

**CITY OF TEMPE
DEVELOPMENT REVIEW COMMISSION**

**Meeting Date: 09/13/2022
Agenda Item: 4**

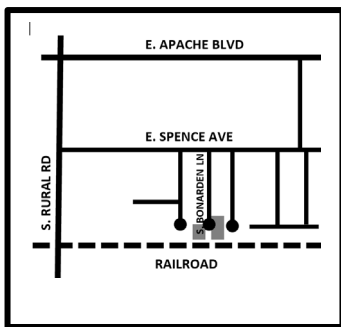
ACTION: Request a Use Permit Standard to reduce the front yard setback from 20' to 18' in the R-4 District and a Development Plan Review for a new three-story single-family residential development consisting of eight (8) units for BONARDEN LANE 8 HOMES located at 1432 and 1435 South Bonarden Lane. The applicant is Palmer Architects, Ltd.

FISCAL IMPACT: There is no fiscal impact on City funds.

RECOMMENDATION: Approve, subject to conditions

BACKGROUND INFORMATION: BONARDEN LANE 8 HOMES (PL210111) is located at the south end of Bonarden Lane on two lots across the street from each other. The proposed development is for eight single-family attached three-story units each with two-car garages, three on the west side and five on the east side of Bonarden Lane. The development is proposed to comply with all requirements of the underlying zoning, with a request to modify the front yard setback on both sides of the street, to accommodate a 2' reduction for upper floor architectural projections. The ground floor building footprint would be within the required 20' setback. The request includes the following:

- ZUP210050 Use Permit Standard for a front yard setback reduction from 20' to 18' in the R-4 District.
- DPR210070 Development Plan Review including site plan, building elevations, and landscape plan



<p>Existing Property Owner Applicant Zoning District (current/proposed) Gross / Net site area Density / Number of Units Unit Types Total Bedrooms Total Building Area Lot Area Per Unit Lot Coverage Building Height Building Setbacks</p>	<p>Raj Campbell, Seventh Farm LLC Jerry Palmer, Palmer Architects, LTD R-4 Multi-Family Residential General .5895 gross acres / .5201 net acres 15 du/ac / 8 units (25 du/ac allowed in R-4) 8 three-bedroom 24 bedrooms 21,056 s.f. (unit sizes 1,945 and 1,993 s.f. livable) 1,750 s.f. (1,740 s.f. min in R-4) 55% (60% maximum allowed) 39' (40' maximum allowed in R-4) 3 stories 18' front east and west, 15' east and west rear, 13' north and south sides, Internal lot lines 0' (20', 10' rear, 10' side minimum in R-4)</p>
<p>Landscape area</p>	<p>26% East Lot 30% West Lot (25% minimum required in R-4)</p>
<p>Vehicle Parking</p>	<p>16 spaces in garages, 2 guest spaces in common tracts, total 18 spaces provided (16 min. required)</p>
<p>Bicycle Parking</p>	<p>8 spaces</p>

ATTACHMENTS: Development Project File

STAFF CONTACT(S): Diana Kaminski (480) 858-2391

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

COMMENTS:

This site is located south of Apache Boulevard and Spence Avenue, east of Rural Road, west of Terrace Road, and north and adjacent to the Union Pacific Railroad. The property is located in the Jen Tilly Lots 9-10 Subdivision (listed as lots 28 and 29 on the County Assessor's site) within the Jen Tilly Neighborhood Association. The site is also within Character Area Three Downtown Tempe / Rio Salado / ASU / NW Neighborhoods and zoned R-4 Multi-family Residential. The site is comprised of two separate lots divided by a dead-end street without a turnaround. To the north and west of the site are older single-family and multi-family residences. To the east is the Tempe Micro Estates development and further east are newer two-story single-family residences. The proposed site configuration resolves the traffic circulation conditions on Bonarden Lane by providing a standard circulation detail for large vehicle turn-around at the south end of Bonarden and redevelops two lots.



This request includes the following:

- ZUP210050 Use Permit Standard for a front yard setback reduction from 20' to 18' in the R-4 District.
- DPR210070 Development Plan Review including site plan, building elevations, and landscape plan

The applicant is requesting the Development Review Commission act on the items listed above. For further processing, the applicant will need approval for a Subdivision Plat to create individual for-sale units.

SITE PLAN REVIEW

April 29, 2020 - First review included 8 pages of plans with 10 units aligned along new driveways facing north/south. This plan did not meet R-4 zoning development standards, did not provide sufficient parking or landscape areas, and had issues with fire and refuse access. Right of Way dedication is required for this site to meet traffic engineering standards and a new

sidewalk and street lighting is required. Staff provided feedback on code requirements, circulation requirements and recommendations for a site configuration accommodating 6 units with landscape and parking sufficient for the dead-end street configuration.

August 19, 2020 - Second review included 6 pages of plans with 8 units aligned facing the street. Staff asked for doors to the unit to face the street to be in character with the area. Bike racks were located in common street front landscape, parking spaces encroached into the new right of way area and other comments were provided regarding reduction in paving and site walls. Comments about elevations were provided.

November 18, 2020 - Third review had 19 pages including details. The required right of way dedication and parking conflict remained and ADA ramps not configured to meet requirements. There were traffic engineering, underground retention and fire comments yet to resolve. Staff reviewed landscape plan with comments regarding the character area plant palette and owner-occupied choice of plants in private patios and more plant variation. Notice to existing irrigation line owners is needed due to location of private line on the eastern side of the property. Staff recommended minor modifications to the building elevations and required that the HVAC screening be provided on all four sides. Verification of building height was necessary based on where dimensions were shown on plans. Remainder of comments were formatting related.

May 26, 2021 - First Formal Submittal was determined to be incomplete and was routed as a fourth preliminary review. Comments related to formatting more than content. Garages were not dimensioned for interior clearance for parking two vehicles. Other dimensions and site data required were missing. Prior comments were not fully addressed.

December 15, 2021 - Resubmittal of the plans for formal application was routed for fifth review as did not address all prior comments, issues with utility locations, parking in right of way, ADA ramp configuration, street details, and site data needed to be addressed. Some of the formatting issues were resolved.

March 23, 2022 - Resubmittal of the plans for sixth review removed street front trees to accommodate water meters. Staff recommended relocation of the waterlines to allow street trees at the front of the units. The fire comments from prior reviews regarding fire apparatus access had not been addressed. Most prior comments were addressed.

June 6, 2022 - The final submittal was made to address all remaining comments. There were discrepancies in the site plan and landscape plan with the plat submittal regarding the hammerhead designation as Tracts rather than ROW. This required revisions to a few sheets for consistency.

June 22, 2022 - The final plans were submitted and all issues addressed.

PUBLIC INPUT

- Neighborhood meeting is not required for this request

PROJECT ANALYSIS

GENERAL PLAN

The site is identified for residential land use, with a projected density of up to 25 dwelling units per acre. The proposed development complies with the land use and density map, and helps with neighborhood revitalization, redevelopment and housing objectives within the General Plan by taking two lots and providing three and five new units of attached single-family residential product on fee simple lots for home ownership opportunity.

ZONING

The two lots are zoned R-4 Multi-family Residential General, which allows up to 25 dwelling units per acre, 40' building height and setbacks of 20' front and 10' side and rear. The proposed development complies with all of the development standards within the district, with the exception of the front yard setback, which is being requested to be reduced to 18' through the use permit standard process. The depth of the lots and the additional dedication of 10' of right of way on both sides of Bonarden Lane triggered the resulting need for a shorter front yard setback. The driveways will remain 20' on site, the reduction is needed for upper floor projections over the driveway.

USE PERMIT

The proposed use requires a use permit standard to reduce the front yard setback from 20' to 18' on both lots facing Bonarden Lane in the R-4 zoning district. The proposed reduction in the front yard setback was triggered by the necessity to dedicate right of way and increase the width of the sidewalk and street, reducing the depth of the lots needed for a building footprint. The existing street configuration did not permit safe egress for large vehicles, including fire or refuse trucks; the proposed configuration complies with traffic engineering requirements and will benefit all residents on Bonarden with a safe termination and turn-around on the street. The ground floor of the units has 20' from building wall to property line, the upper floor extends out shading the middle floor with a 2' projection requiring the setback reduction. The projection provides more architectural variation and livability within the units.

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

1. *Any significant increase in vehicular or pedestrian traffic.* The R-4 zoning would allow 25 du/ac but the size and configuration of the lots and character of the street is not conducive to the maximum density. The proposed development is 15 du/ac, with 8 single-family residences each with a two-car garage and two additional off-street guest parking spaces. Each unit is a 3-bedroom home and meets the required parking. Bonarden Lane has existing on-street permit only parking which will not be extended to the south end of the street; there will be no on-street parking due to the driveway access to each unit. The proposed reduction of the front yard setback from 20' to 18' will not impact the driveway depths, which are designed to be deep enough for tandem overflow parking in character with traditional single-family residences to assure sufficient resident and guest parking. There will not be an increase in traffic resulting from the 2' deviation in front yard setback.
2. *Nuisance arising from the emission of odor, dust, gas, noise, vibration, smoke, heat or glare at a level exceeding that of ambient conditions.* The site is adjacent to the railroad and will provide a secure wall that will act as a noise buffer for adjacent existing homes to the north. The proposed reduction in front yard setback does not impact the ambient conditions of the area, and allowance of the development may mitigate existing ambient conditions such as dust from the vacant lots, and noise and vibration from the trains.
3. *Contribution to the deterioration of the neighborhood or to the downgrading of property values, the proposed use is not in conflict with the goals objectives or policies for rehabilitation, redevelopment or conservation as set forth in the city's adopted plans or General Plan.* The existing conditions have been a blight to the area for almost ten years based on aerials and code enforcement records. The proposed development brings new housing with ownership opportunity, secures the site from access to the railroad, increases vehicle maneuvering function on the public street. The reduction of 2' from the front yard setback does not contribute to the deterioration of the neighborhood but facilitates a development that meets the goals and objectives of the redevelopment and housing elements of the General Plan.
4. *Compatibility with existing surrounding structures and uses.* With the exception of two buildings on the west side of Bonarden, closest to Spence which appear to be between 14 and 18' from the back of curb, the majority of houses on Bonarden are 24-28' from back of curb in a non-standard street width. The proposed development is being required to dedicate right of way to make a standard 50' street width. If the existing residences were required to make this street dedication, the setbacks for these units would be up to 10' less than the current setback. Newer developments in the immediate area have reduced setbacks. Newberry Terrace from 2003 has a 10' front yard setback through a PAD. Raintree Condominiums from 2007 has a 16' front yard setback. The proposed 2' reduction in front yard setback will maintain a minimum of 20' drive depth and 18' front yard setback on the upper floor. The design, massing and building footprint is in character with the surrounding area. The proposed single-family use is also compatible with the surrounding uses.
5. *Adequate control of disruptive behavior both inside and outside the premises which may create a nuisance to the surrounding area or general public.* The driveway lengths are long enough to support guest vehicle parking on-site without impacting public sidewalks or the street frontage. The reduction of 2' from the front yard setback for 8 units will not impact behavior on or adjacent to the development.

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

DEVELOPMENT PLAN REVIEW

The applicant has provided a letter of explanation for this request.

Site Plan

The plan includes five three-story units on the east side of the street and three three-story units on the west side of the street with a hammerhead turn around at the south end adjacent to the railroad right of way. The project will be dedicating right of way to provide a full 50' right of way, and the street end where the hammerhead is located will remain in private property with an access and circulation easement for public access, including fire and solid waste vehicle circulation. The hammerhead was not dedicated due to the impacts on the development density, lot area, landscape area and retention requirements. A private gated ramada with bbq and picnic space is provided to the residents on the south east end of the site, and a turf area provided on the south west end. Each unit has a 20' deep driveway leading to a private 2' car garage, and a private 231 or 367 s.f. patio space facing either east or west.

Building Elevations

The three-story units include warm natural tones similar to other projects approved and developed within the area, most recently the Khan on Spence development. Materials include cedar colored cement board siding with traditional lap board appearance, dry-stack faux stone masonry veneer, light grey standing metal seam pitched roofs, and a light desert beige colored stucco with dark grey metal trim and accents. Windows on the north and south sides are smaller in size for privacy and energy efficiency. Windows on the east and west elevation meet egress requirements and provide visual surveillance of the street frontage. Back patios look like front entryways sheltered by a gabled entry, and the second floor has a 6' recessed balcony space and eyebrow canopies over windows, the third-floor projects 2' from wall to break up elevation massing. The middle units do not have a front door access from the street, these units rely on access from the rear of the unit or through the garage.

Landscape Plan

Landscape along the street frontage is limited due to the driveways and utilities serving each lot. The street tree is Chinese Pistache and other trees include Mulga along the north perimeter common area, Fruitless Olive and Live Oak in other common areas and homeowners have a choice of Leather Leaf Acacia, Texas Mountain Laurel or Citrus trees for their rear patio, each having two small patio trees. Hopseed bush is used as a hedge along the south east and south west perimeters to create a shaded outdoor living amenity area. Hacienda Creeper is used to break up the perimeter wall with seasonal color and to help mitigate heat around the site. Street front planting strips use Red Yucca and Gold Lantana accented by Little Ollie Dwarf Olive, Aloe Vera and Muhlenbergia. Other plants on site include Cassia, Sticks of Fire, two varieties of sage, Elephant Food and Trailing Rosemary. The site will provide 34 new trees to the urban forest canopy.

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

1. *Placement, form, and articulation of buildings and structures provide variety in the streetscape*; The placement of the units was determined by the size and depth of the lots and the interior functions of the floor plans. The minimum depth for the garage and driveway set the ground floor footprint while the upper floors project forward over the garage to provide articulation and variety along both sides of the street.
2. *Building design and orientation, together with landscape, combine to mitigate heat gain/retention while providing shade for energy conservation and human comfort*; The building design provides east/west orientation with trees surrounding the perimeter of the attached units. Shade is provided over windows with canopies and rooftop eaves and the balcony is recessed for shelter and privacy.
3. *Materials are of a superior quality, providing detail appropriate with their location and function while complementing the surroundings*; Materials are similar to other projects within the area that have been approved or built within the past ten years and will enhance the south end of Bonarden with new energy efficient contemporary materials.

4. *Buildings, structures, and landscape elements are appropriately scaled, relative to the site and surroundings; The project considers the height of surrounding developments and limits within the zoning classification. The units and landscape are scaled to fit the site and street front.*
5. *Large building masses are sufficiently articulated so as to relieve monotony and create a sense of movement, resulting in a well-defined base and top, featuring an enhanced pedestrian experience at and near street level; The ground floor is wrapped in stacked stone masonry with upper floors using a combination of stucco and lap board cement siding with metal canopy and trim accents. The units are broken up into two and three attached products to break up the massing and allow permeability through the side common areas for airflow and natural light.*
6. *Building facades provide architectural detail and interest overall with visibility at street level (in particular, special treatment of windows, entries and walkways with particular attention to proportionality, scale, materials, rhythm, etc.) while responding to varying climatic and contextual conditions; As outlined in the applicant letter and plans, and the aforementioned analysis, this criterion has been met.*
7. *Plans take into account pleasant and convenient access to multi-modal transportation options and support the potential for transit patronage; The site is located within the Orbit neighborhood circulator area on Spence Road, and two blocks from light rail on Apache Boulevard. Residents have an enhanced sidewalk for the length of this development, however the existing conditions to the north are limited by right of way and existing landscape. The access is convenient and supportive of transit use.*
8. *Vehicular circulation is designed to minimize conflicts with pedestrian access and circulation, and with surrounding residential uses; All resident vehicles are parked in secured garages with full length driveways providing access to the street. There is no on street parking and the sidewalks are clearly delineated and landscape plantings low enough to provide clear site visibility along Bonarden Lane. The new hammerhead will enhance safe vehicle maneuvering.*
9. *Plans appropriately integrate Crime Prevention Through Environmental Design principles such as territoriality, natural surveillance, access control, activity support, and maintenance; At a dead end street abutting the railroad, the plans provide a new 8' CMU wall at the perimeter of the site, gated access to the rear patios and landscaped amenity area, secured garages windows providing surveillance to the street front and new street lights and building mounted fixtures to help illuminate the end of the street. CC&Rs will provide maintenance standards for common areas and enforcement of property upkeep. The plans significantly enhance the safety of the area and provide all of the CPTED principals outlined in this criterion.*
10. *Landscape accents and provides delineation from parking, buildings, driveways and pathways; As identified on the plans and in the above analysis, the landscape design palette compliments the surrounding area.*
11. *Signs have design, scale, proportion, location and color compatible with the design, colors, orientation and materials of the building or site on which they are located; signs are not a part of this request and*
12. *Lighting is compatible with the proposed building(s) and adjoining buildings and uses and does not create negative effects. Lighting meets code requirements and is designed for compatibility with the architecture and the use to provide a safe and comfortable environment.*

REASONS FOR APPROVAL:

1. The project meets the General Plan Projected Land Use and Projected Residential Density for this site.
2. The project will meet the development standards required under the Zoning and Development Code.
3. The proposed project meets the approval criteria for a Use Permit Standard and Development Plan Review.

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

USE PERMIT STANDARD CONDITIONS OF APPROVAL:

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

1. This Use Permit Standard is valid only after a Building Permit has been obtained, the required inspections have been completed and a Final Inspection has been passed.
2. The Use Permit Standard is valid for the plans as submitted within this application. Any additions or modifications may be submitted for review during the building plan check process.

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

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

General

1. Except as modified by conditions, development shall be in substantial conformance with the site plan dated June 20, 2022, building elevations dated June 1, 2022 and landscape plan dated June 22, 2022. Minor modifications may be reviewed through the plan check process of construction documents; major modifications will require submittal of a Development Plan Review.
2. An amended Subdivision Plat is required for this development and shall be recorded prior to issuance of building permits. Alternatively, the Owner's execution of a Covenant and Agreement to Hold Property as One Parcel may be permitted in lieu of recording the subdivision plat while the plat is being finalized. If this occurs, the plat must be recorded prior to issuance of the first Certificate of Occupancy.
3. **Prior to issuance of building permits, the applicant shall provide the Community Development Department with written authorization from the owners of the private irrigation line along the eastern perimeter of the site for the proposed improvements over this line. Should construction of the project necessitate shut down of the line, coordinate the shutdown for construction with the utility provider to occur during standard clean out period when residents expect the line to be shut down for irrigation maintenance, or an alternative schedule amenable to the utility provider and residents receiving irrigation from this line.**
4. **Any damage to the existing private irrigation line along the eastern perimeter of the site shall be the responsibility of the developer to repair and restore to operating standards both during and after construction of the development.**

Site Plan

5. Provide service yard and mechanical yard walls that are at least 8'-0" tall as measured from adjacent grade or are at least the height of the equipment being enclosed, whichever is greater. Verify height of equipment and mounting base to ensure that wall height is adequate to fully screen the equipment.
6. Provide gates of steel vertical picket, steel mesh, steel panel or similar construction. Where a gate has a screen function and is completely opaque, provide vision portals for visual surveillance. Provide gates of height that match that of the adjacent enclosure walls. Review gate hardware with Building Safety and Fire staff and design gate to resolve lock and emergency ingress/egress features that may be required.
7. Utility equipment boxes for this development shall be finished in a neutral color (subject to utility provider approval) that compliments the coloring of the buildings.
8. Place exterior, freestanding reduced pressure and double check backflow assemblies in pre-manufactured, pre-finished, lockable cages (one assembly per cage). If backflow prevention or similar device is for a 3" or greater water line, delete cage and provide a masonry or concrete screen wall following the requirements of Standard Detail T-214.

Floor Plans

9. Parking Garage:
 - a. Minimum required parking area of 20' x 20' interior dimensions shall be clear of any obstructions.
 - b. Provide a minimum 2'-0" of additional width for parking spaces when adjacent to a continuous wall.

Building Elevations

10. The materials and colors are approved as presented:
 - Roof – standing metal seam to match Dunn Edwards DE6575 Castlerock LRV 37 (medium cool grey)
 - Primary Building First Floor – Coronado Stone 50% Country Roble and 50% Idaho Drystack
 - Secondary Building – Smooth Stucco finish painted Dunn Edwards DE6066 Desert Rock (beige) LRV 54
 - Tertiary Building – Traditional Overlap Board Painted Dunn Edwards DE5152 Cedar Grove LRV 21
 - Building Accent – Painted Metal fascia, awning and trim, Dunn Edwards DE6356 Sheet Metal (dark grey)
 - Windows - Anodized aluminum frame – Pella – Burnished Bronze BRProvide primary building colors and materials with a light reflectance value of 75 percent or less.
11. If provided, roof access shall be from the interior of the building. Do not expose roof access to public view.
12. Conceal roof drainage system within the interior of the building.
13. Incorporate lighting, address signs, and incidental equipment attachments (alarm klaxons, security cameras, etc.) where exposed into the design of the building elevations. Exposed conduit, piping, or related materials is not permitted.
14. Locate the electrical service entrance section (S.E.S.) inside the building or inside a secure yard that is concealed from public view.

Lighting

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

Landscape

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

Building Address

19. Verify property address and submit a PDF copy of the site plan with unit floor plans for permanent addressing to permitcenter@tempe.gov prior to submittal of construction documents.
20. Provide address sign(s) on the building elevation facing the street to which the property is identified.
 - a. Conform to the following for building address signs:
 - 1) Provide street number only, not the street name
 - 2) Composed of 8" high, individual mount, metal reverse pan channel characters.

- 3) Self-illuminated or dedicated light source.
 - 4) Coordinate address signs with trees, vines, or other landscaping, to avoid any potential visual obstruction.
 - 5) Do not affix numbers or letters to elevation that might be mistaken for the address.
- b. Utility meters shall utilize a minimum 1" number height in accordance with the applicable electrical code and utility company standards.

CODE/ORDINANCE REQUIREMENTS:

THE BULLETED ITEMS REFER TO EXISTING CODE OR ORDINANCES THAT PLANNING STAFF OBSERVES ARE PERTINENT TO THIS CASE. THE BULLET ITEMS ARE INCLUDED TO ALERT THE DESIGN TEAM AND ASSIST IN OBTAINING A BUILDING PERMIT AND ARE NOT AN EXHAUSTIVE LIST.

USE PERMIT STANDARD:

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

SITE PLAN REVIEW: Verify all comments by all departments on each Preliminary Site Plan Review. If questions arise related to specific comments, they should be directed to the appropriate department, and any necessary modifications coordinated with all concerned parties, prior to application for building permit. Construction Documents submitted to the Building Safety Division will be reviewed by planning staff to ensure consistency with this Design Review approval prior to issuance of building permits.

DEADLINE: Development plan approval shall be void if the development is not commenced or if an application for a building permit has not been submitted, whichever is applicable, within twelve (12) months after the approval is granted or within the time stipulated by the decision-making body. The period of approval is extended upon the time review limitations set forth for building permit applications, pursuant to Tempe Building Safety Administrative Code, Section 8-104.15. An expiration of the building permit application will result in expiration of the development plan.

STANDARD DETAILS:

- Access to Tempe Supplement to the M.A.G. Uniform Standard Details and Specifications for Public Works Construction, at this link: <http://www.tempe.gov/city-hall/public-works/engineering/standards-details> or purchase book from the Public Works Engineering Division.
- Access to refuse enclosure details DS116 and DS118 and all other Development Services forms at this link: <http://www.tempe.gov/city-hall/community-development/building-safety/applications-forms>. The enclosure details are under Civil Engineering & Right of Way.

BASIS OF BUILDING HEIGHT: Measure height of buildings from top of curb at a point adjacent to the center of the front property line.

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

POLICE DEPARTMENT SECURITY REQUIREMENTS:

- Design building entrance(s) to maximize visual surveillance of vicinity. Limit height of walls or landscape materials, and design columns or corners to discourage ambush.
- Maintain distances of 20'-0" or greater between a pedestrian path of travel and any hidden area to allow for increased reaction time and safety.
- Follow the design guidelines listed under appendix A of the Zoning and Development Code. In particular, reference the CPTED principal listed under A-II Building Design Guidelines (C) as it relates to the location of pedestrian environments and places of concealment.

- Provide method of override access for Police Department (punch pad or similar) to controlled access areas including pool, clubhouse or other gated common areas.

TRAFFIC ENGINEERING:

- Provide 6'-0" wide public sidewalk along arterial roadways, or as required by Traffic Engineering Design Criteria and Standard Details.
- Correctly indicate clear vision triangles at both driveways on the site and landscape plans. Identify speed limits for adjacent streets at the site frontages. Begin sight triangle in driveways at point 15'-0" in back of face of curb. Consult Intersection Sight Distance memo, available from Traffic Engineering if needed www.tempe.gov/index.aspx?page=801. Do not locate site furnishings, screen walls or other visual obstructions over 2'-0" tall (except canopy trees are allowed) within each clear vision triangle.

FIRE: Clearly define the fire lanes. Ensure that there is at least a 20'-0" horizontal width, and a 14'-0" vertical clearance from the fire lane surface to the underside of tree canopies or overhead structures. Layout and details of fire lanes are subject to Fire Department approval.

CIVIL ENGINEERING:

- An Encroachment Permit or License Agreement must be obtained from the City for any projections into the right of way or crossing of a public utility easement, prior to submittal of construction documents for building permit.
- Any new or existing overhead utilities (if any) on or adjacent to site must be placed underground, including street crossings, per City of Tempe Code, Section 25-120 thru 25-126 & Ord # 88.85 except for transmission lines (greater than 12.5kv).
- Coordinate site layout with Utility provider(s) to provide adequate access easement(s).
- Clearly indicate property lines, the dimensional relation of the buildings to the property lines and the separation of the buildings from each other.
- Verify location of any easements, or property restrictions, to ensure no conflict exists with the site layout or foundation design.
- 100-year onsite retention required for this property, coordinate design with requirements of the Engineering Department.
- When a retention system is required, a maintenance agreement for underground storage must be fully executed prior to plan approval. Submit exhibit showing location of tanks with dimensions from property lines. See "Easements and Underground Retention Systems Exhibit Requirements" in the links provided at end of the Engineering section comments.
- An Encroachment Permit is required for any approved encroachment, temporary in nature, that lies within, over or across any public Right of Way, prior to submittal of construction documents for building permits.
- No signs in r/w.
- Dedication of 50' total street right-of-way on Bonarden is required at this time
- Provide cross drainage agreements or CCR's to show that construction, utilities, drainage, and runoff is allowed to drain over property boundaries. Provide recording number
- Only plain concrete allowed within right-of-way. Pavers or specialty paving need maintenance agreement with the city. Provide signed and sealed legal description if maintenance agreement is requested.
- Easements may be needed for public sidewalk, bus pad, street lights, water meters, and fire hydrants if they are not within the right-of-way

SOLID WASTE SERVICES: Refuse and Recycle bins to be stored out of view on private property except on collection days, as indicated on site plan.

PARKING SPACES: Provide parking loop/rack per standard detail T-578. Provide 2'-0" by 6'-0" individual bicycle parking spaces. One loop may be used to separate two bike parking spaces. Provide clearance between bike spaces and adjacent walkway to allow bike maneuvering in and out of space without interfering with pedestrians, landscape materials or vehicles nearby.

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

LIGHTING:

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

LANDSCAPE:

- Trees shall be planted a minimum of 16'-0" from any existing or proposed public utility lines. The tree planting separation requirements may be reduced to no less than 8'-0" from utility lines upon the installation of a linear root barrier. Per Detail T-460, the root barrier shall be a continuous material, a minimum of 0.08" thick, installed to a minimum depth of 4'-0" below grade. The root barrier shall extend 6'-0" on either side of the tree parallel to the utility line for a minimum length of 12'-0". Final approval is subject to determination by the Public Works, Water Utilities Division.
- Prepare an existing plant inventory for the site and adjacent street frontages. The inventory may be prepared by the Landscape Architect or a plant salvage specialist. Note original locations and species of native and "protected" trees and other plants on site. Move, preserve in place, or demolish native or "protected" trees and plants per State of Arizona Agricultural Department standards. File Notice of Intent to Clear Land with the Agricultural Department. Notice of Intent to Clear Land form is available at <https://agriculture.az.gov/plantsproduce/native-plants>. Follow the link to "applications to move a native plant" to "notice of intent to clear land".

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

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

HISTORY & FACTS:

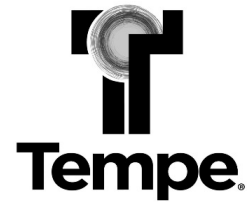
1930-1940s	Historical aerial photos show agricultural uses until development appeared in the 1950s with the west lot developing first.
1950s-2015	The Property record card for the east lot 1435 S Bonarden Lane has building permits issued in 1959. The Property record card for the west lot 1432 S Bonarden Lane starts with permits in 1972, however structures appear on aerials as early as 1949. Both east and west lot remained developed with a primary residence and a series of accessory buildings. In 2015 the structures at the north end of the east lot were removed and the lot graded.
2018	The east lot residence was removed and the remainder of the lot graded.
2019	The current owner purchased both lots on the east and west sides of Bonarden Lane at the south end terminating at the railroad tracks.
2021	The west lot residence and all accessory structures were removed and the lot was graded.

2017	Both properties were acquired by Haken Tempe Development, LLC.
August 28, 2018	Development Review Commission heard a request for two Use Permit Standards for rear yard (east and west) setback of 8' and south side yard setback of 8' for the two lots. The Commission voted 5 to 2 (Commissioners Brown and Amorosi in dissent) to approve the Use Permit Standards. After further discussion regarding the design, the Commission voted 7 to 0 to continue the requested DPR to September 12th.
September 12, 2018	The Development Review Commission reviewed elevation modifications presented by the applicant for further input on the design. The Commission voted 6 to 0 to continue the requested DPR to October 9th to allow sufficient time to redesign the project to meet Commission expectations.
October 9, 2018	The Development Review Commission approved the requested Development Plan Review for the elevations, landscape plan and site plan.
2019-2020	Both properties were acquired by Seventh Farm, LLC. A proposed new design concept was submitted for the sites.
September 13, 2022	Development Review Commission is scheduled to hear a request for a Use Permit Standard for a front back setback reduction from 20' to 18' in the R-4 District and a Development Plan Review for a new three-story single-family residential development consisting of eight (8) units for BONARDEN LANE 8 HOMES located at 1432 and 1435 S. Bonarden Lane.

ZONING AND DEVELOPMENT CODE REFERENCE:

Section 6-306, Development Plan Review

Section 6-308, Use Permit



DEVELOPMENT PROJECT FILE

for

BONARDEN LANE 8 HOMES
(PL210111)

ATTACHMENTS:

- 1-4. Site Context (Location Map, Aerial and Aerial with Site Plan Overlay, Site Photos)
- 5-7. Applicant's Letter of Explanation
- 8-10. Site Design (Site Plan, Landscape Plan, Underground Utility Plan)
- 11-26. Building Design (Blackline/Color Elevations, Sections, Floor Plans, Renderings, Material Samples)
- 27-31. Supplemental Information
 - Affordable Housing Impact Statement
 - Draft Subdivision Plat (for reference)