

**CITY OF TEMPE  
DEVELOPMENT REVIEW COMMISSION**

**Meeting Date: 08/25/2014  
Agenda Item: 6**

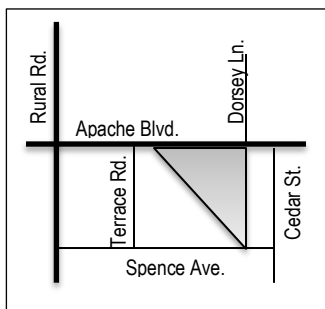
**ACTION:** Request for a Zoning Map Amendment from CSS and R-4 to MU-4, Mixed-Use High Density District, a Planned Area Development Overlay, and Development Plan Review consisting of a new 5-story mixed-use development with 395 units for THE HAYDEN AT DORSEY STATION, located at 1221 East Apache Boulevard. The applicant is Charles Huellmantel, 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:** Staff – Approval, subject to conditions

**BACKGROUND INFORMATION:** THE HAYDEN AT DORSEY STATION (PL140078) consists of redevelopment of an existing apartment complex and a 1970's motel site from the corner of Apache Boulevard & Terrace Road, extending to Cedar Street. The applicant conducted a neighborhood meeting on August 6, 2014. The request includes the following:

- ZON14006 Zoning Map Amendment from (CSS, Commercial Shopping and Services District and R-4, Multi-Family Residential District) to (MU-4, Mixed-Use, High Density District) within the Transportation Overlay District.
- PAD14010 Planned Area Development Overlay to establish development standards and modify the minimum required bike parking from 386 to 250 spaces.
- DPR14145 Development Plan Review including site plan, building elevations, and landscape plan.



Property Owner	Sonoran Apache, LLC
Applicant	Charles Huellmantel, Huellmantel & Affiliates
Current Zoning District	R-4, Multi-Family Residential District CSS, Commercial Shopping and Services District Transportation Overlay District (Station Area)
Gross/Net site area	6.70 acres
Total Building area	600,417 sf.
Residential Density	59 du/ac (General Plan Projected: up to 65 du/ac)
Lot Coverage	52% (NS)
Building Height	65 ft. (NS)
Building Setbacks	0' front, 20' east side, 0' west side, 0' rear (20' max front.)
Landscape area	10% (NS)
Vehicle Parking	607 spaces (523 min. required)
Bicycle Parking	250 spaces (386 min. required)

**ATTACHMENTS:** Development Project File

**STAFF CONTACT(S):** Ryan Levesque, Deputy Community Development Director (480) 858-2393

Department Director: Dave Nakagawara, Community Development Director  
 Legal review by: N/A  
 Prepared by: Ryan Levesque, Deputy Community Development Director

## COMMENTS:

This site is located on the south side of Apache Boulevard, between Terrace Road to the west and Cedar Street to the east. The site has direct access to the Dorsey Light Rail Station. The existing site consists of an older motel site and the Sonoran Ridge Apartment complex. To the north of the site, across Apache Boulevard, is existing commercial. To the west of the site is remnant industrial space and an abandoned car wash. To the south is the Jen Tilly Terrace Neighborhood, consisting of a combination of older multi-family properties and newer single-family homes. Directly east and southeast of the site is the Hudson Manor, an established single-family subdivision.

This request includes the following:

1. Zoning Map Amendment from R-4 and CSS to MU-4, Mixed-Use High Density
2. A Planned Area Development Overlay (required for MU-4 designation) including modified parking standards.
3. Development Plan Review, including site plan, building elevations and landscape.

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

## PUBLIC INPUT

A neighborhood meeting is required for a Zoning Map Amendment and Planned Area Development Overlay. The applicant held the neighborhood meeting on August 6, 2014 from 5:30 pm to approximately 7 pm, at the Apache Police Substation. Notification was sent to all residents and tenants on the site, as well as property owners within a 300' radius and neighborhood associations within the vicinity. The site was also posted along Apache Boulevard and Spence Avenue, at least 15 days in advance of the meeting.

See summary of meeting provided by the applicant, located within the Development Project File attachments. Staff attended the meeting, which was well attended by the community (approximately 20). The meeting consisted of three visual board stations, with the development team providing up to two representatives at each station. Some of the comments heard by staff from residents include the following: The project should address similar issues created from the result of "The District" development located off of Spence and fronting on Apache Boulevard, including potholes created from construction vehicles, resident vehicle use of Spence Avenue (was proposed for emergency access), Spence used for vehicle drop-offs in the area; recommend large trees as a buffer for the area; and concerns for the height of the building facing the Hudson Manor homes.

## PROJECT ANALYSIS

### ZONING

The properties currently have an existing zoning of R-4 (up to 25 du/ac) for the apartment complex, and CSS for existing motel site. Both properties are within the Transportation Overlay District (station area). The applicant is requesting a zoning change to MU-4, Mixed-Use High Density District and a Planned Area Development Overlay, while retaining the Transportation Overlay.

The General Plan 2040, ratified by the voters on May 20, 2014, projects this site with a Projected Land Use of "Mixed-Use" and Projected Residential Density of High Density (up to 65 dwelling units per acre). This projects zoning request and density for the site is consistent with the General Plan maps.

Section 6-304 C.2. Approval criteria for Zoning amendment:

1. *The proposed zoning amendment is in the public interest.* The zoning designation of MU-4 with a density of 59 dwelling units per acre will further advance the public interest and objectives of creating an urban vibrancy along the Light Rail station areas. Such development will support alternate transportation modes that provide convenient access to the downtown and other service areas.
2. *The proposed zoning amendment conforms with and facilitates implementation of the General Plan.* The zoning designation of MU-4 allows the property to be developed with residential while providing a commercial component along the property frontage, accessible from the public street and the residents within the project. The zoning and density for the project are consistent with the projected land use and density maps found in the General Plan 2040.

**PLANNED AREA DEVELOPMENT OVERLAY**

The Planned Area Development is required when a request is made for the MU-4 zoning designation. This allows the development to establish specific development standards considered for the request that are evaluated and negotiated through the process. Below is a comparison chart identifying the existing R-4 and CSS zoning within the Transportation Overlay District, and the applicant’s proposed standards for this development.

<b>THE HAYDEN AT DORSEY STATION – PAD Overlay</b>			
<b>Standard</b>	<b>R-4 (TOD)</b>	<b>CSS (TOD)</b>	<b>PROPOSED MU-4 (PAD)</b>
Residential Density	40 du/ac	25 du/ac	59 du/ac 395 units
Building Height (feet) [Exceptions, see Section 4-205(A)]			
Building Height Maximum	60 ft.	35 ft.	65 ft.
Building Height Step-Back Required Adjacent to SF [Section 4-404, Building Height Step-Back]	Yes	Yes	Yes
Maximum Lot Coverage (% of net site area)	75%	75%	52%
Minimum Landscape Area (% of net site area)	25%	25%	10%
Setbacks (feet) (a) [Exceptions, see Section 4-205(B)]			
Front	5 ft. (20 ft.max)	0 ft. (6 ft.max)	0 ft. (20 ft. max)
Parking	20 ft.	20 ft.	5 ft.
Side	10 ft.	0 ft.	20 ft. & 0 ft.
Rear	10 ft.	0 ft.	0 ft.
Street Side	10 ft.	0 ft.	0 ft.
Parking	20 ft.	20 ft.	5 ft.
Bicycle Parking:	382 spaces	4 spaces	250 spaces

The PAD for this development requests a density at 59 du/ac. This density is consistent with the General Plan Projected Density Map of (up to 65 du/ac). The height proposed at 65 ft. would accommodate the 5-story development. The project intends to conform to the building height step back adjacent to single-family. That step-back is measured from a proposed east side yard setback of 20 feet from the property line. From that setback, starting at a height of 30’, the development would then be required to setback an additional foot for each additional foot of height above 30 feet. This would result in an overall building setback of at least 55 feet. The applicant is proposing a 61 foot separation from the eastern property. Staff had initial discussions with the applicant, recommending limiting the building height and number of stories facing the single-family homes (Hudson Manor). As well, consider limiting the use of upper balconies on the east side. The development proposed maintains a consistent building height and elevation design throughout. Other projects in the area that have implemented step-down heights are, The District on Apache, with a six-story development height along Apache stepping down to five then four-stories fronting along Spence Avenue. Gracie’s Village, another mixed-use development originally proposed at five-stories, was ultimately reduced to four-stories at the corner element, with the majority of the building frontage three-stories and the back portion of the building near the single-family area three-stories.

The development is required to provide a minimum 6-foot landscape buffer with trees placed 20 feet on-center. The applicant contends that this buffer will aide in the screening of the five-stories from the rear yards of the adjacent single-family homes. An additional condition is added to ensure mature trees are planted along the perimeter.

The building setbacks proposed for this development are consistent with developments in an urban environment. The TOD requires a maximum building setback when next to station areas, of no more than 20 feet. The project is consistent with the building setback measurement. The applicant proposes a parking setback of 5 feet along the front and street sides. Although the site plans do not indicate such a change in the parking configuration. Therefore, staff recommends maintaining the standard 20 foot parking setback.

The other requested development standard modification is to reduce the number of bike parking from 386 spaces to 250 spaces. The development intends to provide secured bike parking throughout the parking deck, in areas located near the bike shop and other areas for general visitors at the street. The project currently does not take into account any area within the dwelling units, which may be considered if adequate space is available. With the equal disbursement of secured bike parking and the option to allow bike storage within the units, staff is in support of the requested bike parking reduction.

Section 6-305 D. Approval criteria for P.A.D.:

1. The proposed land uses commercial and residential are allowable.
2. The development standards listed above, as established as part of the PAD Overlay District, will conform to the development of this site.
3. The proposed PAD is in conformance with Transportation Overlay District provisions in Part 5, including providing shade and street trees with a minimum 33% shade in the public sidewalk, providing a complete 14' pedestrian sidewalk amenity zone, ensure that there are appropriate ground floor uses at the street front, and access to alternate modes.
4. The conditions of approval are reasonable to ensure conformance with the provisions of the Zoning and Development Code.

## **DEVELOPMENT PLAN REVIEW**

### **Site Plan**

The development site will provide two ingress/egress points along the Apache Boulevard frontage, one on the west and another primary entrance along the east side. The eastern entrance, in partnership with the city has agreed to consider realigning the site entrance with the signal intersection at Apache and Dorsey Lane. As proposed in the plan, this would require the city provide approximately 20' of area designated with shared access from a vacant city parcel adjacent to the development site. This would grant the City parcel the same access rights from this site on to any future development at the corner of Apache and Cedar Street. This request is currently under review and is anticipated to receive review and feedback from the Federal Transit Authority, as this adjoining property was acquired by the city with FTA funds for the light rail project. A third access point is located off of Spence Avenue. This access is intended for emergency vehicle use only. The perimeter of the property is accessible by means of a driveway circulation. The rest of the ground floor (podium level garage) is accessible for additional parking. Levels 2-5 above are the residential units for the project. Included within the levels above are three designated courtyard spaces for the residents use. The designated commercial area along the street frontage consists of a leasing office area, a business center and lounge, and additional area designated for a bike shop, and about 3,300 sf. of additional leasable commercial space.

### **Building Elevations**

For a large development site, expanding almost the length of a city block, the building does an excellent job of providing variation the building design, playing with the building recesses and projections, and creating visual interest throughout the building front. The building façade provides five (5) distinct designs that break up the complexity of the street interaction. Starting from the northeastern portion of the site, the primary entrance into the complex provides the greatest height and celebrates modern elements of ribbed metal panel and a greater emphasis on glazing. Moving west you have a building section that provides symmetry in the recessed balconies and building height. The next section plays on the rhythm of pop-out projections and overlapping balconies. The next section goes back to the symmetry theme, but using different forms and materials of stone veneer. The last section at the northwest corner ties back in the modern elements of the main building entrance along with a thin brick veneer that minimizes the heat gain from the western face. All other interior sides throughout the building provide plenty of variety in the forms and depth of the building.

### **Landscape Plan**

The landscape plan consists of designated street trees for maximum potential shade, and decorative smaller trees at the end points of the building. The majority of the street frontage along Apache will accommodate a small landscape separation from the street consisting of small shrubs or groundcovers. The western and eastern perimeters of the site will provide at least a 6 foot clear landscape buffer with a single row of trees. More specifically, as required by Code next to single-family, the trees



shall be spaced 20 feet on-center and separated by an 8 foot masonry wall. The south portion of the site, along the Spence Avenue street, is a proposed turf dog run area. This area will be connected by means of a pedestrian gate and other landscape frontage along the sidewalk. The street trees in this location are recommending on the site side of the sidewalk in order to provide the greatest amount of shade for pedestrians.

Section 6-306 D Approval criteria for Development Plan Review:

1. *Placement, form, and articulation of buildings and structures provide variety in the streetscape;* The project provides a great amount of variety in the streetscape, by providing play in the setbacks of the building, recesses and articulation of different building elements.
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 will accommodate pedestrian comfort. The proposed street tree (Desert Museum Palo Verde) will accomplish a wide canopy grow while provide visual interest in the seasonal colors. Because the building is on the south side, the majority of shade will be accommodated by the building.
3. *Materials are of a superior quality, providing detail appropriate with their location and function while complementing the surroundings;* The building provides an expansive variety of quality materials with no two sections of the building looking the same.
4. *Buildings, structures, and landscape elements are appropriately scaled, relative to the site and surroundings;* The building structure and scale at the street front is appropriate in scale. Related to the surroundings, the project should consider a reduced height in areas that impact the adjoining single-family neighborhoods.
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 large building mass is broken into five distinctive sections, with well-defined features.
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;* The development has maximized the overall interest of the project, making the site a very pedestrian friendly building.
7. *Plans take into account pleasant and convenient access to multi-modal transportation options and support the potential for transit patronage;* The plans take into account the direct access from the light rail station accessed from the Dorsey Lane alignment.
8. *Vehicular circulation is designed to minimize conflicts with pedestrian access and circulation, and with surrounding residential uses;* In concert with the large building mass, the project minimizes the potential for vehicle/pedestrian conflict and encourages the use of a signalized intersection.
9. *Plans appropriately integrate Crime Prevention Through Environmental Design principles such as territoriality, natural surveillance, access control, activity support, and maintenance;* Plans will integrate CPTED principles. Additional conditions are proposed that address highly visible parking garages and surveillance of building elevator entrances.
10. *Landscape accents and provides delineation from parking, buildings, driveways and pathways;* The landscape plan provides well defined entrances and accent treatments throughout the perimeter. The larger box size trees will ensure a more mature size tree for screening.
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 have yet to be determined at this time.

12. *Lighting is compatible with the proposed building(s) and adjoining buildings and uses, and does not create negative effects.* Lighting will be compatible and will minimize any potential spillover by means of house-side shields.

### **Conclusion**

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 should conform to the conditions as proposed.

### **REASONS FOR APPROVAL:**

1. The project meets the General Plan Projected Land Use and Projected Residential Density for this site.
2. The PAD overlay process was specifically created to allow for greater flexibility, in areas such as height, setbacks and parking.
3. The proposed project meets the approval criteria for a Zoning Amendment and Development Plan Review.

### **ZON14006 AND PAD14010**

#### **CONDITIONS OF APPROVAL:**

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

1. A building permit application shall be made on or before October 2, 2016, 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 November 1, 2014 or the Zoning Map Amendment and Planned Area Development Overlay approval shall be null and void.
3. The Planned Area Development Overlay shall be put into proper engineered format with appropriate signature blanks and kept on file with the City of Tempe's Community Development Department prior to issuance of building permits.
4. The maximum building height shall be sixty-five (65) feet, measured from midpoint top of sidewalk curb.
5. The minimum vehicle parking for the site shall calculate all parking requirements for commercial use (retail, restaurant, bar, etc.) at a ratio of one vehicle per three hundred square feet of area (1/300 sf.). All residential tenant and commercial tenant parking spaces shall be designated within the secured parking area. The 17 unsecured spaces, located at the western entrance from Apache Boulevard, shall remain available for temporary visitor/customer parking. Spaces shall be signed accordingly.
6. The developer must receive approval of the final Traffic Impact Study from the Traffic Engineering prior to issuance of a building permit.

### **DPR14145**

#### **CONDITIONS OF APPROVAL:**

7. The Development Plan Review shall not be valid, until authorization from the Federal Transit Authority is received, regarding use of City property for a shared entry drive aligned with the Apache Boulevard and Dorsey Lane intersection. If authorization is not granted the plans shall be modified, prior to submittal of building permits, to provide a drive entrance located completely on the developer's property.

8. A Preliminary and Final Subdivision Plat is required for this development and shall be recorded prior to issuance of building permits. A parcel agreement, to hold parcels as one, may be used temporarily to extend the recordation process.
9. An Encroachment Permit is required for any building structure projections or amenities located in the right-of-way, and must be obtained from engineering prior to submittal of construction documents for building permit.
10. The development shall prepare, at the time of initial building permits, ready-to-use commercial space for tenant leasing. The permit submittal shall include, among other necessary improvements, the following: commercial space equipped with air conditioning (HVAC); commercial cooking exhaust providing a shaft to ventilate to the roof; and a designated location for grease trap interceptor.
11. The property owner, at the completion of the development construction, shall bear the cost of any necessary street pavement improvements resulting from the construction traffic in the area.

### **Site Plan**

12. Provide a minimum 14'-0" wide public sidewalk along arterial roadways, and any details as required by Traffic Engineering Design Criteria and Standard Details. Within the 14' sidewalk, provide a continuous 8'-0" wide clear pedestrian pathway, free of any obstructions. A sidewalk easement may be required in areas where the existing curb alignment and right-of-way does not accommodate this space.
13. Provide service yard and mechanical (cooling tower/generator) 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, as indicated.
14. Provide upgraded paving at all three driveways consisting of 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.
15. Design the Dorsey Lane alignment entrance using Tempe Standard Detail T-319, as determined by the City's Traffic Engineer.
16. The Spence Avenue ingress/egress driveway shall be gated and used for emergency purposes only. Both sides of the gate shall allow Knox gate control for Fire and Police. Do not install key pad access for residents.
17. Maintain residential access control at gates near Apache Boulevard and Spence Avenue, with gate key pad. Provide access codes for Fire and Police.
18. Designated dog run area shall limit any fence height near the sidewalk to a maximum 4' height, using decorative picket fencing. All other ornamental iron fencing shall be a minimum 6'-0" in height.
19. Provide landscape buffer on south side of sidewalk along Spence Avenue to accommodate street trees that maximize shade for pedestrians.
20. 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.
21. 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**

22. Exit Security:
  - a. Provide visual surveillance by means of fire-rated glazing assemblies from office stair towers into adjacent circulation spaces.
23. Garage Podium Security:
  - a. Minimize interior partitions or convert these to semi-opaque screens to inhibit hiding behind these features.
  - b. Provide exit stairs that are open to the exterior as indicated.
  - c. Paint interior wall and overhead surfaces in garage floor level and posts with a highly reflective white color, minimum LRV of 75 percent.
  - d. Maximize openness at the elevator entrances and stair landings to facilitate visual surveillance from these pedestrian circulation areas to the adjacent parking level.
24. Parking Podium Garage:
  - a. Minimum required parking dimensions shall be clear of any obstructions.
  - b. At the ends of any dead-end drive aisles and in front of access gates, provide a designated turn-around space, minimum 8'-6" clear in width (locate on left side if available), including 3'-0" vehicular maneuvering area for exiting. Turn-around area shall be clearly demarcated.
  - c. Provide a minimum 2'-0" of additional width for parking spaces when adjacent to a continuous wall.

### **Building Elevations**

25. The materials and colors are approved as presented:
  - Stucco – Spraygun (CL 2905A)
  - Stucco – Venison (CL 2775D)
  - Stucco – Sprite (CL 2792W)
  - Stucco – Roadside (CL 2894D)
  - Stucco – Morrissey (CLW 1008W)
  - Stucco – Spiked (CL 1616N)
  - Stucco – Citadel (CL 2903M)
  - Stucco – Oak Gall (CL 2903M)
  - Cornice – Berg (CL 2882M)
  - Railings, Metal Balconies & Canopies – Silver Paint
  - Thin Brick – Canyon Mist
  - 6x6 Tile – Dark Gray
  - Perforated Metal – Plain Steel
  - Low-E Glass - Clear

Provide main colors and materials with a light reflectance value of 75 percent or less. Specific colors and materials exhibited on the materials sample board are approved by planning staff. Additions or modifications may be submitted for review during building plan check process.
26. The front building elevation materials facing Apache, adjacent to the interior parking, shall be consistent with the glazing materials found on the ground floor of the building façade. Avoid areas of the building that project vehicle lights out of the building.
27. Provide secure roof access from the interior of the building. Do not expose roof access to public view.
28. Conceal roof drainage system within the interior of the building.
29. 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.
30. Locate the electrical service entrance section (S.E.S.) inside the building or inside a secure yard that is concealed from public view.

31. Upper/lower divided glazing panels in exterior windows at grade level, where lower glass panes are part of a divided pane glass curtain-wall system, shall be permitted only if laminated glazing at these locations is provided.

### **Lighting**

32. This project shall follow the requirements of the Zoning and Development Code, Part 4, Chapter 8, Lighting, unless otherwise conditioned.
33. Provide house-side shields on lighting posts adjacent to adjoining properties.
34. Illuminate building entrances and underside of open stair landings from dusk to dawn to assist with visual surveillance at these locations.
35. Provide closed circuit television for surveillance in areas at podium level parking facing building and elevator access points, at each floor corridors facing elevator access and within the elevators. Consult with Tempe Police, Crime Prevention Unit, for suitable locations. Include surveillance plan with initial building permit submittal.

### **Landscape**

36. The plant palette is approved as proposed and specified on the landscape plan, unless modified by condition. Any additions or modifications may be submitted for review during building plan check process.
37. Perimeter trees shall be installed, using a minimum 48" box tree size, and shall be planted early in the construction stage when appropriate for seasonal planting. Any future dead or missing trees shall be replaced with a minimum 48" box tree.
38. The primary designated street tree shall be the "Desert Museum Palo Verde" tree. Place all street trees within cast iron grates, with designated street trees located in a minimum 4' wide by 12' length grate.
39. In addition to the required eight (8) foot masonry wall adjacent to single-family, a new eight (8) foot masonry wall shall be provided along the southern perimeter of the city-owned lot, which is separated by an alley from a single-family district.
40. Irrigation notes:
  - a. Provide pipe distribution system of buried rigid (polyvinylchloride), not flexible (polyethylene). Use of schedule 40 PVC mainline and class 315 PVC 1/2" feeder line is acceptable. Class 200 PVC feeder line may be used for sizes greater than 1/2". Provide details of water distribution system.
  - b. Locate valve controller in a vandal resistant housing.
  - c. Hardwire power source to controller (a receptacle connection is not allowed).
  - d. Controller valve wire conduit may be exposed if the controller remains in the mechanical yard.
  - e. Provide temporary irrigation for early planting of perimeter trees.
41. 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.
42. 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.
43. Trees shall be planted a minimum of 20'-0" from any existing or proposed public water or sewer lines, either on-site or within the right of way. 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.

### **Signage**

44. Provide address sign(s) on the building elevation facing the street to which the property is identified.

- a. Conform to the following for building address signs:
  - 1) Provide street number only, not the street name
  - 2) Compose of 12" high, individual mount, metal reverse pan channel characters.
  - 3) Self-illuminated.
  - 4) Locate address no higher the second story of building.
  - 5) Do not affix number or letter 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 tenant address numerals on all building entrances at the street.

## 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.

- 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.
- Specific requirements of the **Zoning and Development Code (ZDC)** are not listed as a condition of approval, but will apply to any application. To avoid unnecessary review time and reduce the potential for multiple plan check submittals, become familiar with the ZDC. Access the ZDC through [www.tempe.gov/zoning](http://www.tempe.gov/zoning) or purchase from Community Development.
- **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.
- **STANDARD DETAILS:**
  - Access to Tempe Supplement to the M.A.G. Uniform Standard Details and Specifications for Public Works Construction, at this link: [www.tempe.gov/index.aspx?page=2147](http://www.tempe.gov/index.aspx?page=2147) or purchase book from the Public Works Engineering Division.
  - Access to refuse enclosure details and all other Building Safety forms at this link: [www.tempe.gov/index.aspx?page=1033](http://www.tempe.gov/index.aspx?page=1033). The enclosure details are under Civil Engineering & Right of Way.
- **BASIS OF BUILDING HEIGHT:** Measure height of buildings from top of curb at a point adjacent to the center of the front property line.
- **COMMUNICATIONS:**
  - Provide emergency radio amplification for the combined building and garage area in excess of 50,000 sf. Amplification will allow Police and Fire personnel to communicate in the buildings during a catastrophe. Refer to this link: [www.tempe.gov/index.aspx?page=949](http://www.tempe.gov/index.aspx?page=949). Contact the Information Technology Division to discuss size and materials of the buildings and to verify radio amplification requirements.
- **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.
- **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 opportunity for ambush opportunity. 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 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.

- SIDEWALKS: Alternative paver materials may be considered subject to review, and approval, by the Engineering and Planning Departments. Any alternative patterns should be used in small amounts to create accent areas at entrances, or to demarcate architectural features of the building. Do not propose a wholesale change of material. These materials shall be compatible with the Americans with Disabilities Act, ADA, and the Building Code.
- FIRE:
  - Clearly define the fire lanes. Ensure that there is at least a 26'-0" horizontal width, and a 13'-6" 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.
- ENGINEERING:
  - 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.
- REFUSE:
  - Enclosure indicated on site plan is exclusively for refuse. Construct walls, pad and bollards in conformance with standard detail DS-116.
  - Contact Public Works Sanitation Division to verify that vehicle maneuvering and access to the enclosure is adequate.
  - Develop strategy for recycling collection and pick-up from site with Sanitation. Roll-outs may be allowed for recycled materials. Coordinate storage area for recycling containers with overall site and landscape layout.
  - Gates for refuse enclosure(s) are not required, unless visible from the street. If gates are provided, the property manager must arrange for gates to be open from 6:00am to 4:30pm on collection days.
- DRIVEWAYS:
  - 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](http://www.tempe.gov/index.aspx?page=801). Do not locate site furnishings, screen walls or other visual obstructions over 2'-0" tall (except canopy trees are allowed) within each clear vision triangle.
- 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.
- 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.
- SIGNS: Separate Development Plan Review process is required for signs in accordance with requirements of ZDC Part 4 Chapter 9 (Signs). Obtain sign permit for identification signs. Directional signs (if proposed) may not require a sign permit. Directional signs are subject to review by planning staff during plan check process.

**HISTORY & FACTS:**

December 20, 1974	City Council approved the Development Plan for VAGABOND MOTOR HOTEL, located at 1221 East Apache Boulevard.
July 21, 1983	Design Review Board approved building elevations, site plan, and landscape plan for SPENCE VILLA APARTMENTS, in the R-3 multi-family district.
August 26, 1983	City Council approved a rezoning from C-2 and R1-6 to R-3 for C & F PROPERTIES for 1.85 acres, and approved a Site Plan for Spence Villa Apartments consisting of 78 units on 3.67 acres, and variances to reduce the require RV spaces from 16 to 0, increase compact spaces from 30 to 42 spaces, and decrease guest parking from 16 to 15 spaces.
August 6, 2014	Neighborhood meeting conducted by the applicant for this request. Meeting was held at the Apache Police Substation at 5:30 pm.
August 25, 2014	Development Review Commission hearing for this request.
September 11, 2014	City Council introduction and first public hearing for this request.
October 2, 2014	City Council second and final public hearing for this request.

**ZONING AND DEVELOPMENT CODE REFERENCE:**

Section 6-304, Zoning Map Amendment  
 Section 6-305, Planned Area Development (PAD) Overlay districts  
 Section 6-306, Development Plan Review



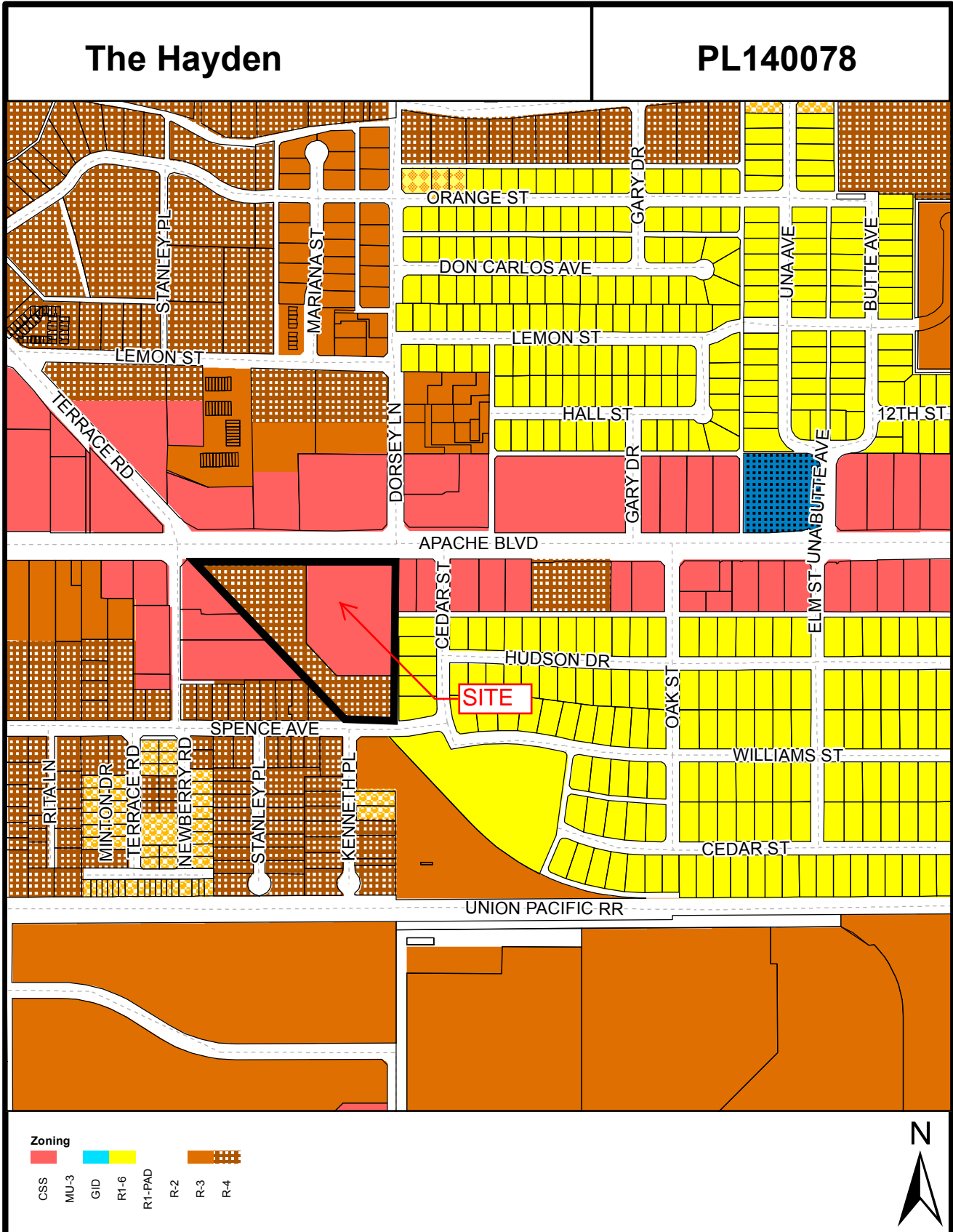
# DEVELOPMENT PROJECT FILE

for

## THE HAYDEN AT DORSEY STATION

### ATTACHMENTS:

1. Location Map
- 2-3. Aerial Map & Exhibit
- 4-15. Letter of Explanation
- 16-18. Neighborhood Meeting Summary and Communication
19. Planned Area Development Overlay
20. Site Plan
- 21-26. Floor Plans
- 27-35. Building Elevations & Perspectives
36. Building Section
37. Line of Sight Analysis
- 38-43. Landscape Plan and Shade
- 44-45. Preliminary Grading and Drainage
46. Public Comments



**Location Map**



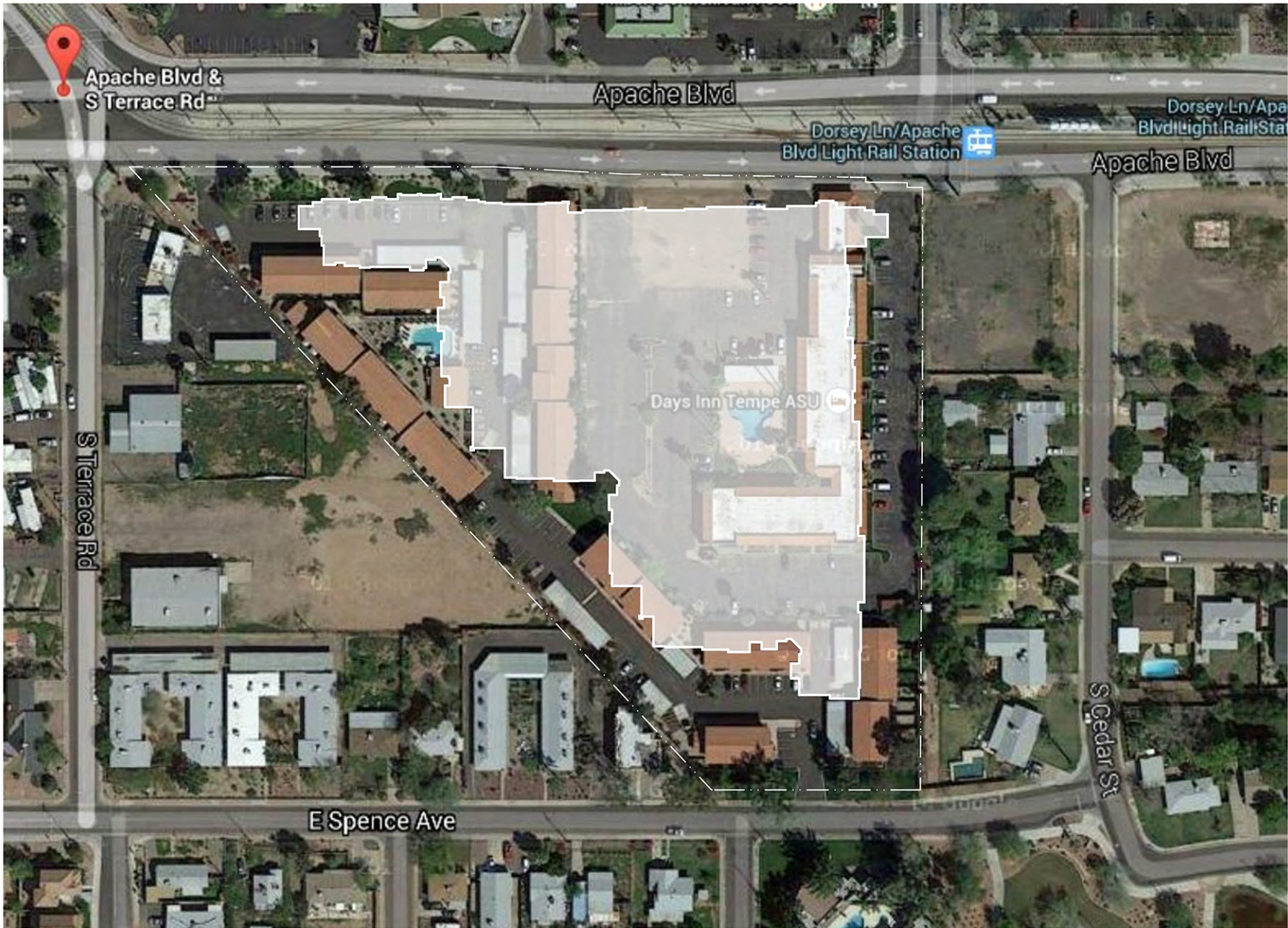
**THE HAYDEN  
AT DORSEY STATION**

**PL140078**



**Aerial Map**





EXISTING AERIAL EXHIBIT



## The Hayden at Dorsey Station



PRESENTS

# THE HAYDEN AT DORSEY STATION

Replacing a neglected roadway motel and outdated suburban apartment complex with the creation of true mixed-use rail-oriented community

**APPLICATION FOR:**

**ZONING MAP AMENDMENT  
PLANNED AREA DEVELOPMENT OVERLAY  
DEVELOPMENT PLAN REVIEW**

**LETTER OF EXPLANATION**

1221 EAST APACHE BOULEVARD  
(SWC of Apache Boulevard and the Dorsey alignment)

PARCELS: 133-09-096C & 133-09-092G

**PL140078**

**H**UELLMANTEL  
**A**FFILIATES

PO Box 1833 - Tempe, Arizona 85280-1833 – 480.921.2800 - [charles@huellmantel.com](mailto:charles@huellmantel.com)



## PROJECT DETAILS

The 6.7 acre site is located on the southwest corner of Apache Boulevard and the Dorsey alignment. It consists of multiple parcels and uses including an old, poorly maintained motel, a piece of vacant land, and an outdated suburban style apartment complex. These underutilized parcels are located in the Transportation Overlay District in a station area.



The property is bordered by Apache Boulevard and the light rail to the north, a vacant lot owned by the City of Tempe and occupied residential properties to the east, and Spence Avenue to the south. We understand that the property to the west is currently under review at the City for a 7-story sorority dorm (that project is unaffiliated with our project although we have seen the plans they have presented to the public).

While the the old hotel and apartment complex are in operation, the vacant land has long been an undeveloped dirt lot without so much as landscaping. It has likely been a generation or more since photos of these buildings were used to promote Tempe as a great place to live, work or play and showcase the high-quality urban mixed-use developments Tempe strives for. In fact, these buildings represent the kinds of buildings that were built along the old highway (US 60) – not a light rail corridor – and reflect an outdated and rundown portion of Apache

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<sup>1</sup> Several members of the commission asked in the last submittal that I combine the narratives since much of the material is the same. In response to these requests we have provided a single narrative or letter of explanation which is designed to cover all of the requests in the case.



Boulevard; a corridor that the City has been trying to redevelop for decades. Since that time, the region has invested billions of dollars in new infrastructure and the City has pushed for mixed-use, density, high density and pedestrian-oriented development in along this corridor. We have an opportunity to remove these neglected and antiquated structures and build the kind of mixed-use, transit-oriented building on Apache Boulevard that Tempe has been striving for and has planned for this area.



View from street of vacant lot

View of Days Inn roadway motel

View from street of old apartments



View of Days Inn street frontage

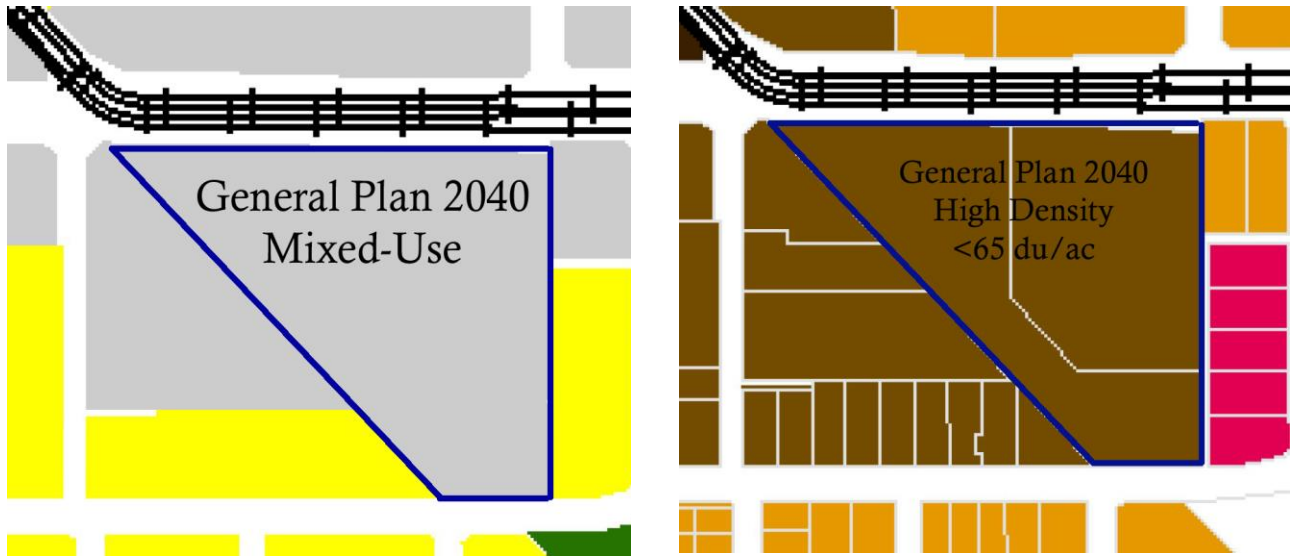
View of adjacent dirt lot

The existing buildings are unattractive, unexciting and inappropriate for the region and City's substantial investment. If approved, we will remove the old and poorly maintained buildings and replace them with a new urban, pedestrian oriented, well designed contemporary project made of high quality materials.

Our primary objective in the design of The Hayden at Dorsey Station development is to create a successful community that enhances the character of the surrounding area and takes full advantage of and contributes to the adjacent light rail line. It is also our goal to not only relate appropriately with the light rail and Apache Boulevard, but also with our surrounding neighbors.



Mixed-Use High Density (MU-4) is consistent with General Plan 2040, which was recently approved by Tempe voters as indicated by the exhibit below:



We propose rezoning the entire site for Hayden at Dorsey Station to MU-4 (PAD) (TOD). The proposed project is in keeping with the letter and spirit of the TOD.

## PLANNED AREA DEVELOPMENT OVERLAY

The proposed project is possible as designed only with a PAD that accompanies the MU-4 zoning district. The project has been designed on an unusual pie shaped assembled piece of land with a long street frontage along Apache Boulevard. Approval of the PAD allows for the creation of ground floor neighborhood-scaled retail service for use by residents of this building and of the neighborhood in general, density appropriate for a rail station which helps activate and urbanize the street and rail station area, and the podium design helps to keep the majority of the parking under the building which – although costly – is appropriate for an urban project.

The site is currently zoned Commercial Shopping and Service (CSS) and Multi-Family Residential General (R-4). The Development Standards for CSS are:

Height – Maximum 50 feet

Setbacks –

Front	0 feet
Front Parking	20 feet
Side Building Wall	0 feet
Side Common Wall	0 feet
Rear Building Wall	10 feet
Street Side	0 feet
Street Side Parking	20 feet

The Development standards for Multi-Family Residential General (R-4) are as follows:

Height – Maximum 40 feet

Setbacks –

Front Building	20 feet
Front Open Structures	15 feet
Front Parking	20 feet
Side Building Walls	10 feet
Side Porch, etc.	5 feet
Side Common Walls	0 feet
Rear Building Wall	10 feet
Rear Common Walls	0 feet
Street Side	10 feet
Street Side Parking	20 feet

Lennar is proposing the following standards for its development:

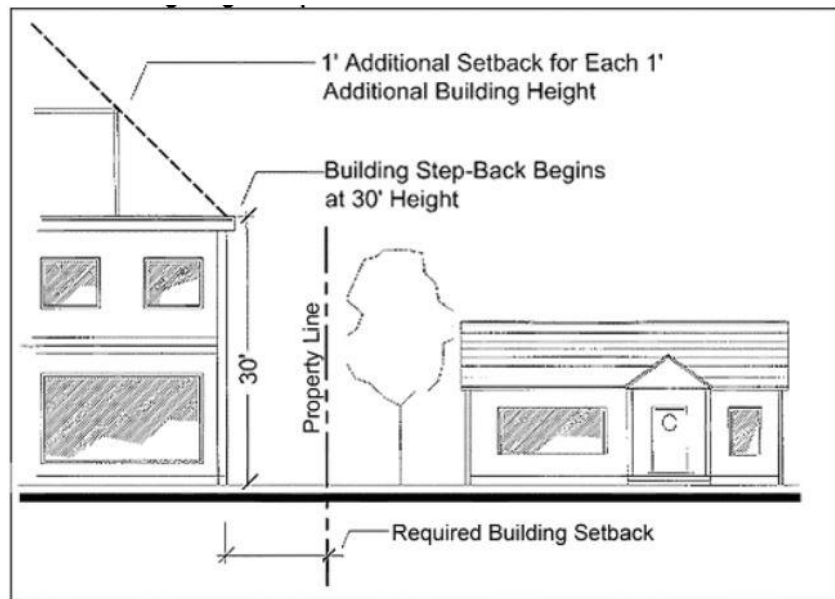
Height – Maximum 69 feet 6 inches

Setbacks –

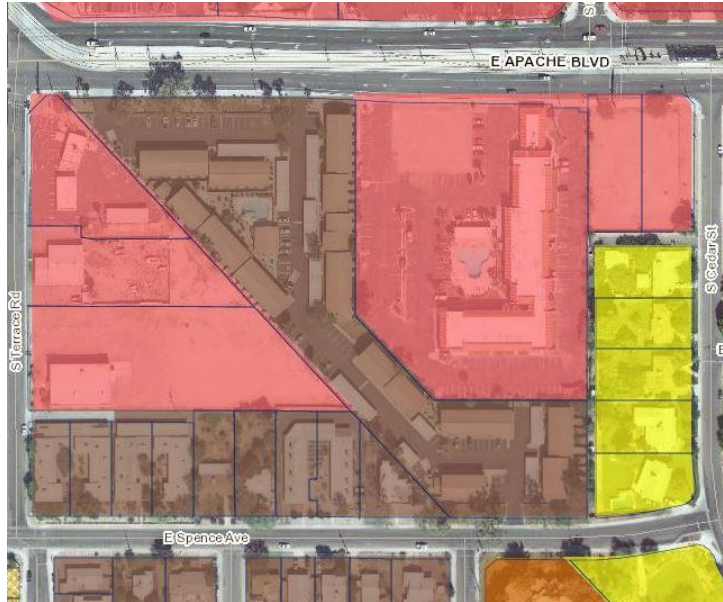
Front Building	20 feet
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Front Parking	5 feet
Side Building Walls (East)	20 feet
Side Building Walls (West)	0 feet
Side Parking	5 feet
Rear Building Wall	0 feet
Rear Parking	5 feet

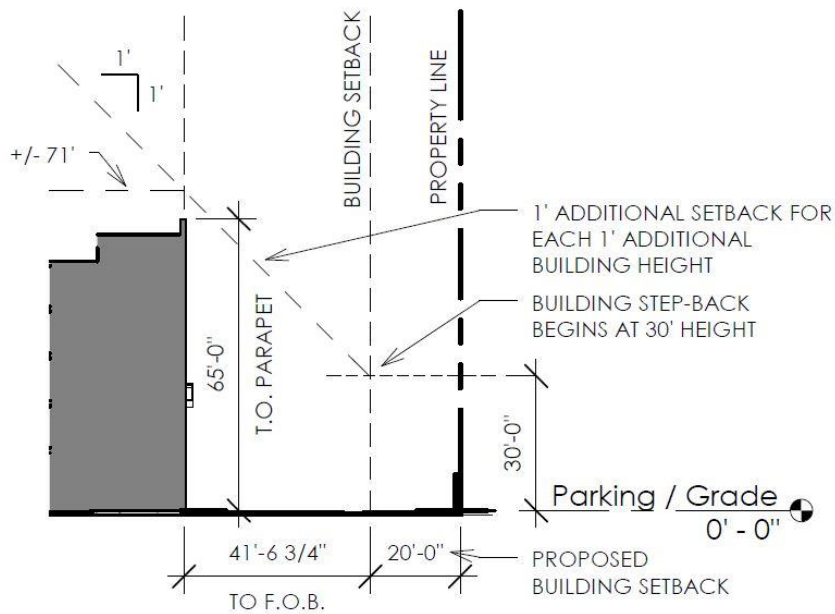
The City of Tempe Zoning and Development Code section 4-404 requires step-backs “When a district other than single-family is immediately adjacent or separated by an *alley* to a single-family or multi-family residential district, (except when such single-family or multi-family districts are used or a public park) . . .” This provision requires that “*building* façades are required to step-back, one (1) additional foot *setback* for each one (1) food additional *building height* over thirty (30) feet. Step-back requirements begin at a height of thirty (30) feet. The *building* facades shall step-back as generally illustrated ... below:”



Lennar is bordered by single-family residential on the eastern side of the property as shows in the zoning map (yellow parcels):



In order to meet the step-back requirements, Lennar will create a 61' 6" building setback from the property line to the building on the east side of the development. In addition to the setbacks created by Lennar, the single-family residential projects to the east are separated from the Lennar proposed development by a 20 foot right-of-way alley. On the east side of the property will be have a maximum height of 65', requiring an additional 35' feet of setback. Because the proposed zoning district is MU-4, a PAD is required to establish standards. Lennar will provide setbacks for the east side of the property at 20 feet and Lennar will provide a setback in excess of the requirements by providing 41 feet, 6 inches of excess setback.



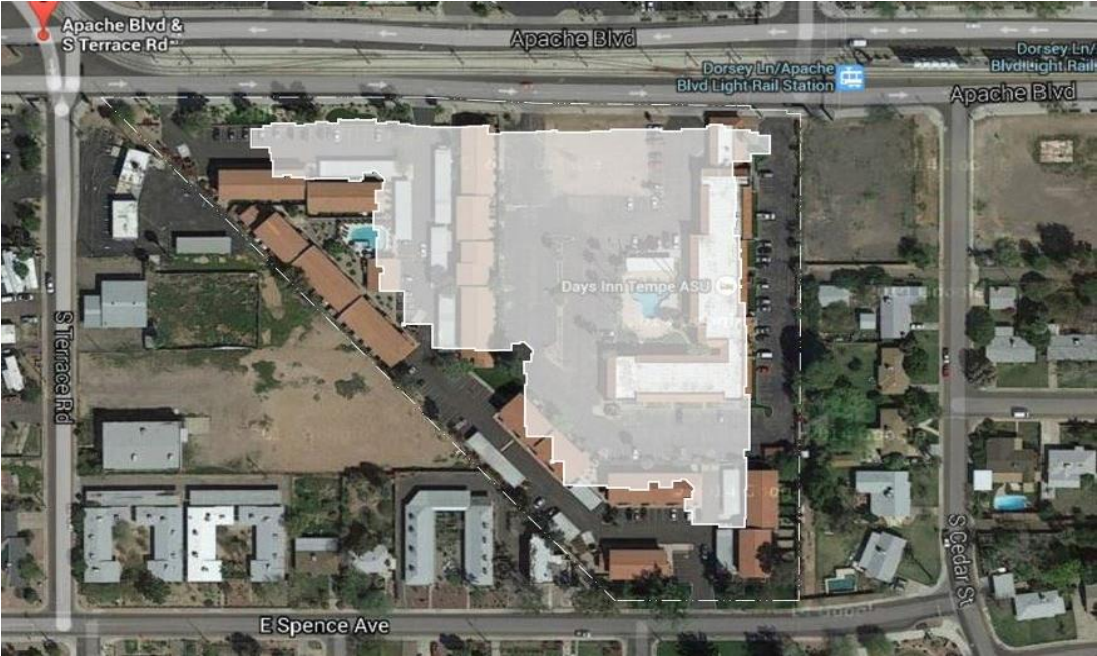
### STEPBACK REQUIREMENT ALONG EAST PL.

1" = 40'-0"



The Hayden at Dorsey Station will provide significant bicycle parking, providing 250 bike parking stalls. We will provide a store front secure bike storage area and bike shop, secure storage in the garage and bike loops for visitors. We also recognize that many commuters who use bikes have expensive bikes and because of climate and security issues will keep bikes secured in their residential units.

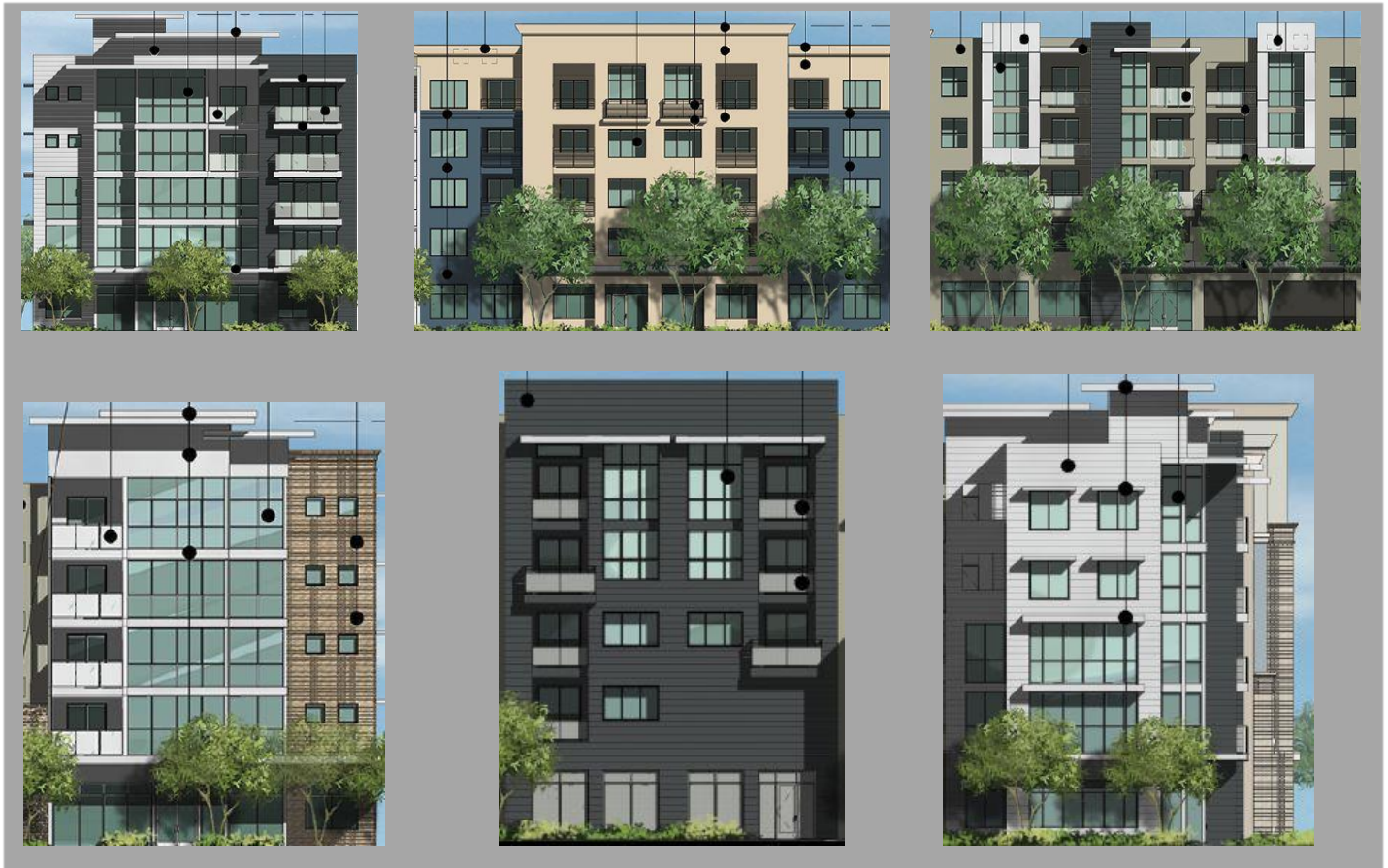
The proposed PAD includes appropriately-scaled parking given the proximity to rail, the downtown and Arizona State University. The Hayden at Dorsey Station proposes 8,560 square feet of ground level amenity and retail space. The total vehicular parking spaces required will be 544. Lennar Multifamily would like to provide 600 vehicular parking spaces.



## DEVELOPMENT PLAN REVIEW CRITERIA AND JUSTIFICATION

The proposed Hayden at Dorsey Station conforms to the goals of the ZDC and the TOD by utilizing materials that are of superior quality and will be compatible with the surrounding area using a color palate that is complimentary to the existing buildings and nearby landscaping. Commercial grade storefront window systems, porcelain tile wainscot, brick base, perforated/ribbed metal panels and steel structural elements are some of the design materials that create the diverse architectural system along the apache elevation and urban frontage. Additionally, the proposed development utilizes design elements such as balconies and ground-floor specific elements including appropriate landscaping in order to create visual separation between each buildings base and top.

Lennar Multifamily is proposing to build a five-story building with natural desert botanical landscape elements that have proper scale with the site and surroundings. The Hayden at Dorsey Station will be built with a podium type of construction, with parking and retail on the ground floor and residential units on the upper four levels, creating a five-story project. A primary objective regarding the type and density of building design is to provide density and height that is consistent with the goals and intent of the Transportation Overlay District, while still respecting the scale of the lower density residential neighborhoods to the south and east of the site. We feel that the proposed density and five-story height effectively respects both the City of Tempe transportation goals and the surrounding neighborhoods.





In order to address the sensitivity to the adjacent low density residential neighborhood to the east we have proposed a tree line that will consist of Willow Acacia and Evergreen Elm. This will provide an appropriate buffer along this edge as indicated by the following:

- Willow Acacia (*Acacia salicina*) trees are proposed in the planting area between the parking stalls and the 8' perimeter wall for the length of the property. This selection will be well suited for this situation since it is more tall and narrow than most desert trees, reaching a mature size of 40 feet tall and 20 feet wide. The tree is fast growing, thorn less, and non-allergenic. It has medium green foliage, medium texture, and a weeping growth habit. Willow Acacia is also evergreen, making it an excellent year round screen tree, particularly for narrow spaces.
- Evergreen Elm (*Ulmus parvifolia*) trees are proposed in the parking islands along the east property line. This is a semi-evergreen tree with an open, umbrella shaped canopy reaching 40 feet tall with equal spread. Having a medium to fast growth rate, Evergreen Elms will provide screening in addition to the perimeter Weeping Acacia, as well as providing canopy shade for the parking spaces and drive aisles on the project.

Lennar Multifamily has designed the mixed-use development with safety in mind and has created natural surveillance with windows and balconies on the ground level of the buildings providing for a social atmosphere that will function to create visual interest as well as increasing security by maximizing natural surveillance and visibility. Throughout the design process, Lennar Multifamily has incorporated elements intended to reduce crime by providing natural surveillance in a number of ways including not placing residential units or patios on the ground floor. Instead, the ground floor has a mix of amenities for the residents of the building and neighborhood-scaled retail that will serve the residents of this building and the surrounding neighborhood. The building is intended to create a social environment where residents feel safe and in turn, fosters a sense of community by encouraging interaction with neighbors and the surrounding area. Adequate lighting is provided to discourage crime but will not create a negative effect on surrounding properties. As an added security feature and aesthetic component, all on-site utilities will be placed underground.

The proposed development provides future residents with ease of access to nearby public transportation and promotes use alternative modes of transportation to limit its impact on traffic in the area. Hayden at Dorsey Station will be located within walking distance to bus stations and the Tempe light rail. Bus routes 81 and 72 are both accessible from the proposed multi-family housing development location. Lennar Multifamily has planned gated access to the development. This will limit excess traffic impact in the area. Safe and orderly circulation will separate pedestrian and bicycles from vehicular traffic. The driveways and access ways to each building provide room for both vehicles and bicycles. The project will be consistent with the Tempe Pedestrian and Bicycle Facility Guidelines.

# THE HAYDEN AT DORSEY STATION

## NEIGHBORHOOD MEETING – SUMMARY

### APACHE POLICE SUBSTATION

AUGUST 6, 2014 – 5:30 P.M.

Representatives from Huellmantel & Affiliates arrived at the Tempe Apache Police Substation located at 1855 East Apache Boulevard in Tempe, Arizona, at 4:40 p.m. on Wednesday, August 6, 2014, for the scheduled 5:30 p.m. neighborhood meeting. Charles Huellmantel, Katherine Senini and Lauren Proper from Huellmantel & Affiliates were in attendance. Jason Ottman and Nathan Stum attended on behalf of the applicant Lennar Multifamily Communities.

At approximately 5:07 p.m., the first two neighbors arrived at the meeting. Approximately eighteen members of the public were in attendance. Ryan Levesque also attended the meeting on behalf of the City of Tempe. Property owners from the surrounding areas and various Homeowners' Association members were present at the meeting.

The discussions brought up a variety of topics regarding the proposal for The Hayden at Dorsey Station. Several neighbors voiced concerns over the adjacent but unrelated proposed sorority dorm project. Charles Huellmantel explained differences between The Hayden at Dorsey Station and the proposed Sorority dorms (proposed by a different development company and team). Other residents asked about the parking counts, driveways and retail uses on Apache Boulevard. One resident voiced a preference for local retail, and Lennar representatives explained that the size and configuration of the retail space are not conducive to chain businesses and tend to attract local businesses.

One neighbor – Al Viscito – requested a meeting between Lennar and its architectural team to discuss potential impacts to his property as he is the closest neighbor to the proposed development. Mr. Viscito left his contact information and the Lennar representatives agreed to arrange a meeting in the near future. A meeting was held between Mr. Viscito, Charles Huellmantel and Lennar representatives Jason Ottman and Nate Stum as well as architect James Favata on August 14, 2014. A more detailed summary of this meeting and other post-meeting contact with neighbors is provided in a separate document included with this submittal.

Charles Huellmantel explained the entire project to neighbor Chris McKee. Mr. McKee expressed concern with tree heights and growing time and suggested Lennar plant faster growing trees, for example, replacing the proposed acacia trees with sissou trees. Mr. McKee also mentioned an acquaintance of his who is a local coffee roaster and requested that Lennar meet with him to discuss the potential of becoming a tenant of the retail space fronting Apache Boulevard. Lennar plans to meet with the roaster to discuss the potential opportunity.

A few neighbors had questions regarding building heights, possibly Apache Boulevard widening, proposed ingress and egress changes, the proposed dog park and accessibility issues. Most neighbors expressed their support for the reduced number of driveways along Apache Boulevard. Several asked about the exits located along Spence Avenue and wanted to ensure that it would be limited to emergency access only. Lennar representatives agreed to explicitly indicate on all plans that the access on Spence Avenue would be limited to emergency access only.

One neighbor asked about the effect of shade from the building on houses surrounding The Hayden at Dorsey Station. Representatives from Lennar agreed to provide a shade study to this neighbor to quell any concerns that shadows would be cast upon her property. Lennar representatives provided the landscape shade study to this neighbor on August 19, 2014.

Another neighbor emphasized the importance of shade along the pedestrian access ways on Apache Boulevard along the frontage of the project. Other neighbors discussed the shade for pedestrians along Spence Avenue and the possibility of placing trees on the south side of the proposed sidewalk instead of on the north side, so that the trees would provide better shade for pedestrians. Lennar representatives agreed this would be the best configuration and will modify the plans accordingly.

On an unrelated subject, some neighbors are concerned about parking in the vacant City owned lots to the east side of the project.

Many neighbors told Huellmantel & Associates they were happy to see increased density along the light rail, which will eventually bring more restaurants and entertainment to the area. They also believed that more people will use the light rail which will be good for the economy and public transportation.

The last attendee left the meeting at 6:58 p.m. and the representatives remained on site until approximately 7:30 p.m.

# THE HAYDEN AT DORSEY STATION

## POST-NEIGHBORHOOD MEETING CONTACTS

Lennar representatives indicated their willingness to host a meeting with neighbor Al Viscito. On August 12, Mr. Viscito contacted Mr. Huellmantel regarding the status of setting up the meeting with Lennar representatives and members of their architectural team. On August 14, Jason Ottman, Nathan Stum, Charles Huellmantel and James Favata met with Mr. Viscito. Mr. Viscito expressed concern over the wall height closest to his property and requested that Lennar construct a taller wall. Lennar representatives agreed to accommodate this request and have revised their plans to reflect a 10-foot wall adjacent to Mr. Viscito's property.

On August 8, Holly Bowers – resident of the Jentilly Terrace Neighborhood Association – forwarded Lennar representatives a series of questions posed by Jentilly Terrace Neighborhood Association President Lena Rose Felder. Jason Ottman, a representative from Lennar Multifamily Communities, responded that Lennar would need a few days to prepare answers. On August 17, Nathan Stum from Lennar Multifamily Communities responded at length to Lena Rose Felder's questions that were submitted to the City and forwarded to Lennar representatives by Holly Bowers.

On Monday, August 18, Phil Amorosi sent a list of questions on behalf of Citizens for a Vibrant Apache Corridor. Representatives from Lennar are currently working on responses for Mr. Amorosi.

# PLANNED AREA DEVELOPMENT OVERLAY FOR THE HAYDEN AT DORSEY STATION

A PORTION OF THE NORTH HALF OF THE SOUTHWEST QUARTER, SECTION 23, TOWNSHIP 01 NORTH, RANGE 04 EAST, GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA

## ACKNOWLEDGEMENT

ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 201\_\_\_\_\_, BEFORE ME, THE UNDERSIGNED, PERSONALLY APPEARED \_\_\_\_\_, OWNER, WHO ACKNOWLEDGED HIMSELF TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE INSTRUMENT WITHIN, AND WHO EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSES THEREIN CONTAINED.

IN WITNESS WHEREOF, I HERETO SET MY HAND AND OFFICIAL SEAL.

BY: \_\_\_\_\_ NOTARY PUBLIC \_\_\_\_\_ MY COMMISSION EXPIRES \_\_\_\_\_

LENNAR MULTIFAMILY COMMUNITIES

BY: \_\_\_\_\_ REPRESENTATIVE \_\_\_\_\_ DATE \_\_\_\_\_

ITS: REPRESENTATIVE \_\_\_\_\_

## LEGAL DESCRIPTION

A portion of land located in the Southwest quarter of Section 23, Township 1 North, Range 4 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, more particularly described as follows:  
 COMMENCING at the Northeast corner of the Southwest quarter of said Section 23;  
 thence South 89 degrees 30 minutes 44 seconds West, along the North line of said Southwest quarter, a distance of 340.00 feet to a point which bears North 89 degrees 30 minutes 44 seconds East from an iron pin in hand hole on the North line of said Southwest quarter and the centerline of Terrace Road, a distance of 500.37 feet;  
 thence South 0 degrees 28 minutes 17 seconds East parallel to the East line of said Southwest quarter, a distance of 50.00 feet to a point on the South right of way line of Apache Blvd. and the TRUE POINT OF BEGINNING;  
 thence South 89 degrees 30 minutes 44 seconds West along the aforementioned right of way line, a distance of 436.35 feet to a point on the Northeast corner of Lot 18, of JEN TILLY TERRACE, according to the plat of record in the office of the County Recorder of Maricopa County, Arizona, recorded in Book 28 of Maps, Page 40;  
 thence South 43 degrees 32 minutes 02 seconds East along the Northeastly right of way line, a distance of 166.00 feet;  
 thence South 89 degrees 30 minutes 44 seconds West parallel to the East line of said Southwest quarter and along the East line of the TRUE POINT OF BEGINNING;  
 thence North 89 degrees 32 minutes 12 seconds East along the North right of way line of Spence Avenue, a distance of 205.08 feet to a point on the East line of the Southwest quarter of said Section 23;  
 thence North 0 degrees 28 minutes 17 seconds West along the East line of the Southwest quarter of said Section 23, a distance of 169.54 feet to the Northwest corner of that parcel described in Docket 13501, Page 751, records of Maricopa County, Arizona;  
 thence South 89 degrees 32 minutes 12 seconds West along the North line of said parcel and parallel to the North right of way line of Spence Avenue, a distance of 226.66 feet to a point on the Northeastly right of way line of the Phoenix and Eastern Railroad as shown in Book 28 of Maps, Page 40, records of Maricopa County, Arizona;  
 thence North 43 degrees 32 minutes 02 seconds West parallel to and 100.00 feet Northeastly of the Northeastly line of Lot 18, of JEN TILLY TERRACE, according to the plat of record in the office of the County Recorder of Maricopa County, Arizona, recorded in Book 28 of Maps, Page 40, a distance of 166.00 feet;  
 thence North 0 degrees 28 minutes 17 seconds West parallel to the East line of said Southwest quarter and along the East line of that parcel described in Docket 11527, Page 163, records of Maricopa County, Arizona, a distance of 320.56 feet to the TRUE POINT OF BEGINNING;  
 EXCEPT COMMENCING at the Northeast corner of the Southwest quarter of said Section 23;  
 thence South 00 degrees 28 minutes 17 seconds East along the East line of said Southwest quarter, a distance of 491.97 feet to the TRUE POINT OF BEGINNING;  
 thence continuing South 00 degrees 28 minutes 17 seconds East, a distance of 169.54 feet to a point on the North right of way line of Spence Avenue;  
 thence South 89 degrees 32 minutes 12 seconds West along the aforementioned right of way line, a distance of 2.00 feet;  
 thence North 00 degrees 28 minutes 17 seconds West parallel with and 2.00 feet West of the East line of said Southwest quarter, a distance of 169.54 feet;  
 thence North 89 degrees 32 minutes 12 seconds East, a distance of 2.00 feet to the TRUE POINT OF BEGINNING, as Quilt Claimed to the City of Tempe in 84-464943, of Official Records thru 84-464945, of Official Records, records of Maricopa County, Arizona; and also  
 EXCEPT a strip of land 5.00 feet in width located in the Southwest quarter of Section 23, Township 1 North, Range 4 East of the Gila and Salt River base and Meridian, Maricopa County, Arizona, more particularly described as follows:  
 COMMENCING at the Northeast corner of the Southwest quarter of said Section 23;  
 thence South 89 degrees 30 minutes 44 seconds West along the North line of said Southwest quarter, a distance of 340.00 feet to a point which bears North 89 degrees 30 minutes 44 seconds East from an iron pin in \_\_\_\_\_ on the North line of said Southwest quarter being the centerline of Terrace Road (to the South), a distance of 500.37 feet;  
 thence South 00 degrees 28 minutes 17 seconds East parallel to the East line of said Southwest quarter, a distance of 50.00 feet to a point on the South right of way line of Apache Boulevard and the TRUE POINT OF BEGINNING;  
 thence South 89 degrees 30 minutes 44 seconds West parallel to and 50.00 feet South of the North line of said Southwest quarter, a distance of 436.35 feet to a point on the Northeast corner of Lot 18, of JEN TILLY TERRACE, according to the plat of record in the office of the County Recorder of Maricopa County, Arizona, recorded in Book 28 of Maps, Page 40;  
 thence South 43 degrees 32 minutes 02 seconds East along the Northeastly line of said Lot 18 to an intersection with a line parallel to and 55.00 feet South of the North line of said Southwest quarter;  
 thence North 89 degrees 30 minutes 44 seconds East parallel to and 55.00 feet South of the North line of said Southwest quarter, a distance of 431.68 feet from which the POINT OF BEGINNING bears North 00 degrees 28 minutes 17 seconds West, 5.00 feet;  
 thence North 00 degrees 28 minutes 17 seconds West, a distance of 5.00 feet to the POINT OF BEGINNING, as Quilt Claimed to the City of Tempe in 83-463051, of Official Records thru 83-463053, Official Records, records of Maricopa County, Arizona.

## APPROVAL

APPROVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF TEMPE ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 201\_\_\_\_\_.  
 \_\_\_\_\_

## OWNER / DEVELOPER

LENNAR MULTIFAMILY COMMUNITIES  
 NATE STUM  
 7150 EAST CAMELBACK ROAD, SUITE 320  
 SCOTTSDALE, ARIZONA 85250  
 480.718.1381

## PROJECT DATA

### GENERAL BUILDING CODE ANALYSIS:

**PROPOSED USE:** MIXED USE  
 THE BUILDING IS A 4-LEVEL RESIDENTIAL BUILDING OVER A 3-LEVEL PODIUM STRUCTURE. THE PODIUM LEVEL IS ON GRADE. THE FIRST LEVEL (ON GRADE) WILL BE MIXED USE OCCUPANCY INCLUDING: BUSINESS, ASSEMBLY, RETAIL AND PARKING STRUCTURE. PER SECTION 509.2, THE FIRST FLOOR WILL BE TYPE IA CONSTRUCTION WITH A 3-HOUR HORIZONTAL SEPARATION AT THE SECOND FLOOR. LEVELS 2 THROUGH 5 WILL BE A MIXED OCCUPANCY INCLUDING BUSINESS, ASSEMBLY AND RESIDENTIAL. THE CONSTRUCTION IS TYPE IA AND WITH NFPA 13 FIRE SPRINKLER SYSTEM ON ALL FLOORS.

**OCCUPANCIES/CONSTRUCTION TYPE:**  
 BELOW PODIUM LEVEL:  
 RETAIL (1st FLOOR) M: TYPE IA  
 PARKING GARAGE A-3:TYPE IA  
 ASSEMBLY (1st FLOOR) A-3:TYPE IA  
 ABOVE THE PODIUM LEVEL:  
 RESIDENTIAL UNITS R-2: TYPE VA  
 ASSEMBLY A-3:TYPE VA  
 (BIRNESS/CLUBROOM)

**FIRE SPRINKLER SYSTEM:** NFPA 13  
**RESIDENTIAL UNITS:** NFPA 13  
**OFFICE / BUSINESS:** NFPA 13  
**ASSEMBLY ALL FLOORS:** NFPA 13  
**RETAIL 1st FLOOR:** NFPA 13  
**PARKING GARAGE:** NFPA 13

**PARKING:**  
**PARKING STALLS:** 18'0" x 8'6"  
**ACCESSIBLE STALL PER ACCESSIBLE ASSE:** 18'0" x 11'0" w/ 5'0" WIDE WALK  
**PARKING GARAGE ASSE:** 23'0"

**REQUIRED PARKING:**  
**RETAIL PARKING:** 300 S.F. / P.S.  
**PARKING WANTED FOR 50% OF FLOOR AREA NOT TO EXCEED 30,000 S.F. OF FLOOR AREA:**  
**RETAIL PARKING = 4242 S.F. / 300 S.F. = 14.14 P.S.**

**RESIDENTIAL PARKING:**  
**RESIDENTIAL PARKING RATIO # OF BR 0.75 P.S.**  
**RATIO PER T.O.D. / GUEST PARKING + # OF D.U. x 0.2 P.S.**  
**501 B.S. x 0.2 P.S. = 100 P.S.**  
**393 D.U. x 0.2 P.S. = 78 P.S.**

**TOTAL COMBINED PARKING REQUIRED = 218 P.S.**

**PROVIDED PARKING:**  
**RETAIL SURFACE:** 16 P.S.  
**RESIDENTIAL SURFACE:** 179 P.S.  
**GARAGE ON GRADE:** 412 P.S.  
**GRAND TOTAL = 607 P.S.**

**ACCESSIBLE PARKING REQUIRED:** 1 P.S.  
**(PER IRC TABLE 1106.1)**  
**RESIDENTIAL STANDARD ACCESSIBLE:** 1 P.S.  
**515 P.S. x 2% = 10 P.S.**  
**(OF THE 11 P.S., 2 P.S. ARE FOR VAN PARKING)**

**PROVIDED ACCESSIBLE PARKING:** 12 P.S.  
**RETAIL - 1 STANDARD P.S., 1 VAN 1 P.S.**  
**RESIDENTIAL - 8 STANDARD P.S., 2 VAN 1 P.S.**

**REQUIRED:** 4 R.P.S.  
**RETAIL (4242 S.F. / 7,300 S.F.) (1 P.S. / 7,300 S.F. = 4 SPACES MIN)**  
**RESIDENTIAL:**  
**STUDIO = 57 D.U. x .75 = 42.75 R.P.S.**  
**1 BEDROOM = 124 D.U. x .75 = 93 R.P.S.**  
**2 BEDROOM = 142 D.U. x .75 = 106.5 R.P.S.**  
**3 BEDROOM = 22 D.U. x 1.50 = 33 R.P.S.**  
**GUEST = 393 D.U. x .2 = 78.6 R.P.S.**

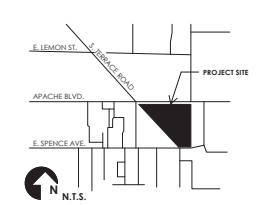
**TOTAL BIKE PARKING REQUIRED = 386.8 P.S.**  
**PROVIDED:** 15.8 P.S.  
**RESIDENTIAL:** 235.8 P.S.  
**TOTAL BIKE PARKING = 250.8 P.S.**

**TRASH COLLECTION:**  
 1. THERE WILL BE TRASH CHUTE ROOMS AND ONE TRASH COMPACTOR.  
**BUILDING AREA:**  
 \* GROSS S.F. INCLUDES COVERED PATIO AND RAMP/CORR.  
**BUILDING AREA (GROSS):**  
 Garage On Grade / Retail / Amenities: 102,220 SF  
 Residential Level 1: 113,544 SF  
 Residential Level 2: 110,544 SF  
 Residential Level 3: 112,028 SF  
 Residential Level 4: 112,028 SF  
 Total Building Area: 400,417 SF

**BUILDING AREA:** DS000000

PAD000000

## SITE VICINITY MAP



## CONDITIONS OF APPROVAL: PAD 00000

CONDITIONS

## GENERAL NOTES

- IN PARKING STRUCTURES, 2" ADDITIONAL SEPARATION SHALL BE PROVIDED WHEN ADJACENT TO A WALL TO ACCOMMODATE VEHICLE TURNING.
- COLUMNS AND CEILING OF A PARKING PODIUM TO BE PAINTED WHITE WITH LRV GREATER THAN 75.
- SECURITY PLAN REQUIRED. PROVIDE CCTV IN ALL ELEVATORS AS REQUIRED BY POLICE DEPARTMENT. PROVIDE POLICE ACCESS TO ANY GATE COORDS AND KNOR BOX COORDS.
- THE EXISTING SIDEWALK ON SPENCE AT THE EMERGENCY ENTRY WILL NEED TO BE REPLACED WITH 7" THICK CONCRETE PER 1300.
- CROSS ACCESS AGREEMENT REQUIRED AT MAIN ENTRY.
- ALL DRIVEWAYS TO BE PER CITY OF TEMPE DETAIL 1300.
- FODC LOCATION ARE PRELIMINARY. THE ACTUAL LOCATION OF THE FODC WILL SHOW ON THE APPROVED SPRINKLER PLAN.
- ADDITIONAL TRAFFIC SIGNAL POLE AND MAST ARM WILL NEED TO BE INSTALLED ON THE NE CORNER OF DORSEY AND APACHE.
- EMERGENCY ACCESS ON SPENCE AVENUE WILL NEED LOCKBOX PER FIRE DEPARTMENT STANDARDS. WIDTH TO BE 36" PER REQUIREMENTS.
- IF COMMUNICATIONS: WE WILL NEED TO COMPLY WITH ARTICLE 6 OF THE CIVIL DEFENSE AND EMERGENCY SERVICES CITY CODE - www.tempe.gov/Modules/ShowDocuments.aspx?documentid=6884. A NOTICE OF CODE COMPLIANCE FOR PUBLIC SAFETY RADIO AMPLIFICATION SYSTEM - www.tempe.gov/index.cfm?page=948 and www.tempe.gov/Modules/ShowDocuments.aspx?documentid=2833 WILL BE SENT TO THE DEVELOPER.
- ALL CORRIDORS ARE OPEN AND ALL BALING IS 48" HIGH MINIMUM.

### NO.

### DEVELOPMENT STANDARDS

### PROPOSED PAD

No.	DEVELOPMENT STANDARDS	PROPOSED PAD
1.	RESIDENTIAL DENSITY	49 UNITS/ACRE
2.	BUILDING FOOTPRINT COEFFICIENT	60% / 73% MAX
3.	MAX. LOT COVERAGE	52%
4.	MAX LANDSCAPE AREA	10%
5.	SEWERAGE (FRONT: APACHE BLVD.) BUILDING	20'0" MAXIMUM
	BUILDING (EAST)	0'0"
	BUILDING (WEST)	5'0"
	PARKING	0'0"
	REAR (SPENCE AVE.)	0'0"
	BUILDING	0'0"
6.	PARKING: RETAIL PARKING RATIO 300 S.F. / P.S. PARKING WANTED FOR 50% OF FLOOR AREA NOT TO EXCEED 30,000 S.F. OF FLOOR AREA.	PROVIDED PARKING: 16 P.S. RETAIL SURFACE 179 P.S. GARAGE ON GRADE 412 P.S. GRAND TOTAL = 607 P.S.
	RESIDENTIAL PARKING: RATIO PER T.O.D. / GUEST PARKING + # OF D.U. x 0.2 P.S.	
7.	BIKE PARKING: RETAIL (1 B.P.S. / 7,300 S.F. = 4 SPACES MIN) RESIDENTIAL: STUDIO = 75 SPACES PER UNIT 1 BEDROOM = 23 SPACES PER UNIT 2 BEDROOM = 75 SPACES PER UNIT 3 BEDROOM = 100 SPACES PER UNIT GUEST = 20 SPACES PER UNIT	PROVIDED BIKE PARKING: RETAIL SURFACE: 15.8 P.S. RESIDENTIAL SURFACE: 235.8 P.S. GRAND TOTAL = 250.8 P.S.

REC00000

NO. 13-2067-01

## The Hayden at Dorsey Station

1221 E. Apache Blvd  
 Tempe, Arizona

## LENNAR

MULTIFAMILY COMMUNITIES  
 7150 East Camelback Road # 320  
 Phoenix, Arizona 85251  
 480-718-1381 (p)

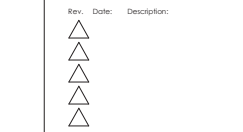


## TODD & ASSOCIATES, INC.

Architecture Planning  
 Landscape Architecture  
 4019 North 44th Street  
 Phoenix, AZ 85018  
 602-952-8280 602-952-8995F  
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7-7-2014  
 PAD/DPR SUBMITTAL # 1

Proj Mgr: \_\_\_\_\_  
 Dwn By: Author



PAD/DPR COVER

A0.0

# The Hayden at Dorsey Station

1221 E. Apache Blvd  
Tempe, Arizona



7150 East Camelback Road #320  
Phoenix, Arizona 85251  
480-718-1381 (p)



TODD & ASSOCIATES, INC.  
Civil/Tracing - Geospatial Design

Architectural Planning  
Landscape Architecture

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7-7-2014  
PAD/DPR SUBMITTAL #1

Proj Mgr.: Author

Rev. Date: Description:



ARCHITECTURAL  
SITE PLAN

# A1.1

**PROJECT DATA**

**PROJECT DESCRIPTION:**  
THE PROPOSED PROJECT WILL BE A MIXED-USE DEVELOPMENT CONSISTING OF BOTH A MULTI-FAMILY RESIDENTIAL COMPONENT AND A RETAIL COMPONENT. THE RESIDENTIAL BUILDING WILL BE FOUR LEVELS WITH ONE LEVEL OF PARKING ON GRADE AND WILL HOST ACTIVITIES SUCH AS A CLUBHOUSE, LEASING, FITNESS AREA, AND POOL WITH BBQ AREA.

**GENERAL ZONING ANALYSIS:**

**SITE AREA:** 114.3' x 114.3' = 13,064.49 SQ. FT. (0.303 ACRES)

**SPRINKLER SYSTEM:** 114.3' x 114.3' = 13,064.49 SQ. FT.

**ZONING:** RESIDENTIAL: NHPA 13  
PARKING GARAGE: NHPA 13  
RETAIL: NHPA 13

**DENSITY:** EXISTING: CCS / R-4  
PROPOSED: MH-4 (P.A.D.) (I.O.D.)

**ALLOWED:** 45 D.U. / AC  
PROPOSED: 59 D.U. / NET AC (395 D.U. / 6.70 AC)

**BUILDING HEIGHT:** NO STANDARD  
PROPOSED: 45'-0" / 5 LEVELS

**LANDSCAPE AREA:** NO STANDARD  
PROPOSED (AT GRADE): 105,001.12 SQ. FT. / 2,933,021.5 W.F.

**SETBACKS:** PROPOSED:  
FRONTS (APACHE BLVD): 20'-0" MAXIMUM  
PARKING: 5'-0"  
SIDES (WEST & EAST PROPERTY LINE): 20'-0"  
BUILDING (EAST): 5'-0"  
PARKING (WEST): 5'-0"  
REAR (SPENCE AVE): 5'-0"  
BUILDING: 5'-0"  
PARKING: 5'-0"

**RETENTION:** ALL RETENTION WILL BE UNDERGROUND

**LOT COVERAGE:** NO STANDARD  
PROVIDED: 152,220 SF = 52%  
NET SITE AREA: 293,021.5 SF

**PARKING:**

**PARKING STANDARDS:**  
PARKING STALL: 18'-0" x 8'-6"  
ACCESSIBLE STALL: 18'-0" x 8'-6" w/ 2'-0" WING WALK  
PARKING GARAGE AISLE: 24'-0"

**REQUIRED PARKING:**

**RETAIL PARKING:**  
RETAIL PARKING RATIO: 300 S.F. / P.S.  
PARKING WAIVED FOR 50% OF FLOOR AREA NOT TO EXCEED 30,000 S.F. OF FLOOR AREA  
RETAIL PARKING = 4,242 S.F. / 3,000.77 P.S. = 1087 P.S.

**RESIDENTIAL PARKING:**  
RETAIL STANDARD PARKING RATIO OF 0.8 BR / 0.75 P.S. RATIO PER 1.0 D.U. / GUEST PARKING + # OF D.U. x 0.2 P.S. = 438 P.S.  
RETAIL STANDARD PARKING RATIO OF 0.8 BR / 0.75 P.S. RATIO PER 1.0 D.U. / GUEST PARKING + # OF D.U. x 0.2 P.S. = 438 P.S.  
TOTAL REQUIRED RESIDENTIAL PARKING = 876 P.S.

**PROVIDED PARKING:**  
RETAIL SURFACE: 16 P.S.  
RESIDENTIAL SURFACE: 179 P.S.  
GARAGE ON GRADE: 412 P.S.  
GRAND TOTAL = 607 P.S.

**EXCESSIVE PARKING SECURITY:**  
119 P.S. x 2% = 2.38 P.S.  
RESIDENTIAL STANDARD ACCESSIBLE: 1 P.S.  
(FOR THE 11 P.S., 2 P.S. ARE FOR VAN PARKING)

**PROVIDED ACCESSIBLE PARKING:**  
RETAIL: 1 STANDARD P.S. / 1 VAN P.S.  
RESIDENTIAL: 8 STANDARD P.S., 2 VAN = 12 P.S.

**RETAIL PARKING:** REQUIRED: RETAIL (4,242 S.F. / 3,000) = 48 P.S.  
RESIDENTIAL (876 S.F. / 2,500 S.F. = 4 SPACES MIN) = 1 P.S.  
TOTAL RETAIL PARKING REQUIRED = 49 P.S.

**PROVIDED:** RETAIL = 16 P.S.  
RESIDENTIAL = 179 P.S.  
TOTAL RETAIL PARKING = 195 P.S.

**TRASH COLLECTION:**  
1. THERE WILL BE 4 TRASH CHUTE ROOMS AND ONE TRASH COMPACTOR.

**UNIT MIX**

Level	1	2	3	4	Total
S1 (STUDIO)	3	4	4	4	15 (4%)
S2 (1 BR)	10	10	11	11	42 (10%)
A1 (1 BR)	12	12	14	16	54 (14%)
B2 (2 BR)	20	22	32	30	104 (26%)
Subtotal					231 (58%)
B1 (2 BR)	21	21	21	21	84 (21%)
R4 (R)	14	14	13	15	56 (15%)
C1 (3 BR)	1	1	2	4	16 (4%)
C2 (3 BR)	1	1	2	2	6 (2%)
Subtotal					144 (42%)
<b>Total:</b>	<b>94</b>	<b>95</b>	<b>103</b>	<b>103</b>	<b>395 (100%)</b>

**SITE VICINITY**

## APACHE BLVD

LIGHT RAIL LINE

CEDAR STREET

E. SPENCE AVE.

HUDSON PARK

ARCHITECTURAL SITE PLAN  
1" = 40'-0"

Scale: 0 10 20 40 80  
1" = 40'-0"

**GENERAL NOTES:**

- IN PARKING STRUCTURES, 2'-0" ADDITIONAL SEPARATION SHALL BE PROVIDED WHEN ADJACENT TO A WALL TO ACCOMMODATE VEHICLE EXITS.
- COLUMNS AND CEILINGS OF A PARKING PODIUM TO BE PAINTED WHITE WITH EPOXY GRESER TRAFFIC.
- SECURITY PLAN REQUIRED. PROVIDE CCTV IN ALL ELEVATORS AS REQUIRED BY POLICE DEPARTMENT. PROVIDE POLICE ACCESS TO ANY GATE CODES AND KNOX BOX CONTROLS.
- THE EXISTING SIDEWALK ON SPENCE AT THE EMERGENCY ENTRY WILL NEED TO BE REPLACED WITH 6" THICK CONCRETE PER SECTION 13.00.
- CROSS ACCESS AGREEMENT REQUIRED AT MAIN ENTRY.
- ALL DRIVEWAYS TO BE PER CITY OF TEMPE DETAIL 13.00.
- FDC LOCATION ARE PRELIMINARY. THE ACTUAL LOCATION OF THE FDC WILL SHOW ON THE APPROVED SPRINKLER PLANS.
- ADDITIONAL TRAFFIC SIGNAL POLES AND MAIN ARMS WILL NEED TO BE INSTALLED ON THE NORTHERN END OF DORSEY AND APACHE.
- EMERGENCY ACCESS ONTO SPENCE AVE WILL NEED LOCKBOX PER FIRE DEPARTMENT STANDARDS. WISH TO BE PER FIRE DEPARTMENT STANDARDS.
- IF COMMUNICATIONS: WE WILL NEED TO COMPLY WITH ARTICLE II OF THE CIVIL SERVICE AND EMERGENCY SERVICES CITY CODE. www.tempe.gov/Modules/ShowDocuments.aspx?documentid=884. A NOTICE OF CODE COMPLIANCE FOR PUBLIC SAFETY RADIO AMPLIFICATION SYSTEM. www.tempe.gov/Modules/ShowDocuments.aspx?documentid=884. A NOTICE OF CODE COMPLIANCE FOR PUBLIC SAFETY RADIO AMPLIFICATION SYSTEM. www.tempe.gov/Modules/ShowDocuments.aspx?documentid=2835 WILL NEED TO BE SENT TO THE DEVELOPER.
- ALL CORRIDORS ARE OPEN AND ALL RATINGS IS 48" HIGH MINIMUM.

**DEVELOPMENT STANDARDS MATRIX - GARAGE FRONTAGE**

No.	DEVELOPMENT STANDARDS	EXISTING CCS	EXISTING R-4	PROPOSED PAD
1.	RESIDENTIAL DENSITY	NO STANDARD	36 D.U./ACRE	59 D.U./ACRE
2.	MAX. LOT COVERAGE	NO STANDARD	52%	52%
3.	MAX. LANDSCAPE AREA	NO STANDARD	10%	10%
4.	SETBACKS:			
	FRONT (APACHE BLVD)	0'-0"	20'-0"	20'-0" MAXIMUM
	BUILDING	0'-0"	20'-0"	5'-0"
	PARKING	0'-0"	20'-0"	5'-0"
	SIDES (WEST & EAST)	0'-0"	10'-0"	20'-0"
	BUILDING (EAST)	0'-0"	10'-0"	5'-0"
	BUILDING (WEST)	0'-0"	10'-0"	5'-0"
	PARKING	0'-0"	10'-0"	5'-0"
	REAR (SPENCE AVE)	0'-0"	20'-0"	5'-0"
	BUILDING	10'-0"	10'-0"	5'-0"
	PARKING	0'-0"	20'-0"	5'-0"
5.	PARKING:		PROVIDED PARKING:	
	RETAIL PARKING RATIO 300 S.F. / P.S.		RETAIL SURFACE	16 P.S.
	PARKING WAIVED FOR 50% OF FLOOR AREA NOT TO EXCEED 30,000 S.F. OF FLOOR AREA.		RESIDENTIAL SURFACE	179 P.S.
			RESIDENTIAL ON GRADE	412 P.S.
			GRAND TOTAL =	607 P.S.
6.	RETAIL PARKING:		PROVIDED BIKE PARKING:	
	RETAIL PARKING RATIO 300 S.F. / P.S.		RETAIL SURFACE	16 P.S.
	# OF BR X 0.75 P.S.		RESIDENTIAL SURFACE	230 P.S.
	RATIO PER 1.0 D.U. / GUEST PARKING		GRAND TOTAL =	246 P.S.
	# OF D.U. X 0.2 P.S.			

**OPEN PARKING GARAGE KEY PLAN**

**STEPBACK REQUIREMENT ALONG EAST PL.**

**GENERAL BUILDING CODE ANALYSIS:**

PROPOSED USE: MIXED-USE  
THE BUILDING IS A 4-LEVEL RESIDENTIAL BUILDING OVER A 3-HOUR PODIUM STRUCTURE. THE PODIUM LEVELS ON GRADE, THE FIRST LEVEL (ON GRADE) WILL BE MIXED USE OCCUPANCY INCLUDING BUSINESS, ASSEMBLY, RETAIL AND PARKING STRUCTURE. PER SECTION 502, THE FIRST FLOOR WILL BE TYPE A CONSTRUCTION WITH A 3-HOUR HORIZONTAL SEPARATION AT THE SECOND FLOOR. LEVELS 2 THROUGH 4 WILL BE MIXED OCCUPANCY INCLUDING BUSINESS, ASSEMBLY AND RESIDENTIAL. THE CONSTRUCTION IS TYPE A AND VA WITH NHPA 13 THE SPRINKLER SYSTEM ON ALL FLOORS.

**BUILDING CODE:**

OCCUPANCY/CONSTRUCTION TYPE:  
BELOW PODIUM LEVEL: M: TYPE 1A  
RETAIL (1ST FLOOR): S-2: TYPE 1A  
PARKING GARAGE: A-3: TYPE 1A  
ASSEMBLY (1ST FLOOR): R-2: TYPE VA  
ABOVE THE PODIUM LEVEL: RESIDENTIAL UNITS: A-3: TYPE VA  
ASSEMBLY: R-2: TYPE VA  
BUSINESS/CLUBROOM: A-3: TYPE VA

**Associated Codes and Regulations:**  
2009 INTERNATIONAL BUILDING CODE (IBC)  
2009 INTERNATIONAL MECHANICAL CODE (IMC) W/ AMENDMENTS  
2009 INTERNATIONAL PLUMBING CODE (IPC) W/ AMENDMENTS  
2008 NATIONAL ELECTRICAL CODE (NEC) W/ AMENDMENTS  
2009 INTERNATIONAL ENERGY CONSERVATION CODE (IECC) W/ AMEND.  
FAIR HOUSING ACT (F.H.A.) & ADAAG  
2006 INTERNATIONAL FIRE CODE (IFC)

**BUILDING AREA:**  
GROSS S.F. INCLUDES COVERED PATIO AND BALCONY  
BUILDING AREA (GROSS):  
Garage/Garage / Retail / Office / Assembly:  
Amplifier: 152,220 SF  
Residential Level 1: 112,547 SF  
Residential Level 2: 110,544 SF  
Residential Level 3: 112,062 SF  
Total Building Area: 600,417 SF

**BUILDING NUMBER:**  
BUILDING SEQUENCE NUMBER  
NUMBER OF LEVELS  
BUILDING TYPE  
UNIT NUMBER  
FIFTH LEVEL  
FOURTH LEVEL  
THIRD LEVEL  
SECOND LEVEL  
FIRST LEVEL

**ACCESSIBLE UNIT FLOOR LOCATION**

ACCESSIBLE PARKING SPACE  
FIRE TRUCK TURNING RADIUS - INSIDE TURNING RADIUS 30'-0", OUTSIDE TURNING RADIUS 50'-0"  
PRIVATE ACCESSIBLE ROUTE WITH MIN. CLEAR WIDTH OF 3'-6". MAX. SLOPE OF 2% AND MAX. CROSS SLOPE OF 2%.  
FIRE HYDRANT LOCATIONS  
FIRE LANE SIGNAGE  
ACCESSIBLE PARKING SIGN  
BUILDING SIGNAGE LOCATION  
TRANSFORMER

**RETAIL PARKING:**  
RETAIL PARKING RATIO: 300 S.F. / P.S.  
PARKING WAIVED FOR 50% OF FLOOR AREA NOT TO EXCEED 30,000 S.F. OF FLOOR AREA  
RETAIL PARKING = 4,242 S.F. / 3,000.77 P.S. = 1087 P.S.

**RESIDENTIAL PARKING:**  
RETAIL STANDARD PARKING RATIO OF 0.8 BR / 0.75 P.S. RATIO PER 1.0 D.U. / GUEST PARKING + # OF D.U. x 0.2 P.S. = 438 P.S.  
RETAIL STANDARD PARKING RATIO OF 0.8 BR / 0.75 P.S. RATIO PER 1.0 D.U. / GUEST PARKING + # OF D.U. x 0.2 P.S. = 438 P.S.  
TOTAL REQUIRED RESIDENTIAL PARKING = 876 P.S.

**PROVIDED PARKING:**  
RETAIL SURFACE: 16 P.S.  
RESIDENTIAL SURFACE: 179 P.S.  
GARAGE ON GRADE: 412 P.S.  
GRAND TOTAL = 607 P.S.

**EXCESSIVE PARKING SECURITY:**  
119 P.S. x 2% = 2.38 P.S.  
RESIDENTIAL STANDARD ACCESSIBLE: 1 P.S.  
(FOR THE 11 P.S., 2 P.S. ARE FOR VAN PARKING)

**PROVIDED ACCESSIBLE PARKING:**  
RETAIL: 1 STANDARD P.S. / 1 VAN P.S.  
RESIDENTIAL: 8 STANDARD P.S., 2 VAN = 12 P.S.

**RETAIL PARKING:** REQUIRED: RETAIL (4,242 S.F. / 3,000) = 48 P.S.  
RESIDENTIAL (876 S.F. / 2,500 S.F. = 4 SPACES MIN) = 1 P.S.  
TOTAL RETAIL PARKING REQUIRED = 49 P.S.

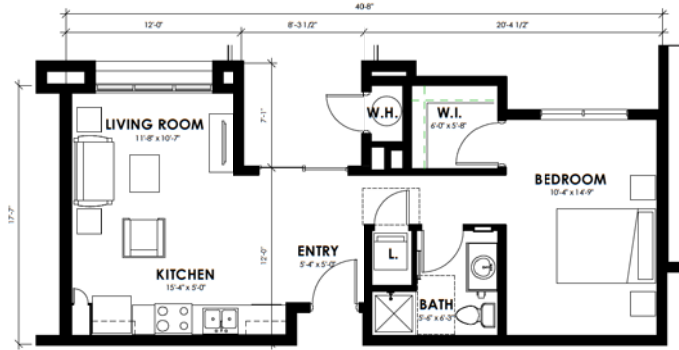
**PROVIDED:** RETAIL = 16 P.S.  
RESIDENTIAL = 179 P.S.  
TOTAL RETAIL PARKING = 195 P.S.

**TRASH COLLECTION:**  
1. THERE WILL BE 4 TRASH CHUTE ROOMS AND ONE TRASH COMPACTOR.

**UNIT MIX**

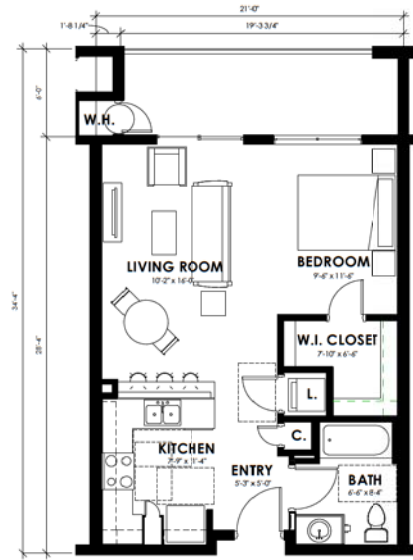
Level	1	2	3	4	Total
S1 (STUDIO)	3	4	4	4	15 (4%)
S2 (1 BR)	10	10	11	11	42 (10%)
A1 (1 BR)	12	12	14	16	54 (14%)
B2 (2 BR)	20	22	32	30	104 (26%)
Subtotal					231 (58%)
B1 (2 BR)	21	21	21	21	84 (21%)
R4 (R)	14	14	13	15	56 (15%)
C1 (3 BR)	1	1	2	4	16 (4%)
C2 (3 BR)	1	1	2	2	6 (2%)
Subtotal					144 (42%)
<b>Total:</b>	<b>94</b>	<b>95</b>	<b>103</b>	<b>103</b>	<b>395 (100%)</b>

**SITE VICINITY**



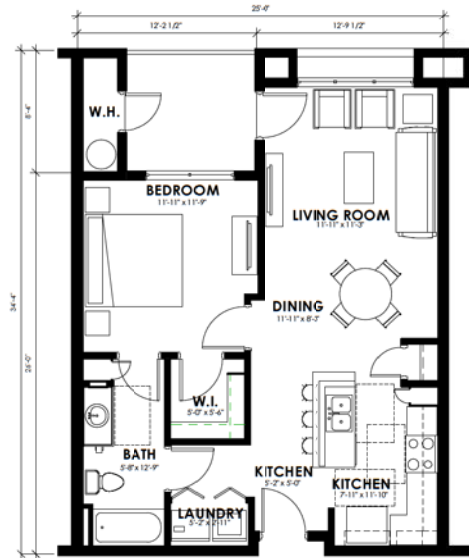
Balcony	79 SF
Net Rentable	645 SF
Grand total	725 SF

① UNIT TYPE S1 - STUDIO  
1/4" = 1'-0"



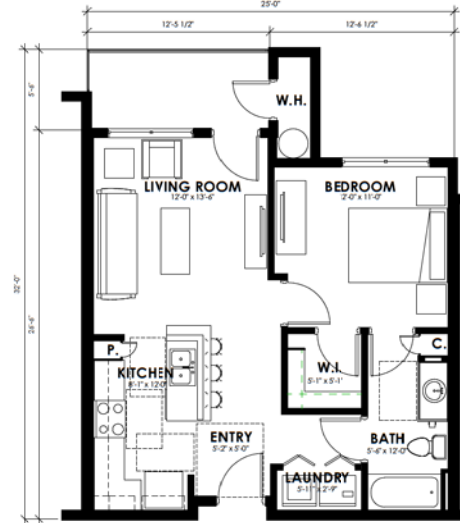
Balcony	115 SF
Net Rentable	600 SF
Grand total	715 SF

② UNIT TYPE S2 - STUDIO  
1/4" = 1'-0"



Balcony	75 SF
Net Rentable	753 SF
Grand total	828 SF

③ UNIT TYPE A1 - 1 BED / 1 BATH  
1/4" = 1'-0"



Balcony	68 SF
Net Rentable	657 SF
Grand total	725 SF

④ UNIT TYPE A2 - 1 BED / 1 BATH  
1/4" = 1'-0"

**SQUARE FOOTAGE NOTE**  
 A. OUTSIDE FACE OF STUD AT EXTERIOR WALL.  
 B. CENTERLINE OF AIR GAP SPACE BETWEEN UNITS, PARTY WALL WITH DOUBLE STUD CONSTRUCTION.  
 C. CENTERLINE OF PARTY WALL, WITH SINGLE STUD CONSTRUCTION.  
 D. OUTSIDE FACE OF STUD AT CORRIDOR WALL.  
 E. INCLUDES EXTERIOR STORAGE AREAS WITH OR WITHOUT WATER HEATERS.  
 F. EXCLUDES BALCONIES.

NO. 13-2067-01  
**The Hayden at Dorsey Station**  
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 Tempe, Arizona

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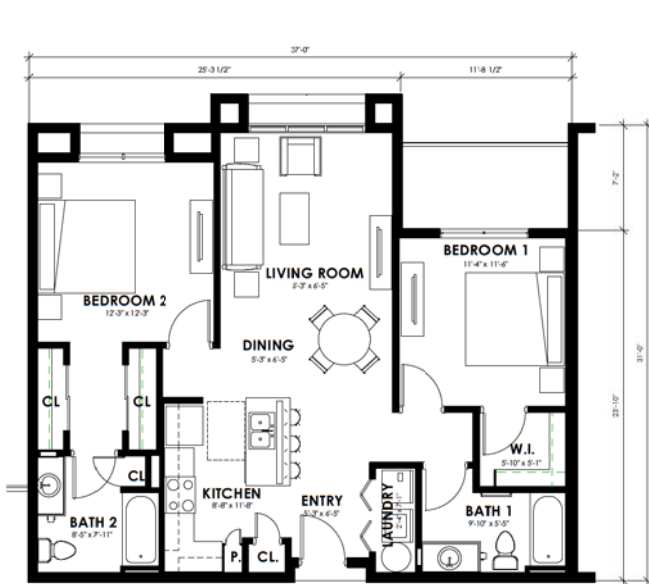
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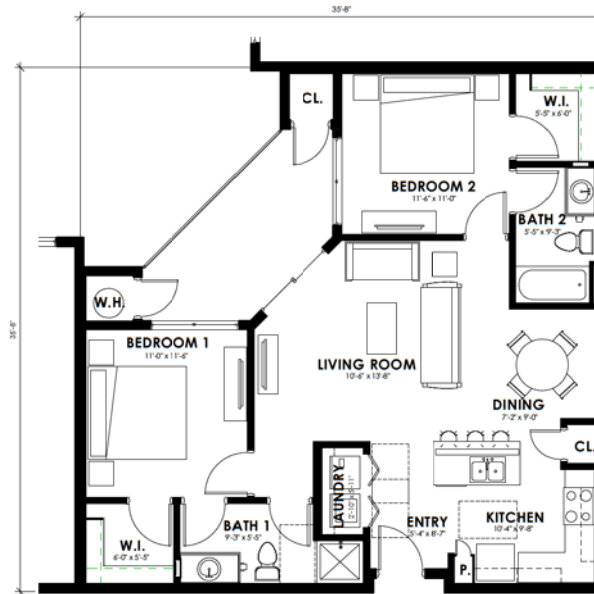
UNIT PLANS  
**A2.1**





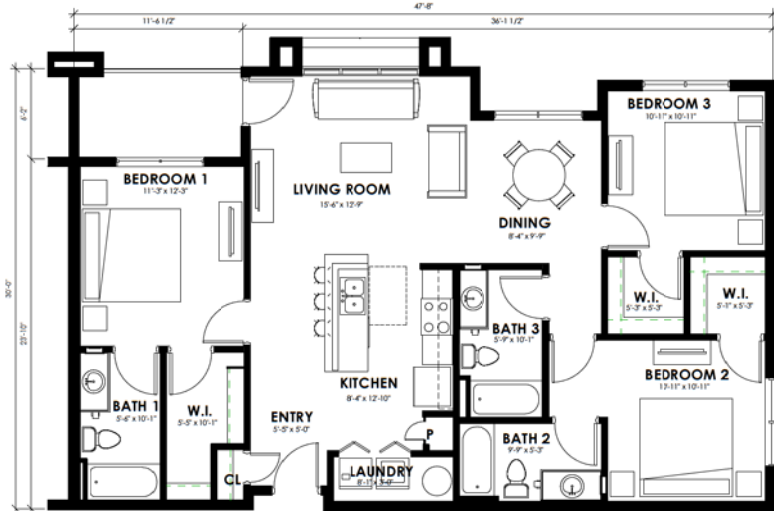
Balcony	70 SF
Net Rentable	1,033 SF
Grand total	1,103 SF

1 UNIT TYPE B1 - 2 BED / 2 BATH  
1/4" = 1'-0"



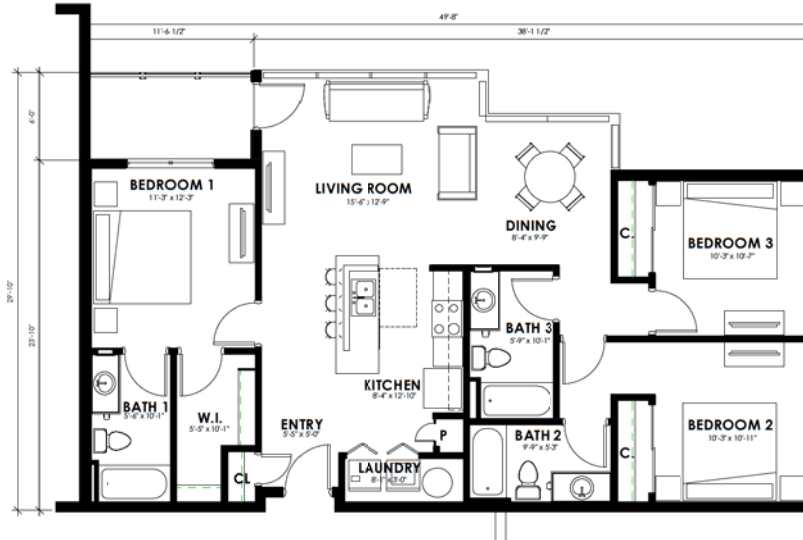
Balcony	113 SF
Net Rentable	1,013 SF
Grand total	1,126 SF

2 UNIT TYPE B2 - 2 BED / 2 BATH  
1/4" = 1'-0"



Balcony	69 SF
Net Rentable	1,317 SF
Grand total	1,386 SF

3 UNIT TYPE C1 - 3 BED / 3 BATH  
1/4" = 1'-0"



Balcony	69 SF
Net Rentable	1,317 SF
Grand total	1,386 SF

4 UNIT TYPE C2 - 3 BED / 3 BATH  
1/4" = 1'-0"

**NET RENTABLE SQUARE FOOT MEASUREMENTS ARE AS FOLLOWS:**  
 A. OUTSIDE FACE OF STUD AT EXTERIOR WALL.  
 B. CENTERLINE OF AIR GAP SPACE BETWEEN UNITS, PARTY WALL, WITH DOUBLE STUD CONSTRUCTION.  
 C. CENTERLINE OF PARTY WALL, WITH SINGLE STUD CONSTRUCTION.  
 D. OUTSIDE FACE OF STUD AT CORRIDOR WALL.  
 E. INCLUDES EXTERIOR STORAGE AREAS WITH OR WITHOUT WATER HEADS.  
 F. EXCLUDES BALCONIES.

NO. 13-2067-01

# The Hayden at Dorsey Station

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Tempe, Arizona

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OWNER

SEAL



CONTACT



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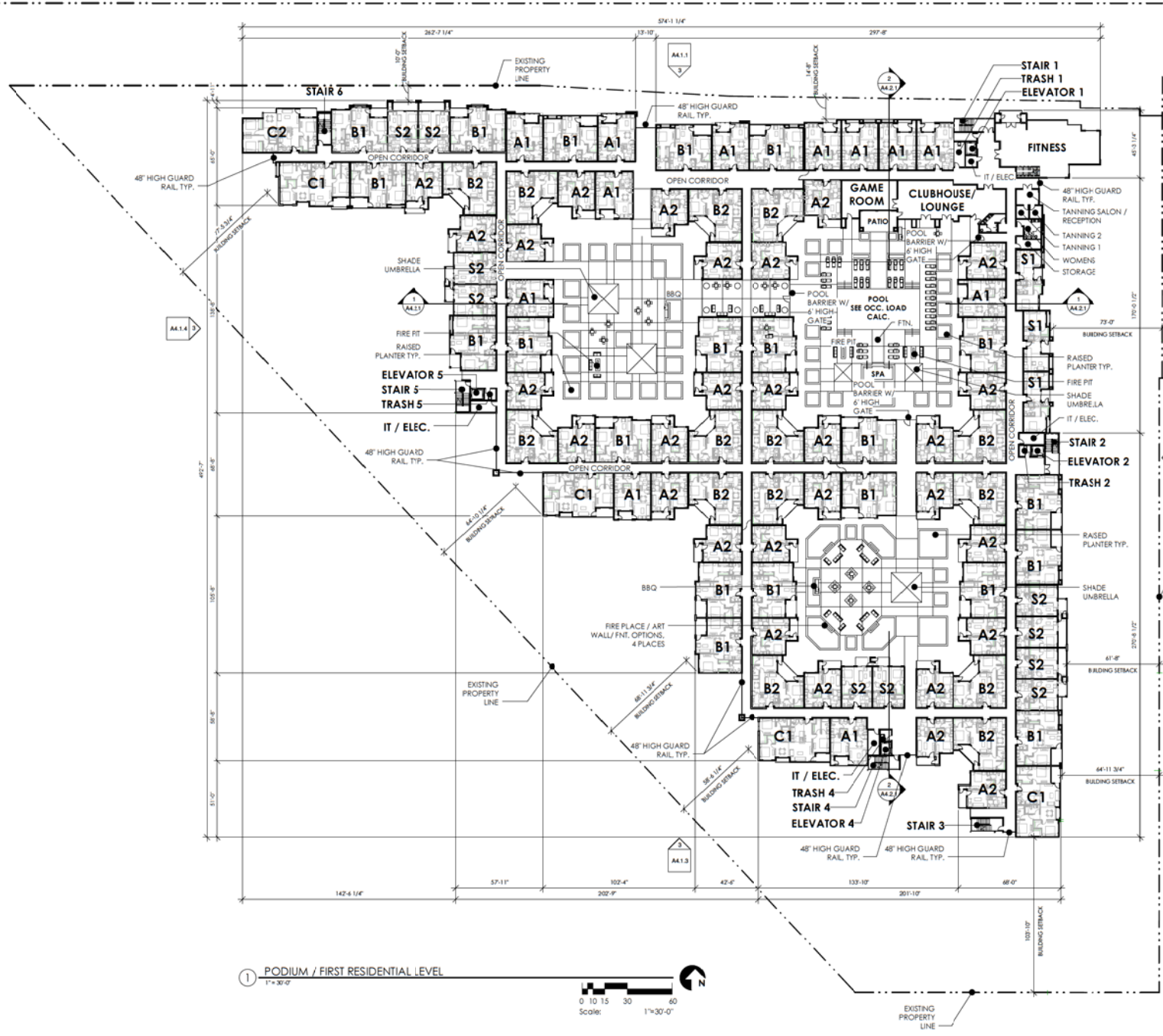
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UNIT PLANS

# A2.2





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**UNIT MIX:**

Level	1	2	3	4	Total
S1:	3	4	4	4	15
S2:	10	10	11	11	42
A1:	12	12	16	16	56
A2:	22	22	30	30	118
<b>Subtotal:</b>	<b>54</b>	<b>55</b>	<b>61</b>	<b>61</b>	<b>231 (58%)</b>
B1:	21	21	21	21	84
B2:	14	14	15	15	58
C1:	4	4	4	4	16
C2:	1	1	2	2	6
<b>Subtotal:</b>	<b>40</b>	<b>40</b>	<b>42</b>	<b>42</b>	<b>164 (42%)</b>
<b>Total:</b>	<b>94</b>	<b>95</b>	<b>103</b>	<b>103</b>	<b>395</b>

**NET RENTABLE AREAS**

Level	Net Rentable Area
Podium / First Residential Level	78,045 SF
Second Residential Level	80,617 SF
Third Residential Level	84,766 SF
Fourth Residential Level	84,766 SF
<b>Total</b>	<b>328,193 SF</b>

- POOL OCCUPANCY LOAD**
- POOL & POOL SPA = 1/50  
1,756 S.F./50 = 35 TOTAL OCCUPANTS
  - POOL DECK = 1/15 (ALL HARD SURFACE WITH THE EXCEPTION OF RAISED PLANTERS & FOUNTAIN)  
11,446 S.F./15 = 763 TOTAL OCCUPANTS
  - TOTAL OCCUPANTS EXITING POOL AREA = 798 OCCUPANTS
- NUMBER OF PROVIDED EXITS FROM POOL AREA:
- 3 EXITS W/ 6 GATES
  - EXITING FROM POOL AREA WILL UTILIZE STAIR 1, 2, 3, 4, 5&6
  - ALL STAIRS EXIT ON GRADE

- POOL GENERAL NOTES**
- POOL BARRIER PROVIDED
  - GATES AT COURTYARD OPENINGS
  - ALL DWELING UNITS SHALL PROVIDE AUTOMATIC CLOSERS FOR SWING DOORS AND SLIDERS
  - ALL SWING DOORS SHALL SWING INWARD AWAY FROM POOL
  - ALL WINDOW OPENINGS SHALL BE PROVIDED WITH CONTROLS ABOVE 54" OR 4' LIMITERS

NO. 13-2067-01  
**The Hayden at Dorsey Station**  
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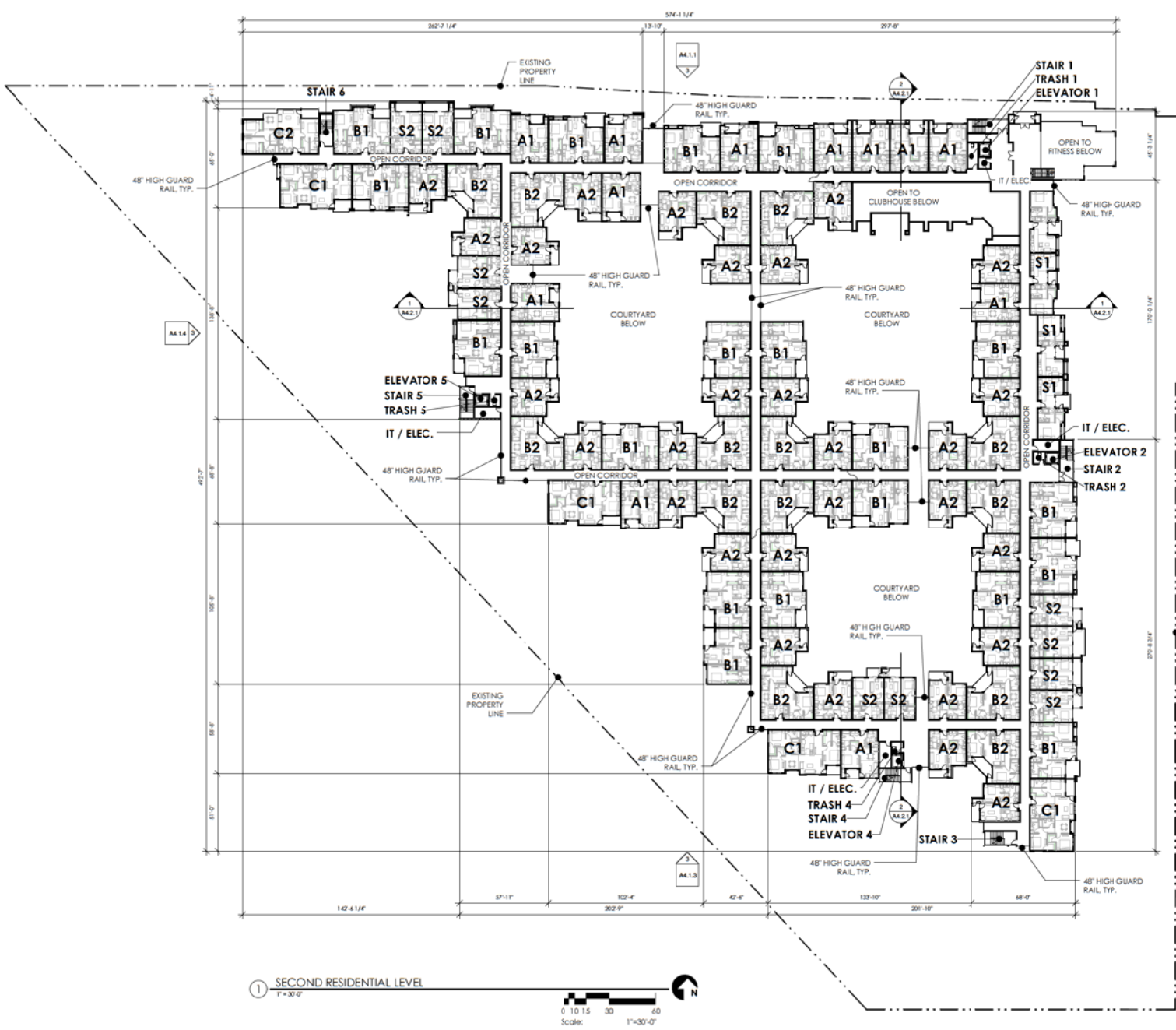
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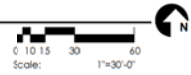
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PODIUM / FIRST RESIDENTIAL LEVEL  
**A3.1**



1 SECOND RESIDENTIAL LEVEL  
1"=30'-0"



**UNIT MIX:**

Level	1	2	3	4	Total
S1:	3	4	4	4	15
S2:	10	10	11	11	42
A1:	12	12	16	16	56
A2:	22	22	30	30	118
<b>Subtotal:</b>	<b>54</b>	<b>58</b>	<b>61</b>	<b>61</b>	<b>231 (58%)</b>
B1:	21	21	21	21	84
B2:	14	14	15	15	58
C1:	4	4	4	4	16
C2:	1	1	2	2	6
<b>Subtotal:</b>	<b>40</b>	<b>40</b>	<b>42</b>	<b>42</b>	<b>164 (42%)</b>
<b>Total:</b>	<b>94</b>	<b>98</b>	<b>103</b>	<b>103</b>	<b>395</b>

**NET RENTABLE AREAS:**

Level	Net Rentable Area
Podium / First Residential Level	78,045 SF
Second Residential Level	80,617 SF
Third Residential Level	84,766 SF
Fourth Residential Level	84,766 SF
<b>Total</b>	<b>328,195 SF</b>

- POOL OCCUPANCY LOAD:**
- POOL & POOL SPA = 1/50  
1,756 S.F./50 = 35 TOTAL OCCUPANTS
  - POOL DECK = 1/15 (ALL HARD SURFACE WITH THE EXCEPTION OF RAISED PLANTERS & FOUNTAIN)  
11,446 S.F./15 = 763 TOTAL OCCUPANTS
  - TOTAL OCCUPANTS EXITING POOL AREA = 798 OCCUPANTS
- NUMBER OF PROVIDED EXITS FROM POOL AREA:
- 3 EXITS W/ 6 GATES
  - EXITING FROM POOL AREA WILL UTILIZE STAIR 1, 2, 3, 4, 5&6
  - ALL STAIRS EXIT ON GRADE

- POOL BARRIER PROVIDED:**
- GATES AT COURTYARD OPENINGS
  - ALL DWELING UNITS SHALL PROVIDE AUTOMATIC CLOSERS FOR SWING DOORS AND SLIDERS
  - ALL SWING DOORS SHALL SWING INWARD AWAY FROM POOL
  - ALL WINDOW OPENINGS SHALL BE PROVIDED WITH CONTROLS ABOVE 54" OR 4' LIMITERS

NO. 13-2067-01  
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SECOND RESIDENTIAL LEVEL  
**A3.2**

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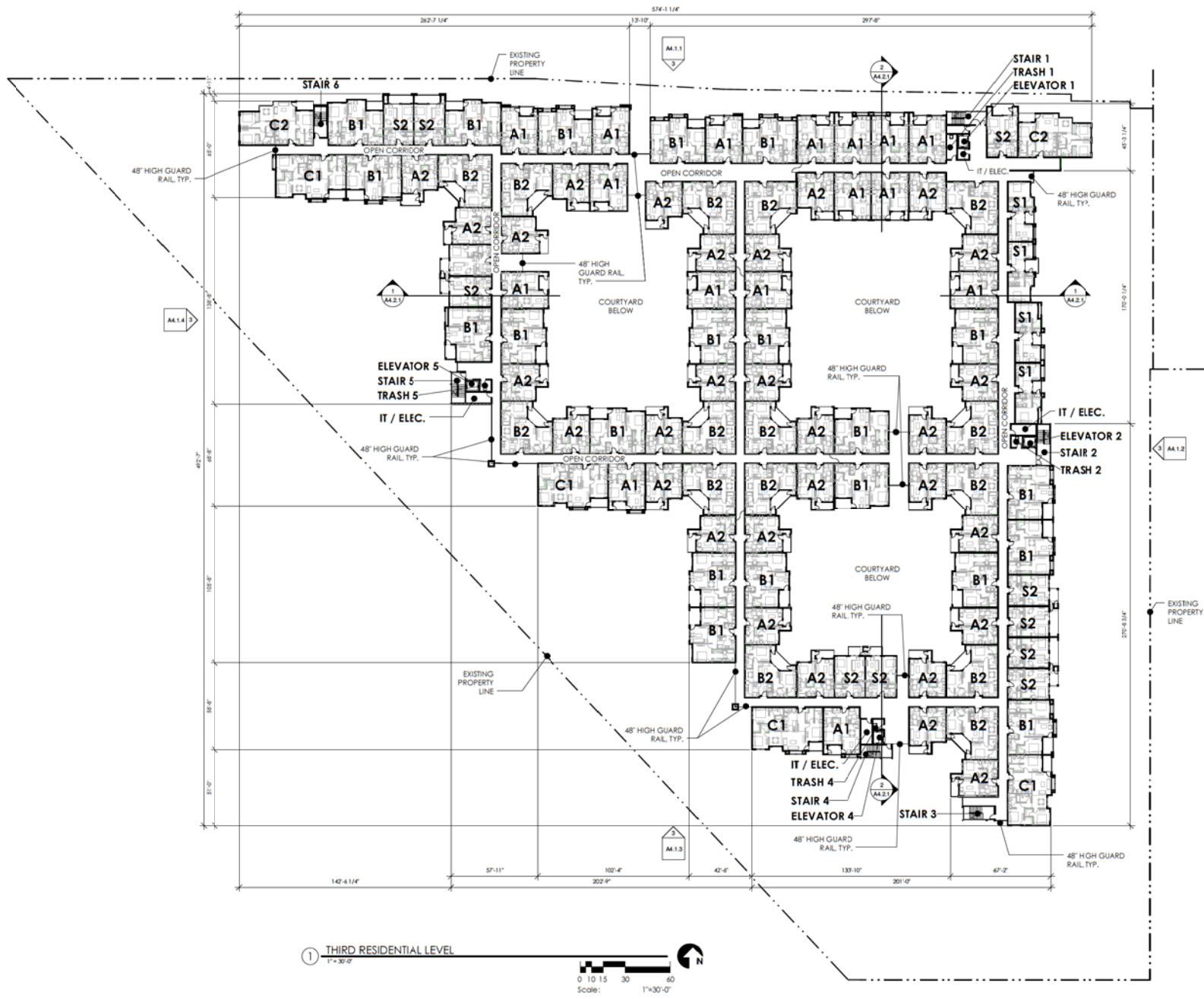
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THIRD RESIDENTIAL LEVEL

# A3.3



**UNIT MIX:**

Level	1	2	3	4	Total
S1:	3	4	4	4	15
S2:	10	10	11	11	42
A1:	12	12	16	16	56
A2:	22	22	30	30	118
<b>Subtotal:</b>	<b>54</b>	<b>58</b>	<b>61</b>	<b>61</b>	<b>231 (58%)</b>
B1:	21	21	21	21	84
B2:	14	14	15	15	58
C1:	4	4	4	4	16
C2:	1	1	2	2	6
<b>Subtotal:</b>	<b>40</b>	<b>40</b>	<b>42</b>	<b>42</b>	<b>164 (42%)</b>
<b>Total:</b>	<b>94</b>	<b>98</b>	<b>103</b>	<b>103</b>	<b>398</b>

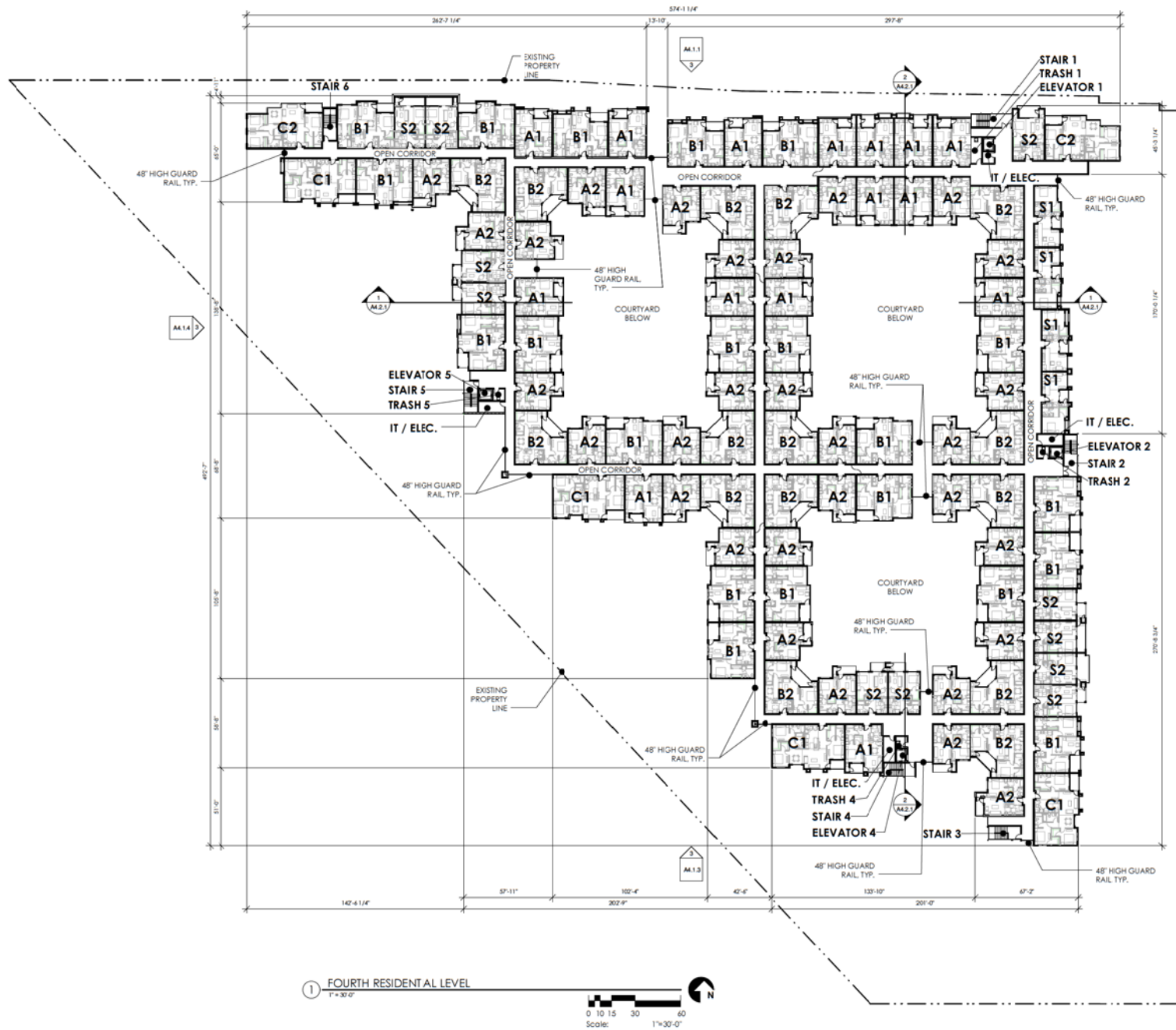
**NET RENTABLE AREAS**

Level	Net Rentable Area
Podium / First Residential Level	78,045 SF
Second Residential Level	80,617 SF
Third Residential Level	84,766 SF
Fourth Residential Level	84,766 SF
<b>Total</b>	<b>328,195 SF</b>

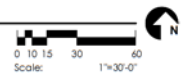
- POOL OCCUPANCY LOAD**
- POOL & POOL SPA = 1/50  
1,756 S.F./50 = 35 TOTAL OCCUPANTS
  - POOL DECK = 1/15 (ALL HARD SURFACE WITH THE EXCEPTION OF RAISED PLANTERS & FOUNTAIN)  
11,446 S.F./15 = 763 TOTAL OCCUPANTS
  - TOTAL OCCUPANTS EXITING POOL AREA = 798 OCCUPANTS
- NUMBER OF PROVIDED EXITS FROM POOL AREA:
- 3 EXITS W/ 6 GATES
  - EXITING FROM POOL AREA WILL UTILIZE STAIR 1, 2, 3, 4, 5&6
  - ALL STAIRS EXIT ON GRADE

- POOL GENERAL NOTES**
- GATES AT COURTYARD OPENINGS
  - ALL DWELLING UNITS SHALL PROVIDE AUTOMATIC CLOSERS FOR SWING DOORS AND SLIDERS
  - ALL SWING DOORS SHALL SWING INWARD AWAY FROM POOL
  - ALL WINDOW OPENINGS SHALL BE PROVIDED WITH CONTROLS ABOVE 54" OR 4' LIMITERS





① FOURTH RESIDENTIAL LEVEL  
1"=30'-0"



**UNIT MIX:**

Level	1	2	3	4	Total
S1:	3	4	4	4	15
S2:	10	10	11	11	42
A1:	12	12	16	16	56
A2:	22	22	30	30	118
Subtotal:	54	58	61	61	231 (58%)
B1:	21	21	21	21	84
B2:	14	14	15	15	58
C1:	4	4	4	4	16
C2:	1	1	2	2	6
Subtotal:	40	40	42	42	164 (42%)
Total:	94	98	103	103	398

**NET RENTABLE AREAS:**

Level	Net Rentable Area
Podium / First Residential Level	78,045 SF
Second Residential Level	80,617 SF
Third Residential Level	84,766 SF
Fourth Residential Level	84,766 SF
<b>Total</b>	<b>328,195 SF</b>

- POOL OCCUPANCY LOAD:**
- POOL & POOL SPA = 1/50  
1,756 S.F./50 = 35 TOTAL OCCUPANTS
  - POOL DECK = 1/15 [ALL HARD SURFACE WITH THE EXCEPTION OF RAISED PLANTERS & FOUNTAIN]  
11,446 S.F./15 = 763 TOTAL OCCUPANTS
  - TOTAL OCCUPANTS EXITING POOL AREA = 798 OCCUPANTS
- NUMBER OF PROVIDED EXITS FROM POOL AREA:
- 3 EXITS W/ 6 GATES
  - EXITING FROM POOL AREA WILL UTILIZE STAIR 1, 2, 3, 4, 5&6
  - ALL STAIRS EXIT ON GRADE

- POOL BARRIER PROVIDED:**
- GATES AT COURTYARD OPENINGS
  - ALL DWELLING UNITS SHALL PROVIDE AUTOMATIC CLOSERS FOR SWING DOORS AND SLIDERS
  - ALL SWING DOORS SHALL SWING INWARD AWAY FROM POOL
  - ALL WINDOW OPENINGS SHALL BE PROVIDED WITH CONTROLS ABOVE 54" OR 4' LIMITERS

NO. 13-2067-01  
**The Hayden at Dorsey Station**  
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FOURTH RESIDENTIAL LEVEL  
**A3.4**



**NORTH ELEVATION - LEFT**



**NORTH ELEVATION - RIGHT**



**KEY PLAN**

**COLOR/MATERIAL LEGEND**

C1	STUCCO - SPRAYGUN (CL 2905A)
C2	STUCCO - VENSON (CL 2775D)
C3	STUCCO - SPIRE (CL 2792W)
C4	CORNICE - BERG (CL 2882M)
C5	STUCCO - ROADSIDE (CL 2894C)
C6	STUCCO - MORRISSEY (CLW 1008W)
C7	STUCCO - SPIRE (CL 1616N)
C8	STUCCO - CEFAEL (CL 2903M)
C9	STUCCO - RAILINGS, BRAKE METAL BALCONY EDGE & CANOPES - SILVER PAINT
C10	STUCCO - OAK GALL (CL 2815N)
C11	THIN BRICK - CANYON MIST
C12	LOW-E GLASS - CLEAR
C13	4X6 TILE - DARY GRAY
C14	4" HORIZONTAL RIBBED METAL PANEL - ARIZONA RUST
C15	4" HORIZONTAL RIBBED METAL PANEL - SILVER METALIC
C16	PERFORATED METAL - PLAIN STEEL
C17	PERFORATED PAINTED METAL - BANDET (CL 2617N)
C18	WINDOW FRAMES - STANDARD MEDIUM BRONZE
C19	RAILINGS, BRAKE METAL BALCONY EDGE & CANOPES - BANDET (CL 2617N)
C20	GLASS GUARDRAIL
C21	PAINTED CMU - ROADSIDE (CL2894C)
C22	TYE, MECHANICAL UNIT SCREENED BY PASAFIT
C23	SMOOTH METAL PANEL - ARIZONA RUST
C24	

PROJECT  
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EXTERIOR ELEVATIONS

**A4.1.1**



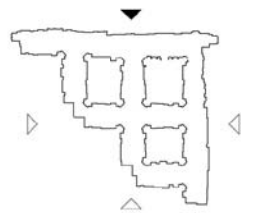
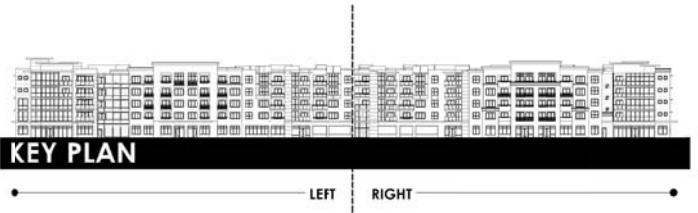
**NORTH ELEVATION - LEFT**

**COLOR/MATERIAL LEGEND**

C1	STUCCO - SPRAYGUR (CL 2905A)
C2	STUCCO - BAY OF MANY (CL 2278A)
C3	STUCCO - SPRITE (CL 3792W)
C4	STUCCO - SIGNAL MOUNTAIN (CLW 1028W)
C5	STUCCO - MANTOU (CL 2963M)
C6	BRASS METAL BALCONY EDGE STEEL STRUCTURAL ELEMENTS & CANOPES - SILVER PAINT
C7	NOT USED
C8	STUCCO - CITADEL (CL 3903M)
C9	LOW-E GLASS - CLEAR
C10	TRIM BRICK - CANYON MUST
C11	6X6 TILE - DARK GREY
C12	4" HORIZONTAL RIBBED METAL PANEL - CHARCOAL GREY
C13	4" HORIZONTAL RIBBED METAL PANEL - SILVER METALLIC
C14	WINDOW FRAMES - CLEAR ANODIZED
C15	NOT USED
C16	PERFORATED METAL - PAINTED STEEL, COLOR SILVER
C17	STUCCO - STEEL WOOD (CL 3166A)
C18	SMOOTH METAL PANEL, RAILINGS & CANOPES - SILVER METALLIC
C19	NOT USED
C20	NOT USED
C21	GLASS GUARDRAIL
C22	PAINTED CHU - MANTOU (CL 2963M)
C23	TYP. MECHANICAL UNIT SCREENED BY PARAPET



**NORTH ELEVATION - RIGHT**



Expires 09/30/2016

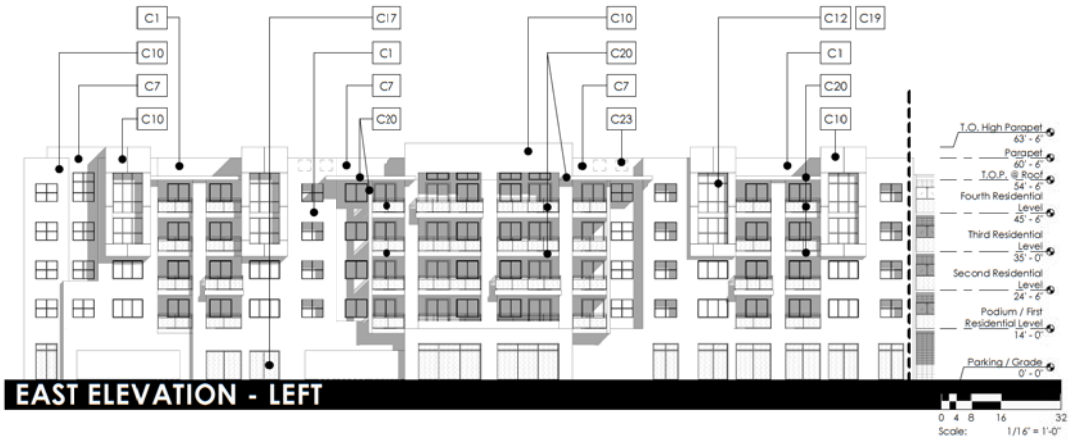
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Project No. 13-2057-01  
 Date: 8-11-2014  
 Preliminary Not for Construction **A4.1.1**





**EAST ELEVATION - LEFT**



**EAST ELEVATION - RIGHT**



**KEY PLAN**



**COLOR/MATERIAL LEGEND**

C1	STUCCO - SPRAYGUN (CL 2905A)
C2	STUCCO - VENSON (CL 2775D)
C3	STUCCO - SPIRE (CL 2792W)
C4	CORNICE - BERG (CL 2882M)
C5	STUCCO - ROADSIDE (CL 2894C)
C6	STUCCO - MORRISSEY (CLW 1008W)
C7	STUCCO - SPIRE (CL 1616H)
C8	STUCCO - CITADEL (CL 2903N)
C9	STUCCO, RAILINGS, BRAKE METAL BALCONY EDGE & CANOPES - SILVER PAINT
C10	STUCCO - OAK GALL (CL 2612N)
C11	THIN BRICK - CANYON MIST
C12	LOW-E GLASS - CLEAR
C13	4M TILE - DARY GRAY
C14	4" HORIZONTAL RIBBED METAL PANEL - ARIZONA RUST
C15	4" HORIZONTAL RIBBED METAL PANEL - SILVER METALIC
C16	PERFORATED METAL - PLAIN STEEL
C17	PERFORATED PAINTED METAL - BANDET (CL 2617N)
C18	WINDOW FRAMES - #11 CLEAR AC-2
C19	WINDOW FRAMES - STANDARD MEDIUM BRONZE
C20	RAILINGS, BRAKE METAL BALCONY EDGE & CANOPES - BANDET (CL 2617N)
C21	GLASS GUARDRAIL
C22	PAINTED CMU - ROADSIDE (CL2894C)
C23	TYE MECHANICAL UNIT SCREENED BY PARAPET
C24	SMOOTH METAL PANEL - ARIZONA RUST

PROJECT NO. 13-2067-01  
**The Hayden at Dorsey Station**  
 1221 E. Apache Blvd  
 Tempe, Arizona

OWNER  
**LENNAR**  
 MULTIFAMILY COMMUNITIES  
 7150 East Camelback Road #320  
 Phoenix, Arizona 85251  
 480-718-1381 (p)



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EXTERIOR  
 ELEVATIONS

**A4.1.2**



**EAST ELEVATION - LEFT**



**EAST ELEVATION - RIGHT**



**KEY PLAN**



**COLOR/MATERIAL LEGEND**

C1	STUCCO - SPRAYGUN (CL 2905A)
C2	STUCCO - BAY OF MANY (CL 2278A)
C3	STUCCO - SPIRIT (CL 3799W)
C4	STUCCO - SIGNAL MOUNTAIN (CLW 1028W)
C5	STUCCO - MANITOU (CL 2963B)
C6	BRASS METAL BALCONY EDGE, STEEL STRUCTURAL ELEMENTS & CANOPIES - SILVER PAINT
C7	NOT USED
C8	STUCCO - CITADEL (CL 2903M)
C9	LOW-E GLASS - CLEAR
C10	TRIM BRICK - CANYON MIST
C11	6X6 TILE - DARK GREY
C12	4\"/>

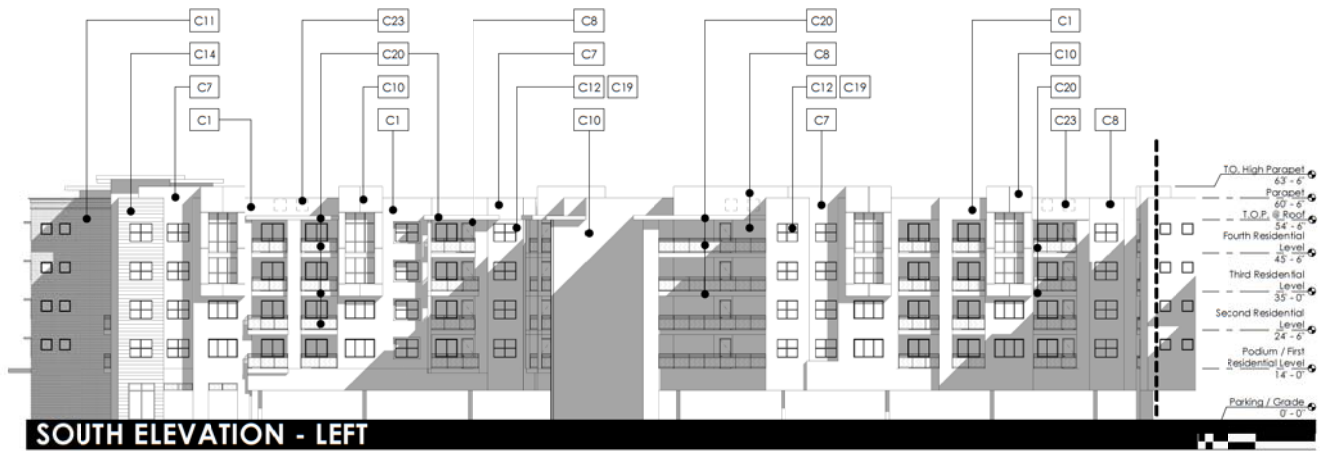


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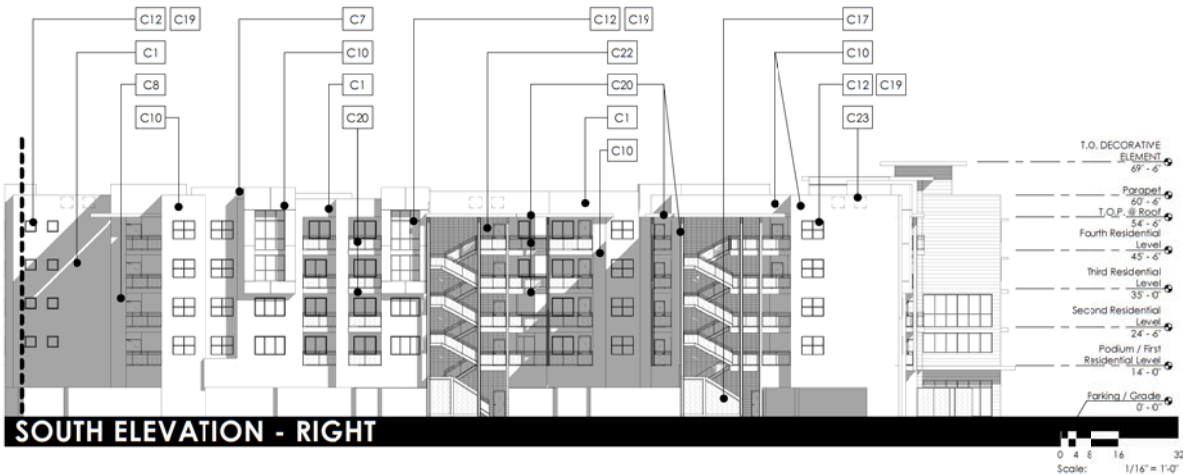
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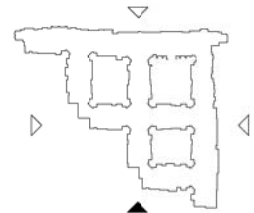
**SOUTH ELEVATION - LEFT**



**SOUTH ELEVATION - RIGHT**



**KEY PLAN**



**COLOR/MATERIAL LEGEND**

C1	STUCCO - SPRAYGUN (CL 2905A)
C2	STUCCO - VENSON (CL 2775D)
C3	STUCCO - SPIRE (CL 2792W)
C4	CORNICE - BERG (CL 2882M)
C5	STUCCO - ROADSIDE (CL 2894C)
C6	STUCCO - MORRISSEY (CLW 1008W)
C7	STUCCO - SPIRE (CL 1616H)
C8	STUCCO - CITADEL (CL 2903M)
C9	STUCCO RAILINGS, BRAKE METAL BALCONY EDGE & CANOPIES - SILVER PAINT
C10	STUCCO - OAK GALL (CL 2819N)
C11	THIN BRICK - CANYON MIST
C12	LOW-E GLASS - CLEAR
C13	4M TILE - DARY GRAY
C14	4" HORIZONTAL RIBBED METAL PANEL - ARIZONA RUST
C15	4" HORIZONTAL RIBBED METAL PANEL - SILVER METALIC
C16	PERFORATED METAL - PLAIN STEEL
C17	PERFORATED PAINTED METAL - BANDET (CL 2617N)
C18	WINDOW FRAMES - #11 CLEAR AC-2
C19	WINDOW FRAMES - STANDARD MEDIUM BRONZE
C20	RAILINGS, BRAKE METAL BALCONY EDGE & CANOPIES - BANDET (CL 2617N)
C21	GLASS GUARDRAIL
C22	PAINTED CMU - ROADSIDE (CL2894C)
C23	TYE MECHANICAL UNIT SCREENED BY PARAPET
C24	SMOOTH METAL PANEL - ARIZONA RUST

PROJECT  
NO. 13-2067-01  
**The Hayden at Dorsey Station**  
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Tempe, Arizona

OWNER  
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MULTIFAMILY COMMUNITIES  
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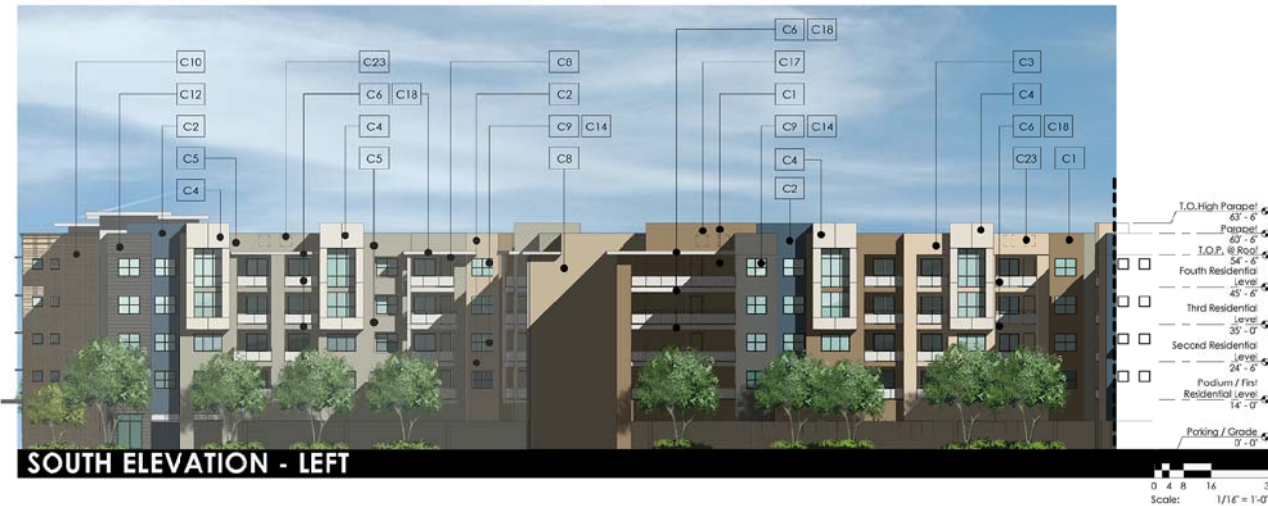
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EXTERIOR  
ELEVATIONS

**A4.1.3**



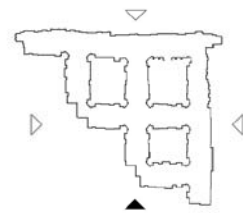
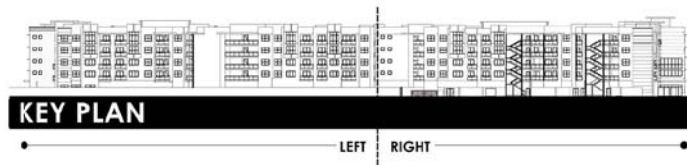
**SOUTH ELEVATION - LEFT**

**COLOR/MATERIAL LEGEND**

C1	STUCCO - SPRAYGUN (CL 2905A)
C2	STUCCO - BAY OF MANY (CL 2276A)
C3	STUCCO - SPIRIT (CL 3799W)
C4	STUCCO - SIGNAL MOUNTAIN (CLW 1028W)
C5	STUCCO - MANTOU (CL 2943M)
C6	BRASS METAL BALCONY EDGE, STEEL STRUCTURAL ELEMENTS & CANOPIES - SILVER PAINT
C7	NOT USED
C8	STUCCO - CITADEL (CL 2903M)
C9	LOW-E GLASS - CLEAR
C10	THIN BRICK - CANYON MIST
C11	6X6 TILE - DARK GREY
C12	4" HORIZONTAL RIBBED METAL PANEL - CHARCOAL GREY
C13	4" HORIZONTAL RIBBED METAL PANEL - SILVER METALLIC
C14	WINDOW FRAMES - CLEAR ANODIZED
C15	NOT USED
C16	PERFORATED METAL - PAINTED STEEL, COLOR SILVER
C17	STUCCO - STEEL WOOD (CL 3166A)
C18	SMOOTH METAL PANEL, RAILINGS & CANOPIES - SILVER METALLIC
C19	NOT USED
C20	NOT USED
C21	GLASS GUARDRAIL
C22	PAINTED CHU - MANTOU (CL 2943M)
C23	TYP. MECHANICAL UNITS SCREENED BY PARAPET



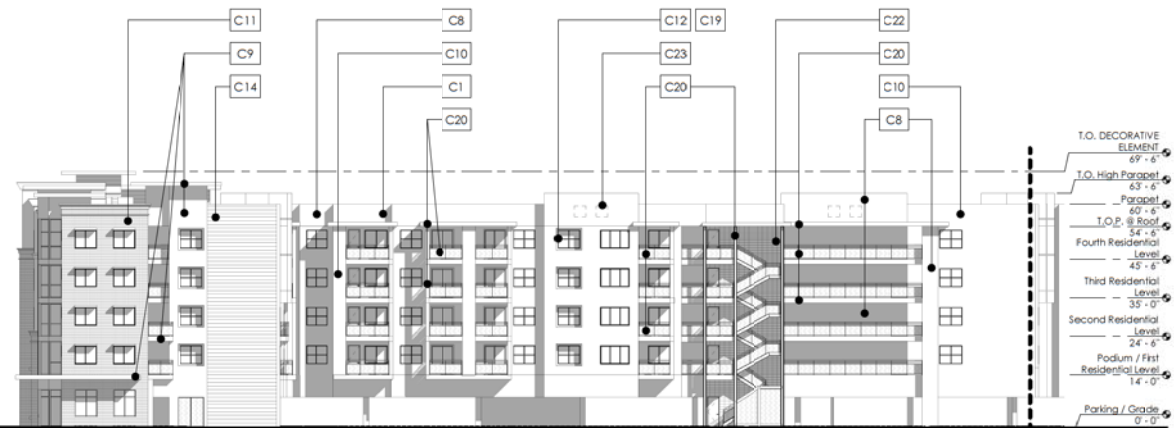
**SOUTH ELEVATION - RIGHT**



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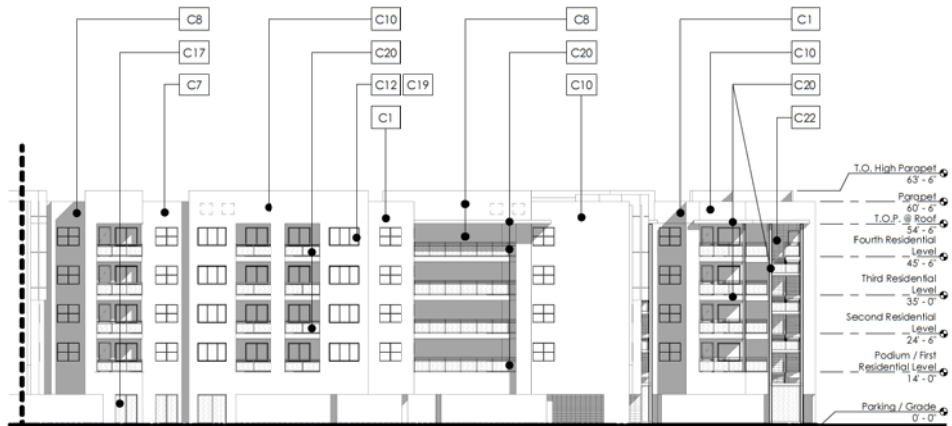
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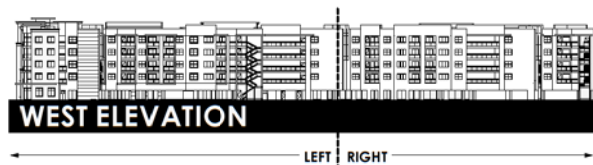
**WEST ELEVATION - LEFT**

0 4 8 16 32  
Scale: 1/16" = 1'-0"



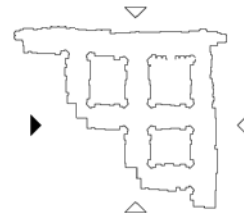
**WEST ELEVATION - RIGHT**

0 4 8 16 32  
Scale: 1/16" = 1'-0"



**WEST ELEVATION**

LEFT RIGHT



**COLOR/MATERIAL LEGEND**

C1	STUCCO - SPRAYGUN (CL 2795A)
C2	STUCCO - VENSON (CL 2775D)
C3	STUCCO - SPIRE (CL 2792W)
C4	CORNICE - BERG (CL 2882M)
C5	STUCCO - ROADSIDE (CL 2894C)
C6	STUCCO - MORRISSEY (CLW 1008W)
C7	STUCCO - SPIRE (CL 1616H)
C8	STUCCO - CITADEL (CL 2903M)
C9	STUCCO - RAILINGS, BRAKE METAL BALCONY EDGE & CANOPIES - SILVER PAINT
C10	STUCCO - OAK GALL (CL 2819N)
C11	THIN BRICK - CANYON MIST
C12	LOW-E GLASS - CLEAR
C13	4M TILE - DAIRY GRAY
C14	4" HORIZONTAL RIBBED METAL PANEL - ARIZONA RUST
C15	4" HORIZONTAL RIBBED METAL PANEL - SILVER METALIC
C16	PERFORATED METAL - PLAIN STEEL
C17	PERFORATED PAINTED METAL - SANDT (CL 2617N)
C18	WINDOW FRAMES - #11 / CLEAR AC-2
C19	WINDOW FRAMES - STANDARD MEDIUM BRONZE
C20	RAILINGS, BRAKE METAL BALCONY EDGE & CANOPIES - SANDT (CL 2617N)
C21	GLASS GUARDRAIL
C22	PAINTED CMU - ROADSIDE (CL2894C)
C23	TYE MECHANICAL UNIT SCREENED BY PARAPET
C24	SMOOTH METAL PANEL - ARIZONA RUST

NO. 13-2067-01  
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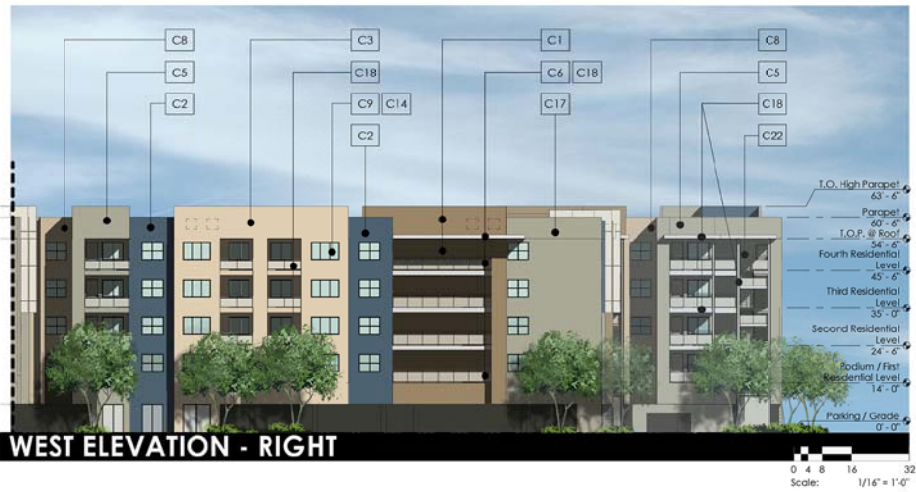
EXTERIOR ELEVATIONS

**A4.1.4**

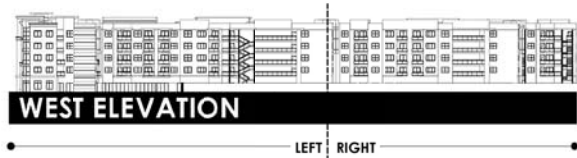




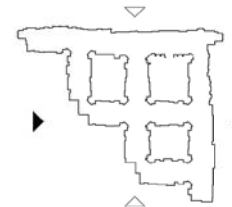
**WEST ELEVATION - LEFT**



**WEST ELEVATION - RIGHT**



**WEST ELEVATION**



**COLOR/MATERIAL LEGEND**

C1	STUCCO - SPRAYGUN (CL 2905A)
C2	STUCCO - BAY OF MANY (CL 2278A)
C3	STUCCO - SPIRTE (CL 3799W)
C4	STUCCO - SIGNAL MOUNTAIN (CLW 1028W)
C5	STUCCO - MANITOU (CL 2943M)
C6	BRASS METAL BALCONY EDGE, STEEL STRUCTURAL ELEMENTS & CANOPIES - SILVER PAINT
C7	NOT USED
C8	STUCCO - CITADEL (CL 2903M)
C9	LOW-E GLASS - CLEAR
C10	THIN BRICK - CANYON MIST
C11	6X6 TILE - DARK GREY
C12	4" HORIZONTAL RIBBED METAL PANEL - CHARCOAL GREY
C13	4" HORIZONTAL RIBBED METAL PANEL - SILVER METALLIC
C14	WINDOW FRAMES - CLEAR ANGIOZIO
C15	NOT USED
C16	PERFORATED METAL - PAINTED STEEL, COLOR SILVER
C17	STUCCO - STEEL WOOD (CL 3165A)
C18	SMOOTH METAL PANEL, RAILINGS & CANOPIES - SILVER METALLIC
C19	NOT USED
C20	NOT USED
C21	GLASS GUARDRAIL
C22	PAINTED CHAU / MANITOU (CL 2943M)
C23	TYP. MECHANICAL UNIT SCREENED BY PARAPET



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 Date: 8-11-2014  
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③ 3D-Leasing Entrance



① 3D-EAST END ALONG APACHE BLVD.



② 3D-WEST END ALONG APACHE BLVD.

PROJECT NO. 13-2067-01  
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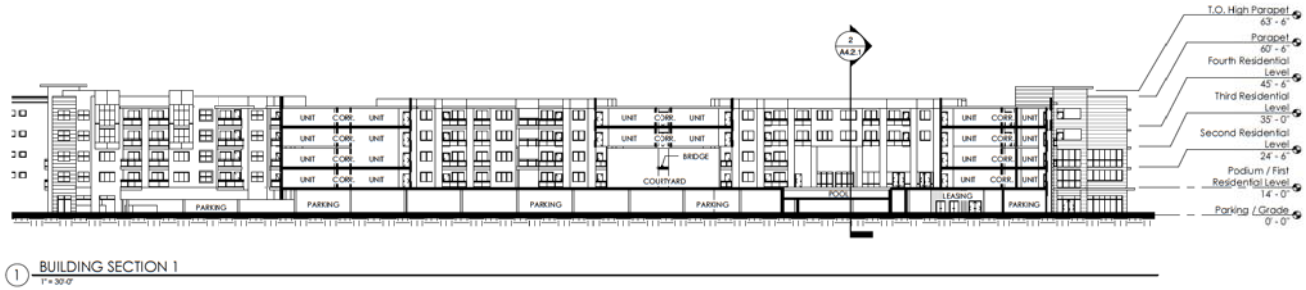
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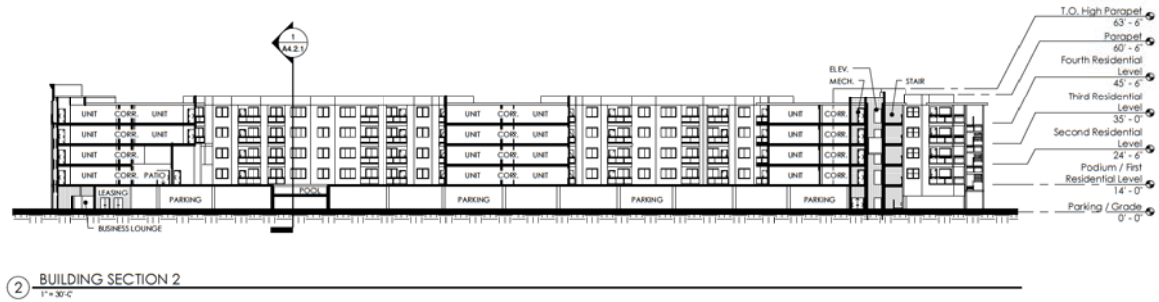
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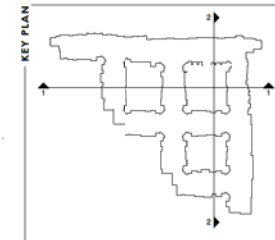
PERSPECTIVES  
**A5.1**



1 BUILDING SECTION 1  
1" = 30'-0"



2 BUILDING SECTION 2  
1" = 30'-0"



PROJECT NO. 13-2067-01  
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1221 E. Apache Blvd  
Tempe, Arizona

OWNER **LENNAR**  
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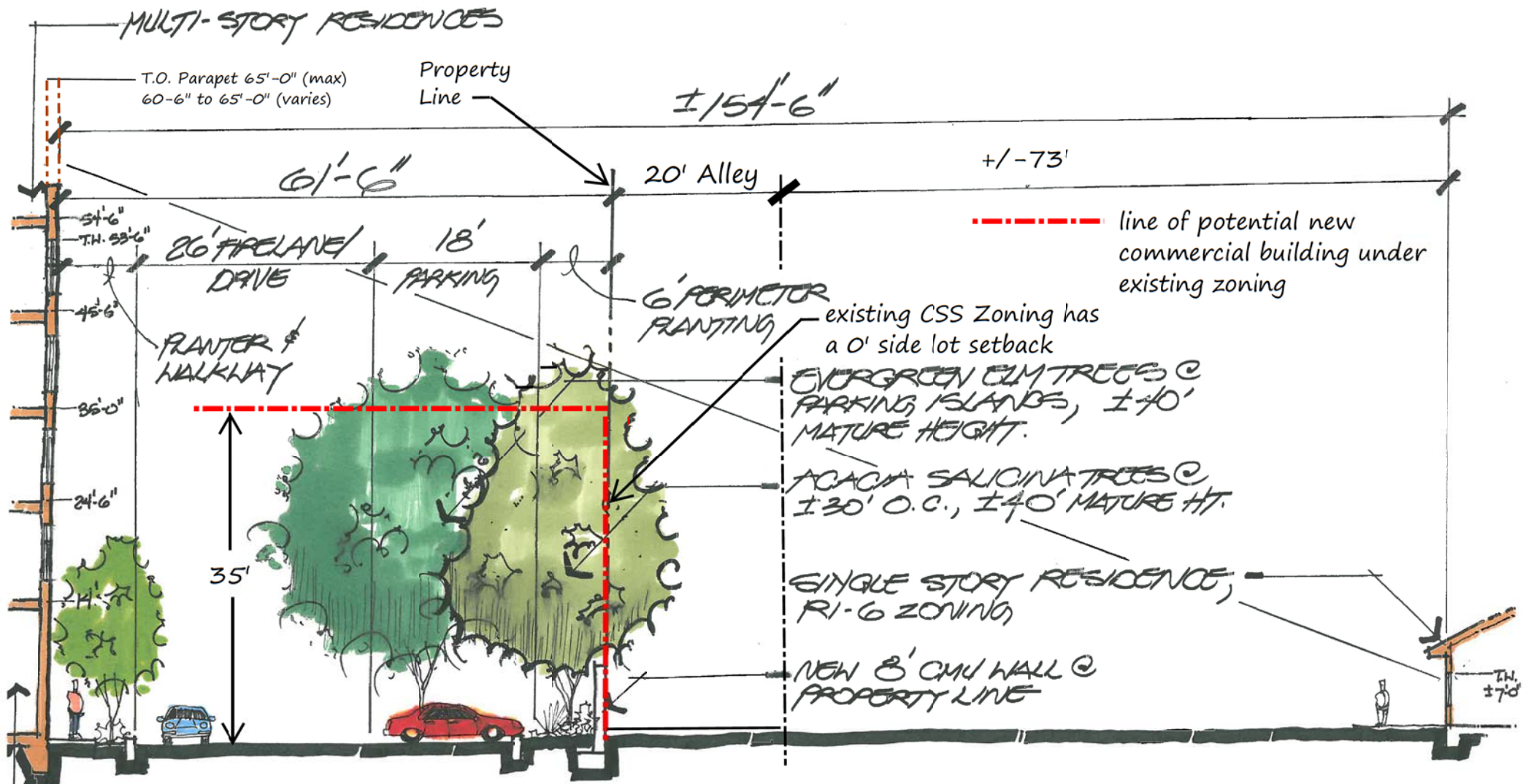
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BUILDING SECTIONS

A4.2.1





# THE HAYDEN & DORSET STATION

13-2067-00

SITE SECTION @ EAST P.L.

7.17.14

1" = 10'



**PLANT PALETTE**

SYMBOL TREES	BOTANICAL NAME	COMMON NAME	QTY	SIZE
	ACACIA SALICINA	WILLOW ACACIA	39	1.5" CAL/24" BOX
	CAESALPINIA MEXICANA	MEXICAN BIRD OF PARADISE	20	1.5" CAL/24" BOX
	CHITALPA TASHKENTENSIS	CHITALPA TREE	40	1.5" CAL/24" BOX
	DALBERGIA SISSOO	SISSOO TREE	14	1.5" CAL/24" BOX
	PISTACIA x 'RED PUSH'	RED PUSH PISTACHE	12	1.5" CAL/24" BOX
	ULMUS PARVIFOLIA	EVERGREEN ELM	32	1.5" CAL/24" BOX
	SOPHORA SECUNDIFLORA	MESCAL BEAN	15	1.5" CAL/36" BOX
<b>SHRUBS</b>				
	CALLIANDRA HYBRID 'SIERRA STARR'	SIERRA STARR CALLIANDRA	67	5 GAL.
	EREMOPHILA HYGROPHANA	PETITE ESPERANZA	20	3 GAL.
	JUSTICIA SPICIGERA RUELLIA	MEXICAN HONEYSUCKLE	52	5 GAL.
	HYBRID 'SIERRA APRICOT'	YELLOW BELLS	44	5 GAL.
<b>ACCENTS</b>				
	AGAVE DESMETTIANA	SMOOTH AGAVE	6	5 GAL.
	ALOE X 'BLUE ELF'	BLUE ELF ALOE	43	3 GAL.
	BOUTELOUA GRACILIS 'BLONDE AMBITION'	BLONDE AMBITION BLUE GRAMA	66	5 GAL.
	DIETES VEGETA	FORTNIGHT LILY HYBRID (PURPLE FLOWER)	8	5 GAL.
	HESPERALOE PARVIFLORA 'PERPA' BRAKELIGHTS	RED YUCCA	81	5 GAL.
	MUHLENBERGIA CAPILLARIS	PINK MUHLY	73	5 GAL.
	MUHLENBERGIA RIGIDA 'NASHVILLE'	NASHVILLE MUHLY GRASS	166	5 GAL.
	PEDILANTHUS MACROCARPA	LADY SLIPPER	49	5 GAL.
<b>GROUNDCOVERS</b>				
	RUELLIA BRITTONIANA 'KATIE'	KATIE RUELLIA	120	1 GAL.
	LANTANA CAMARA 'NEW GOLD'	NEW GOLD LANTANA	67	1 GAL.
	LANTANA MONTEVIDENSIS	PURPLE LANTANA	77	1 GAL.
	ROSMARINUS OFFICINALIS 'HUNTINGTON CARPET'	TRAILING ROSEMARY	95	5 GAL.
	SPHAGNETICOLA TRILOBATA	YELLOW DOTS	118	5 GAL.
	TRADESCANTIA SPATHACEA	MOSES-IN-A-BASKET	21	1 GAL.
<b>VINES</b>				
	HARDENBERGIA VIOLACEA	PURPLE LILAC VINE	10	5 GAL.
	PARTHENOCISSUS x 'HACIENDA CREEPER'	HACIENDA CREEPER	11	5 GAL.
	PODRANEA RICASOLIANA	PINK TRUMPET VINE	11	5 GAL.
<b>GROUNDPLANE</b>				
	DECOMPOSED GRANITE, 2" DEPTH, 3/4" WASHED, EXPRESS BROWN BY 'GRANITE EXPRESS'		31,000 SF. ±	

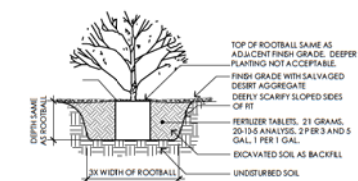
**PARKING LANDSCAPE CALCULATIONS**

<b>PARKING LOT AREA:</b>	69,870 SF.
<b>PARKING LOT LANDSCAPE REQ'D:</b>	69,870 SF. x 10% = 6,987 SF.
<b>PARKING LOT LANDSCAPE PROV'D:</b>	14,840 SF.

PLANT PALETTE				
SYMBOL	BOTANICAL NAME	COMMON NAME	QTY	SIZE
<b>TREES</b>				
+	ACACIA SALICINA	YELLOW ACACIA	39	1.5' CAU24' BOX
○	CAESALPINA MEXICANA	MEXICAN BIRD OF PARADISE	20	1.5' CAU24' BOX
□	CHITRALPA TASHKENENSIS	CHITRALPA TREE	40	1.5' CAU24' BOX
○	DALBERGIA SISOO	SISOO TREE	14	1.5' CAU24' BOX
+	PISTACHIA x RED PINE	RED PINE PETACHE	12	1.5' CAU24' BOX
○	PLUMUS PARVIFLOA	EVERGREEN LIM	32	1.5' CAU24' BOX
○	SOPHORA SECUNDFLORA	MESCAL BEAN	15	1.5' CAU36' BOX
<b>SHRUBS</b>				
○	CALLIANDRA HYBRID 'SIERRA STARR'	SIERRA STARR CALLIANDRA	67	5 GAL
○	EREMOPHILA HYDROPHANA	PETITE ESPERANZA	20	3 GAL
○	JUSTICIA SPICKEREA RUELLIA	MEXICAN HONEYSUCKLE	52	5 GAL
○	HYBRID 'SIERRA AFRICOT'	YELLOW BELLS	44	5 GAL
<b>ACCENTS</b>				
○	AGAVE DESMETIANA	SMOOTH AGAVE	6	5 GAL
○	ALOE 'BLUE ELF'	BLUE ELF ALOE	43	3 GAL
○	BOURTELLOIA GRACILE	BLONDE AMBITON	46	5 GAL
○	DIETES VEGETA	FORTNIGHT ILY HYBRID (PURPLE FLOWER)	8	5 GAL
○	HEPERALOE PARVIFLORA 'TERA' BRASSIOWS	RED YUCCA	81	5 GAL
○	MUHLBERGIA CAPILLARIS	PINK MUHLY	73	5 GAL
○	MUHLBERGIA ROIDA	NASHVILLE MUHLY GRASS	166	5 GAL
○	FEDRANTHUS MACROCARPA	LADY SLIPPER	49	5 GAL
<b>GROUNDCOVERS</b>				
○	RUELLIA BRITTONIANA	KATE RUELLIA	120	1 GAL
○	LANTANA CAMARA	NEW GOLD ANTANA	67	1 GAL
○	LANTANA MACROTYDENISE	PURPLE LANTANA	77	1 GAL
○	ROSMARINUS OFFICINALIS	TRAILING ROSEMARY	95	5 GAL
○	SPHAGNETICOLA TROBATA	YELLOW DOOS	118	5 GAL
○	TRADECIANTIA SPATHACEA	MOSES-IN-A-BASKET	21	1 GAL
<b>VINES</b>				
○	HARDENBERGIA VIOLEACEA	PURPLE LIAC VINE	10	5 GAL
○	PARRHOCENESUS x	HACENDA CREEPER	11	5 GAL
○	PODOPHYLLUM	PINK TRUMPET VINE	11	5 GAL
<b>GROUNDPLANE</b>				
○	DECOMPOSED GRANITE, 2" DEPTH, 3/4" WASHED EXPRESS BROWN BY GRANITE EXPRESS		31,000 SF. ±	

**PARKING LANDSCAPE CALCULATIONS**

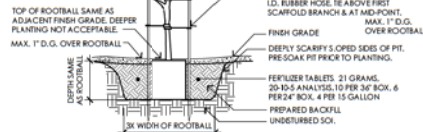
PARKING LOT AREA: 69,870 SF.  
 PARKING LOT LANDSCAPE REQ'D: 69,870 SF. x 10% = 6,987 SF.  
 PARKING LOT LANDSCAPE PROVIDED: 14,840 SF.



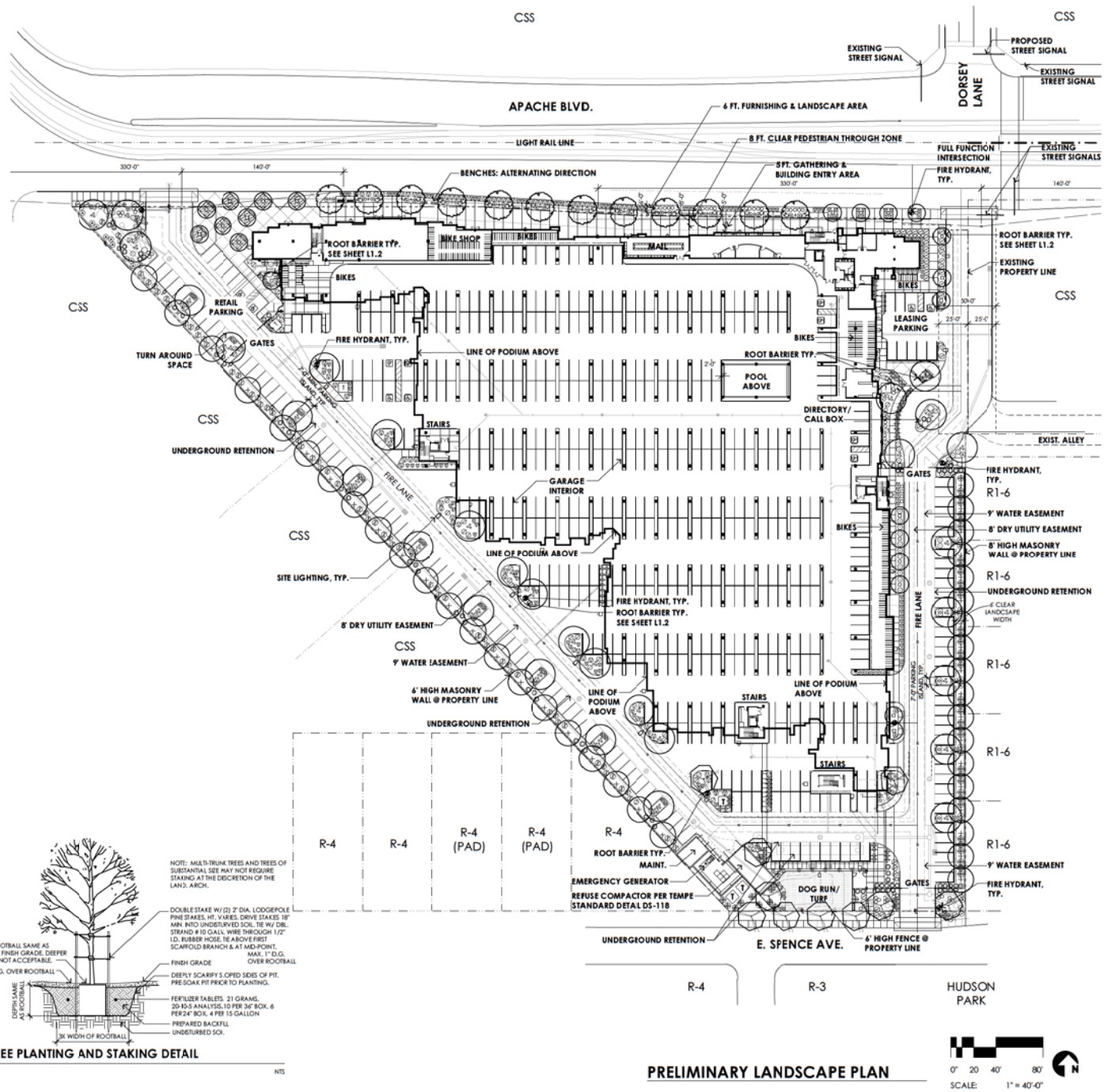
**2 SHRUB PLANTING DETAIL** NTS



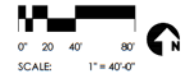
**3 D.G. TOPDRESSING** NTS



**1 TREE PLANTING AND STAKING DETAIL** NTS



**PRELIMINARY LANDSCAPE PLAN**



NO. 13.2067-01  
**The Hayden at Dorsey Station**

Tempe, Arizona  
**LENNAR**  
 7150 East Camelback Road #320  
 Phoenix, Arizona 85251  
 480-718-1381 p



**TODD & ASSOCIATES, INC.**  
 Critical Thinking • Creative Design  
 Architecture Planning  
 Landscape Architecture  
 4019 North 44th Street  
 Phoenix, AZ 85018  
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 www.toddsassoc.com  
 1801 W. Bay Drive NW  
 Olympia, WA 98502  
 360-292-4092 • 360-705-0966  
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**DATA**  
 DATE: 7-7-2014  
 Proj Mgr: JF  
 Dwn By: BW  
 Rev. Date: Description:

PAD/DPR  
 SUBMITTAL #1

PRELIMINARY  
 LANDSCAPE PLAN

**L1.1**





**PLANT PALETTE**

SYMBOL	BOTANICAL NAME	COMMON NAME	QTY	SIZE
(+)	ACACIA SALICINA	WILLOW ACACIA	39	1.5" CAL/24" BOX
(O)	CAESALPINIA MEXICANA	MEXICAN BIRD OF PARADISE	20	1.5" CAL/24" BOX
(□)	CHITRALPA TASHKENTENSIS	CHITRALPA TREE	40	1.5" CAL/24" BOX
(◇)	DALBERGIA SISCOO	SISCOO TREE	14	1.5" CAL/24" BOX
(*)	PISTACIA x RED PINE	RED PINE PISTACHE	12	1.5" CAL/24" BOX
(△)	ILMUS PARVIFOLIA	EVERGREEN ELM	32	1.5" CAL/24" BOX
(▲)	SOPHORA SECUNDIFLORA	MESCAL BEAN	15	1.5" CAL/36" BOX
<b>SHRUBS</b>				
(⊙)	CALLIANDRA HYBRID 'SIERRA STARR'	SIERRA STARR CALLIANDRA	47	5 GAL.
(⊙)	EREMOPHILA HYGROPHANA	PETIE ESPERANZA	20	5 GAL.
(⊙)	JUSTICIA SPICIGERA RUELLIA	MEXICAN HONEYSUCKLE	52	5 GAL.
(⊙)	HYBRID 'SIERRA APRICOT'	YELLOW BELLS	44	5 GAL.
<b>ACCENTS</b>				
(○)	AGAVE DESMETIANA	SMOOTH AGAVE	6	5 GAL.
(○)	ALOE X BLUE ELF	BLUE ELF ALOE	43	3 GAL.
(○)	BOULBOULIA GRACILIS	BLONDE AMBRON	66	5 GAL.
(○)	DIETES YVESSEA	FORENIGHT LILY HYBRID (PURPLE FLOWER)	8	5 GAL.
(○)	HESPERALOE PARVIFLORA	RED YUCCA	81	5 GAL.
(○)	PERSEA BRACELIGHTS	PINE HOLEY	73	5 GAL.
(○)	MULLENBERGIA CAPILLARIS	NASHVILLE	166	5 GAL.
(○)	MULLENBERGIA BOGDA	NASHVILLE MUFFLY GRASS	49	5 GAL.
(○)	PEDALANTHUS MACROCARPA	LADY SLIPPER	49	5 GAL.
<b>GROUNDCOVERS</b>				
(○)	RUELLIA BRITTONIANA	KATE RUELLIA	120	1 GAL.
(○)	LANTANA CAMARA 'NEW GOLD'	NEW GOLD LANTANA	47	1 GAL.
(○)	LANTANA MONTEVIDENSIS	PURPLE LANTANA	77	1 GAL.
(○)	ROSEMARINUS OFFICINALIS	TRAINING ROSEMARY	95	5 GAL.
(○)	SPHAGNETICOLA TROBATA	YELLOW DOT	118	5 GAL.
(○)	TRADESCANTIA SPATHACEA	MOSES-IN-A-BASKET	21	1 GAL.
<b>VINES</b>				
(○)	HARDENBERGIA VOLACIA	PURPLE LILAC VINE	10	5 GAL.
(○)	PARTHENOCISSUS x HACIENDA CREEPER	HACIENDA CREEPER	11	5 GAL.
(○)	PODIANNA BICOLORATA	PINK RUMPET VINE	11	5 GAL.
<b>GROUNDPLANE</b>				
(FL)	DECOMPOSED GRANITE, 2" DEPTH, 3/4" WASHED, EXPRESS BROWN BY GRANITE EXPRESS		31,000 SF.	



Expires 12/31/16

The Hayden at Dorsey Station  
1221 E. APACHE BLVD.  
TEMPE, ARIZONA

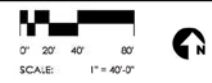


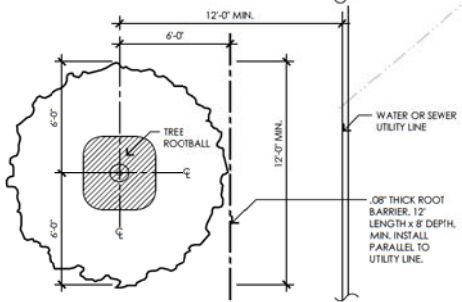
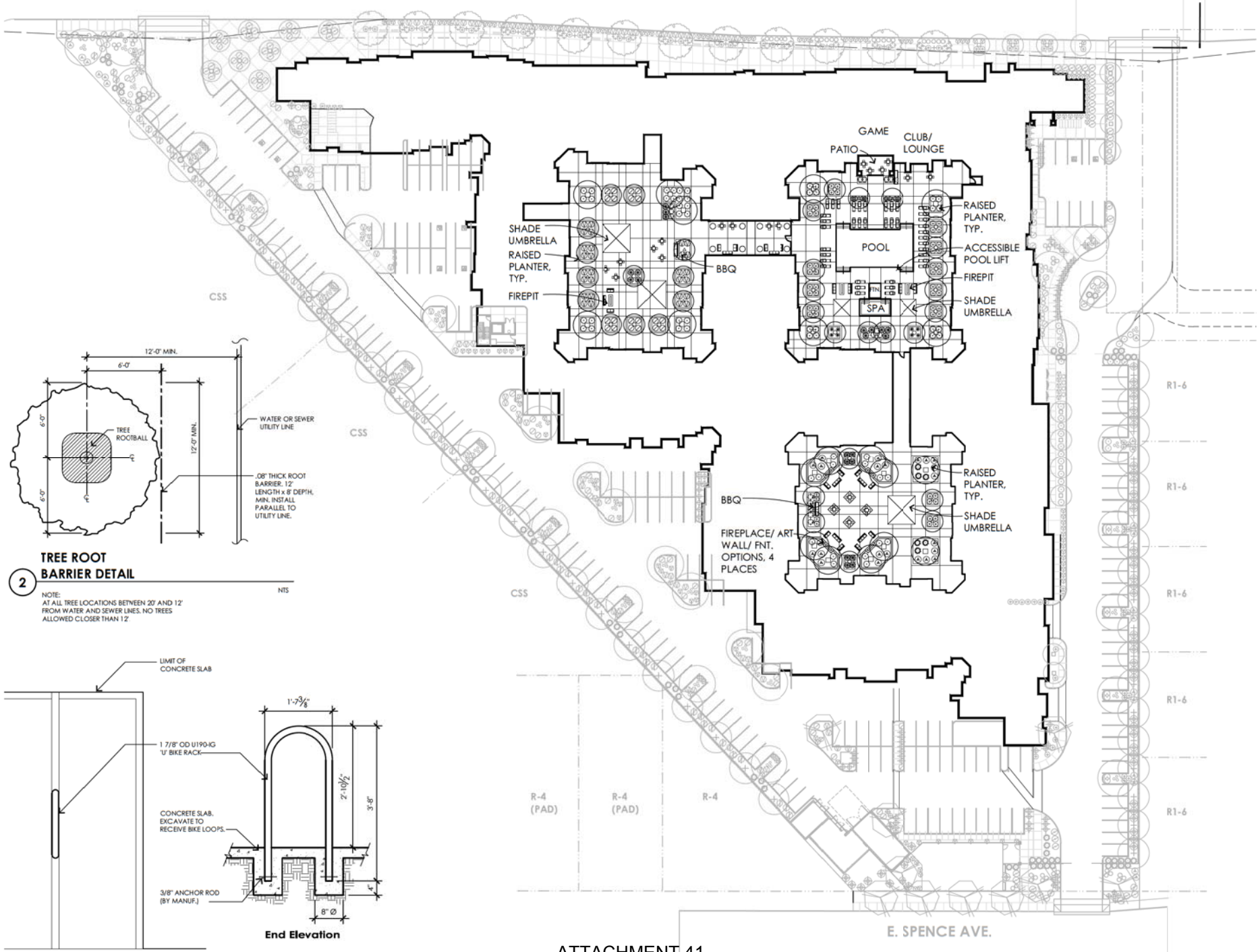
TODD & ASSOCIATES, INC.  
ARCHITECTURE PLANNING LANDSCAPE ARCHITECTURE  
602.952.8280 602.912.8951 www.toddassoc.com

Project No. 13-2047-01  
Date: 7-7-2014  
Preliminary Not For Construction

L1.1

**PRELIMINARY LANDSCAPE PLAN**

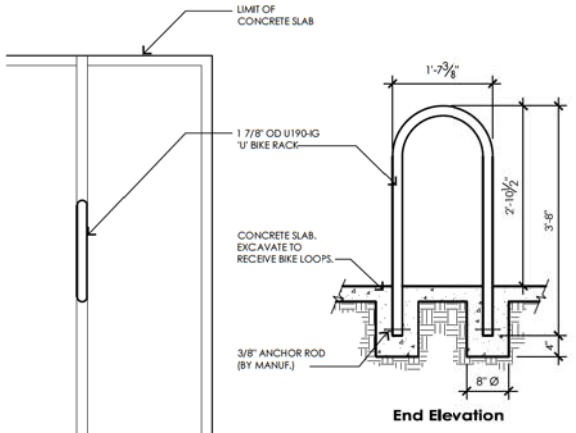




**TREE ROOT BARRIER DETAIL**

2

NOTE:  
 AT ALL TREE LOCATIONS BETWEEN 20' AND 12'  
 FROM WATER AND SEWER LINES. NO TREES  
 ALLOWED CLOSER THAN 12'



**End Elevation**



SYMBOL	BOTANICAL NAME	COMMON NAME	QTY	SIZE
<b>TREES</b>				
+	ACACIA SALICINA	YELLOW ACACIA	39	1.5' CAL/24" BOX
○	CAESALPINIA MEXICANA	MEXICAN BIRD OF PARADISE	30	1.5' CAL/24" BOX
○	CHITRALPA TASHKENTENSIS	CHITRALPA TREE	40	1.5' CAL/24" BOX
○	DALBERGIA SISBOO	SISBOO TREE	14	1.5' CAL/24" BOX
+	PISTACIA X 'RED PUFF'	RED FISH PISTACHE	12	1.5' CAL/24" BOX
○	ILICUM PARVIFOLIUM	EVERGREEN ILM	32	1.5' CAL/24" BOX
+	SOPHORA SECUNDIFLORA	MESCAL BEAN	15	1.5' CAL/24" BOX
<b>SHRUBS</b>				
⊕	CALLIANDRA HYBRID	SERRA STARR CALLIANDRA	67	5 GAL.
⊕	DREMOPILOLA HYDROPHANA	PETIT ESPERANZA	30	3 GAL.
⊕	JUSTICIA SPICIGERA BURELLII	MEXICAN HONEYBUCKLE	52	5 GAL.
⊕	HYBRID 'SERRA APRICOT'	YELLOW BELLS	44	5 GAL.
<b>ACCENTS</b>				
○	AGAVE DESMETTIANA	SMOOTH AGAVE	6	5 GAL.
⊕	ALOE I 'BLUE ELF'	BLUE ELF ALOE	43	3 GAL.
⊕	BOUTELOUA GRACILIS	BLONDE AMBERON	66	5 GAL.
⊕	TEUCOIDE AMERSONI	BLUE GRAMA	8	5 GAL.
⊕	DIETES VEGETA	FORNSIGHT ELY HYBRID (PURPLE FLOWER)	8	5 GAL.
⊕	HESPERALOE PARVIFLORA	RED VICCA	81	5 GAL.
⊕	'RED' BRACHYGLYXIS		73	5 GAL.
⊕	MUHLENBERGIA CAPILLARIS	PINK 'JUBILEE'	73	5 GAL.
⊕	MUHLENBERGIA RIGIDA	NASHVILLE NUHLEY GRASS	166	5 GAL.
⊕	'NASHVILLE'			
⊕	PEDILANTHUS	LADYSLIPPER	49	5 GAL.
⊕	MACROCARPA			
<b>GROUNDCOVERS</b>				
⊕	RUPELLIA BRITTONIANA	EATERJELLIE	120	1 GAL.
⊕	'SABIE'			
⊕	LANTANA CAMARA	NEW GOLD LANTANA	67	1 GAL.
⊕	'NEW GOLD'			
⊕	LANTANA MONTEVIDENSIS	PURPLE LANTANA	77	1 GAL.
⊕	ROSHARINUS OFFICINALIS	'TRAILING' ROSEMARY	95	5 GAL.
⊕	HUNTINGTON CARPET			
⊕	SPHAENOCOLA TIBOLATA	YELLOW DOTS	118	5 GAL.
⊕	TRADESCANTIA SPATHACEA	MOSES-IN-A-BASKET	21	1 GAL.
<b>VINES</b>				
⊕	HARDEBERGIA VIOLACEA	PURPLE LEAF VINE	10	5 GAL.
⊕	PARTHENOCISSUS I	HACIENDA CREEPER	11	5 GAL.
⊕	'HACIENDA CREEPER'			
⊕	PODRANEA RICASOLIANA	PINK TRUMPET VINE	11	5 GAL.
<b>GROUNDPLANE</b>				
PLANTING BEDS	DECOMPOSED GRANITE, 2" DEPTH, 24"		31,000 SF. ±	
	WASHED, EXPRESS BROWN BY 'GRANITE EXPRESS'			



*Bradley A. Winkler*  
Expires 12/31/16

The Hayden at Dorsey  
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TEMPE, ARIZONA

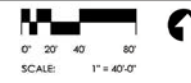


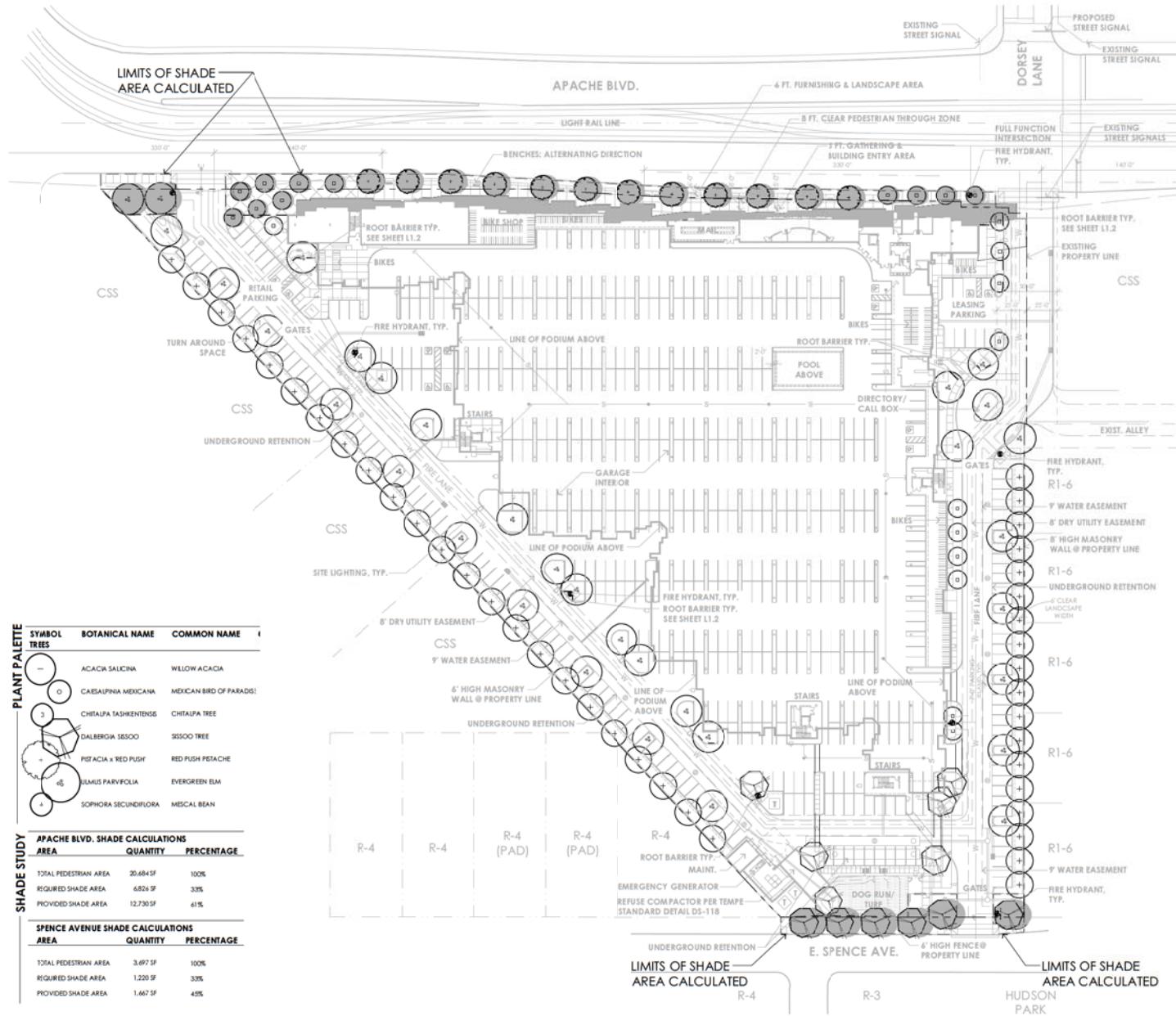
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402.952.8280 402.952.8995 www.toddsoc.com

Project No. 13-2047-01  
Date: 7-7-2014  
Preliminary Not for Construction

L1.2

PRELIMINARY LANDSCAPE PLAN - PODIUM





**PLANT PALETTE**

SYMBOL	BOTANICAL NAME	COMMON NAME
(circle with 1)	ACACIA SALICINA	WILLOW ACACIA
(circle with 2)	CAESALPINIA MEXICANA	MEXICAN BIRD OF PARADISE
(circle with 3)	CHEALPA TASHKENTENSIS	CHITALPA TREE
(circle with 4)	DALBERGIA SISSOO	SISSOO TREE
(circle with 5)	PISTACIA x RED PUSH	RED PUSH PETACHE
(circle with 6)	ILIKUS PARVIFOLIA	EVERGREEN ELM
(circle with 7)	SOPHORA SECURIDIFLORA	MISCAL BEAN

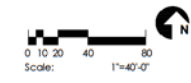
**SHADE STUDY**

APACHE BLVD. SHADE CALCULATIONS		
AREA	QUANTITY	PERCENTAGE
TOTAL PEDESTRIAN AREA	20,684 SF	100%
REQUIRED SHADE AREA	6,826 SF	33%
PROVIDED SHADE AREA	12,730 SF	61%

SPENCE AVENUE SHADE CALCULATIONS		
AREA	QUANTITY	PERCENTAGE
TOTAL PEDESTRIAN AREA	3,497 SF	100%
REQUIRED SHADE AREA	1,220 SF	33%
PROVIDED SHADE AREA	1,667 SF	43%

1 LANDSCAPE SHADE STUDY  
1" = 40'



PROJECT NO. 13-2067-01  
**The Hayden at Dorsey Station**

Tempe, Arizona

OWNER **LENNAR**  
MULTIFAMILY COMMUNITIES  
7150 East Camelback Road #320  
Phoenix, Arizona 85251  
480-718-1381

SEAL SCHEMATIC NOT FOR CONSTRUCTION OR RECORDING

CONTACT **TODD & ASSOCIATES, INC.**  
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Landscape Architecture  
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DATA 7-7-2014  
PAD/DPR SUBMITTAL #1

Proj Mgr.  
Dwn By: Author  
Rev. Date: Description:  
△  
△  
△  
△

LANDSCAPE SHADE STUDY

L1.3

**THE HAYDEN AT DORSEY STATION**  
**PRELIMINARY GRADING AND DRAINAGE PLAN**  
 LOCATED IN  
 A PORTION OF THE SOUTHWEST QUARTER OF SECTION 23, T.1N., R.4E., OF THE G.  
 & S.R.B.M., MARICOPA COUNTY, TEMPE, ARIZONA

**OWNER**  
 LENNAR MULTIFAMILY COMMUNITIES, LLC  
 7150 EAST CAMELBACK ROAD, SUITE 320  
 SCOTTSDALE, ARIZONA 85251  
 CONTACT: NATHAN STUM  
 PH: (480) 716-1378

**ENGINEER**  
 WOOD, PATEL AND ASSOCIATES, INC.  
 2051 WEST NORTHERN AVENUE, SUITE 500  
 PHOENIX, ARIZONA 85021  
 PH: (602) 335-8500  
 FX: (602) 335-8550  
 CONTACT: JIM CAMPBELL, P.E.

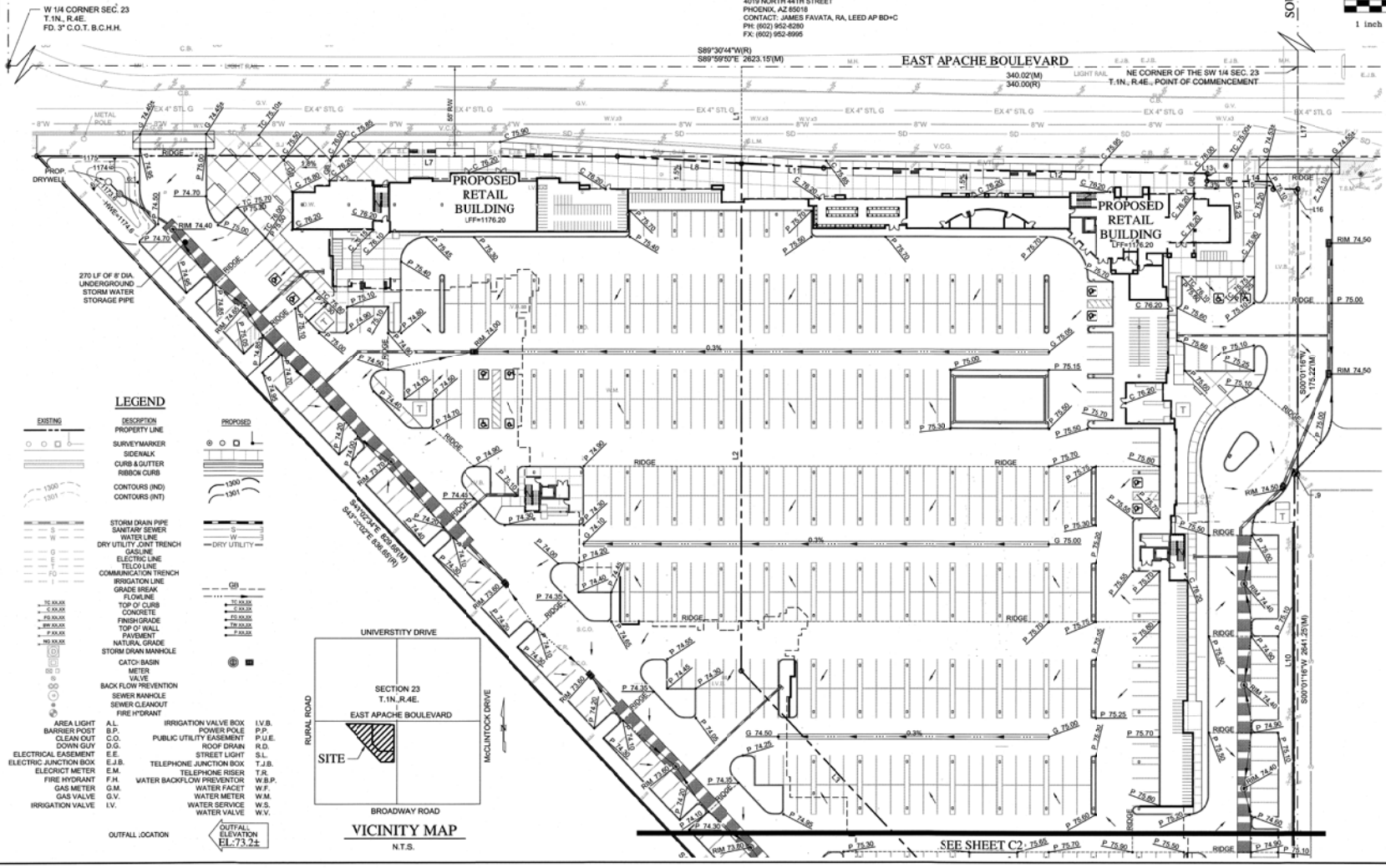
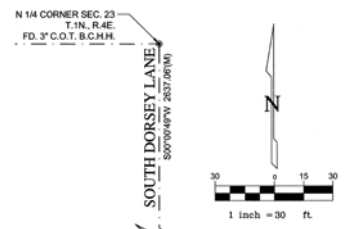
**ARCHITECT**  
 TODD AND ASSOCIATES, INC.  
 4019 NORTH 44TH STREET  
 PHOENIX, AZ 85018  
 CONTACT: JAMES FAVATA, RA, LEED AP BD+C  
 PH: (602) 952-8280  
 FX: (602) 952-8995

**SITE DATA**  
 AREA (2200-13-03811) = 3.1667 AC  
 AREA (2200-13-03812) = 3.5371 AC  
 TOTAL AREA = 6.7038 AC

**ASSESSOR PARCEL #**  
 133-09-0920 (TITLE COMMITMENT FILE NO. 22000-13-03811)  
 133-09-0960 (TITLE COMMITMENT FILE NO. 22000-13-03812)

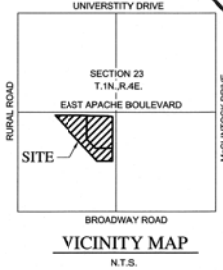
**ZONING**  
 EXISTING (ALL PARCELS): CSS (TOD-STATION)  
 PROPOSED (ALL PARCELS): MUA PAD (TOD-STATION)

**SITE ADDRESS**  
 SOUTHWEST CORNER OF APACHE BOULEVARD  
 AND DORSEY LANE, TEMPE, ARIZONA



**LEGEND**

	EXISTING PROPERTY LINE		PROPOSED PROPERTY LINE
	SURVEY MARKER		SIDEWALK
	CURB & GUTTER		REBBIION CURB
	CONTOURS (ND)		CONTOURS (NT)
	STORM DRAIN PIPE		SANITARY SEWER
	WATER LINE		GAS LINE
	DRY UTILITY JOINT TRENCH		ELECTRIC LINE
	IRRIGATION LINE		COMMUNICATION TRENCH
	GRADE BREAK		FLOWLINE
	TOP OF CURB		CONCRETE FINISH GRADE
	TOP OF WALL		PAVEMENT
	NATURAL GRADE		STORM DRAIN MANHOLE
	CATCH BASIN		METER
	BACKFLOW PREVENTION		SEWER MANHOLE
	SEWER CLEANOUT		FIRE HYDRANT
	AREA LIGHT		BARRIER POST
	CLEAN OUT		DOWN GULLY
	ELECTRICAL EASEMENT		ELECTRICAL JUNCTION BOX
	ELECTRIC METER		FIRE HYDRANT
	GAS METER		GAS VALVE
	IRRIGATION VALVE		IRRIGATION VALVE BOX
	BARRIER POST		POWER POLE
	CLEAN OUT		PUBLIC UTILITY EASEMENT
	DOWN GULLY		ROOF DRAIN
	ELECTRICAL EASEMENT		STREET LIGHT
	ELECTRICAL JUNCTION BOX		TELEPHONE JUNCTION BOX
	ELECTRIC METER		TELEPHONE RISER
	FIRE HYDRANT		WATER BACKFLOW PREVENTOR
	GAS METER		WATER FACET
	GAS VALVE		WATER METER
	IRRIGATION VALVE		WATER SERVICE
			WATER VALVE



**THE HAYDEN AT DORSEY STATION**  
 PRELIMINARY GRADING & DRAINAGE PLAN

EXPIRES 06-30-17

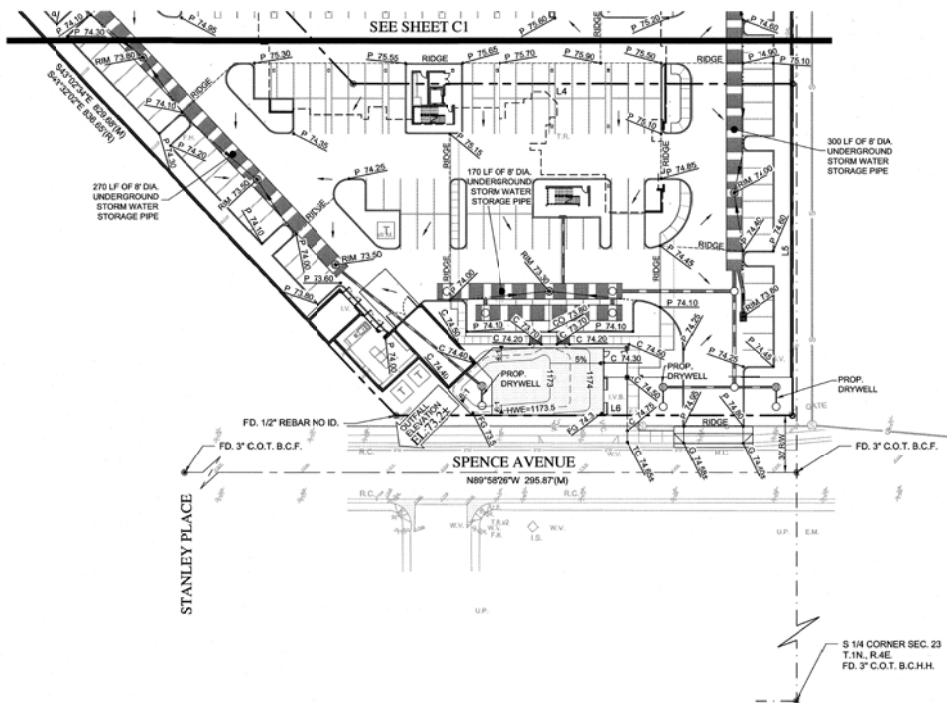
**WOOD/PATEL**  
 CIVIL ENGINEERS  
 HYDROLOGISTS  
 LAND SURVEYORS  
 CONSTRUCTION MANAGERS

2051 W. Northern Ave.  
 Phoenix, AZ 85021  
 (602) 335-8500  
 www.woodpatel.com  
 LICENSE: 15374 - 15374

**ENGINEER** J. CAMPBELL  
**DESIGNER** D. NICHOLS  
**CAD TECHNICIAN** D. NICHOLS  
**SCALE (HORIZ)** 1"=30'  
**SCALE (VERT)** N/A  
**DATE** 1/17/24  
**JOB NUMBER** 124125.01  
**SHEET** 124125.01  
**CI OF 2**



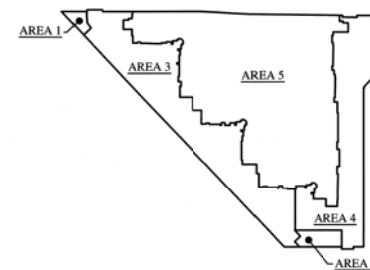
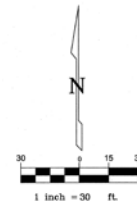
**THE HAYDEN AT DORSEY STATION**  
**PRELIMINARY GRADING AND DRAINAGE PLAN**  
 LOCATED IN  
 A PORTION OF THE SOUTHWEST QUARTER OF SECTION 23, T.1N., R.4E., OF THE G.  
 & S.R.B.M., MARICOPA COUNTY, TEMPE, ARIZONA



**DRAINAGE CALCULATIONS**

SITE AREA = 292,021 S.F. (6.7038 AC)  
 RAINFALL DEPTH (100-YR 2-HR STORM), P = 2.2 INCHES  
 $V = (P/12) \times A \times C$

AREA ID	Basin Area, A (S.F.)	WEIGHTED RUNOFF COEFFICIENT, C	RETENTION VOLUME REQUIRED (C.F.)	RETENTION VOLUME PROV. (C.F.)	10' CMP (L.F.)
AREA 1	2,227	0.50	204	520	N/A
AREA 2	4,829	0.60	531	610	N/A
AREA 3 + 1/2 AREA 5	75,478 + 1/2(159,910) = 155,433	0.95	27,071	27,143	540
AREA 4 + 1/2 AREA 5	53,754 + 1/2(159,910) = 133,709	0.95	23,288	23,625	470
TOTAL	296,196		51,094	51,898	1,010



**DRAINAGE SUBBASIN MAP**  
N.T.S.

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N00°00'10"E	59.36'(M)
L2	N00°01'11"E	311.21'(M)
L2	N00°28'17"W	320.50'(R)
L2	SOUTHERLY(R1)	
L3	N43°02'34"W	166.00'(M)
L3	N43°32'02"W	166.00'(R)
L3	SOUTHEASTERLY(R1)	
L4	N89°58'20"W	224.65'(M)
L4	S89°32'12"W	226.66'(R)
L4	EASTERLY(R1)	
L5	N00°01'18"E	169.44'(M)
L5	N00°28'17"W	169.54'(R)
L6	S89°58'20"E	203.29'(M)
L6	N89°32'12"E	205.08'(R)
L7	S89°59'50"E	355.48'(M)
L8	S86°43'38"E	76.46'(M)
L9	S89°58'49"E	2.00'(M)
L10	S00°01'18"W	241.76'(M)
L11	N86°52'30"W	49.98'(M)
L12	N89°11'35"W	234.79'(M)
L13	N00°01'28"E	4.59'(M)
L14	N89°26'00"W	40.32'(M)
L15	N00°01'28"E	4.63'(M)
L16	N89°58'59"W	15.01'(M)
L17	S00°01'14"W	75.00'(M)

**THE HAYDEN AT DORSEY STATION**  
**PRELIMINARY GRADING & DRAINAGE PLAN**



**WOOD/PATEL**  
 CIVIL ENGINEERS  
 HYDROLOGISTS  
 AND SURVEYORS  
 CONSTRUCTION MANAGERS  
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 www.woodpatel.com

ENGINEER: J. CAMPBELL  
 DESIGNER: D. NICHOLS  
 CIVIL TECHNICIAN: D. NICHOLS  
 SCALE (HORIZ): 1"=30'  
 SCALE (VERT): N/A  
 DATE: 07/07/14  
 JOB NUMBER: 154128.01  
 SHEET: C2 OF 2

## Levesque, Ryan

---

**Subject:** FW: Against the Dorsey stop Lennar Proposal

**From:** Lena Felder

**Sent:** Thursday, July 31, 2014 10:45 AM

**To:** Philip Amorosi; Warner, Shauna; Ryan, Nancy; Granville, Kolby; CM - Council Communicator; Mary Abeyta

**Subject:** Against the Dorsey stop Lennar Proposal

Dear City Council Member-

I have just heard of the meeting for the proposed large scale development near the Dorsey light rail stop. There is plenty of vacant land two blocks from there that they can build on, on Spence Avenue. Even then, the Jen Tilly Terrace neighborhood isn't that interested in these large-scale developments in general because it doesn't add to a sense of neighborhood or community. It's not that hard to walk two extra blocks unless you're disabled and those people can't afford this new construction anyway. We are already hosting The District (the Behemoth) and that's enough for our fragile infrastructure. Let's not add a crushing King Kong and fire-breathing Godzilla.

If the Council wants community involvement, you must be proactive about small scale developers and using your CDBG funds to encourage ownership in the Tempe community. We can't be swatting large time-sucking mosquitoes at every turn. This is called being bogged down with meetings with developers who have never asked for our input so obviously the answer is "No". I personally don't want this for obvious reasons because it's destructive and out of character with the mostly 1-3 stories around us, especially my home squeezed between these two proposals. The apartments they plan to tear down are also not "dilapidated" and cause no problems for our area, either with crime or visual ugliness of any kind. If you want to see dilapidation look on the corner of Spence and Rural behind the Bahai'i Center. THOSE apartments are hideous and mismanaged. Please encourage someone to tear those down.

I am 100% opposed to this greedy impinging destruction of our future as a neighborhood. This causes me great concern as a landowner also as to how it would affect my net worth, mostly invested in my Tempe home and lot, not to mention the honored and treasured relationships I have there both with my neighbors and the city. The twice-redone sorority project proposal was bad enough but now this also? We are an active Community and happy to entertain proposals for the many empty lots in our area, including two owned by the city. We like our neighborhood. Let's not ruin it with bland, uninspired, expensive boxes.

I hope you will keep your heart and soul in place as you plan for the future of Tempe. This proposal has no valor or support and is unnecessary, in my opinion.

Sincerely,  
Lena Rose Felder

Tempe homeowner of twenty years  
ASU graduate, Volunteer @ TCA  
Founder and President Jen Tilly Terrace

FB: Jen Tilly Terrace Neighborhood Association