ACTION: Request for a Zoning Map Amendment from CSS TOD and R-4 TOD to MU-4 TOD, a Planned Area Development Overlay, and a Development Plan Review for a new four- and five-story, mixed-use development containing 202 units and commercial uses for METRO 101 (PL160362), located at 2177 East Apache Boulevard. The applicant is Huellmantel & Affiliates.

FISCAL IMPACT: While this ordinance change does not directly impact revenue, the planned development will result in collection of the standard development fees, calculated according to the approved fee structure at the time of permit issuance.

RECOMMENDATION: Approve, subject to conditions

BACKGROUND INFORMATION: METRO 101 (PL160362) is a proposed four- and five-story, mixed-use development containing 202 dwelling units and 2,269 square feet of commercial space. The request includes the following:

1. Zoning Map Amendment from CSS TOD (Commercial Shopping and Services, Transportation Overlay District) and R-4 (Multi-Family Residential General) TOD to MU-4 (Mixed-Use, High Density) TOD.
2. Planned Area Development Overlay to establish development standards for a new mixed-use project with a density of 47 du/ac, a maximum building height of 67’, maximum 27% lot coverage, minimum 19% landscape area, defined building setbacks, and reduced parking setback.
3. Development Plan Review including site plan, building elevations, and landscape plan.

| Existing Property Owners | Thomas E. and Susan J. Leach Trust |
| Future Owner | Level Twelve Investments, LLC |
| Applicant | Apache Ventures, LP |
| Zoning District (current/proposed) | CSS TOD & R-4 TOD / MU-4 TOD |
| Net site area | 4.31 acres |
| Density / Number of Units | 47 du/ac / 202 units (no standard) |
| Unit Types | 20 studio |
| | 93 one bedroom |
| | 89 two bedroom |
| Total Building Area | 203,610 s.f. |
| Lot Coverage | 27% (no standard) |
| Building Height | 60’ to parapet, 67’ to staircase (no standard) |
| Building Setbacks | 8’-3” front (Apache), 127’-8” street side (Price), 138’-8” west side, 68’-10” rear (south) (0’ min., 20’ max.) |
| Parking Setback | 20’ min. Apache, 20’ min. Price, 15’ min. northeast corner (20’ min. required along streets) |
| Landscape area | 19% (no standard) |
| Vehicle Parking | 274 spaces (264 min. required, 330 max. allowed) |
| Bicycle Parking | 196 spaces (196 min. required) |

ATTACHMENTS: Ordinance, Development Project File

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

Department Director: Chad Weaver, Community Development Director
COMMENTS:
This 4.3 acre site is located at the southwest corner of Apache Boulevard and Price Road and is adjacent to the light rail line running along Apache. The site is surrounded on the north (across Apache Boulevard) by commercial and mixed-use development; to the south by single- and multi-family residential; to the west by commercial; and to the east by the Loop 101 Freeway.

This site is within the Apache Boulevard Redevelopment Area, which permits a reduction in development fees up to fifty (50) percent for qualifying projects. The applicant intends to submit evidence that this project will qualify as Workforce Housing in order to receive a fee reduction. Tempe defines Workforce Housing as follows: at least 15% of the housing units developed for, offered to, and leased or sold to households whose gross annual income is greater than 100% of the AMI (Area Median Income) by does not exceed 120% AMI, or 10% of the housing units developed for, offered to, and leased or sold to households whose gross annual income is greater than 80% AMI but does not exceed 100%

This request includes the following:
1. Zoning Map Amendment from CSS TOD (Commercial Shopping and Services, Transportation Overlay District) and R-4 (Multi-Family Residential General) TOD to MU-4 (Mixed-Use, High Density) TOD.
2. Planned Area Development Overlay to establish development standards for a new mixed-use project with a density of 47 du/ac, a maximum building height of 67', maximum 27% lot coverage, minimum 19% landscape area, and defined building setbacks.
3. Development Plan Review including site plan, building elevations, and landscape plan.

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

For further processing, the applicant will need approval for an Amended Subdivision Plat, to combine the individual lots into one.

PRELIMINARY SITE PLAN REVIEW
• June 29, 2016: First Preliminary Site Plan Review was completed for site plan only. Plan identified 201 units and no commercial component. Comments made by staff included: need for commercial use if project is rezoned to MU-4; relocate surface parking behind the buildings and comply with maximum setbacks along both street frontages; consider photovoltaic canopies for surface parking areas; provide a traffic impact study; provide 8’ sidewalks; contact Arizona Department of Transportation about project and driveway on Price Road; and requirement for a second SPR submittal.

• August 3, 2016: Second Preliminary Site Plan Review was completed. Plans identified 201 units and 175 square feet of commercial. Comments made by staff included: size of commercial area is not acceptable to consider project mixed-use; design lacks pedestrian scale and ground floor activity along Apache; provide variation in building heights; recess or shade windows; incorporate variety of materials and colors on three buildings; use decorative materials on all elevations; locate surface parking behind the buildings; provide a minimum 8’ wide unobstructed pedestrian path along both streets; no structures or trees are allowed within easements; stagger perimeter walls/fences; install security cameras (or at a minimum, the wiring for cameras) with the initial building construction so conduit will be interior to the walls; and present project to Citizens for a Vibrant Apache Corridor (CVAC).

• September 28, 2016: Third Preliminary Site Plan Review was completed. Plans identified 202 units and 2,269 square feet of commercial area. Staff comments included: trees and refuse enclosure may not be located within easements; if horizontal railing is proposed, design top with inward curve to prevent climbing over rail; use reveals (not just control joints) on wall planes to break up flat massing; and replace fabric awnings with metal awnings at perimeter elevations;

• November 2, 2016: Formal application was submitted, and a fourth Site Plan Review was completed. Comments made
by staff included: plans show the refuse enclosure and trees within easements; provide additional detail in storefront at pedestrian level; plans do not identify overall height, including rooftop projections; incorporate reveals into building design (not only control joints); comply with the min. 20’ parking setback; and parking canopies do not comply with Building Code requirements for area or setback from property lines;

PUBLIC INPUT
On October 12, 2016, the applicant voluntarily met with Citizens for a Vibrant Apache Corridor (CVAC) to discuss the project. The applicant reports that the CVAC members made comments pertaining to: inclusion of the project in the Tempe Crime Free Multi-Family Housing program, on-site retention, concern with the building setback along Apache, request to use solar panels, the layout of the pool, and Housing and Urban Development (HUD) vouchers.

A neighborhood meeting was held on November 9, 2016. No one from the public attended the meeting. The applicant’s public involvement summary is attached.

PROJECT ANALYSIS
CHARACTER AREA PLAN
This project site is located within the boundaries of the Apache Character Area Plan. The plan encourages projects that recognize the diversity of the community, are unique, incorporate public art, provide appropriate transitions between existing neighborhoods and new developments, engage pedestrians, and create destinations through mixed-use design and public amenities. The proposed development will comply with the following Character Area principles:

- **Landscape Treatments**: plans incorporate plants listed in the Historic Plant Palette, including Chinese Evergreen Elm, Chaste Tree, Sweet Acacia, Arizona Ash, and Texas Sage. Trees interior to the site include Japanese Loquat, Citrus, and Crape Myrtle
- **Shade**: buildings incorporate metal and fabric shade canopies above windows and balconies. A portion of the sidewalk along Apache, north of Building 3, will be detached from the curb, allowing the sidewalk to be shaded by both the building and trees.
- **Streetscapes**: Apache right-of-way permits pedestrian, bicyclist, transit and motorist use; detached sidewalk zone along a portion of Apache separates vehicle/pedestrian traffic, complies with minimum 8-foot clear path requirement, and includes landscaping in pots and seating to soften building edges at entrances.
- **Pedestrian Scale**: ground floor commercial opportunities promote street activity and shade is provided by landscaping along the majority of the Apache street frontage.

ZONING
The majority of the site is currently zoned CSS TOD with an approximate 15-foot wide strip of land along the south property line that is zoned R-4 TOD. The CSS zoning district permits a residential density up to 20 dwelling units per acre (du/ac), subject to Use Permit approval. Properties with CSS zoning and within the TOD may have a density up to 25 du/ac, also subject to Use Permit approval. The proposed zoning district, MU-4 TOD, has no maximum density; the density is set by the associated PAD, which would allow up to 47 du/ac.

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

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

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

PLANNED AREA DEVELOPMENT
The applicant requests a Planned Area Development (PAD) Overlay consisting of 202 apartment units and 2,269 square feet of commercial area with a maximum building height of 67 feet, including all roof structures. The combined building area is 203,610 square feet. The table below shows a comparison of the development standards for the CSS TOD and the proposed MU-4 TOD PAD.

<table>
<thead>
<tr>
<th>Standard</th>
<th>CSS TOD (Corridor Area)</th>
<th>PROPOSED MU-4 (PAD)</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Density (du/ac)</td>
<td>25</td>
<td>47</td>
<td>Increase</td>
</tr>
<tr>
<td>Building Height (feet)</td>
<td>35'</td>
<td>60' (parapet) / 67' (roof structures)</td>
<td>Increase</td>
</tr>
<tr>
<td>Building Height Step-Back Required Adjacent to SF or MF District</td>
<td>Yes</td>
<td>Yes</td>
<td>--</td>
</tr>
<tr>
<td>Maximum Lot Coverage (% of net site area)</td>
<td>75%</td>
<td>27%</td>
<td>Decrease</td>
</tr>
<tr>
<td>Minimum Landscape Area (% of net site area)</td>
<td>25%</td>
<td>19%</td>
<td>Decrease</td>
</tr>
<tr>
<td>Setbacks (feet) (a)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front (Apache Blvd.)</td>
<td>0' min. / 10' max</td>
<td>8'-3' min / 20' max</td>
<td>Increase</td>
</tr>
<tr>
<td>Parking</td>
<td>20'</td>
<td>20'</td>
<td>--</td>
</tr>
<tr>
<td>Side (west)</td>
<td>0'</td>
<td>138'-8''</td>
<td>Increase</td>
</tr>
<tr>
<td>Street Side (Price)</td>
<td>0'</td>
<td>127'-8''</td>
<td>Increase</td>
</tr>
<tr>
<td>Street Side Parking</td>
<td>20'</td>
<td>20'</td>
<td>--</td>
</tr>
<tr>
<td>Rear (south)</td>
<td>10'</td>
<td>68'-10''</td>
<td>Increase</td>
</tr>
<tr>
<td>Parking at northeast corner of site</td>
<td>20'</td>
<td>15'</td>
<td>Decrease</td>
</tr>
</tbody>
</table>

The proposed density, building height, lot coverage, and landscape area are appropriate for the site. The proposed 67-foot building height (maximum 60 feet to parapet) will exceed the heights of existing buildings on adjacent properties but should be expected for higher density developments along the light rail corridor. Adequate ground-level open space is designed into the project.

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

- Maximum building setback of 20 feet for at least fifty percent of the length of the ground floor street-facing façade.
- Provide parking behind buildings.
- Provide a primary building entrance not more than 20 feet from the sidewalk.
- Provide pedestrian and transit patron amenities.
- Provide 33% full shade on public sidewalks.
- Provide a minimum 20-foot parking setback (reduced at northeast corner of site only).

The applicant believes that the location of the site adjacent to Price Road, which serves as an access road to the Loop 101 Freeway, presents a challenge with issues related to traffic speed, noise, and the lack of walkability of other developments along Price Road to the north and south of the site. These issues make conformance to the MU-4 TOD development standards and the Pedestrian Oriented Design Standards contained within the TOD chapter difficult to accomplish along
While the standards identified above are not met for the development along Price, all TOD standards are met along Apache. The required eight-foot wide sidewalk is provided, with portions of the sidewalk both within the right-of-way and on private property. Pushing the sidewalk south in front of Building 3, allows it to be detached from the curb, which creates a landscape buffer between east-bound vehicular traffic and pedestrians and creates shade from both the north and south sides of the sidewalk. Additionally, the building setback along Apache accounts for a minimum six-foot wide landscape and amenity area along the entire project frontage, with enhanced paving at primary building entrances.

Parking
The proposed PAD meets the vehicle and bicycle parking requirements of the Zoning and Development Code. Approximately half of the required resident parking spaces will be located within an area secured by access gates. The project provides 274 vehicle parking spaces where only 264 are required. The project provides 196 bicycle parking spaces where 196 are required.

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

Section 6-305 D. Approval criteria for P.A.D. (in italics):
1. *The development fulfills certain goals and objectives in the General Plan and the principles and guidelines of other area policy plans. Performance considerations are established to fulfill those objectives.* The development fulfills the goals of the General Plan by increasing the residential density through the development standards in order to comply with the projected residential density. The project incorporates commercial components to satisfy the mixed-use land use designation. Several of the Apache Character Area design principles have been addressed. The applicant intends for this project to qualify as Workforce Housing. This addresses Housing Goal 7 of the Housing Element of the Land Use and Development Chapter of the General Plan 2040: Support affordable housing initiatives and work with other public and private non-profit agencies through site acquisition and development activities.
2. *Standards requested through the PAD Overlay district shall take into consideration the location and context for the site for which the project is proposed.* The requested development standards take the site context into consideration. Sufficient setbacks are provided along perimeter property lines to buffer the proposed residential uses but also encourage a more pedestrian-friendly atmosphere along the Apache street frontage.
3. *The development appropriately mitigates transitional impacts on the immediate surroundings.* Significant building setbacks are provided on the west and south sides of the project. The plan also provides landscape buffers along the west and the majority of the south property lines, adjacent to existing commercial and residential uses.

DEVELOPMENT PLAN REVIEW

Site Plan
The 4.31 acre site is located at the southwest corner of Price Road and Apache Boulevard. The plans identify one five-story building (Building 1) and two four-story buildings (Buildings 2 and 3). Vehicular access is provided by one driveway off of Apache and one off of Price. All vehicle parking is within surface parking lots that wrap the three buildings on the west, east, and south. The majority of parking spaces are covered with shade canopies, and the parking areas immediately south and east of the buildings are controlled by access gates.

Building Elevations
The building design is contemporary with flat roofs and parapets to screen rooftop mechanical equipment. Building 1 is 60 feet to the top of parapet and 67 feet to the top of stair tower. Building 2 is 48'-6" to the top of parapet. Building 3 is 55'-6" to top of parapet and includes a mezzanine along the north elevation that will appear as a fifth floor along Apache. The majority of the buildings are finished with medium sand finished stucco that is painted in shades of gray, brown, and off-white. Ground face concrete block veneer is used up to the second or third levels of all elevations that face the perimeter of the site.
The elevations show lines that are noted as one-quarter of an inch (1/4") control joints. In order to guarantee that these lines are visible wall details, a stipulation is included to require that these lines are also reveals. Steel awnings are used above windows that face the perimeter of the site, and fabric awnings are used above interior-facing windows. The balcony railing is proposed to be woven wire mesh painted Wild Mustang (dark brown). To ensure the durability of the railing, a condition has been included to require powder coating of the wire instead of painting. The ground-level commercial portions of Buildings 1 and 3 have storefront windows with either translucent glass or divided window panes to provide visual interest at the pedestrian level.

**Landscape Plan**

On-site landscaping totals 19 percent. The design incorporates a comfortable pedestrian environment at the perimeter of the buildings along Apache, as required by the Transportation Overlay District. This includes a landscape buffer with shade trees and detached sidewalk along approximately half of the Apache street frontage. Benches and bike racks are also included along Apache, near the commercial entrances. Proposed plant types are appropriate for the desert and include many of the plants from the Historical Plant Palette in the Apache Character Area Plan, including Chinese Evergreen Elm, Sweet Acacia, and Chaste Tree.

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

1. *Placement, form, and articulation of buildings and structures provide variety in the streetscape;* buildings are designed with variation in materials, colors, fenestration, and wall planes. The design provides variety in the streetscape.

2. *Building design and orientation, together with landscape, combine to mitigate heat gain/retention while providing shade for energy conservation and human comfort;* canopies and balcony overhangs provide shade for windows and balconies. Landscaping adjacent to sidewalks and building locations will provide shade for human comfort.

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

4. *Buildings, structures, and landscape elements are appropriately scaled, relative to the site and surroundings;* although higher than other buildings directly adjacent to the site, new developments in this area of the light rail corridor are encouraged to incorporate increased building heights to accomplish increased residential density. Significant setbacks are provided from adjacent developments. The building design and landscaping along Apache are appropriate relative to the expected pedestrian use of Apache.

5. *Large building masses are sufficiently articulated so as to relieve monotony and create a sense of movement, resulting in a well-defined base and top, featuring an enhanced pedestrian experience at and near street level;* building design consists of a well-defined base and top with enhanced details at the pedestrian level. Variation is provided in wall planes, materials, colors, and building height to relieve monotony.

6. *Building facades provide architectural detail and interest overall with visibility at street level (in particular, special treatment of windows, entries and walkways with particular attention to proportionality, scale, materials, rhythm, etc.) while responding to varying climatic and contextual conditions;* architectural details are appropriate to the scale and context of the development. Design elements include ground face block veneer and architectural details shade windows, balconies, and entrances.

7. *Plans take into account pleasant and convenient access to multi-modal transportation options and support the potential for transit patronage;* along Apache, the project conforms to the pedestrian oriented design standards of the Transportation Overlay District, including maximum/minimum building setbacks, location of building entrances, ground floor windows, street-facing façades, pedestrian amenities, and sidewalk, landscape, open space, and shade standards. This design will support transit patronage.

8. *Vehicular circulation is designed to minimize conflicts with pedestrian access and circulation, and with surrounding residential uses;* vehicular and pedestrian circulation routes are clearly delineated and separated from one another.
9. Plans appropriately integrate Crime Prevention Through Environmental Design principles such as territoriality, natural surveillance, access control, activity support, and maintenance; the design complies with CPTED principles.

10. Landscape accents and provides delineation from parking, buildings, driveways and pathways; areas are delineated with the required landscape for the project, identifying usable pedestrian areas and paths.

11. Signs have design, scale, proportion, location and color compatible with the design, colors, orientation and materials of the building or site on which they are located; not applicable.

12. Lighting is compatible with the proposed building(s) and adjoining buildings and uses, and does not create negative effects. All lighting will comply with code requirements.

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

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

ZONING AMENDMENT AND PLANNED AREA DEVELOPMENT CONDITIONS OF APPROVAL:
EACH NUMBERED ITEM IS A CONDITION OF APPROVAL. THE DECISION-MAKING BODY MAY MODIFY, DELETE OR ADD TO THESE CONDITIONS.

General
1. A building permit application shall be made within two years of the date of City Council approval or the zoning of the property may revert to that in place at the time of application. Any reversion is subject to a public hearing process as a zoning map amendment.

2. The property owner(s) shall sign a waiver of rights and remedies form. By signing the form, the Owner(s) voluntarily waive(s) any right to claim compensation for diminution of Property value under A.R.S. §12-1134 that may now or in the future exist, as a result of the City's approval of this Application, including any conditions, stipulations and/or modifications imposed as a condition of approval. The signed form shall be submitted to the Community Development Department no later than 30 days from the date of City Council approval, or the Zone Map Amendment and Planned Area Development approval shall be null and void.

3. The Planned Area Development Overlay for Metro 101 shall be put into proper engineered format with appropriate signature blanks and kept on file with the City of Tempe's Community Development Department within sixty (60) days of the date of City Council approval and prior to issuance of building permits.
DEVELOPMENT PLAN REVIEW CONDITIONS OF APPROVAL:

General
1. Except as modified by conditions, development shall be in substantial conformance with the site plan and building elevations dated November 11, 2016 and landscape plan dated November 30, 2016. 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.

3. The development shall prepare, at the time of initial building permits, gray shell commercial space for tenant leasing. The permit submittal shall include: adequate roof space, evidence of roof structural support, and internal set lines for future adequate commercial space air conditioning (HVAC).

Site Plan
4. Provide service locations as shown on the site plan for both refuse and recycling collection and pick-up on the property. Coordinate the storage areas for refuse and recycling containers with the overall site and landscape layout.

5. If a service yard or mechanical yard (cooling tower/generator) is incorporated into the design, provide yard walls that are at least 8'-0" tall as measured from adjacent grade and are at least the height of the equipment being enclosed, whichever is greater. Verify height of equipment and mounting base to ensure that wall height is adequate to fully screen the equipment. Locate electrical service entrance sections inside the service yard.

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. Provide upgraded paving at each driveway, as shown on the site plan, consisting of integral colored unit paving. Extend this paving in the driveway from the right-of-way line to 20'-0" on site and from curb to curb at the drive edges. From sidewalk to right-of-way line, extend concrete paving to match sidewalk.

8. Utility equipment boxes for this development shall be finished in a neutral color (subject to utility provider approval) that compliments the coloring of the buildings.

9. Place exterior, freestanding reduced pressure and double check backflow assemblies in pre-manufactured, pre-finished, lockable cages (one assembly per cage). If backflow prevention or similar device is for a 3" or greater water line, delete cage and provide a masonry or concrete screen wall following the requirements of Standard Detail T-214.

10. Shade canopies for parking areas:
   a. Provide an 8" fascia for the canopy structure.
   b. Maximum 75% light reflectance value shall apply to the top of the canopy.
   c. Relate canopy in color and architectural detailing to the buildings.
   d. Conceal lighting conduit in the folds of the canopy structure and finish conduit to match.

Floor Plans
11. Exit Security:
   a. Provide visual surveillance by means of fire-rated glazing assemblies from stair towers into adjacent circulation spaces.

Building Elevations
12. The materials and colors are approved as presented:
Building 1
Primary stucco – Dunn Edwards – Muslin DE6227
Secondary stucco – Dunn Edwards – Wild Mustang DEA161
Accent stucco – Dunn Edwards – Abstract White DE6232
Accent stucco – Dunn Edwards – Tavern Creek DEA166
Accent stucco – Dunn Edwards – Deepest Sea DE5825
Accent stucco – Dunn Edwards – Calico Rock DE6229
Steel awnings – Dunn Edwards – Spirit Mountain DE5795
Top steel awning – Dunn Edwards – Carrot Cake DE5230

Building 2
Primary stucco – Dunn Edwards – Calico Rock DE6229
Secondary stucco – Dunn Edwards – Deepest Sea DE5825
Tertiary stucco – Dunn Edwards – Abstract White DE6232
Accent stucco – Dunn Edwards – Wild Mustang DEA161
Accent stucco – Dunn Edwards – Muslin DE6227
Steel awnings – Dunn Edwards – Carrot Cake DE5230
Steel awnings – Dunn Edwards – Spirit Mountain DE5795
Fabric awnings – Sunbrella – Tresco Ginger 4697-0000
Fabric awnings – Sunbrella – Sapphire Blue 4641-0000
Top steel awning – Dunn Edwards – Wild Mustang DEA161

Building 3
Primary stucco – Dunn Edwards – Wild Mustang DEA161
Secondary stucco – Dunn Edwards – Calico Rock DE6229
Tertiary stucco – Dunn Edwards – Abstract White DE6232
Accent stucco – Dunn Edwards – Deepest Sea DE5825
Accent stucco – Dunn Edwards – Muslin DE6227
Steel awnings – Dunn Edwards – Spirit Mountain DE5795
Steel awnings – Dunn Edwards – Carrot Cake DE5230
Fabric awnings – Sunbrella – Tresco Ginger 4697-0000
Fabric awnings – Sunbrella – Sapphire Blue 4641-0000
Top steel awning – Dunn Edwards – Spirit Mountain DE5795
Top steel awning – Dunn Edwards – Carrot Cake DE5230
Windows at commercial storefront, noted as “Translucent Glass” – Light grey tint

Buildings 1, 2, & 3
Synthetic stucco – medium sand finish
Ground face CMU – Trendstone – Black Mountain
Balcony railing – 1” x 1” woven wire mesh – Dunn Edwards – DEA161 Wild Mustang
Window frames – anodized bronze
Glazing – clear

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

13. The color applied to the woven wire mesh balcony railing shall be powder coated, not painted.

14. The stucco control joints (elevation note l) shall also be noted as reveals. Reveals shall be a minimum one-quarter of an inch (1/4”) deep and a minimum one-quarter of an inch (1/4” wide).

15. Provide secure roof access from the interior of the building. Do not expose roof access to public view.
16. Conceal roof drainage system within the interior of the building at walls visible from the perimeter of the project. On interior, courtyard facing walls, external drainage systems are permitted.

17. 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.

18. Locate the electrical service entrance section (S.E.S.) inside the building or in a location not visible from public right-of-way.

**Lighting**

19. Illuminate building entrances and underside of open stair landings from dusk to dawn to assist with visual surveillance.

**Landscape**

20. Arterial street trees shall be a minimum of 36" box specimens and a minimum of 1 ½" caliper trunk.

21. 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. Hardware 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.

22. 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.

23. 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.

24. Trees shall be planted a minimum of 16'-0" from any existing or proposed public water or sewer lines. The tree planting separation requirements may be reduced from the waterline upon the installation of a linear root barrier, a minimum of 6'-0" parallel from the waterline, or around the tree. The root barrier shall be a continuous material, a minimum of 0.08" thick, installed 0'-2" above finish grade to a depth of 8'-0" below grade. Final approval subject to determination by the Public Works, Water Utilities Division.

**Addressing**

25. Provide address signs on the building elevations facing the street to which the property is identified.
   a. Conform to the following for building address signs:
      1) Provide street number only, not the street name
      2) Compose of 12" high, individual mount, metal reverse pan channel characters.
      3) Self-illuminated or dedicated light source.
      4) 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.
   c. Provide one address sign on the roof of the building. Orient sign to be read from the south.
      1) Include street address number in 6'-0" high characters on one line and street name in 3'-0" high characters on a second line immediately below the first.
      2) Provide high contrast sign, either black characters on a light surface or white characters on a black field that is painted on a horizontal plane on the roof. Coordinate roof sign with roof membrane so membrane is not compromised.
3) Do not illuminate roof address.

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

SITE PLAN REVIEW: Verify all comments by the Public Works Department, Community Development Department, and Fire Department given on the 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 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 (per PAD, Apache Blvd.)

COMMUNICATIONS:
- Provide emergency radio amplification for the combined building and garage area in excess of 50,000 sf. Amplification will allow Police and Fire personnel to communicate in the buildings during a catastrophe. Refer to this link: http://www.tempe.gov/home/showdocument?id=30871. Contact the Information Technology Division to discuss size and materials of the buildings and to verify radio amplification requirements.
- For building height in excess of 50'-0", design top of building and parapet to allow cellular communications providers to incorporate antenna within the building architecture so future installations may be concealed with little or no building elevation modification.

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

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

- Refer to Tempe City Code Section 26-70 Security Plans.
- Design building entrances to maximize visual surveillance of vicinity. Limit height of walls or landscape materials, and design columns or corners to discourage ambush.
- Maintain distances of 20'-0" or greater between a pedestrian path of travel and any hidden area to allow for increased reaction time and safety.
- Follow the design guidelines listed under appendix A of the Zoning and Development Code. In particular, reference the CPTED principal listed under A-II Building Design Guidelines (C) as it relates to the location of pedestrian environments and places of concealment. Provide method of override access for Police Department (punch pad or similar) to controlled access areas including pool, clubhouse or other gated common areas.
- Provide a security vision panel at service and exit doors (except to rarely accessed equipment rooms) with a 3" wide high strength plastic or laminated glass window, located between 43” and 66” from the bottom edge of the door.

TRAFFIC ENGINEERING:

- Provide 8'-0" wide public sidewalk along arterial roadways, or as required by Traffic Engineering Design Criteria and Standard Details.
- Construct driveways in public right of way in conformance with Standard Detail T-320. Alternatively, the installation of driveways with return type curbs as indicated, similar to Standard Detail T-319, requires permission of Public Works, Traffic Engineering.
- Correctly indicate clear vision triangles at both driveways on the site and landscape plans. Identify speed limits for adjacent streets at the site frontages. Begin sight triangle in driveways at point 15'-0" in back of face of curb. Consult Intersection Sight Distance memo, available from Traffic Engineering if needed www.tempe.gov/index.aspx?page=801. Do not locate site furnishings, screen walls or other visual obstructions over 2'-0" tall (except canopy trees are allowed) within each clear vision triangle.

FIRE:

- Clearly define the fire lanes. Ensure that there is at least a 20'-0" horizontal width, and a 14'-0" vertical clearance from the fire lane surface to the underside of tree canopies or overhead structures. Layout and details of fire lanes are subject to Fire Department approval.
- Provide a fire command room(s) on the ground floor of the building(s). Verify size and location with Fire Department.

CIVIL ENGINEERING:

- An Encroachment Permit or License Agreement must be obtained from the City for any projections into the right of way or crossing of a public utility easement, prior to submittal of construction documents for building permit.
- Maintain a minimum clear distance of twenty-four (24) feet between the sidewalk level and any overhead structure.
- Underground utilities except high-voltage transmission line unless project inserts a structure under the transmission line.
- Coordinate site layout with Utility provider(s) to provide adequate access easement(s).
- Clearly indicate property lines, the dimensional relation of the buildings to the property lines and the separation of the buildings from each other.
- Verify location of any easements, or property restrictions, to ensure no conflict exists with the site layout or foundation design.
- 100 year onsite retention required for this property, coordinate design with requirements of the Engineering Department.

SOLID WASTE SERVICES:

- Enclosure indicated on site plan is exclusively for refuse. Construct walls, pad and bollards in conformance with standard detail DS-116 or DS-118.
- Contact Public Works Sanitation Division to verify that vehicle maneuvering and access to the enclosure is adequate. Refuse staging, collection and circulation must be on site; no backing onto or off of streets, alleys or paths of circulation.
• Develop strategy for recycling collection and pick-up from site with Sanitation. Roll-outs may be allowed for recycled materials. Coordinate storage area for recycling containers with overall site and landscape layout.

• Gates for refuse enclosures are not required, unless visible from the street. If gates are provided, the property manager must arrange for gates to be open from 6:00am to 4:30pm on collection days.

PARKING SPACES:

• Verify conformance of accessible vehicle parking to the Americans with Disabilities Act and the Code of Federal Regulations Implementing the Act. Refer to Building Safety ADA Accessible Parking Spaces Marking/Signage on Private Development details.

• At parking areas, provide demarcated accessible aisle for disabled parking.

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

ZONING AND DEVELOPMENT CODE:

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

• Prepare an existing plant inventory for the site and adjacent street frontages. The inventory may be prepared by the Landscape Architect or a plant salvage specialist. Note original locations and species of native and “protected” trees and other plants on site. Move, preserve in place, or demolish native or “protected” trees and plants per State of Arizona Agricultural Department standards. File Notice of Intent to Clear Land with the Agricultural Department. Notice of Intent to Clear Land form is available at www.azda.gov/ESD/nativeplants.htm. 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/ag/.

HISTORY & FACTS:

2151 E. Apache Boulevard
1958-1986 Property record cards show various permits and inspections for Motel Collett motel and trailer park.

July 23, 1986 Occupancy changed from R-3 Residence to B-2 Office.

November 22, 2004 Board of Adjustment approved a Use Permit to allow a vehicle sales and rental business for
TRISON (BA040211), located at 2151 E. Apache Blvd.

**2163 E. Apache Boulevard**
1962-1963 Property record cards show various permits issued for Painted Desert Mobile Homes, Inc. and Shake & Steak, located at 2163 and 2177 E. Apache Blvd.

**2165-2169 E. Apache Boulevard**
November 11, 1981 Board of Adjustment approved a Use Permit to allow a used car sales/auction facility for TRI CITY AUTO CENTER (A-81-11.6), located at 2165 E. Apache Blvd.

July 25, 1984 Board of Adjustment approved a Use Permit to operate a motor vehicle sales facility for LONE STAR AUTO SALES (A-81-11.6), located at 2165 E. Apache Blvd.

April 24, 1985 Board of Adjustment approved the request to modify a condition stipulated as part of the Board of approval of a Use Permit approved on July 25, 1984 for LONE STAR AUTO SALES (A-81-11.6), located at 2165 E. Apache Blvd.

April 1, 1987 Design Review Board approved the request for signage by G AND G AUTO BROKERS (DR-87.52), located at 2165 E. Apache Blvd.

April 23, 1987 City Council approved the request to appeal the Design Review Board conditions #7 and #9 for G AND G AUTO BROKERS (DR-87.52), located at 2165 E. Apache Blvd.

February 24, 1988 Board of Adjustment approved a Use Permit to allow an automobile car auction facility for G AND G AUTO BROKERS (A-87.11-11), located at 2165 E. Apache Blvd.

August 19, 2003 Hearing Officer approved a Use Permit to allow the sale of recreational vehicles, trailers, and automobiles for THE AUTO OUTLET OF ARIZONA INC. d.b.a. ACTION AUTO BUYERS INC. (BA030185), located at 2165 E. Apache Blvd.

**2177 E. Apache Boulevard**
October 6, 1971 Design Review Board approved a sign for LUVIES MEXICAN KITCHEN (DR-71.81), located at 2177 E. Apache Blvd.

February 7, 1973 Design Review Board approved a sign for ROSITA’S MEXICAN KITCHEN (DR-71.81(a)), located at 2177 E. Apache Blvd.

**2181-2183 E. Apache Boulevard**
1958-1968 Property record card shows permits issued for RIVERS BOAT MART – MCDONALD CAMPER KITS.

December 16, 1968 Board of Adjustment approved a variance to extend a non-conforming use to construct a service shop and showroom addition (A-68.12.3) at 2183 E. Apache Blvd.

November 18, 1971 Board of Adjustment approved a variance to extend a non-conforming use at 2181-2183 E. Apache Blvd.

**ZONING AND DEVELOPMENT CODE REFERENCE:**
Part 5, Chapter 6, Transportation Overlay District
Section 6-304, Zoning Map Amendment
Section 6-305, Planned Area Development (PAD) Overlay districts
Section 6-306, Development Plan Review
1½" PIPE
1½"x ¾" TS
1X1 WELDED WIRE MESH (PAINTED)
1½"x 1 ½" TS
1½"x 1 ½" TS

TYP GUARDRAIL ELEVATION

1" = 1'-0"
GENERAL NOTES

8. ALL INDICATED OVERALL BUILDING HEIGHTS SHALL BE MEASURED FROM FINISH GRADE, WHICH IS TOP OF CURB AT MIDPOINT OF PROPE LINE ALONG APACHE.
GENERAL NOTES

a. All indicated overall building heights shall be measured from finish grade, which is top of curb at midpoint of prop line along Apache.

[Diagram of building sections showing various floor levels and denominations such as "Dwelling Unit," "Corridor," and "Ceiling Unit." The diagram includes annotations indicating building sections and specific room types.]
Apache Boulevard Streetscape

Metro 101
EXECUTIVE SUMMARY

This report documents a traffic impact study prepared for the proposed Metro 101 mixed-use multi-family development to be located in the southwest corner of Price Road and Apache Boulevard in the City of Tempe, Arizona. The development is proposed with 202 multi-family units and 2,269 square feet of retail/commercial/office space. CivTech Inc. has been retained to complete a traffic impact study for the proposed development during the planning process.

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

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

This study evaluates the existing year (2016) and opening year (2017). The following conclusions and recommendations have been documented in this study:

General

- The proposed Metro 101 mixed-use development will be located in the southwest corner of Price Road and Apache Boulevard in the City of Tempe, Arizona. The project is proposed with 202 dwelling units with a young professional targeted demographic. The project will also include 2,269 square feet of mixed uses consisting of retail and/or office space.

- Per the site plan, two access points are proposed. Access A is a right-in/right-out driveway proposed on Apache Boulevard approximately 500-feet west of Price Road (SB). 130 feet to the east of the existing driveway for Haji-Baba International Food. With the proposed development, Access A will replace all existing driveways on Apache Boulevard. Access B is a right-in/right-out only driveway proposed on Price Road approximately 275-feet south of Apache Boulevard (centerline to centerline) and approximately 25-feet south of the existing driveway on Price Road which will be removed. The Arizona Department of Transportation (ADOT) has approved the location of Access B with the addition of a deceleration lane.

- The existing study intersections operate at an acceptable level of service (LOS D or better) under the existing lane configurations and traffic controls.
The developer plans to construct a southbound deceleration lane on Price Road as requested by ADOT. The turn lane will provide 85 feet of storage with a 90-foot taper.

**Horizon Year 2017**

- At full build-out, the proposed Metro 101 development is anticipated to generate 1,726 weekday daily external trips with 107 occurring in the AM peak hour and 156 occurring in the PM peak hour.

- The 2017 Synchro analysis results reveal that all study intersections and access points will operate at an acceptable level of service (LOS D or better).

- The eastbound right-turn volume on Apache Boulevard at Access A is anticipated to be 8 vph during the AM peak hour and 32 vph during the PM peak hour. The right-turn volume into Access A on Apache Boulevard does not meet the threshold volume of 40 vehicles per hour (vph) for a right-turn deceleration lane.

- The southbound right-turn volume on Price Road at Access B is anticipated to be 11 vph during the AM peak hour and 41 vph during the PM peak hour. The developer plans to construct a southbound deceleration lane on Price Road as requested by ADOT. The turn lane will provide 85 feet of storage with a 90-foot taper.