

**CITY OF TEMPE
DEVELOPMENT REVIEW COMMISSION**

**Meeting Date: 12/10/19
Agenda Item: 13**

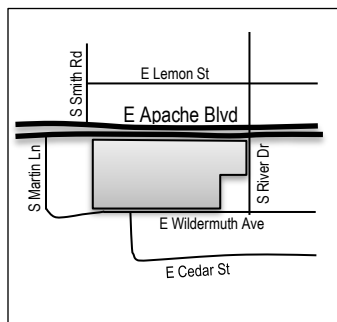
ACTION: Request a Zoning Map Amendment from CSS TOD & R-4 TOD to MU-4 TOD and an Amended Planned Area Development Overlay, to establish development standards for a new one- to three-story, mixed-use development consisting of 636 dwelling units and commercial uses for EASTLINE VILLAGE, located at 2025 East Apache Boulevard. The applicant is Gammage & Burnham, P.L.C.

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: EASTLINE VILLAGE (PL190059) is a phased, mixed-use development containing 636 dwelling units and 37,625 square feet of commercial space. Commercial uses are located at the northwest corner of the site, close to the Smith-Martin/Apache light rail station. Residential units, including 38 live-work units, are arranged in “pod” groupings, which create private, secure courtyards for the residents of each pod. Buildings range between one and three stories. On October 17, 2019, the City Council approved a Development Agreement (D.A.) for Eastline Village which authorized the separation of concurrent processing of the Zoning Map Amendment and Planned Area Development Overlay from the Development Plan Review and permits residential parking ratios of zero (0) for all dwelling units with the intent to create a non-car-dependent community. The request includes the following:

- ZON190001 Zoning Map Amendment from CSS TOD (Commercial Shopping and Services, Transportation Overlay District) and R-4 TOD (Multi-Family Residential General) to MU-4 (Mixed-Use, High Density) TOD.
- PAD190003 Amended Planned Area Development Overlay to establish development standards for a new phased, mixed-use project with a density of 41 du/ac, maximum building height of 55’, maximum lot coverage of 75%, minimum landscape coverage of 25%, with defined setbacks and parking ratios.



Property Owners	Apache LK LLC Apache Partners 4 LLC Apache Partners 5 LLC Apache Partners 6 LLC John I. & Beverly M. Drago Eastline Land Ventures LLC James Edward & Rebecca A. Hopper City of Tempe
Applicant	Manjula Vaz, Gammage & Burnham P.L.C.
Current Zoning Districts	CSS TOD, R-4 TOD, MU-4 PAD TOD
Proposed Zoning District	MU-4 PAD TOD
Gross / Net site area	15.63 acres / 15.56 acres
Density / Number of Units	41 du/ac / 636 units 456 one bedroom 134 two bedroom 8 three bedroom 38 live-work one bedroom
Total Bedrooms	786 bedrooms
Lot Coverage	75% max (no standard)
Building Height	55' (no standard)

Building Setbacks	0' min / 20' (26' Apache Blvd) max front, 0' min / 20' max street side (River Dr), 10' min. west side, 0' min. / 20' max rear (Wildermuth Ave) (no standards)
Landscape area	25% min (no standard)
Vehicle Parking	152 spaces (254 min. required, accounting for D.A.)
Bicycle Parking	627 spaces (627 min. required per TOD)

ATTACHMENTS: Development Project File

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

Department Director: Chad Weaver, Community Development Director

Legal review by: N/A

Prepared by: Karen Stovall, Senior Planner

Reviewed by: Suparna Dasgupta, Principal Planner

COMMENTS:

This site is bounded by Apache Boulevard on the north, Wildermuth Avenue on the south, River Drive on the east, and the Smith Road alignment on the west. The combined parcels, including right-of-way, total 15.63 gross acres and will be reduced to 15.56 acres to accommodate right-of-way dedication along Apache Boulevard. The site is surrounded by multi-family and commercial uses to the north, west and east. To the south, across Wildermuth, there are industrial and office land uses. The Smith-Martin/Apache light rail station is located in the center of Apache Boulevard, at the west end of the site.

The development agreement for this project (see attachments) was approved on October 17, 2019. This agreement permits a variety of deviations from the Zoning and Development Code, including:

- Processing of this Zoning Map Amendment and Amended Planned Area Development without concurrent processing of a Development Plan Review (DPR).
- Processing of the DPR for Phase I of the project (including Phase I Commercial and Phase I Residential) as a public meeting through the Development Review Commission and City Council.
- Processing of future phases (II through V) as Minor DPR applications if they are determined to be substantially similar to Phase I DPR.
- Reduction of required vehicle parking quantities for residential use to zero (0). Without this reduction, the required number of resident vehicle spaces would be 590.
- Exceptions to several TOD requirements related to ground floor uses, building and parking setbacks, wall heights, ground floor windows, and sidewalk widths.

Because the DPR is not being processed concurrently, the applicant has provided design plans and details in addition to those normally submitted for rezoning and PAD applications. While these are included in the attachments, please note that they are conceptual. Building elevation and landscape design will be determined through the Development Plan Review. One specific item to note is that exterior drain pipes shown on the renderings are not approved as part of this PAD.

This request includes the following:

1. Zoning Map Amendment from CSS TOD (Commercial Shopping and Services, Transportation Overlay District) and R-4 TOD (Residential Multi-Family, Transportation Overlay) to MU-4 (Mixed-Use, High Density) TOD.
2. Amended Planned Area Development Overlay to establish development standards for a new phased, mixed-use project with a density of 41 dwelling units per acre (du/ac), maximum building heights of 55', maximum lot coverage of 75%, minimum landscape coverage of 25%, with defined setbacks and parking ratios.

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

For further processing, the applicant will need approval of the Development Plan Reviews for the multiple phases and a Subdivision Plat, to combine the individual parcels into one.

SITE PLAN REVIEW

One preliminary and three formal site plan reviews were conducted in January, March, July, and October 2019. Comments provided by staff included: provide variation in building setbacks, individual building wall planes, and walls along street frontages; eliminate exterior stairs to the “pods” at the perimeter of the project; provide a detached sidewalk along Wildermuth with trees in the planting strip adjacent to the curb; provide more usable open space; use live (not artificial) turf in the large park areas; provide adequate separation between buildings and along fire lanes for proper tree canopy growth; and orient refuse collection areas away from public streets.

The applicant modified plans to address staff’s comments. Conditions are included for right-of-way dedication, construction or funding of the pedestrian/light rail signal on Apache Boulevard, compliance with the parking management plan, and interim dustproofing/landscape treatment for the entire site as the phases are developed.

PUBLIC INPUT

- Neighborhood meeting required
- Neighborhood meeting held: April 24, 2019 from 6:00 p.m. to 7:00 p.m. at the Escalante Community / Multi-Generational Center.
- See attached summary of meeting provided by the applicant.
- Community Development staff attended the meeting. Four individuals from the public attended and expressed support of the project. One individual stated that he would like a bakery in the commercial area of the project.
- As of completion of this report, staff has not received any public input.

DEVELOPMENT REVIEW COMMISSION

This request was introduced and heard at the November 12, 2019 Development Review Commission hearing. The commissioners, applicant, and staff discussed the process that would be required to amend the PAD if future phases incorporate vehicle parking for the residents. Commissioners expressed support of the applications. One individual spoke in support of the applications.

PROJECT ANALYSIS

CHARACTER AREA PLAN

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

- *Landscape Treatments*: the project incorporates plant selections from the character area’s plant palette along with drought tolerant plants to be compatible with the City of Tempe design guidelines.
- *Shade*: shade has been prioritized and is achieved through the use of trees, building/architectural elements, and both solid and transparent materials. This priority is due to the proposed project focusing on the pedestrian experience, both within the development and along the adjacent street frontages.
- *Mobility and Crossings*: the site is situated adjacent to a light rail station and is designed to eliminate the need for the residents to own cars. The parking management plan and operations plan include alternative mobility infrastructure (rideshare, car-share, walking, bicycle and scooter pathways), delivery services, and a resident and

neighbor mobile app to reserve and utilize community amenities. The project proposes a new mid-block pedestrian connection to the light rail station for safe connection to other parts of the city through sustainable forms of transportation.

- *Streetscapes*: public streets at the perimeter of the project are shaded with trees and other landscape elements. Pathways interior to the project are designed for use by vehicles, pedestrians, and scooters and are shaded and landscaped to embrace streets as open space.
- *Live / Work / Innovate*: 38 live-work units are planned for the project, allowing opportunities for start-up businesses and neighborhood services to be offered in close proximity to the residential units.
- *Pedestrian Scale*: commercial spaces, public parks, and landscape design are intended to create a comfortable, human-scaled pedestrian environment. The project incorporates on-street parking, ground floor activity along Apache, avoids the superblock design, and provides shade at building entrances, patios, and sidewalks.
- *Green Infrastructure*: the parking and hardscape areas include stabilized decomposed granite as well as permeable pavers to aid runoff and conservation.
- *Connectivity*: public pathways are provided throughout the development to help residents and visitors connect throughout the project and to neighboring properties.
- *Walkable Commercial*: the commercial and mixed-use components of the project are designed with walkable connections that eliminate the need for driving.
- *Neighborhood Identity*: the architectural character of Eastline Village will be unique to this site, unseen elsewhere in the City.
- *Pocket Parks + Parklets*: open green space and pocket parks are proposed to provide outdoor community among the public and residents of the site.
- *Public / Private Art*: art will be provided through wayfinding devices, building mounted art objects, and murals.

ZONING

Most of the site is currently zoned MU-4 TOD PAD from the original Eastline Village approval that occurred in 2016. This request is to rezone approximately .3 acres of CSS TOD (Station Area) and 2.4 acres R-4 TOD (Corridor Area) to MU-4 TOD (Corridor Area). Both CSS TOD and R-4 TOD permit a residential density of 25 du/ac. For CSS, a use permit is required to allow a residential use. The proposed zoning district, MU-4 TOD, has no maximum density; the density is set by the associated PAD, which would allow up to 41 du/ac.

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

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

1. *The proposed zoning amendment is in the public interest*; the proposed project will permit an increase in residential density along the light rail corridor.
2. *The proposed zoning amendment conforms with and facilitates implementation of the General Plan*; the proposed zoning will conform with the proposed General Plan 2040 land use and density projections.

PLANNED AREA DEVELOPMENT

The applicant requests a PAD Overlay consisting of 598 apartment units, 38 live-work units, and 37,625 square feet of commercial space (including commercial area of live-work units) with a maximum building height of 55 feet top of top. The combined building area of all five (5) phases totals 537,567 square feet. See the attachments for the applicant's phasing plan. The table below shows a comparison of the development standards for the existing Eastline Village PAD and the proposed 1st Amended PAD.

Development Standard	Existing MU-4 (PAD)	PROPOSED MU-4 (PAD)	Change
Site Area (gross)	13.56 acres	15.63 acres	Increase
Residential Density (du/ac)	51	41	Decrease
Bedrooms	1,002	786	Decrease
Building Height (feet) [Exceptions, see Section 4-205(A)]			
Building Height Maximum	90'	55'	Decrease
Building Height Step-Back Required Adjacent to SF or MF District [Section 4-404, Building Height Step-Back]	Yes	Yes	--
Maximum Lot Coverage (% of net site area)	75%	75%	--
Minimum Landscape Area (% of net site area)	25.2% (ground level +deck)	25%	--
Setbacks (feet) (a) [Exceptions, see Section 4-205(B)]			
Front (Apache Blvd.)	0' min / 20' max	0' min / 20' (26' max along Apache only)	Increase
Side (interior)	0'	n/a	--
Side (west property line)	10'	10'	--
Street Side (River Dr.)	0' min / 20' max	0' min / 20' max	--
Rear (Wildermuth Ave.)	0' min / 20' max	0' min / 20' max	--
Parking & Maneuvering	20'	20'	--

The proposed density, building height, lot coverage, and landscape area are appropriate for the site. The proposed 55-foot maximum building height is lower than or similar to other infill sites along the light rail corridor and adjacent to project. Adequate open space areas have been integrated into the design to create human-scaled massing at street frontages and usable areas for residents and visitors.

Vehicle Parking

The D.A. approved in October 2019 permits residential parking ratios of zero (0) for all dwelling units. The applicant has submitted a parking study intended to justify alternative parking ratios for the guest and commercial components of the project. According to this study, which uses the commercial parking ratios per the proposed Urban Code District, 119 non-resident parking spaces are needed for the project, and 152 are provided. This project will also implement a parking management plan (see attachments) to reduce car dependency for residents. Stipulations are included to require that future property management follow this plan and that the number of on-site vehicle parking spaces is not significantly increased.

Without taking the D.A. into consideration, the Zoning and Development Code (ZDC) requires 717 residential spaces (resident + guest) and 127 commercial spaces for a total of 844. The table below is an analysis of the vehicle parking required by the ZDC, minus the resident parking waived by the D.A., compared to that proposed through the PAD.

Unit Type	Unit Quantity/ SF	TOD Ratio	Quantity Required per TOD	Proposed PAD Ratio	Quantity Required per Proposed PAD
1 bedroom	456	n/a (per DA)	0 (per DA)	0	0
2 bedroom	134	n/a (per DA)	0 (per DA)	0	0
3 bedroom	8	n/a (per DA)	0 (per DA)	0	0
Live-Work (1 bedroom)	38	n/a (per DA)	0 (per DA)	0	0
Guest (636 total)	--	0.2 spc. / unit	127	.1 spc. / unit	64 (0.1 space per unit)
Bar*	1,188 s.f.	50% waived, then 1/50 s.f.	0	1 st 5,000 s.f. waived, then 1 spc. / 500 s.f.	6.8
Restaurant**	7,202 s.f.	50% waived then 1/75 s.f.	78.53		
Office/Retail/Live-Work Office	29,235 s.f.	50% waived, then 1/300 s.f.	48.72	1 st 5,000 s.f. waived, then 1 spc. / 500 s.f.	48.5
Total Required			254		119 (152 provided + 16 delivery, 14 rideshare, 19 carshare)

*Bar and restaurant parking waived for 50% of floor area, not to exceed 2,500 s.f. 2,500 - 1,188 = 1,312 s.f. waived remaining

** Bar and restaurant parking waived for 50% of floor area, not to exceed 2,500 s.f. 7,202 – 1,312 = 5,890 s.f.

Traffic

A traffic impact analysis (TIA) was provided by the applicant and approved by the Public Works Department. A condition is included that requires a pedestrian/light rail signal be installed across the south side of Apache Boulevard, as identified in the TIA. The executive summary is included as an attachment.

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

1. *The development fulfills certain goals and objectives in the General Plan and the principles and guidelines of other area policy plans. Performance considerations are established to fulfill those objectives.* The development fulfills the goals of the General Plan by increasing the residential density through the development standards to comply with the projected residential density. The project incorporates several commercial components to satisfy the mixed-use land use designation. Many of the Apache Character Area design principles have been incorporated into the project design.
2. *Standards requested through the PAD Overlay district shall take into consideration the location and context for the site for which the project is proposed.* The requested development standards take the site context into consideration. While not all TOD requirements are met, the project encourages a pedestrian-friendly atmosphere along all street frontages and within the development. A parking reduction is requested, accounting for the project's no resident vehicle model and location near a public transit corridor, along with its adjacency to a light rail station.
3. *The development appropriately mitigates transitional impacts on the immediate surroundings.* The site is adjacent to existing multi- and single-family uses. The plan provides perimeter building setback and landscape buffers to mitigate impacts to these uses.

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 flexibility, including flexible building heights, setbacks, landscape areas, and parking.
4. The proposed project meets the approval criteria for a Zoning Map Amendment and Planned Area Development Overlay.

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

ZONING AMENDMENT AND PLANNED AREA DEVELOPMENT

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. A building permit application shall be made within two years of the date of City Council approval or the zoning of the property may revert to that in place at the time of application. Any reversion is subject to a public hearing process as a zoning map amendment.
2. The property owner(s) shall sign a waiver of rights and remedies form. By signing the form, the Owner(s) voluntarily waive(s) any right to claim compensation for diminution of Property value under A.R.S. §12-1134 that may now or in the future exist, as a result of the City's approval of this Application, including any conditions, stipulations and/or modifications imposed as a condition of approval. The signed form shall be submitted to the Community Development Department no later than 30 days from the date of City Council approval, or the Zoning Map Amendment and PAD approval shall be null and void.
3. The 1st Amended Planned Area Development Overlay for Eastline Village shall be put into proper engineered format with appropriate signature blanks and kept on file with the City of Tempe's Community Development Department within sixty (60) days of the date of City Council approval and prior to issuance of building permits.
4. An amended Subdivision Plat is required for this development to combine the multiple parcels into one and shall be recorded prior to issuance of building permits. Alternatively, the Owner's execution of a Covenant and Agreement to Hold Property as One Parcel may be permitted in lieu of recording the subdivision plat while the plat is being finalized. If this occurs, the plat must be recorded prior to issuance of the first Certificate of Occupancy.
5. **Dedication of additional right-of-way on Apache Boulevard to provide for a minimum total half-street width of 55 feet shall be made prior to issuance of the first building permit.**
6. **Prior to issuance of the first certificate of occupancy for Phase I – Residential, the developer shall construct the pedestrian/light rail crossing on Apache Boulevard or money for the crossing shall be placed in escrow. The escrow dollar amount shall be determined by a third party engineer's estimate. The pedestrian/light rail crossing design plans shall be submitted to and approved by the Engineering and Transportation Department.**
7. **The development shall comply with the Eastline Village Parking Management Plan, dated October 8, 2019.**
8. **The number of on-site vehicle parking spaces shall not be increased more than one hundred and ten percent (110%) of the number currently shown on the site plan.**
9. **Prior to issuance of the first building permit, a landscape plan for the temporary treatment of the entire PAD site shall be submitted and approved by the Planning Division. Temporary landscaping shall be provided per the plan prior to issuance of the first Certificate of Occupancy.**

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.

ZONING AND DEVELOPMENT CODE:

- Specific requirements of the **Zoning and Development Code (ZDC)** are not listed as a condition of approval, but will apply to any application. To avoid unnecessary review time and reduce the potential for multiple plan check submittals, become familiar with the ZDC. Access the ZDC through www.tempe.gov/zoning or purchase from Community Development.

HISTORY & FACTS:

2001 E. Apache Boulevard

1976-1990 Property record cards show various inspections and permits for Horseshoe Trailer Court.

2011 E. Apache Boulevard

1961-1985 Property record cards show various inspections and permits for Jensen Patio Brick, Corp.

2019 E. Apache Boulevard

1959-1969 Property record cards show various and permits for Hi-Way Motel and Hi-Way Grocery.

February 7, 1980 Design Review Board approved the building modification for HI-WAY MOTEL (DR-80.17), located at 2019 E. Apache Blvd.

2021-2025 E. Apache Boulevard

December 21, 1987 Board of Adjustment approved a request by UNITED RECOVERY SERVICE (A-87-12.22) for two use permits:
1. To allow the sale of second-hand merchandise and;
2. To allow the sale of used (repossessed) vehicles, located at 2021 E. Apache Blvd.

January 20, 1988 The Design Review Board approved a request for building elevations, site and landscape plan for UNITED RECOVERY SERVICE (DR-88.17), located at 2021 E. Apache Blvd.

2029 E. Apache Boulevard

1960-1967 Property record cards show various and permits for Sands Tavern.

2035 E. Apache Boulevard

September 15, 1958 A building permit was issued for White Spot Cafe.

May 15, 2001 Hearing Officer approved a request by ROOF CARE CENTER, INC. (BA010061) for a Use Permit to allow a roof maintenance business and a Variance to allow existing conditions to remain and waive all Ordinance 808 Part 3 & 4 requirements, located at 2035 E. Apache Blvd.

2041 E. Apache Boulevard

1959-1961 Property record cards show various and permits for Jolinda Motel.

February 16, 1961 The Zoning Board approved a Use Permit for one trailer for family use.

February 15, 1962 The Use Permit for one trailer for family use was extended for a period of one year.

2051 E. Apache Boulevard

1959-1966 Property record cards show various and permits for Tip Top Motel & Breakfast Shop.

April 28, 1966 A building permit was issued to construct a trailer court for three trailers.

February 25, 1998 Board of Adjustment approved a Use Permit for a ministry for STREEST OF JOY (BA980003), located at 2051 E. Apache Blvd.

June 24, 1998 Board of Adjustment reviewed the Use Permit for a ministry for STREEST OF JOY (BA980003), located at 2051 E. Apache Blvd., to verify compliance with conditions of approval.

October 28, 1998 Board of Adjustment reviewed the Use Permit for a ministry for STREEST OF JOY (BA980003), located at 2051 E. Apache Blvd., to verify compliance with conditions of approval.

April 28, 1999 Board of Adjustment reviewed the Use Permit for a ministry to verify compliance with conditions of approval and approved multiple Variances for site clean-up for STREEST OF JOY (BA980003), located at 2051 E. Apache Blvd.

2059 E. Apache Boulevard

1961-1975 Property record cards show various and permits for Midway Trailer Park.

2067 E. Apache Boulevard

1958-1986 Property record cards show various and permits for Dearborn Motel and Dearborn Trailer Court.

2075 E. Apache Boulevard

1959-1985 Property record cards show various and permits for Polar Bear Motel.

2083-2085 E. Apache Boulevard

December 15, 1958 Permits issued to construct a 6-plex for North Star Lodge.

January 4, 1962 Zoning Board granted a variance to building a commercial building facing Apache, in front of apartments.

2091 E. Apache Boulevard

January 21, 1976 Design Review Board approved a building addition to an existing motel complex (DR-76.3), located at 2091 E. Apache Blvd.

1326-1340 S. River Drive

1960-1967 Property record cards show various permits for a motel.

2066-2074 E. Wildermuth Avenue

July 15, 1963 Board of Adjustment approved a Use Permit for development of a trailer park (A-63-7.6) for a period of five years in the R-4 zoning district, located at 2066-2074 E. Wildermuth Ave.

July 15, 1968 Board of Adjustment approved a Use Permit to continue operation of a trailer court for Earl Swisher (A-68-7.3), located at 2074 E. Wildermuth Ave.

Current Project

April 19, 2016 Applicant held a neighborhood meeting at the Tempe Apache Police Substation.

August 23, 2016 Development Review Commission recommended approval of a Zoning Map Amendment from CSS TOD and R-4 TOD to MU-4 TOD and a Planned Area Development Overlay for a new 13.56 acre, seven-story mixed-use development to include 698 units and 59,466 square feet of commercial space. Commission also recommended approval of a Development Plan Review for Phase 1 of the development to include 450 dwelling units and 35,709 square feet of commercial space for EASTLINE VILLAGE (PL160097), located at 2025 East Apache Boulevard.

September 8, 2016	First and introductory hearing for Eastline Village.
September 22, 2016	City Council approved a Zoning Map Amendment from CCSS TOD, R-4, and R-4 TOD to MU-4 TOD, a Planned Area Development Overlay, and a Development Plan Review for Phase I of a new seven-story, mixed-use development for EASTLINE VILLAGE (PL160097), located at 2025 E. Apache Blvd. The subject site of the current use permit request is directly adjacent to the previously approved Eastline Village project.
May 17, 2017	Hearing Officer Approved a use permit to allow a parking facility (surface parking lot) for commercial use for EASTLINE VILLAGE, located at 2032-2034 East Wildermuth Avenue.
November 27, 2018	City Council approved the request for a one-year time extension for the Planned Area Development Overlay for EASTLINE VILLAGE (PL160097), located at 2025 E. Apache Boulevard.
April 24, 2019	Applicant help a neighborhood meeting at the Escalante Community / Multi-Generational Center.
October 17, 2019	City Council approved a disposition and development agreement for Eastline Village.
November 12, 2019	The Development Review Commission introduced and conducted the first public hearing for a Zoning Map Amendment from CSS TOD & R-4 TOD to MU-4 TOD and an Amended Planned Area Development Overlay, to establish development standards for a new one- to three-story, mixed-use development consisting of 636 dwelling units and commercial uses for EASTLINE VILLAGE (PL190059), located at 2025 East Apache Boulevard.

ZONING AND DEVELOPMENT CODE REFERENCE:

Section 6-304, Zoning Map Amendment

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