



PUBLIC MEETING AGENDA

Transportation Commission

MEETING DATE

Tuesday, February 11, 2020

7:30 a.m.

MEETING LOCATION

Tempe Transportation Center
 Don Cassano Community Room
 200. E. Fifth Street, 2nd floor
 Tempe, Arizona

AGENDA ITEM	PRESENTER	ACTION or INFORMATION
1. Public Appearances The Transportation Commission welcomes public comment for items listed on this agenda. There is a three-minute time limit per citizen.	Brian Fellows, Commission Chair	Information
2. Approval of Meeting Minutes The Commission will be asked to review and approve meeting minutes from the January 14, 2020 meeting.	Brian Fellows, Commission Chair	Action
3. ASU's ADA Program Chad Price with ASU will present information about ASU's ADA Program.	Chad Price, Arizona State University	Information
4. I-10 and Broadway Curve Project & Public Art for I-10 Alameda and Baseline Ped Bridge ADOT will provide information on the status of the I-10 and Broadway curve freeway expansion project. Staff will also present information on the public art element.	Amy Ritz, Arizona Department of Transportation and Rebecca Rothman, Community Services	Information
5. Eastline Project Community Development Staff will provide information on the evolution of the Eastline (car free) development project on Apache Boulevard.	Ryan Levesque, Community Development Department	Information
6. Paratransit Update Staff will update the Commission on regional changes with the Paratransit system.	Sam Stevenson, Engineering & Transportation Department	Information
7. Department & Regional Transportation Updates Staff will provide updates and current issues being discussed at regional transportation and transit agencies.	Engineering & Transportation Department Staff	Information
8. Future Agenda Items Commission may request future agenda items.	Brian Fellows, Commission Chair	Information and Possible Action

According to the Arizona Open Meeting Law, the Transportation Commission may only discuss matters listed on the agenda. The city of Tempe endeavors to make all public meetings accessible to persons with disabilities. With 48 hours advance notice, special assistance is available at public meetings for sight and/or hearing-impaired persons. Please call 350-4311 (voice) or for Relay Users: 711 to request an accommodation to participate in a public meeting.



Minutes
City of Tempe Meeting of the Transportation Commission
January 14, 2020

Minutes of the meeting of Tempe Transportation Commission held on Tuesday, January 14, 2020, 7:30 a.m. in the Tempe Transportation Center, Don Cassano Community Room located at 200 E. Fifth Street, Tempe, Arizona.

(MEMBERS) Present:

Susan Conklu (via phone)
JC Porter
Paul Hubbell
Ryan Guzy (via phone)
John Kissinger
Pam Goronkin (via phone)
Christina Pucci

John Federico
Peter Schelstraete
Brian Fellows
Jeremy Browning (via phone)
Lloyd Thomas (via phone)
John Christoph

(MEMBERS) Absent: David A. King

City Staff Present:

Shelly Seyler, Deputy Engineering & Transportation Director
Robert Yabes, Principal Planner
Chase Walman, Planner II
Joe Clements, Transportation Financial Analyst
Eric Iwersen, Transit Manager
Ambika Adhikari, Principal Planner
Vanessa Spartan, Planner II

Sue Taaffe, Senior Management Assistant
TaiAnna Yee, Public Information Officer
Laura Kajfez, Neighborhood Services Specialist
Amanda Nelson, Public Information Officer
Damon DeSpain, Sergeant
Ryan Conway, Police Officer

Guests Present:

David Sokalowski

John Penry

Commission Chair Brian Fellows called the meeting to order at 7:31 a.m.

Agenda Item 1 – Public Appearances

David Sokalowski spoke about the need for transit shelters to be included as incentives in the Development Bonus Program.

Agenda Item 2 – Minutes

Brian Fellows introduced the minutes of November 12, 2019 meeting of the Transportation Commission and asked for a motion for approval.

Motion: Commissioner Peter Schelstraete

Second: Commissioner John Federico

Decision: Approved by Commissioners:

Susan Conklu (via phone)
JC Porter
Paul Hubbell
Ryan Guzy (via phone)
John Kissinger
Pam Goronkin (via phone)
Christina Pucci

John Federico
Peter Schelstraete
Brian Fellows
Jeremy Browning (via phone)
Lloyd Thomas (via phone)
John Christoph

Agenda Item 3 – Commission Business

Brian Fellows asked for a motion for the Transportation Commission to select the position of Chair and Vice-Chair for 2020.

A motion was made to select JC Porter as Vice-Chair.

Motion: Commissioner Susan Conklu

Second: Commissioner Ryan Guzy

Decision: Approved by Commissioners:

Susan Conklu (via phone)
JC Porter
Paul Hubbell
Ryan Guzy (via phone)
John Kissinger
Pam Goronkin (via phone)
Christina Pucci

John Federico
Peter Schelstraete
Brian Fellows
Jeremy Browning (via phone)
Lloyd Thomas (via phone)
John Christoph

A motion was made to select Brian Fellows as Chair.

Motion: Commissioner Susan Conklu

Second: Commissioner John Kissinger

Decision: Approved by Commissioners:

Susan Conklu (via phone)
JC Porter
Paul Hubbell
Ryan Guzy (via phone)
John Kissinger
Pam Goronkin (via phone)
Christina Pucci

John Federico
Peter Schelstraete
Brian Fellows
Jeremy Browning (via phone)
Lloyd Thomas (via phone)
John Christoph

Agenda Item 4 – Duties of the Transportation Commission

Shelly Seyler provided an overview of the general duties of the Transportation Commission. She explained that changing the City Code to include microbility or equity as part of the oversight of the Transportation Commission should be included in the annual report for Council consideration. The City Council is responsible for changing the City Code. In addition, she explained that the Commission should not assign resources, both monetary and staff time, for items on the agenda that are not readily available to compile.

Agenda Item 5 – Development Bonus Program

Ambika Adhikari presented information on the Development Bonus Program. Topics included:

- Overview
- Program Approach
- Bonus Elements
 - Affordable Housing
 - Offsite
 - Public Outdoor Space
 - Sustainability
 - Historic Preservation
- Bonus Development Potential
- Master Plan Map
- Urban Core Masterplan
- Bonus Menu
- Process

Discussion included public gathering space, homelessness & housing, bike parking, micromobility parking, rideshare, bus shelters, sustainable housing and distribution of points.

A motion was made to support the Development Bonus program concept.

Motion: Commissioner Paul Hubble

Second: Commissioner Lloyd Thomas

Decision: Approved by Commissioners:

Susan Conklu (via phone)

JC Porter

Paul Hubbell

Ryan Guzy (via phone)

John Kissinger

Pam Goronkin (via phone)

Christina Pucci

John Federico

Peter Schelstraete

Brian Fellows

Jeremy Browning (via phone)

Lloyd Thomas (via phone)

John Christoph

Agenda Item 6 – Bike Bait Program

Ryan Conway and Damon DeSpain provided updates on the Bike Bait and Bike Registration programs. Topics included:

- Program(s) Overview
- Cost
- Operation (GPS) and Deployment Locations
- Program(s) Performance

Discussion included donation of recovered bicycles, data and public information.

Agenda Item 7 – Transit Shelter Design Project Update

Eric Iwersen presented three design concepts for the Transit Shelters. Discussion included public meetings, steering committee process, costs, design elements, next steps, criteria selection and bike racks.

Agenda Item 8 – Department & Regional Transportation Updates

Brian Fellows informed the Commission of a tour he participated in with other city of Phoenix employees of Tempe's bike facilities. Susan Conklu reported that the Scottsdale City Manager's Office will be presenting to its Transportation Commission an update on a proposed micromobility ordinance.

Agenda Item 9 - Future Agenda Items

The following future agenda items have been previously identified by the Commission or staff:

- February 11
 - Art for I-10 Alameda/Baseline Ped Bridges
 - ADOT Broadway Curve Project
 - ASU's ADA Program
 - Eastline project
- March 10 or possibly move to March 17 due to Spring break
 - Transit Shelter Design
 - Orbit Earth
 - Tempe/Mesa Streetcar Extension Feasibility Study
 - Speed Limits
 - Country Club Way Streetscape
 - Paratransit Update
- April 14
 - Paid Media Plan
 - Priest Drive Bike Lanes
 - Ash and University Intersection
 - Entitled and Proposed Development Projects
- May 12
 - Bike Hero
 - MAG Design Assistance Grants
 - Capital Improvements Project Update
 - Transit System and Security Update
 - Planned or Potential Vertical Barriers for Bike Lanes
- June 9
- July 14
- August 11
 - Priest Drive Bike Lanes
 - Country Club Way Streetscape
- September 8
 - Scottsdale Road Bike Lanes
- October 13
- November 10
- December 8
- TBD: Starship
- TBD: Micromobility Update
- TBD: North/South Rail Spur MUP
- TBD: Prop 400E
- TBD: Red Light Cameras/Speed Enforcement

The next meeting is scheduled for February 11, 2020.

The meeting was adjourned at 9:07 a.m.

Prepared by: Sue Taaffe

Reviewed by: Shelly Seyler



4 February 2020

To Whom it May Concern:

The Disability Resource Center provides on campus transportation services at Arizona State University through a partnership with ASU Parking. We refer to this service as Disability Access and Resources Transportation (DART). The overall purpose is to provide services to students, faculty, staff, and visitors to ensure individuals with mobility limitations can get across campus effectively, similar to any other individual. Please find a PowerPoint presentation included that outlines the program and services that are provided.

I look forward to meeting with you to discuss the program and to answer any questions you may have regarding these services.

Regards,

A handwritten signature in black ink that reads "Chad R. Price".

Chad R. Price
Director | Disability Resource Center
Educational Outreach & Student Services
Arizona State University

DISABILITY RESOURCE CENTER

(480) 965-1234

FAX: (480) 965-0441

DRC@asu.edu

<https://eoss.asu.edu/drc>

Downtown

522 N. Central Ave., Suite 104
Phoenix, AZ 85003

Polytechnic

Sutton Hall Suite 201
Mesa, AZ 85212

Tempe

PO Box 873202
Tempe, AZ 85287-3202

West

PO Box 37100, MC 1050
Phoenix, AZ 85069-7100

Arizona State University Disability Resource Center

Disability Access and Resources Transportation (DART)

ASU is a **comprehensive** public research university, **measured not** by whom it excludes, but by **whom it includes** and how **they succeed**; advancing research and discovery of **public value**; and assuming **fundamental responsibility** for the economic, social, cultural, and overall **health of the communities it serves.**

Disability Access & Resources Transportation



What DART?

Partnership between ASU Parking and the Disability Resource Center to provide **mobility** services to **students, faculty, staff, and visitors** to the ASU campus.

What DART?

- **Supervisor**
- **Field Operations Specialist**
- **Several Student Staff (15-20)**

Vehicles



- 8 – four passenger vehicles

- 2 – 6 passenger vehicles



Hours of Operation

- **Monday – Friday**
- **7:10 AM until 6:45 PM**
- **Safety Escort becomes available after 7 PM**

Guidelines

- **Documentation**
- **Service Area Limitations**
- **Student Athletes**
- **Scheduling Pick-up/Drop-off**
- **Restrictions**
- **No-Show and Cancelations**
- **Temporary Parking**

Documentation

- **Provided from physician**
- **8 business days requested to receive documentation from doctor**
- **Provide short term services without documentation**

Service Area Limitations

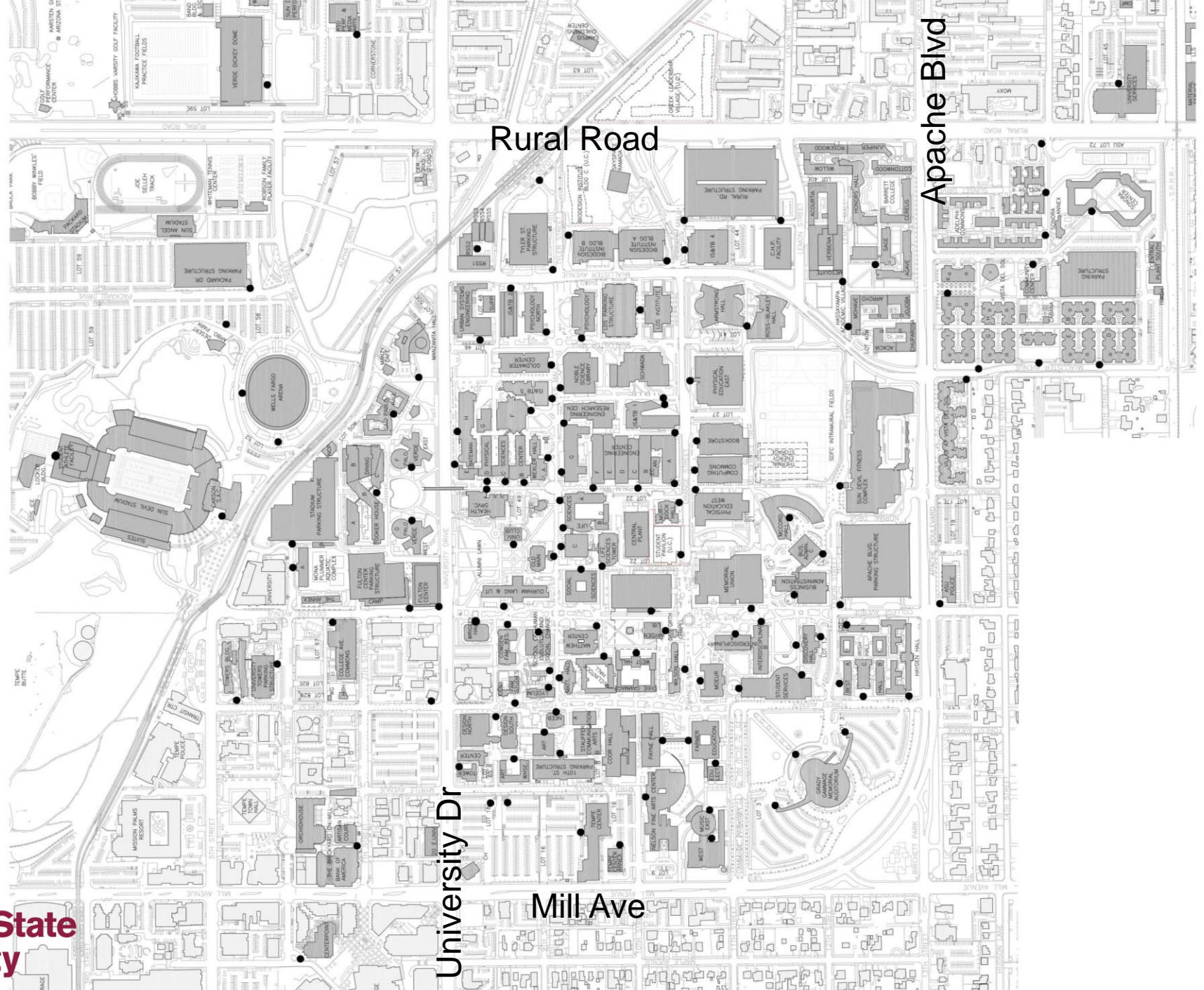
- **Begin and End at a building, parking lot/structure owned or leased by ASU**
- **Exemption – University/Rural Metro station**
- **No stops at privately held apartments/condo complexes or businesses**

Student Athletes

- **Pick-up and Drop-off for all rides to/from practice facilities east of Rural Road are at the Dickey Dome.**
- **Time and Logistical limitations**

Scheduling and Pick-up/Drop-off

- **Could have up to 30 minutes lead time**
- **Try to maximize vehicle occupancy**
- **Designated pick-up / drop-off points**
- **For ongoing, must register and schedule ongoing rides.**



University Dr

Rural Road

Mill Ave

Apache Blvd

Restrictions

- **Unable to transport wheelchairs or other large devices**
- **Walkers, knee scooters need to be able to collapse**
- **Staff can't provide physical assistance to board or off board**
- **Service animals occupy front seat with owner**

No-Show and Cancellation

- **No call or no show for 2 consecutive rides**
- **No call or no-show for first ride of day rides cancelled for the day**
- **Demonstrate a pattern for being late for rides, services cancelled**

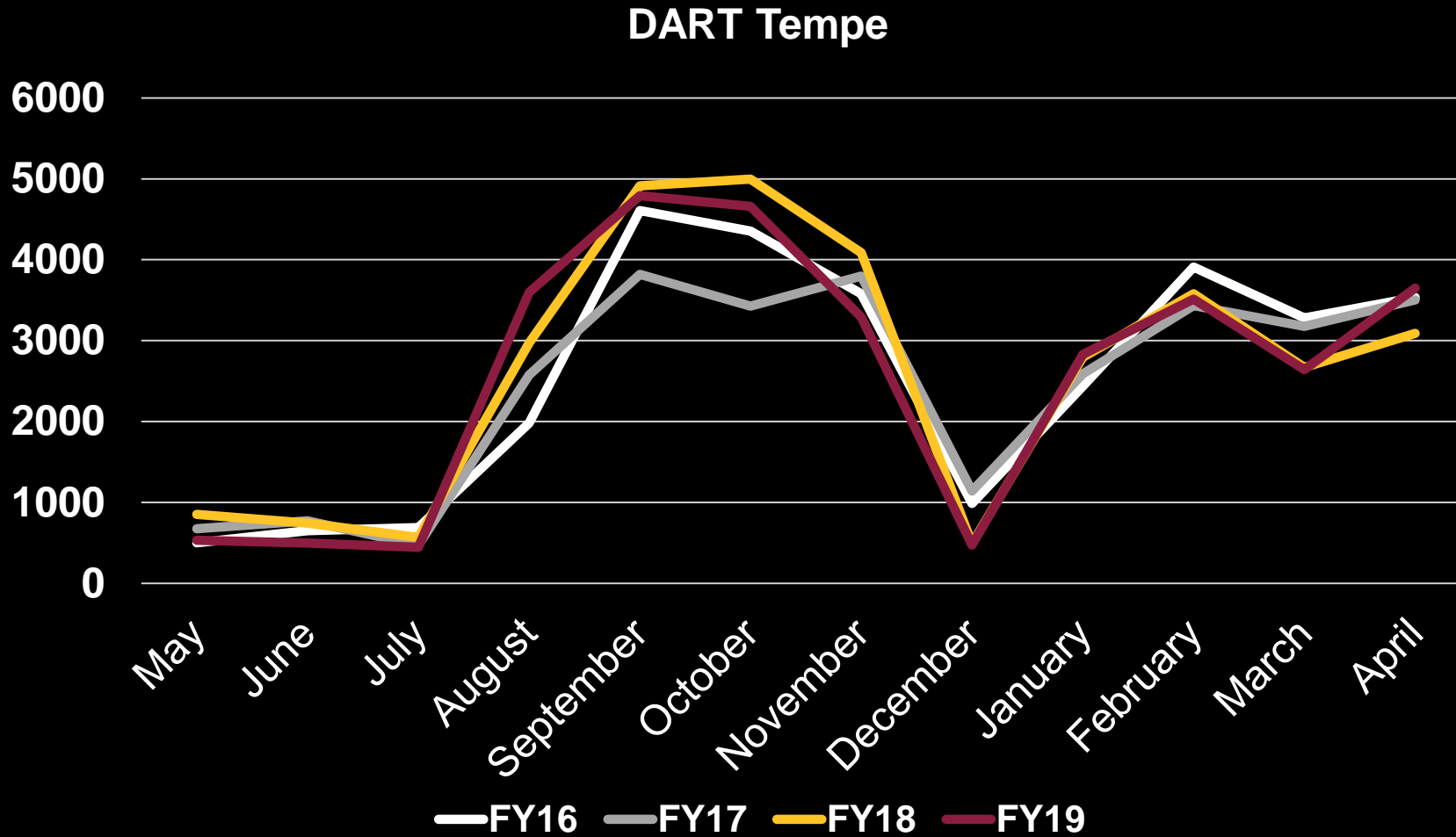
Temporary Parking

- ASU Parking works with the DRC to allow for temporary parking for a 6 week period.
- Can be renewed based on need

Riders

- **Over 500 riders each year**
- **Average about 300 riders any given week**
- **Most temporary riders**
- **Over 30,000 rides each academic year**


Ride History



Questions

**Educational Outreach
and Student Services**

 /StudentLifeASU

 /ASUStudentLife

 /ASUStudentLife

 /ASUStudentLife



MEMORANDUM

TO: Tempe Transportation Commission
FROM: Rebecca Blume Rothman, Public Art Director, 480 350-2827
DATE: February 11, 2020
SUBJECT: ADOT Pedestrian Bridges Public Art Enhancement
ITEM #: 4



PURPOSE:

To provide the Commission with an update on the art enhancements for the proposed ADOT pedestrian bridges at the Broadway Curve.

RECOMMENDATION OR DIRECTION REQUESTED:

For information.

CITY COUNCIL STRATEGIC PRIORITY:

- Quality of Life - 3.26: Achieve a multimodal transportation system (20-minute city) where residents can walk, bicycle, or use public transit to meet all basic daily, non-work needs.

BACKGROUND INFORMATION:

Through a national competitive process, a selection panel comprised of representatives from the Tempe Arts and Culture Commission, Tempe Transportation Commission, Tempe Transportation, and art professionals selected coLab Studio (Matthew and Maria Salenger) to create artworks for the proposed bridges across the I-10 at the Broadway Curve. The artist team has been working with the City of Tempe and ADOT to create a design that can be incorporated into the construction bid package for the bridges. The ADOT project includes the following:

- 2 pedestrian bridges spanning the I-10 located at Alameda Road and Western Canal
- Design build process with 3 teams shortlisted at this time. Final award of contract is expected in October of 2020
- ADOT expects a 3.5-year construction process (2020-2024)
- Artist design constraints must be included in the construction package to ensure weight loads, engineering, and any additional support can be added to the over project in the early phase

The artist team, coLab Studio/ Matthew and Maria Salenger, are Tempe residents and active community members. They are nationally recognized artists and architects and competed as one team amongst 67 applicants procured through a national selection process. Known for creative environments that provide distance of scale experiences both pedestrian and vehicular views, this team was selected based on their innovative work and extensive design experience including material research, fabrication planning, and budget management. A public meeting is scheduled for **Thursday, March 5th from 5:30-7pm.** in the Tempe History Museum Community Room, 809 E. Southern Ave, Tempe, AZ 85282 to share the design concepts and get additional feedback from the community about their values that can be then integrated into the artwork. The artists will provide an introduction and overview to the art concepts and their inspiration for this project.

FISCAL IMPACT or IMPACT TO CURRENT RESOURCES:

\$500,000 Transit Tax for fabrication, construction and installation and \$55,000 from the Municipal Arts Fund for artist design and oversight.

ATTACHMENTS:

PowerPoint

[Click or tap here to enter text.](#)

ADOT Pedestrian Bridges Public Art Enhancement

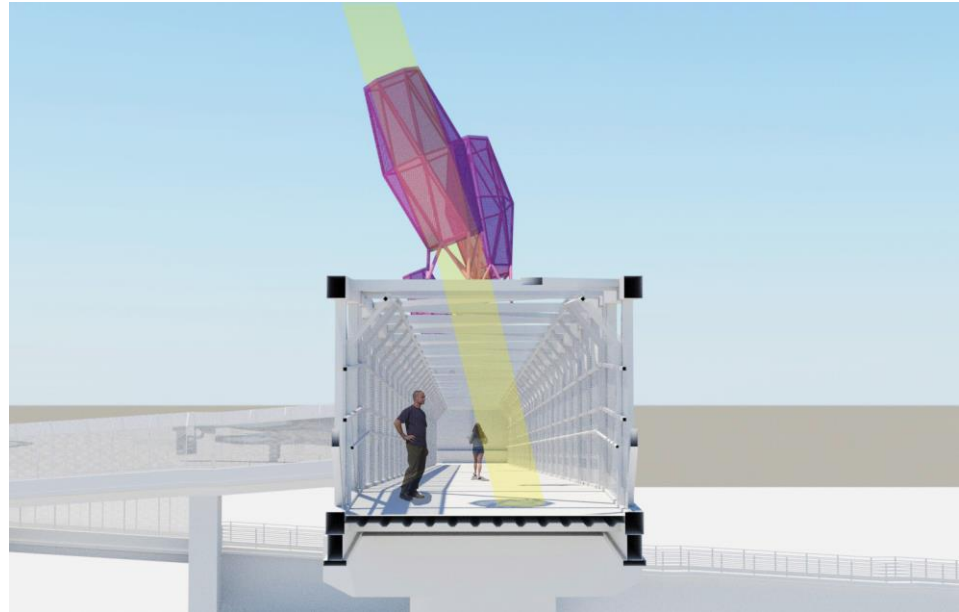
**Transportation Commission
February 11, 2020**



Agenda



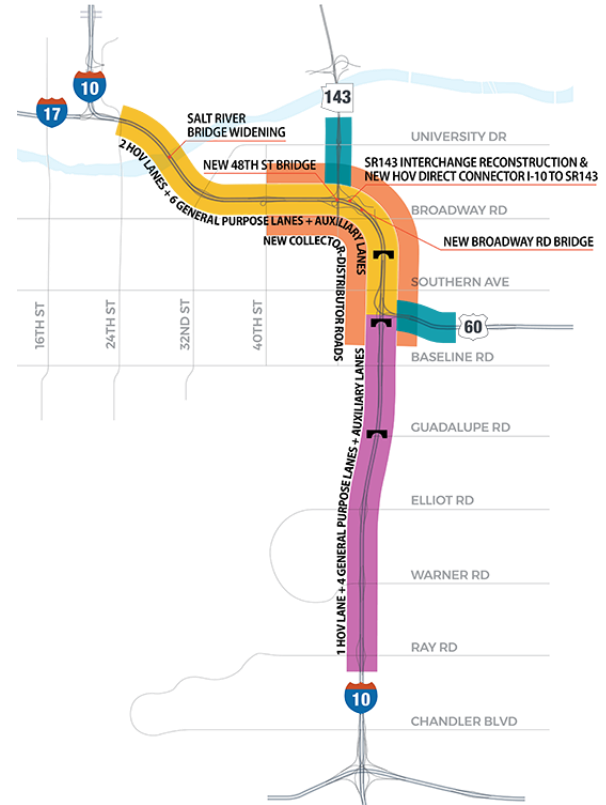
- ADOT Broadway Curve Project overview
- Artist Selection Process
- Art Concept



ADOT Broadway Curve Project Overview



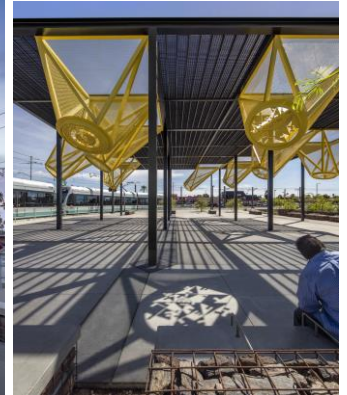
- Includes 2 pedestrian bridges at Western Canal and Alameda
- Design build process
- 3.5 year construction process expected (2020-2024)
- Artist constraints must be included in the bid package to ensure weight loads, engineering and any additional support can be added



Artist Selection Process



- 67 applicants
- 4 finalists
- coLab Studio
 - Tempe residents
 - Nationally recognized artists and architects
 - First bridge project
 - Second project in Tempe
- Artist working with ADOT since July of 2019



Art Concept



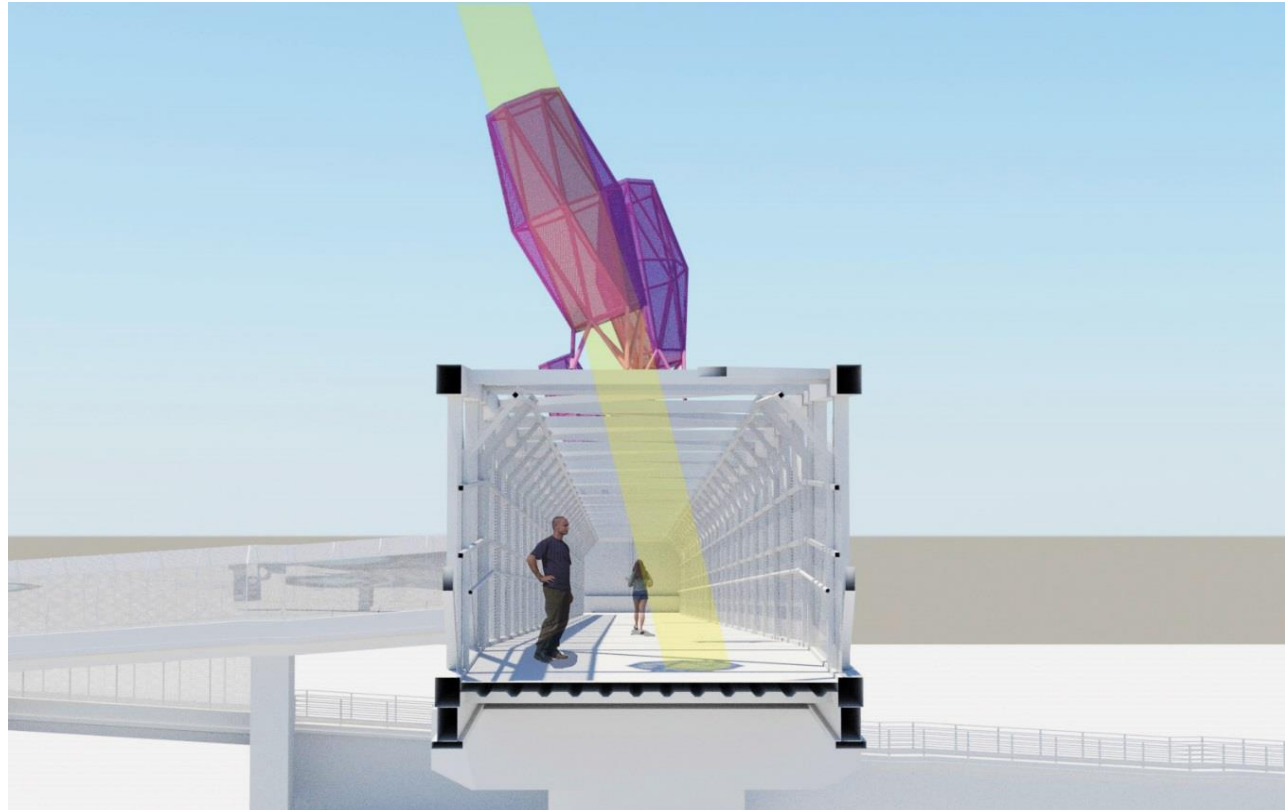
- 8-10 sculptural elements inspired by prickly pear fruits per bridge
- Sculptures are attached on the top of the bridge truss
- Metal discs are attached to the bottom of each sculpture to allow sunlight through to project drawings by the artists. Drawings are inspired by community input as gathered in public meetings.
- Capital Expenses
 - \$55,000 artist fee for design and construction oversight from the Municipal Arts Fund
 - \$500,000 Transit Tax



Art Concept



- Designed with vehicles and pedestrians in mind
- “Fruit” to be a bright, contrasting color on top of bridge truss
- Fabrication/ Construction will occur in tandem with the overall bridge project



Questions

Rebecca Blume Rothman
Director of Public Art
Rebecca_rothman@tempe.gov
480-350-2827



Interstate 10 (I-10) Broadway Curve Interstate 17 (Split) to Loop 202 (Santan Freeway)



Tempe Transportation Commission
February 11, 2020

Project Update



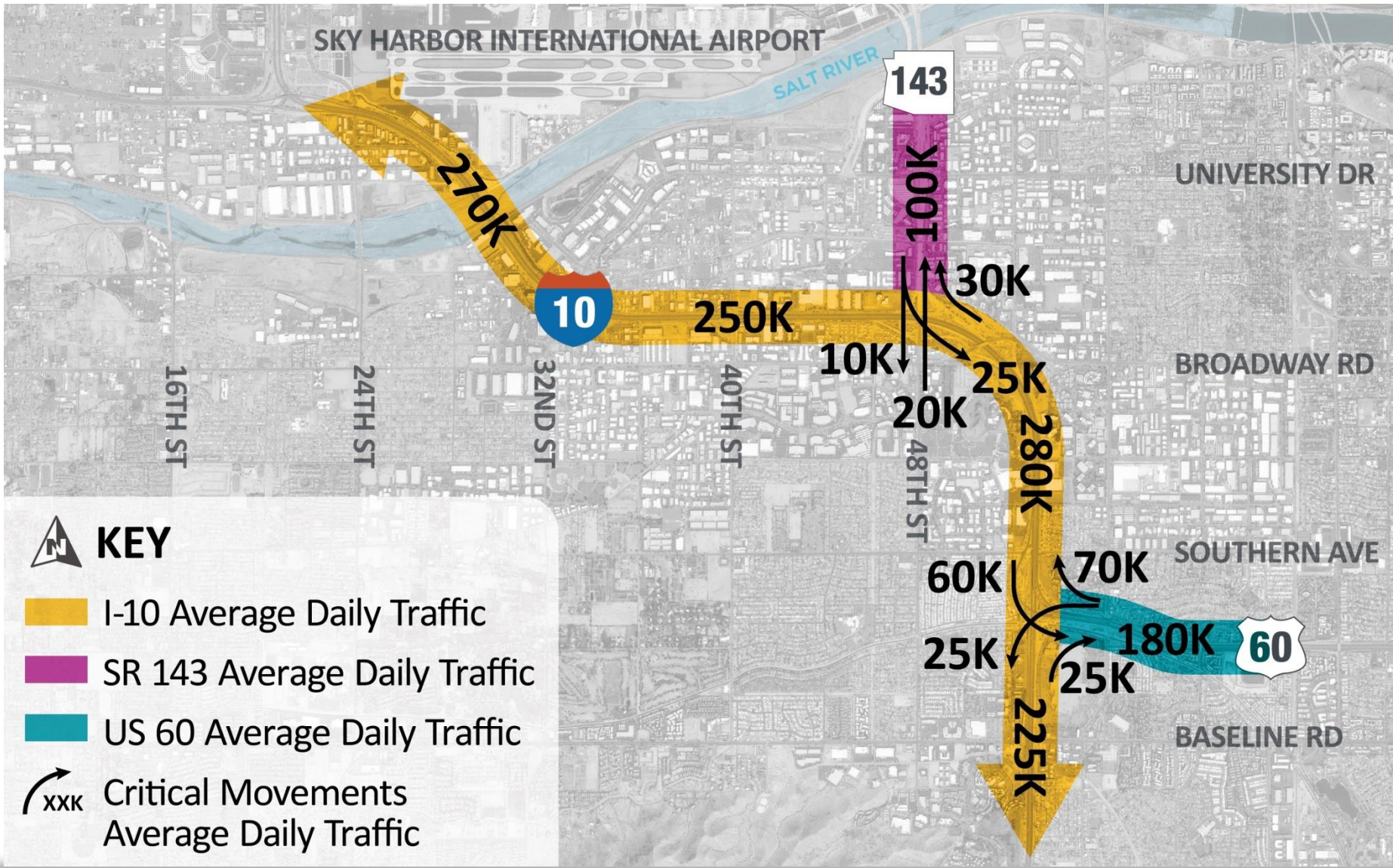
Previous Studies

- **2009** I-10 Corridor Improvement Study
- **2014** I-10/I-17 Maricopa Association of Governments “Spine” Corridor Master Plan
- **2014** I-10 Near-Term Improvement Study
- **2019** I-10 Broadway Curve Study

These previous studies have informed the current I-10 Broadway Curve Study. Some of the I-10 Broadway Curve proposed improvements were initially identified in these earlier studies.

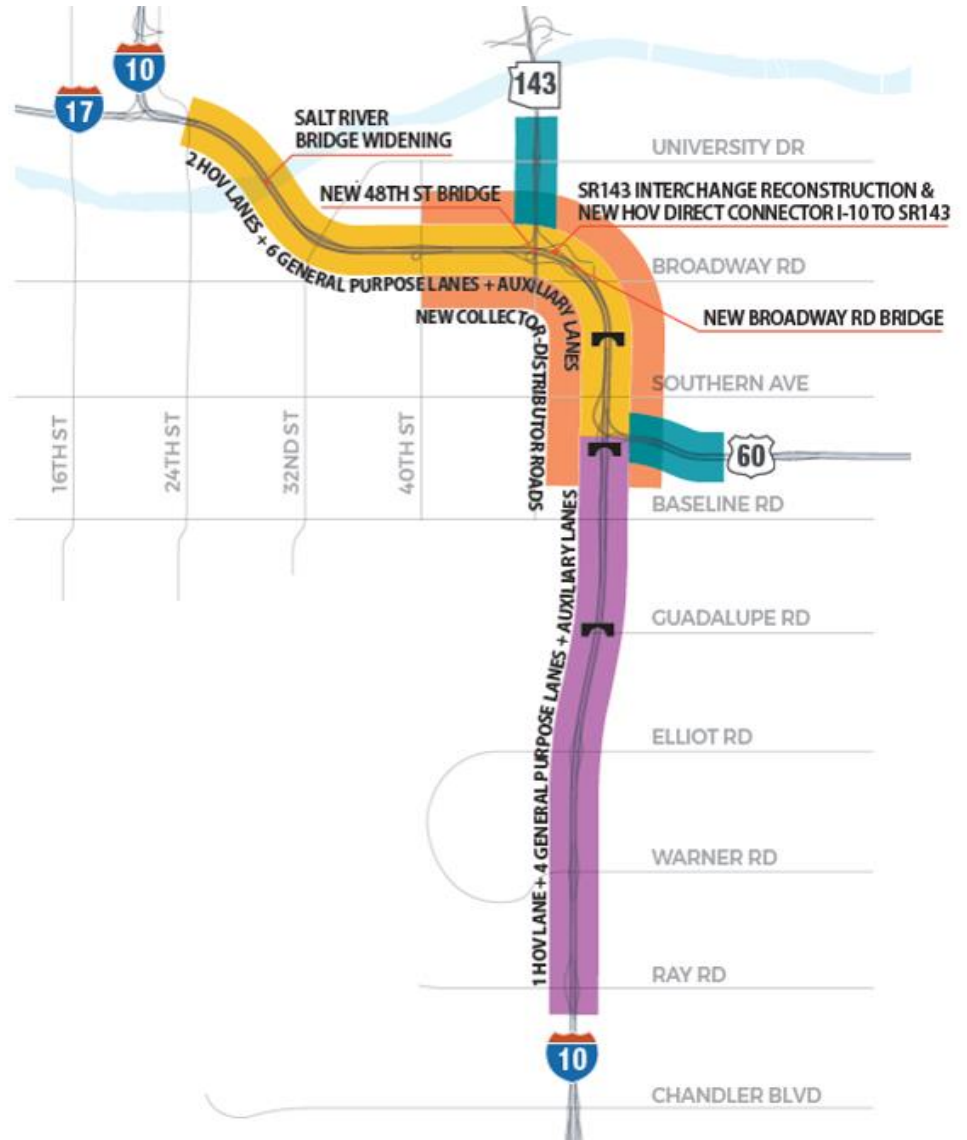


Where is everyone going?

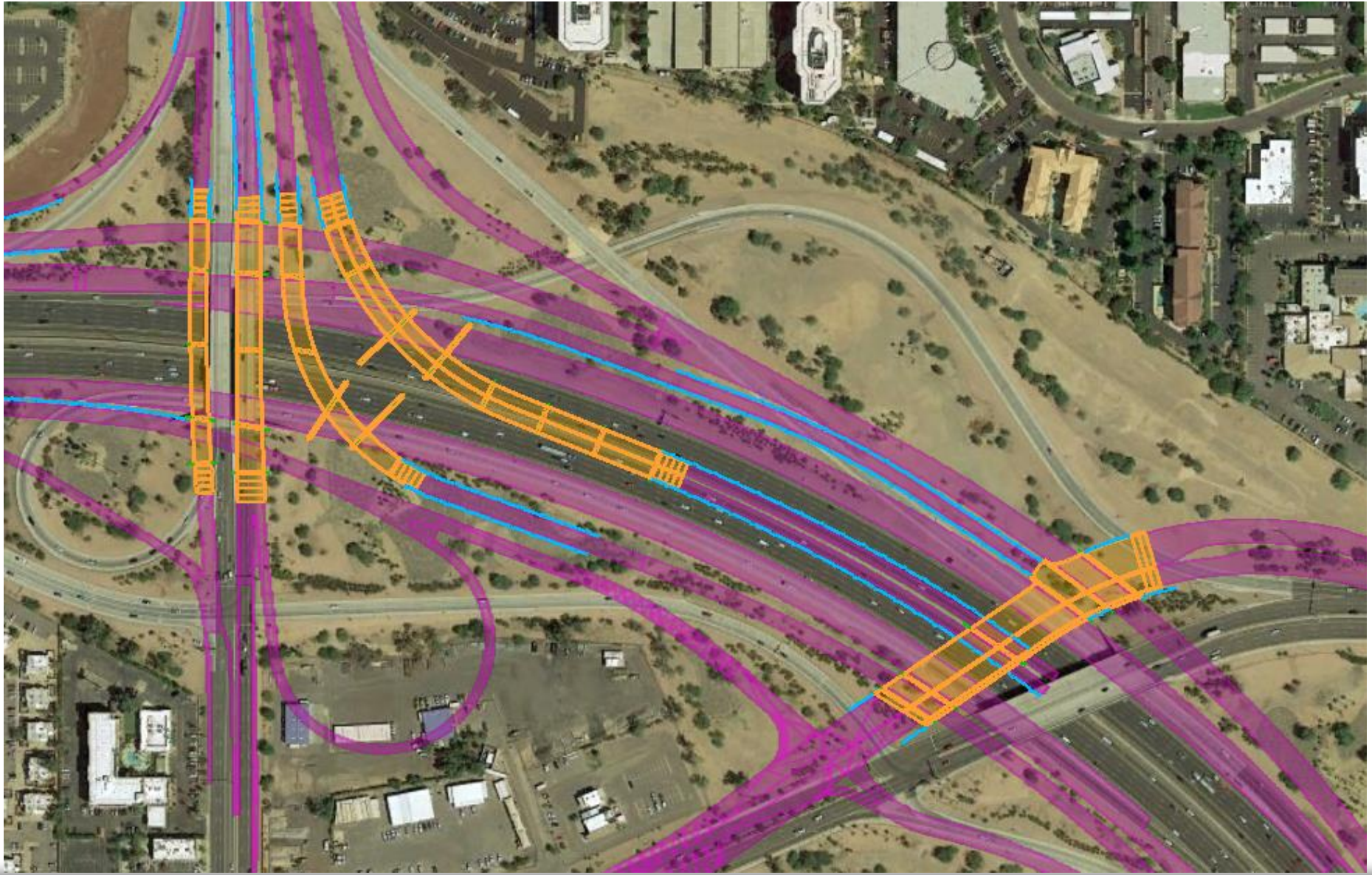


Preferred Alternative

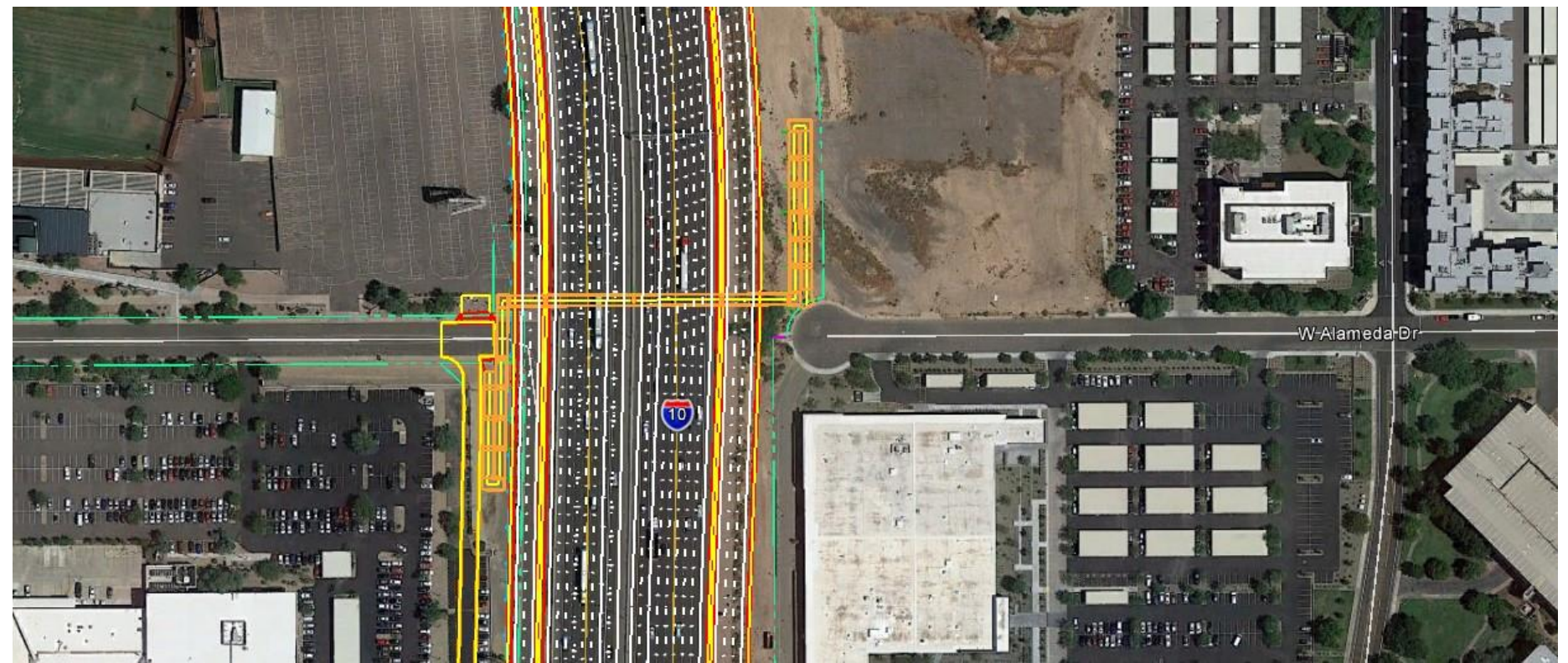
-  Existing Freeway
-  2 HOV Lanes + 6 General Purpose Lanes + Auxiliary Lanes
-  1 HOV Lane + 4 General Purpose Lanes + Auxiliary Lanes
-  New Collector - Distributor Roads
EB SR143 to Baseline Rd. & WB Baseline Rd. to SR143 & 40th St
-  Widened Facility
(to connect to I-10 improvements)
-  Potential New Pedestrian Bridge



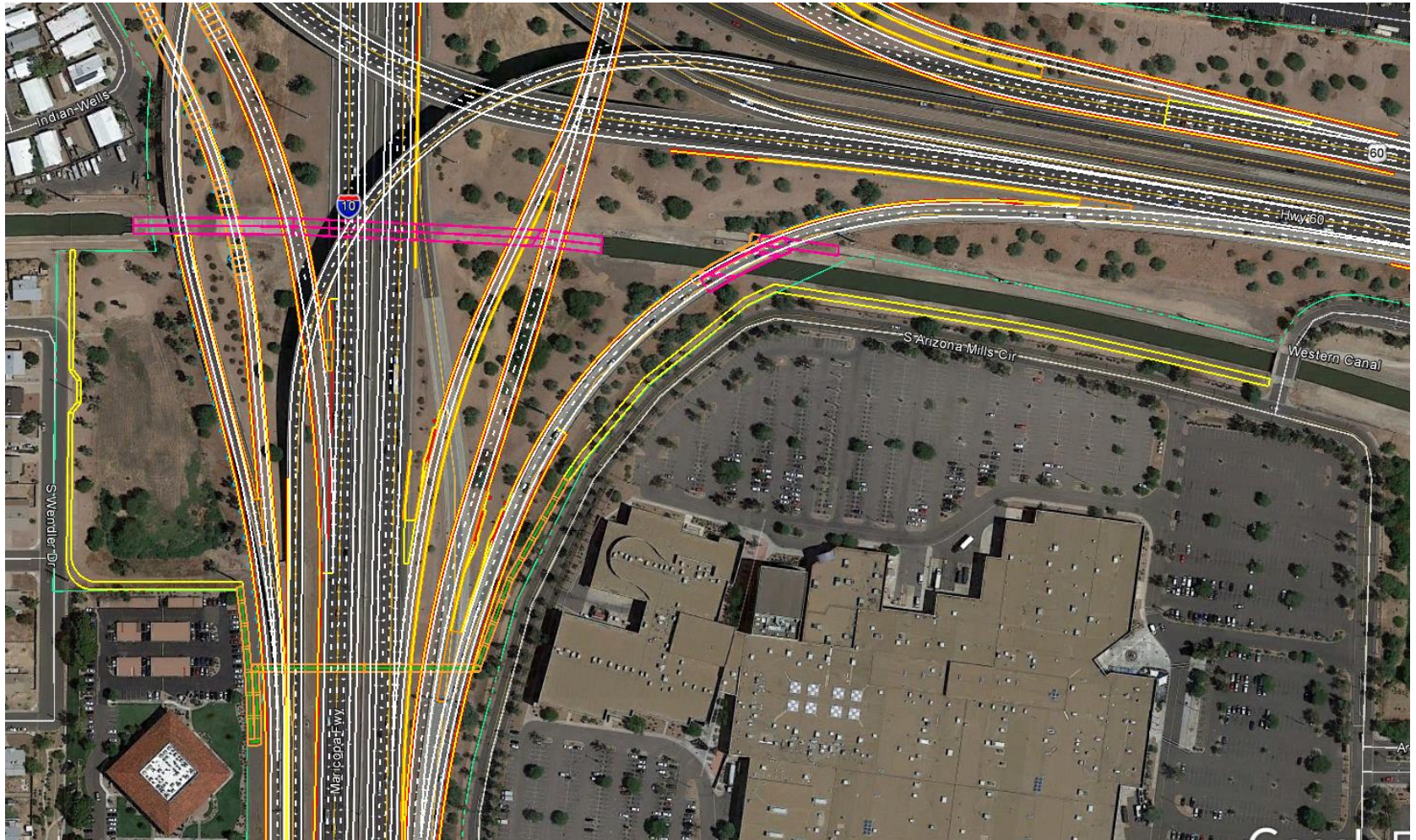
SR 143 INTERCHANGE



Alameda Pedestrian Bridge

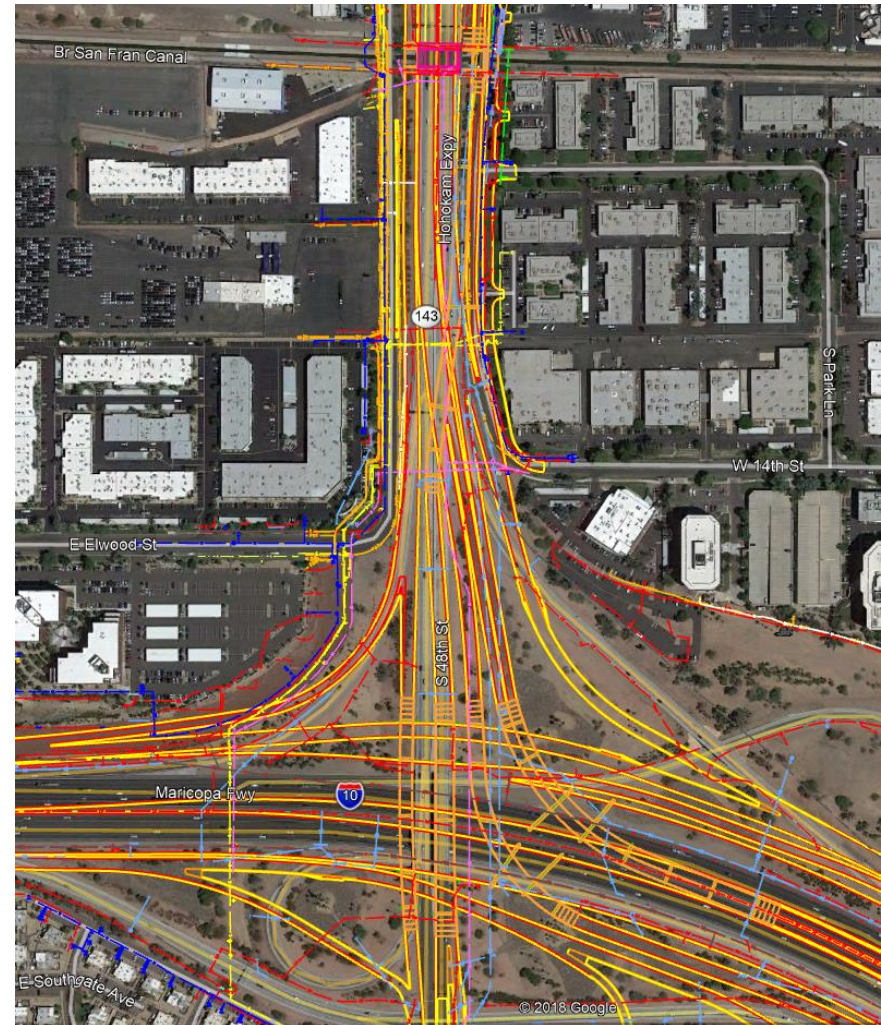


Western Canal Pedestrian Bridge



SR 143 / 48th Street Challenges

- New Bridges over I-10
Removal of Existing Bridges
- New Bridges over Canal
- Widening Existing Bridges at Canal
- Major Utility Relocations and Removal
- 11 lanes (5 Southbound, 6 Northbound)
- Realign local 48th street
- Estimated 2.5 years construction with multiple phases



SR 143 / 48th Street Opportunities

Maintain all lanes / movements (Current Contract Terms)

- Weekend / night closures uncertainty
- Multiple phase and sub phases to teach to public
- Lengthy construction in stages
- Temporary construction costs
- Phased utility work and coordination while maintaining traffic
- Design limited by requiring existing movements to be maintained

Short-term SR 143 / 48th Street Closure; University to Broadway (Alternative for Consideration)

- Opportunity to open movements early
- Optimal phasing of seamless utility work
- Eliminate construction / public conflicts
- Regional detours available with capacity
- Alternative entrance / exit to airport with capacity
- Reduce duration of construction in area
- Optimized design by providing “blank canvas”
- Implement LDs, details scheduling requirements, contingency plans & commitments from Developer
- *Targeted Public Involvement / Business Outreach*
- *MAG Origin-Destination study underway*

What to expect

Design/Build Delivery Method: Developer determines final schedule

Anticipated Timeline:

Construction Spring 2021 – Summer 2024 (3+ years)

Nighttime and weekend closures

Developer shall maintain all lanes / movements during week days

No closures during Holiday Moratorium & Special Events

Contract limits Developer to 50 closures in Broadway Curve area



Incentives / Disincentives

Incentives

Early Completion Incentive



Disincentives

Noncompliance

Liquidated Damages

Project Completion

Delayed closure opening

Schedule of Events

- **December 6, 2019 – FINAL RFP to Proposers**
- December 2019 – June 2020:
 - One-on-one meetings
 - Questions / responses
 - Addenda
 - Utility/ROW/Local Government/Business/Public Outreach
- **June 11, 2020 - Proposals Due**
- ***August 2020 – Anticipated Announcement of Apparent Preferred Proposer***
- **Spring 2021 – Anticipated Start of Construction**
- **Summer 2024 – Anticipated End of Construction**



Proactive Public Involvement

- Public Involvement & Business Outreach
 - Public Scoping Meeting – February 26, 2019
 - Business Forum – August 28, 2019
 - Public Hearing (EA) – October 24, 2019
 - Website (<https://azdot.gov/I10BroadwayCurve>)
 - E-mail (BroadwayCurve@azdot.gov)
 - Hotline (602.501.5505)
 - 3rd Party coordination – Phoenix, Tempe, Chandler, Guadalupe, Arizona State University, Valley Metro, Chambers of Commerce

I-10 Broadway Curve: Transportation Demand Strategies

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Out Ahead: Data Collection and Analysis

The region has initiated comprehensive data collection and analysis efforts.

- Origin and destination data: what are the travel patterns?
- Traffic volume information: how many vehicles and what type/kind?

This data will:

- Help inform decisions
- Assist with stakeholder and community engagement efforts
- Help mitigate construction impacts on the local roadway system

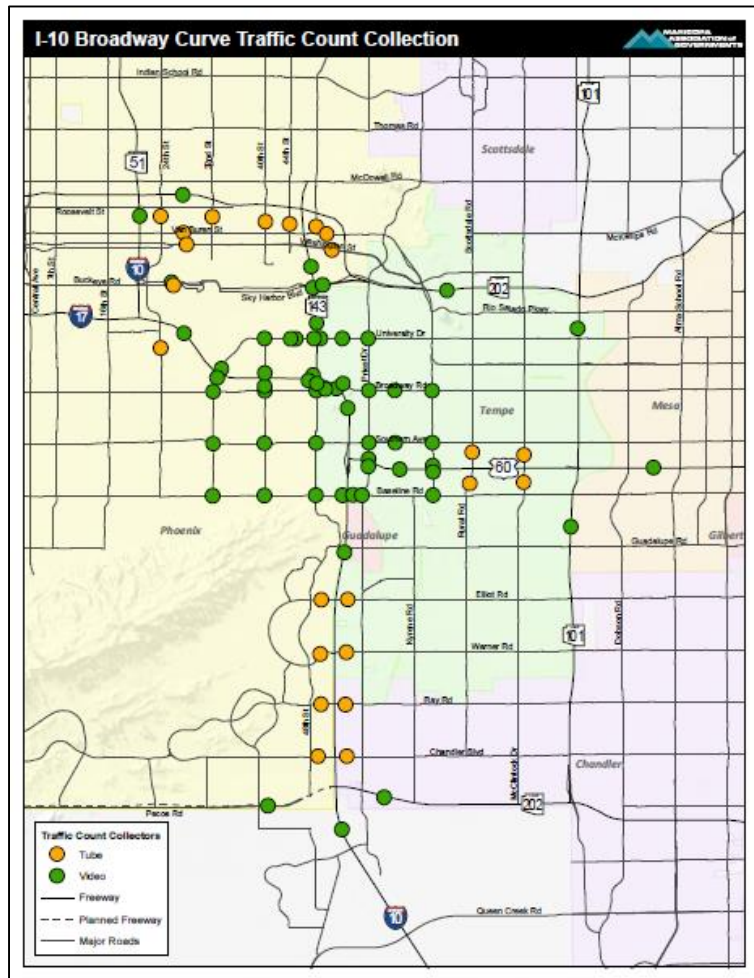


I-10 Broadway Curve: TDM Strategies

- MAG and ADOT have been working to develop TDM strategies
 - Augment efforts of the selected design-build team
- Three components to the TDM strategies:
 1. Comprehensive data and analysis efforts
 2. Identification and deployment of traffic mitigation measures
 3. Communication and outreach activities



I-10 Broadway Curve Traffic Counts

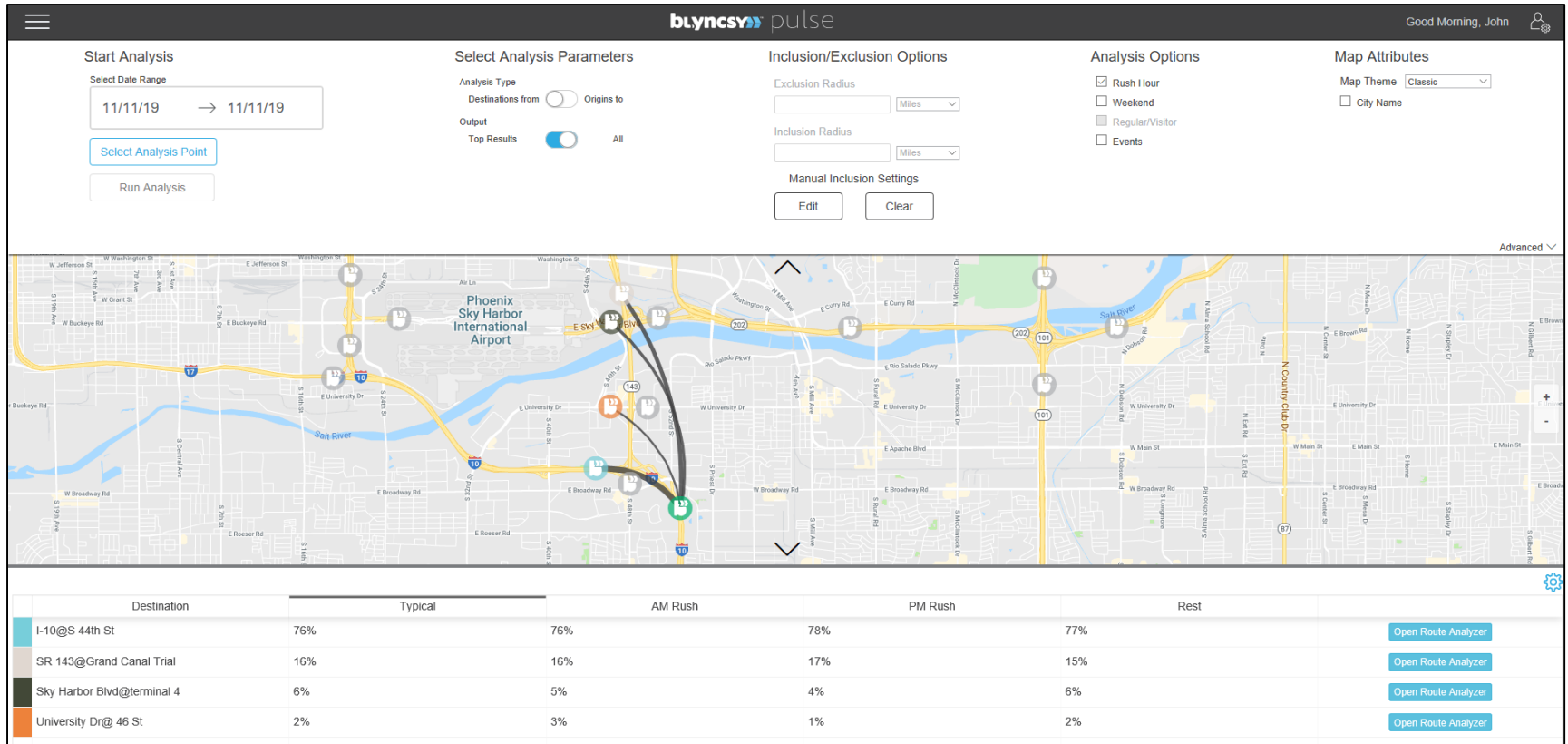


Traffic Counts

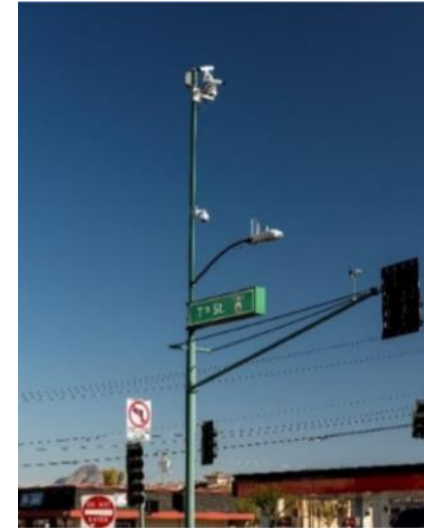
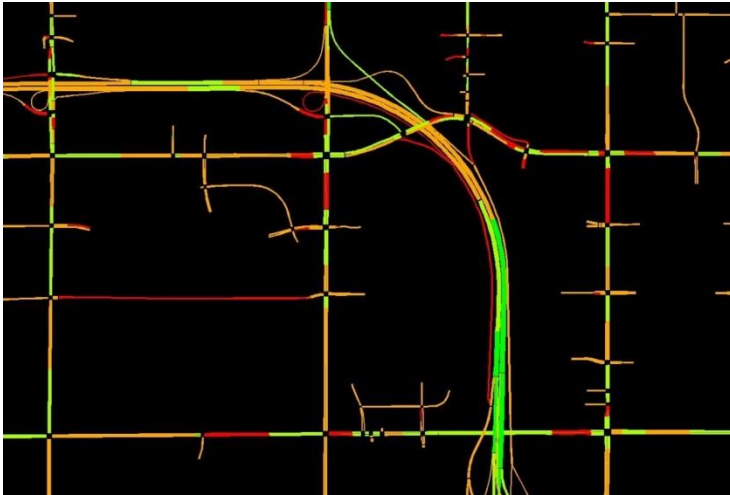
- 82 traffic count location
 - Video/tube
 - Classification (truck, car)
 - Turning movements
- Traffic count information will be used in combination with the origin-and-destination data



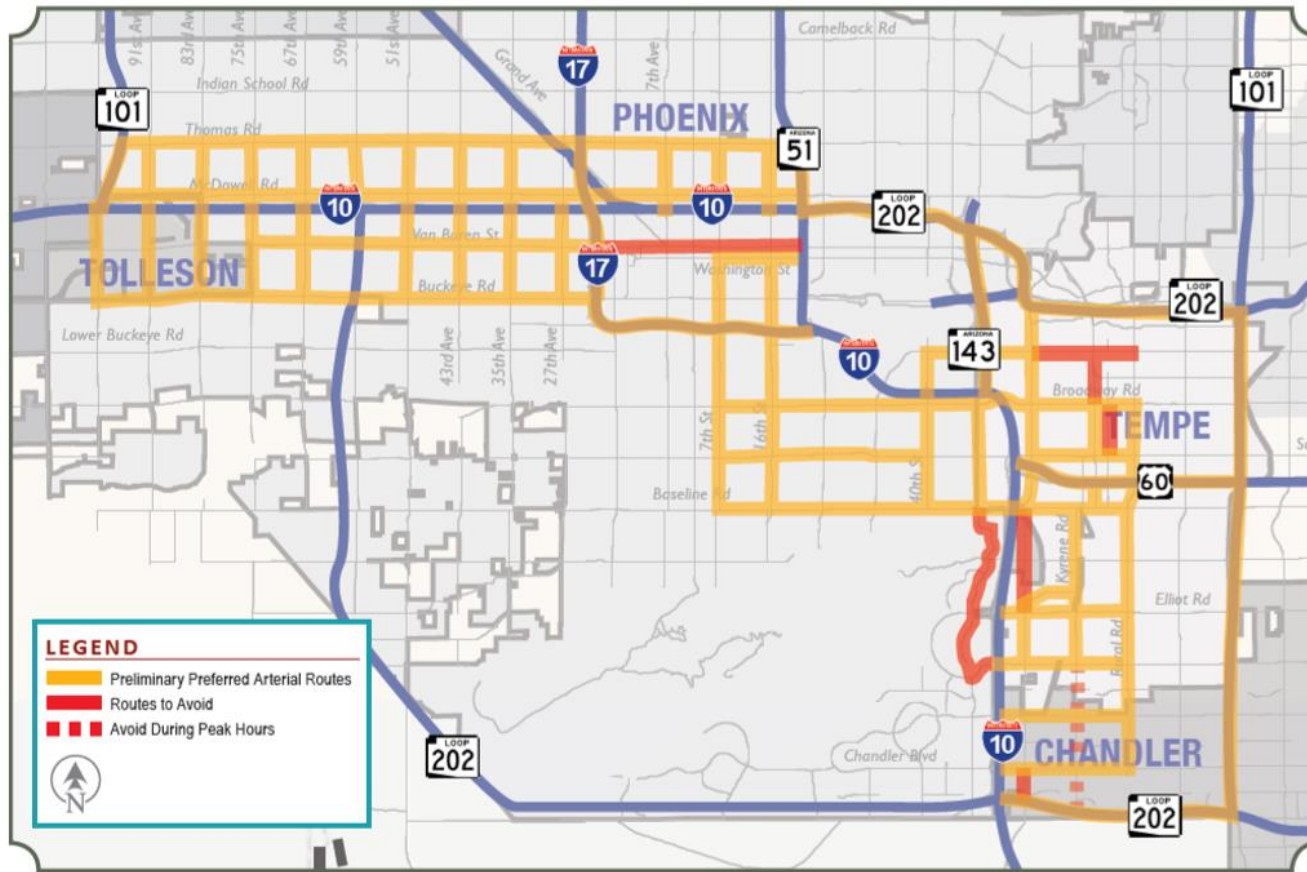
I-10 Broadway Curve: O&D Travel Time Sensors



I-10 Broadway Curve: Traffic Mitigation



I-10 Broadway Curve: Traffic Mitigation

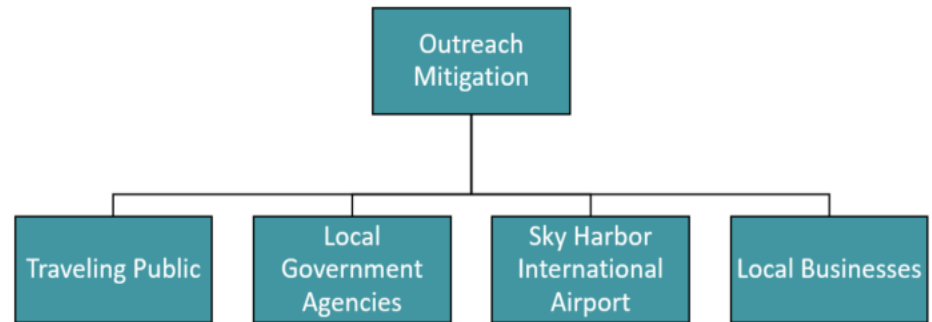


MAG I-10 Integrated Corridor Management (ICM) Development Planning Study

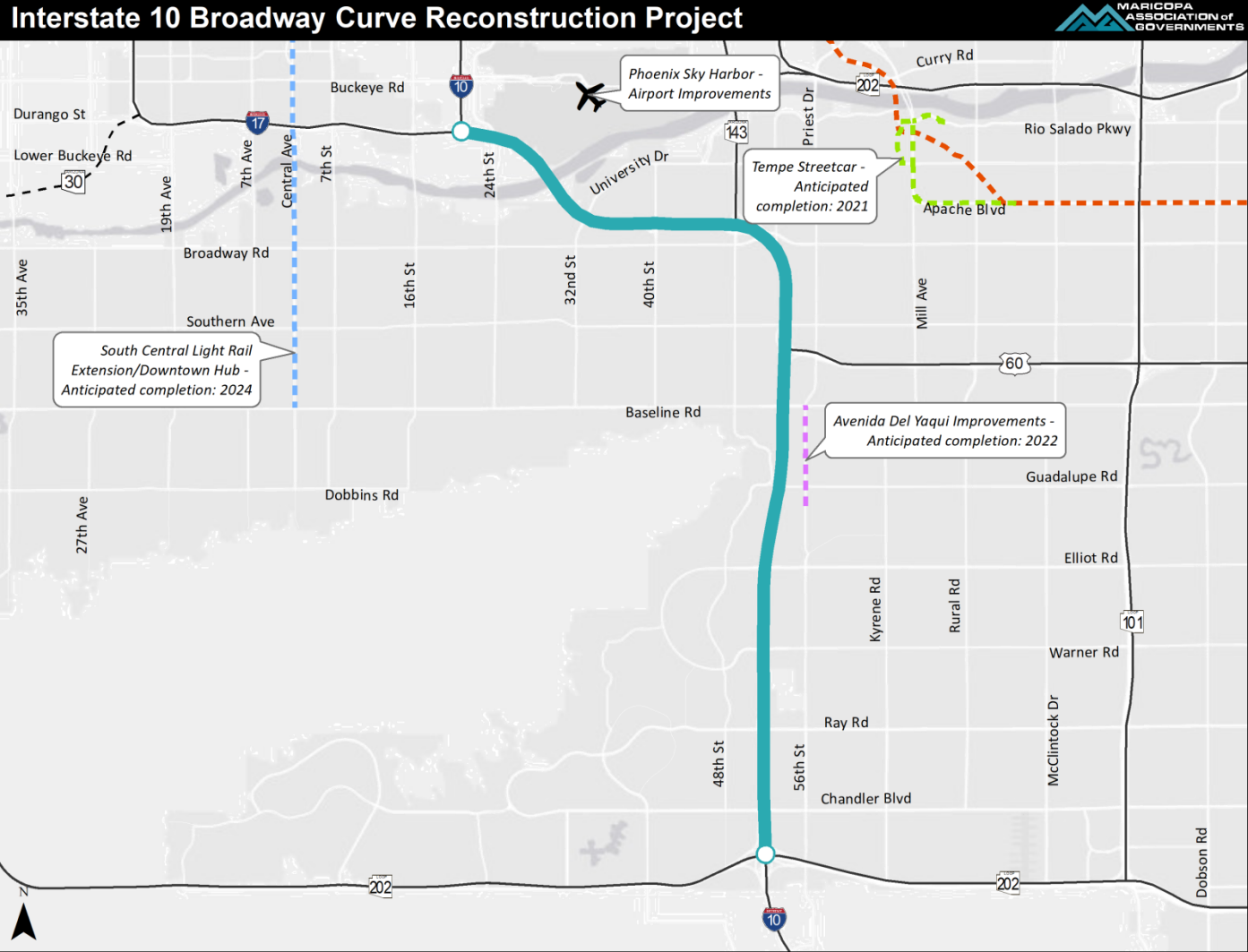


I-10 Broadway Curve: Communication & Outreach Activities

- Develop a multipronged approach
- Establish a strategic communication plan
- Leverage local agency resources
- Work in partnership with major destination stakeholders, cities, businesses, public, and Valley Metro

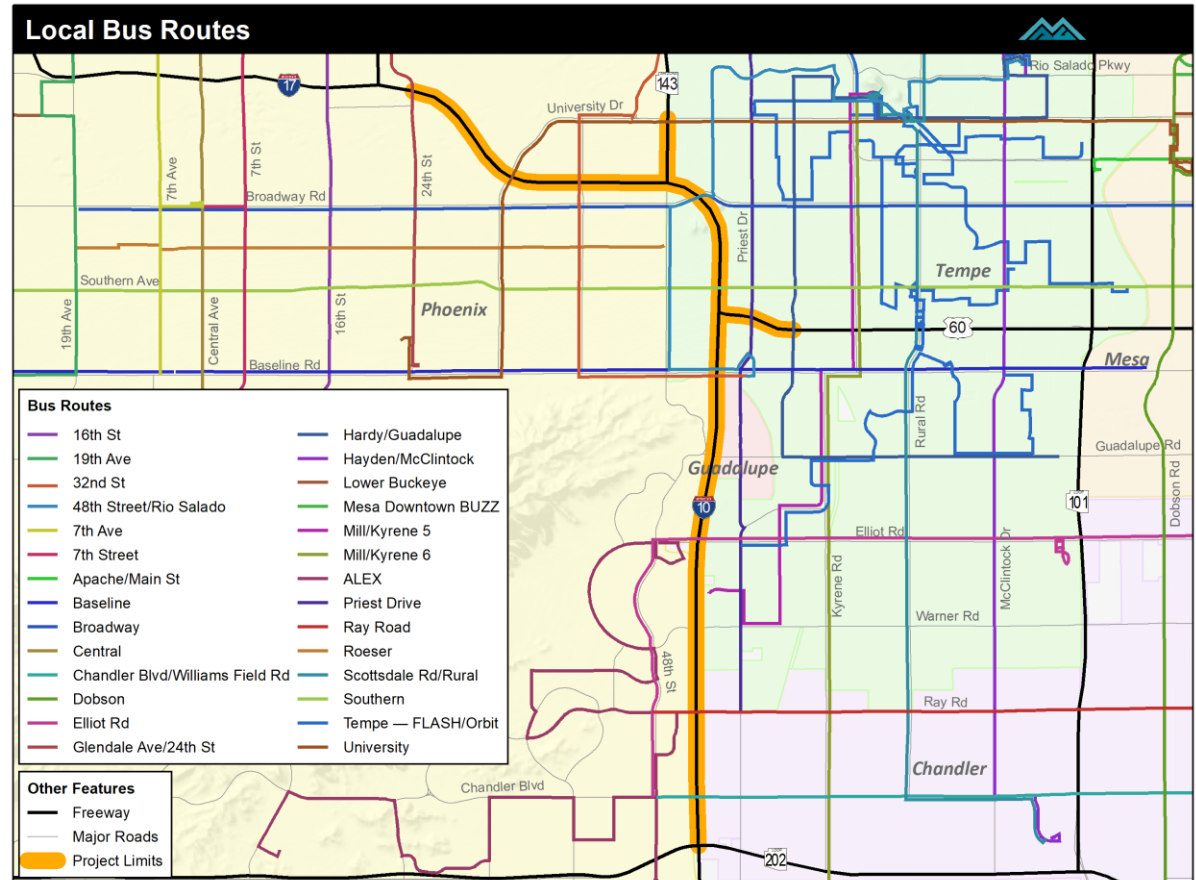


Regional Construction Activities



Regional Construction Activities

- Coordination with Valley Metro
- Analyze local and express bus enhancements and commute solution options during construction



Thank You!

Questions?

ADOT and MAG would like to thank the City of Tempe in their continued partnership for the success of this important project!

Any Questions or Comments?

Eastline Village

Item #5



**Tempe City Council – Regular Council Meeting
January 16, 2020**

Eastline Land Ventures

DMB[®]



A PASSION FOR
GREAT PLACES[®]

**APACHE
PARTNERS**

SUNBELT  HOLDINGS[™]

2019 Aerial Photograph



S. SMITH RD.

E. APACHE BLVD.

S. RIVER DR.

E. WILDERMUTH AVE.

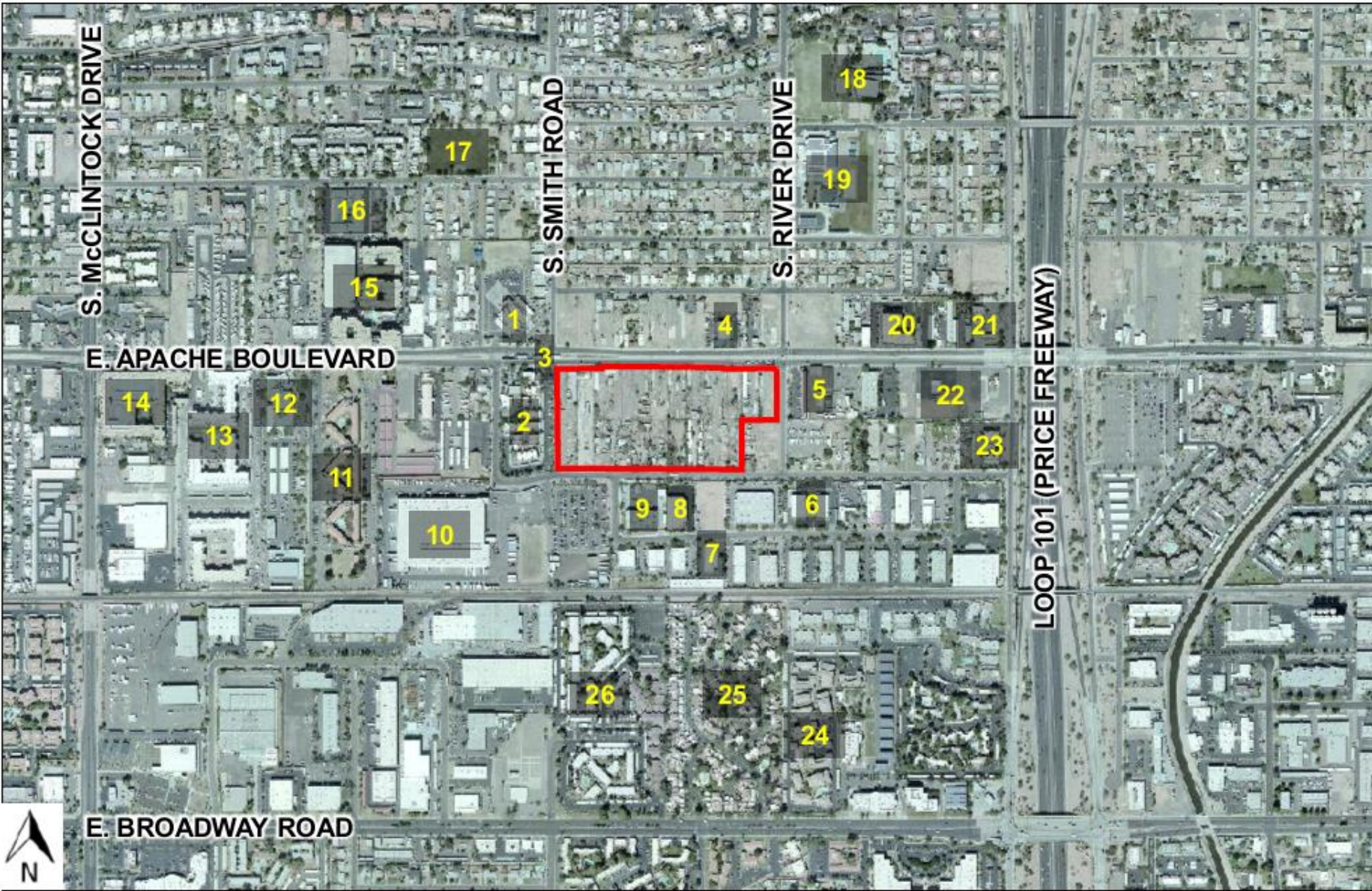


 Eastline Village

Surrounding Uses

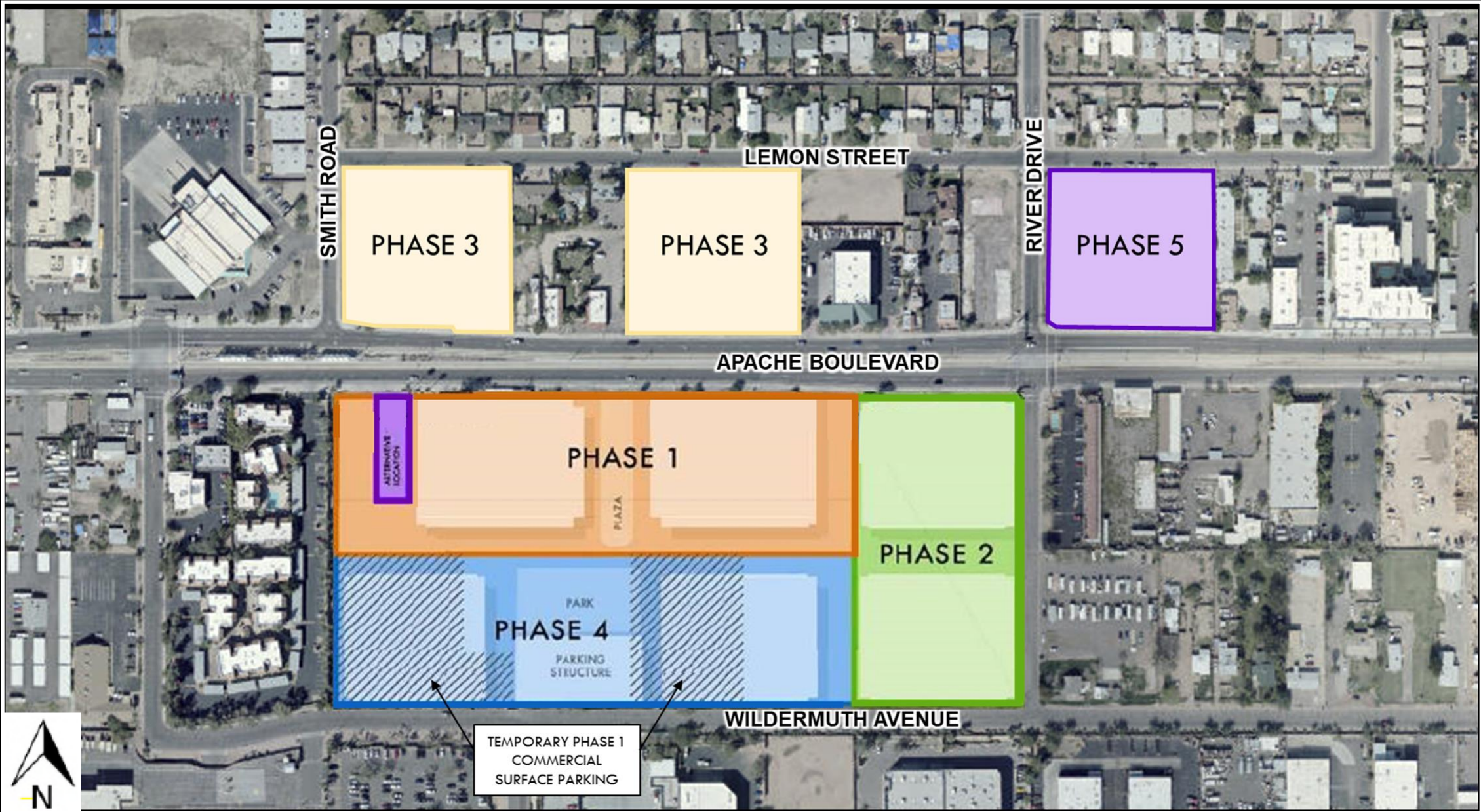
Surrounding Uses

1. US Post Office
2. La Paloma Apartments
3. Apache/Smith LRT Station
4. American Five Star Transmission
5. Rodeway Inn
6. Summit Companies
7. All Wood Treasures Furniture
8. U.S. Industrial Fastener of Arizona
9. City of Tempe Fire Department Support Services
10. UPS Customer Center
11. Arbour Park Apartments
12. Tempe Police Department Substation
13. Tempo at McClintock Station
14. Tempe METRO Apartments
15. Boulevard 1900
16. Desert Willow Apartments
17. Alegre Park
18. Escalante Park and Community Center
19. Thew Elementary School
20. 2148 East Apache
21. Circle K
22. Metro 101 Apartments
23. Silverwood Apartments
24. Villa Real Condominiums
25. Las Brisas Townhomes
26. Willow Creek Apartments



 Eastline Village

Eastline Village 2016 Phasing Plan



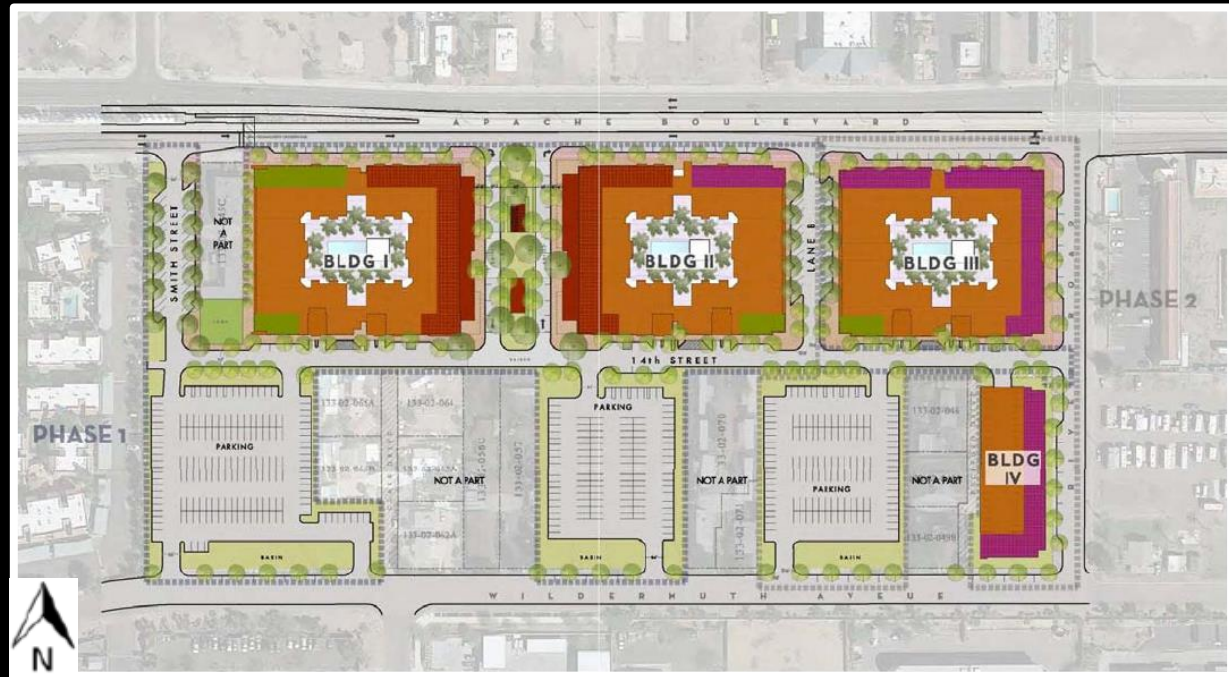
Approve Zoning Map Amendment to rezone approximately 0.3 acres from CSS and approximately 2.5 acres from R-4 to MU-4 within the TOD Station Area

Approve Planned Area Development Overlay Amendment to establish site-specific development standards for approximately 15.56 acres

Requests

City Council approved ZMA and PAD Overlay applications to accommodate an urban master-planned community on a 13.56-acre portion of Eastline Village site consisting of:

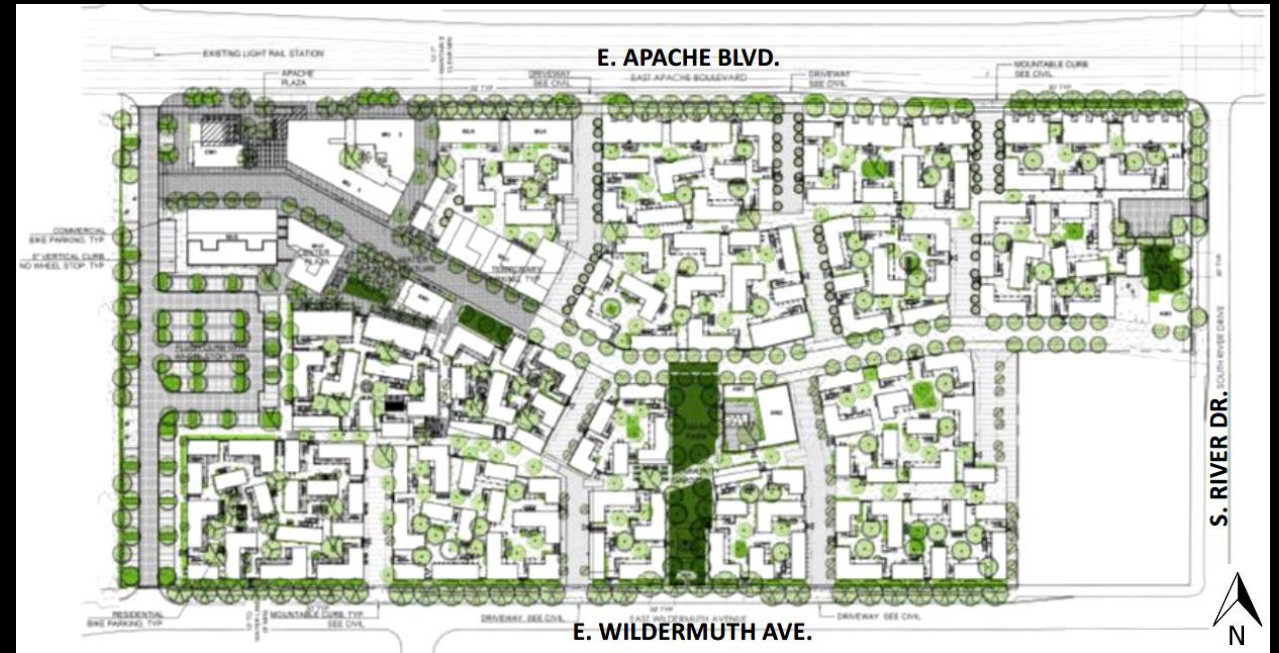
- Buildings up to 90-feet in height
- 698 residential units (51 du / acre)
- Over 59,000 sf of commercial space
- 1,385 vehicle parking spaces



September 2016 Approval

Innovative, sustainable and people-first designed mixed-use neighborhood consisting of:

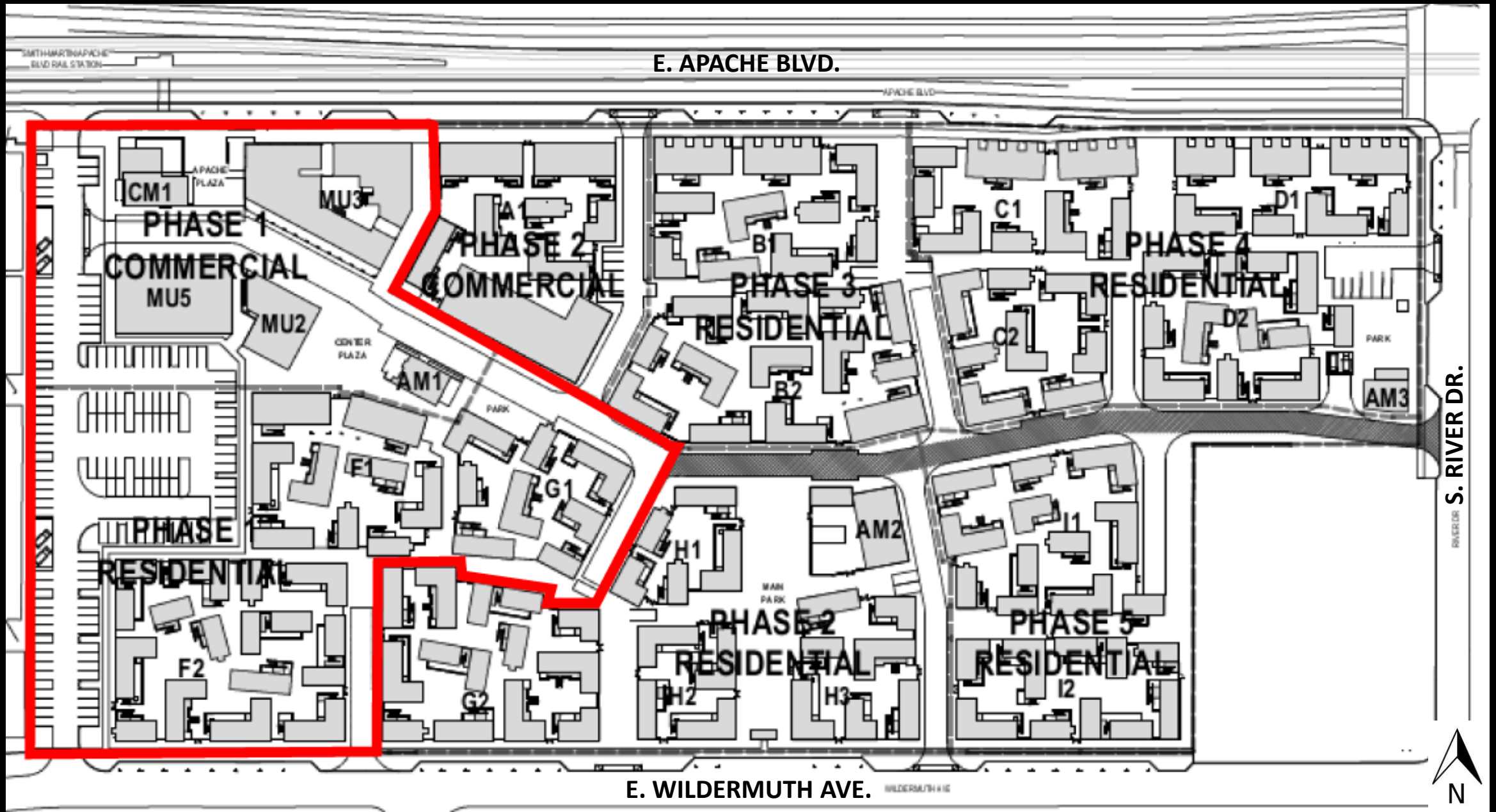
- Bldgs. up to 3-stories (55 feet) in height
- 636 multifamily units (includes 38 live-work units)
- 41 dwelling units per acre
- +/- 29,240 sf of office / retail / live-work space
- +/- 11,610 sf of restaurant / café / bar space (includes +/- 3,220 sf of outdoor seating space)
- +/- 7,820 sq. ft. of gym / yoga space
- Bookable shared-use spaces (e.g. guest bedrooms, micro-offices and event spaces)
- Landscape enhancements and amenities (e.g. plazas, paseos / courtyards and pocket parks)
- Shared mobility infrastructure (e.g. rideshare zones, walking, bicycle and e-scooter paths, parking zones and charging stations)
- On-site and on-street parking for commercial patrons and guests use
- 627 bicycle parking spaces



Looking SE From Smith-Martin Station on Apache

Overall Development Proposal

Master Site & Phasing Plan



 Eastline Village – Phase 1

Community Features Sustainability

- Supports Tempe's goal of carbon neutrality by 2050 by reducing transportation emissions by residents by approximately 50 percent
- Provides abundance of green space ranging from lushly landscaped central paseo, to pocket parks, to green courtyards
- Residential units feature provision of natural light on three sides to reduce energy usage
- Utilizes recognized green-building features and living practices

Community Features

Mobility & Parking

- **Non-car dependent lifestyle that is affordable, convenient and socially connected**
- **Shared mobility infrastructure, including rideshare and autonomous vehicle zones, walking, bicycle and e-scooter paths, parking zones and charging stations**
- **Private vehicle parking prohibition included in residential leases**
- **Parking managed by Eastline staff and 3rd party service providers**

Community Features

Bookable Shared Spaces

- Shared spaces include conference rooms, hosting rooms, other furnished areas and storage lockers
- Residents will be able to reserve rooms via Eastline Village app for personal or guest use
- Most bookable spaces will be open to residents for drop-in use when not reserved
- Subset of bookable space will be open to reservations by the public (e.g. nearby neighborhood groups will be able to reserve hosting space within main plaza)

- **On-site community manager and assistant community managers will manage day-to-day operations**
- **On-site security team to monitor buildings, walkways, parking courtyards and neighborhood access points through regular patrols and camera surveillance**
- **Multiple delivery modes for mail, packages, groceries, food orders and larger items (e.g. furniture) through delivery drop-off zones, carts/dollies for larger items, and managed space for package receiving/storage**
- **Ample signage and wayfinding features to simplify community navigation for residents, guests, patrons and delivery services**

Free service available to residents, neighbors and visitors that will:

- **Provide Eastline Village information (e.g. events, wayfinding)**
- **Provide access to services (e.g. reserving bookable space, paying rent)**
- **Allow for communication with staff (e.g. maintenance requests, move-in support)**
- **Allow residents to configure amenity packages (e.g. gym and makerspace membership, use of bookable spaces, parking passes, cleaning services, maintenance requests)**
- **Allow residents to utilize pre-negotiated discounts on mobility (e.g. Valley Metro, rideshare, on-site car share, bike and e-scooter share) and logistics/delivery (e.g. grocery delivery, food delivery, community supported agriculture) services**

Eastline Village

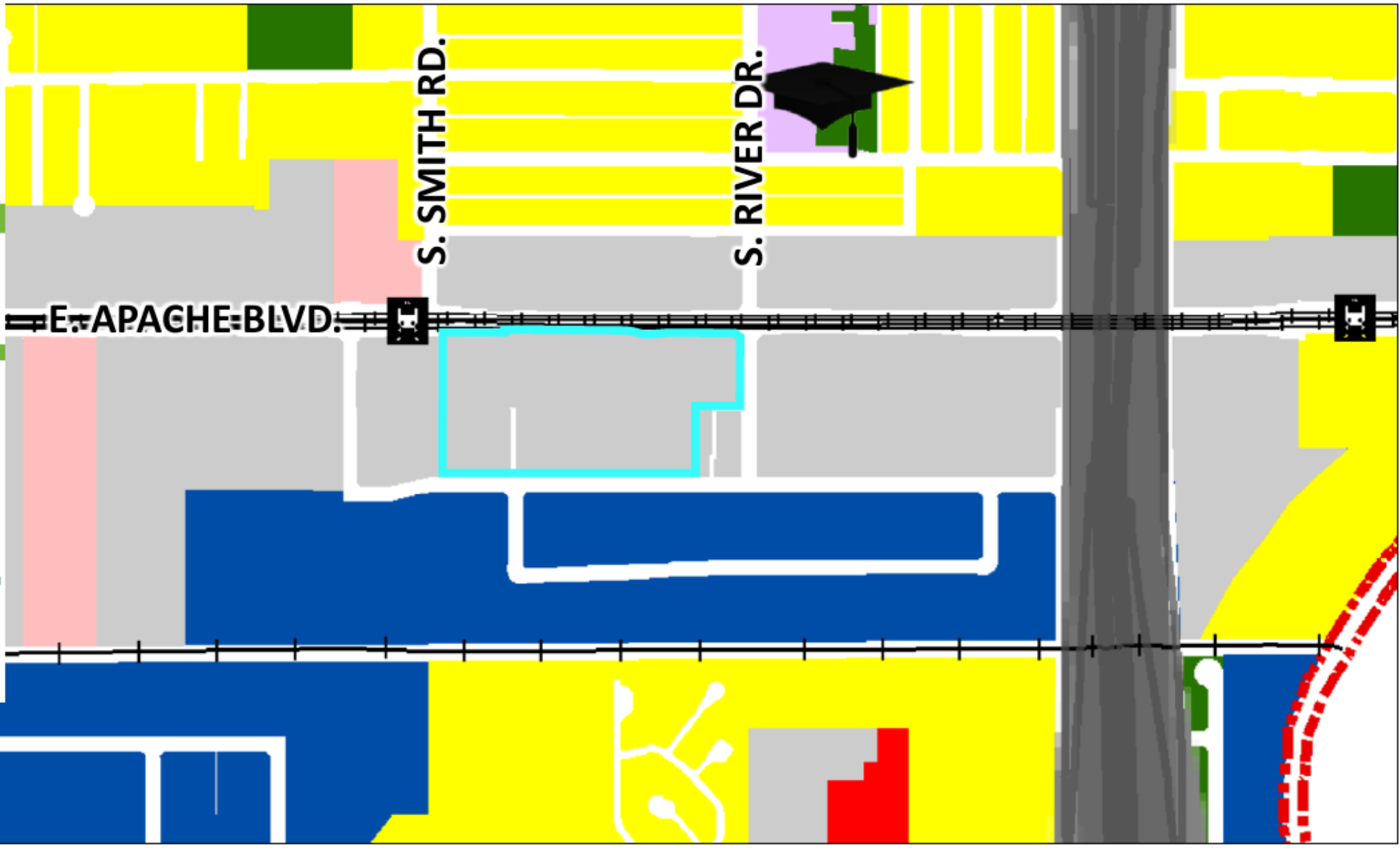


**Tempe City Council – Regular Council Meeting
January 16, 2020**



Projected Land Use
 City of Tempe
2040
 general plan

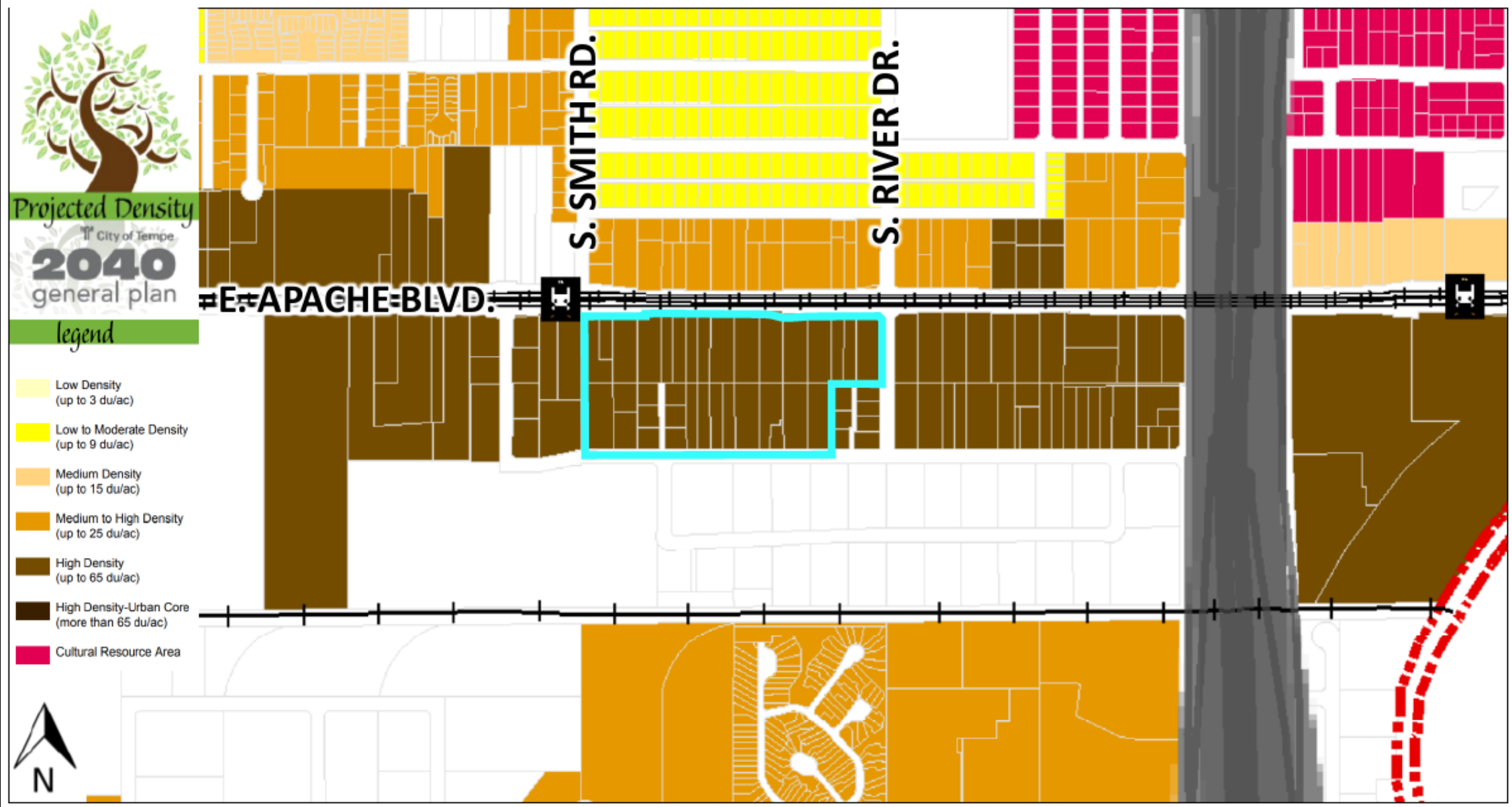
- legend
- Residential
 - Commercial
 - Mixed-Use
 - Industrial
 - Civic
 - Educational
 - Public Open Space
 - Water
 - Private Open Space
 - Public Recreational / Cultural
 - Aggregate Resource Area
 - Arizona State University
 - Municipal Facility
 - School



Eastline Village

General Plan 2040 Projected Land Use Map

General Plan 2040 Projected Residential Density Map



Projected Density
City of Tempe
2040
general plan

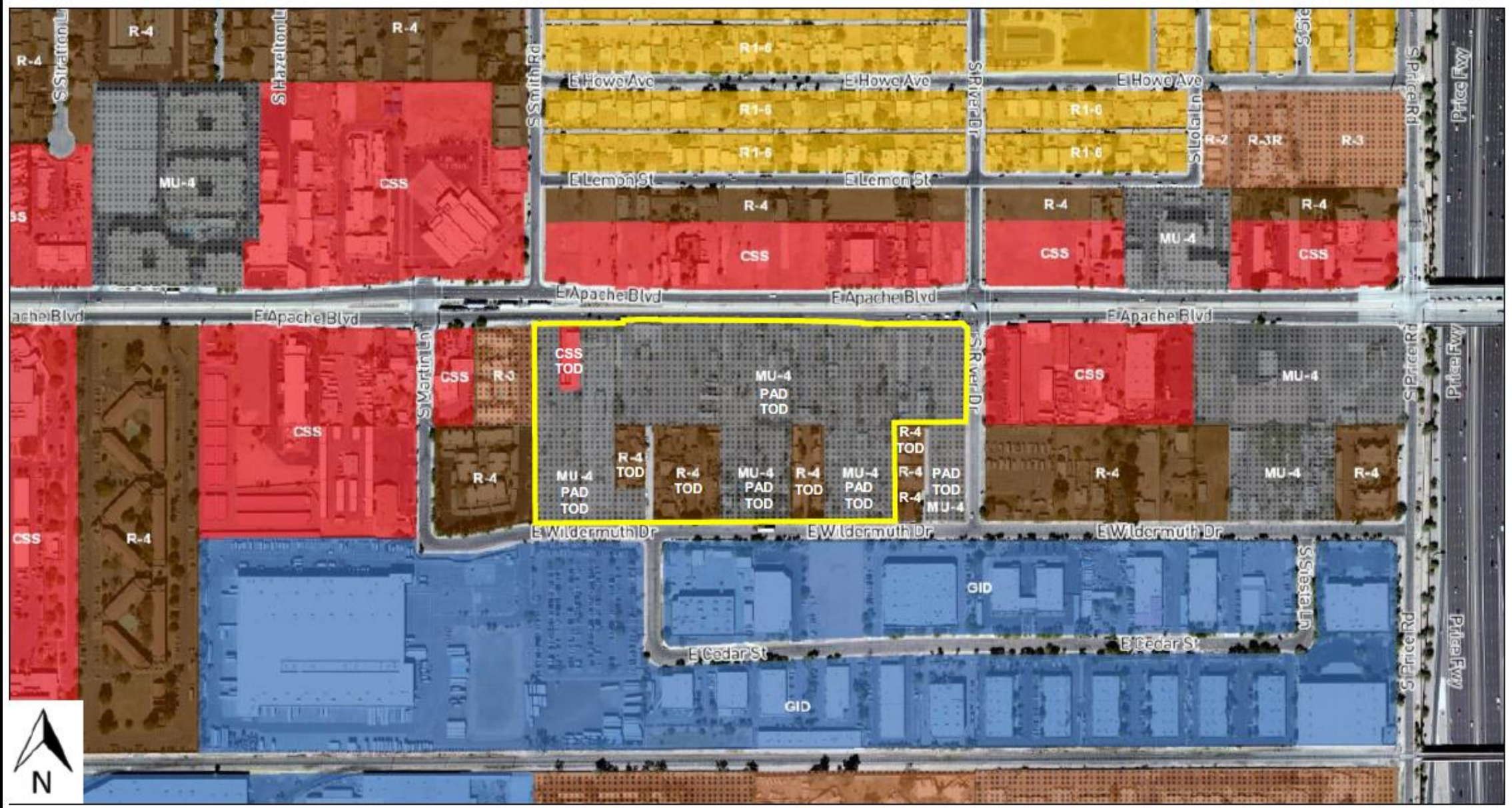
Legend

- Low Density (up to 3 du/ac)
- Low to Moderate Density (up to 9 du/ac)
- Medium Density (up to 15 du/ac)
- Medium to High Density (up to 25 du/ac)
- High Density (up to 65 du/ac)
- High Density-Urban Core (more than 65 du/ac)
- Cultural Resource Area



 Eastline Village

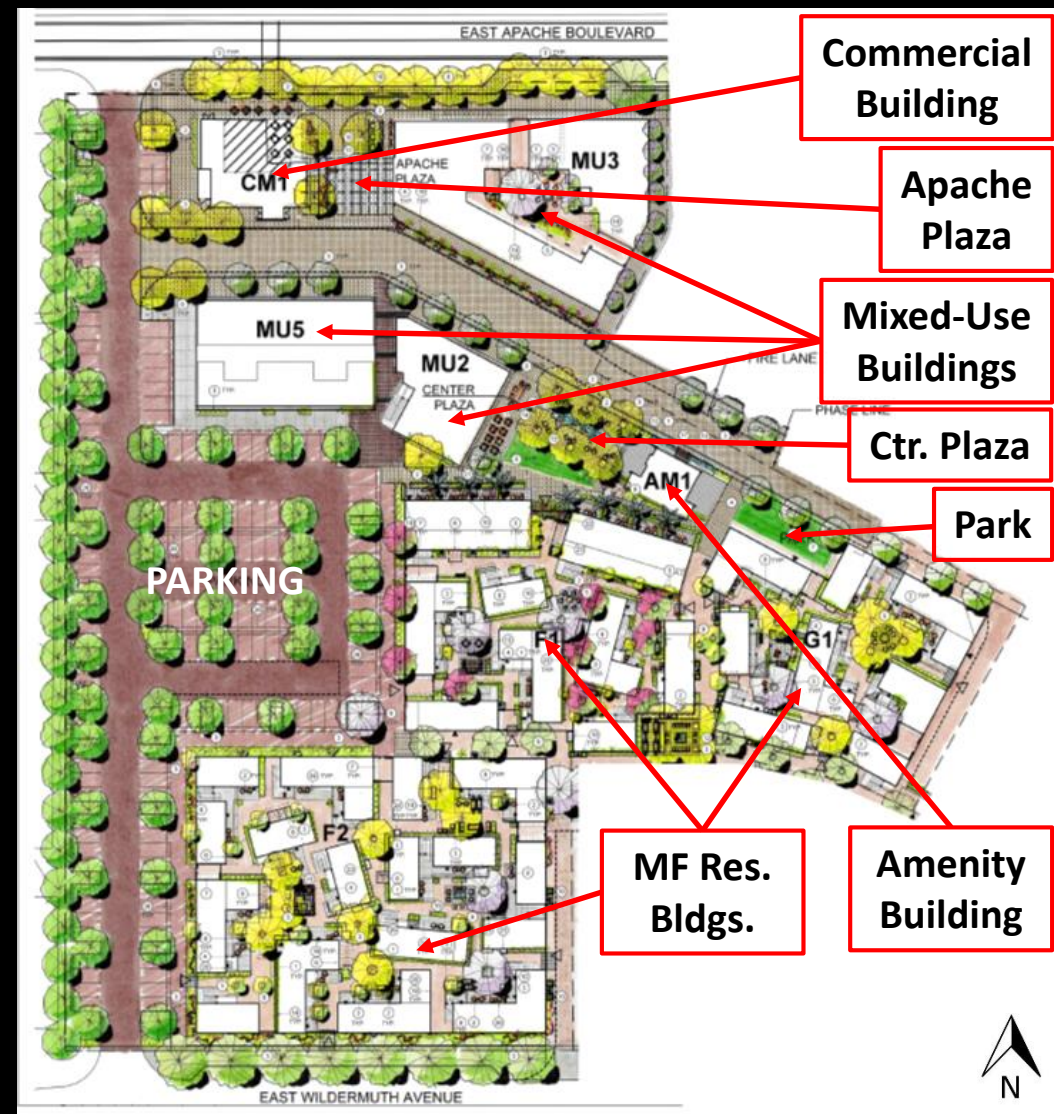
Current Zoning Map



 Eastline Village

Phase I Development Proposal

- +/- 5.45 acres
- Buildings up to three stories (55 feet) in height
- 175 multi-family residential units (includes two live-work units)
- +/- 16,150 sq. ft. of office / retail / live-work use space
- +/- 9,250 sf of restaurant / café space (includes +/- 1,930 square feet of outdoor seating space)
- Landscape enhancements and amenities (includes plazas, paseos, courtyards and a pocket park)
- Shared mobility infrastructure, including rideshare zones, walking, bicycle and e-scooter paths
- On-site parking courtyard providing 110 vehicle spaces for patrons and tenants of commercial use spaces and guests, 18 car-share spaces and 6 delivery spaces
- 13 metered on-street spaces and seven rideshare spaces along E. Apache Boulevard
- 8 on-street spaces along E. Wildermuth Ave.
- 184 bicycle spaces

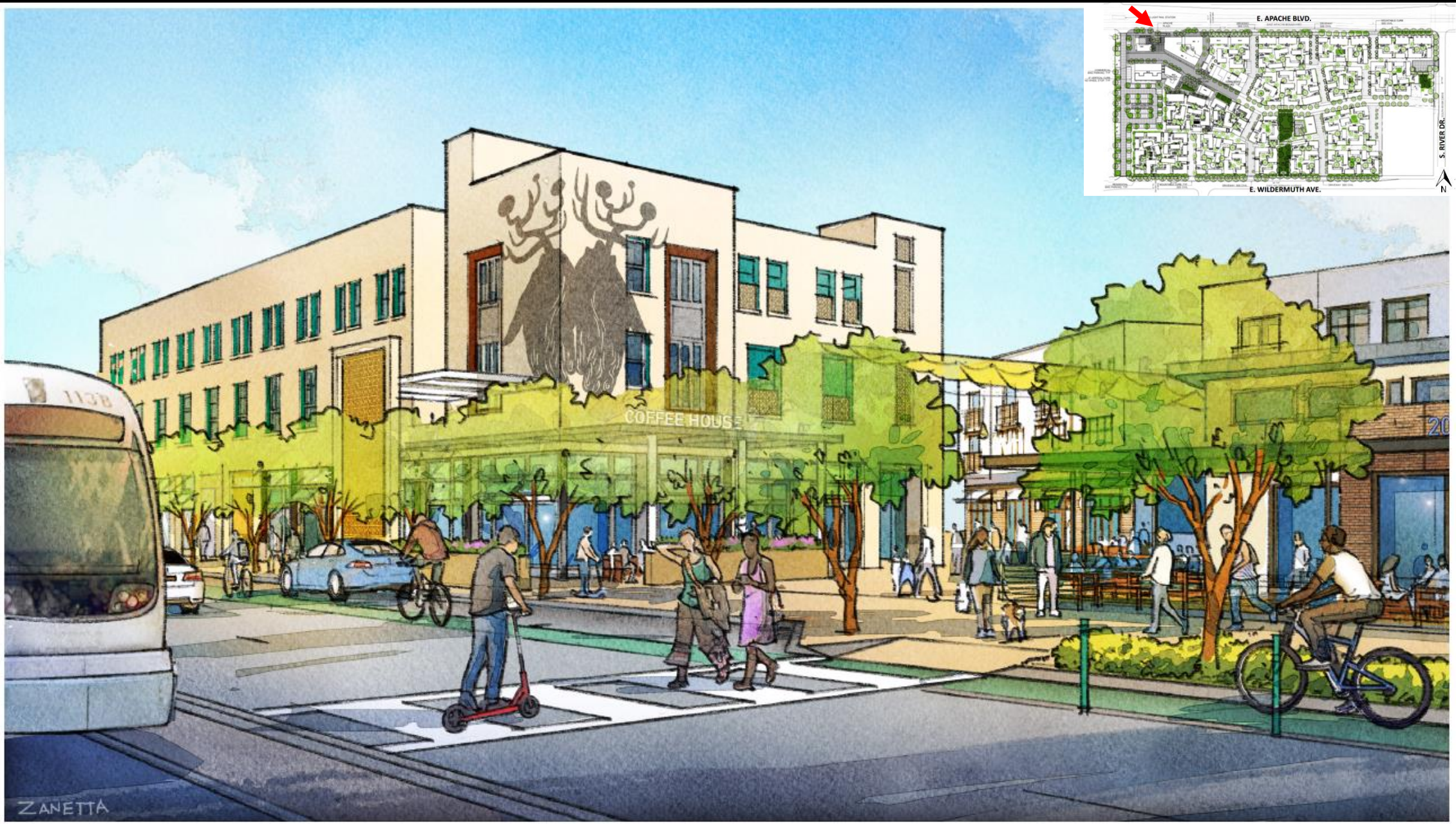




Precedent Images

Phase I - Apache Plaza

Looking SE From Smith-Martin Station on Apache



ZANETTA

Phase I - Residential Bldgs.

Looking NE Along E. Wildermuth Avenue



Phase I -- Typical Courtyard



View of Retail at Rideshare

Looking SE Along E. Apache Boulevard



© DEPICTION, LLC 2019



Residential Buildings

Looking SW at E. Apache Blvd. & S. River Drive



1st AMENDED PLANNED AREA DEVELOPMENT OVERLAY FOR EASTLINE VILLAGE

A PORTION OF SECTION 24, TOWNSHIP 1 NORTH, RANGE 4 EAST
OF THE GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA

OWNER AUTHORIZATION

EASTLINE LAND VENTURES, LLC

BY: _____ DATE _____
SIGNATURE DATE

THE SIGNATURE(S) REPRESENT(S) _____

ACKNOWLEDGMENT

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

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

BY: _____ MY COMMISSION EXPIRES _____
NOTARY PUBLIC

LEGAL DESCRIPTION

PORTIONS OF LOTS 13 THROUGH 24, TRACT C AND TRACT D, BUDA PARK PLAT 2, RECORDED IN BOOK 20, PAGE 28, MARICOPA COUNTY RECORDS (M.C.R.) AND LOTS 1 AND 2, DRAGO ESTATES, RECORDED IN BOOK 688, PAGE 45, M.C.R., LYING WITHIN THE SOUTHEAST QUARTER OF SECTION 24, TOWNSHIP 1 NORTH, RANGE 4 EAST, OF THE GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF NEVER DRIVE AND WILDERMOUTH DRIVE, A 24-FOOT BOUNDARY WITH NO IDENTIFICATION, FROM WHICH THE INTERSECTION OF CLARK DRIVE AND WILDERMOUTH DRIVE, A 24-FOOT CITY OF TEMPE BRASS CAP FLUSH, BEARS SOUTH BY 31°40' WEST (ANGLE OF BEARING), A DISTANCE OF 84.0 FEET;

THENCE ALONG THE CENTERLINE OF SAID WILDERMOUTH DRIVE, SOUTH BY 31°40' WEST, A DISTANCE OF 22.00 FEET;

THENCE LEAVING SAID CENTERLINE, NORTH BY 92°22' WEST, A DISTANCE OF 30.00 FEET, TO THE NORTH RIGHT-OF-WAY LINE OF WILDERMOUTH DRIVE AND THE POINT OF BEGINNING;

THENCE ALONG SAID NORTH RIGHT-OF-WAY LINE, SOUTH BY 87°40' WEST, A DISTANCE OF 107.17 FEET, TO THE WEST LINE OF SAID BUDA PARK PLAT 2;

THENCE LEAVING SAID NORTH RIGHT-OF-WAY LINE, ALONG SAID WEST LINE, NORTH BY 87°40' EAST, A DISTANCE OF 475.00 FEET, TO THE SOUTH RIGHT-OF-WAY LINE OF KACHE BOULEVARD;

THENCE LEAVING SAID WEST LINE, ALONG SAID SOUTH RIGHT-OF-WAY LINE, NORTH BY 87°22' EAST, A DISTANCE OF 24.00 FEET;

THENCE NORTH BY 87°20' EAST, A DISTANCE OF 22.00 FEET;

THENCE NORTH BY 92°00' EAST, A DISTANCE OF 2.65 FEET, TO THE SOUTH LINE OF THE NORTH 1/4 PART OF SAID SOUTHEAST QUARTER;

THENCE LEAVING SAID SOUTH RIGHT-OF-WAY LINE, ALONG SAID SOUTH LINE, NORTH BY 82°50' EAST, A DISTANCE OF 628.00 FEET, TO THE SOUTH RIGHT-OF-WAY LINE OF SAID APACHE BOULEVARD;

THENCE LEAVING SAID SOUTH LINE, ALONG SAID SOUTH RIGHT-OF-WAY LINE, SOUTH BY 84°43' EAST, A DISTANCE OF 112.00 FEET;

THENCE NORTH BY 87°00' EAST, A DISTANCE OF 125.34 FEET;

THENCE SOUTH BY 87°00' EAST, A DISTANCE OF 15.00 FEET, TO THE WEST RIGHT-OF-WAY LINE OF SAID NEVER DRIVE;

THENCE LEAVING SAID SOUTH RIGHT-OF-WAY LINE, ALONG SAID WEST RIGHT-OF-WAY LINE, SOUTH BY 87°17' WEST, A DISTANCE OF 49.00 FEET, TO THE NORTHEAST CORNER OF SAID TRACT C;

THENCE LEAVING SAID WEST RIGHT-OF-WAY LINE, ALONG THE NORTH LINE OF SAID TRACT C, SOUTH BY 87°00' WEST, A DISTANCE OF 29.00 FEET, TO THE NORTHEAST CORNER OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN DOCUMENT JOB 047708, M.C.R.;

THENCE LEAVING SAID NORTH LINE, ALONG THE EAST LINE OF SAID CERTAIN PARCEL OF LAND, SOUTH BY 87°24' WEST, A DISTANCE OF 22.00 FEET, TO THE POINT OF BEGINNING.

CONTAINING 677.81 SQUARE FEET OR 15.625 ACRES, MORE OR LESS,

SUBJECT TO EXISTING RIGHTS-OF-WAYS AND EASEMENTS.

THIS PARCEL DESCRIPTION IS BASED ON THE FINAL PLAN FOR BUDA PARK PLAT 2, RECORDED IN BOOK 20, PAGE 28, M.C.R., AND OTHER CLIENT PROVIDED INFORMATION. THIS PARCEL DESCRIPTION IS LOCATED WITHIN AN AREA SURVEYED BY WOOD, PATEL & ASSOCIATES, INC. DURING THE MONTH OF MARCH, 2014. ANY INSTRUMENTATION NOTED IN THIS PARCEL DESCRIPTION IS WITHIN ACCEPTABLE TOLERANCE (AS DEFINED IN ARIZONA BOUNDARY SURVEYING MINIMUM STANDARDS DATED 8/1/2005) OF SAID POSITIONS BASED ON SAID SURVEY.

APPROVAL

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

OWNER / DEVELOPER

EASTLINE LAND VENTURES, LLC
7800 E. DOUBLE TREE RANCH ROAD #800
SCOTTSDALE, ARIZONA 85268
CONTACT: BOB CARLSON
PHONE: (480) 261-7000

PROJECT DATA

PROJECT DATA	
PROJECT NO.	PA0190003
GENERAL PLAN LAND USE	Med. Use
GENERAL PLAN DENSITY (L/AC)	10 to 20
NET AREA (ACRES)	100.128 SF / 2.302 Ac
NET AREA (SQ FT)	10,731,808 SF / 245,260 Ac
DWELLING QUANTITY	624 DU
BEDROOM QUANTITY	180
CITY	41 State
BUILDING HEIGHT	30 FT MAX
BUILDING LOT COVERAGE	75% MAX (25% PROPOSED)
NET LANDSCAPE COVERAGE	25% MIN (20% PROPOSED)
BUILDING SETBACKS *	
FRONT (ARCHIT. REQ.)	0 FT MIN / 20 FT MAX Typ (20 FT MIN UP TO 35%)
SIDE (ARCHIT. REQ.)	0 FT MIN / 20 FT MAX
REAR (ARCHIT. REQ.)	0 FT MIN / 20 FT MAX
ADJ. (EXIST. PROPERTY) (REQ.)	10 FT MIN
STREET LIGHT - PARKING AND LANDSCAPING	20 FT
VEHICLE PARKING QUANTITY	
RESIDENTIAL:	
1 Bedroom (200 units / 400 bedrooms)	0 (0 SP/1000sqft)
2 Bedroom (120 units / 240 bedrooms)	0 (0 SP/1000sqft)
3 Bedroom (80 units / 240 bedrooms)	0 (0 SP/1000sqft)
Live/Work 1 Bedroom (20 units / 20 bedrooms)	Calculated in Live/Work Office table
Garage (50 units)	624 (2.5 SP/1000)
TOTAL RESIDENTIAL REQUIRED	0
COMMERCIAL:	
Retail (20,150 SF) / Cafe (2,047 SF) / Bar (1,100 SF) / Service / (1,200 SF) / Bank	62.5 (1.0 SP/1000 SF, 1 SP / 300 SF)
Restaurant / Cafe / Bar (subject to zoning) (2,000 SF)	100 (1.0 SP/1000 SF)
Gas / T-Shop (7,000 SF)	100 (1.0 SP/1000 SF)
Office (6,100 SF) / Retail (12,122 SF) / Live/Work (10,000 SF) / (10,000 SF) / Bank	46.5 (1.0 SP/1000 SF, 1 SP / 300 SF)
TOTAL COMMERCIAL REQUIRED	209
VEHICLE PARKING QUANTITY PROVIDED	112
SUPPLEMENTAL VEHICULAR PARKING:	10 (24 Spots) + 14 (Bike Spots) + 18 (Carpool)
BICYCLE PARKING QUANTITY	
RESIDENTIAL (1.5 SP/1,000 SF) (1 SP/400 SF)	
1 Bedroom (200 units)	300 (2.5 SP/1000)
2 Bedroom (120 units)	180 (2.5 SP/1000)
3 Bedroom (80 units)	80 (2.5 SP/1000)
Live/Work 1 Bedroom (20 units)	25 (2.5 SP/1000)
Garage (50 units)	127.2 (2.5 SP/1000)
TOTAL RESIDENTIAL	692
COMMERCIAL:	
Retail (20,150 SF) / Cafe (2,047 SF) / Bar (1,100 SF) / (1,200 SF) / Bank	16.8 (1 SP / 300 SF)
Office (6,100 SF) / Retail (12,122 SF) / (10,000 SF) / Bank	2.4 (1 SP / 1000 SF)
Live/Work (10,000 SF)	1.5 (1 SP / 1000 SF)
TOTAL COMMERCIAL	20
BICYCLE PARKING QUANTITY PROVIDED	437
WEEK (Building Allow) (REQ)	127,267
Residential (parking Lot/Work) units	498,210
Residential (Availability) (not open to general public use)	23,344
Storage & Utility	6,880
Retail (20,150 SF) / Cafe (2,047 SF) / Bar (1,100 SF)	6,360
Office (6,100 SF) / Retail (12,122 SF) (see above) (Availability, includes in residential count)	16,215
Total Commercial	28,759
* This PAD defines the front property line as Adobe Blvd., not Never Dr.	



PREVIOUS APPROVAL
PL 90087 AUGUST 22, 2018

CONDITIONS OF APPROVAL

GENERAL NOTES

WOOD/PATEL
MISSION: CLIENT SERVICE
(602) 514-1500
WWW.WOODPATEL.COM



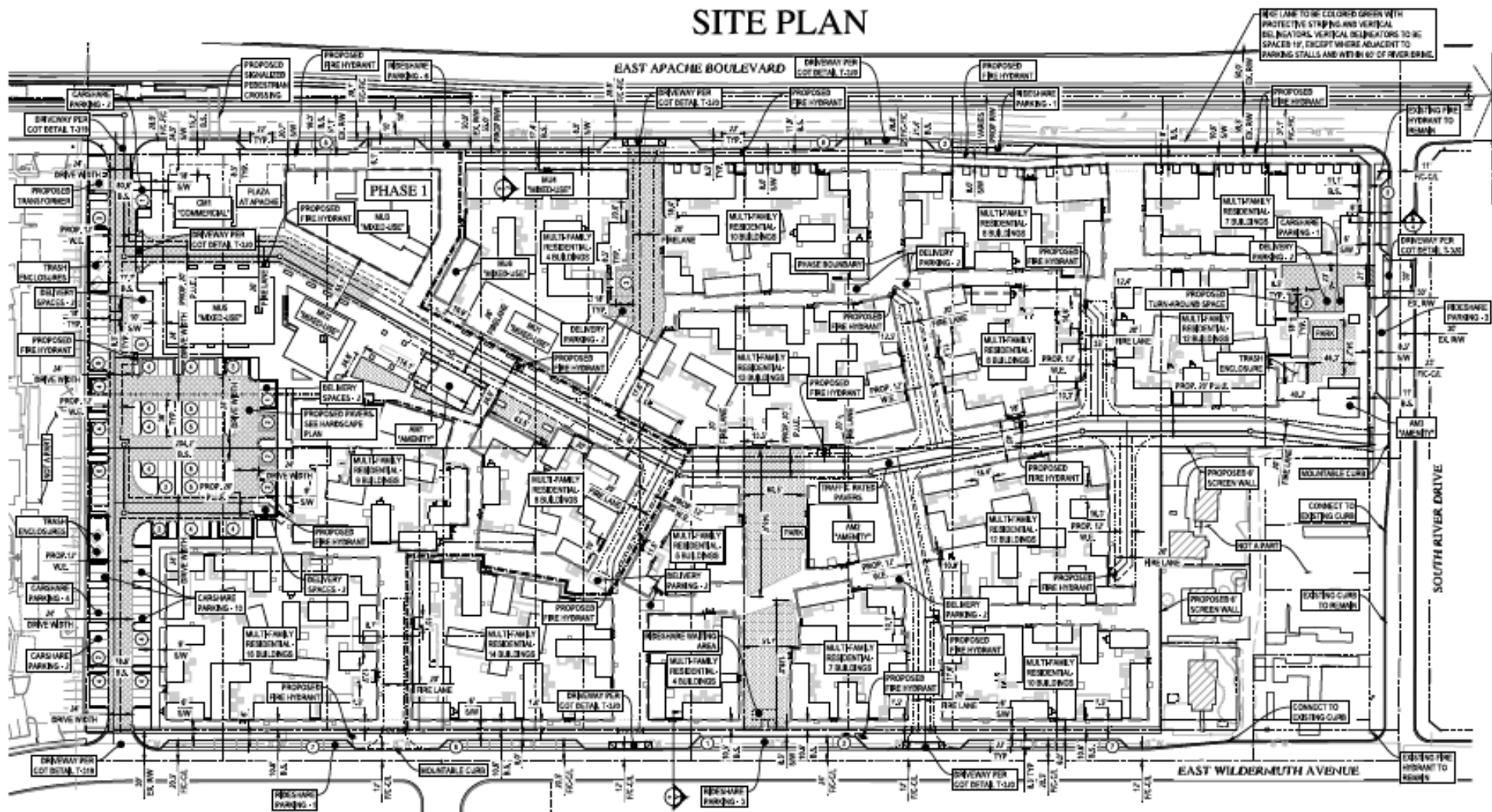
1ST AMENDED PLANNED AREA DEVELOPMENT OVERLAY
EASTLINE VILLAGE
2025 E. APACHE BLVD., TEMPE, ARIZONA



SCALE	1" = 20'
DATE	12/1/2018
DRAWN BY	JOB NUMBER
CHECKED BY	PROJECT

1st AMENDED PLANNED AREA DEVELOPMENT OVERLAY FOR EASTLINE VILLAGE

SITE PLAN



LEGEND		
PROPOSED SITE PLAN	TRAFFIC RATED PAVERS	CONCRETE CURB
PHASE BOUNDARY LINE	TRAFFIC RATED CONCRETE PAVEMENT	ELECTRICAL CABLEMENT
BUILDING OUTLINE	TURF	FIRE HYDRANT
FIRE LANE	PASSENGER CAR PARKING COUNT	PROPANE PIPING
CURB		SIGN
SIDEWALK		TRUCK

PARKING TOTALS			
	PASSENGER	DELIVERY	RESHARE
ON-SITE	113	16	0
OFF-SITE	38	0	14
TOTAL	151	16	14

NOTES:
 1. EXISTING SITE INFORMATION AND BOUNDARY WORK SHOWN PER ALTA SURVEY COMPLETED BY HUNTER ENGINEERING, DATED JULY 26, 2011.
 2. TRAFFIC CALMING DEVICES SHALL BE PROHIBITED UNLESS APPROVED BY THE FIRE CODE OFFICIAL, 31C-904.1.
 3. BUILDING LAYOUT IS CONCEPTUAL AND SUBJECT TO DEVELOPMENT PLAN REVIEW APPROVAL.



DS190065

PAD190003

REC19069

REC19069

PAD190003

DS190065

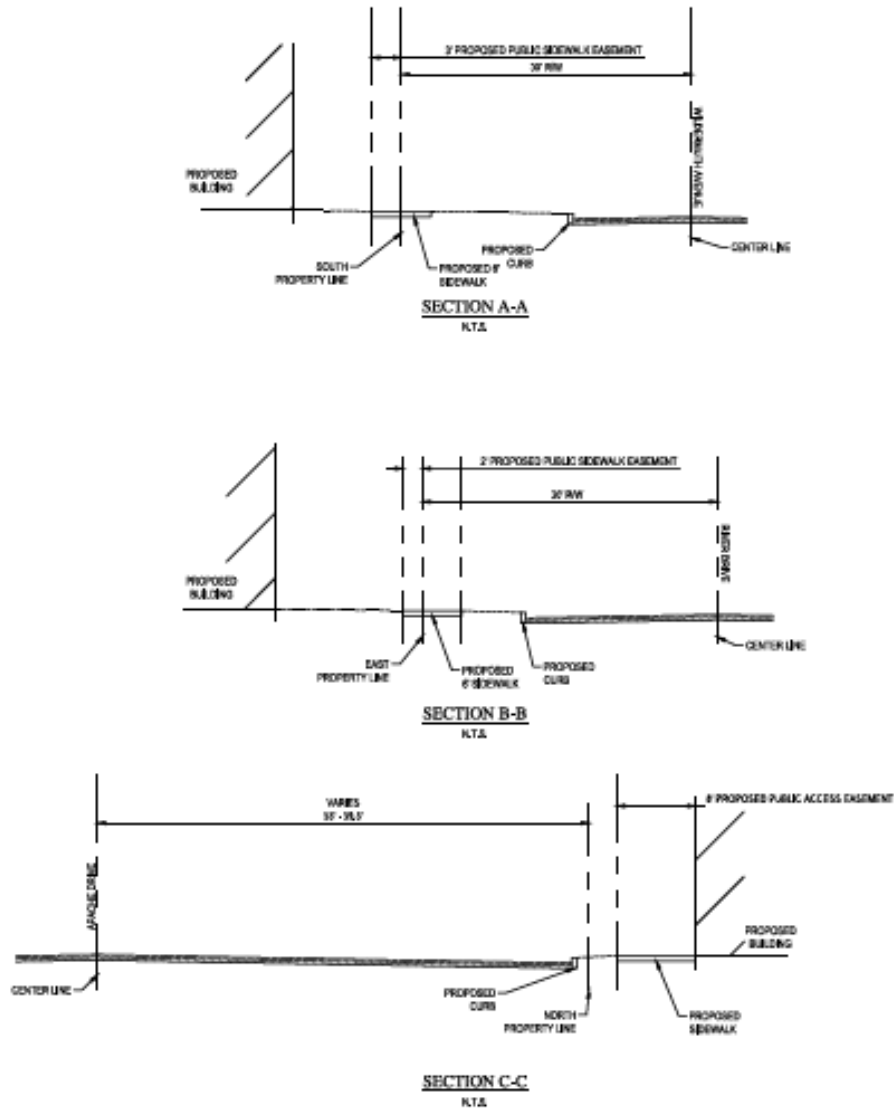
WOOD/PATEL
 MISSION: CLIENT SERVICE
 (602) 335-8800
 WWW.WOODPATEL.COM



1ST AMENDED PLANNED AREA DEVELOPMENT OVERLAY
EASTLINE VILLAGE
 2025 E. APACHE BLVD., TEMPE, ARIZONA



DATE: 10/14/2011
 TIME: 10:14:20
 USER: JAW
 SHEET: 3 OF 4



DS190065

PAD190003

REC19069

REC19069

PAD190003

DS190065

WOOD/PATEL
MISSION-CRIENT SERVICE
602-333-1100
WWW.WOODPATEL.COM



**1ST AMENDED PLANNED AREA
DEVELOPMENT OVERLAY**
EASTLINE VILLAGE
2025 E. APACHE BLVD., TEMPE, ARIZONA



SCALE	DATE
SCALE	DATE
DATE	DATE
DESIGNER	DRAWN
CHECKED	DATE
PROJECT	NO.

4 OF 4



CONTEXTUAL AREA MAP FOR EASTLINE VILLAGE

A PORTION OF SECTION 24, TOWNSHIP 1 NORTH, RANGE 4 EAST
OF THE GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA



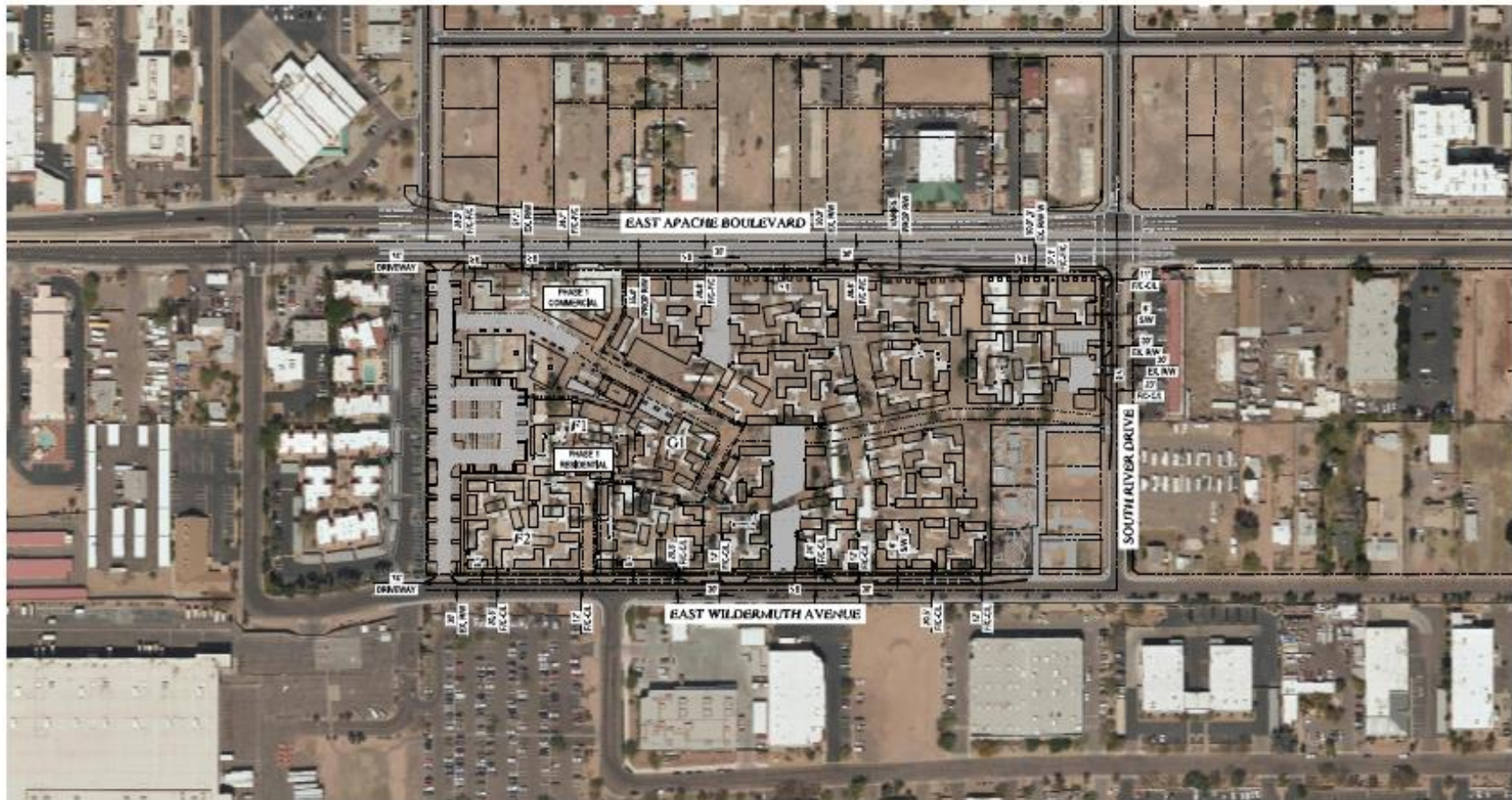
OWNER / DEVELOPER
EASTLINE VILLAGE VENTURES, LLC
1901 S. DOUBLE TUBE RANCH ROAD 6500
SCOTTSDALE, ARIZONA 85258
CONTACT: ERIC CARLSON
PHONE: 480.467.7355

ENGINEER
WOOD, FATEL & ASSOCIATES, INC.
2201 WEST NORTHERN AVENUE, SUITE 400
PHOENIX, ARIZONA 85021
CONTACT: JOHN G. REICHEL, P.E.
PHONE: 602.338-8800
FAX: 602.338-8800

ARCHITECT
OPTICO DESIGN, INC.
2700 W. 14th STREET, SUITE 125
MESA, AZ 85204
CONTACT: ALFONSO VONDERHEG
PHONE: 480.838-8889

NOTE:
DATE: 07/11/2014
DRAWING DATE: 07/11/2014
BOUNDARY WORK SHOWN PER ALTA SURVEY COMPLETED BY HUNTER ENGINEERING, DATED JULY 11, 2014.

OPTICO
Optico Design, Inc.
2100 Millie Street
Suite 125
Berkeley, CA 94706
P: 415.538.8887
E: info@optico.com
www.optico.com



EASTLINE VILLAGE
2025 E. APACHE BLVD., TEMPE, ARIZONA

1ST AMENDED PLANNED AREA DEVELOPMENT OVERLAY

Project 4315 FORMAL GEMINAL	
Issued For Construction ---/---/---	
Issued For Staking And Piling ---/---/---	
Sheet Title CONTEXTUAL AERIAL MAP WITH SITE PLAN OVERLAY	
Drawn By JH	Sheet Number A0.1
Date 06/14/14	
Scale 1" = 100'0"	



1 VIEW OF APACHE PLAZA FROM SMITH-MARTIN STATION ON APACHE BLVD.



2 VIEW FROM CORNER OF APACHE BLVD. AND RIVER DRIVE



3 VIEW OF RETAIL ALONG APACHE BLVD. AT RIDESHARE



4 VIEW OF RESIDENTIAL BUILDINGS ALONG WILDERMUTH AVENUE

1. APACHE PLAZA DESIGN INTENT

THIS IS THE VIEW AS ONE EXITS THE LIGHT RAIL STATION. THIS PLAZA IS THE GATEWAY TO THE COMMUNITY THROUGH TO THE PUBLICLY ACCESSIBLE PASEO SPINE. A NEW MIXED USE BUILDING ALONG THE EAST SIDE OF THE ENTRANCE PLAZA SHALL HAVE AN ELEVANT HEIGHT ALONG WITH WALL ART AS A WAY TO CALL PUBLIC ATTENTION TO THE PLANNED COMMUNITY. DEDICATED RETAIL WALL SPACE INVOKING AS WELL AS A RESTAURANT/CAFÉ. THE INTENT IS TO CREATE A SENSE OF VIBRANCY ALONG APACHE AND THE ENTRY PLAZA BOTH THROUGH THE USES AND DESIGN ELEMENTS, SUCH AS PUBLIC ART, SEATING DEVICES, LIGHTING AND PLANTY OF LANDSCAPING.

2. APACHE DESIGN INTENT

GIVEN THE MORE PUBLIC NATURE OF APACHE BOULEVARD, THE MAJORITY OF THAT STREET FRONTAGE WILL HOUSE EITHER DEDICATED RETAIL USES OR LIVING UNITS WITH APARTMENTS ABOVE. THE STREET DESIGN INCLUDES IMPROVING THE EXISTING BIKE LANE AND ADDING A MULTI-MODEL PATH TO ACCOMMODATE ADDITIONAL BIKES AS WELL AS SCOOTER AND PEDESTRIANS. DEDICATED PUBLIC BIKE DROP-OFF POINTS ARE INTEGRATED INTO THE STREET DESIGN. PUBLIC BIKE (SCOOTER) PARKING WILL BE PLentiful ALONG THIS STREET AS WELL AS STREET TREES AND LANDSCAPING. MULTIPLE PUBLIC ACCESS POINTS ARE PROVIDED THAT FILTER INTO AND THROUGH THE COMMUNITY. SEIZURE WALL BE COLORFUL AND FUN.

3 & 4. RIVER + WILDERMUTH DESIGN INTENT

THE VIEW ALONG WILDERMUTH SHOWS HOW THE SCALE AND SIZE OF THE RESIDENTIAL BUILDINGS WILL ANIMATE THE STREET FRONTAGE. A NUMBER OF PUBLIC ACCESS POINTS INTO AND THROUGH THE SITE WILL BE PROVIDED ALONG THE STREET. THE LENGTHS OF THE BUILDINGS ARE NEVER LONGER THAN 50 FEET AND MORE TYPICALLY ARE LESS THAN 40 FEET WHICH KEEPS THE FRONTAGE FROM BEING MONOTONOUS. AS DO VARIOUS OTHER ELEMENTS SUCH AS TOWER ELEMENTS, LOW WALLS, ENTRY GATES, AND RANDOM SHADING DEVICES. THERE WILL BE A GENEROUS AMOUNT OF STREET TREES TO PROVIDE ADDITIONAL SHADE IN COMBINATION WITH A NATIVE ADAPTED PLANT PALETTE TO PROVIDE A FEELING OF LUSHNESS.

KEY PLAN WITH VIEWS



Opticos Design, Inc.
 2100 Miwa Street
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 Berkeley, CA 94706
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 www.opticosdesign.com

EASTLINE VILLAGE
 2025 E. APACHE BLVD, TEMPE, ARIZONA
 1ST AMENDED PLANNED AREA DEVELOPMENT OVERLAY

Revision: 4TH FORMAL SUBMITTAL

Issued For Circulation:

Issued For Bidding And File:

Sheet Title:

PERSPECTIVES

Drawn By: BC Sheet Number:

Date: 10/14/19

Scale: NTS **A0.2**



1
A0.3 VIEW OF TYPICAL COURTYARD

TYPICAL COURTYARD DESIGN INTENT

EVERY APARTMENT WILL HAVE ACCESS TO A SEMIPRIVATE COURTYARD THESE SPACES PROVIDE OPPORTUNITIES FOR OUTDOOR GATHERING THROUGH THE INCLUSION OF AMENITIES SUCH AS BARBECUE GRILLS, FIRE PITS, AND SITE FURNISHINGS. THEY ARE DESIGNED TO BE COMFORTABLE AND ORGANIC IN DESIGN RATHER THAN FORMAL. LOTS OF SHADE WILL BE PROVIDED THROUGH THE BUILDINGS THEMSELVES. FREE-STANDING SHADE ELEMENTS AND TREES THE COURTYARDS ARE DESIGNED TO ACCOMMODATE RESIDENTS' BIKE PARKING. PLANTFUL ART ELEMENTS SUCH AS MURALS, WALL TILES, AND WATER ELEMENTS WILL BE INTEGRATED INTO THE SPACES.



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 www.opticosdesign.com

EASTLINE VILLAGE
 2025 E. APACHE BLVD, TEMPE, ARIZONA

1ST AMENDED PLANNED AREA DEVELOPMENT OVERLAY

Revision: 4TH FORMAL SUBMITTAL

Issued For Circulation:

Issued For Bidding And Pricing:

Sheet Title: PERSPECTIVES

Drawn By: BC

Date: 10/14/19

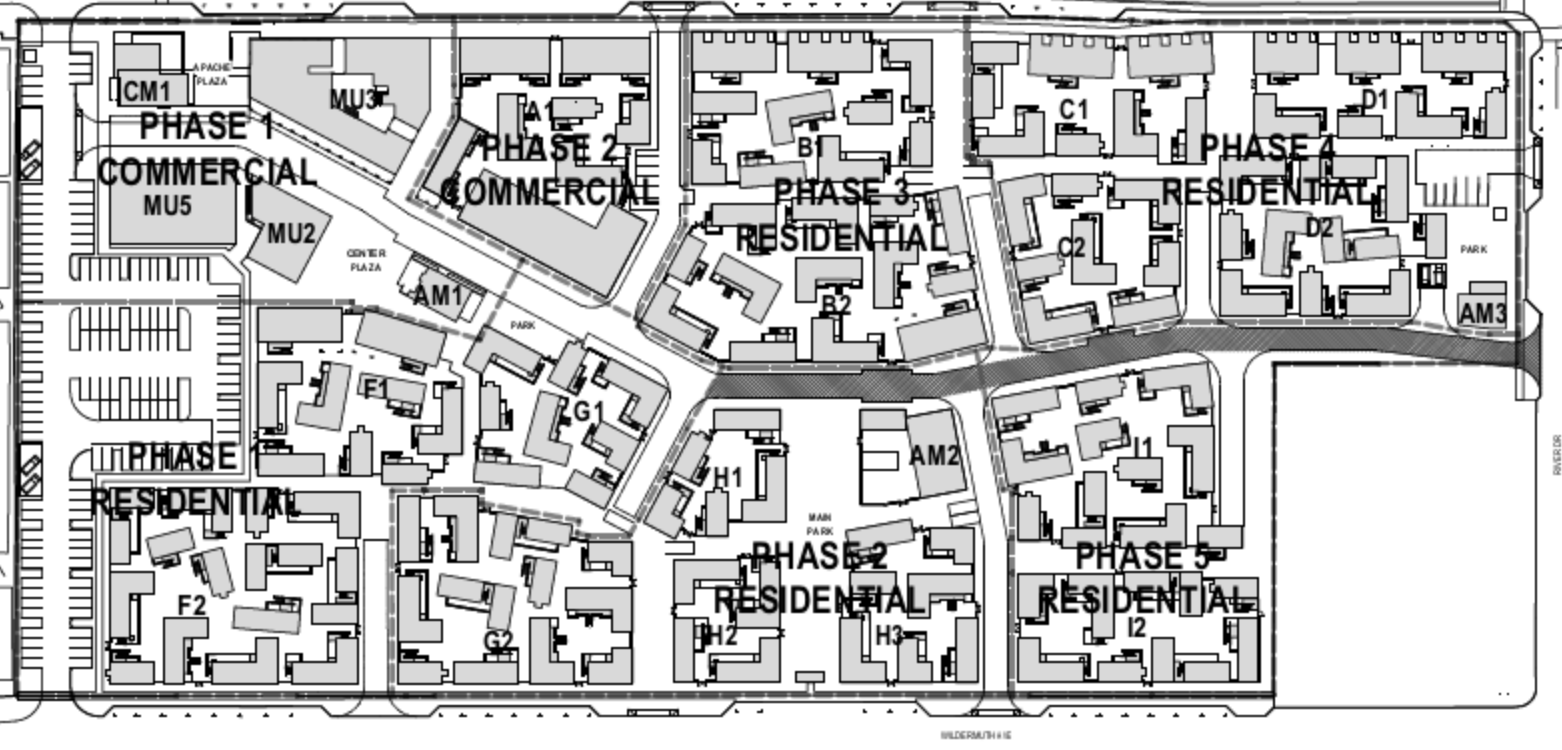
Scale: NTS

Sheet Number:

A0.3

SMITHMARK/APACHE
BLVD RAIL STATION

APACHE BLVD



KEY

■ PORTION OF FIRE LANE TO BE INCLUDED IN PHASE 1 TO MEET MIN CITY STANDARDS FOR FIRE LANE ACCESS



MASTER SITE PLAN AND PHASING PLAN
SCALE: 1"=50'-0"



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EASTLINE VILLAGE
2025 E. APACHE BLVD, TEMPE, ARIZONA

1ST AMENDED PLANNED AREA DEVELOPMENT OVERLAY

Revisions
4/31 FORMAL SUBMITTA

Revised Per C Construction
--()--

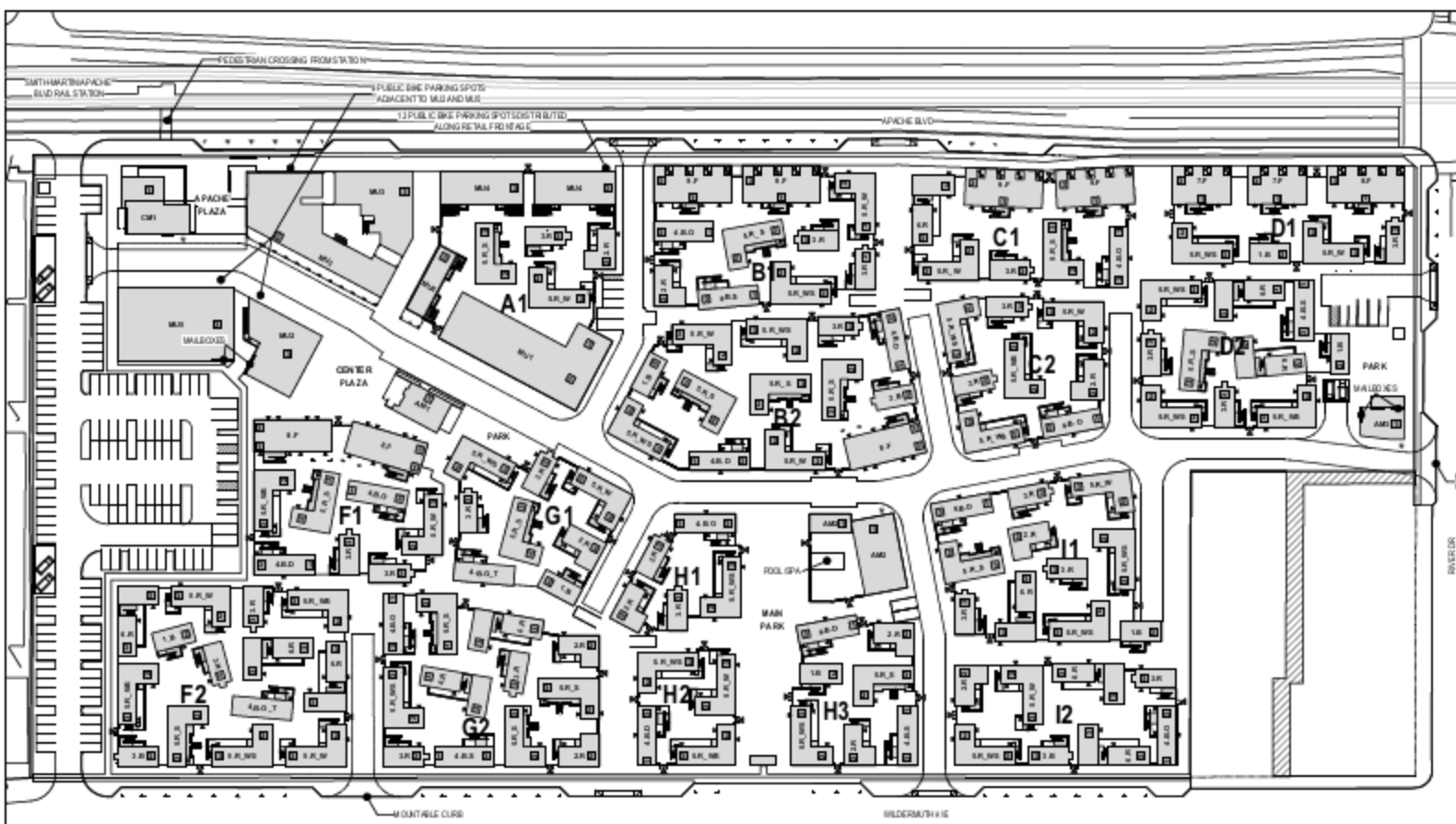
Revised Per B Existing Building
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Revised Title
MASTER AND PHASING SITE PLAN

Drawn by: JH
Checked by:

Date: 05.14.18

Sheet: 1"=50'-0" A0.4



GENERAL NOTES

- ALL RESIDENTIAL BI-CYCLE PARKING TO BE PROVIDED INTERNAL TO EACH RESIDENTIAL POD. RESIDENTIAL BI-CYCLE PARKING FOR MU TO BE PROVIDED WITHIN THE COURTYARD. MU AND MU RESIDENTIAL BI-CYCLE PARKING TO BE PROVIDED ADJACENT TO THE BUILDINGS.

KEY

- ▶ POD ENTRANCE
- ◀ UNIT ENTRANCE
- 15' X 30' (2' MAX)
- 25' X 30' (3' - 4' MAX)
- 35' X 30' (3' - 4' MAX)
- BIKE REPAIR STATION
- ROCKFORD DRIVE

NUMBER/USE BUILDING KEY

- MU MIXED USE
- R RESIDENTIAL
- F LIVINGWORK AT GROUND FLOOR WITH RESIDENTIAL ABOVE
- RD/GRS RESIDENTIAL WITH AMENITY SPACE
- AM AMENITY
- CM COMMERCIAL



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1ST AMENDED PLANNED AREA DEVELOPMENT OVERLAY

1 **POD PLAN**
 SCALE: 1"=50'-0"

PHASE (PH)	PH 1 COMMERCIAL (C)					PH 1 RESIDENTIAL (R)					PH 2C					PH 2R					PH 4R					PH 5R					PROJECT TOTAL	
	CM1	MU2	MU3	MU5	AM1	TOTAL	F1	F2	G1	TOTAL	A1	TOTAL	G2	H1	H2	H3	AM2	TOTAL	B1	B2	TOTAL	C1	C2	D1	D2	AM3	TOTAL	I1	I2	TOTAL		
AREA	33.46	3.69	12.476	7.34	2.16	58.136	23.93	34.707	16.93	75.57	33.82	35.362	24.274	63.75	6.628	14.755	3.484	41.514	35.467	14.557	35.302	12.406	11.843	11.844	143.07	1.406	30.93	14.943	11.944	36.127	246.374	
BUILDING COVERAGE (GSR)	-	-	88.7	-	-	1.402	88.3	58.8	58.8	46.538	24.239	26.238	14.727	58.71	6.478	6.967	3.484	41.514	35.467	14.557	35.302	12.406	11.843	11.844	143.07	1.406	30.93	14.943	11.944	36.127	246.374	
LANDSCAPE PAVING (GSR)	-	-	14.52	-	-	1.402	88.3	14.52	14.52	28.384	14.513	16.50	11.627	33.04	3.91	3.768	-	24.073	37.55	13.554	25.55	8.246	7.204	8.613	-	31.28	11.255	7.791	16.946	141.16		
LANDSCAPE PAVING (% OF POD AREA)	-	-	10.3	-	-	37.8	4.12	46.4	32.4	32.4	32.4	32.4	32.4	32.4	32.4	32.4	-	24.073	37.55	13.554	25.55	8.246	7.204	8.613	-	31.28	11.255	7.791	16.946	141.16		
NUMBER OF RESIDENTIAL UNITS*	-	-	36	14	-	40	43	86	27	131	41	41	47	98	28	28	-	191	44	55	99	38	31	34	41	-	144	41	32	73	636	
GROSS BUILDING AREA (GSR)	24.05	9.52	38.955	14.47	14.24	61.641	33.516	44.389	21.913	99.822	47.816	47.816	33.363	133.863	17.811	3.484	34.057	35.468	14.558	35.468	14.558	35.468	12.406	11.844	11.844	143.07	1.406	30.93	14.943	11.944	36.127	246.374
RESIDENTIAL (GSR)	-	5.82	19.58	12.88	-	37.28	21.842	43.34	26.22	91.408	34.234	34.238	23.528	53.65	11.644	15.12	-	76.644	34.546	43.867	75.105	23.638	22.42	23.678	26.738	-	107.538	36.127	23.238	53.468	480.331	
LAND (GSR)	-	-	-	-	-	8	43.52	-	-	43.52	-	-	-	-	-	-	-	8	43.52	2.96	6.686	4.536	-	5.676	-	-	16.284	-	-	8	21.232	
AMENITY (GSR)	-	-	85	52.4	14.24	2.158	98	88	8.6	23.85	7.812	7.812	32.4	32.4	32.4	32.4	3.484	33.22	32.4	1.78	15.14	32.4	32.4	34.3	34.3	1.406	3.918	88	3.24	11.91	23.544	
COMMERCIAL (GSR)	24.05	3.705	19.37	1.603	-	24.655	-	-	-	8	5.746	5.746	-	-	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	8	24.763	
STORAGE (GSR)	-	-	-	-	-	8	-	77.6	86	874	-	8	1.288	-	-	-	-	1.913	-	2.111	1.636	7.78	17.87	-	-	-	1.918	85	6.94	77.6	676	
BIKE PARKING SPOTS (SPACES)	6	14	36	17	-	67	41	36	36	123	44	44	45	97	0	0	-	95	45	52	92	34	36	38	38	-	127	38	35	65	627	

* INCLUDES EXTERIOR STAIR & LEVEL 3 ENTRY TERRACE FOOTPRINTS
 * INCLUDES LIVINGWORK



Revised: 4/31 FORMAL SUBMITTAL

Revised Per C Contribution: --(0)--

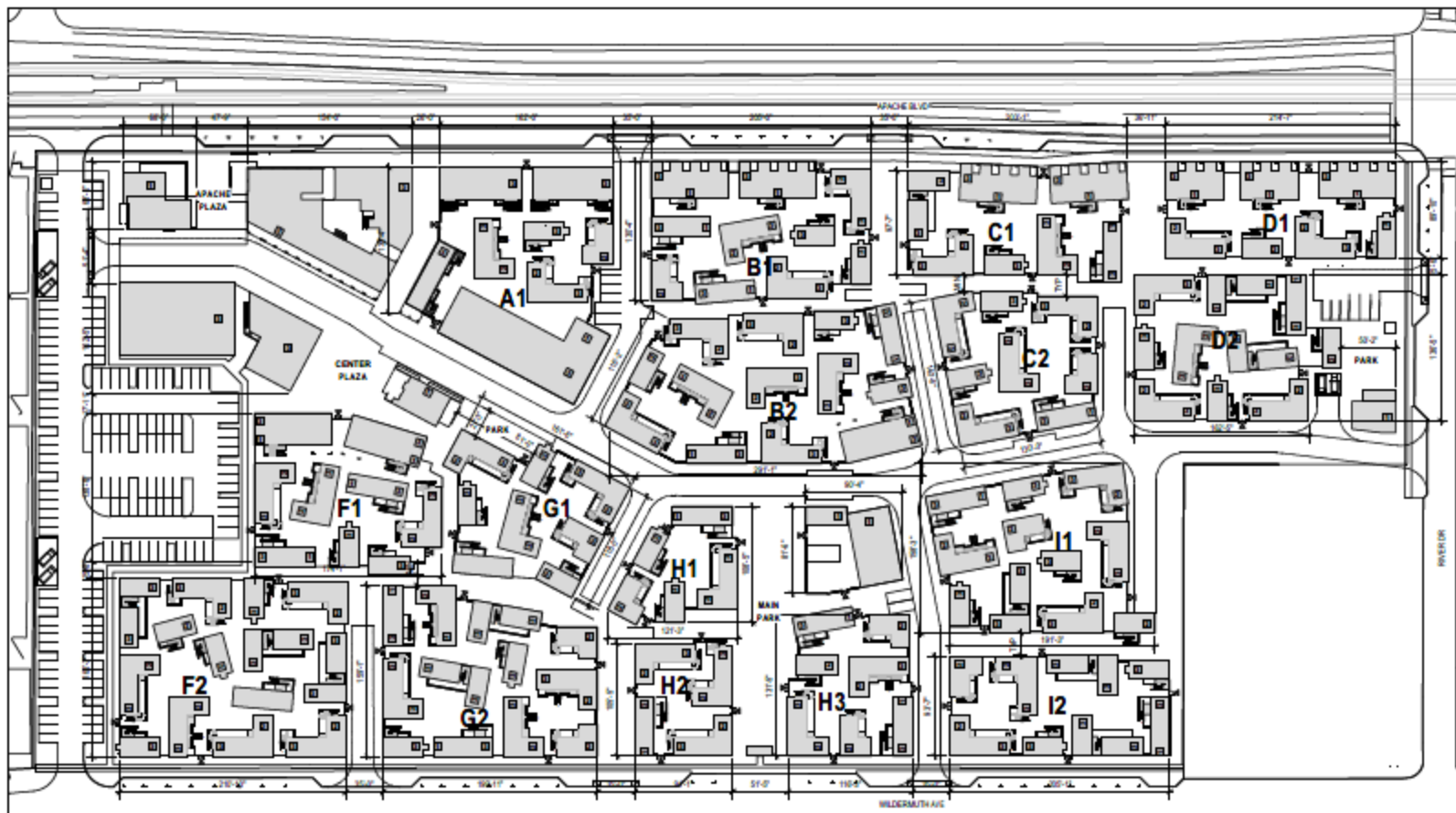
Revised Per B Building Fee: --(0)--

Revised Title: **POD PLAN**

Drawn by: JA

Date: 05.14.18

Sheet: A-100



GENERAL NOTES

- SEE SITE PLAN FOR DRIVEWAY AND FIRE LANE DIMENSIONS. ALL DIMENSIONS SHOWN IN THIS DRAWING ARE FOR REFERENCE ONLY.
- SEE TYPICAL POD PLAN A-102 FOR TYPICAL COURTYARD AND BUILDING SPACING DIMENSIONS.

KEY

- ▶ POD ENTRANCE
- 1 STORY (22 MAX)
- 2 STORY (24 - 30 MAX)
- 3 STORY (35 - 45 MAX)

1
A-101
POD DIMENSION PLAN
SCALE: 1"=50'-0"



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2025 E. APACHE BLVD, TEMPE, ARIZONA

1ST AMENDED PLANNED AREA DEVELOPMENT OVERLAY

Revision: 4TH FORMAL SUBMITTAL

Issued For Construction

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Sheet Title:
POD DIMENSION PLAN

Drawn By: JK

Date: 10.14.19

Scale: 1"=50'-0"

Sheet Number:

A-101

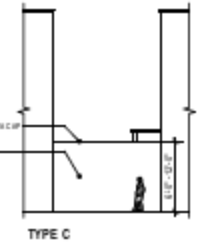
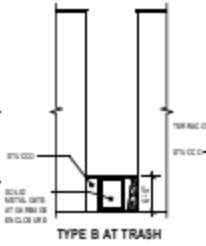
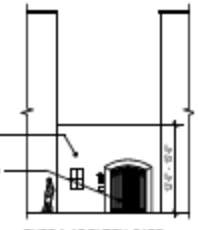




POD PROGRAM	
NUMBER OF UNITS	80
STORAGE (GSR)	776
SITE LANDSCAPE COVERAGE (GPF)	14,338
BIKE SPACES	80
RASH BINS - 60 GALLON	36
ROCKABLE 24" USE (GPF)	540
OVERNIGHT GUEST (GSR)	324

- GENERAL NOTES**
1. DIMENSIONS ARE FOR REFERENCE ONLY.
 2. SEE L-88 FOR LANDSCAPING, PARKING, SITE FURNISHINGS, AND FEATURES.

- KEY**
- ▲ POD ENTRANCE
 - ▼ UNIT ENTRANCE
 - ME MECHANICAL/ELECTRICAL ROOM
 - WALL ENCLOSURE



TYP ENTRY GATE + WALL ENCLOSURE
SCALE: 1"=10'-0"



KEY PLAN

TYPICAL POD PLAN: POD F2
SCALE: 1"=10'-0"

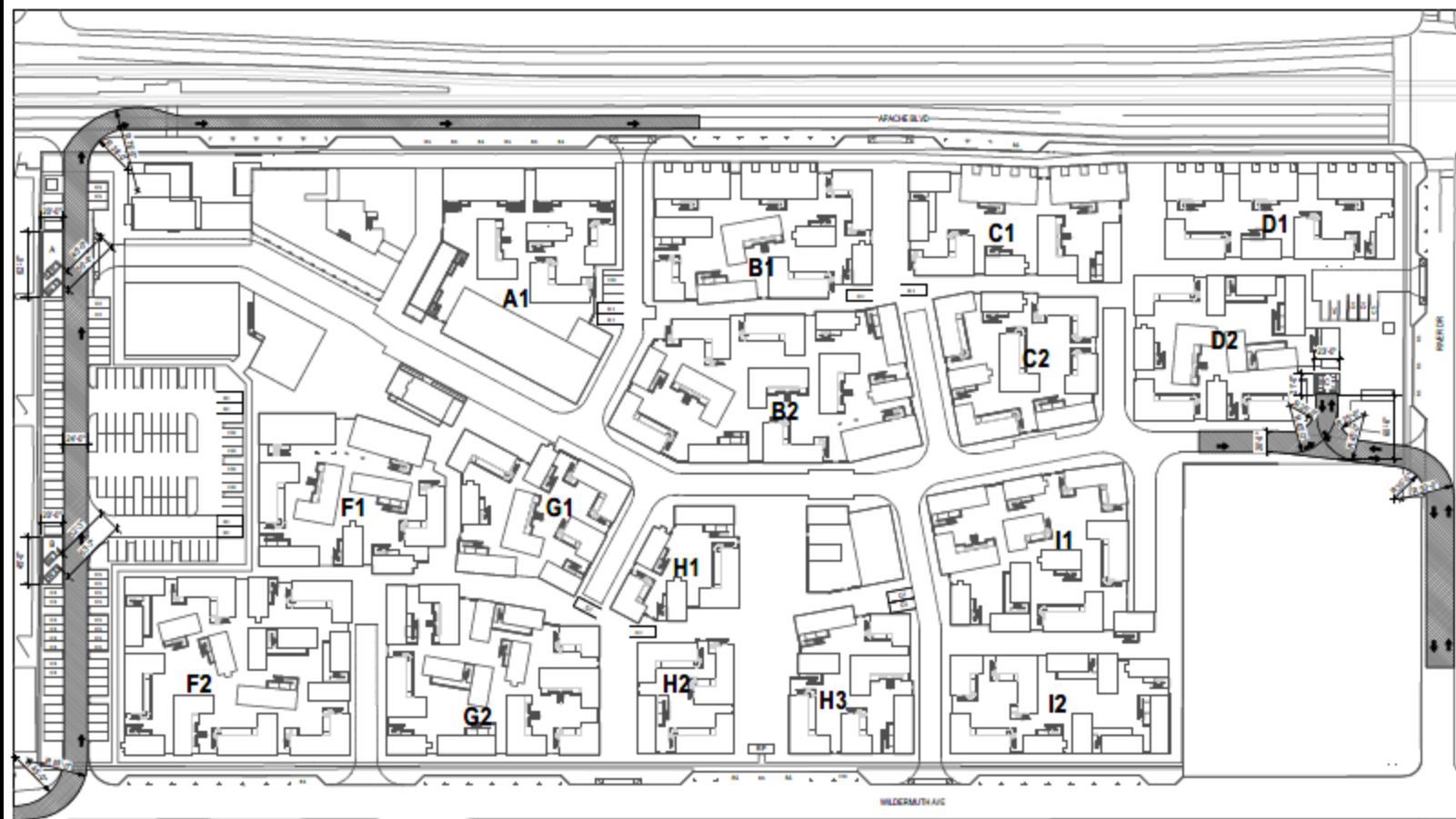


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1ST AMENDED PLANNED AREA DEVELOPMENT OVERLAY

Revision	4/31 FORMAL SUBMITTA
Revised Per C Construction	11-21
Revised Per B Building Authority	11-21
Sheet Title	TYPICAL POD PLAN
Drawn By	JA
Checked By	
Date	08.14.18
Scale	1"=10'-0"
A-102	



- GENERAL NOTES**
- ALL DELIVERY AND RIDESHARE SPACES WILL BE SHOWN AS BEING FOR DELIVERY AND RIDESHARE ONLY.
 - AUTOLUSH SOFTWARE WAS USED TO DETERMINE WHETHER THE LOCATIONS OF THE TRASH/RECYCLING COMPACTORS WERE AN APPROPRIATE LOCATIONS FOR TRASH/RECYCLING TRUCKS. THE DESIRED VEHICLE BY THE CITY OF TEMPE, A 36' REAR LOADING TRUCK FOR ROLL-OFF CONTAINERS WAS GULY WITHIN THE SORTING PROGRAM. THE RESULTS OF THE SIMULATIONS SHOWED THAT THE VEHICLES COULD ENTER AND EXIT THE EASTLINE VILLAGE APPROPRIATELY AND WITHIN CITY REQUIREMENTS. SEE A 303 FOR RESULTS OF TURNING MOVEMENTS FOR TRASH AND RECYCLING TRUCKS. THE DIAGRAMS HAVE BEEN TRIANGULATED AS A MATCH PATTERN AS SHOWN ON 1-1.
 - THE OVERALL SITE APPROACH TO TRASH COLLECTION IS THE FOLLOWING. ON THE RESIDENTIAL SIDE, RESIDENTS WILL BRING THEIR TRASH AND RECYCLING TO 66 GALLON BINS LOCATED WITHIN THE PADS. THOSE CONTAINERS WILL BE PICKED UP BY A PRIVATE SERVICE TWICE A WEEK AND BROUGHT TO ONE OF THE THREE LOCATIONS OF THE TRASH/RECYCLING COMPACTORS NOTED ALONG THE PERIMETER OF THE SITE. ON THE COMMERCIAL SIDE, DEPENDING ON LOCATION, SOME OF THE USERS WILL BRING THEIR TRASH/RECYCLING DIRECTLY TO THE COMPACTORS WHILE OTHERS WILL HAVE A PRIVATE SERVICE THAT COLLECTS THE TRASH AT THEIR LOCATION AT LEAST TWICE A WEEK AND POTENTIALLY UP TO DAILY DEPENDING ON NEED. THE TRASH FROM THE COMPACTOR UNITS WILL BE PICKED UP BY THE CITY REGULARLY OR BY PRIVATE SERVICES IF MORE FREQUENT PICK-UP IS DETERMINED. CALCULATIONS FOR THE REFUSE AND RECYCLING ARE PROVIDED AS AN ATTACHED DOCUMENT WITH THE PROJECT DESCRIPTION.
 - 35 COMMERCIAL PARKING SPACES
66 GUEST PARKING SPACES
16 DELIVERY PARKING SPACES
14 RIDESHARE PARKING SPACES
19 CARSHARE PARKING SPACES
7 HANDICAPPED PARKING SPACES.

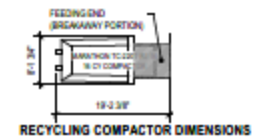
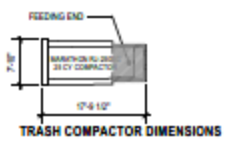
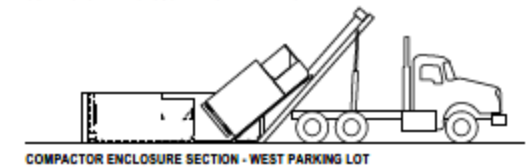
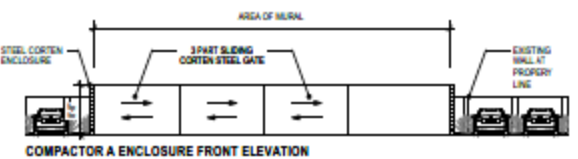


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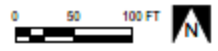
EASTLINE VILLAGE
 2025 E. APACHE BLVD, TEMPE, ARIZONA
 1ST AMENDED PLANNED AREA DEVELOPMENT OVERLAY

REFUSE, PARKING, AND DELIVERY PLAN
 SCALE: 1"=50'-0"

- NOTES**
- REFUSE ENCLOSURE PER TDMPE DETAIL D5-118.



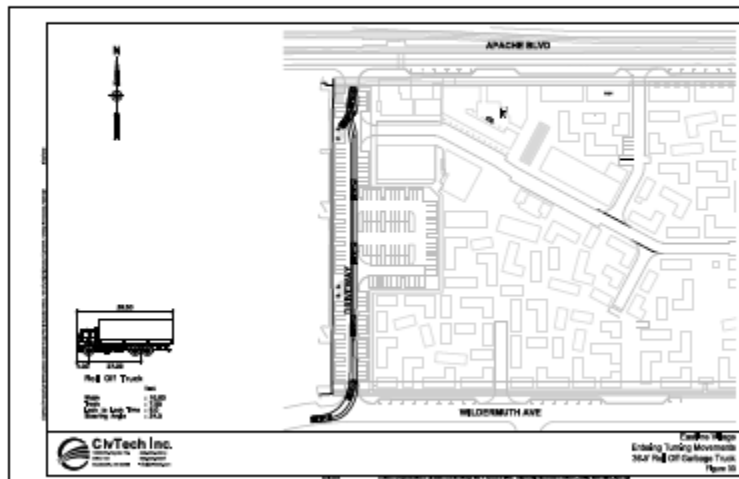
- KEY**
- TRUCK PATH
 - D1 TRUCK DELIVERY PARKING (8 SPOTS)
 - RS RIDESHARE PARKING/PERSONAL DELIVERY (14 SPOTS)
 - CS CARSHARE PARKING (19 SPOTS)
 - HC HANDICAPPED PARKING (7 SPOTS)
 - W 35 CY TRASH COMPACTOR
 - R 16 CY RECYCLING COMPACTOR
 - RP RIDESHARE PICKUP
 - DRIVE DIRECTION OF REFUSE COLLECTION (SEE DIAGRAM 2-1)



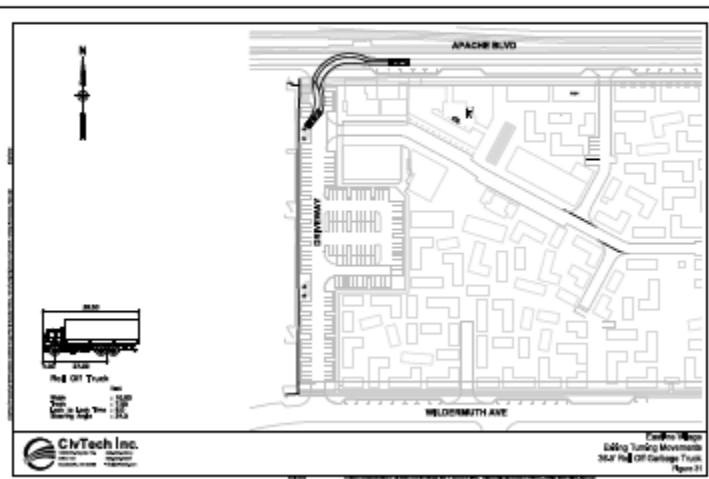
Revision: 4TH FORMAL SUBMITTAL

Sheet Title: REFUSE, PARKING, AND DELIVERY PLAN

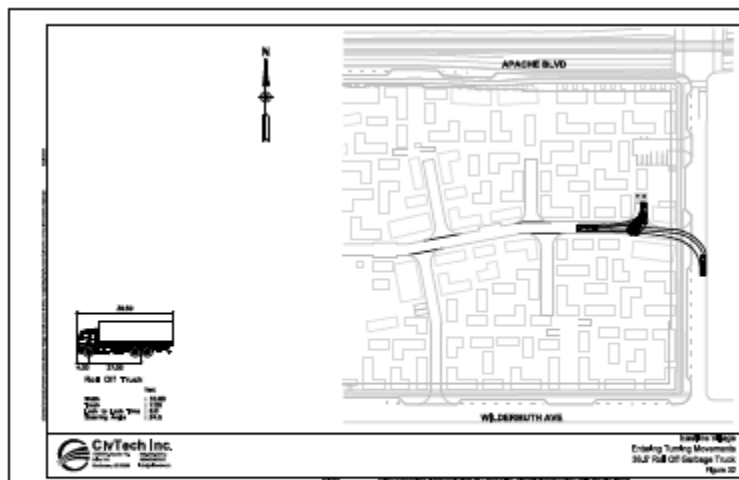
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 Date: 02.14.19
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 Sheet Number: A-103.1



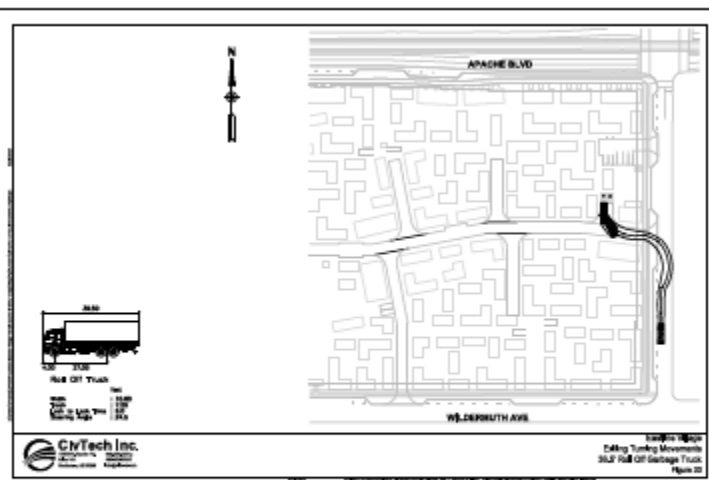
TRASH TRUCK APPROACH FOR WEST ENCLOSURE



TRASH TRUCK EXITING FROM WEST ENCLOSURE



TRASH TRUCK APPROACH FOR EAST ENCLOSURE



TRASH TRUCK EXITING FROM EAST ENCLOSURE

GENERAL NOTES

- SOUTHERN TRASH ENCLOSURE ON WEST SIDE HAS SIMILAR ACCESS AND EXITING AS NORTHERN ENCLOSURE ON WEST SIDE.
- TRUCKS ARE REAR LOADING TO ACCOMMODATE ROLL-OFF CONTAINERS.



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1ST AMENDED PLANNED AREA DEVELOPMENT OVERLAY

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Sheet Title:

REFUSE TURNING DIAGRAMS

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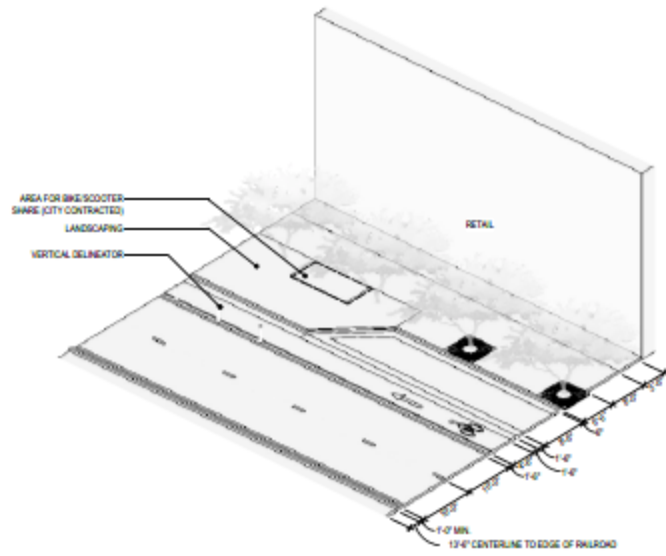
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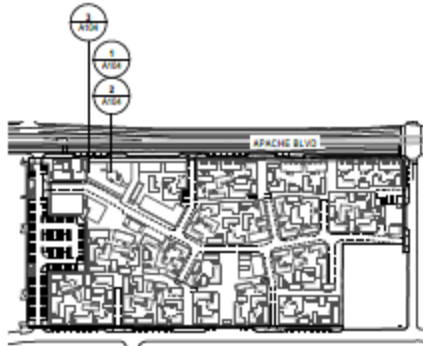
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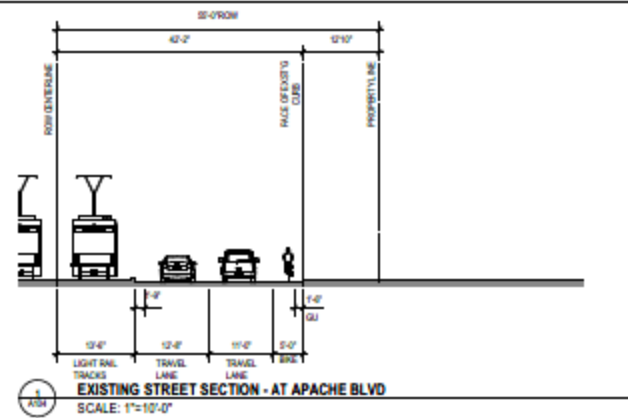
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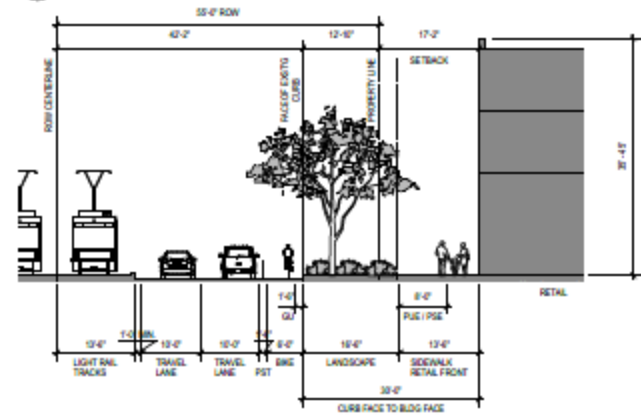
TRANSITION BETWEEN ON-STREET PARKING & DEEP LANDSCAPE AREA ON APACHE BLVD
SCALE: NTS



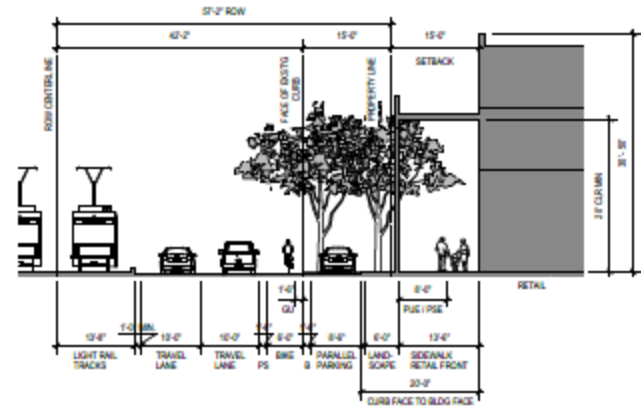
- KEY**
- B BUFFER
 - GU GUTTER
 - PS PROTECTIVE STRIPING FOR BUFFERED BIKE LANE
 - PST PROTECTIVE STRIPING & TUBULAR MARKERS FOR PROTECTED BIKE LANE
 - PSE PUBLIC SIDEWALK SEGMENT



EXISTING STREET SECTION - AT APACHE BLVD
SCALE: 1"=10'-0"



STREET SECTION - AT APACHE BLVD AT RETAIL WHERE NO STREET PARKING
SCALE: 1"=10'-0"



STREET SECTION - AT APACHE BLVD AT RETAIL STREET PARKING
SCALE: 1"=10'-0"



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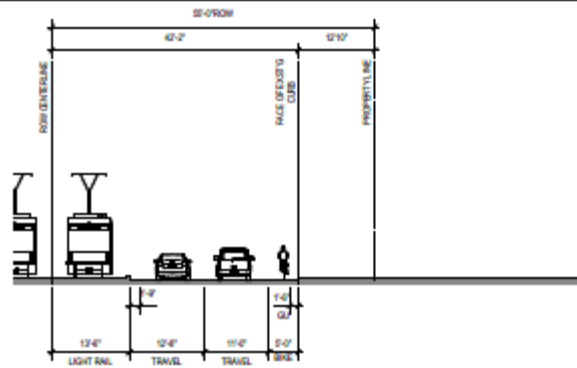
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Drawn By: BC

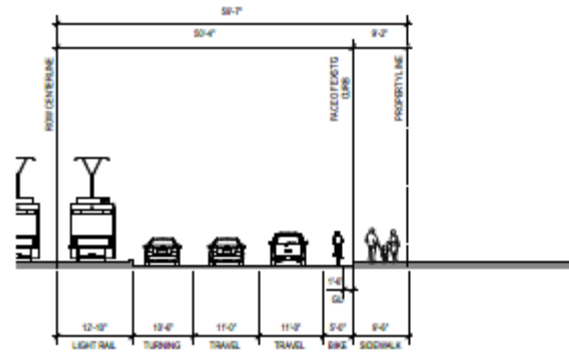
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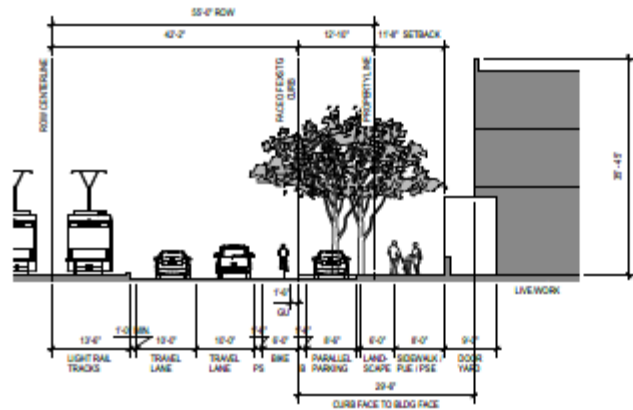
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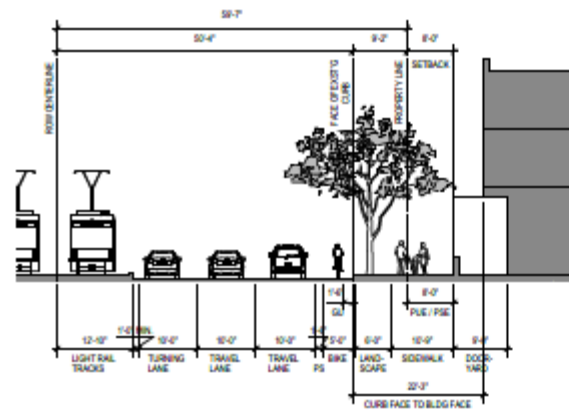
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A105
EXISTING STREET SECTION - AT APACHE BLVD
SCALE: 1"=10'-0"



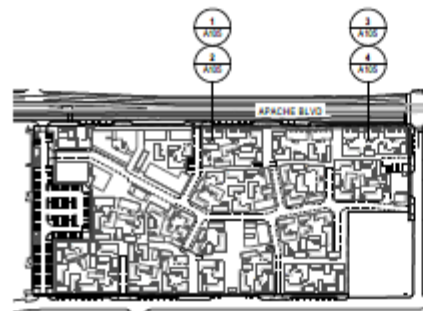
2
A105
EXISTING STREET SECTION - AT APACHE BLVD AT 3-LANE
SCALE: 1"=10'-0"



3
A105
STREET SECTION - AT APACHE BLVD AT LIVEMORK PARKING
SCALE: 1"=10'-0"



4
A105
STREET SECTION - AT APACHE BLVD AT 3-LANE
SCALE: 1"=10'-0"



KEY

- B BUFFER
- GU GUTTER
- PS PROTECTIVE STRIPING FOR BUFFERED BIKE LANE
- PST PROTECTIVE STRIPING & TUBULAR MARKERS FOR PROTECTED BIKE LANE
- PSC PUBLIC SIDEWALK SEGMENT



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1ST AMENDED PLANNED AREA DEVELOPMENT OVERLAY

Revision: 4TH FORMAL SUBMITTAL

Prepared For: [Redacted]

Prepared For: [Redacted]

Sheet Title: STREET SECTIONS

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Date: 10.14.19	
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Revision: 4TH FORMAL SUBMITTAL

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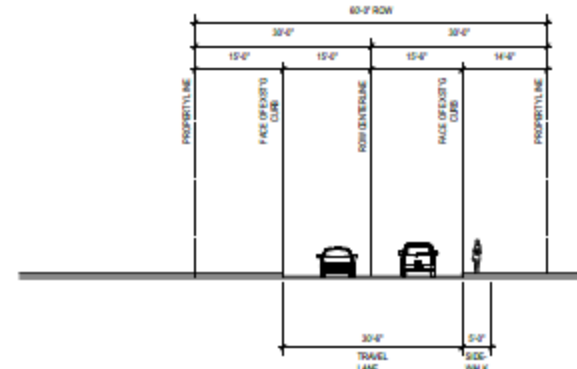
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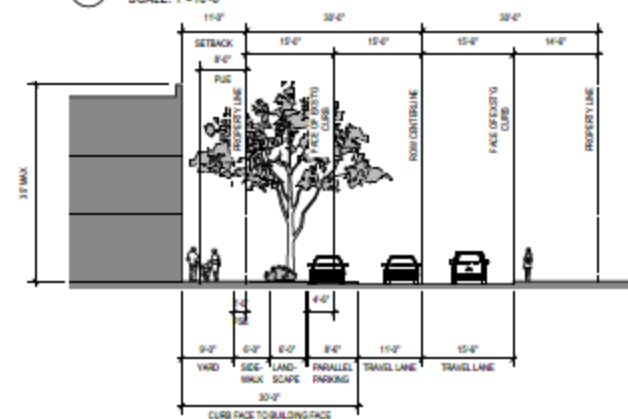
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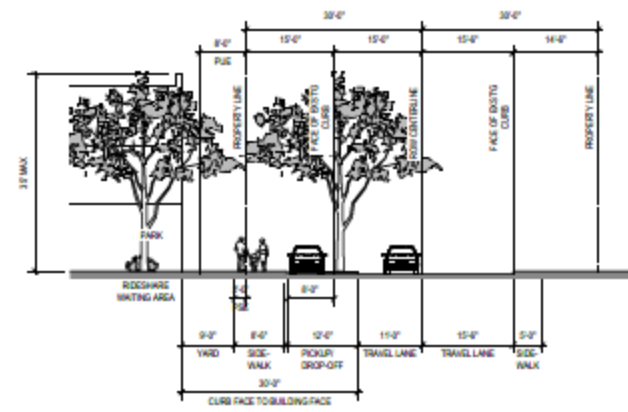
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EXISTING STREET SECTION - AT S RIVER DRIVE
 SCALE: 1"=10'-0"



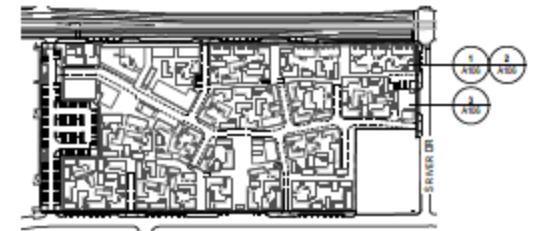
STREET SECTION - AT S RIVER DRIVE AT PARKING
 SCALE: 1"=10'-0"



STREET SECTION - AT S RIVER DRIVE AT DROPOFF
 SCALE: 1"=10'-0"

KEY

- B BUFFER
- GU GUTTER
- PS PROTECTIVE STRIPING FOR BUFFERED BIKE LANE
- PST PROTECTIVE STRIPING & TUBULAR MARKERS FOR PROTECTED BIKE LANE
- PSE PUBLIC SIDEWALK CASSEMENT





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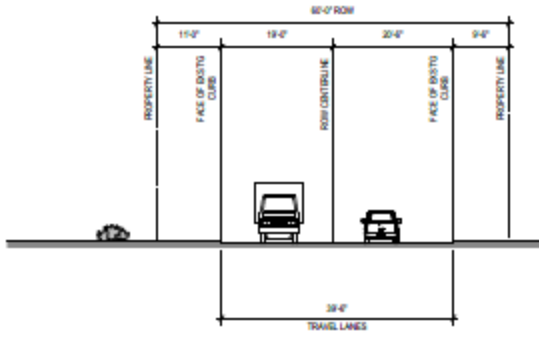
Revisions: 4TH FORMAL SUBMITTAL

Revised For Construction: _____

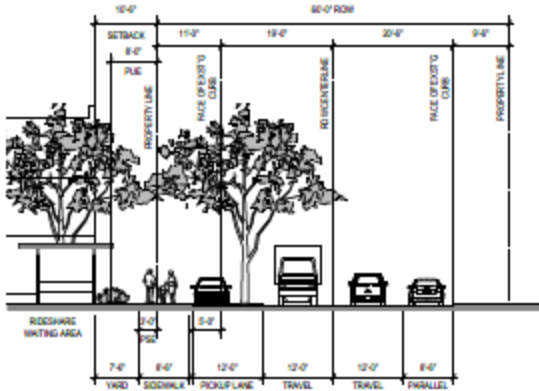
Revised For Bidding And Pricing: _____

Sheet Title: STREET SECTIONS

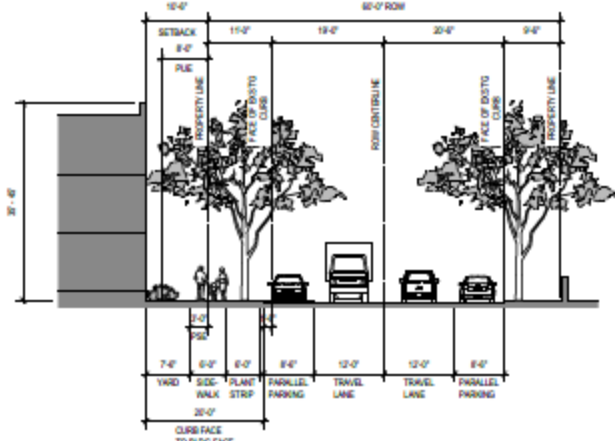
Drawn By: BC	Sheet Number: A-107
Date: 10.14.19	
Scale: 1" = 10'-0"	



1 EXISTING STREET SECTION - AT E WILDERMUTH AVE
 SCALE: 1"=10'-0"



2 STREET SECTION - AT E WILDERMUTH AVE AT DROPOFF
 SCALE: 1"=10'-0"

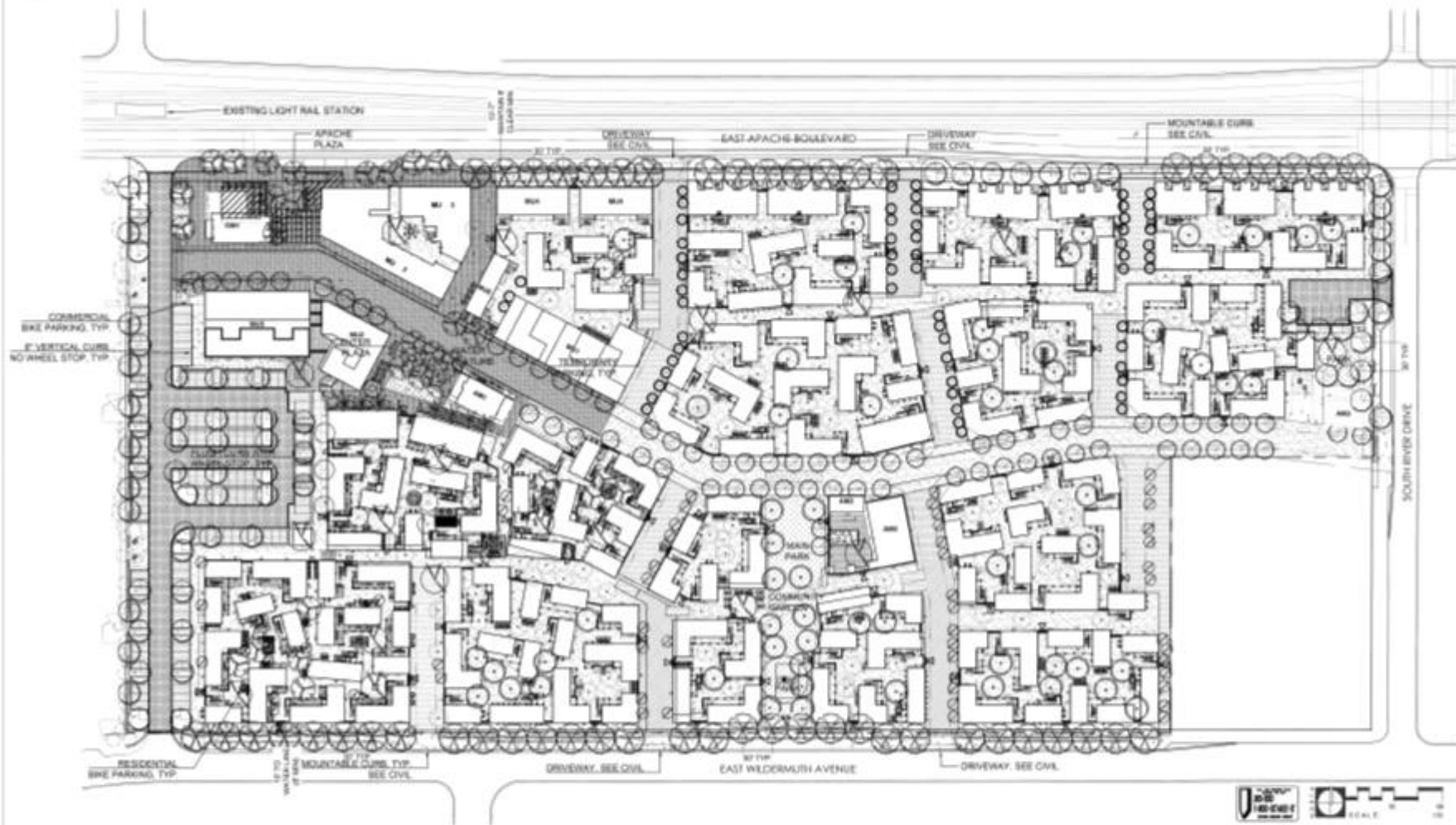


3 STREET SECTION - AT E WILDERMUTH AVE AT PARKING
 SCALE: 1"=10'-0"

- KEY**
- B BUFFER
 - GU GUTTER
 - PS PROTECTIVE STRIPING FOR BUFFERED BIKE LANE
 - PST PROTECTIVE STRIPING & TUBULAR MARKERS FOR PROTECTED BIKE LANE
 - PSE PUBLIC SIDEWALK CASSEMENT



1 **2** **3**
 A-107 A-107 A-107



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EASTLINE VILLAGE
 2025 E. APACHE BLVD, TEMPE, ARIZONA
 1ST AMENDED PLANNED AREA DEVELOPMENT OVERLAY



PLANT LEGEND		QTY	CALIPER
SYM.	BOTANICAL NAME COMMON NAME		
○	ACICIA SALICINA MALLOW ANEMONE	88	1.0" MIN.
○	GREEN PINE CACTUS "SAGUARO"	81	1.0" MIN.
○	DESERT WILLOW "DESERT MIMULUS PALM SPRING"	23	1.0" MIN.
○	DESERT WILLOW "DESERT WILLOW"	5	1.0" MIN.
○	AGAVE "AGAVE"	87	1.0" MIN.
○	YUCCA "YUCCA"	1	NA

PLANT LEGEND		QTY	CALIPER
SYM.	BOTANICAL NAME COMMON NAME		
○	FRAXINUS "WHITE OAK"	59	1.0" MIN.
○	QUERCUS "WHITE OAK"	18	1.0" MIN.
○	FRAXINUS "WHITE OAK"	7	1.0" MIN.
○	FRAXINUS "WHITE OAK"	71	1.0" MIN.
○	FRAXINUS "WHITE OAK"	81	1.0" MIN.
○	FRAXINUS "WHITE OAK"	52	1.0" MIN.
○	FRAXINUS "WHITE OAK"	14,894	3"

PLANT LEGEND		QTY	CALIPER
SYM.	DESCRIPTION		
LA	PERENNIALS, ACCENTS, VINES AND PERENNIALS IN POTS, PLANTERS, AND IN THE GROUND		
	NOTE: LANDSCAPE AREAS SMALLER THAN 1 FOOT WILL ONLY INCLUDE VINES.		
	ANY PLANT MATERIAL LOCATED IN HARDSCAPE WILL HAVE TREE GRATES, A RADIUS OF DECOMPOSED GRANITE, A PLANTER, OR A POT.		
	NOTE: ALL TREE BRANCHES THAT OVER HANG THE FIRE APPARATUS ACCESS ROAD SHALL BE TRIMMED TO BE A 14 FOOT CLEAR HEIGHT.		

HARDSCAPE LEGEND		AREA
SYM.	DESCRIPTION	
□	STABILIZED DECOMPOSED GRANITE SIZE: 1/4" MINUS; COLOR: MADISON GOLD	241,307 SF
□	STABILIZED DECOMPOSED GRANITE SIZE: 1/4" MINUS; COLOR: MAJUG BROWN	75,340 SF
□	CONCRETE, COLOR: NATURAL GRAY, FINISH: SMOOTH ADORNATE, STONE MIX T&O, SAND/JT JOINTS	6,490 SF
□	CONCRETE, COLOR: NATURAL GRAY, FINISH: ACID ETCH SAND/JT JOINTS	37,887 SF
□	CONCRETE, LINEAR PAVING STONES, COLOR: T&O SIZE, T&O PATTERN: T&O	14,884 SF
□	CONCRETE, LINEAR PAVING STONES, COLOR: T&O SIZE, T&O PATTERN: T&O	28,028 SF
□	CONCRETE, PAVING, COLOR: T&O SIZE, T&O PATTERN: T&O	878 SF
□	POOL DECK PAVING COLOR: T&O	2110 SF

HARDSCAPE LEGEND		AREA
SYM.	DESCRIPTION	
□	CONCRETE PERMEABLE PAVING, COLOR: T&O SIZE, T&O PATTERN: T&O	27,259 SF
□	CONCRETE PAVING, COLOR: T&O SIZE, T&O PATTERN: T&O	3,704 SF
□	CONCRETE PAVING, COLOR: T&O FINISH, T&O SPREAD & SHOT BLAST, PATTERN: T&O	2302 SF
□	GRAVEL PERMEABLE SAND, COLOR: BLUE, SIZE: 1/4" FINISH: UNPOLISHED; GROUT: NATURAL GRAY	175 SF
□	BRICK, COLOR: T&O FINISH, TUMBLED WITH SLURRY, PATTERN: T&O	872 SF
□	CONCRETE PAVING, COLOR: T&O FINISH, FLARED PATTERN: T&O	140 SF
□	ENCAUSTIC CEMENT TILE, COLOR & PATTERN T&O	1754 SF

SITE LANDSCAPING	APACHE PLAZA	CENTER PLAZA	MAIN PARK	PARK	POOLS	ADDITIONAL AREA	TOTAL
LANDSCAPE / PAVING / GSP	7,801	11,748	25,381	2,987	128,344	172,428	341,187

Project: 4th FORMAL SUBMITTAL
 Date: 10/1/19
 Scale: 1" = 40'-0"
L-100



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EASTLINE VILLAGE
 2025 E. APACHE BLVD, TEMPE, ARIZONA

1ST AMENDED PLANNED AREA DEVELOPMENT OVERLAY



PLANT LEGEND

SYM.	BOTANICAL NAME COMMON NAME	QTY.	CALIPER
TREES			
	ACACIA SALICINA WILLOW ACACIA	30	1.5" MIN
	CAESALPINA CACIACCO 'SMOOTH' 41	31	1.5" MIN
	CAESALPINA CACIACCO	32	1.5" MIN
	CERISEANUS DESIST MANSUE DESIST MANSUE	33	1.5" MIN
	COLEBROOKIA LEAVENS 'SPRING CHALK' SPRING CHALK	3	1.5" MIN
	COLEBROOKIA LEAVENS 'SPRING CHALK' SPRING CHALK	37	1.5" MIN
	FRAXINUS VIRGINIANA WHITE OAK	1	NA

PLANT LEGEND

SYM.	BOTANICAL NAME COMMON NAME	QTY.	CALIPER
TREES			
	FRAXINUS VIRGINIANA WHITE OAK	38	1.5" MIN
	QUERCUS TENOTA ROBINIA	39	1.5" MIN
	PHOENIX DACTYLOPERA DATE PALM (SCALE)	7	1.5" MIN
	FRAXINUS VIRGINIANA WHITE OAK	71	1.5" MIN
	SOYBEAN POLYUNIFLORA TEA TREE (MOUNTAIN LAUREL)	81	1.5" MIN
	LA MUSA PARVIFOLIA CHINESE ELM	52	1.5" MIN
	HYDRANGEA BERBERIS GRASS MORNING GLORY 800	14,884	SP

PLANT LEGEND

SYM. DESCRIPTION

INCLUDES SHRUBS, ACCENTS, VINES AND PERENNIALS IN POTS, PLANTERS AND IN THE GROUND.

NOTE: LANDSCAPE AREAS SMALLER THAN 1 FOOT WILL ONLY INCLUDE VINES.

ANY PLANT MATERIAL LOCKED IN HARDSCAPE WILL HAVE TREE GRATES, A RADIUS OF DECOMPOSED GRANITE, A PLANTER, OR A POT.

NOTE: ALL TREE BRANCHES THAT OVER HANG THE FIRE APPARATUS ACCESS ROAD SHALL BE TRIMMED TO BE A 14 FOOT CLEAR HEIGHT.

HARDSCAPE LEGEND

	STABILIZED DECOMPOSED GRANITE SIZE: 1/4" FINISH, COLOR MADISON GOLD	241,587	SP
	STABILIZED DECOMPOSED GRANITE SIZE: 1/4" FINISH, COLOR MAYA/OLIVE BROWN	75,240	SP
	CONCRETE, COLOR NATURAL GRAY, FINISH EXPOSED AGGREGATE, STONE MIX T&D, SARGOUT JOINTS	6,499	SP
	CONCRETE, COLOR NATURAL GRAY, FINISH ACID-ETCH, SARGOUT JOINTS	37,897	SP
	CONCRETE LINEAR PAVING STONES, COLOR T&D, SIZE: T&D, T&D PATTERN T&D	14,884	SP
	CONCRETE LINEAR PAVING STONES, COLOR T&D, SIZE: T&D, PATTERN T&D	26,029	SP
	CONCRETE PAVING, COLOR T&D, SIZE T&D, PATTERN T&D	975	SP
	POOL DECK PAVING COLOR T&D	2112	SP

HARDSCAPE LEGEND

	CONCRETE PERMEABLE PAVING, COLOR T&D, SIZE T&D, PATTERN T&D	27,259	SP
	CONCRETE PAVERS, COLOR T&D, SIZE T&D, PATTERN T&D	8,704	SP
	CONCRETE PAVERS, COLOR T&D, FINISH: TM GRIND & SHOT BLAST, PATTERN: T&D	2322	SP
	GROUTED PERIMETER BAND, COLOR BLUE, SIZE: 1- 1" FINISH UNPOLISHED, GROUT: NATURAL GRAY	175	SP
	BRICK, COLOR T&D, FINISH TUMBLED WITH BLURRY PATTERN T&D	672	SP
	GRANITE PAVERS, COLOR T&D, FINISH FLARED, PATTERN: T&D	145	SP
	ENCAUSTIC CEMENT TILE, COLOR & PATTERN T&D	1754	SP

SITE LANDSCAPING	APACHE PLAZA	CENTER PLAZA	MAIN PARK	PARK	POOLS	ADDITIONAL AREA	TOTAL
LANDSCAPE (PAVING) (GSP)	7,891	11,745	21,381	2,587	125,344	172,428	241,087

Revision: **FORMAL SUBMITTAL**

Scale: **1" = 40'-0"**

**CONCEPTUAL
LANDSCAPE PLAN**

Sheet No: **L-100**



■ OPEN SPACE

SITE LANDSCAPING	APACHE PLAZA	CENTER PLAZA	MAIN PARK	PARK	POOLS	ADDITIONAL AREA	TOTAL
LANDSCAPE (PAVING, SOFT)	7,861	11,740	21,361	2,547	103,344	172,429	319,187



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INTERIOR DESIGN
LANDSCAPE ARCHITECTURE

EASTLINE VILLAGE

2025 E. APACHE BLVD., TEMPE, ARIZONA

1ST AMENDED PLANNED AREA DEVELOPMENT OVERLAY

PROJECT NO. 475100001 SUBMITTAL

DATE: 10/1/2024

SCALE: 1"=50'-0"

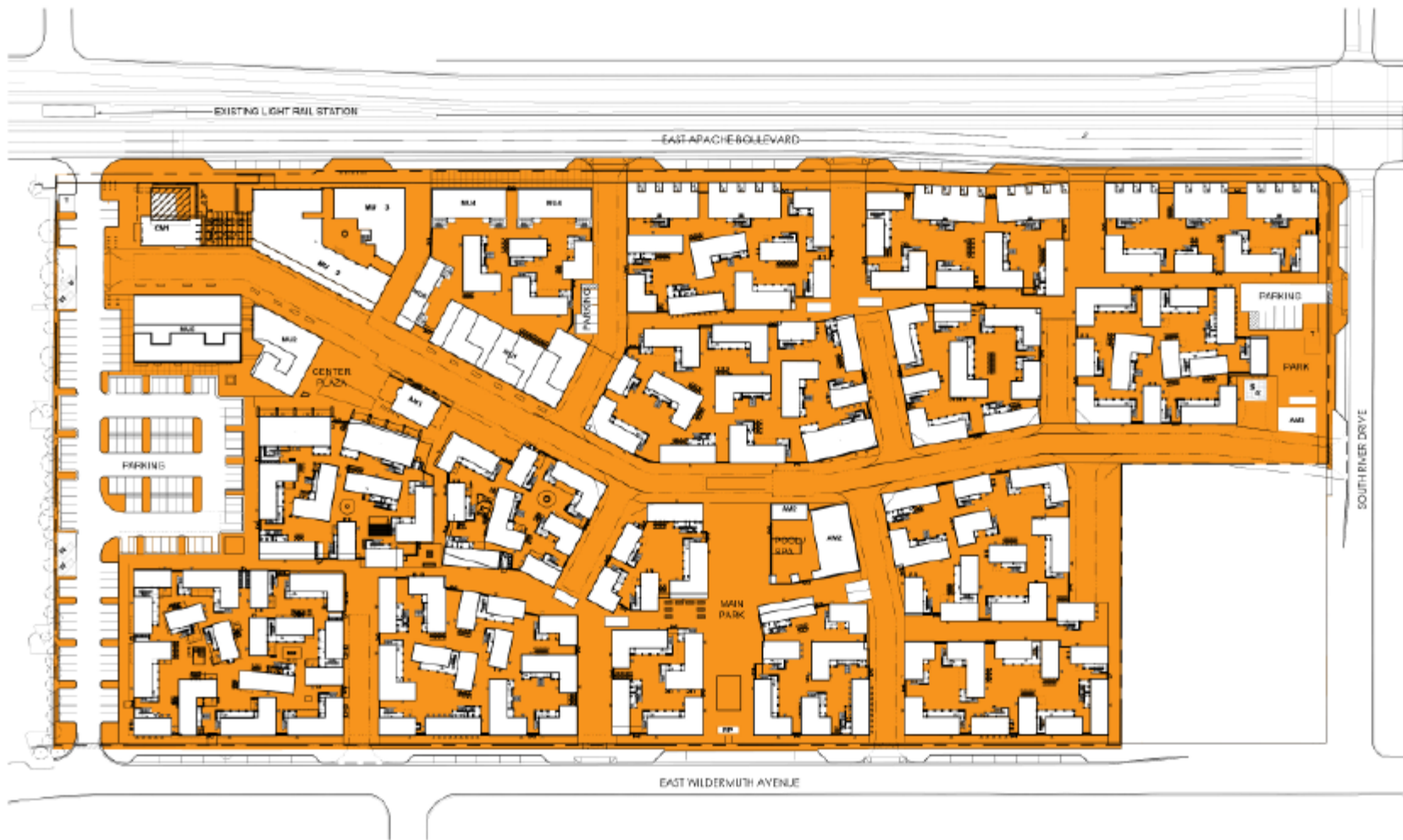
CONCEPTUAL
LANDSCAPE PLAN

DATE: 10/1/24

SCALE: 1"=50'-0"

L-100





OPEN SPACE

SITE LANDSCAPING LANDSCAPE / PAVING (OSF)	APACHE PLAZA	CENTER PLAZA	MAIN PARK	PARK	PODS	ADDITIONAL AREA	TOTAL
	7,621	11,745	21,351	2,367	126,344	172,423	341,107



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EASTLINE VILLAGE

2025 E. APACHE BLVD, TEMPE, ARIZONA

1ST AMENDED PLANNED AREA DEVELOPMENT OVERLAY

479 TOTAL SUBSET 52

DATE FOR CONSTRUCTION

DATE FOR BIDDING AND PERMITS

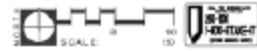
CONCEPTUAL LANDSCAPE PLAN

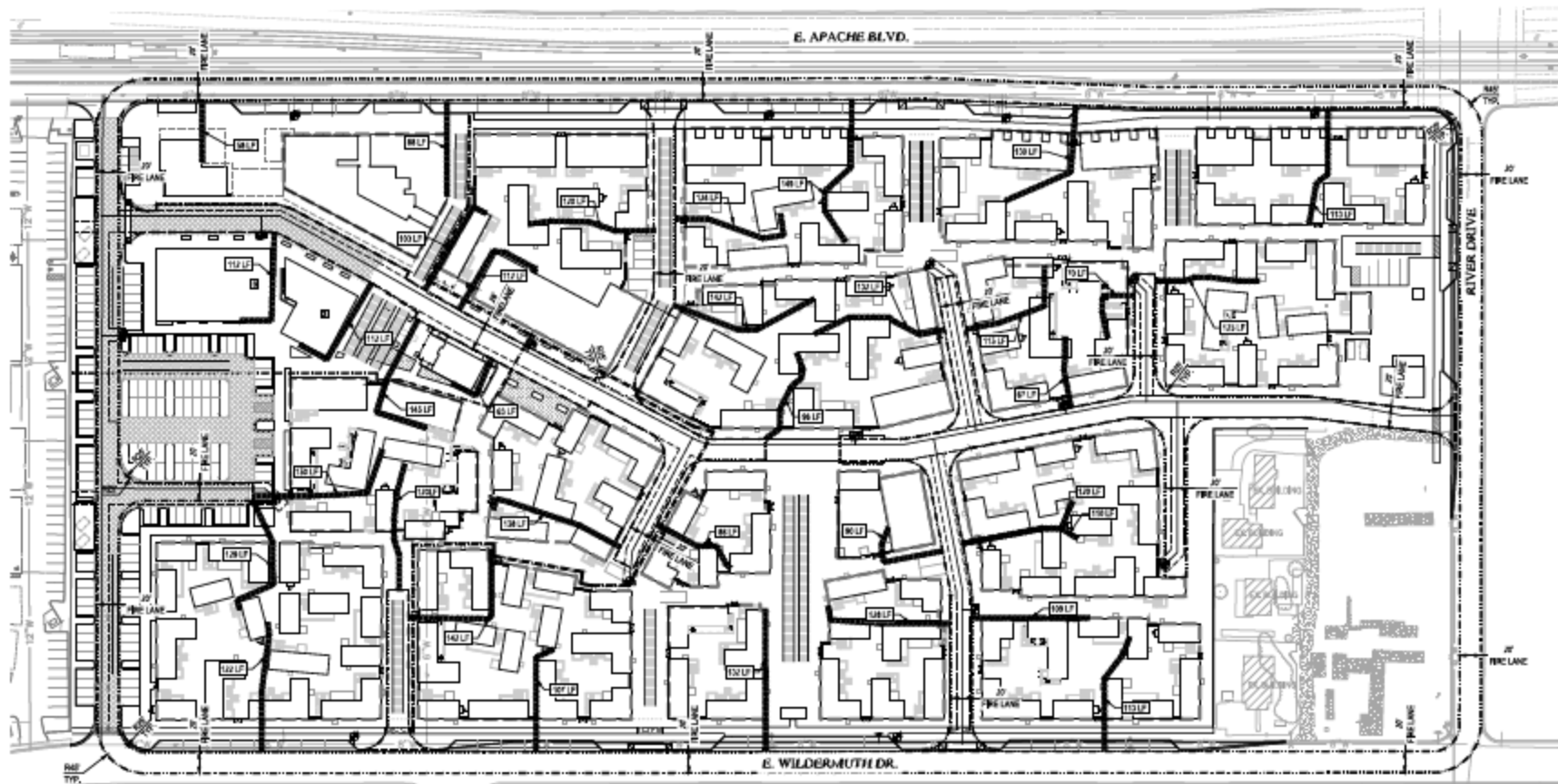
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10/11/16

1" = 60' 0"

L-100





LEGEND
 HOSE LAY PATH
 FIRE ACCESS LANE
 FIRE HYDRANT

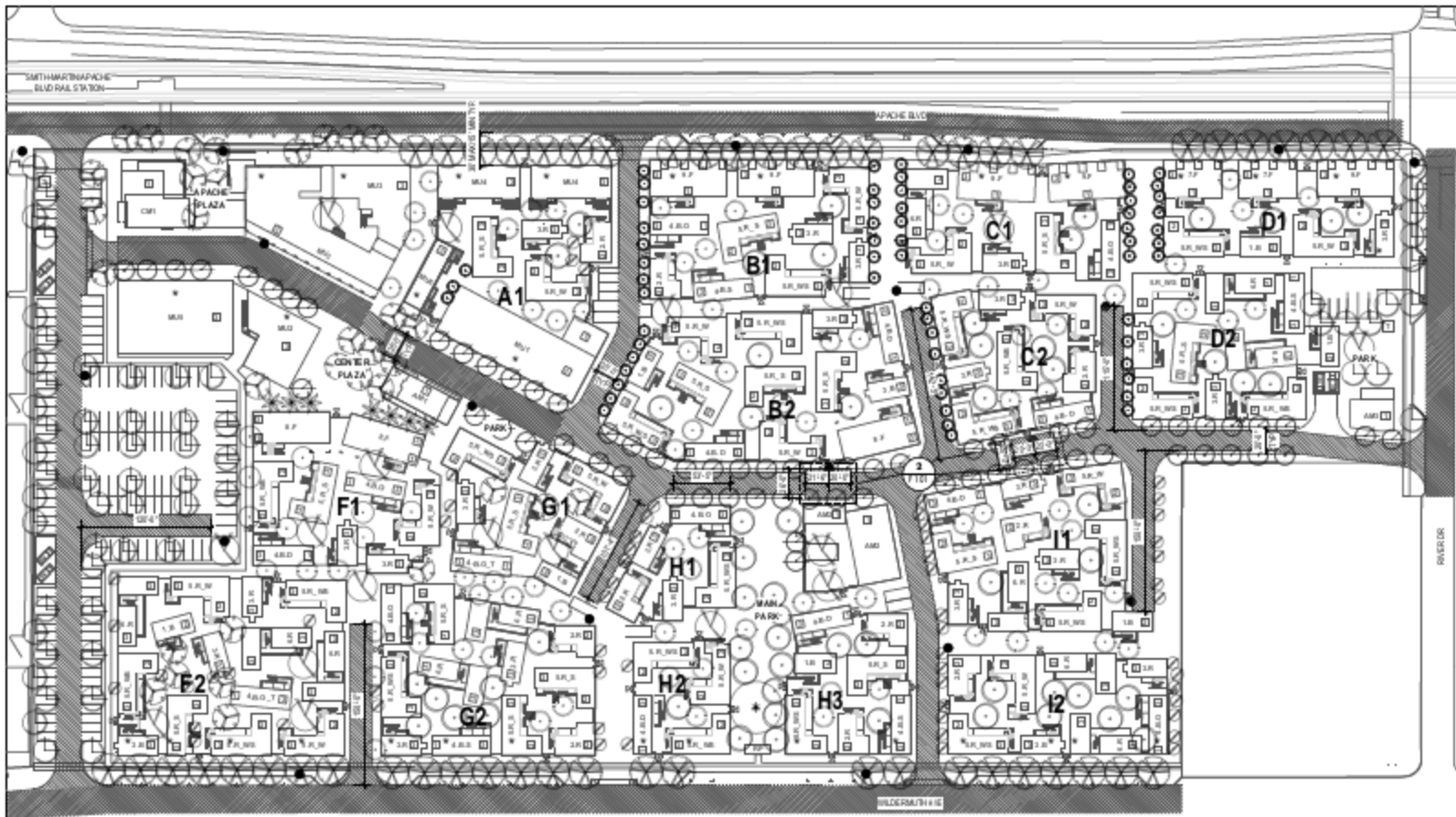
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EASTLINE VILLAGE
 2025 E. APACHE BLVD, TEMPE, ARIZONA

1ST AMENDED PLANNED AREA DEVELOPMENT OVERLAY

Revision: 074 FORMAL SUBMITTAL	
Revised For Construction: -/ -/ -	
Revised For Meeting And Filing: -/ -/ -	
Sheet Title: FIRE HOSE LAY DIAGRAM	
Drawn by: 25	Sheet Number: F-100
Plan: K. L. W. H.	
Scale: 1" = 50'	



- GENERAL NOTES**
1. ALL TURNING RADIUS ARE SHOWN WITH A MIN 20' TURNING RADIUS
 2. FIRE APPROACH ACCESS ROAD SHALL BE AN ALL-WEATHER SURFACE THAT CAN SUPPORT 8,000 LBS

- KEY**
- FIRE HYDRANT
 - ▶ FIDG ENTRANCE
 - ▣ 15' TO R (2' MAX)
 - ▣ 30' TO R (2' - 3' MAX)
 - ▣ 35' TO R (3' - 4' MAX)
 - ★ 35' TO R BUILDING WITH FIRE TRUCK AERIAL ACCESS PER CITY STANDARDS
 - XR BUILDING TYPE
 - ▨ FIRE LINES (IF UNLESS OTHERWISE NOTED)
 - ▨ AERIAL ACCESS FIRE STAGING AREA (2' MIN)



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EASTLINE VILLAGE
 2025 E. APACHE BLVD, TEMPE, ARIZONA

1ST AMENDED PLANNED AREA DEVELOPMENT OVERLAY

1 FIRE ACCESS PLAN
 SCALE: 1"=50'-0"



FROM IFC SECTION 905.1

1 ACCESS ROAD WIDTH WITH A HYDRANT
 SCALE: NTS



Revisions: 4/11 FORMAL SUBMITTAL

Revised Per C Construction: -/24-

Revised Per B Building Drafting: -/24-

Sheet Title:
FIRE ACCESS PLAN

Drawn by: JA

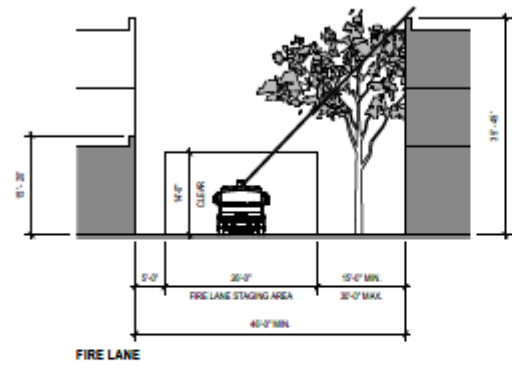
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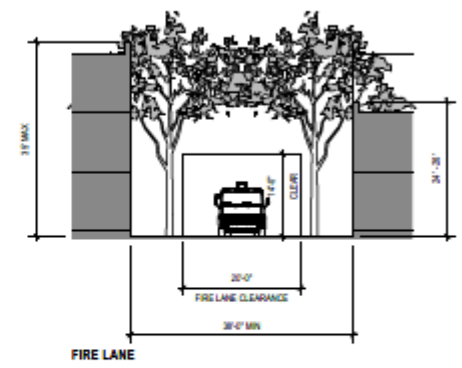
Sheet Number:
F-101



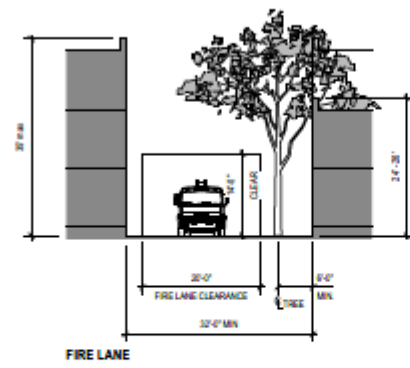
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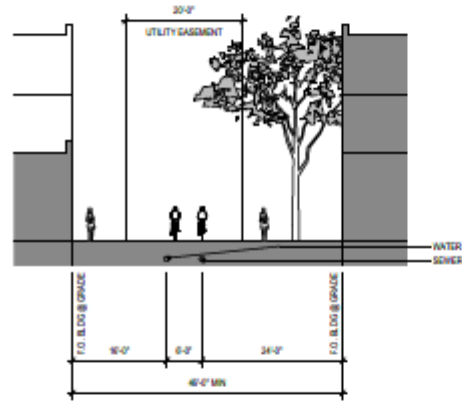
FIRE LANE



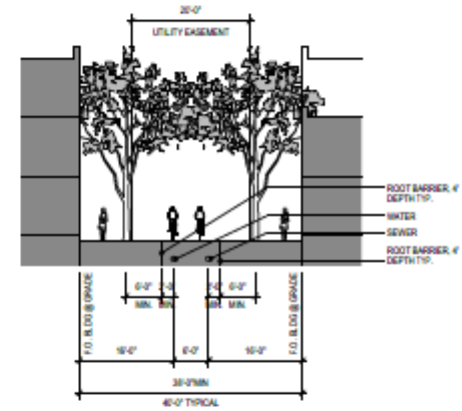
FIRE LANE



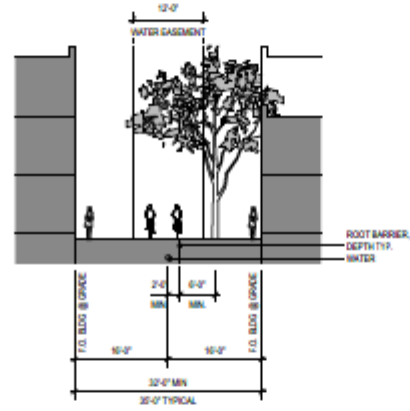
FIRE LANE



UTILITY



UTILITY

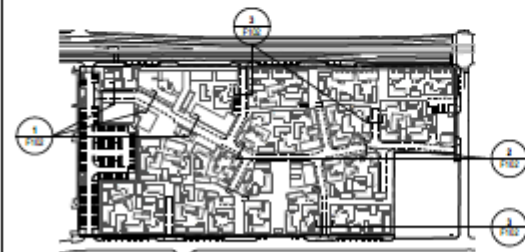


UTILITY

1
 46' INTERIOR FIRE AND UTILITY LANE WITH AERIAL ACCESS
 SCALE: 1"=10'-0"

2
 38' INTERIOR FIRE AND UTILITY LANE (SEWER & WATER)
 SCALE: 1"=10'-0"

3
 32' INTERIOR FIRE AND UTILITY LANE (WATER)
 SCALE: 1"=10'-0"



EASTLINE VILLAGE
 2025 E. APACHE BLVD, TEMPE, ARIZONA

1ST AMENDED PLANNED AREA DEVELOPMENT OVERLAY

Revision: 4TH FORMAL SUBMITTAL

Revised For Contribution

Revised For Bidding And Pricing

Sheet Title:
INTERIOR FIRE LANE & PUBLIC UTILITY SECTIONS

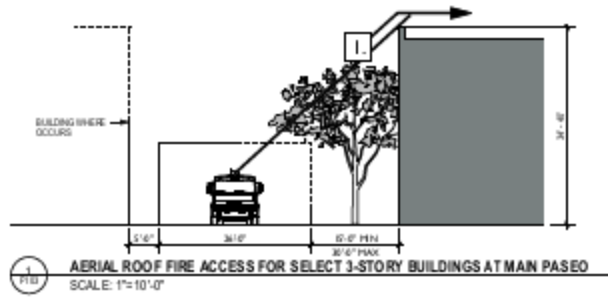
Drawn By: BC

Date: 10.14.16

Scale: 1"=10'-0"

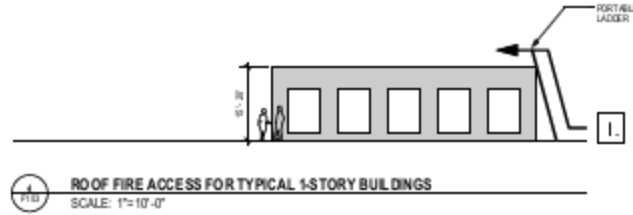
Sheet Number:

F-102



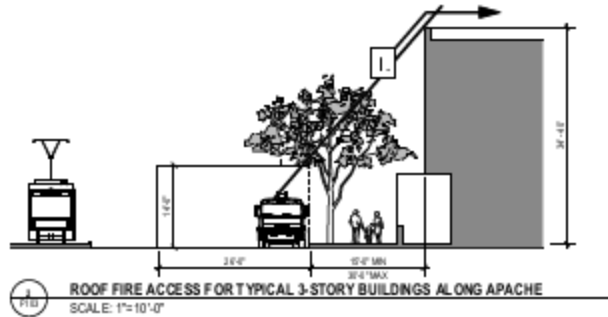
- NOTES**
1. USE PORTABLE LADDER TO ACCESS ROOF.
 2. USED #7 BUILDING TYPES MU1, MU2, MU3, MU4.

1 PTB AERIAL ROOF FIRE ACCESS FOR SELECT 3-STORY BUILDINGS AT MAIN PASEO
SCALE: 1"=10'-0"



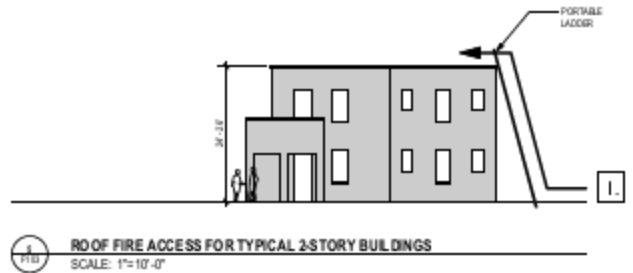
- NOTES**
1. USE PORTABLE LADDER TO ACCESS ROOF.
 2. USED #7 BUILDING TYPES CM1, AM1, AM2, AM3, AM4, U1, R.

2 PTB ROOF FIRE ACCESS FOR TYPICAL 1-STORY BUILDINGS
SCALE: 1"=10'-0"



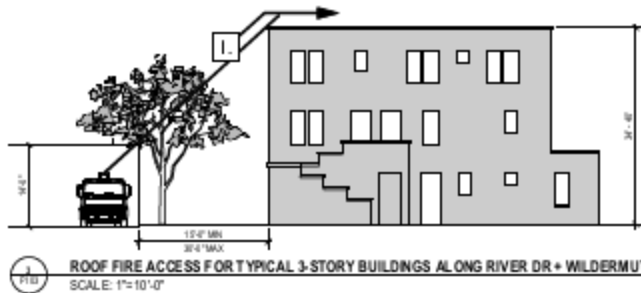
- NOTES**
1. AERIAL ACCESS TO ROOF FROM FIRE TRUCK.
 2. USED #7 BUILDING TYPES 7F1, F1, F2.

3 PTB ROOF FIRE ACCESS FOR TYPICAL 3-STORY BUILDINGS ALONG APACHE
SCALE: 1"=10'-0"



- NOTES**
1. USE PORTABLE LADDER TO ACCESS ROOF.
 2. USED #7 BUILDING TYPES 1B1, 2, R.

4 PTB ROOF FIRE ACCESS FOR TYPICAL 2-STORY BUILDINGS
SCALE: 1"=10'-0"



- NOTES**
1. AERIAL ACCESS TO ROOF FROM FIRE TRUCK.
 2. SEE F-101 FOR BUILDINGS KEYS WITH 'F' FOR THIS ACCESS TYPE.

5 PTB ROOF FIRE ACCESS FOR TYPICAL 3-STORY BUILDINGS ALONG RIVER DR + WILDERMUTH AVE
SCALE: 1"=10'-0"

GENERAL NOTES

1. WINDOW SIZES AND LOCATIONS ARE TO BE DETERMINED FOR DESIGN REVIEW. INFORMATION SHOWN IS FOR GENERAL PURPOSES.
2. SEE F-101 FOR BUILDING TYPES.
3. SEE F-101 FOR FIRE LANE PROXIMITY TO EACH BUILDING.



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EASTLINE VILLAGE
2025 E. APACHE BLVD, TEMPE, ARIZONA

1ST AMENDED PLANNED AREA DEVELOPMENT OVERLAY

Revisions: 4741 FORMAL SUBMITTAL

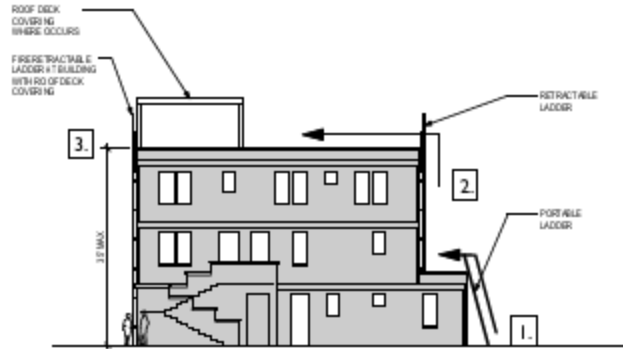
Revised Fire Construction: --2--

Revised Fire Rating Roofing: --2--

Revised Title: ROOF FIRE ACCESS FOR STANDARD APPROACH

Drawn by: BC
Date: 10.14.19
Scale: 1"=10'-0"

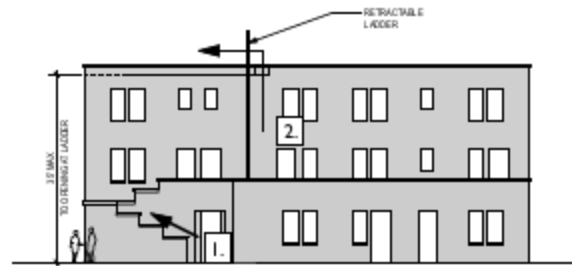
Sheet Number: F-103



1 PTM
3-STORY ROOF FIRE ACCESS TYPE 4
SCALE: 1"=10'-0"

NOTES

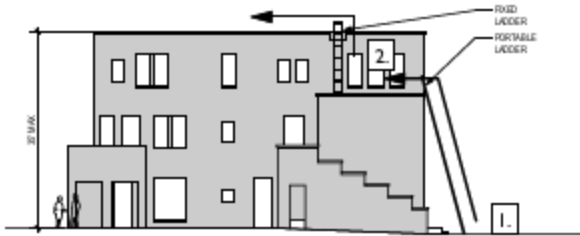
1. USE PORTABLE LADDER TO ACCESS FIRST-STORY ROOF.
2. USE RETRACTABLE FIXED LADDER TO ACCESS THIRD-STORY ROOF.
3. WHEN BUILDING HAS A COVERED ROOF, INSTALL RETRACTABLE FIXED LADDER FOR ROOF ACCESS FROM GRADE.
4. USED AT BUILDING TYPES 4B-D, 4B-D, 4, 8, 9.



1 PTM
3-STORY ROOF FIRE ACCESS TYPE 1
SCALE: 1"=10'-0"

NOTES

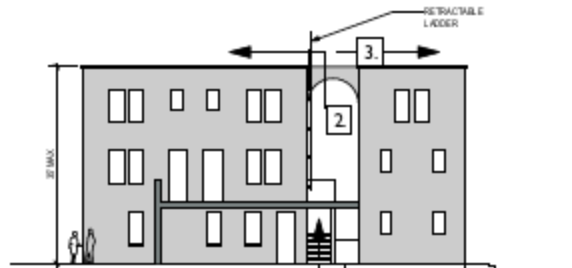
1. USE EXTERIOR STAIR TO ACCESS FIRST-STORY ROOF.
2. USE RETRACTABLE FIXED LADDER TO ACCESS THIRD-STORY ROOF.
3. USED AT BUILDING TYPES 1F, WHEN TOO FAR FROM AREA ACCESS.



2 PTM
3-STORY ROOF FIRE ACCESS TYPE 5
SCALE: 1"=10'-0"

NOTES

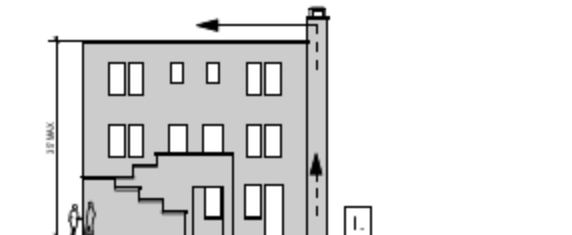
1. USE PORTABLE LADDER TO ACCESS SECOND-STORY ROOF.
2. USE FIXED LADDER TO ACCESS THIRD-STORY ROOF FROM SECOND-STORY ROOF.
3. USED AT BUILDING TYPES 5R.



4 PTM
3-STORY ROOF FIRE ACCESS TYPE 2
SCALE: 1"=10'-0"

NOTES

1. USE EXTERIOR STAIR TO ACCESS FIRST-STORY ROOF.
2. USE RETRACTABLE FIXED LADDER AT STAIR LANDING TO ACCESS THIRD-STORY ROOF.
3. USE BUILDING 4TH FLOOR TO ACCESS SECOND BUILDING ROOF.
4. USED AT BUILDING TYPES 6R.



1 PTM
3-STORY ROOF FIRE ACCESS TYPE 3
SCALE: 1"=10'-0"

NOTES

1. USE ATTACHED LADDER INSIDE ENCL. COURSE TO ACCESS THIRD-STORY ROOF.
2. SEE SHEET 105 FOR MORE INFORMATION.
3. USED AT BUILDING TYPES 3R, 3, 8.

GENERAL NOTES

1. PROPOSED ALTERNATIVES ARE FOR 3-STORY BUILDINGS WHERE AREA ACCESS IS NOT FEASIBLE. SEE 1011F FOR BUILDING USING THIS APPROACH.
1. WINDOW SIZES AND LOCATIONS ARE GENERIC. SPECIFIC LOCATIONS ARE SHOWN IN THE DPR SUBMISSION.
2. SEE 1011F FOR BUILDING TYPES.
3. SEE 1011F FOR FIRE LANE PROXIMITY TO EACH BUILDING.



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EASTLINE VILLAGE
2025 E. APACHE BLVD, TEMPE, ARIZONA

1ST AMENDED PLANNED AREA DEVELOPMENT OVERLAY

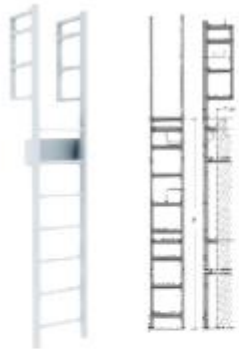
Revision: 01/ FORMAL SUBMITTA

Issued For Construction: -/ -/ -

Issued For Building Approval: -/ -/ -

Sheet Title:
ROOF FIRE ACCESS FOR PROPOSED ALTERNATIVES

Drawn By: BC	Checked by:
Date: 02.24.18	F-104
Scale: 1" = 10'-0"	

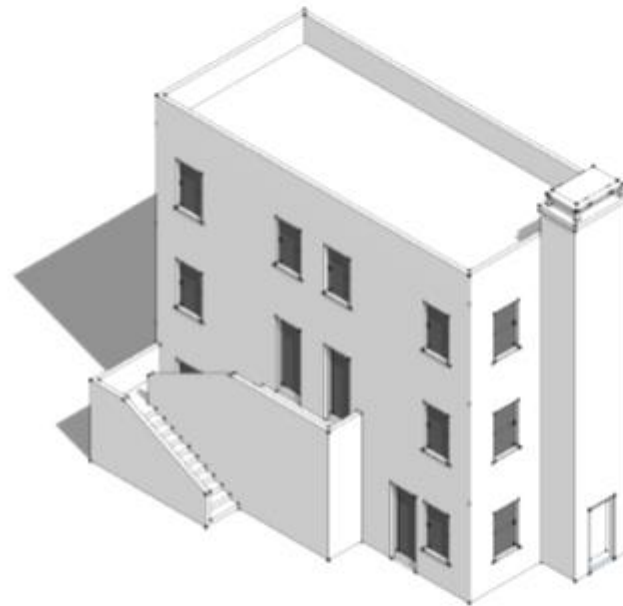


Horizon FIXED ALUMINUM ACCESS LADDERS
 Certified to Meet OSHA/ANSI 14.3
 ALL OTHERS: Design and installation of this ladder are governed by OSHA and Local Building Regulations. Please refer to local code for installation rules with the user.

NOTES

1. INWALK-THROUGH WITH HANDRAILS

PROPOSED FIXED FIRE LADDER EXAMPLE FOR SECOND STORY TO ROOF
 SCALE: NTS



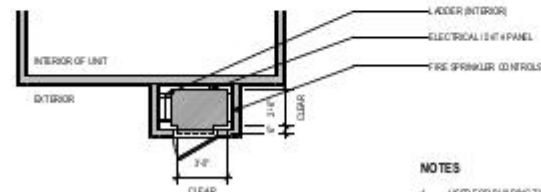
Main features	
Max. height	Unlimited with anchors
Max. load capacity	Up to 300 lbs (136 kg) per step
Clearing mechanism	Multiple independent locking systems
Permitted charges	Per step: 1000 lb (453 kg) Max. load: 10000 lb (4536 kg)
Attachment	Standard and alternative ways to fix to structure, with attachment with or without anchor bolts (1/2" or 3/4")
Standard	100" (2540 mm) height
Customization and accessories	Options

JOMY
 2017-2018
 BEST PRODUCT AWARD
 CONSTRUCTION

NOTES

1. OPEN IN SECONDS
2. DISAPPEARS INTO BUILDING LINE DRAINAGE
3. BURGLAR RESISTANT
4. DIMENSIONS ARE SHOWN IN MILLIMETERS (MM)

PROPOSED RETRACTABLE FIXED FIRE LADDER EXAMPLE
 SCALE: NTS



NOTES

1. USED FOR BUILDING TYPES R 1 & 2

ROOF FIRE ACCESS LADDER ENCLOSURE
 SCALE: 1"=10'-0"

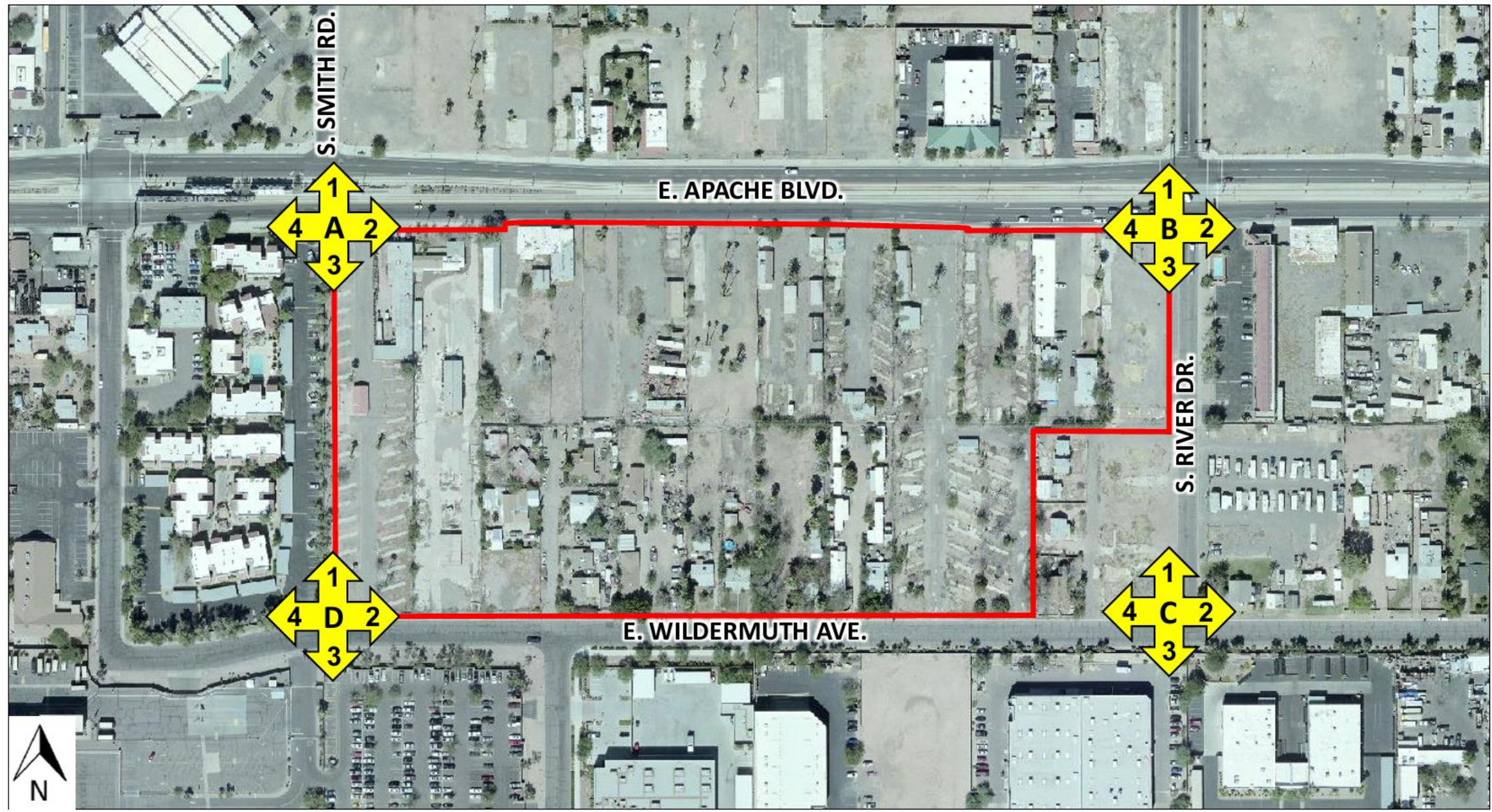


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EASTLINE VILLAGE
 2025 E. APACHE BLVD, TEMPE, ARIZONA
 1ST AMENDED PLANNED AREA DEVELOPMENT OVERLAY

Revision: 03H FORMAL SUBMITTA	
Issued For Construction: -/ -/ -	
Issued For Building Work: -/ -/ -	
Description: ROOF FIRE ACCESS FOR PROPOSED ALTERNATIVES	
Drawn By: SC	Checked by: [blank]
Date: 10/24/18	F-105
Scale: 1" = 10'-0"	

SITE CONTEXT PHOTOGRAPHS EXHIBIT



S. SMITH RD.

E. APACHE BLVD.

S. RIVER DR.

E. WILDERMUTH AVE.



 Eastline Village Site



Location A View 1, Looking North



Location A View 2, Looking East



Location A View 3, Looking South



Location A View 4, Looking West



Location B View 1, Looking North



Location B View 2, Looking East



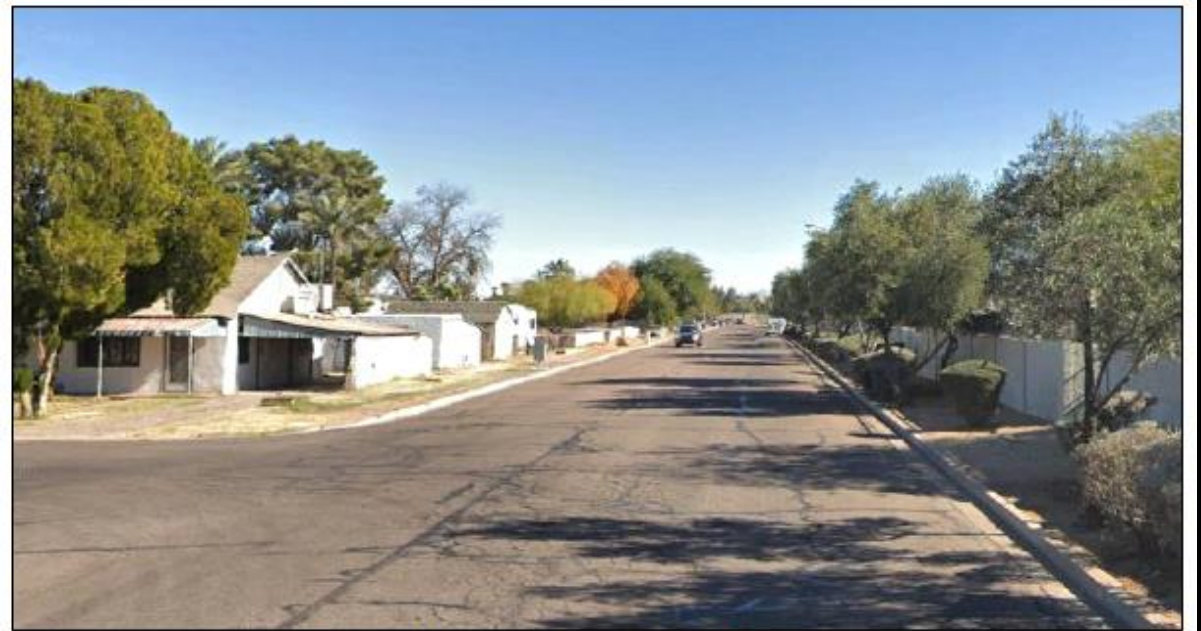
Location B View 3, Looking South



Location B View 4, Looking West



Location C View 1, Looking North



Location C View 2, Looking East



Location C View 3, Looking South



Location C View 4, Looking West



Location D View 1, Looking North



Location D View 2, Looking East



Location D View 3, Looking South



Location D View 4, Looking West

MEMORANDUM

TO: Tempe Transportation Commission
FROM: Eric Iwersen, Transit Manager, 480-350-8810
Sam Stevenson, Senior Planner, 480-858-7765
DATE: February 11, 2020
SUBJECT: Paratransit Update
ITEM #: 6



PURPOSE:

To provide the Commission with an overview of proposed paratransit service changes.

RECOMMENDATION OR DIRECTION REQUESTED:

For information.

CITY COUNCIL STRATEGIC PRIORITY:

- Quality of Life - 3.26: Achieve a multimodal transportation system (20-minute city) where residents can walk, bicycle, or use public transit to meet all basic daily, non-work needs.
- Quality of Life 3.29: Achieve ratings of “Very Satisfied” or “Satisfied” with the “Overall Satisfaction with Transit System in Tempe” greater than or equal to 80% as measured by the City of Tempe Transit Survey.

BACKGROUND INFORMATION:

The City of Tempe is proposing changes to the paratransit services currently provided in partnership with Valley Metro. The changes will impact program availability for seniors and reservation requirements for same-day users and are proposed in coordination with several changes recently implemented by neighboring cities.

There are currently two programs managed by Valley Metro to accomplish the region’s paratransit service needs. Valley Metro Paratransit, formally known as Dial-a-Ride, is federally-mandated through the Americans with Disabilities Act to serve people with disabilities within three-quarters mile of a fixed bus route or light rail platform. Currently, Tempe enhances this service by offering it to seniors 65 and older and by offering same-day service. Alternately, the RideChoice program provides taxi service to ADA certified passengers and seniors 65 and older. It is convenient and flexible for users, available 24-hours a day, 365 days a year, allowing same-day service with no additional fees. Users are able to choose their own taxi provider and do not have to share their ride. RideChoice is a supplemental program to Paratransit which helps with the financial sustainability of both programs for riders and the cities. The table below compares the characteristics of each service as currently provided:

	RideChoice	Paratransit
Vehicle Type	Uber, taxicabs, and accessible vehicles	Accessible vans
Hours of Service	Available 24/7	Available between 4 a.m. and 1 a.m.
Reservation Requirements	"On Demand" - No Advanced Reservation Required	One-day advance reservation preferred. Same-day service available (1 hour in advance)
Trip Sharing	No requirement to share rides	Shared ride service
Monthly Trip Cap	Base level of 20 trips/month; 50 trips/month available for work, school or medical services	Unlimited trips/month
Fares	\$3 for trips up to eight miles; \$2 for each additional mile	\$4 for ADA trips scheduled 24-hours in advance; Distance-based fares may

		apply to same-day trips and to trips for seniors without disabilities
Service Area	Available citywide; no restrictions within participating cities	Available citywide; service may be limited to the ADA-required service area for origins/destinations in other cities
Eligibility	People with disabilities and Seniors	People with disabilities and seniors
Regional/Local Subsidy	\$21/trip	\$49/trip

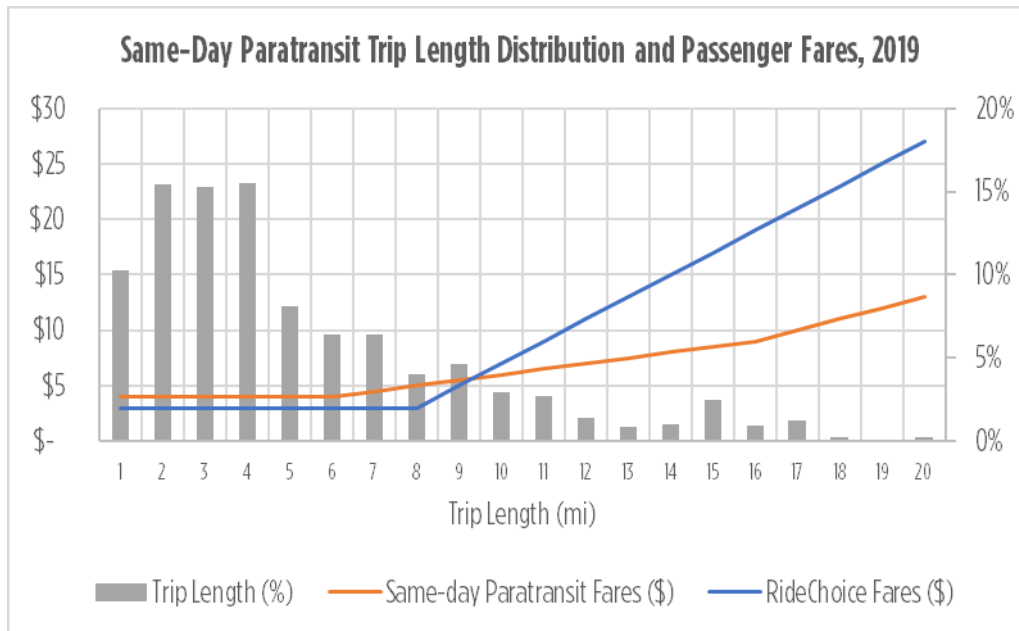
For October 2020, the City of Tempe is specifically proposing the following changes to the paratransit services offered:

1. Same day Paratransit service would no longer be available. City of Tempe is encouraging riders who currently use same-day trips to use RideChoice as an alternative. Additional information is available at valleymetro.org/ridechoice.
2. Non-ADA Certification would no longer be available. To continue using Paratransit service, customers must be ADA certified. It's recommended that non-ADA certified seniors use RideChoice as an alternative.

The city is advancing these changes through the public involvement process for two reasons: regional consistency and to manage the financial sustainability as the program grows.

ADA paratransit service is a federally-mandated service that is required to extend an equitable level of transit service to passengers who have disabilities preventing them from accessing traditional fixed-route transit services. The FTA is clear about the level of service that must be provided and the service characteristics that must be met, including the span (hours) of service and fares collected relative to a comparable trip on fixed-route transit. However, over time, many cities in the region have expanded the level of service within their individual jurisdictions to further extend the availability and reach of paratransit service. Two additional characteristics that are currently provided within Tempe that are not regionally consistent include the availability of same-day paratransit service (ADA mandates that paratransit trips be scheduled at least 24 hours in advance) and service to seniors who are not disabled. Valley Metro reports that over 800 separate rules are currently in place for determining paratransit service availability for passengers across the multiple regional jurisdictions, a level of complexity that may cause confusion for passengers accessing the service and creates disparate eligibility requirements depending on the passengers' city of residence.

Additionally, Tempe, and the region as a whole, expect growth in paratransit system demand in the future. Recognizing that the city's subsidy per trip for RideChoice service is significantly less than the cost per trip for paratransit service (approximately \$21/trip for RideChoice compared to approximately \$49/trip for paratransit), there are financial benefits to promoting RideChoice as the preferred alternative whenever possible. Additionally, for trips eight miles or less, RideChoice is also the financially preferred alternative to users when compared to paratransit trips scheduled at least 24 hours in advance, and in most cases RideChoice is also financially favorable when compared to the cost of same-day paratransit service, in which case distance-based fares typically apply beyond the \$4 minimum. Approximately 54% of paratransit trips taken in 2019 are eight miles or less. The graph below details the distribution of trip lengths specifically for same-day Paratransit trips taken in 2019, with a comparison between same-day distance-based Paratransit fares and RideChoice fares.



The proposed change is not expected to have major impacts to paratransit system users but will require outreach to ensure all users are familiar with both programs currently provided. At this time, the city recognizes that the following users may experience minor impacts to the services available to them:

- Users taking same-day trips on Valley Metro Paratransit. 7% of trips taken in 2019 are believed to have been reserved same-day. Although these trips do not make up a substantial portion of all paratransit trips taken, it's recognized that 49% of all paratransit users have taken at least one same-day trip within the past year. The following changes would apply to this population:
 - For trips that begin and end outside of the Orbit and Flash service areas, most trips would be performed for the same or at a lower cost to the user. Passengers would be required to schedule same-day trips using RideChoice instead of Paratransit or to schedule the trip at least 24-hours in advance on Paratransit. 6% of all paratransit trips taken in 2019 meet this criteria.
 - For trips that both begin and end within the Orbit and Flash service areas, the trip is being operated free of charge today, due to the way the scheduling system is configured. In order to continue receiving free service in these areas, users would need to schedule their trip at least 24-hours in advance on Paratransit. For same-day service, the user would need to schedule the trip using RideChoice and would be required to pay the \$3 minimum fare for up to eight miles, plus \$2/mi for each additional mile. Approximately 1% of all paratransit trips taken in 2019 meet this criteria.
- Users who are seniors who are not disabled. Currently 7 of the 531 users (1%) meet this criteria. Moving forward, seniors would be required to utilize RideChoice as an alternative to Paratransit. As these users currently are charged a distance-based fare on Paratransit, the most trips would be performed for the same or at a lower cost on RideChoice.

Recognizing the sensitive nature and special accommodations that may be required when communicating with and soliciting feedback from the paratransit community, staff are prepared to undergo a heavily-involved public outreach process in advance of the proposed changes. The process is especially important to understand any additional impacts to users that are not anticipated as described above. In addition to the local outreach efforts, the process will also be included within Valley Metro's October 2020 service change process to maximize the reach of messaging in advance of the change. The following outreach activities are planned:

- February 2020 – Letters to all Paratransit users
- February 2020 – Transportation Commission
- February 2020 – Focused meetings at high-impact locations

- March 2020 – Phone calls to all users who have scheduled a same-day Paratransit trip within the Orbit/Flash service areas within the past year
- March 2020 – Postcards/Public Meeting Reminders to all Paratransit users
- Public Meetings
 - Saturday, March 14 at 9 a.m. – Escalante Senior Center
 - Monday, March 30 at 6 p.m. – Pyle Adult Recreation Center
- Summer 2020 – Valley Metro October 2020 Service Change Process (outreach, public meeting, etc.)
- Fall 2020 – Letters to all same-day Paratransit users and seniors using Paratransit
- Online information and comments valleymetro.org/TempeChanges

If changes are advanced as proposed, they will become effective on October 26, 2020.

FISCAL IMPACT or IMPACT TO CURRENT RESOURCES:

Total FY20 paratransit program costs are estimated to be \$1,937,193. Local City of Tempe transit tax funding is estimated to be \$796,023. Growth is expected within the paratransit program and the changes proposed aim to reduce the average cost per trip of trips provided thereby promoting the future financial sustainability of the program.

ATTACHMENTS:

PowerPoint

Paratransit Update

Transportation Commission
February 11, 2020





- Paratransit Program Overview
- Ridership Trends
- Comparison of Existing Services
- Proposed Changes – Regional Consistency
 - Same day Paratransit service would no longer be available
 - RideChoice would serve as an alternative for all same-day paratransit needs
 - Non-ADA Certification would no longer be available
 - RideChoice would serve as an alternative for Non-ADA certified seniors
- Outreach Efforts and Looking Ahead

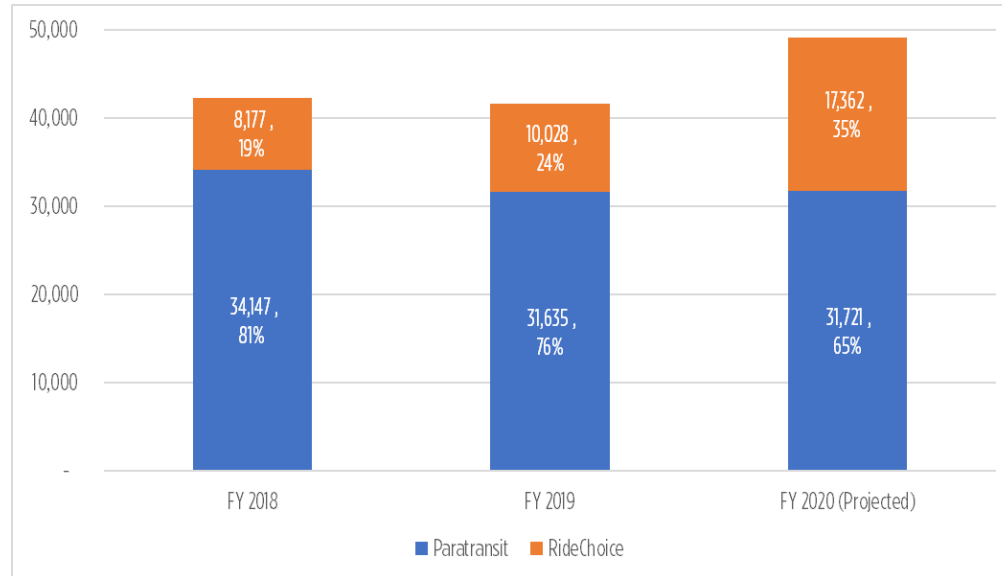
Paratransit Program Overview



- Federally-Mandated Service Requirements
 - Complementary to fixed-route transit
 - Assistance for people with disabilities
- Programs managed by Valley Metro
 - Paratransit (formerly “Dial-a-Ride”)
 - RideChoice
- Operating Budget: \$1.9 million (FY 2020)
 - \$1.1 million PTF funding
 - \$0.8 million local (transit tax) funding
- 41,663 passenger boardings (FY 2019)
 - 531 Active Users



Ridership Trends



- Increased regional demand for paratransit service
- Shift in demand from Paratransit to RideChoice

Comparison of Services – Existing



	RideChoice	Paratransit
Vehicle Type	Uber, taxicabs, and accessible vehicles	Accessible vans
Hours of Service	Available 24/7	Available between 4 AM and 1AM
Reservation Requirements	"On Demand" - No Advanced Reservation Required	One-day advance reservation preferred. Same-day service available (1 hour in advance)
Trip Sharing	No requirement to share rides	Shared ride service
Monthly Trip Cap	Base level of 20 trips/month; 50 trips/month available for work, school or medical services	Unlimited trips/month
Fares	\$3 for trips up to eight miles; \$2 for each additional mile	\$4 for ADA trips scheduled 24-hours in advance; Distance-based fares may apply to same-day trips and to trips for seniors without disabilities
Service Area	Available citywide; no restrictions within participating cities	Available citywide; service may be limited to the ADA-required service area for origins/destinations in other cities
Eligibility	People with disabilities and Seniors	People with disabilities and Seniors
Regional/Local Subsidy	\$21/trip	\$49/trip

Comparison of Services – Proposed



	RideChoice	Paratransit
Vehicle Type	Uber, taxicabs, and accessible vehicles	Accessible vans
Hours of Service	Available 24/7	Available between 4 AM and 1AM
Reservation Requirements	"On Demand" - No Advanced Reservation Required	One-day advance reservation preferred required . Same-day service available (1 hour in advance)
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Outreach Efforts and Looking Ahead



- February 2020 – Letters to all Paratransit users
- February 2020 – Transportation Commission – Focused meetings at high-impact locations
- March 2020 – Phone calls to same-day Paratransit users
- March 2020 – Postcards/Public Meeting Reminders to all Paratransit users
- Public Meetings
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- Summer 2020 – Valley Metro October, 2020 Service Change Process (outreach, public meeting, etc.)
- Fall 2020 – Letters to all same-day Paratransit users and seniors using Paratransit
- Online Information and Comments valleymetro.org/TempeChanges
- October 26, 2020 – Service Changes Implemented (if advanced)

Questions

Eric Iwersen
Transit Manager

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Sam Stevenson
Sr. Transit Planner

Sam_Stevenson@tempe.gov
480-858-7765



MEMORANDUM

TO: Tempe Transportation Commission
FROM: Shelly Seyler, Deputy Engineering & Transportation Director, 350-8854
DATE: February 11, 2020
SUBJECT: Future Agenda Items
ITEM #: 8



PURPOSE:

The Chair will request future agenda items from the Commission members.

RECOMMENDATION OR DIRECTION REQUESTED:

This item is for information only.

CITY COUNCIL STRATEGIC PRIORITY: N/a

BACKGROUND INFORMATION:

The following future agenda items have been previously identified by the Commission or staff:

- March 10
 - Transit Shelter Design
 - Orbit Earth
 - Speed Limits
 - Country Club Way Streetscape
 - Traffic Management
 - Proposed Projects for Prop 400e
- April 14
 - Tempe/Mesa Streetcar Extension Feasibility Study
 - Paid Media Plan
 - Priest Drive Bike Lanes
- May 12
 - Bike Hero
 - MAG Design Assistance Grants
 - Capital Improvements Project Update
 - Transit System and Security Update
- June 9
- July 14
- August 11
 - Priest Drive Bike Lanes
 - Country Club Way Streetscape
 - Ash and University Intersection
 - Entitled Development Projects
 - Transportation Demand Management
- September 8
 - Scottsdale Road Bike Lanes
- October 13
- November 10
- December 8
- TBD: Starship
- TBD: North/South Rail Spur MUP

FISCAL IMPACT or IMPACT TO CURRENT RESOURCES: N/a

ATTACHMENTS: None