumination levels.

#### **REASONS FOR APPROVAL:**

1. The project meets the General Plan Projected Land Use and Projected Residential Density for this site.
2. The project will meet the development standards required under the Zoning and Development Code.
3. The PAD overlay process was specifically created to allow for greater flexibility, to allow for increased heights.
4. The proposed project meets the approval criteria for a Zoning Amendment, Use Permit Standard and Development Plan Review.

Based on the information provided and the above analysis, staff recommends approval of the requested Zoning Amendment, Use Permit Standard 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* approval shall be null and void.

**USE PERMIT STANDARD CONDITIONS OF APPROVAL:**

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

1. The Use Permit is valid for the plans as submitted within this application. Any additions or modifications may be submitted for review during building plan check process.

**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 May 7, 2018 and landscape plan dated May 7, 2018. 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 developer must receive approval of the final Traffic Impact Study from the Transportation Division prior to issuance of a building permit or as otherwise determined by the Public Works, Transportation Division.

**Site Plan**

3. Provide service locations for both refuse and recycling collection and pick-up on the property. Coordinate the storage areas for refuse and recycling containers with the overall site and landscape layout.
4. Provide service yard and mechanical yard walls that are at least 8'-0" tall as measured from adjacent grade and are at least the height of the equipment being enclosed, whichever is greater. Verify height of equipment and mounting base to ensure that wall height is adequate to fully screen the equipment.
5. 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.
6. Provide upgraded paving at each driveway consisting of integral colored unit paving. 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 on the primary (south) drive and 10' west of the right-of-way line at the north drive.** From sidewalk to right-of-way line, extend concrete paving to match sidewalk.
7. **On the south elevation, the two-story portion of the building on the east side shall be masonry.**



8. Utility equipment boxes for this development shall be finished in a neutral color (subject to utility provider approval) that compliments the coloring of the buildings.
9. Place exterior, freestanding reduced pressure and double check backflow assemblies in pre-manufactured, pre-finished, lockable cages (one assembly per cage). If backflow prevention or similar device is for a 3" or greater water line, delete cage and provide a masonry or concrete screen wall following the requirements of Standard Detail T-214.

### Floor Plans

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

### Building Elevations

11. The materials and colors are approved as presented:
  - Roof: Flat with Parapet
  - Primary Building: Stucco painted Dunn Edwards DE6345 Sparkling Frost (light cool grey)
  - Secondary Building: Stucco painted Dunn Edwards DE6348 Draw Our Sword (dark cool grey)
  - Tertiary Building: Corrugated Metal Siding 20-gauge curved metal, Atas, Slate Grey (warm medium grey)
  - Accent Color: Stucco painted Dunn Edwards DEA156 Cherry Cola (dark rust brown/red)
  - Accent Color Metal Canopy: painted Dunn Edwards DEC732 Aspen Yellow (pale yellow)
  - Concrete Masonry Unit: Trenwyth Treadstone Midwest Slate, integral color, smooth face, stacked bond (cool dark grey)
  - Mechanical Screen Wall: Dunn Edwards DE6345 Sparkling Frost (light cool grey)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.
12. Shade canopies for parking areas:
  - a. Provide an 8" fascia for the canopy structure.
  - b. Maximum 75% light reflectance value shall also apply to the top of the canopy.
  - c. Relate canopy in color and architectural detailing to the buildings.
  - d. Conceal lighting conduit in the canopy structure and finish conduit to match.
13. Provide secure roof access from the interior of the building. Do not expose roof access to public view.
14. Conceal roof drainage system within the interior of the building
15. 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.
16. Locate the electrical service entrance section (S.E.S.) inside the building or inside a secure yard that is concealed from public view.
17. Upper/lower divided glazing panels in exterior windows at grade level, where lower glass panes are part of a divided pane glass curtain-wall system, shall be permitted only if laminated glazing at these locations is provided.

### Lighting

18. Illuminate building entrances from dusk to dawn to assist with visual surveillance at these locations.

### Landscape

19. Arterial street trees shall be a minimum of 36" box specimens and a minimum of 1 ½" caliper trunk. **Existing street front eucalyptus shall be preserved in place; in the event that the trees fail to thrive and survive construction, the trees shall be replaced with 3" caliper Eucalyptus from the code allowed list of this species.**
20. 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.

21. 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.
22. 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**

23. 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.

### **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: <http://www.tempe.gov/home/showdocument?id=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.
- 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).

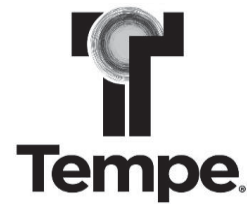
DUST CONTROL: Any operation capable of generating dust, include, but not limited to, land clearing, earth moving, excavating, construction, demolition and other similar operations, that disturbs 0.10 acres (4,356 square feet) or more shall require a dust control permit from the Maricopa County Air Quality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

**HISTORY & FACTS:**

1930-1970	Historic Aerials indicate lot was used for agricultural use.
August 4, 1971	Design Review Board approved a building in the I-2 Zoning District for Tip Top Nursery
1971-2002	Tip Top Nursery operated at this location selling landscape plants
2003-2008	L&M Landscape Material & Supply operated at this location selling landscape rock
2008-2010	Marvel Building and Materials operated selling and storing construction equipment
2009-2018	Property owned by Jewel Investment, the prior construction business vacated the property in 2011, and the site has remained vacant for the past 6 years. There have been multiple code enforcement actions taken on the site.
June 12, 2018	Development Review Commission is scheduled to hear a request a Zoning Map Amendment from GID General Industrial District to R-4 Multi-Family, a Use Permit Standard for a building height increase from 40’ to 44’ and a Development Plan Review for a new four-story multi-family development consisting of 90 units for BROADWAY APARTMENTS, located at 1980 East Broadway Road. The applicant is Gilmore Planning & Landscape Architecture, Inc.
June 28, 2018	City Council is scheduled for an introduction and first public hearing for this request.
August 9, 2018	City Council is scheduled for a second and final public hearing for this request.

**ZONING AND DEVELOPMENT CODE REFERENCE:**

- Section 6-304, Zoning Map Amendment
- Section 6-306, Development Plan Review
- Section 6-308, Use Permit



# DEVELOPMENT PROJECT FILE

for

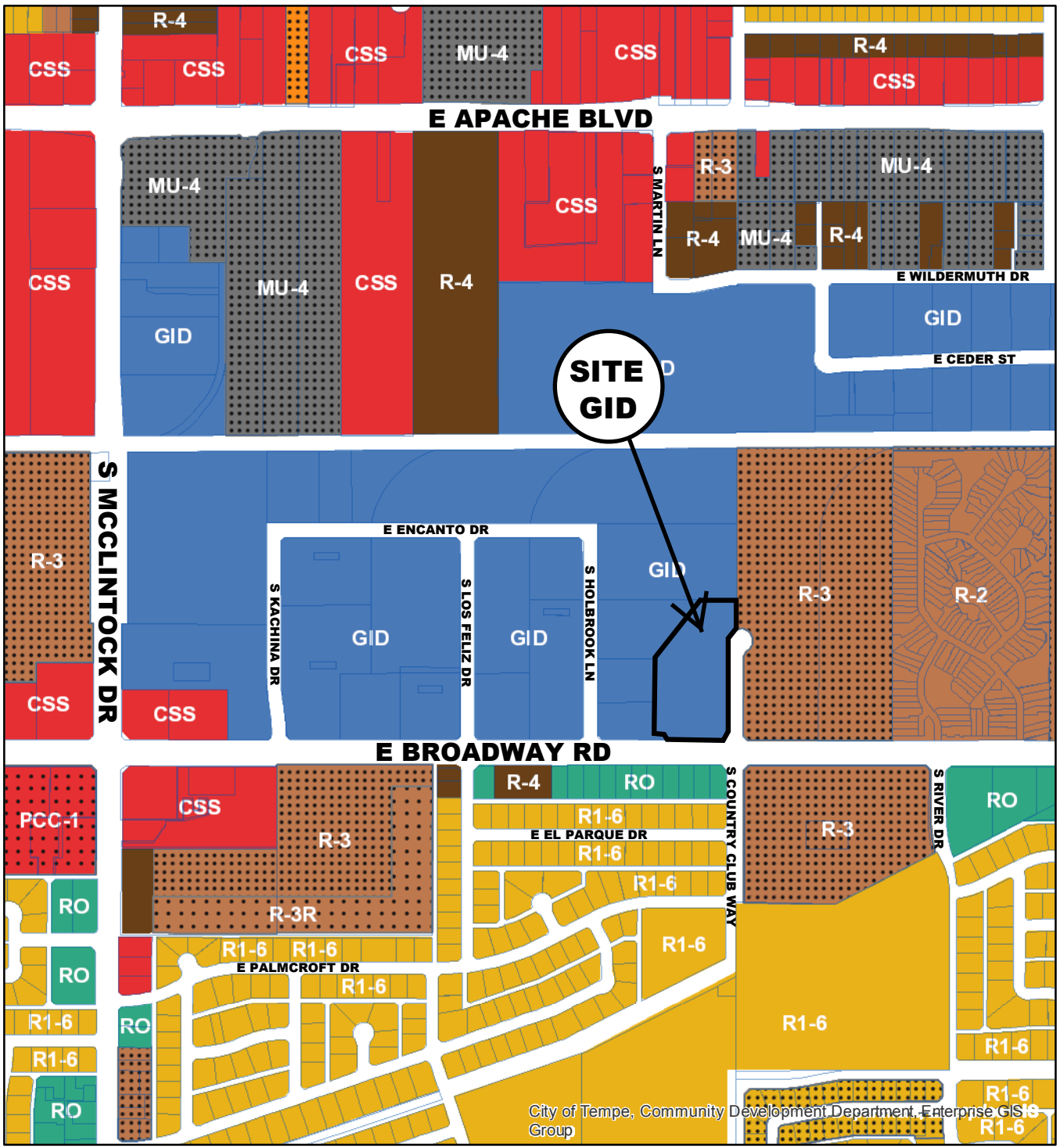
## BROADWAY APARTMENTS (PL180095)

### ATTACHMENTS:

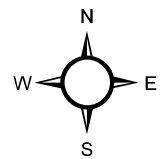
1. Location Map
2. Aerial
- 3-12. Letter of Explanation
13. Aerial Site Plan Context Map Sheet L0.0
14. Site Plan Sheet PD1.00
15. Landscape Plan Sheet L1.1
- 16-20. Floor Plans Sheets SD2.10-SD2.40
21. Roof Plan Sheet SD2.40
22. Blackline Building Elevations Sheet SD4.10
23. Color Elevations Sheet SD4.10
24. Building Sections Sheet SD5.10
25. Color Street Elevations with Landscape Sheet SD4.11
- 26-27. Perspective Renderings Sheets PD0.00 & PD0.01
- 28-35. Site Context Photos
- 36-51. Neighborhood Meeting Summary & Communications submitted by applicant
- 52-55. Public Input submitted to staff
- 56-57. Waiver of Rights and Remedies

# BROADWAY APARTMENTS

PL 180095



- |  |  |
|--|--|
|  General Industrial District (GID)              |  Single-Family Residential (R1-4)           |
|  Mixed Use High (MU-4)                          |  Multi-Family Residential (R-2)             |
|  Commercial Shopping and Services (CSS)         |  Multi-Family Residential Restricted (R-3R) |
|  Planned Commercial Center Neighborhood (PCC-1) |  Multi-Family Residential Limited (R-3)     |
|  Residential/Office (RO)                        |  Multi-Family Residential General (R-4)     |
|  Single-Family Residential (R1-6)               |  Trailer Park (TP)                          |







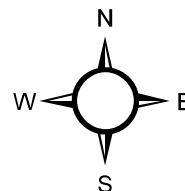
Tempe

PL 180095

# BROADWAY APARTMENTS



Aerial Map



May 7, 2018

Diana Kaminski  
City of Tempe  
Community Development Department  
31 E. Fifth Street  
Tempe, AZ 85281



**RE: LETTER OF EXPLANATION**  
**Rezoning Application, Use Permit & Development Review at**  
**1980 E. Broadway Road; Tempe, AZ**

## **OVERVIEW**

On behalf of Quyp Development Services, the property owner (Owner), Gilmore Planning & Landscape Architecture (Applicant) presents this application to rezone approximately 3.7 net acres (the Property) located at the northwest corner of E. Broadway Road and S. Country Club Way in Tempe, Arizona. The Property's address is 1980 E. Broadway Road. The Property is currently zoned General Industrial (GI) and this application seeks the City's support to change the zoning to Multi-Family Residential R-4. In addition to the Rezoning, the Owner is also requesting approval of a Use Permit to increase the permitted building height as well as a subsequent request for Development Review Approval. Please refer to the attached Exhibits that illustrate the Site Plan, Building Elevations, and Landscape Plan for these proposed Broadway Apartments.

### **1. REZONING**

Description of the proposed project with supporting evidence that the request is in the public interest and conforms to the following General Plan elements:

- 1.1 Land Use & Development:** The Subject Property is situated along the Broadway Road corridor and is surrounded by existing development characterized as 'mixed use' including: a variety of commercial and light industrial uses to the north and west, multi-family projects of various densities to the east and southeast, and small commercial business offices immediately south along the south side of Broadway Road. This site was previously used as a landscape nursery for the retail sales of plant material and is currently the only undeveloped/vacant property in the area. This location on Broadway Road and the current mix of land uses provides a development opportunity that could support a number of compatible land uses. However; the Tempe General Plan 2040 has designated that this location will be Residential, with Medium to High Density up to 25 dwelling units per acre (du/ac).





This application is requesting the City's approval to develop a multi-family project consisting of 90 units within a single 4 story structure. There are seven dwelling unit types in the project. Two of the unit types have one bedroom, four of the unit types have two bedrooms, and one of the unit types has three bedrooms. The development will include 50 one-bedroom units, 36 two-bedroom units, and 4 three-bedroom units, for a total of 90 units. A private exterior open space will be provided for each unit.

Building setbacks, landscape setbacks and development standards will meet or exceed the R-4 site development criteria Tempe's Zoning and Development Code. Along Broadway Road and adjacent to the multi-family property to the east will be several variations of walls and wrought iron fencing. The variation can add interest and complexity to the character of the streetscape. The apartment complex will be developed as a single structure with interior loaded corridors to access the units. The architectural design has been developed to interact with the streetscape view and adjacent developments by varying the roof lines, massing, patios, unit orientations, providing a protected pool complex with amenities, and landscape features.

**1.2 Economic Development:** The development goal is to present a contemporary residential project that addresses the need for additional variety of residential projects in this expanding Broadway Road Corridor. The Alameda Character Area Plan prescribes principles that help to preserve the Alameda's established neighborhoods while also promoting urban activity along Broadway Road. These Broadway Apartments will not disturb or displace any established projects, but as an infill project will provide additional housing where the General Plan is promoting higher intensity of uses, which is along this Broadway Road frontage. These higher density projects can in turn attract additional supporting commercial interests that typically seek out locations where there concentrations of customers. This proximity helps to reduce the dependence on vehicular traffic and reinforces the "20-Minute City", a specific goal of the Alameda Character Area Plan.

**1.3 Circulation:** A main entrance leading to the leasing office will be from the first driveway north of Broadway Road off Country Club Way. A secondary driveway is located at the cul-de-sac at the north end of Country Club Way. Neither entrance will be gated to help facilitate access for vehicles, bicyclists, and pedestrians. These two driveways off Country Club Way lead to a full turning movement at Broadway Road providing direct vehicular and pedestrian access to the urban opportunities along this Broadway Road Corridor. The existing Broadway Road street section includes left turn storage bays within the raised median allowing both northbound and southbound access to Country Club Way. The Traffic Impact Study prepared for this project indicates that at buildout and with full occupancy, the AM and PM Peak Hour traffic "will have only minor impact to current operations", and no change to the "Level of Service" (LOS).

- 1.4 Conservation:** The project will be developed in accordance with the City of Tempe's Development Code using low water use appliances. The technology associated with current building material has substantially improved the thermal characteristics of building finishes and window systems. The building facades will incorporate shading elements for windows, building entrances, along with covered canopy parking for 50% of the required parking. Low water use landscaping with limited turf areas and using indigenous shade trees will conserve water and enhance comfort for residents. Both are features that attract professionals, and younger families who appreciate both the aspect of resource conservation and lower utility expenses. Recycling is an integral part of Tempe's solid waste program and will be promoted by the Project's management.
- 1.5 Open Space, Recreation and Cultural Amenities:** As a multifamily residential community, enhanced amenities have been provided for the residents. The amenities include patios with barbeque and seating areas, swimming pool, fitness center, conference room, and an indoor lounge area. Adjacent to the pool complex is turf open space, which is also provided around the building, creating enjoyable gathering areas for residents. The pedestrian walkways connect individuals to various areas of the site, building, and parking areas.

The extension of Country Club Way south of Broadway Road leads to Connolly Middle School and Curry Elementary School, both of which are situated at approximately one quarter mile. Selleh Park is a City Park situated immediately west of the elementary school. These facilities include both active and passive recreational amenities and provide a relatively close amenity for the Broadway Apartment residents.

- 1.6 Public Facilities and Services:** Connolly Middle School and the Curry Elementary School are both situated south of Broadway Road on S. Country Club Way. While both schools are easily accessible by for pedestrians and bicycles from the Project, only the Connolly Middle School is accessible by vehicle from S. Country Club Way. The Curry Elementary School traffic must use S. River Drive to E. Concorda Drive to drop off students. As mentioned above, Selleh Park is west the elementary school. McClintock High School is located approximately one mile southwest of the Project on S. McClintock Drive.

Valley Metro provides publically accessible bus traffic along Broadway Road, and the ASU campus is approximately 1.5 miles northwest of the Project.

## **2. USE PERMIT**

The Zoning and Development Code includes the ability to increase the building height by a factor of 10% (Table 4-202B) subject to a use permit standard. For this project, this would allow the building height to increase four feet (4') from 40' to 44'. This request supports a more contemporary design where units typically have a higher ceiling. The project has been designed with 4 floors at approximately 10' from floor to floor. The Use Permit Standard will allow the parapet height to be at or near the 44' limit.

### **Use Permit Standard Approval Criteria**

#### **2.1 *Any vehicular increase in vehicular or pedestrian traffic;***

- The additional height is intended to enhance the quality of the interior spaces of the living units. The net impact is one foot per floor which can add substantially to the spacious quality of the units, and a design feature sought out by young professionals who appreciate this design element. The additional height does not influence the number of units and therefore will not increase vehicular or pedestrian traffic.

#### **2.2 *Nuisance arising from the emission of odor, dust, gas, noise, vibration, smoke, heat, or glare at a level exceeding that of ambient conditions;***

- Since this request is strictly for improving the unit's space by increasing the ceiling height, there will not be any impact that could result in additional emissions exceeding the ambient conditions.

#### **2.3 *Contribution to the deterioration of the neighborhood or to the downgrading of property values which, is in conflict with the goals, objectives or policies for rehabilitation, redevelopment or conservation as set forth in the city's adopted plans or General Plan;***

- The Subject Property has been vacant for a number of years and now qualifies as an infill project. This multi-family development is consistent with the General Plan and the Alameda Character Area Plan by promoting new higher intensity projects along the Broadway Road Corridor helping to reinforce the "20-minute City". This concentration of density on Broadway Road can also help to preserve the established 'Mid-Century and Post War neighborhoods. As these corridors expand with higher densities and supporting commercial interests, the interest in home ownership in the adjacent neighborhoods can follow a similar gain in property value, especially when these neighbors begin to invest in home renovations and property improvements.

#### **2.4 *Compatibility with existing surrounding structures and uses;***

- The context for this location will establish this 4 story project as the transitional structure separating industrial development on the west from existing 2 story multi-family apartments to the east. To the south are small one story commercial office projects that should anticipate a varied street profile along a major urban arterial. The



narrow profile of this apartment complex faces south. The setback off Broadway Road will be approximately 75' to an elevation that includes both 2 and 4 story massing. In addition, this street view will include: street trees, a low screen wall to block the view of the parking, a low profile canopy parking, and additional foundation landscaping to help mitigate the scale of this front elevation. To the north and west is industrial development that will not be impacted and typically indifferent as long as their operations are not impacted by additional vehicular or pedestrian activity. On the east side, the closest multi-family unit facing this project is more than 300', which includes Country Club Way, the streetscape on both sides, and as well as on-site landscaping. We therefore believe that this request for the additional 4' in building height will be compatible with existing and surrounding structures and uses.

**2.5 Adequate control of disruptive behavior both inside and outside the premises, which may create a nuisance to the surrounding area or general public;**

- The development of these Broadway Apartments represents a new project using contemporary design elements that will contribute positively to the Broadway Road corridor and should not create any disruptive behaviors.

### **3. DEVELOPMENT REVIEW**

#### **COMPLIANCE WITH CITY DESIGN GUIDELINES**

Chapter 3, Section 6-306D of the Tempe Zoning and Development Code establishes the following approval criteria:

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

The architectural theme is a modern contemporary style of different sized layered volumes, materials, and strategically placed linear horizontal and vertical elements. The building mass is organized as a series of elements that include: patios and balconies; thereby adding a great deal of variety and visual interest to the elevations. The building's main form mimics the shape of the site for more efficient use and to keep the parking in relatively close proximity to the units. This turn in the floorplate also breaks up the linear length of the structure adding more interest to the architecture and helping to create larger outdoor spaces areas for amenities. The front elevation off Broadway Road is the more narrow section, but includes 2 and 4 story massing that helps to create interest and variety for the streetscape view. The 2-story massing houses the leasing and common area amenities such as a lounge and fitness center. The distinctive design features of the 4 story volume where the units will be incorporate architectural elements at different elevations and massing patterns. The various elements of the development harmoniously blend a contemporary architectural style with color, form and texture.

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

The development provides shade elements on the south, east and west sides of the building that include: deep overhangs and framed pop outs. Required shading at the above locations has been provided through recessed patios and balconies, recessed windows, and supported by the project landscape. This project will also be sensitive towards “green design” by using energy star appliances, programmable thermostats, water efficient plumbing fixtures, low water use landscaping, and electric car charging stations at select areas around the site.

The project landscape is promoting the use of more slender upright trees (Ghost Gums and Sissoo Tees) along the west property line help break up the afternoon sun orientation and cast a longer shadow of the parking area. Trees have been placed at around the structure to help reinforce and frame architecture. Turf has been minimized to more pedestrian oriented spaces.

**3.3 *Selected building material is of a superior quality providing detail appropriate with their location and function yet complementing the project’s architectural theme;***

The project utilizes a large variety of material including:

- Stucco system with various paint color options and a trim color.
- Decorative metal railings, gates and accents.
- Metal overhangs.
- Architectural masonry concrete block at the patio walls, and throughout the site at amenity areas.
- Metal accent paneling at select locations.
- Exposed structural steel at the main entrance canopy.

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

As a single structure, it has been centered within the property and surrounded with parking to help to mitigate its scale. The use of Ghost Gums and Sissoo Trees that characteristically can reach 40-50’ also helps to keep the structure in scale with the surrounding projects. The Desert Museum Palo Verde trees are placed where they can provide a wider canopy along the street frontages where more pedestrian circulation is expected to occur.

**3.5 *Large building masses are sufficiently articulated so as to relieve monotony and create a sense of movement, resulting in a well-defined base and top, featuring an enhanced pedestrian experience at and near street level;***

The front elevation off Broadway Road will be the more predominant view for Tempe residents travelling this corridor. This “marketing window” presents 2 and 4 story massing using various material and colors that will help to create interest. The

streetscape and street trees will begin to screen views and reinforce the pedestrian experience. The longer north-south elevations incorporate distinctive architectural elements at different elevations and massing patterns. Shade elements on the south and west sides include: shade canopies and framed pop outs that can accentuate patios and balconies. Mechanical equipment is fully screened on top of the building with the use of parapet walls on the two-story volume and metal mechanical screen walls on the four-story volume. The mechanical screen walls will be inset from the building's parapet by approximately 12'.

**3.6 *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;***

Pedestrian access into the structure may occur in 4 locations. These locations are evenly distributed around the complex for convenience and are all interconnected with a sidewalk network and shade trees at strategic locations. Sidewalks and parking are offset from the structure in accordance with Section 4-503 E.2 (Design and Construction Standards for Pathways and Access Ways) that requires a minimum of 10' of separation between the walkway and the adjacent ground floor bedrooms. Enhanced paving will be featured at these building entrances in the form of integral colored pavers and/or integral colored concrete.

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

There is a Valley Metro bus stop that shares our Broadway Road street frontage. The off-site improvement plans will include a new 'Type B' bus shelter. Unfortunately, the City's Orbit Transit does not have a route along this portion of Broadway Road, and the Light Rail system, while only one-half mile north on Apache Blvd is separated by the Southern Pacific rail line limiting any potential for direct expedient access.

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

A main entrance leading to the leasing office will be from the first driveway north of Broadway Road from Country Club Way. A secondary driveway will be provided at the cul-de-sac at the north end of Country Club Way. Neither entrance will be gated to help facilitate access for vehicles, bicyclists, and pedestrians. These two driveways off Country Club Way lead to a full turning movement at Broadway Road providing direct vehicular and pedestrian access to the urban opportunities along this Broadway Road Corridor. Safe and convenient pedestrian circulation to and from parking lots throughout the development is provided. The onsite parking is designed in accordance with Chapter 6 of the Tempe ZDC that allows for a 2' overhang where the car does not protrude into

the required building or landscape setbacks or into the ADA width of sidewalks, and ADA accessible spaces complying with ADAAG standards. Parking canopy covers are architecturally integrated with the surrounding structures, i.e., color, materials, location, and 6" minimum fascia (all four sides).

**3.9 *Plans appropriately integrate Crime Prevention Through Environmental Design (CPTED) principles such as territoriality, natural surveillance, access control, activity support, and maintenance;***

The configuration of this site plan with parking that surrounds the structure and is defined by a pedestrian network that separates the building facades with low level landscaping will substantially improve the line-of-sight for pedestrians leading to or coming from the buildings four entrances. With the building access limited to four locations, security is more easily monitored and the presence of windows at the ground level on the east, south, and west sides will enhance the resident surveillance. Lighting will be provided at the parking canopies and at strategic locations around the building, and at the building entrances that meet or exceed CPTED design criteria.

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

The exterior spaces around the structure are defined by the parking and the pedestrian networks. The project landscape has been designed to provide interest to these spaces by helping to separate vehicular circulation and parking from usable open spaces and yet addresses the visibility criteria of CPTED.

**3.11 *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;***

Building exterior signage will be provided to include the development name and address numbering. Address numbering will be located towards the top of the building at two locations to be easily viewed by the public and emergency responders. All signage will be illuminated with back lighting.

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

Building lighting will be located at all entrances and egress points and designed with fixtures that reinforce the architectural theme, and enhance a comfortable yet safe entrance experience that meets CPTED principles. Site Lighting will be designed to satisfy Tempe's current General Development Standards. External lighting will be located and designed to reduce/prevent spillover onto adjacent properties. The parking lot lighting will be mounted 18' AFG, measured from the bottom of the fixture or fixture lens to above finish grade.

## **BROADWAY APARTMENTS**

Letter of Explanation  
Rezoning Request: GI to R-4  
May 7, 2018  
Page 9

Diana, the Project Team is looking forward to additional Staff input and our efforts to communicate with the surrounding neighbors, HOA's, and registered interest groups. It is our intent to address concerns that should only enhance the final design product. Please call with any questions.

Best

Jack Gilmore, LA



## **PROJECT TEAM**

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### **Land Owner**

Quyp Development Services, LLC  
Anthony Hinrichs  
7600 N. 15th St.,  
Suite 150-19  
Phoenix, AZ 85020-4327  
(480) -999-0350  
[anthony@quypdevelopment.com](mailto:anthony@quypdevelopment.com)

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### **Applicant & Land Planner**

Gilmore Planning & Landscape Architecture  
Jack Gilmore  
2211 North 7<sup>th</sup> Street  
Phoenix, Arizona 85006  
(602) 266-5622  
[jgilmore@getgilmore.com](mailto:jgilmore@getgilmore.com)

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### **Project Architect**

BMA Architecture  
Brian Andersen  
207 N. Gilbert Road  
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(480) 659-1524  
[brian@bmaarchitecture.com](mailto:brian@bmaarchitecture.com)

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### **Civil Engineer**

Cypress Engineering  
Jeff Hunt  
4450 N. 12<sup>th</sup> Street  
Suite 228  
Phoenix, AZ 85014  
(623) 282-2498  
[jphunt@cypresscivil.com](mailto:jphunt@cypresscivil.com)

## **EXHIBITS**

1. Context Plan w/ Aerial
2. Site Photos
3. Site Plan
4. Refuse & Fire Access Plan
5. Preliminary G&D Plan & On-Site Utility Plan
6. Building Elevations – B&W and Color
7. Building Sections (2)
8. Preliminary Perspectives (2)
9. Material Board
10. Roof Plan
11. Floor Plans 1-4
12. Preliminary Landscape Plan
13. On-Site Utility Plan with Tree Overlay
14. Streetscape Elevations







**PROJECT DATA**

CLIENT: QUYP DEVELOPMENT SERVICES  
 7600 N 15TH ST. STE 150-19  
 PHOENIX, AZ 85020  
 ATTN: ANDREW HENRICHS  
 ARCHITECT: BMA ARCHITECTURE  
 207 N GILBERT RD. SUITE 001  
 GILBERT, AZ 85224  
 ATTN: BRIAN M ANDERSEN, AIA

SITE DATA  
 ADDRESS: 1980 E BROADWAY RD  
 TEMPE, AZ  
 APN NUMBER: 133-05-001C  
 SITE AREA: 3.687 ACRES (160,605.72 S.F.)  
 CURRENT ZONING: GID (GENERAL INDUSTRIAL DISTRICT)  
 PROPOSED ZONING: R-4 MULTIFAMILY  
 PROPOSED USE: MULTIFAMILY - APARTMENTS  
 GENERAL PLAN DESIGNATION: RESIDENTIAL - MED TO HIGH DENSITY  
 UP TO 25 DU/AC  
 BUILDING HEIGHT  
 (USE PERMIT STANDARD) ALLOWED: 4 STORES 44'-0"  
 PROVIDED: BUILDING HIGHEST PARAPET ELEV = 1232.85  
 REF ELEV. CENTERPOINT OF B.D. AT BROADWAY + 1188.51  
 44'-0"  
 DENSITY:  
 ALLOWED: 25 DU / ACRE  
 PROVIDED: 90 UNITS/3.687 ACRES = 24.41 DU/ACRE  
 BUILDING AREA  
 FOOTPRINT: 28,266 ± SF  
 GROSS: 100,064 ± SF  
 LOT COVERAGE  
 MAXIMUM: 60%  
 PROVIDED: 54% (88,291 SF / 160,606 SF)  
 LANDSCAPE AREA  
 PROVIDED: 30.4% (48,888 SF)  
 USEABLE OPEN SPACE  
 AMENITY PROVIDED: 5.43% (8,730 SF)  
 LOT AREA PER UNIT  
 MINIMUM: 1,740 SF  
 PROVIDED: 160,606 SF / 90 DU = 1,784.51 SF  
 BUILDING SET BACK ZONING MIN PROVIDED  
 FRONT (SOUTH) 30' 68'-0"  
 SIDE STREET (EAST) 10' 81'-11"  
 SIDE (WEST) 10' 84'-4"  
 REAR (NORTH) 10' 102'-9"  
 BUILDING CODES IBC 2012  
 OCCUPANCY TYPE MIXED - R2 - B - A2  
 CONSTRUCTION TYPE VIA  
 SPRINKLER SYSTEM NFPA 13

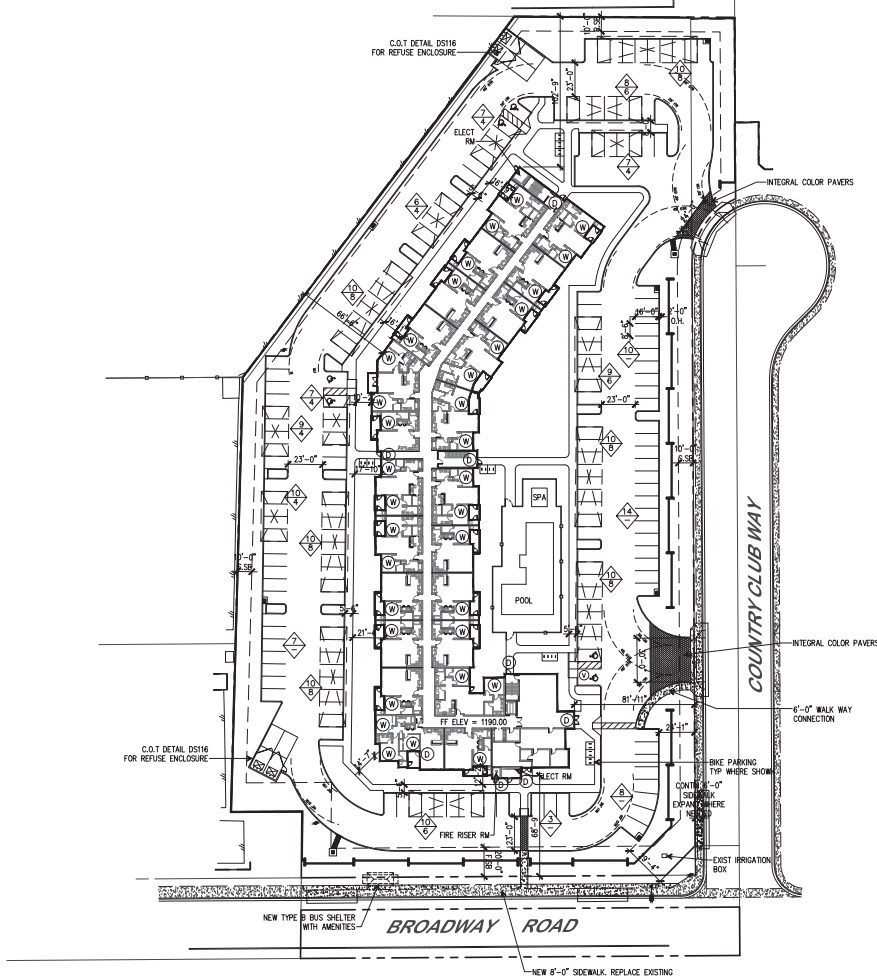
UNIT MIX	# OF UNITS	%	# BEDROOMS
1 BEDROOM	0 UNITS	0 %	0 BR'S
2 BEDROOM	36 UNITS	40 %	72 BR'S
3 BEDROOM	4 UNITS	5 %	12 BR'S
<b>TOTAL</b>	<b>40 UNITS</b>	<b>100 %</b>	<b>84 BR'S</b>

VEHICLE PARKING	# UNITS	SPACES REQ'D	PROVIDED
1 BEDROOM UNITS	50 x	1.5 =	75 P.S.
2 BEDROOM UNITS	36 x	2.0 =	72 P.S.
3 BEDROOM UNITS	4 x	2.5 =	10 P.S.
GUEST	90 x	0.2 =	18 P.S.
<b>REQUIRED TOTAL:</b>			<b>175 P.S.</b>
<b>PROVIDED TOTAL:</b>			<b>(195 - 1) 175 P.S.</b>

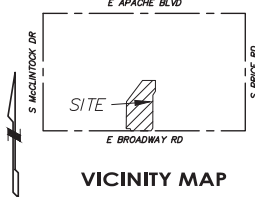
BICYCLE PARKING	# UNITS	SPACES REQ'D	PROVIDED
1 BEDROOM UNITS	50 x	0.5 =	25 B.S.
2 BEDROOM UNITS	35 x	0.5 =	17.5 B.S.
3 BEDROOM UNITS	5 x	0.75 =	3.75 B.S.
<b>REQUIRED TOTAL:</b>			<b>47 B.S.</b>
<b>PROVIDED TOTAL:</b>			<b>48 B.S.</b>

- LEGEND:
- PARKING SPACES IN ROW
  - COVERED PARKING SPACES IN ROW
  - ACCESSIBLE UNIT
  - VAN ACCESSIBLE PARKING SPACE
  - FIRST FLOOR BEDROOM WINDOW
  - FIRST FLOOR EXTERIOR DOOR

NOTE:  
 PLEASE SEE SHEET PD1.20 FOR  
 FIRE AND REFUSE SITE PLAN INFORMATION



PLAN  
 CAL



PROPOSED NEW MULTI-FAMILY DEVELOPMENT FOR:  
 QUYP DEVELOPMENT SERVICES  
**BROADWAY APARTMENTS**  
 NWC E BROADWAY RD & S COUNTRY CLUB WY  
 TEMPE, AZ

dwg name: **SITE PLAN**  
 dwg no: **PD1.00**  
 date: 5-22-2017  
 job no: 2017.23 log no:



**LANDSCAPE NOTES**

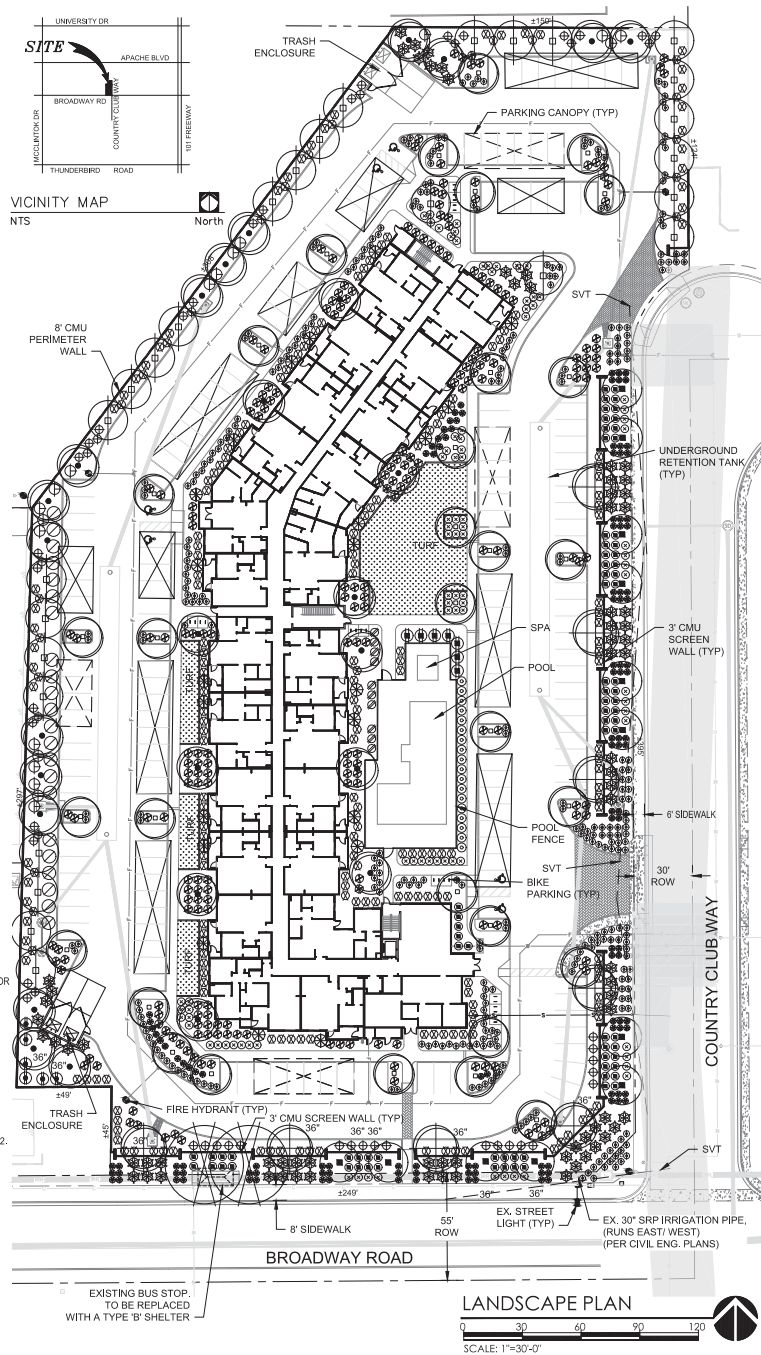
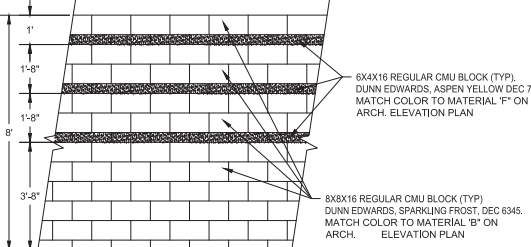
- CONTRACTOR TO OBTAIN PERMITS FROM LOCAL AGENCIES AND UTILITY COMPANIES HAVING JURISDICTION OVER THIS SITE.
- CONTRACTOR TO VERIFY LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO ANY INSTALLATION.
- CONTRACTOR SHALL PROVIDE ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO INSTALL THE WORK INDICATED ON THE LANDSCAPE DOCUMENTS. HE SHALL BE RESPONSIBLE FOR CAREFUL SITE INSPECTION, DETAILED REVIEW OF THE PLANS, AND COORDINATION WITH OTHER CONTRACTORS ON-SITE PRIOR TO ANY INSTALLATION. ANY DISCREPANCIES SHALL IMMEDIATELY BE BROUGHT TO THE ATTENTION OF THE OWNER'S AGENT.
- PRIOR TO INITIATING THESE LANDSCAPE IMPROVEMENTS, THE LANDSCAPE CONTRACTOR MUST SCHEDULE A PRE-CONSTRUCTION MEETING ON-SITE WITH THE APPROVAL OF THE OWNER AND THE GENERAL CONTRACTOR. THE OWNERS REPRESENTATIVE AND/OR THE PROJECT LANDSCAPE ARCHITECT MUST BE PRESENT. THE PURPOSE OF THIS MEETING IS TO RESOLVE ANY EXISTING SITE CONDITIONS THAT MAY BE IN CONFLICT WITH THESE LANDSCAPE CONSTRUCTION DOCUMENTS AND THEREFORE IMPACT THE INSTALLATION OF ANY IMPROVEMENTS. THIS MEETING SHOULD BE SCHEDULED TO OCCUR AFTER THE COMPLETION OF ON-SITE AND OFF-SITE IMPROVEMENTS INCLUDING: ALL UNDERGROUND UTILITIES, MASS GRADING, AND STREET IMPROVEMENTS.
- DAMAGE TO EXISTING LANDSCAPING, UNDERGROUND UTILITIES, IRRIGATION LINES, ELECTRICAL LINES, ETC. SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE.
- ANY DISCREPANCIES FOUND BETWEEN THE PLANS AND THE SITE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT.
- ALL QUANTITIES PROVIDED ARE FOR BIDDING PURPOSES ONLY. LANDSCAPE CONTRACTOR SHALL VERIFY ALL QUANTITIES PRIOR TO CONSTRUCTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL FINISH GRADES IN LANDSCAPED AREAS. HE SHALL DETERMINE, WITH THE GENERAL CONTRACTOR, THE EXTENT OF ROUGH GRADING AND/OR FINE GRADING TO BE ESTABLISHED BY OTHERS.
- ALL GRADING AND DRAINAGE SHALL BE IN ACCORDANCE WITH THE PLANS PREPARED BY THE PROJECT CIVIL ENGINEER, OR AS DIRECTED BY THE OWNER'S AGENT. PROVIDE POSITIVE DRAINAGE AWAY FROM THE BUILDING(S) IN ALL CONDITIONS. CONTRACTOR TO MEET ALL EXISTING FINISH GRADES AT PROJECT BOUNDARIES. FINISH GRADE SHALL BE 3" BELOW THE TOP OF ADJACENT WALKS AND CURBS PRIOR TO RECEIVING MULCH OR DECOMPOSED GRANITE.
- ALL AREAS DISTURBED DURING CONSTRUCTION TO BE FINE GRADED, ADJACENT UNDISTURBED AREAS DAMAGED OR DISTURBED TO BE RESTORED TO ITS ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
- CONTRACTOR SHALL FINE GRADE ENTIRE LANDSCAPED AREA AS REQUIRED FOR INSTALLATION OF PLANTING. ALL GRADES SHALL BE NEAT, FIRM, SMOOTH AND BE FREE OF DEBRIS PRIOR TO SUBSTANTIAL COMPLETION.
- PRIOR TO SPREADING MATERIAL, GROUNDCOVERS, ADJUST AND COMPACT FINISH GRADES, APPLY WEED PRE-EMERGENT SURFLAN AS PER MANUFACTURER'S INSTRUCTIONS. THEN SPREAD DECOMPOSED GRANITE, RIVER RUN, OR MULCH AS INDICATED ON PLANS. DECOMPOSED GRANITE SHALL BE WATERED, THEN COMPACTED WITH A SOIL ROLLER TO A MINIMUM DEPTH OF 2" AFTER COMPACTION. PROVIDE A SECOND APPLICATION OF THE PRE-EMERGENT SURFLAN AT THE END OF THE MAINTENANCE PERIOD.
- ALL LANDSCAPED AREAS SHALL RECEIVE A 2" TOP DRESSING OF DECOMPOSED GRANITE. PROVIDE SAMPLE OF SIZE AND COLOR FOR APPROVAL BY OWNERS AGENT PRIOR TO DELIVERY.
- STATE LOCATIONS OF ALL TREES FOR APPROVAL PRIOR TO INSTALLATION OF ANY PLANT MATERIAL.
- ALL PLANT MATERIAL SHALL BE HEALTHY, WOODRUS, WELL BRANCHED AND DENSELY FOLIATED (WHEN N-LEAF) AS IS TYPICAL FOR THE SPECIES. THEY SHALL HAVE HEALTHY, WELL DEVELOPED ROOT SYSTEMS (NOT POT BOUND), A NORMAL HABIT OF GROWTH CONSISTENT WITH INDUSTRY STANDARDS, AND FREE OF ANY BRUISES, CUTS, OR OTHER ABNORMALITIES. PLANT MATERIAL SHALL BE SIZED IN ACCORDANCE WITH THE AMERICAN STANDARD FOR NURSERY STOCK, LATEST EDITION, PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSEYMAN, AND THE ARIZONA NURSERYMAN ASSOCIATION STANDARDS.
- BACKFILL MIXTURES, EXCEPT AS NOTED, TO BE COMPRISED OF 75% NATIVE SOIL AND 25% DECOMPOSED GRANULAR BARK MULCH AND 2 LBS. DISPERSAL PER CUBIC YARD OF BACKFILL.
- ADD AGRIFORM FERTILIZER TABLETS AT THE FOLLOWING RATES:  
1 GALLON PLANT - 1 TABLET, 15 GALLON PLANT - 4 TABLETS, 5 GALLON PLANT - 8 TABLETS (MIN.)  
TABLETS TO BE PLACED NO DEEPER THAN 6 INCHES BELOW SOIL SURFACE.
- LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR ALL PLANTS SHOWN ON PLANTING PLAN. DO NOT SUBSTITUTE PLANTS BY TYPE OR QUANTITY WITHOUT WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT OR OWNERS AGENT.
- THE OWNERS AGENT RESERVES THE RIGHT TO REJECT ANY SELECTION OF PLANT MATERIAL THAT DOES NOT SATISFY THE INTENT OF THE LANDSCAPE DESIGN BASED ON SIZE, SHAPE, EVIDENCE OF STRESS, OR IMPROPER CARE.
- PRIOR TO INITIATING THE 90-DAY MAINTENANCE PERIOD, COMPLETE ANY INITIAL PUNCH LIST ITEMS. THEN OBTAIN APPROVAL FROM OWNERS AGENT OF SUBSTANTIAL COMPLETION. DETERMINE WITH OWNERS AGENT THE START DATE FOR THE 90-DAY MAINTENANCE PERIOD. CONTRACTOR TO THEN MAINTAIN LANDSCAPE WHICH MAY INCLUDE WATERING, WEEDING, PRUNING, AND REPLACEMENT OF ANY MATERIAL THAT HAS DIED OR IS SHOWING EVIDENCE OF STRESS. SUBMIT WRITTEN REQUEST FOR FINAL PUNCH LIST ONE WEEK PRIOR TO END OF MAINTENANCE PERIOD.
- PROVIDE OWNER WITH A WRITTEN GUARANTEE OF ONE YEAR FOR ALL TREES AND SIX (6) MONTHS FOR ALL OTHER PLANT MATERIAL DATED FROM START OF MAINTENANCE PERIOD AGAINST DEFECTS INCLUDING DEATH AND UNSATISFACTORY GROWTH. PROVIDE OWNER WITH WRITTEN INSTRUCTIONS OUTLINING MAINTENANCE PROCEDURES TO BE ADOPTED IN ORDER TO PROTECT GUARANTEE. INCLUDE WATERING SCHEDULE AND FERTILIZER PROGRAM.

**CITY OF TEMPE - LANDSCAPE NOTES**

- CONTRACTOR 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.
- TOP DRESS PLANTING AREAS WITH A ROCK OR DECOMPOSED GRANITE APPLICATION. PROVIDE ROCK OR DECOMPOSED GRANITE OF 2" UNIFORM THICKNESS. PROVIDE PRE-EMERGENT WEED CONTROL APPLICATION AND DO NOT UNDERLAY ROCK OR DECOMPOSED GRANITE APPLICATION WITH PLASTIC.
- 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 6'-0" FROM UTILITY LINES UPON THE INSTALLATION OF A LINEAR ROOT BARRIER. PER DETAIL T-480, 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.

**CITY OF TEMPE - IRRIGATION NOTES**

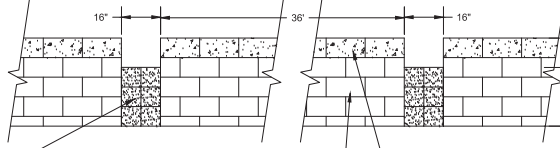
- PROVIDE DEDICATED LANDSCAPE WATER METER.
- PROVIDE PIPE DISTRIBUTION SYSTEM OF BURIED RIGID (POLY VINYL CHLORIDE), NOT FLEXIBLE (POLYETHYLENE). USE OF SCHEDULE 40 PVC MAINLINE AND CLASS 515 PVC 1/2" FEEDER LINE IS ACCEPTABLE. CLASS 200 PVC FEEDER LINE MAY BE USED FOR SIZES GREATER THAN 1/2". PROVIDE DETAILS OF WATER DISTRIBUTION SYSTEM.
- LOCATE VALVE CONTROLLER IN A VANDAL RESISTANT HOUSING.
- HARDWIRE POWER SOURCE TO CONTROLLER (A RECEPTACLE CONNECTION IS NOT ALLOWED).
- CONTROLLER VALVE WIRE CONDUIT MAY BE EXPOSED IF THE CONTROLLER REMAINS IN THE MECHANICAL YARD.



**PLANT SCHEDULE**

SYMBOL	BOTANICAL/COMMON NAME	CL/PR/SIZE	MAT. SIZE (HxW)	QTY.	REMARKS
(Symbol)	TREES				
(Symbol)	EUCALYPTUS PAPUANA GHOST GUM	15 GAL	35'X25'	-	STAKE AS REQUIRED
(Symbol)	PARKINSONIA FLORIDA BLUE PALM VERDE	24" BOX 1.5" MIN/ 36" BOX	20'X20'	-	STAKE AS REQUIRED
(Symbol)	PARKINSONIA HYBRID DESERT MUSEUM DESERT MUSEUM PALM VERDE	17'15 GAL.	20'X20'	-	STAKE AS REQUIRED
(Symbol)	DALBERGIA SISOOU SISSOO TREE	17'15 GAL.	20'X20'	-	STAKE AS REQUIRED
(Symbol)	*ULMUS PARVIFOLIUS EVERGREEN ELM	1.5" MIN/ 36" BOX	25'X25'	-	STAKE AS REQUIRED
(Symbol)	*ULMUS GRANATULUM POMEGRANATE	17'15 GAL.	20'X20'	-	STAKE AS REQUIRED
(Symbol)	EUCALYPTUS SPECIES EUCALYPTUS	EXISTING TO REMAIN	50'X40'	-	STAKE AS REQUIRED
(Symbol)	SHRUBS				
(Symbol)	*BOUGAINVILLEA S. 'BARBARA KARST'	5 GAL.	5'X5'	-	1 GPH EMITTER
(Symbol)	CAESALPINIA PULCHERRIMA RED BIRD OF PARADISE	5 GAL.	6'X6'	-	1 GPH EMITTER
(Symbol)	CALLIANDRA CALIFORNICA RED FAIRY DUSTER	5 GAL.	4'X4'	-	1 GPH EMITTER
(Symbol)	CASSIA NEMOPHILA DESERT CASSIA	5 GAL.	4'X4'	-	1 GPH EMITTER
(Symbol)	EREMOPHILA HYGROPHANA BLUE BELLS™ BLUE BELLS™	5 GAL.	2.5'X3'	-	1 GPH EMITTER
(Symbol)	JUSTICIA SPICIGERA MEXICAN HONEYSUCKLE	5 GAL.	2.5'X3'	-	1 GPH EMITTER
(Symbol)	*LEUCOPHYLLUM LANGMANIAE 'RIO BRAVO™' RIO BRAVO SAGE	5 GAL.	4'X4'	-	1 GPH EMITTER
(Symbol)	*LEUCOPHYLLUM ZYGOPHYLLUM 'CIMARRON™' CIMARRON SAGE	5 GAL.	3'X3'	-	1 GPH EMITTER
(Symbol)	RUELLIA PENINSULARIS BAJA RUELLIA	5 GAL.	4'X4'	-	1 GPH EMITTER
(Symbol)	TECOMA SPP. 'ORANGE JUBILEE'	5 GAL.	8'X6'	-	1 GPH EMITTER
(Symbol)	ACCENTS				
(Symbol)	*AGAVE GEMINIFLORA TWIN-FLOWERED AGAVE	5 GAL.	2.5'X2.5'	-	.5 GPH EMITTER
(Symbol)	DASYLIRION WHEELERII DESERT SPOON	5 GAL.	4'X5'	-	1 GPH EMITTER
(Symbol)	HESPERALOE PARVIFLORA RED YUCCA	5 GAL.	3'X4'	-	1 GPH EMITTER
(Symbol)	GROUNDCOVER				
(Symbol)	ACACIA REDOLENS 'DESERT CARPET' N.C.N.	1 GAL.	2'X6'	-	1 GPH EMITTER
(Symbol)	*ROSMARINUS OFFICINALIS HUNTINGTON CARPET PROSTRATE ROSEMARY	1 GAL.	2'X3'	-	1 GPH EMITTER
(Symbol)	LANTANA SPP. 'NEW GOLD' LANTANA	1 GAL.	2'X3'	-	1 GPH EMITTER
(Symbol)	TURF				
(Symbol)	CYNODON DACTYLON 'MIDIRON' MIDIRON HYBRID BERMUDA	SOD	-	-	POP-UP SPRAY HEADS
(Symbol)	CONCRETE HEADER	6' x 6'	1/2" STRENGTH	-	SEE DETAIL
(Symbol)	DECOMPOSED GRANITE 'PAINTED DESERT'				2" DEPTH ALL LANDSCAPED AREAS

**NOTES:**  
 1) TREE HEIGHTS AND CALIPERS WILL COMPLY WITH "ARIZONA NURSERY ASSOCIATION SPECIFICATIONS" FOR THAT TYPE AND SIZE OF TREE.  
 2) LANDSCAPE TO BE WATERED BY AN UNDERGROUND AUTOMATIC IRRIGATION SYSTEM.  
 \* PLANT IS IN THE 'ALAMEDA CHARACTER AREA' HISTORIC PLANT PALETTE.  
 NOTE: LANDSCAPE DESIGN IS PRELIMINARY. CONSTRUCTION DOCUMENT LANDSCAPE DESIGN WILL FULLY COMPLY WITH TEMPE C,P,T,E,D. REQUIREMENTS.



**GILMORE**  
 PLANNING & LANDSCAPE ARCHITECTURE

2211 N. 7th Street  
 Phoenix, AZ 85006  
 1.602.264.5822  
 F.602.264.5207  
 www.gilmore.com

PLANNING  
 LANDSCAPE ARCHITECTURE

**BROADWAY APARTMENTS**  
 1980 E. BROADWAY RD  
 TEMPE, AZ

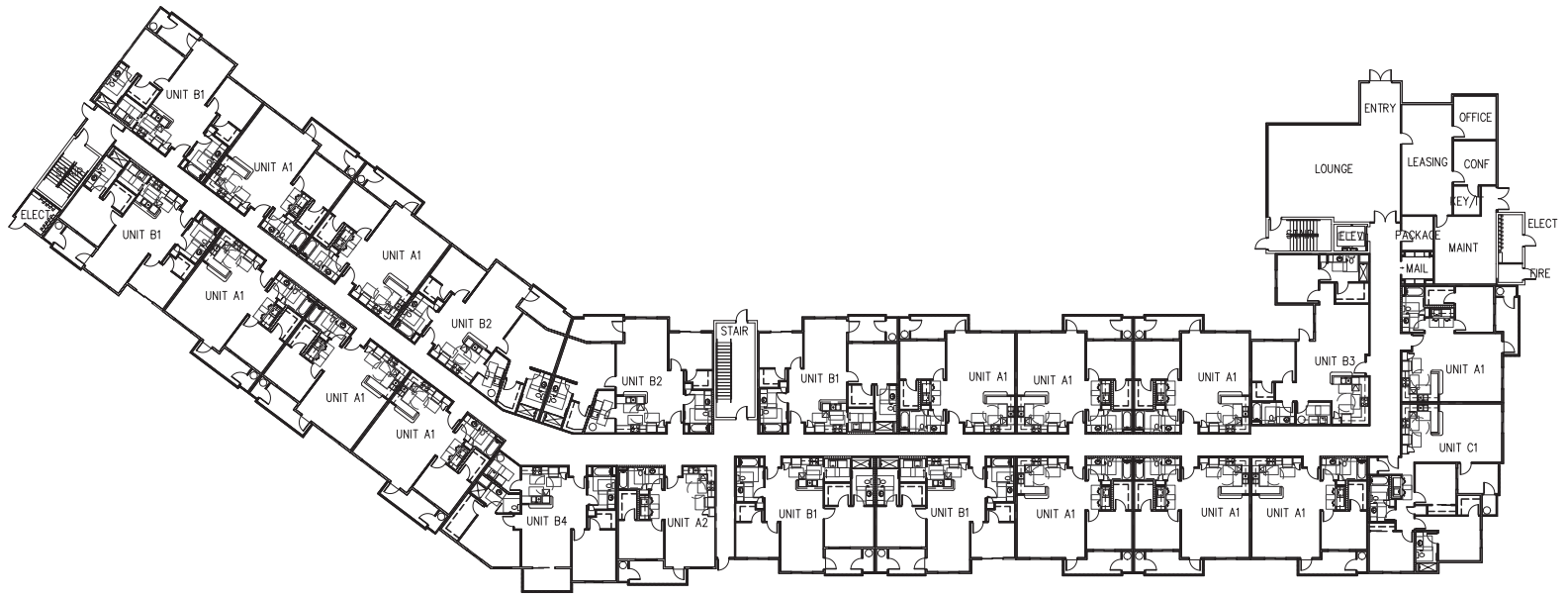
PREPARED FOR: GUYP DEVELOPMENT SERVICES

JOB NO. 1808  
 DRAWN BY: TCS  
 APPROVED BY: JUG  
 DATE: 5.22.18

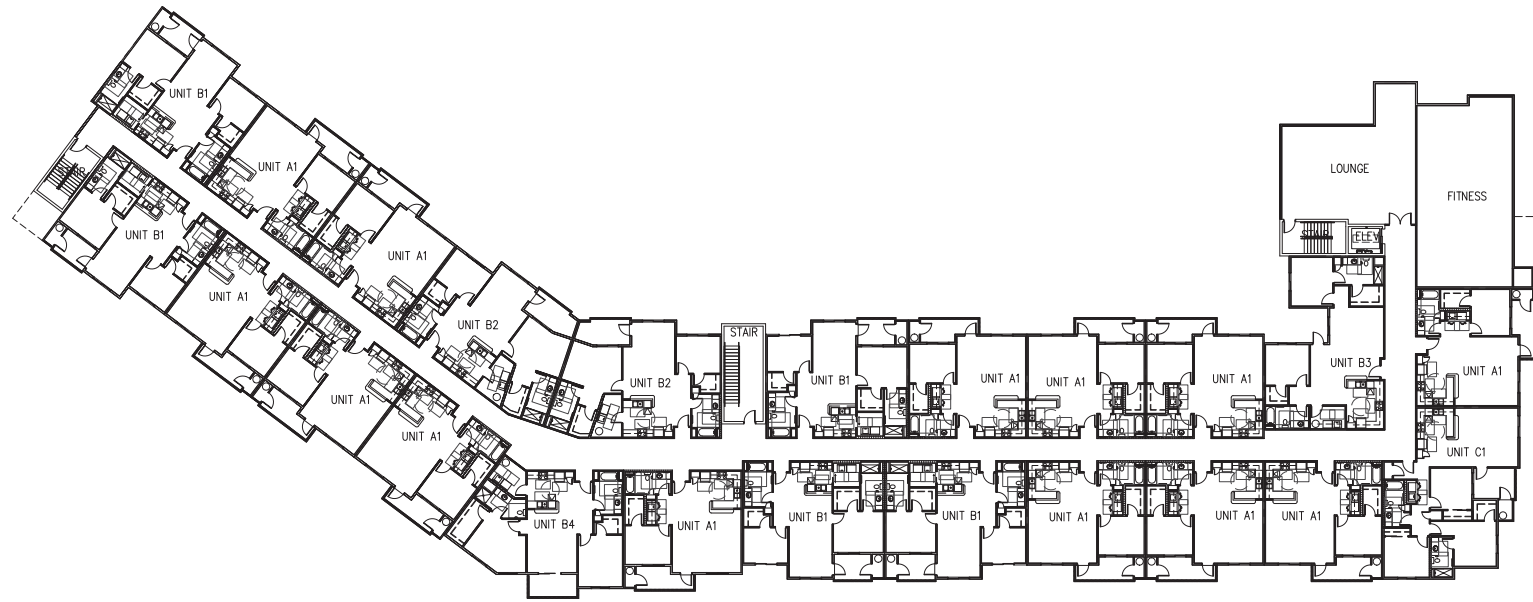
Expires 12/31/2018

REVISIONS:  
 1.  
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LANDSCAPE PLAN  
 SHEET  
**L1.1**  
 1 OF 1

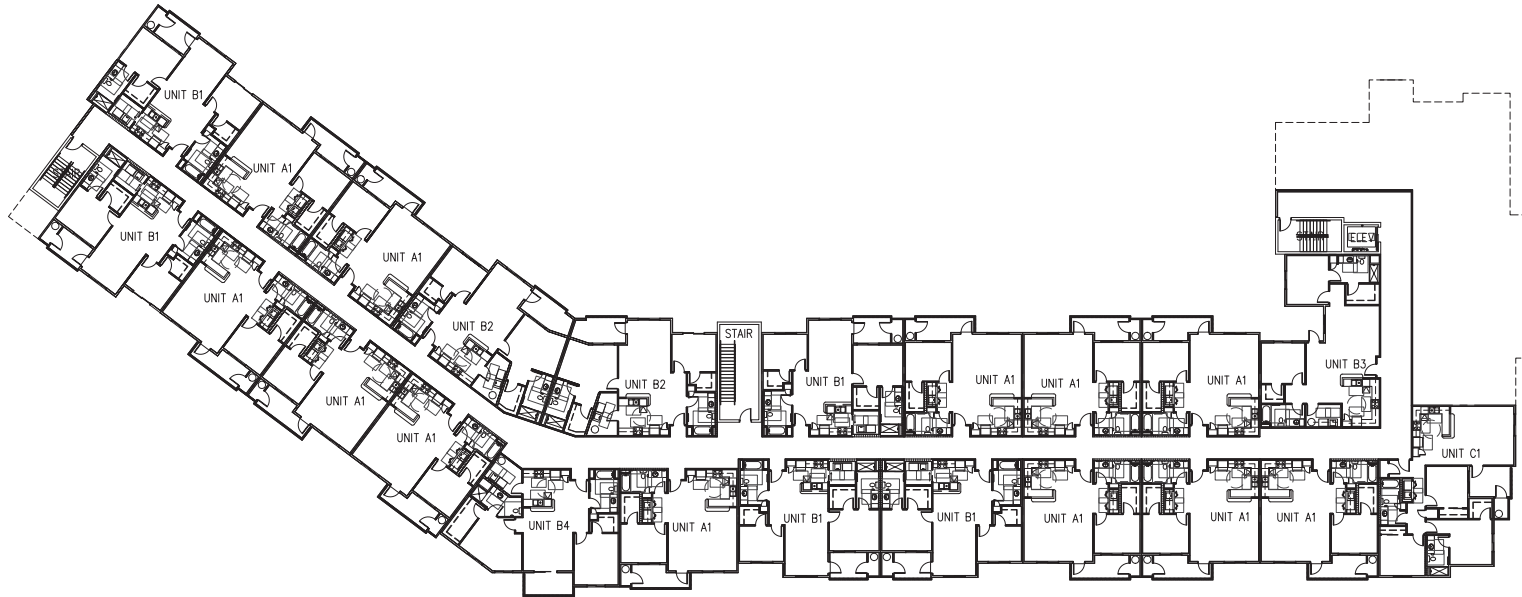


□ R □ FLOOR □ L A N  
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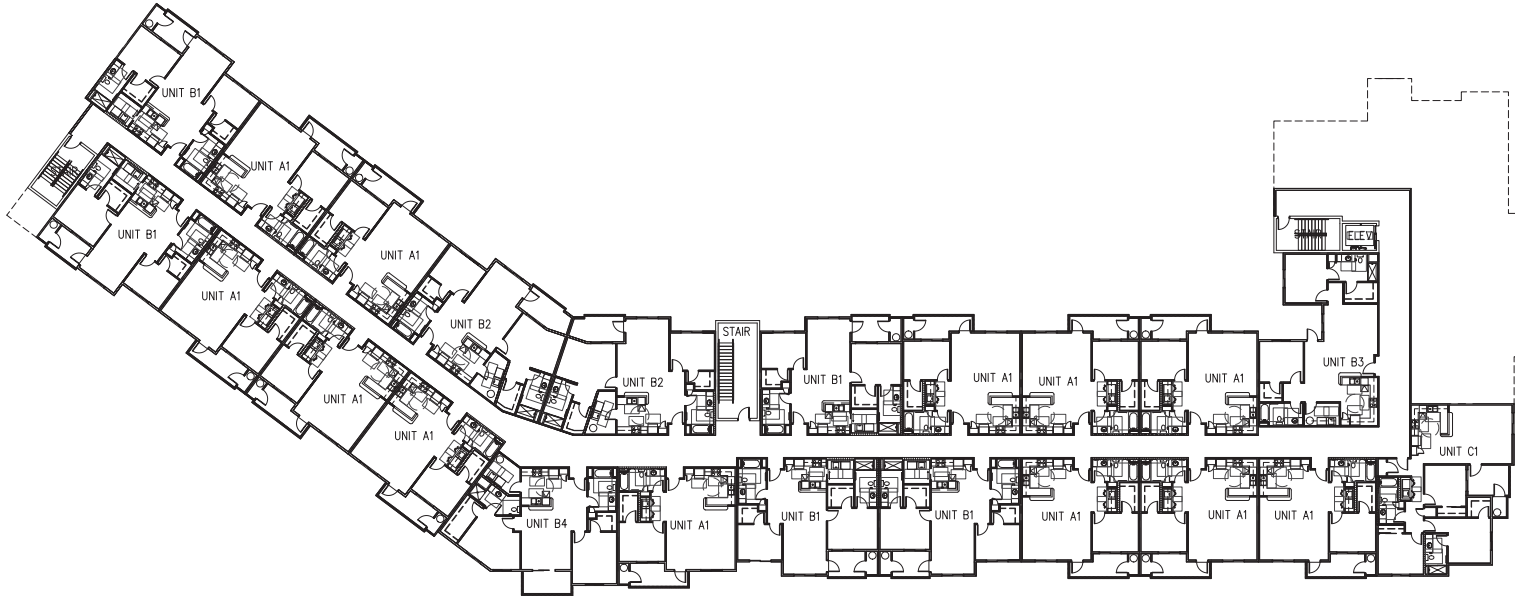
COND FLOOR LAN

SCALE: 1/8" = 1'-0"



THIRD FLOOR PLAN

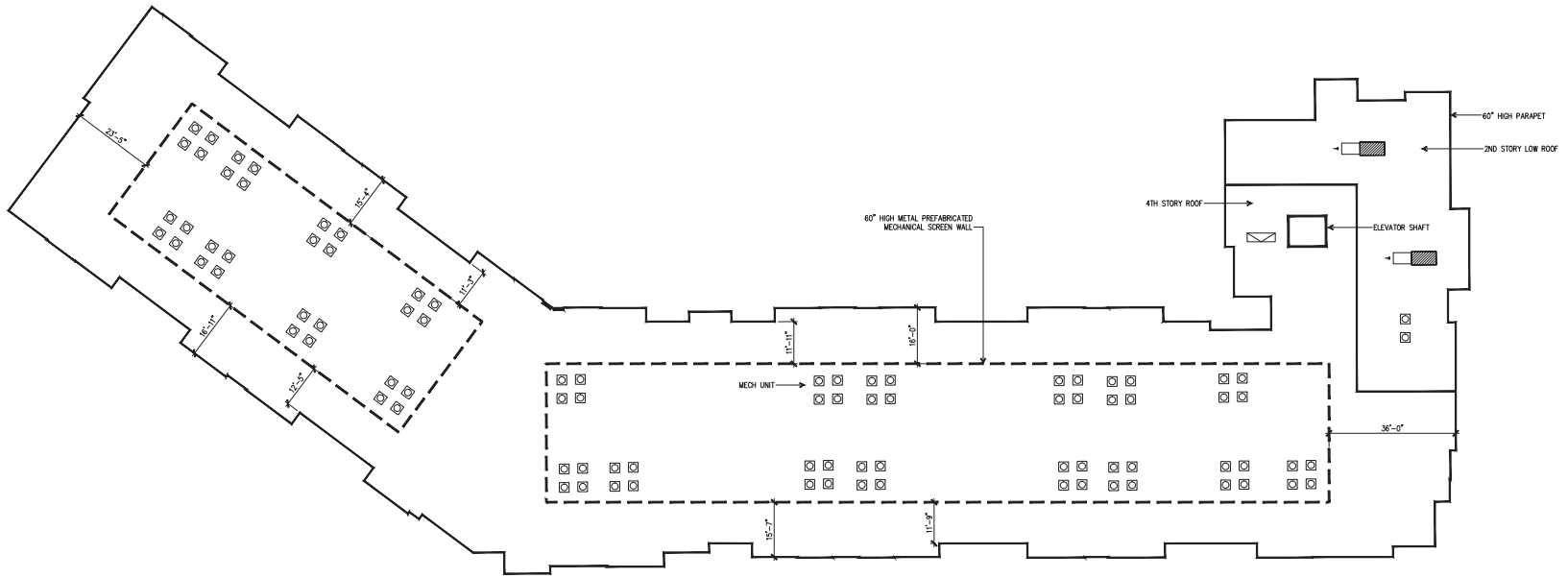
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COURT
FLOOR
LAN

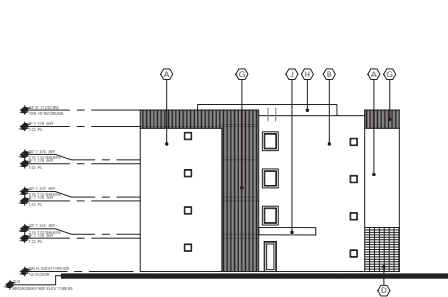
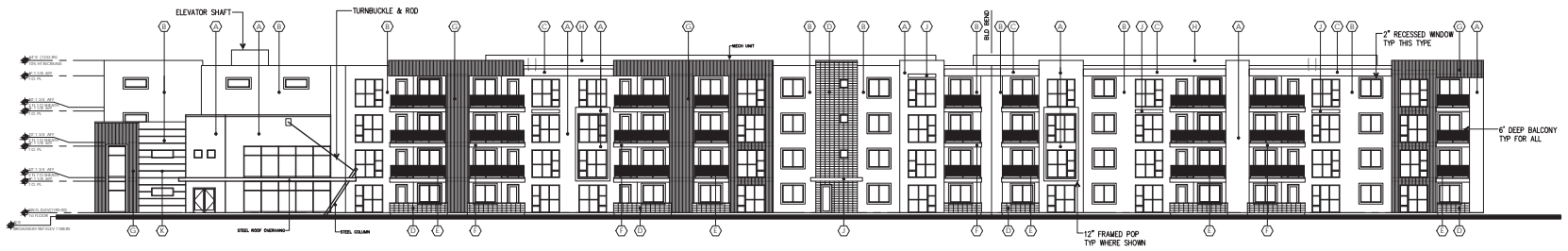
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COURT
FLOOR
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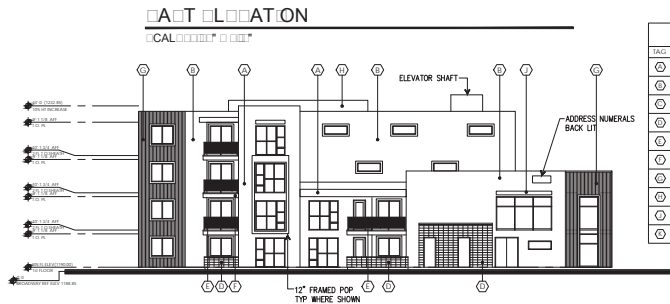


ROOF PLAN  
 CALOR



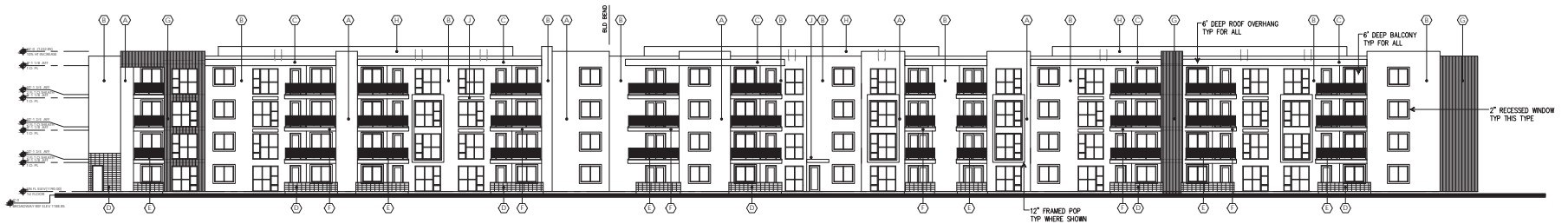


**NORTH ELEVATION**  
 CALOR 00000000 0 0000



**OUT ELEVATION**  
 CALOR 00000000 0 0000

EXTERIOR MATERIAL SCHEDULE				PAINT SCHEDULE		
TAG	MATERIAL	MANUFACTURER	PRODUCT NO. / COLOR / TEXTURE	NOTES	MANUFACTURER	COLOR
①	3 COAT STUCCO SYSTEM		LIGHT DASH		DUNN EDWARDS	DEA156 CHERRY COLA
②	3 COAT STUCCO SYSTEM		LIGHT DASH		DUNN EDWARDS	DEB345 SPARKLING FROST
③	METAL COPING CAP				DUNN EDWARDS	DEB348 DRAW OUR SWORD
④	CONCRETE MASONRY UNIT	SENYWH	TREADSTONE/MIDWEST SLATE	INTEGRAL COLOR / SMOOTH FACE / SLACK SOUND		
⑤	METAL GUARD RAILING				DUNN EDWARDS	DEB348 DRAW OUR SWORD
⑥	3 COAT STUCCO SYSTEM		LIGHT DASH	BALCONY	DUNN EDWARDS	DEC732 ASPEN YELLOW
⑦	CORRUGATED METAL SIDING	ATAS	20 GA CURVED METAL PANEL		ATAS	SLATE GREY
⑧	MESH SCREEN WALL	METAL		PREFABRICATED SCREEN WALL	DUNN EDWARDS	DEB345 SPARKLING FROST
⑨	METAL CANOPY	METAL		PREFABRICATED STEEL CANOPY	DUNN EDWARDS	DEC732 ASPEN YELLOW
⑩	HORIZ METAL REVEAL	FIBREGLLET	1-1/2" METAL BEGLET			BLACK

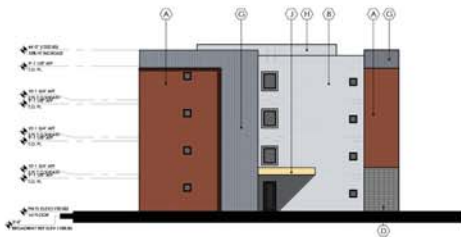


**WEST ELEVATION**  
 CALOR 00000000 0 0000



**EAST ELEVATION**

SCALE: 1/16" = 1'-0"



**NORTH ELEVATION**

SCALE: 1/16" = 1'-0"



**SOUTH ELEVATION**

SCALE: 1/16" = 1'-0"

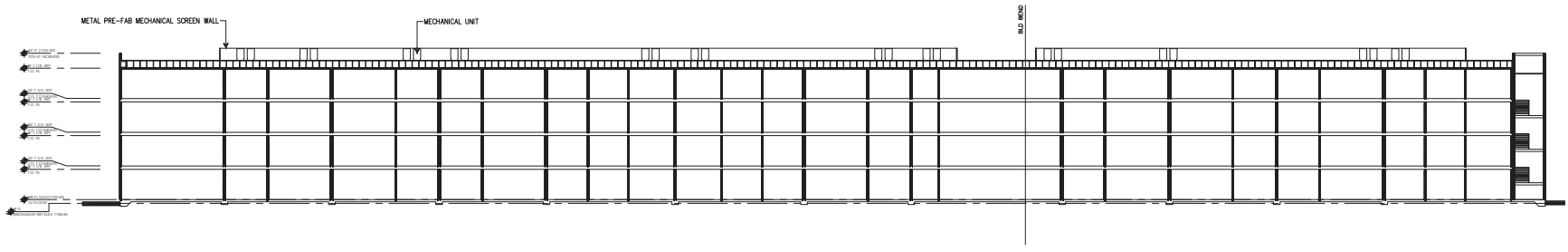
EXTERIOR MATERIAL SCHEDULE				PAINT SCHEDULE		
TAG	MATERIAL	MANUFACTURER	PRODUCT NO./ COLOR/ FINISH	NOTES	MANUFACTURER	COLOR
A	3 COAT BRUCCO SYSTEM		LIGHT DASH		DUNN EDWARDS	DEATH CHERRY COCA
B	3 COAT BRUCCO SYSTEM		LIGHT DASH		DUNN EDWARDS	DEATH SPARKLING FROST
C	METAL COPING CAP				DUNN EDWARDS	DEATH DRAW OUR SWORD
D	CONCRETE MASONRY UNIT	SENNETH	TRADITION/MIDWEST SLATE	INTERIOR COLOR BACKFACE STACK BOND	DUNN EDWARDS	DEATH DRAW OUR SWORD
E	METAL CHAMFER RAILING			BALCONY	DUNN EDWARDS	DEATH ASPEN YELLOW
F	3 COAT BRUCCO SYSTEM		LIGHT DASH		DUNN EDWARDS	DEATH ASPEN YELLOW
G	CORRUGATED METAL SIDING	ATAS	20 GA CURVED METAL PANEL		ATAS	SLATE GREY
H	MESH SCREEN WALL	METAL		PREFABRICATED SCREEN WALL	DUNN EDWARDS	DEATH SPARKLING FROST
J	METAL CANOPY	METAL		PREFABRICATED STEEL CANOPY	DUNN EDWARDS	DEATH ASPEN YELLOW
K	HOARD METAL REVEAL	SEBROCKIT	1-1/2" METAL REVEAL			BLACK



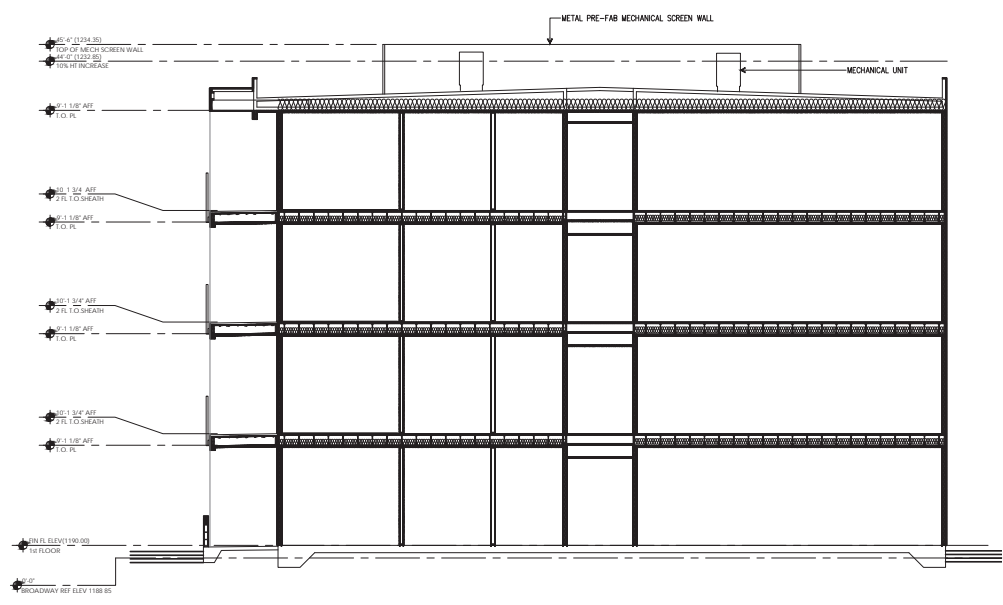
**WEST ELEVATION**

SCALE: 1/16" = 1'-0"

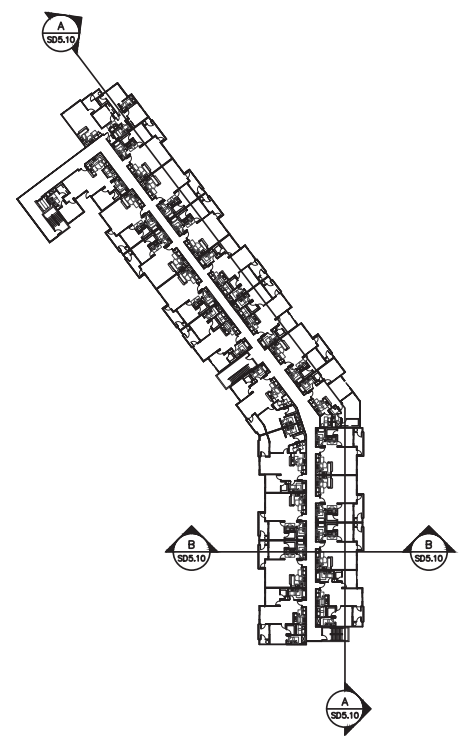




BLD SECTION 0A  
 CAL 000000 0 000



BLD SECTION 0B  
 CAL 000000 0 000





**EAST ELEVATION - COUNTRY CLUB WAY**  
 SCALE: 1/16" = 1'-0"



**SOUTH ELEVATION - BROADWAY RD**  
 SCALE: 1/16" = 1'-0"









PHOTO 1



PHOTO 2





PHOTO 3



PHOTO 4



PHOTO 5



PHOTO 6





PHOTO 7



PHOTO 8



PHOTO 9



PHOTO 10





PHOTO 11

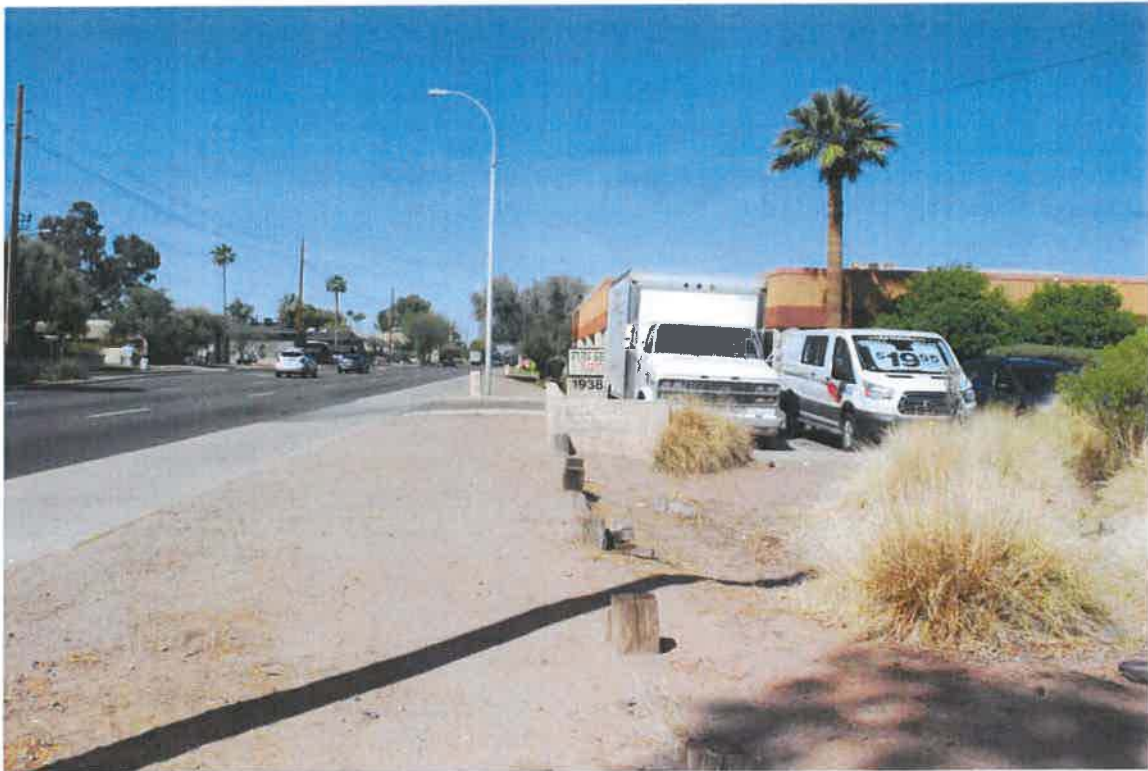


PHOTO 12





PHOTO 13



PHOTO 14



PHOTO 15



PHOTO 16



May 7, 2018

Diana Kaminski  
City of Tempe  
Community Development Dept.  
31 East Fifth Street  
Tempe, AZ 85281



RE: Neighborhood Meeting Notes, May 2, 2018  
Location: Escalante Center - Senior Center  
2150 E. Orange – Multipurpose Room 6:00PM – 7:30PM

#### Meeting Results:

There were 5 “residents” who attended (sign-in sheet is attached). In addition to yourself, there were two representatives from Quyp Development Services; Anthony Hinrichs and Ed Reichenberg, and finally myself.

Although we attempted to follow an agenda where I was intending to review the General Plan process leading to rezoning, the Public Hearings, then questions; Ann Till began immediately with questions and seemed determined to resolve her issues first. The presentation then resorted to a series of short presentations about certain portions of the project with questions in between. Highlights of the issues of concern expressed by the attendees are generally reviewed as follows:

1. After a brief introduction, we reviewed the City’s General Plan 2040, the public outreach efforts to create the plan and how that impacted the property. This included a review of the designated surrounding land uses. Diana K. reviewed the dates associated with the last two General Plan updates, and the next will start in approximately 3 years. Diana also qualified the difference between the General Plan land use and the subsequent zoning process. I believe this was an important revelation to those attending. This explained how Quyp was able to request the R-4 zoning on this particular site.
2. The context for the project was described by reviewing the existing surrounding land uses, the existing zoning, and describing the differences between the R-3 and the R-4 zoning districts. This segment also included a comparison of the relative sizes of the land parcels, the floor plans of this project compared to the Willow Creek apartments. We then compared the architecture of the adjacent apartment flats with exterior loaded units with our 4 story project with interior loaded units.
3. There was a request to save the two existing eucalyptus trees located at the southwest corner of the property. Their survival will be determined during the next level of detailed design involving any off-site requirements, such as the widening the Broadway Road sidewalk to 8 feet in width, and considering the City’s concerns for certain eucalyptus species that are characteristically surfaced rooted and the fact that these trees are “week wooded” and susceptible to wind damage. The interest was expressed by Mr. Griffiths, a resident who lives at 1952 E. El Parque Drive. This project could be visible from his backyard and the eucalyptus trees might help screen his view.

4. The site plan was presented and described, setbacks reviewed, on-site circulation, building access limited to 4 locations, covered parking, screen walls, and open space amenities. There were some concerns expressed about the building height. This prompted additional discussion about the Use Permit Standard for the additional 10% / 4' in building height from 40' to 44'. There was some appreciation for the building's setback as compared to what has been constructed along Apache Road as a means to mitigate the building's height.
5. We discussed the various types of multi-family projects in the area, their zoning, and how this project compares; building heights, density, open space, parking, etc. Of particular importance was our site planning. Our Apartment building is setback 69' from Broadway Rd ROW and 81' from Country Club Way, plus there will be street trees and additional trees on site that will help to screen the view and mitigate the visual height of our 4 story building.
6. The project landscape was described, including tree species and their characteristics. Some the CPTED design criteria were reviewed as well.
7. The building elevations were presented and described. There were a few questions about the materials and the patios.
8. There is a lot of interest for the extension of a pedestrian/bicycle ramp over or under the UP Railroad.
9. The attendees all favored a traffic signal installed at the corner of Broadway Road and Country Club Way. We reviewed our Traffic Impact Study and that the signal had been requested by the Traffic Engineering Department. Although the study did not specifically meet warrants based on the results of this project, the City may elect to install a signal.
10. Discussions with the John Curry Elementary School and the Connelly Middle School established that no elementary students walk to school that reside north of Broadway Road. These students are all bussed. The Middle school indicated that there were 20 students who reside north of Broadway Road that walk to school, and those students use the signal at S. River Drive to cross Broadway Road.

In my own opinion, I believe we ended the presentation with those residents having a much better understanding of the General Plan, its relationship with zoning, and because of the site planning at least reducing some of their initial concerns about the project. Several thanked us for making the presentation and stated that they thought the project looked good. Ann Till indicated that she had learned a lot more about the project, appreciated the efforts made with the setbacks, but still concerned about the precedent this project may have on surrounding land uses.

Call with any questions.

Jack

CC: Quyp Dev Services  
File

## Jeanne Smith

---

**From:** [REDACTED]  
**Sent:** Friday, April 20, 2018 1:29 PM  
**To:** Jack Gilmore; diana\_kaminski@tempe.gov; councilcommunicator@tempe.gov  
**Cc:** [REDACTED]  
**Subject:** Apartment Project: NW corner Broadway/Country Club Way  
**Attachments:** FromGilmore.pdf; CountryClubWayBikePed.pdf

Last week, I received a letter by mail (attached file "FromGilmore.pdf"). Thank you for providing information about the proposed development. It is difficult to read some parts as the lettering is small. I look forward to the May 2<sup>nd</sup> meeting so that I can learn more about the project.

After going to a few nearby apartments and discussing with neighbors via neighborhood Facebook and Nextdoor sites, my comments are as follows:

- (1) nearby apartments are over 90% full so some new apartments seem needed. It seems that existing larger units tended to be full ... so larger units such as 2 and 3 bedroom seem to be more needed. Most 2 bedroom units in the area were full (none offered 3 bedroom units). There seemed to be an overabundance of 1 bedroom units available. Most existing units seemed affordable but I'm not sure what the standard for affordable housing is.
- (2) will oppose R4 zoning and the height; neither are appropriate for this area and don't want to see a precedent set for future building.
  - a. The taller height is inconsistent with the rest of the apartments and other buildings in this area so is not appropriate. There are no buildings this tall along this stretch of Broadway. This structure should not be allowed go higher than the usual height (which I believe is 35').

NOTE: All existing apartments in this area are two story except Coronado Apartments at 1865 E. Broadway; see picture below which shows that Coronado actually went below street elevation on the first floor to reduce the height.
  - b. the other apartments in the area are R3 zoned. Would like zoning for this new development to be R3. The R4 density is not appropriate for this area
- (3) Concern about enough open spaces:
  - a. The proposed apartment plan lacks open/landscaped space. It appears to be mostly parking lot and a pool. All the other apartments in the area offer significant green space. See pictures below. Maybe not a concern, but will residents of the new apartments area tend to wonder into the nearby Willow Creek area to take advantage of their green space; there are not a lot of other good walking spaces on that side of Broadway.
  - b. the developer and/or city need to find open space such as a park, etc. in this area to support the current and additional population
- (4) With the increase in population in this area due to new apartment, traffic control light with left and right turn arrows needs to be added at Country Club Way and Broadway.
- (5) very important ... the city needs to put top priority on the Country club way bike/pedestrian route; the meeting with the railway to allow this route needs to be scheduled now! See attached file "CountryClubWayBikePed.pdf", which shows the routing across the railroad track. Perhaps the city can pull in the various new multifamily developments on both sides of the railway to support the Country club way project (which would be extremely beneficial to them/their residents)
  - a. South of railway benefits: route would enable the new (and existing) apartment residents safe and easy access to light rail. This benefits all neighborhoods south of the railway.
  - b. North of railway benefits: route would enable residents north of the railroad safe and easy access to shopping, etc. south of the rail.



Let's get this needed connection to/from the Urban Core in progress so that the neighborhoods can share the benefits of each area.

Note: I predict that there will be more multifamily developments in the future in this section (in addition to the one requested) so items 4, 5, and 6 are very important considerations.

Thanks

Anne Till  
Alameda Meadow Neighborhood Chair

## **Coronado apartments go below street level**



## **Green Space in Nearby Apartments**





**Jeanne Smith**

---

**From:** [REDACTED]  
**Sent:** Sunday, April 29, 2018 6:58 PM  
**To:** Jack Gilmore  
**Subject:** Broadway and Country Club Way apartments

I am a resident of Tempe and live close to the proposed apartment project I will not be in town for the May 2 meeting, but I have read Ann Till's comments. I agree with all the points she raised. I do think 4 stories is too high for our area.  
Bonnie Willard

[REDACTED]

Sent from my iPhone



## Jeanne Smith

---

**From:** Jack Gilmore  
**Sent:** Wednesday, April 25, 2018 3:31 PM  
**To:** Diana Kaminski  
**Cc:** [REDACTED]  
**Subject:** Contact from Curry Elementary School  
**Attachments:** Voice Mail for Jack from TEMPE ELEM - LA (4809661637) on 2018-04-25 12:44 PM MDT

Diana:

I have attempted to make contact with Curry Elementary and with the Connelly Middle School regarding traffic concerns. These two schools are both situated south of Broadway at the end of Country Club Way, which is a cul-de-sac used primarily for the Middle School Staff and facilities servicing.

1. Curry Elementary School: Nick McGee is the Assistant Principal, (480) 894-4008.

Nick returned my call (today) and let me know that they do not have any of their students that cross Broadway at Country Club. All of their students north of Broadway are bussed, including the Willow Creek Apts. This school is situated southwest of the Connelly Middle School. All vehicular access for drop-off and pickup is oriented to the portion of Country Club Way that is located further south, approximately 630' south of the cul-de-sac that leads to Broadway Road.

2. Connelly Middle School: Placed another call to the "office" (480) 967-8933, and spoke to Lizzet (sp) who informed me that at most there are 20 students that walk from the neighborhood north of Broadway, the balance of their students are bussed.

Reviewing the extensive area north of Broadway between Country Club Way and Price Road / Loop 101, there are at least 5 multi-family projects that could all be the source of their 20 students. So. River Drive is signalized at Broadway Road providing the most direct access to the main entrance off E. Concorda Drive for the majority of these students. The Willow Creek Apartments has a main entrance at their southeast corner, only 170' from the signalized crosswalk at So River Dr. There is certainly the potential for some students to want to cross at Country Club Way, however; with the signalized crossing at the So River Dr., and the orientation of area pedestrian traffic to this signal, it seems more likely that these middle school students would use the signalized crossing.

Diana, call with questions.

Jack Gilmore



**Jeanne Smith**

---

**From:** [REDACTED]  
**Sent:** Wednesday, May 02, 2018 3:14 PM  
**To:** Jack Gilmore  
**Subject:** Hi density housing

The Shalimar community and surrounding neighborhoods should let the city council that they will be voted out of office if they allow any high density housing in the Shalimar area. It would stress the schools in the area beyond belief.

Robert F. Lundin  
[REDACTED]

**Jeanne Smith**

---

**From:** [REDACTED]  
**Sent:** Wednesday, May 02, 2018 11:31 AM  
**To:** Jack Gilmore  
**Subject:** Re: apartment plans for country club and bdwy

My husband and I are against 4 story apartments on this site! There are not any other 4 story apartments on Broadway East of McIntock! This is to much density for this lot! Karen and Mike Green. [REDACTED]

[Sent from Yahoo Mail on Android](#)

**Jeanne Smith**

---

**Subject:** RE: Apartment Project: NW corner Broadway/Country Club Way

Ann:

Thank you for the note and expressing your interest and concerns.

---

**From:** [REDACTED]  
**Sent:** Friday, April 20, 2018 1:29 PM  
**To:** Jack Gilmore; diana\_kaminski@tempe.gov; councilcommunicator@tempe.gov  
**Cc:** [REDACTED]  
**Subject:** Apartment Project: NW corner Broadway/Country Club Way

Last week, I received a letter by mail (attached file "FromGilmore.pdf"). Thank you for providing information about the proposed development. It is difficult to read some parts as the lettering is small. I look forward to the May 2<sup>nd</sup> meeting so that I can learn more about the project.

After going to a few nearby apartments and discussing with neighbors via neighborhood Facebook and Nextdoor sites, my comments are as follows:

- (1) nearby apartments are over 90% full so some new apartments seem needed. It seems that existing larger units tended to be full ... so larger units such as 2 and 3 bedroom seem to be more needed. Most 2 bedroom units in the area were full (none offered 3 bedroom units). There seemed to be an overabundance of 1 bedroom units available. Most existing units seemed affordable but I'm not sure what the standard for affordable housing is.

*This application is requesting the City's approval to develop a multi-family project consisting of 90 units within a single 4 story structure. There are seven dwelling unit types in the project. There are 50 one-bedroom units that will be 851sf or 994sf, 36 two-bedrooms units that range between 1,202sf – 1,395sf, and 4 three-bedroom units that will be 1,480sf, for a total of 90 units. A private exterior open space will be provided for each unit. These units will be accessed from an interior central corridor. The intent is to introduce a unique residential unit that is not currently available. As you may be aware, the Willow Creek Apartments were designed as apartment flats, meaning they include an arrangement of similar 2 story buildings that are exterior loaded that look out onto open spaces. They include a studio unit that is 405sf, they have 3 one-bedroom units ranging from 630sf to 650sf, and their 2-bedroom units 850sf or 900sf.*

*The City's General Plan 2040 is promoting the higher density projects along the arterial corridors and thereby preserving the older established neighborhoods. This same General Plan specifically calls for Multi-Family development on this site with an allowable density of 25 units to the acre. That designation reflects the R-4 zoning classification which permits structures up to a maximum height of 40'. We have requested a Use Permit Standard that would allow an additional 10% or 4' of building to 44'. This additional height allows the units to have a higher ceiling height, which is a popular feature and provides an important marketing element that is in demand for the young professionals and couples who are seeking these types of units in urbanized areas.*

- (2) will oppose R4 zoning and the height; neither are appropriate for this area and don't want to see a precedent set for future building.
  - a. The taller height is inconsistent with the rest of the apartments and other buildings in this area so is not appropriate. There are no buildings this tall along this stretch of Broadway. This structure should not be allowed go higher than the usual height (which I believe is 35').

NOTE: All existing apartments in this area are two story except Coronado Apartments at 1865 E. Broadway; see picture below which shows that Coronado actually went below street elevation on the first floor to reduce the height.
  - b. the other apartments in the area are R3 zoned. Would like zoning for this new development to be R3. The R4 density is not appropriate for this area

*For reference, the Willow Creek Apartments immediately east and the Tempe Vista Apartments to the southeast are both zoned R-3. The maximum building height is 30', the maximum density is 20 Du/Ac, and the minimum open space is 25%. Our request is for R-4 that has a maximum height of 40', a maximum density of 25 Du/Ac, and the same minimum open space requirement of 25%.*

*As referenced above, the General Plan should be viewed as the City's long range development plan. It is used as the reference guide for decisions involving the placement and density/intensity of various land uses. Through many public outreach opportunities, the City reached out to Tempe residents seeking input, and that consensus building effort resulted in the General Plan 2040 that indicates the potential for higher density multi-family on this property. The plan also recommends that higher intensity projects should be oriented along the arterial frontages. This enhances the area commerce, and promotes pedestrian and transit oriented circulation.*

(3) Concern about enough open spaces:

- a. The proposed apartment plan lacks open/landscaped space. It appears to be mostly parking lot and a pool. All the other apartments in the area offer significant green space. See pictures below. Maybe not a concern, but will residents of the new apartments area tend to wonder into the nearby Willow Creek area to take advantage of their green space; there are not a lot of other good walking spaces on that side of Broadway.
- b. the developer and/or city need to find open space such as a park, etc. in this area to support the current and additional population.

*The City will require a minimum open space of 25%, our calculation for this project is closer to 30% . The closest park as I expect that are aware is Sellah Park that is located on the west side of the Curry Elementary School. There is a direct route due south on Country Club Way that leads to an alley along the north side of the school, approximately 1,620 or .3 of a mile from our project corner.*

(4) With the increase in population in this area due to new apartment, traffic control light with left and right turn arrows needs to be added at Country Club Way and Broadway.

*Our Traffic Engineer has prepared a Traffic Impact Study and his opinion is that a signal is not warranted at this time. There is some debate with the City Engineer. With the signal at River Drive to the east, there are spacing gaps that occur at regular intervals that permit turning movements to and from Country Club Way from Broadway Road. A signal may not be warranted at this time, but could be in the future.*

(5) very important ... the city needs to put top priority on the Country club way bike/pedestrian route; the meeting with the railway to allow this route needs to be scheduled now! See attached file "CountryClubWayBikePed.pdf", which shows the routing across the railroad track. Perhaps the city can pull in the various new multifamily developments on both sides of the railway to support the Country club way project (which would be extremely beneficial to them/their residents)

- a. South of railway benefits: route would enable the new (and existing) apartment residents safe and easy access to light rail. This benefits all neighborhoods south of the railway.
- b. North of railway benefits: route would enable residents north of the railroad safe and easy access to shopping, etc. south of the rail.

Let's get this needed connection to/from the Urban Core in progress so that the neighborhoods can share the benefits of each area.

*Our project is on board with this very important connection and will be glad to help support the local efforts to get this approved.*

Note: I predict that there will be more multifamily developments in the future in this section (in addition to the one requested) so items 4, 5, and 6 are very important considerations.

Thanks

Anne Till  
Alameda Meadow Neighborhood Chair



- ▼ Transportation
  - FAQ- Transportation
  - Adopt An Alley, Path or Street
  - Advertising
  - Art in Transportation
  - Barricading Permits
  - ▼ Bicycle & Ped
    - Block Parties
  - ▼ Bus
    - Don Cassano Community Room
    - Energy Efficient LED Streetlights
    - EVBOM
    - First St., Ash Ave. & Rio Salado Pkwy. Design Concepts
    - Intersection Sight Distance Requirements
    - ITS
  - ▼ Light Rail
    - Mary O'Connor Memorial Bus Shelter
  - ▼ McClintock Drive
    - Oversized Vehicles
    - Paratransit
    - Parking
    - Quiet Zone
    - Research
    - Residential Parking Permits
    - Speed Humps
    - Streets/Traffic Ops
    - Street Closures & Restrictions
  - ▼ Streetscape Projects
    - 13th Street
    - Alameda Drive
    - Broadway Road
    - College Avenue
    - Country Club Way
    - Eighth Street
    - Fifth Street Farmer to College
    - Fifth Street Priest to Farmer
    - Hardy Drive
    - Mitchell Park East/West
    - University Drive
    - Streetcar
    - STEP
    - Tempe In Motion
    - Title VI
    - Transit Center
    - Traffic Counts
    - Transit History
    - Transportation Commission
    - Transportation Impact Studies
    - Transportation Master Plan
    - Vision Zero
    - Youth Transit Pass Program



[City Hall](#) » [Public Works](#) » [Transportation](#) » [Streetscape Projects](#)

# COUNTRY CLUB WAY STREETScape PROJECT

Font Size: [+](#) [-](#) [Share & Bookmark](#) [Feedback](#) [Print](#)

This project is included in the Transportation Master Plan and spans seven miles along Country Club Way between Warner Road south of ASU Research Park and Tempe Town Lake. In May 2016, the Transportation Commission provided consensus with submitting this project for a Maricopa Association of Governments grant. The project connects to several regional multi-use paths, bicycle pedestrian corridors, schools, parks, and major destinations, as well as to light rail and other major transit. It would include public art, enhanced sidewalks, shared use path and bike lanes, signalized street intersections & mid-block crossings, raised medians, railroad crossing, and landscaping.

## TIMELINE

1. Construction TBD, pending funding.

## COMMENT

Public meetings were held April 18 and April 29, 2017. Online public comment was available from April 18 to May 9, 2017. [Read the comments submitted in April 2017.](#)

Public meetings were held Sept. 16 and Sept. 25, 2017. [Review the design concepts below under the documents tab.](#) Online public comment was available from Sept. 15 to Oct. 4, 2017. [Read the comments from September 2017.](#)

## FUNDING

**Design:** \$83,000 Congestion Mitigation and Air Quality Improvement grant.  
**Construction:** Unfunded.

## CONTACTS

**Robert Yabes**  
480-350-2734  
[robert\\_yabes@tempe.gov](mailto:robert_yabes@tempe.gov)

## DOCUMENTS

- [Transportation Master Plan](#)
- [Comments from September 2017](#)
- [Sept. 2017 Opportunities & Constraints Rio Salado to Alameda](#)
- [Sept. 2017 Opportunities & Constraints Alameda to Guadalupe Rd](#)
- [Sept. 2017 Opportunities & Constraints Guadalupe Rd to Warner Rd](#)
- [Sept. 2017 Glossary](#)
- [Sept. 2017 Tempe Marketplace & ASU Research Park Plan View](#)
- [Sept. 2017 Rio Salado to Broadway Rd Plan View](#)
- [Sept. 2017 Broadway Rd to US 60 Plan View](#)
- [Sept. 2017 US 60 to Elliot Rd Plan View](#)
- [Sept. 2017 Orange Design Segment](#)



# LEGEND

- CORRIDOR ALIGNMENT
- MULTI-USE PATH
- BICYCLE LANE
- BICYCLE ROUTE
- BUS ROUTE
- ORBIT ROUTE
- PARK SITE
- SCHOOL SITE
- LRT STATION
- EXISTING RIGHT OF WAY
- PROPOSED UPRR UNDERPASS
- PROPOSED BIKE SHARE STATION
- EXISTING PEDESTRIAN BRIDGE

# OPPORTUNITIES

- 1 TRAILHEAD / NODE LOCATION
- 2 RIGHT OF WAY GREATER THAN 60 FT.
- 3 EASEMENT OPPORTUNITY
- 4 CONNECTION TO TRANSIT
- 5 CONNECTION TO EXISTING MULTI-MODAL FACILITY
- 6 CONNECTION TO EXISTING RECREATION FACILITY
- 7 CONNECTION TO EXISTING EDUCATIONAL FACILITY
- 8 CONNECTION TO EXISTING PEDESTRIAN BRIDGE
- 9 CONNECTION TO BIKE SHARE STATION
- 10 CONNECTION TO ASU RESEARCH PARK CIRCULATION NETWORK
- 11 CONNECTION TO NEIGHBORHOOD ACCESS POINT

# CONSTRAINTS

- A INTERSECTION ISSUES FOR SAFE CROSSING
- B HISTORIC DESIGNATION
- C RIGHT OF WAY LESS THAN 60 FT.
- D U.P.R.R. CROSSING - LIMITED SPACE CROSSING AREA
- E PRIVATE DEVELOPMENT EASEMENT PARKING LOT LINKAGE
- F PRIVATE DEVELOPMENT EASEMENT ON-STREET SHARED LINKAGE



OC1.0

KEY MAP  
N  
n.t.s.  
scale

N  
n.t.s.  
scale



Harrington Planning + Design  
landscape architecture environmental planning urban design

Opportunities & Constraints  
City of Tempe  
NAG - Country Club Way Bike & Pedestrian Study

OC 1.0  
1 of 3

## Jeanne Smith

---

**From:** Jack Gilmore  
**Sent:** Thursday, May 03, 2018 11:30 AM  
**To:** [REDACTED]  
**Cc:** Diana Kaminski  
**Subject:** RE: Working tonight can't attend

Julian:

There were just 5 "residents" who attended. In addition, Diana Kaminski who is a senior planner with the City of Tempe also attended, as well as myself and two representatives from Quyp Development.

We reviewed the City's General Plan that permits projects with this density on this exact location. We discussed the various types of multi-family projects in the area, their zoning, and how this project compares; building heights, density, open space, parking, etc. Of particular importance was our site planning. Our Apartment building is setback 69' from Broadway Rd ROW and 81' from Country Club Way, plus there will be street trees and additional trees on site that will help to screen the view and mitigate the visual height of our 4 story building.

The façade of the building has a lot of variation in massing, colors, patios, window treatments, etc., that will help to add interest to the street views.

In my own opinion, I believe we ended the presentation with those residents having a much better understanding of the General Plan, its relationship with zoning, and because of the site planning at least reducing some of their initial concerns about the project.

Call with any questions.

Jack

Jack Gilmore



2211 N 7<sup>th</sup> Street  
Phoenix, AZ 85006  
p. 602 266 5622 \ c. 602 999 8860  
[jgilmore@getgilmore.com](mailto:jgilmore@getgilmore.com)  
<http://www.getgilmore.com/>

 Thank you for considering the environment before printing this e-mail

---

**From:** Julianne Smith [REDACTED]  
**Sent:** Thursday, May 03, 2018 8:21 AM  
**To:** Jack Gilmore  
**Subject:** Re: Working tonight can't attend

How did the meeting go?

Sent from my iPhone

On May 2, 2018, at 2:56 PM, Jack Gilmore <[jgilmore@getgilmore.com](mailto:jgilmore@getgilmore.com)> wrote:











Julian:

Feel free to call me with any questions..

Jack Gilmore

<image001.jpg>

2211 N 7<sup>th</sup> Street  
Phoenix, AZ 85006  
p. 602 266 5622 \ c. 602 999 8860  
[jgilmore@getgilmore.com](mailto:jgilmore@getgilmore.com)  
<http://www.getgilmore.com/>

          AA Thank you for considering the environment before printing this e-mail

-----Original Message-----

**From:** Julianne Smith [REDACTED]  
**Sent:** Wednesday, May 02, 2018 2:40 PM  
**To:** Jack Gilmore  
**Subject:** Working tonight can't attend

Sent from my iPhone



## Kaminski, Diana

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**From:** Bonnie Willard <bonnie.rwillard@gmail.com>  
**Sent:** Sunday, April 29, 2018 6:59 PM  
**To:** Kaminski, Diana  
**Subject:** Proposed Broadway and Country Club Way apartment bldg

I am a resident of Tempe and live close to the proposed apartment project I will not be in town for the May 2 meeting, but I have read Ann Till's comments. I agree with all the points she raised. I do think 4 stories is too high for our area.

Bonnie Willard  
bonnie.rwillard@gmail.com

Sent from my iPhone

## Kaminski, Diana

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**From:** tillfam <tillfam@cox.net>  
**Sent:** Friday, April 20, 2018 1:29 PM  
**To:** jgilmore@getgilmore.com; Kaminski, Diana; CM - Council Communicator  
**Cc:** 'Lisa Wakely'; ellietieni@gmail.com; 'Preston Hunter'; 'Lucretia Wilson'; jim@fryfab.com; tillfam@cox.net  
**Subject:** Apartment Project: NW corner Broadway/Country Club Way  
**Attachments:** FromGilmore.pdf; CountryClubWayBikePed.pdf

Last week, I received a letter by mail (attached file "FromGilmore.pdf"). Thank you for providing information about the proposed development. It is difficult to read some parts as the lettering is small. I look forward to the May 2<sup>nd</sup> meeting so that I can learn more about the project.

After going to a few nearby apartments and discussing with neighbors via neighborhood Facebook and Nextdoor sites, my comments are as follows:

- (1) nearby apartments are over 90% full so some new apartments seem needed. It seems that existing larger units tended to be full ... so larger units such as 2 and 3 bedroom seem to be more needed. Most 2 bedroom units in the area were full (none offered 3 bedroom units). There seemed to be an overabundance of 1 bedroom units available. Most existing units seemed affordable but I'm not sure what the standard for affordable housing is.
- (2) will oppose R4 zoning and the height; neither are appropriate for this area and don't want to see a precedent set for future building.
  - a. The taller height is inconsistent with the rest of the apartments and other buildings in this area so is not appropriate. There are no buildings this tall along this stretch of Broadway. This structure should not be allowed go higher than the usual height (which I believe is 35').  
NOTE: All existing apartments in this area are two story except Coronado Apartments at 1865 E. Broadway; see picture below which shows that Coronado actually went below street elevation on the first floor to reduce the height.
  - b. the other apartments in the area are R3 zoned. Would like zoning for this new development to be R3. The R4 density is not appropriate for this area
- (3) Concern about enough open spaces:
  - a. The proposed apartment plan lacks open/landscaped space. It appears to be mostly parking lot and a pool. All the other apartments in the area offer significant green space. See pictures below. Maybe not a concern, but will residents of the new apartments area tend to wonder into the nearby Willow Creek area to take advantage of their green space; there are not a lot of other good walking spaces on that side of Broadway.
  - b. the developer and/or city need to find open space such as a park, etc. in this area to support the current and additional population
- (4) With the increase in population in this area due to new apartment, traffic control light with left and right turn arrows needs to be added at Country Club Way and Broadway.
- (5) very important ... the city needs to put top priority on the Country club way bike/pedestrian route; the meeting with the railway to allow this route needs to be scheduled now! See attached file "CountryClubWayBikePed.pdf", which shows the routing across the railroad track. Perhaps the city can pull in the various new multifamily developments on both sides of the railway to support the Country club way project (which would be extremely beneficial to them/their residents)
  - a. South of railway benefits: route would enable the new (and existing) apartment residents safe and easy access to light rail. This benefits all neighborhoods south of the railway.
  - b. North of railway benefits: route would enable residents north of the railroad safe and easy access to shopping, etc. south of the rail.

Let's get this needed connection to/from the Urban Core in progress so that the neighborhoods can share the benefits of each area.

Note: I predict that there will be more multifamily developments in the future in this section (in addition to the one requested) so items 4, 5, and 6 are very important considerations.

Thanks

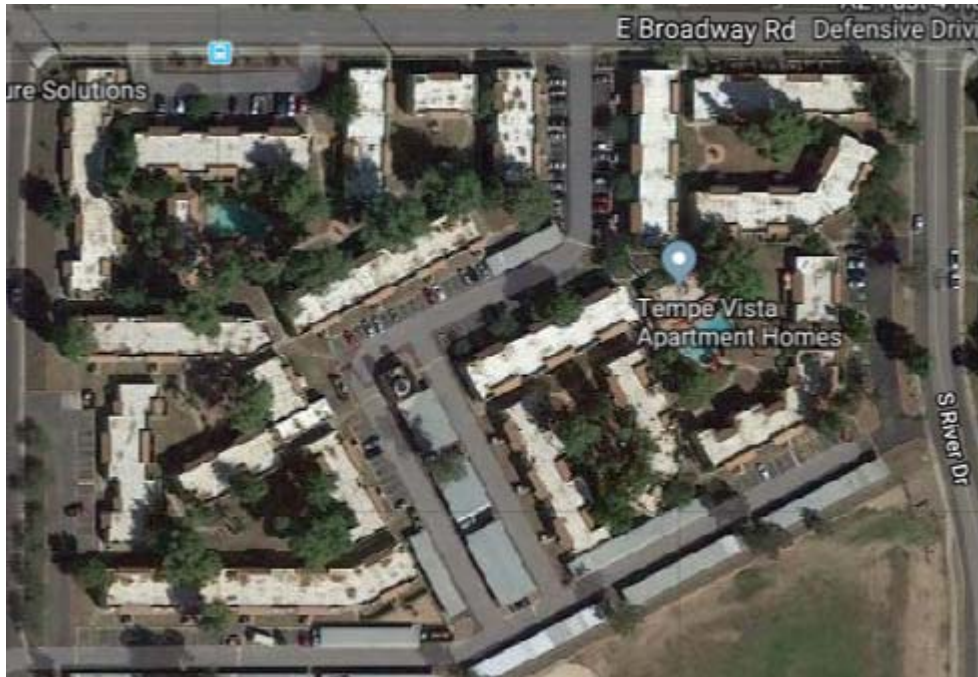
Anne Till  
Alameda Meadow Neighborhood Chair  
602-418-2623

## **Coronado apartments go below street level**



## **Green Space in Nearby Apartments**









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

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

This Waiver of Rights and Remedies under A.R.S. § 12-1134 (Waiver) is made in favor of the City of Tempe (City) by Jewel Investment Company, LP (Owner).

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

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

Owner has submitted Application No. PL180095 – **BROADWAY APARTMENTS**, to the City requesting that the City approve the following:

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

*(Identify Action Requested))*

for development of the following real property (Property):

1980 East Broadway Road, Tempe AZ

Parcel No.: 133-05-001C

