Planning and Zoning Commission Study Session

September 18, 2024 | 5:00 p.m.
Chandler City Council Chambers
88 E. Chicago Street, Chandler AZ



Commission Members

Chair Rick Heumann
Vice Chair Sherri Koshiol
Commissioner Mike Quinn
Commissioner Kyle Barichello
Commissioner Rene Lopez
Commissioner Charlotte Golla
Commissioner Ryan Schwarzer

Pursuant to Resolution No. 4464 of the City of Chandler and to A.R.S. § 38-431.02, notice is hereby given to the members of the Planning and Zoning Commission and to the general public that the Planning and Zoning Commission will hold a STUDY SESSION open to the public on Wednesday, September 18, 2024, at 5:00 p.m., at City Council Chambers, 88 E. Chicago Street, Chandler, AZ. One or more members of the Commission may attend this meeting by telephone.

Persons with disabilities may request a reasonable modification or communication aids and services by contacting the City Clerk's office at 480-782-2181 (711 via AZRS). Please make requests in advance as it affords the City time to accommodate the request.

Agendas are available in the Office of the City Clerk, 175 S. Arizona Avenue.

Planning and Zoning Commission
Study Session Agenda - September 18, 2024

Call to Order/Roll Call

Unscheduled Public Appearances

Members of the audience may address any item not on the agenda. State Statute prohibits the Board or Commission from discussing an item that is not on the agenda, but the Board or Commission does listen to your concerns and has staff follow up on any questions you raise.

Consent Agenda

Items listed on the Consent Agenda may be enacted by one motion and one vote. If a discussion is required by members of the Board or Commission, the item will be removed from the Consent Agenda for discussion and determination will be made if the item will be considered separately.

1. **August 21, 2024, Planning and Zoning Commission Meeting Minutes**

   Move Planning and Zoning Commission approve Planning and Zoning Commission meeting minutes of the Study Session of the August 21, 2024 and Regular Meeting of August 21, 2024.

2. **Rezoning and Preliminary Development Plan, PLH24-0023 The District Downtown, located at the Northwest corner of Arizona Avenue and the SanTan 202 Freeway**

   Rezoning
   Move Planning and Zoning Commission recommend approval of Rezoning PLH24-0023 The District Downtown, Rezoning from Planned Area Development (PAD) for mixed used development including multi-family, office, and commercial uses as permitted under Community Commercial (C-2) to PAD for mixed uses including multi-family, office, commercial uses permitted under the Community Commercial District (C-2) and automobile and truck sales with a Mid-Rise Overlay allowing for heights up to 120 feet, subject to the conditions as recommended by Planning staff.

   Preliminary Development Plan
   Move Planning and Zoning Commission recommend approval of Preliminary Development Plan PLH24-0023 The District Downtown for site layout and conceptual building architecture, subject to the conditions as recommended by Planning staff.

3. **Rezoning, Preliminary Development Plan, and Preliminary Plat, PLH24-0001/PLT24-0001 Toll Brothers Uptown, located approximately 1/4 mile north of the northeast corner of Arizona Avenue and Warner Road**

Rezoning
Move Planning and Zoning Commission recommend approval of Rezoning PLH24-0001 Toll Brothers Uptown from Regional Commercial (C-3) to Planned Area Development (PAD) for multi-family residential, subject to the conditions as recommended by Planning staff.

Preliminary Development Plan
Move Planning and Zoning Commission recommend approval of Preliminary Development Plan PLH24-0001 Toll Brothers Uptown for site layout and building architecture, subject to the conditions as recommended by Planning staff.

Preliminary Plat
Move Planning and Zoning Commission recommend approval of Preliminary Plat, PLT24-0001 Toll Brothers Uptown, subject to the condition as recommended by Planning staff.

4. **Use Permit, PLH24-0018 Pecos & McQueen Storage, generally located at the southeast corner of Pecos and McQueen roads**

   Move Planning and Zoning Commission recommend approval of Use Permit PLH24-0018 Pecos & McQueen Storage to allow a self-storage facility on a property zoned Community Commercial District (C-2), subject to the conditions as recommended by Planning staff.

5. **Entertainment Use Permit, PLH24-0022 The Mexicano, 3095 W Chandler Boulevard, generally located at the southwest corner of Chandler Boulevard and Price Road**

   Move Planning and Zoning Commission recommend approval of Entertainment Use Permit PLH24-0022 The Mexicano to allow live indoor and outdoor entertainment, speakers and tv screens, subject to the conditions as recommended by Planning staff.

6. **Preliminary Development Plan, PLH22-0024 Cornerstone Ranch, 3999 S. Dobson Road, located at the northeast corner of Dobson Road and Ocotillo Road**

   Move Planning and Zoning Commission recommend approval of Preliminary Development Plan PLH22-0024 Cornerstone Ranch for modifications to existing signage, subject to the conditions as recommended by Planning staff.

7. **Notice of Cancellation of the October 2, 2024, Planning and Zoning Commission Hearing**

   Move Planning and Zoning Commission cancel the October 2, 2024, Planning and Zoning Commission Hearing.

Discussion

Member Comments/Announcements

Calendar

8. The next Study Session will be held before the Regular Meeting on Wednesday, October 16, 2024, in the Chandler City Council Chambers, 88 E. Chicago Street, Chandler, Arizona.

Adjourn

ITEM 1

Planning & Zoning Commission Development Services Memo No. PZ 24-0055

Date: 09/18/2024
To: Planning and Zoning Commission
Thru: Kevin Mayo, Planning Administrator
From: Julie San Miguel, Senior Administrative Assistant
Subject: August 21, 2024, Planning and Zoning Commission Meeting Minutes

Proposed Motion:

Move Planning and Zoning Commission approve Planning and Zoning Commission meeting minutes of the Study Session of the August 21, 2024 and Regular Meeting of August 21, 2024.

Attachments

August 21, 2024 Study Session Minutes

August 21, 2024 Regular Meeting Minutes

Meeting Minutes
Planning and Zoning Commission
Study Session

August 21, 2024 | 4:00 p.m.
Chandler City Council Chambers
88 E. Chicago Street, Chandler, AZ

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Community of Innovation

Call to Order

The meeting was called to order by Chair Heumann at 4:08 p.m.

Roll Call

Commission Attendance

Chair Rick Heumann
Commissioner Michael Quinn
Commissioner Rene Lopez
Commissioner Charlotte Golla
Commissioner Ryan Schwarzer

Absent

Vice Chair Sherri Koshiol - Excused
Commissioner Kyle Barichello - Excused

Staff Attendance

Matthew Dunbar, Budget and Policy Director
Kevin Mayo, Planning Administrator
Lauren Schumann, Principal Planner
Alisa Petterson, Senior Planner
Mika Liburd, Associate Planner
Darsy Omer, Associate Planner
Taylor Manemann, Associate Planner
Thomas Allen, Assistant City Attorney
Julie San Miguel, Clerk

Scheduled/Unscheduled Public Appearances

Members of the audience may address any item not on the agenda. State Statute prohibits the Board or Commission from discussing an item that is not on the agenda, but the Board or Commission does listen to your concerns and has staff follow up on any questions you raise.

Briefing

A. City Capital Project Funding/Bond Election discussion.

Budget documents were presented to the Planning and Zoning Commission as visual aids to the presentation.

CHAIR HEUMANN announced the Study Session will start with a Briefing on the City's Capital Project Funding/Bond Election.

MATTHEW DUNBAR, BUDGET AND POLICY DIRECTOR introduced himself and stated he was present to provide an update on the capital project funding issues the city was encountering along with the potential for a bond election. He provided an outline of the topics he planned to cover and presented a video that explained the purpose of bonds and bond elections. He emphasized that bonds are essential to Chandler's current capital plan for the next ten years, which relies heavily on bond funding for 2.5 billion dollars' worth of capital projects. He explained that 68% of the plan is funded by general obligation or geo bonds and excise tax revenue obligations, with the rest coming from current revenues (22%), grants (7%), and system development fees or impact fees (2%). He further explained the reason the city needed additional geo bond authorization is due to inflationary impacts on steel, concrete, asphalt, and copper. He stated the previous bond authorization in was expected to last seven or eight years, but due to inflation, the authorization will only last four years. He presented a timeline and pointed out where the city could run into issues with the existing bond authorization. He explained that typically the city sells bonds every two years and pointed out the documents presented on the dais lists all categories with amounts needed over the years. He further stated which categories would be short on authorization and require additional authorization from voters by 2027. He advised of the possibility of a bond election in 2025 or 2026, noting that 2026 is the latest that this could go before the voters if the city continues to use secondary property taxes as a funding mechanism. He further stated the fall of 2026 would be a busy election year with the Mayor's seat, Council Member seats, charter amendments, and home rule on the ballot, which could lead to voter fatigue and having too much on one ballot. He stated it is the city's preference to go forward with a bond election in 2025 that could last seven to eight years, depending on what is determined through a subcommittee process. He reviewed Chandler's bond election history, noting that historically, the city went to voters every three or four years for additional authorization except in 2008 where due to the great recession many projects were put on hold and the authorization lasted fourteen years. The last bond election in 2021 provided $272 million in authorization and while it was anticipated to last 7-8 years, it will only last 4-5 years. He emphasized the city's success in past bond elections and the importance of the Bond Exploratory Committee in helping to educate voters. He explained the Bond Exploratory Committee was put together by mayor and council and was made up of 49 members of the community, who would listen project details, visit sites, and spread the information to neighbors and other community members. He mentioned mayor and council have asked to do something similar as what was done in the last authorization and outlined the timeline for a potential bond election in 2025. He mentioned other cities in Arizona who were facing similar challenges with capital project funding and were considering bond elections or other funding mechanisms. He concluded by explaining that he is visiting Boards and Commissions to find out if there is any direct feedback or if anyone had interest in volunteering. He stated that he is available for any questions and thanked the Commission.

COMMISSIONER GOLLA asked what is the cost difference between holding an election in a non-election year versus an election year and if the city went forward in 2025 if they could share costs with Chandler Unified School District (CUSD) if they were to hold a bond election at the same time.

MATTHEW DUNBAR, BUDGET AND POLICY DIRECTOR pointed out there would be a cost difference and stated an election in 2026 would coincide with the county and general elections, which would lower costs for the city. He stated that an unsplit election in 2025 would cost around $200,000, but the city could split costs with other entities like CUSD or other school districts. He further stated that the costs would not be a 50/50 split as some of the costs go to a pamphlet that we have to produce, but some of the actual election costs themselves could be split.

CHAIR HEUMANN asked if the city was still refinancing bonds, given the current interest rates.

MATTHEW DUNBAR, BUDGET AND POLICY DIRECTOR confirmed the city was still looking into refinancing bonds where possible, though many of their bonds were issued during times of very low interest rates, making it harder to find opportunities to save money. He mentioned that Chandler's AAA bond rating allowed them to secure very favorable rates.

CHAIR HEUMANN confirmed there were no further questions or comments from the Commission Members and thanked the Budget and Policy Director for his presentation.

B. Presentation of the Chandler Downtown Region Area Plan Update.

CHAIR HEUMANN announced the next Briefing will be on the Chandler Downtown Region Area Plan Update.

ALISA PETERSON, SENIOR PLANNER introduced herself and outlined her presentation. She explained the different between the general plan, which provides city-wide guidance on future development, and area plans, which are more specific and implement general plan goals through defined objectives and policies. She emphasized that the area plan would be based on community input, reflecting what citizens want for the future development of the downtown region. She presented the existing related plans, such as the 2016 Chandler General Plan and the 1995 Chandler Redevelopment Element and mentioned newer plans, like the 2006 South Arizona Avenue Entry Corridor Plan and the 2010 South Arizona Avenue Design Guidelines, along with others related to transportation, water infrastructure, and economic development. She displayed maps showing the Chandler Redevelopment Area and the South Arizona Avenue Corridor Area Plan, stating that the current proposed area plan map encompassed the region from Ray Road in the north to the 202 Freeway in the south, and from Alma School Road to McQueen Road. She explained that certain areas were excluded from this effort and pointed out the area for reconsideration are divided into five districts: Northern, San Marcos, the Historic

Downtown, Eastern, and Southern districts. She detailed the goals of the plan, including identifying unique characteristics, aligning with existing community goals, and creating flexibility for redevelopment while incorporating adaptive reuse. She assured the commissioners that the historic downtown would not undergo any zoning changes or boundary shifts. She presented the timeline for the project, which began in February of 2024 and is expected to conclude with final approval from the council in January 2025. She pointed out staff is currently gathering feedback from the community, and this will be ongoing through surveys and continuous community outreach. She stated that events will be held to engage the community with upcoming workshops scheduled for September at the Downtown Library and November at the ASU Innovation Center. She stated the latter event will featuring an augmented reality (AR) immersion event to provide attendees with a 3D experience of the proposed environments. She concluded the presentation by describing the AR immersion event, which would allow attendees to experience 3D renderings of the downtown area and provide feedback on elements such as density and setbacks. She stated the event is designed to ensure that the city is aligned with what the community desires for the downtown region's future.

CHAIR HEUMANN thanked Alisa for the presentation and asked if the plan would come back to the Planning and Zoning Commission or go directly to the City Council.

ALISA PETERSON, SENIOR PLANNER deferred the question to the Planning Administrator.

KEVIN MAYO, PLANNING ADMINISTRATOR confirmed that the plan update would come back before the Planning Commission for a formal briefing and deliberation on what had been gathered from the community. He explained that the Briefing this date is to make the Commission aware of the update and the process. He emphasized that the Downtown Region Area Plan Update will ultimately the community's plan as it will be shaped by their input.

CHAIR HEUMANN expressed his appreciation for the efforts of staff and commented on the ongoing conversations about expanding the downtown area in various directions. He asked if eminent domain would be discussed as part of the plan.

KEVIN MAYO, PLANNING ADMINISTRATOR stated while eminent domain was occasionally necessary it is not favored by the city. He stressed the area plan update is a guiding document focused on planning policy, and eminent domain was not a significant aspect of this effort.

CHAIR HEUMANN presented statements regarding eminent domain not being an option unless absolutely necessary.

KEVIN MAYO, PLANNING ADMINISTRATOR mentioned the timing of the plan update was perfect due to the changes in the market and pointed out the differences between the 1995 and 2006 plans. He stated the original plan anticipated large-scale redevelopment, but what had emerged

was smaller, adaptive reuse projects. He identified the different districts and explained that the updated plan would address these market shifts and define the character of each district.

CHAIR HEUMANN presented concerns of Chandler becoming like downtown Tempe, filled with high-rises. He asked if there would be limits on building heights in the plans for each district

KEVIN MAYO, PLANNING ADMINISTRATOR replied that is an option and while the current plan does not specify height limits, it did include goals to ensure compatibility between new developments and existing neighborhoods. He envisioned that the updated plan would continue to emphasize compatibility and proper transitioning between buildings of different heights instead of the use of specific height limits.

CHAIR HEUMANN mentioned that earlier plans for the south area used staggered building heights and stressed the importance of avoiding abrupt height transitions.

KEVIN MAYO, PLANNING ADMINISTRATOR pointed out that the plan used words and graphics to clearly communicate the intent behind guidelines.

COMMISSIONER LOPEZ asked if the plan would change any allowances for adaptive reuse or expand those allowances as it is his understanding that it is restrictive in the downtown area.

KEVIN MAYO, PLANNING ADMINISTRATOR explained the adaptive reuse overlay policy was adopted by ordinance and the area plan update, which is adopted by resolution is not strong enough to overwrite it. He mentioned staff anticipates elements of the adaptive reuse policy being included in the new plan.

COMMISSIONER LOPEZ questioned why Ray Road was chosen as the northern boundary for the area plan update and whether adaptive reuse could be extended north into other parts of Chandler, therefore houses on the main street can be used as businesses.

KEVIN MAYO, PLANNING ADMINISTRATOR responded that Ray Road was chosen due to feedback from businesses and property owners who felt that area needed identity like Uptown. He stated this area is closer to downtown than to Uptown Chandler, which led to the decision to include it in the plan.

COMMISSIONER LOPEZ asked if the plan would take advantage of federal dollars for the economic redevelopment region or adaptive reuse for troubled properties.

KEVIN MAYO, PLANNING ADMINISTRATOR responded that staff has yet to looked at the overlap between the federal economic redevelopment map and the area plan, but it was something staff can consider and look at.

CHAIR HEUMANN confirmed there were no further questions or comments from the Commission Members and thanked staff for the briefing.

Consent Agenda and Discussion

1. June 5, 2024 Planning and Zoning Commission Meeting Minutes

Move Planning and Zoning Commission approve Planning and Zoning Commission meeting minutes of the Study Session of June 5, 2024, and Regular Meeting of June 5, 2024.

CHAIRMAN HEUMANN confirmed there were no questions or comments from the Commission Members.

2. July 23, 2024 Design Review Committee Regular Meeting Minutes

Move Planning and Zoning Commission approve Design Review Committee meeting minutes of the Regular Meeting of July 23, 2024.

CHAIRMAN HEUMANN confirmed there were no questions or comments from the Commission Members.

3. PLH22-0056 TIPSY EGG & THE UNCOMMON

MIKA LIBURD, ASSOCIATE PLANNER presented details regarding the request for Entertainment Use Permit time extension to continue to allow live indoor and outdoor entertainment, at 1 E Boston Street, generally located ¼ mile south of the southeast corner of Arizona Avenue and Chandler Boulevard.

CHAIRMAN HEUMANN confirmed there were no questions or comments from the Commission Members and pointed out there are several similar items on the agenda this evening and emphasized the importance of being sensitive to the neighborhood and ensuring stipulations, such as having a contact phone number, were in place. He stated given the distance of the property from homes; he did not foresee any issues on this case.

4. PLH23-0065 MAGNOLIA

DARSY OMER, ASSOCIATE PLANNER presented details regarding the request for Preliminary Development Plan approval for single-family housing product to be constructed in a new subdivision that is generally located ¼ mile east of the northeast corner of Cooper Road and Riggs Road.

An Addendum Memorandum was presented to the Planning and Zoning Commission with a revised stipulation per the Applicant's request.

CHAIRMAN HEUMANN recalled discussions during the Design Review Committee (DRC) meeting about optional features, such as garage doors. He asked if the garage doors shown were optional or standard.

DASRY OMER, ASSOCIATE PLANNER deferred the question to the Applicant.

CHAIRMAN HEUMANN requested the Applicant come forward to answer the question.

BRENNAN RAY, APPLICANT confirmed what is marked as optional in the exhibits is indeed optional and what is marked standard is standard. He assured the Commission that it is not the Applicants intention to present materials or something for garage doors and then build something different. He clarified that it is the Applicant's intention to build something that is consistent with discussions held in Design Review Committee (DRC).

CHAIRMAN HEUMANN suggested the Applicant review and provide details before the Regular Session instead of a full presentation.

BRENNAN RAY, APPLICANT agreed and thanked the Commission.

5. PLH24-0006 PONDEROSA DISPENSARY

DASRY OMER, ASSOCIATE PLANNER presented details regarding the request for Use Permit time extension to continue to allow for the colocation of an ancillary Medical Marijuana Facility in conjunction with its affiliated onsite Medical Marijuana Cultivation Site and Medical Marijuana Infusion Food Establishment located at 318 S. Bracken Lane.

COMMISSIONER LOPEZ stated the first time this came through there were parking concerns and asked if there were any issues with parking.

DASRY OMER, ASSOCIATE PLANNER confirmed there were no issues with parking.

CHAIRMAN HEUMANN noted the one-year time limitation was a legal requirement and there was no option to extend it beyond that.

DASRY OMER, ASSOCIATE PLANNER confirmed the one-year term was set by code.

CHAIRMAN HEUMANN confirmed there were no further questions or comments from the Commission Members.

6. PLH24-0007 SAWTOOTH BAR AND GRILL

MIKA LIBURD, ASSOCIATE PLANNER presented details regarding the request for Entertainment Use Permit time extension to continue to allow for live indoor entertainment, speakers and tv screens, at 4929 W Ray Road, generally located at the southeast corner Ray and Rural roads.

CHAIRMAN HEUMANN confirmed there were no questions or comments from the Commission Members.

7. PLH24-0008 FUN FUSION LEARNING CENTER

Move Planning and Zoning Commission withdraw PLH24-0008 Fun Fusion Learning Center, Use Permit to allow residential childcare for up to 10 children in an existing single-family home as requested by the applicant. (APPLICANT REQUESTS WITHDRAWAL)

CHAIRMAN HEUMANN confirmed there were no questions or comments from the Commission Members and mentioned the request for Use Permit has been withdrawn.

8. PLH24-0013 LEGENDS SHOWCASE BAR & GRILL

MIKA LIBURD, ASSOCIATE PLANNER presented details regarding the request for Entertainment Use Permit approval to allow for indoor live entertainment, speakers and tv screens at 2386 N Alma School Road, generally located north of the northwest corner of Alma School and Warner roads.

CHAIRMAN HEUMANN confirmed there were further questions or comments from the Commission Members.

9. PLH24-0014 CELONI HOSPITALITY, LLC DBA RECREO CANTINA

MIKA LIBURD, ASSOCIATE PLANNER presented details regarding the request for Entertainment Use Permit time extension to continue to allow live indoor and outdoor entertainment, at 28 S San Marcos Place, generally located ¼ mile south of the southwest corner of Arizona Avenue and Chandler Boulevard.

CHAIRMAN HEUMANN confirmed there were no further questions or comments from the Commission Members.

10. Notice of Cancellation of the September 4, 2024, Planning and Zoning Commission Hearing

Move Planning and Zoning Commission cancel the September 4, 2024 Planning and Zoning Commission Hearing.

Action Agenda Item 11 and Discussion

11. PLH24-0009 Chandler and Cooper Retail/ Shops A

Request Preliminary Development Plan approval for a new drive-through building located at the northwest corner of Cooper Road and Chandler Boulevard.

Move Planning and Zoning Commission recommend denial of Preliminary Development Plan, PLH24-0009 Chandler and Cooper Retail - Shops A for a new drive-through building.

Alternative Motion:
Move Planning and Zoning Commission recommend approval of Preliminary Development Plan, PLH24-0009 Chandler and Cooper Retail - Shops A for a new drive-through building, subject to the conditions as recommended by Planning staff.

Calendar

The next Study Session will be held before the Regular Meeting on Wednesday, September 18, 2024, in the Chandler City Council Chambers, 88 E. Chicago Street, Chandler, Arizona.

Adjourn

The meeting was adjourned at 5:00 p.m.

Kevin Mayo, Secretary

Rick Heumann, Chairman

Meeting Minutes
Planning and Zoning Commission
Regular Meeting

August 21, 2024 | 5:30 p.m.
Chandler City Council Chambers
88 E. Chicago Street, Chandler, AZ

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Community of Innovation

Call to Order

The meeting was called to order by Chairman Heumann at 5:30 p.m.

Roll Call

Commission Attendance

Chairman Rick Heumann
Commissioner Michael Quinn
Commissioner Rene Lopez
Commissioner Charlotte Golla
Commissioner Ryan Schwarzer

Absent

Vice Chair Sherri Koshiol - Excused
Commissioner Kyle Barichello - Excused

Staff Attendance

Kevin Mayo, Planning Administrator
Lauren Schumann, Principal Planner
Alisa Petterson, Senior Planner
Mika Liburd, Associate Planner
Darsy Omer, Associate Planner
Taylor Manemann, Associate Planner
Thomas Allen, Assistant City Attorney
Julie San Miguel, Clerk

Scheduled and Unscheduled Public Appearances

Members of the audience may address any item not on the agenda. State Statute prohibits the Board or Commission from discussing an item that is not on the agenda, but the Board or Commission does listen to your concerns and has staff follow up on any questions you raise.

Consent Agenda and Discussion

1. June 5, 2024 Planning and Zoning Commission Meeting Minutes

Move Planning and Zoning Commission approve Planning and Zoning Commission meeting minutes of the Study Session of June 5, 2024, and Regular Meeting of June 5, 2024.

2. July 23, 2024 Design Review Committee Regular Meeting Minutes

Move Planning and Zoning Commission approve Design Review Committee meeting minutes of the Regular Meeting of July 23, 2024.

3. PLH22-0056 TIPSY EGG & THE UNCOMMON

Request for Entertainment Use Permit time extension to continue to allow live indoor and outdoor entertainment, at 1 E Boston Street, generally located ¼ mile south of the southeast corner of Arizona Avenue and Chandler Boulevard.

Proposed Motion

Move Planning and Zoning Commission recommend approval of Entertainment Use Permit PLH22-0056 Tipsy Egg & The Uncommon, to continue to allow for live indoor and outdoor entertainment, subject to the conditions as recommended by Planning staff.

Recommended Conditions of Approval

1. Substantial expansion or modification beyond the approved exhibits (Floor Plan, Site Plan and Narrative) shall void the Entertainment Use Permit and require new Entertainment Use Permit application and approval.

2. The Entertainment Use Permit is non-transferable to any other location.

3. The site shall be maintained in a clean and orderly manner.

4. All roof mounted equipment shall be screened.

5. The hours of live entertainment shall be limited to the following days and times:

Sunday-Thursday	11:00 am to 11:00 pm
Friday and Saturday	9:00 am to 12:00 am

6. Entertainment uses shall be controlled so as to not unreasonably disturb area residents.

7. The establishment shall provide a contact phone number for a responsible person (i.e bar owner and/or manager) to any interested neighbors or property owners to resolve noise complaints quickly and directly.

4. PLH23-0065 MAGNOLIA

Request for Preliminary Development Plan approval for single-family housing product to be constructed in a new subdivision that is generally located ¼ mile east of the northeast corner of Cooper Road and Riggs Road.

An Addendum Memorandum was presented to the Planning and Zoning Commission with a revised stipulation per the Applicant's request.

CHAIRMAN HEUMANN announced he received one speaker card for PLH24 Magnolia. He asked if the speaker could present their comments, then the Commission will decide if this item will remain on the Consent Agenda or be moved to the Action Agenda.

MARY ANN EASTERDAY, 2194 E. GEMINI PLACE stated that she lives next to the development and mentioned different contractors have been working on the development and that she has had called for dust control several times. She noted that the contractors were becoming lax with watering before construction leading to significant dust issues and presented a photo on her phone. She pointed out that she only saw single story homes in the images and asked if the interior would be one or two stories, as none of the pictures she saw showed two-story houses.

CHAIRMAN HEUMANN thanked the speaker for bringing up the dust control issues and confirmed that the Applicant had stipulated all the homes would be single-story.

MARY ANN EASTERDAY, 2194 E. GEMINI PLACE thanked the Commission Members.

CHAIRMAN HEUMANN asked the Applicant to come forward and address the concerns of the speaker.

BRENNAN RAY, APPLICANT acknowledged the concerns raised and explained that dust control is regulated by Maricopa County and that the developers are required to have a dust control permit displayed, which includes a number for the county in case of non-compliance. He thanked the neighbor for bringing it to the Applicant's attention as they not heard of any issues. He assured the Applicant would review the situation to ensure compliance with the county's regulations.

CHAIRMAN HEUMANN encouraged the Applicant to ensure regulations are followed and suggested someone from Shea Homes provide their phone number to the speaker for quick resolution of any future concerns.

MARY ANN EASTERDAY, 2194 E. GEMINI PLACE confirmed that there is a sign with a contact number.

THOMAS ALLEN, ASSISTANT CITY ATTORNEY pointed out there is an addendum memorandum on the dais with a revised stipulation that needed to be read into the record.

CHAIRMAN HEUMANN read aloud the revised stipulation reflected under no. 5:

The same elevation shall not be built side-by-side or directly across the street from one another, with the exception of lots 55-65, where the elevations can occur directly across the street.

Proposed Motion
Move Planning and Zoning Commission recommend approval of Preliminary Development Plan PLH23-0065 for single-family housing product to be constructed in a new subdivision, subject to the conditions as recommended by Planning staff.

Recommended Conditions of Approval

1. Development shall be in substantial conformance with the Development Booklet, entitled "PLH23-0065 Magnolia Development Booklet" and kept on file in the City of Chandler Planning Division, in File No. PLH23-0065 Magnolia, modified by such conditions included at the time the Booklet was approved by the Chandler City Council and/or as thereafter amended, modified or supplemented by the Chandler City Council.

2. Compliance with original conditions adopted by the City Council as Ordinance No. 5006 in case PLH21-0050 Magnolia, except as modified by condition herein.

3. All lots shall be single story, including any accessory dwelling units.

4. The site shall be maintained in a clean and orderly manner.

Note: Stipulation #5 was revised on the Addendum Memorandum presented to Planning and Zoning Commission this date

5. The same elevation shall not be built side-by-side or directly across the street from one another, with the exception of lots 55-65, where the elevations can occur directly across the street.

6. Preliminary Development Plan approval does not constitute Final Development Plan approval; compliance with the details required by all applicable codes and conditions of the City of Chandler and this Preliminary Development Plan shall apply.

5. PLH24-0006 PONDEROSA DISPENSARY

Request for Use Permit time extension to continue to allow for the colocation of an ancillary Medical Marijuana Facility in conjunction with its affiliated onsite Medical Marijuana Cultivation Site and Medical Marijuana Infusion Food Establishment located at 318 S. Bracken Lane.

Proposed Motion
Move Planning and Zoning Commission recommend approval of Use Permit PLH24-0006 Ponderosa Dispensary, to continue to allow the co-location of an ancillary Medical Marijuana Facility in conjunction with its affiliated onsite Medical Marijuana Cultivation Site and Medical Marijuana Infusion Food Establishment, subject to the conditions as recommended by Planning staff.

Recommended Conditions of Approval

1. Use Permit approval does not constitute Final Development Plan approval; compliance with the details required by all applicable codes and conditions of the City of Chandler and this Use Permit shall apply.

2. The site shall be maintained in a clean and orderly manner.

3. Drive through and/or take out windows are prohibited.

4. Consumption of Medical Marijuana on the premises is prohibited.

5. Hours of operation are limited to not earlier than 7:00 a.m. and not later than 10:00 p.m.

6. The ancillary medical marijuana facility shall not be larger than two thousand five hundred (2,500) gross square feet or twenty-five percent (25%) of the gross building square-footage, whichever is less.

7. The Use Permit shall remain in effect for one (1) year from the date of City Council approval. Continuation of the Use Permit beyond the expiration date shall require re-application to and approval by the City of Chandler.

6. PLH24-0007 SAWTOOTH BAR AND GRILL

Request for Entertainment Use Permit time extension to continue to allow for live indoor entertainment, speakers and tv screens, at 4929 W Ray Road, generally located at the southeast corner Ray and Rural roads.

Proposed Motion
Move Planning and Zoning Commission recommend approval of Entertainment Use Permit PLH24-0007 Sawtooth Bar and Grill, to continue to allow for live indoor entertainment, speakers and tv screens, subject to the conditions as recommended by Planning staff.

Recommended Conditions of Approval

1. Substantial expansion or modification beyond the approved exhibits (Floor Plan, Site Plan and Narrative) shall void the Entertainment Use Permit and require new Entertainment Use Permit application and approval.

2. The Entertainment Use Permit is non-transferable to any other location.

3. The site shall be maintained in a clean and orderly manner.

4. The hours of live entertainment shall be limited to the following days and times:

Hours of Entertainment	Monday 8:00 pm to 12:00 am Wednesday - Saturday: 9:00 am to 1:00 am

5. Entertainment uses shall be controlled so as to not unreasonably disturb area residents.

6. The establishment shall provide a contact phone number for a responsible person (i.e bar owner and/or manager) to any interested neighbors or property owners to resolve noise complaints quickly and directly.

7. PLH24-0008 FUN FUSION LEARNING CENTER

Move Planning and Zoning Commission withdraw PLH24-0008 Fun Fusion Learning Center, Use Permit to allow residential childcare for up to 10 children in an existing single-family home as requested by the applicant. (APPLICANT REQUESTS WITHDRAWAL)

8. PLH24-0013 LEGENDS SHOWCASE BAR & GRILL

Request for Entertainment Use Permit approval to allow for indoor live entertainment, speakers and tv screens at 2386 N Alma School Road, generally located north of the northwest corner of Alma School and Warner roads.

Proposed Motion

Move Planning and Zoning Commission recommend approval of Entertainment Use Permit PLH24-0013 Legends Showcase Bar & Grill, to allow for live indoor entertainment, speakers and tv screens, subject to the conditions as recommended by Planning staff.

Recommended Conditions of Approval

1. Substantial expansion or modification beyond the approved exhibits (Floor Plan and Narrative) shall void the Entertainment Use Permit and require new Entertainment Use Permit application and approval.

2. The Entertainment Use Permit is non-transferable to any other location.

3. The site shall be maintained in a clean and orderly manner.

4. The hours of live entertainment shall be limited to the following days and times:

Hours of Entertainment	Tuesday-Sunday: 11:00am - 9:00pm (Karaoke sessions from 5:30pm - 8:30 pm)

5. Entertainment uses shall be controlled so as to not unreasonably disturb area residents.

6. The establishment shall provide a contact phone number for a responsible person (i.e restaurant owner and/or manager) to any interested neighbors or property owners to resolve noise complaints quickly and directly.

7. The Entertainment Use Permit shall remain in effect for one (1) year from the date of City Council approval. Continuation of the Entertainment Use Permit beyond the expiration date shall require reapplication and approval by the City of Chandler.

9. PLH24-0014 CELONI HOSPITALITY, LLC DBA RECREO CANTINA

Request for Entertainment Use Permit time extension to continue to allow live indoor and outdoor entertainment, at 28 S San Marcos Place, generally located ¼ mile south of the southwest corner of Arizona Avenue and Chandler Boulevard.

Recommended Conditions of Approval

1. Substantial expansion or modification beyond the approved exhibits (Floor Plan and Narrative) shall void the Entertainment Use Permit and require new Entertainment Use Permit application and approval.

2. The site shall be maintained in a clean and orderly manner.

3. The hours of live entertainment shall be limited to the following days and times:

Monday-Thursday	11:00 am to 10:00 pm
Friday and Saturday	11:00 am to 12:00 am

4. Entertainment uses shall be controlled so as to not unreasonably disturb area residents.

5. The establishment shall provide a contact phone number for a responsible person (i.e. bar owner and/or manager) to any interested neighbors or property owners to resolve noise complaints quickly and directly.

10. Notice of Cancellation of the September 4, 2024, Planning and Zoning Commission Hearing

Move Planning and Zoning Commission cancel the September 4, 2024 Planning and Zoning Commission Hearing.

Consent Agenda Motion and Vote

COMMISSIONER LOPEZ moved to approve the Consent Agenda of the August 21, 2024, Regular Planning and Zoning Commission Meeting with stipulations presented by staff, modified stipulation no. 5 on Item no. 4, and noting that Item no. 7 is withdrawn; Seconded by COMMISSIONER QUINN.

Motion carried unanimously (5-0).

Action Agenda Item No. 11 and Discussion

11. PLH24-0009 CHANDLER AND COOPER RETAIL/ SHOPS A

DASRY OMER, ASSOCIATE PLANNER presented details regarding the request for Preliminary Development Plan approval for a new drive-through building located at the northwest corner of Cooper Road and Chandler Boulevard.

CHAIRMAN HEUMANN acknowledged staff's concerns about pedestrian access from Cooper Road and stated that he does not have an issue with the drive-thru, but he would like to focus on ensuring safety. He mentioned that the Applicant and staff had worked together on a stipulation to address this issue and asked that it be read into the record.

DASRY OMER, ASSOCIATE PLANNER read aloud the proposed stipulation:

> The applicant shall work with staff to incorporate a raised speed table at the drive-through exit and incorporate textured paving adjacent to all pedestrian crossings.

CHAIRMAN HEUMANN mentioned there were discussions about widening pedestrian pathways and requested that this be added to the stipulation.

DASRY OMER, ASSOCIATE PLANNER agreed to make the addition.

BRENNAN RAY, APPLICANT agreed to the stipulation regarding the speed table and textured paving. He emphasized that this is an infill site that has been zoned for a long time and although next to Walmart has not developed. He explained that the Applicant has worked with staff on the design of the building, architecture, and traffic mitigation to ensure that if recommended for approval by the Commission that it will fit in within the area. He further explained that pedestrian pathways would be enhanced with paving approximately wider than five feet, although he does not know what the measurement would be. He reiterated that the design and architecture of the building had been carefully planned and suggested that additional stipulation reflect that enhanced paving or textured paving must be used, therefore the outcome is above and beyond what has been shown in the plans as the Applicant is agreeable to that.

CHAIRMAN HEUMANN thanked the Applicant and sought clarification on the widening of the pedestrian crossings.

BRENNAN RAY, APPLICANT clarified that the width of the pedestrian crossing in question is approximately eight to nine feet and not the five feet that is showing.

KEVIN MAYO, PLANNING ADMINISTRATOR confirmed that the pedestrian crossings would be widened to around nine feet to ensure proper spacing.

CHAIRMAN HEUMANN asked if this could be added to the stipulation.

COMMISSIONER LOPEZ sought clarification on what the textured pavement would be.

BRENNAN RAY, APPLICANT stated the Applicant is not completely sure what the textured payment will be and assured the Commission that the Applicant will be working closely with staff on this.

KEVIN MAYO, PLANNING ADMINISTRATOR stated the center as a whole has textured paving at different pedestrian crossings. He mentioned that he was the original Planner for this site over twenty years ago and believed the textured paving was accomplished with pavers. He stated there are details approved in the original development for the type of paver that was used and staff would want it to be matched to something that closely resembles it. He further stated the intent is it matches and provides a physical audible awareness that your crossing something other than just a drive aisle.

CHAIRMAN HEUMANN asked staff to read aloud the amended stipulation.

DASRY OMER, ASSOCIATE PLANNER read aloud stipulation no. 8:

> The applicant shall work with staff to incorporate a raised speed table at the drive-through exit and incorporate 9-foot-wide textured paving adjacent to all pedestrian crossings.

Action Agenda Item No. 11 Motion and Vote

Alternative Motion

Move Planning and Zoning Commission recommend approval of Preliminary Development Plan, PLH24-0009 Chandler and Cooper Retail - Shops A for a new drive-through building, subject to the conditions as recommended by Planning staff.

Recommended Conditions of Approval

1. Development shall be in substantial conformance with the Development Booklet, entitled "PLH24-0009 Development Booklet" and kept on file in the City of Chandler Planning Division, in File No. PLH24-0009 Chandler and Cooper Retail - Shops A, modified by such

conditions included at the time the Booklet was approved by the Chandler City Council and/or as thereafter amended, modified or supplemented by the Chandler City Council.

2. Two canopies shall be provided over the drive-through lane between the existing Walmart and the proposed building as shown in the site plan and shall match the architectural theme of the center.

3. Decorative paving and pedestrian crossing signs shall be provided at each of the two drive-through and sidewalk intersections.

4. The site shall be maintained in a clean and orderly manner.

5. All signage shall be reviewed under a separate permit and comply with the City of Chandler's Sign Code.

6. Completion of the construction of all required off-site street improvements including but not limited to paving, landscaping, curb, gutter and sidewalks, deceleration lanes, median improvements and street lighting to achieve conformance with City codes, standard details, and design manuals.

7. Preliminary Development Plan approval does not constitute Final Development Plan approval; compliance with the details required by all applicable codes and conditions of the City of Chandler and this Preliminary Development Plan shall apply.

Note: Stipulation no. 8 was added as a result of discussions held at the Planning and Zoning Commission Hearing this date:

8. The Applicant shall work with staff to incorporate a raised speed table at the drive-through exit and incorporate 9-foot wide textured paving adjacent to all pedestrian crossings.

COMMISSIONER LOPEZ moved to approve Action Agenda Item no. 11 of the August 21, 2024, Regular Planning and Zoning Commission Meeting with stipulations presented by staff, including added stipulation no. 8; Seconded by COMMISSIONER GOLLA.

Motion carried unanimously (5-0).

Member Comments/Announcements

LAUREN SCHUMANN, PRINCIPAL PLANNER stated with the end of August approaching, staff is considering canceling one of the two Planning and Zoning Commission meetings every month as Council meets only one week for each of the remaining months for the year. She advised the Commission to be on the lookout for an email listing the dates we plan on anticipating having for the last four months of the year.

KEVIN MAYO, PLANNING ADMINISTRATOR stated that staff will start taking a different approach to Planning and Zoning Commission as he will now be off the dais and in the audience or absent. He emphasized the importance of training the next generation of planners and explained the purpose is to train and transition his duties to David, Lauren, and other staff members. He thanked the Commission and stated that they will see him fading off Planning and Zoning Meetings and focusing more on City Council.

CHAIRMAN HEUMANN wished everyone a safe and happy Labor Day. He thanked the Planning Administrator and assured the Commission would be kind to staff as they transitioned into new responsibilities.

Calendar

The next regular meeting will be held on Wednesday, September 18, 2024, in the Chandler City Council Chambers, 88 E. Chicago Street, Chandler, Arizona.

Adjourn

The meeting was adjourned at 5:50 p.m.

Kevin Mayo, Secretary

Rick Heumann, Chairman

CHANDLER arizona
Community of Innovation

Planning & Zoning Commission Memorandum **Development Services**
Memo No. 24-052

Date: 09/18/2024
To: Planning and Zoning Commission
Thru: Kevin Mayo, Planning Administrator
David de la Torre, Planning Manager
From: Lauren Schumann, Planning Senior Program Manager
Subject: PLH24-0023 The District Downtown
Request: Rezoning from Planned Area Development (PAD) for mixed uses including multi-family, office, and commercial uses permitted under the Community Commercial District (C-2) to PAD for mixed uses including multi-family, office, commercial uses permitted under the Community Commercial District (C-2) and automobile and truck sales with a Mid-Rise Overlay allowing for heights up to 120 feet

Preliminary Development Plan (PDP) approval for site layout and conceptual building architecture

Location: Northwest corner of Arizona Avenue and the SanTan 202 Freeway
Applicant: Brennan Ray; Burch & Cracchiolo, P.A.

Proposed Motion:

Rezoning
Move Planning and Zoning Commission recommend approval of Rezoning PLH24-0023 The District Downtown, Rezoning from Planned Area Development (PAD) for mixed used development including multi-family, office, and commercial uses as permitted under Community Commercial (C-2) to PAD for mixed uses including multi-family, office, commercial uses permitted under the Community Commercial District (C-2) and automobile and truck sales with a Mid-Rise Overlay allowing for heights up to 120 feet, subject to the conditions as recommended by Planning staff.

Preliminary Development Plan
Move Planning and Zoning Commission recommend approval of Preliminary Development Plan PLH24-0023 The District Downtown for site layout and conceptual building architecture, subject to the conditions as recommended by Planning staff.

Background Data:

- Site 44.7 acres and vacant
- Subject site received PAD zoning for office, retail, and hotel uses in 1987 as part of a larger master plan that included the adjacent Stonebridge Ranch Apartment Complex
- Zoning extended in 1989 and vested when the apartments were constructed in 2000
- Zoning amended in 2007 to allow a Mid-Rise overlay with heights up to 120 feet for the entire site
- Time extension was approved in 2010
- A rezoning to add multi-family residential within the mixed-use development occurred in 2022 with stipulations pertaining to phasing of development
- The applicant requests rezoning to add automobile and truck sales to permitted uses within the mixed-use development, eliminate phasing stipulations, and revised the most western multi-family from a wrapped parking garage to surface parked development
- Proposed PDP establishes where uses can occur and conceptual building renderings are provided to establish quality of design; a Mid-Rise Overlay is permitted over the entire site allowing building heights up to 120 feet
- If approved, mixed-uses include two multi-family developments totaling 800 units, two office buildings, two hotels, two automotive dealerships, and supporting commercial retail at the street intersection

Surrounding Land Use Data:

North	Pecos Road, then multi-family	South	SanTan 202 Freeway, then commercial shopping center
East	Arizona Avenue, then commercial shopping center	West	Multi-family

General Plan and Area Plan Designations

	Existing	Proposed
General Plan	Neighborhoods within Downtown Chandler Growth Area	No Change

Proposed Development

	Proposed Land Uses
Parcel 1 9.19 acres	Two automobile and truck dealerships
Parcel 2 8.93 acres	Commercial Uses including retail, restaurants, maximum of three drive-thru pads, and common outdoor community space Approximately 45,115 square feet commercial uses
Parcel 3 4.73 acres	Office-Two 2-story offices with outdoor plaza and parking Approximately 72,8000 square feet office
Parcel 4 6.02 acres	Multi-family residential 400 units; density 66.4 du/ac Units wrap parking garage
Parcel 5 12.35 acres	Multi-family residential 400 units; density 32.4 du/ac Surface parked
Parcel 6 & 7 4.01 acres	Two hotels each with 98 rooms; totaling 196 hotel rooms

Review and Recommendation

The subject site has been zoned for mixed-use development since 1987 and a Mid-Rise Overlay allowing for heights up to 120 feet since 2007. The site is the last undeveloped quadrant of the San Tan 202 Freeway/Arizona Avenue interchange and occupies all vacant land bounded by Arizona Avenue, Pecos Road, existing multi-family to the west, and the San Tan 202 Freeway. The other three interchange quadrants have been developed as retail power centers anchored by large box retailers. The applicant proposes to complete this intersection with a mixed-use development including residential, office, and

commercial uses.

Within the 2022 zoning case, stipulations were added to ensure more than one use would develop. Stipulations stated a portion of commercial must develop prior to first phase of multi-family and all commercial buildings along Arizona Avenue were required to be built before the second phase of multi-family could occur. The developer has asked the phasing stipulations be removed to maintain flexibility while attracting potential tenant(s), and allow the property to develop under market demand. The developer has provided a phasing plan; within the first phase, all landscaping along Arizona Avenue and Pecos Road will be installed and the internal 'main street' will be built. The main internal drive has been revised to a curvilinear design with a focal point of open space between the different uses and tree-lined sidewalks will be provided throughout the development for connectivity. The second phase would include the commercial corner at Arizona Avenue and Pecos Road, one hotel, and the multi-family located along the western property line. The proposed multi-family development under phase two is surface parked and compatible with the existing surfaced parked multi-family to the immediate west. The new design shifts the buildings further to the east fronting onto the internal main street. The surface parked multi-family development will encompass the entire western property.

The applicant requests to add automobile and truck sales to the permitted uses, which are permitted by right within properties zoned Regional Commercial (C-3) district. The proposed dealerships are adjacent to the SanTan 202 Freeway and could accommodate potentially two different dealerships. The revenue from the vehicle sales could benefit the City and help with deficits from lost multi-family revenue. Staff is proposing a stipulation allowing only franchise dealerships, which have exclusive rights to sell new vehicles to the public for a specific manufacturer or brand. Franchise dealerships provide a larger selection of new vehicles and provide some used vehicles. The proposed dealerships request a digital sign along Arizona Avenue, which is consistent with signage permitted at other auto dealerships along the freeway within Chandler.

The applicant has included conceptual renderings and exhibits to establish the required level of quality and design for buildings, hard scape, and landscaping. Upon identifying the tenant and respective building needs, the applicant will submit for Administrative Design Review for site and building design. Staff will review the administrative submittal for consistency with the renderings, conceptual imagery, narrative, stipulations, and City Code. The conceptual Development Booklet and stipulations will result in a high-quality mixed-use development to complete the intersection and entrance to the downtown area.

Planning staff has reviewed and supports the request citing consistency with the General Plan and goals of the Downtown Chandler Growth Area. The District Downtown will create a sense of place through site layout by providing a main street boulevard with tree-lined sidewalks, building awnings, patio areas, public outdoor plaza areas, landscaping, and cohesive architecture. Since 1987, the subject site has been intended to develop with employment uses and supporting commercial uses. The request will continue this vision and improve by adding a residential component of 800 units to further supplement the commercial during the non-office hours. Furthermore, the subject site has allowed for building heights up to 120 feet since 2007. Staff continues to support the request for Mid-Rise Overlay allowing building heights up to 120 feet as the property abuts the freeway and a major intersection.

Planning staff finds the proposal to be consistent with the General Plan and recommends approval subject to conditions.

Traffic Analysis

A Traffic Impact Study was submitted to the City's Transportation Engineer and accepted. The developer will install a new signal along Pecos Road at Palm Lane to allow for better access to the site and circulation within and around the development.

Public / Neighborhood Notification

- This request was noticed in accordance with the requirements of the Chandler Zoning Code.
- A neighborhood meeting sign was posted on the site and on social media via NextDoor.
- The neighborhood meeting was held on July 10, 2024. Four residents attended, asking general questions of the project including traffic, proposed uses, and construction timelines.
- As of the writing of this memo, Planning staff is not aware of any concerns or opposition to the request.

Recommended Conditions of Approval:

Rezoning

Planning staff recommends Planning and Zoning Commission move to recommend approval of Rezoning from PAD for mixed used development including multi-family, office, and commercial uses permitted under Community Commercial (C-2) to PAD for mixed uses including multi-family, office, commercial uses permitted under the Community Commercial District (C-2) and automobile

and truck sales with a Mid-Rise Overlay allowing for heights up to 120 feet, subject to the following conditions:

1. Development shall be in substantial conformance with the conceptual plans included in the Development Booklet, entitled, "The District Downtown" and kept on file in the City of Chandler Planning Division, in File No. PLH24-0023, modified by such conditions included at the time the Booklet was approved by the Chandler City Council and/or as thereafter amended, modified, or supplemented by Chandler City Council.

2. Building heights shall not exceed 120 (one hundred and twenty) feet in height as measured to the top of parapet of the building façade.

3. Residential density shall be permitted up to a maximum density of forty (40) dwelling units per acre for Parcel 5 and seventy (70) dwelling units per acre for Parcel 4.

4. Uses permitted within the office buildings include general office and medical office. Medical office shall be contingent upon compliance with minimum parking requirements per Zoning Code section 35-1804 Parking Schedule.

5. Users for the automobile and truck sales shall be limited to franchise dealerships only. Franchise dealerships are those dealerships that (a) meet the definition of a “franchisee” under A.R.S. 28-4301, (b) have received a New Motor Vehicle Dealer license from the Arizona Motor Vehicle Division to sell new vehicles, and (c) have the legal right to sell new vehicles to the public for a specific manufacturer or brand.

6. Completion of the construction of all required off-site street improvements including but not limited to paving, landscaping, curb, gutter and sidewalks, median improvements and street lighting, to achieve conformance with City codes, standard details, and design manuals.

7. Right-of-way dedications to achieve full half-widths, including turn lanes and deceleration lanes, per the standards of the Chandler Transportation Plan.

8. The developer shall be required to install landscaping in the arterial street median(s) adjoining this project. In the event that the landscaping already exists within such median(s) the developer shall be required to upgrade such landscaping to meet current City Standards.

9. The landscaping and all other improvements in all open-spaces shall be

maintained by the property owner or property owners' association and shall be maintained at a level consistent with or better than at the time of planting.

10. The landscaping in all rights-of-way shall be maintained by the adjacent property owner or property owners' association.

11. Minimum building setbacks shall be as follows:

Property Line Location	Minimum Building Setback
Arizona Avenue	30 feet
Pecos Road	30 feet
West	20 feet
South	10 feet

Preliminary Development Plan
Planning staff recommends Planning and Zoning Commission move to recommend approval of the Preliminary Development Plan, subject to the following conditions:

1. Development shall be in substantial conformance with the conceptual plans included in the Development Booklet, entitled, "The District Downtown" and kept on file in the City of Chandler Planning Division, in File No. PLH24-0023, modified by such conditions included at the time the Booklet was approved by the Chandler City Council and/or as thereafter amended, modified, or supplemented by Chandler City Council.

2. A separate Preliminary Development Plan application shall be required for the proposed multi-family on Parcel 4.

3. In the event that a different use, other than automobile and truck sales, proposes to develop on Parcel 1, a separate Preliminary Development Plan application will be required.

4. As part of the Administrative Design Review process, where staff determines the proposed site improvements do not achieve a high-quality interconnected mixed-use development, the request may be reverted to Council for approval of a revised Preliminary Development Plan.

5. As part of the Administrative Design Review process, where staff determines that the proposed building design does not achieve a high-quality architectural design as rendered in exhibits within the Development Booklet, the request may be reverted to Council for approval of a revised Preliminary

Development Plan.

6. Phase 1 shall include all off-site improvements, landscaping along Arizona Avenue and Pecos Road, and internal drive through the site, as depicted in the Phasing exhibit.

7. The development shall be in compliance with current Commercial Design Standards and Parking Schedule, unless indicated within the "The District Downtown" development booklet.

8. Tree-lined sidewalks connecting all uses within the development shall be provided.

9. A minimum of one passenger loading area shall be provided for each multi-family parcel, office, and one for each commercial parcel.

10. Electric vehicle charging stations shall be provided in each commercial parcel and a minimum of two electric vehicle charging stations shall be provided per residential building.

11. All roof-mounted mechanical equipment shall be fully screened on all sides by top of parapet. Said screening shall be architecturally integrated with the building.

12. The developer shall provide a porte cochère at the entrance of each hotel.

13. Preliminary Development Plan approval does not constitute Final Development Plan approval; compliance with the details required by all applicable codes and conditions of the City of Chandler and this Preliminary Development Plan shall apply.

14. Landscaping plans (including for open spaces, rights-of-way, and street medians) and perimeter walls shall be approved by the Planning Administrator.

15. Fifty percent of the trees planted along Arizona Avenue and Pecos Road shall be a minimum of 36-inch box and 12-feet in height at the time of planting.

16. The mesquite tree species shall be replaced with another species from the City approved low-water use plant list.

17. Except as shown in the Development Booklet, all signs shall comply with

Chapter 39, Sign Code, of the Chandler City Code.

18. The proposed digital monument sign shall only be utilized by the permitted automobile and truck dealerships on Parcel 1.

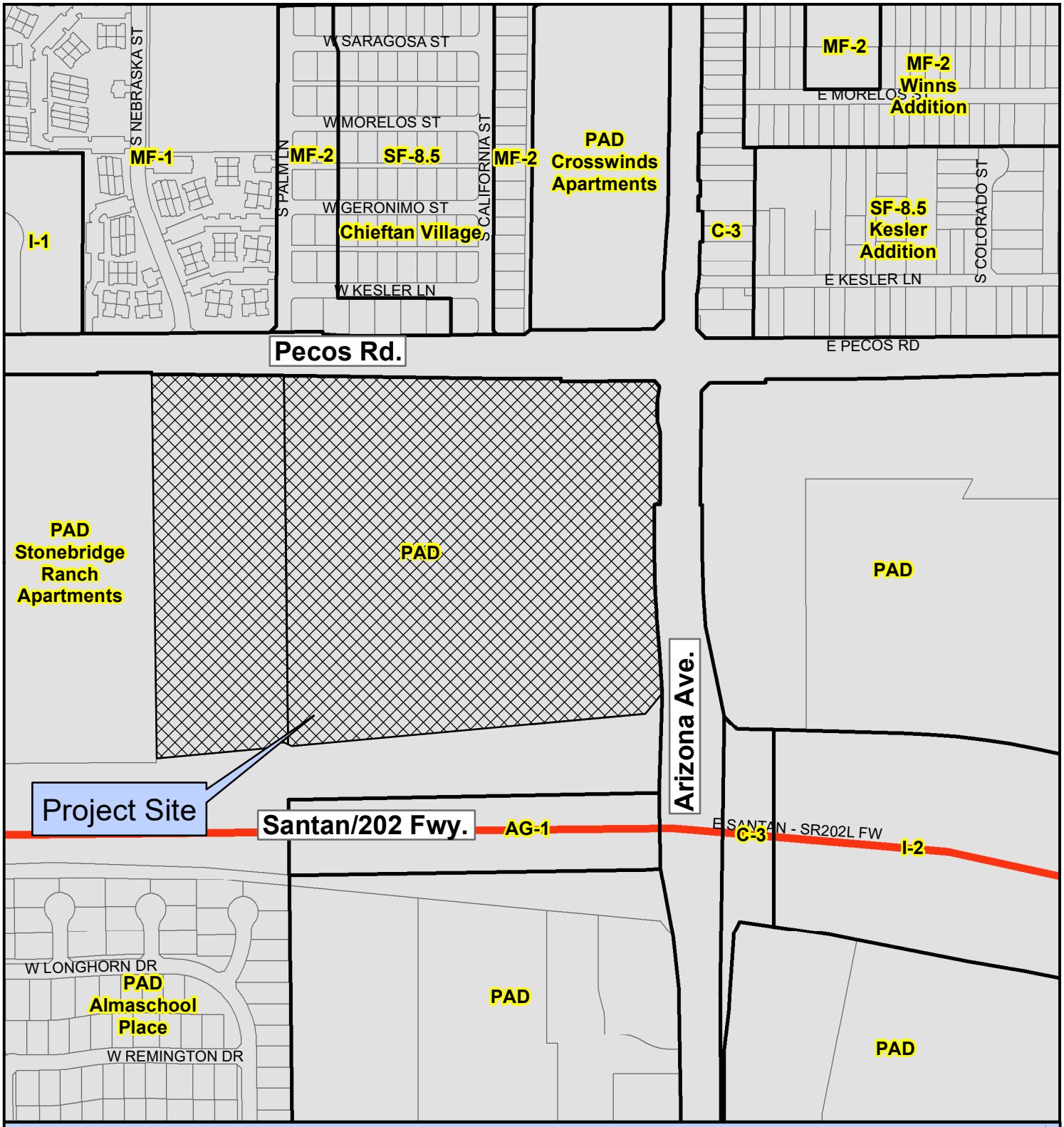
19. Signage shall be designed in coordination with landscape plans, planting materials, storm water basins, site contours, utility pedestals, and other site appurtenances or features so as not to create problems with sign visibility or prompt the removal of required or proposed landscaping. Building signage shall be architecturally coordinated with the respective façade.

20. The monument sign's sign panels shall have an integrated or decorative cover panel until a tenant name is added to the sign.

21. The site shall be maintained in a clean and orderly manner.

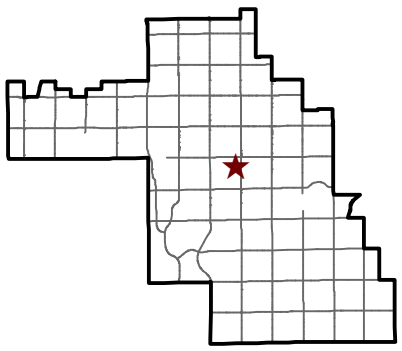
Attachments

Vicinity Maps
Development Booklet
2022 Approved Site Plan



PLH24-0023 The District Downtown

Project Details
REZONE & PDP
44.7 Acres
Mixed-Use Multi-Family, Office, Community Commercial, and automobile and truck sales with a Mid-Rise Overlay allowing for heights up to 120 feet



CHANDLER arizona

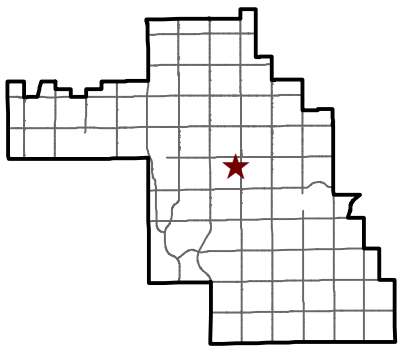
City of Chandler Planning Division
chandleraz.gov/planning
For more information visit:
https://gis.chandleraz.gov/planning



PLH24-0023 The District Downtown

N

Project Details
REZONE & PDP
44.7 Acres
Mixed-Use Multi-Family, Office, Community Commercial, and automobile and truck sales with a Mid-Rise Overlay allowing for heights up to 120 feet



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Planned Area Development

and

Preliminary Development Plan

The District Downtown

Northwest Corner of
Arizona Avenue and Loop 202

by:

Meridian West AZ/202, LLC

Case No: PLH24-0023

Submitted: June 4, 2024
Updated: September 4, 2024
Updated: September 11, 2024

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TABLE OF EXHIBITS

Exhibit No.	Description
1	Aerial & Vicinity Map
2	Conceptual Site Plan
3	Non-Residential Building Perspectives
4	Multi-Family Residential Concept
5	Colors & Materials Palette
6	Landscape & Open Space Character
7	Conceptual Master Plan – Plant Palette
8	Comprehensive Sign Plan
9	Conceptual Phasing Plan
10	Conceptual Grading & Drainage

THE DISTRICT DOWNTOWN

I. INTRODUCTION

Meridian West AZ/202, LLC ("Meridian West") is the owner of The District Downtown, an exciting mixed-use development on approximately 49.30± gross (44.73± net) acres (the "Site") at the northwest corner of Arizona Avenue and the Loop 202 Freeway. ***See Exhibit 1, Aerial & Vicinity Map***. The District Downtown will be a high-quality, dynamic mixed-used development containing a mix of office, commercial, and multi-family uses. The design, layout, and theming create a high-quality development that will be a recognizable presence and strong, viable development for the City of Chandler (the "City") given its location proximate to the Loop 202, the Price Road Corridor, and Chandler Airport. The District Downtown creates shopping and employment opportunities in the immediate area and is anticipated to improve the City's jobs-to-population ratio while at the same time provide much needed housing to the City and immediate area. To achieve this, Meridian West seeks rezone the Site to Planned Area Development (PAD) and Preliminary Development Plan (PDP) approval.

II. SITE, SURROUNDING AREA, AND EXISTING ZONING

The Site is designated on the City's General Plan as Neighborhoods and lies within the Downtown Chandler Growth Area. Within the Neighborhood designation, mixed-use development containing residential, commercial, and/or office can be considered at the intersection of major arterials, freeway interchanges with arterial streets, commercial areas, Downtown, and high-capacity transit corridors. Urban residential exceeding 18 du/ac. can be considered in Downtown, in regional commercial areas, and within designated high-capacity transit corridors. The Site is zoned PAD Mixed-Use for a range of uses including commercial, office, and multi-family residential.

Arizona Avenue is designated as a High-Capacity Transit Corridor. High-capacity transit corridors are appropriate locations for the development of high-intensity, mixed-land uses. Such developments would create opportunities for living within walking distance of schools, stores, and restaurants. For some people this means less travel time, cost savings and convenience, and better quality of life.

The Downtown Chandler Growth Area includes the historic Downtown square and extends south to the Loop 202. This Growth Area encourages a vibrant live, work, and play atmosphere. It additionally encourages developing the Growth Area with higher densities, mixed-uses, and transit-oriented development.

The proposed high-quality, mixed-used development is consistent with the General Plan, High-Capacity Transit Corridor, and the Downtown Chandler Growth Area.

III. PROPOSED PLANNED AREA DEVELOPMENT

Meridian West requests the Site be rezoned from PAD Mixed-Use to PAD Mixed-Use for a range of uses including **commercial** (Any use or similar use in the C-2 District of the City's Zoning Ordinance, including automobile and truck sales); **office** (professional, business, administrative, executive, and other offices); and **multi-family residential**.

IV. PROPOSED PRELIMINARY DEVELOPMENT PLAN

A. Site Layout

The District Downtown is designed as a high-quality, mixed-use development that will create vital employment, retail, and housing opportunities at the gateway to Downtown Chandler,

adjacent to major transportation corridors (Arizona Avenue/State Route 87 and the Loop 202), and near the City's primary employment areas (Price Road Corridor and the Chandler Airpark). ***See Exhibit 2, Conceptual Site Plan***.

The District Downtown is organized around a uniform street network which connects to a centralized main street that terminates at a central park and open space area, then continues throughout the Site in an appropriate manner that provides clear, distinctive routes for both vehicles and pedestrians to the planned uses. The centralized main street links to Arizona Avenue which compresses as it enters the Site to slow traffic down and create a pedestrian friendly environment. Thoughtfully planned pedestrian experiences are placed throughout the site using organic and structural shade elements. This provides opportunities for shaded seating, where enhanced decorative paving and patterned landscape invite patrons, residents, or employees to enjoy the urban environment. Pedestrian connections are planned between the different uses through defined paths, further emphasizing the mixed-use nature of the development. Unique to the development is an open space/park area near the west end of the main street, near the commercial retail uses. This area may contain design elements and features such as a shaded seating, urban street furniture, patterned landscape, and decorative lighting to attract individuals, couples, and families to the development.

Commercial uses are conveniently located on the eastern most portion of the Site with additional access points provided along Pecos Road. Retail commercial buildings are planned to be oriented along the central main street as well as Arizona Avenue, locating the majority of the parking internal to the Site. In the south-central portion of the site, hotel uses are planned. This use is located near the freeway corridor for higher visibility and scale. Two, 2-story offices are planned along Pecos Road, with an additional multi-family parcel centrally located on the Site, south of the offices. The intentional layout allows for transitions in land use from the west to the east. Specific details on proposed development, uses, etc. are found in ***Exhibit 2***.

This PDP depicts the general layout ("Site Plan"), general appearance ("Elevations"), and theming ("Theming") of The District Downtown, but it does not restrict uses or buildings to the building locations or square footages as depicted on the Site Plan or appearance as depicted by the Elevations or Theming. Adjustments in Site Plan configuration to accommodate change in uses, alternative building design or geometry, layout of buildings within the Site, pedestrian and vehicular circulation within the Site, parking or other Site specific criteria as well as, adjustments in buildings floor area, and changes in the building architecture and theming will be allowed as long as each final building or buildings and individual lots and theming within the Site: (1) meets the general intent of the proposed Site Plan; (2) meets the level of quality and finish represented in the proposed building elevations of the Elevations and Theming; (3) comply with the below Design Guidelines; (4) use the colors and materials identified on the Color and Materials Palette or use compatible colors and materials as identified on the Color and Materials Palette; (5) provide code required parking stalls or demonstrate conformance with the City's shared parking requirements; and (6) meet building setbacks as required by the City's Zoning Ordinance or as otherwise identified in this PAD. Actual building footprints, layout within a lot or lots' developable area, and theming shall be determined administratively through the Administrative Design Review approval processes.

Notwithstanding the preceding, a separate Preliminary Development Plan must be submitted and approved by the City Council for the proposed multi-family development on Parcel 4 as shown on ***Exhibit 2, Conceptual Site Plan***.

B. Architecture

Non-Residential

The overall theme of the non-residential buildings is an interpretation of a modern southwest look. ***See Exhibit 3, Non-Residential Building Perspective.*** The buildings incorporate large overhangs for sun screening and to create shaded areas for pedestrians and occupants. The 2-story office buildings feature roof top decks with shaded outdoor areas. Landscape boxes are utilized to drape planting materials over the building façade at the balcony locations and at the upper pedestrian walkway connecting the two buildings. A significant amount of glass and steel is utilized in the building facades to give a modern tech look while still maintaining a design theme consistent with surrounding structures. The commercial/retail buildings are designed to be pedestrian friendly with seating areas and shading for protection from the direct sun. Certain elements from the site sign design package are utilized and incorporated into the building design as well. This can be seen in areas such as the exterior column details on the office and commercial buildings. This helps to create a cohesive and comprehensive overall development plan.

Building materials are similar and consistent. Window sizes reflect a more appropriate sizing for the intended use and incorporate overhangs for sun screening. Building materials include natural stone, composite metal panels, Hardie panels and EIFS where appropriate, and a generous use of glass and aluminum storefront windows on the commercial buildings and curtain walls on the office buildings. Colors range from light and dark earth tones to incorporate the surrounding Sonoran Desert background, to modern metallic blues and greys to signify a new state-of-the -art development. ***See Exhibit 5, Color & Materials Palette.***

Residential

The building architecture is anticipated to include varied massing, varying roof parapets, architectural features, stoops, materials, and façade detailing found in many modern, contemporary luxury multi-family developments found in the Phoenix Metro-area and Southwest region. ***See Exhibit 4, Multi-Family Residential Concept***. The building massing includes a series of towers and recessed facades and patios. The massing and detailing emphasize the promotion of pedestrian activity via lighting, trees, and shade structures (such as awnings and roof overhangs). The color scheme is a blend of shades of brown, white, and tan with some complementary accent colors found within the Sonoran Desert color palette and is consistent and appropriate with the surrounding building context.

Architectural Design Guidelines

To ensure the future building elevations are designed consistent with the expectations set forth in the PDP, Meridian West proposes the following design guidelines. These design guidelines are intended to create a cohesive, attractive, and appropriate architectural statement. The guidelines provided in this document are not absolute, but are general statements aimed at setting forth the design expectations:

- All building elevations should maintain the same visual integrity, cohesiveness, and design detail.
- All building elevations should consider the use of multiple heights, wall planes, masses, and exterior materials along with natural elements, and complementary colors and texture to other building elevations within the Site.
- All building elevations should incorporate elements of the building elevations approved in this PDP. Where building elevations may expand in scale, simple relief may be used by including various architectural features such as an EIFS relief, a wainscot system, change in material or color on the surface that will be expanded

(where one building plane meets another, a change in material or color will add interest).

- Building elevations should be designed to respond to the harsh southwest climate and oriented to recognize the value of appropriate landscaping and cooling requirements in harmony with the environment.
- Human scale massing and proportions should complement the building elevation function and the design should be harmonious with adjoining developments.
- Canopies, arcades, and overhangs should be designed to create places of refuge for pedestrians and to create interest within the building design.
- Landscape buffers will be designed for the street edges and to emphasize the points of entry into the development.
- Identify internal crosswalks with changes in paving materials, signs, or paint striping.

The design of the future building elevations and theming may be administratively approved by Staff upon a finding that the proposed building elevations and theming are substantially consistent with the ***Non-Residential Building Perspectives (Exhibit 3)***, ***Multi-Family Residential Concept (Exhibit 4),*** and these Architectural Design Guidelines.

C. Landscaping Theme and Design Considerations

The overall landscape theme incorporates low water use, regionally appropriate plant material that is suitable for the Sonoran Desert to create an attractive experience for those who work, shop, and live at The District Downtown as well as those travelling along the Loop 202, Arizona Avenue, and Pecos Road. The landscaping theme draws from urban forms aimed to complement the scale and texture of the buildings. ***See Exhibit 6, Landscape & Open Space Character***. The design is intended to include striking patterns and layering of plant material at entries and pedestrian spaces to emphasize key pedestrian and vehicular routes. Trees will be placed along the streets in formal patterns to provided much needed shade on sidewalks to create a unique aesthetic with contrasting canopies and understory planting. The overall cohesive design will establish The District Downtown as a destination within the south downtown area of Chandler.

All of the plant species proposed adhere to the Arizona Department of Water Resources, "Low Water Use Plant List" in order to incorporate native and hybrid arid region vegetation into the landscape. ***See Exhibit 7, Conceptual Master Plan – Plant Palette***. All of the landscape within the boundary of the Site will be watered on an automatic drip irrigation system.

D. Entry Monumentation and Screening

Entry monumentation and signage for the Site will be designed to complement the overall building architecture. Scale, both horizontal and vertical, will be used, where appropriate, to emphasize primary access points and landmark features. Colors and materials proposed will highlight the quality and level of finish of the building elevations.

Proper screening of the parking areas will be accomplished through earthen berms and decorative walls that have been designed to complement the building and utilizing varying colors and textures arranged in an attractive design.

E. Development Standards

Meridian West is proposing the following development standards:

Regulation	Development Standard
Building Height (max.)	120 ft., inclusive of parapet walls, mechanical equipment, and screening
Building Setback (min.)	
- Front (Arizona Ave.) - Side (Pecos Rd.) - Side (Loop 202) - Rear (west)	30 ft. 30 ft. 10 ft. 20 ft.
Landscape Setback (min.)	
- Front (Arizona Ave.) - Side (Pecos Rd.) - Side (Loop 202) - Rear (west)	20 ft. 20 ft. 10 ft. 20 ft.
Lot Coverage[1] (max.)	60 %
Residential Density[1]	Parcel 4 – 67 du/ac Parcel 5 – 33 du/ac
Perimeter Parking Screen Wall Height	3 ft.

F. Multi-Family Design Standards

The City's Zoning Ordinance sets forth additional requirements for multi-family development to encourage creative and innovative design techniques, quality, and merit. The District Downtown provides the following:

1. Open Space

The requirements for common and private open space are based on traditional suburban development and do not consider developing in an urban-like setting. Great care has been taken to ensure the usable common open space far exceeds what the City's Code would otherwise require. The anticipated amenities throughout the development and within the common open spaces in this urban-like setting provide better opportunities for residents and guests to interact with each other. Usable common open space and recreation area at the rate of 125 square feet per bedroom at a minimum width of 12 feet shall be provided. Private open space shall be a minimum of 4 feet in diameter for patios and balconies. This area will be an average of 4'x12' for a total of 48 sq. ft. per patio/balcony.

2. Site Circulation and Parking

Safe and convenient pedestrian circulation to and from parking lots throughout the development must provided. Code-required parking spaces and ADA van accessible spaces shall provided. Parking canopy covers must be architecturally integrated with the surrounding structures, i.e., color, materials, location, and 10-inch minimum fascia (all four sides).

3. Amenity Options

Six amenities are required to be provided in accordance with the following schedule: 260 units or larger. Because of the urban, in-fill nature of the Site and proposed community, the amount and quality of amenities shall strive to satisfy the spirit and intent of needing to provide a second pool, ramada, etc.

4. Interface with Single-Family Areas

[1] Calculated on the overall Site and not on an individual parcel.

There are no single-family areas adjacent to the Site.

5. Specific design attention areas

The design of courtyards and pedestrian areas must relate to the "human scale." Large unvaried building facades shall be avoided. Common open spaces, rather than parking lots, shall be used as central features.

6. Energy conservation

The residential development shall provide shading for the buildings through overhangs and/or trees and shade trees along drives, building perimeters, and where appropriate. Additional building shading may be provided through the use of inset patios and balconies, metal canopies to shade windows, and the use of landscaping.

7. Landscaping

The amount of landscaping shall be of sufficient intensity to create a pleasant and comfortable living environment. Special attention shall be given to the areas that are highly visible to the public to create an upscale landscape experience.

8. Building Standards

Mechanical equipment shall be fully screened through the use of parapet walls on the building elevations.

9. Lighting

Lighting will comply with the City's Zoning Code. External lighting will be appropriately located and designed to prevent light from spilling onto adjacent properties.

10. Signage

See the discussion in Section V.A for details concerning signage.

G. Circulation

The District Downtown has been planned to ensure efficient on-site circulation and appropriate access to the public street system surrounding the Site. Access to Site will occur as follows: full access will be provided on Pecos Road at the alignment of Palm Lane, along Arizona Avenue at the alignment of the Walmart driveway (a signalized intersection). Limited access will be provided at three additional driveways for the proposed development; two on Pecos Road and one on Arizona Avenue.

H. Parking

A total of 2,178 parking spaces are required and 2,183 spaces are provided. For commercial uses, the minimum parking ratio shall be 5.5 spaces per 1,000.

V. MISCELLANEOUS

A. Comprehensive Sign Plan

The ***Comprehensive Sign Plan*** is attached as ***Exhibit 8.*** The Comprehensive Sign Plan addresses both permanent identification and temporary marketing requirements and has been designed to complement the quality of the employment, commercial, and residential components. To the extent the proposed comprehensive sign plan conflicts with the City's Sign Code, we request the Comprehensive Sign Plan set forth in this booklet be followed.

B. Phasing

The District Downtown is preliminarily anticipating developing in multiple phases as identified on ***Exhibit 9, Conceptual Phasing Plan***, and as follows:

- Phase 1 will be the off-site perimeter improvements along Pecos Road and Arizona Avenue and the main access drive from Arizona Avenue and Pecos Road.
- Phase 2 will be the commercial development along Arizona Avenue and Pecos Road in Parcel 2, one of the two hotels in Parcels 6 and 7, and the multi-family development in Parcel 5.
- A Preliminary Development Plan must be submitted and approved by the City Council for the proposed multi-family development on Parcel 4.
- The balance of the development will be developed according to market demand.
- Any changes to the Conceptual Phasing Plan must be approved by the City Council.

C. Utilities

The onsite water, fire and sewer lines will be private except for a public water loop connecting existing mains in Arizona Avenue, Pecos Road, and the existing apartments to the west. The City has requested that the connection to the apartment be completed as part of this project to enhance the existing water pressures in the complex. The public water loop will comply with the City's requirements.

D. Grading and Drainage

The ***Conceptual Grading and Drainage Plan*** is attached as ***Exhibit 10.*** Development of the Site will provide retention for the 100-year, 2-hour storm event plus 10% in accordance with City of Chandler standards for site development.

VI. PROJECT TEAM

Owner/Developer:	**Meridian West AZ/202, LLC** Attn: Greg Gienko PO Box 15270 Phoenix, AZ 85060
Architect (Non-Residential):	**Neri Architects** Attn: Guido Neri Michi Mho 6400 N Northwest Hwy, Suite 4 Chicago, IL 60631
Planning/Landscape:	**ABLA** Attn: Andy Baron Jim Beckman 310 E. Rio Salado Parkway Tempe, AZ 85281
Traffic Engineer:	**Lokahi** Attn: Jamie Blakeman 10555 N. 114th Street, Suite 105, Scottsdale, AZ 85259
Zoning:	**Burch & Cracchiolo, P.A.** Attn: Brennan Ray

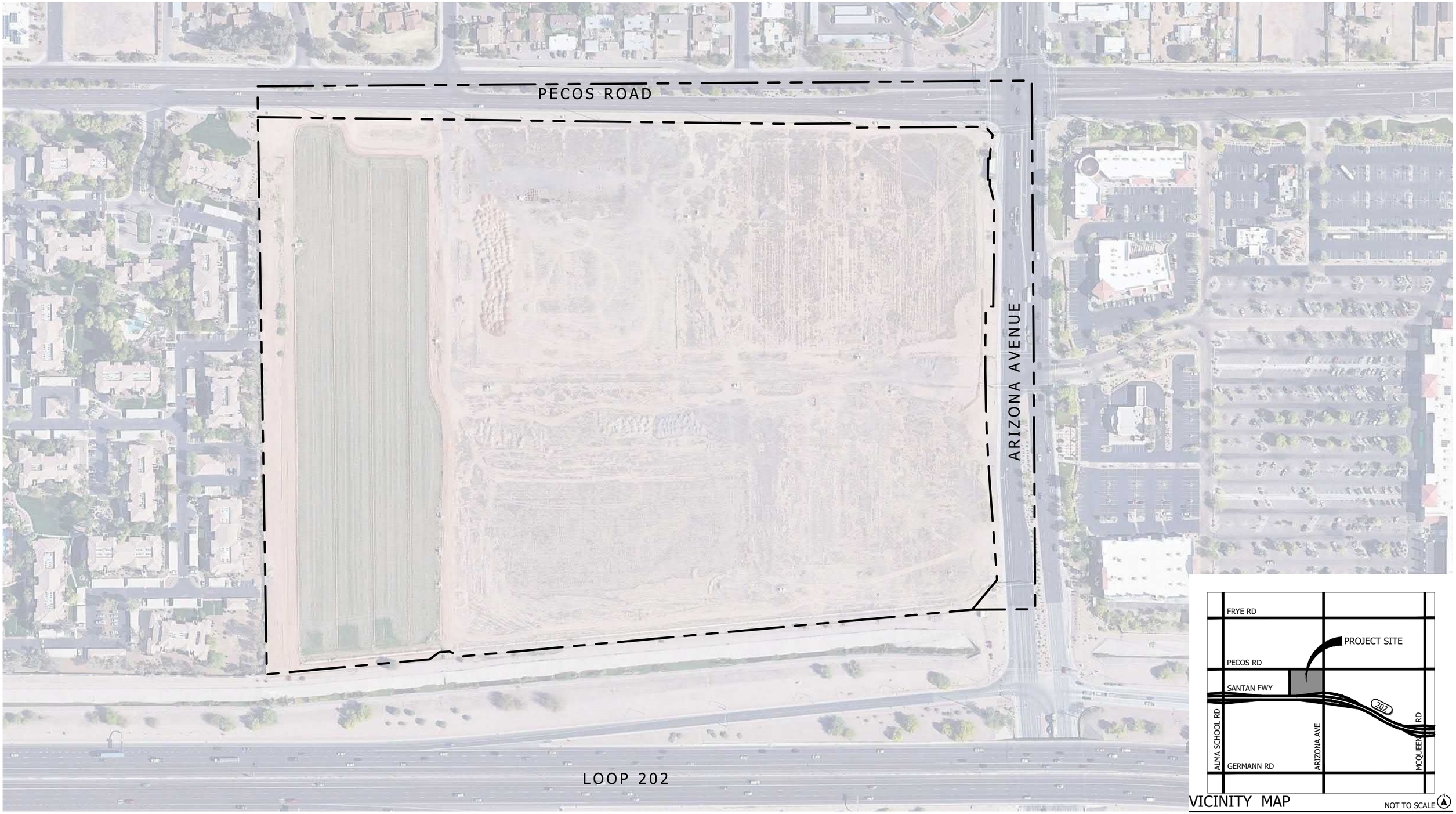
Madison Leake
1850 North Central Avenue, Suite 1700
Phoenix, Arizona 85004
Phone: (602) 234-8794

VII. CONCLUSION

The District Downtown is a high-quality, exciting employment, commercial, and residential mixed-use development that will complement the surrounding area and provide a recognizable presence in the rapidly developing employment area. The development presents the opportunity to create a dynamic mixed-used development with a variety of compatible and supportive uses. We request your approval of this PAD and PDP amendment.

Meridian West AZ/202, LLC

Exhibit 1



VICINITY MAP NOT TO SCALE

DISTRICT DOWNTOWN

Aerial

Plan Scale 1:20' 20' 40' Date:06-16-2022

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Exhibit 2



SITE DATA

DESCRIPTION	ACREAGE
GROSS ACREAGE	49.30 AC.
NET ACREAGE	44.73 AC.

PARCELS

PARCEL NUMBER	ACREAGE	USE	FLOOR AREA RATIO	FLOOR AREA	KEYS	UNITS	Density	PARKING REQUIREMENTS		
								PARKING RATIO	REQUIRED	PROVIDED
PARCEL 1										
BLDG 1-A		AUTO		26,575 S.F.						
BLDG 1-B		AUTO		25,000 S.F.						
PARCEL 1 TOTAL	**9.19 AC.**		**0.13**	**51,575 S.F.**						
PARCEL 2										
BLDG 2-A		RET		2,315 S.F.				250 S.F.	9	
BLDG 2-B		REST		5,000 S.F.				100 S.F.	50	
BLDG 2-C		REST		5,400 S.F.				100 S.F.	54	
BLDG 2-D		REST		2,500 S.F.				100 S.F.	25	
BLDG 2-E		RET		2,900 S.F.				250 S.F.	12	
BLDG 2-F		RET		5,800 S.F.				250 S.F.	23	
BLDG 2-G		RET		13,500 S.F.				250 S.F.	54	
BLDG 2-H		RET		7,700 S.F.				250 S.F.	31	
PARCEL 2 TOTAL	**8.93 AC.**		**0.12**	**45,115 S.F.**					**258**	**352**
PARCEL 3										
BLDG 3-A		OFFICE		36,400 S.F.				200 S.F.	182	
BLDG 3-A		OFFICE		36,400 S.F.				200 S.F.	182	
PARCEL 3 TOTAL	**4.37 AC.**		**0.38**	**72,800 S.F.**					**364**	**275**
PARCEL 4										
STUDIO		MF				120 UNITS		1.0 PER UNIT	120	
1 BEDROOMS		MF				200 UNITS	19.9 DU/AC	1.5 PER UNIT	300	
2 BEDROOMS		MF				80 UNITS		2.0 PER UNIT	160	
GUEST		MF						0.25 PER UNIT	100	
PARCEL 4 TOTAL	**6.02 AC.**					**400 UNITS**	**66.4 DU/AC**		**680**	**680**
PARCEL 5										
STUDIO		MF				120 UNITS		1.0 PER UNIT	120	
1 BEDROOMS		MF				200 UNITS	32.4 DU/AC	1.5 PER UNIT	300	
2 BEDROOMS		MF				80 UNITS		2.0 PER UNIT	160	
GUEST		MF						0.3 PER UNIT	100	
PARCEL 5 TOTAL	**12.35 AC.**					**400 UNITS**	**32.4 DU/AC**		**680**	**680**
PARCEL 6										
BLDG 6-A		HOTEL		60,000 S.F.	98 KEYS			1/KEY	98	
PARCEL 6 TOTAL	**2.28 AC.**		**0.60**	**60,000 S.F.**	**98 KEYS**				**98**	**98**
PARCEL 7										
BLDG 7-A		HOTEL		43,089 S.F.	98 KEYS			1/KEY	98	
PARCEL 7 TOTAL	**1.73 AC.**		**0.57**	**43,089 S.F.**	**98 KEYS**				**98**	**98**

TOTAL

MULTI-FAMILY		MF				800 UNITS				
RETAIL		RET		32,215 S.F.						
RESTAURANT		REST		12,900 S.F.						
AUTO		AUTO		51,575 S.F.						
HOTEL		HOTEL		103,089 S.F.	196 KEYS					
OFFICE		OFFICE		72,800 S.F.						
TOTAL	44.87 AC.	COMM	0.24	272,579 S.F.	196 KEYS	800 UNITS			2,178	2,183

LEGEND

- EXISTING POWER POLE
- EXISTING STREET LIGHT
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL
- FULL TRAFFIC MOVEMENT
- RIGHT IN / RIGHT OUT ONLY

NOTE: GRAPHIC MATERIALS SHOWN ARE PRELIMINARY AND SUBJECT TO CHANGE. ALL SITE PLAN AND REPRESENTATIVE IMAGERY SHALL BE CONSIDERED CONCEPTUAL. FINAL SITE DESIGN MATERIALS TO BE PROVIDED AT THE TIME OF FINAL IMPROVEMENT PLANS.

DISTRICT DOWNTOWN

Conceptual Site Plan - Option 12D

Plan Scale 1:200 (200' 400') Date:04-11-2024

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Exhibit 3



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Typical Retail/Restaurant

NERI ARCHITECTS
6400 N NORTHWEST HWY
SUITE 4
CHICAGO IL 60631
TEL 847.825.9400



2221
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AC-6.5.6

Typical Retail/Restaurant

NERI ARCHITECTS
6400 N NORTHWEST HWY
SUITE 4
CHICAGO IL 60631
TEL 847.825.9400



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Typical Retail/Restaurant

NERI ARCHITECTS
6400 N NORTHWEST HWY
SUITE 4
CHICAGO IL 60631
TEL 847.825.9400



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Typical Retail/Restaurant

NERI ARCHITECTS
6400 N NORTHWEST HWY
SUITE 4
CHICAGO IL 60631
TEL 847.825.9400



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Typical Retail/Restaurant Courtyard

NERI ARCHITECTS
6400 N NORTHWEST HWY
SUITE 4
CHICAGO IL 60631
TEL 847.825.9400



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Typical Retail

NERI
ARCHITECTS
6400 N NORTHWEST HWY
SUITE 4
CHICAGO IL 60631
TEL 847.825.9400



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Typical Retail

NERI ARCHITECTS
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SUITE 4
CHICAGO IL 60631
TEL 847.825.9400



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Typical Office

NERI ARCHITECTS
6400 N NORTHWEST HWY
SUITE 4
CHICAGO IL 60631
TEL 847.825.9400



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Typical Office

NERI ARCHITECTS
6400 N NORTHWEST HWY
SUITE 4
CHICAGO IL 60631
TEL 847.825.9400



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Typical Office

NERI ARCHITECTS
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SUITE 4
CHICAGO IL 60631
TEL 847.825.9400



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Typical Office

NERI ARCHITECTS
6400 N NORTHWEST HWY
SUITE 4
CHICAGO IL 60631
TEL 847.825.9400

Exhibit 4







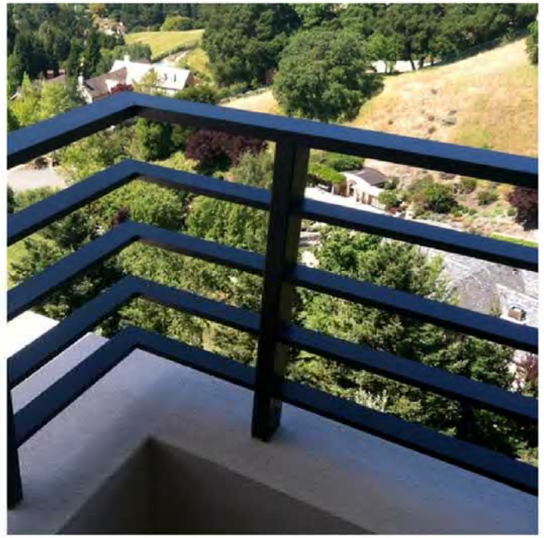



OMNIPLAN

Exhibit 5



ALUMINUM CANOPY



ALUMINUM RAILING



ALUMINUM CLAD ROOF



METAL PANELING

REPRESENTATIVE EXAMPLES FOR COLOR PALETTE AND MATERIALS

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NERI ARCHITECTS
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SUITE 4
CHICAGO IL 60631
TEL 847.825.9400

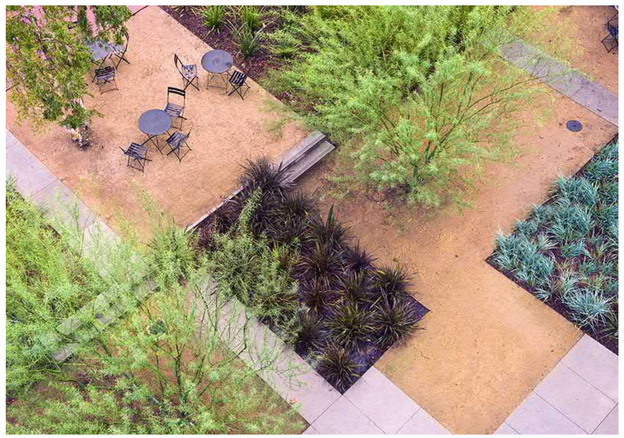
Exhibit 6














DISTRICT DOWNTOWN

Landscape & Open Space Character

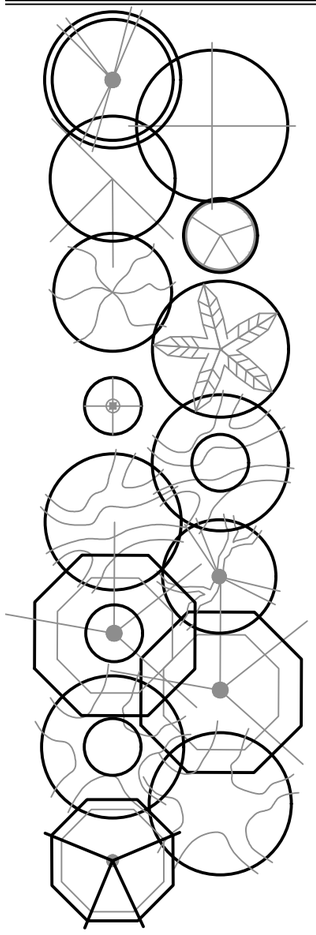
Date: 06/16/2022

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Exhibit 7

PLANT MATERIALS PALETTE



Trees	Size	Qty
Acacia aneura Mulga Acacia	24" Box	
Caesalpinia cacalaco Cascalote	24' Box	
Chitalpa tashkinensis Chitalpa	24" Box	
Fraxinus greggii Little Leaf Ash	24' Box	
Olea europea 'Willsonii' Olive	24" Box Multi	
Phoenix dactylifera Date Palm	20' to pinapple	
Pistacia lentiscus Mastic Tree	24" Box	
Pistacia chinensis Chinese Pistache	15 gal.	
Pistacia chinensis Chinese Pistache	24" Box	
Pithecellobium flexicaule Texas Ebony	15 gal.	
Quercus virginiana 'Cathedral' Oak	15 gal.	
Quercus virginiana 'Cathedral' Oak	24" Box	
Ulmus parvifolia 'Sempervirens' Elm	15 gal.	
Ulmus parvifolia 'Sempervirens' Elm	24" Box	
Salvage Tree Mesquite species	36" Box	

Extra Large Shrubs	Size	Qty
Bougainvillea 'California Gold' Orange Bougainvillea	5 gal.	
Caeselpinia gillesii Yellow Bird of Paradise	5 gal.	
Cordia Boissieri Anachuita	5 gal.	
Dodonea viscosa Hopbush	5 gal.	
Tecoma sp. 'Sparky Sparky	5 gal.	
Vauquelinia californica Arizona Rosewood	5 gal.	

Large Shrubs	Size	Qty
Leucophyllum frutescens 'Green Cloud' Green Cloud Sage	5 gal.	
Leucophyllum langmaniae 'Lynn's Legacy' Lynn's Legacy Sage	5 gal.	
Ligustrum japonicum Japanese Privet	5 gal.	
Salvia clevlandii Chaparral Sage	5 gal.	

Medium Shrubs	Size	Qty
Eremophila glabra spp. caranosa Winter Blaze	5 gal.	
Eremophila hygrophana Blue Bells Blue Bells	5 gal.	
Leucophyllum frutescens 'compacta' Compact Texas Sage	5 gal.	
Teucrium fruticans Bush Germander	5 gal.	

Small Shrubs	Size	Qty
Buxus microphylla japonica Green Beauty Boxwood	5 gal.	
Guara lindheimeri Pink Guara	5 gal.	
Russellia equistiformis Coral Fountain	5 gal.	

Groundcovers	Size	Qty
Chrysactinia mexicana Damianita	1 gal	
Eremophila prostrata Outback Sunrise Eremophila	1 gal	
Gazania rigens 'Sun Gold' Trailing Yellow Gazania	1 gal	
Lantana montevidensis Purple Trailing Lantana	1 gal.	
Lantana sp. 'New Gold' Lantana	1 gal.	
Rosmarinus officinalis 'Prostratus' Trailing Rosemary	1 gal.	
Teucrium chamaedrys 'prostratum' Prostrate Germander	1 gal.	

Vines	Size	Qty
Bougainvillea 'California Gold' Orange Bougainvillea	5 gal	
Ficus pumila Creeping Fig	5 gal	

Cacti/ Accents	Size	Qty
Agave bovicornuta Cow's Horn	5 gal.	
Agave salmiana x ferox Large Leaf Agave	5 gal.	
Bouteloua gracilis Blond Ambition	1 gal	
Dasylirion acrotrichum Green Desert Spoon	5 gal.	
Euphorbia antisyphilitica Candelilla	1 gal	
Hesperaloe sp. Pink Parade Pink Parade Hesperaloe	3 gal.	
Hesperaloe parviflora 'Brakelights' Red Yucca	3 gal.	
Muhlenbergia lindheimeri 'Autumn Glow'	5 gal.	
Muhlenbergia rigens Deer Grass	1 gal.	
Nolina matapensis Beargrass	5 gal.	
Opuntia sp. Kelly's Choice Kelly's Choice Prickly Pear	5 gal.	
Pachycereus marginatus Mexican Fence Post cactus	5 gal.	
Portulacaria afra minima Dwarf Elephant Food	5 gal.	
Yucca pallida Pale Leaf Yucca	5 gal	
Yucca rupicola Twisted Leaf Yucca	5 gal.	

Exhibit 8

THE DISTRICT
DOWNTOWN

COMPREHENSIVE SIGN PROGRAM
May 20, 2024

Prepared for:
MERIDIAN WEST DEVELOPMENT, LLC
P.O. Box 15270, Phoenix, AZ 85060

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Introduction

The THE DISTRICT DOWNTOWN is located on the southwest corner of Arizona Avenue and Pecos Road, directly adjacent to the 202 Freeway, in Chandler, Arizona. The project is a mixed-use development with a variety of commercial uses including office, hotel, restaurant and retail.

Properly adhered to, the criteria contained herein will ensure that project and tenant identification is consistent in quality, and is compatible with the overall architectural character of the center and surrounding area.

Owner:
MERIDIAN WEST DEVELOPMENT, LLC
P.O. Box 15270
Phoenix, AZ 85060
480.231.9238

Contacts:
Greg Gienko

Logo Standard

There is a new name with a new Brand being developed - that will fit within the context of signage areas, materials and colors of the project.

Theme

The intent of this sign criteria is to establish and maintain guidelines consistent with the signage policies and ordinances of the City of Chandler. It is also meant to assure a standard conformance and quality for the design, size, placement and materials used for all business identification for the THE DISTRICT DOWNTOWN.

"Additional Quality Standards" (as required by the City of Chandler) have been met in this package through the following items:

- Freestanding monument sign bases of stone/brick or any material matching buildings.
- Wall signage letter height shall be limited to 15% of the overall building height or 80% of vertical measurement, whichever is shorter.
- All office wall signage shall be reverse pan-channel letters/logos, consistent in color/finish.
- All office wall signage is to be located on the upper floor only.

Project Colors and Materials

Colors and materials used throughout the sign system are derived from the approved architectural color and materials palette.

Dunn Edwards DE6329
Cover of Night

Dunn Edwards DE6328
Anchor Gray

Dunn Edwards DE6374
Silver Polish

Dunn Edwards DE164
Autumn Bark

Dunn Edwards DE5485
Russet Green

Davis Concrete
Mesquite

Background panels on freestanding retail monuments will be fabricated with perforated metal panel construction for mounting of individual letters.



Sign Location Plan



SIGNAGE HIERARCHY KEY

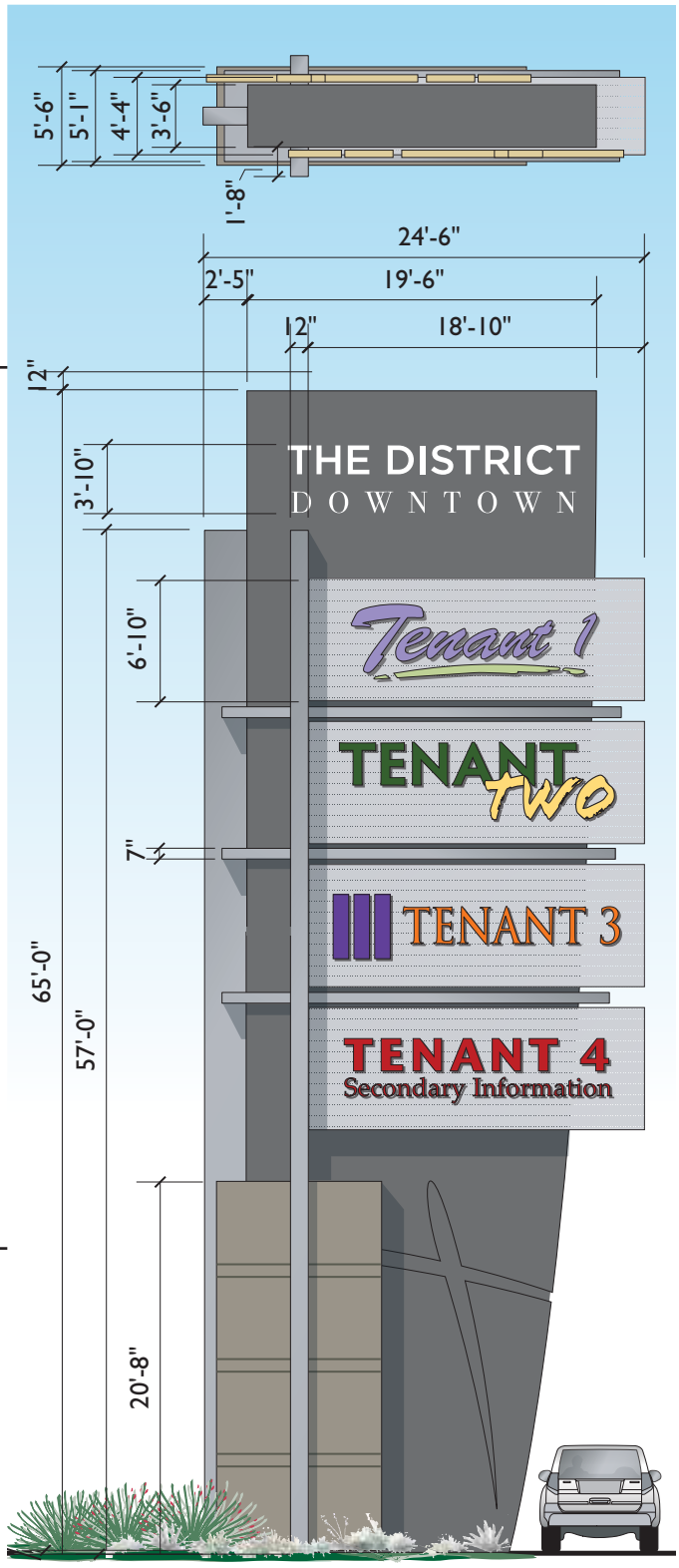
- Sign Type 1 - Freeway Pylon
- Sign Type 2 - Corner Project ID Feature
- Sign Type 3a - Commercial Project ID/Entry Feature
- Sign Type 3b - Residential Project ID/Entry Feature
- Sign Type 4a - Primary Tenant / Multi-Tenant
- Sign Type 4b - Secondary Multi-Tenant
- Sign Type 4c - Special Use Tenant Monument
- Sign Type 5 - Parcel ID Monument
- Sign Type 6a/b -Vehicular Directionals
- F Landmark Water Feature

[1] Freeway Pylon

There shall be two (2) freeway pylons along the southern border of the project, bordering the north side of the 202 Freeway. This sign type will serve to identify the overall project, as well major tenants and amenities within the site such as hotels.

At a height of sixty-five (65) feet, these stylish pylons will have excellent visibility from all lanes of the freeway.

Sign Type	1
Function	Project and major tenant identification.
Height	65'-0"
Sq. Ft.	ID Lettering - 69 s.f. 4 Tenant Panels at 120.2 s.f. each - 480.8 s.f. Total Sign Area - 549.8 s.f.
Quantity	Two (2)
Illum.	Project ID - halo lit Tenants internal face lit
Materials	Project ID of Reverse Pan Channels on aluminum cabinet. Tenant lettering to be Pan Channels with Plexiglass faces. Aluminum architectural accents. Tenant background panels of perforated metal, painted.
Colors	Structure: *DE6328 Anchor Grey* Base: *Painted to match Davis Colors "Mesquite" concrete* Accents: *DE 6374 Silver Polish* Tenant Panels: *DE6374 Silver Polish* Tenant ID: *Corporate Standards* Project ID: *White*



Scale: 3/32" = 1' - 0"

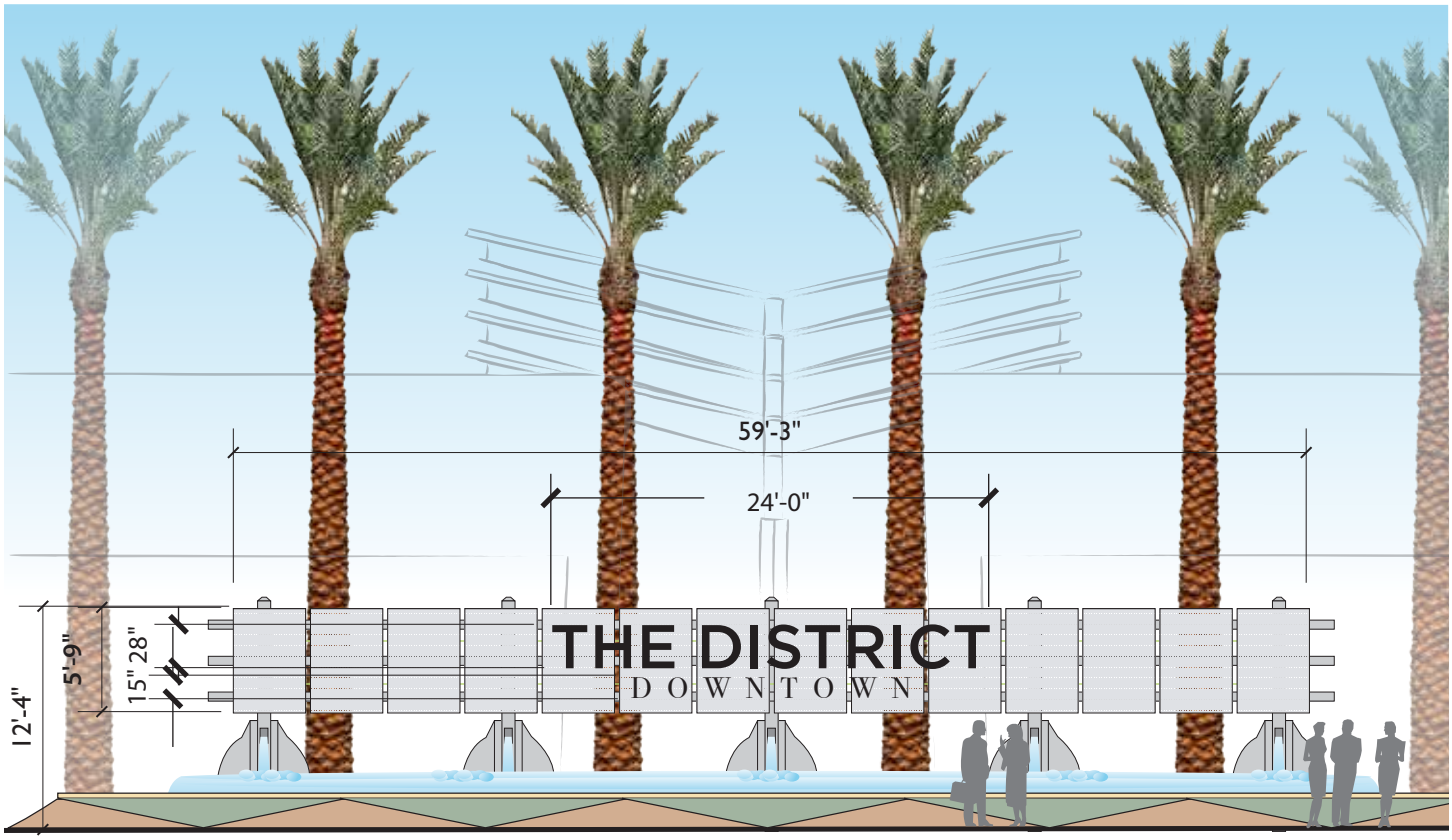
[2] Project ID / Corner Feature

There shall be one (1) corner feature at the southwestern corner of the Arizona Avenue and Pecos Road. This sign is only to identify the project. It will be physically and graphically incorporated into a water feature (by others), enhancing the experience of both vehicular and pedestrian traffic at the intersection

At a height of just over twelve (12) feet, the corner feature will have good visibility without being overpowered by the surrounding architecture.

Project name of edge lit, dimensional letters mounted on perforated panels, backed by matte acrylic panels internally illuminated to create a soft backlit glow.

Sign Type	2
Function	Project identification.
Height	12'-4"
Sq. Ft.	Lettering - 85 s.f.
Quantity	One (1)
Illum.	Project ID - halo lit
Materials	Perforated metal panels on aluminum architectural structure. Project lettering of Reverse Pan Channels. Additional lighting behind perforated panels with acrylic back up.
Colors	Project ID: *DE6328 Anchor Grey* Panels: *DE6374 Silver Polish*



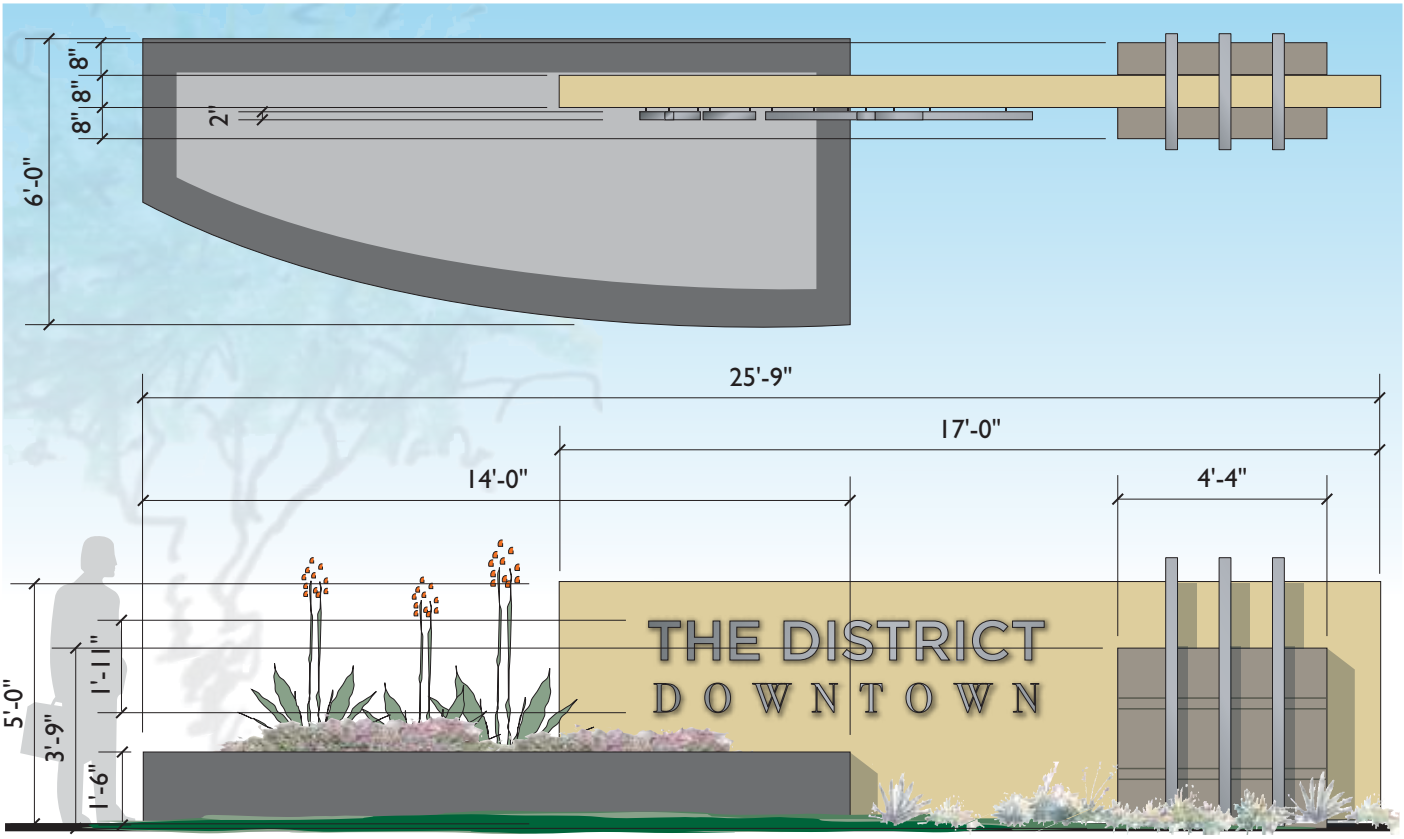
Scale: 3/32" = 1' - 0"

[3] Project ID / Entry Feature

There shall be six (6) low profile entry monuments at the primary entrances on both Pecos Road and Arizona Avenue, mainly where future traffic signals are planned. These signs will display the project identification.

At five (5) feet, the sign and information are below the maximum height stipulation of six (6) feet.

Sign Type	3
Function	Project identification.
Height	5'-0"
Sq. Ft.	Lettering - Approx. 32 s.f.
Quantity	Five(5)
Illum.	Halo and/or ground up-lit
Materials	Masonry/concrete wall, planter and base. Reverse Pan Channel metal letters/logo. Aluminum architectural accents. Painted wall and structure.
Colors	Wall: *DE5485 Russet Green* Base: *Davis Concrete "Mesquite"* Accents: *DE 6374 Silver Polish* Project ID: *DE6374 Silver Polish* Planter: *DE6328 Anchor Grey*



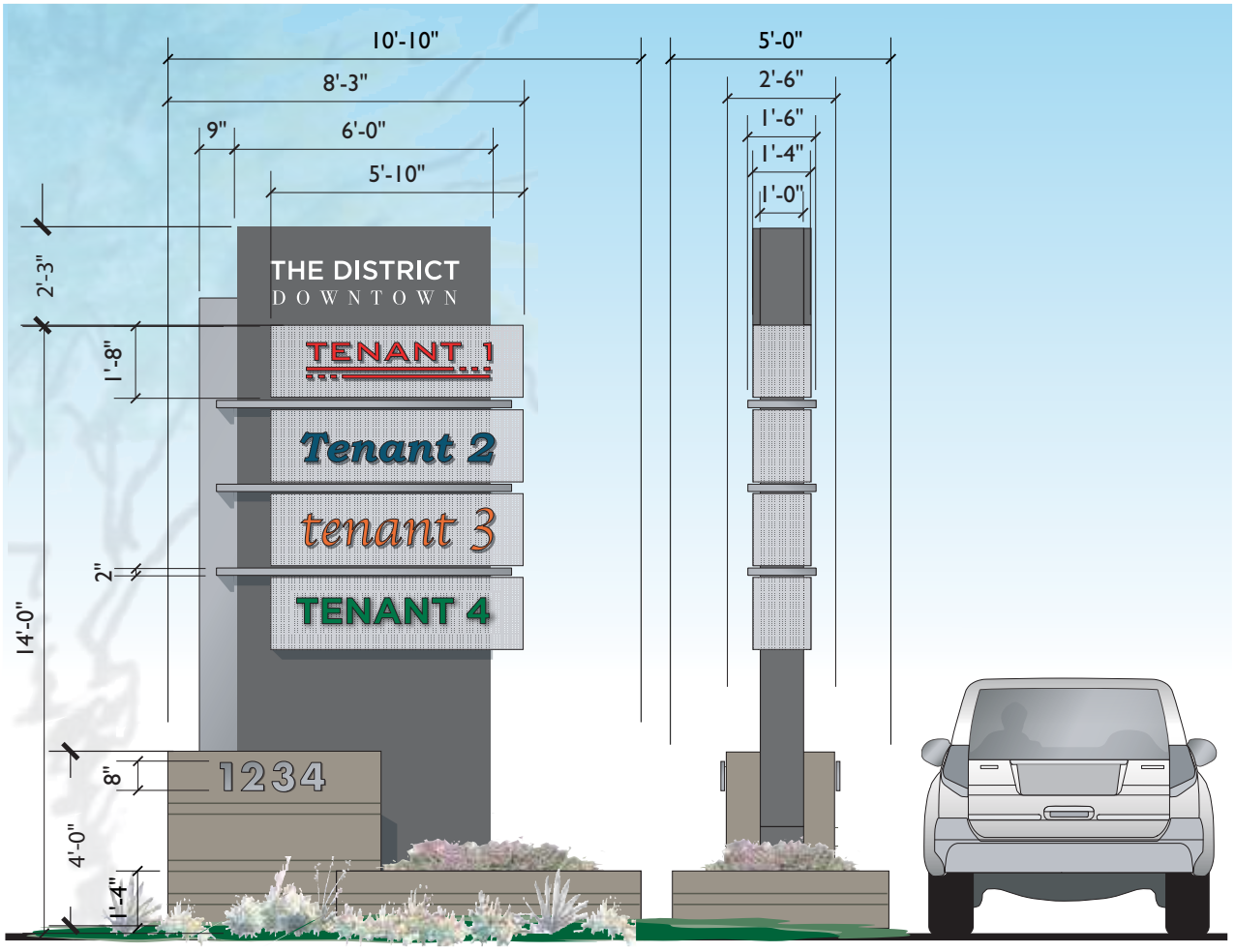
Scale: 1/4" = 1' - 0"

[4a] Multi-Tenant Monument

The primary multi-tenant monument is located near the entries closest to the intersection along Pecos Road and Arizona Avenue. Per code, this signs is at a maximum height of 14'-0", and will display up to four (4) tenants.

These signs pull elements from the architecture and will be incorporated into the surrounding landscaping.

Sign Type	4a
Function	Development identification with four (4) retail/commercial tenant identification panels.
Height	14'-0" to top of tenant sign area
Sq. Ft.	Project ID - 6.3 s.f. Tenants - 4 at 9.7 s.f. each Total 45.2 s.f.
Quantity	Three (3)
Illum.	Combination of face lit and halo.
Materials	Aluminum fabrication with masonry base. Project lettering of Reverse Pan Channels on aluminum cabinet. Tenant lettering to be Pan Channels with Plexiglass faces. Aluminum architectural accents. Tenant background panels of perforated metal, painted.
Colors	Structure: *DE6328 Anchor Grey* Base/Planter: *Davis Concrete "Mesquite"* Tenant ID/Accents: *DE 6374 Silver Polish* Tenant ID: *Corporate Standards* Project ID: *White*

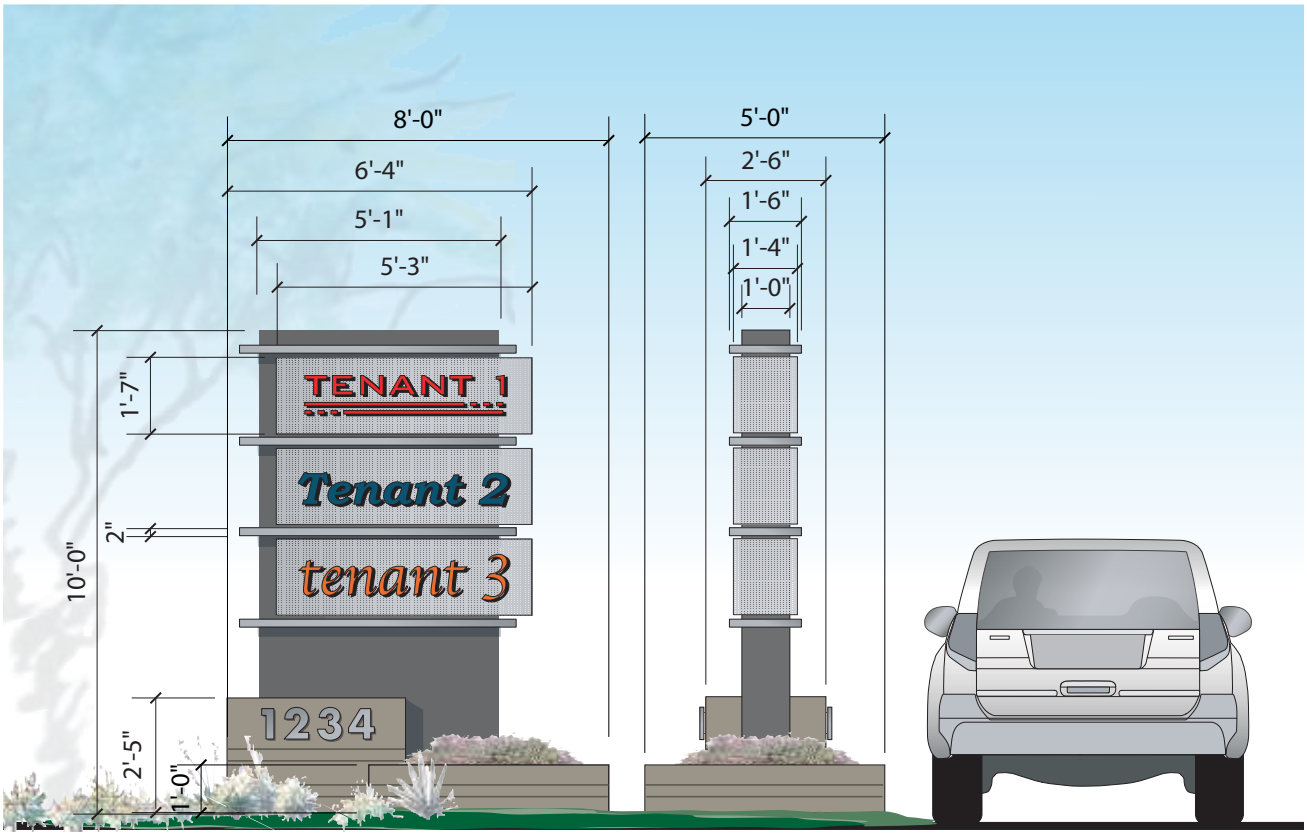


[4b] Secondary Multi-Tenant Monument

The secondary multi-tenant monuments are located along Pecos Road and Arizona Avenue. Per code, this sign is at a maximum height of 10'-0". There will be no project identification on this sign. However, project addressing and up to three (3) tenants will be displayed.

This sign pulls elements from the architecture and will be incorporated into the surrounding landscaping.

Sign Type	4b
Function	Maximum of three (3) retail/commercial tenant identification panels.
Height	10'-0" to top of sign area
Sq. Ft.	Tenants - 3 at 8.3 s.f. each Total - 24.9 s.f.
Quantity	Two (2)
Illum.	Combination of face lit and halo.
Materials	Aluminum fabrication with masonry base. Project lettering of Reverse Pan Channels on aluminum cabinet. Tenant lettering to be Pan Channels with Plexiglass faces. Aluminum architectural accents. Tenant background panels of perforated metal, painted.
Colors	Structure: *DE6328 Anchor Grey* Base/Planter: *Davis Concrete "Mesquite"* Tenant ID/Accents: *DE 6374 Silver Polish* Tenant ID: *Corporate Standards*



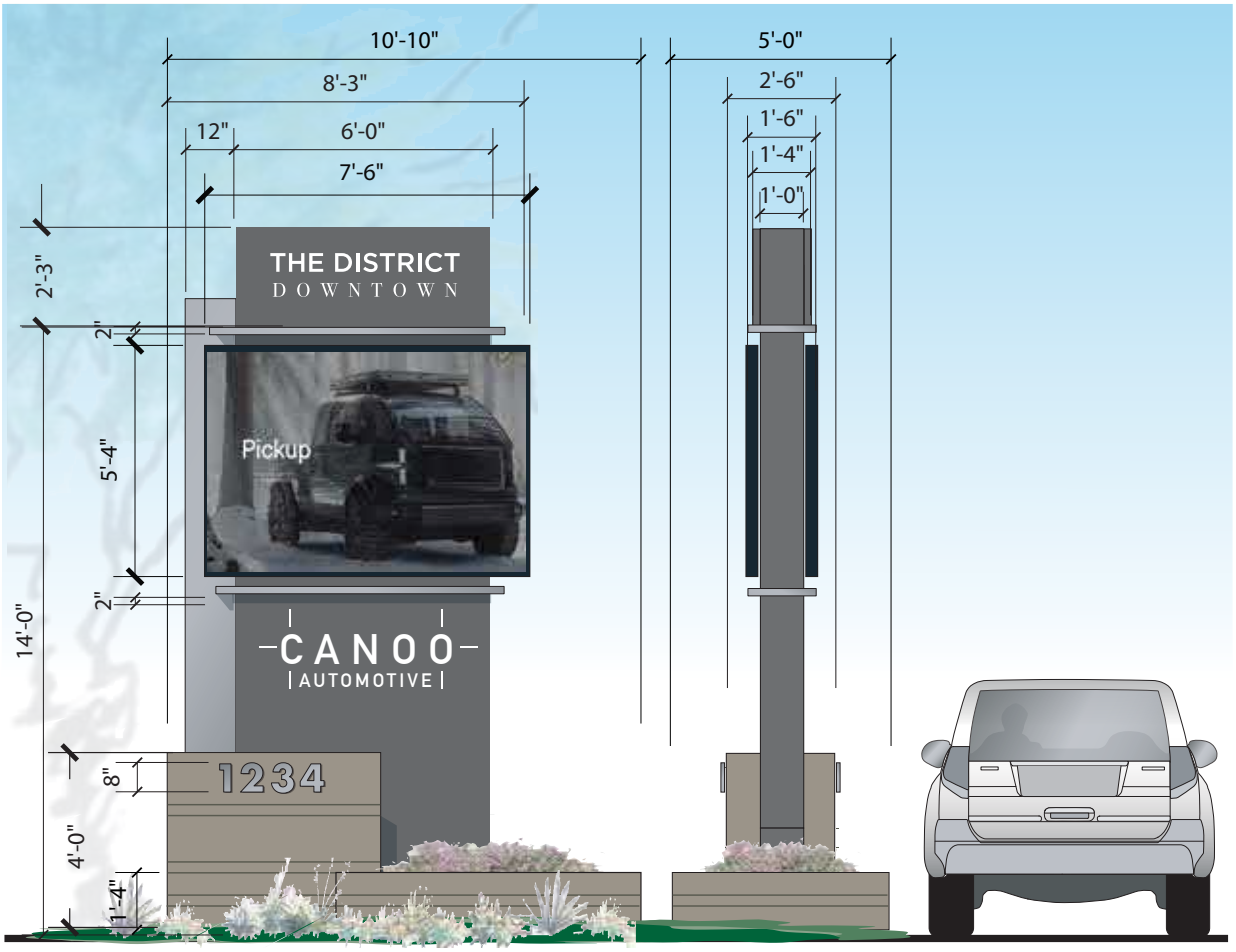
Scale: 1/4" = 1' - 0"

[4c] Special Use Tenant Monument

The Special Use Tenant Monument would be located at the south corner of the project and would be dedicated to a potential auto/ dealership use only. This sign would identify the dealership with a standard sized electronic display board for multiple product names/ brands/product images.

This sign will use design elements from the dealership's architecture along with the District elements, and will be incorporated into the surrounding landscaping.

Sign Type	4a
Function	Dealership identification with electronic message board.
Height	14'-0" to top of tenant sign area
Sq. Ft.	Project ID - 6.3 s.f. Tenants - Electronic board - 40 s.f. Dealership branding - 10 s.f. Total 56.3 s.f.±
Quantity	One (1)
Illum.	Combination of face lit and halo.
Materials	Aluminum fabrication with masonry base. Project lettering of Reverse Pan Channels on aluminum cabinet. Dealership lettering to be Pan Channels with Plexiglass faces. Aluminum architectural accents. Tenant background panels of perforated metal, painted.
Colors	Structure: *DE6328 Anchor Grey* Base/Planter: *Davis Concrete "Mesquite"* Tenant ID/Accents: *DE 6374 Silver Polish* Tenant ID: *Corporate Standards* Project ID: *White*

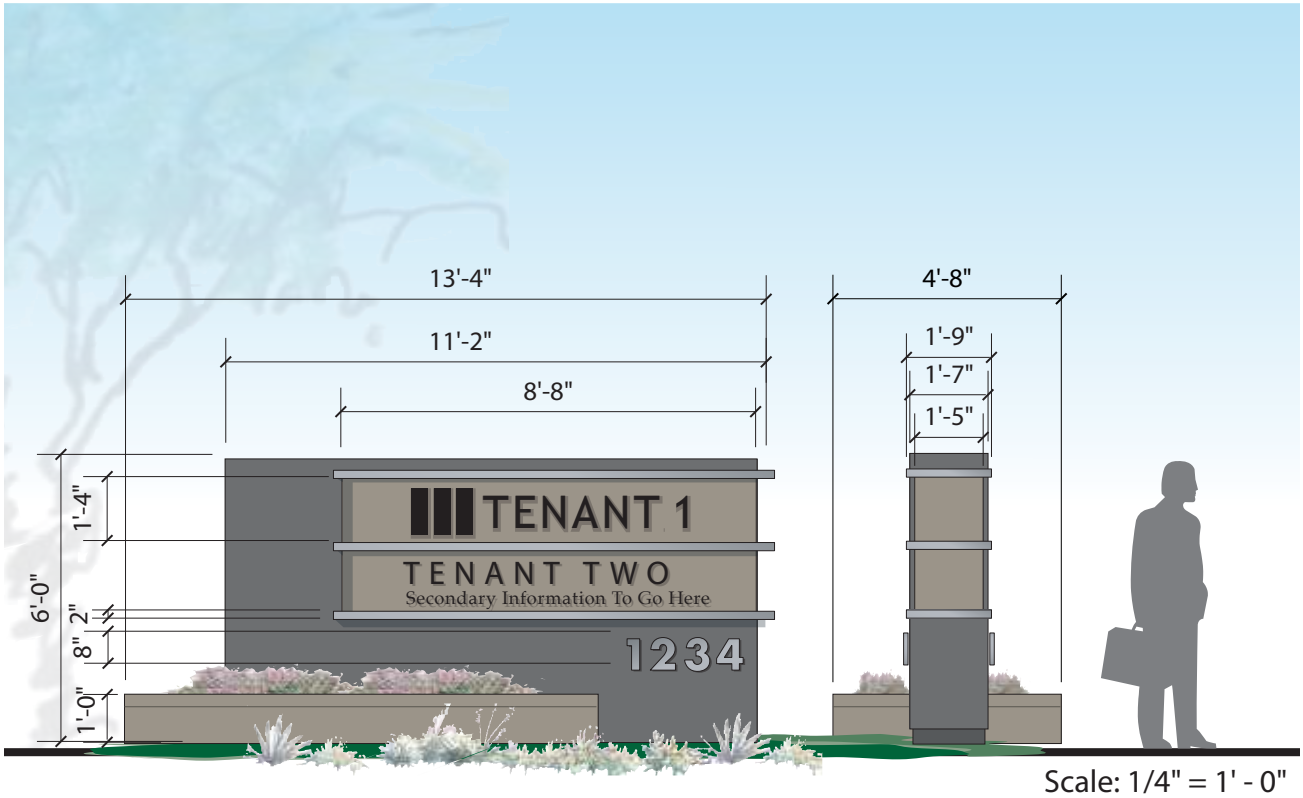


[5] Office / Hotel / Multi-Family Monument

There shall be five (5) low profile monuments along the major thoroughfare of the site to provide a tie with the overall development identification monument for the various mixed use components on the site. The sign will be a maximum height of 6'-0", and contain up to two (2) tenant identifications. For a single use, a single panel area may be used.

This sign pulls elements from the architecture and will be incorporated into the surrounding landscaping.

Sign Type	5
Function	Identification of one (1) corporate tenant/hotel.
Height	6'-0" to top of sign area
Sq. Ft.	ID - 2 at 11.6 s.f. each Total - 23.2 s.f.
Quantity	Five (5)
Illum.	Internal. RPC halo (addressing).
Materials	Aluminum fabrication with masonry base. 1/2" thick push-thru acrylic tenant copy with applied metal face (for halo illumination). Addressing of flat cut alut aluminum addressing. Paint. Hotel may be face illuminated.
Colors	Structure: *DE6328 Anchor Grey* Base/Planter: *Davis Concrete "Mesquite"* Tenant Area: *Painted to match "Mesquite"* Accents: *DE 6374 Silver Polish* Tenant ID: *DE6329 Cover of Night - Hotels may use corporate standards for ID.*



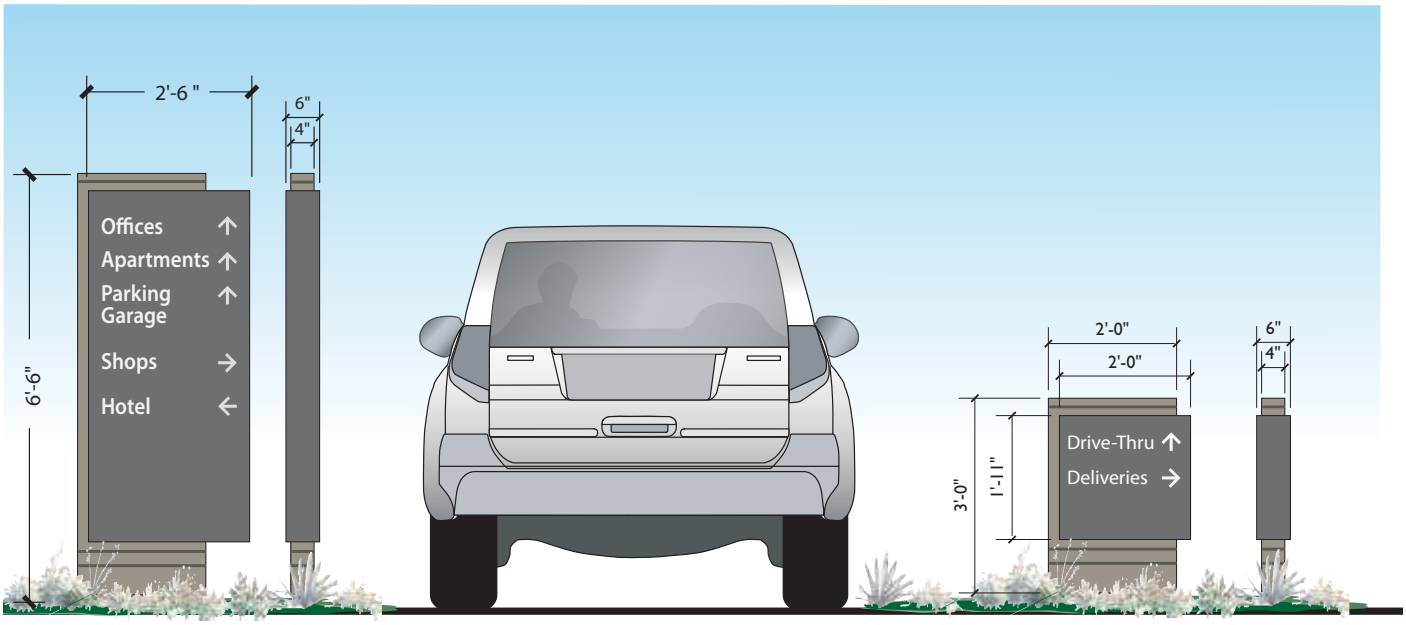
Scale: 1/4" = 1' - 0"

[6] Vehicular Directional

These signs are located at primary traffic decision points to assist traffic flow utilizing two (2) sizes. Along the private interior roadways, the 6'-6" size will be used where traffic is moving faster and with numerous destination options. The smaller, 3'-0" directionals are used within specific project sites, parking lots and driveways, where traffic is slower and only a few destination options exist.

These signs incorporate the architectural and wall details in the

Sign Type	6a	6b
Function	Direct vehicular traffic through the site.	
Height	6'-6" max	3'-0" max
Sq. Ft.	8 s.f.	4 s.f.
Quantity	Three (3)	As needed
Illum.	Non-illuminated	Non-illuminated
Materials	Aluminum structure with applied reflective vinyl letters and symbols. Painted background.	
Colors	Panel: *DE6328 Anchor Grey* Base: *Painted to match "Mesquite"* Letters/Arrows: *White reflective Vinyl to match*	



Scale: 3/8" = 1' - 0"

Building Wall Sign Matrix

BUILDING TYPE	MAXIMUM QUANTITY	LOCATION	SIGN AREA	
Retail Shops	Two (2) per tenant	Signs to be located directly over or adjacent to tenant entry and rear elevations. One (1) per elevation.	Two (2) square feet per each lineal foot of leased frontage.	
Retail Pads	One (1) per elevation that offers vehicular readability from a street, internal thoroughfare, or parking area. Maximum of four (4) per building	Primary sign to be located directly over or adjacent to tenant entry All others per tenant signage program - signage area cannot be transferred to other elevations	Two (2) square feet per each lineal foot of designated frontage.	
Office	Two (2) per tenant	Owner to designate tenants and signage locations which may not necessarily be over their leased space. Locations to be on upper level only.	Two (2) square feet per each lineal foot of leased suite space. No one sign shall exceed 250 square feet.	
Automotive	Two (2) per brand being sold on site		Two (2) square feet per each lineal foot of eased suite space. No one sign shall exceed 250 square feet.	

	MAXIMUM LETTER HEIGHT	ILLUMINATION STYLE	SIGN TYPE/ DESIGN / COLOR
	Thirty-six (36) inches for any individual letter. No layout shall exceed 80% of the vertical measurement of the architectural fascia. Letter height not to exceed 15% of the building height.	Internal, halo or combination thereof.	Pan Channel, Reverse Pan-Channel or Custom Cabinet Letters/Logo. No exposed raceways. Logos, logotype and colors may be per the tenant's national/corporate standards. Tenant Identification signage must incorporate a name for the business. "Modifiers" as the identification will not be allowed.
	Thirty-six (36) inches for any individual letter. Symbols and Iconic elements are exempt from the letter height restrictions. No layout shall exceed 80% of the vertical measurement of the architectural fascia. Letter height not to exceed 15% of the building height or 80% of vertical measurement whichever is shorter.	Internal, halo or combination thereof.	Pan Channel, Reverse Pan-Channel or Custom Cabinet Letters/Logo. No exposed raceways. Logos, logotype and colors may be per the tenant's national/corporate standards. Tenant Identification signage must incorporate a name for the business. "Modifiers" as the identification will not be allowed.
	Forty-eight (48) inch Capital Height Letter height not to exceed 15% of the building height or 80% of vertical measurement whichever is shorter.	Halo	Reverse Pan-Channel Letters/Logos. No exposed raceways. Logo and logotype may be per the tenant national/corporate standards. All signage shall be brushed aluminum finish.
	Forty-eight (48) inch Capital Height. Letter height not to exceed 15% of the building height or 80% of vertical measurement whichever is shorter.	Internal, halo or combination thereof.	Reverse Pan-Channel Letters/Logos. No exposed raceways. Logo and logotype may be per the tenant national/corporate standards. All signage shall be brushed aluminum finish.

[7] Retail Tenant Wall Signage Standards

All retail tenants must have storefront signs fabricated from either internally illuminated individual pan-channel, reverse pan-channel letters and logos, and/or "custom 3-D panels".

All sign designs and layouts will be approved on an individual basis through the Developer's discretion. Creative designs, forms, and the use of "custom" 3-D panel signs are encouraged. Unless as part of a nationally registered and/or trademarked logo, rectangular shaped custom cabinets are strictly prohibited.

Layout/Design
Copy and/or logos utilized shall be Tenant's choice, subject to the approval of Developer and/or Developer's agents and the City of Chandler.

All national retailers shall be permitted to utilize their standard corporate identification program subject to sign area limitations contained in the approved Comprehensive Signage Package (CSP).

Tenant Identification signage must incorporate a name for the business. "Modifiers" as the identication will not be allowed.



Sign Area
For maximum aggregate building sign area per Tenant, refer to matrix.

Calculation of sign area: Where a sign consists only of individual letters, numerals, symbols, or other similar components, the total area of the sign shall be the area of the square or rectangle surrounding all components of the sign.

A maximum of one (1) rectangle will be allowed.



Letter Spacing/Kerning
To fit within layout standards, lettering and/or logo may not be condensed more than 90% of horizontal letter width of original design.

Graphic below illustrates a name that is allowed a maximum letter height, and maximum sign length and width. The graphics show what is allowed for fitting the lettering within that space, based on the tenants registered trademark/logo.



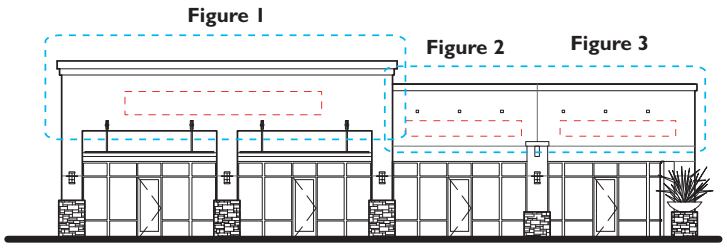
Sign Locations / Restrictions

Tenant signage shall be installed in accordance with the typical elevations which follow.

Tenant signs shall be centered horizontally and vertically within the architectural frontage and/or directly over the doorway if space permits. Signs must be located within Tenant's leased elevation. Freestanding Pad Tenants and Major Tenant buildings may have signs on all elevations.

Height and Length of Sign on Wall Surface

In no event shall any sign exceed eighty (80%) percent of the building elevation and/or wall surface upon which it is placed. The available surface area of the architectural sign area shall regulate letter height not exceeding 70% vertical height.



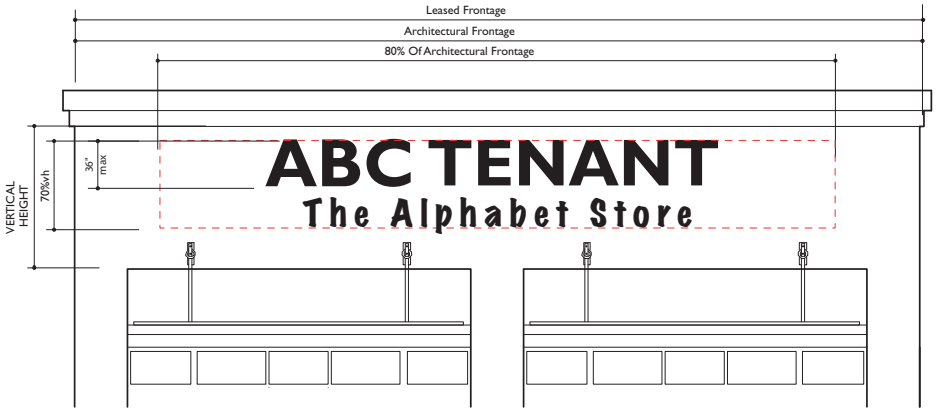


Figure 1

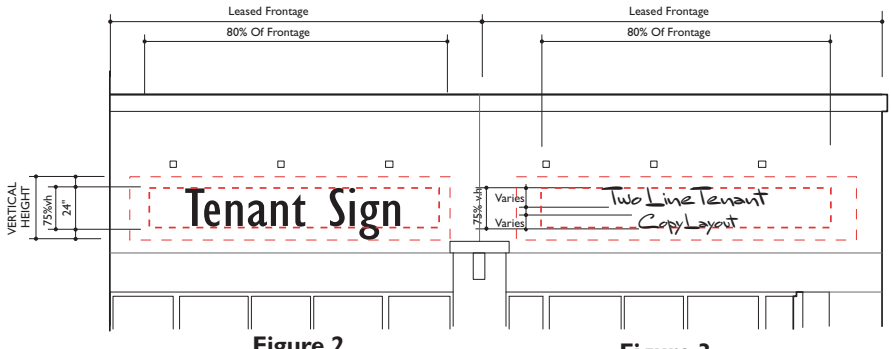


Figure 2

Figure 3

[7] Retail Tenant Wall Signage - Individual Letters

Individual illuminated letters and logos and may include pan channel metal letters with acrylic sign faces, reverse pan channel "backlit" illuminated letters, or any combination thereof as outlined in the matrix per tenant type.

All signage shall be reviewed and approved by the Developer and/or Developer's agents and shall be appropriate to the surrounding building features, environment, and architectural thematic design. Developer and/or Developer's agents and the City of Chandler shall have discretion in varying any provision of these specifications.



Construction
Individual pan channel letters and logos must be constructed of minimum of .063 aluminum returns. Pan channel letter faces must be a minimum 1/8" Plexiglas, Acrylic or Lexan.



Reverse pan channel letter faces must be a minimum of 1/8" thick aluminum.

No "Channelume," "Letteredge," or similar material will be allowed. Exposed raceways, conduits, fasteners, tubing or transformers will not be permitted. All inductors, transformers, or other equipment will be concealed in a water tight condition.



Colors
Letter face colors are per Tenant's corporate standards with the exception that no fluorescent colors will be allowed. Retainers for pan channels must match letter face or return color. For National Tenants, returns and retainers may be per corporate standards - however, no gold, silver, copper or brass will be allowed.

Illumination
Tenant building signage may be internally illuminated (LED), backlit to create a silhouette combination of lighting methods mentioned herein. No exposed neon and/or clear faced internal neon illumination will be allowed.

[7] Retail Tenant Wall Signage -3D Panel Details

Alternative signage options to the standard individual letters is the use of "Custom 3-D Panels". These are multiple layered in design with a mix of opaque and translucent backgrounds, various fabrication and illumination methods of lettering, built around a single unit. This type of design and fabrication method provides for ease of installation by connecting to one single J-box on the fascia and protects the building from repeated drilling and wiring for individual letter installations.

All designs will be approved on an individual basis through Developer's discretion. Creative designs and forms, and "Custom" Panel signs are encouraged. Unless as part of a nationally registered and/or trademarked logo, rectangular shaped cabinets are prohibited.

Colors
Letter face colors are per Tenant's corporate standards with the exception that no fluorescent colors will be allowed. Retainers for pan channels must match letter face or return color. For National Tenants, returns and retainers may be per corporate standards - however, no gold, silver, copper or brass will be allowed.

Illumination
Tenant building signage may be internally illuminated (LED), backlit to create a silhouette combination of lighting methods mentioned herein. No exposed neon and/or clear faced internal neon illumination will be allowed.







[7] Tenant Wall Signage -Canopy Signs

Typically located on the ground floor, Standing Canopy Signs, Canopy Fascia Signs and Suspended Canopy Signs should be placed centered on the tenant's frontage and centered on the canopy structure, if possible.

The Landlord can approve exceptions for each of these types of canopy signs due to variations in architectural features on the building, variations in the canopy structure and the tenant corporate brand standards.

For **Standing** and **Fascia Canopy** signs, all raceways shall be concealed within the canopy structure or behind the canopy front face outside of the line-of-sight when viewed from below or in-front of the canopy structure. Posts and beams are allowed to be visible if signage is integral with the design.

The sign shall limited to individual characters. Raceways shall be concealed with in the canopy or lattice. Backer panels are allowed.

If **Suspended Canopy** signage is applicable to the building architecture, support structure, "cabinet backers", lettering application and illumination shall be designed to be consistent in appearance, with the exception of the tenants corporate brand standards type and colors. Posts and beams are allowed to be visible if signage is integral with the design. Standing Canopy Signs can be either face-lit, halo-lit, or indirect-lit with LEDs or "neon". These sign shall have a minimum clearance of 84" (7'-0").

Illumination

Indirect sign lighting shall be shielded so that the illumination source is not visible.

Office signage may be non-illuminated, but all retail should be illuminated per the guidelines.

Where illuminated, LED's are recommended. All Canopy signs can be either face-lit, halo-lit, or indirect-lit with LEDs or "neon".



Standing Canopy Sign *is a sign mounted to the top of the leading edge of a canopy located above a storefront parallel to the building façade on which it is mounted.*



Canopy Fascia Sign *is a sign attached to the vertical front face of a canopy, roof overhang, covered walkway, covered porch, or purlin of an open lattice structure.*



Suspended Canopy Sign *is a sign suspended under a canopy, roof overhang, covered walkway, covered porch, or open lattice walkway and parallel to storefront.*

[7] Tenant Wall Signage -Projecting Signs

A Projecting (Blade) Sign is a business identification sign that is mounted perpendicular to the face or corner of a building.

Unless separated by a structure and not visible from an abutting public street, Projecting Signs shall not be placed within one-hundred fifty (150) feet from an abutting public street.

One (1) Projecting Sign is permitted per each fifty (50) lineal feet of store frontage.

Such sign shall not be located within twenty (20) feet in any direction of another Projecting Sign on the same building wall.

A Projecting Sign shall be placed on the tenant's leased frontage and shall not encroach onto another tenant suite adjacent to or above the tenant suite in which the Projecting Sign identifies with approval of the landlord.

Maximum Projection

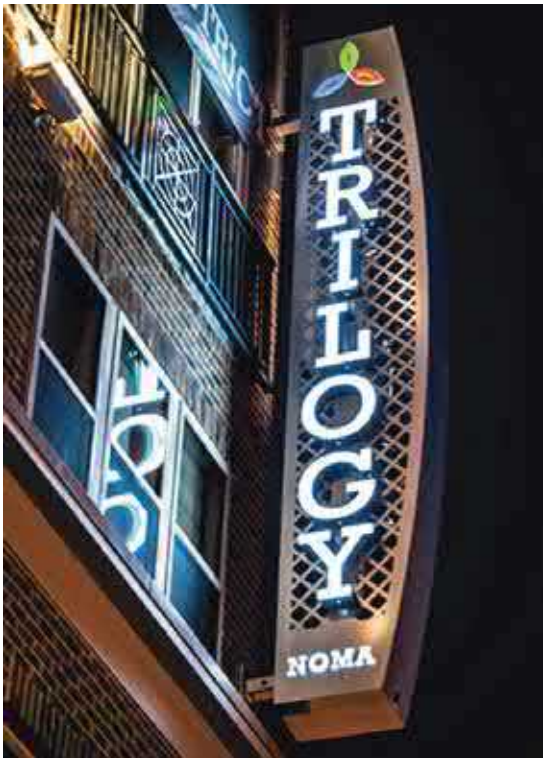
Sixty (60) inches from the wall of the building to the outside edge of the sign and a minimum clearance from adjacent grade of 10'-0".

Illumination

Internal Illumination can be Face, Halo Backlighted, Dual-Illumination from exterior and interior sources or Non-Illuminated.

Indirect Illumination shall be a shield light sources

Where illuminated, LED's are recommended.







[8] Storefront Graphics -Arcade Signs

Where there are covered walkway areas, Arcade signs hang or flag mount off tenant storefronts oriented to the pedestrian located at the primary public accessible entry.



Within the Commercial Plaza, support structures, "cabinet backers", lettering application and illumination shall be designed to be consistent in appearance. Design of the graphics may unique within the context of their storefront's architecture, services/ products provided and their recognized corporate identity and design theme, subject to approval of the Landlord.

All arcade type signs are oriented perpendicular to the tenant store front with a minimum 84" (7'-0") clearance from walkway.

Structure

Armature should be constructed as a rigid element, not allowing the sign to swing.
Suspended Canopy Signs should display the Tenant's unique identity (logo) while evoking the sense of contemporary high craftsmanship and design sensitivity

Illumination

Arcade/Shingle Signs can be either face- lit, halo-lit, or indirect-lit with LEDs or neon.

Indirect sign lighting shall be shielded so that the illumination source is not visible.

Non-illumination allowed.

[8] Storefront Window Graphics (retail & office)







Window Signs

These are fabricated small cabinet or panels signs suspended behind the store front glazing and can identify the tenant or be open/closed signs.

Can be internally illuminated.

Sign may be displayed within 3.75 feet of a window pane.

Window Graphics

No more than 25% of front glass area may have signage/graphic, applied to, or within 3 feet behind the window area. This includes temporary signage applications for sales, promotions and/or any permanent identification signage.

Addressing

Individual tenant suites shall have six (6) inch white 3M vinyl letter addressing centered on the window above the door.

Colors and Layouts

The tenant may display information such as: the suite number or address; tenant contact information (phone number or website); hours of operation; goods or services provided.

Signage applied to storefront glass can be Vinyl, Gold or silver leaf, Professionally hand painted lettering and/or graphics done by a professional sign painter and approved by Landlord prior to application.

All window graphic layouts shall be approved in writing by the Association for quality and consistency with the criteria package for The THE DISTRICT DOWNTOWN prior to submittal to the City of Chandler for approval.

Restrictions

Window Signs or Graphics may not be pre-fabricated neon elements of any kind.

[9] Building Addressing

Building address numerals shall be Futura typeface, with a minimum height of twelve inches (12").

Construction and Colors

Individual reverse pan-channel numbers are to be used. Addressing can be either halo illuminated clip mounted off the wall, or non illuminated flush mounted.

Numeral locations of darker colors, brushed aluminum finish should be used. Locations with light colored backgrounds should use dark charcoal or black finishes.

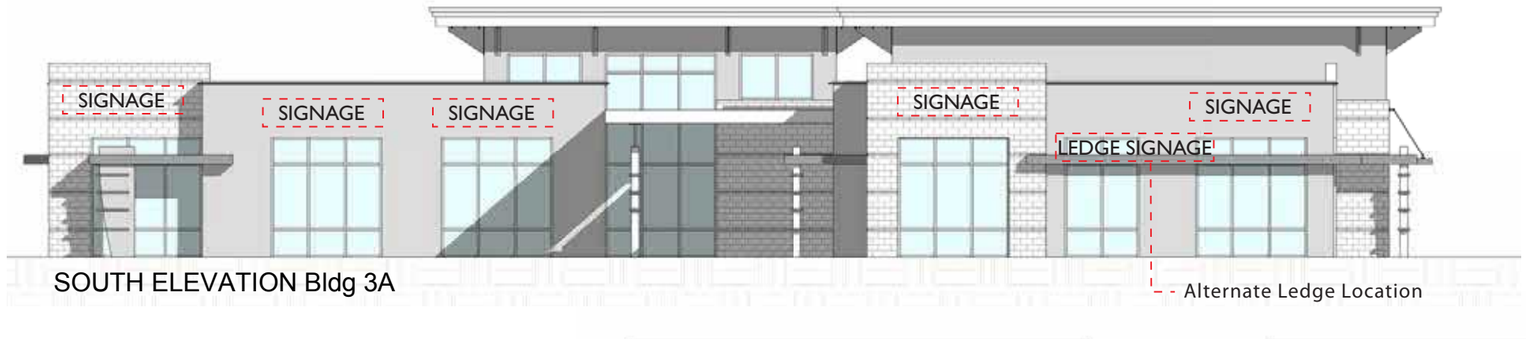


Wall Sign Locations -Typical Retail - Building 3A

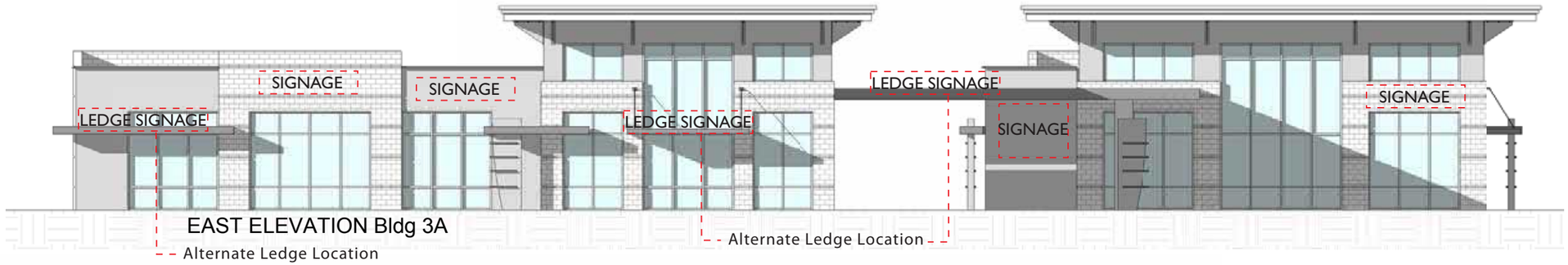
Note - Sign locations shown are merely possible locations and mounting methods. Not all signage locations shown will be used. Final locations to be determined upon leasing.



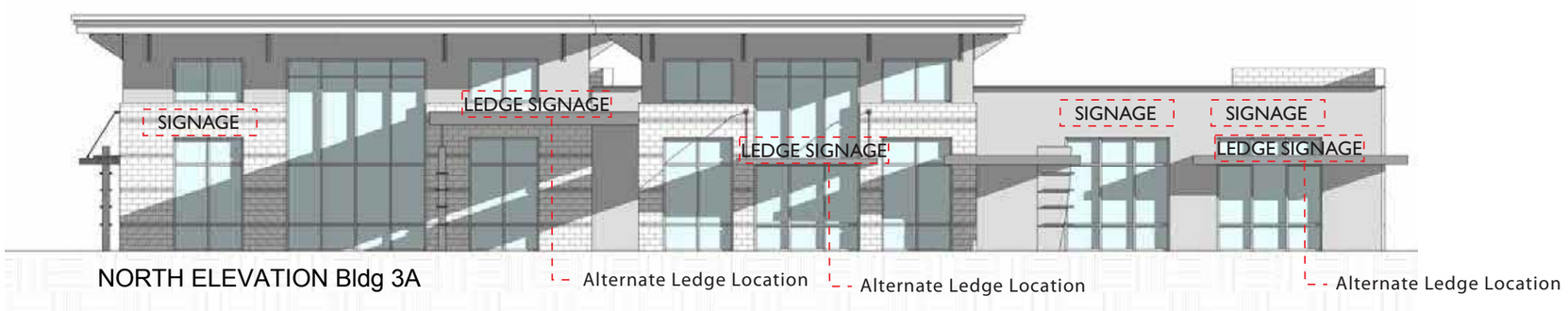
WEST ELEVATION Bldg 3A



SOUTH ELEVATION Bldg 3A



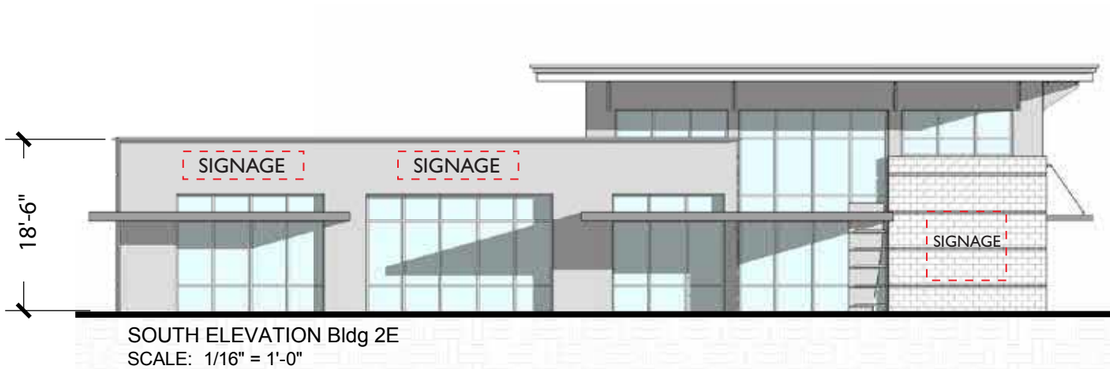
EAST ELEVATION Bldg 3A



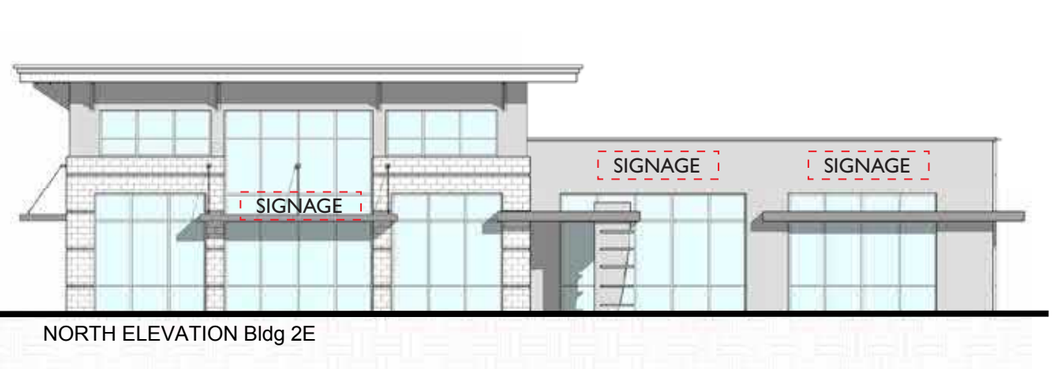
NORTH ELEVATION Bldg 3A

Wall Sign Locations - Typical Retail 1B & 2E

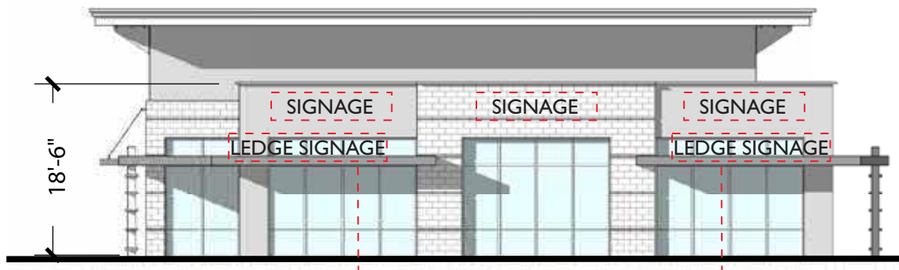
Note - Sign locations shown are merely possible locations and mounting methods. Not all signage locations shown will be used. Final locations to be determined upon leasing.



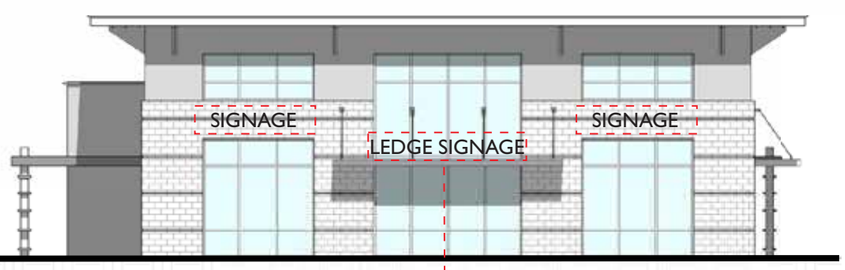
SOUTH ELEVATION Bldg 2E
SCALE: 1/16" = 1'-0"



NORTH ELEVATION Bldg 2E



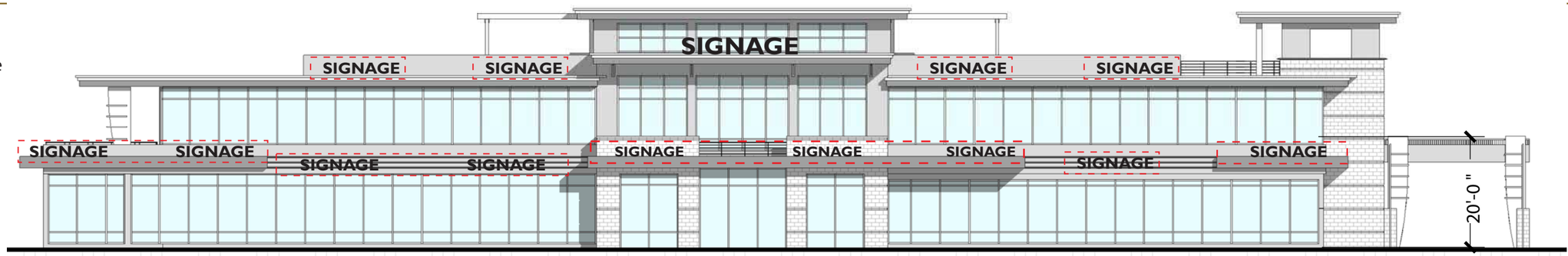
WEST ELEVATION Bldg 2E



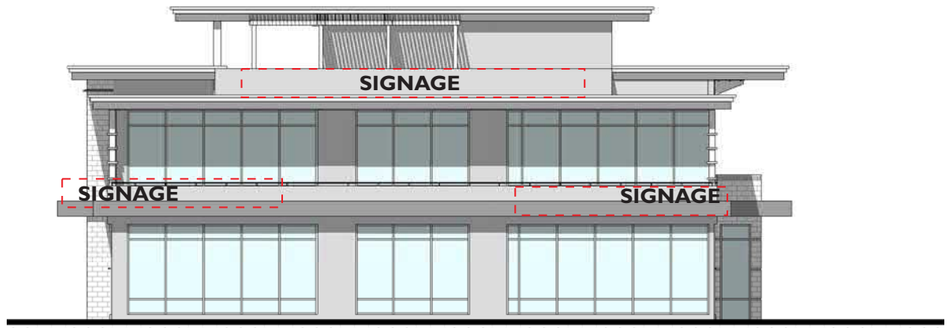
EAST ELEVATION Bldg 2E

Wall Sign Locations - 2 Story Office

Note - Sign locations shown are merely possible locations. Final locations to be determined by Developer. Maximum of three (3) signs per North and South elevations.



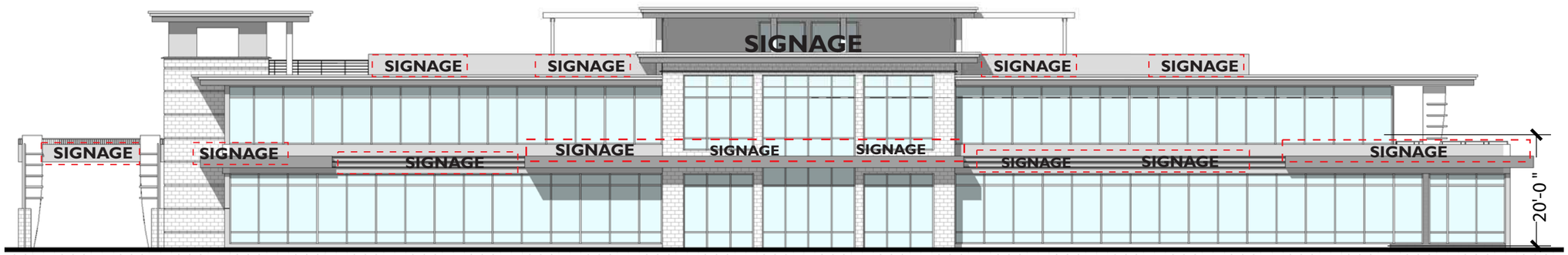
SOUTH ELEVATION Bldg 3A
SCALE • 1″ = 20′



WEST ELEVATION Bldg 3A
SCALE • 1″ = 20′



EAST ELEVATION Bldg 3A
SCALE • 1″ = 20′



NORTH ELEVATION Bldg 3A
SCALE • 1″ = 20′

General Performance Requirements

All signs at The District Downtown must be compatible with the standards outlined in this Master Sign Program and in conformance with City of Chandler Sign Requirements. The purpose of the sign standards is to ensure an attractive commercial office environment and to protect the interests of the surrounding neighborhood, Developer, and Owners/Occupants of all suites within The District. Conformance will be strictly enforced, and any installed nonconforming or unapproved signs will be brought into conformance at the sole expense of the Owner/Occupant.

Meridian West Development LLC herein referred to as "Developer", and The District Downtown Unit Owner's Association herein referred to as "Association" shall administer and interpret the criteria. Before designing signs, all The District Downtown Owners/Occupants will receive a copy of these signage standards. Sign plans submitted to the Developer/Association for approval must conform to these standards. The Developer/Association will administer and interpret the criteria. All signs must be approved in writing by the Developer/Association prior to permit application and installation.

1 Signage proposal
Prior to preparation of signage drawings and specifications, the Owner's/Occupant's sign contractor must review all architectural, structural, and electrical documents as they relate to the building wall and/or storefront at the proposed signage location. In addition, the sign contractor should visit the project site to become familiar with as-built conditions and verify all dimensions.

Each Owner/Occupant must submit to the Developer/Association four (4) sets of detailed shop drawings showing locations, sizes, design, colors, materials, lettering, graphics, conduits, junction boxes, sleeves, methods of illumination and other mounting apparatus of all proposed wall, window, and rear door signs. This submittal must be made at least fifteen (15) days prior to submittal to the City for permits.

2 Developer/Association Approval
After review of the signage proposal, the Developer/Association will return one of the three sets of drawings to the Owner/Occupant, marked either "Approved", "Approved as Noted," or "Revise and Resubmit."

An approval from Developer/Association does not guarantee City approval. A sign permit must be obtained and issued prior to fabrication. For City permits, approved sign drawings from the Developer/Association along with the required documentation for City for review.

- **"Approved"**
  If drawings are marked "Approved," the Owner/Occupant is allowed to proceed with obtaining review and approval from the City.

- **"Approved as Noted"**
  If drawings are marked "Approved as Noted," the Owner/Occupant is allowed to proceed with City review, provided that any modifications noted are incorporated into the design and proceed

  An applicant that takes exception to the noted modifications may revise and resubmit, as explained below.

- **"Revise and Resubmit"**
  If drawings are marked "Revise and Resubmit," the plans will be returned to the Owner/Occupant with comments. The drawings shall be revised and resubmitted for Developer/Association approval.

3 Openings in building walls
Locations of all openings for conduit and sleeves in building walls must be indicated by the sign contractor on the drawings submitted. The contractor shall install the sign in accordance with the approved drawings.

4 Messages
Except for tenants leasing more than 5,000 square feet of space; Sign Band signs are restricted to advertising either (a) the person, firm, company, or corporation operating the use conducted on the site, or (b) the products sold therein, but not both.

5 Owner/Occupant responsibilities for other regulations
The Developer/Association's approval of an Owner's/Occupant's signage plan does not constitute an implication, representation, or certification by the Developer/Association that those plans are in compliance with applicable statutes, codes, ordinances, or other regulations. Compliance with other regulations is the sole responsibility of the Owner/Occupant for all work performed on the premises by or for the Owner/Occupant.

6 Prohibited signs

- Cabinet (Typical) Acrylic, Plexiglas, or plastic-faced panels with surface or second-surface applied or painted graphics, injection molded panels with integral color - internally backlit cabinet construction.
- No signs, advertisements, notices, or other lettering shall be displayed, exhibited, inscribed, painted, or affixed on any part of the buildings visible from outside the premises, except as specifically approved by the Developer/ Association.
- Rude, obscene, offensive, animated, flashing, blinking, rotating, moving, or audible signs.
- Placards; posters; playbills; postings; paintings; flags; signs in public right-of-way; and fixed balloons are not permitted in any location, whether or not visible from outside the premises.
- Change-panel signs are prohibited.
- "A" frames and portable signs.
- Signs that are installed without written approval from the Developer/Association, or that are inconsistent with approved drawings, may be subject to removal and reinstallation by the Developer at the Owner's Occupant's expense.
- Painted or hand lettered signs on storefronts.
- Flashing, moving or audible signs.
- Luminous vacuum formed type plastic letters
- Inflatable signs or graphic devices.
- Freestanding attraction boards, posters or other permanent advertising devices.
- Paper, cardboard or Styrofoam signs.
- Signs with exposed neon tubing or raceways.
- Signs with gold or silver plastic trim caps that contrast with letter returns.

7 Illuminated signs

The City of Chandler requires permits for all signs and electrical permits for all signs that are illuminated. It is the Owner's/Occupant's sole responsibility to secure these and any other permits that may be required.

8 Size limitation

Each Owner/Occupant must limit the area of its sign in accordance with the area allocated for signage. Maximum letter height and length varies according to storefront, but it must not exceed the area allocated for signage. Each Owner/Occupant will be granted a minimum of one sign. Owners/Occupants with more than one elevation wall may have a sign on each elevation.

9 Labels

No labels are permitted on the exposed surface of signs, except those required by local ordinance. Sets of individual letters shall have one label on an end letter only. These are to be installed in an inconspicuous location.

10 Freestanding signs

All freestanding signs must meet applicable setbacks, and their installation must comply with all local building and electrical codes.

11 Upkeep and maintenance

Each Owner/Occupant is fully responsible for the upkeep and maintenance of its sign(s), including any individual pylon or monument signage, and Owners/ Occupants are to repair any sign defects within five (5) days of notification. If an Owner/Occupant does not repair said sign(s), the Developer, at the Owner/ Occupant sole cost and expense, may repair and/or replace sign(s).

A penalty of 100% of the Developer's cost to repair said signage, in addition to the cost of the repair, may be assessed to the Owner/Occupant if the Developer is required to provide the necessary maintenance due to the Owner's/Occupant's noncompliance following notification.

12 Illumination timer

Power to illuminate the Owner's/Occupant's sign is to be from Owner's/Occupant's electricity meter, switched through time clock, set in accordance with schedules determined by the Developer.

13 Sealing of building penetrations

All penetrations of the building structure required for sign installation shall be neatly sealed in a watertight fashion.

14 Damage caused by or during installation

The sign contractor and/or Owner/Occupant will pay for any damage to a building's fascia, canopy,

structure, roof, or flashing caused by sign installation. Owner/Occupant shall be fully responsible for the operations of Owner's/Occupant's sign contractor and shall indemnify, defend, and hold Developer/ Association/Developer harmless for, from, and against damages or liabilities of account thereof.

15 Required insurance for sign contractors
All sign contractors must carry workers' compensation and commercial liability insurance against all damages suffered or done to any and all persons and/ or property while engaged in the construction or installation of signs, with a combined single limit in an amount not less than two million and no/100 dollars ($2,000,000.00) per occurrence. Every sign contractor must hold a current contractor's license in the State of Arizona. Developer must be named as additionally insured in the workers' compensation and commercial liability insurance.

16 Sign Permits
Owner/Occupant is responsible for obtaining all necessary sign permits prior to sign installation.

17 Developer/Association's right to modify requirements
The Developer/Association has the right to modify

Definitions

The following definitions are used throughout the comprehensive signage plan and are exclusive to this document.

Aggregate Sign Area
The total area of all permitted signs pertaining to any one Owner/Occupant, which includes Street-front signage, Storefront signage (arcade and window signage/graphics).

Architectural Frontage
The portion of the building frontage of the leased space which has been delineated through use of reveals, patterning, materials, finishes, column breaks, etc that creates a special area for signage.

Architectural Awnings
Elements which are constructed of permanent type of materials and are an integral part of the building elevation design.

Building Leased Frontage
The overall lineal foot frontage of a leased space.

Cabinet (Typical)
Acrylic, Plexiglas, or plastic-faced panels with surface or second-surface applied or painted graphics, internally backlit in a box construction.

Custom Cabinet
Cabinet designed and fabricated in multiple planes, colors, finishes and unique shapes and forms. Typically with dimensional illuminated letters and opaque backgrounds.

Committee
Made up of the consenting owners as defined in the Construction, Operation and Reciprocal Easement Agreement.

Graphics
Lettering, symbols, and logos used for name identification (primary identification), and for identification of product and services (secondary identification or modifiers).

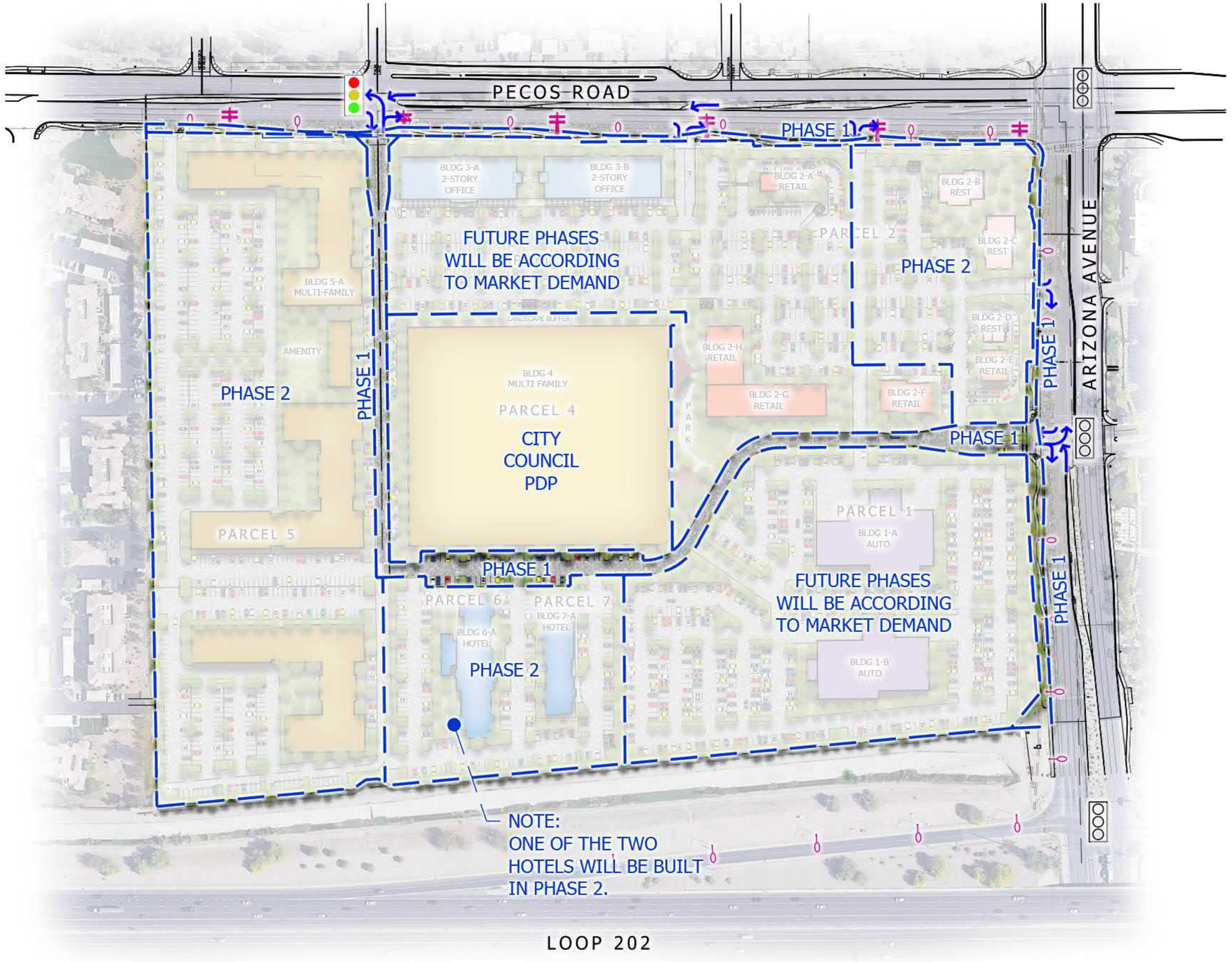
Sign Area
The aggregate area of the smallest rectangles that encloses individual elements of a sign's lettering and logos.

Sign Envelope
The overall height and length allowances of sign area designated for Owner/Occupant sign placement on a building elevation.

Street Front Signage
Signage installed parallel to the building fascia, typically located along the front of the building on parapet, fascia or building wall intended for the viewing of vehicular traffic.

Storefront Signage & Graphics- Permanent
This is the signage located along the storefront portion, oriented to pedestrian. It includes the transparent portion of storefront (windows) and/ or solid wall areas used for merchandise display and permanent graphics. This includes awnings, tenant suite number, logo and name identification, secondary name modifiers, hours of operation, services or name brand marketing, menu cabinets, etc.

Exhibit 9



LEGEND

- EXISTING POWER POLE
- EXISTING STREET LIGHT
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL
- FULL TRAFFIC MOVEMENT
- RIGHT IN / RIGHT OUT ONLY
- PHASE LINE

NOTE: GRAPHIC MATERIALS SHOWN ARE PRELIMINARY AND SUBJECT TO CHANGE. ALL SITE PLAN AND REPRESENTATIVE IMAGERY SHALL BE CONSIDERED CONCEPTUAL. FINAL SITE DESIGN MATERIALS TO BE PROVIDED AT THE TIME OF FINAL IMPROVEMENT PLANS.

DISTRICT DOWNTOWN

Conceptual Phasing Plan

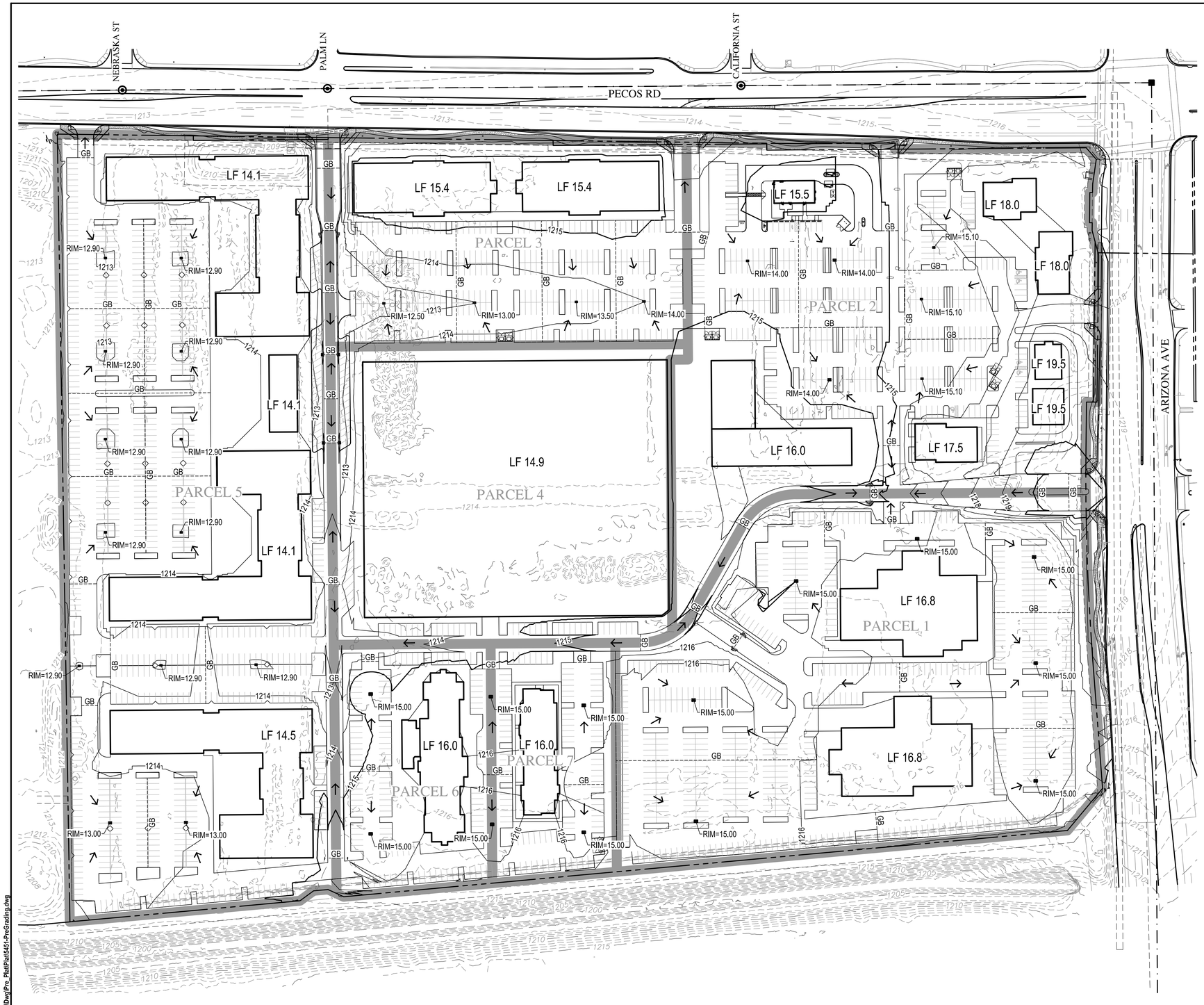
Plan Scale 1:200 (200' 400')

Date:09-11-2024

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Exhibit 10



N

0 80 160

Horz. 1 in. = 80 ft.

LEGEND

LF	LOWEST FINISH FLOOR
GB	CHANGE IN GRADE
→	FLOW ARROW
	PROPOSED CATCH BASIN
	PARCEL BOUNDARY

RETENTION CALCULATIONS

V_R = C x (P/12) x A x 1.1

DESIGN STORM: 100-YEAR, 2-HOUR

RAINFALL DEPTH, P: 2.20 INCHES

RETENTION VOLUMES

BASIN ID	AREA (SF/AC)	C	VOLUME REQUIRED[1], V_R (CF/AF)	DRYWELLS REQUIRED[2] (0.1 CFS / DW)
PARCEL 1	399,533 / 9.17	0.9	72,515 / 1.66	6
PARCEL 2	389,164 / 8.93		70,633 / 1.62	6
PARCEL 3	190,468 / 4.37		34,570 / 0.79	3
PARCEL 4	262,289 / 6.02		47,605 / 1.09	4
PARCEL 5	538,027 / 12.35		97,652 / 2.24	8
PARCEL 6	99,545 / 2.29		18,067 / 0.41	2
PARCEL 7	75,531 / 1.73		13,709 / 0.31	2
O-1 (PECOS)	118,487 / 2.72		22,700 / 0.52	2
O-2 (AZ-87)	82,673 / 1.90		15,839 / 0.36	2
TOTAL			393,291 / 9.03	35

NOTES

1. REQUIRED RETENTION SHALL PROVIDE 110% OF THE VOLUME REQUIRED (V_R) PER THE CITY OF CHANDLER ENGINEERING & DESIGN STANDARDS MANUAL, 2023 EDITION.
2. FOR DESIGN AND PERMITTING PURPOSES, EACH DRYWELL SHALL HAVE A PRESUMPTIVE CAPACITY OF 0.1 CFS (12,960 CUBIC FEET IN 36 HOURS). CREDIT MAY BE ALLOWED TOWARDS THE TOTAL REMAINING DRYWELLS TO BE CONSTRUCTED AT ONE-HALF OF THE TESTED CAPACITY, LIMITED TO 0.5 CFS.

WOOD PATEL

Wood, Patel & Associates, Inc.

Civil Engineering
Water Resources
Land Survey
Construction Management

602.335.8500

www.woodpatel.com

Contact Arizona 811 at least two full working days before you begin excavation
ARIZONA811
Call 811 or click Arizona811.com

DISTRICT DOWNTOWN

PRELIMINARY GRADING AND DRAINAGE PLAN

SWC ARIZONA AVE AND PECOS RD
CHANDLER, AZ

REV	DESCRIPTION	DATE

NOT *FOR CONSTRUCTION OR RECORDING*

SCALE (HORIZ.)	1" = 80'
SCALE (VERT.)	N/A
DATE	5/08/2024
JOB NUMBER	235451
SHEET	1 OF 1

CHECKED BY: EB DESIGNED BY: DS DRAFTED BY: DS

Z:\2023\235451\Dwg\Pre_Plat\Plat\5451-PreGrading.dwg



SITE DATA

DESCRIPTION	ACREAGE
GROSS ACREAGE	49.30 AC.
NET ACREAGE	44.73 AC.

PARCELS

PARCEL NUMBER	ACREAGE	USE	FLOOR AREA RATIO	FLOOR AREA	KEYS	UNITS	Density	PARKING REQUIREMENTS		
								PARKING RATIO	REQUIRED	PROVIDED
PARCEL 1										
BLDG 1-A		MU		16,000 S.F.				250 S.F.	64	
BLDG 1-B		RET		7,000 S.F.				250 S.F.	28	
BLDG 1-C		REST		5,500 S.F.					69	
BLDG 1-D		REST		4,000 S.F.					35	
BLDG 1-E		MU		31,500 S.F.				200 S.F.	158	
BLDG 1-F		HOTEL		88,900 S.F.	180 KEYS			1/KEY, 1/100 PUBLIC	210	
PARCEL 1 TOTAL	**8.42 AC.**		**0.42**	**152,900 S.F.**	**180 KEYS**				**564**	**493**
PARCEL 2										
BLDG 2-A		RET		15,500 S.F.				250 S.F.	62	
BLDG 2-B		REST		6,000 S.F.					75	
BLDG 2-C		REST		6,000 S.F.					75	
BLDG 2-D		REST		4,000 S.F.					35	
BLDG 2-E		REST		2,900 S.F.					36	
BLDG 2-F		REST		5,800 S.F.				250 S.F.	23	
BLDG 2-G		RET		14,000 S.F.				250 S.F.	56	
BLDG 2-H		RET		8,400 S.F.				250 S.F.	34	
PARCEL 2 TOTAL	**8.38 AC.**		**0.17**	**62,600 S.F.**					**396**	**366**
PARCEL 3										
BLDG 3-A		OFFICE		32,000 S.F.				200 S.F.	160	
BLDG 3-B		OFFICE		32,000 S.F.				200 S.F.	160	
PARCEL 3 TOTAL	**8.19 AC.**		**0.18**	**64,000 S.F.**					**320**	**299**
PARCEL 4										
BLDG 4-A		MF				395 UNITS	52.0 DU/AC	1.8 PER UNIT	716	
PARCEL 4 TOTAL	**7.60 AC.**					**395 UNITS**	**52.0 DU/AC**		**716**	**725**
PARCEL 5										
BLDG 5-A		MF				400 UNITS	43.5 DU/AC	1.8 PER UNIT	725	
PARCEL5 TOTAL	**9.20 AC.**					**400 UNITS**	**43.5 DU/AC**		**725**	**725**
PARCELS 6A & 6B										
BLDG 6-A		OFFICE		120,000 S.F.				200 S.F.	600	
BLDG 6-B		OFFICE		180,000 S.F.				200 S.F.	900	
BLDG 6-B		OFFICE		0 S.F.						
PARCEL 6 TOTAL	**3.08 AC.**		**2.24**	**300,000 S.F.**					**1500**	**1700**

TOTAL

MULTI-FAMILY		MF				795 UNITS				
RETAIL		RET		44,900 S.F.						
RESTAURANT		REST		34,200 S.F.						
MIXED USE		MU		47,500 S.F.						
HOTEL		HOTEL		88,900 S.F.	180 KEYS					
OFFICE		OFFICE		364,000 S.F.						
TOTAL	**44.87 AC.**	**COMM**	**0.30**	**579,500 S.F.**	**180 KEYS**	**795 UNITS**			**4,221**	**4,308**

LEGEND

- EXISTING POWER POLE
- EXISTING STREET LIGHT
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL
- FULL TRAFFIC MOVEMENT
- RIGHT IN / RIGHT OUT ONLY

SECTION VIEWS

- TYPICAL MAIN STREET AT RETAIL
- TYPICAL MAIN STREET AT RESIDENTIAL
- TYPICAL MAIN STREET AT OFFICE

NOTE: GRAPHIC MATERIALS SHOWN ARE PRELIMINARY AND SUBJECT TO CHANGE. ALL SITE PLAN AND REPRESENTATIVE IMAGERY SHALL BE CONSIDERED CONCEPTUAL. FINAL SITE DESIGN MATERIALS TO BE PROVIDED AT THE TIME OF FINAL IMPROVEMENT PLANS.

DISTRICT DOWNTOWN

Conceptual Site Plan

N

200' 400'

Plan Scale 1:200

Date:10-04-2022

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CHANDLER arizona
Community of Innovation

Planning & Zoning Commission Memorandum **Development Services**
Memo No. 24-051

Date: 09/18/2024
To: Planning and Zoning Commission
Thru: Kevin Mayo, Planning Administrator
David de la Torre, Planning Manager
From: Benjamin Cereceres, Planner
Subject: PLH24-0001/PLT24-0001 Toll Brothers Uptown
Request: Rezoning from Regional Commercial District (C-3) to Planned Area Development (PAD) for multi-family residential

Preliminary Development Plan approval for site layout and building architecture

Preliminary Plat approval

Location: located approximately 1/4 mile north of the northeast corner of Arizona Avenue and Warner Road
Applicant: Jason Morris, Withey Morris Baugh PLC

Proposed Motion:

Rezoning
Move Planning and Zoning Commission recommend approval of Rezoning PLH24-0001 Toll Brothers Uptown from Regional Commercial (C-3) to Planned Area Development (PAD) for multi-family residential, subject to the conditions as recommended by Planning staff.

Preliminary Development Plan
Move Planning and Zoning Commission recommend approval of Preliminary Development Plan PLH24-0001 Toll Brothers Uptown for site layout and building architecture, subject to the conditions as recommended by Planning staff.

Preliminary Plat
Move Planning and Zoning Commission recommend approval of Preliminary Plat, PLT24-0001 Toll Brothers Uptown, subject to the condition as recommended by Planning staff.

Background Data:

- The subject site is approximately 14.1 net acres and is currently used as an auto dealership.
- The site is adjacent to another multi-family development currently under construction just north of the site and a retail development south of the site.
- The General Plan's designation of the North Arizona Avenue Growth Area, High Capacity Transit Corridor, and Employment allow for high density residential to be considered.
- The project consists of 420 dwelling units totaling 30 dwelling units per acre.

Surrounding Land Use Data:

North	Planned Area Development (PAD) for Multi-Family	South	PAD for Commercial
East	PAD for Multi-Family	West	Arizona Avenue, then Regional Commercial District (C-3)

General Plan and Area Plan Designations

	Existing	Proposed
General Plan	North Arizona Avenue Growth Area, High Capacity Transit Corridor, Employment	No Change

Proposed Development

Proposed Land Use	• Multi-family dwelling units • 420 Units • 30 dwelling units per acre (du/ac) (staff proposes a max. density of 35 dwelling unit per acre to allow flexibility during the construction phase)
Building Setbacks	• Arizona Avenue (west): 20' • North Property line: 10' • South Property line: 10' • East Property line: 20'

Height	47' Parapet / 53' Architectural Features (staff proposes a max. height of 55' to permit flexibility during the construction phase)
Roof Design	Varied Parapet Heights
Facade Materials	• Stucco • Masonry Veneer • Metal Screens • Fiber Cement Panels
Building Accents	• Tower Elements • Vertical Metal Screen Elements • Multi-height Parapets
Site Design & Open Space	• (6) four-story buildings, two (2) of which will front onto Arizona Avenue. Two internal buildings wrap the primary common area, and the remaining two (2) buildings are located toward the back of the development. • Amenities include event and activity lawns, fire pints and grilling stations, putting green, ball court and game tables, dog park, tot lot and Pickleball Court
Parking	• Required 803 parking spaces • Provided 803 parking spaces provided including private garages, covered, and uncovered spaces.

Review and Recommendation

The subject site is zoned Regional Commercial District (C-3) and has contained a car dealership since as far back as 1986. The site is located within the General Plans's North Arizona Avenue Growth Area that encourages higher densities to support future transit efforts along Arizona Avenue, a high capacity transit corridor. This guidance supports the consideration of multi-family with densities exceeding 18 dwelling units per acre within the larger northern Chandler employment area. Further policies for this growth area call for pedestrian-oriented improvements, transforming commercial centers into intense mixed-use developments, transitioning land use intensities to be respectful to existing neighborhoods, and enhancing Arizona Avenue as a point of entry through design. The proposed multi-family development aligns with the policies of the North Arizona Avenue Growth Area and the intent of the High-Capacity Transit Corridor as identified within the General Plan by increasing density and continue to implement

redevelopment.

The development presents a crafted regional/contextual eclectic design, referencing local characteristics of the existing built environment while considering the dynamic growing nature of this area of Chandler. All buildings feature four-sided architecture, with harmonious transition between the horizontal and vertical volumes that is articulated through massing and material, providing elements of human scale to the architecture. Redevelopment of the site to multi-family is appropriate and provides more housing within the City's boundaries. For these reasons, staff finds the proposed multi-family development aligns with the goals and policies within the General Plan and recommend the Planning and Zoning Commission recommends approval.

Traffic Analysis

A Traffic Impact Study (TIS) was provided by the applicant. The TIS has been reviewed and accepted by City traffic engineering staff.

Public / Neighborhood Notification

- This request was noticed in accordance with the requirements of the Chandler Zoning Code.
- A neighborhood meeting sign was posted on the site and on social media via NextDoor.
- A neighborhood meeting was held on July 18, 2024. There were no residents in attendance.
- As of the writing of this memo, Planning staff is not aware of any opposition to the request.

Recommended Conditions of Approval:

Rezoning

Planning staff recommends Planning and Zoning Commission move to recommend approval of Rezoning from Regional Commercial District (C-3) to Planned Area Development (PAD) for multi-family residential, subject to the following conditions:

1. Development shall be in substantial conformance with the Development Booklet, entitled " Toll Brothers Uptown" and kept on file in the City of Chandler Planning Division, in File No. PLH24-0001, modified by such conditions included at the time the Booklet was approved by the Chandler City Council and/or as thereafter amended, modified or supplemented by Chandler City Council.

2. Multiple-family residential shall be permitted at a maximum density of thirty five (35) dwelling units per acre.

3. Building height shall be limited to a maximum of fifty-five (55) feet in height.

4. Completion of the construction of all required off-site street improvements including but not limited to paving, landscaping, curb, gutter and sidewalks, median improvements, and street lighting to achieve conformance with City codes, standard details, and design manuals.

5. The landscaping in all open-spaces shall be maintained by the property owner or property owners' association, and shall be maintained at a level consistent with or better than at the time of planting.

6. The landscaping in all rights-of-way shall be maintained by the adjacent property owner or property owners' association.

7. Minimum building setbacks shall be as follows:

Property Line Location	Minimum Building Setback
Arizona Avenue	20'
North	10'
South	10'
East	20'

Preliminary Development Plan
Planning staff recommends Planning and Zoning Commission move to recommend approval of the Preliminary Development Plan, subject to the following conditions:

1. Development shall be in substantial conformance with the Development Booklet, entitled "Toll Brothers Uptown" and kept on file in the City of Chandler Planning Division, in File No. PLH24-0001, modified by such conditions included at the time the Booklet was approved by the Chandler City Council and/or as thereafter amended, modified or supplemented by Chandler City Council.

2. Landscaping plans (including for open spaces, retention, rights-of-way, and street medians) shall be approved by the Planning Administrator.

3. Fifty percent of the trees planted along the arterial streets shall be a minimum of 36-inch box and be a minimum of 12-feet in height at the time of planting.

4. The site shall be maintained in a clear and orderly manner.

5. Preliminary Development Plan approval does not constitute Final Development Plan approval; compliance with the details required by all applicable codes and conditions of the City of Chandler and this Preliminary Development Plan shall apply.

6. All mechanical equipment, including HVAC, utility meters, etc. shall be screened from view by material(s) that are architecturally integrated and consistent with the proposed buildings.

7. Sign packages, including free-standing signs as well as wall-mounted signs shall be designed in coordination with landscape plans, planting materials, storm water retention requirements, and utility pedestals, so as not to create problems with sign visibility or prompt the removal of required landscape materials.

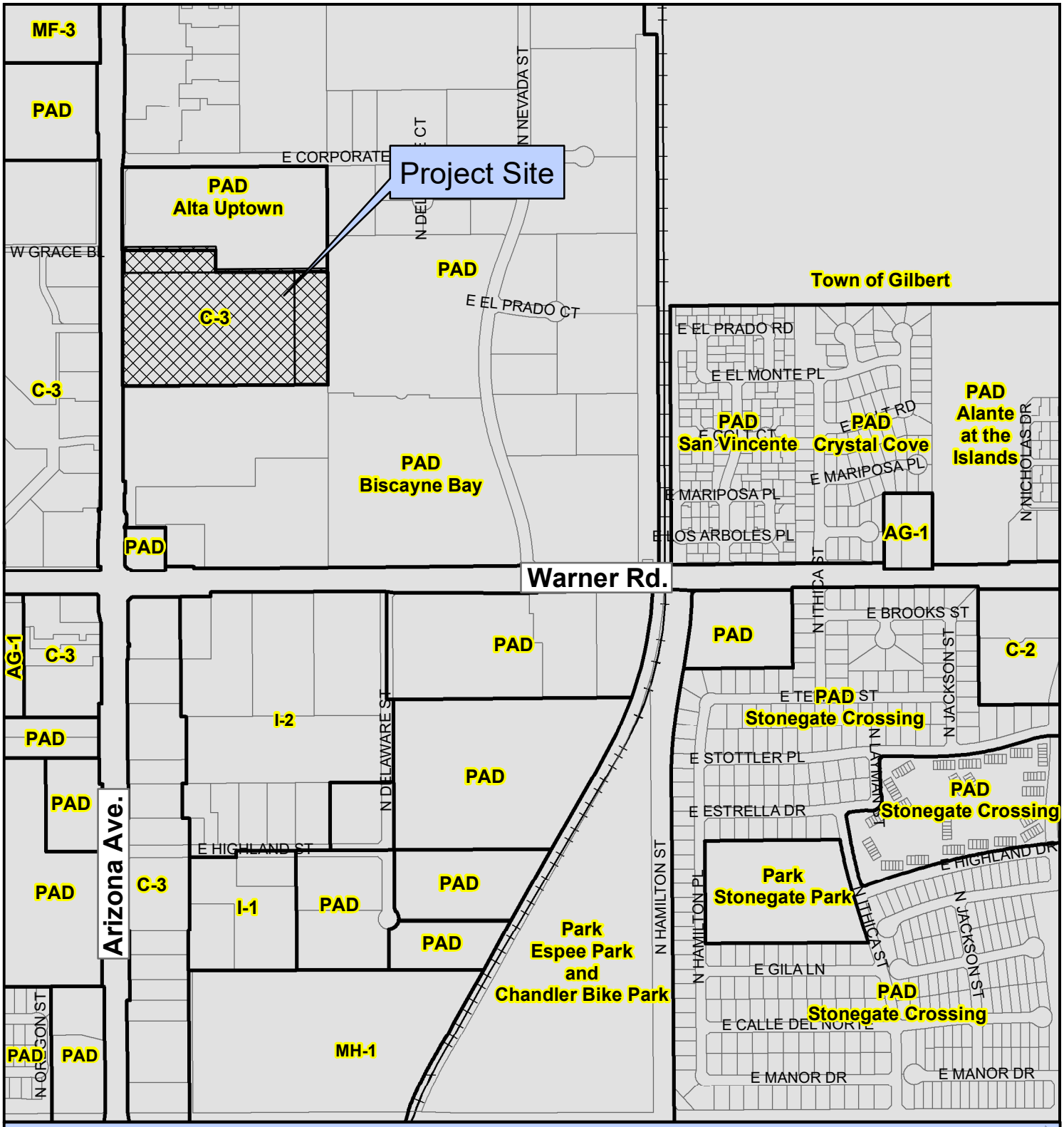
8. A minimum of three (3) electric vehicle charging stations shall be installed per building.

Preliminary Plat
Planning staff recommends the Planning and Zoning Commission move to recommend approval of the Preliminary Plat subject to the following condition:

1. Approval by the City Engineer and Planning Administrator with regard to the details of all submittals required by code or condition.

Attachments

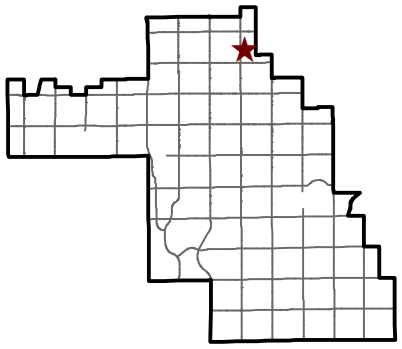
Vicinity Maps
Development Booklet
Community Support
Traffic Study



PLH24-0001 Toll Brothers Uptown

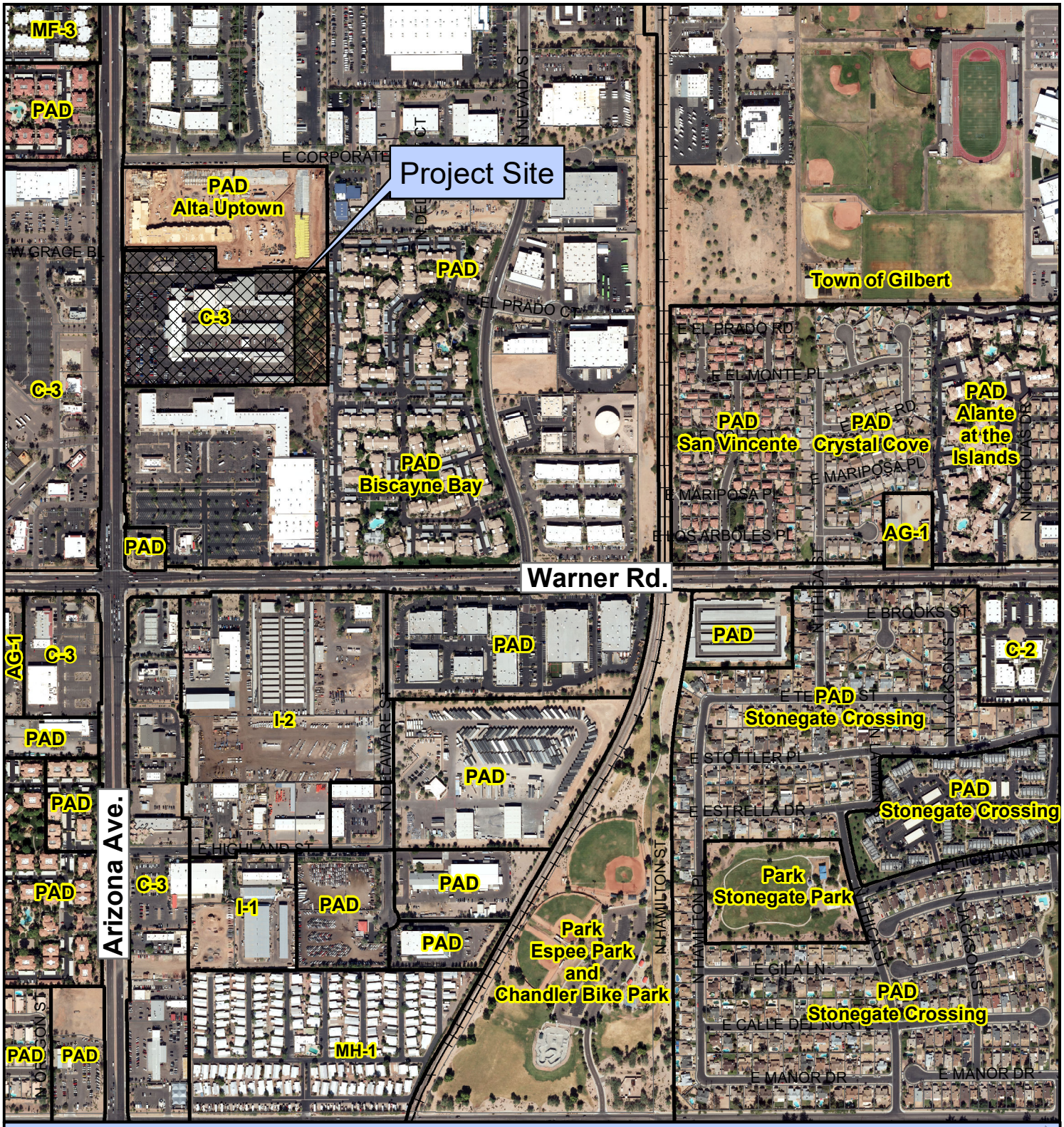
Proposed Project Details

Rezone/PDP
Approximately 14.1 acres
Multi-Family Residential (30 du/ac)



CHANDLER arizona

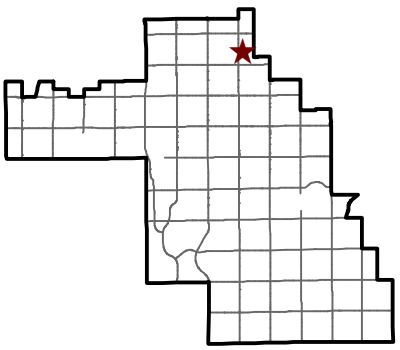
City of Chandler Planning Division
chandleraz.gov/planning
For more information visit:
https://gis.chandleraz.gov/planning



PLH24-0001 Toll Brothers Uptown

Proposed Project Details

Rezone/PDP
Approximately 14.1 acres
Multi-Family Residential (30 du/ac)



CHANDLER arizona

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chandleraz.gov/planning
For more information visit:
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Toll Brothers Uptown

Rezoning, Preliminary Development Plan and Preliminary Plat Request

Case No. PLH24-0001& PLT24-0001

Submittal: September 3, 2024

WITHEY MORRIS BAUGH

Development Team

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Toll Brothers
APARTMENT LIVING

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I. PLANNED AREA DEVELOPMENT

A. Introduction and Project Overview

On behalf of Toll Bros., Inc, a national developer of high-quality multi-family communities, this application is a request for approval of a Planned Area Development (PAD), Preliminary Development Plan ("PDP") and Preliminary Plat for the approximately 14.1 net acre property located at the southeast corner of Arizona Avenue and Grace Boulevard, otherwise commonly known as Maricopa County Assessor's Parcel Numbers 302-29-009E, -009G and -009L (cumulatively, the "Property") (See **Tab A, Aerial Map**). The Property is well-positioned along Arizona Avenue, a major arterial and designated High-Capacity Transit Corridor, with adjacency to Chandler Mercado, which features a number of experience-oriented commercial tenants, restaurants and more.

As background, the Property was developed approximately 40 years ago as a car dealership, better known today as Earnhardt Chevrolet. To the north of the Property is an in-progress multi-family development which was formerly a parking lot that was used for Earnhardt's related operations. That site was recently rezoned to a PAD to allow multi-family development due to market circumstances. Similarly, because of the inflationary environment and interest rates, together with locational attributes of the dealership, the Property and viability of it as an auto dealership has been impacted. Conversely, there is a significant statewide shortage of housing, and demand for quality housing – including within this area of Chandler. As such, this PAD provides a framework for re-development of the Property as a high-quality multi-family apartment community (the "Project").

As detailed herein, the intent of this PAD is to establish site-specific permitted uses, as well development standards and design criteria for redevelopment of the Property as a high-quality market rate multi-family apartment community which will help fill a need for quality and diverse residential housing proximate to transit, existing/future retail, and employment opportunities within the highly anticipated Uptown Chandler area. The proposed Project is a four-story, 420-unit multi-family community with an overall density of 30 dwelling units per acre. The Project will include a mix of studio (44), one-bedroom (213), two-bedroom (131) and three-bedroom (32) unit configurations ranging from 650 square feet to 1,450 square feet. This unit mix offers choice and options to accommodate a variety of lifestyles and transitions, from young graduates to retirees looking for a maintenance free, lock-and-leave lifestyle.

The proposed Toll Brothers Uptown multi-family community is in a unique location along a corridor anticipated for growth. It will be compatible with existing land use patterns in the area and help synergize the area with new residents, which will in turn support other nearby land uses.

B. Relationship to Adjacent Properties

The area surrounding the Property consists of a multi-family development to the east (Zoned PAD); a commercial shopping center to the south (Zoned PAD), which features a number of restaurant and activity-based tenants – all within walking distance of the Property; Arizona Avenue to the west, with a

variety of shops and offices beyond the arterial street (Zoned C-2); and future multi-family to the north (Zoned PAD).

C. General Plan and Zoning

The City of Chandler General Plan Future Land Use Map and Circulation Plan Map designates the Property as Employment / North Arizona Avenue Growth Area, and High Capacity Transit Corridor, respectively. Notably, the General Plan provides that residential densities may be considered in an Employment designation with a compatible mix of uses and an integral component, as described in growth area policies, or otherwise.

Further, the General Plan provides that multi-family "can be considered… within designated high-capacity transit corridors". As noted, the Property is located within a High-Capacity Transit Corridor, thus this request conforms to the vision of the General Plan. Further, the North Arizona Avenue Growth encourages higher densities to support future transit-oriented efforts along Arizona Avenue, a designated high-capacity transit corridor.

The existing zoning for the Property is C-3 District. As such, this PAD/PDP is requested to rezone the Property and allow multi-family residential as a permitted use at the Property, and to establish site layout and building architecture for the Project, as detailed further below.

D. Permitted Uses

1. Multi-family residential
2. Accessory uses for multi-family residential per Zoning Code Section 35-1001.

II. Preliminary Development Plan

The PDP establishes the site and building standards for development of the Property.

A. Development Standards

The following development standards are proposed for the Project:

Table 1 – Development Standards	
Development Standard	**PAD**
Building Height	47' (Parapet) 53' (Architectural Features)
Building Setbacks (Min) **Front (Arizona Avenue)** **Side (North Property Line)**	 **20'** 10'

Side (South Property Line)	10’
Rear (East Property Line)	20’
Perimeter Landscape Setbacks (Min)	
Front (Arizona Avenue)	20’[1]
Side (North Property Line)	10’[2,3]
Side (South Property Line)	10’
Rear (East Property Line)	20’
Min. Accessory Structure Setbacks (Parking Canopies)	10’
Lot Coverage (Max)	30%
Common Open Space	136,804 Square Feet (222 Square Feet/Bedroom)

Parking lot landscape area: In locations on the site plan where the frequency of parking lot planter islands exceeds one (1) planter/ten (10) spaces, additional 9-foot-wide islands may accommodate pedestrian sidewalks to promote pedestrian connectivity, provided that a minimum of five (5) shrubs is provided per island. Where a minimum of four (4) feet of clearance is provided, trees may also be accommodated within select islands, where feasible. Additional islands, not to exceed five (5) total, may also accommodate pedestrian sidewalks as provided above. This minor relief will allow for the required parking to be maintained while meeting the intent of landscape requirements.

B. Site Layout and Design

As designed, the proposed multi-family development features an urban design appropriate for adjacency to a high-capacity transit corridor. The main entry drive to the community includes buildings flanking either side of the entry drive, with the club house as the focal point, which provides a grand sense of arrival. The proposed development consists of six (6) four-story buildings, two (2) of which will front onto Arizona Avenue. Two (2) internal buildings wrap the primary common area, and the remaining two (2) buildings are located toward the back of the development. The height of the buildings is approximately 47 feet to the top of parapet, however the height is strategically extended in some key locations to a 53 feet. This additional height allows for architectural features and embellishment.

As shown on the enclosed conceptual site plan (**Tab B**), the proposed community will be highly amenitized with several meaningful amenity areas, to conceptually include the following:

- +/- 10,800 square foot club house and leasing office;
- Resort style swimming pool area featuring two (2) full-sized swimming pools, spa, sun deck, beach lawn, and pool cabanas;
- Entertainment pavilion with outdoor kitchen;

[1] The landscape setback along Arizona Avenue may include encroachment of view fencing to promote functional use of front yard open space.

[2] The landscape setback for the first 460 feet of the north (west) perimeter may be reduced to 2 feet to accommodate driveway access and recreational appurtenances. Any such reduction shall not exceed 250 consecutive linear feet.

[3] Trash compactor/recycling enclosures are permitted to encroach into the landscape setback.

- Event and activity lawns;
- Fire pits and grilling stations;
- Putting green;
- Ball courts and game tables;
- Dog park;
- Tot lot;
- Pickleball court;
- Pedestrian linkages to/from and throughout the Project, fostering connectivity and a sense of community;
- Alternative amenities analogous to the list above may be approved administratively by the Zoning Administrator in order to accommodate easement or utility conflicts.

The proposed development provides approximately 145,392 square feet of ground floor building area (23.6% lot coverage) and 171,284 square feet (26.2%) of landscaped area, including landscape medians. Primary vehicular access is provided via the main drive along the center of the Project's Arizona Avenue frontage. This access provides efficient access to the clubhouse and leasing office, while ensuring gate-controlled access to the larger community. A secondary full access is provided along the north end of the Project's frontage, which aligns with Grace Boulevard to the west. Additionally, an emergency access only driveway is provided along the south project boundary adjacent to Arizona Avenue. Finally, solid waste is provided to the east of the most northerly driveway and—due to the distance from the balance of units—trash valet is contemplated for resident convenience.

C. Architectural Design and Theme

The architectural approach is a crafted regional/contextual eclectic design, referencing local characteristics of the existing built environment while considering the dynamic and growing nature of this area of Chandler. The two buildings fronting Arizona Avenue flank the project's entry, with impactful tower elements emblazoned with the project name and articulated with vertical metal screen elements. These screens reference a similarly distinctive feature found on nearby Chandler City Hall. At the terminus of the project's entry is another building that surrounds a generously sized and landscaped amenity courtyard. All the buildings feature four-sided architecture, with a harmonious transition between the horizontal and vertical volumes that is articulated through massing and material, providing elements of human scale to the architecture. Use of multi-height parapets, individual deep balcony spaces with a variety of undulation treatments and spacious patios at the ground level provide visual interest and depth to the elevations. The buildings' fenestration creates varying patterns of gridded windows and grouped openings framed within larger scaled massing.

The architectural design is complemented by a desert appropriate landscape palette that surrounds the buildings, providing shade, character and greenery to the pedestrian experience. The central amenity area, a key feature to the community, can be accessed through a well-amenitized club house, providing a pleasing architectural transition to variety of exterior gathering spaces that promote human interaction. To further benefit the resident experience there is also an approximately 2.04-acre landscaped open space area located at the rear of the site, whereby the adjacent buildings are sited lengthwise to take advantage of views. See **Tab C, Perspective Renderings** and **Tab E, Elevations**.

The elevations include complementary colors, materials and textures that take cues from the surrounding area, while also providing a residential look and feel to the architecture. The exterior color palette balances neutral white and contrasting gray hues with darker warm colors of brown lap siding and stucco. In working with staff, the elevations have been fine tuned to include: block-like cladding material that wraps the two buildings facing Arizona Avenue and the clubhouse building; textured masonry veneer at prominent visible locations across all the buildings; elongated bracket detail at the metal canopies; and, distinctive white frame / brown inset articulation primarily at the building corners. These changes have contributed to overall enhancement of the project design. Masonry veneer enhances the base of the buildings with character and texture. See **Tab F, Colors and Materials Palette.**

D. Landscaping and Walls

The Community has been designed with ample open space and recreation areas comprised of quality amenities distributed throughout. The open space and shared recreation areas are intended to encourage resident interaction and create a sense of place. The Community also features a well-planned landscape theme which will contribute to a more livable environment.

The Project's frontage is planned with formal placements of Southern Live Oak and Wilson Olive trees, as well as bold massings of shrubs and accents, resulting in a strong formal streetscape design. Color, texture and massings will create visual interest for people and cars passing by. See ***Tab D, Landscape Plan***.

A conceptual wall plan is provided at **Tab D**. The wall plan identifies the north and south boundaries of the Property enclosed with a 6-foot-tall wall. There is an existing wall along the east boundary, which will be painted to match the theme of the Project. Along the Project's Arizona Avenue frontage are a series of yards enclosed with a 6-foot-tall decorative view fence.

E. Parking

There are 803 parking spaces required and provided for the proposed development, for an overall ratio of 1.91 parking spaces per unit. This provided parking includes 135 garage parking spaces, 135 tandem parking spaces, 285 covered parking spaces, and 248 open parking spaces. This ratio meets the requirements for guest parking and will mitigate spillover within the larger area. The overall parking ratio includes 16 accessible parking spaces, and Electric Vehicle parking will be provided at a rate of six percent for a total of 49 spaces for both EV ready and EV capable charging stations.

F. Signage

Conceptual building and monument signage is enclosed herein (**Tab G**). There are two (2) 6-foot-tall project monument signs proposed along the Arizona Avenue frontage, at the main entrance to the development. The proposed monument signage features a masonry veneer base, as well as reverse pan channel lettering pegged off of a painted stucco finish and rear illuminated. The proposed signage is architecturally integrated with the project elevations to ensure a cohesive appearance.

The sign plan also proposed two (2) street facing wall mounted signs, with a maximum sign area of 50 square feet each.

G. Phasing

It is anticipated that the Project will be developed under a single phase, subject to market conditions.

III. Engineering

A. Grading and Drainage

The grading and drainage design will incorporate onsite surface retention basins and underground retention systems. The requirement for this Property is to capture 110% of the 100-year 2-hour storm event. The Property will ultimately outfall to the northwest corner at Arizona Avenue. An approved City of Chandler underground storage system will be utilized.

The Arizona Avenue frontage will be rebuilt to remove and add deceleration lanes. The half-street drainage that historically was coming to the Property will be captured by scuppers and routed to underground retention. **See *Tab H,* Preliminary Grading and Drainage Plan.**

B. Water and Sewer

This Property is bound on the west by public right-of-way and existing public water and sewer infrastructure. There is an existing 12" sanitary main located within Arizona Avenue that will serve this site. There is an existing 16" water main within Arizona Avenue.

A private 8" sewer tap is planned to connect to an existing manhole in Arizona Avenue.

Two 8" water meters from the existing 16" water main in Arizona Avenue will connect to a private onsite 8" water system loop. The loop will be for domestic water service to the buildings, landscaping water, and multiple fire hydrants onsite as well as the fire sprinkler connection to the building. Onsite fire hydrant coverage will be provided to meet City of Chandler Fire Department requirements.

IV. Summary

This proposal will provide new, highly-amenitized and quality housing opportunities within Uptown Chandler, an important area of growth for the City, proximate to existing and future retail and employment opportunities, and major transportation arteries. The Project conforms to the City's established policy goals and will be a compatible and complementary land use for the area.

TAB A

Site Context Map



January 26, 2024

1:4,514

0 0.03 0.06 0.12 mi

0 0.05 0.1 0.2 km

Maricopa County GIO, Maricopa County Assessor's Office

2023 - Maricopa County Assessor's Office

TAB B

BUILDING #6 UNIT MIX:

UNIT TYPE		GROSS LIV	UNITS	TOTAL LIV
UNIT AS	STUDIO/1 BA 650 S.F.		16	10,400 S.F.
UNIT A1	1 BED/1 BA 787 S.F.		8	6,296 S.F.
UNIT A2	1 BED/1 BA 735 S.F.		6	4,410 S.F.
UNIT A6	1 BED/1 BA 752 S.F.		0	0 S.F.
UNIT B1	2 BED/2 BA 1,068 S.F.		0	0 S.F.
UNIT B2	2 BED/2 BA 1,153 S.F.		12	13,836 S.F.
UNIT B4	2 BD (DEN) 1 BA 1,067 S.F.		4	4,268 S.F.
UNIT B5	2 BED/2 BA 1,208 S.F.		0	0 S.F.
UNIT C1	3 BED/2 BA 1,450 S.F.		4	5,800 S.F.
TOTAL:			50	45,010 S.F.
AVG. S.F.			D.U.	900 S.F.
BUILDING NET RENTABLE S.F.				±42,074 S.F.
BUILDING GROSS S.F.				±63,800 S.F.

BUILDING #5 UNIT MIX:

UNIT TYPE		GROSS LIV	UNITS	TOTAL LIV
UNIT AS	STUDIO/1 BA 650 S.F.		0	0 S.F.
UNIT A1	1 BED/1 BA 787 S.F.		17	13,379 S.F.
UNIT A2	1 BED/1 BA 735 S.F.		6	4,410 S.F.
UNIT A6	1 BED/1 BA 752 S.F.		0	0 S.F.
UNIT B1	2 BED/2 BA 1,068 S.F.		4	4,272 S.F.
UNIT B2	2 BED/2 BA 1,153 S.F.		6	6,918 S.F.
UNIT B4	2 BD (DEN) 1 BA 1,067 S.F.		8	8,536 S.F.
UNIT B5	2 BED/2 BA 1,208 S.F.		0	0 S.F.
UNIT C1	3 BED/2 BA 1,450 S.F.		4	5,800 S.F.
TOTAL:			45	43,315 S.F.
AVG. S.F.			D.U.	963 S.F.
BUILDING NET RENTABLE S.F.				±40,610 S.F.
BUILDING GROSS S.F.				±61,765 S.F.

BUILDING #4 UNIT MIX:

UNIT TYPE		GROSS LIV	UNITS	TOTAL LIV
UNIT AS	STUDIO/1 BA 650 S.F.		8	5,200 S.F.
UNIT A1	1 BED/1 BA 787 S.F.		6	4,722 S.F.
UNIT A2	1 BED/1 BA 735 S.F.		10	7,350 S.F.
UNIT A6	1 BED/1 BA 752 S.F.		0	0 S.F.
UNIT B1	2 BED/2 BA 1,068 S.F.		0	0 S.F.
UNIT B2	2 BED/2 BA 1,153 S.F.		3	3,459 S.F.
UNIT B4	2 BD (DEN) 1 BA 1,067 S.F.		8	8,536 S.F.
UNIT B5	2 BED/2 BA 1,208 S.F.		0	0 S.F.
UNIT C1	3 BED/2 BA 1,450 S.F.		7	10,150 S.F.
TOTAL:			42	39,417 S.F.
AVG. S.F.			D.U.	939 S.F.
BUILDING NET RENTABLE S.F.				±36,892 S.F.
BUILDING GROSS S.F.				±56,361 S.F.

BUILDING #3 UNIT MIX:

UNIT TYPE		GROSS LIV	UNITS	TOTAL LIV
UNIT AS	STUDIO/1 BA 650 S.F.		0	0 S.F.
UNIT A1	1 BED/1 BA 787 S.F.		9	7,083 S.F.
UNIT A2	1 BED/1 BA 735 S.F.		18	13,230 S.F.
UNIT A6	1 BED/1 BA 752 S.F.		0	0 S.F.
UNIT B1	2 BED/2 BA 1,068 S.F.		4	4,272 S.F.
UNIT B2	2 BED/2 BA 1,153 S.F.		10	11,530 S.F.
UNIT B4	2 BD (DEN) 1 BA 1,067 S.F.		8	8,536 S.F.
UNIT B5	2 BED/2 BA 1,208 S.F.		0	0 S.F.
UNIT C1	3 BED/2 BA 1,450 S.F.		7	10,150 S.F.
TOTAL:			56	54,801 S.F.
AVG. S.F.			D.U.	979 S.F.
BUILDING NET RENTABLE S.F.				±51,323 S.F.
BUILDING GROSS S.F.				±76,906 S.F.

BUILDING #2 UNIT MIX:

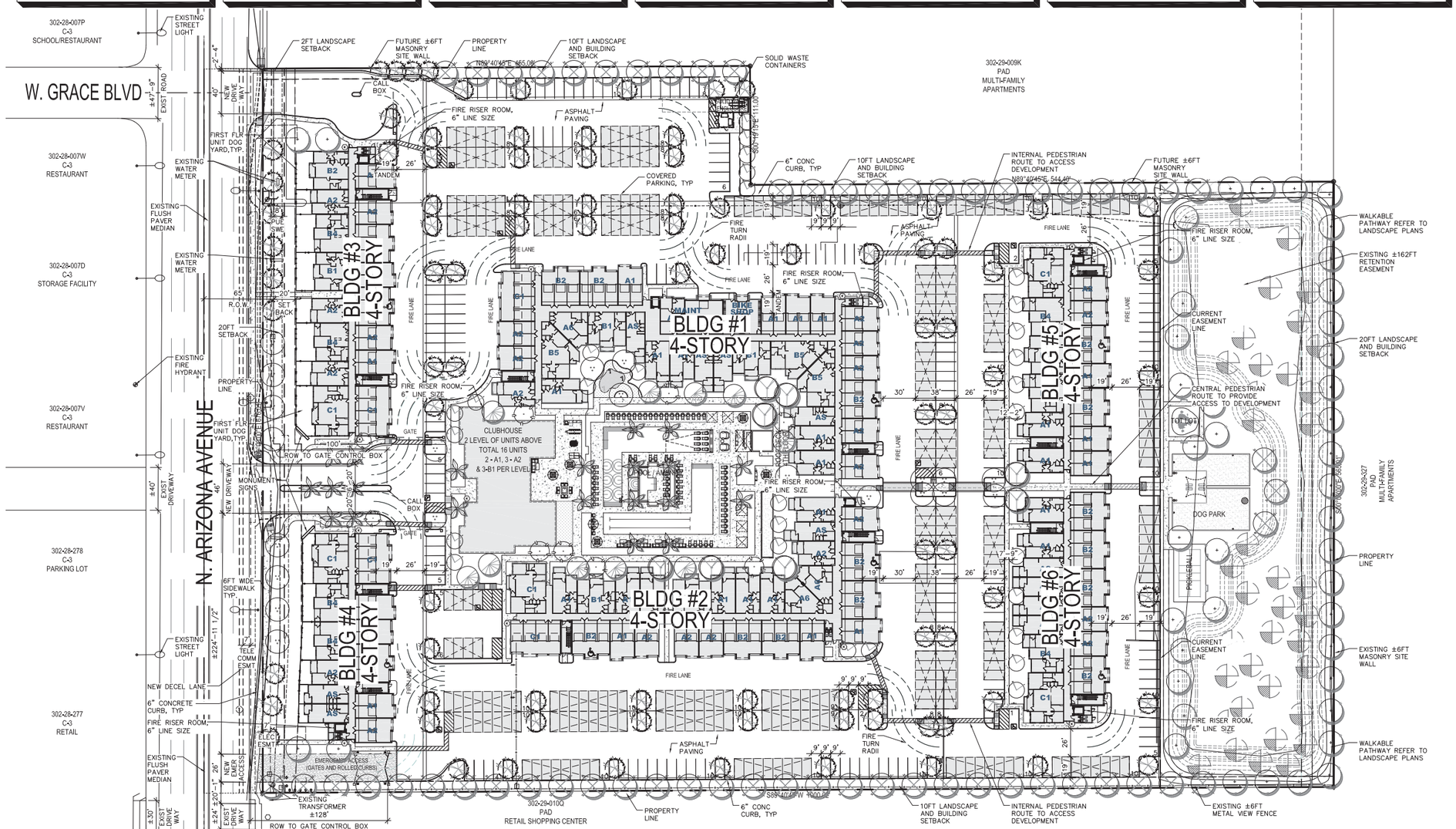
UNIT TYPE		GROSS LIV	UNITS	TOTAL LIV
UNIT AS	STUDIO/1 BA 650 S.F.		4	2,600 S.F.
UNIT A1	1 BED/1 BA 787 S.F.		37	29,119 S.F.
UNIT A2	1 BED/1 BA 735 S.F.		16	11,760 S.F.
UNIT A6	1 BED/1 BA 752 S.F.		8	6,016 S.F.
UNIT B1	2 BED/2 BA 1,068 S.F.		8	8,544 S.F.
UNIT B2	2 BED/2 BA 1,153 S.F.		15	17,295 S.F.
UNIT B4	2 BD (DEN) 1 BA 1,067 S.F.		0	0 S.F.
UNIT B5	2 BED/2 BA 1,208 S.F.		0	0 S.F.
UNIT C1	3 BED/2 BA 1,450 S.F.		7	10,150 S.F.
TOTAL:			95	85,484 S.F.
AVG. S.F.			D.U.	900 S.F.
BUILDING NET RENTABLE S.F.				±80,020 S.F.
BUILDING GROSS S.F.				±122,445 S.F.

BUILDING #1 UNIT MIX:

UNIT TYPE		GROSS LIV	UNITS	TOTAL LIV
UNIT AS	STUDIO/1 BA 650 S.F.		16	10,400 S.F.
UNIT A1	1 BED/1 BA 787 S.F.		30	23,610 S.F.
UNIT A2	1 BED/1 BA 735 S.F.		28	20,580 S.F.
UNIT A6	1 BED/1 BA 752 S.F.		4	3,008 S.F.
UNIT B1	2 BED/2 BA 1,068 S.F.		8	8,544 S.F.
UNIT B2	2 BED/2 BA 1,153 S.F.		15	17,295 S.F.
UNIT B4	2 BD (DEN) 1 BA 1,067 S.F.		0	0 S.F.
UNIT B5	2 BED/2 BA 1,208 S.F.		12	14,496 S.F.
UNIT C1	3 BED/2 BA 1,450 S.F.		3	4,350 S.F.
TOTAL:			116	102,283 S.F.
AVG. S.F.			D.U.	882 S.F.
BUILDING NET RENTABLE S.F.				±95,538 S.F.
BUILDING GROSS S.F.				±150,514 S.F.

BUILDING CLUBHOUSE UNIT MIX:

UNIT TYPE		GROSS LIV	UNITS	TOTAL LIV
UNIT AS	STUDIO/1 BA 650 S.F.		0	0 S.F.
UNIT A1	1 BED/1 BA 787 S.F.		4	3,148 S.F.
UNIT A2	1 BED/1 BA 735 S.F.		6	4,410 S.F.
UNIT A6	1 BED/1 BA 752 S.F.		0	0 S.F.
UNIT B1	2 BED/2 BA 1,068 S.F.		6	6,408 S.F.
UNIT B2	2 BED/2 BA 1,153 S.F.		0	0 S.F.
UNIT B4	2 BD (DEN) 1 BA 1,067 S.F.		0	0 S.F.
UNIT B5	2 BED/2 BA 1,208 S.F.		0	0 S.F.
UNIT C1	3 BED/2 BA 1,450 S.F.		0	0 S.F.
TOTAL:			16	13,966 S.F.
AVG. S.F.			D.U.	873 S.F.
BUILDING NET RENTABLE S.F.				±13,020 S.F.
BUILDING GROSS S.F.				±27,608 S.F.



PROJECT NARRATIVE

THE INTENT OF THIS PROJECT IS TO DEVELOP A MULTI-FAMILY CLASS "A" (LUXURY) APARTMENT COMMUNITY, WITH A TOTAL OF 420 APARTMENT HOMES. SPECIFICALLY, THE DEVELOPMENT'S CURRENT CONCEPT INCLUDES:

- 44 STUDIO UNITS – 650 S.F.
- 213 ONE-BEDROOM UNITS – RANGING FROM APPROXIMATELY 735 SQUARE FEET TO 787 SQUARE FEET;
- 131 TWO-BEDROOM UNITS – RANGING FROM APPROXIMATELY 1,067 SQUARE FEET TO 1,208 SQUARE FEET; AND
- 32 THREE-BEDROOM UNITS – 1,450 SQUARE FEET; AND

THERE WILL BE QUALITY AMENITIES PROVIDE ON-SITE AT THE PROJECT, INCLUDING COVERED AND GARAGE PARKING OPTIONS, A RESORT STYLE POOL AND AN AMENITIZED CLUBHOUSE.

AS CURRENTLY PLANNED THERE WILL BE ONE (1) PRIMARY ACCESS POINT FOR THE PROJECT LOCATED ALONG N. ARIZONA AVENUE NEAR MID PROPERTYLINE OF N. ARIZONA AVENUE. A SECONDARY ACCESS LOCATED AT THE NEC OF PROPERTY LINE ON N. ARIZONA AVENUE. THE PROJECT WILL PROVIDE 818 PARKING STALLS – TANDEM PARKING, COVERED PARKING, ENCLOSED GARAGE, AND UNCOVERED PARKING SPACES THAT WILL BE EVENLY DISTRIBUTED ACROSS THE PROJECT.

LEGAL DESCRIPTION

THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 15, TOWNSHIP 1 SOUTH, RANGE 5 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 15, BEING MARKED BY A BRASS CAP IN HAND HOLE, FROM WHICH POINT THE WEST QUARTER CORNER OF SAID SECTION 15, BEING MARKED BY A BRASS CAP FLUSH, BEARS NORTH 00°00'00" EAST, A DISTANCE OF 2654.12 FEET;

THENCE NORTH 00°00'00" EAST, ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER, A DISTANCE OF 955.01 FEET TO THE SOUTH LINE OF THE NORTH 1100 FEET OF THE SOUTH 2055 FEET OF SAID SOUTHWEST QUARTER, SAID POINT BEING THE POINT OF BEGINNING;

THENCE CONTINUING NORTH 00°00'00" EAST, ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER, A DISTANCE OF 676.01 FEET TO THE NORTH LINE OF THE SOUTH 1631 FEET OF SAID SOUTHWEST QUARTER;

THENCE NORTH 89°40'45" EAST, ALONG SAID NORTH LINE, A DISTANCE OF 510.00 FEET;

THENCE SOUTH 00°19'15" EAST, A DISTANCE OF 111.00 FEET TO THE NORTH LINE OF THE SOUTH 1520 FEET OF SAID SOUTHWEST QUARTER;

THENCE NORTH 89°40'45" EAST, ALONG SAID NORTH LINE, A DISTANCE OF 544.40 FEET TO THE EAST LINE OF THE WEST 1055 FEET OF SAID SOUTHWEST QUARTER;

THENCE SOUTH 00°00'00" EAST, ALONG SAID EAST LINE, A DISTANCE OF 565.01 FEET TO THE SOUTH LINE OF THE NORTH 1100 FEET OF THE SOUTH 2055 FEET OF SAID SOUTHWEST QUARTER;

THENCE SOUTH 89°40'45" WEST, ALONG SAID SOUTH LINE, A DISTANCE OF 1055.02 FEET TO THE POINT OF BEGINNING.

SITE PLAN NOTES

1. ALL SITE IMPROVEMENTS, INCLUDING LANDSCAPING AND SITE CLEANUP, MUST BE COMPLETED PRIOR TO CERTIFICATE OF OCCUPANCY FOR ANY BUILDING WITHIN PHASE.
2. ALL ROOF MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED BY PARAPET WALLS EQUAL TO, OR GREATER THAN, THE HIGHEST POINT ON THE MECHANICAL EQUIPMENT.
3. SOLID MASONRY WALLS AND GATES EQUAL TO, OR GREATER THAN, THE HIGHEST POINT ON THE MECHANICAL EQUIPMENT SHALL SCREEN ALL GROUND MOUNTED MECHANICAL EQUIPMENT.
4. ALL EXTERNAL LIGHTING SHALL BE LOCATED AND DESIGNED TO PREVENT RAYS FROM BEING DIRECTED OFF OF THE PROPERTY UPON WHICH THE LIGHTING IS LOCATED.
5. THE FIRE DEPARTMENT DOUBLE CHECK ASSEMBLY SHALL BE PAINTED TO MATCH ADJACENT WALL COLOR.
6. SIGNS REQUIRE A SEPARATE PERMIT.
7. THERE SHALL BE NO OBSTRUCTION OF SITE SIGNAGE BY LANDSCAPE PLANT MATERIAL, AND THAT SUCH MUST BE RELOCATED/CORRECTED BEFORE THE FIELD INSPECTION WILL ACCEPT/PASS THE SIGN IN THE FIELD OR ISSUE A CERTIFICATE OF OCCUPANCY FOR THE PROJECT.
8. ALL TRANSFORMER BOXES, METER PANELS AND ELECTRIC EQUIPMENT, BACK-FLOW DEVICES AND ANY OTHER UTILITY EQUIPMENT, NOT ABLE TO BE SCREENED BY LANDSCAPING OR WALLS SHALL BE PAINTED TO MATCH THE BUILDING COLOR.
9. ALL WALLS OVER 7FT IN HEIGHT, SITE LIGHTING, SIGNAGE, RAMADAS AND SHADE STRUCTURES REQUIRE SEPARATE SUBMITTAL AND PERMITS.
10. PROVIDE EMERGENCY RESPONDER RADIO COMMUNICATIONS AS REQUIRED BY CITY OF CHANDLER
11. FIRE APPARATUS ACCESS ROADS TO BE MARKED WITH PERMANENT "NO PARKING – FIRE LANE" SIGN AND DENOTED RED CURBS (FD111, IFC 503.3)

PROJECT DATA

SITE DATA:

SITE AREA: ±14.1 NET ACRES (±615,548 S.F.)
±14.98 GROSS ACRES (±652,729 S.F.)

ZONING: EXISTING: C-3
PROPOSED: PAD

APN NO'S.: 302-29-009E, 302-29-009G, 302-29-009L

PROPOSED USE: MULTI-FAMILY

PROPOSED DENSITY: 30 DU/NET AC

PROPOSED BUILDING HEIGHT: 4 STORY
47FT PARAPETS AND 53FT ARCHITECTURAL FEATURES

CONSTRUCTION TYPE AND OCCUPANCY GROUP: CONSTRUCTION TYPE 5A, SPRINKLERED
OCCUPANCY GROUPS: R2, U, A3, A4, B

LOT COVERAGE 145,392 S.F. / 615,548 S.F. = 23.6%

SETBACKS:	BUILDING:	LANDSCAPE:
FRONT – ARIZONA AVENUE:	20 FT	20 FT
SIDE – NORTH PROPERTY LINE	10 FT	10 FT
SIDE – SOUTH PROPERTY LINE:	10 FT	10 FT
REAR – EAST PROPERTY LINE:	20 FT	20 FT

LANDSCAPE AREA: 171,284 S.F. (26.2%)

COMMON OPEN SPACE
REQUIRED: (615 TOTAL BEDROOMS x 150 S.F.) 92,250 S.F. (100%)
PROVIDED: 136,804 S.F. (222 S.F. PER BEDROOM) (148%)

STREET FRONT YARD AREA 5,791 S.F.

PRIVATE OPEN SPACE
REQUIRED: 128 S.F. AT GROUND FLOORS / 64 S.F. AT UPPER FLOORS
PROVIDED: MINIMUM 128 S.F. AT GROUND FLOOR
MINIMUM 64 S.F. AT UPPER FLOORS
(PATIO & BALCONY AREAS SHOWN ON UNIT PLANS)

UNIT MIX:

STUDIO UNITS:	44 (10.5%)
ONE BEDROOM UNITS:	213 (50.7%)
TWO BEDROOM UNITS:	131 (31.2%)
THREE BEDROOM UNITS:	32 (7.6%)
TOTAL:	420 D.U.

UNIT TYPE		GROSS LIV	UNITS	%	TOTAL LIV. AREA
UNIT AS	STUDIO/1 BA	650 S.F.	44	10.5%	28,600 S.F.
UNIT A1	1 BED/1 BA	787 S.F.	111	26.4%	87,357 S.F.
UNIT A2	1 BED/1 BA	735 S.F.	90	21.4%	66,150 S.F.
UNIT A6	1 BED/1 BA	752 S.F.	12	2.9%	9,024 S.F.
UNIT B1	2 BED/2 BA	1,068 S.F.	30	7.1%	32,040 S.F.
UNIT B2	2 BED/2 BA	1,153 S.F.	61	14.5%	70,333 S.F.
UNIT B4	2 BED/1 BA	1,067 S.F.	28	6.8%	29,876 S.F.
UNIT B5	2 BED/2 BA	1,208 S.F.	12	2.8%	14,496 S.F.
UNIT C1	3 BED/2 BA	1,450 S.F.	32	7.6%	46,400 S.F.
TOTAL:			420 D.U.		384,276 S.F.
AVG. S.F.					915 S.F.

PARKING:

REQUIRED:	
STUDIO (1 PER UNIT)	44 P.S.
ONE BED UNIT (1.5 PER UNIT)	320 P.S.
TWO BED UNIT (2 PER UNIT)	262 P.S.
THREE BED UNIT (2.25 PER UNIT)	72 P.S.
GUEST (0.25 PER UNIT)	105 P.S.
TOTAL REQUIRED:	803 P.S.
	1.91 SPACE PER UNIT
PROVIDED:	
GARAGE PARKING	135 P.S.
TANDEM PARKING	135 P.S.
COVERED PARKING	285 P.S.
OPEN PARKING	248 P.S.
TOTAL PROVIDED:	803 P.S.
	1.91 SPACE PER UNIT
ACCESSIBLE PARKING:	(14 STANDARD AND 2 VAN STALLS) 16 P.S.
EV CAPABLE PARKING:	(6%) 49 P.S.

SYMBOL SCHEDULE

5 — # OF SPACES IN ROW 9'X19' PARKING SPACE
PEDESTRIAN CROSSWALK
BUILDING & SITE LIGHTING
28' INSIDE TURNING RADIUS
48' OUTSIDE TURNING RADIUS
IN ACCORDANCE WITH FIRE DEPT STANDARDS
ACCESSIBLE PARKING SPACE
FIRE HYDRANT
K — KNOX BOX LOCATIONS

VICINITY MAP:

SCALE: N.T.S.



NORTH

PRELIM SITE PLAN 'S'

SCALE: 1'–0" = 50'

biltform architecture group, inc.
11460 north cave creek road . suite 11
phoenix . arizona 85020
Phone 602.285.9200 Fax 602.285.9229

EXPIRES 9/30/25

TOLL BROTHERS UPTOWN
Apartment Homes
CHANDLER, ARIZONA

TOLL BROTHERS APARTMENT LIVING
8767 E. VIA DE VENTURA, SUITE 390, SCOTTSDALE, AZ. 85258

PLANNING RESUBMITTAL
-

REVISIONS:
1 – –
2
3
4
5
6

JOB NO: 23-031
SCALE: 1'-0" = 50'-0"
SHEET NO:

A1.0

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TOLL BROTHERS UPTOWN

TOLL BROTHERS APARTMENT LIVING

SITE PLAN EXHIBIT | EX1

COLOR

N.T.S

07/29/2024

preliminary not for construction

biltform architecture

biltform architecture group, inc.
11460 north cave creek road . suite 11
phoenix . arizona 85020
Phone 602.285.9200
www.biltform.com

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TAB C



biltform architecture

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group, inc.
11460 north cave creek road . suite 11
phoenix . arizona 85020
Phone 602.285.9200
www.biltform.com

TOLL BROTHERS UPTOWN

TOLL BROTHERS APARTMENT LIVING

PERSPECTIVE
COLOR
N.T.S

07/29/2024

P1

preliminary not for construction

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www.biltform.com

TOLL BROTHERS UPTOWN

TOLL BROTHERS APARTMENT LIVING

PERSPECTIVE - STREET LEVEL

COLOR

N.T.S

07/29/2024

P2

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www.biltform.com

TOLL BROTHERS UPTOWN

TOLL BROTHERS APARTMENT LIVING

PERSPECTIVE
COLOR
N.T.S

07/29/2024

P3

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www.biltform.com

TOLL BROTHERS UPTOWN

TOLL BROTHERS APARTMENT LIVING

PERSPECTIVE
COLOR
N.T.S

07/29/2024

P4

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www.biltform.com

TOLL BROTHERS UPTOWN

TOLL BROTHERS APARTMENT LIVING

CLUBHOUSE FRONT PERSPECTIVE

COLOR

N.T.S

07/29/2024

P5

preliminary not for construction

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phoenix . arizona 85020
Phone 602.285.9200
www.biltform.com

TOLL BROTHERS UPTOWN

TOLL BROTHERS APARTMENT LIVING

CLUBHOUSE REAR PERSPECTIVE

COLOR

N.T.S

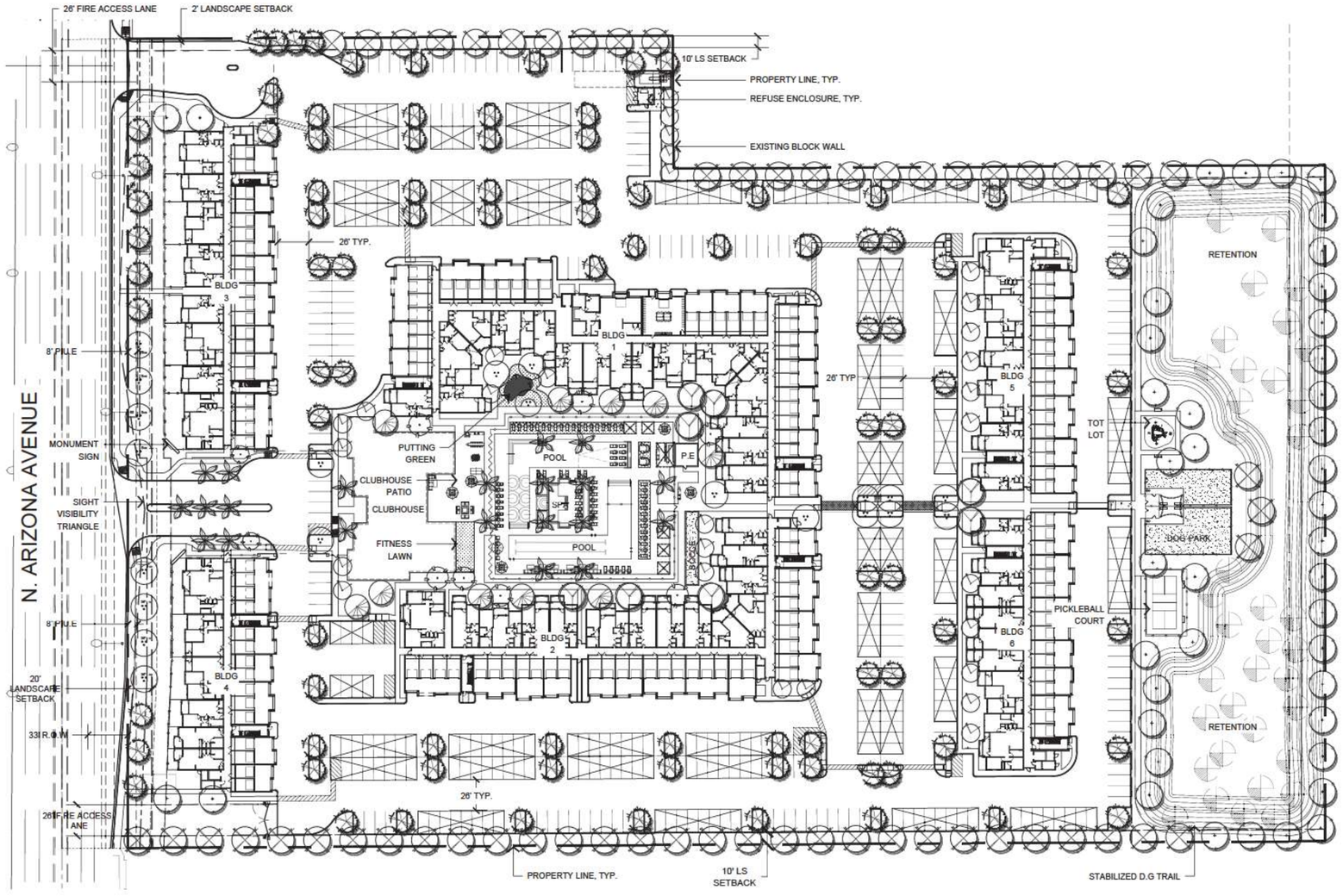
07/29/2024

P6

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TAB D



PLANT PALETTE

BOTANICAL NAME	COMMON NAME	QTY	PLANTING SIZE		COMMENTS
TREES					
Acacia salicina	Willow Acacia	45	24" Box	6'H X 5'W	Standard Trunk Dense Canopy
Caesalpinia gilliesii	Yellow Bird of Paradise	7	24" Box	6'H X 5'W	Multi - Trunk Dense Canopy
Chitalpa tashkentensis	Chitalpa	10	24" Box	6'H X 5'W	Multi - Trunk Dense Canopy
Eucalyptus microtheca	Coolibah	57	24" Box	9'H X 4'W	Standard Trunk Dense Canopy
Nerium oleander	Red Oleander Tree	32	24" Box	10'H X 5'W	Standard Trunk Dense Canopy
Olea europaea 'wilsonii'	Wilson Olive	13 8	24" Box 36" Box	6'H X 5'W 9'H X 7'W	Multi - Trunk Dense Canopy
Phoenix dactylifera	Date Palm	21	25' C.T.H.		Matching Form Diamond Cut
Pistacia x 'Red Push'	Red Push Pistache	8	24" Box	6'H X 3'W	Standard Trunk Dense Canopy
Quercus virginiana	Southern Live Oak	92	24" Box	6'H X 5'W	Standard Trunk Dense Canopy
Existing Tree					

All trees shall comply with the latest amended edition of he "Arizona Nursery Association - Recommended Tree Specifications." See Section 1903(6)(a), Zoning Code.

ACCENTS				
Agave desmetiana 'Variegata'	Variegated Agave	85	5 Gal.	As Per Plan
Aloe barbadensis	Medicinal Aloe	52	5 Gal.	As Per Plan
Bignonia capreolata 'Tangerine Beauty'	Tangerine Beauty	17	5 Gal.	As Per Plan
Bougainvillea 'Torch Glow'	Torch Glow Bougainvillea	33	5 Gal.	As Per Plan
Dasylirion longissima	Toothless Spoon	178	5 Gal.	As Per Plan
Hesperaloe parviflora 'Perpa'	Brakelights Red Yucca	100	5 Gal.	As Per Plan
Muhlenbergia rigida 'Nashville'	Nashville Grass	84	5 Gal.	As Per Plan
Pedilanthus macrocarpus	Lady Slipper Plant	66	5 Gal.	As Per Plan
Phoenix roebelenii	Pygmy Date	4	5 Gal.	As Per Plan
Yucca rupicola	Twisted Leaf Yucca	17	5 Gal.	As Per Plan
SHRUBS				
Dodonaea viscosa	Hopseed Bush	55	5 Gal.	As Per Plan
Eremophila hygrophana	Blue Bells	64	5 Gal.	As Per Plan
Eremophila glabra 'Winter Blaze'	Winter Blaze	76	5 Gal.	As Per Plan
Leucophyllum frutescens 'Heavenly Cloud'	Heavenly Cloud Sage	153	5 Gal.	As Per Plan
Ruellia Peninsularis	Baja Ruellia	238	5 Gal.	As Per Plan
Tecoma 'Bells of Fire'	Bells of Fire Tecoma	217	5 Gal.	As Per Plan
Tecoma 'Orange Jubilee'	'Orange Jubilee' Tecoma	224	15 Gal.	As Per Plan
GROUND COVERS				
Callistemon 'Little John'	Little John Dwarf Bottlebrush	97	1 Gal.	As Per Plan
Eremophila glabra 'Mingenew Gold'	Outback Sunrise Outback	393	1 Gal.	As Per Plan
Lantana montevidensis	Purple Trailing Lantana	279	1 Gal.	As Per Plan
Lantana x 'New gold'	New Gold Lantana	102	1 Gal.	As Per Plan
Teucrium chamaedrys	Germander	131	1 Gal.	As Per Plan

MISCELLANEOUS

DG	Decomposed Granite - Granite Express "ExpressRose" 3/8" Screened, 2" Depth In All Planting Areas (Typ.) - 165,939 SF
	Synthetic Turf - ForeverLawn "Fusion Pro" Turf or Approved Equal - 3,031 SF
	Synthetic Turf - ForeverLawn "EX Putt" Turf or Approved Equal - 346 SF
	Hybrid Bermuda Sod - 3,968 SF

CITY OF CHANDLER

PLANT TYPE	M NIMUM PLANT NG SIZE
Trees (for residential development adjoining arterial streets)	24-inch box (50% of required trees) 36-inch box (50% of required trees)
Trees (quantities that exceed minimum code standards)	15-gallon
Shrubs	5-gallon
Ground Cover	1-gallon
Vines	1-gallon
Annuals	4-inch pots or flats

PLANT QUANTITY SCHEDULE

LOCATION	REQUIRED	PROV DED
COMMON OPEN SPACE	1 Tree/6 Shrubs per 1,000 SF	
TREES	100	100
SHRUBS	600	885
RIGHT-OF-WAY	1 Tree/6 Shrubs per 30 LF	
TREES	17	17
SHRUBS	105	213
PARK NG AREAS	1 Tree/5 Shrubs per Planter	
TREES	69	69
SHRUBS	345	345
LANDSCAPE BUFFER	1 Evergreen Tree/6 Shrubs per 30 LF	
TREES	89	90
SHRUBS	534	648

LANDSCAPE SITE DATA

** TOTAL SITE AREA	652 729	SQ. FT.	14.1	AC.
** TOTAL BUILDING AREA	145,392	SQ. FT.	22.3	% OF TOTAL SITE AREA
TOTAL LANDSCAPE AREA	173,656	SQ. FT.	26.6	% OF TOTAL SITE AREA
TOTAL PARK NG AREA	140 391	SQ. FT.	21.5	% OF TOTAL SITE AREA
LANDSCAPE IN PARKING AREA	14,410	SQ. FT.	10.3	%

10% M N MUM OF PARK NG LOT NTERIOR SURFACE AREA SHALL BE LANDSCAPED

** TOTAL TURF AREA	7 345	SQ. FT.	4.2	% OF TOTAL LANDSCAPE AREA
** SHRUBS/GCOVERS	104 714	SQ. FT.	60.3	% OF TOTAL LANDSCAPE AREA
NORGANIC/GRANITE	165,939	SQ. FT.	95.6	% OF TOTAL LANDSCAPE AREA

** NOTE: QUANTITIES PROV DED INCLUDE ONSITE IMPROVEMENTS

STREET FRONTAGE-
20' OF LANDSCAPED AREA ALONG ROW/STREET FRONTAGE LANDSCAPE REQU RED: 1 TREE AND 6 SHRUBS PER 30 L.F. PLUS 50% LIVE GROUND COVER (NOT NCLUDING TREE CANOPIES)
ARTERIAL STREETS (NON-COMMERCIAL): MINIMUM, 50%- 36" BOX TREES, 50%- 24" BOX TREES
526 L.F. 18 # TREES (REQU RED) 17 # TREES (PROVIDED)
105 # SHRUBS (REQUIRED) 213 # SHRUBS (PROV DED)
10,105 S.F. OF LANDSCAPE AREA 55 % TOTAL COVERAGE OF ADDITIONAL SHRUBS AND GROUND COVER

CONCEPTUAL LANDSCAPE PLAN
SCALE 1" 50'-0"
0 25' 50' 100' NORTH

COLLABORATIVE DESIGN STUDIO
Collaborative V Design Studio Inc.
7116 East 1st Ave., Suite 103
Scottsdale, Arizona 85251
office: 480-347-0590
fax: 480-656-6012

Registered Landscape Architect CERTIFICATE NO. 45497 MATTHEW PAUL DRAPER ARIZONA, U.S.A. 04/01/2024
EXPIRES 06 / 30 / 2025

LANDSCAPE IMPROVEMENTS
2121 N. Arizona Ave.
Chandler, AZ

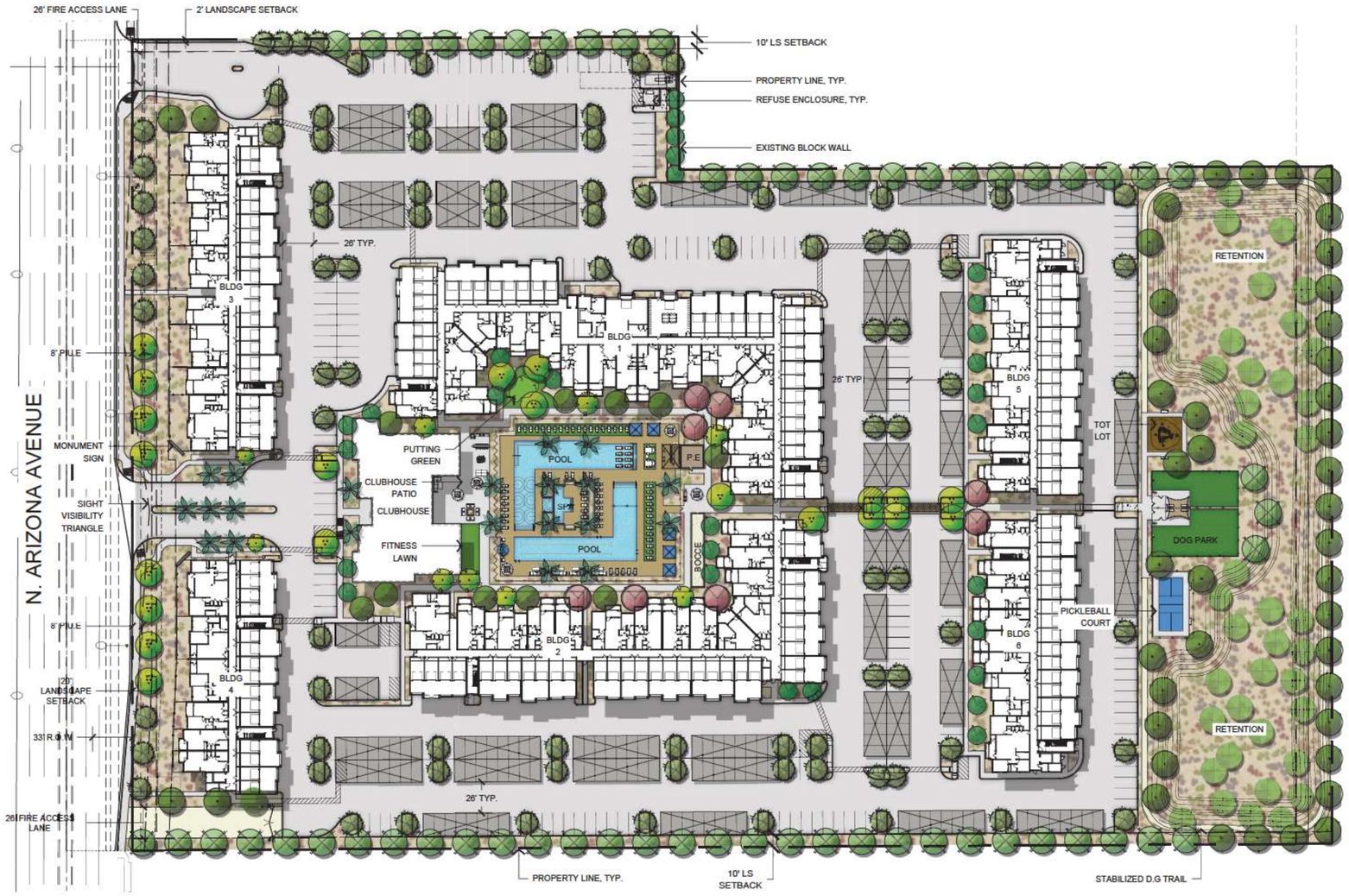
CONCEPTUAL LANDSCAPE PLAN

Call at least two full working days before you dig, it's the law! Dial 811 or 1-800-STAKE-IT (782-5348) In Maricopa County (602) 263-1100

DESIGNED BY: HR
DRAWN BY: HR
CHECKED BY: PV/MD
DATE: January 25, 2024
REVISIONS: May 20, 2024 City Comments
August 1, 2024 City Comments

2121 N. Arizona Ave.
PDP Submittal

L1.1



CONCEPTUAL LANDSCAPE PLAN

SCALE 1" 50'-0"

0 25' 50' 100' NORTH

CITY OF CHANDLER

PLANT TYPE	M NIMUM PLANTING SIZE
Trees (for residential development adjoining arterial streets)	24-inch box (50% of required trees) 36-inch box (50% of required trees)
Trees (quantities that exceed minimum code standards)	15-gallon
Shrubs	5-gallon
Ground Cover	1-gallon
Vines	1-gallon
Annuals	4-inch pots or flats

PLANT QUANTITY SCHEDULE

LOCATION	REQUIRED	PROV DED
COMMON OPEN SPACE	1 Tree/6 Shrubs per 1,000 SF	
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TREES	17	17
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TREES	69	69
SHRUBS	345	345
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SHRUBS	534	648

PLANT PALETTE

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Phoenix roebelenii	Pygmy Date	4	5 Gal.	As Per Plan
Yucca rupicola	Twisted Leaf Yucca	17	5 Gal.	As Per Plan
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Eremophila glabra 'Winter Blaze'	Winter Blaze	76	5 Gal.	As Per Plan
Leucophyllum frutescens 'Heavenly Cloud'	Heavenly Cloud Sage	153	5 Gal.	As Per Plan
Ruellia Peninsularis	Baja Ruellia	238	5 Gal.	As Per Plan
Tecoma 'Bells of Fire'	Bells of Fire Tecoma	217	5 Gal.	As Per Plan
Tecoma 'Orange Jubilee'	'Orange Jubilee' Tecoma	224	15 Gal.	As Per Plan
GROUND COVERS				
Callistemon 'Little John'	Little John Dwarf Bottlebrush	97	1 Gal.	As Per Plan
Eremophila glabra 'Mingenew Gold'	Outback Sunrise Outback	393	1 Gal.	As Per Plan
Lantana montevidensis	Purple Trailing Lantana	279	1 Gal.	As Per Plan
Lantana x 'New gold'	New Gold Lantana	102	1 Gal.	As Per Plan
Teucrium chamaedrys	Germander	131	1 Gal.	As Per Plan

MISCELLANEOUS

DG — Decomposed Granite - Granite Express "ExpressRose" 3/4" Screened, 2" Depth In All Planting Areas (Typ.) - 165,939 SF

Synthetic Turf - ForeverLawn "Fusion Pro" Turf or Approved Equal - 3,031 SF

Synthetic Turf - ForeverLawn "EX Putt" Turf or Approved Equal - 346 SF

Hybrid Bermuda Sod - 3,968 SF

LANDSCAPE SITE DATA

** TOTAL SITE AREA	652 729	SQ. FT.	14.1	AC.
** TOTAL BUILDING AREA	145,392	SQ. FT.	22.3	% OF TOTAL SITE AREA
TOTAL LANDSCAPE AREA	173,656	SQ. FT.	26.6	% OF TOTAL SITE AREA
TOTAL PARK NG AREA	140 391	SQ. FT.	21.5	% OF TOTAL SITE AREA
LANDSCAPE IN PARK NG AREA	14,41U	SQ. FT.	10.3	%

10% MIN MUM OF PARKING LOT NTERIOR SURFACE AREA SHALL BE LANDSCAPED

** TOTAL TURF AREA	7 345	SQ. FT.	4.2	% OF TOTAL LANDSCAPE AREA
** SHRUBS/GCOVERS	104 714	SQ. FT.	60.3	% OF TOTAL LANDSCAPE AREA
INORGANIC/GRANITE	165,939	SQ. FT.	95.6	% OF TOTAL LANDSCAPE AREA

** NOTE: QUANTITIES PROV DED INCLUDE ONSITE IMPROVEMENTS

STREET FRONTAGE-
20' OF LANDSCAPED AREA ALONG ROW/STREET FRONTAGE LANDSCAPE REQU RED: 1 TREE AND 6 SHRUBS PER 30 L F. PLUS 50% LIVE GROUND COVER (NOT NCLUDING TREE CANOP ES)
ARTERIAL STREETS (NON-COMMERCIAL): MINIMUM, 50%- 36" BOX TREES, 50%- 24" BOX TREES
526 L F. 18 # TREES (REQU RED) 17 # TREES (PROVIDED)
105 # SHRUBS (REQUIRED) 213 # SHRUBS (PROV DED)
10,105 S.F. OF LANDSCAPE AREA 55 % TOTAL COVERAGE OF ADDITIONAL SHRUBS AND GROUND COVER

COLLABORATIVE DESIGN STUDIO
Collaborative V Design Studio Inc.
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office: 480-347-0590
fax: 480-656-6012

Registered Landscape Architect
CERTIFICATE NO. 46497
MATTHEW PAUL DREIER
ARIZONA, U.S.A.
06/01/2024
EXPIRES 06 / 30 / 2025

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Chandler, AZ

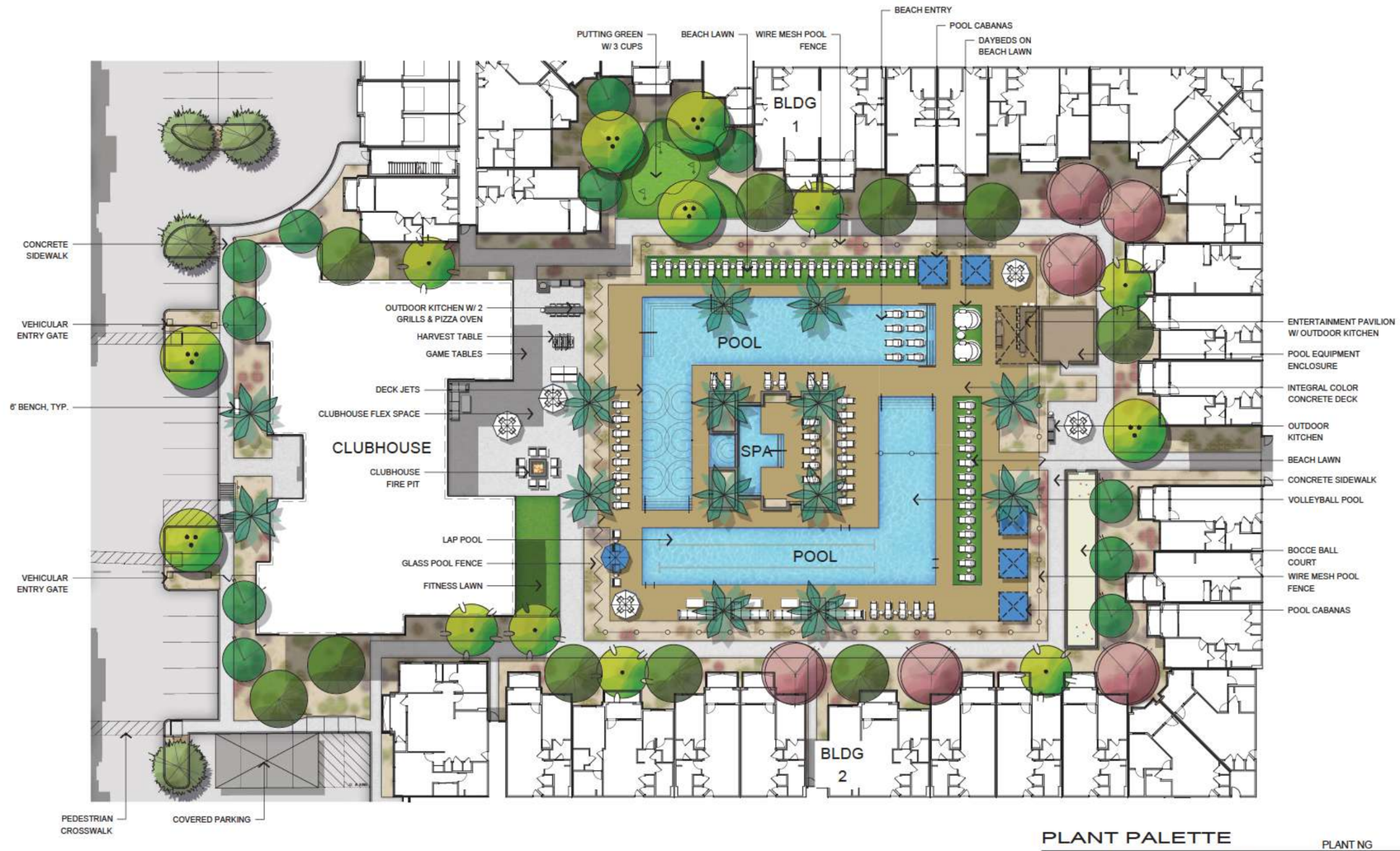
CONCEPTUAL LANDSCAPE PLAN

Call at least two full working days before you begin excavation. CLEAR 811 Dial 8-1-1 or 480-6 AXS (780-0488) in Maricopa County. (602 263- 0)

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August 1, 2024 City Comments

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PDP Submittal

L1.2



CONCEPTUAL CENTRAL COURTYARDS PLAN

SCALE 1" 20'-0"

0 5' 10' 20' 40' NORTH

PLANT PALETTE

PLANT NG

BOTANICAL NAME	COMMON NAME	QTY	SIZE		COMMENTS
TREES					
Acacia salicina	Willow Acacia	45	24" Box	6'H X 5'W	Standard Trunk Dense Canopy
Caesalpinia gilliesii	Yellow Bird of Paradise	7	24" Box	6'H X 5'W	Multi - Trunk Dense Canopy
Chitalpa tashkentensis	Chitalpa	10	24" Box	6'H X 5'W	Multi - Trunk Dense Canopy
Eucalyptus microtheca	Coolibah	57	24" Box	9'H X 4'W	Standard Trunk Dense Canopy
Nerium oleander	Red Oleander Tree	32	24" Box	10'H X 5'W	Standard Trunk Dense Canopy
Olea europaea 'wilsonii'	Wilson Olive	13 8	24" Box 36" Box	6'H X 5'W 9'H X 7'W	Multi - Trunk Dense Canopy
Phoenix dactylifera	Date Palm	21	25' C.T.H.		Matching Form Diamond Cut
Pistacia x 'Red Push'	Red Push Pistache	8	24" Box	6'H X 3'W	Standard Trunk Dense Canopy
Quercus virginiana	Southern Live Oak	92	24" Box	6'H X 5'W	Standard Trunk Dense Canopy
Existing Tree					

All trees shall comply with the latest amended edition of he "Arizona Nursery Association - Recommended Tree Specifications." See Section 1903(6)(a), Zoning Code.

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AMENITY ENLARGEMENT

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L1.3



CONCEPTUAL DOG PARK PLAN

SCALE 1" 20'-0"

0 5' 10' 20' 40'

NORTH

PLANT PALETTE

PLANT NG

BOTANICAL NAME	COMMON NAME	QTY	SIZE		COMMENTS
TREES					
Acacia salicina	Willow Acacia	45	24" Box	6'H X 5'W	Standard Trunk Dense Canopy
Caesalpinia gilliesii	Yellow Bird of Paradise	7	24" Box	6'H X 5'W	Multi - Trunk Dense Canopy
Chitalpa tashkentensis	Chitalpa	10	24" Box	6'H X 5'W	Multi - Trunk Dense Canopy
Eucalyptus microtheca	Coolibah	57	24" Box	9'H X 4'W	Standard Trunk Dense Canopy
Nerium oleander	Red Oleander Tree	32	24" Box	10'H X 5'W	Standard Trunk Dense Canopy
Olea europaea 'wilsonii'	Wilson Olive	13 8	24" Box 36" Box	6'H X 5'W 9'H X 7'W	Multi - Trunk Dense Canopy
Phoenix dactylifera	Date Palm	21	25' C.T.H.		Matching Form Diamond Cut
Pistacia x 'Red Push'	Red Push Pistache	8	24" Box	6'H X 3'W	Standard Trunk Dense Canopy
Quercus virginiana	Southern Live Oak	92	24" Box	6'H X 5'W	Standard Trunk Dense Canopy
Existing Tree					

All trees shall comply with the latest amended edition of he "Arizona Nursery Association - Recommended Tree Specifications." See Section 1903(6)(a), Zoning Code.

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Chandler, AZ

AMENITY ENLARGEMENT

Call at least two full working days before you begin excavation.
811 or 1-800-STAKE-IT (Arizona Blue Stake, Inc.)
In Maricopa County (602) 263-1100

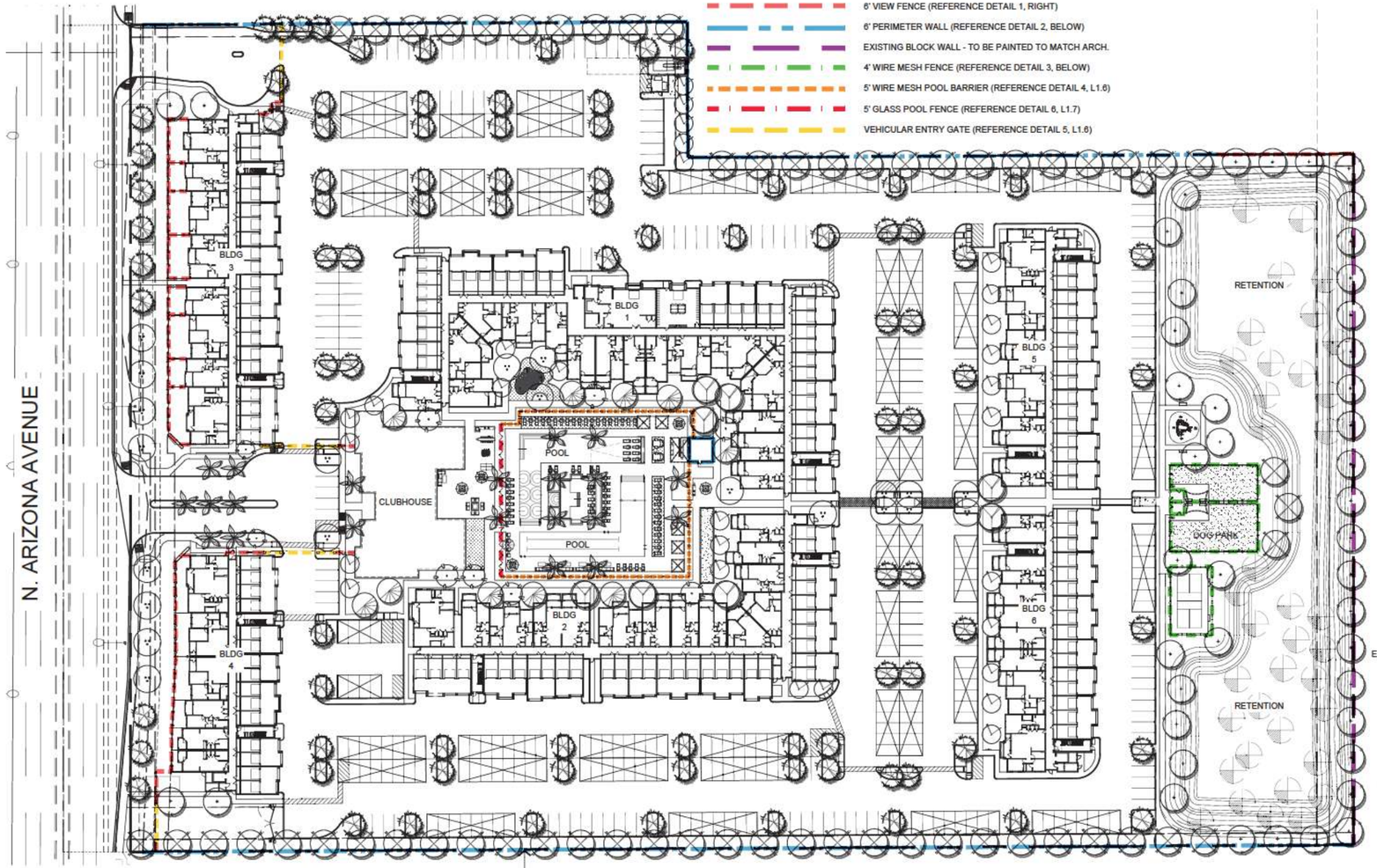
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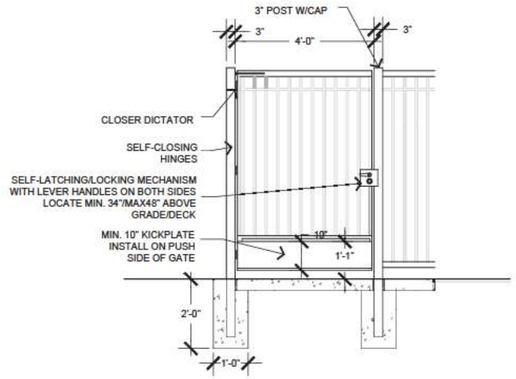
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L1.4

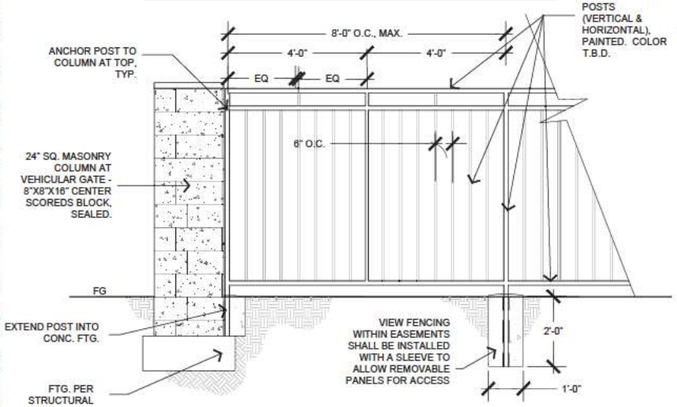
WALL PLAN LEGEND

- 6' VIEW FENCE (REFERENCE DETAIL 1, RIGHT)
- 6' PERIMETER WALL (REFERENCE DETAIL 2, BELOW)
- EXISTING BLOCK WALL - TO BE PAINTED TO MATCH ARCH.
- 4' WIRE MESH FENCE (REFERENCE DETAIL 3, BELOW)
- 5' WIRE MESH POOL BARRIER (REFERENCE DETAIL 4, L1.6)
- 5' GLASS POOL FENCE (REFERENCE DETAIL 6, L1.7)
- VEHICULAR ENTRY GATE (REFERENCE DETAIL 5, L1.6)

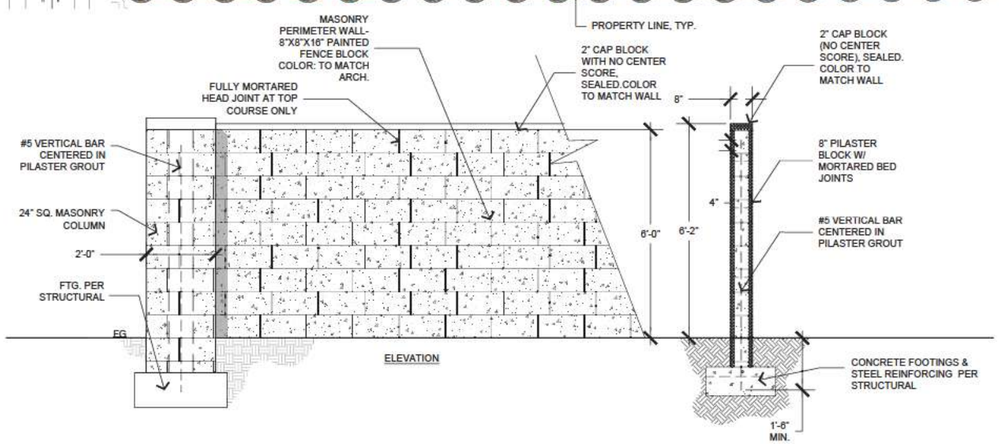




1. ALL METAL COMPONENTS TO BE PAINTED SHERWIN WILLIAMS 'SERIOUS GRAY'
2. ALL WELDS TO BE GROUND SMOOTH.



1 6' VIEW FENCE AND GATE
SCALE: 1/2"=1'-0"

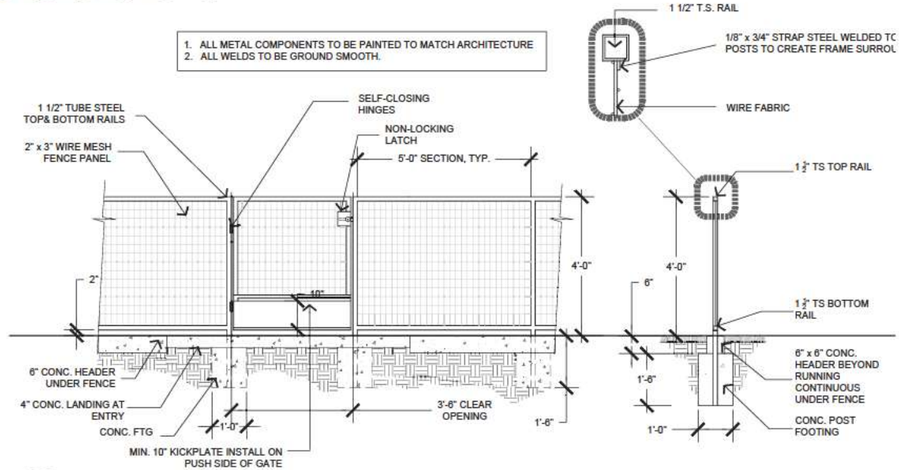


2 6' PERIMETER WALL
SCALE: 1/2"=1'-0"

CONCEPTUAL WALL PLAN
SCALE 1" 50'-0"

NORTH

1. ALL METAL COMPONENTS TO BE PAINTED TO MATCH ARCHITECTURE
2. ALL WELDS TO BE GROUND SMOOTH.



3 4' WIRE MESH FENCE AND GATE
SCALE: 1/2"=1'-0"

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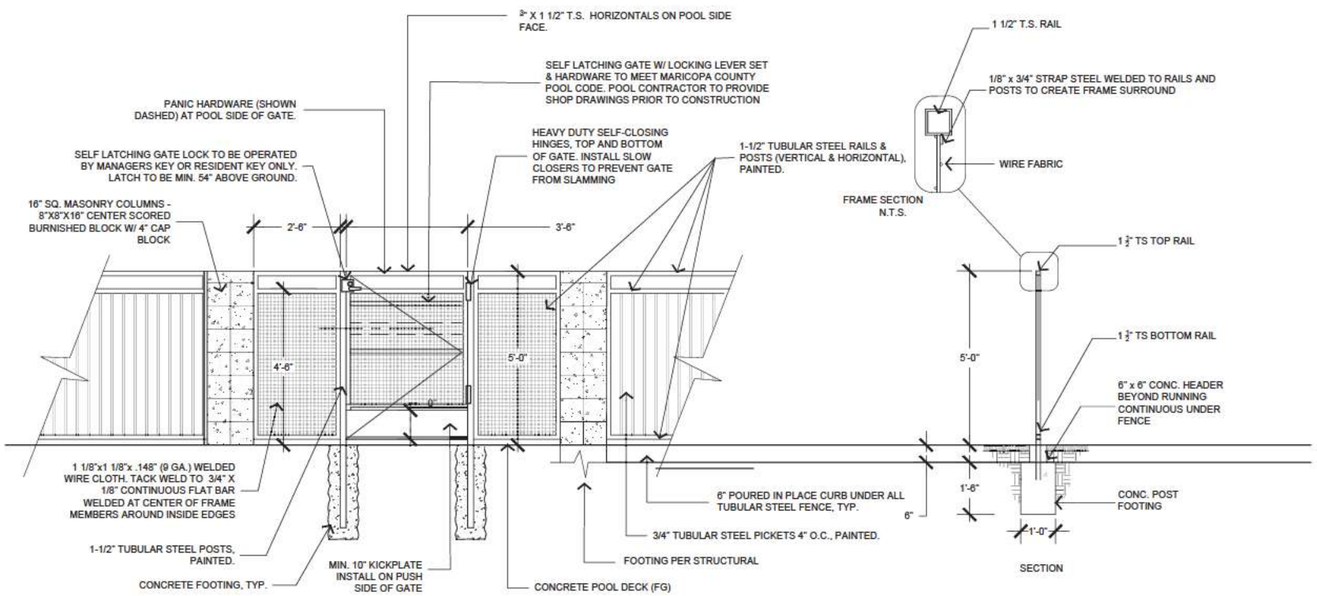
CONCEPTUAL WALL PLAN

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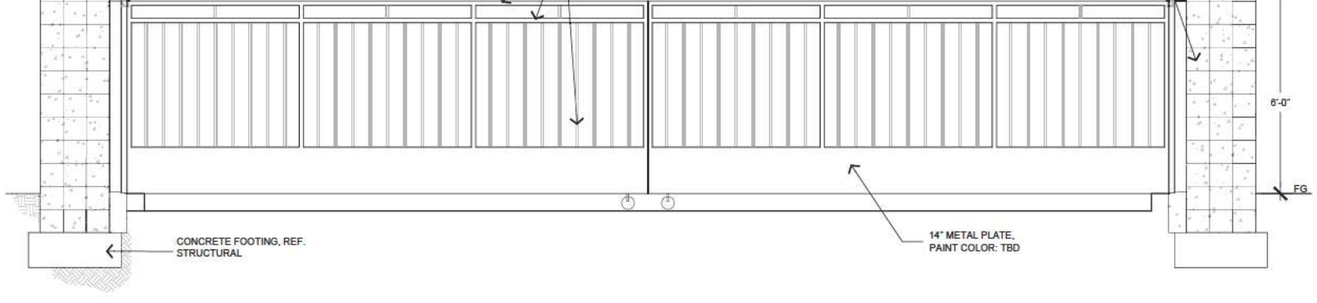
L1.5



4 5' WIRE MESH POOL FENCE AND GATE

SCALE: 1/2"=1'-0"

0 6" 1' 2' 4'



5 VEHICULAR ENTRY GATE

SCALE: 1/2"=1'-0"

0 6" 1' 2' 4'

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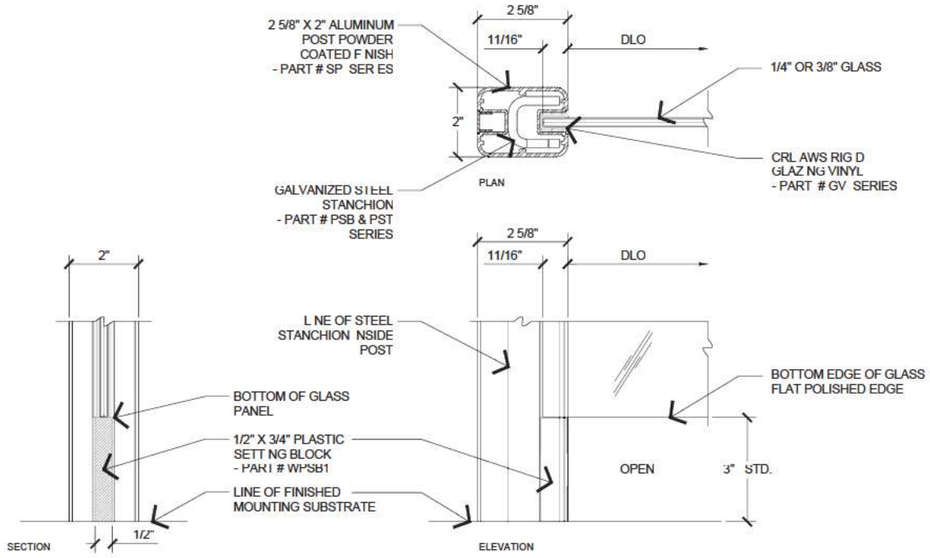
CONCEPTUAL WALL DETAILS

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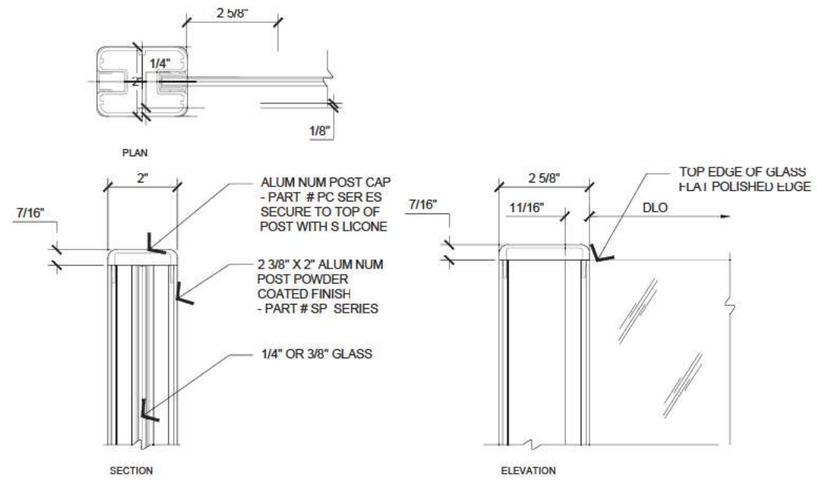
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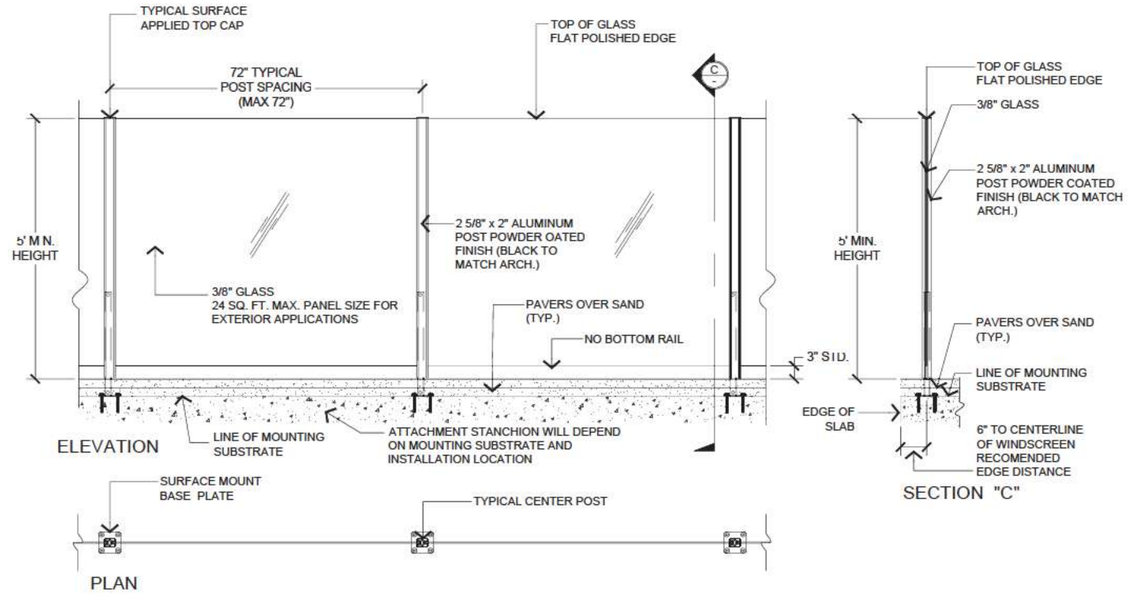
L1.6



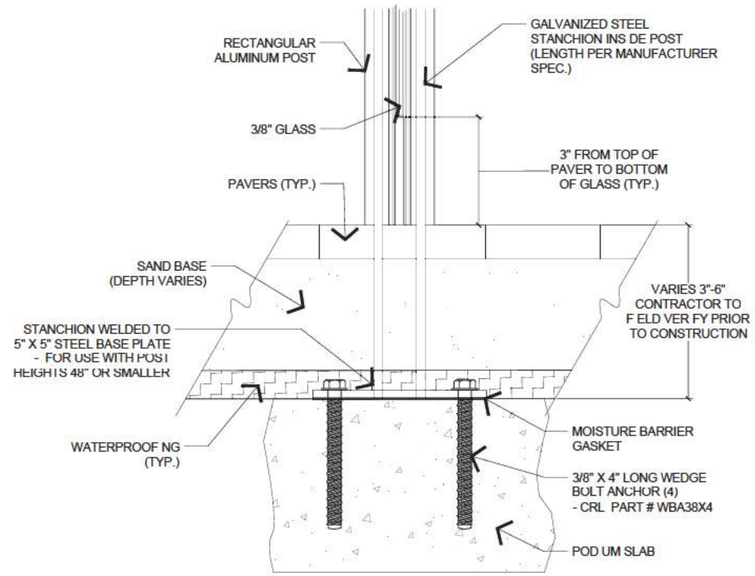
6A DETAIL W/ NO BOTTOM GLASS RAIL
SCALE: 6"=1'-0"



6B DETAIL AT TOP CORNER OF GLASS PANEL
SCALE: 6"=1'-0"



6C TYP. GLASS FENCE - W/ NO BOTTOM RAIL
SCALE: 3/4"=1'-0"



6D POST MOUNT DETAIL FOR GLASS FENCE AND GATE
SCALE: 6"=1'-0"

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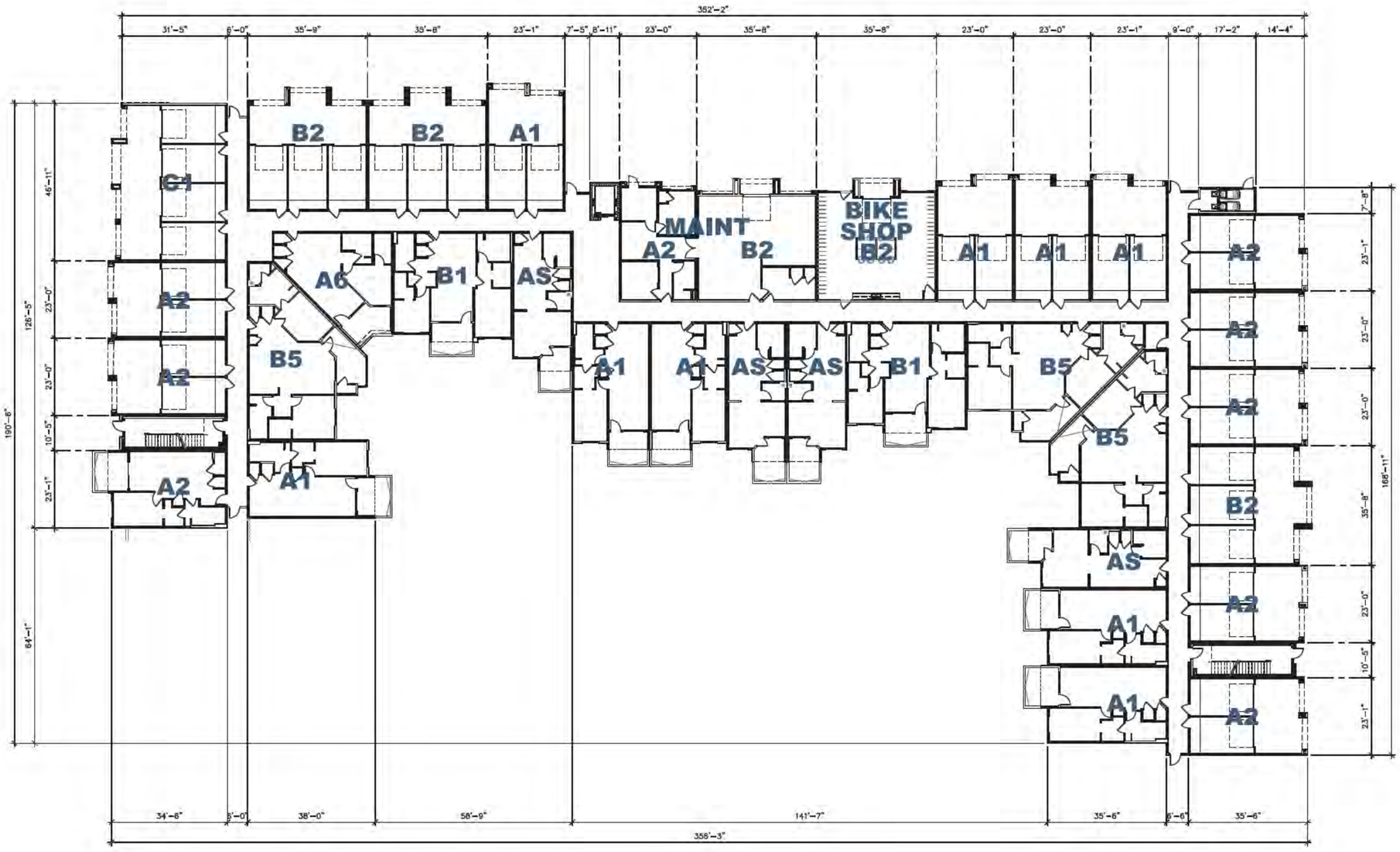
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L1.7

TAB E



FIRST FLOOR PLAN

BUILDING 1 - FLOOR PLANS

biltform architecture

biltform architecture group, inc.

11460 north cave creek road . suite 11
phoenix . arizona 85020
Phone 602.285.0200 Fax 602.285.0229

EXPIRES 9/30/25

TOLL BROTHERS UPTOWN
Apartment Homes
CHANDLER, ARIZONA

TOLL BROTHERS APARTMENT LIVING
8767 E. VIA DE VENTURA, SUITE 390, SCOTTSDALE, AZ. 85258

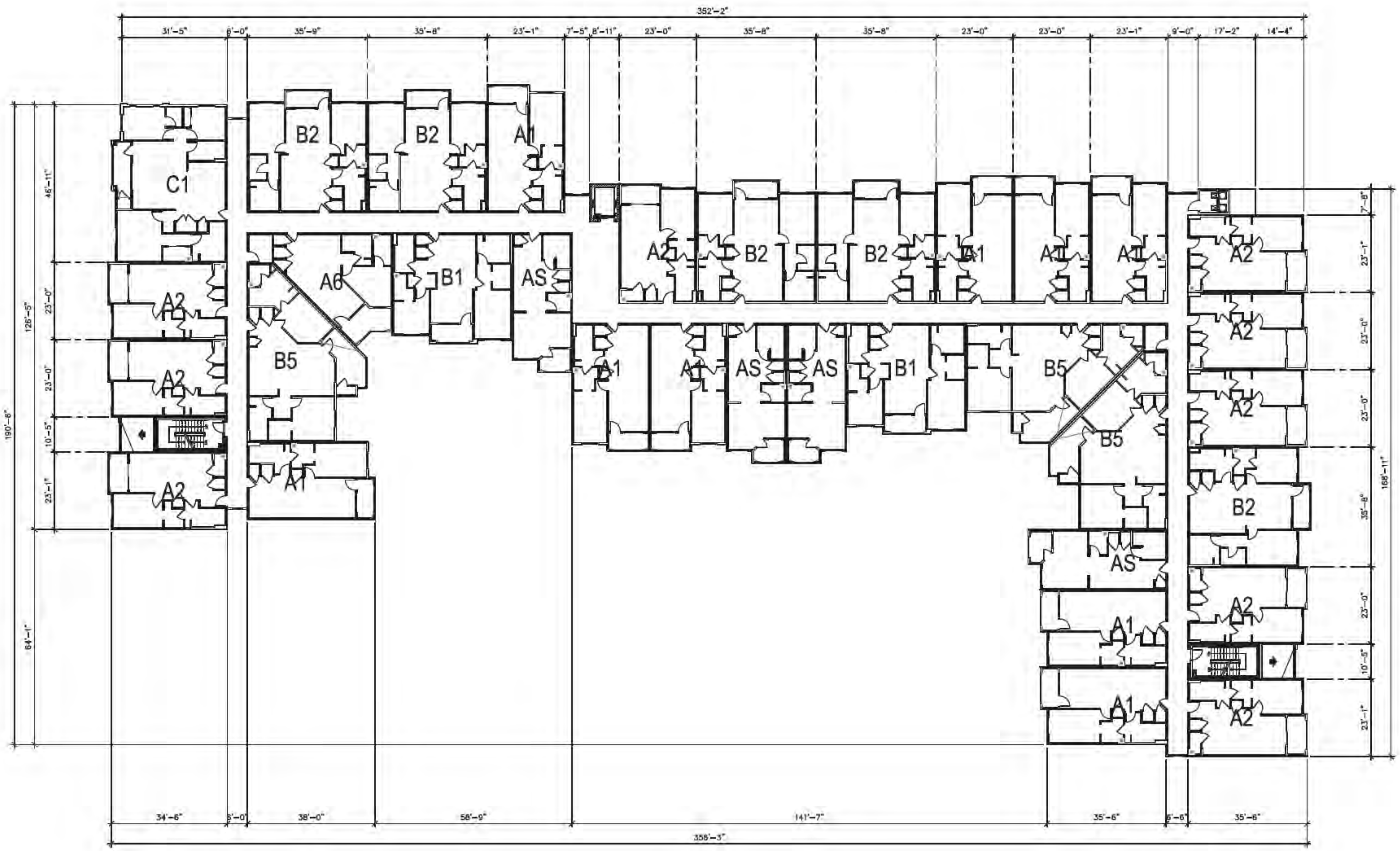
PLANNING RESUBMITTAL
-

REVISIONS:	
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JOB NO:	23-031
SCALE:	1/16" = 1'-0"
SHEET NO:	

A3.1

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SECOND FLOOR PLAN

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CHANDLER, ARIZONA

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PLANNING RESUBMITTAL
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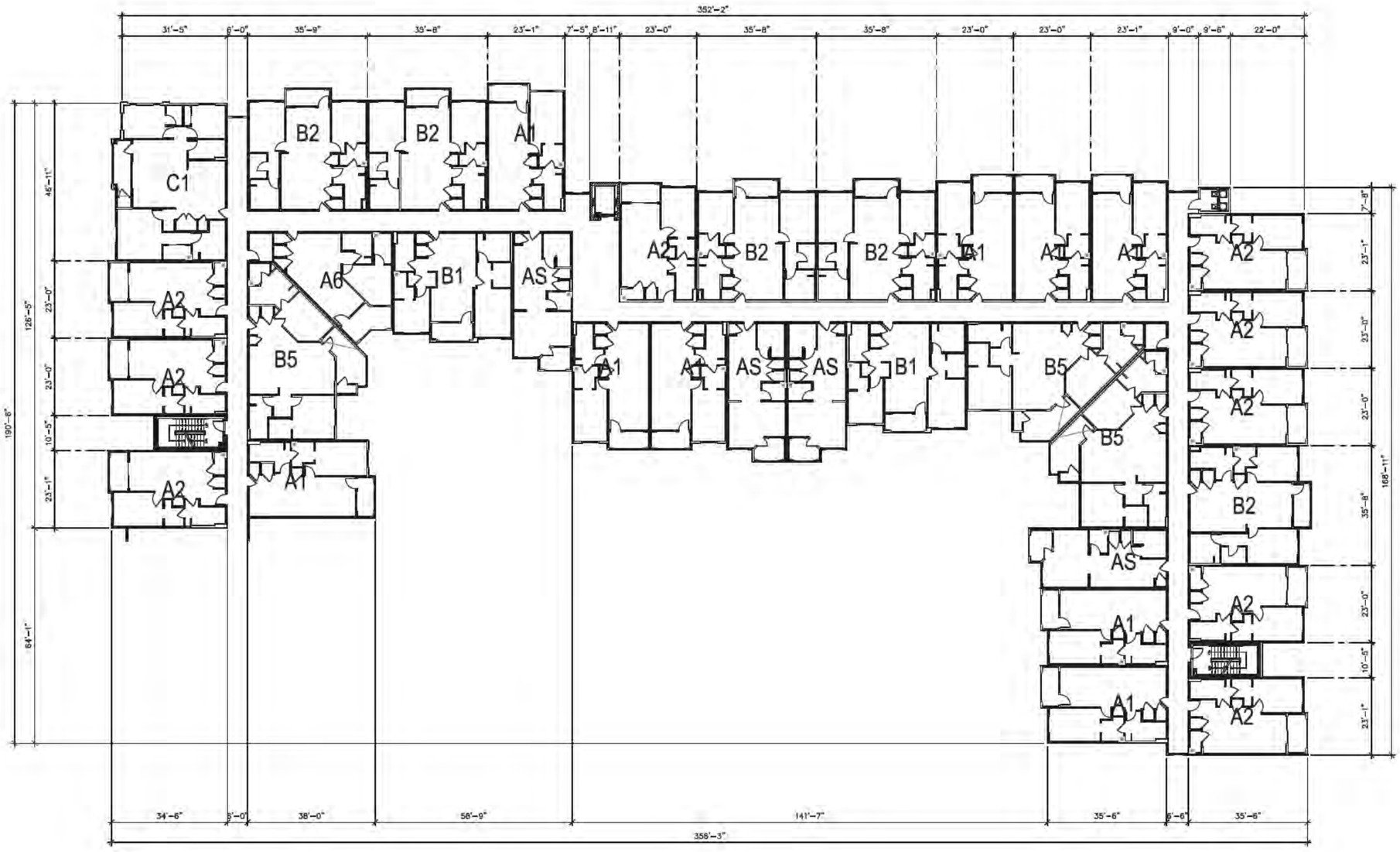
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JOB NO: 23-031
SCALE: 1/16" = 1'-0"
SHEET NO:

A3.2

BUILDING 1 - FLOOR PLANS

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THIRD FLOOR PLAN

BUILDING 1 - FLOOR PLANS

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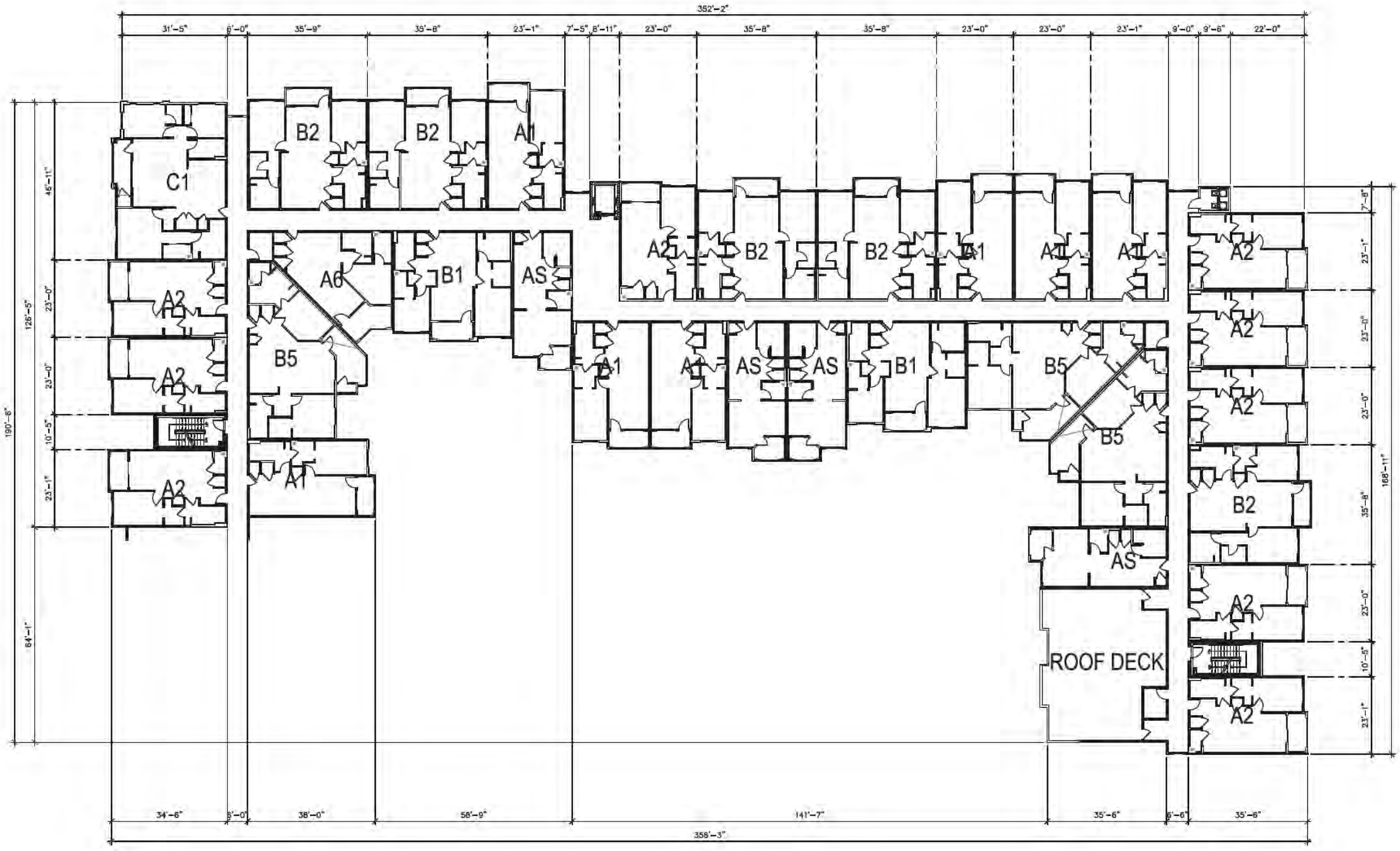
PLANNING
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JOB NO:	23-031
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SHEET NO:	

A3.3

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FOURTH FLOOR PLAN

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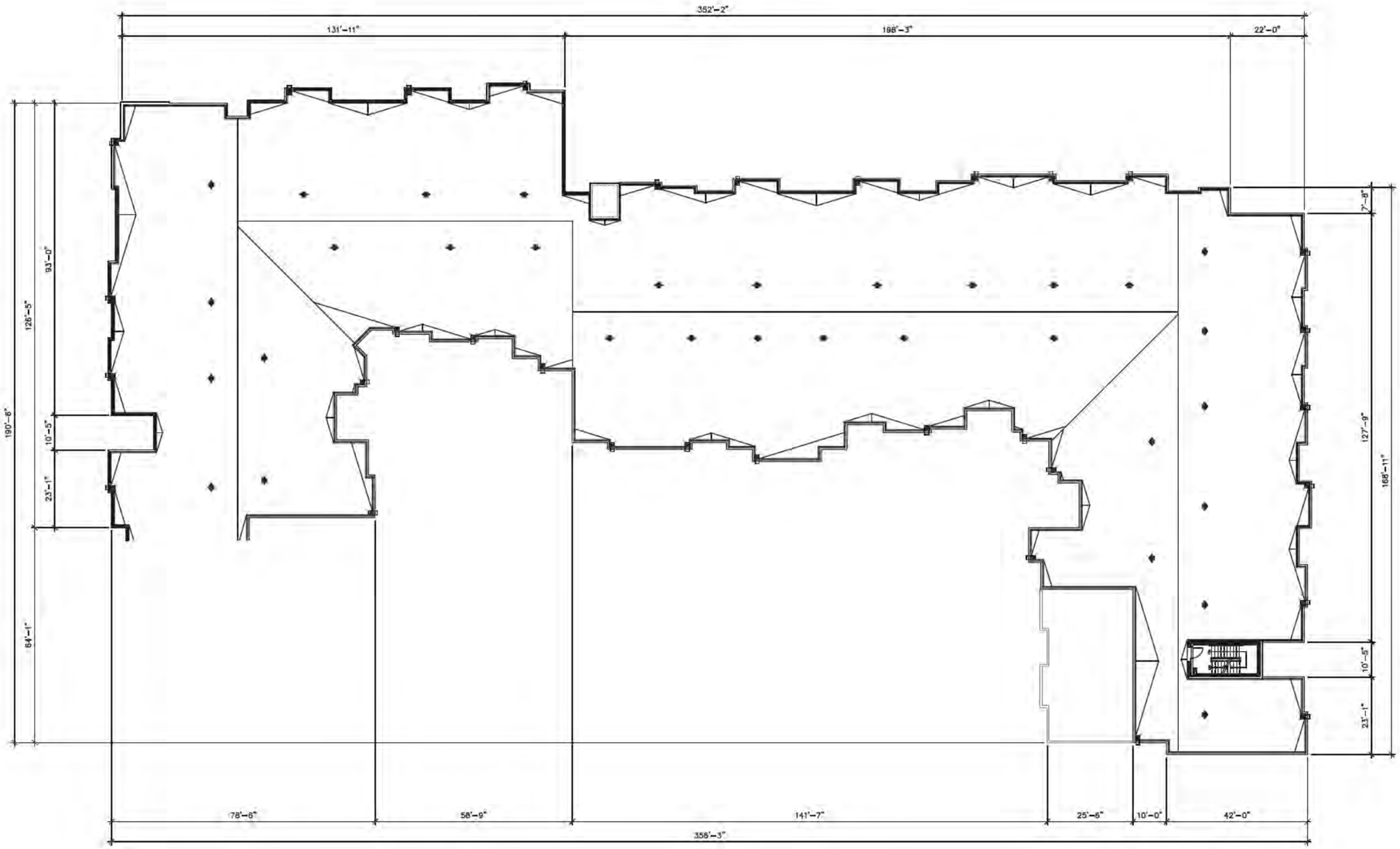
PLANNING
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REVISIONS:	
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JOB NO:	23-031
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RESUBMITTAL
-

REVISIONS:	
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6	

JOB NO:	23-031
SCALE:	1/16"=1'-0"
SHEET NO:	

A3.5

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GENERAL ELEVATION NOTES:

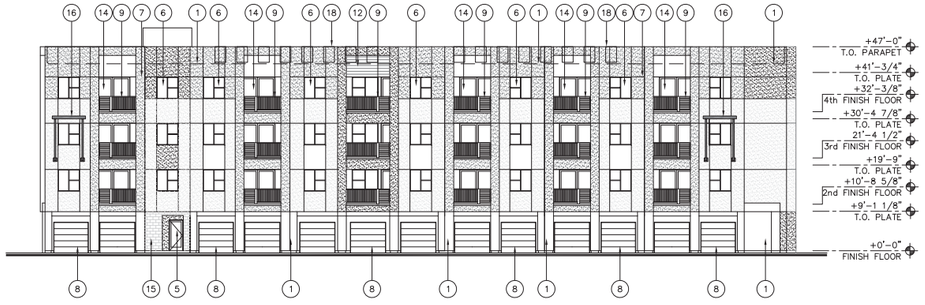
1. ALL ROOF MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED BY PARAPET WALLS EQUAL TO, OR GREATER THAN, THE HIGHEST POINT ON THE MECHANICAL EQUIPMENT.
2. SOLID MASONRY WALLS AND GATES EQUAL TO, OR GREATER THAN, THE HIGHEST POINT ON THE MECHANICAL EQUIPMENT SHALL SCREEN ALL GROUND MOUNTED MECHANICAL EQUIPMENT.
3. ANY ROOF ACCESS LADDERS SHALL BE LOCATED INSIDE THE BUILDING. ROOF DRAINAGE SHALL UTILIZE INTERIOR ROOF DRAINS OR BE ARCHITECTURALLY INTEGRATED INTO THE BUILDING DESIGN. ARCHITECTURALLY INTEGRATED FOOR DRAINS SHALL REQUIRE ADDITIONAL ARTICULATION BEYOND PAINT ACCENTS. SECTION 35-1902 (8)(e)(15), ZONING CODE.
4. SCREENING SHALL BE ARCHITECTURALLY INTEGRATED FOR THE SERVICE ENTRANCE SECTION (SES) AND ALL UTILITIES. ALL GROUND MOUNTED EQUIPMENT SHALL BE SCREENED FROM PUBLIC VIEW BY A CONCRETE OR MASONRY WALL WITH SOLID GATES, EQUAL TO OR GREATER IN HEIGHT THAN THE MECHANICAL EQUIPMENT. SECTION 35-1902 (8)(e)13, ZONING CODE.
5. SIGNS REQUIRE A SEPARATE SUBMITTAL AND PERMIT.

EXTERIOR COLOR SCHEME

A	BODY COLOR 1	DUNN EDWARDS DEW381 DROPLETS	F	METAL SCREENS	ALUMINUM CLEAR ANODIZED FINISH
B	BODY COLOR 2	DUNN EDWARDS DE6376 LOOKING GLASS	G	MASONRY VENEER	TRENWYTH HIGH POLISH 4107 8"X16"
C	BODY COLOR 3	BENJAMIN MOORE AC-34 CAPE HATTERAS SAND	H	RAILING, DOORS & METAL CANOPIES	SHERWIN WILLIAMS SW6258 TRICON BLACK
D	BODY COLOR 4	BENJAMIN MOORE 2139-10 RIVER ROCK	I	WINDOW / STOREFRONT FRAMES	DARK BRONZE
E	BODY COLOR 5 & LAP SIDING	DUNN EDWARDS DE6105 WEATHERED LEATHER	J	FIBER CEMENT PANELS	BENJAMIN MOORE 2112-70 AMERICAN WHITE

ELEVATION KEY NOTES: (#)

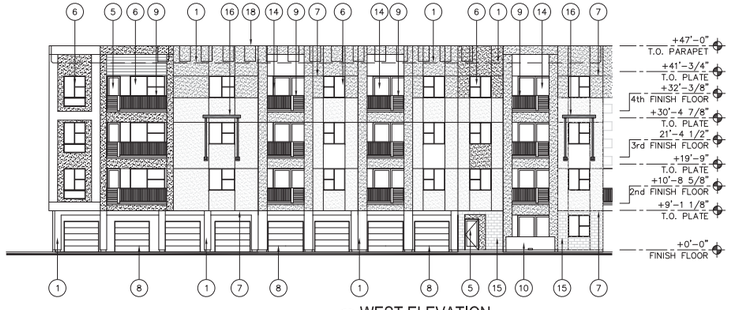
1. EXTERIOR STUCCO SYSTEM
2. METAL PARAPET CAP
3. STOREFRONT SYSTEM
4. FOAM POP-OUT
5. DOOR PER PLAN
6. WINDOW PER PLAN
7. STUCCO CONTROL JOINT
8. GARAGE DOOR
9. METAL PATIO/BALCONY RAILING
10. FRAMED PATIO/BALCONY WALL
11. TOWER ELEMENT.
12. HORIZONTAL LAP SIDING.
13. DECORATIVE METAL FEATURE.
14. SLIDING GLASS DOOR PER PLAN.
15. MASONRY VENEER
16. METAL AWNINGS
17. TELESCOPING DOOR SYSTEM
18. MECHANICAL EQUIPMENT BEYOND, SCREENED BY PARAPET WALLS
19. FIBER CEMENT SIDING



A EAST ELEVATION



B NORTH ELEVATION



C WEST ELEVATION

BUILDING 1 - ELEVATIONS

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biltform architecture group, inc.

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TOLL BROTHERS UPTOWN

Apartment Homes

CHANDLER, ARIZONA

TOLL BROTHERS APARTMENT LIVING

8767 E. VIA DE VENTURA, SUITE 390, SCOTTSDALE, AZ. 85258

PLANNING RESUBMITTAL

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REVISIONS:

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JOB NO: 23-031

SCALE: 3/32" = 1'-0"

SHEET NO:

A3.6

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GENERAL ELEVATION NOTES:

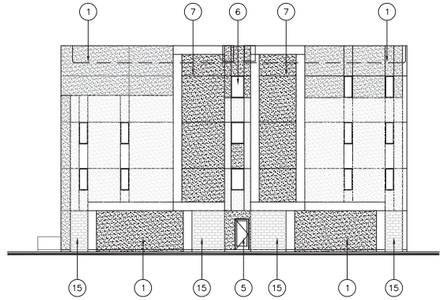
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5. SIGNS REQUIRE A SEPARATE SUBMITTAL AND PERMIT.

EXTERIOR COLOR SCHEME

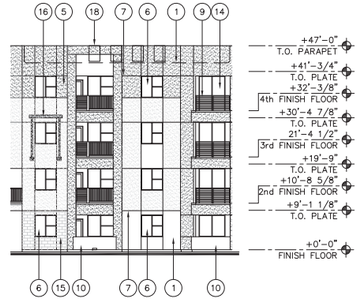
A	BODY COLOR 1	DUNN EDWARDS DEW381 DROPLETS	F	METAL SCREENS	ALUMINUM CLEAR ANODIZED FINISH
B	BODY COLOR 2	DUNN EDWARDS DE6376 LOOKING GLASS	G	MASONRY VENEER	TRENWYTH HIGH POLISH 4107 8"X16"
C	BODY COLOR 3	BENJAMIN MOORE AC-34 CAPE HATTERAS SAND	H	RAILING, DOORS & METAL CANOPIES	SHERWIN WILLIAMS SW6258 TRICON BLACK
D	BODY COLOR 4	BENJAMIN MOORE 2139-10 RIVER ROCK	I	WINDOW / STOREFRONT FRAMES	DARK BRONZE
E	BODY COLOR 5 & LAP SIDING	DUNN EDWARDS DE6105 WEATHERED LEATHER	J	FIBER CEMENT PANELS	BENJAMIN MOORE 2112-70 AMERICAN WHITE

ELEVATION KEY NOTES: (#)

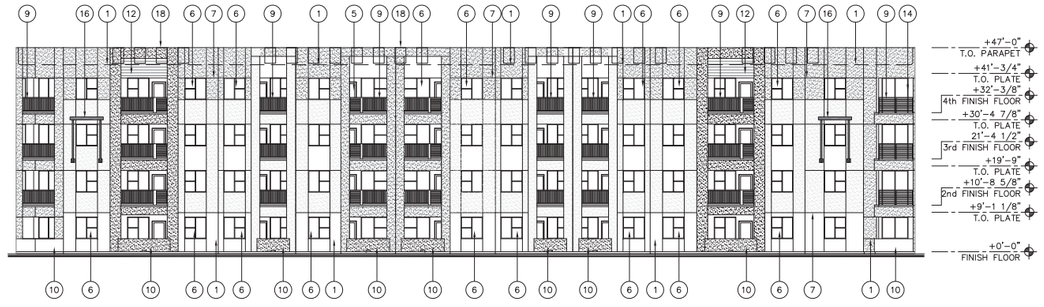
1. EXTERIOR STUCCO SYSTEM
2. METAL PARAPET CAP
3. STOREFRONT SYSTEM
4. FOAM POP-OUT
5. DOOR PER PLAN
6. WINDOW PER PLAN
7. STUCCO CONTROL JOINT
8. GARAGE DOOR
9. METAL PATIO/BALCONY RAILING
10. FRAMED PATIO/BALCONY WALL
11. TOWER ELEMENT.
12. HORIZONTAL LAP SIDING.
13. DECORATIVE METAL FEATURE.
14. SLIDING GLASS DOOR PER PLAN.
15. MASONRY VENEER
16. METAL AWNINGS
17. TELESCOPING DOOR SYSTEM
18. MECHANICAL EQUIPMENT BEYOND, SCREENED BY PARAPET WALLS
19. FIBER CEMENT SIDING



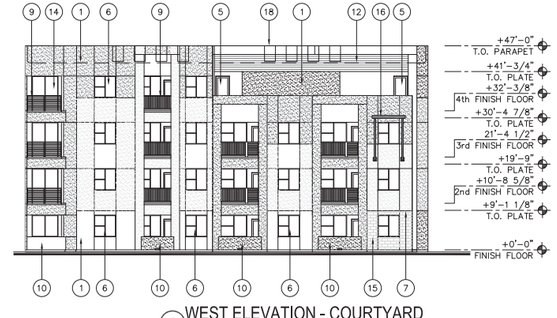
B - SOUTH ELEVATION - COURTYARD



A - EAST ELEVATION - COURTYARD



C - NORTH ELEVATION - COURTYARD



D - WEST ELEVATION - COURTYARD

BUILDING 1 - ELEVATIONS

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CHANDLER, ARIZONA

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PLANNING
RESUBMITTAL
-

REVISIONS:
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JOB NO: 23-031
SCALE: 3/32" = 1'-0"
SHEET NO:

A3.7

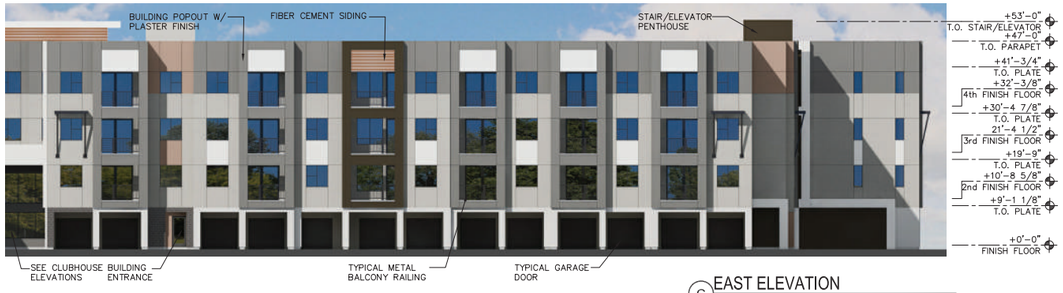
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A NORTH ELEVATION



B WEST ELEVATION



C EAST ELEVATION



D SOUTH COURTYARD ELEVATION

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TOLL BROTHERS UPTOWN

TOLL BROTHERS APARTMENT LIVING

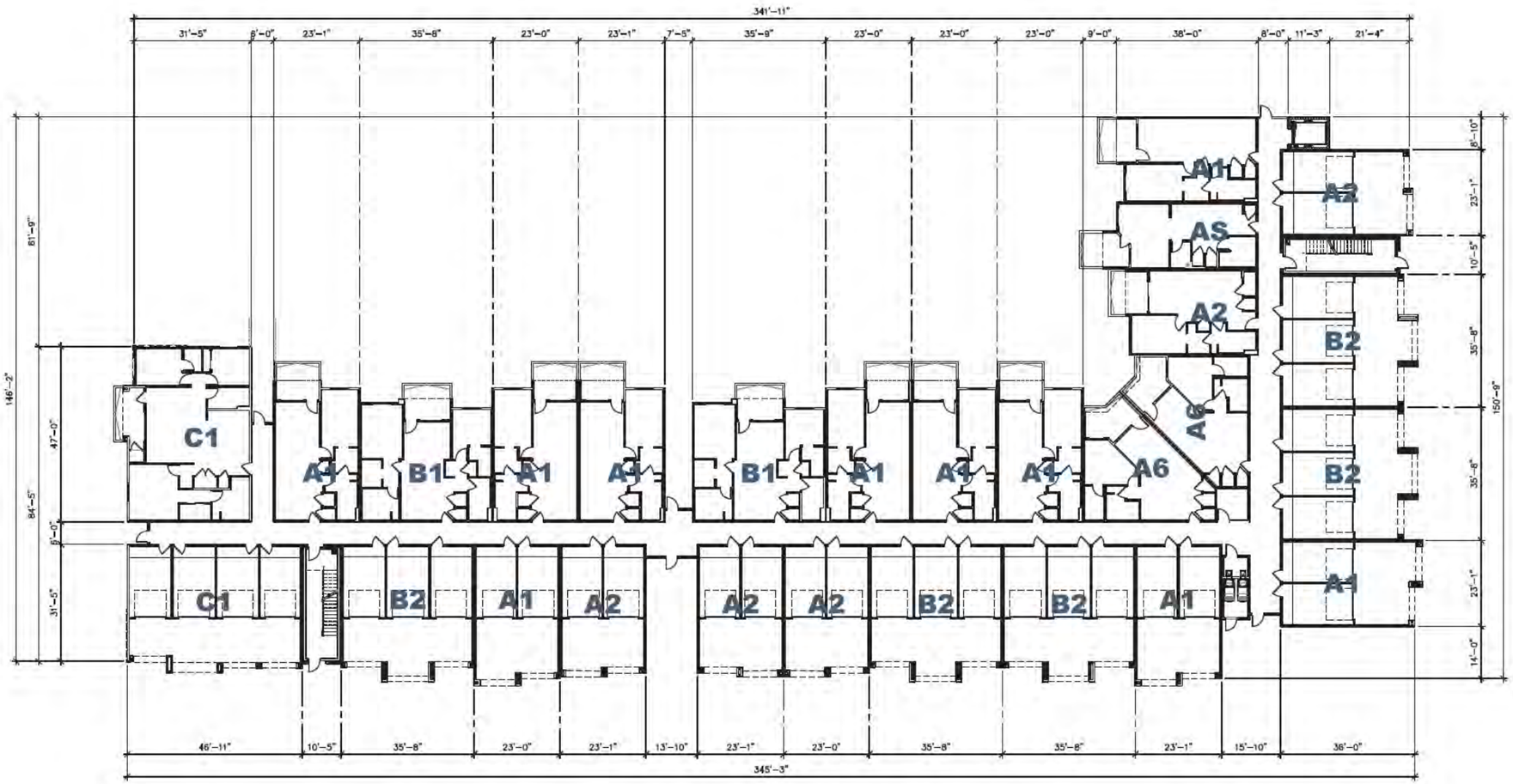
07/29/2024

BUILDING 1
COLOR ELEVATION
N.T.S

EX2

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FIRST FLOOR PLAN

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TOLL BROTHERS APARTMENT LIVING
8767 E. VIA DE VENTURA, SUITE 390, SCOTTSDALE, AZ. 85258

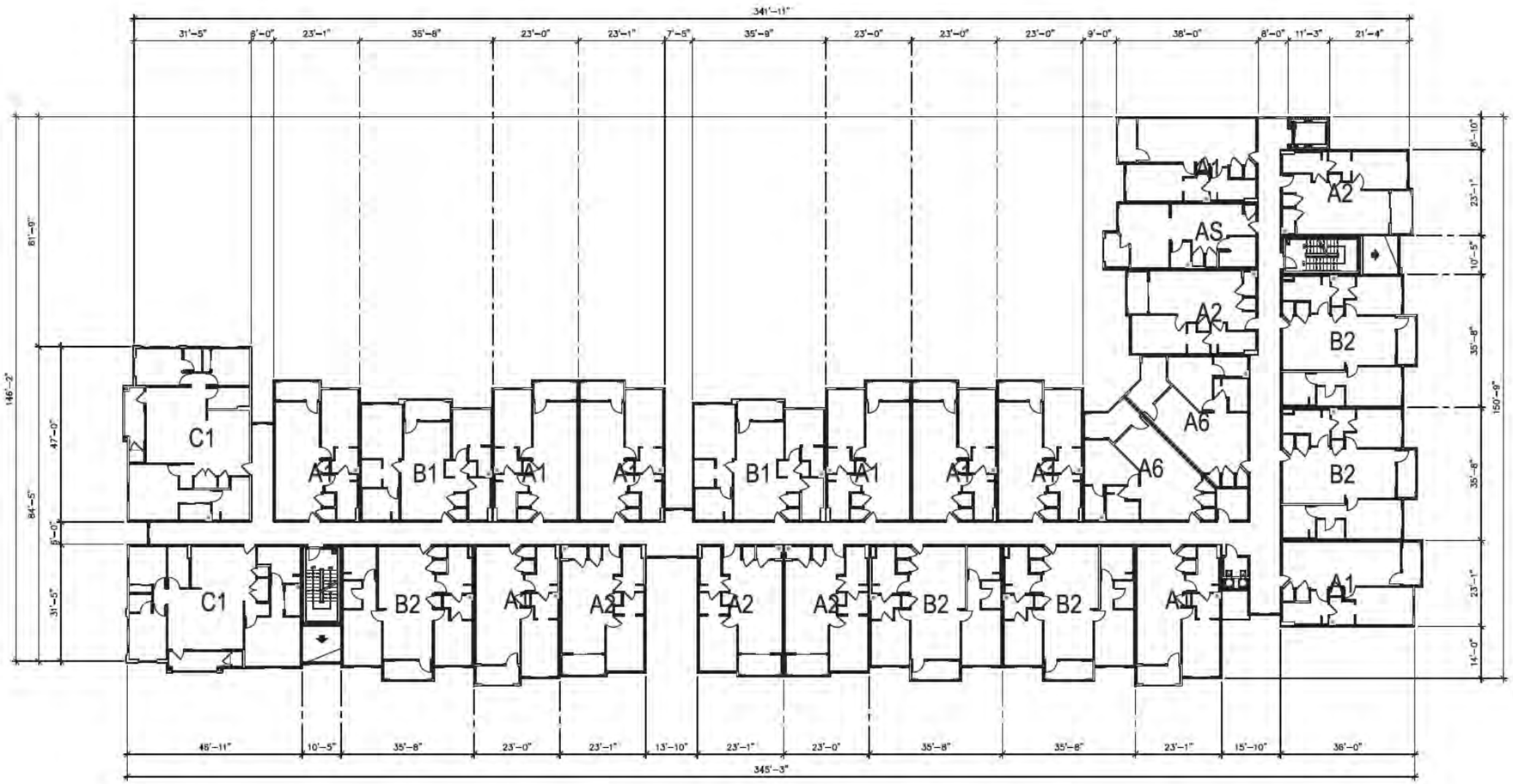
PLANNING
RESUBMITTAL
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REVISIONS:	
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JOB NO:	23-031
SCALE:	1/16" = 1'-0"
SHEET NO:	

A4.1

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SECOND FLOOR PLAN

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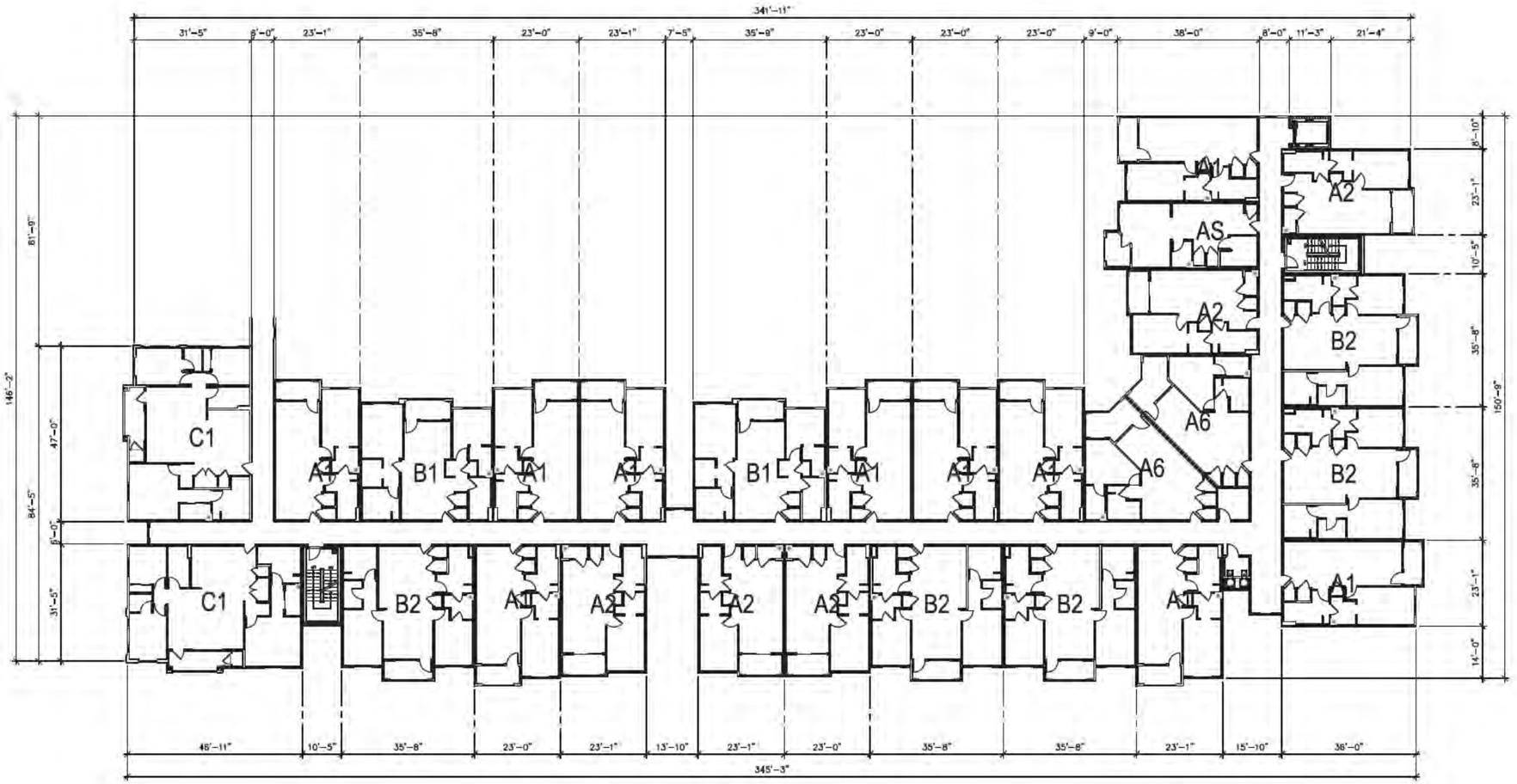
PLANNING
RESUBMITTAL
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REVISIONS:	
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JOB NO:	23-031
SCALE:	1/16" = 1'-0"
SHEET NO:	

A4.2

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THIRD FLOOR PLAN

BUILDING 2 - FLOOR PLANS

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Apartment Homes
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TOLL BROTHERS APARTMENT LIVING
8767 E. VIA DE VENTURA, SUITE 390, SCOTTSDALE, AZ. 85258

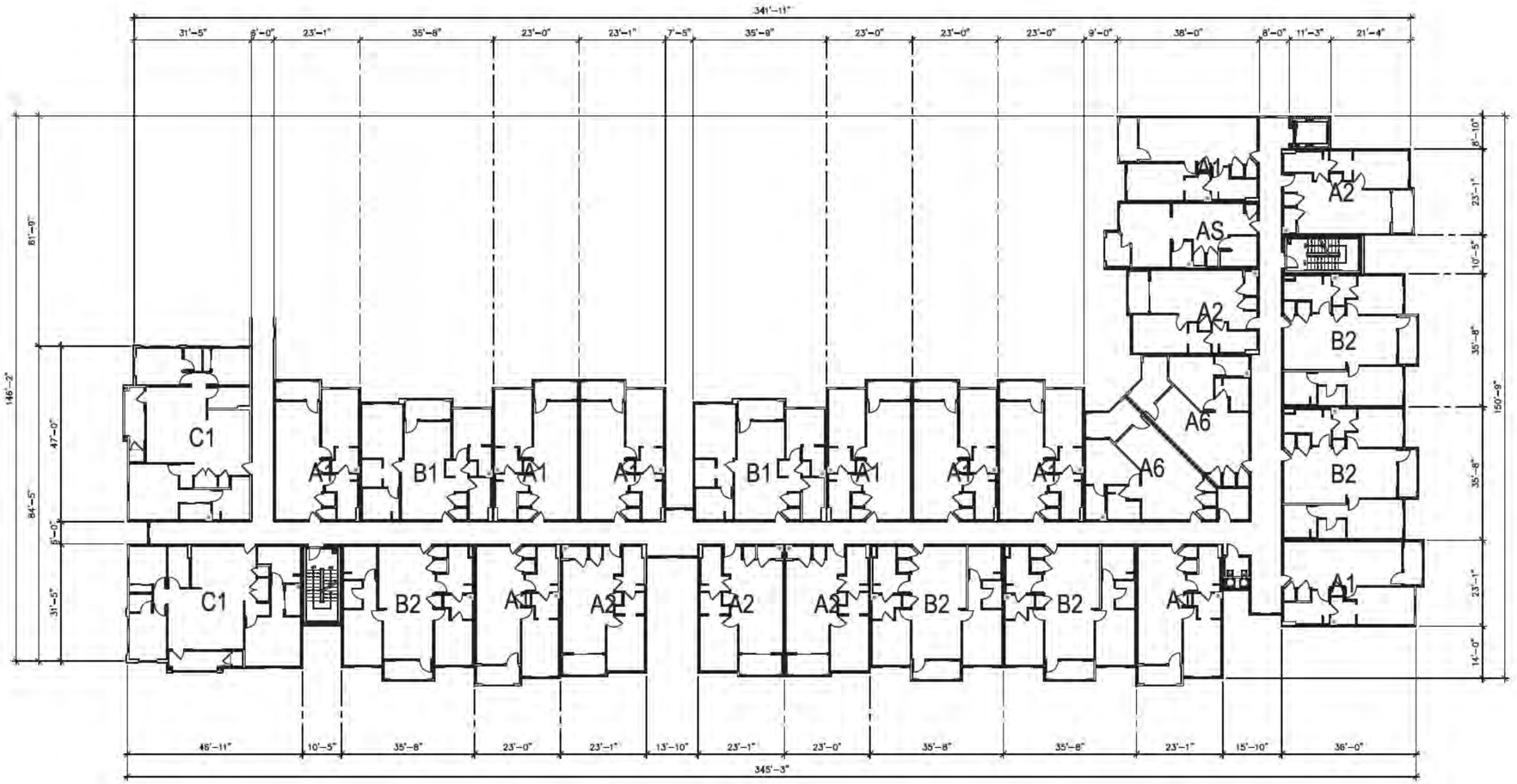
PLANNING
RESUBMITTAL
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REVISIONS:	
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JOB NO:	23-031
SCALE:	1/16"=1'-0"
SHEET NO:	

A4.3

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FOURTH FLOOR PLAN

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Apartment Homes
CHANDLER, ARIZONA

TOLL BROTHERS APARTMENT LIVING
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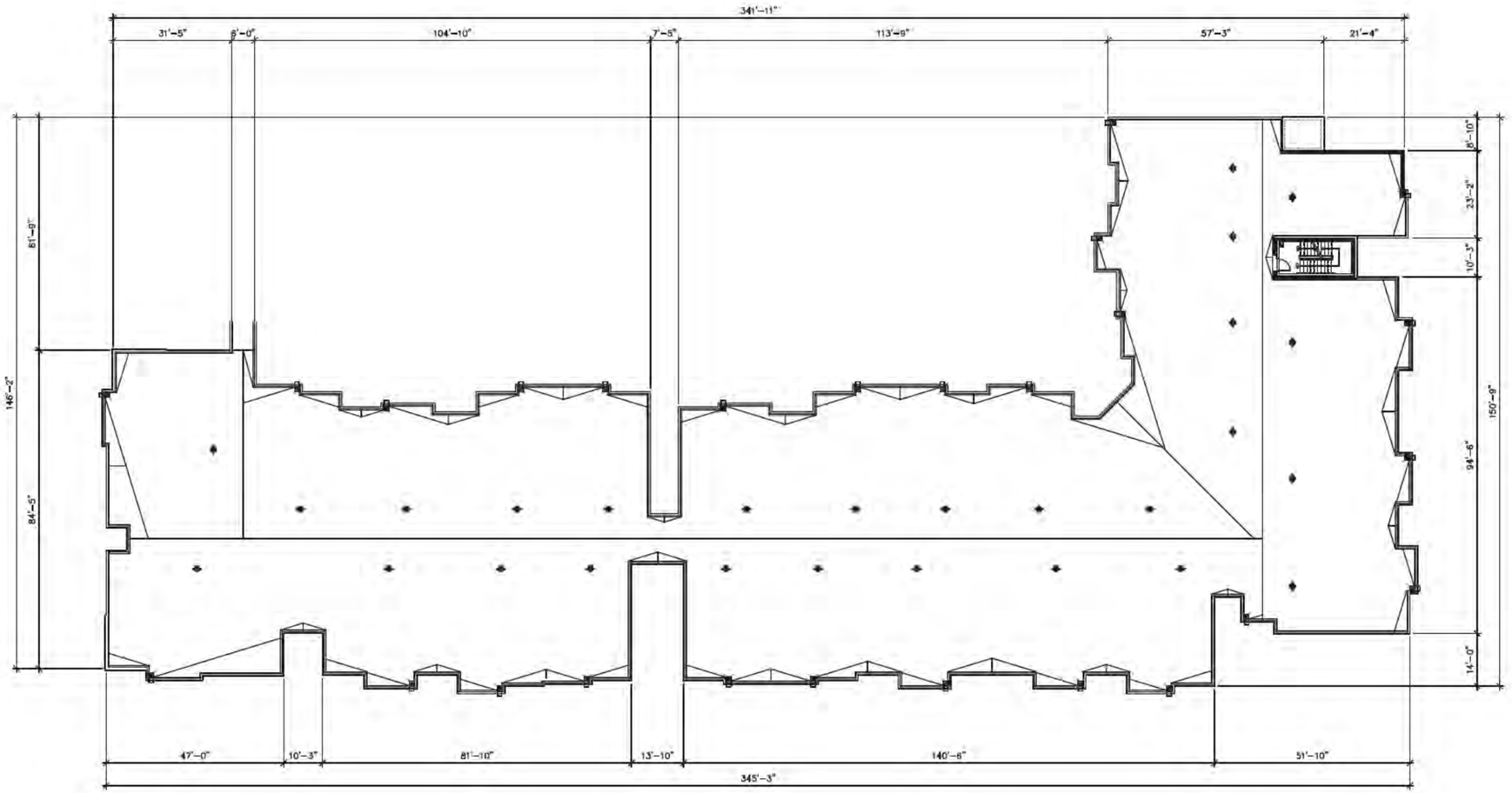
PLANNING
RESUBMITTAL
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REVISIONS:	
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JOB NO:	23-031
SCALE:	1/16" = 1'-0"
SHEET NO:	

A4.4

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ROOF PLAN

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PLANNING
RESUBMITTAL
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REVISIONS:	
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JOB NO: 23-031
SCALE: 1/16"=1'-0"
SHEET NO:

A4.5

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GENERAL ELEVATION NOTES:

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EXTERIOR COLOR SCHEME

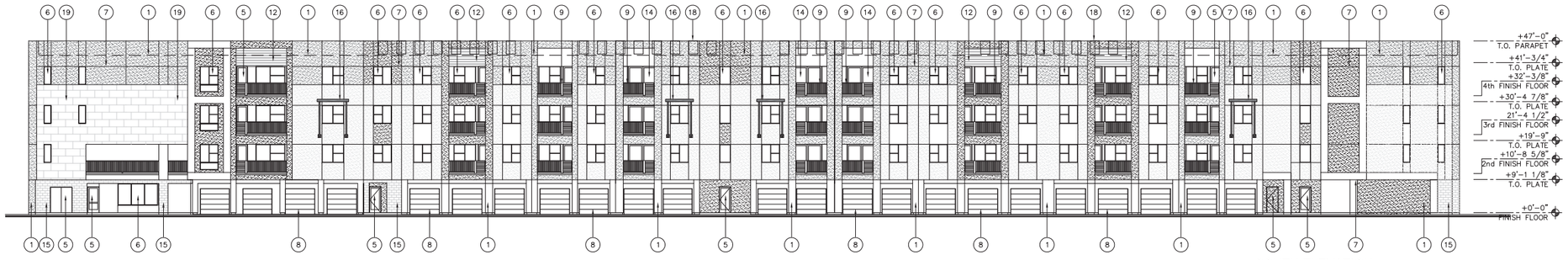
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B	BODY COLOR 2	DUNN EDWARDS DE6376 LOOKING GLASS	G	MASONRY VENEER	TRENWYTH HIGH POLISH 4107 8"X16"
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ELEVATION KEY NOTES: (#)

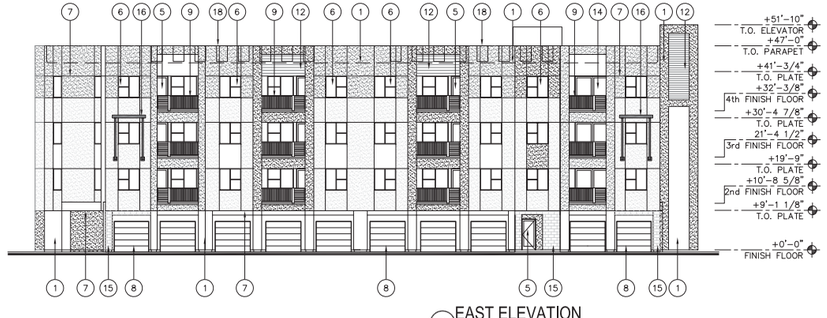
1. EXTERIOR STUCCO SYSTEM
2. METAL PARAPET CAP
3. STOREFRONT SYSTEM
4. FOAM POP-OUT
5. DOOR PER PLAN
6. WINDOW PER PLAN
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19. FIBER CEMENT SIDING



A WEST ELEVATION



B SOUTH ELEVATION



C EAST ELEVATION

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TOLL BROTHERS APARTMENT LIVING

8767 E. VIA DE VENTURA, SUITE 390, SCOTTSDALE, AZ. 85258

PLANNING
RESUBMITTAL
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REVISIONS:
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JOB NO: 23-031
SCALE: 3/32" = 1'-0"
SHEET NO:

A4.6

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EXTERIOR COLOR SCHEME

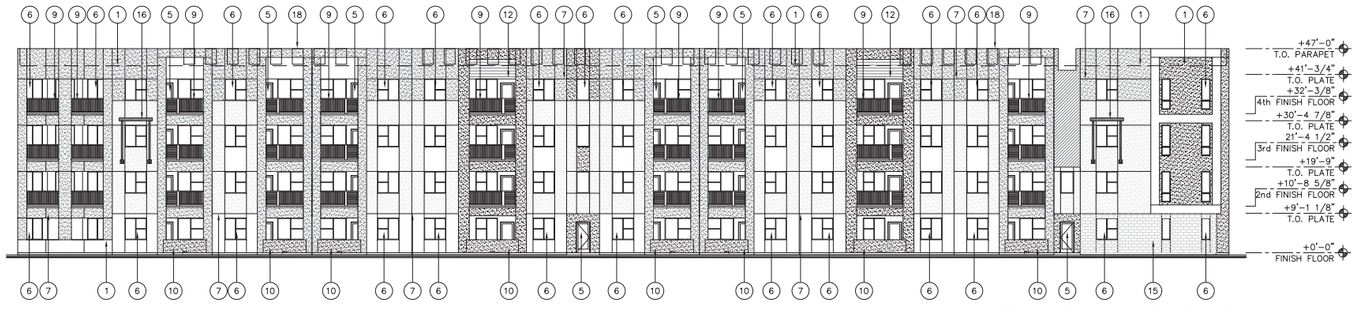
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ELEVATION KEY NOTES: (#)

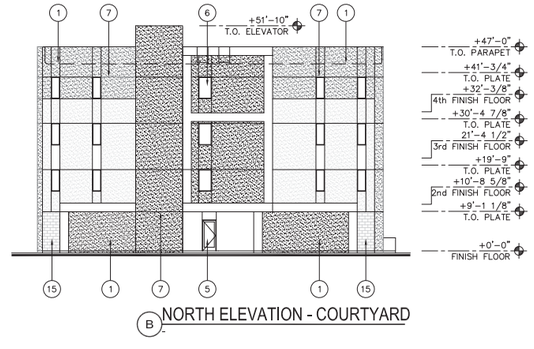
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19. FIBER CEMENT SIDING



A WEST ELEVATION - COURTYARD



C NORTH ELEVATION - COURTYARD



B NORTH ELEVATION - COURTYARD

BUILDING 2 - ELEVATIONS

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PLANNING
RESUBMITTAL
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REVISIONS:

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JOB NO: 23-031
SCALE: 3/32" = 1'-0"
SHEET NO:

A4.7

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A NORTH COURTYARD ELEVATION



B WEST ELEVATION



C EAST ELEVATION



D SOUTH ELEVATION

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TOLL BROTHERS UPTOWN

TOLL BROTHERS APARTMENT LIVING

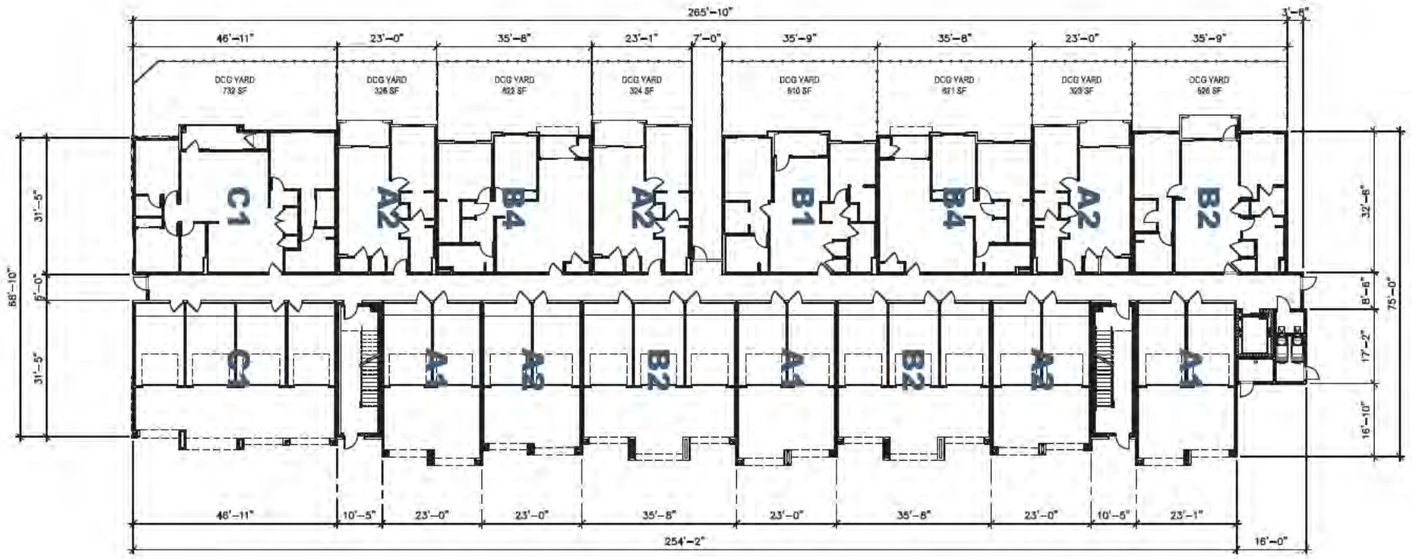
07/29/2024

BUILDING 2
COLOR ELEVATION
N.T.S

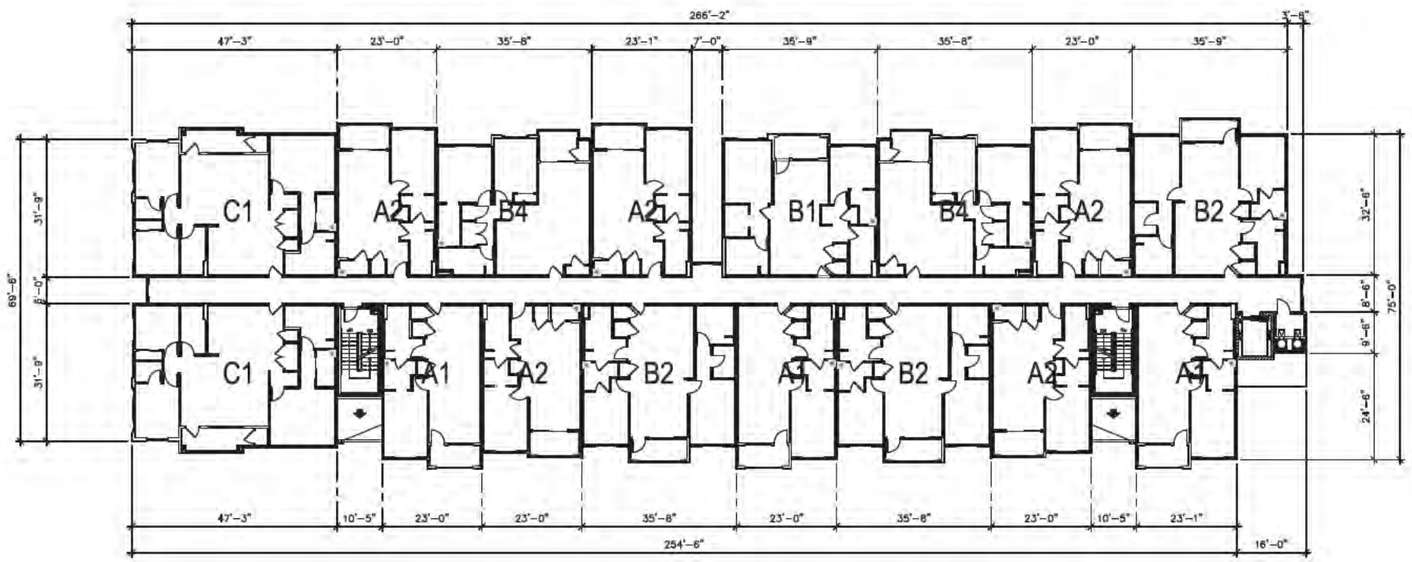
EX3

preliminary not for construction

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FIRST FLOOR PLAN



SECOND FLOOR PLAN

BUILDING 3 - FLOOR PLANS

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CHANDLER, ARIZONA

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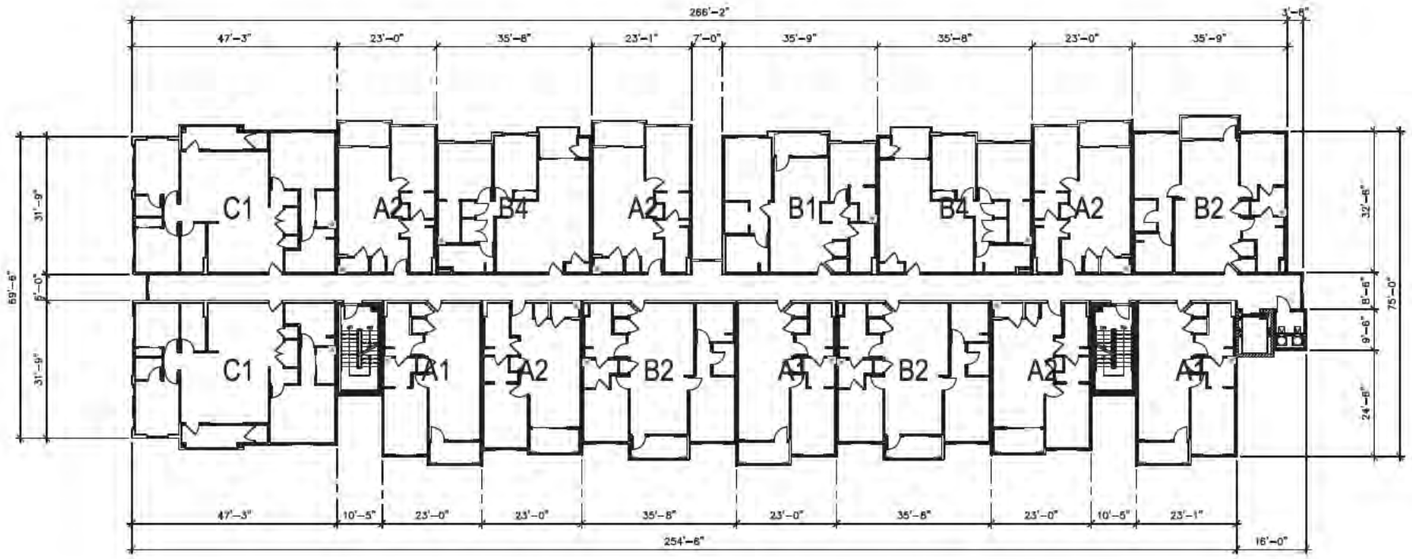
PLANNING
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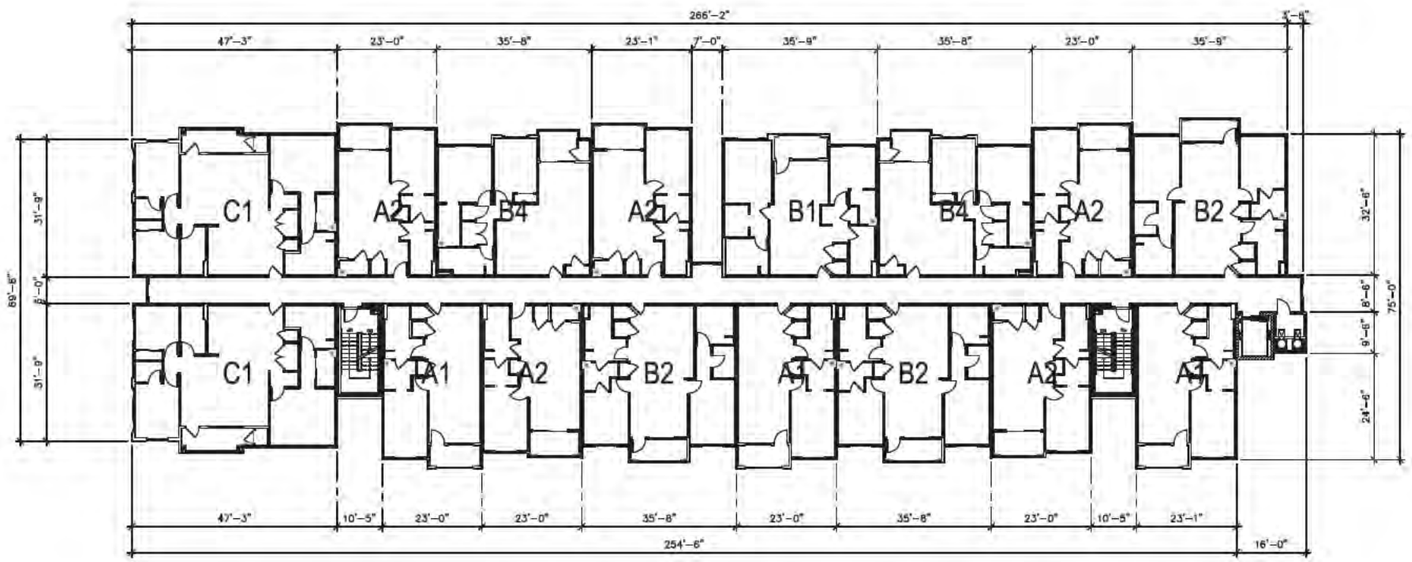
JOB NO: 23-031
SCALE: 1/16"=1'-0"
SHEET NO:

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THIRD FLOOR PLAN



FOURTH FLOOR PLAN

BUILDING 3 - FLOOR PLANS

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TOLL BROTHERS APARTMENT LIVING
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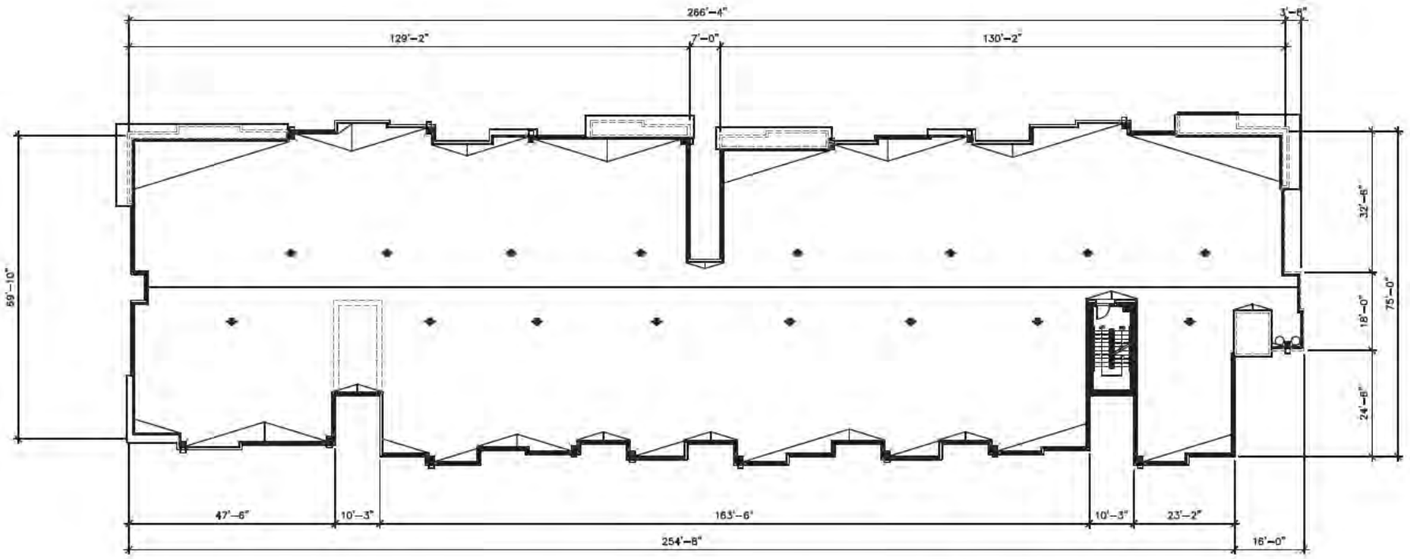
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REVISIONS:
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JOB NO: 24031
SCALE: 1/16"=1'-0"
SHEET NO:

A5.2

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ROOF PLAN

BUILDING 3 - FLOOR PLANS

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TOLL BROTHERS UPTOWN
Apartment Homes
CHANDLER, ARIZONA

TOLL BROTHERS APARTMENT LIVING
8767 E. VIA DE VENTURA, SUITE 390, SCOTTSDALE, AZ. 85258

PLANNING
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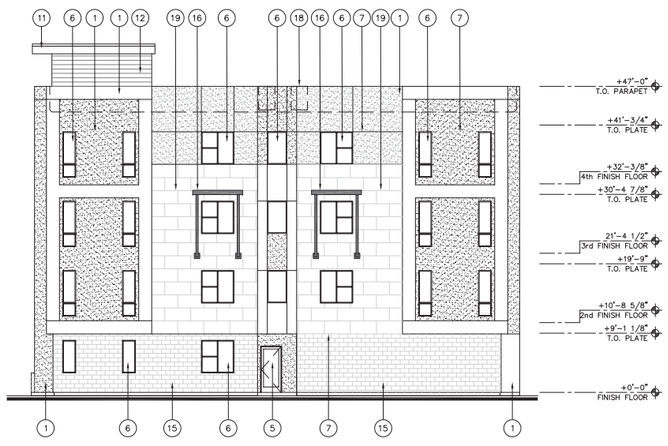
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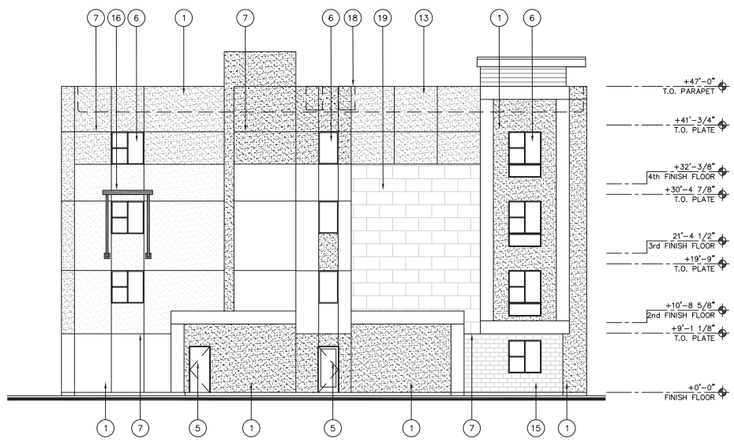
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A WEST ELEVATION



C SOUTH ELEVATION



B NORTH ELEVATION



D EAST ELEVATION

ELEVATION KEY NOTES: (#)

1. EXTERIOR STUCCO SYSTEM
2. METAL PARAPET CAP
3. STOREFRONT SYSTEM
4. FOAM POP-OUT
5. DOOR PER PLAN
6. WINDOW PER PLAN
7. STUCCO CONTROL JOINT
8. GARAGE DOOR
9. METAL PATIO/BALCONY RAILING
10. FRAMED PATIO/BALCONY WALL
11. TOWER ELEMENT.
12. HORIZONTAL LAP SIDING.
13. DECORATIVE METAL FEATURE.
14. SLIDING GLASS DOOR PER PLAN.
15. MASONRY VENEER
16. METAL AWNINGS
17. TELESCOPING DOOR SYSTEM
18. MECHANICAL EQUIPMENT BEYOND, SCREENED BY PARAPET WALLS
19. FIBER CEMENT SIDING

EXTERIOR COLOR SCHEME

A	BODY COLOR 1	DUNN EDWARDS DEW381 DROPLETS
B	BODY COLOR 2	DUNN EDWARDS DE6376 LOOKING GLASS
C	BODY COLOR 3	BENJAMIN MOORE AC-34 CAPE HATTERAS SAND
D	BODY COLOR 4	BENJAMIN MOORE 2139-10 RIVER ROCK
E	BODY COLOR 5 & LAP SIDING	DUNN EDWARDS DE6105 WEATHERED LEATHER
F	METAL SCREENS	ALUMINUM CLEAR ANODIZED FINISH
G	MASONRY VENEER	TRENWYTH HIGH POLISH 4107 8"X16"
H	RAILING, DOORS & METAL CANOPIES	SHERWIN WILLIAMS SW6258 TRICON BLACK
I	WINDOW / STOREFRONT FRAMES	DARK BRONZE
J	FIBER CEMENT PANELS	BENJAMIN MOORE 2112-70 AMERICAN WHITE

GENERAL ELEVATION NOTES:

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5. SIGNS REQUIRE A SEPARATE SUBMITTAL AND PERMIT.

BUILDING 3 - ELEVATIONS

biltform architecture

biltform architecture group, inc.

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phoenix . arizona 85020
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TOLL BROTHERS UPTOWN
Apartment Homes
CHANDLER, ARIZONA

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8767 E. VIA DE VENTURA, SUITE 390, SCOTTSDALE, AZ. 85258

PLANNING RESUBMITTAL
-

REVISIONS:
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JOB NO: 23-031
SCALE: 3/32" = 1'-0"
SHEET NO:

A5.4

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A WEST ELEVATION



C SOUTH ELEVATION



B NORTH ELEVATION



D EAST ELEVATION

TOLL BROTHERS UPTOWN

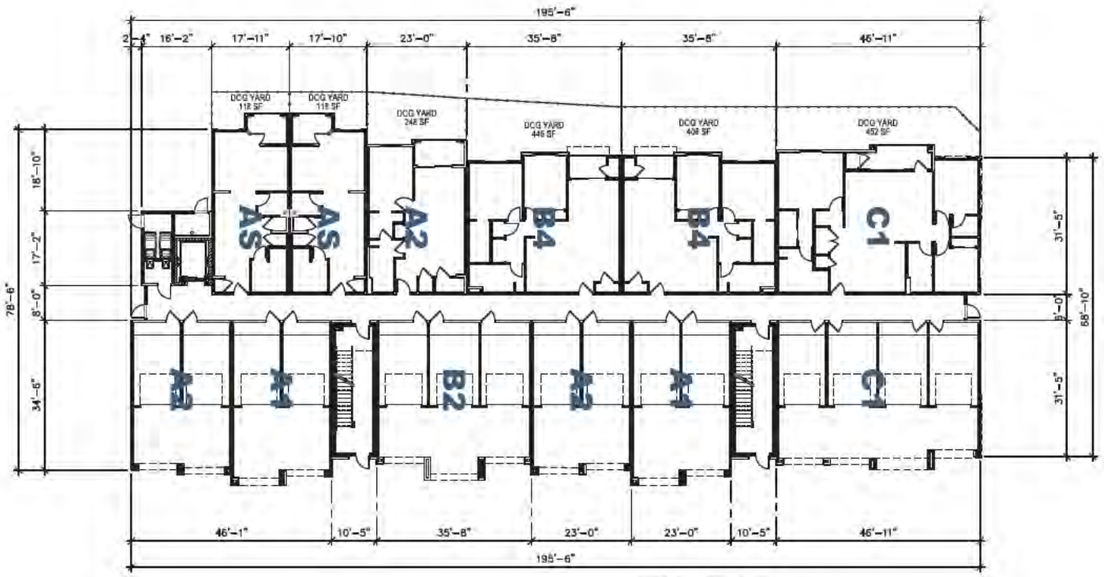
TOLL BROTHERS APARTMENT LIVING

BUILDING 3
COLOR ELEVATION
N.T.S

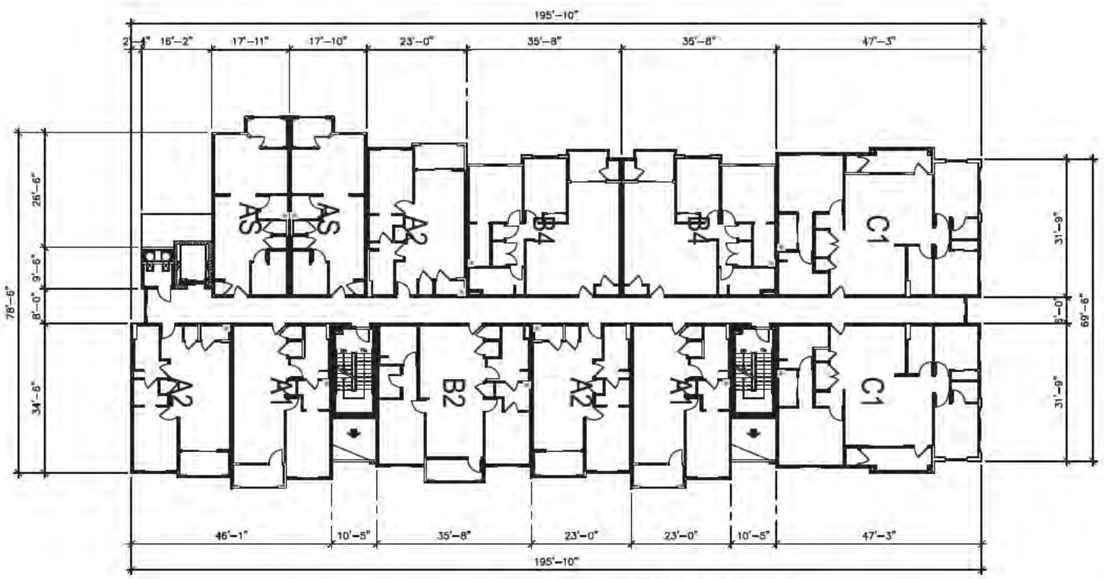
07/29/2024
EX4
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FIRST FLOOR PLAN



SECOND FLOOR PLAN

BUILDING 4 - FLOOR PLANS

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Apartment Homes
CHANDLER, ARIZONA

TOLL BROTHERS APARTMENT LIVING
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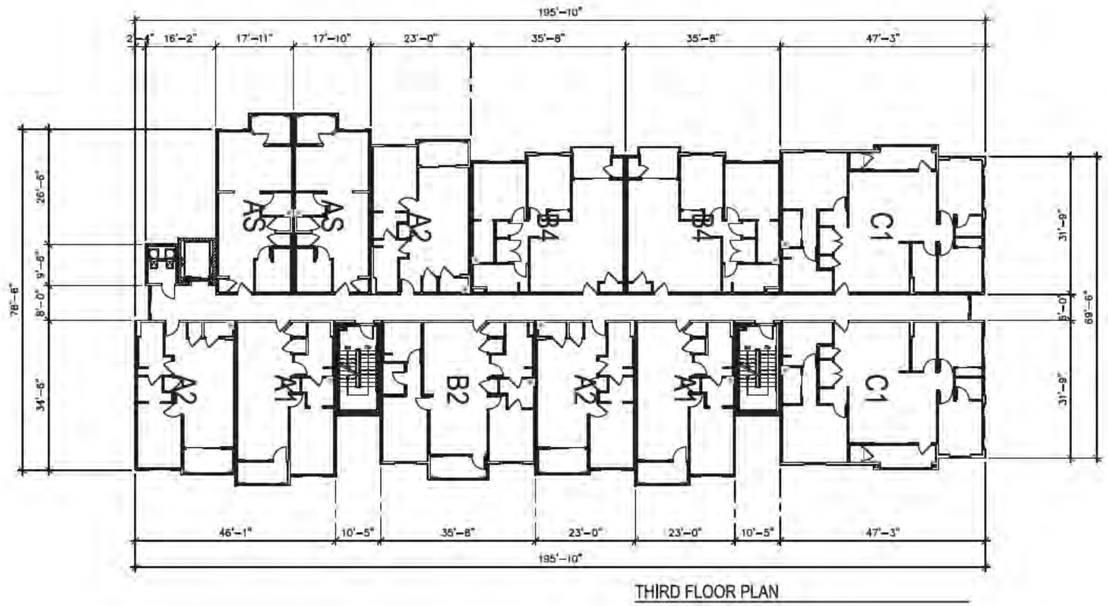
PLANNING
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REVISIONS:	
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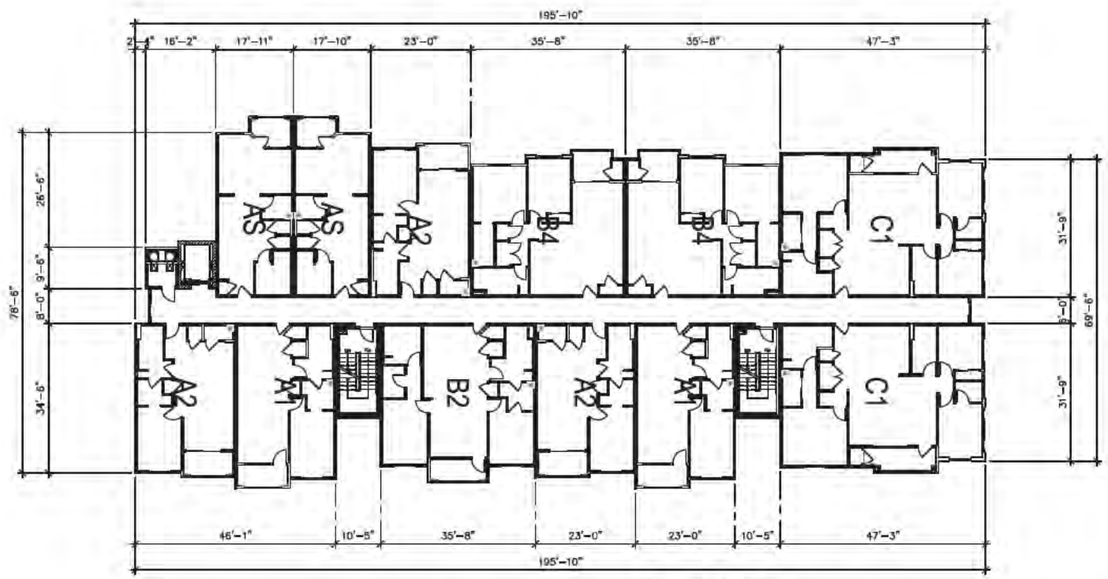
JOB NO:	23-031
SCALE:	1/16" = 1'-0"
SHEET NO:	

A6.1

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THIRD FLOOR PLAN



FOURTH FLOOR PLAN

BUILDING 4 - FLOOR PLANS

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TOLL BROTHERS APARTMENT LIVING
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EXPIRES 9/30/25

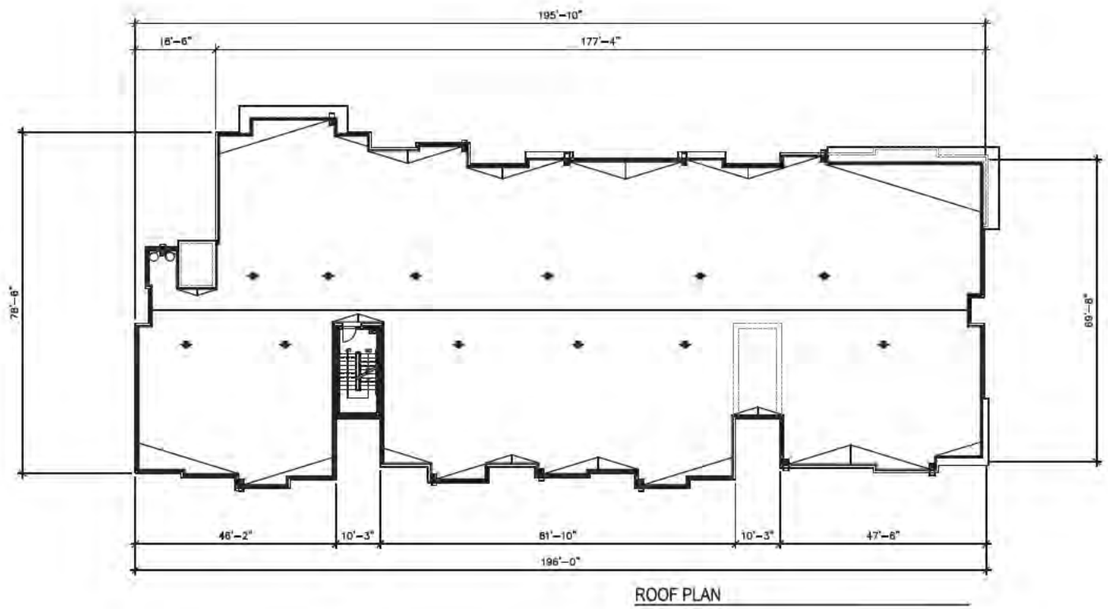
PLANNING
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REVISIONS:	
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JOB NO:	23-031
SCALE:	1/16" = 1'-0"
SHEET NO:	

A6.2

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ROOF PLAN

BUILDING 4 - FLOOR PLANS

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8767 E. VIA DE VENTURA, SUITE 390, SCOTTSDALE, AZ. 85258

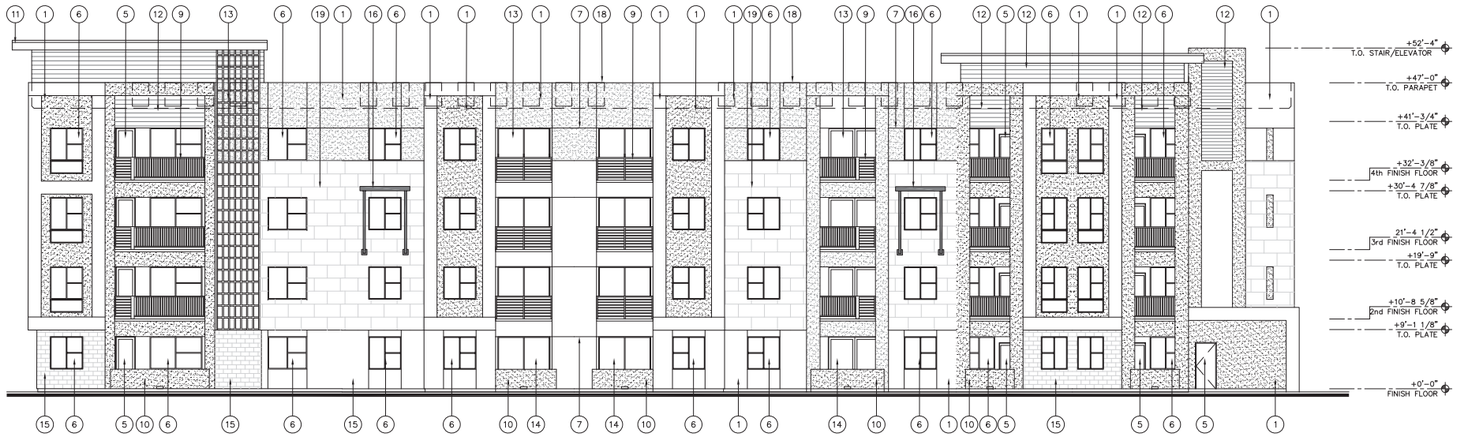
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REVISIONS:	
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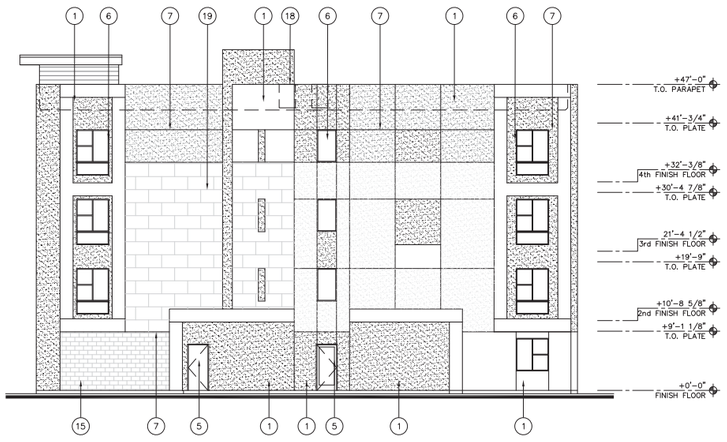
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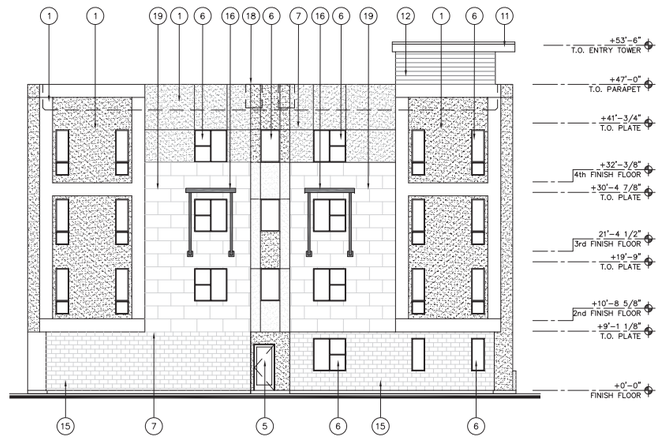
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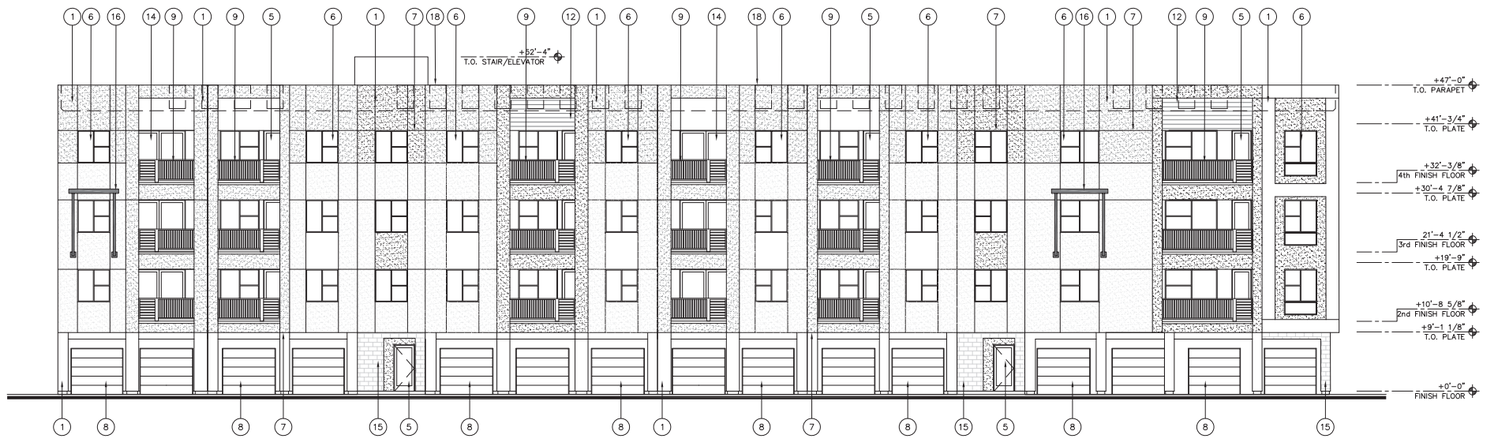
A WEST ELEVATION



C SOUTH ELEVATION



B NORTH ELEVATION



D EAST ELEVATION

ELEVATION KEY NOTES: (#)

1. EXTERIOR STUCCO SYSTEM
2. METAL PARAPET CAP
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5. DOOR PER PLAN
6. WINDOW PER PLAN
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TOLL BROTHERS UPTOWN

Apartment Homes
CHANDLER, ARIZONA

TOLL BROTHERS APARTMENT LIVING

8767 E. VIA DE VENTURA, SUITE 390, SCOTTSDALE, AZ. 85258

PLANNING RESUBMITTAL

REVISIONS:
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JOB NO: 23-031
SCALE: 3/32" = 1'-0"
SHEET NO:

A6.4

BUILDING 4 - ELEVATIONS

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A WEST ELEVATION



C SOUTH ELEVATION



B NORTH ELEVATION



D EAST ELEVATION

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TOLL BROTHERS UPTOWN

TOLL BROTHERS APARTMENT LIVING

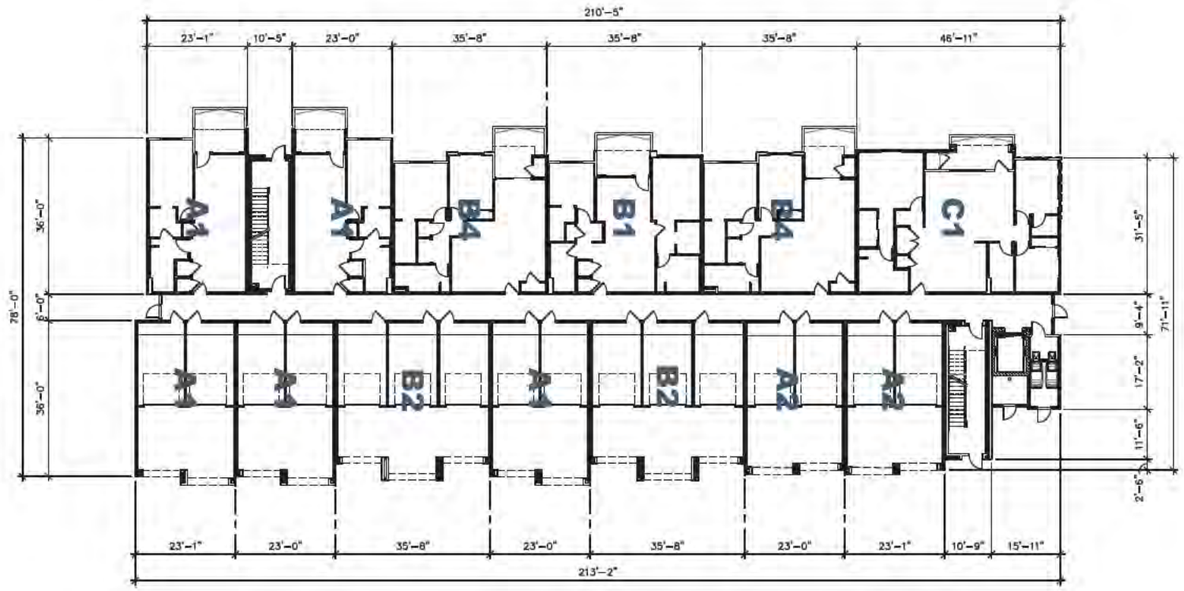
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BUILDING 4
COLOR ELEVATION
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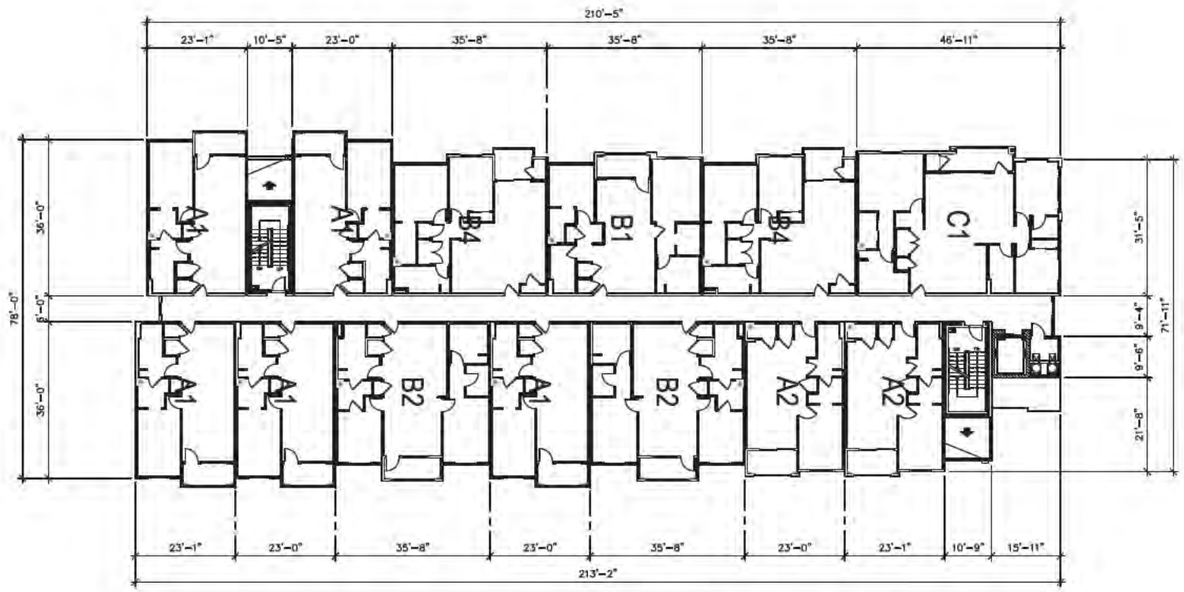
EX5

preliminary not for construction

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FIRST FLOOR PLAN



SECOND FLOOR PLAN

BUILDING 5 - FLOOR PLANS

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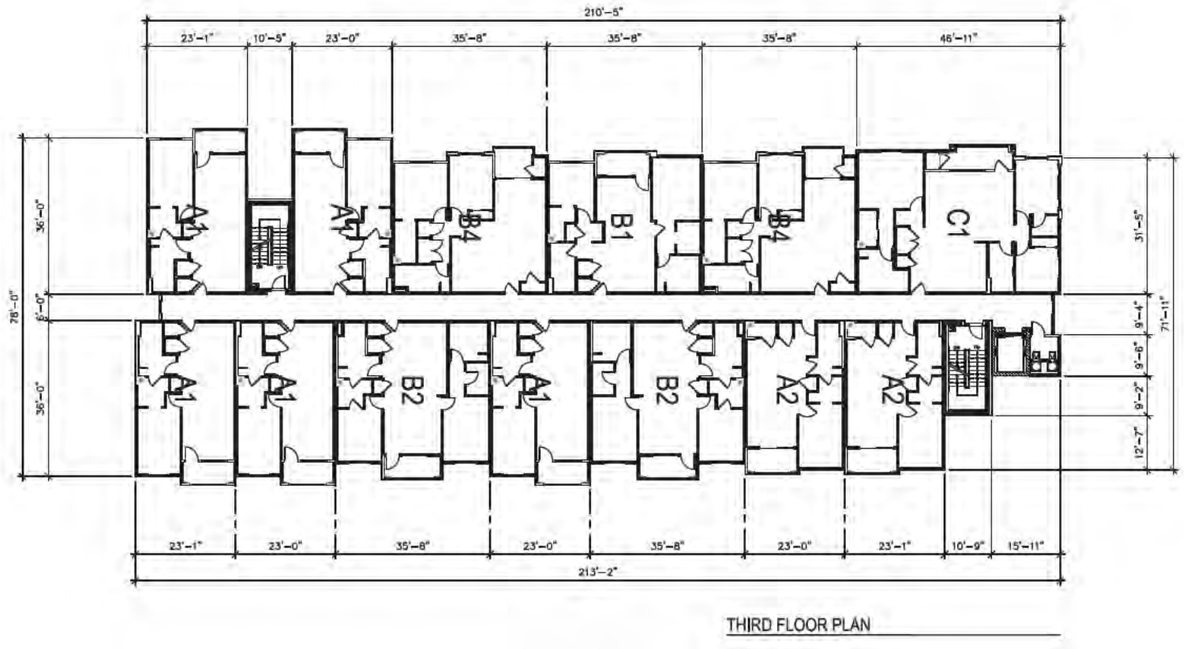
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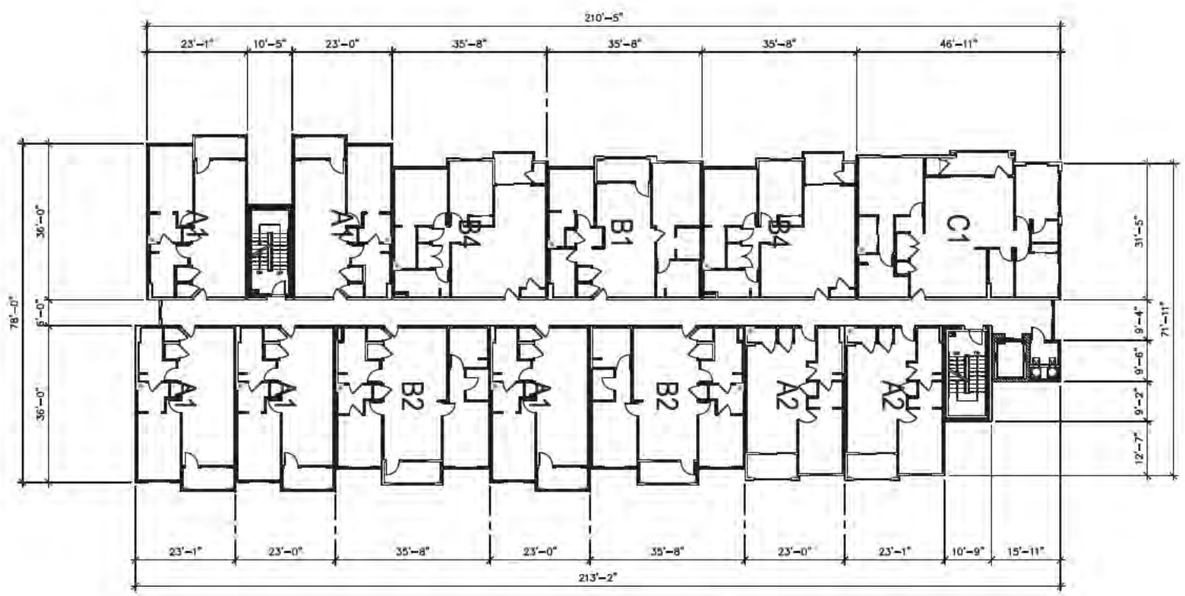
JOB NO: 23-031
SCALE: 1/16"=1'-0"
SHEET NO:

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THIRD FLOOR PLAN



FOURTH FLOOR PLAN

BUILDING 5 - FLOOR PLANS

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Apartment Homes
CHANDLER, ARIZONA

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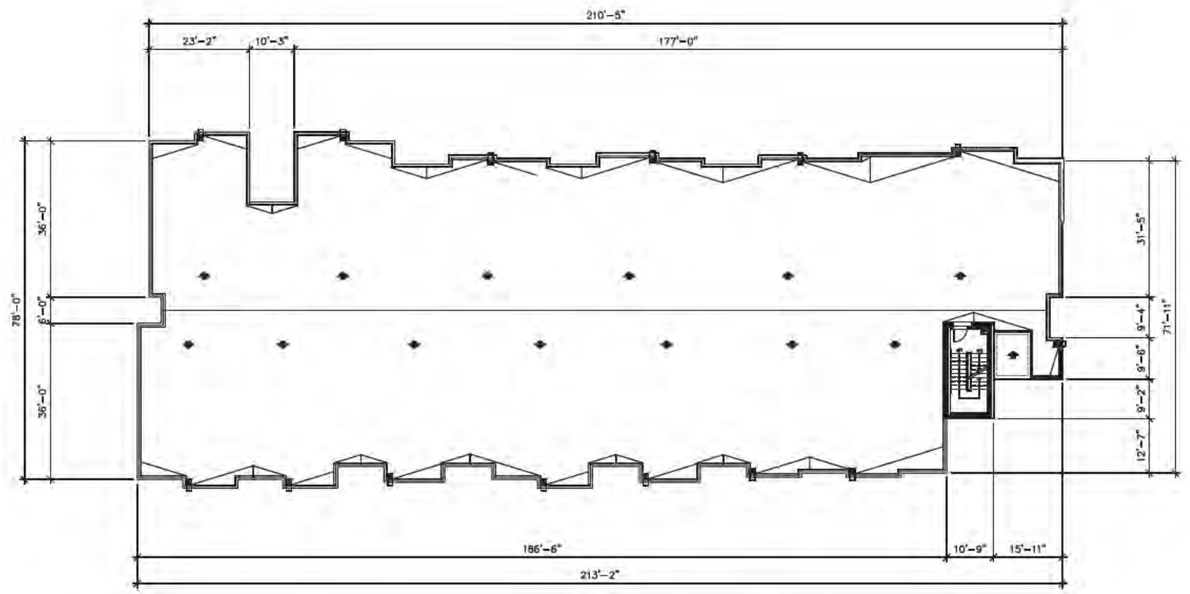
PLANNING
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REVISIONS:
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JOB NO: 23-031
SCALE: 1/16" = 1'-0"
SHEET NO:

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ROOF PLAN

BUILDING 5 - FLOOR PLANS

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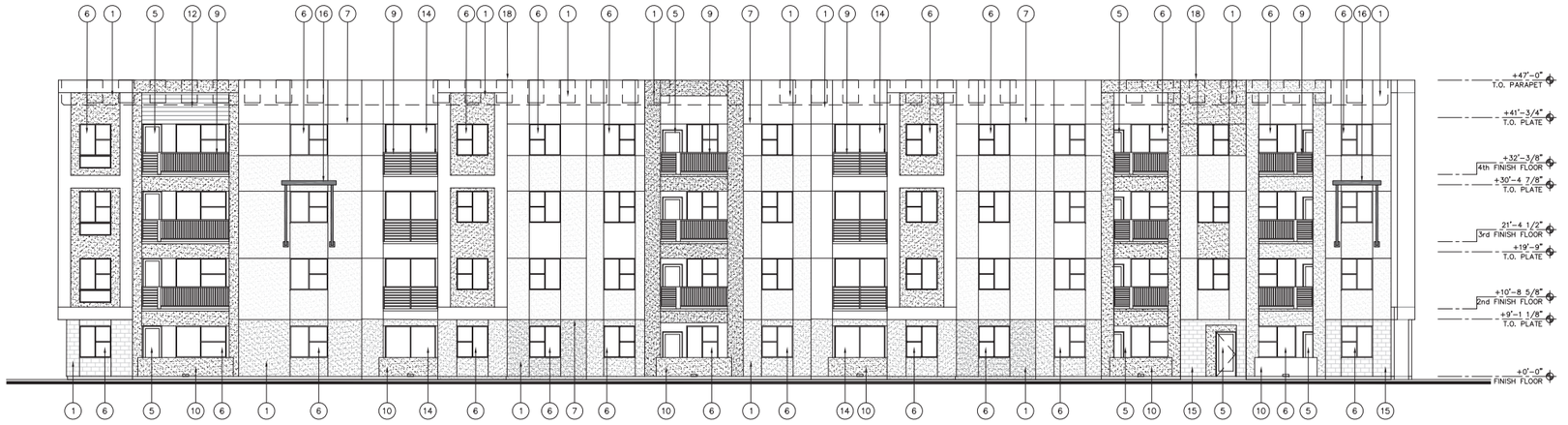
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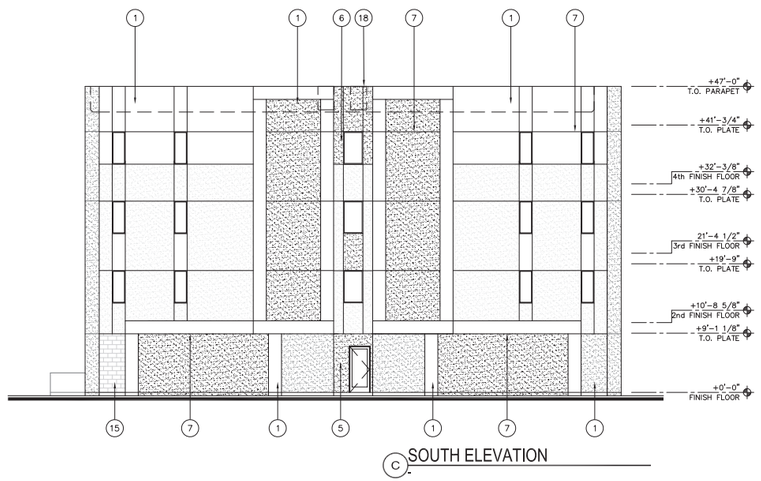
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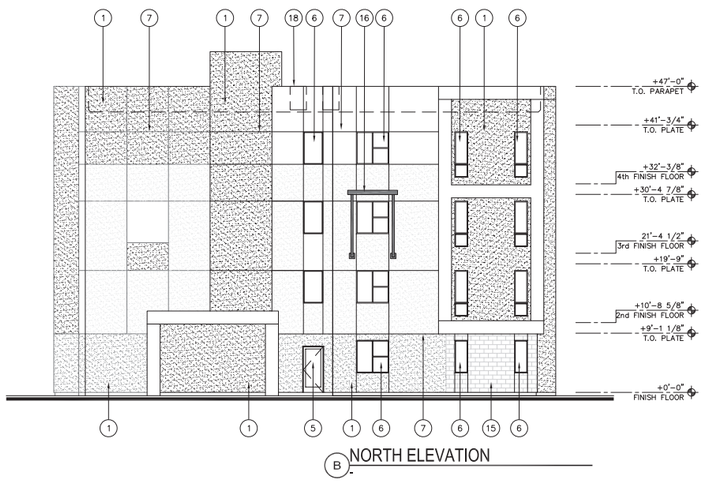
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A WEST ELEVATION



C SOUTH ELEVATION



B NORTH ELEVATION



D EAST ELEVATION

ELEVATION KEY NOTES: (#)

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CHANDLER, ARIZONA

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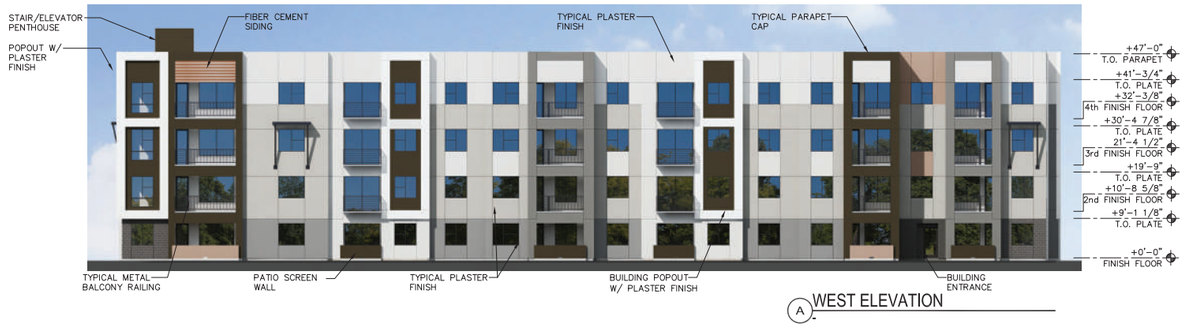
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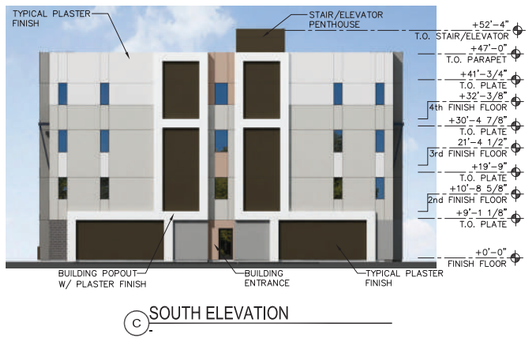
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BUILDING 5 - ELEVATIONS

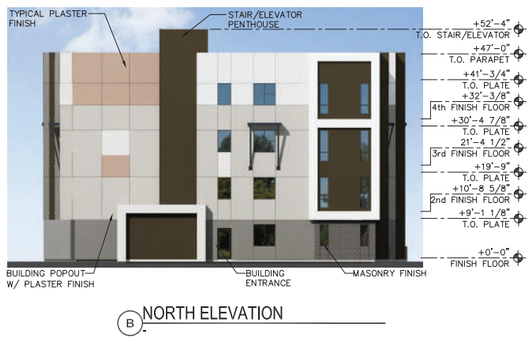
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A WEST ELEVATION



C SOUTH ELEVATION



B NORTH ELEVATION



D EAST ELEVATION

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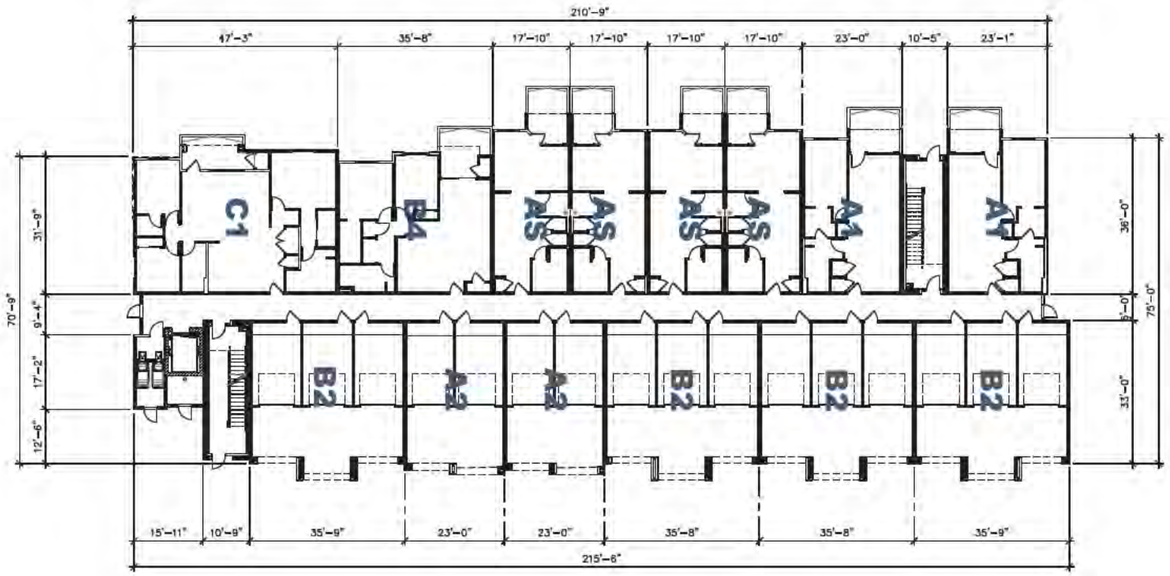
TOLL BROTHERS UPTOWN

TOLL BROTHERS APARTMENT LIVING

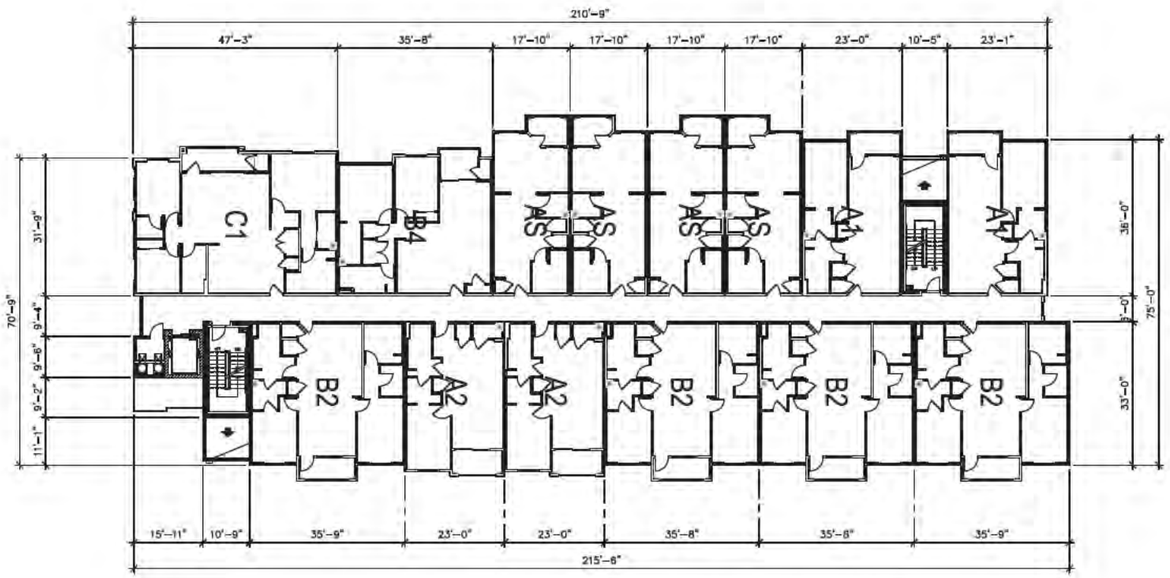
BUILDING 5
COLOR ELEVATION
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EX6
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FIRST FLOOR PLAN



FOURTH FLOOR PLAN

BUILDING 6 - FLOOR PLANS

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TOLL BROTHERS APARTMENT LIVING
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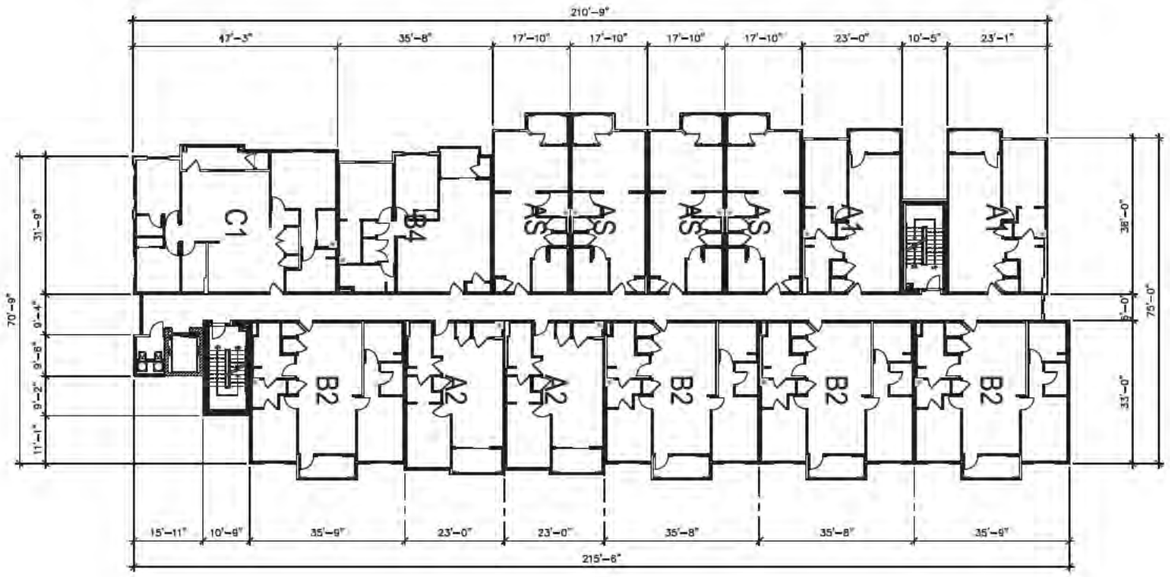
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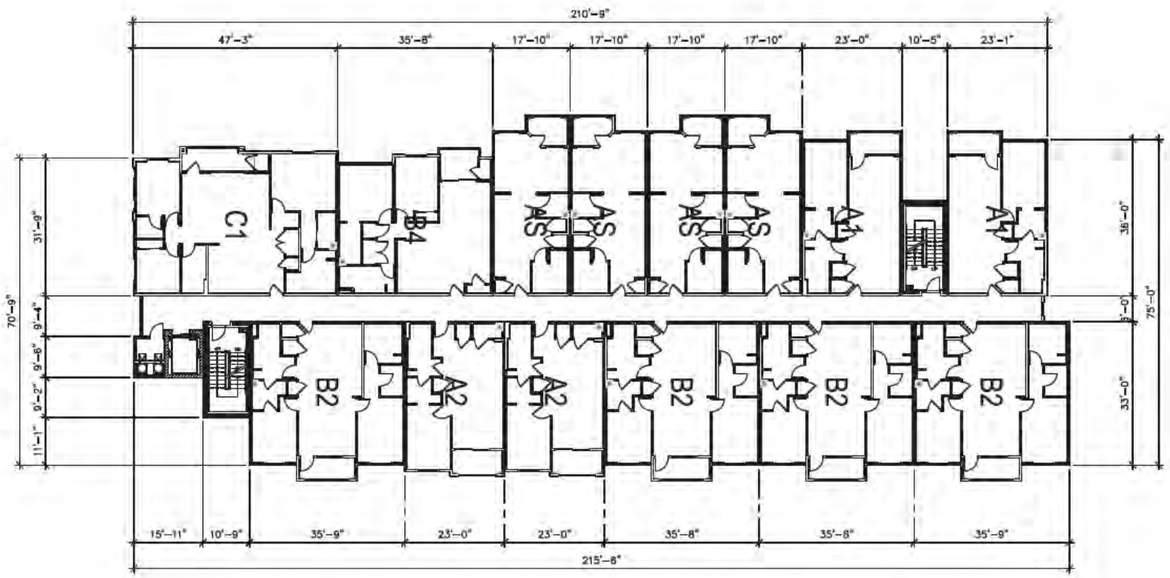
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THIRD FLOOR PLAN



FOURTH FLOOR PLAN

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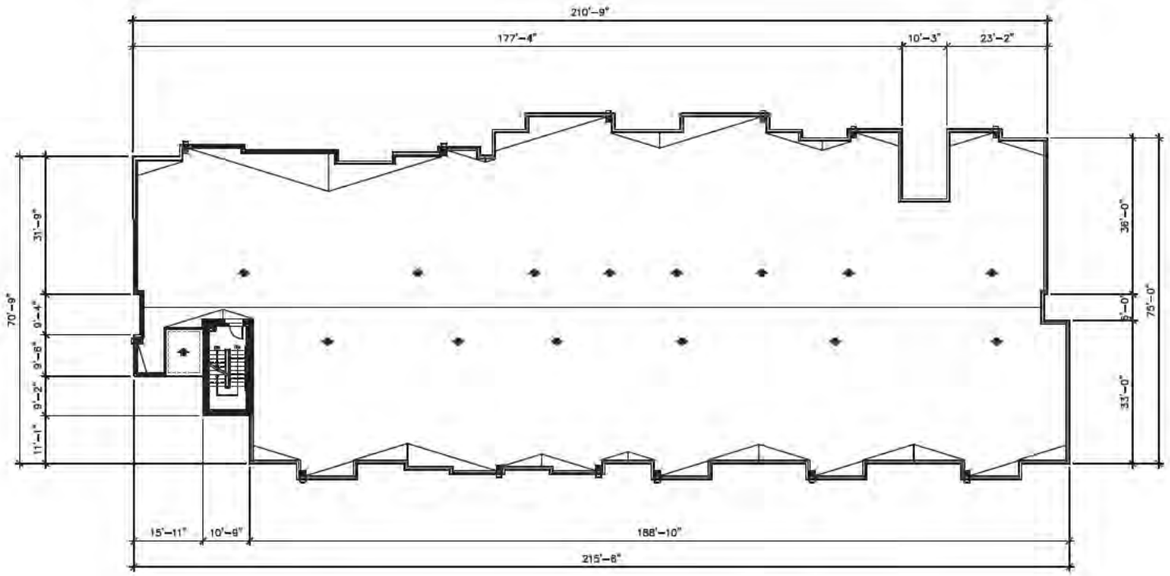
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ROOF PLAN

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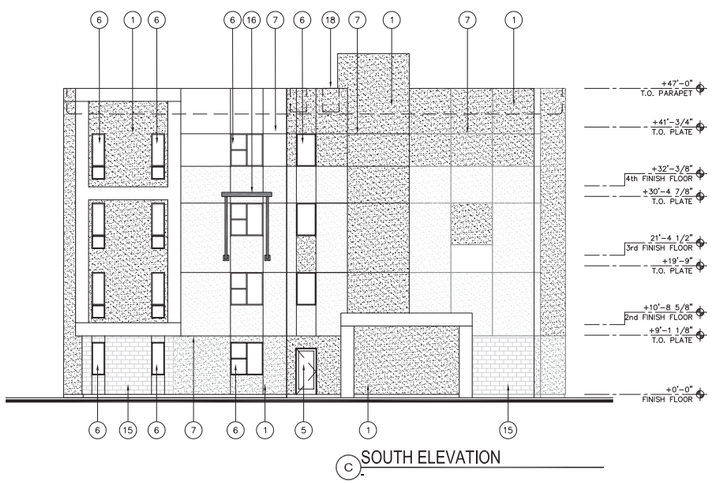
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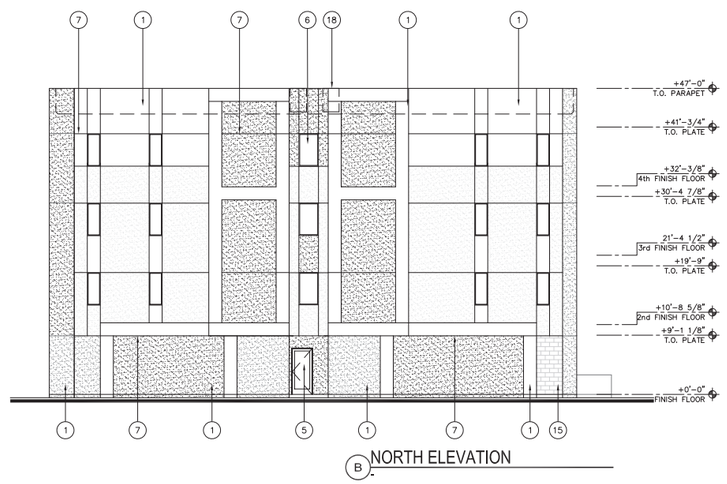
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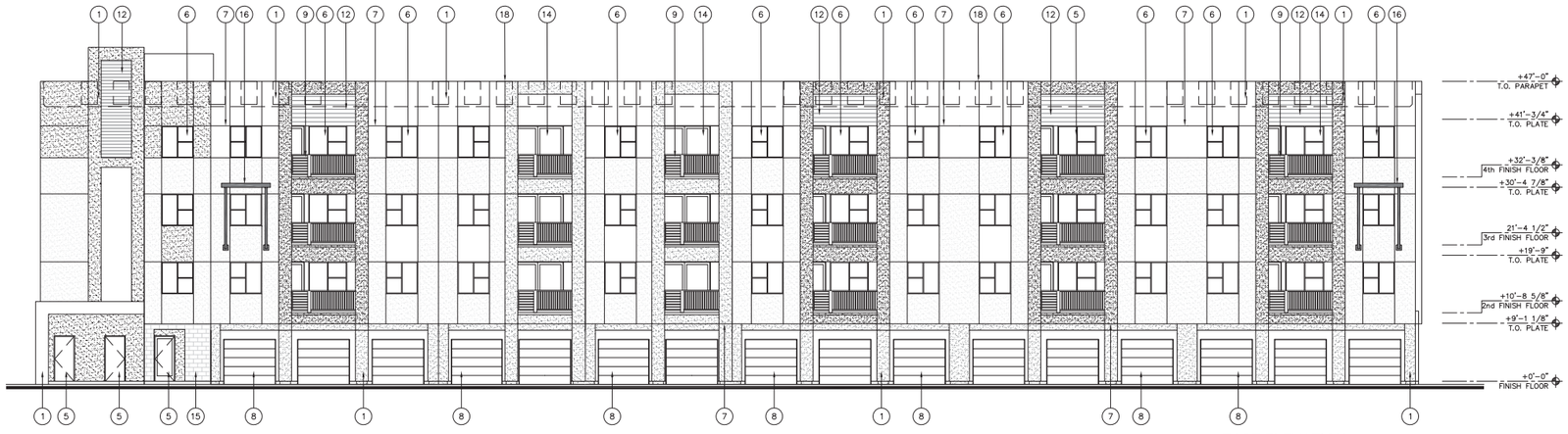
A WEST ELEVATION



C SOUTH ELEVATION



B NORTH ELEVATION



D EAST ELEVATION

ELEVATION KEY NOTES: (#)

1. EXTERIOR STUCCO SYSTEM
2. METAL PARAPET CAP
3. STOREFRONT SYSTEM
4. FOAM POP-OUT
5. DOOR PER PLAN
6. WINDOW PER PLAN
7. STUCCO CONTROL JOINT
8. GARAGE DOOR
9. METAL PATIO/BALCONY RAILING
10. FRAMED PATIO/BALCONY WALL
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12. HORIZONTAL LAP SIDING.
13. DECORATIVE METAL FEATURE.
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15. MASONRY VENEER
16. METAL AWNINGS
17. TELESCOPING DOOR SYSTEM
18. MECHANICAL EQUIPMENT BEYOND, SCREENED BY PARAPET WALLS
19. FIBER CEMENT SIDING

EXTERIOR COLOR SCHEME

A	BODY COLOR 1	DUNN EDWARDS DEW381 DROPLETS
B	BODY COLOR 2	DUNN EDWARDS DE6376 LOOKING GLASS
C	BODY COLOR 3	BENJAMIN MOORE AC-34 CAPE HATTERAS SAND
D	BODY COLOR 4	BENJAMIN MOORE 2139-10 RIVER ROCK
E	BODY COLOR 5 & LAP SIDING	DUNN EDWARDS DE6105 WEATHERED LEATHER
F	METAL SCREENS	ALUMINUM CLEAR ANODIZED FINISH
G	MASONRY VENEER	TRENWYTH HIGH POLISH 4107 8"X16"
H	RAILING, DOORS & METAL CANOPIES	SHERWIN WILLIAMS SW6258 TRICON BLACK
I	WINDOW / STOREFRONT FRAMES	DARK BRONZE
J	FIBER CEMENT PANELS	BENJAMIN MOORE 2112-70 AMERICAN WHITE

GENERAL ELEVATION NOTES:

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4. SCREENING SHALL BE ARCHITECTURALLY INTEGRATED FOR THE SERVICE ENTRANCE SECTION (SES) AND ALL UTILITIES. ALL GROUND MOUNTED EQUIPMENT SHALL BE SCREENED FROM PUBLIC VIEW BY A CONCRETE OR MASONRY WALL WITH SOLID GATES, EQUAL TO OR GREATER IN HEIGHT THAN THE MECHANICAL EQUIPMENT. SECTION 35-1902 (B)(e)13, ZONING CODE.
5. SIGNS REQUIRE A SEPARATE SUBMITTAL AND PERMIT.

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Apartment Homes
CHANDLER, ARIZONA

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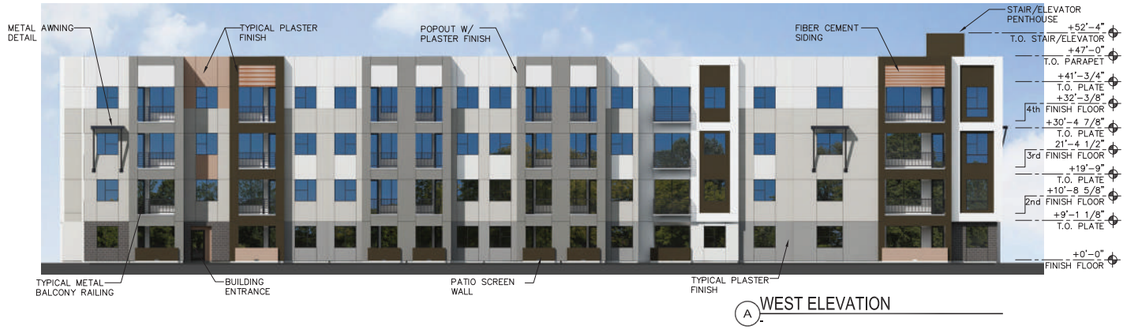
PLANNING RESUBMITTAL
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SCALE: 3/32" = 1'-0"
SHEET NO:

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A WEST ELEVATION



C SOUTH ELEVATION



B NORTH ELEVATION



D EAST ELEVATION

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TOLL BROTHERS UPTOWN

TOLL BROTHERS APARTMENT LIVING

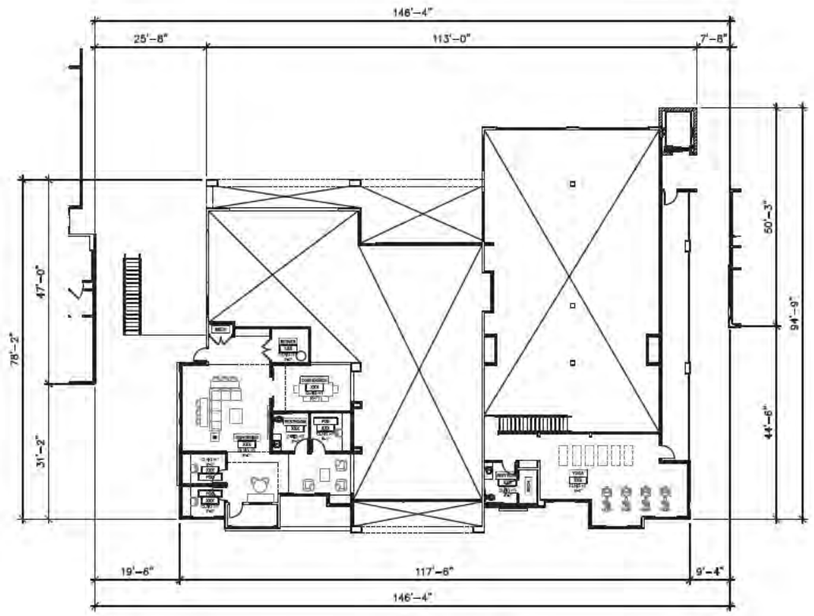
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BUILDING 6
COLOR ELEVATION
N.T.S

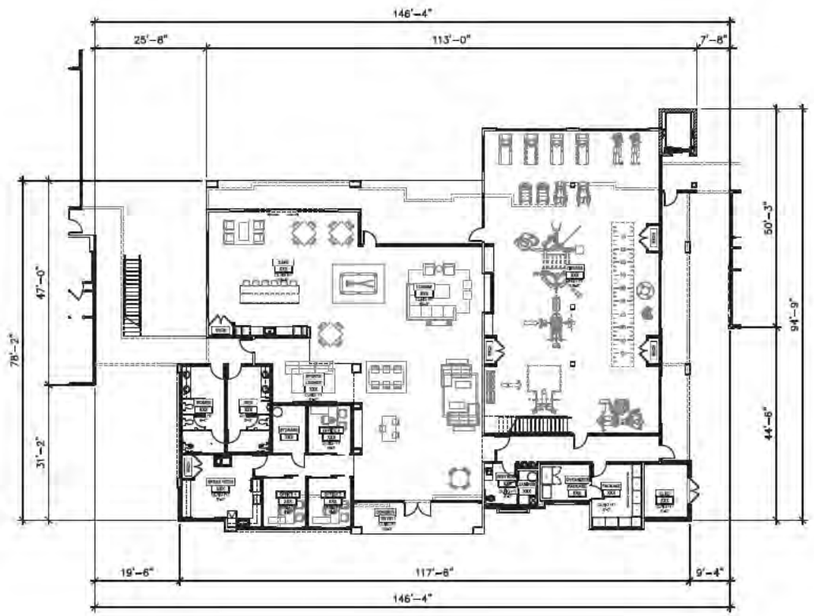
EX7

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SECOND FLOOR PLAN



FIRST FLOOR PLAN

CLUBHOUSE
BUILDING - FLOOR PLANS

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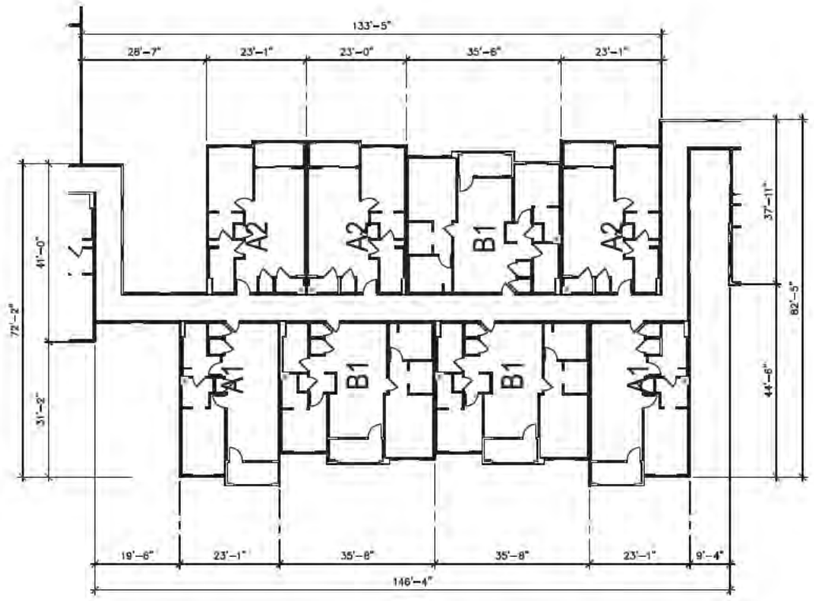
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RESUBMITTAL
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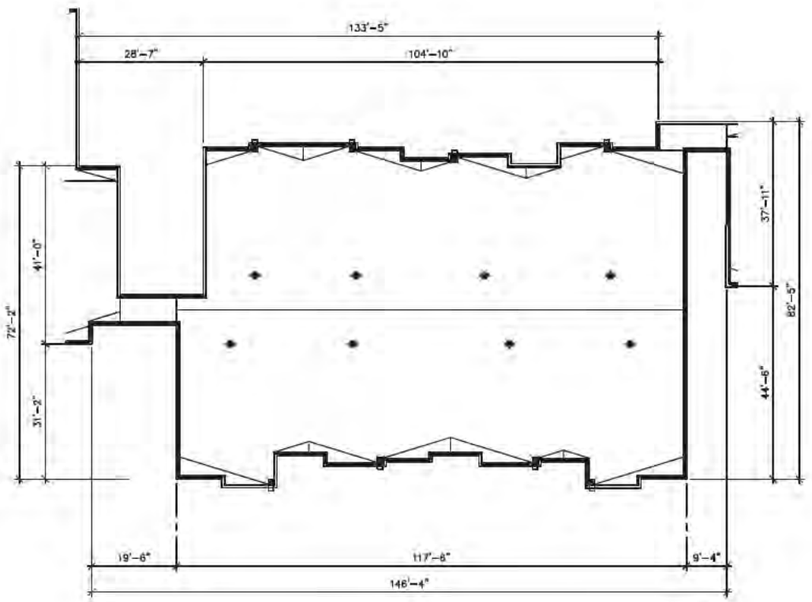
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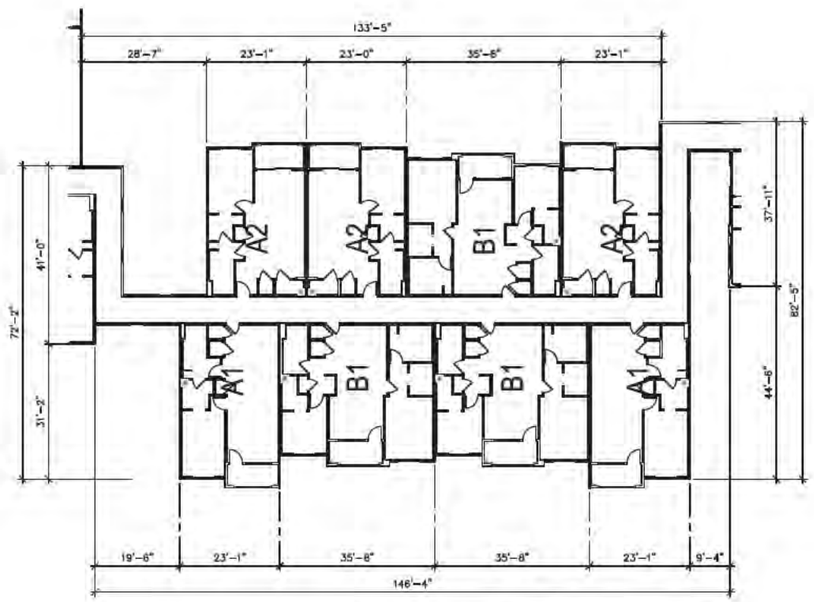
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FOURTH FLOOR PLAN



ROOF PLAN



THIRD FLOOR PLAN

CLUBHOUSE
BUILDING - FLOOR PLANS

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GENERAL ELEVATION NOTES:

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EXTERIOR COLOR SCHEME

A	BODY COLOR 1	DUNN EDWARDS DEW381 DROPLETS	F	METAL SCREENS	ALUMINUM CLEAR ANODIZED FINISH
B	BODY COLOR 2	DUNN EDWARDS DE6376 LOOKING GLASS	G	MASONRY VENEER	TRENWYTH HIGH POLISH 4107 8"X16"
C	BODY COLOR 3	BENJAMIN MOORE AC-34 CAPE HATTERAS SAND	H	RAILING, DOORS & METAL CANOPIES	SHERWIN WILLIAMS SW6258 TRICON BLACK
D	BODY COLOR 4	BENJAMIN MOORE 2139-10 RIVER ROCK	I	WINDOW / STOREFRONT FRAMES	DARK BRONZE
E	BODY COLOR 5 & LAP SIDING	DUNN EDWARDS DE6105 WEATHERED LEATHER	J	FIBER CEMENT PANELS	BENJAMIN MOORE 2112-70 AMERICAN WHITE

ELEVATION KEY NOTES: (#)

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3. STOREFRONT SYSTEM
4. FOAM POP-OUT
5. DOOR PER PLAN
6. WINDOW PER PLAN
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11. TOWER ELEMENT.
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13. DECORATIVE METAL FEATURE.
14. SLIDING GLASS DOOR PER PLAN.
15. MASONRY VENEER
16. METAL AWNINGS
17. TELESCOPING DOOR SYSTEM
18. MECHANICAL EQUIPMENT BEYOND, SCREENED BY PARAPET WALLS
19. FIBER CEMENT SIDING



A WEST ELEVATION



B EAST ELEVATION - COURTYARD

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CLUBHOUSE
BUILDING - ELEVATIONS

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A WEST ELEVATION



B EAST COURTYARD ELEVATION

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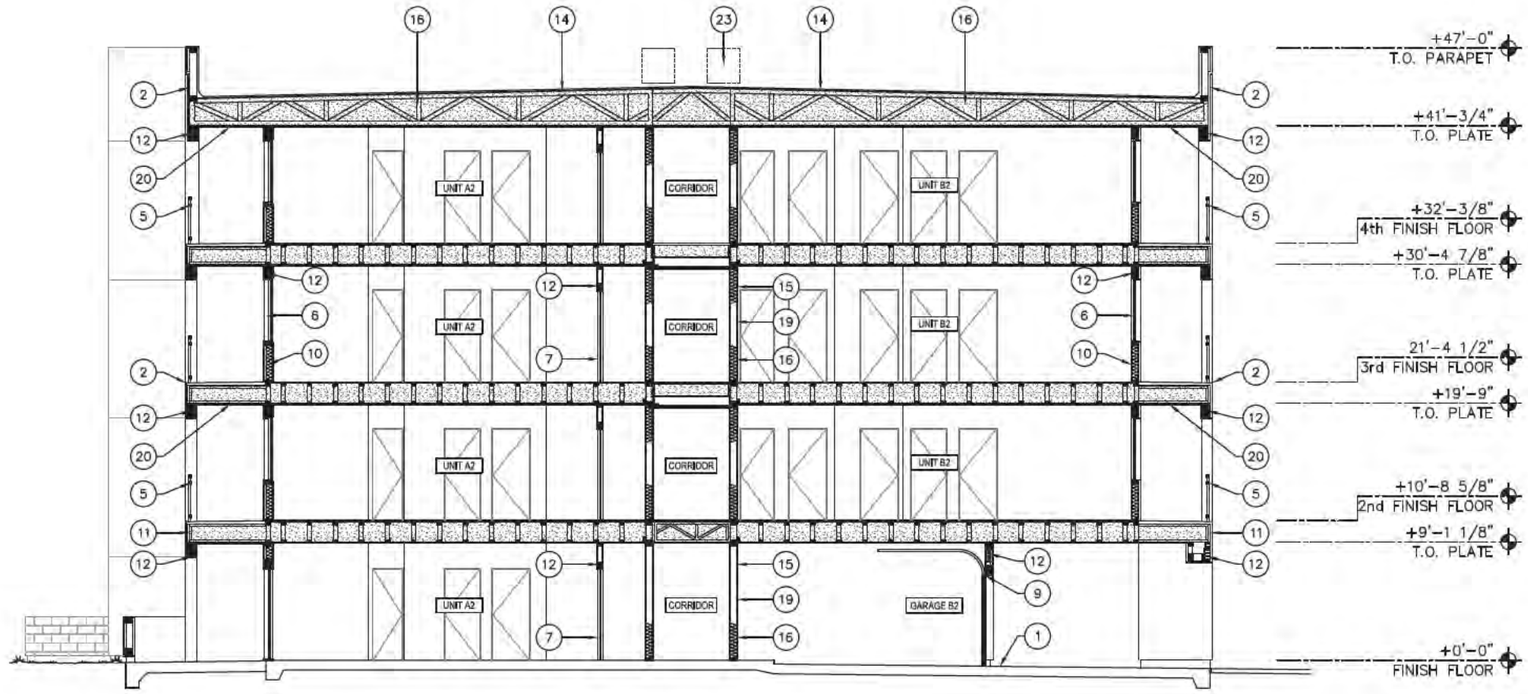
CLUBHOUSE COLOR ELEVATION

N.T.S

EX8

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TYPICAL BUILDING SECTION

KEYNOTE SCHEDULE:

1. CONCRETE FOUNDATION – REFER TO STRUCTURAL DRAWINGS.
2. EXTERIOR STUCCO SYSTEM OVER WATERPROOFING MEMBRANE.
3. STONE/BRICK VENEER.
4. PARAPET CAP – REFER TO ROOF PLAN AND DETAILS
5. METAL BALCONY RAILING @ 42" A.F.F.
6. WINDOW – REFER TO UNIT PLANS.
7. DOOR – REFER TO UNIT PLANS.
8. TYPICAL PARAPET BEYOND.
9. GARAGE DOOR ASSEMBLY.
10. WOOD STUD FRAMING
11. PREFAB WOOD TRUSS.
12. BEAM/HEADER.
13. FINISHED GRADE.
14. 1" CLASS "B" SPRAY FOAM ROOFING SYSTEM. INSTALL PER SPECIFICATIONS AND MANUFACTURES INSTRUCTIONS.
15. GYPSUM BOARD FINISH PER ASSEMBLY TYPE.
16. INSULATION – REFER TO INSULATION SCHEDULE THIS SHEET.
17. 2x SILL PLATE
18. DOUBLE 2x TOP PLATE.
19. INTERIOR WALL – 2x FRAMING WITH GYPSUM BOARD FINISH.
20. EXTERIOR GYPSUM SOFFIT BOARD FINISH.
21. SITE PAVING – REFER TO SITE PLAN AND CIVIL.
22. BALCONY – 1 1/2" MIN. HARDROCK CONCRETE OVER PROTECTION BOARD AND WATERPROOFING MEMBRANE. REFER TO SPECIFICATIONS. SLOPE MIN. 1/4" PER FOOT TO DRAIN.
23. MECHANICAL EQUIPMENT – BELOW HEIGHT OF PARAPET.
24. 42" FRAMED EXTENDED PATIO WALL.

INSULATION SCHEDULE:

EXTERIOR WALLS	R-19 at 2x6 WALLS R-13 at 2x4 WALLS
ROOF	R-38 BATTS TO FILL CAVITY
FLOOR/CEILING	BATT OR BLOWN INSULATION TO FILL CAVITY
GARAGE CEILING	BATT OR BLOWN INSULATION TO FILL CAVITY
PARTY WALLS	3" SOUND BATTS EACH SIDE
CORRIDOR WALLS	3.5" SOUND BATTS

GENERAL INSULATION NOTE:

FILL FLOOR/CEILING AND ROOF/CEILING CAVITY WITH NON-COMBUSTIBLE BATT INSULATION

BUILDING COMPONENT SCHEDULE:

BUILDING ELEMENT	CONSTRUCTION TYPE V-A	DETAIL REFERENCE
EXTERIOR BEARING WALL	1 HOUR RATED	3/FR1
INTERIOR BEARING WALL	1 HOUR RATED	10/FR1
INTERIOR NON-BEARING WALL	NON-RATED	17/FR2
UNIT SEPARATION WALL	1 HOUR RATED	2/FR1
FLOOR/CEILING ASSEMBLY (UNIT SEPARATION)	1 HOUR RATED	4/FR1
FLOOR/CEILING ASSEMBLY (CORRIDORS)	1 HOUR RATED	5/FR1
ROOF/CEILING ASSEMBLY	1 HOUR RATED	7/FR1
STAIR ENCLOSURE CORRIDOR WALL	2 HOUR RATED	19/FR2
STAIR ENCLOSURE UNIT SEPARATION WALL	2 HOUR RATED	19/FR2
STAIR ENCLOSURE EXTERIOR WALL	2 HOUR RATED	22/FR2
ELEVATOR SHAFT	2 HOUR RATED	19/FR2

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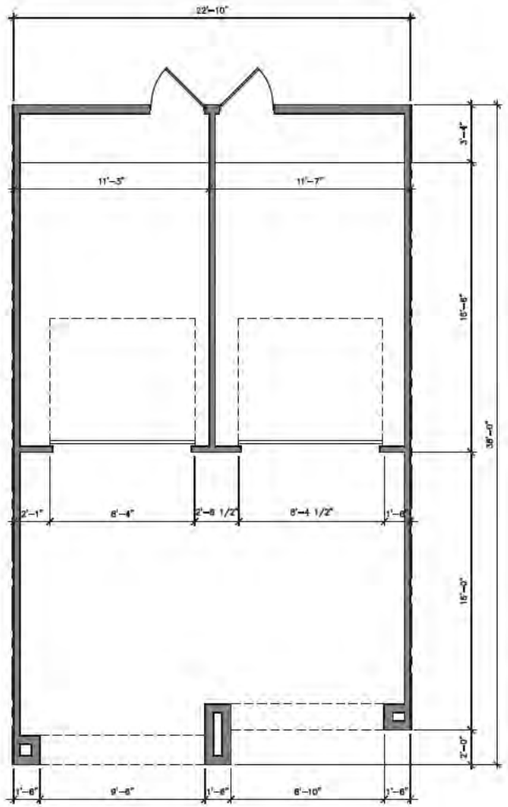
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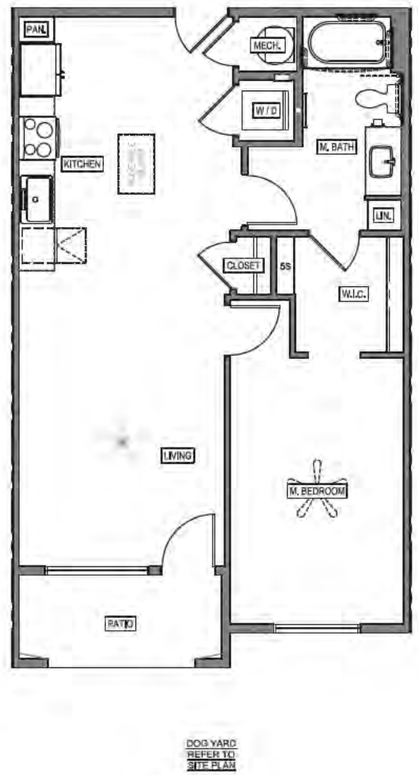
BUILDING SECTIONS

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UNIT A1 - GARAGE
TYPICAL

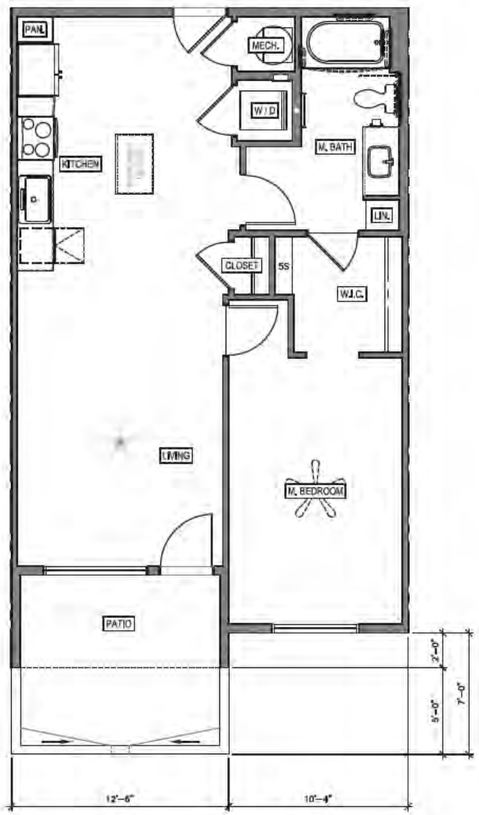
GROSS AREA:	
GARAGE:	459 S.F.
TANDEM PARKING:	393 S.F.
TOTAL	852 S.F.



DOG YARD
REFER TO
SITE PLAN

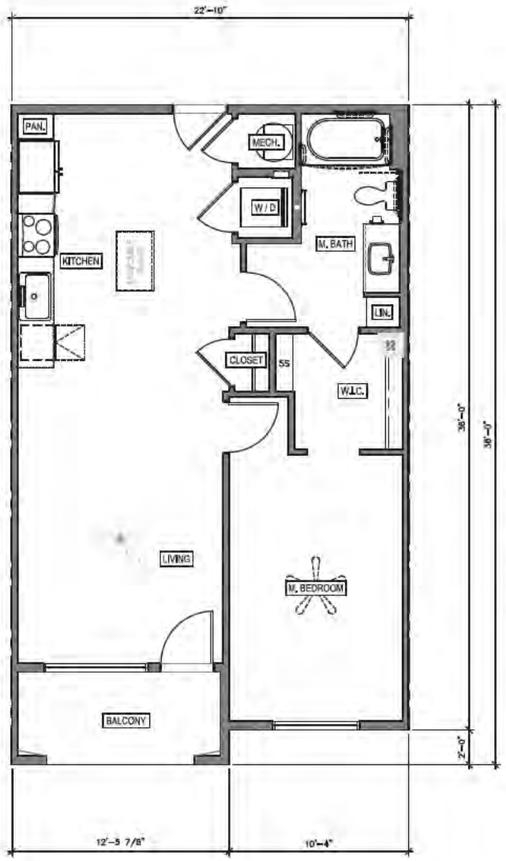
UNIT A1.2
1ST FLOOR - BUILDING 4 DOG YARD

GROSS LIVABLE AREA:	
LIVABLE:	787 S.F.
STORAGE:	0 S.F.
PATIO/BALCONY:	60 S.F.
TOTAL	852 S.F.



UNIT A1 1
1ST FLOOR

GROSS LIVABLE AREA:	
LIVABLE:	787 S.F.
STORAGE:	0 S.F.
PATIO/BALCONY:	128 S.F.
TOTAL	915 S.F.



UNIT A1
UPPER FLOORS

GROSS LIVABLE AREA:	
LIVABLE:	787 S.F.
STORAGE:	0 S.F.
PATIO/BALCONY:	65 S.F.
TOTAL	852 S.F.

FLOOR PLAN
UNIT A1 & A1 GARAGE

biltform architecture
biltform architecture group, inc.
11460 north cave creek road . suite 11
phoenix . arizona 85020
Phone 602.285.0260 Fax 602.285.0029

EXPIRES 9/30/25

TOLL BROTHERS UPTOWN
Apartment Homes
CHANDLER, ARIZONA

TOLL BROTHERS APARTMENT LIVING
8767 E. VIA DE VENTURA, SUITE 390, SCOTTSDALE, AZ. 85258

PLANNING
RESUBMITTAL
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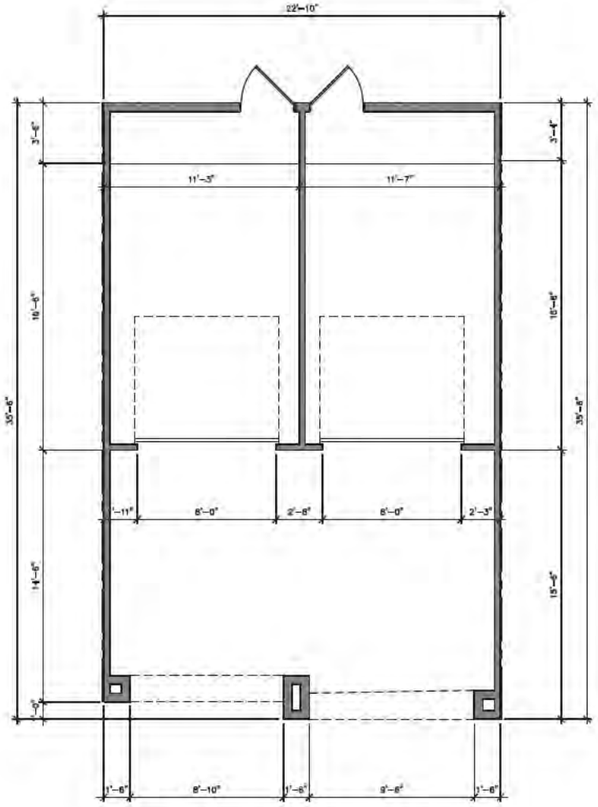
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JOB NO:	23-031
SCALE:	1/4" = 1'-0"

SHEET NO:

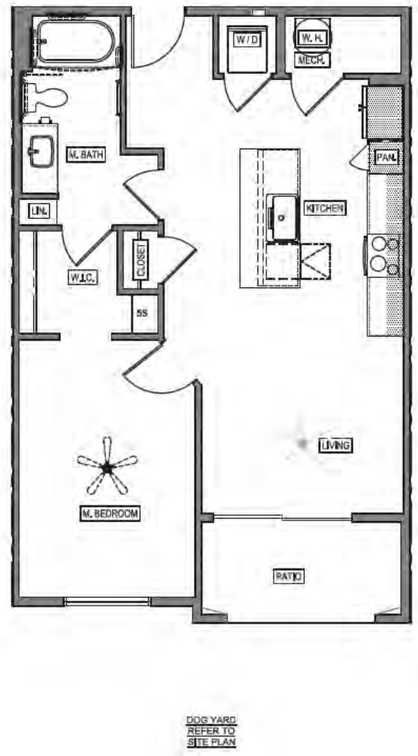
A2.1.0

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UNIT A2 - GARAGE
TYPICAL

GROSS AREA:	
GARAGE:	460 S.F.
TANDEM PARKING:	345 S.F.
TOTAL	805 S.F.



DOG YARD
REFER TO
SITE PLAN

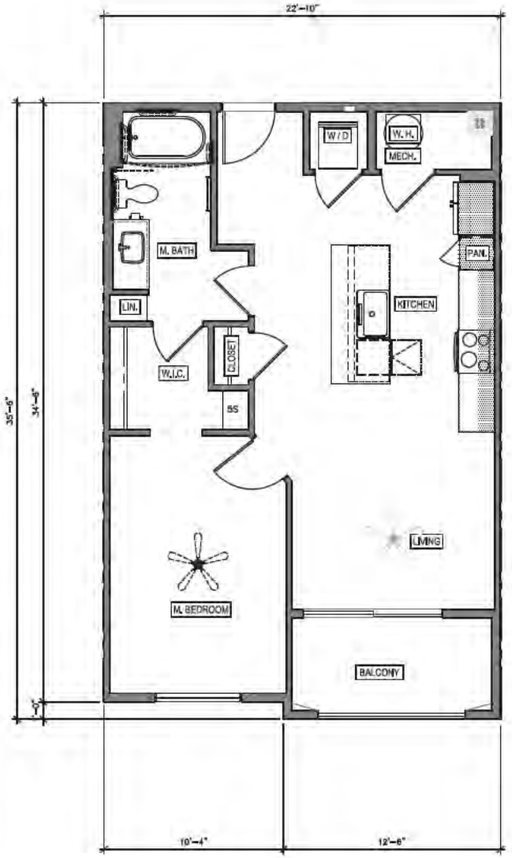
UNIT A2.3
1ST FLOOR - BUILDING 4 DOG YARD

GROSS LIVABLE AREA:	
LIVABLE:	735 S.F.
STORAGE:	0 S.F.
PATIO/BALCONY:	70 S.F.
TOTAL	805 S.F.



UNIT A2.1 & A2.2
1ST FLOOR

GROSS LIVABLE AREA:	
LIVABLE:	735 S.F.
STORAGE:	0 S.F.
PATIO/BALCONY:	128 S.F.
TOTAL	863 S.F.



UNIT A2
UPPER FLOORS

GROSS LIVABLE AREA:	
LIVABLE:	735 S.F.
STORAGE:	0 S.F.
PATIO/BALCONY:	70 S.F.
TOTAL	805 S.F.

FLOOR PLAN
UNIT A2 & A2 GARAGE

biltform
architecture
biltform architecture group, inc.
11460 north cave creek road . suite 11
phoenix . arizona 85020
Phone 602.285.0093 Fax 602.285.0029

EXPIRES 9/30/25

TOLL BROTHERS UPTOWN
Apartment Homes
CHANDLER, ARIZONA

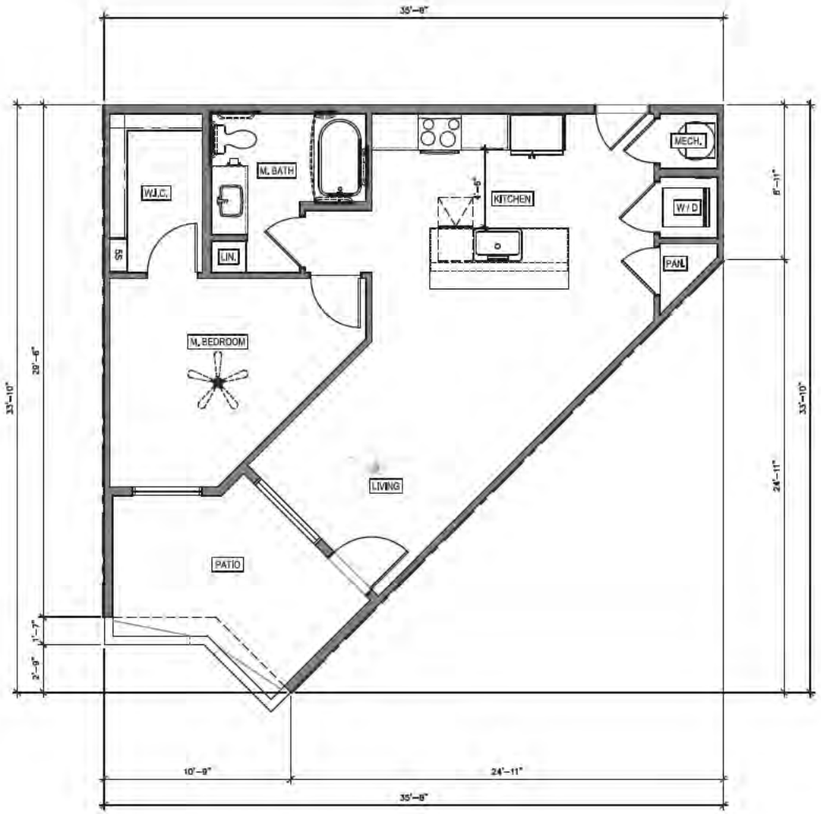
TOLL BROTHERS APARTMENT LIVING
8767 E. VIA DE VENTURA, SUITE 390, SCOTTSDALE, AZ. 85258

PLANNING
RESUBMITTAL
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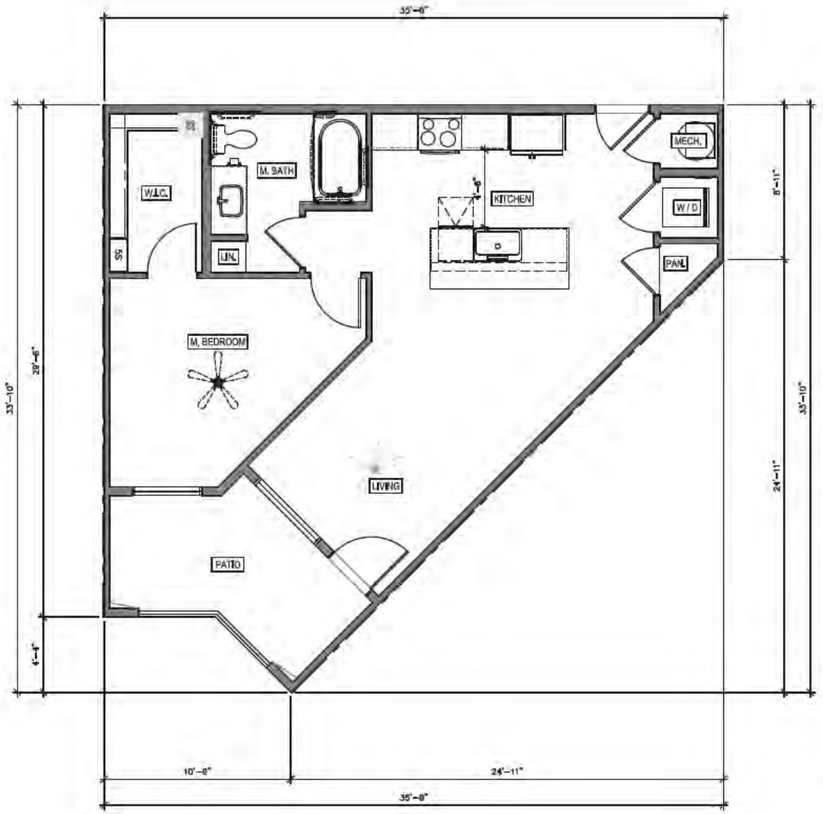
JOB NO:	23-031
SCALE:	1/4" = 1'-0"
SHEET NO:	A2.2.0

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UNIT A6.1
1ST FLOOR

GROSS LIVABLE AREA:	
LIVABLE:	752 S.F.
STORAGE:	0 S.F.
PATIO/BALCONY:	128 S.F.
TOTAL	880 S.F.



UNIT A6
UPPER FLOORS

GROSS LIVABLE AREA:	
LIVABLE:	752 S.F.
STORAGE:	0 S.F.
PATIO/BALCONY:	110 S.F.
TOTAL	862 S.F.

FLOOR PLAN
UNIT A6

biltform architecture
biltform architecture group, inc.
11460 north cave creek road . suite 11
phoenix . arizona 85020
Phone 602.285.0260 Fax 602.285.0259

EXPIRES 9/30/25

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Apartment Homes
CHANDLER, ARIZONA

TOLL BROTHERS APARTMENT LIVING
8767 E. VIA DE VENTURA, SUITE 390, SCOTTSDALE, AZ. 85258

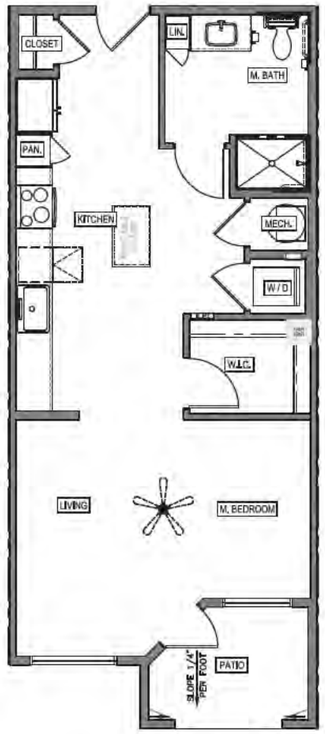
PLANNING
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JOB NO:	23-031
SCALE:	1/4"=1'-0"
SHEET NO:	

A2.3.0

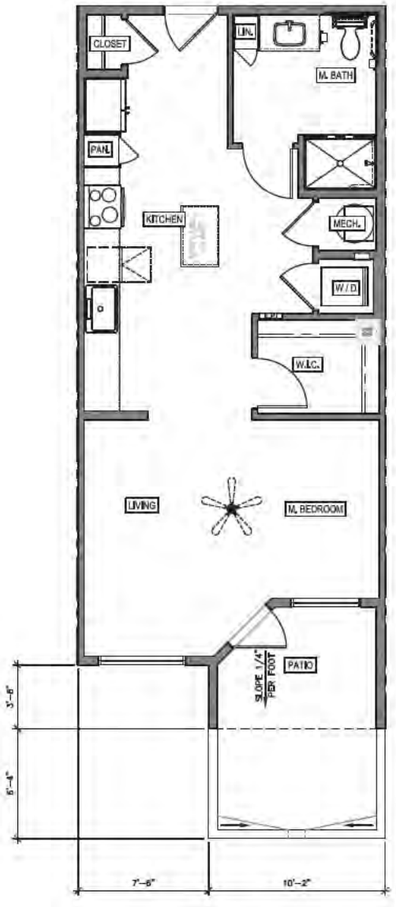
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DOG YARD
REFER TO
SITE PLAN

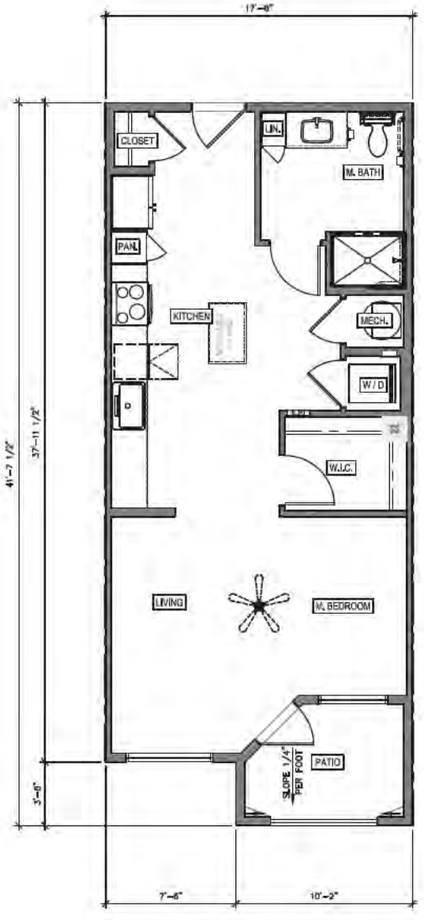
UNIT AS.3
1ST FLOOR - DOG YARD

GROSS LIVABLE AREA:	
LIVABLE:	650 S.F.
STORAGE:	0 S.F.
PATIO/BALCONY:	64 S.F.
TOTAL	714 S.F.



UNIT AS.1 & AS.2
1ST FLOOR

GROSS LIVABLE AREA:	
LIVABLE:	650 S.F.
STORAGE:	0 S.F.
PATIO/BALCONY:	128 S.F.
TOTAL	778 S.F.



UNIT AS
UPPER FLOORS

GROSS LIVABLE AREA:	
LIVABLE:	650 S.F.
STORAGE:	0 S.F.
PATIO/BALCONY:	64 S.F.
TOTAL	714 S.F.

FLOOR PLAN
UNIT AS

biltform architecture

biltform architecture group, inc.
11460 north cave creek road . suite 11
phoenix . arizona 85020
Phone 602.285.0093 Fax 602.285.0029

EXPIRES 9/30/25

TOLL BROTHERS UPTOWN
Apartment Homes
CHANDLER, ARIZONA

TOLL BROTHERS APARTMENT LIVING
8767 E. VIA DE VENTURA, SUITE 390, SCOTTSDALE, AZ. 85258

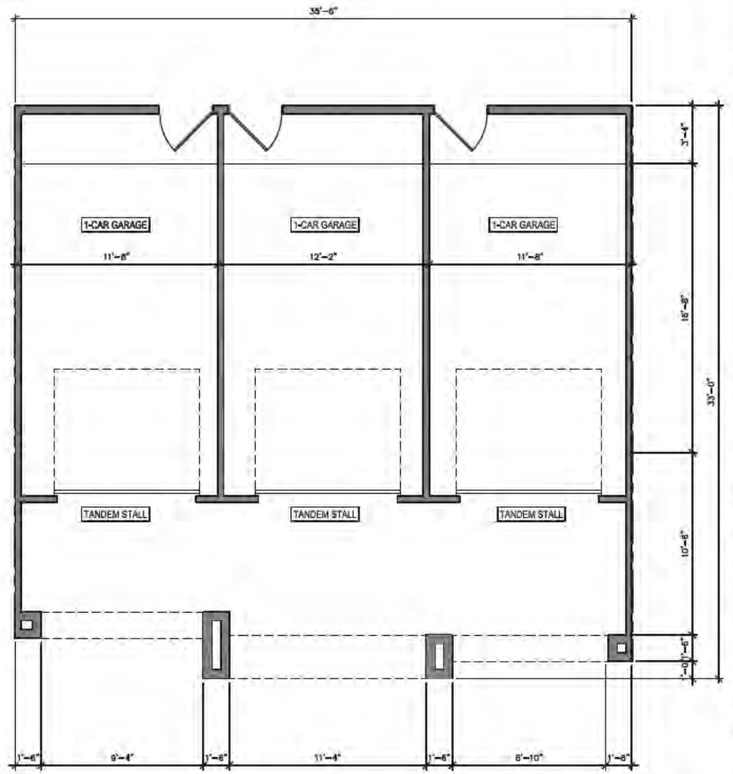
PLANNING
RESUBMITTAL
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JOB NO:	23-031
SCALE:	1/4" = 1'-0"
SHEET NO:	A2.4.0

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UNIT B1
UPPER FLOORS

GROSS LIVABLE AREA:	
LIVABLE:	1,068 S.F.
STORAGE:	0 S.F.
PATIO/BALCONY:	72 S.F.
TOTAL	1,140 S.F.

UNIT B1 - GARAGE
TYPICAL

GROSS AREA:	
GARAGE:	713 S.F.
TANDEM PARKING:	427 S.F.
TOTAL	1,140 S.F.

FLOOR PLANS
UNIT B1 & B1 GARAGE

biltform architecture
biltform architecture group, inc.
11460 north cave creek road . suite 11
phoenix . arizona 85020
Phone 602.285.0260 Fax 602.285.0029

EXPIRES 9/30/25

TOLL BROTHERS UPTOWN
Apartment Homes
CHANDLER, ARIZONA

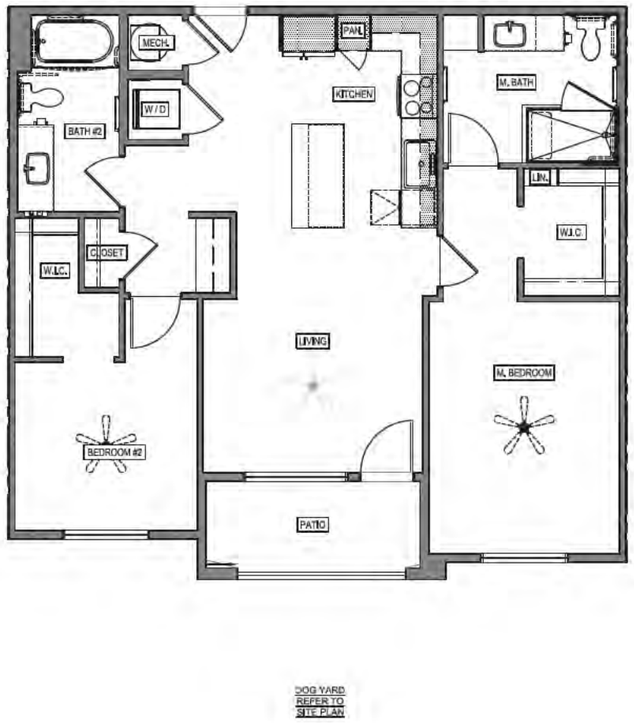
TOLL BROTHERS APARTMENT LIVING
8767 E. VIA DE VENTURA, SUITE 390, SCOTTSDALE, AZ. 85258

PLANNING
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REVISIONS:	
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JOB NO:	23-031
SCALE:	1/4" = 1'-0"
SHEET NO:	A2.5.0

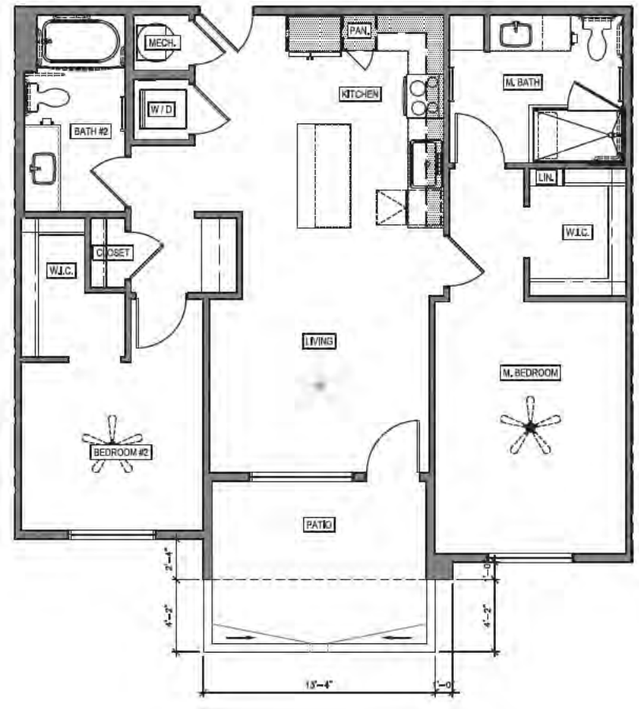
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DOG YARD
REFER TO
SITE PLAN

UNIT B1.3
1ST FLOOR - DOG YARD

GROSS LIVABLE AREA:	
LIVABLE:	1,086 S.F.
STORAGE:	0 S.F.
PATIO/BALCONY:	72 S.F.
TOTAL	1,140 S.F.



UNIT B1.1 & B1.2
1ST FLOOR

GROSS LIVABLE AREA:	
LIVABLE:	1,111 S.F.
STORAGE:	25 S.F.
PATIO:	155 S.F.
TOTAL	1,291 S.F.

FLOOR PLANS
UNIT B1

biltform architecture group, inc
11460 north cave creek road . suite 11
phoenix . arizona 85020
Phone 602.285.0260 Fax 602.285.0259

EXPIRES 9/30/25

TOLL BROTHERS UPTOWN
Apartment Homes
CHANDLER, ARIZONA

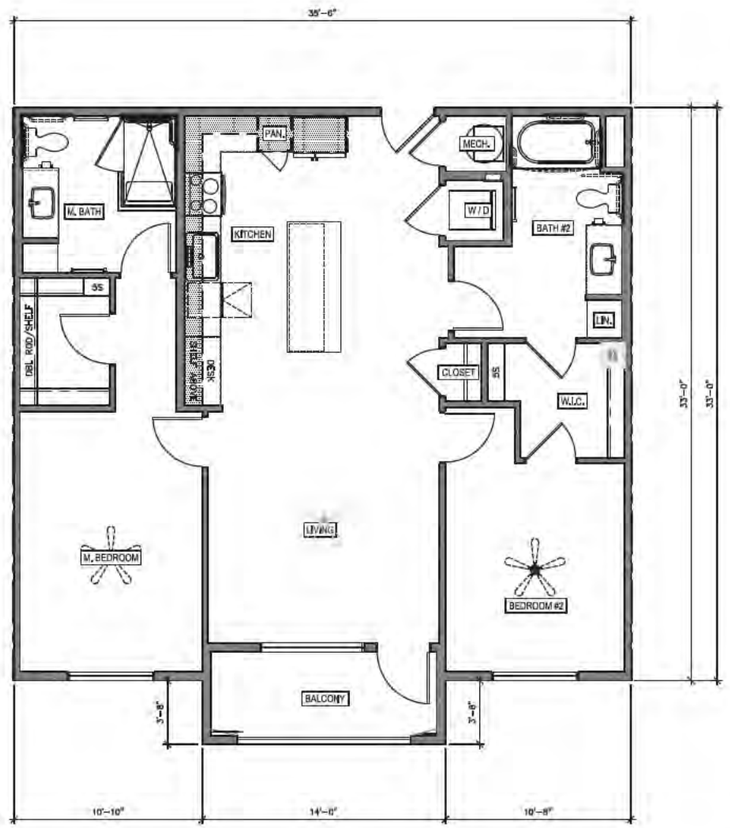
TOLL BROTHERS APARTMENT LIVING
8767 E. VIA DE VENTURA, SUITE 390, SCOTTSDALE, AZ. 85258

PLANNING
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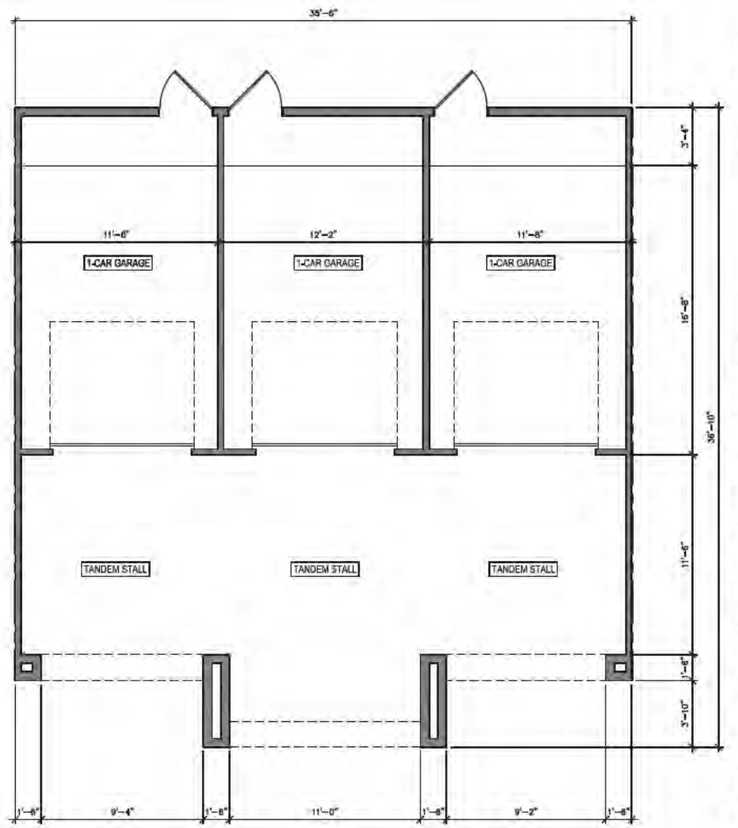
JOB NO:	23-031
SCALE:	1/4" = 1'-0"
SHEET NO:	A2.5.1

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UNIT B2
UPPER FLOORS

GROSS LIVABLE AREA:	
LIVABLE:	1,153 S.F.
STORAGE:	0 S.F.
PATIO/BALCONY:	73 S.F.
TOTAL	1,226 S.F.



UNIT B2 - GARAGE
TYPICAL

GROSS AREA:	
GARAGE:	711 S.F.
TANDEM PARKING:	515 S.F.
TOTAL	1,226 S.F.

FLOOR PLANS
UNIT B2 & B2 GARAGE

biltform architecture
biltform architecture group, inc
11460 north cave creek road . suite 11
phoenix . arizona 85020
Phone 602.285.0093 Fax 602.285.0029

EXPIRES 9/30/25

TOLL BROTHERS UPTOWN
Apartment Homes
CHANDLER, ARIZONA

TOLL BROTHERS APARTMENT LIVING
8767 E. VIA DE VENTURA, SUITE 390, SCOTTSDALE, AZ. 85258

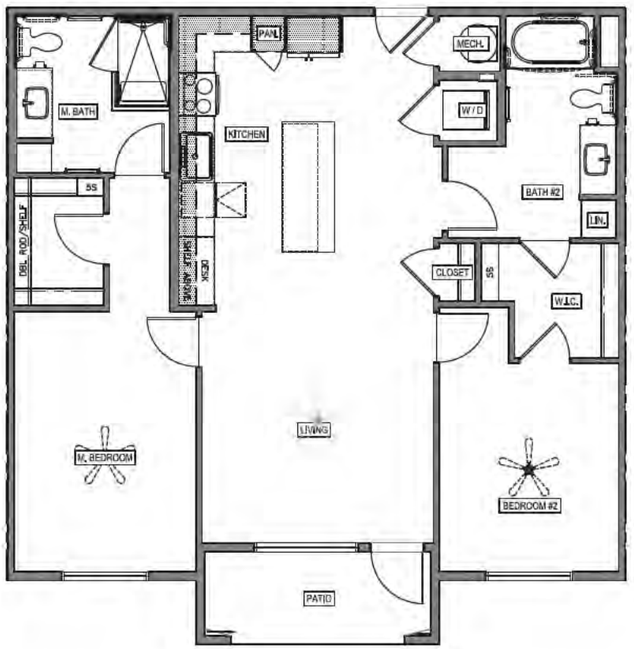
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JOB NO:	23-031
SCALE:	1/4" = 1'-0"
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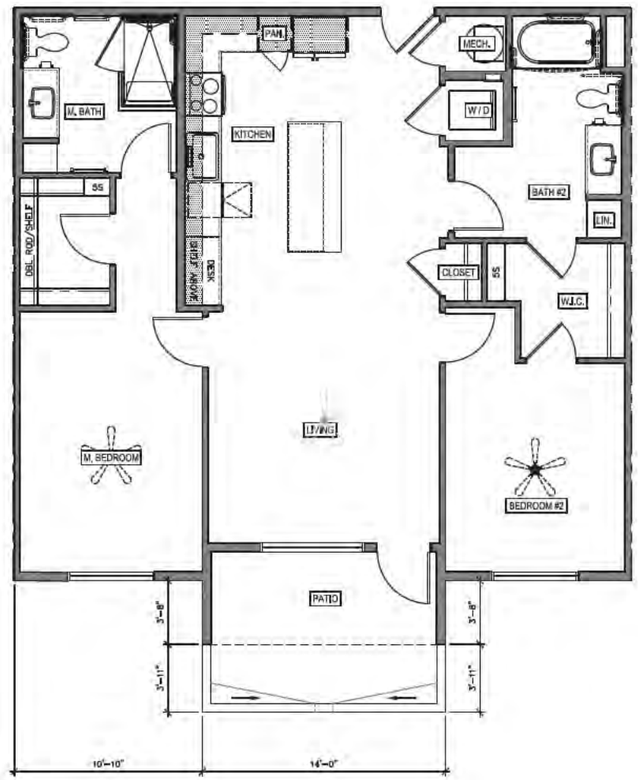
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DOG YARD
REFER TO
SITE PLAN

UNIT B2.3
1ST FLOOR - DOG YARD

GROSS LIVABLE AREA:	
LIVABLE:	1,153 S.F.
STORAGE:	0 S.F.
PATIO/BALCONY:	73 S.F.
TOTAL	1,226 S.F.



UNIT B2.1 & B2.2
1ST FLOOR

GROSS LIVABLE AREA:	
LIVABLE:	1,153 S.F.
STORAGE:	0 S.F.
PATIO/BALCONY:	128 S.F.
TOTAL	1,281 S.F.

FLOOR PLANS
UNIT B2

biltform architecture
biltform architecture group, inc
11460 north cave creek road . suite 11
phoenix . arizona 85020
Phone 602.285.0260 Fax 602.285.0229

EXPIRES 9/30/25

TOLL BROTHERS UPTOWN
Apartment Homes
CHANDLER, ARIZONA

TOLL BROTHERS APARTMENT LIVING
8767 E. VIA DE VENTURA, SUITE 390, SCOTTSDALE, AZ. 85258

PLANNING
RESUBMITTAL
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JOB NO:	23-031
SCALE:	1/4"=1'-0"
SHEET NO:	A2.6.1

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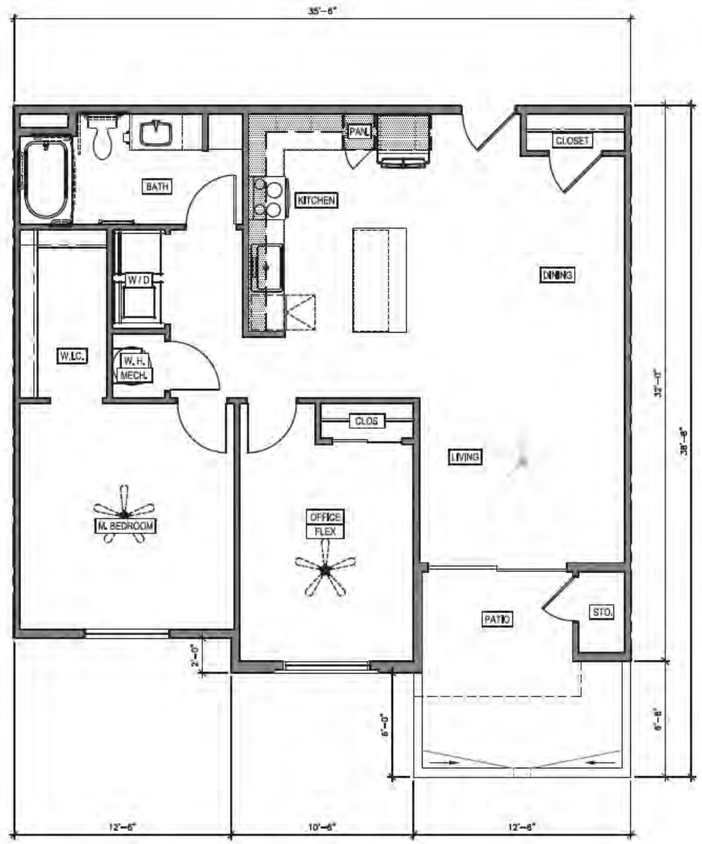


DOG YARD
REFER TO
SITE PLAN

UNIT B4.3

1ST FLOOR - DOG YARD

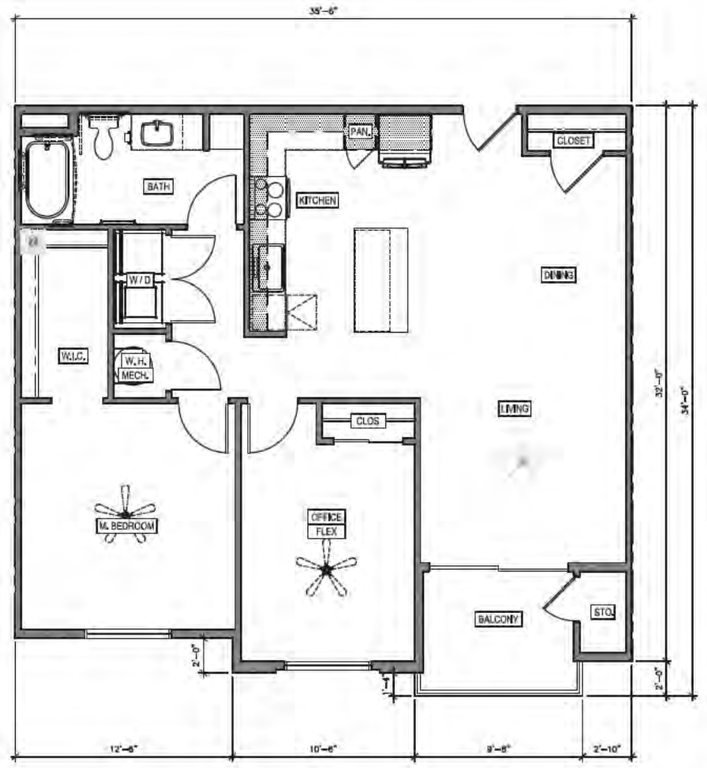
GROSS LIVABLE AREA:	
LIVABLE:	1,067 S.F.
STORAGE:	17 S.F.
PATIO/BALCONY:	64 S.F.
TOTAL	1,148 S.F.



UNIT B4.1 & B4.2

1ST FLOOR

GROSS LIVABLE AREA:	
LIVABLE:	1,067 S.F.
STORAGE:	17 S.F.
PATIO/BALCONY:	128 S.F.
TOTAL	1,212 S.F.



UNIT B4

UPPER FLOORS

GROSS LIVABLE AREA:	
LIVABLE:	1,067 S.F.
STORAGE:	17 S.F.
PATIO/BALCONY:	64 S.F.
TOTAL	1,148 S.F.

FLOOR PLANS
UNIT B4

biltform architecture
architecture
biltform architecture group, inc.
11460 north cave creek road . suite 11
phoenix . arizona 85020
Phone 602.285.0260 Fax 602.285.0029

EXPIRES 9/30/25

TOLL BROTHERS UPTOWN
Apartment Homes
CHANDLER, ARIZONA

TOLL BROTHERS APARTMENT LIVING
8767 E. VIA DE VENTURA, SUITE 390, SCOTTSDALE, AZ. 85258

PLANNING
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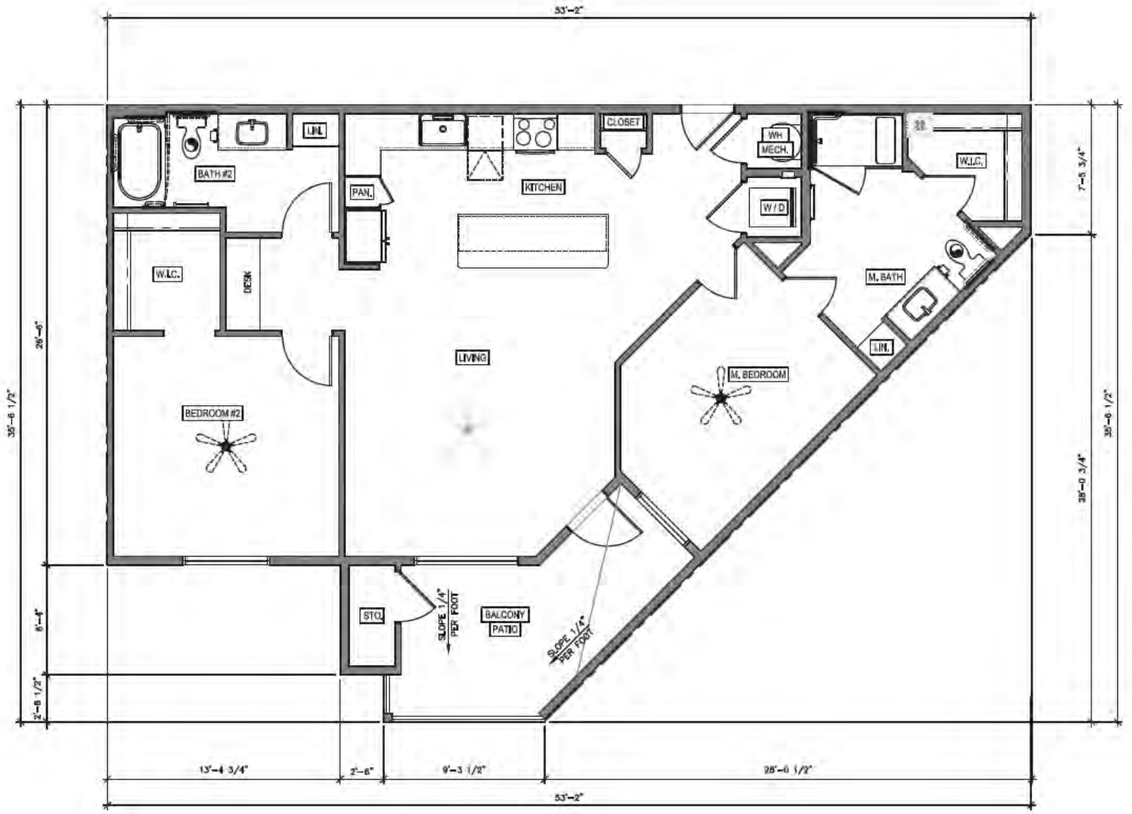
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JOB NO:	23-031
SCALE:	1/4" = 1'-0"

SHEET NO:

A2.7.0

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UNIT B5
ALL FLOORS

GROSS LIVABLE AREA:	
LIVABLE:	1208 S.F.
STORAGE:	22 S.F.
PATIO/BALCONY:	133 S.F.
TOTAL	1,363 S.F.

FLOOR PLAN
UNIT B5

biltform architecture

biltform architecture group, inc.
11460 north cave creek road . suite 11
phoenix . arizona 85020
Phone 602.285.0093 Fax 602.285.0029

EXPIRES 9/30/25

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TOLL BROTHERS APARTMENT LIVING
8767 E. VIA DE VENTURA, SUITE 390, SCOTTSDALE, AZ. 85258

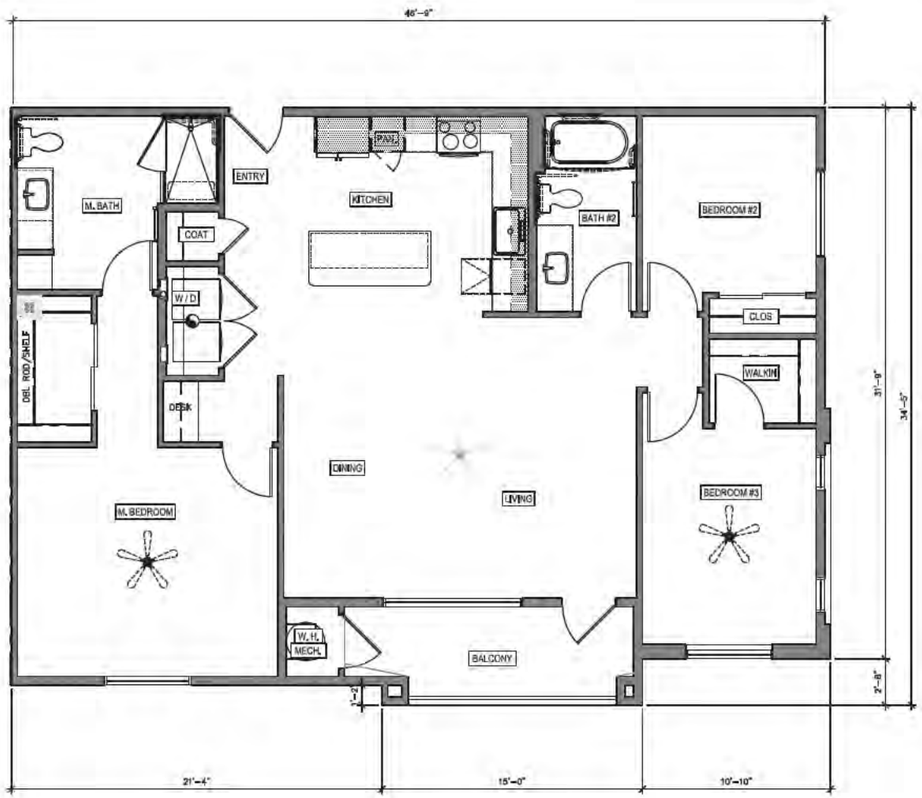
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JOB NO:	23-031
SCALE:	1/4"=1'-0"
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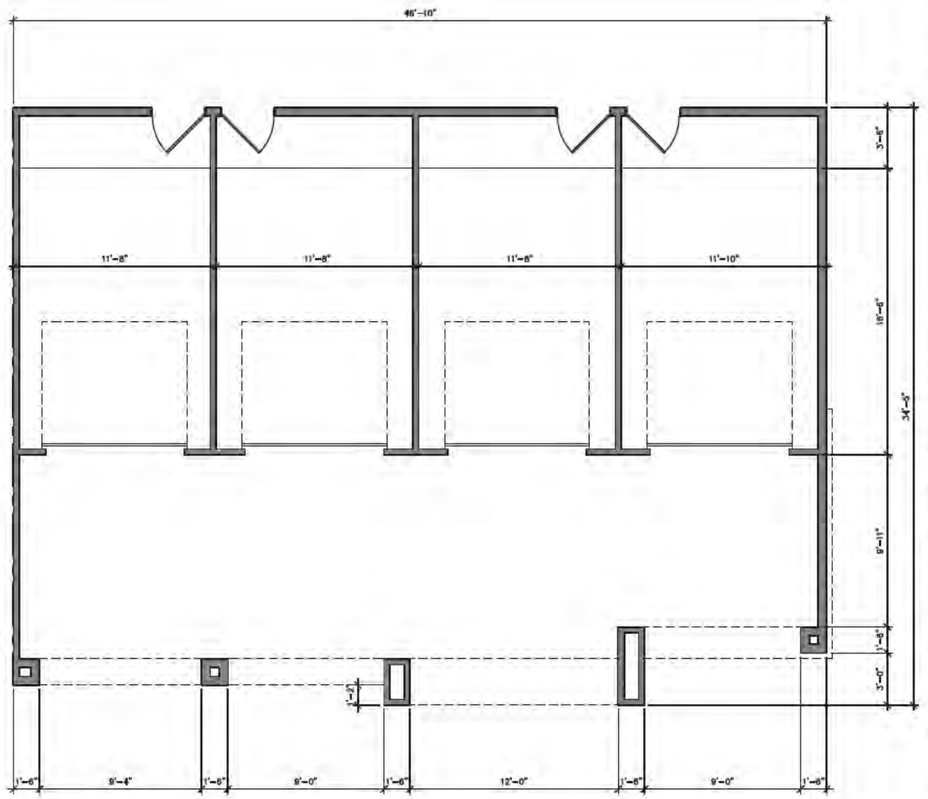
A2.8.0

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UNIT C1
UPPER FLOORS

GROSS LIVABLE AREA:	
LIVABLE:	1,450 S.F.
STORAGE:	15 S.F.
PATIO/BALCONY:	90 S.F.
TOTAL	1,555 S.F.



UNIT C1 - GARAGE
TYPICAL

GROSS AREA:	
GARAGE:	938 S.F.
TANDEM PARKING:	617 S.F.
TOTAL	1,555 S.F.

FLOOR PLANS
UNIT C1 & C1 GARAGE

biltform architecture
biltform architecture group, inc.
11460 north cave creek road . suite 11
phoenix . arizona 85020
Phone 602.285.0260 Fax 602.285.0029

EXPIRES 9/30/25

TOLL BROTHERS UPTOWN
Apartment Homes
CHANDLER, ARIZONA

TOLL BROTHERS APARTMENT LIVING
8767 E. VIA DE VENTURA, SUITE 390, SCOTTSDALE, AZ. 85258

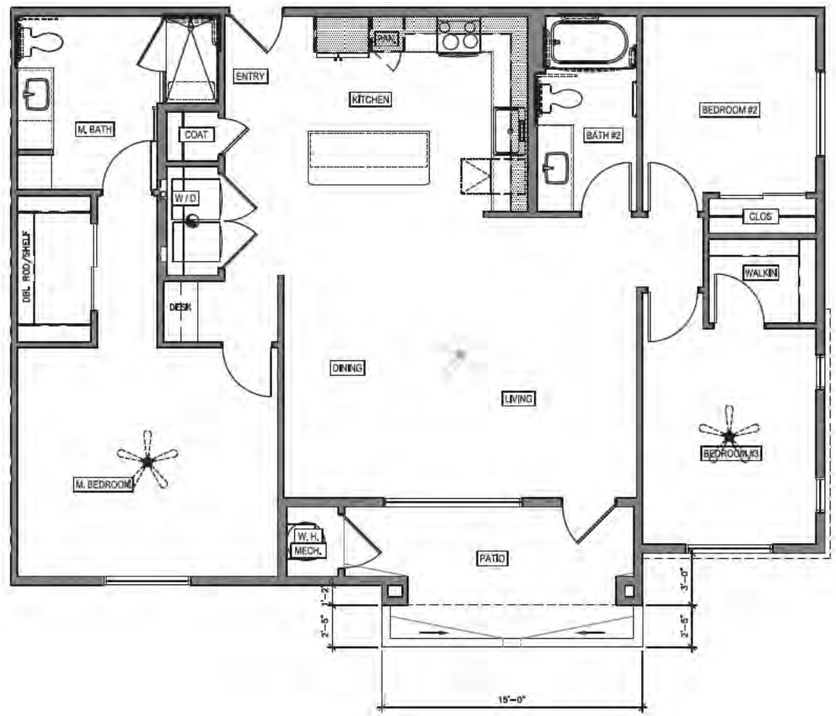
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JOB NO:	23-031
SCALE:	1/4"=1'-0"
SHEET NO:	

A2.9.0

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UNIT C1.1 & C1.2
1ST FLOOR

GROSS LIVABLE AREA:	
LIVABLE:	1,466 S.F.
STORAGE:	15 S.F.
PATIO/BALCONY:	129 S.F.
TOTAL	1,594 S.F.

FLOOR PLANS
UNIT C1

biltform architecture

biltform architecture group, inc.
11460 north cave creek road . suite 11
phoenix . arizona 85020
Phone 602.285.0260 Fax 602.285.0259

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Apartment Homes
CHANDLER, ARIZONA

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PLANNING
RESUBMITTAL
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REVISIONS:	
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JOB NO:	23-031
SCALE:	1/4"=1'-0"
SHEET NO:	A2.9.1

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TAB F

Toll Brothers Uptown

23-031

Dunn Edwards DEW381 Droplets
Body Color 1

Dunn Edwards DE6376 Looking Glass
Body Color 2

Benjamin Moore AC-34
Cape Hatteras Sand
Body Color 3

Benjamin Moore 2139-10
River Rock
Body Color 4

Dunn Edwards DE6105
Weathered Leather
Body Color 5 & Lap Siding

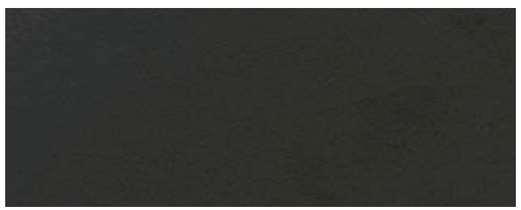
Aluminum Clear
Anodized Finish
Metal Screens



Trenwyth High
Polish 4107 8"x16"
Masonry Veneer



Railings, Doors &
Metal Canopies
Sherwin Williams
SW6258 Tricon
Black



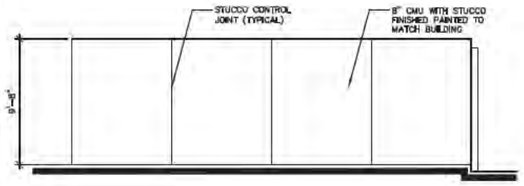
Dark Bronze
Window/
Storefront Frames

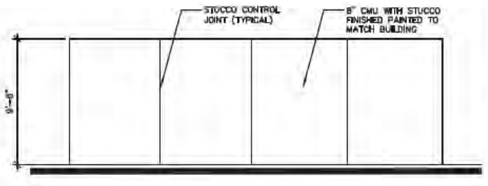
Benjamin Moore
2112-70 American White
Fiber Cement Panels

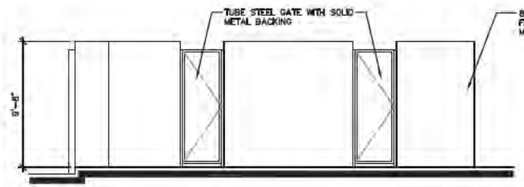
bilt form
architecture

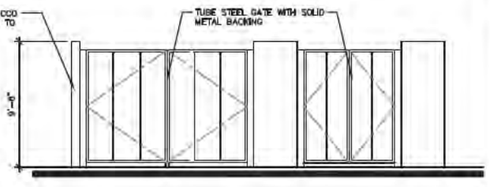
COLOR & MATERIALS EXHIBIT

TAB G

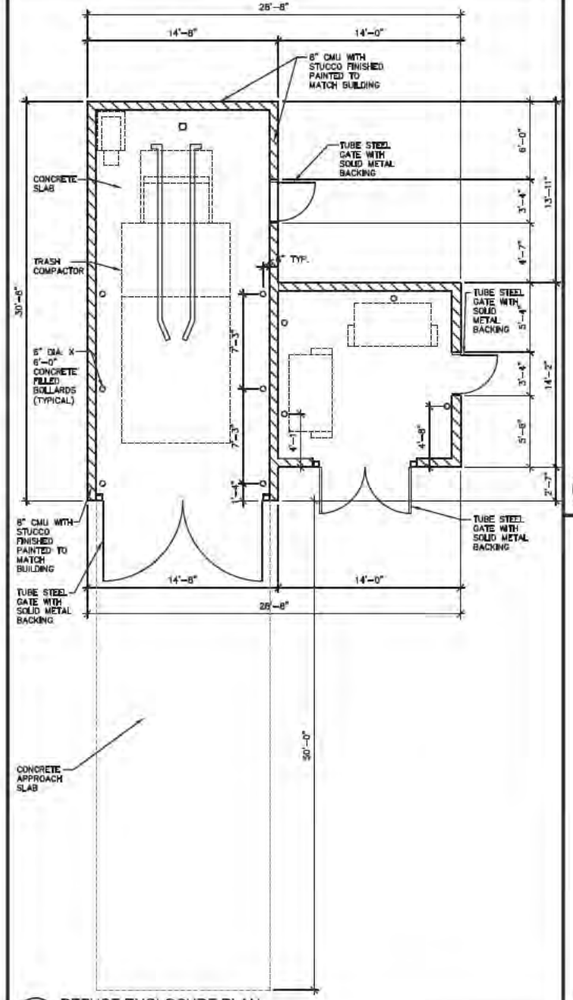




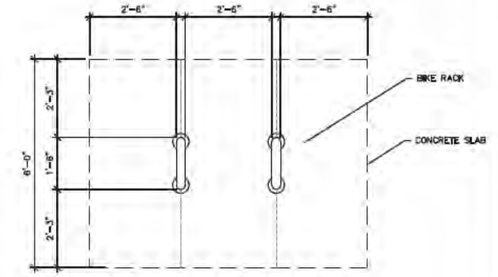




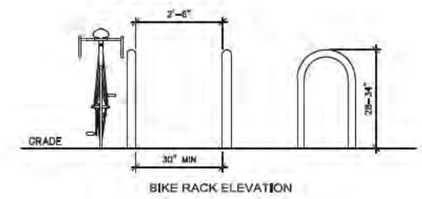
5 REFUSE ENCLOSURE ELEVATION
3/16" = 1'-0"



4 REFUSE ENCLOSURE PLAN
3/16" = 1'-0"

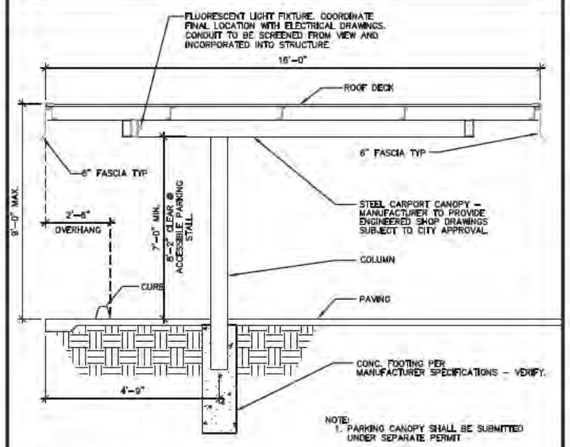


1 BIKE RACK - PLAN VIEW
1/2" = 1'-0"



BIKE RACK ELEVATION

2 BIKE RACK - ELEVATION
1/2" = 1'-0"



3 PARKING CANOPY
3/8" = 1'-0"

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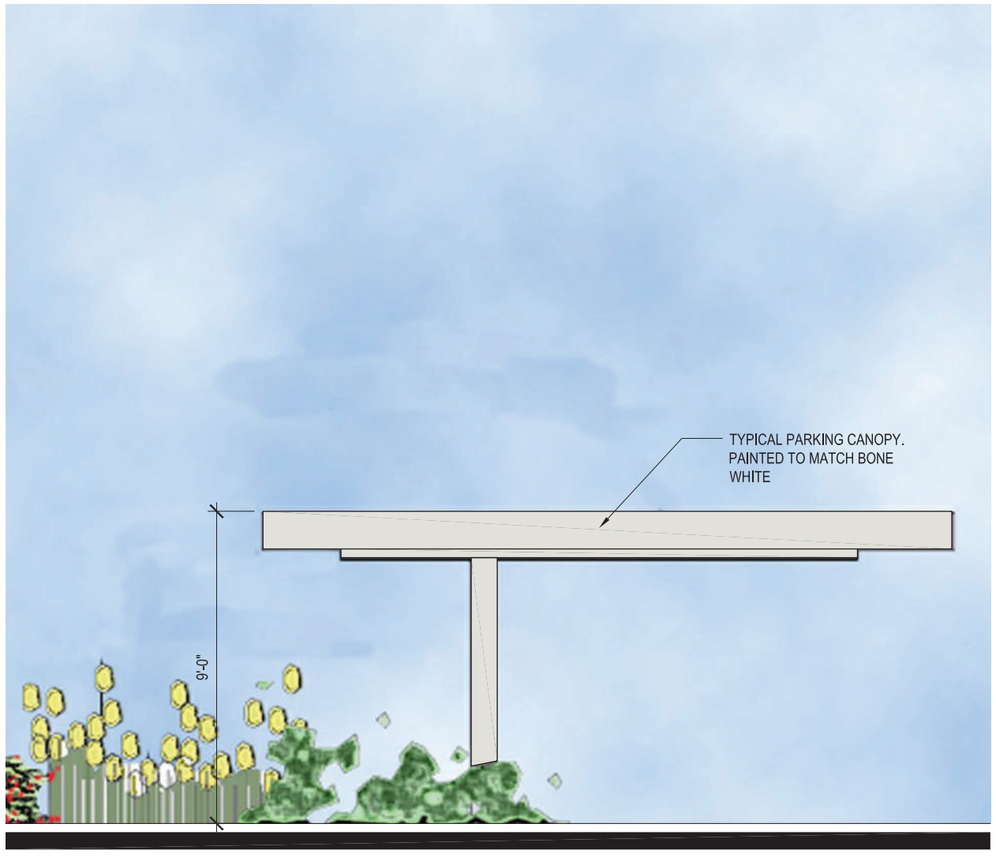
PLANNING RESUBMITTAL
-

REVISIONS:
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JOB NO: 23-031
SCALE: 3/32" = 1'-0"
SHEET NO:

ASD1

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PARKING CANOPY EXHIBIT

COLOR

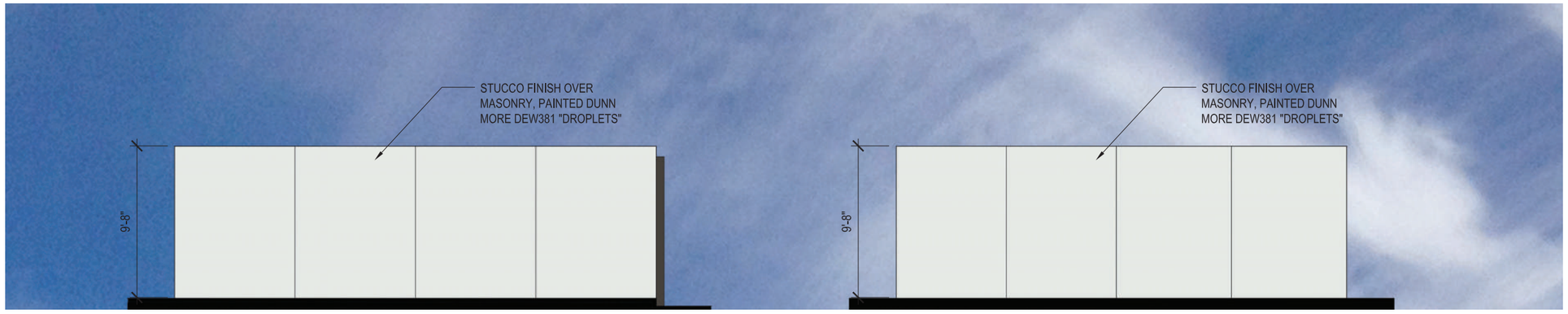
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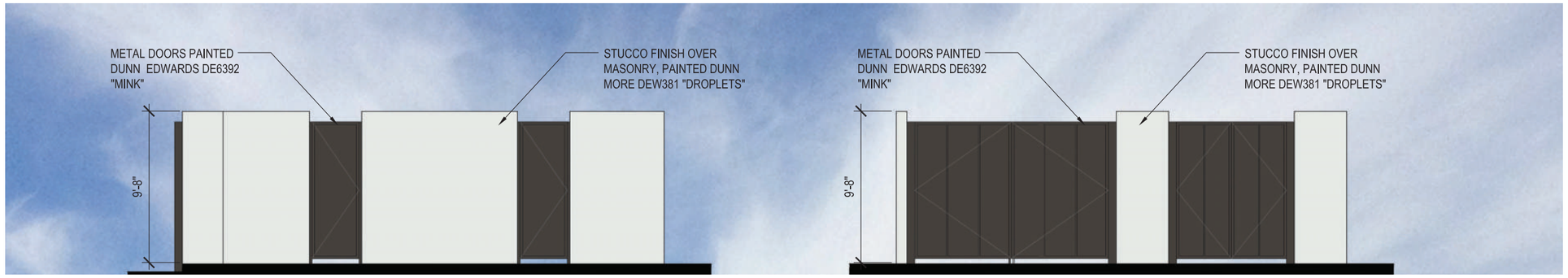
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EXA

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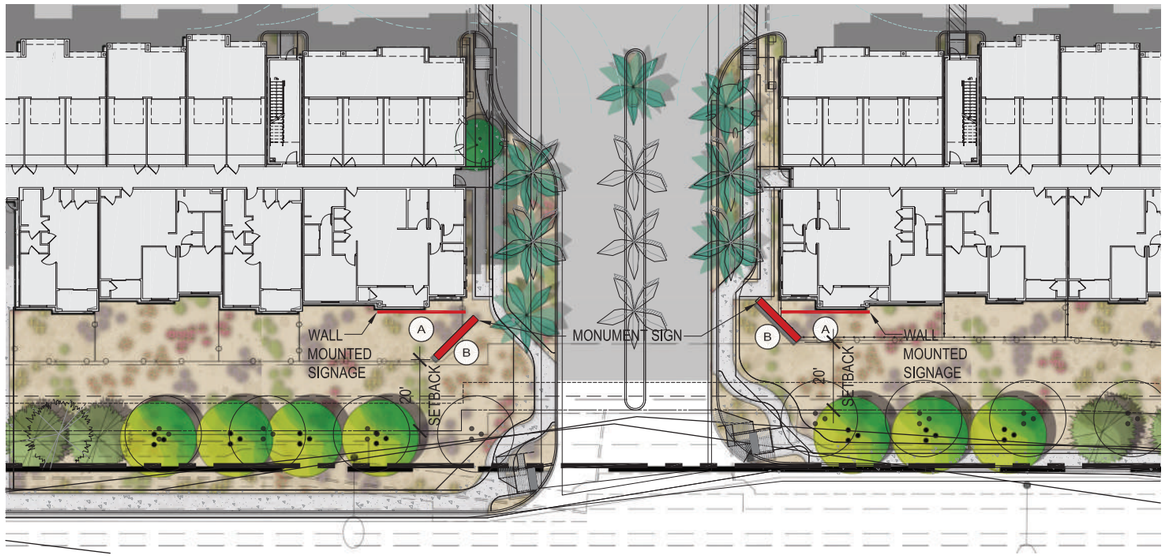
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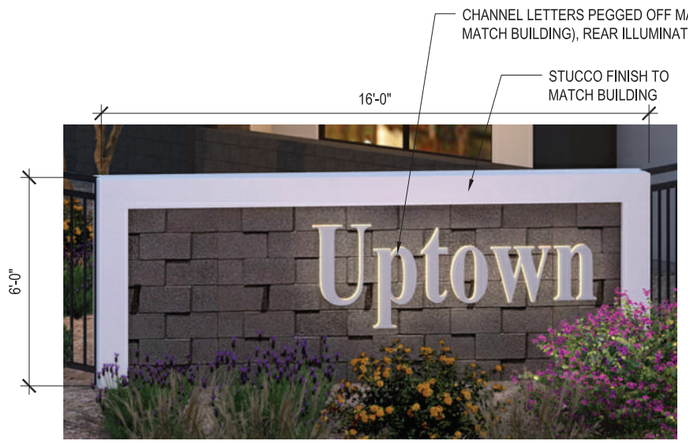
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COMPACTOR EXHIBIT
COLOR
N.T.S

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SIGNAGE TO BE ILLUMINATED AS ALLOWED
BY CITY OF CHANDLER SIGN CODE

B MONUMENT SIGNAGE
1/2" = 1'-0"



A BUILDING SIGNAGE
1/4" = 1'-0"

EXHIBITS ARE FOR CONCEPTUAL
PURPOSES ONLY, FINAL SIGNAGE
DESIGN AND LAYOUT BY OTHERS

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BUILDING AND MONUMENT
SIGN EXHIBIT
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07/29/2024
EXC
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NORTH

0 15' 30' 60'

SITE LIGHTING ELECTRICAL PLAN

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Phone 602.285.9200 Fax 602.285.9229

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TOLL BROTHERS UPTOWN
Apartment Homes
CHANDLER, ARIZONA

TOLL BROTHERS APARTMENT LIVING
8767 E. VIA DE VENTURA, SUITE 390, SCOTTSDALE, AZ. 85258

100% SCHEMATIC DESIGN
02/16/2024

REVISIONS:	
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JOB NO:	23-031
SCALE:	1" = 30'-0"
SHEET NO:	E1.1

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100% SCHEMATIC DESIGN
02/16/2024

REVISIONS:
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NORTH

0 15' 30' 60'

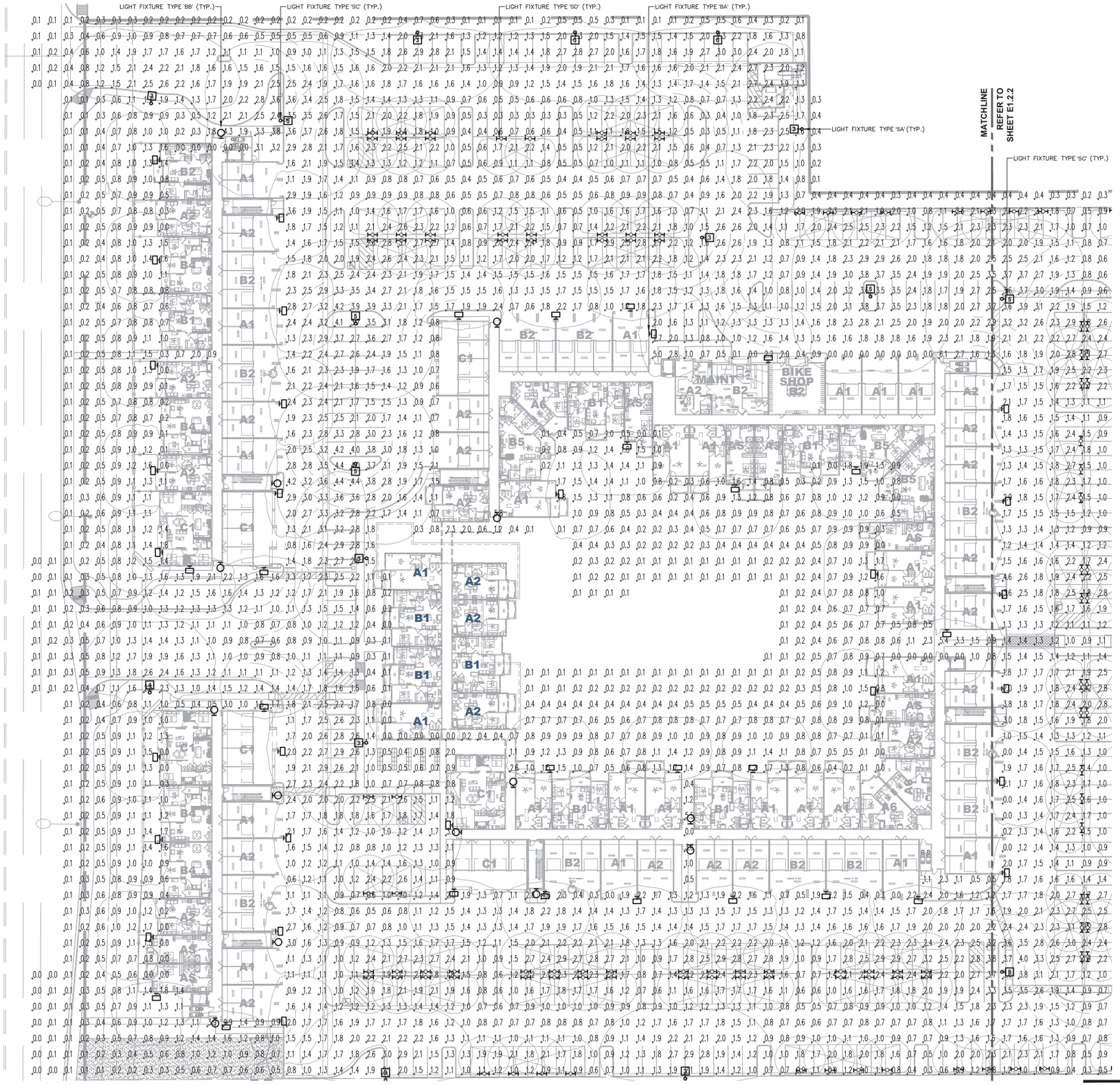
JOB NO: 23-031
SCALE: 1" = 30'-0"
SHEET NO:

E1.2

SITE LIGHTING ELECTRICAL PLAN

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SITE PHOTOMETRIC PLAN

NORTH

0 15' 30' 60'

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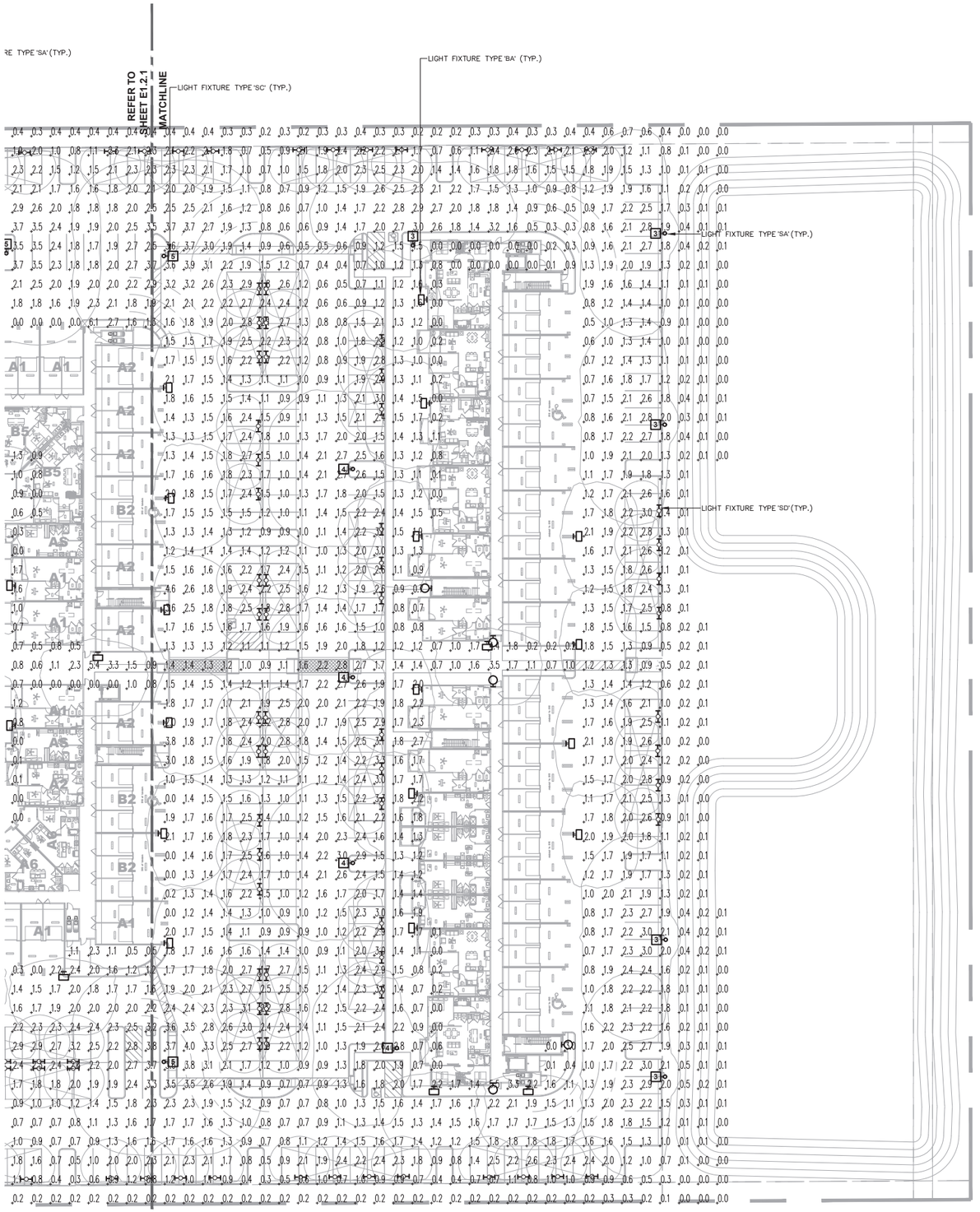
100% SCHEMATIC DESIGN
02/16/2024

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JOB NO: 23-031
SCALE: 1" = 30'-0"
SHEET NO:

E1.3

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SITE PHOTOMETRIC PLAN

NORTH

0 15' 30' 60'

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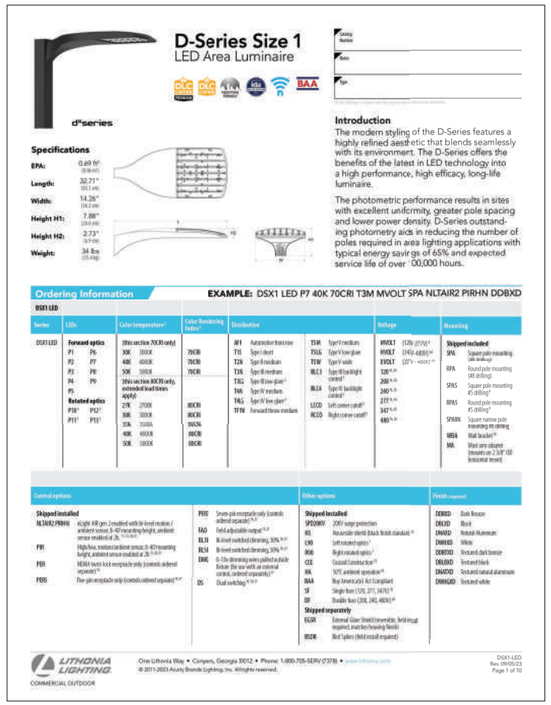
100% SCHEMATIC DESIGN
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REVISIONS:
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JOB NO: 23-031
SCALE: 1" = 30'-0"
SHEET NO: E1.4

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D-Series Size 1
LED Area Luminaire

d*series

Specifications
EPA: 0.69 ft² (0.06 m²)
Length: 32.71" (83.1 cm)
Width: 14.26" (36.2 cm)
Height H1: 7.88" (20.0 cm)
Height H2: 2.73" (6.9 cm)
Weight: 34 lbs (15.4 kg)

Introduction
The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

Ordering Information
EXAMPLE: DSX1 LED P7 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX1 LED

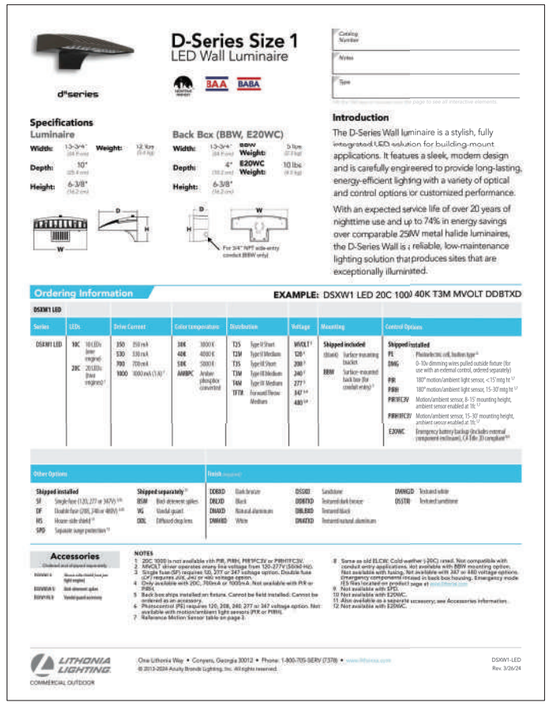
Series	LEDs	Color temperature	Color Rendering Index	Distribution	Voltage	Mounting
DSX1 LED	Forward optics: P1 P5 P2 P6 P3 P8 P4 P9 P5 — Rotated optics: P10 P12 P11 P13	30ksi auction 70CRI only: 30K 3000K, 40K 4000K, 50K 5000K — 30ksi auction 80CRI only, extended lead times apply: 27K 2700K, 30K 3000K, 35K 3500K, 40K 4000K, 50K 5000K	70CRI, 70CRI, 70CRI, 80CRI, 80CRI, 90CRA, 80CRI, 80CRI	AFR Automotive Front-row; T1S Type I short; T2S Type II short; T2M Type II medium; T3S Type III short; T3M Type III medium; T4M Type IV medium; T4FT Forward throw medium; T5W Type V wide; T5VW Type V very wide; BLC3 Type III backlight control; BLC4 Type IV backlight control; LCCO Left corner cutoff; RCCO Right corner cutoff	MVOLT (120-277V); HVOLT (347-480V); XVOLT (277V - 480V); 120; 208; 240; 277; 347; 480	Shipped included: SPA Square pole mounting (universal); RPA Round pole mounting (#5 drilling); SPA5 Square pole mounting (#5 drilling); RPA5 Round pole mounting (#5 drilling); SPA3IN Square narrow pole mounting (#3 drilling); WBA Wall bracket; MA Mast arm adapter (mounts on 2 3/8" OD horizontal tenon)

Control options	Other options	Finish (required)
Shipped installed: NLTAIR2 PIRHN (nLight AIR gen 2 enabled with bi-level motion / ambient sensor, 8–40' mounting height, ambient sensor enabled at 2); PIR (High/low, motion/ambient sensor, 8–40' mounting height, ambient sensor enabled at 2); PER (NEMA twist-lock receptacle only (controls ordered separately)); PIR5 (Five-pin receptacle only (controls ordered separately)) — PER5 (Seven-pin receptacle only (controls ordered separately)); FAO (Field adjustable output); BL30 (Bi-level switched dimming, 30%); BL50 (Bi-level switched dimming, 50%); DMG (0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately)); DS (Dual switching)	Shipped installed: SPD20KV (20kV surge protection); HS (Houseside shield (black finish standard)); L90 (Left rotated optics); R90 (Right rotated optics); CCE (Coastal Construction); WA (120° ambient operation); BAA (Buy American Act Compliant); SF (Single fuse (120, 277, 347V)); DF (Double fuse (208, 240, 480V)). Shipped separately: BSCB (Bird Spikes (field install required)); EGSR (External Glare Shield Kit (reversible, field install required, must be ordered with housing finish))	DDBXD (Dark Bronze); DBLXD (Black); DNAXD (Natural Aluminum); DWHXD (White); DDBTXD (Textured dark bronze); DBLBXD (Textured black); DNATXD (Textured natural aluminum); DWHGXD (Textured white)

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COMMERCIAL OUTDOOR
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DSX1-LED Rev. 09/05/23 Page 1 of 10

FIXTURE TYPE 'SA', 'SB' AND 'SC'

MOUNT @ '18-0" A.F.F.



D-Series Size 1
LED Wall Luminaire

d*series

Specifications
Luminaire
Width: 13-3/4" (34.9 cm) Weight: 12 lbs (5.4 kg)
Depth: 10" (25.4 cm)
Height: 6-3/8" (16.2 cm)

Back Box (BBW, E20WC)
Width: 13-3/4" (34.9 cm) Weight: 5 lbs (2.3 kg)
Depth: 4" (10.2 cm) Weight: 10 lbs (4.5 kg)
Height: 6-3/8" (16.2 cm)

For 3/4" NPT side-entry conduit (BBW only)

Introduction
The D-Series Wall luminaire is a stylish, fully integrated LED solution for building-mount applications. It features a sleek, modern design and is carefully engineered to provide long-lasting, energy-efficient lighting with a variety of optical and control options or customized performance.

With an expected service life of over 20 years of nighttime use and up to 74% in energy savings over comparable 25W metal halide luminaires, the D-Series Wall is a reliable, low-maintenance lighting solution that produces sites that are exceptionally illuminated.

Ordering Information
EXAMPLE: DSXW1 LED 20C 1000 40K T3M MVOLT DDBTXD

DSXW1 LED

Series	LEDs	Drive Current	Color temperature	Distribution	Voltage	Mounting	Control Options
DSXW1 LED	10C 10 LEDs (one engine); 20C 20 LEDs (two engines)	350 350 mA; 530 530 mA; 700 700 mA; 1000 1000 mA (1.0A)	30K 3000 K; 40K 4000 K; 50K 5000 K; AMBPC Amber phosphor converted	T2S Type II Short; T2M Type II Medium; T3S Type III Short; T3M Type III Medium; T4M Type IV Medium; T4FT Forward Throw Medium	MVOLT 120-277; 120 120; 208 208; 240 240; 277 277; 347 347; 480 480	Shipped included: SRM Surface-mounting bracket; BBW Surface-mounted back box (for conduit entry)	Shipped included: PE Photoelectric cell, button type; DMG 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately); PIR 180° motion/ambient light sensor, <15' mtg ht; PIRH 180° motion/ambient light sensor, 15-30' mtg ht; PIR1FC3V Motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 3fc; PIRHFC3V Motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 3fc; E20WC Emergency battery backup (includes external component enclosure), CA Title 20 compliant

Other Options	Finish (required)
Shipped installed: SF Single fuse (120, 277 or 347V); DF Double fuse (208, 240 or 480V); HS House-side shield; SPD Separate surge protection. Shipped separately: BSW Bird deterrent spikes; WG Wood guard; DBL Diffused drop lens	DDBXD Dark bronze; DBLXD Black; DNAXD Natural aluminum; DWHXD White; DSSND Sandstone; DDBTXD Textured dark bronze; DBLBXD Textured black; DNATXD Textured natural aluminum; DWHGXD Textured white; DSTBT Textured sandstone

Accessories
Ordered and shipped separately.
DSXW1 U Mount kit (for use with 10 and 20 light engines)
DSXW1 B Bird deterrent spikes
DSXW1 WG Wood guard accessory

NOTES
1 20C 1000 is not available with PIR, PIRH, PIR1FC3V or PIRHFC3V.
2 HVOLT driver operates anywhere in the voltage range from 120-277V (50/60 Hz).
3 Single fuse (SF) requires 120, 277, or 347V voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
4 Only available with 20C, 700mA or 1000mA. Not available with PIR or PIRH.
5 Back box ships installed on fixture. Cannot be field installed. Cannot be ordered as an accessory.
6 Photocontrol (PE) requires 120, 208, 240, 277 or 347 voltage option. Not available with motion/ambient light sensors (PER or PIRH).
7 Reference Motion Sensor table on page 3.
8 Same as old ELCW. Cold weather (-20C) rated. Not compatible with conduit entry applications, see photocell in DSXW1 mounting option.
9 Not available with button type photocell. Not available with 347 or 480 voltage options. Emergency component mislead in back box housing. Emergency mode (ES files located on product page at www.lithonia.com).
10 Not available with DTD.
11 Also available as a separate accessory; see Accessories information.
12 Not available with E20WC.

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DSXW1-LED Rev. 3/26/24

FIXTURE TYPE 'BA'

MOUNT @ '18-0" A.F.F.



Columbia LIGHTING
LXEN
NARROW ENCLOSED AND GASKETED LINEAR

DATE: LOCATION:
TYPE: PROJECT:
CATALOG #:

FEATURES
- 4' fiberglass housing with Pl weatherability rating, standard
- Narrow housing design for applications with limited space
- IP65 and IP67 all models; IP66 all models with standard polyacetal (POM) latches
- UL Sanitation certified to NSF standards
- Lens firmly secured with captive tamper resistance ready polyacetal latches
- Removable gear tray electrical access
- Includes surface-mounting brackets
- NEMA 4X housing
- Operates from -20°C to +50°C as standard

SERVICE PROGRAMS
STOCK

Typical Dimensions and Weights

SPECIFICATIONS

CONSTRUCTION
- Housing is formed from UL 94A fiberglass
- Pl weatherability rating, suitable for indoor or outdoor use with respect to exposure to UV light
- Pour-in-place non-porous gasketing assures seal
- LED affixed to removable gear tray
- 8 latches per 4' length
- Latches are provided tamper resistance ready, tamper resistant screws by others
- Latches are standard polyacetal (POM), optional in stainless steel
- Access openings are provided for electrical connection
- White painted parts are treated with a five-stage phosphate bonding process and finished with high reflectance baked enamel

OPTICS
- Lineal ribbed frosted acrylic lens impact modified equivalent to 100% DR; modification adds flexibility to reduce impact breakage compared to standard acrylic formulations

INSTALLATION
- Use flexible conduit only

ELECTRICAL
- Long life 60,000 hour LEDs at L80 for reduced maintenance
- Driver options include fixed output for on/off function or continuous 0–10V dimming
- QR code label affixed to housing for easy traceability

CERTIFICATIONS
- All luminaires are built to UL 1598 standards, and bear appropriate cCSAus labels
- CSA certified to UL 924 standards with battery pack or DTS (Dimming Bypass Module) options
- Wet Location label standard
- UL Sanitation certified to NSF 2 Food Equipment standard for non- food zones
- Ingress protection IP65 and IP67 standard; IP66 on certain models

CERTIFICATIONS (CONTINUED)
- DLC7 (DesignLights Consortium) Qualified. Please refer to the DLC website for specific product qualifications at www.designlights.org
- The DTS, Dimming Bypass Module, is for emergency circuit control loads including sensors and wireless systems CSA certified to UL 924. See page 3 for wiring diagram.
- This product meets federal procurement law requirements under the Buy American Act (FAR 52.225-5) and Trade Agreements Act (FAR 52.225-5) See Buy American Solutions

WARRANTY
- 5 year warranty

STOCK GUIDE
STOCK

Catalog No.	UPC	Description	Weight (lbs)	Pallet Qty	DLC QPL
LXEN-4ft-LW-IP65-835U	078921950833	4' 4K CRI, 4000K, 4250 Lumens, Surface Mount, Ribbed Frosted Acrylic Lens, 0-10V Dimming (Down, 120, 277V, 1000, 120, 1/Pk) 10 lbs	10	64	PRO3BK1844

Current
currentlighting.com/columbialighting
Page 1 of 3
Rev. 9/25/23
CDN_LXEN_spec_AK3

FIXTURE TYPE 'SD'

MOUNT AT CARPORT



S9370 Series

DIMENSIONS
W H D MC BASE MODEL NO.
4 1/2" 9" 4" 4 3/4" S9370-L12

ORDER AS A COMPLETE UNIT:
Model No. + Lamp Code + CCT + Finish + Option Code
S9370-L12 + 27K 30K 35K 40K + PT + Option

FINISHES
PT Powder Coated Finishes*
**
*(Specify Color Code from the list of Powder Coating Finishes (except interior only metallics))

OPTIONS
EML Remote 10W Emergency LED Battery Backup (Requires Additional Power Cable)

LIGHT OUTPUT
L12 = ~ 23.6 LPW Delivered Lumens (Example: L12= 12W x 23.6LPW = 283.2 Lumens)

** Try our new Shimmer Metallic Paints, Formulated for Exterior Conditions

FEATURES
- Solid Aluminum Material
- Solid Top
- Clear, Linear Opened Glass Lens
- UL Listed for Wet Location
- LED 0-10V Dimming Driver

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FIXTURE TYPE 'BB'

MOUNT @ 7'-6" A.F.F.

EXTERIOR LIGHTING
FIXTURE CUTSHEETS

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phoenix . arizona 85020
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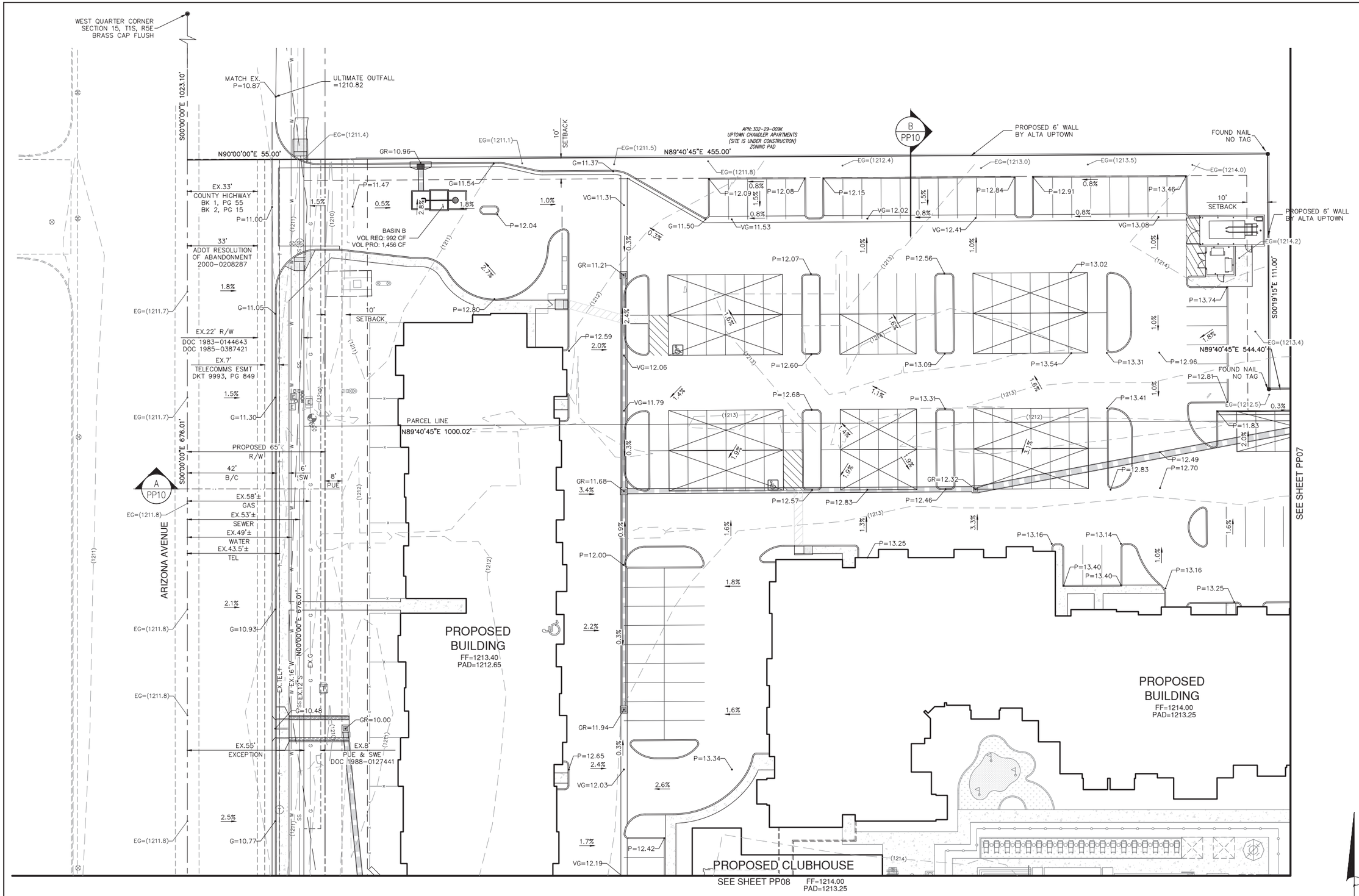
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02/16/2024

REVISIONS:
1 –
2
3
4
5
6

JOB NO: 23-031
SCALE: N/A
SHEET NO: E1.5

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TAB H



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20 10 0 20 40

GRAPHIC SCALE
1" = 20'

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PRELIMINARY GRADING & DRAINAGE PLAN

TOLL BROTHERS UPTOWN

CHANDLER, ARIZONA

MARICOPA COUNTY

051622
PROJECT NUMBER

REGISTERED PROFESSIONAL ENGINEER
CERTIFICATE NO.
68461
NATHAN
LARSON
DATE SIGNED 08/01/24
ARIZONA U.S.A.

PLAN STATUS

DATE	DESCRIPTION

JDG	AAG	NTL
DESIGN	DRAWN	CHKD

SCALE H: 1"=20'
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JOB No. 051622

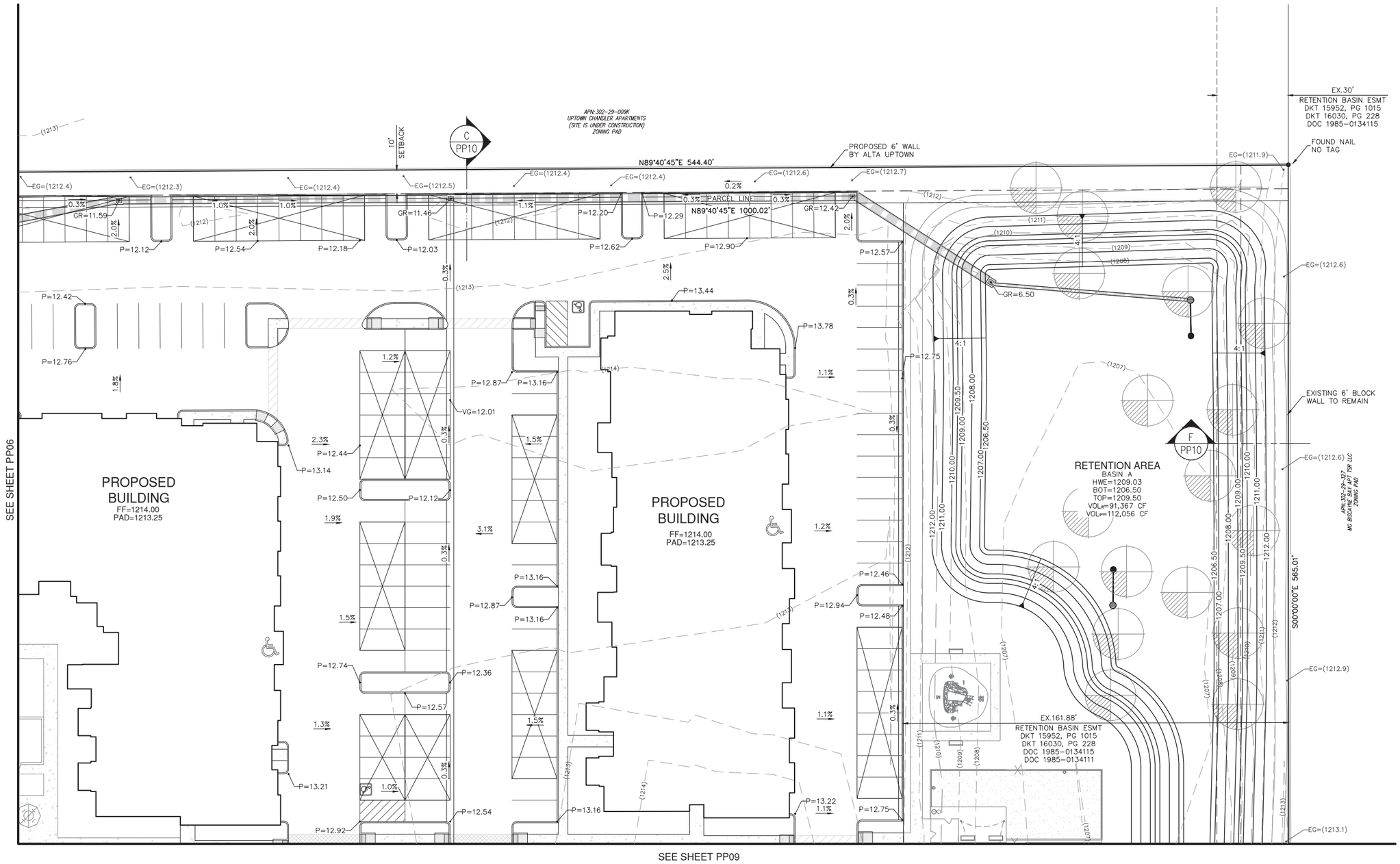
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GRAPHIC SCALE
20 10 0 20 40
1" = 20'

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PRELIMINARY GRADING & DRAINAGE PLAN

TOLL BROTHERS UPTOWN

CHANDLER, ARIZONA

MARICOPA COUNTY

051622
PROJECT NUMBER

68461
NATHAN
LARSON
Date Signed: 08/01/2024
ARIZONA

PLAN STATUS

DATE	DESCRIPTION

JDG	AAG	NTL
DESIGN	DRAWN	CHKD

SCALE	H: 1"=20' V: NONE
JOB No.	051622
DATE :	08/01/2024

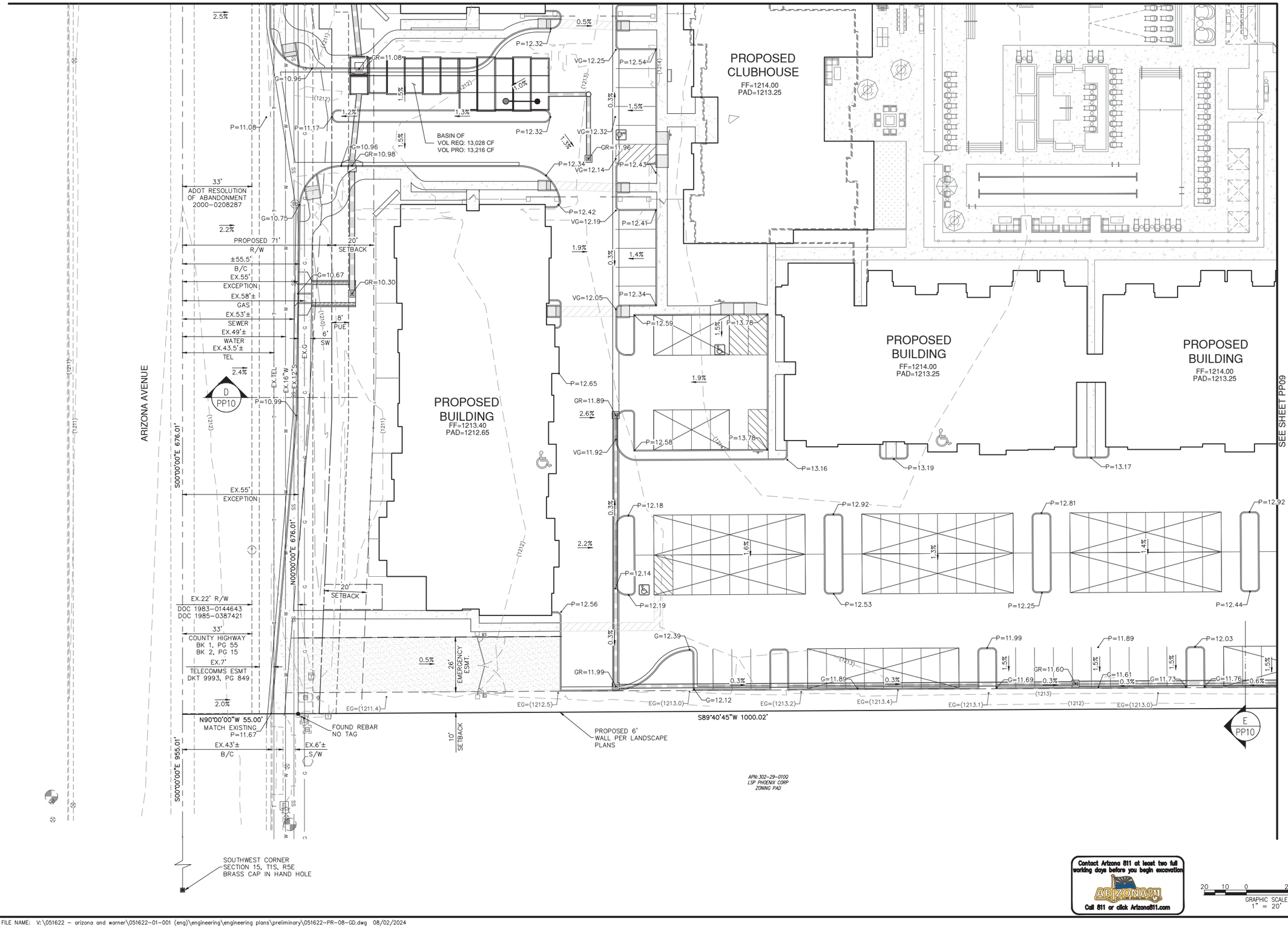
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C.O.C. LOG No. PLT24-0001

CAD FILE NAME: V:\051622 - arizona and warner\051622-01-001 (eng)\engineering\engineering plans\preliminary\051622-PR-07-GD.dwg 08/02/2024

SEE SHEET PP06



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GRAPHIC SCALE
1" = 20'

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PRELIMINARY GRADING & DRAINAGE PLAN

TOLL BROTHERS UPTOWN

CHANDLER, ARIZONA

MARICOPA COUNTY

051622
PROJECT NUMBER

68461
NATHAN
LARSON
10/31/25

PLAN STATUS

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DESIGN	DRAWN	CHKD

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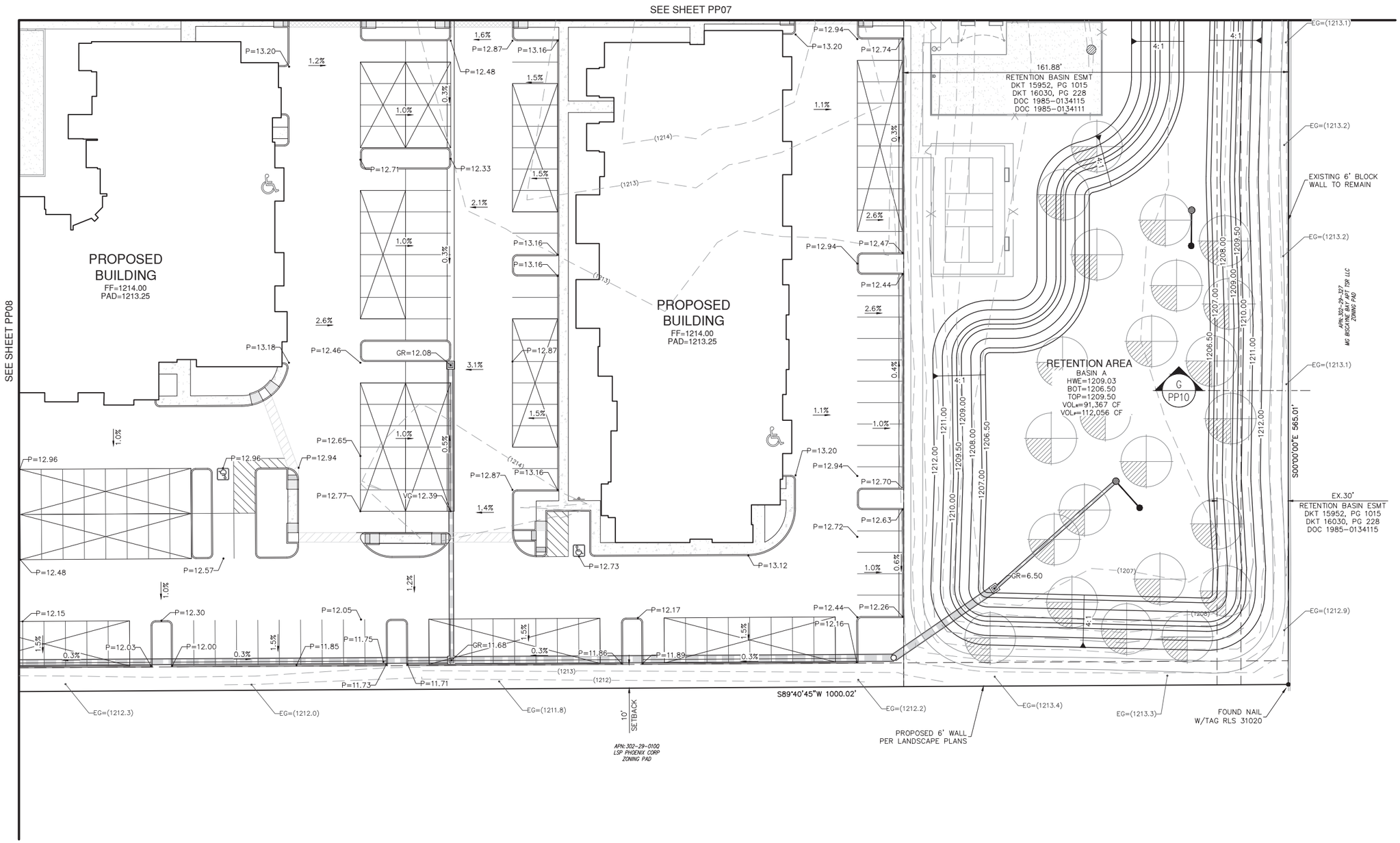
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DATE : 08/01/2024

PP08

SHEET 08 OF 14

C.O.C. LOG No. PLT24-0001



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CAD FILE NAME: V:\051622 - arizona and warner\051622-01-001 (eng)\engineering\engineering plans\preliminary\051622-PR-09-GD.dwg 08/02/2024

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PRELIMINARY GRADING & DRAINAGE PLAN

TOLL BROTHERS UPTOWN

CHANDLER, ARIZONA

MARICOPA COUNTY

051622
PROJECT NUMBER

REGISTERED PROFESSIONAL ENGINEER
CERTIFICATE NO.
68461
NATHAN
LARSON
Date Signed: 08/01/2024
ARIZONA
Nathan Larson

PLAN STATUS

DATE	DESCRIPTION

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DESIGN	DRAWN	CHKD

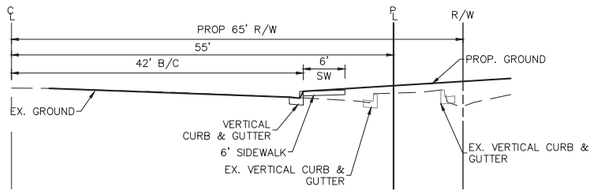
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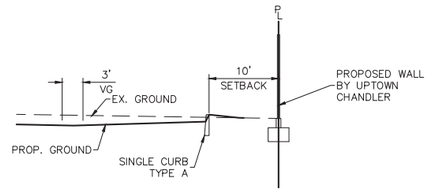
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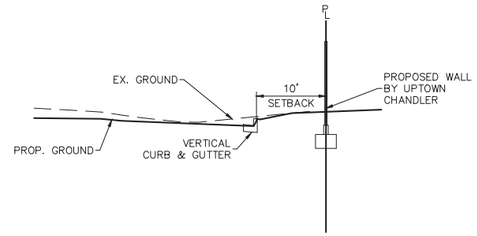
SECTION A

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VERTICAL SCALE: 1" = 5'



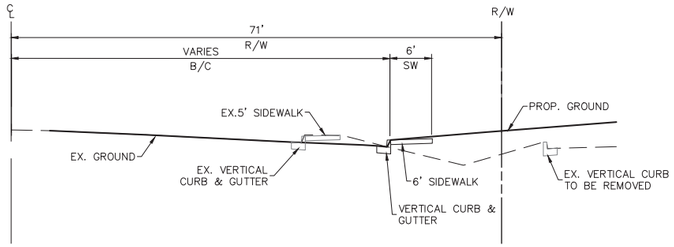
SECTION B

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VERTICAL SCALE: 1" = 5'



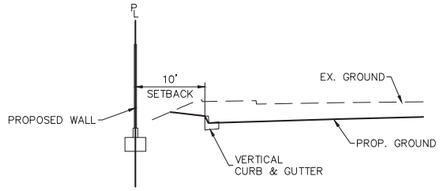
SECTION C

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VERTICAL SCALE: 1" = 5'



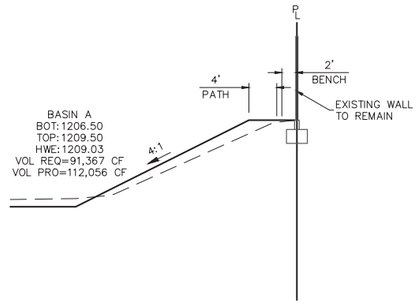
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VERTICAL SCALE: 1" = 5'



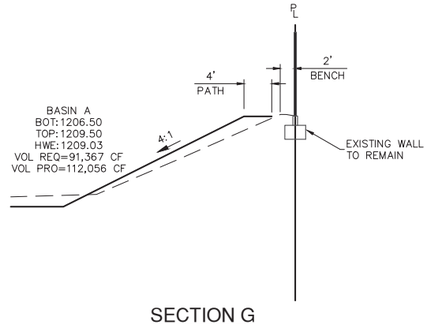
SECTION E

HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 5'



SECTION F

HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 5'



SECTION G

HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 5'

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PRELIMINARY GRADING SECTIONS
TOLL BROTHERS UPTOWN
CHANDLER, ARIZONA
MARICOPA COUNTY

051622
PROJECT NUMBER

68461
NATHAN
LARSON
Date Signed: 08/01/2024
ARIZONA

PLAN STATUS

DATE	DESCRIPTION

JDG	AAG	NTL
DESIGN	DRAWN	CHKD

SCALE H: 1"=20' V: NONE
JOB No. 051622
DATE : 08/01/2024

PP10
SHEET 10 OF 14

C.O.C. LOG No. PLT24-0001

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TAB I

TOLL BROTHERS UPTOWN

PRELIMINARY PLAT

CHANDLER, ARIZONA

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 15, TOWNSHIP 1 SOUTH, RANGE 5 EAST, OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA.

LEGAL DESCRIPTION

ALL THAT CERTAIN REAL PROPERTY IN THE COUNTY OF MARICOPA, STATE OF ARIZONA, DESCRIBED AS FOLLOWS:

PARCEL NO. 1:
THE SOUTH 550 FEET OF THE NORTH 1100 FEET OF THE SOUTH 2055 FEET OF THE WEST 1055 FEET OF THE SOUTHWEST QUARTER OF SECTION 15, TOWNSHIP 1 SOUTH, RANGE 5 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA;

EXCEPT THE WEST 33 FEET; AND

EXCEPT THE EAST 161.88 FEET WHICH IS A WATER RETENTION BASIN UNDER AGREEMENT DATED MARCH 5, 1982 AND RE-RECORDED APRIL 12, 1982 IN DOCKET 15952, PAGE 1015, RECORDS OF MARICOPA COUNTY, ARIZONA; AND ALSO

EXCEPT THAT PROPERTY CONVEYED IN QUITCLAIM DEED RECORDED IN RECORDING NO. 85-319670, DESCRIBED AS FOLLOWS:

COMMENCING AT THE WEST QUARTER CORNER OF SECTION 15;

THENCE NORTH 89 DEGREES 45 MINUTES 58 SECONDS EAST ALONG THE EAST-WEST MIDSECTION LINE, A DISTANCE OF 33.00 FEET TO THE POINT OF BEGINNING;

THENCE SOUTH PARALLEL TO AND 33.00 FEET EAST OF THE WEST SECTION LINE OF SAID SECTION 15, A DISTANCE OF 1699.08 FEET;

THENCE NORTH 89 DEGREE 37 MINUTES 20 SECONDS EAST, A DISTANCE OF 22.00 FEET;

THENCE NORTH, A DISTANCE OF 1699.02 FEET;

THENCE SOUTH 89 DEGREES 45 MINUTES 58 SECONDS WEST, A DISTANCE OF 22.00 FEET ALONG THE EASTWEST MIDSECTION LINE TO THE POINT OF BEGINNING,

PARCEL NO. 2:
THE EAST 161.88 FEET OF THE SOUTH 550.00 FEET OF THE NORTH 1100 FEET OF THE SOUTH 2055 FEET OF THE WEST 1055 FEET OF THE SOUTHWEST QUARTER OF SECTION 15, TOWNSHIP 1 SOUTH, RANGE 5 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA.

PARCEL NO. 3:
THE NORTH 160.67 FEET OF THE SOUTH 1665.67 FEET OF THE EAST 1022 FEET OF THE WEST 1055.00 FEET OF THE SOUTHWEST QUARTER OF SECTION 15, TOWNSHIP 1 SOUTH, RANGE 5 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA;

EXCEPT THAT PROPERTY CONVEYED IN QUITCLAIM DEED RECORDED IN RECORDING NO. 85-319670, DESCRIBED AS FOLLOWS:

COMMENCING AT THE WEST QUARTER CORNER OF SECTION 15;

THENCE NORTH 89 DEGREES 45 MINUTES 58 SECONDS EAST ALONG THE EAST-WEST MIDSECTION LINE, A DISTANCE OF 33.00 FEET TO THE POINT OF BEGINNING;

THENCE SOUTH PARALLEL TO AND 33.00 FEET EAST OF THE WEST SECTION LINE OF SAID SECTION 15, A DISTANCE OF 1699.08 FEET;

THENCE NORTH 89 DEGREE 37 MINUTES 20 SECONDS EAST, A DISTANCE OF 22.00 FEET;

THENCE NORTH, A DISTANCE OF 1699.02 FEET;

THENCE SOUTH 89 DEGREES 45 MINUTES 58 SECONDS WEST, A DISTANCE OF 22.00 FEET ALONG THE EASTWEST MIDSECTION LINE TO THE POINT OF BEGINNING;

EXCEPT ANY PORTION LYING WITHIN THAT PORTION CONVEYED BY SPECIAL WARRANTY DEED RECORDED DECEMBER 23, 2022 IN RECORDING NO. 20220909494, BEING A PORTION OF THE SOUTHWEST QUARTER OF SECTION 15, TOWNSHIP 1 SOUTH, RANGE 5 EAST OF THE GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 15, BEING MARKED BY A 1/2" REBAR IN HANDHOLE, FROM WHICH THE WEST QUARTER CORNER OF SAID SECTION 15, BEING MARKED BY A 3" ARIZONA DEPARTMENT OF TRANSPORTATION ALUMINUM CAP FLUSH BEARS NORTH 0 DEGREES 06 MINUTES 52 SECONDS WEST, 2654.15 FEET;

THENCE ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER, NORTH 0 DEGREES 06 MINUTES 52 SECONDS WEST, 1631.03 FEET;

THENCE ALONG A LINE 1631.00 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID SOUTHWEST QUARTER, NORTH 89 DEGREES 33 MINUTES 47 SECONDS EAST, 55.00 FEET TO THE POINT OF BEGINNING;

THENCE ALONG THE EAST RIGHT-OF-WAY OF ARIZONA AVENUE AND ALSO ALONG A LINE 55.00 FEET EAST OF AND PARALLEL WITH SAID WEST LINE, NORTH 0 DEGREES 06 MINUTES 52 SECONDS WEST, 391.01 FEET;

THENCE ALONG THE SOUTH RIGHT-OF-WAY OF CORPORATE PLACE AND ALSO ALONG A LINE 2022.00 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID SOUTHWEST QUARTER, NORTH 89 DEGREES 33 MINUTES 47 SECONDS EAST, 1000.02 FEET;

THENCE ALONG THE WEST BOUNDARY OF THAT FINAL PLAT OF 'WESTECH CORPORATE CENTER PHASE 1' RECORDED IN BOOK 574 OF MAPS, PAGE 24 OF MARICOPA COUNTY RECORDS AND ALSO ALONG THE WEST BOUNDARY OF BISCAYNE BAY APARTMENTS RECORDED IN BOOK 513 OF MAPS, PAGE 23 OF MARICOPA COUNTY RECORDS AND ALSO ALONG A LINE 1055.00 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF SAID SOUTHWEST QUARTER, SOUTH 0 DEGREES 06 MINUTES 52 SECONDS EAST, 502.01 FEET;

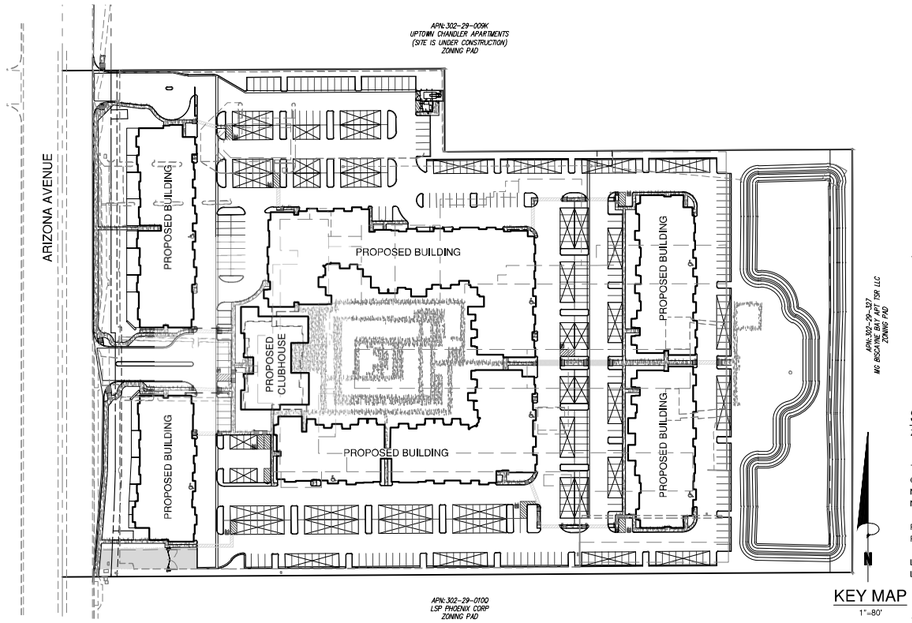
THENCE ALONG A LINE 1520.00 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID SOUTHWEST QUARTER, SOUTH 89 DEGREES 33 MINUTES 47 SECONDS WEST, 544.40 FEET;

THENCE NORTH 0 DEGREES 26 MINUTES 13 SECONDS WEST, 111.00 FEET;

THENCE ALONG A LINE 1631.00 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID SOUTHWEST QUARTER, SOUTH 89 DEGREES 33 MINUTES 47 SECONDS WEST, 455.00 FEET TO THE POINT OF BEGINNING.

LEGEND

●	BRASS CAP FLUSH		STORM DRAIN PIPE
○	MONUMENT AS NOTED		DRYWELL
⊡	BRASS CAP IN HAND HOLE		EXISTING DRYWELL
○	SEWER MANHOLE		BOUNDARY LINE
•	SEWER CLEANOUT		SECTION LINE
▶	SEWER FLOW DIRECTION		PARCEL LINE
	FIRE HYDRANT		EASEMENT LINE
⊗	WATER VALVE	R/W	RIGHT OF WAY
⚮	BACK FLOW PREVENTER	PUE	PUBLIC UTILITY EASEMENT
	WATER METER VAULT	SWE	SIDEWALK EASEMENT
	EXISTING GAS METER	1272	EXISTING CONTOUR & ELEVATION
SS	EXISTING SANITARY SEWER MANHOLE	EX W	EXISTING WATER
C.O.	EXISTING SANITARY SEWER CLEANOUT	EX S	EXISTING SEWER
E	EXISTING ELECTRICAL PULL BOX	EX G	EXISTING GAS
T	EXISTING TELEPHONE JUNCTION BOX	8"S	PROPOSED SEWER
T	EXISTING TELEPHONE MANHOLE	8"W	PROPOSED WATER
☼	EXISTING LIGHT		PROPOSED STREET FLOW
ER	EXISTING TRANSFORMER	(1)	PROPOSED PARKING COUNT
	EXISTING WATER METER		
	EXISTING FIRE DEPARTMENT CONNECTION		
	EXISTING WATER BACK FLOW PREVENTER		



KEY MAP
1"=80'

CITY OF CHANDLER SITE PLAN NOTES

1. ALL SITE IMPROVEMENTS, INCLUDING LANDSCAPE AND SITE CLEANUP, MUST BE COMPLETED PRIOR TO CERTIFICATE OF OCCUPANCY FOR ANY BUILDING WITHIN A PHASE.
2. ALL ROOF MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED BY PARAPET WALLS EQUAL TO, OR GREATER THAN, THE HIGHEST POINT ON THE MECHANICAL EQUIPMENT.
3. SOLID MASONRY WALLS AND GATES EQUAL TO, OR GREATER THAN, THE HIGHEST POINT ON THE MECHANICAL EQUIPMENT SHALL SCREEN ALL GROUND MOUNTED MECHANICAL EQUIPMENT.
4. ALL EXTERNAL LIGHTING SHALL BE LOCATED AND DESIGN TO PREVENT RAYS FROM BEING DIRECTED OFF OF THE PROPERTY UPON WHICH THE LIGHTING IS LOCATED.
5. THE FIRE DEPARTMENT DOUBLE CHECK ASSEMBLY SHALL BE PAINTED TO MATCH THE ADJACENT WALL COLOR.
6. THERE SHALL BE NO OBSTRUCTION OF SITE SIGNAGE BY LANDSCAPE PLANT MATERIAL, AND THAT SUCH MUST BE RELOCATED/CORRECTED BEFORE THE FIELD INSPECTION WILL ACCEPT/PASS THE SIGN IN THE FIELD OR ISSUE A CERTIFICATE OF OCCUPANCY FOR A PROJECT.
7. ALL TRANSFORMER BOXES, METER PANELS AND ELECTRIC EQUIPMENT, BACKFLOW DEVICES OR ANY OTHER UTILITY EQUIPMENT NOT ABLE TO BE OR REQUIRED TO BE SCREENED BY LANDSCAPING OR WALLS, SHALL BE PAINTED TO MATCH THE BUILDING COLOR.
8. ALL WALLS OVER 7' IN HEIGHT, SITE LIGHTING, SIGNAGE, RAMADAS AND SHADE STRUCTURES REQUIRE SEPARATE SUBMITTAL AND PERMITS

UTILITY SERVICES

GAS	SOUTHWEST GAS
ELECTRIC	SALT RIVER PROJECT
TELEPHONE	CENTURY LINK/COX COMMUNICATIONS
CABLE	CENTURY LINK/COX COMMUNICATIONS
WATER	CITY OF CHANDLER
SEWER	CITY OF CHANDLER

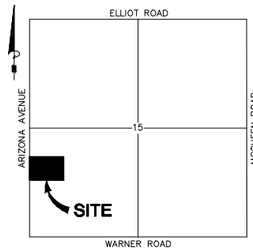
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02	PRELIMINARY PLAT

ENGINEER

BOWMAN CONSULTING
2420 S. POWER ROAD
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CONTACT: NATHAN LARSON
PH: 480.629.8830
EMAIL: nlarson@bowmancg.com

DEVELOPER

TOLL APARTMENTS, LP
8767 E. VIA DE VENTURA
SUITE: 270
SCOTTSDALE, ARIZONA 85258
CONTACT: ANNA PICACHE
PH: 203.598.1607
EMAIL: apicache@tollbrothers.com



VICINITY MAP
N.T.S.

BENCHMARK

SECTION 10, T1S, R5E, 2" BRASS CAP IN BASE OF ELECTRIC TRANSMISSION TOWER #115 BETWEEN GUADALUPE RD AND ELLIOT RD, EAST OF ARIZONA AVE, 90' SOUTH OF CANAL.
ELEVATION: 1211.75
DATUM: NAVD88

BASIS OF BEARINGS

NORTH 90°00'00" EAST ALONG THE WEST LINE OF THE SOUTHWEST QUARTER OF SECTION 15, TOWNSHIP 1 SOUTH, RANGE 5 EAST, OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA

FLOOD ZONE CERTIFICATION

FLOOD INSURANCE MAP NUMBER 04013C2729M
EFFECTIVE ON 11.4.2015

ZONE "X", AREAS OF 0.2% ANNUAL CHANCE FOR FLOOD; AREAS OF 1% ANNUAL CHANCE OF FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE, AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE OF FLOOD.

FLOOD ZONE DESIGNATION PROVIDED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

SITE DATA

ZONING:
EXISTING: C-3
PROPOSED: PAD
TOTAL NUMBER OF UNITS: 420 UNITS
GROSS AREA: 14.98 ac
NET AREA* 13.94 ac
NET DENSITY: 30.13 du/ac

RETENTION REQUIRED: 105,387 cf 2.42 ac-ft
RETENTION PROVIDED: 126,728 cf 2.91 ac-ft

LATITUDE: N33°20'18.73"
LONGITUDE: W111°50'23.78"

NOTE

THE IMPROVEMENTS SHOWN ON THIS PLAT WILL NOT BE FULLY APPROVED BY THE CITY AND THE CERTIFICATE OF OCCUPANCY OR ACCEPTANCE WILL NOT BE ISSUED UNTIL THE OVERHEAD UTILITY LINE UNDERGROUNDING REQUIREMENT HAS BEEN SATISFIED

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COVERSHEET
TOLL BROTHERS UPTOWN
CHANDLER, ARIZONA
MARICOPA COUNTY

051622
PROJECT NUMBER

REGISTERED PROFESSIONAL ENGINEER
CERTIFICATE NO.
68461
NATHAN
LARSON
DATE EXPIRES 09/30/2025
ARIZONA U.S.A.

PLAN STATUS

DATE	DESCRIPTION

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DESIGN	DRAWN	CHKD

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V: NONE

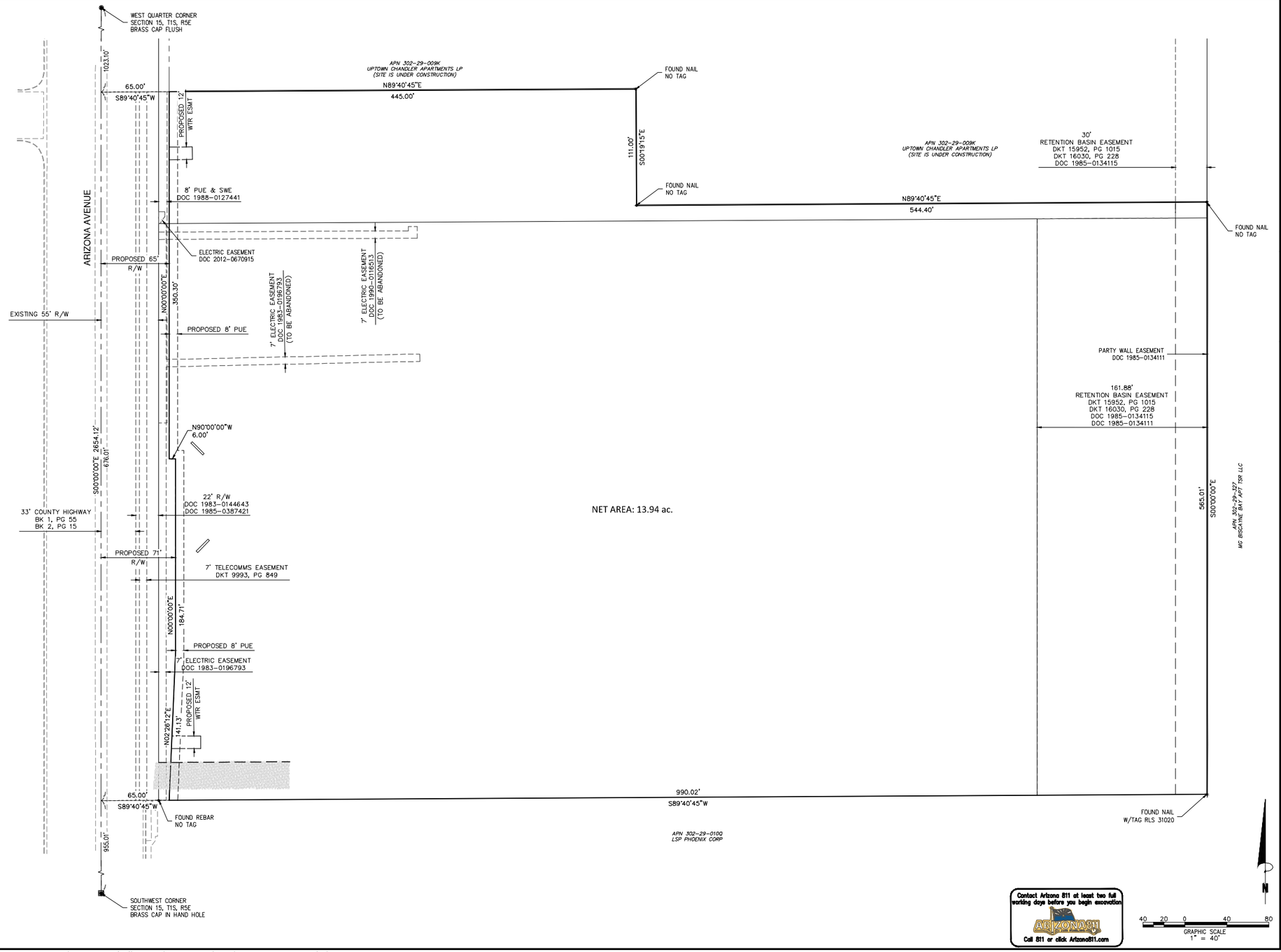
JOB No. 051622

DATE : 09/03/2024

PP01

SHEET 01 OF 14

C.O.C. LOG No. PLT24-0001



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PRELIMINARY PLAT

TOLL BROTHERS UPTOWN

CHANDLER, ARIZONA

MARICOPA COUNTY

051622
PROJECT NUMBER

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CERTIFICATE NO.
68461
NATHAN
LARSON
09/03/2024
STATE OF ARIZONA

PLAN STATUS

DATE	DESCRIPTION

JDG	AAG	NTL
DESIGN	DRAWN	CHKD

SCALE H: 1"=40'
V: NONE

JOB No. 051622

DATE : 09/03/2024

PP02

SHEET 02 OF 02

C.O.C. LOG No. PLT24-0001

CAD FILE NAME: V:\051622 - Arizona and Warner\051622-01-001 (ENG)\Engineering\Engineering Plans\preplat\051622-PR-02-SIT.dwg 09/03/2024

City of Chandler Planning & Zoning Commission and City Council,

As a Chandler business, we want to express our support for the Toll Brothers rezoning case PLH24-0001, north of the Arizona Avenue and Warner intersection. We have reviewed the site plan and images and are excited to bring more Chandler residents to the unused Earnhardt car dealership that is no longer adding value to our community or surrounding businesses. Growth in Maricopa County has exploded, and more quality housing is needed to support our economy and businesses. Toll Brothers has an excellent reputation as a quality builder in Arizona. Thank you for joining us in support of this project and thank you for your service to this community.

Sincerely,

Name Casey Jacobsen

Business Name ARENA 23

Date 8/22/24



City of Chandler Planning & Zoning Commission and City Council,

As a Chandler business, we want to express our support for the Toll Brothers rezoning case PLH24-0001, north of the Arizona Avenue and Warner intersection. We have reviewed the site plan and images and are excited to bring more Chandler residents to the unused Earnhardt car dealership that is no longer adding value to our community or surrounding businesses. Growth in Maricopa County has exploded, and more quality housing is needed to support our economy and businesses. Toll Brothers has an excellent reputation as a quality builder in Arizona. Thank you for joining us in support of this project and thank you for your service to this community.

Sincerely,

Signature Wei Xu

Name WEI XU

Business Name Annie's Foot Massage

Date 03/28/2024



City of Chandler Planning & Zoning Commission and City Council,

As a Chandler business, we want to express our support for the Toll Brothers rezoning case PLH24-0001, north of the Arizona Avenue and Warner intersection. We have reviewed the site plan and images and are excited to bring more Chandler residents to the unused Earnhardt car dealership that is no longer adding value to our community or surrounding businesses. Growth in Maricopa County has exploded, and more quality housing is needed to support our economy and businesses. Toll Brothers has an excellent reputation as a quality builder in Arizona. Thank you for joining us in support of this project and thank you for your service to this community.

Sincerely,

Name Mason A. Abbott

Business Name Uptown Jungle Chandler

Date 8-8-2024



AZ COMPASS PREP SCHOOL

07.29.2024

Serving Arizona since 2000
SKYLINE EDUCATION

Swen Anderson, MRED
President
Office (480) 779 - 2010 ext. 2120
Mobile (480) 205 - 8009
sanderson@skylineschools.com
www.skylineschools.com

2020 N. Arizona Ave, Suite 109
Chandler, AZ 85225

City of Chandler, Planning and Zoning Department

Cc: Withey Morris Bough

Re: Rezoning Case No. PLH24-0001

Dear Planning and Zoning Department,

I am writing to express our strong support for the rezoning of the Earnhardt Auto Centers property located on the southeast corner of Arizona Ave and Warner, which has been sold to Toll Brothers for the purpose of developing a multi-family apartment building. As the owner of AZ Compass Prep School, a K-12 public charter institution located near the proposed development, we believe this rezoning initiative will bring numerous benefits to our community.

The development of a multi-family apartment building aligns with the growing demand for diverse housing options in our area. This project will provide much-needed housing for families, professionals, and individuals, contributing to the overall vitality and growth of our community. Additionally, the presence of new residents within the Chandler Uptown area can positively impact local businesses and services, fostering a vibrant and thriving neighborhood.

The transformation of the former auto center into a modern residential complex will not only improve the visual landscape of the Chandler Uptown area, but also promote a sense of community and connectivity among residents. As an educational institution, we are particularly excited about the potential benefits for our students and their families. The proximity of new housing options can make our school more accessible to a wider range of families and may create opportunities for collaboration and partnerships between our school and the new residential community, further enriching the educational experience for our students.

We commend Earnhardt Auto Centers for their foresight in facilitating this positive change and Toll Brothers for their commitment to developing high-quality housing. We wholeheartedly support the rezoning of this property and believe that it will have a lasting and positive impact on our community. Thank you for considering our perspective. We look forward to the positive transformation that this development will bring to our neighborhood.

Sincerely,
Swen Anderson
President, AZ Compass Prep School
sanderson@skylineschools.com
480.205.8009

City of Chandler Planning & Zoning Commission and City Council,

As a Chandler business, we want to express our support for the Toll Brothers rezoning case PLH24-0001, north of the Arizona Avenue and Warner intersection. We have reviewed the site plan and images and are excited to bring more Chandler residents to the unused Earnhardt car dealership that is no longer adding value to our community or surrounding businesses. Growth in Maricopa County has exploded, and more quality housing is needed to support our economy and businesses. Toll Brothers has an excellent reputation as a quality builder in Arizona. Thank you for joining us in support of this project and thank you for your service to this community.

Sincerely,

Signature Monique Pool

Name Monique Pool

Business Name Arby's

Date 3.28.24

City of Chandler Planning & Zoning Commission and City Council,

As a Chandler business, we want to express our support for the Toll Brothers rezoning case PLH24-0001, north of the Arizona Avenue and Warner intersection. We have reviewed the site plan and images and are excited to bring more Chandler residents to the unused Earnhardt car dealership that is no longer adding value to our community or surrounding businesses. Growth in Maricopa County has exploded, and more quality housing is needed to support our economy and businesses. Toll Brothers has an excellent reputation as a quality builder in Arizona. Thank you for joining us in support of this project and thank you for your service to this community.

Sincerely,

Name Blake West

Business Name Barro's Pizza

Date 7/17/24

City of Chandler Planning & Zoning Commission and City Council,

As a Chandler business, we want to express our support for the Toll Brothers rezoning case PLH24-0001, north of the Arizona Avenue and Warner intersection. We have reviewed the site plan and images and are excited to bring more Chandler residents to the unused Earnhardt car dealership that is no longer adding value to our community or surrounding businesses. Growth in Maricopa County has exploded, and more quality housing is needed to support our economy and businesses. Toll Brothers has an excellent reputation as a quality builder in Arizona. Thank you for joining us in support of this project and thank you for your service to this community.

Sincerely,

Name J Milanowski Jason Milanowski

Business Name Big 5 Sporting Goods

Date 7/12/24

BIG 5 SPORTING GOODS

2000 N. Arizona Avenue
Chandler, AZ 85225
(480) 821-9226

Visit us online:
www.big5sportinggoods.com
facebook.com/big5sportinggoods
twitter.com/big5since55

City of Chandler Planning & Zoning Commission and City Council,

As a Chandler business, we want to express our support for the Toll Brothers rezoning case PLH24-0001, north of the Arizona Avenue and Warner intersection. We have reviewed the site plan and images and are excited to bring more Chandler residents to the unused Earnhardt car dealership that is no longer adding value to our community or surrounding businesses. Growth in Maricopa County has exploded, and more quality housing is needed to support our economy and businesses. Toll Brothers has an excellent reputation as a quality builder in Arizona. Thank you for joining us in support of this project and thank you for your service to this community.

Sincerely,

Name Brett Bates

Business Name Bruster's Ice Cream chandler 398

Date 8/22/2024

City of Chandler Planning & Zoning Commission and City Council,

As a Chandler business, we want to express our support for the Toll Brothers rezoning case PLH24-0001, north of the Arizona Avenue and Warner intersection. We have reviewed the site plan and images and are excited to bring more Chandler residents to the unused Earnhardt car dealership that is no longer adding value to our community or surrounding businesses. Growth in Maricopa County has exploded, and more quality housing is needed to support our economy and businesses. Toll Brothers has an excellent reputation as a quality builder in Arizona. Thank you for joining us in support of this project and thank you for your service to this community.

Sincerely,

Name Cinnamon Wells

Business Name DJs Smoke Shop

Date 7/17/24

City of Chandler Planning & Zoning Commission and City Council,

As a Chandler business, we want to express our support for the Toll Brothers rezoning case PLH24-0001, north of the Arizona Avenue and Warner intersection. We have reviewed the site plan and images and are excited to bring more Chandler residents to the unused Earnhardt car dealership that is no longer adding value to our community or surrounding businesses. Growth in Maricopa County has exploded, and more quality housing is needed to support our economy and businesses. Toll Brothers has an excellent reputation as a quality builder in Arizona. Thank you for joining us in support of this project and thank you for your service to this community.

Sincerely,

Name Alisa Jaramillo

Business Name Dunkin'

Date 8/22/24

City of Chandler Planning & Zoning Commission and City Council,

As a Chandler business, we want to express our support for the Toll Brothers rezoning case PLH24-0001, north of the Arizona Avenue and Warner intersection. We have reviewed the site plan and images and are excited to bring more Chandler residents to the unused Earnhardt car dealership that is no longer adding value to our community or surrounding businesses. Growth in Maricopa County has exploded, and more quality housing is needed to support our economy and businesses. Toll Brothers has an excellent reputation as a quality builder in Arizona. Thank you for joining us in support of this project and thank you for your service to this community.

Sincerely,

Signature 

Name Jose Gonzalez

Business Name Jack in the box

Date 03/28/24

City of Chandler Planning & Zoning Commission and City Council,

As a Chandler business, we want to express our support for the Toll Brothers rezoning case PLH24-0001, north of the Arizona Avenue and Warner intersection. We have reviewed the site plan and images and are excited to bring more Chandler residents to the unused Earnhardt car dealership that is no longer adding value to our community or surrounding businesses. Growth in Maricopa County has exploded, and more quality housing is needed to support our economy and businesses. Toll Brothers has an excellent reputation as a quality builder in Arizona. Thank you for joining us in support of this project and thank you for your service to this community.

Sincerely,

Signature marissa soto

Name marissa soto

Business Name Jimmy Johns

Date 3/28/24

City of Chandler Planning & Zoning Commission and City Council,

As a Chandler business, we want to express our support for the Toll Brothers rezoning case PLH24-0001, north of the Arizona Avenue and Warner intersection. We have reviewed the site plan and images and are excited to bring more Chandler residents to the unused Earnhardt car dealership that is no longer adding value to our community or surrounding businesses. Growth in Maricopa County has exploded, and more quality housing is needed to support our economy and businesses. Toll Brothers has an excellent reputation as a quality builder in Arizona. Thank you for joining us in support of this project and thank you for your service to this community.

Sincerely,

Name Sheri Stadt

Business Name La bella Paw Spa

Date 8/8/24



City of Chandler Planning & Zoning Commission and City Council,

As a Chandler business, we want to express our support for the Toll Brothers rezoning case PLH24-0001, north of the Arizona Avenue and Warner intersection. We have reviewed the site plan and images and are excited to bring more Chandler residents to the unused Earnhardt car dealership that is no longer adding value to our community or surrounding businesses. Growth in Maricopa County has exploded, and more quality housing is needed to support our economy and businesses. Toll Brothers has an excellent reputation as a quality builder in Arizona. Thank you for joining us in support of this project and thank you for your service to this community.

Sincerely,

Name Michael Downs

Business Name Day Auto Supply

Date 8/8/24

NAPA AUTO & TRUCK PARTS

Mike Downs

Day Auto Supply, Inc
2071 N Arizona Ave Suite #119
Chandler, AZ 85225

Phone: 480-963-6402
Fax: 480-917-3901

City of Chandler Planning & Zoning Commission and City Council,

As a Chandler business, we want to express our support for the Toll Brothers rezoning case PLH24-0001, north of the Arizona Avenue and Warner intersection. We have reviewed the site plan and images and are excited to bring more Chandler residents to the unused Earnhardt car dealership that is no longer adding value to our community or surrounding businesses. Growth in Maricopa County has exploded, and more quality housing is needed to support our economy and businesses. Toll Brothers has an excellent reputation as a quality builder in Arizona. Thank you for joining us in support of this project and thank you for your service to this community.

Sincerely,

Name Chris DeNeice

Business Name PGA Tour Superstore

Date 8/22/24

PGA TOUR SUPERSTORE

Chris DeNeice
General Manager

2031 N Arizona Ave | Chandler, AZ 85225
O: 480-214-4370 | C: 303-332-5295
cdeneice@pgatss.com

City of Chandler Planning & Zoning Commission and City Council,

As a Chandler business, we want to express our support for the Toll Brothers rezoning case PLH24-0001, north of the Arizona Avenue and Warner intersection. We have reviewed the site plan and images and are excited to bring more Chandler residents to the unused Earnhardt car dealership that is no longer adding value to our community or surrounding businesses. Growth in Maricopa County has exploded, and more quality housing is needed to support our economy and businesses. Toll Brothers has an excellent reputation as a quality builder in Arizona. Thank you for joining us in support of this project and thank you for your service to this community.

Sincerely,

Signature _____

Name Jorge Moreno

Business Name Royal fadez Barbershop #2 LLC.

Date 03/28/24



City of Chandler Planning & Zoning Commission and City Council,

As a Chandler business, we want to express our support for the Toll Brothers rezoning case PLH24-0001, north of the Arizona Avenue and Warner intersection. We have reviewed the site plan and images and are excited to bring more Chandler residents to the unused Earnhardt car dealership that is no longer adding value to our community or surrounding businesses. Growth in Maricopa County has exploded, and more quality housing is needed to support our economy and businesses. Toll Brothers has an excellent reputation as a quality builder in Arizona. Thank you for joining us in support of this project and thank you for your service to this community.

Sincerely,

Name Larry

Business Name Safelite

Date 7/17/24

City of Chandler Planning & Zoning Commission and City Council,

As a Chandler business, we want to express our support for the Toll Brothers rezoning case PLH24-0001, north of the Arizona Avenue and Warner intersection. We have reviewed the site plan and images and are excited to bring more Chandler residents to the unused Earnhardt car dealership that is no longer adding value to our community or surrounding businesses. Growth in Maricopa County has exploded, and more quality housing is needed to support our economy and businesses. Toll Brothers has an excellent reputation as a quality builder in Arizona. Thank you for joining us in support of this project and thank you for your service to this community.

Sincerely,

Signature Erika Herrera

Name Erika Herrera

Business Name Subway

Date 3.28.24

City of Chandler Planning & Zoning Commission and City Council,

As a Chandler business, we want to express our support for the Toll Brothers rezoning case PLH24-0001, north of the Arizona Avenue and Warner intersection. We have reviewed the site plan and images and are excited to bring more Chandler residents to the unused Earnhardt car dealership that is no longer adding value to our community or surrounding businesses. Growth in Maricopa County has exploded, and more quality housing is needed to support our economy and businesses. Toll Brothers has an excellent reputation as a quality builder in Arizona. Thank you for joining us in support of this project and thank you for your service to this community.

Sincerely,

Name Julie Bohner manager

Business Name Tom Ryan's

Date 7-17-24

City of Chandler Planning & Zoning Commission and City Council,

As a Chandler business, we want to express our support for the Toll Brothers rezoning case PLH24-0001, north of the Arizona Avenue and Warner intersection. We have reviewed the site plan and images and are excited to bring more Chandler residents to the unused Earnhardt car dealership that is no longer adding value to our community or surrounding businesses. Growth in Maricopa County has exploded, and more quality housing is needed to support our economy and businesses. Toll Brothers has an excellent reputation as a quality builder in Arizona. Thank you for joining us in support of this project and thank you for your service to this community.

Sincerely,

Name ASIYAH JAFARY

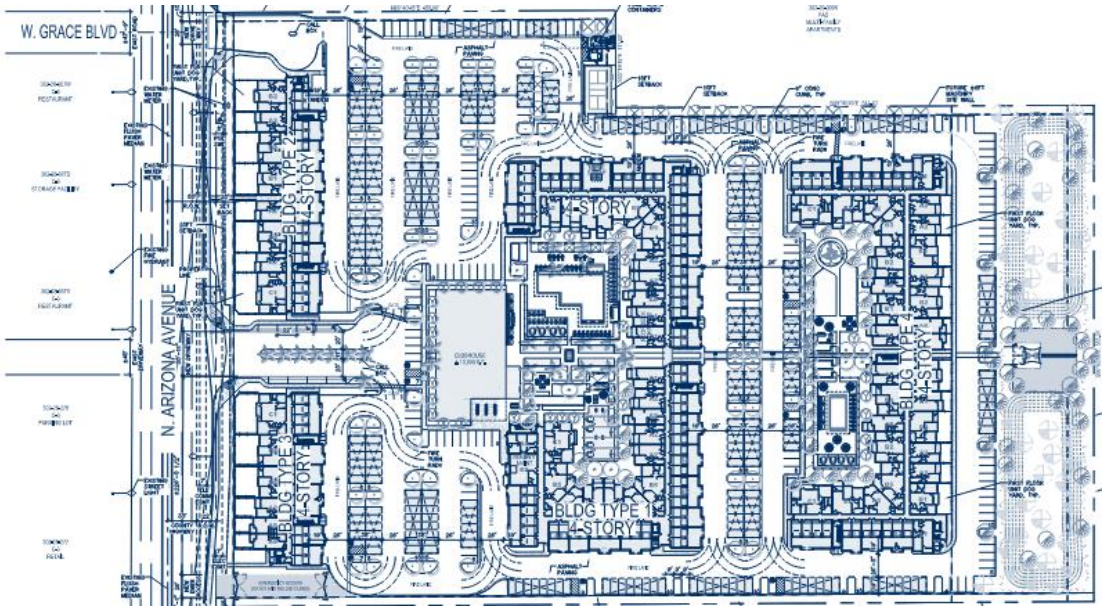
Business Name TOP CROWN SMOKE & VAPE

Date 08/08/2024

Toll Brothers Uptown

Traffic Impact Study

Category I



Prepared for:

Toll Brothers Apartment Living
8767 E Via De Ventura, Suite 390
Scottsdale, AZ 85258

Registered Professional Engineer (Civil)
CERTIFICATE NO.
51806
SHELLY A.
SORENSEN
Date Signed: 01/26/24
ARIZONA, U.S.A.

Prepared by:

Lōkahi, LLC
10555 N. 114th Street, Suite 105
Scottsdale, AZ 85259

Project Number: 23.5569
January 26, 2024

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1. INTRODUCTION AND EXECUTIVE SUMMARY

1.1. PURPOSE OF REPORT AND STUDY OBJECTIVES

Lōkahi, LLC (Lōkahi) was retained by Toll Brothers Apartment Living to complete a Traffic Impact Study (TIS) for the proposed Toll Brothers Uptown residential development. The development is generally located on the southeast corner of Arizona Avenue and Grace Boulevard in the City of Chandler, Arizona.

The proposed development will be comprised of 423 dwelling units. Of which, there will be 40 studio units, 208 one-bedroom units, 137 two-bedroom units, and 38 three-bedroom units.

The objective of this Traffic Impact Study is to analyze the traffic related impacts of the proposed development to the adjacent roadway network. See **Figure 1** for the vicinity map.

This Traffic Impact Analysis includes:

- Level of service analysis of existing conditions for the weekday AM and PM peak hours
- Trip generation for the proposed development
- Level of service analysis for the opening year (2027) weekday AM and PM peak hours
- Level of service analysis for 5 years after the opening year (2032) weekday AM and PM peak hours

The following are the intersections included in this study:

- Arizona Avenue and Grace Boulevard/Driveway A (1) – *existing (with future site access)*
- Arizona Avenue and Driveway B (2) – *existing (with future site access)*
- Arizona Avenue and Driveway C (3) – *proposed (emergency access only)*
- Arizona Avenue and Driveway D (4) – *existing*
- Arizona Avenue and Driveway E (5) – *existing*

1.2. EXECUTIVE SUMMARY

This report presents the analyses and the results of a Traffic Impact Study prepared for the proposed Toll Brothers Uptown residential development. The proposed development is generally located on the southeast corner of Arizona Avenue and Grace Boulevard in the City of Chandler, Arizona.

The proposed development will be comprised of 423 dwelling units. Of which, there will be 40 studio units, 208 one-bedroom units, 137 two-bedroom units, and 38 three-bedroom units.

The proposed Toll Brothers Uptown residential development is anticipated to start leasing the first units in 2026. As a conservative approach it was assumed the full build out would occur in the year 2027.

Existing Capacity Analysis

The AM and PM peak hour existing conditions capacity analyses were completed for the existing study intersections. The results of the capacity analyses reveal that all movements operate at a LOS C or better.

Trip Generation

The proposed Toll Brothers Uptown development is anticipated to generate a total of 1,971 daily trips, with 175 trips occurring in the AM peak hour and 165 trips in the PM peak hour.

Trip Generation

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Multifamily Housing (Mid-Rise)	221	423	Dwelling Units	1,971	175	40	135	165	104	61

Trip Generation Comparison

A trip generation comparison was completed between the proposed Toll Brothers Uptown development and the existing automobile sales dealership. The proposed development generates 22 fewer weekday trips, with 42 more trips during the AM peak hour and 8 fewer trips during the PM peak hour, when compared to the existing automobile sales dealership.

Trip Generation Comparison

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Existing Development	840	71.6	1000 SF GFA	1,993	133	97	36	173	69	104
Proposed Development	221	423	Dwelling Units	1,971	175	40	135	165	104	61
			Difference	-22	42	-57	99	-8	35	-43

Future Conditions

Year 2027 (build out) and year 2032 (5 years after build out) analyses were completed without and with the build out of the proposed Toll Brothers Uptown. Utilizing MAG socioeconomic data for the study area, existing traffic volumes were grown by an annual growth rate of 1.0% to determine the future traffic volumes. Additionally, known surrounding development(s) were included in future traffic volumes.

Year 2027 – Opening Year

A capacity analysis was completed for both the AM and PM peak hours for the year 2027, without and with the build out of the proposed Toll Brothers Uptown development. The year 2027 build capacity analysis resulted in all movements operating at a LOS D or better, with the exception of:

- **Arizona Avenue and Grace Boulevard/Driveway A (1)**
  - Eastbound left PM peak hour operates at LOS E

- **Arizona Avenue and Driveway B (2)**
  - Westbound left AM peak hour operates at LOS E

Year 2032 – 5 Years After Opening Year

A capacity analysis was completed for both the AM and PM peak hours for the year 2032, without and with the build out of the proposed Toll Brothers Uptown development. The year 2032 build capacity analysis resulted in all movements operating at a LOS D or better, with the exception of:

- **Arizona Avenue and Grace Boulevard/Driveway A (1)**
  - Eastbound left PM peak hour operates at LOS E

- **Arizona Avenue and Driveway B (2)**
  - Westbound left AM peak hour operates at LOS F

Delays are typical during peak hours for minor-to-major turning movements as well as for movements at stop-controlled intersections. Drivers familiar with the area often choose to use alternate routes

during peak hours or drive at different times to avoid potential delay. Therefore, improvements to mitigate LOS E or F at the above intersections are not recommended as part of this study.

Recommendations

The following are the recommendations with the build out of the proposed Toll Brothers Uptown development:

- **Arizona Avenue and Grace Boulevard/Driveway A (1)**
  - Buildout of full-access point on the east leg of the intersection
- **Arizona Avenue and Driveway B (2)**
  - Buildout of full-access point on the east leg of the intersection
- **Arizona Avenue and Driveway C (3)**
  - Buildout of an emergency access only driveway.

2. PROPOSED DEVELOPMENT

The proposed development is generally located on the southeast corner of Arizona Avenue and Grace Boulevard in the City of Chandler, Arizona. See **Figure 1** for a vicinity map.

The proposed development will be comprised of 423 dwelling units. Of which, there will be 40 studio units, 208 one-bedroom units, 137 two-bedroom units, and 38 three-bedroom units.

There will be a total of three (3) access points provided for the proposed development:

Arizona Avenue and Grace Boulevard/Driveway A (1) will be a full-access point on the east side of the existing intersection. This driveway will provide full access, allowing all movements into and out of the site.
Arizona Avenue and Driveway B (2) will be a full-access point on the east side of the existing intersection. This driveway will provide full access, allowing all movements into and out of the site.

Arizona Avenue and Driveway C (3) will be an emergency access only along Arizona Avenue, approximately 270-feet south of Driveway B.

See **Figure 2** and **Appendix A** for the proposed site plan.

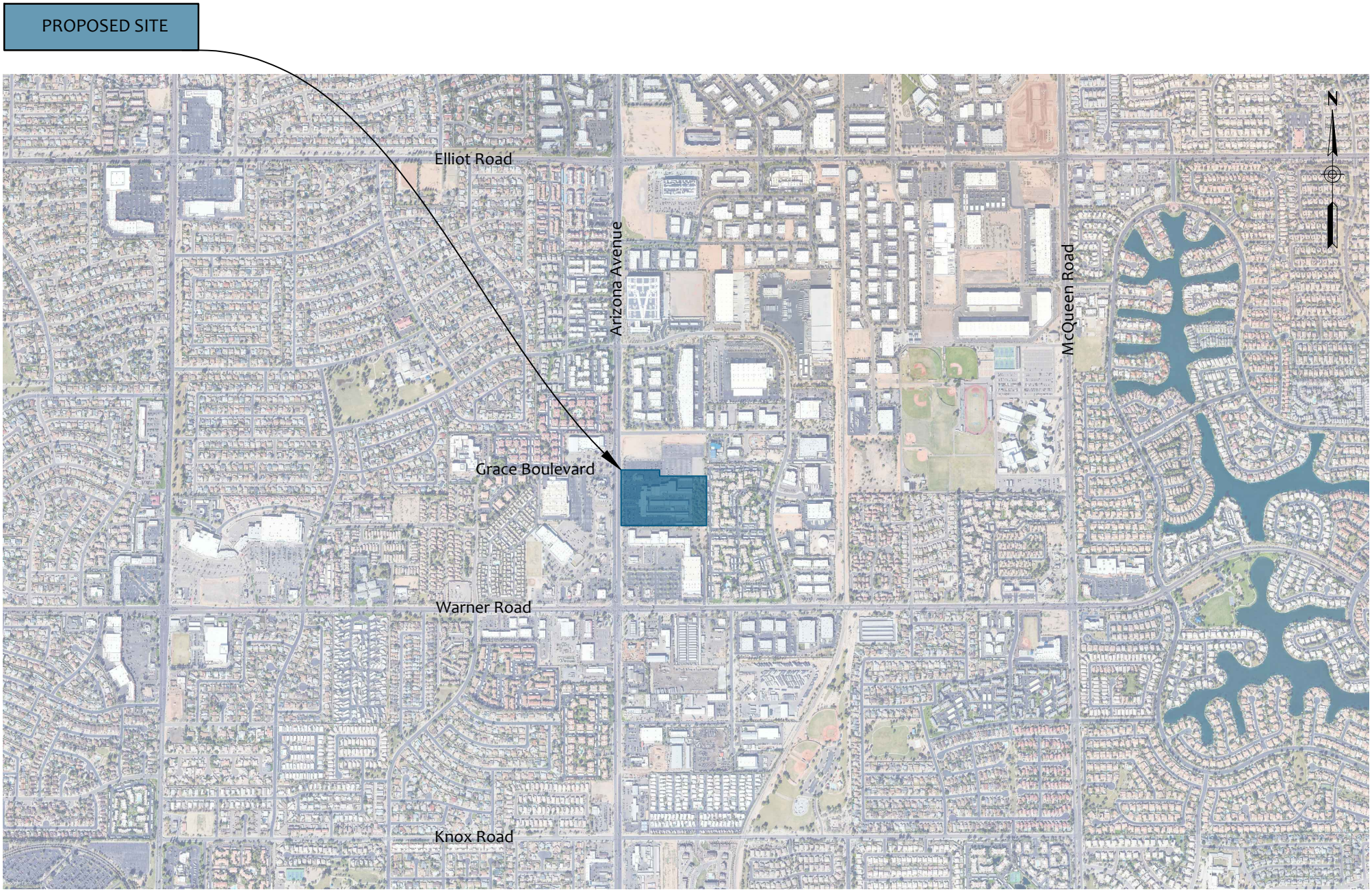


FIGURE 1 | VICINITY MAP

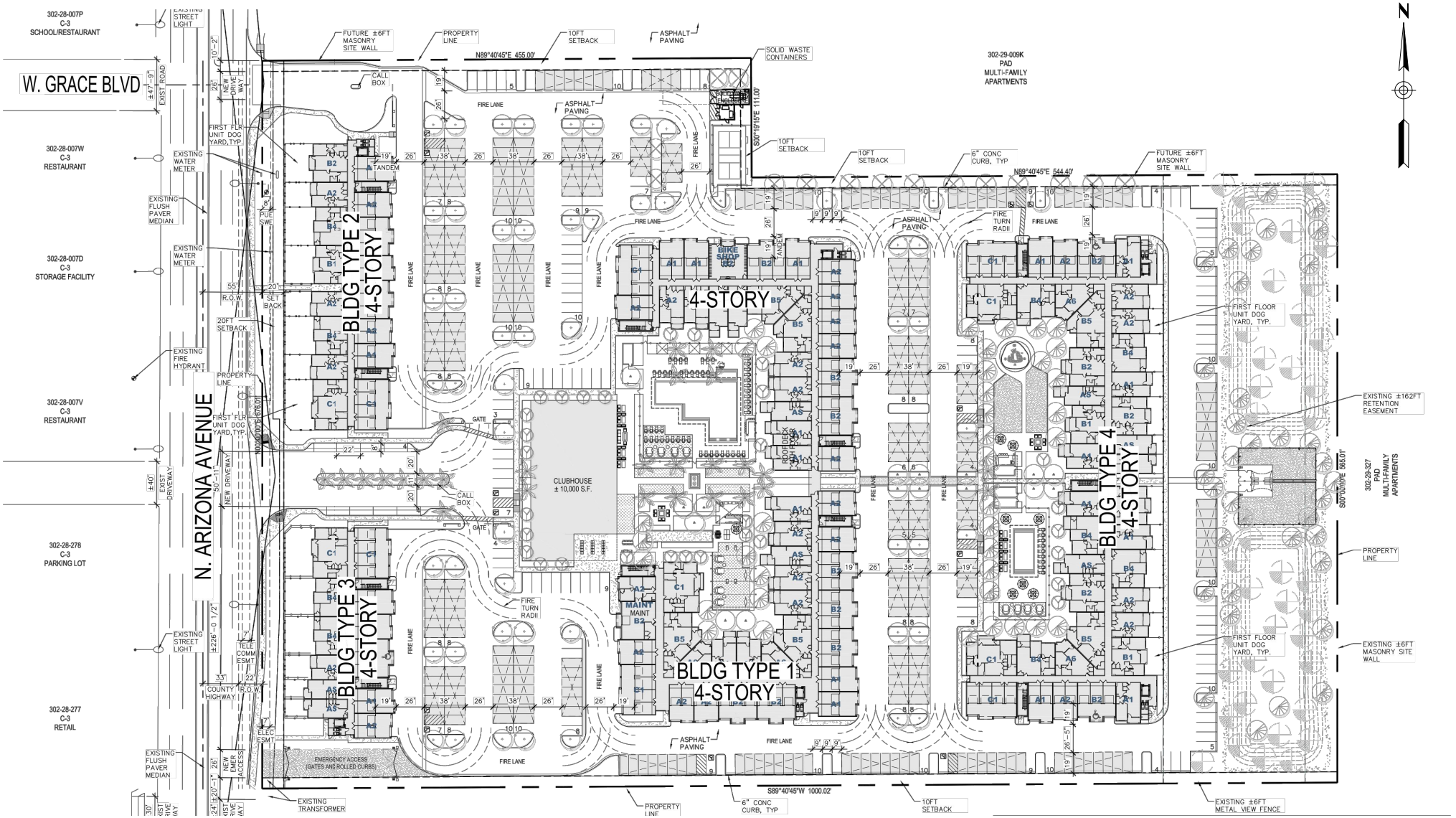


FIGURE 2 | SITE PLAN

3. AREA CONDITIONS

The proposed site is located within the City of Chandler, Arizona. **Sections 3.1** and **3.2** provide detailed descriptions of the study roadway segments and intersections. See **Figure 3** for the study area.

3.1. STUDY ROADWAY SEGMENTS

Arizona Avenue generally runs north-south and provides three (3) travel lanes for each direction of travel, with a center two-way left turn lane. There is a posted speed limit of 45 miles per hour (mph). Per the *City of Chandler's Transportation Master Plan Update*, dated January 2020, Arizona Avenue is classified as a major arterial. According to the City of Chandler 2023 Road Segment Traffic Volumes, Arizona Avenue has an Average Daily Traffic (ADT) of 31,700 vehicles per day (vpd), between Elliot Road and Warner Road.

Grace Boulevard generally runs east-west within the proposed study area and provides one (1) travel lane for each direction of travel. There is an unposted speed limit of 25 mph.

3.2. STUDY INTERSECTIONS

Arizona Avenue and Grace Boulevard (1) currently operates as a one-way stop-controlled T-intersection with stop control on the eastbound approach. The eastbound approach provides approximately 45 feet of unmarked pavement that is assumed to operate as one (1) left turn lane and one (1) right turn lane. The northbound approach provides one (1) dedicated left turn lane, via a two-way left turn lane, and three (3) through lanes. The southbound approach provides three (3) through lanes and one (1) dedicated right turn lane.

Arizona Avenue and Driveway B (3) currently operates as a two-way stop-controlled T-intersection with stop control on the eastbound and westbound approaches. The eastbound and westbound approaches are assumed to operate as one (1) shared left-through-right lane. The northbound approach provides one (1) dedicated left turn lane, via a two-way left turn lane, two (2) through lanes and one (1) shared through-right turn lane. The southbound approach provides one (1) dedicated left turn lane, via a two-way left turn lane, and two (2) through lanes, and one (1) dedicated right turn lane. Driveway B is located approximately 375-feet south of Grave Boulevard (centerline-to-centerline).

Arizona Avenue and Driveway D (4) currently operates as a two-way stop-controlled T-intersection with stop control on the eastbound and westbound approaches. The eastbound and westbound approaches are assumed to operate as one (1) shared left-through-right lane. The northbound approach provides one (1) dedicated left turn lane, via a two-way left turn lane, two (2) through lanes and one (1) shared through-right turn lane. The southbound approach provides one (1) dedicated left turn lane, via a two-way left turn lane, and two (2) through lanes, and one (1)

dedicated right turn lane. Driveway D is located approximately 675-feet south of Grave Boulevard (centerline-to-centerline).

Arizona Avenue and Driveway E (5) currently operates as a two-way stop-controlled T-intersection with stop control on the eastbound and westbound approaches. The eastbound and westbound approaches are assumed to operate as one (1) shared left-through-right lane. The northbound approach provides one (1) dedicated left turn lane, via a two-way left turn lane, two (2) through lanes and one (1) dedicated right turn lane. The southbound approach provides one (1) dedicated left turn lane, via a two-way left turn lane, and two (2) through lanes, and one (1) dedicated right turn lane. Driveway D is located approximately 675-feet south of Grave Boulevard (centerline-to-centerline).

3.3. STUDY AREA LAND USE

The proposed site is generally located on southeast corner of Arizona Avenue and Grace Boulevard in the City of Chandler, Arizona. The immediate surroundings study area primarily consists of residential and commercial land uses. The Chandler Mercado retail center borders the site to the south. The Biscayne Bay Apartments border the site to the west. Directly north is currently a portion of the Earnhardt Chevrolet parking lot and vacant land, however a future multifamily development is currently planned for construction.

3.4. SITE ACCESSIBILITY

Roadway System

The US 60 and SR 202 Freeways run east-west within the vicinity of the study area. Additionally, The SR 101 runs north-south within the vicinity of the study area The SR 101, US 60, and SR 202 currently run through the cities of Phoenix, Mesa, Chandler, Tempe, and Town of Gilbert. The US 60 and SR 202 can be accessed via Arizona Avenue. SR 101 can be accessed by both Elliot Road and Warner Road.

Pedestrian Facilities

Within the study area, sidewalks are provided along both sides of Arizona Avenue.

Grace Boulevard provides continuous sidewalks on the north side of the road, with intermittent sidewalks on the south side of the road, within the study area.

Bicycle Facilities

Bike lanes are currently not provided within the proposed study area.

Transit Facilities

Within the immediate study area, Valley Metro Route 112 operates along Arizona Avenue. Valley Metro Route 112 provides an existing shaded bus stop in the northbound direction of travel

approximately 230 feet north of Grace Boulevard. Similarly, Valley Metro Route 112 provides an existing shaded bus stop in the southbound direction of travel approximately 135 feet south of Grace Boulevard.

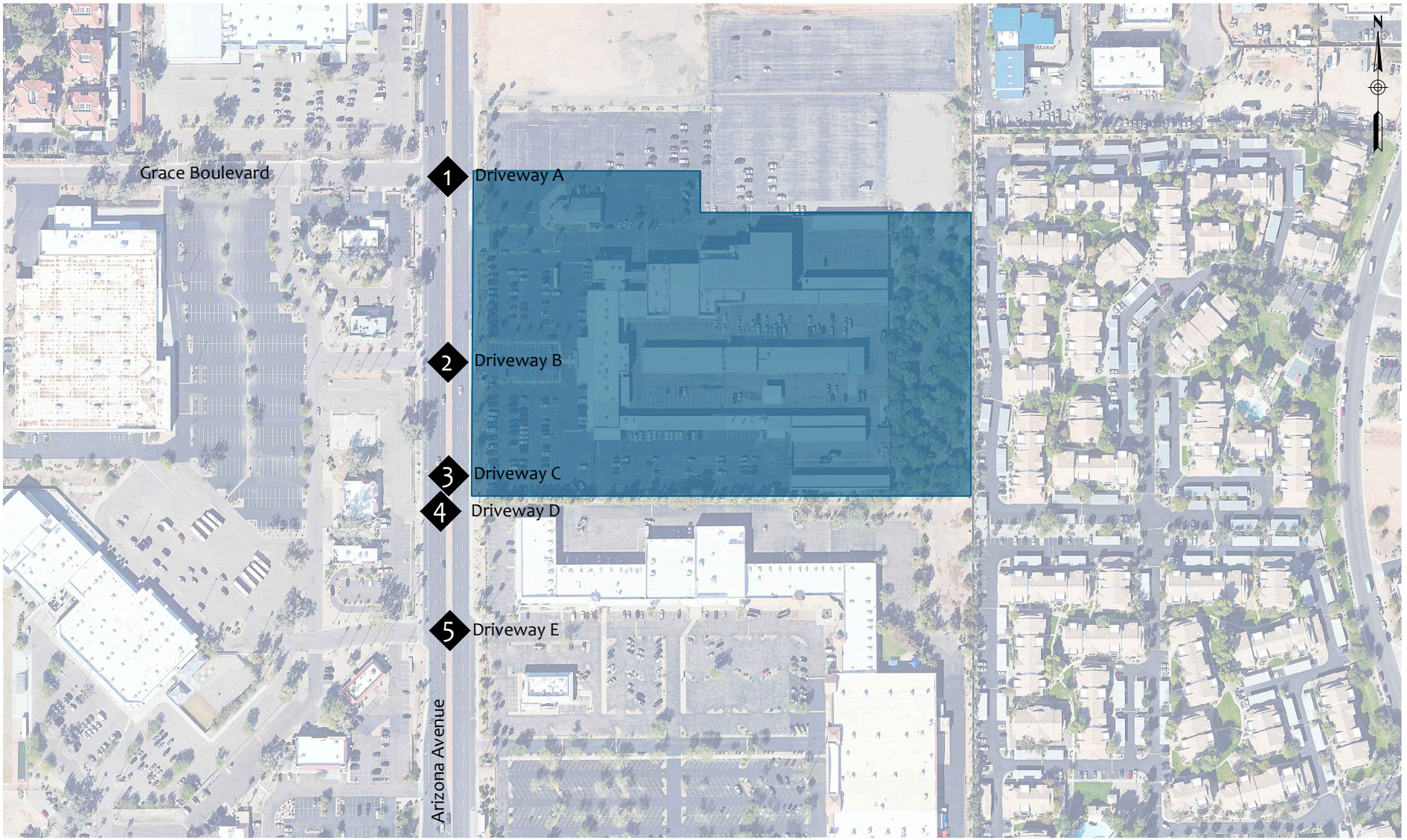


FIGURE 3 | STUDY AREA

4. EXISTING CONDITIONS

4.1. EXISTING LAND USE

According to Maricopa County Assessor's website, the proposed site will occupy three (3) existing parcels, APNs 302-29-009E, 302-29-009G, and 302-29-009L. Currently, these three (3) parcels are currently being utilized by the existing Earnhardt Chevrolet auto dealership. The three (3) existing parcels are zoned for C-3 uses. See **Appendix B** for detailed parcel information.

4.2. EXISTING TRAFFIC COUNTS

A local data collection firm, All Traffic Data Services, LLC, was utilized to collect traffic counts. On Thursday, September 9th, 2023, four hours of typical weekday turning movement counts were obtained during the AM (7:00 to 9:00 am) and PM (4:00 to 6:00 pm) peak hours at the following intersection:

- Arizona Avenue and Grace Boulevard/Driveway A (1)
- Arizona Avenue and Driveway B (2)
- Arizona Avenue and Driveway D (4)
- Arizona Avenue and Driveway E (5)

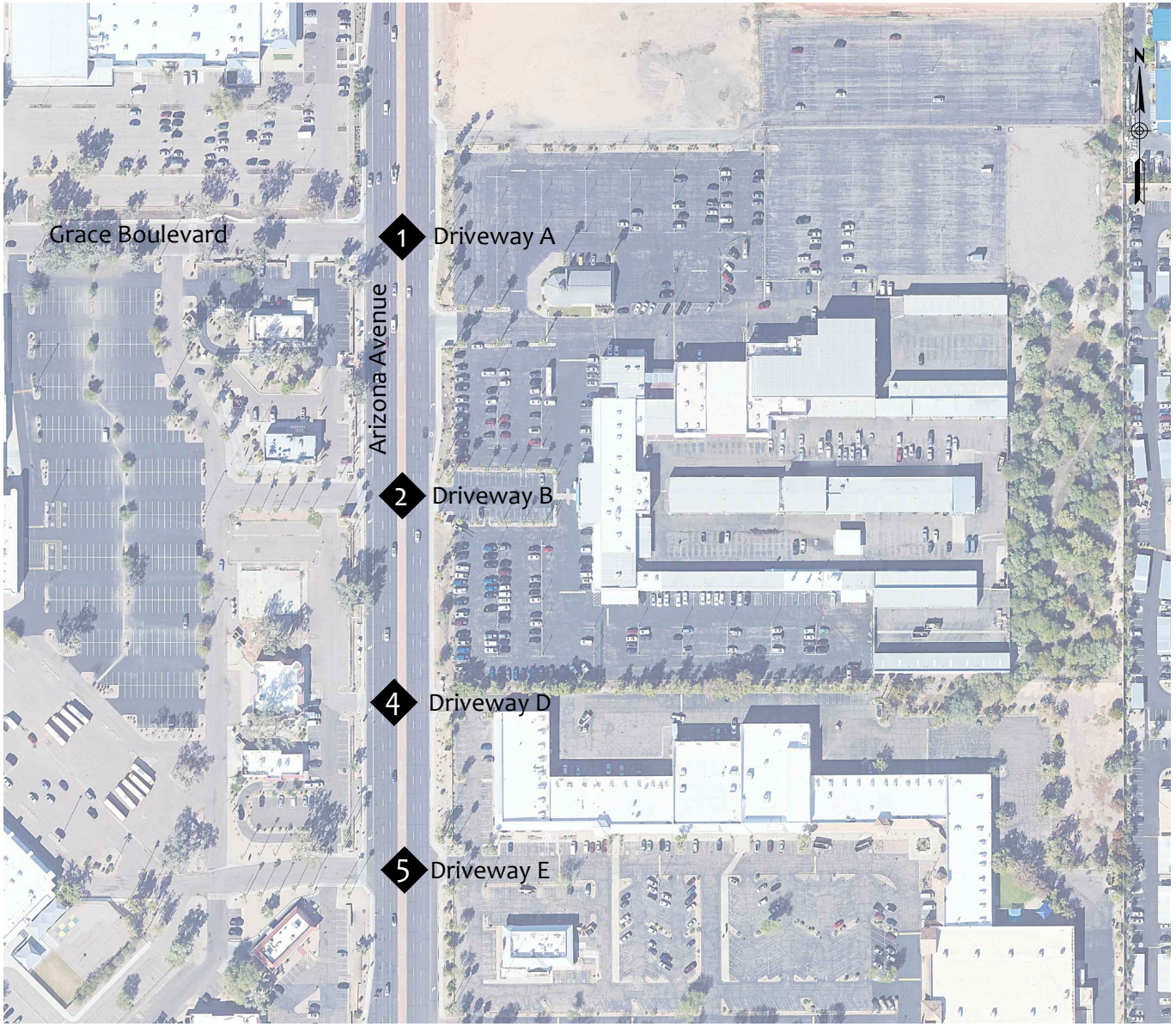
Additionally, on Thursday, September 9th, 2023, bi-directional tube counts for 24-hours in 15-minute intervals were collected along the following roadway segment(s):

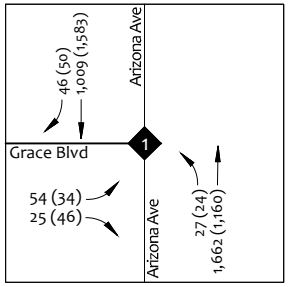
- Arizona Avenue, south of Grace Boulevard

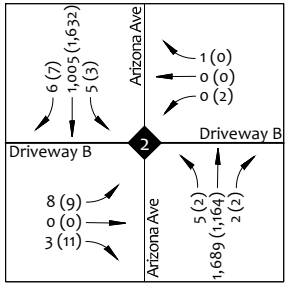
The turning movement counts were then analyzed for the highest 1-hour within each time period. The following peak hours were analyzed throughout this study.

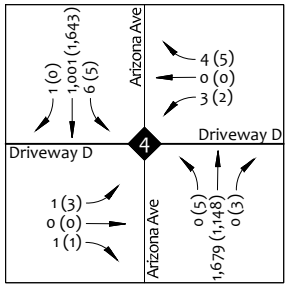
AM Peak Hour	7:15 am – 8:15 am
PM Peak Hour	4:45 pm – 5:45 pm

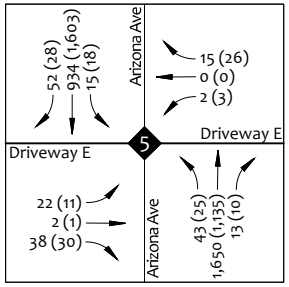
See **Appendix C** for detailed traffic count data. See **Figure 4** for the existing AM and PM peak hour traffic volumes.











Legend

AM (PM) Peak Hour Traffic Volumes

X Intersection

FIGURE 4 | EXISTING TRAFFIC VOLUMES

4.3.EXISTING CAPACITY ANALYSIS

The existing conditions capacity analysis was completed for the existing study intersections. The capacity and level of service for the study area intersections were evaluated using the methodology presented in the *7th Edition of the Highway Capacity Manual (HCM)*. Traffic analysis software, *Synchro Version 12*, was used to perform the analyses using the existing peak hour factor (PHF) obtained from the traffic counts.

Table 1 is from the *6th Edition of the Highway Capacity Manual* Exhibit 19-8 and 20-2, which lists the Level of Service (LOS) thresholds for signalized and unsignalized intersections.

Table 1 – Level of Service Criteria

Level of Service (LOS)	Control Delay per Vehicle (s/veh)	
	Signalized Intersection	Unsignalized Intersection
A	≤ 10	≤ 10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

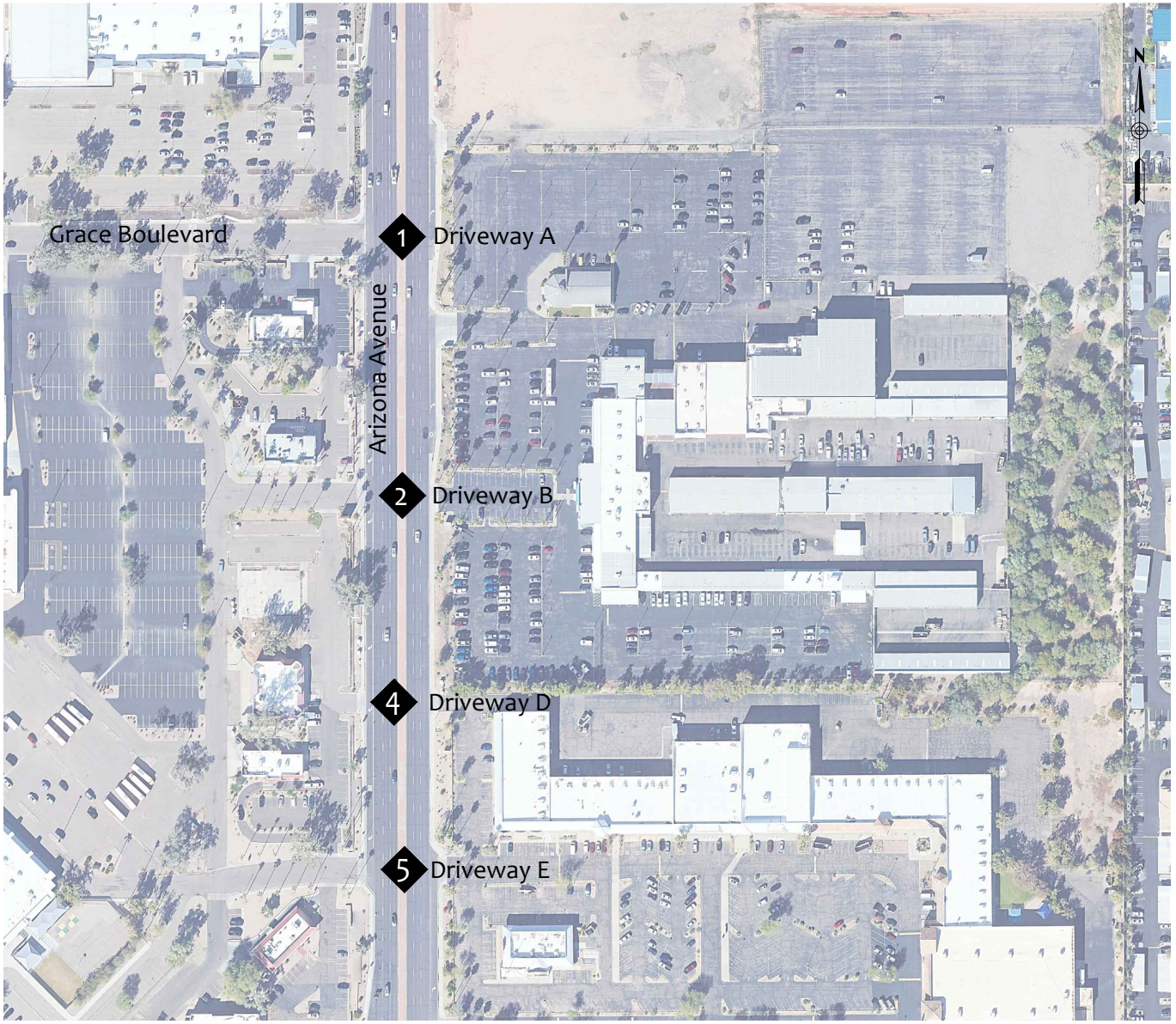
The results of the capacity analyses reveal that all movements operate at a LOS C or better.

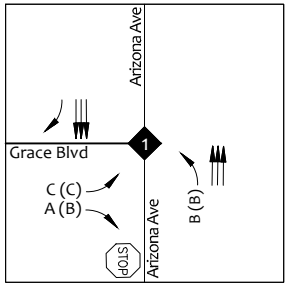
See **Figure 5** for the existing AM and PM peak hour capacity analysis. The existing AM and PM peak hour level of service, delay, and volume-to-capacity ratios for the study intersections are shown in **Table 2**.

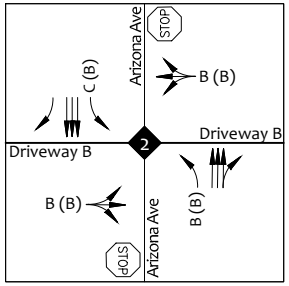
The detailed capacity analysis sheets can be found in **Appendix D**.

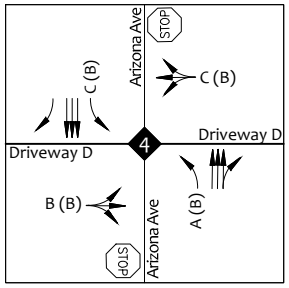
Table 2 – Existing Level of Service, Delay, and V/C Ratio

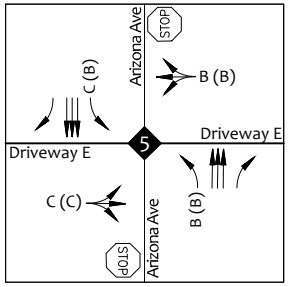
Intersection	Existing Conditions					
	AM PEAK			PM PEAK		
	LOS	DELAY	V/C	LOS	DELAY	V/C
Arizona Avenue and Grace Boulevard (1)						
Eastbound Left	C	19.5	0.197	C	23.3	0.154
Eastbound Right	A	9.7	0.035	B	10.8	0.072
Northbound Left	B	12.8	0.062	B	14.8	0.064
Arizona Avenue and Driveway B (2)						
Eastbound Shared Left-Through-Right	B	11.9	0.023	B	12.8	0.044
Westbound Shared Left-Through-Right	B	10.4	0.002	B	12.3	0.004
Northbound Left	B	11.9	0.011	B	13.9	0.005
Southbound Left	C	17.1	0.019	B	11.4	0.006
Arizona Avenue and Driveway D (4)						
Eastbound Shared Left-Through-Right	B	11.6	0.004	B	15.0	0.011
Westbound Shared Left-Through-Right	C	18.7	0.030	B	10.5	0.011
Northbound Left	A	0.0	-	B	14.1	0.013
Southbound Left	C	17.8	0.024	B	11.4	0.009
Arizona Avenue and Driveway E (5)						
Eastbound Shared Left-Through-Right	C	20.1	0.230	C	15.4	0.112
Westbound Shared Left-Through-Right	B	14.4	0.049	B	10.4	0.043
Northbound Left	B	12.6	0.094	B	14.8	0.067
Southbound Left	C	17.9	0.058	B	11.5	0.033











Legend

AM(PM) Peak Hour Capacity Analysis

X Intersection

Lane Configuration

FIGURE 5 | EXISTING CAPACITY ANALYSIS

5. PROJECTED TRAFFIC

5.1. TRIP GENERATION

The trip generation for the proposed development was calculated utilizing the Institute of Transportation Engineers (ITE) publication entitled *Trip Generation, 11th Edition*. The ITE rates are based on studies that measured the trip generation characteristics for various types of land uses. The rates are expressed in terms of trips per unit of land use type. This publication is considered to be the standard for the transportation engineering profession.

5.1.1. PROPOSED DEVELOPMENT

The proposed development will be comprised of 423 dwelling units located in four-story buildings. Therefore, the trip generation for the proposed Toll Brothers Uptown development was calculated utilizing the ITE Land Use 840 – Multifamily Housing (Mid-Rise).

The total trip generation for the proposed development is shown in **Table 3**.

Table 3 – Trip Generation – Proposed Development

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Multifamily Housing (Mid-Rise)	221	423	Dwelling Units	1,971	175	40	135	165	104	61

The proposed Toll Brothers Uptown development is anticipated to generate a total of 1,971 daily trips, with 175 trips occurring in the AM peak hour and 165 trips in the PM peak hour.

Detailed trip generation calculations can be found in **Appendix E**.

5.1.2. EXISTING DEVELOPMENT

As previously mentioned, the existing site is occupied by the Earnhardt Chevrolet automobile sales dealership. Therefore, the trips generated by 71,582 square foot automobile sales dealership was calculated utilizing ITE Lane Use 840 – Automobile Sales (New). The total trip generation for the existing development is shown in **Table 4**.

Table 4 – Trip Generation – Existing Development

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Automobile Sales (New)	840	71.6	1000 SF GFA	1,993	133	97	36	173	69	104

5.2. TRIP GENERATION COMPARISON

A trip generation comparison was completed between the proposed Toll Brothers Uptown development and the existing automobile sales dealership. See **Table 5** below.

Table 5 – Trip Generation Comparison

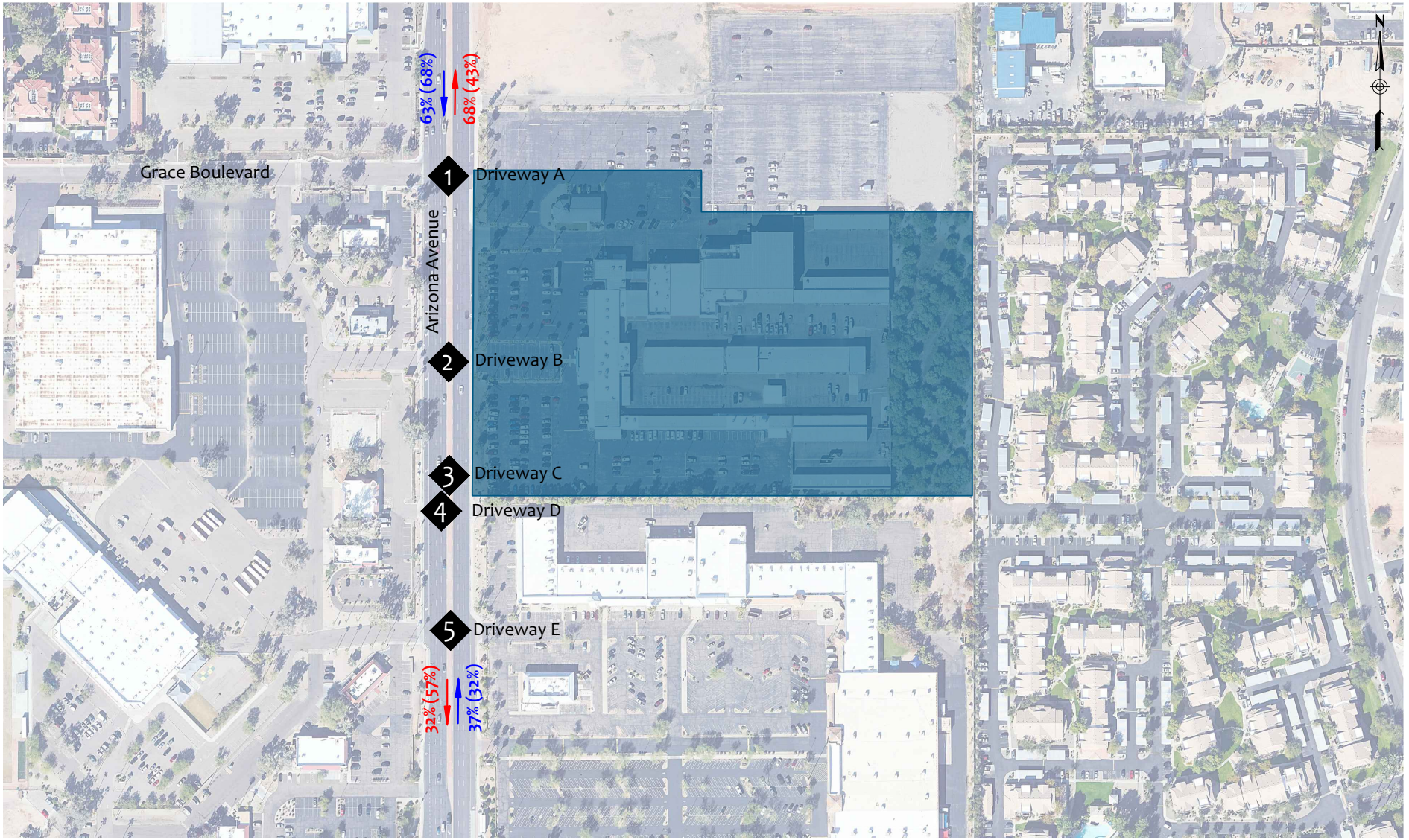
Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Existing Development	840	71.6	1000 SF GFA	1,993	133	97	36	173	69	104
Proposed Development	221	423	Dwelling Units	1,971	175	40	135	165	104	61
			Difference	-22	42	-57	99	-8	35	-43

The proposed development generates 22 fewer weekday trips, with 42 more trips during the AM peak hour and 8 fewer trips during the PM peak hour, when compared to the existing automobile sales dealership.

5.3. TRIP DISTRIBUTION AND ASSIGNMENT

The trip distribution procedure determines the general pattern of travel for vehicles entering and exiting the proposed development. The trip distribution for the proposed development is largely based on the distribution of the existing traffic with adjustments to account for the anticipated changes in traffic patterns along the surrounding roadway network. The trip distribution is shown in **Figure 6**.

The trip assignment was generally based on proximity of the driveways, permitted turn movements, as well as ease and probability of use respective to each land use within the site. The site generated traffic volumes are shown in **Figure 7**.



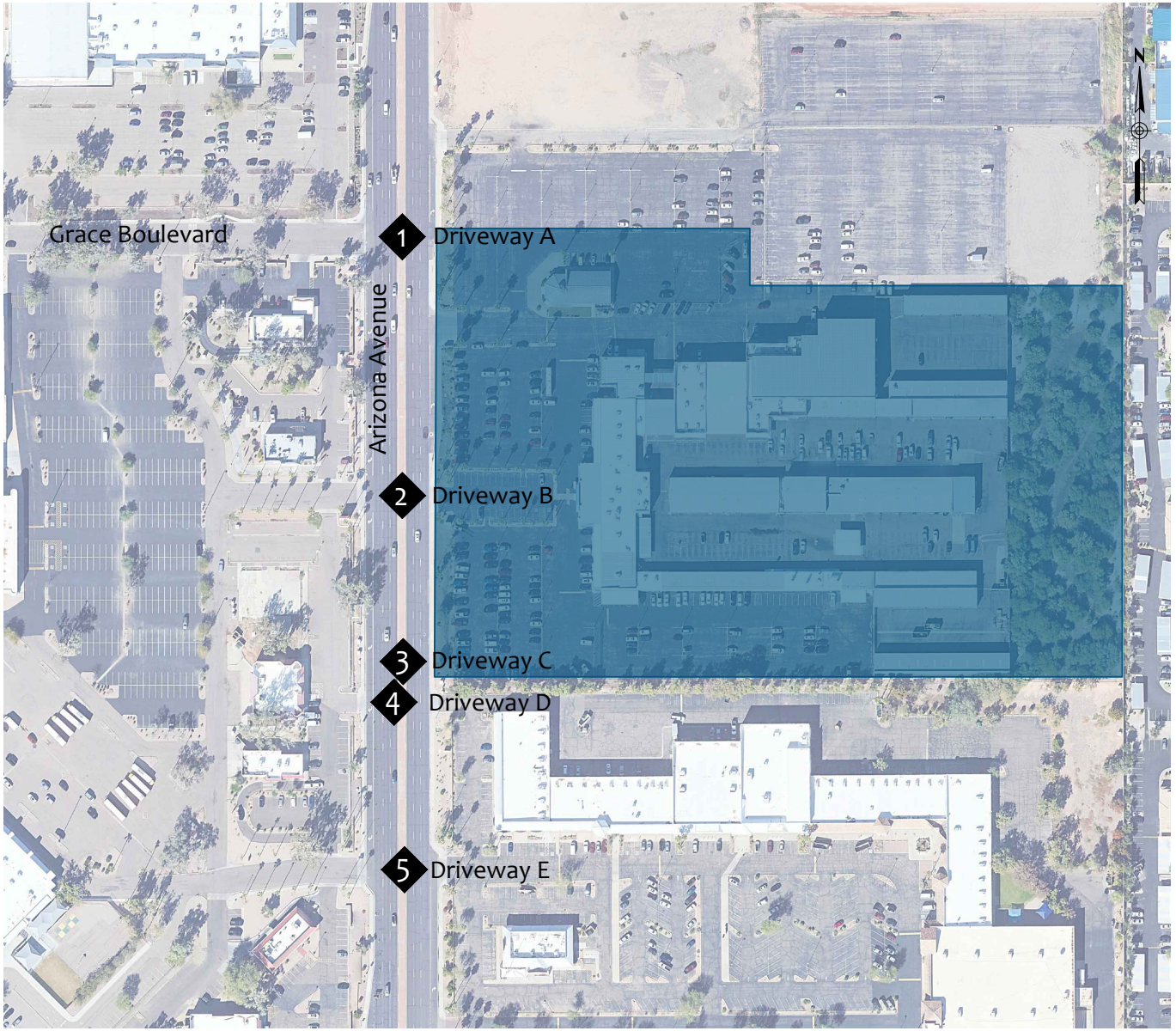
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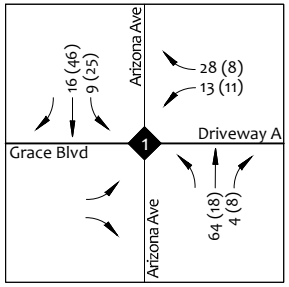
XX% Inbound Trip Distribution Percentages

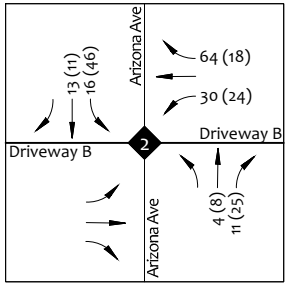
XX% Outbound Trip Distribution Percentages

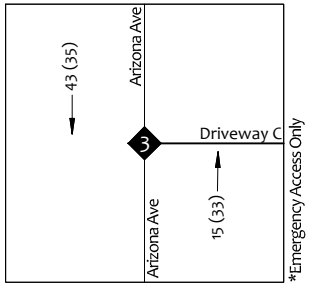
X Intersection

FIGURE 6 | TRIP DISTRIBUTION

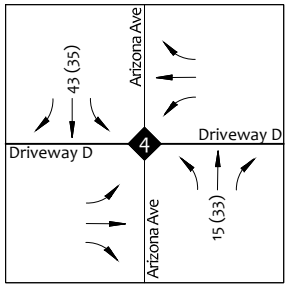


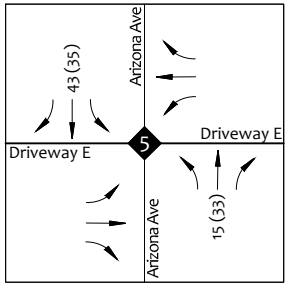






*Emergency Access Only





Legend

AM (PM) Peak Hour Traffic Volumes

X Intersection

FIGURE 7 | SITE GENERATED TRAFFIC VOLUMES

6. FUTURE CONDITIONS (YEAR 2027 – OPENING YEAR)

The Toll Brothers Uptown development is anticipated to be completed and open in the year 2027. Therefore, this section analyzes the effects the proposed development will have on the surrounding roadway network during the year 2027.

6.1. YEAR 2027 BACKGROUND TRAFFIC VOLUMES

According to the 2023 Maricopa Association of Government (MAG) socioeconomic projections within the proposed study area, it is estimated that in the year 2030 the population within the Regional Analysis Zone (RAZ) will be approximately 53,951. MAG estimates that the 202 population of the surrounding area to be 52,605. This results in an approximate annual growth rate of 0.25%. As a conservative approach, a 1.0% annual growth rate was utilized.

This annual growth rate of 1.0% was applied to the existing traffic volumes (**Figure 4**) to estimate the ambient traffic growth in the surrounding area. See **Appendix F** for MAG socioeconomic projections.

Surrounding Developments

Additionally, the following development project within the vicinity of the proposed development was considered when projecting the future background volumes.

Alta Uptown

The proposed Alta Uptown residential development is located on the southeast corner of Arizona Avenue and Corporate Place. The traffic volumes associated with this site were obtained from the *Alta Uptown Traffic Impact Study*, dated December 1, 2021. According to this Traffic Impact Study, the proposed Alta Uptown development will be comprised of 431 multifamily residential units and is anticipated to open in the year 2024. The traffic volumes generated by the Alta Uptown were obtained from this Traffic Impact Study. The Alta Uptown peak hour site traffic volumes are included in the year 2027 background volumes shown in **Figure 8**. See **Appendix G** for excerpts of the *Alta Uptown Traffic Impact Study*, dated December 1, 2021.

See **Figure 8** for the year 2027 background traffic volumes which includes the ambient growth and the surrounding development identified above.

6.2. YEAR 2027 BUILD TRAFFIC VOLUMES

To determine 2027 build traffic volumes, site traffic volumes (**Figure 7**) were added to the 2027 background traffic volumes (**Figure 8**). This represents year 2027 traffic volumes with the build out of the proposed Toll Brothers Uptown. The year 2027 build traffic volumes are shown in **Figure 9**.

6.3.YEAR 2027 NO BUILD CAPACITY ANALYSIS

The capacity and level of service for the study area intersections were evaluated for the year 2027 no build scenario. The corresponding traffic volumes are shown in **Figure 8**. A peak hour factor (PHF) of 0.92 was utilized.

The results of the 2027 no build capacity analysis level of service is shown in **Figure 10**. The results of the capacity analyses reveal that all movements operate at a LOS D or better. The year 2027 AM and PM peak hour level of service and delay for the study intersections are shown in **Table 6**.

The year 2027 no build capacity analysis sheets can be found in **Appendix H**.

6.4. YEAR 2027 BUILD CAPACITY ANALYSIS

The year 2027 build capacity analysis was completed for the study intersections and driveways during the AM and PM peak hour. The analysis for the study area intersections were evaluated using the methodology described in **Section 4.2**. A PHF of 0.92 was utilized.

The following improvements were included in the year 2027 capacity analysis:

- **Arizona Avenue and Grace Boulevard/Driveway A (1)**
  - Buildout of full-access point on the east leg of the intersection

- **Arizona Avenue and Driveway B (2)**
  - Buildout of full-access point on the east leg of the intersection

- **Arizona Avenue and Driveway C (3)**
  - Buildout of an emergency access only driveway.

The capacity and level of service for the study area intersections were evaluated for the year 2027 build traffic volumes (**Figure 9**). The results of the 2027 build capacity analysis level of are shown in **Figure 11**. The results of the capacity analyses reveal that all movements operate at a LOS D or better, with the exception of:

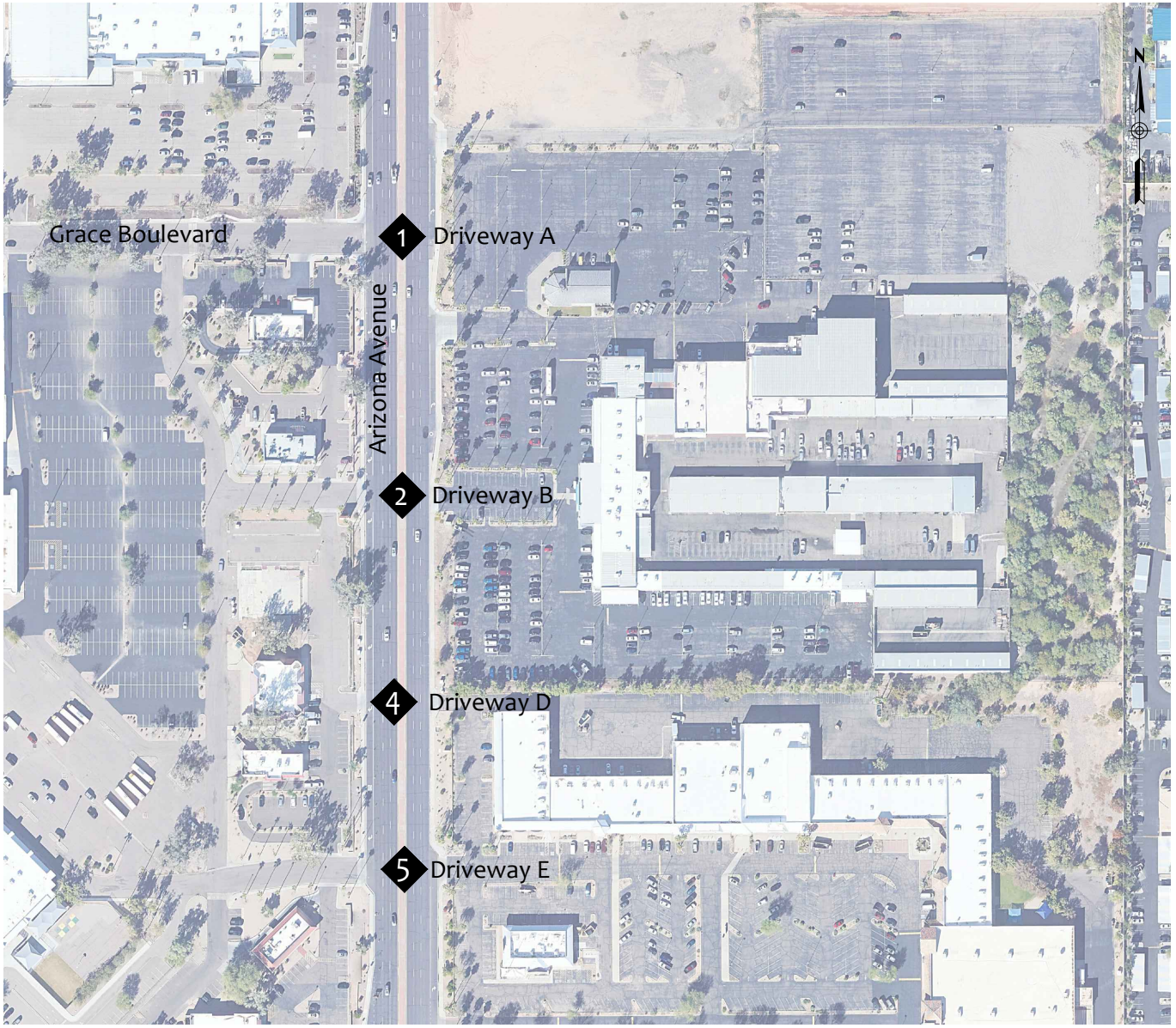
- **Arizona Avenue and Grace Boulevard/Driveway A (1)**
  - Eastbound left PM peak hour operates at LOS F

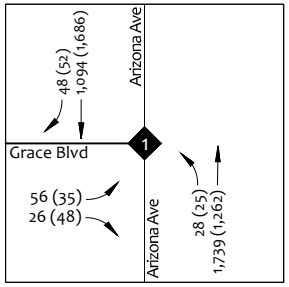
Delays are typical during peak hours for minor-to-major turning movements as well as for movements at stop-controlled intersections. Drivers familiar with the area often choose to use alternate routes during peak hours or drive at different times to avoid potential delay. Therefore, improvements to mitigate LOS F at the above intersections are not recommended as part of this study.

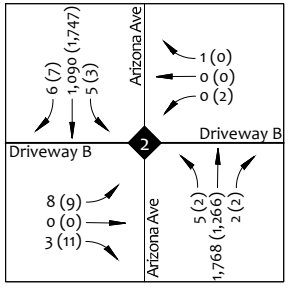
The year 2027 AM and PM peak hour level of service, delay, and volume-to-capacity ratios for the study intersections are shown in **Table 6.** The year 2027 build capacity analysis sheets can be found in **Appendix I.**

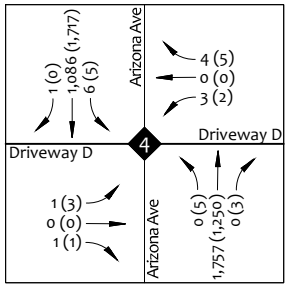
Table 6 – Year 2027 Level of Service, Delay, and V/C Ratio

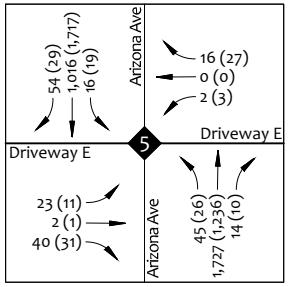
Intersection	Year 2027 No Build						Year 2027 Build					
	AM PEAK			PM PEAK			AM PEAK			PM PEAK		
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
Arizona Avenue and Grace Boulevard/Driveway A (1)												
Eastbound Left	C	17.4	0.173	D	33.4	0.232	D	15.1	0.146	F	129.4	0.613
Eastbound Right	A	10.0	0.038	B	10.8	0.077	A	10.0	0.038	B	10.8	0.077
Westbound Shared Left-Through-Right	-	-	-	-	-	-	C	18.8	0.146	D	29.4	0.123
Northbound Left	B	12.1	0.056	C	18.2	0.090	B	12.2	0.058	C	19.3	0.098
Southbound Left	-	-	-	-	-	-	C	16.4	0.030	B	13.8	0.062
Arizona Avenue and Driveway B (2)												
Eastbound Shared Left-Through-Right	B	11.8	0.022	C	16.8	0.067	B	13.4	0.027	C	21.6	0.091
Westbound Shared Left-Through-Right	B	10.4	0.002	B	13.6	0.005	-	-	-	-	-	-
Westbound Left	-	-	-	-	-	-	D	34.8	0.213	C	19.0	0.092
Westbound Right	-	-	-	-	-	-	B	11.0	0.104	A	10.0	0.026
Northbound Left	B	11.1	0.009	C	16.7	0.007	B	11.2	0.009	C	16.9	0.007
Southbound Left	C	17.2	0.018	B	12.8	0.007	C	18.0	0.059	B	14.2	0.113
Arizona Avenue and Driveway D (4)												
Eastbound Shared Left-Through-Right	B	11.0	0.004	C	22.9	0.021	B	11.0	0.004	D	25.3	0.024
Westbound Shared Left-Through-Right	C	15.8	0.022	B	11.3	0.013	C	16.5	0.024	B	11.7	0.014
Northbound Left	A	0.0	-	C	17.4	0.018	A	0.0	-	C	18.2	0.020
Southbound Left	C	17.4	0.022	B	12.9	0.012	C	17.7	0.023	B	13.3	0.012
Corporate Place and Driveway D (5)												
Eastbound Shared Left-Through-Right	C	20.2	0.230	C	24.7	0.204	C	22.6	0.258	D	28.1	0.232
Westbound Shared Left-Through-Right	B	14.1	0.047	B	11.0	0.051	B	14.6	0.049	B	11.2	0.053
Northbound Left	B	12.9	0.097	C	18.2	0.094	B	13.4	0.103	C	19.0	0.099
Southbound Left	C	17.6	0.057	B	13.1	0.044	C	17.9	0.059	B	13.5	0.047









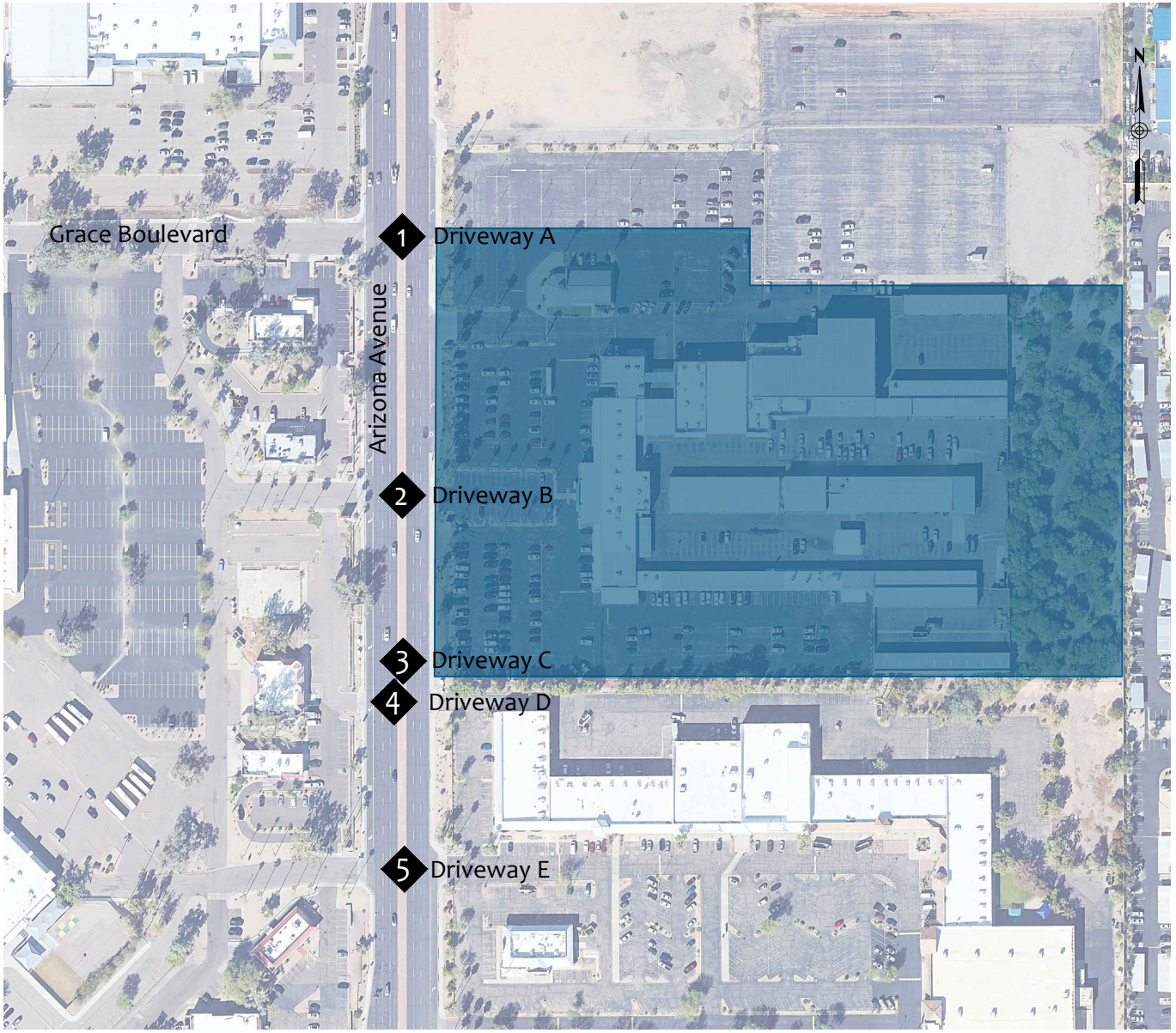


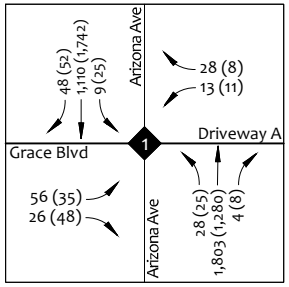
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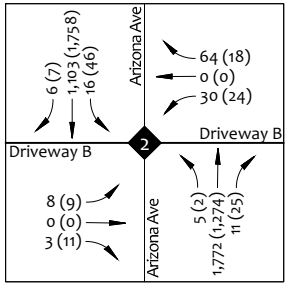
AM (PM) Peak Hour Traffic Volumes

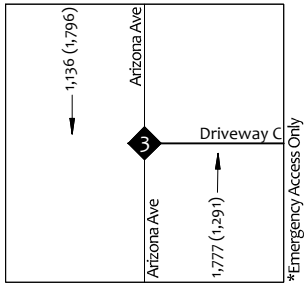
X Intersection

FIGURE 8 | YEAR 2027 BACKGROUND TRAFFIC VOLUMES

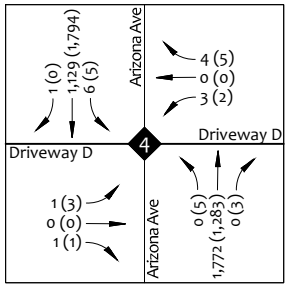


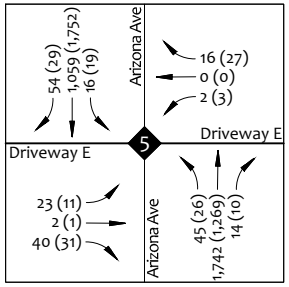






*Emergency Access Only



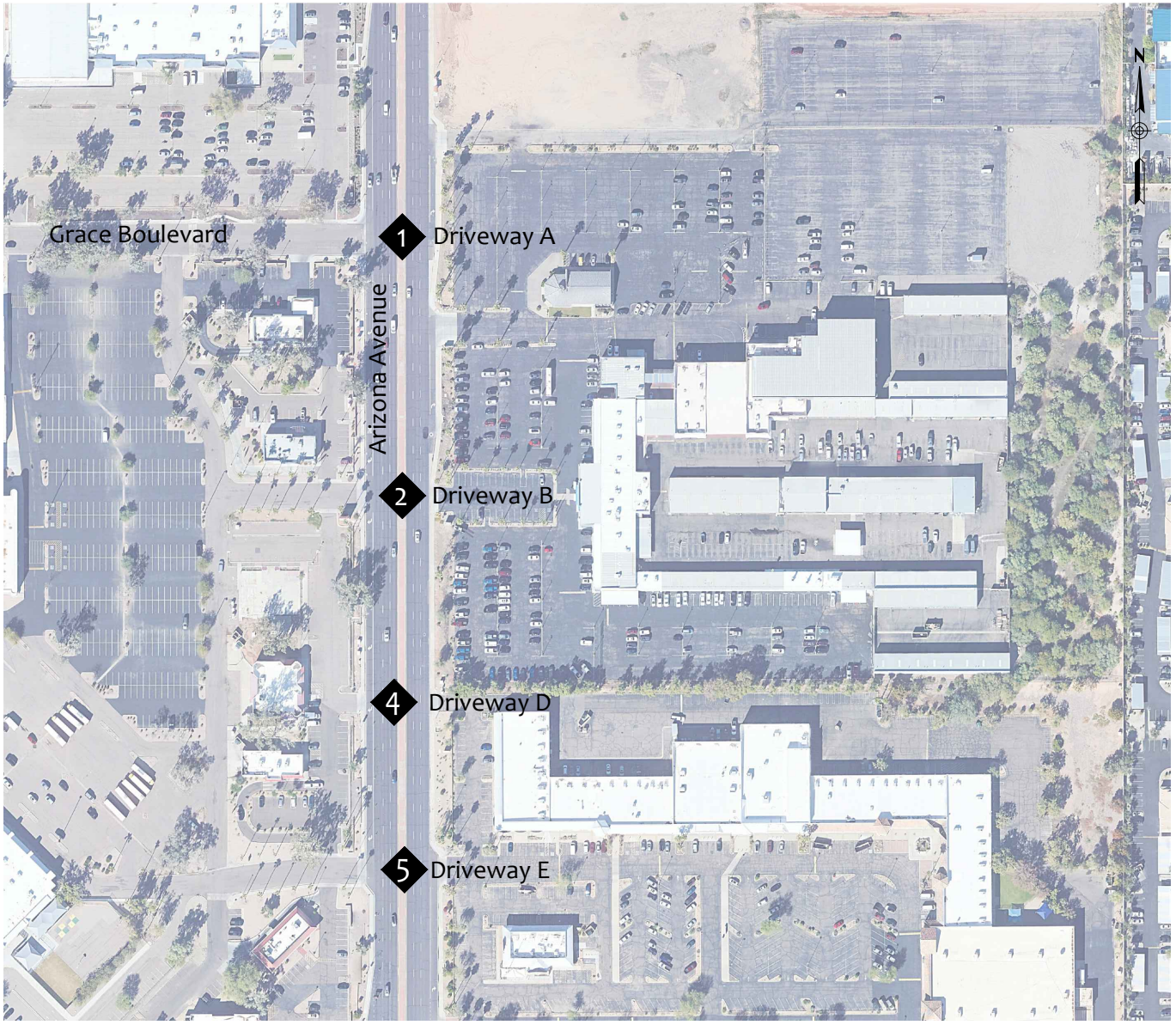


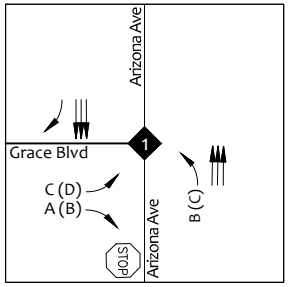
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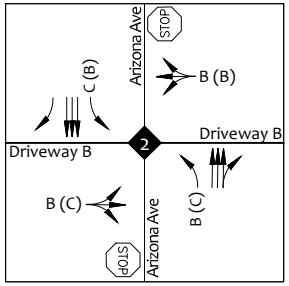
AM (PM) Peak Hour Traffic Volumes

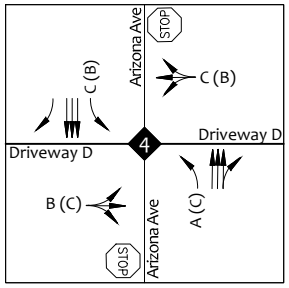
X Intersection

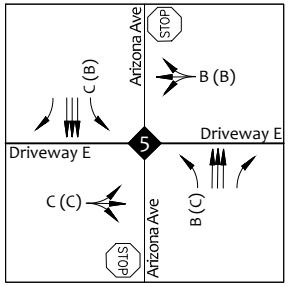
FIGURE 9 | YEAR 2027 BUILD TRAFFIC VOLUMES











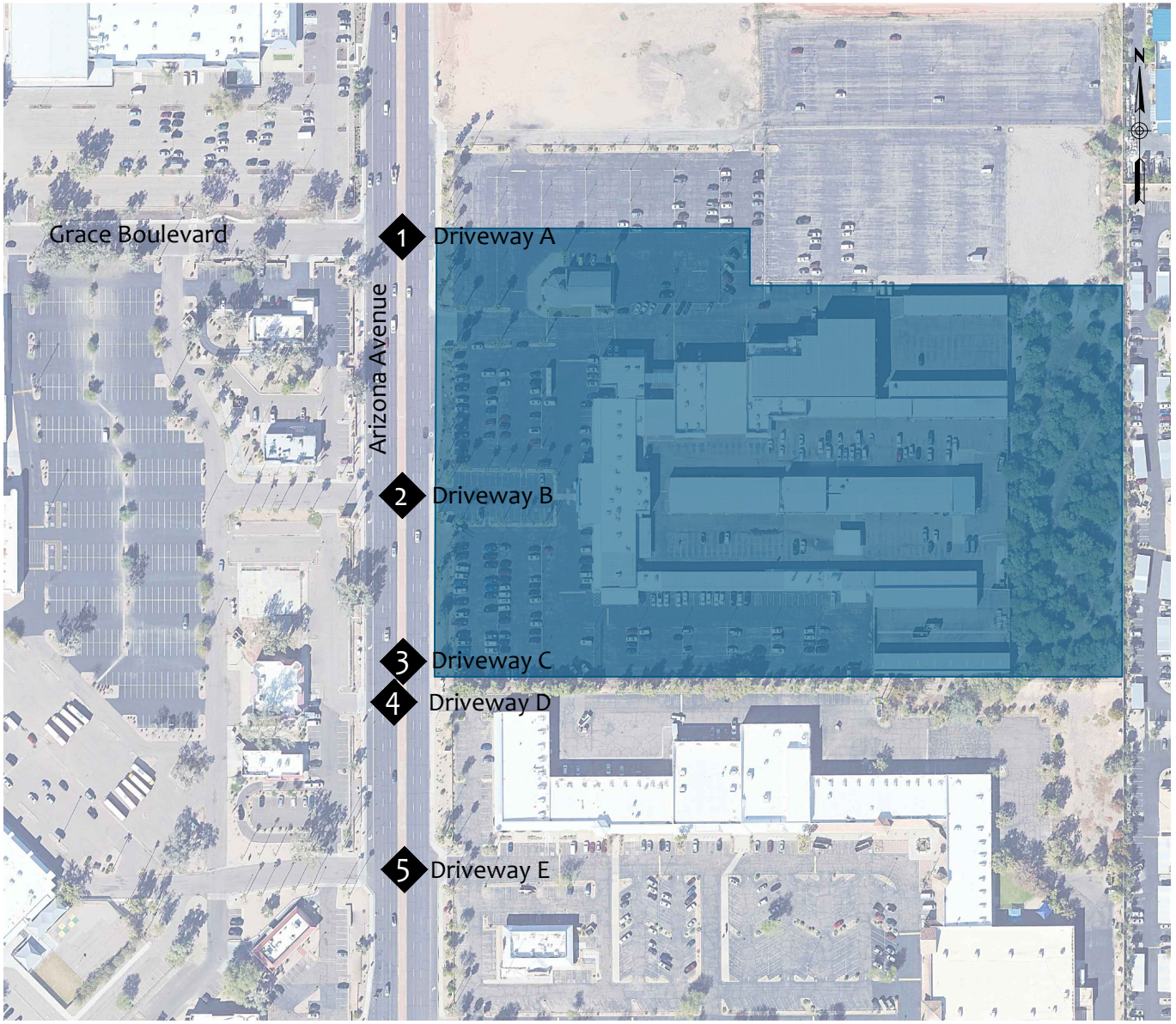
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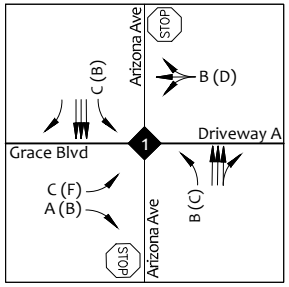
AM(PM) Peak Hour Capacity Analysis

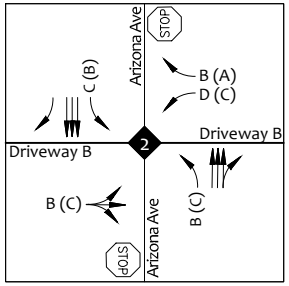
X Intersection

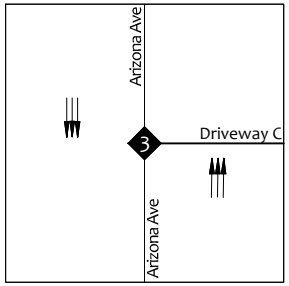
Lane Configuration

FIGURE 10 | YEAR 2027 NO BUILD CAPACITY ANALYSIS

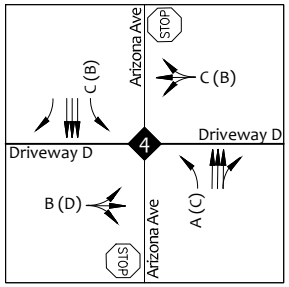


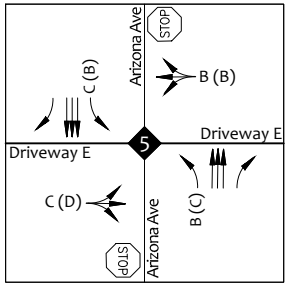






*Emergency Access Only





Legend

AM(PM)	Peak Hour Capacity Analysis
X	Intersection
	Lane Configuration

FIGURE 11 | YEAR 2027 BUILD CAPACITY ANALYSIS

7. FUTURE CONDITIONS (YEAR 2032)

This section analyzes the effects the proposed development will have on the surrounding roadway network during the year of 2032, 5 years after the opening year.

7.1. YEAR 2032 BACKGROUND TRAFFIC VOLUMES

Similar to the year 2027 background traffic volumes described in detail in **Section 6.1**, a 1.0% annual growth rate was applied to the existing traffic volumes through the year 2032. Additionally, the surrounding development identified in **Section 6.1** was included in the year 2032 background volumes.

The year 2032 background traffic volumes are shown in **Figure 12**.

7.2. YEAR 2032 BUILD TRAFFIC VOLUMES

When the total site traffic (**Figure 7**) were added to the year 2032 background traffic (**Figure 12**), the result is the 2032 build traffic volumes. This represents the traffic volumes with the build out of the proposed development. The year 2032 build traffic volumes are shown in **Figure 13**.

7.3. YEAR 2032 NO BUILD CAPACITY ANALYSIS

The capacity and level of service for the study area intersections were evaluated for the year 2032 no build scenario. The corresponding traffic volumes are shown in **Figure 12**. A PHF of 0.92 was utilized.

The results of the 2032 no build capacity analysis level of service is shown in **Figure 14**. The results of the capacity analyses reveal that all movements operate at a LOS D or better, with the exception of:

- **Arizona Avenue and Grace Boulevard/Driveway A (1)**
  - Eastbound left PM peak hour operates at LOS E

The year 2032 AM and PM peak hour level of service and delay for the study intersections are shown in **Table 7**. The year 2032 no build capacity analysis sheets can be found in **Appendix J**.

7.4.YEAR 2032 BUILD CAPACITY ANALYSIS

The year 2032 build capacity analysis was completed for the study intersections and driveways during the AM and PM peak hour. The analysis for the study area intersections were evaluated using the methodology described in **Section 4.2**. A PHF of 0.92 was utilized.

The improvements identifed in **Section 6.4** were included in the year 2032 build scenario.

The capacity and level of service for the study area intersections were evaluated for the year 2032 build traffic volumes (**Figure 13**). The results of the 2032 build capacity analysis level of service are shown in **Figure 15**. The results of the capacity analyses reveal that all movements operate at a LOS D or better, with the exception of:

The results of the capacity analyses reveal that all movements operate at a LOS D or better, with the exception of:

- **Arizona Avenue and Grace Boulevard/Driveway A (1)**
    - Eastbound left PM peak hour operates at LOS F

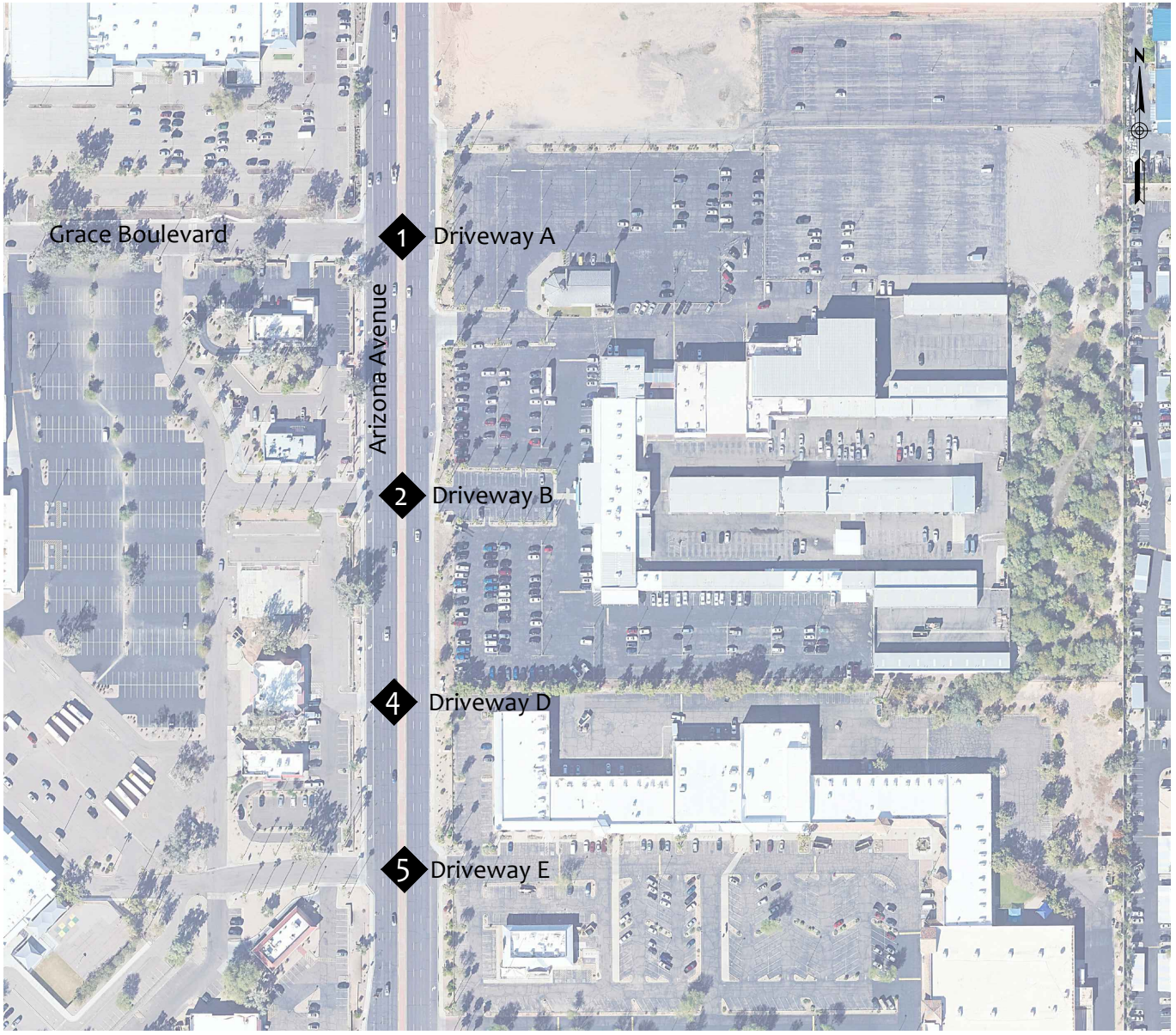
- **Arizona Avenue and Driveway B (2)**
    - Westbound left AM peak hour operates at LOS E

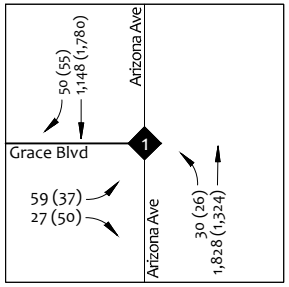
Delays are typical during peak hours for minor-to-major turning movements as well as for movements at stop-controlled intersections. Drivers familiar with the area often choose to use alternate routes during peak hours or drive at different times to avoid potential delay. Therefore, improvements to mitigate LOS E or F at the above intersections are not recommended as part of this study.

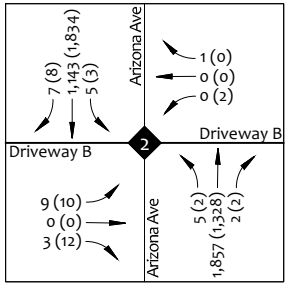
The year 2032 AM and PM peak hour level of service, delay, and volume-to-capacity ratios for the study intersections are shown in **Table 7**. The year 2032 build capacity analysis sheets can be found in **Appendix K**.

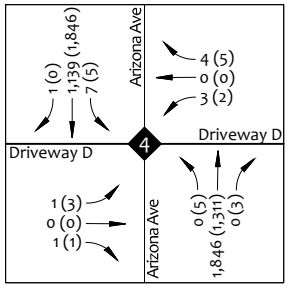
Table 7 – Year 2032 Level of Service, Delay, and V/C Ratio

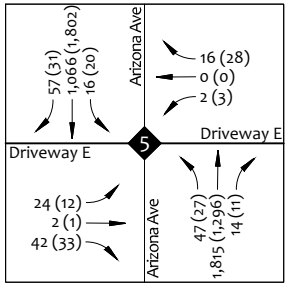
Intersection	Year 2032 No Build						Year 2032 Build					
	AM PEAK			PM PEAK			AM PEAK			PM PEAK		
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
Arizona Avenue and Grace Boulevard/Driveway A (1)												
Eastbound Left	C	18.9	0.199	E	41.5	0.292	C	19.0	0.200	F	165.3	0.723
Eastbound Right	A	10.0	0.039	B	10.8	0.081	A	10.0	0.039	B	11.2	0.086
Westbound Shared Left-Through-Right	-	-	-	-	-	-	C	23.4	0.186	D	30.9	0.130
Northbound Left	B	12.7	0.065	C	20.5	0.109	B	12.9	0.067	C	18.9	0.099
Southbound Left	-	-	-	-	-	-	C	18.4	0.035	B	13.1	0.057
Arizona Avenue and Driveway B (2)												
Eastbound Shared Left-Through-Right	B	12.0	0.025	B	13.9	0.056	C	15.5	0.037	C	17.3	0.076
Westbound Shared Left-Through-Right	B	10.8	0.002	B	13.8	0.005	-	-	-	-	-	-
Westbound Left	-	-	-	-	-	-	E	48.2	0.283	C	15.5	0.071
Westbound Right	-	-	-	-	-	-	B	11.5	0.111	B	10.2	0.028
Northbound Left	B	11.6	0.010	C	16.3	0.007	B	11.7	0.010	C	16.5	0.007
Southbound Left	C	16.8	0.017	B	12.2	0.006	C	17.6	0.057	B	13.3	0.104
Arizona Avenue and Driveway D (4)												
Eastbound Shared Left-Through-Right	B	11.3	0.004	C	22.8	0.021	B	11.3	0.004	C	19.6	0.017
Westbound Shared Left-Through-Right	C	15.8	0.022	B	11.0	0.013	C	16.6	0.024	B	11.1	0.013
Northbound Left	A	0.0	-	C	17.0	0.018	A	0.0	-	C	17.8	0.019
Southbound Left	C	17.1	0.025	B	13.7	0.013	C	17.5	0.026	B	12.7	0.011
Corporate Place and Driveway D (5)												
Eastbound Shared Left-Through-Right	C	21.5	0.254	D	27.9	0.242	C	20.9	0.247	D	26.2	0.228
Westbound Shared Left-Through-Right	B	14.6	0.050	B	10.8	0.052	B	13.7	0.045	B	10.9	0.053
Northbound Left	B	13.6	0.109	C	17.8	0.094	B	12.7	0.098	C	18.7	0.100
Southbound Left	C	17.2	0.055	B	13.9	0.051	C	17.5	0.057	B	12.8	0.045









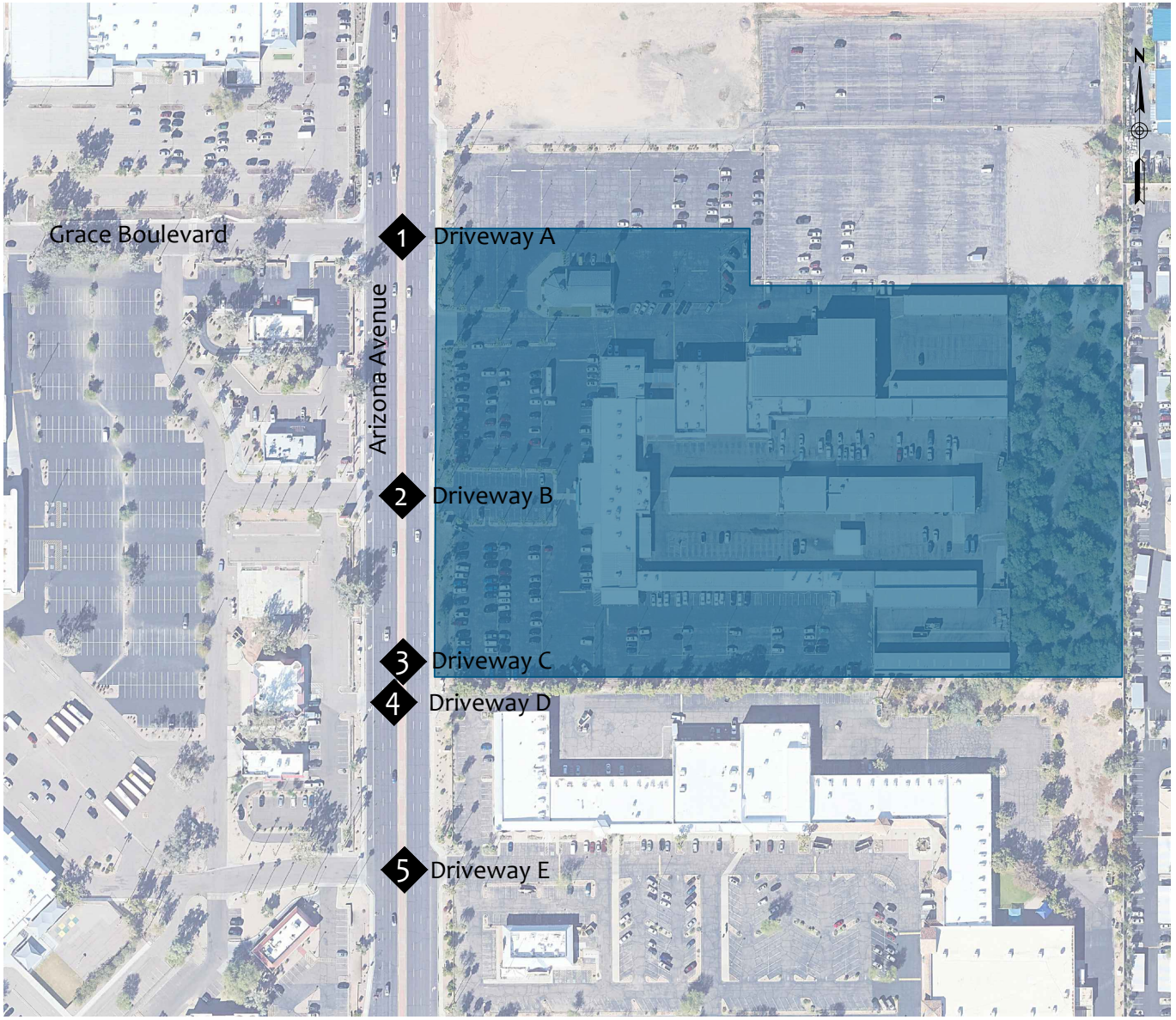


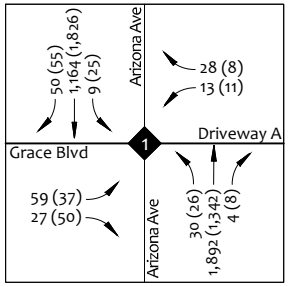
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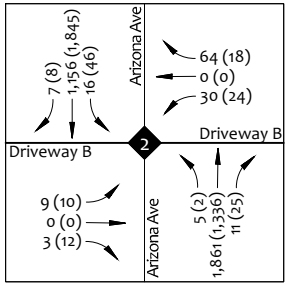
AM (PM) Peak Hour Traffic Volumes

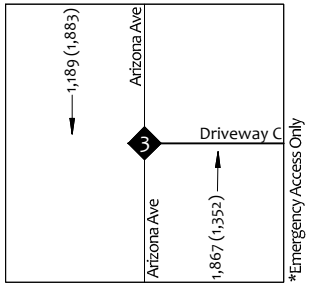
X Intersection

FIGURE 12 | YEAR 2032 BACKGROUND TRAFFIC VOLUMES

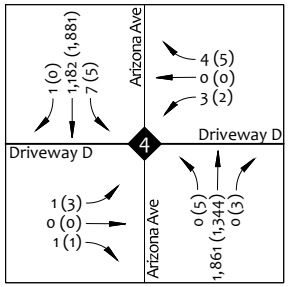


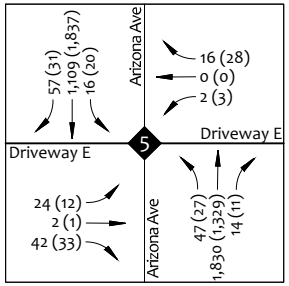






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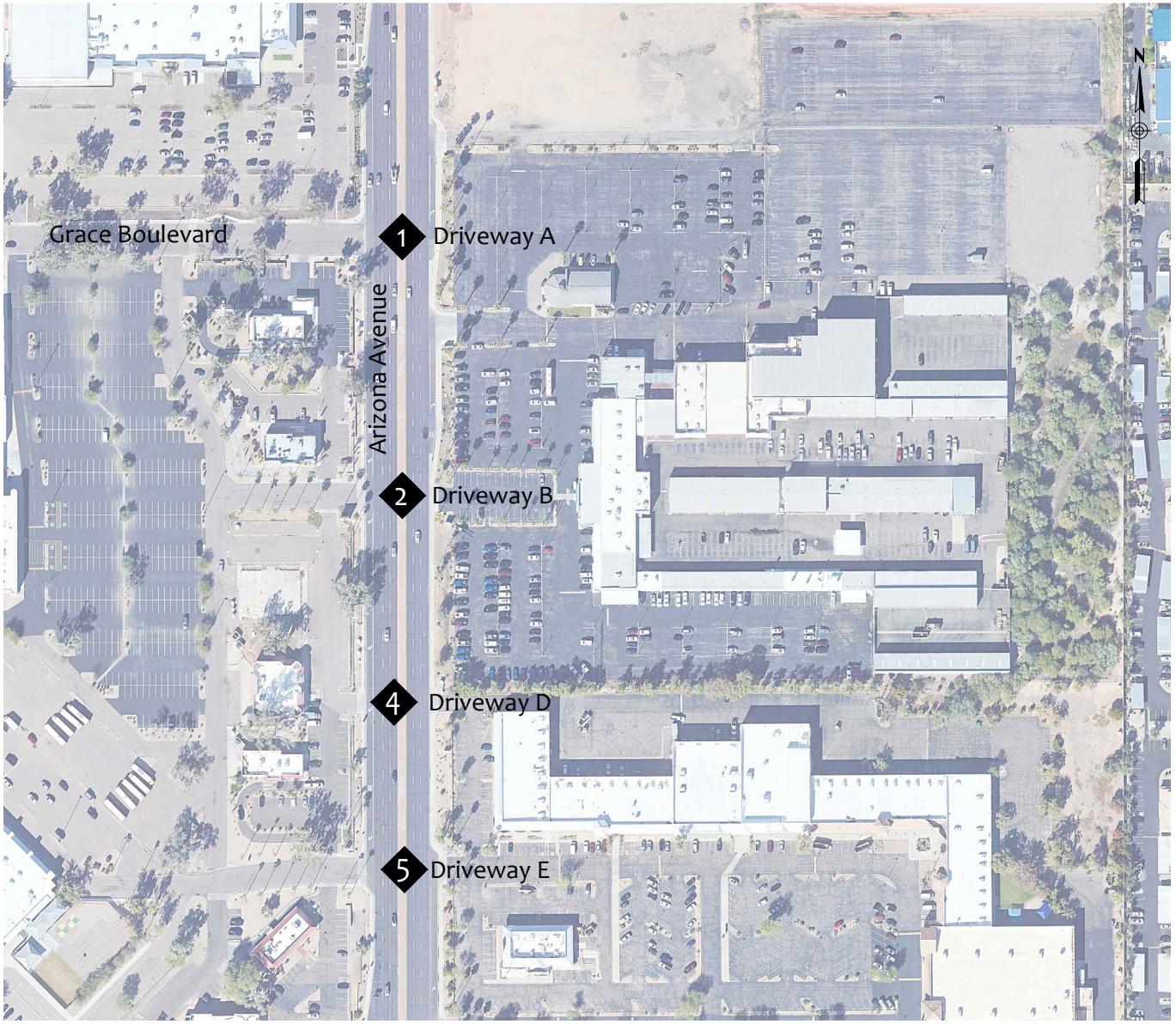


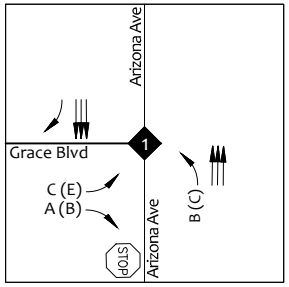
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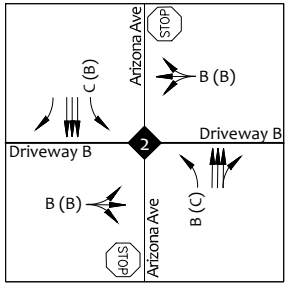
AM (PM) Peak Hour Traffic Volumes

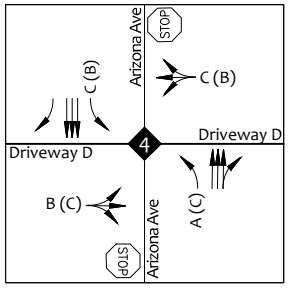
X Intersection

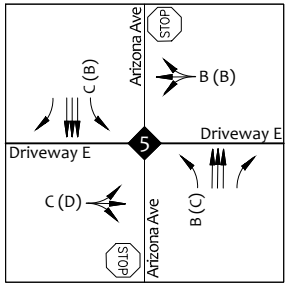
FIGURE 13 | YEAR 2032 BUILD TRAFFIC VOLUMES











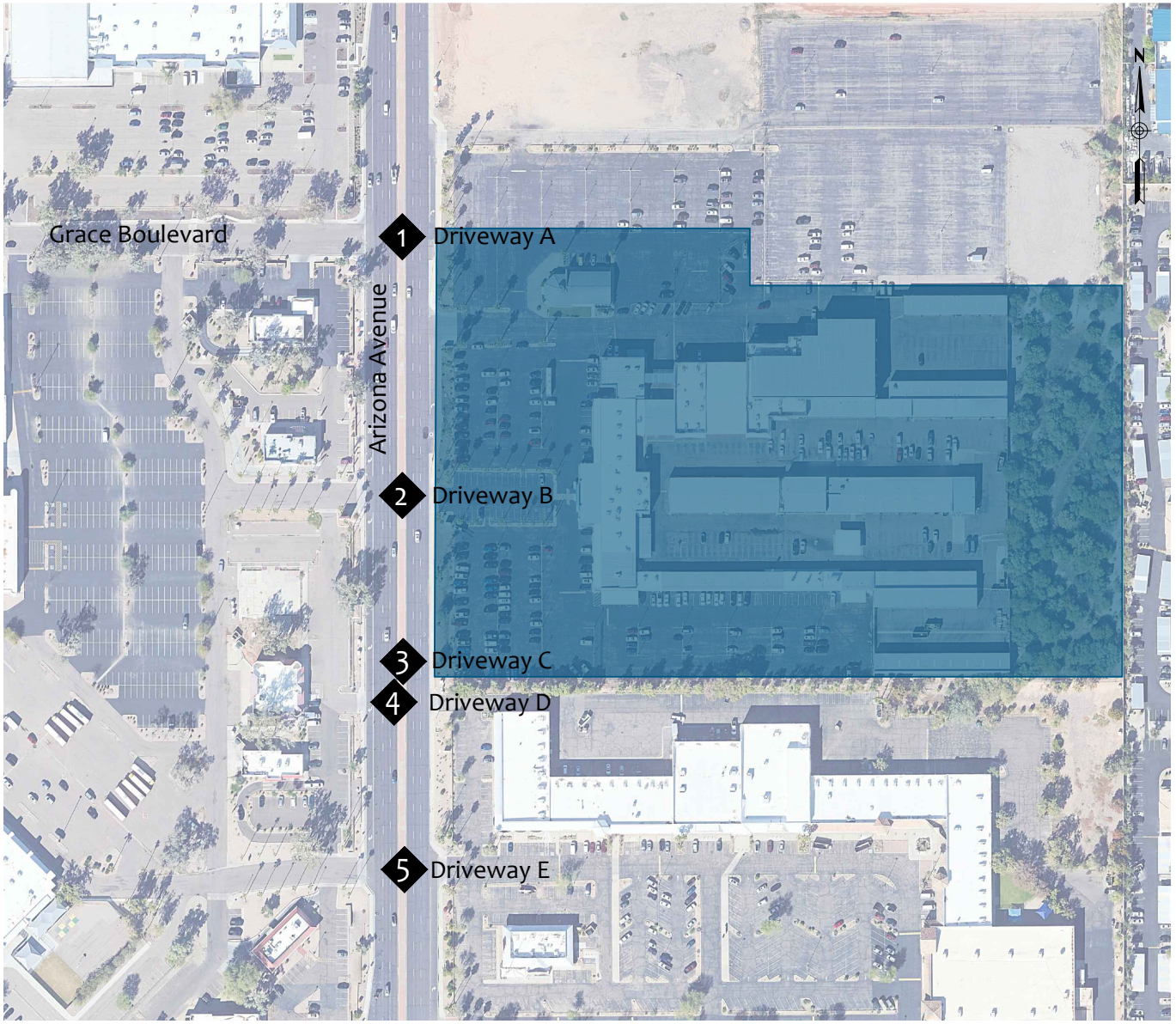
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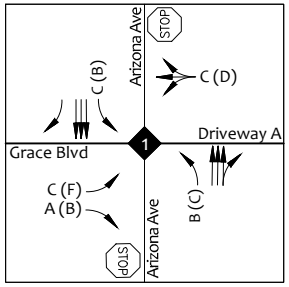
AM(PM) Peak Hour Capacity Analysis

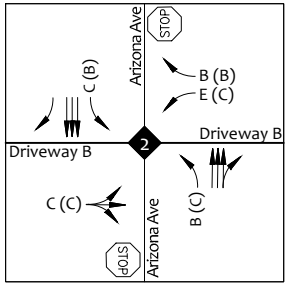
X Intersection

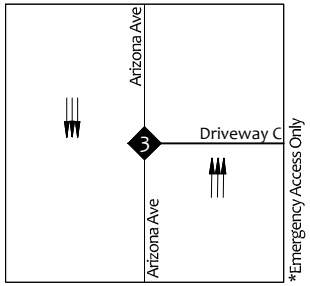
Lane Configuration

FIGURE 14 | YEAR 2032 NO BUILD CAPACITY ANALYSIS

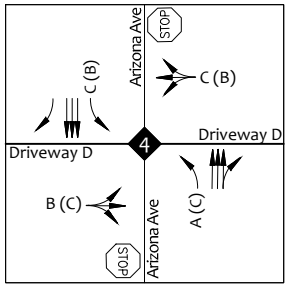


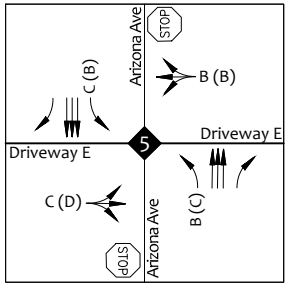






*Emergency Access Only





Legend

AM(PM) Peak Hour Capacity Analysis

X Intersection

Lane Configuration

FIGURE 15 | YEAR 2032 BUILD CAPACITY ANALYSIS

8. RIGHT TURN LANE WARRANTS

Turn lanes allow vehicles exiting a roadway to slow to a reduced speed to execute a turn without impeding the main flow of traffic. This section evaluates the need for right turn deceleration lanes. The *City of Chandler Engineering & Design Standards Manual (EDSM)*, 2023 Edition, was utilized to determine the need for right turn deceleration lanes at the proposed site driveways.

Per Section 4.2.10.1 *Right Turn Deceleration Lanes*, right turn deceleration lanes are required at all cross streets and driveways when projected right turn volume exceeds 40 vehicles per hour. As shown in the year 2032 build traffic volumes (**Figure 13**), right turn volumes do not exceed 40 vehicles per hour. Therefore, right turn deceleration lanes are not required per City of Chandler standards.

9. RECOMMENDATIONS AND CONCLUSIONS

The proposed Toll Brothers Uptown development is generally located on the southeast corner of Arizona Avenue and Grace Boulevard in the City of Chandler, Arizona.

The proposed development will be comprised of 423 dwelling units. Of which, there will be 40 studio units, 208 one-bedroom units, 137 two-bedroom units, and 38 three-bedroom units.

The proposed Toll Brothers Uptown development is anticipated to be completed and open in the year 2027.

The following are the recommendations with the build out of the proposed Toll Brothers Uptown development:

- **Arizona Avenue and Grace Boulevard/Driveway A (1)**
  - Buildout of full-access point on the east leg of the intersection

- **Arizona Avenue and Driveway B (2)**
  - Buildout of full-access point on the east leg of the intersection

- **Arizona Avenue and Driveway C (3)**
  - Buildout of an emergency access only driveway.

Appendix A – Proposed Site Plan

BUILDING #4 UNIT MIX:

UNIT TYPE		GROSS LIV	UNITS	TOTAL LIV. AREA
UNIT AS	STUDIO/1 BA	650 S.F.	16	10,400 S.F.
UNIT A1	1 BED/1 BA	787 S.F.	30	23,610 S.F.
UNIT A2	1 BED/1 BA	735 S.F.	22	16,170 S.F.
UNIT A6	1 BED/1 BA	752 S.F.	8	6,016 S.F.
UNIT B1	2 BED/2 BA	1,068 S.F.	8	8,544 S.F.
UNIT B2	2 BED/2 BA	1,153 S.F.	22	25,366 S.F.
UNIT B4	2 BD (DEN) 1 BA	1,067 S.F.	20	21,340 S.F.
UNIT B5	2 BED/2 BA	1,208 S.F.	8	9,664 S.F.
UNIT C1	3 BED/2 BA	1,450 S.F.	14	23,300 S.F.
TOTAL:			148 D.U.	141,410 S.F.
AVG. S.F.				955 S.F.
BUILDING NET RENTABLE S.F.				±132,402 S.F.
BUILDING GROSS S.F.				±190,281 S.F.

BUILDING #3 UNIT MIX:

UNIT TYPE		GROSS LIV	UNITS	TOTAL LIV. AREA
UNIT AS	STUDIO/1 BA	650 S.F.	8	5,200 S.F.
UNIT A1	1 BED/1 BA	787 S.F.	6	4,722 S.F.
UNIT A2	1 BED/1 BA	735 S.F.	10	7,350 S.F.
UNIT A6	1 BED/1 BA	752 S.F.	0	0 S.F.
UNIT B1	2 BED/2 BA	1,068 S.F.	0	0 S.F.
UNIT B2	2 BED/2 BA	1,153 S.F.	3	3,459 S.F.
UNIT B4	2 BD (DEN) 1 BA	1,067 S.F.	8	8,836 S.F.
UNIT B5	2 BED/2 BA	1,208 S.F.	0	0 S.F.
UNIT C1	3 BED/2 BA	1,450 S.F.	7	10,150 S.F.
TOTAL:			42 D.U.	39,417 S.F.
AVG. S.F.				939 S.F.
BUILDING NET RENTABLE S.F.				±36,892 S.F.
BUILDING GROSS S.F.				±57,042 S.F.

BUILDING #2 UNIT MIX:

UNIT TYPE		GROSS LIV	UNITS	TOTAL LIV. AREA
UNIT AS	STUDIO/1 BA	650 S.F.	0	0 S.F.
UNIT A1	1 BED/1 BA	787 S.F.	9	7,083 S.F.
UNIT A2	1 BED/1 BA	735 S.F.	18	13,230 S.F.
UNIT A6	1 BED/1 BA	752 S.F.	0	0 S.F.
UNIT B1	2 BED/2 BA	1,068 S.F.	4	4,272 S.F.
UNIT B2	2 BED/2 BA	1,153 S.F.	10	11,530 S.F.
UNIT B4	2 BD (DEN) 1 BA	1,067 S.F.	8	8,536 S.F.
UNIT B5	2 BED/2 BA	1,208 S.F.	0	0 S.F.
UNIT C1	3 BED/2 BA	1,450 S.F.	7	10,150 S.F.
TOTAL:			56 D.U.	54,801 S.F.
AVG. S.F.				979 S.F.
BUILDING NET RENTABLE S.F.				±51,323 S.F.
BUILDING GROSS S.F.				±77,978 S.F.

BUILDING #1 UNIT MIX:

UNIT TYPE		GROSS LIV	UNITS	TOTAL LIV. AREA
UNIT AS	STUDIO/1 BA	650 S.F.	16	10,400 S.F.
UNIT A1	1 BED/1 BA	787 S.F.	33	25,971 S.F.
UNIT A2	1 BED/1 BA	735 S.F.	64	47,040 S.F.
UNIT A6	1 BED/1 BA	752 S.F.	8	6,016 S.F.
UNIT B1	2 BED/2 BA	1,068 S.F.	0	0 S.F.
UNIT B2	2 BED/2 BA	1,153 S.F.	30	34,590 S.F.
UNIT B4	2 BD (DEN) 1 BA	1,067 S.F.	0	0 S.F.
UNIT B5	2 BED/2 BA	1,208 S.F.	16	19,328 S.F.
UNIT C1	3 BED/2 BA	1,450 S.F.	10	14,500 S.F.
TOTAL:			177 D.U.	157,845 S.F.
AVG. S.F.				891 S.F.
BUILDING NET RENTABLE S.F.				±147,466 S.F.
BUILDING GROSS S.F.				±238,816 S.F.

PROJECT DATA

SITE DATA:

SITE AREA:	±14.1 NET ACRES (±615,548 S.F.) ±15.0 GROSS ACRES (±652,729 S.F.)
ZONING:	EXISTING: C-3 PROPOSED: XX
APN NO'S.:	XX
PROPOSED USE:	MULTI-FAMILY
MAXIMUM DENSITY ALLOWED:	XX
PROPOSED DENSITY:	31 DU/NET AC
MAXIMUM BUILDING HEIGHT:	XXX
PROPOSED BUILDING HEIGHT:	4 STORY 48FT/51FT PARAPETS AND 54FT STAIR & ELEVATOR SHAFTS
LOT COVERAGE	158,557 S.F. / 615,548 S.F. = 25.8%

UNIT MIX:

STUDIO UNITS:	40 (9.4%)
ONE BEDROOM UNITS:	208 (49.2%)
TWO BEDROOM UNITS:	137 (32.4%)
THREE BEDROOM UNITS:	38 (9.0%)
TOTAL:	423 D.U.

UNIT TYPE		GROSS LIV	UNITS	%	TOTAL LIV. AREA
UNIT AS	STUDIO/1 BA	650 S.F.	40	9.4%	26,000 S.F.
UNIT A1	1 BED/1 BA	787 S.F.	78	18.4%	61,386 S.F.
UNIT A2	1 BED/1 BA	735 S.F.	114	27.0%	83,790 S.F.
UNIT A6	1 BED/1 BA	752 S.F.	16	3.8%	12,032 S.F.
UNIT B1	2 BED/2 BA	1,068 S.F.	12	2.8%	12,816 S.F.
UNIT B2	2 BED/2 BA	1,153 S.F.	65	15.4%	74,945 S.F.
UNIT B4	2 BD (DEN) 1 BA	1,067 S.F.	36	8.5%	38,412 S.F.
UNIT B5	2 BED/2 BA	1,208 S.F.	24	5.7%	28,992 S.F.
UNIT C1	3 BED/2 BA	1,450 S.F.	38	9.0%	55,100 S.F.
TOTAL:			423 D.U.		393,473 S.F.
AVG. S.F.					930 S.F.

PARKING:

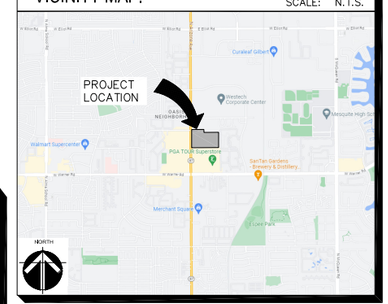
REQUIRED:	
STUDIO (1 PER UNIT)	40 P.S.
ONE BED UNIT (1.5 PER UNIT)	312 P.S.
TWO BED UNIT (2 PER UNIT)	274 P.S.
THREE BED UNIT (2.25 PER UNIT)	86 P.S.
GUEST PARKING (0.25 PER UNIT)	106 P.S.
TOTAL PROVIDED:	818 P.S.
PROVIDED:	
GARAGE PARKING	121 P.S.
TANDEM PARKING	121 P.S.
COVERED PARKING	302 P.S.
OPEN PARKING	203 P.S.
TOTAL PROVIDED:	747 P.S.
	1.77 SPACE PER UNIT
ACCESSIBLE PARKING:	(14 STANDARD AND 2 VAN STALLS) 16 P.S.

SYMBOL SCHEDULE

- # OF SPACES IN ROW
- 9'X19' PARKING SPACE
- 28' INSIDE TURNING RADIUS
- 48' OUTSIDE TURNING RADIUS
- IN ACCORDANCE WITH FIRE DEPT STANDARDS
- ACCESSIBLE PARKING SPACE
- PEDESTRIAN CROSSWALK
- FIRE HYDRANT

VICINITY MAP:

SCALE: N.T.S.



SITE PLAN NOTES

1. ALL SITE IMPROVEMENTS, INCLUDING LANDSCAPING AND SITE CLEANUP, MUST BE COMPLETED PRIOR TO CERTIFICATE OF OCCUPANCY FOR ANY BUILDING WITHIN PHASE.
2. ALL ROOF MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED BY PARAPET WALLS EQUAL TO, OR GREATER THAN, THE HIGHEST POINT ON THE MECHANICAL EQUIPMENT.
3. SOLID MASONRY WALLS AND GATES EQUAL TO, OR GREATER THAN, THE HIGHEST POINT ON THE MECHANICAL EQUIPMENT SHALL SCREEN ALL GROUND MOUNTED MECHANICAL EQUIPMENT.
4. ALL EXTERNAL LIGHTING SHALL BE LOCATED AND DESIGNED TO PREVENT RAYS FROM BEING DIRECTED OFF OF THE PROPERTY UPON WHICH THE LIGHTING IS LOCATED.
5. THE FIRE DEPARTMENT DOUBLE CHECK ASSEMBLY SHALL BE PAINTED TO MATCH ADJACENT WALL COLOR.
6. SIGNS REQUIRE A SEPARATE PERMIT.
7. THERE SHALL BE NO OBSTRUCTION OF SITE SIGNAGE BY LANDSCAPE PLANT MATERIAL, AND THAT SUCH MUST BE RELOCATED/CORRECTED BEFORE THE FIELD INSPECTION WILL ACCEPT/PASS THE SIGN IN THE FIELD OR ISSUE A CERTIFICATE OF OCCUPANCY FOR THE PROJECT.
8. ALL TRANSFORMER BOXES, METER PANELS AND ELECTRIC EQUIPMENT, BACK-FLOW DEVICES AND ANY OTHER UTILITY EQUIPMENT, NOT ABLE TO BE SCREENED BY LANDSCAPING OR WALLS SHALL BE PAINTED TO MATCH THE BUILDING COLOR.
9. ALL WALLS OVER 7FT IN HEIGHT, SITE LIGHTING, SIGNAGE, RAMADAS AND SHADE STRUCTURES REQUIRE SEPARATE SUBMITTAL AND PERMITS.

NORTH

SITE PLAN "L"

SCALE: 1'-0" = 50'

biltform architecture

biltform architecture group, inc.

11460 north cave creek road , suite 11
phoenix , arizona 85020
Phone 602.285.9200 Fax 602.285.9229

PRELIMINARY NOT FOR CONSTRUCTION

EXPIRES 9/30/22

CORPORATE PLACE ON AZ AVE

Apartment Homes

CHANDLER, ARIZONA

TOLL BROTHERS APARTMENT LIVING

8767 E. VIA DE VENTURA, SUITE 390, SCOTTSDALE, AZ. 85258

REVISIONS:
1 –
2 –
3 –
4 –
5 –

JOB NO: 21-040
DATE: JUNE 09, 2021
SCALE:
SHEET NO:

A1.0

© BILTFORM ARCHITECTURE GROUP, INC.

Appendix B – Parcel Information

302-29-009E **Commercial Parcel**

This is a Commercial parcel located at 2121 N ARIZONA AVE CHANDLER 85225. The current owner is EARNHARDT ARIZONA PROPERTIES LLC. Its current year full cash value is $4,964,764.

MAPS | PICTOMETRY | $ VIEW/PAY TAX BILL | DEED
OWNER | VALUATIONS | ADDITIONAL INFO | MAP FERRET
SIMILAR PARCELS | REGISTER RENTAL | PRINT DETAILS

PROPERTY INFORMATION

2121 N ARIZONA AVE CHANDLER 85225

MCR #	
Description	S 550F OF N 1100F OF S 2055F OF W 1055F SW4 SEC 15 EX E 161.88F TH/OF & EX W 55F RD
Lat/Long	|
Lot Size	460,952 sq ft.
Zoning	C-3
Lot #	
High School District	GILBERT UNIFIED #41
Elementary School District	GILBERT UNIFIED SCHOOL DISTRICT
Local Jurisdiction	CHANDLER
S/T/R	15 1S 5E
Market Area/Neighborhood	01/012
Subdivision (0 Parcels)	

OWNER INFORMATION

EARNHARDT ARIZONA PROPERTIES LLC

Mailing Address	7300 W ORCHID LN, CHANDLER, AZ 85226
Deed Number	
Last Deed Date	
Sale Date	n/a
Sale Price	n/a

VALUATION INFORMATION

We provide valuation information for the past 5 years. For mobile display, we only show 1 year of valuation information. Should you need more data, please look at our data sales.

The Valuation Information displayed below may not reflect the taxable value used on the tax bill due to any special valuation relief program. CLICK HERE TO PAY YOUR TAXES OR VIEW YOUR TAX BILL

Tax Year	2024	2023	2022	2021
Full Cash Value	$4,964,764	$6,799,400	$5,831,800	$5,852,100
Limited Value	$4,964,764	$5,079,047	$4,837,188	$4,606,846
Legal Class	1.12	1.12	1.12	1.12
Description	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P
Assessment Ratio	16.5%	17%	17.5%	18%
Assessed LPV	$819,186	$863,438	$846,508	$829,232
Property Use Code	1820	1820	1820	1820
PU Description	Auto Sales and Service	Auto Sales and Service	Auto Sales and Service	Auto Sales and Service
Tax Area Code	410300	410300	410300	410300
Valuation Source	Notice	Notice	Notice	Notice

ADDITIONAL PROPERTY INFORMATION

Additional property data.

Description	Imp #	Occupancy	Rank	CCI	Age	Sq Ft.
Automobile Showroom	000101	303	2	C	40	18,263
Office Building	000102	344	2	C	37	2,320
Service Repair Garage	000103	528	2	S	36	10,920
Service Repair Garage	000201	528	2	S	40	5,568
Service Repair Garage	000202	528	2	S	27	3,874

Description	Imp #	Occupancy	Rank	CCI	Age	Sq Ft.
Service Repair Garage	000301	528	2	S	37	20,600
Car Wash - Drive Thru	000302	435	2	C	24	1,600
Automobile Showroom	000401	303	2	C	35	3,289
Site Improvements	000501	163	2	D	37	1
Service Repair Garage	000601	528	2	S	21	5,148
Golf Starter Booth	000701	183	2	S	40	120

MAP FERRET MAPS

Mapferret maps, also known as MapId maps, pdf maps, or output maps are now available here without having to search.

- Parcel Maps (2)
- Book/Map Maps (14)

CAUTION! USERS SHOULD INDEPENDENTLY RESEARCH AND VERIFY INFORMATION ON THIS WEBSITE BEFORE RELYING ON IT.

The Assessor's Office has compiled information on this website that it uses to identify, classify, and value real and personal property. Please contact the Maricopa County S.T.A.R. Center at (602) 506-3406 if you believe any information is incomplete, out of date, or incorrect so that appropriate corrections can be addressed. Please note that a statutory process is also available to correct errors pursuant to Arizona Revised Statutes 42-16254.

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302-29-009G **Commercial Parcel**

This is a Commercial parcel located at 2121 N ARIZONA AVE CHANDLE CHANDLER 85225. The current owner is EARNHARDT ARIZONA PROPERTIES LLC. Its current year full cash value is $26.

MAPS | PICTOMETRY | $ VIEW/PAY TAX BILL | DEED

OWNER | VALUATIONS | MAP FERRET | SIMILAR PARCELS

REGISTER RENTAL | PRINT DETAILS

PROPERTY INFORMATION

2121 N ARIZONA AVE CHANDLE CHANDLER 85225

MCR #	
Description	E 161.88F OF S 550F OF N 1100F OF S 2055F OF W 1055F SW4 SEC 15
Lat/Long	|
Lot Size	81,941 sq ft.
Zoning	C-3
Lot #	
High School District	GILBERT UNIFIED #41
Elementary School District	GILBERT UNIFIED SCHOOL DISTRICT
Local Jurisdiction	CHANDLER
S/T/R	15 1S 5E
Market Area/Neighborhood	01/012
Subdivision (0 Parcels)	

OWNER INFORMATION

EARNHARDT ARIZONA PROPERTIES LLC

Mailing Address	7300 W ORCHID LN, CHANDLER, AZ 85226

Deed Number	
Last Deed Date	
Sale Date	n/a
Sale Price	n/a

VALUATION INFORMATION

We provide valuation information for the past 5 years. For mobile display, we only show 1 year of valuation information. Should you need more data, please look at our data sales.

The Valuation Information displayed below may not reflect the taxable value used on the tax bill due to any special valuation relief program. CLICK HERE TO PAY YOUR TAXES OR VIEW YOUR TAX BILL

Tax Year	2024	2023	2022	2021
Full Cash Value	$26	$458,400	$346,100	$346,100
Limited Value	$26	$226,816	$216,015	$205,729
Legal Class	1.12	1.12	1.12	1.12
Description	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P
Assessment Ratio	16.5%	17%	17.5%	18%
Assessed LPV	$4	$38,559	$37,803	$37,031
Property Use Code	1074	1074	1074	1074
PU Description	Misc. Commercial	Misc. Commercial	Misc. Commercial	Misc. Commercial
Tax Area Code	410300	410300	410300	410300
Valuation Source	Notice	Notice	Notice	Notice

MAP FERRET MAPS

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- Parcel Maps (2)
- Book/Map Maps (14)

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302-29-009L **Commercial Parcel**

This is a Commercial parcel The current owner is EARNHARDT ARIZONA PROPERTIES LLC. Its current year full cash value is $368,700.

MAPS | PICTOMETRY | $ VIEW/PAY TAX BILL | DEED

OWNER | VALUATIONS | MAP FERRET | SIMILAR PARCELS

REGISTER RENTAL | PRINT DETAILS

PROPERTY INFORMATION

MCR #	
Description	N 160.67F OF S 1665.67F OF E 1022F OF W 1055F OF SW4 SEC 15 P/F 16-0448116 EX W 22F RD P/F 85-319670 AND EX POR SW4 SEC 15 DAF COM SW COR SD SEC TH N 1631.03F TH E 55F POB TH N 391.01F TH E 1000.02F TH S 502.01F TH W 544.4F TH N 111F W 455F P/F 22-0909494 PER VESTING 16-0448116
Lat/Long	|
Lot Size	101,568 sq ft.
Zoning	C-3
Lot #	
High School District	GILBERT UNIFIED #41
Elementary School District	GILBERT UNIFIED SCHOOL DISTRICT
Local Jurisdiction	CHANDLER
S/T/R ⓘ	15 1S 5E
Market Area/Neighborhood	01/012
Subdivision (0 Parcels)	

OWNER INFORMATION

EARNHARDT ARIZONA PROPERTIES LLC

Mailing Address	7300 W ORCHID LN, CHANDLER, AZ 85226
Deed Number	
Last Deed Date	
Sale Date	n/a
Sale Price	n/a

VALUATION INFORMATION

We provide valuation information for the past 5 years. For mobile display, we only show 1 year of valuation information. Should you need more data, please look at our data sales.

The Valuation Information displayed below may not reflect the taxable value used on the tax bill due to any special valuation relief program. CLICK HERE TO PAY YOUR TAXES OR VIEW YOUR TAX BILL

Tax Year	2024	2023
Full Cash Value	$368,700	$292,434
Limited Value	$202,785	$173,144
Legal Class	1.12	1.12
Description	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P
Assessment Ratio	16.5%	17%
Assessed LPV	$33,459	$29,434
Property Use Code	1074	1074
PU Description	Misc. Commercial	Misc. Commercial
Tax Area Code	410300	410300
Valuation Source	Notice	Notice

MAP FERRET MAPS

Mapferret maps, also known as MapId maps, pdf maps, or output maps are now available here without having to search.

Parcel Maps (1)

Book/Map Maps (14)

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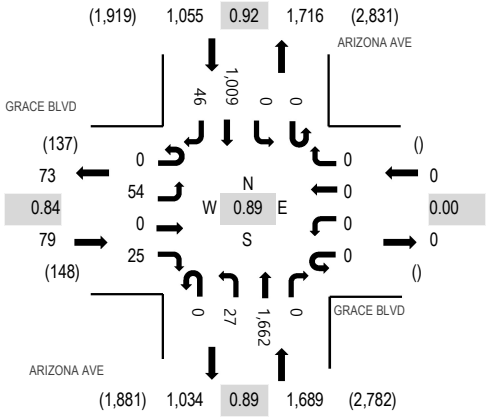
By using this website, you acknowledge having read the above and waive any right you may have to claim against Maricopa County, its officers, employees, and contractors arising out of my reliance on or the use of the information provided on this website.

Appendix C – Traffic Count Data

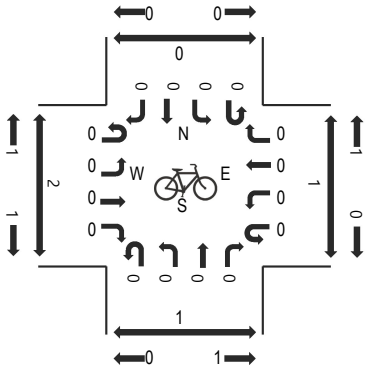
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 ARIZONA AVE & GRACE BLVD AM
Date: Thursday, September 7, 2023
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

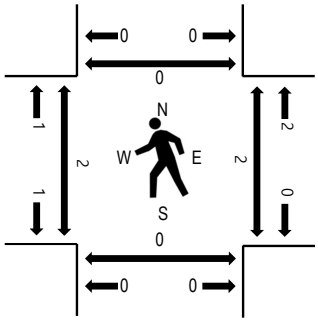
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

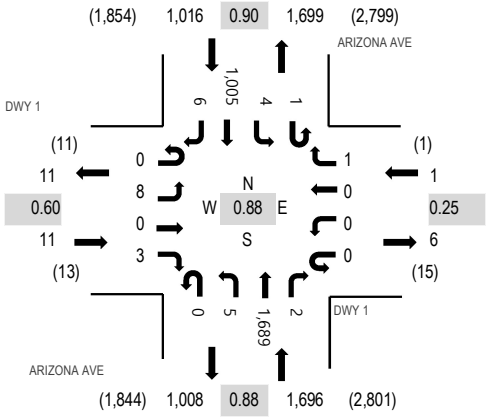
Traffic Counts - Motorized Vehicles

Interval Start Time	GRACE BLVD Eastbound				GRACE BLVD Westbound				ARIZONA AVE Northbound				ARIZONA AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	21	0	6	0	0	0	0	0	8	242	0	0	0	210	5	492	2,607	0	1	0	0
7:15 AM	0	10	0	5	0	0	0	0	0	3	360	0	0	0	234	15	627	2,823	1	0	0	0
7:30 AM	0	16	0	6	0	0	0	0	0	9	396	0	0	0	265	6	698	2,731	0	2	0	0
7:45 AM	0	20	0	7	0	0	0	0	0	6	469	0	0	0	283	5	790	2,566	0	0	0	0
8:00 AM	0	8	0	7	0	0	0	0	0	9	437	0	0	0	227	20	708	2,242	1	0	0	0
8:15 AM	0	13	0	3	0	0	0	0	0	4	315	0	0	0	192	8	535		0	1	0	0
8:30 AM	0	10	0	8	0	0	0	0	0	9	268	0	0	0	230	8	533		0	3	0	0
8:45 AM	0	5	0	3	0	0	0	0	0	6	241	0	0	0	195	16	466		0	1	0	0
Count Total	0	103	0	45	0	0	0	0	0	54	2,728	0	0	0	1,836	83	4,849		2	8	0	0
Peak Hour	0	54	0	25	0	0	0	0	0	27	1,662	0	0	0	1,009	46	2,823		2	2	0	0

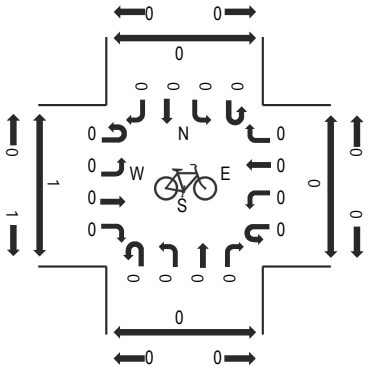
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 ARIZONA AVE & DWY 1 AM
Date: Thursday, September 7, 2023
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

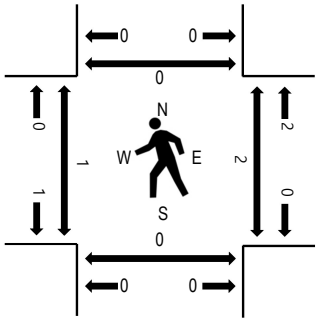
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

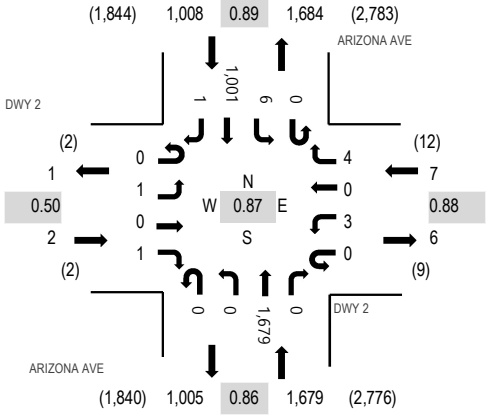
Traffic Counts - Motorized Vehicles

Interval Start Time	DWY 1 Eastbound				DWY 1 Westbound				ARIZONA AVE Northbound				ARIZONA AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	0	0	0	0	0	254	0	0	0	214	0	468	2,515	0	1	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	371	0	1	0	234	2	609	2,724	0	0	0	0
7:30 AM	0	3	0	0	0	0	0	0	0	2	396	1	0	1	263	0	666	2,635	0	1	0	0
7:45 AM	0	4	0	1	0	0	0	0	0	1	482	1	0	1	280	2	772	2,480	0	1	0	0
8:00 AM	0	1	0	2	0	0	0	1	0	1	440	0	0	2	228	2	677	2,154	1	0	0	0
8:15 AM	0	0	0	1	0	0	0	0	0	0	320	2	0	2	195	0	520		0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	275	1	0	1	233	0	511		0	2	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	250	3	0	0	193	0	446		0	0	0	0
Count Total	0	9	0	4	0	0	0	1	0	5	2,788	8	1	7	1,840	6	4,669		1	5	0	0
Peak Hour	0	8	0	3	0	0	0	1	0	5	1,689	2	1	4	1,005	6	2,724		1	2	0	0

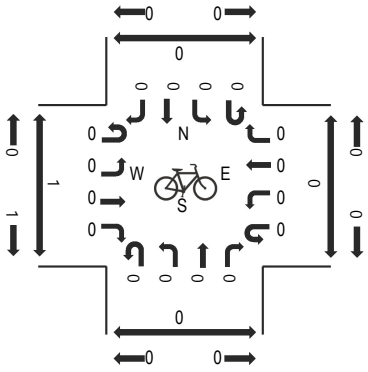
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 ARIZONA AVE & DWY 2 AM
Date: Thursday, September 7, 2023
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

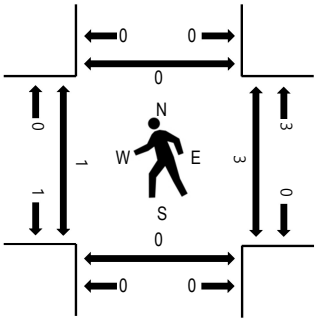
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

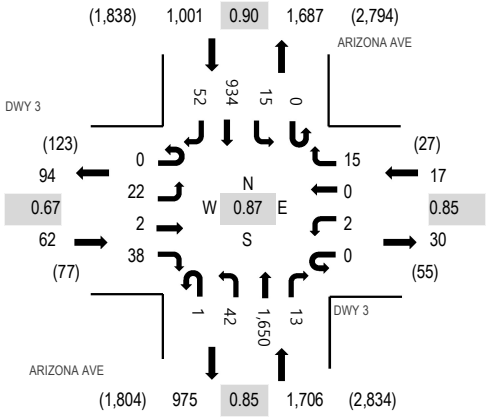
Traffic Counts - Motorized Vehicles

Interval Start Time	DWY 2 Eastbound				DWY 2 Westbound				ARIZONA AVE Northbound				ARIZONA AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	1	0	1	0	0	254	0	0	0	208	0	464	2,507	0	2	0	0
7:15 AM	0	0	0	1	0	0	0	1	0	0	373	0	0	0	235	0	610	2,696	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	1	0	0	393	0	0	1	266	0	662	2,605	0	2	0	0
7:45 AM	0	0	0	0	0	1	0	1	0	0	487	0	0	5	276	1	771	2,451	0	1	0	0
8:00 AM	0	1	0	0	0	1	0	1	0	0	426	0	0	0	224	0	653	2,127	1	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	0	1	316	0	0	1	200	0	519		0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	275	0	0	2	230	0	508		0	0	0	0
8:45 AM	0	0	0	0	0	1	0	0	0	0	251	0	0	0	195	0	447		0	0	0	0
Count Total	0	1	0	1	0	5	0	7	0	1	2,775	0	0	9	1,834	1	4,634		1	5	0	0
Peak Hour	0	1	0	1	0	3	0	4	0	0	1,679	0	0	6	1,001	1	2,696		1	3	0	0

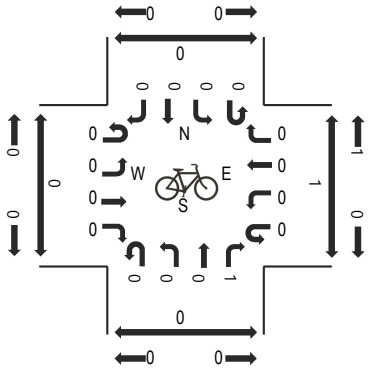
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 ARIZONA AVE & DWY 3 AM
Date: Thursday, September 7, 2023
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

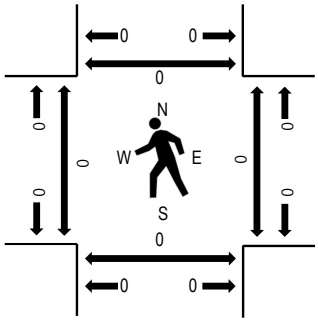
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

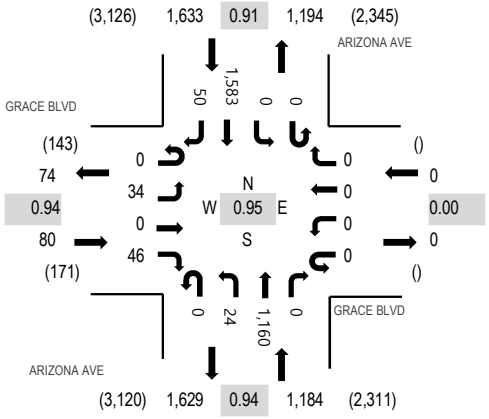
Traffic Counts - Motorized Vehicles

Interval Start Time	DWY 3 Eastbound				DWY 3 Westbound				ARIZONA AVE Northbound				ARIZONA AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	2	0	0	0	3	0	2	247	3	0	3	203	4	467	2,587	0	1	0	0
7:15 AM	0	2	0	6	0	1	0	3	0	6	366	4	0	3	225	10	626	2,786	0	0	0	0
7:30 AM	0	7	1	15	0	0	0	5	0	14	381	2	0	5	247	13	690	2,698	0	0	0	0
7:45 AM	0	9	1	10	0	1	0	2	1	17	481	5	0	4	255	18	804	2,526	0	0	0	0
8:00 AM	0	4	0	7	0	0	0	5	0	5	422	2	0	3	207	11	666	2,189	0	0	0	0
8:15 AM	0	1	0	4	0	0	0	1	0	6	323	1	0	5	193	4	538		0	0	0	0
8:30 AM	0	0	0	4	0	0	0	2	0	3	272	5	0	0	229	3	518		0	0	0	0
8:45 AM	0	0	0	4	0	2	0	2	0	4	256	6	0	2	188	3	467		0	0	0	0
Count Total	0	23	2	52	0	4	0	23	1	57	2,748	28	0	25	1,747	66	4,776		0	1	0	0
Peak Hour	0	22	2	38	0	2	0	15	1	42	1,650	13	0	15	934	52	2,786		0	0	0	0

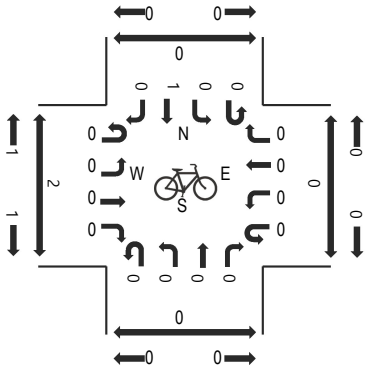
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 ARIZONA AVE & GRACE BLVD PM
Date: Thursday, September 7, 2023
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

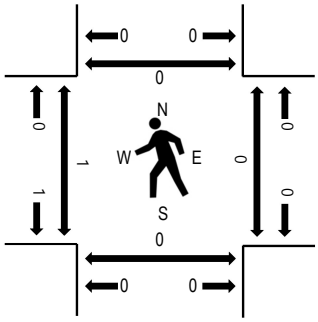
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

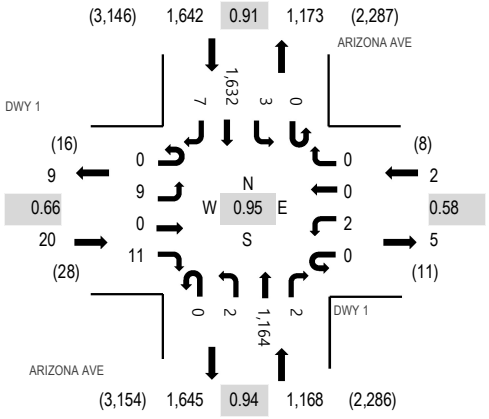
Traffic Counts - Motorized Vehicles

Interval Start Time	GRACE BLVD Eastbound				GRACE BLVD Westbound				ARIZONA AVE Northbound				ARIZONA AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	13	0	11	0	0	0	0	1	4	277	0	0	0	400	12	718	2,784	0	3	0	0
4:15 PM	0	10	0	9	0	0	0	0	0	7	288	0	0	0	390	10	714	2,816	0	1	0	0
4:30 PM	0	9	0	15	0	0	0	0	0	2	277	0	0	0	350	14	667	2,864	1	1	0	0
4:45 PM	0	10	0	4	0	0	0	0	0	5	312	0	0	0	340	14	685	2,897	0	0	0	0
5:00 PM	0	10	0	14	0	0	0	0	0	4	295	0	0	0	419	8	750	2,824	0	0	0	0
5:15 PM	0	8	0	12	0	0	0	0	0	8	287	0	0	0	434	13	762		0	0	0	0
5:30 PM	0	6	0	16	0	0	0	0	0	7	266	0	0	0	390	15	700		1	0	0	0
5:45 PM	0	14	0	10	0	0	0	0	0	8	263	0	0	0	305	12	612		0	0	0	0
Count Total	0	80	0	91	0	0	0	0	1	45	2,265	0	0	0	3,028	98	5,608		2	5	0	0
Peak Hour	0	34	0	46	0	0	0	0	0	24	1,160	0	0	0	1,583	50	2,897		1	0	0	0

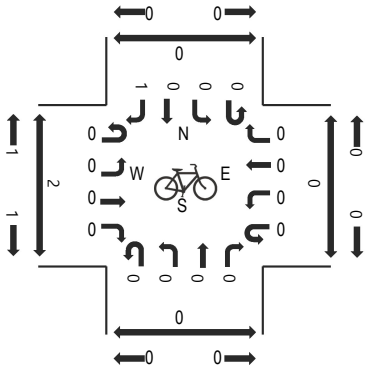
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 ARIZONA AVE & DWY 1 PM
Date: Thursday, September 7, 2023
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

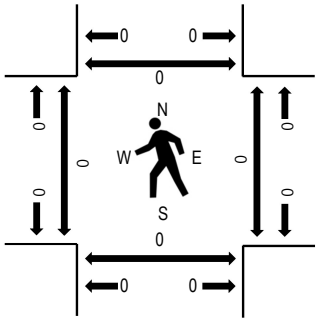
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

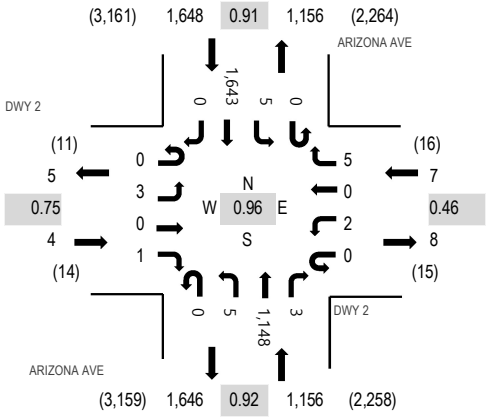
Traffic Counts - Motorized Vehicles

Interval Start Time	DWY 1 Eastbound				DWY 1 Westbound				ARIZONA AVE Northbound				ARIZONA AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	1	0	1	0	0	277	2	0	0	407	1	689	2,706	0	0	0	0
4:15 PM	0	1	0	2	0	2	0	1	1	1	291	0	0	0	410	1	710	2,757	0	0	0	0
4:30 PM	0	0	0	2	0	1	0	0	0	0	276	3	0	1	361	1	645	2,789	1	1	0	0
4:45 PM	0	0	0	2	0	1	0	0	0	0	314	0	0	1	343	1	662	2,832	0	0	0	0
5:00 PM	0	3	0	5	0	0	0	0	0	2	294	1	0	1	432	2	740	2,762	0	0	0	0
5:15 PM	0	4	0	2	0	1	0	0	0	0	285	0	0	0	447	3	742		0	0	0	0
5:30 PM	0	2	0	2	0	0	0	0	0	0	271	1	0	1	410	1	688		0	0	0	0
5:45 PM	0	1	0	2	0	0	0	0	0	1	266	0	0	0	320	2	592		0	0	0	0
Count Total	0	11	0	17	0	6	0	2	1	4	2,274	7	0	4	3,130	12	5,468		1	1	0	0
Peak Hour	0	9	0	11	0	2	0	0	0	2	1,164	2	0	3	1,632	7	2,832		0	0	0	0

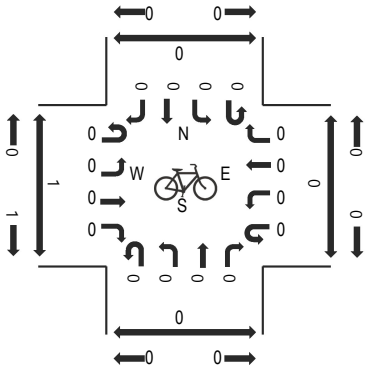
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 ARIZONA AVE & DWY 2 PM
Date: Thursday, September 7, 2023
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

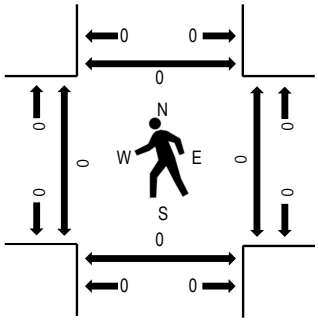
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

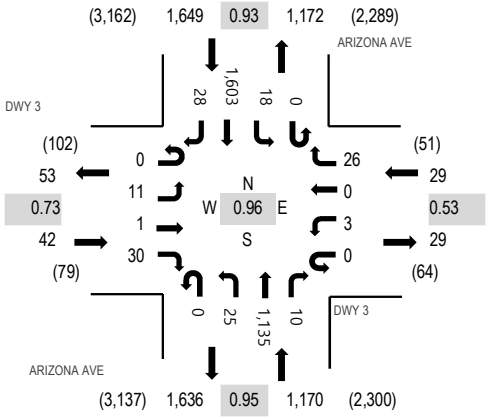
Traffic Counts - Motorized Vehicles

Interval Start Time	DWY 2 Eastbound				DWY 2 Westbound				ARIZONA AVE Northbound				ARIZONA AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	1	0	1	0	3	0	3	0	1	269	1	0	1	408	1	689	2,706	0	0	0	0
4:15 PM	0	0	0	3	0	1	0	1	0	0	286	0	1	2	413	0	707	2,742	1	0	0	0
4:30 PM	0	2	0	1	0	0	0	1	0	0	276	0	0	3	359	2	644	2,771	0	1	0	0
4:45 PM	0	1	0	0	0	0	0	2	0	1	314	1	0	1	346	0	666	2,815	0	0	0	0
5:00 PM	0	2	0	0	0	0	0	2	0	0	284	0	0	1	436	0	725	2,743	0	0	0	0
5:15 PM	0	0	0	1	0	0	0	1	0	1	279	1	0	2	451	0	736		0	0	0	0
5:30 PM	0	0	0	0	0	2	0	0	0	3	271	1	0	1	410	0	688		0	0	0	0
5:45 PM	0	1	0	1	0	0	0	0	0	2	267	0	0	0	323	0	594		0	0	0	0
Count Total	0	7	0	7	0	6	0	10	0	8	2,246	4	1	11	3,146	3	5,449		1	1	0	0
Peak Hour	0	3	0	1	0	2	0	5	0	5	1,148	3	0	5	1,643	0	2,815		0	0	0	0

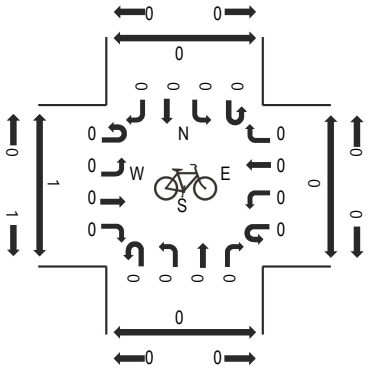
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 ARIZONA AVE & DWY 3 PM
Date: Thursday, September 7, 2023
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

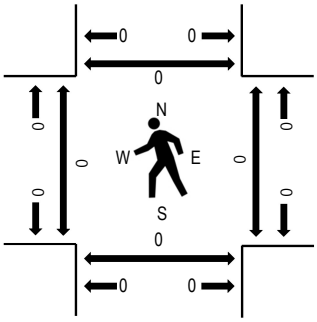
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DWY 3 Eastbound				DWY 3 Westbound				ARIZONA AVE Northbound				ARIZONA AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	3	1	3	0	2	0	3	2	5	268	6	0	3	400	5	701	2,775	0	0	0	0
4:15 PM	0	6	0	8	0	3	0	4	0	5	278	3	0	4	403	11	725	2,829	1	0	0	0
4:30 PM	0	2	1	6	0	1	0	3	1	10	278	6	0	3	352	7	670	2,854	0	1	0	0
4:45 PM	0	5	0	6	0	1	0	5	0	8	302	4	0	3	338	7	679	2,890	0	0	0	0
5:00 PM	0	2	0	7	0	2	0	13	0	10	278	4	0	5	424	10	755	2,817	0	0	0	0
5:15 PM	0	1	1	13	0	0	0	6	0	3	281	0	0	5	437	3	750		0	0	0	0
5:30 PM	0	3	0	4	0	0	0	2	0	4	274	2	0	5	404	8	706		0	0	0	0
5:45 PM	0	2	0	5	0	2	0	4	0	1	266	1	0	7	313	5	606		0	0	0	0
Count Total	0	24	3	52	0	11	0	40	3	46	2,225	26	0	35	3,071	56	5,592		1	1	0	0
Peak Hour	0	11	1	30	0	3	0	26	0	25	1,135	10	0	18	1,603	28	2,890		0	0	0	0

All Traffic Data Services, LLC

www.alltrafficdata.net

Site Code: 5
ARIZONA AVE S.O GRACE BLVD

Start Time	07-Sep-23 Thu	NB	SB							Total
12:00 AM		75	85							160
01:00		62	70							132
02:00		62	76							138
03:00		81	85							166
04:00		233	190							423
05:00		430	319							749
06:00		663	502							1165
07:00		**1504**	**998**							**2502**
08:00		1288	856							2144
09:00		813	706							1519
10:00		717	753							1470
11:00		869	888							1757
12:00 PM		931	974							1905
01:00		845	946							1791
02:00		910	1103							2013
03:00		956	1152							2108
04:00		**1161**	1527							2688
05:00		1126	**1619**							**2745**
06:00		884	952							1836
07:00		627	692							1319
08:00		507	472							979
09:00		369	367							736
10:00		230	194							424
11:00		133	120							253
Total		15476	15646							31122
Percent		49.7%	50.3%							
AM Peak	-	07:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	1504	998	-	-	-	-	-	-	2502
PM Peak	-	16:00	17:00	-	-	-	-	-	-	17:00
Vol.	-	1161	1619	-	-	-	-	-	-	2745
Grand Total		15476	15646							31122
Percent		49.7%	50.3%							

ADT ADT 31,122 AADT 31,122

Appendix D – Existing Capacity Analysis

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	54	25	27	1662	1009	46
Future Vol, veh/h	54	25	27	1662	1009	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	50	-	-	195
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	28	30	1867	1134	52

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1941	567	1185	0	-	0
Stage 1	1134	-	-	-	-	-
Stage 2	808	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	*399	*793	492	-	-	-
Stage 1	*364	-	-	-	-	-
Stage 2	*692	-	-	-	-	-
Platoon blocked, %	0	0	0	-	-	-
Mov Cap-1 Maneuver	*374	*793	492	-	-	-
Mov Cap-2 Maneuver	*308	-	-	-	-	-
Stage 1	*341	-	-	-	-	-
Stage 2	*692	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	16.41	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	492	-	308	793	-	-
HCM Lane V/C Ratio	0.062	-	0.197	0.035	-	-
HCM Control Delay (s/veh)	12.8	-	19.5	9.7	-	-
HCM Lane LOS	B	-	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.7	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	0	3	0	0	1	5	1689	2	5	1005	6
Future Vol, veh/h	8	0	3	0	0	1	5	1689	2	5	1005	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	195
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	0	3	0	0	1	6	1919	2	6	1142	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1933	3086	571	2400	3092	961	1149	0	0	1922	0	0
Stage 1	1153	1153	-	1932	1932	-	-	-	-	-	-	-
Stage 2	779	1933	-	468	1160	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*494	31	*786	*173	31	*666	528	-	-	302	-	-
Stage 1	*325	422	-	*154	242	-	-	-	-	-	-	-
Stage 2	*683	242	-	*807	418	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*479	30	*786	*167	30	*666	528	-	-	302	-	-
Mov Cap-2 Maneuver	*479	30	-	*167	30	-	-	-	-	-	-	-
Stage 1	*319	414	-	*153	240	-	-	-	-	-	-	-
Stage 2	*675	239	-	*788	410	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.88	10.42	0.04	0.08
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	528	-	-	536	666	302	-	-
HCM Lane V/C Ratio	0.011	-	-	0.023	0.002	0.019	-	-
HCM Control Delay (s/veh)	11.9	-	-	11.9	10.4	17.1	-	-
HCM Lane LOS	B	-	-	B	B	C	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	3	0	4	0	1679	0	6	1001	1
Future Vol, veh/h	1	0	1	3	0	4	0	1679	0	6	1001	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	265
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	3	0	5	0	1930	0	7	1151	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1936	3094	575	2404	3095	965	1152	0	0	1930	0	0
Stage 1	1164	1164	-	1930	1930	-	-	-	-	-	-	-
Stage 2	772	1930	-	474	1166	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*432	29	*793	*154	28	*674	513	-	-	287	-	-
Stage 1	*306	406	-	*146	234	-	-	-	-	-	-	-
Stage 2	*692	234	-	*813	406	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*419	28	*793	*151	28	*674	513	-	-	287	-	-
Mov Cap-2 Maneuver	*419	28	-	*151	28	-	-	-	-	-	-	-
Stage 1	*299	396	-	*146	234	-	-	-	-	-	-	-
Stage 2	*687	234	-	*793	396	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.6	18.7	0	0.11
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	513	-	-	548	271	287	-	-
HCM Lane V/C Ratio	-	-	-	0.004	0.03	0.024	-	-
HCM Control Delay (s/veh)	0	-	-	11.6	18.7	17.8	-	-
HCM Lane LOS	A	-	-	B	C	C	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	2	38	2	0	15	43	1650	13	15	934	52
Future Vol, veh/h	22	2	38	2	0	15	43	1650	13	15	934	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	160	50	-	200
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	2	44	2	0	17	49	1897	15	17	1074	60

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1966	3118	537	2460	3163	948	1133	0	0	1911	0	0
Stage 1	1108	1108	-	1995	1995	-	-	-	-	-	-	-
Stage 2	857	2010	-	465	1168	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*406	27	*793	*136	24	*674	525	-	-	295	-	-
Stage 1	*339	435	-	*127	213	-	-	-	-	-	-	-
Stage 2	*692	208	-	*813	404	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*337	23	*793	*100	21	*674	525	-	-	295	-	-
Mov Cap-2 Maneuver	*337	23	-	*100	21	-	-	-	-	-	-	-
Stage 1	*319	409	-	*115	193	-	-	-	-	-	-	-
Stage 2	*611	188	-	*720	381	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	20.07	14.4	0.32	0.27
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	525	-	-	310	403	295	-	-
HCM Lane V/C Ratio	0.094	-	-	0.23	0.049	0.058	-	-
HCM Control Delay (s/veh)	12.6	-	-	20.1	14.4	17.9	-	-
HCM Lane LOS	B	-	-	C	B	C	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.9	0.2	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	46	24	1160	1583	50
Future Vol, veh/h	34	46	24	1160	1583	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	50	-	-	195
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	48	25	1221	1666	53

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2205	833	1719	0	-	0
Stage 1	1666	-	-	-	-	-
Stage 2	539	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	*166	*674	394	-	-	-
Stage 1	*292	-	-	-	-	-
Stage 2	*773	-	-	-	-	-
Platoon blocked, %	0	0	0	-	-	-
Mov Cap-1 Maneuver	*156	*674	394	-	-	-
Mov Cap-2 Maneuver	*232	-	-	-	-	-
Stage 1	*274	-	-	-	-	-
Stage 2	*773	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	16.08	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	394	-	232	674	-	-
HCM Lane V/C Ratio	0.064	-	0.154	0.072	-	-
HCM Control Delay (s/veh)	14.8	-	23.3	10.8	-	-
HCM Lane LOS	B	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	0	11	2	0	0	2	1164	2	3	1632	7
Future Vol, veh/h	9	0	11	2	0	0	2	1164	2	3	1632	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	195
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	0	12	2	0	0	2	1225	2	3	1718	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2219	2956	859	1924	2962	614	1725	0	0	1227	0	0
Stage 1	1724	1724	-	1231	1231	-	-	-	-	-	-	-
Stage 2	494	1232	-	693	1732	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*367	54	*666	*506	53	*746	407	-	-	567	-	-
Stage 1	*243	328	-	*370	451	-	-	-	-	-	-	-
Stage 2	*766	450	-	*683	325	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*363	54	*666	*492	53	*746	407	-	-	567	-	-
Mov Cap-2 Maneuver	*363	54	-	*492	53	-	-	-	-	-	-	-
Stage 1	*242	327	-	*368	449	-	-	-	-	-	-	-
Stage 2	*762	448	-	*668	323	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.78	12.34	0.02	0.02
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	407	-	-	484	492	567	-	-
HCM Lane V/C Ratio	0.005	-	-	0.044	0.004	0.006	-	-
HCM Control Delay (s/veh)	13.9	-	-	12.8	12.3	11.4	-	-
HCM Lane LOS	B	-	-	B	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	1	2	0	5	5	1148	3	5	1643	0
Future Vol, veh/h	3	0	1	2	0	5	5	1148	3	5	1643	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	265
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	1	2	0	5	5	1196	3	5	1711	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2211	2931	856	1903	2930	599	1711	0	0	1199	0	0
Stage 1	1722	1722	-	1208	1208	-	-	-	-	-	-	-
Stage 2	489	1209	-	695	1722	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*325	53	*674	*523	53	*753	399	-	-	571	-	-
Stage 1	*229	317	-	*367	451	-	-	-	-	-	-	-
Stage 2	*773	450	-	*692	317	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*316	51	*674	*510	52	*753	399	-	-	571	-	-
Mov Cap-2 Maneuver	*316	51	-	*510	52	-	-	-	-	-	-	-
Stage 1	*227	314	-	*363	445	-	-	-	-	-	-	-
Stage 2	*758	444	-	*685	314	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	15	10.49	0.06	0.03
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	399	-	-	364	663	571	-	-
HCM Lane V/C Ratio	0.013	-	-	0.011	0.011	0.009	-	-
HCM Control Delay (s/veh)	14.1	-	-	15	10.5	11.4	-	-
HCM Lane LOS	B	-	-	B	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	1	30	3	0	26	25	1135	10	18	1603	52
Future Vol, veh/h	11	1	30	3	0	26	25	1135	10	18	1603	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	160	50	-	200
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	1	31	3	0	27	26	1182	10	19	1670	54

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2232	2952	835	1940	2996	591	1724	0	0	1193	0	0
Stage 1	1707	1707	-	1234	1234	-	-	-	-	-	-	-
Stage 2	525	1245	-	706	1761	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*309	50	*674	*523	45	*753	391	-	-	575	-	-
Stage 1	*236	324	-	*349	436	-	-	-	-	-	-	-
Stage 2	*773	430	-	*692	299	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*269	45	*674	*441	40	*753	391	-	-	575	-	-
Mov Cap-2 Maneuver	*269	45	-	*441	40	-	-	-	-	-	-	-
Stage 1	*229	313	-	*326	407	-	-	-	-	-	-	-
Stage 2	*696	401	-	*636	290	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	15.38	10.36	0.32	0.12
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	391	-	-	391	702	575	-	-
HCM Lane V/C Ratio	0.067	-	-	0.112	0.043	0.033	-	-
HCM Control Delay (s/veh)	14.8	-	-	15.4	10.4	11.5	-	-
HCM Lane LOS	B	-	-	C	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	0.1	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Appendix E – Trip Generation

Completed:

Checked:

Trip Generation Calculations

LU - 221 - Multifamily Housing (Mid-Rise)

Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour			
				Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	
Multifamily Housing (Mid-Rise)	221	423	Dwelling Units	4.54	50%	50%	0.37	23%	77%	0.39	63%	37%	1,920	960	960	157	36	121	165	104	61	Average
Multifamily Housing (Mid-Rise)	221	423	Dwelling Units	3.76	50%	50%	0.15	23%	77%	0.19	63%	37%	1,590	795	795	63	14	49	80	50	30	Minimum
Multifamily Housing (Mid-Rise)	221	423	Dwelling Units	5.40	50%	50%	0.53	23%	77%	0.57	63%	37%	2,284	1,142	1,142	224	52	172	241	152	89	Maximum
Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour			
				Equation	% In	% Out	Equation	% In	% Out	Equation	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	
Multifamily Housing (Mid-Rise)	**221**	**423**	**Dwelling Units**	**T=4.77(X)-46.46**	**50%**	**50%**	**T=.44(X)-11.61**	**23%**	**77%**	**T=.39(X)+0.34**	**63%**	**37%**	**1,971**	**986**	**985**	**175**	**40**	**135**	**165**	**104**	**61**	**Equation**

Multifamily Housing (Mid-Rise)	Standard Deviation	0.51	0.09	0.08	
	Number of Studies	11	30	31	
	Average Size	201	173	169	
	R^2	0.93	0.91	0.91	

Completed:

Checked:

Trip Generation Calculations

840 Automobile Sales (New)																					
Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour			
				Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	
Automobile Sales (New)	840	71.6	1000 SF GFA	27.84	50%	50%	1.86	73%	27%	2.42	40%	60%	1,993	997	996	133	97	36	173	69	104	Average
Automobile Sales (New)	840	71.6	1000 SF GFA	14.98	50%	50%	0.59	73%	27%	0.94	40%	60%	1,072	536	536	42	31	11	67	27	40	Minimum
Automobile Sales (New)	840	71.6	1000 SF GFA	41.78	50%	50%	6.17	73%	27%	5.81	40%	60%	2,991	1,496	1,495	442	323	119	416	166	250	Maximum
Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour			
				Equation	% In	% Out	Equation	% In	% Out	Equation	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	
Automobile Sales (New)	840	71.6	1000 SF GFA	T=28.65(X)-29.45	50%	50%	N/A	N/A	N/A	T=1.81(X)+20.91	40%	60%	2,021	1,011	1,010	N/A	N/A	N/A	150	60	90	Equation

Automobile Sales (New)	Standard Deviation	7.01		0.94		0.98
	Number of Studies	18		35		50
	Average Size	36		30		34
	R^2	0.80		N/A		0.57

Appendix F – MAG Socioeconomic Projections

Socioeconomic Projections

Population and Employment

by Municipal Planning Area, Jurisdiction, and Regional Analysis Zone

June 2023



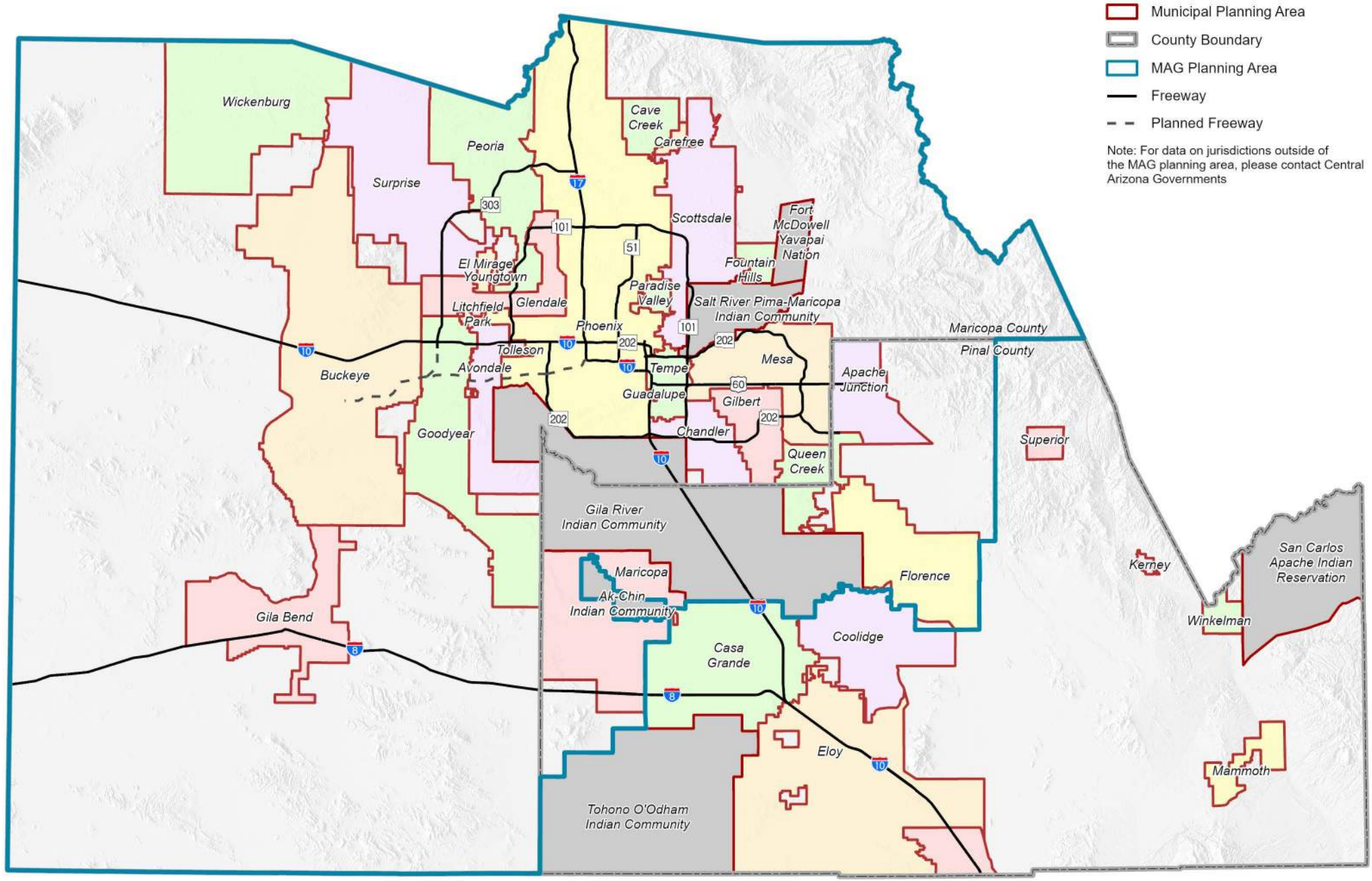
302 North 1st Avenue, Suite 300
Phoenix, Arizona 85003

MARICOPA ASSOCIATION of GOVERNMENTS

(602) 254-6300
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Municipal Planning Areas (2023)
Maricopa and Pinal Counties, Arizona

MARICOPA ASSOCIATION of GOVERNMENTS



0 5 10 15 20 25 30 35 40 Miles

Date: May 2023

Source: MAG and the MAG Member Agencies, CAG and the CAG Member Agencies

While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.

Maricopa Association of Governments
Table 1: Total Population by Municipal Planning Area
July 1, 2020, 2022 and Projections July 1, 2030 to July 1, 2060

Municipal Planning Area	Total Population					
	2020	2022	2030	2040	2050	2060
Apache Junction	52,700	53,700	67,100	84,200	100,800	127,600
Avondale	91,100	94,000	117,800	130,900	135,400	137,700
Buckeye	109,700	124,400	194,400	296,200	397,800	491,000
Carefree	3,700	3,700	4,100	4,100	4,200	4,200
Cave Creek	5,000	5,300	5,600	5,900	6,100	6,200
Chandler	286,100	292,000	304,300	315,900	336,500	337,600
El Mirage	35,900	36,300	37,800	38,400	38,500	38,600
Florence	76,600	78,100	106,700	154,000	197,500	242,900
Fort McDowell Yavapai Native Nation	1,200	1,200	1,200	1,200	1,200	1,200
Fountain Hills	23,900	24,000	25,200	25,700	26,000	26,100
Gila Bend	2,100	2,100	2,500	2,500	2,500	2,500
Gila River Indian Native Nation	14,100	14,100	14,100	14,100	14,100	14,100
Gilbert	272,400	281,200	301,600	311,600	323,900	325,100
Glendale	282,200	291,000	323,600	345,300	353,200	354,900
Goodyear	99,900	109,200	165,100	210,000	241,200	276,700
Guadalupe	5,300	5,300	5,400	5,600	5,700	5,700
Litchfield Park	13,300	13,400	14,200	14,300	14,300	14,300
Maricopa	64,800	71,500	100,500	122,200	141,400	159,800
Mesa	550,300	561,500	589,900	624,200	645,500	661,200
Paradise Valley	12,700	12,700	13,300	13,300	13,400	13,400
Peoria	207,400	215,600	244,500	288,900	318,100	346,800
Phoenix	1,665,200	1,711,800	1,867,300	2,007,800	2,101,500	2,184,600
Queen Creek	72,700	84,700	121,000	135,700	149,400	154,900
Salt River Pima-Maricopa Native Nation	6,300	6,400	5,500	5,900	6,000	6,000
Scottsdale	241,800	245,100	275,700	286,700	301,300	307,300
Surprise	155,600	167,500	255,700	342,300	402,900	446,500
Tempe	181,600	187,400	219,300	247,500	258,000	269,700
Tolleson	7,300	7,300	8,100	8,900	9,600	10,300
Unincorporated Maricopa County	99,700	101,600	107,100	110,800	120,400	136,200
Unincorporated Pinal County	66,400	69,100	76,500	87,500	99,600	117,900
Wickenburg	7,800	8,000	8,600	8,600	8,700	8,700
Youngtown	7,100	7,100	7,500	7,700	7,800	7,800

Notes: Numbers rounded to the nearest 100. These projections include both the Maricopa County and Pinal County portions for Apache Junction, Queen Creek, and the Gila River Indian Community. Peoria and Wickenburg include only the Maricopa County portion. Unincorporated Pinal County only includes portions in the MAG planning area.

Source: Maricopa Association of Governments (MAG) Socioeconomic Projections of Population and Employment by Municipal Planning Area (MPA) and Regional Analysis Zone (RAZ), June 2023

For explanation of variables and complete notation on this series, please refer to the Notes and Caveats in Appendix A.

For data on jurisdictions outside of the MAG planning area, please contact Central Arizona Governments.

Maricopa Association of Governments
Table 2: Total Employment by Municipal Planning Area
July 1, 2020, 2022 and Projections July 1, 2030 to July 1, 2060

Municipal Planning Area	Total Employment					
	2020	2022	2030	2040	2050	2060
Apache Junction	7,900	9,200	15,600	19,000	22,800	27,500
Avondale	24,900	28,100	33,600	39,600	42,400	46,800
Buckeye	25,900	26,200	50,100	92,400	126,800	183,600
Carefree	1,600	1,600	1,700	1,700	1,800	1,900
Cave Creek	2,400	2,600	2,800	3,000	3,300	3,500
Chandler	157,400	166,400	189,400	204,500	216,000	224,700
El Mirage	5,700	6,300	10,200	13,600	15,300	16,400
Florence	9,700	9,900	12,100	18,500	26,600	35,500
Fort McDowell Yavapai Native Nation	900	900	900	900	900	900
Fountain Hills	7,800	8,200	9,200	10,100	10,700	11,200
Gila Bend	1,000	1,000	1,100	1,200	1,300	2,000
Gila River Indian Native Nation	9,000	9,000	12,300	14,000	14,800	17,500
Gilbert	98,100	108,000	122,700	136,400	143,900	151,300
Glendale	103,300	111,900	136,400	155,800	171,900	183,900
Goodyear	46,000	59,200	87,200	110,600	124,100	142,800
Guadalupe	1,200	1,100	1,200	1,300	1,300	1,400
Litchfield Park	3,700	3,500	4,900	5,300	5,600	6,000
Maricopa	7,400	8,400	11,100	17,700	24,700	32,700
Mesa	197,400	208,200	237,500	277,300	308,900	331,500
Paradise Valley	4,700	4,700	5,100	5,500	5,500	5,800
Peoria	60,400	62,700	71,700	89,200	98,200	109,600
Phoenix	881,000	933,700	1,048,500	1,149,000	1,216,700	1,272,600
Queen Creek	21,100	22,300	30,700	35,000	39,700	42,900
Salt River Pima-Maricopa Native Nation	18,100	21,900	31,200	34,800	36,600	38,600
Scottsdale	188,900	207,100	230,500	246,500	255,000	264,000
Surprise	38,600	43,500	74,200	92,600	108,800	130,000
Tempe	192,400	207,900	233,700	253,400	264,400	273,000
Tolleson	17,600	19,000	20,600	21,500	22,000	22,400
Unincorporated Maricopa County	28,800	31,100	36,300	41,000	48,100	56,100
Unincorporated Pinal County	4,500	5,000	6,000	8,200	11,900	17,700
Wickenburg	4,300	4,200	4,400	4,500	4,500	4,600
Youngtown	1,600	1,600	1,700	2,200	2,300	2,500

Notes: Numbers rounded to the nearest 100. These projections include both the Maricopa County and Pinal County portions for Apache Junction, Queen Creek, and the Gila River Indian Community. Peoria and Wickenburg include only the Maricopa County portion. Unincorporated Pinal County only includes portions in the MAG planning area.

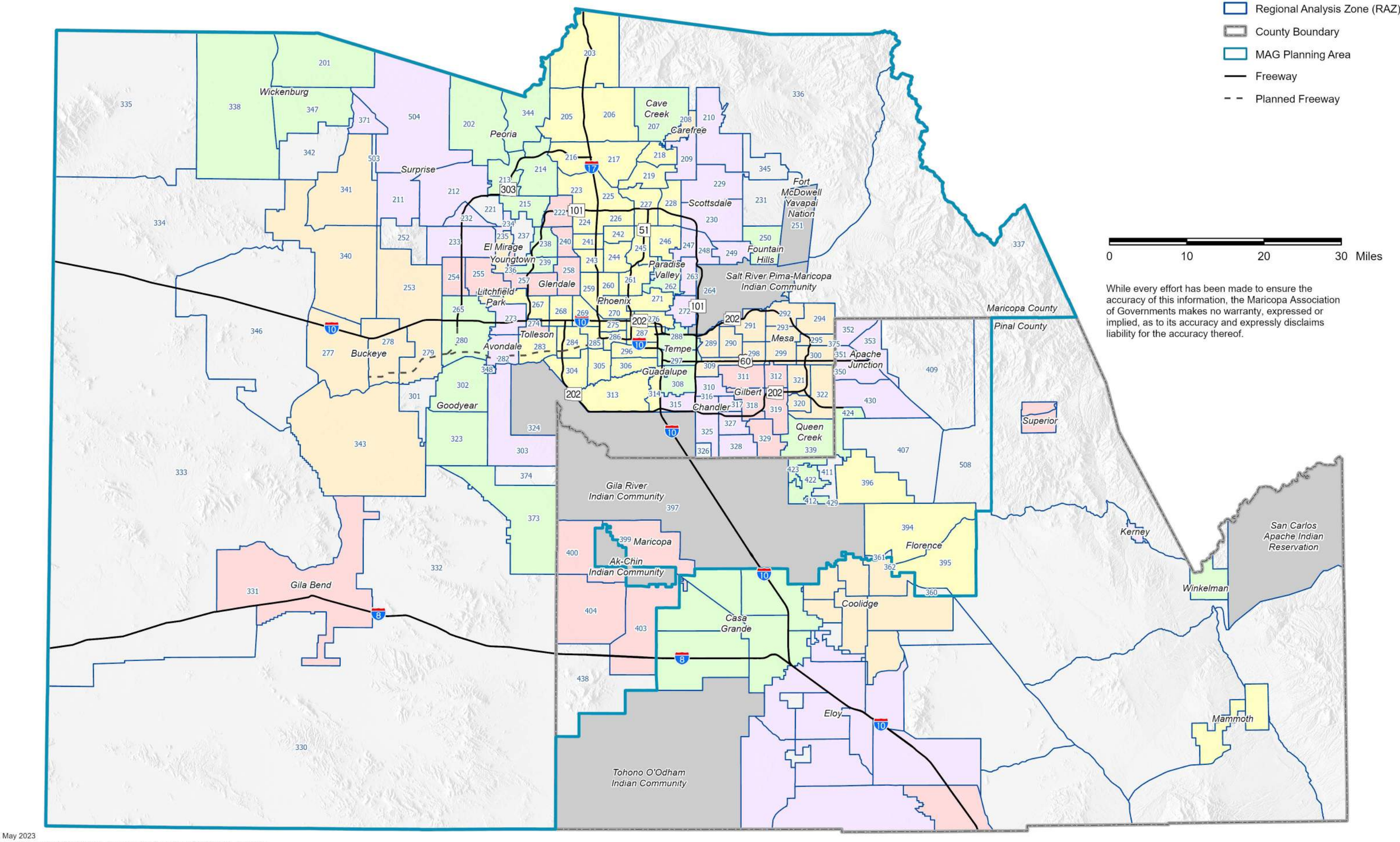
Source: Maricopa Association of Governments (MAG) Socioeconomic Projections of Population and Employment by Municipal Planning Area (MPA) and Regional Analysis Zone (RAZ), June 2023

For explanation of variables and complete notation on this series, please refer to the Notes and Caveats in Appendix A.

For data on jurisdictions outside of the MAG planning area, please contact Central Arizona Governments.

Regional Analysis Zones (RAZ), 2023
Maricopa and Pinal Counties, Arizona

MARICOPA ASSOCIATION of GOVERNMENTS



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Date: May 2023
Source: MAG and the MAG Member Agencies, CAG and the CAG Member Agencies

Maricopa Association of Governments
Table 4: Population by Regional Analysis Zone (RAZ) by MPA
July 1, 2020, 2022 and Projections July 1, 2030 to July 1, 2060

			Total Population					
RAZ	County		2020	2022	2030	2040	2050	2060
Chandler MPA								
310	**Maricopa**		52,605	53,151	53,951	55,245	67,304	68,080
315	**Maricopa**		40,816	41,024	41,126	42,128	42,486	42,620
316	**Maricopa**		37,089	37,366	42,624	46,383	48,689	48,730
317	**Maricopa**		33,314	33,627	34,815	38,544	43,787	43,818
325	**Maricopa**		47,238	49,471	50,721	51,342	51,796	51,860
327	**Maricopa**		27,143	28,146	29,766	30,180	30,253	30,253
328	**Maricopa**		47,865	49,184	51,261	52,110	52,212	52,237
		Total	286,070	291,969	304,264	315,932	336,527	337,598
El Mirage MPA								
235	**Maricopa**		35,927	36,275	37,825	38,412	38,539	38,649
		Total	35,927	36,275	37,825	38,412	38,539	38,649
Florence MPA								
394	**Pinal**		24,189	24,585	40,293	60,963	76,838	94,450
395	**Pinal**		11,112	9,895	10,092	13,181	20,578	30,315
396	**Pinal**		41,252	43,666	56,358	79,855	100,044	118,095
		Total	76,553	78,146	106,743	153,999	197,460	242,860
Fort McDowell Yavapai Native Nation MPA								
251	**Maricopa**		1,152	1,153	1,154	1,154	1,154	1,154
		Total	1,152	1,153	1,154	1,154	1,154	1,154
Fountain Hills MPA								
250	**Maricopa**		23,857	23,972	25,185	25,739	25,967	26,076
		Total	23,857	23,972	25,185	25,739	25,967	26,076
Gila Bend MPA								
331	**Maricopa**		2,133	2,134	2,501	2,501	2,513	2,513
		Total	2,133	2,134	2,501	2,501	2,513	2,513
Gila River Indian Native Nation MPA								
324	**Maricopa**		3,583	3,585	3,588	3,589	3,590	3,591
397	**Pinal**		10,471	10,472	10,472	10,472	10,472	10,472
		Total	14,054	14,057	14,060	14,061	14,062	14,063

Notes: These projections include both the Maricopa County and Pinal County portions for Apache Junction, Queen Creek, and the Gila River Indian Community. Peoria and Wickenburg include only the Maricopa County portion. Unincorporated Pinal County only includes portions in the MAG planning area.

Source: Maricopa Association of Governments (MAG) Socioeconomic Projections of Population and Employment by Municipal Planning Area (MPA) and Regional Analysis Zone (RAZ), June 2023

For explanation of variables and complete notation on this series, please refer to the Notes and Caveats in Appendix A.

For data on jurisdictions outside of the MAG planning area, please contact Central Arizona Governments.

Maricopa Association of Governments
Table 5: Employment by Regional Analysis Zone (RAZ) by MPA
July 1, 2020, 2022 and Projections July 1, 2030 to July 1, 2060

			Total Employment					
RAZ	County		2020	2022	2030	2040	2050	2060
Chandler MPA								
310	**Maricopa**		21,336	21,647	22,852	24,773	29,165	31,402
315	**Maricopa**		40,905	42,057	44,289	46,475	47,570	48,430
316	**Maricopa**		28,818	28,354	31,693	34,155	35,131	36,130
317	**Maricopa**		8,446	8,590	9,707	11,486	12,571	14,044
325	**Maricopa**		33,588	38,276	48,197	51,538	53,785	55,244
327	**Maricopa**		14,410	17,261	21,978	24,436	25,762	26,985
328	**Maricopa**		9,898	10,249	10,702	11,589	12,022	12,488
		Total	157,401	166,434	189,418	204,452	216,006	224,723
El Mirage MPA								
235	**Maricopa**		5,664	6,338	10,238	13,573	15,318	16,450
		Total	5,664	6,338	10,238	13,573	15,318	16,450
Florence MPA								
394	**Pinal**		4,953	5,022	6,089	8,847	12,588	16,675
395	**Pinal**		1,953	1,575	1,901	3,038	4,270	5,551
396	**Pinal**		2,747	3,279	4,148	6,616	9,776	13,251
		Total	9,653	9,876	12,138	18,501	26,634	35,477
Fort McDowell Yavapai Native Nation MPA								
251	**Maricopa**		917	881	879	879	881	874
		Total	917	881	879	879	881	874
Fountain Hills MPA								
250	**Maricopa**		7,850	8,248	9,206	10,083	10,706	11,217
		Total	7,850	8,248	9,206	10,083	10,706	11,217
Gila Bend MPA								
331	**Maricopa**		952	1,047	1,107	1,224	1,304	2,016
		Total	952	1,047	1,107	1,224	1,304	2,016
Gila River Indian Native Nation MPA								
324	**Maricopa**		6,857	6,956	9,476	11,136	11,785	14,310
397	**Pinal**		2,115	2,011	2,801	2,910	3,038	3,174
		Total	8,972	8,967	12,277	14,046	14,823	17,484

Notes: These projections include both the Maricopa County and Pinal County portions for Apache Junction, Queen Creek, and the Gila River Indian Community. Peoria and Wickenburg include only the Maricopa County portion. Unincorporated Pinal County only includes portions in the MAG planning area.

Source: Maricopa Association of Governments (MAG) Socioeconomic Projections of Population and Employment by Municipal Planning Area (MPA) and Regional Analysis Zone (RAZ), June 2023

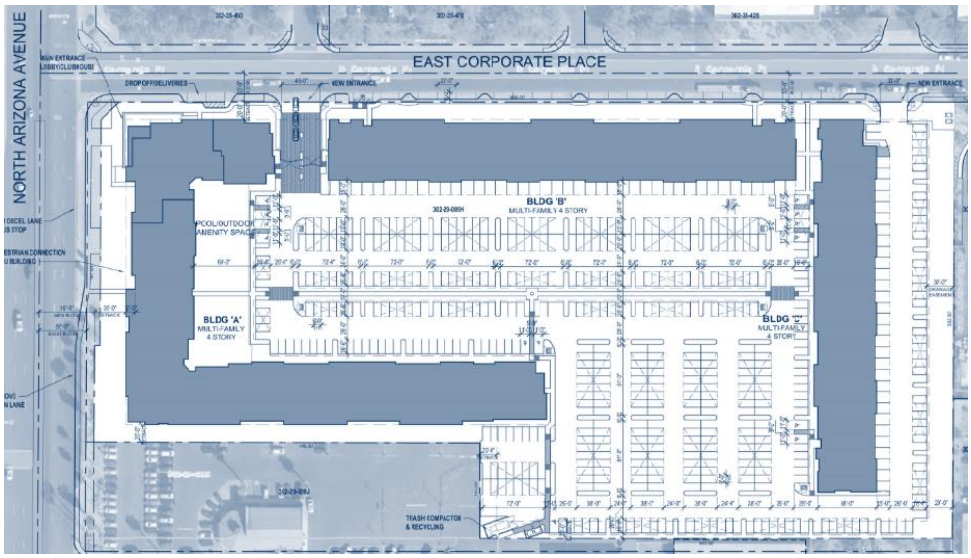
For explanation of variables and complete notation on this series, please refer to the Notes and Caveats in Appendix A.

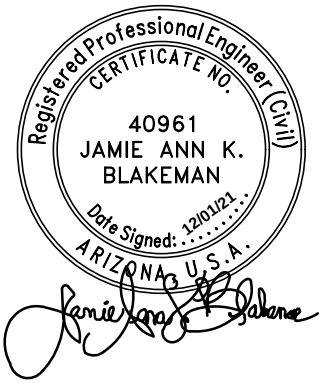
For data on jurisdictions outside of the MAG planning area, please contact Central Arizona Governments.

Appendix G – Surrounding Development(s)

Alta Uptown

Wood Partners





Prepared for:

Wood Partners
8777 E. Via Ventura, Suite 201
Scottsdale, AZ 85258

Prepared by:

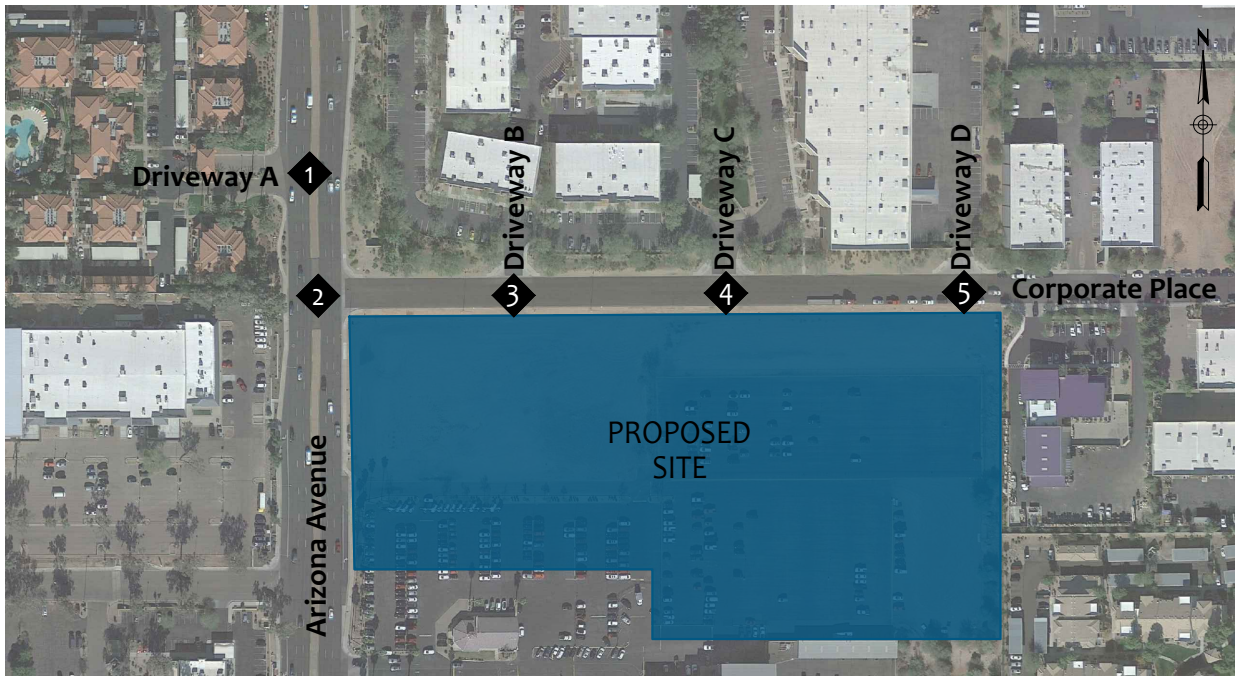
Lōkahi, LLC
4657 E. Cotton Gin Loop, Suite 102
Phoenix, AZ 85040

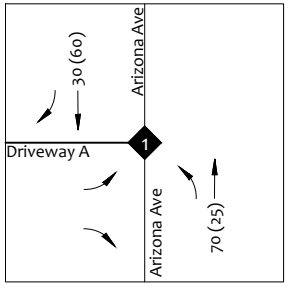
Project Number: 21.5261
December 1, 2021

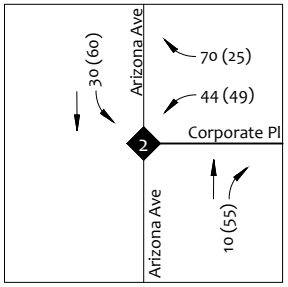
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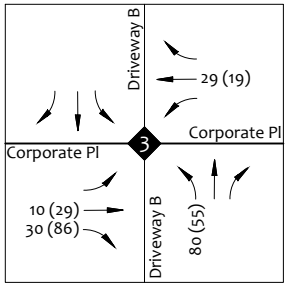
AM(PM) Peak Hour Traffic Volumes

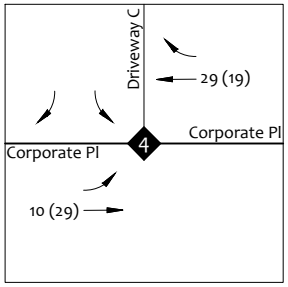
X Intersection











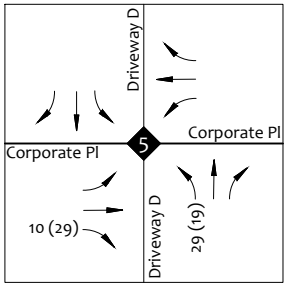


FIGURE 7 | SITE TRAFFIC VOLUMES

Appendix H – Year 2027 No Build Capacity Analysis

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	56	26	28	1739	1094	48
Future Vol, veh/h	56	26	28	1739	1094	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	50	-	-	195
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	28	30	1890	1189	52

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2006	595	1241	0	-	0
Stage 1	1189	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	*355	*753	540	-	-	-
Stage 1	*416	-	-	-	-	-
Stage 2	*692	-	-	-	-	-
Platoon blocked, %	0	0	0	-	-	-
Mov Cap-1 Maneuver	*335	*753	540	-	-	-
Mov Cap-2 Maneuver	*351	-	-	-	-	-
Stage 1	*393	-	-	-	-	-
Stage 2	*692	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	15.03	0.19	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	540	-	351	753	-	-
HCM Lane V/C Ratio	0.056	-	0.173	0.038	-	-
HCM Control Delay (s/veh)	12.1	-	17.4	10	-	-
HCM Lane LOS	B	-	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.6	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	0	3	0	0	1	5	1768	2	5	1090	6
Future Vol, veh/h	8	0	3	0	0	1	5	1768	2	5	1090	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	195
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	0	3	0	0	1	5	1922	2	5	1185	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1975	3130	592	2418	3136	962	1191	0	0	1924	0	0
Stage 1	1196	1196	-	1934	1934	-	-	-	-	-	-	-
Stage 2	780	1935	-	485	1202	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*506	34	*746	*226	34	*666	595	-	-	301	-	-
Stage 1	*395	471	-	*154	242	-	-	-	-	-	-	-
Stage 2	*683	241	-	*766	468	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*492	33	*746	*219	33	*666	595	-	-	301	-	-
Mov Cap-2 Maneuver	*492	33	-	*219	33	-	-	-	-	-	-	-
Stage 1	*388	463	-	*152	239	-	-	-	-	-	-	-
Stage 2	*676	239	-	*749	459	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.79	10.42	0.03	0.08
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	595	-	-	542	666	301	-	-
HCM Lane V/C Ratio	0.009	-	-	0.022	0.002	0.018	-	-
HCM Control Delay (s/veh)	11.1	-	-	11.8	10.4	17.2	-	-
HCM Lane LOS	B	-	-	B	B	C	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	3	0	4	0	1757	0	6	1086	1
Future Vol, veh/h	1	0	1	3	0	4	0	1757	0	6	1086	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	265
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	3	0	4	0	1910	0	7	1180	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1957	3103	590	2395	3104	955	1182	0	0	1910	0	0
Stage 1	1193	1193	-	1910	1910	-	-	-	-	-	-	-
Stage 2	764	1910	-	485	1195	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*523	34	*753	*211	34	*674	584	-	-	296	-	-
Stage 1	*377	459	-	*153	241	-	-	-	-	-	-	-
Stage 2	*692	241	-	*773	458	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*508	33	*753	*206	33	*674	584	-	-	296	-	-
Mov Cap-2 Maneuver	*508	33	-	*206	33	-	-	-	-	-	-	-
Stage 1	*369	449	-	*153	241	-	-	-	-	-	-	-
Stage 2	*688	241	-	*755	448	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.96	15.79	0	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	584	-	-	607	341	296	-	-
HCM Lane V/C Ratio	-	-	-	0.004	0.022	0.022	-	-
HCM Control Delay (s/veh)	0	-	-	11	15.8	17.4	-	-
HCM Lane LOS	A	-	-	B	C	C	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	2	40	2	0	16	45	1727	14	16	1016	54
Future Vol, veh/h	23	2	40	2	0	16	45	1727	14	16	1016	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	160	50	-	200
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	2	43	2	0	17	49	1877	15	17	1104	59

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1988	3129	552	2453	3173	939	1163	0	0	1892	0	0
Stage 1	1139	1139	-	1975	1975	-	-	-	-	-	-	-
Stage 2	849	1990	-	478	1198	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*387	26	*793	*138	24	*674	506	-	-	304	-	-
Stage 1	*321	419	-	*132	219	-	-	-	-	-	-	-
Stage 2	*692	214	-	*813	390	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*321	22	*793	*102	20	*674	506	-	-	304	-	-
Mov Cap-2 Maneuver	*321	22	-	*102	20	-	-	-	-	-	-	-
Stage 1	*302	395	-	*120	198	-	-	-	-	-	-	-
Stage 2	*609	194	-	*721	368	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	20.2	14.09	0.32	0.26
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	506	-	-	307	415	304	-	-
HCM Lane V/C Ratio	0.097	-	-	0.23	0.047	0.057	-	-
HCM Control Delay (s/veh)	12.9	-	-	20.2	14.1	17.6	-	-
HCM Lane LOS	B	-	-	C	B	C	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.9	0.1	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	48	25	1262	1696	52
Future Vol, veh/h	35	48	25	1262	1696	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	50	-	-	195
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	52	27	1372	1843	57

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2447	922	1900	0	-	0
Stage 1	1843	-	-	-	-	-
Stage 2	603	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	*111	*674	301	-	-	-
Stage 1	*209	-	-	-	-	-
Stage 2	*773	-	-	-	-	-
Platoon blocked, %	0	0	0	-	-	-
Mov Cap-1 Maneuver	*101	*674	301	-	-	-
Mov Cap-2 Maneuver	*164	-	-	-	-	-
Stage 1	*190	-	-	-	-	-
Stage 2	*773	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	20.34	0.35	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	301	-	164	674	-	-
HCM Lane V/C Ratio	0.09	-	0.232	0.077	-	-
HCM Control Delay (s/veh)	18.2	-	33.4	10.8	-	-
HCM Lane LOS	C	-	D	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.9	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	0	11	2	0	0	2	1266	2	3	1747	7
Future Vol, veh/h	9	0	11	2	0	0	2	1266	2	3	1747	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	195
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	0	12	2	0	0	2	1376	2	3	1899	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2460	3288	949	2148	3295	689	1907	0	0	1378	0	0
Stage 1	1905	1905	-	1382	1382	-	-	-	-	-	-	-
Stage 2	555	1383	-	766	1913	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*204	22	*666	*434	22	*746	309	-	-	464	-	-
Stage 1	*164	252	-	*277	372	-	-	-	-	-	-	-
Stage 2	*766	371	-	*683	249	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*201	22	*666	*420	22	*746	309	-	-	464	-	-
Mov Cap-2 Maneuver	*201	22	-	*420	22	-	-	-	-	-	-	-
Stage 1	*163	250	-	*275	369	-	-	-	-	-	-	-
Stage 2	*760	369	-	*666	247	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	16.81	13.61	0.03	0.02
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	309	-	-	326	420	464	-	-
HCM Lane V/C Ratio	0.007	-	-	0.067	0.005	0.007	-	-
HCM Control Delay (s/veh)	16.7	-	-	16.8	13.6	12.8	-	-
HCM Lane LOS	C	-	-	C	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	1	2	0	5	5	1250	3	5	1759	0
Future Vol, veh/h	3	0	1	2	0	5	5	1250	3	5	1759	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	265
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	1	2	0	5	5	1359	3	5	1912	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2477	3296	956	2147	3294	681	1912	0	0	1362	0	0
Stage 1	1923	1923	-	1371	1371	-	-	-	-	-	-	-
Stage 2	554	1373	-	776	1923	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*173	20	*674	*377	20	*753	295	-	-	460	-	-
Stage 1	*148	237	-	*269	366	-	-	-	-	-	-	-
Stage 2	*773	365	-	*692	237	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*166	20	*674	*365	20	*753	295	-	-	460	-	-
Mov Cap-2 Maneuver	*166	20	-	*365	20	-	-	-	-	-	-	-
Stage 1	*147	234	-	*264	359	-	-	-	-	-	-	-
Stage 2	*753	359	-	*683	234	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	22.93	11.31	0.07	0.04
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	295	-	-	205	578	460	-	-
HCM Lane V/C Ratio	0.018	-	-	0.021	0.013	0.012	-	-
HCM Control Delay (s/veh)	17.4	-	-	22.9	11.3	12.9	-	-
HCM Lane LOS	C	-	-	C	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	1	31	3	0	27	26	1236	10	19	1717	29
Future Vol, veh/h	11	1	31	3	0	27	26	1236	10	19	1717	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	160	50	-	200
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	1	34	3	0	29	28	1343	11	21	1866	32

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2502	3318	933	2188	3339	672	1898	0	0	1354	0	0
Stage 1	1908	1908	-	1400	1400	-	-	-	-	-	-	-
Stage 2	594	1411	-	788	1939	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*163	19	*674	*343	18	*753	302	-	-	465	-	-
Stage 1	*153	242	-	*255	353	-	-	-	-	-	-	-
Stage 2	*773	348	-	*692	231	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*136	17	*674	*266	16	*753	302	-	-	465	-	-
Mov Cap-2 Maneuver	*136	17	-	*266	16	-	-	-	-	-	-	-
Stage 1	*147	231	-	*231	320	-	-	-	-	-	-	-
Stage 2	*673	315	-	*625	221	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	24.67	10.96	0.37	0.14
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	302	-	-	229	636	465	-	-
HCM Lane V/C Ratio	0.094	-	-	0.204	0.051	0.044	-	-
HCM Control Delay (s/veh)	18.2	-	-	24.7	11	13.1	-	-
HCM Lane LOS	C	-	-	C	B	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.7	0.2	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Appendix I – Year 2027 Build Capacity Analysis

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	0	26	13	0	28	28	1803	4	9	1110	48
Future Vol, veh/h	56	0	26	13	0	28	28	1803	4	9	1110	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	0	-	-	-	50	-	-	-	-	195
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	0	28	14	0	30	30	1960	4	10	1207	52

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2071	-	603	2523	3299	980	1259	0	0	1964	0	0
Stage 1	1226	-	-	2021	2021	-	-	-	-	-	-	-
Stage 2	845	-	-	502	1278	-	-	-	-	-	-	-
Critical Hdwy	6.44	-	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	-	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	-	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	-	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*481	0	*753	*164	21	*635	527	-	-	326	-	-
Stage 1	*355	0	-	*158	242	-	-	-	-	-	-	-
Stage 2	*652	0	-	*773	412	-	-	-	-	-	-	-
Platoon blocked, %	0		0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*418	-	*753	*144	19	*635	527	-	-	326	-	-
Mov Cap-2 Maneuver	*418	-	-	*144	19	-	-	-	-	-	-	-
Stage 1	*344	-	-	*149	228	-	-	-	-	-	-	-
Stage 2	*585	-	-	*722	400	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13.45	18.8	0.19	0.13
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	527	-	-	418	753	305	326	-	-
HCM Lane V/C Ratio	0.058	-	-	0.146	0.038	0.146	0.03	-	-
HCM Control Delay (s/veh)	12.2	-	-	15.1	10	18.8	16.4	-	-
HCM Lane LOS	B	-	-	C	A	C	C	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.5	0.1	0.5	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	0	3	30	0	64	5	1772	11	16	1103	6
Future Vol, veh/h	8	0	3	30	0	64	5	1772	11	16	1103	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	195
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	0	3	33	0	70	5	1926	12	17	1199	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2015	3183	599	2457	3183	969	1205	0	0	1938	0	0
Stage 1	1234	1234	-	1943	1943	-	-	-	-	-	-	-
Stage 2	781	1949	-	514	1240	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*455	26	*746	*165	26	*666	584	-	-	295	-	-
Stage 1	*367	449	-	*151	238	-	-	-	-	-	-	-
Stage 2	*683	236	-	*766	446	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*380	24	*746	*153	24	*666	584	-	-	295	-	-
Mov Cap-2 Maneuver	*380	24	-	*153	24	-	-	-	-	-	-	-
Stage 1	*346	423	-	*149	236	-	-	-	-	-	-	-
Stage 2	*606	234	-	*717	419	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13.43	18.63	0.03	0.26
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	584	-	-	439	153	666	295	-	-
HCM Lane V/C Ratio	0.009	-	-	0.027	0.213	0.104	0.059	-	-
HCM Control Delay (s/veh)	11.2	-	-	13.4	34.8	11	18	-	-
HCM Lane LOS	B	-	-	B	D	B	C	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.8	0.3	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	3	0	4	0	1772	0	6	1129	1
Future Vol, veh/h	1	0	1	3	0	4	0	1772	0	6	1129	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	265
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	3	0	4	0	1926	0	7	1227	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2011	3166	614	2430	3167	963	1228	0	0	1926	0	0
Stage 1	1240	1240	-	1926	1926	-	-	-	-	-	-	-
Stage 2	770	1926	-	504	1241	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*515	29	*753	*194	29	*674	549	-	-	289	-	-
Stage 1	*345	433	-	*147	236	-	-	-	-	-	-	-
Stage 2	*692	236	-	*773	432	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*501	28	*753	*189	28	*674	549	-	-	289	-	-
Mov Cap-2 Maneuver	*501	28	-	*189	28	-	-	-	-	-	-	-
Stage 1	*338	423	-	*147	236	-	-	-	-	-	-	-
Stage 2	*688	236	-	*754	422	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.01	16.49	0	0.09
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	549	-	-	601	321	289	-	-
HCM Lane V/C Ratio	-	-	-	0.004	0.024	0.023	-	-
HCM Control Delay (s/veh)	0	-	-	11	16.5	17.7	-	-
HCM Lane LOS	A	-	-	B	C	C	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	2	40	2	0	16	45	1742	14	16	1059	54
Future Vol, veh/h	23	2	40	2	0	16	45	1742	14	16	1059	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	160	50	-	200
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	2	43	2	0	17	49	1893	15	17	1151	59

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2041	3192	576	2488	3236	947	1210	0	0	1909	0	0
Stage 1	1186	1186	-	1991	1991	-	-	-	-	-	-	-
Stage 2	855	2007	-	496	1245	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*345	22	*793	*128	20	*674	477	-	-	297	-	-
Stage 1	*295	396	-	*128	214	-	-	-	-	-	-	-
Stage 2	*692	209	-	*813	368	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*284	19	*793	*92	17	*674	477	-	-	297	-	-
Mov Cap-2 Maneuver	*284	19	-	*92	17	-	-	-	-	-	-	-
Stage 1	*277	372	-	*115	192	-	-	-	-	-	-	-
Stage 2	*605	188	-	*719	347	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	22.63	14.57	0.34	0.25
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	477	-	-	274	396	297	-	-
HCM Lane V/C Ratio	0.103	-	-	0.258	0.049	0.059	-	-
HCM Control Delay (s/veh)	13.4	-	-	22.6	14.6	17.9	-	-
HCM Lane LOS	B	-	-	C	B	C	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1	0.2	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	0	48	11	0	8	25	1280	8	25	1742	52
Future Vol, veh/h	35	0	48	11	0	8	25	1280	8	25	1742	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	0	-	-	-	50	-	-	-	-	195
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	0	52	12	0	9	27	1391	9	27	1893	57

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2559	-	947	2262	3454	700	1950	0	0	1400	0	0
Stage 1	1948	-	-	1450	1450	-	-	-	-	-	-	-
Stage 2	611	-	-	812	2004	-	-	-	-	-	-	-
Critical Hdwy	6.44	-	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	-	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	-	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	-	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*77	0	*674	*143	10	*753	279	-	-	437	-	-
Stage 1	*140	0	-	*231	331	-	-	-	-	-	-	-
Stage 2	*773	0	-	*692	210	-	-	-	-	-	-	-
Platoon blocked, %	0		0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*62	-	*674	*108	8	*753	279	-	-	437	-	-
Mov Cap-2 Maneuver	*62	-	-	*108	8	-	-	-	-	-	-	-
Stage 1	*127	-	-	*209	299	-	-	-	-	-	-	-
Stage 2	*689	-	-	*577	189	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	60.79	29.36	0.37	0.19
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	279	-	-	62	674	168	437	-	-
HCM Lane V/C Ratio	0.098	-	-	0.613	0.077	0.123	0.062	-	-
HCM Control Delay (s/veh)	19.3	-	-	129.4	10.8	29.4	13.8	-	-
HCM Lane LOS	C	-	-	F	B	D	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	2.6	0.3	0.4	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	0	11	24	0	18	2	1274	25	46	1758	7
Future Vol, veh/h	9	0	11	24	0	18	2	1274	25	46	1758	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	195
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	0	12	26	0	20	2	1385	27	50	1911	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2569	3427	955	2267	3421	706	1918	0	0	1412	0	0
Stage 1	2011	2011	-	1403	1403	-	-	-	-	-	-	-
Stage 2	558	1416	-	864	2018	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*156	15	*666	*326	15	*746	304	-	-	443	-	-
Stage 1	*130	215	-	*265	362	-	-	-	-	-	-	-
Stage 2	*766	355	-	*683	213	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*134	13	*666	*282	14	*746	304	-	-	443	-	-
Mov Cap-2 Maneuver	*134	13	-	*282	14	-	-	-	-	-	-	-
Stage 1	*115	191	-	*264	359	-	-	-	-	-	-	-
Stage 2	*740	353	-	*595	189	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	21.61	15.15	0.03	0.36
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	304	-	-	238	282	746	443	-	-
HCM Lane V/C Ratio	0.007	-	-	0.091	0.092	0.026	0.113	-	-
HCM Control Delay (s/veh)	16.9	-	-	21.6	19	10	14.2	-	-
HCM Lane LOS	C	-	-	C	C	A	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.3	0.1	0.4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	1	2	0	5	5	1283	3	5	1794	0
Future Vol, veh/h	3	0	1	2	0	5	5	1283	3	5	1794	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	265
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	1	2	0	5	5	1395	3	5	1950	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2530	3370	975	2198	3368	699	1950	0	0	1398	0	0
Stage 1	1961	1961	-	1407	1407	-	-	-	-	-	-	-
Stage 2	569	1409	-	791	1961	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*152	17	*674	*335	17	*753	279	-	-	438	-	-
Stage 1	*137	224	-	*251	350	-	-	-	-	-	-	-
Stage 2	*773	349	-	*692	224	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*146	16	*674	*324	16	*753	279	-	-	438	-	-
Mov Cap-2 Maneuver	*146	16	-	*324	16	-	-	-	-	-	-	-
Stage 1	*135	221	-	*246	343	-	-	-	-	-	-	-
Stage 2	*752	342	-	*682	221	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	25.26	11.68	0.07	0.04
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	279	-	-	182	546	438	-	-
HCM Lane V/C Ratio	0.02	-	-	0.024	0.014	0.012	-	-
HCM Control Delay (s/veh)	18.2	-	-	25.3	11.7	13.3	-	-
HCM Lane LOS	C	-	-	D	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑↑↑	↱	↰	↑↑↑	↱
Traffic Vol, veh/h	11	1	31	3	0	27	26	1269	10	19	1752	29
Future Vol, veh/h	11	1	31	3	0	27	26	1269	10	19	1752	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	160	50	-	200
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	1	34	3	0	29	28	1379	11	21	1904	32

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2554	3392	952	2239	3413	690	1936	0	0	1390	0	0
Stage 1	1946	1946	-	1436	1436	-	-	-	-	-	-	-
Stage 2	608	1447	-	804	1977	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*144	16	*674	*304	15	*753	285	-	-	443	-	-
Stage 1	*141	229	-	*238	337	-	-	-	-	-	-	-
Stage 2	*773	332	-	*692	218	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*118	13	*674	*231	13	*753	285	-	-	443	-	-
Mov Cap-2 Maneuver	*118	13	-	*231	13	-	-	-	-	-	-	-
Stage 1	*135	218	-	*214	304	-	-	-	-	-	-	-
Stage 2	*669	299	-	*624	208	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	28.14	11.19	0.38	0.14
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	285	-	-	202	614	443	-	-
HCM Lane V/C Ratio	0.099	-	-	0.232	0.053	0.047	-	-
HCM Control Delay (s/veh)	19	-	-	28.1	11.2	13.5	-	-
HCM Lane LOS	C	-	-	D	B	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.9	0.2	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Appendix J – Year 2032 No Build Capacity Analysis

J

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	59	27	30	1828	1148	50
Future Vol, veh/h	59	27	30	1828	1148	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	50	-	-	195
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	29	33	1987	1248	54

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2108	624	1302	0	-	0
Stage 1	1248	-	-	-	-	-
Stage 2	860	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	*379	*753	498	-	-	-
Stage 1	*378	-	-	-	-	-
Stage 2	*652	-	-	-	-	-
Platoon blocked, %	0	0	0	-	-	-
Mov Cap-1 Maneuver	*354	*753	498	-	-	-
Mov Cap-2 Maneuver	*322	-	-	-	-	-
Stage 1	*353	-	-	-	-	-
Stage 2	*652	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	16.11	0.21	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	498	-	322	753	-	-
HCM Lane V/C Ratio	0.065	-	0.199	0.039	-	-
HCM Control Delay (s/veh)	12.7	-	18.9	10	-	-
HCM Lane LOS	B	-	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.7	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	0	3	0	0	1	5	1857	2	5	1143	7
Future Vol, veh/h	9	0	3	0	0	1	5	1857	2	5	1143	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	195
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	0	3	0	0	1	5	2018	2	5	1242	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2072	3285	621	2538	3291	1010	1250	0	0	2021	0	0
Stage 1	1253	1253	-	2030	2030	-	-	-	-	-	-	-
Stage 2	818	2032	-	508	1261	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*498	23	*746	*180	23	*626	550	-	-	311	-	-
Stage 1	*354	438	-	*166	249	-	-	-	-	-	-	-
Stage 2	*642	248	-	*766	434	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*483	23	*746	*174	22	*626	550	-	-	311	-	-
Mov Cap-2 Maneuver	*483	23	-	*174	22	-	-	-	-	-	-	-
Stage 1	*348	431	-	*164	246	-	-	-	-	-	-	-
Stage 2	*635	246	-	*749	426	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.96	10.76	0.03	0.07
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	550	-	-	530	626	311	-	-
HCM Lane V/C Ratio	0.01	-	-	0.025	0.002	0.017	-	-
HCM Control Delay (s/veh)	11.6	-	-	12	10.8	16.8	-	-
HCM Lane LOS	B	-	-	B	B	C	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	3	0	4	0	1846	0	7	1139	1
Future Vol, veh/h	1	0	1	3	0	4	0	1846	0	7	1139	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	265
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	3	0	4	0	2007	0	8	1238	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2056	3260	619	2517	3261	1003	1239	0	0	2007	0	0
Stage 1	1253	1253	-	2007	2007	-	-	-	-	-	-	-
Stage 2	803	2007	-	510	1254	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*482	27	*753	*216	27	*635	541	-	-	304	-	-
Stage 1	*337	425	-	*163	247	-	-	-	-	-	-	-
Stage 2	*652	247	-	*773	425	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*467	26	*753	*210	26	*635	541	-	-	304	-	-
Mov Cap-2 Maneuver	*467	26	-	*210	26	-	-	-	-	-	-	-
Stage 1	*329	415	-	*163	247	-	-	-	-	-	-	-
Stage 2	*647	247	-	*752	414	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.27	15.82	0	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	541	-	-	576	340	304	-	-
HCM Lane V/C Ratio	-	-	-	0.004	0.022	0.025	-	-
HCM Control Delay (s/veh)	0	-	-	11.3	15.8	17.1	-	-
HCM Lane LOS	A	-	-	B	C	C	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	2	42	2	0	16	47	1815	14	16	1066	57
Future Vol, veh/h	24	2	42	2	0	16	47	1815	14	16	1066	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	160	50	-	200
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	2	46	2	0	17	51	1973	15	17	1159	62

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2085	3284	579	2574	3330	986	1221	0	0	1988	0	0
Stage 1	1193	1193	-	2075	2075	-	-	-	-	-	-	-
Stage 2	891	2090	-	499	1255	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*435	21	*793	*137	19	*635	470	-	-	313	-	-
Stage 1	*291	392	-	*139	222	-	-	-	-	-	-	-
Stage 2	*652	217	-	*813	364	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*356	18	*793	*97	16	*635	470	-	-	313	-	-
Mov Cap-2 Maneuver	*356	18	-	*97	16	-	-	-	-	-	-	-
Stage 1	*274	370	-	*124	198	-	-	-	-	-	-	-
Stage 2	*565	193	-	*720	343	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	21.53	14.65	0.34	0.24
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	470	-	-	291	393	313	-	-
HCM Lane V/C Ratio	0.109	-	-	0.254	0.05	0.055	-	-
HCM Control Delay (s/veh)	13.6	-	-	21.5	14.6	17.2	-	-
HCM Lane LOS	B	-	-	C	B	C	-	-
HCM 95th %tile Q(veh)	0.4	-	-	1	0.2	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	37	50	26	1324	1780	55
Future Vol, veh/h	37	50	26	1324	1780	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	50	-	-	195
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	54	28	1439	1935	60

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2567	967	1995	0	-	0
Stage 1	1935	-	-	-	-	-
Stage 2	632	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	*105	*674	260	-	-	-
Stage 1	*176	-	-	-	-	-
Stage 2	*733	-	-	-	-	-
Platoon blocked, %	0	0	0	-	-	-
Mov Cap-1 Maneuver	*93	*674	260	-	-	-
Mov Cap-2 Maneuver	*138	-	-	-	-	-
Stage 1	*157	-	-	-	-	-
Stage 2	*733	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	23.87	0.39	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	260	-	138	674	-	-
HCM Lane V/C Ratio	0.109	-	0.292	0.081	-	-
HCM Control Delay (s/veh)	20.5	-	41.5	10.8	-	-
HCM Lane LOS	C	-	E	B	-	-
HCM 95th %tile Q(veh)	0.4	-	1.1	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	12	2	0	0	2	1328	2	3	1834	8
Future Vol, veh/h	10	0	12	2	0	0	2	1328	2	3	1834	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	195
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	13	2	0	0	2	1443	2	3	1993	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2582	3450	997	2253	3458	723	2002	0	0	1446	0	0
Stage 1	2000	2000	-	1449	1449	-	-	-	-	-	-	-
Stage 2	582	1450	-	804	2009	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*314	21	*626	*424	20	*706	321	-	-	506	-	-
Stage 1	*178	261	-	*321	403	-	-	-	-	-	-	-
Stage 2	*724	403	-	*642	257	-	-	-	-	-	-	-
Platoon blocked, %	1	1	0	1	1	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*310	21	*626	*410	20	*706	321	-	-	506	-	-
Mov Cap-2 Maneuver	*310	21	-	*410	20	-	-	-	-	-	-	-
Stage 1	*177	259	-	*319	400	-	-	-	-	-	-	-
Stage 2	*720	400	-	*625	256	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13.92	13.83	0.02	0.02
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	321	-	-	428	410	506	-	-
HCM Lane V/C Ratio	0.007	-	-	0.056	0.005	0.006	-	-
HCM Control Delay (s/veh)	16.3	-	-	13.9	13.8	12.2	-	-
HCM Lane LOS	C	-	-	B	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	1	2	0	5	5	1311	3	5	1846	0
Future Vol, veh/h	3	0	1	2	0	5	5	1311	3	5	1846	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	265
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	1	2	0	5	5	1425	3	5	2007	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2598	3457	1003	2251	3455	714	2007	0	0	1428	0	0
Stage 1	2017	2017	-	1438	1438	-	-	-	-	-	-	-
Stage 2	581	1439	-	813	2017	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*175	15	*635	*422	15	*753	304	-	-	421	-	-
Stage 1	*159	243	-	*237	336	-	-	-	-	-	-	-
Stage 2	*773	336	-	*652	243	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*168	15	*635	*409	15	*753	304	-	-	421	-	-
Mov Cap-2 Maneuver	*168	15	-	*409	15	-	-	-	-	-	-	-
Stage 1	*157	240	-	*233	330	-	-	-	-	-	-	-
Stage 2	*754	330	-	*642	240	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	22.84	11	0.06	0.04
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	304	-	-	206	607	421	-	-
HCM Lane V/C Ratio	0.018	-	-	0.021	0.013	0.013	-	-
HCM Control Delay (s/veh)	17	-	-	22.8	11	13.7	-	-
HCM Lane LOS	C	-	-	C	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	1	33	3	0	28	27	1296	11	20	1802	31
Future Vol, veh/h	12	1	33	3	0	28	27	1296	11	20	1802	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	160	50	-	200
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	1	36	3	0	30	29	1409	12	22	1959	34

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2624	3482	979	2295	3503	704	1992	0	0	1421	0	0
Stage 1	2002	2002	-	1467	1467	-	-	-	-	-	-	-
Stage 2	622	1479	-	828	2036	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*163	14	*635	*379	13	*753	311	-	-	425	-	-
Stage 1	*165	249	-	*224	323	-	-	-	-	-	-	-
Stage 2	*773	319	-	*652	236	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*135	12	*635	*284	12	*753	311	-	-	425	-	-
Mov Cap-2 Maneuver	*135	12	-	*284	12	-	-	-	-	-	-	-
Stage 1	*156	236	-	*203	293	-	-	-	-	-	-	-
Stage 2	*672	288	-	*581	224	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	27.85	10.85	0.36	0.15
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	311	-	-	207	649	425	-	-
HCM Lane V/C Ratio	0.094	-	-	0.242	0.052	0.051	-	-
HCM Control Delay (s/veh)	17.8	-	-	27.9	10.8	13.9	-	-
HCM Lane LOS	C	-	-	D	B	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.9	0.2	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Appendix K – Year 2032 Build Capacity Analysis

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	0	27	13	0	28	30	1892	4	9	1164	50
Future Vol, veh/h	59	0	27	13	0	28	30	1892	4	9	1164	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	0	-	-	-	50	-	-	-	-	195
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	0	29	14	0	30	33	2057	4	10	1265	54

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	2173	-	633	2650	3463	1030	1320	0	0	2061	0	0
Stage 1	1285	-	-	2124	2124	-	-	-	-	-	-	-
Stage 2	888	-	-	526	1339	-	-	-	-	-	-	-
Critical Hdwy	6.44	-	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	-	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	-	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	-	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*379	0	*753	*120	13	*635	487	-	-	279	-	-
Stage 1	*317	0	-	*124	206	-	-	-	-	-	-	-
Stage 2	*652	0	-	*773	382	-	-	-	-	-	-	-
Platoon blocked, %	0		0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*321	-	*753	*102	12	*635	487	-	-	279	-	-
Mov Cap-2 Maneuver	*321	-	-	*102	12	-	-	-	-	-	-	-
Stage 1	*303	-	-	*116	192	-	-	-	-	-	-	-
Stage 2	*579	-	-	*708	364	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	16.15	23.42	0.2	0.14
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	487	-	-	321	753	240	279	-	-
HCM Lane V/C Ratio	0.067	-	-	0.2	0.039	0.186	0.035	-	-
HCM Control Delay (s/veh)	12.9	-	-	19	10	23.4	18.4	-	-
HCM Lane LOS	B	-	-	C	A	C	C	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.1	0.7	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	0	3	30	0	64	5	1861	11	16	1156	7
Future Vol, veh/h	9	0	3	30	0	64	5	1861	11	16	1156	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	195
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	0	3	33	0	70	5	2023	12	17	1257	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2111	3337	628	2577	3339	1017	1264	0	0	2035	0	0
Stage 1	1291	1291	-	2040	2040	-	-	-	-	-	-	-
Stage 2	820	2046	-	537	1299	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*367	17	*746	*124	17	*626	540	-	-	304	-	-
Stage 1	*329	417	-	*162	245	-	-	-	-	-	-	-
Stage 2	*642	243	-	*766	413	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*304	16	*746	*115	16	*626	540	-	-	304	-	-
Mov Cap-2 Maneuver	*304	16	-	*115	16	-	-	-	-	-	-	-
Stage 1	*310	394	-	*160	243	-	-	-	-	-	-	-
Stage 2	*565	240	-	*719	390	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	15.47	23.19	0.03	0.24
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	540	-	-	357	115	626	304	-	-
HCM Lane V/C Ratio	0.01	-	-	0.037	0.283	0.111	0.057	-	-
HCM Control Delay (s/veh)	11.7	-	-	15.5	48.2	11.5	17.6	-	-
HCM Lane LOS	B	-	-	C	E	B	C	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.1	0.4	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	3	0	4	0	1861	0	7	1182	1
Future Vol, veh/h	1	0	1	3	0	4	0	1861	0	7	1182	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	265
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	3	0	4	0	2023	0	8	1285	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2109	3323	642	2552	3324	1011	1286	0	0	2023	0	0
Stage 1	1300	1300	-	2023	2023	-	-	-	-	-	-	-
Stage 2	809	2023	-	529	1301	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*482	23	*753	*197	23	*635	509	-	-	296	-	-
Stage 1	*308	401	-	*157	241	-	-	-	-	-	-	-
Stage 2	*652	241	-	*773	400	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*467	22	*753	*192	22	*635	509	-	-	296	-	-
Mov Cap-2 Maneuver	*467	22	-	*192	22	-	-	-	-	-	-	-
Stage 1	*300	391	-	*157	241	-	-	-	-	-	-	-
Stage 2	*647	241	-	*752	390	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.27	16.56	0	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	509	-	-	576	319	296	-	-
HCM Lane V/C Ratio	-	-	-	0.004	0.024	0.026	-	-
HCM Control Delay (s/veh)	0	-	-	11.3	16.6	17.5	-	-
HCM Lane LOS	A	-	-	B	C	C	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	2	42	2	0	16	47	1830	14	16	1109	57
Future Vol, veh/h	24	2	42	2	0	16	47	1830	14	16	1109	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	160	50	-	200
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	2	46	2	0	17	51	1989	15	17	1205	62

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2138	3347	603	2609	3393	995	1267	0	0	2004	0	0
Stage 1	1240	1240	-	2091	2091	-	-	-	-	-	-	-
Stage 2	898	2107	-	518	1302	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*482	21	*753	*170	18	*635	521	-	-	305	-	-
Stage 1	*345	433	-	*134	217	-	-	-	-	-	-	-
Stage 2	*652	212	-	*773	400	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*399	18	*753	*122	16	*635	521	-	-	305	-	-
Mov Cap-2 Maneuver	*399	18	-	*122	16	-	-	-	-	-	-	-
Stage 1	*326	408	-	*121	195	-	-	-	-	-	-	-
Stage 2	*572	191	-	*681	377	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	20.92	13.72	0.31	0.24
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	521	-	-	299	432	305	-	-
HCM Lane V/C Ratio	0.098	-	-	0.247	0.045	0.057	-	-
HCM Control Delay (s/veh)	12.7	-	-	20.9	13.7	17.5	-	-
HCM Lane LOS	B	-	-	C	B	C	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1	0.1	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	0	50	11	0	8	26	1342	8	25	1826	55
Future Vol, veh/h	37	0	50	11	0	8	26	1342	8	25	1826	55
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	0	-	-	-	50	-	-	-	-	195
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	0	54	12	0	9	28	1459	9	27	1985	60

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2679	-	992	2368	3618	734	2045	0	0	1467	0	0
Stage 1	2039	-	-	1520	1520	-	-	-	-	-	-	-
Stage 2	640	-	-	848	2099	-	-	-	-	-	-	-
Critical Hdwy	6.44	-	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	-	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	-	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	-	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*69	0	*635	*136	7	*714	286	-	-	473	-	-
Stage 1	*151	0	-	*263	354	-	-	-	-	-	-	-
Stage 2	*733	0	-	*652	214	-	-	-	-	-	-	-
Platoon blocked, %	0		0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*56	-	*635	*102	6	*714	286	-	-	473	-	-
Mov Cap-2 Maneuver	*56	-	-	*102	6	-	-	-	-	-	-	-
Stage 1	*137	-	-	*237	319	-	-	-	-	-	-	-
Stage 2	*652	-	-	*541	194	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	76.73	30.95	0.36	0.17
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	286	-	-	56	635	159	473	-	-
HCM Lane V/C Ratio	0.099	-	-	0.723	0.086	0.13	0.057	-	-
HCM Control Delay (s/veh)	18.9	-	-	165.3	11.2	30.9	13.1	-	-
HCM Lane LOS	C	-	-	F	B	D	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	3	0.3	0.4	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	12	24	0	18	2	1336	25	46	1845	8
Future Vol, veh/h	10	0	12	24	0	18	2	1336	25	46	1845	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	195
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	13	26	0	20	2	1452	27	50	2005	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2691	3589	1003	2372	3584	740	2014	0	0	1479	0	0
Stage 1	2105	2105	-	1470	1470	-	-	-	-	-	-	-
Stage 2	585	1484	-	902	2114	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*230	13	*626	*424	13	*706	315	-	-	482	-	-
Stage 1	*139	221	-	*308	392	-	-	-	-	-	-	-
Stage 2	*724	385	-	*642	218	-	-	-	-	-	-	-
Platoon blocked, %	1	1	0	1	1	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*199	12	*626	*370	12	*706	315	-	-	482	-	-
Mov Cap-2 Maneuver	*199	12	-	*370	12	-	-	-	-	-	-	-
Stage 1	*125	198	-	*305	389	-	-	-	-	-	-	-
Stage 2	*699	382	-	*563	195	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	17.29	13.24	0.02	0.32
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	315	-	-	317	370	706	482	-	-
HCM Lane V/C Ratio	0.007	-	-	0.076	0.071	0.028	0.104	-	-
HCM Control Delay (s/veh)	16.5	-	-	17.3	15.5	10.2	13.3	-	-
HCM Lane LOS	C	-	-	C	C	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0.1	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	1	2	0	5	5	1344	3	5	1881	0
Future Vol, veh/h	3	0	1	2	0	5	5	1344	3	5	1881	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	265
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	1	2	0	5	5	1461	3	5	2045	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2651	3530	1022	2302	3529	732	2045	0	0	1464	0	0
Stage 1	2055	2055	-	1473	1473	-	-	-	-	-	-	-
Stage 2	595	1475	-	829	2055	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*217	15	*635	*442	15	*714	286	-	-	475	-	-
Stage 1	*146	229	-	*289	377	-	-	-	-	-	-	-
Stage 2	*733	376	-	*652	229	-	-	-	-	-	-	-
Platoon blocked, %	1	1	0	1	1	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*208	14	*635	*428	14	*714	286	-	-	475	-	-
Mov Cap-2 Maneuver	*208	14	-	*428	14	-	-	-	-	-	-	-
Stage 1	*144	227	-	*283	370	-	-	-	-	-	-	-
Stage 2	*713	369	-	*643	227	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	19.63	11.08	0.07	0.03
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	286	-	-	250	599	475	-	-
HCM Lane V/C Ratio	0.019	-	-	0.017	0.013	0.011	-	-
HCM Control Delay (s/veh)	17.8	-	-	19.6	11.1	12.7	-	-
HCM Lane LOS	C	-	-	C	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑↑↑	↱	↰	↑↑↑	↱
Traffic Vol, veh/h	12	1	33	3	0	28	27	1329	11	20	1837	31
Future Vol, veh/h	12	1	33	3	0	28	27	1329	11	20	1837	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	160	50	-	200
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	1	36	3	0	30	29	1445	12	22	1997	34

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2677	3555	998	2346	3577	722	2030	0	0	1457	0	0
Stage 1	2040	2040	-	1503	1503	-	-	-	-	-	-	-
Stage 2	637	1515	-	843	2074	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*201	14	*635	*442	13	*714	293	-	-	480	-	-
Stage 1	*151	235	-	*272	362	-	-	-	-	-	-	-
Stage 2	*733	356	-	*652	223	-	-	-	-	-	-	-
Platoon blocked, %	1	1	0	1	1	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*166	12	*635	*329	11	*714	293	-	-	480	-	-
Mov Cap-2 Maneuver	*166	12	-	*329	11	-	-	-	-	-	-	-
Stage 1	*144	224	-	*245	326	-	-	-	-	-	-	-
Stage 2	*631	321	-	*584	213	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	26.23	10.92	0.37	0.14
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	293	-	-	219	641	480	-	-
HCM Lane V/C Ratio	0.1	-	-	0.228	0.053	0.045	-	-
HCM Control Delay (s/veh)	18.7	-	-	26.2	10.9	12.8	-	-
HCM Lane LOS	C	-	-	D	B	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.9	0.2	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

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Community of Innovation

Planning & Zoning Commission Memorandum **Development Services**
Memo No. 24-053

Date: 09/18/2024
To: Planning and Zoning Commission
Thru: Kevin Mayo, Planning Administrator
David de la Torre, Planning Manager

From: Mikayela Liburd, Associate Planner
Subject: PLH24-0018 Pecos & McQueen Storage
Request: Use Permit approval to allow a self-storage facility on a property zoned Community Commercial District (C-2)
Location: Southeast corner of Pecos and McQueen roads
Applicant: George Pasquel III, Withey Morris Baugh, PLC

Proposed Motion:

Move Planning and Zoning Commission recommend approval of Use Permit PLH24-0018 Pecos & McQueen Storage to allow a self-storage facility on a property zoned Community Commercial District (C-2), subject to the conditions as recommended by Planning staff.

Background Data:

- The subject site is zoned Community Commercial District (C-2).
- Zoning Code requires a Use Permit for self-storage facilities within the C-2 zoning district.
- The proposed self-storage facility will be completely internalized, meaning no exterior access will be provided to individual storage units.
- The subject site is approximately 2.8 acres.

Surrounding Land Use Data:

North	Pecos road, then commercial center	South	Single-family residential
East	Single-family residential	West	McQueen Road, then vacant parcel

Proposed Business Operations (for Use Permit) or Proposed Development (for PDP)

Building Square Footage	118,005 square feet
Max Building Height	31'
Parking Spaces Required	4 parking spaces
Parking Spaces Provided	12 parking spaces, plus 2 loading spaces
Hours of Operation	Sunday-Saturday: Office Hours: 9:00am-6:00pm Customers with security access: 7:00am -10:00pm
Required Setbacks	Pecos Road: 50 feet McQueen Road: 50 feet South: 56 feet East: 56 feet
Setbacks Provided	Pecos Road: 50 feet McQueen Road: 107 feet South Setback: 56 feet East Setback: 73 feet

Review and Recommendation:

Staff finds the land-use to be compatible with the surrounding land-uses as the storage-facility is internalized and provides a low-intensity commercial use that is not expected to produce noise, odor or late night deliveries. If the site were to be developed as a convenience store, retail shops, car wash or other uses permitted by right in the C-2 zoning district, it would be more likely to negatively impact adjacent residential properties. A 26-feet wide driveway and a 25-feet landscape buffer is positioned along the southern portion of the site providing a total building setback of 56 feet from the abutting residential lots.

The proposed building has two drive-in loading areas, one at the northeast corner and the other at the southeast corner of the building, make it possible for customers to load and unload items inside the building without impacting adjacent properties. For the privacy of nearby residents, the east and south elevations have very few glazing locations and site lighting is also limited on these facades.

Additionally, there will be cameras on the south side of the building. These cameras will monitor the drive aisle and building and will not be directed onto adjacent properties.

The proposed building architecture consists of split-face charcoal gray concrete block, stucco and metal paneling and utilizes a color palette of rust as well as a light and dark desert gray, which anchors the building to its surroundings. The south elevation, which is adjacent to residential, employs concrete block bump-outs, which increase in width at each iteration while the metal panel accents maintain their size. The sense of motion created by the architecture creates a neighborhood-friendly scale with minimal use of windows. The proposed building architecture is aesthetically pleasing and compliments the surrounding commercial corners at the intersection.

Planning staff finds the proposal to be consistent with the goals of the General Plan and Zoning Code regulations.

Public / Neighborhood Notification

- This request was noticed in accordance with the requirements of the Chandler Zoning Code.
- A neighborhood meeting sign was posted on the site and on social media via NextDoor.
- A neighborhood meeting was held on August 13, 2024. Six residents were in attendance. Those in attendance had general questions and were in support of the proposal.
- As of the writing of this memo, Planning staff is not aware of any opposition to the request.

Recommended Conditions of Approval

Planning staff recommends Planning and Zoning Commission move to recommend approval of the Use Permit, subject to the following conditions:

1. Development shall be in substantial conformance with exhibits entitled "PLH24-0018 Pecos & McQueen Exhibits" kept on file in the City of Chandler's Planning Division, modified by such conditions included at the time the exhibits were approved by the City Council and/or as thereafter amended, modified or supplemented by the City Council.
2. Use Permit approval does not constitute Final Development Plan approval; compliance with the details required by all applicable codes and conditions of the City of Chandler and this Use Permit apply.
3. All mechanical equipment shall be screened from view by material(s) that are

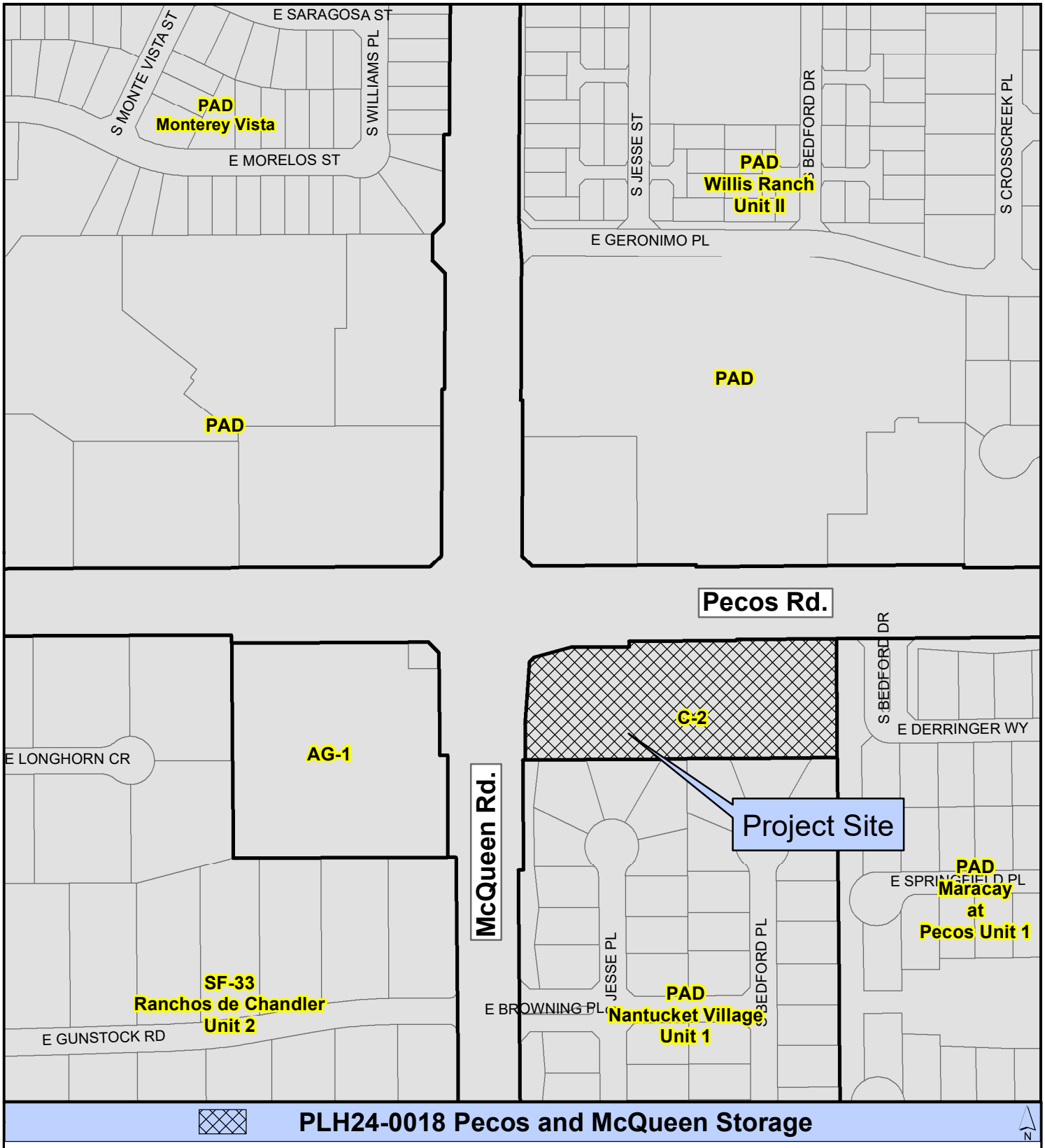
architecturally integrated and consistent with the proposed buildings.

4. The site shall be maintained in a clean and orderly manner.
5. The landscaping shall be in compliance with current Commercial Development Standards.
6. The applicant shall provide a contact phone number for a responsible person to any interested neighbors or property owners to resolve any disturbances that may occur quickly and directly.

Attachments

Vicinity Maps

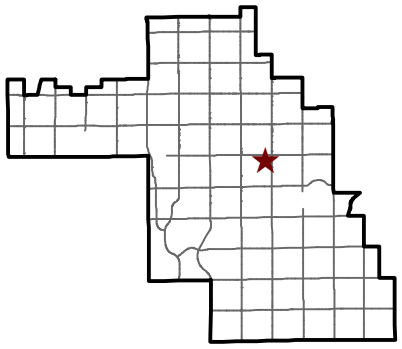
PLH24-0018 Pecos & McQueen Storage Exhibits



PLH24-0018 Pecos and McQueen Storage

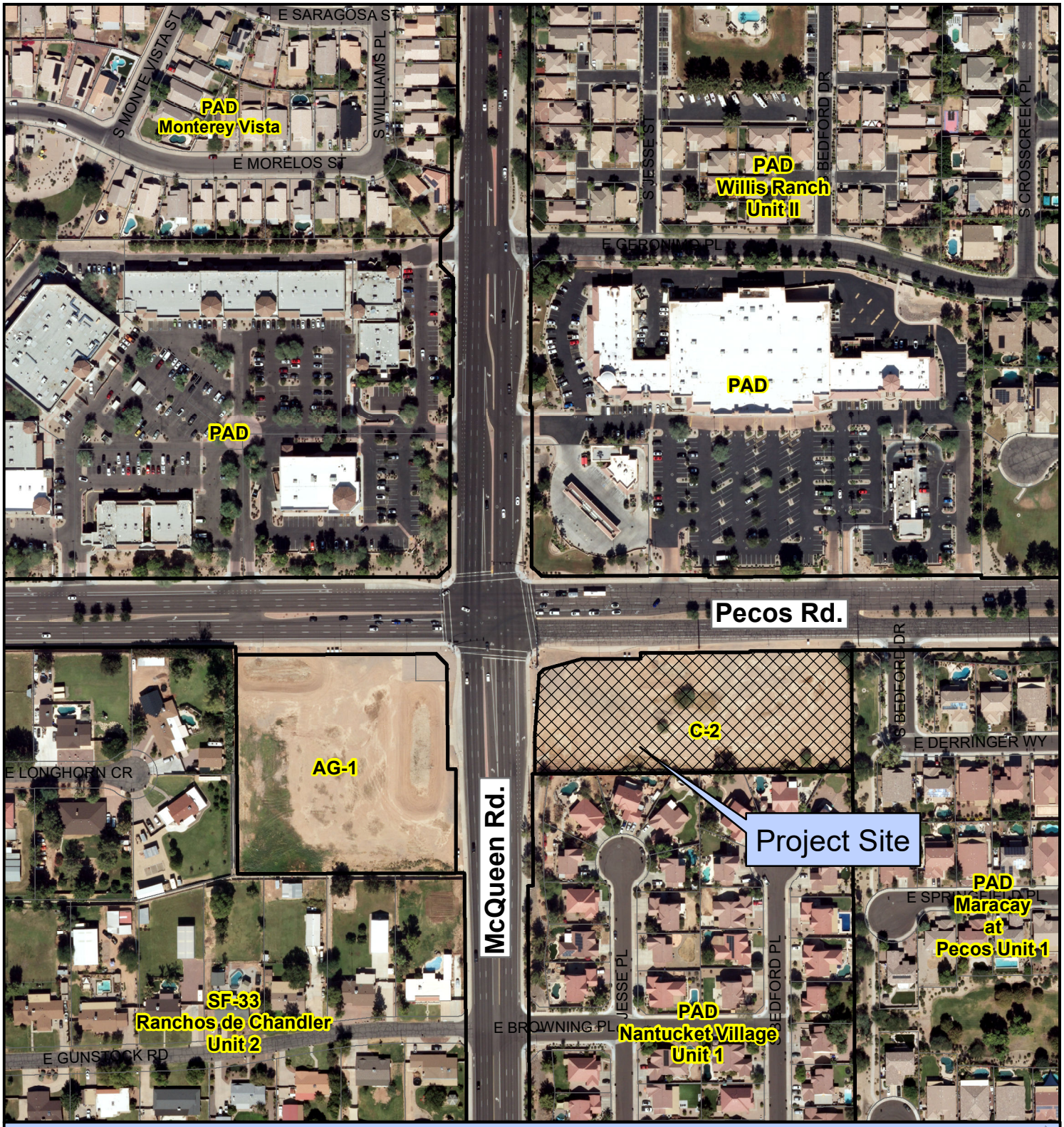
Proposed Project Details

Use Permit to allow a self-storage facility in Community Commercial (C-2) District



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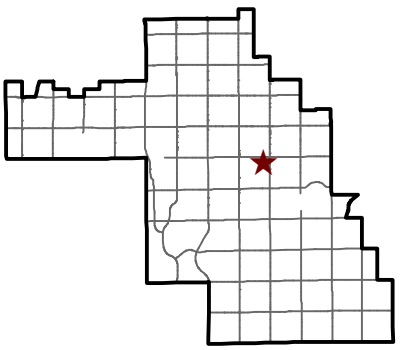
City of Chandler Planning Division
chandleraz.gov/planning
For more information visit:
https://gis.chandleraz.gov/planning



PLH24-0018 Pecos and McQueen Storage

Proposed Project Details

Use Permit to allow a self-storage facility in Community Commercial (C-2) District

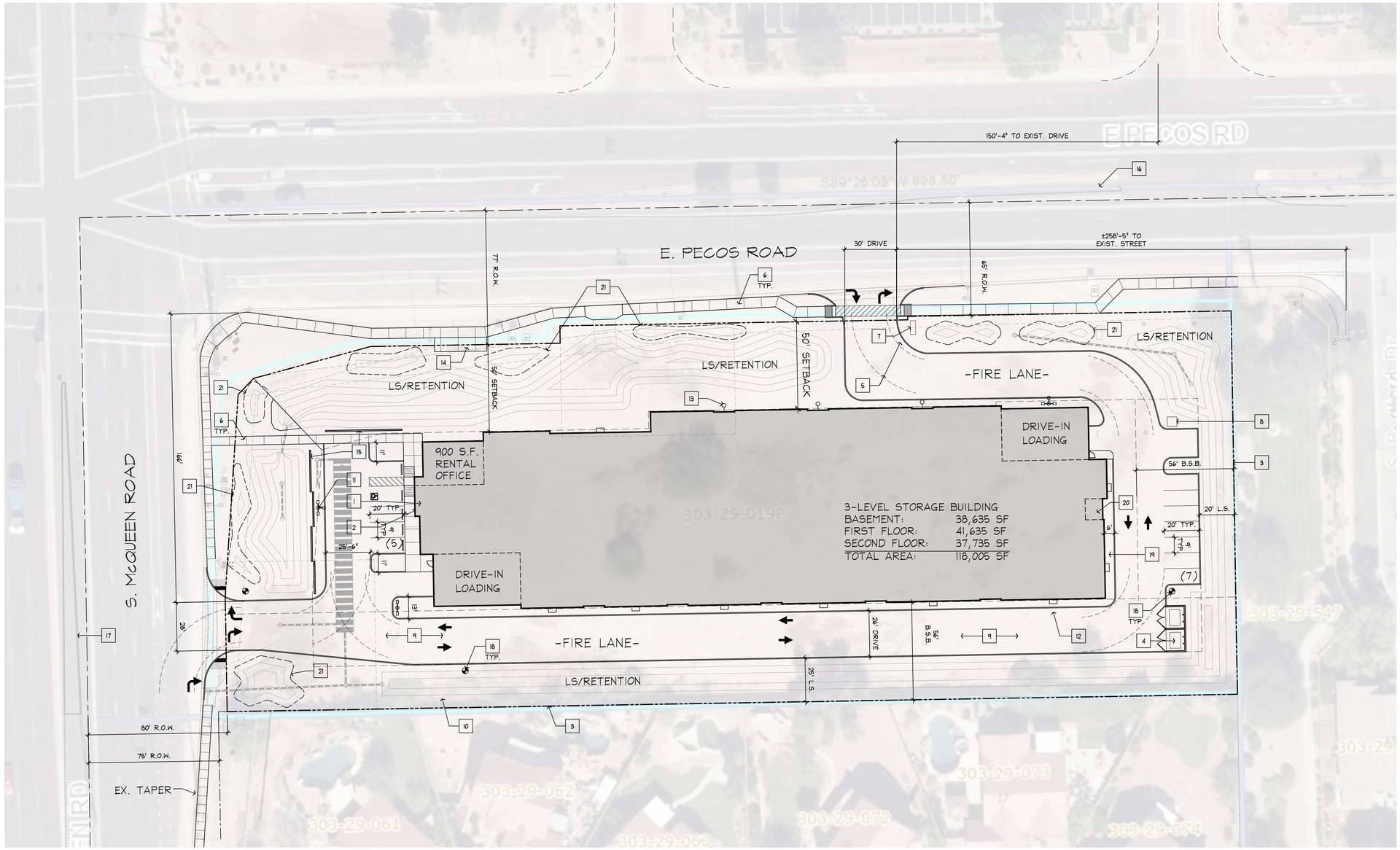


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PECOS & McQUEEN STORAGE

17217 S. McQUEEN ROAD
CHANDLER, ARIZONA 85286
PROJECT NUMBER: 23024
DATE: 09.12.24



PROJECT DATA

PROJECT ADDRESS: 17217 S. McQUEEN ROAD
CHANDLER, ARIZONA 85286

ASSESSORS PARCEL NO.: 303-29-019P

ZONING DISTRICT: C-2

SURROUNDING ZONING DISTRICTS:
NORTH: PAD SOUTH: PAD
EAST: PAD WEST: AG-1

BUILDING SETBACKS:
NORTH: 50' REQUIRED, 50' MIN. PROVIDED
SOUTH: 56' REQUIRED, 56' MIN. PROVIDED
EAST: 56' REQUIRED, 56' MIN. PROVIDED
WEST: 50' REQUIRED, 50' MIN. PROVIDED

SITE AREA:
GROSS: 123,858 SQ. FT. = 2.84 ACRES
FRONTAGE: 36,443 SQ. FT.

BUILDING USE: INTERNALIZED SELF-STORAGE

BUILDING AREA:
BASEMENT LEVEL: 38,635 SQ. FT.
FIRST LEVEL: 41,635 SQ. FT. (900 SQ. FT. RENTAL OFFICE)
SECOND LEVEL: 37,735 SQ. FT.
TOTAL (GROSS): 118,005 SQ. FT.

BUILDING HEIGHT:
45'-0" MAX. ALLOWED
31'-0" MAX. PROVIDED

LOT COVERAGE: 41,635 SQ. FT. / 123,858 SQ. FT. = 33.6%

PARKING REQUIREMENTS:
REQUIRED: 4 (OFFICE @ 1/250 SQ. FT.)
PROVIDED: 12 SPACES (PLUS 2 LOADING SPACES)

RETENTION:
REQUIRED: MAX. 50% OF FRONTAGE AREA (36,443 SQ. FT. * .5 = 18,221 SQ. FT.)
PROVIDED: 13,020 SQ. FT. / 36,443 SQ. FT. = 35.7%

KEYNOTES

1. FIRE SPRINKLER RISER ROOM
2. FIRE DEPARTMENT CONNECTION
3. EXISTING 6' HIGH CMU SCREEN WALL
4. DOUBLE TRASH ENCLOSURE
5. FIRE DEPARTMENT TURNING RADII - 35' INSIDE, 55' OUTSIDE
6. NEW SIDEWALK, 5' WIDTH MIN.
7. PROPOSED MONUMENT SIGN LOCATION
8. PROPOSED ELECTRICAL TRANSFORMER LOCATION
9. PAVED ASPHALT DRIVE
10. RETAINING WALL
11. LED POLE LIGHT, TYP.
12. LED WALL-PAK, TYP
13. LED SCONCE, TYP.
14. NEW BUS SHELTER PAD PER C.O.C. DETAIL C-230
15. 3' PARKING SCREEN WALL
16. EXISTING RAISED MEDIAN
17. PROPOSED RAISED MEDIAN
18. PROPOSED FIRE HYDRANT, TYP. - SEE CIVIL
19. BASE LANDSCAPE AREA W/ 6" RAISED CURB
20. S.E.S. ROOM
21. BERM OUTLINE, TYP.

SITE PLAN
SCALE: 1" = 30'-0"

NORTH

0' 30' 60' 120'
SCALE: 1" = 30'-0"

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chandler ▪ arizona ▪ 85225
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www.robertbrownarchitects.com

REGISTERED ARCHITECT
CERTIFICATE NO.
54220
KELLY
FERGUSON
Date Signed 9/12/24
ARIZONA, USA

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V:\1 RBA PROJECTS\23 Projects\23024 Pecos & McQueen Storage\Drawings\23024 AS1.11 Site Plan.dwg
Sep 12, 2024 - 10:53am

Pecos & McQueen Storage

Southeast Corner of Pecos and McQueen
Chandler, Arizona, APN No. 303-29-019P

Request & Background

The Applicant is requesting a Use Permit to allow for the development of this long-vacant parcel with a new, Class-A, internalized self-storage facility with associated improvements.

For years, the Property has been owned by the Circle K Corporation, who envisioned developing a convenience market on site. Their plans have since changed, providing the opportunity for this more compatible development. The project provides an ideal transition between two (2) heavily traversed arterials and the adjacent residential neighborhood. The proposed use will act as a buffer from these arterials, while also providing a low-intensity commercial use with predictable hours of operations without the negative aspects many other "by-right," commercial uses contain (noise, odor, late night deliveries, etc.).

Property & Background

The site in question is roughly 2.8-acres of vacant land located at the southeast corner of Pecos Road and McQueen Road. See aerials attached at **TAB A**. The Property has a General Plan designation of *"Neighborhoods*" and is zoned Community Commercial (C-2). See General Plan and Zoning Maps attached at **TAB B**. The C-2 district specifically permits "self-storage, mini-warehousing" with the acquisition of a Use Permit.

Adjacent Zoning & Uses

As noted above, the Property is zoned C-2 and undeveloped. The Property is at the intersection of two (2) major arterials (Pecos and McQueen), but also abuts single-family residential to the east and south. The proposed use creates a perfect buffer from the major roadways to the adjacent residential. Self-storage has predictable hours of operation, minimal traffic generation, and lacks most of the negative aspects produced by many other commercial uses (noise, odors, traffic, off-hour deliveries, etc.). The adjacent zoning and land uses include:

- North: Pecos Road. PAD with a developed commercial center
- East: PAD for single family residential.
- South: PAD for single family residential.
- West: McQueen Road. AG-1 undeveloped corner parcel, followed by SF-33 zoned single family residential.

Project Details

Site Design & Summary

The project consists of roughly 118,000 square feet of new, Class-A, internalized self-storage and associated improvements. A copy of the preliminary site plan is attached at **TAB C**. The project is custom designed for this unique site, providing large, landscaped setbacks along the south and east property lines. No outdoor storage is permitted, and the building is specifically designed with only interior accessed units (no exterior roll-up door units).

The building features one (1) basement level and two (2) above grad levels, topping out at 33'-4" in height, well below the permitted height. The site is accessed from either Pecos or McQueen with the office located closest to the intersection. Visitor parking is provided at two locations, but no parking occurs along the south property line. The internal drive aisle is positioned along the south portion of the site (along with a large landscape setback), providing additional buffer to the adjacent residential. The project will also complete the long lacking sidewalks along Pecos while also making significant pedestrian and landscaping improvements along both road frontages.

The project is in complete conformance with the required development standards of the C-2 zoning district. Preliminary development standards for the project include:

Standard	Provided
Building Setback • North – 50'-0" • South – 56'-0" • East – 56'-0" • West – 50'-0"	 • 50'-0" minimum • 56'-0" minimum • 56'-0" minimum • 50'-0" minimum
Landscape Setback • North – 50'-0" • South – 25'-0" • East – 20'-0" • West – 50'-0"	 • 50'-0" minimum • 25'-0" minimum • 20'-0" minimum • 50'-0" minimum
Building Height – 45'-0" max.	33'-4" feet (2 story)
Lot Coverage	33.6% (41,635/123,858)
Parking	12 spaces plus 2 loading spaces

Site Access

Access is provided from both McQueen Road and from Pecos Road. Both access points are limited to right-in / right-out only.

The proposed Pecos Road access driveway is located over 258' west of the existing Bedford Drive – exceeding the minimum separation requirement of 150'. This placement does not align with the existing median cut in Pecos Road, resulting in the limited right-in / right-out maneuvers as well as avoiding any conflicts with traffic maneuvers on the north side of Pecos Road.

The proposed McQueen Road access driveway is located just over 165' south of the intersection with Pecos Road. This driveway location is within an existing right turn lane on McQueen Road. We propose to extend the existing right turn lane to provide adequate space for vehicle stacking south of the new driveway into the storage site. The existing tapper will be adjusted as needed to accommodate lengthening of the turn lane. What we propose is the maximum vehicle stacking we can provide south of the driveway, while maintaining the ability to reconstruct the lane tapper with sidewalk and remain clear of the existing power poles in this area.

Building Architecture

Aesthetically, the proposal focuses on two interconnected ideas: connection to the surrounding environment and sense of motion. Situated on a narrow corner parcel immediately adjacent to residential on the south and east sides, it was important for the proposal to achieve program goals while respecting the privacy of the residents. As such, the southern and eastern façades have very few glazing locations, mostly limited to clerestory windows for natural lighting. Site lighting is also limited on these façades.

The palette of materials utilized includes a variety of concrete block, stucco and metal panels, which at the core feature a light and dark desert gray to anchor the building to its surroundings. Split-face charcoal gray concrete block and metal paneling add a distinct contrast and tie the main building mass to colorful perforated metal panel accents, starting the idea of motion on the northern façade. The color of these metal panels fluctuates, creating a sense of randomized motion.

At the rental office, a rust-colored roof element picks up this motion and transfers it to the southern façade where the metal panel accents continue. This time, however, the randomized colors are balanced by the steady growth of the surrounding concrete block bump-outs, which increase in width at each iteration while the metal panel accents maintain their size. This "inchworm" pattern furthers the sense of motion and creates a neighborhood-friendly scale without the use of windows. The idea of motion

creates variety at each façade, creating a bridge between visual interest and respect for our neighbors.

Landscape Design

Proposed landscaping consists of a variety of desert compatible trees, shrubs, accents, cacti with decomposed granite topping for dust control. Tree, shrub and accent placement along the north and west street frontages follows a random/natural arrangement following the contoured retention basins in these areas. The south and east landscape areas have a more linear arrangement to provide a uniform landscape buffer at all areas where this property abuts residential property. Tree and shrub selections were made to be compatible with established landscaping in the surrounding neighborhood.

Parking

The primary customer parking area is located on the west side of the building directly adjacent to the rental office entry. Five (5) regular parking spaces along with one (1) accessible space are provided at this location. An additional seven (7) regular parking spaces are provided at the east side of the site near the east drive-in loading area. These additional spaces are provided for customer use while visiting the facility. Additionally, two interior loading areas are being provided – one at the northeast corner and one at the southwest corner. These loading areas will provide a climate-controlled environment as well as buffer all loading activities from adjacent properties.

Hours of Operation

Office hours are typically 9am to 6pm with extended access for existing customers with security access from 7am to 10pm.

Contact Information

Should adjacent resident wish to contact a development representative, they may do so at:

David M. Brown
Wentworth Property Company
802 N. 3rd Avenue, Phoenix, AZ 85003
602.875.5014
dbrown@wentprop.com

Use Permit Criteria

Ordinance Section 35-305 discusses the review and approval criteria for Use Permits. To grant approval, two (2) conditions must be met:

1. *The request is in conformance with the general plan and its policies.*

   Response:
   The request is in conformance with and promotes numerous policies outlined in the Chandler General Plan. A sampling includes:

   1.1.1 Land Use & Development
   (f) Encourage compatible infill projects.

   - The project fills a long-vacant infill site with an appropriate, low-intensity use which will help to buffer the adjacent residential from these two (2) arterial roads.

   (h) Emphasize pedestrian and bicycle connectivity to transit facilities.

   - The project will complete a long missing segment of sidewalk along Pecos Road, while vastly improving the pedestrian comfort along both road frontages. New sidewalks, street lighting, and landscaping will be incorporated on both frontages. A new bus bay will also be constructed with this project.

   (l) Ensure compatible transition between residential areas and incompatible land uses as well as between intensity of land uses (e.g., between employment and residential).

   - The project provides an ideal transition between two (2) heavily traversed arterials and the adjacent residential neighborhood. The proposed use will act as a buffer from these arterials, while also providing a low-intensity commercial use with predictable hours of operations and void of the negative aspects many other commercial uses contain (noise, odor, late night deliveries, etc.).

   1.1.3 Design & Aesthetics
   (b) Consider a more diverse building façade and color palette for the built environment.
   (f) Continue to promote excellence in building and site design.

   - The project provides a diverse and interesting façade for the built environment. As noted above, the palette of materials includes a variety of concrete block, stucco and metal panels. Split-face charcoal gray concrete block and metal paneling add a distinct contrast and tie the main building

mass to colorful perforated metal panel accents, starting the idea of motion on the northern façade. The color of these metal panels fluctuates, creating a sense of randomized motion.

1.1.4 Streets

(e) Discourage through-traffic in neighborhoods.

- No cut-through traffic will occur with this development. The site is fully contained with access provided directly onto Pecos Road and McQueen Road. The use is also renowned for its lack of traffic generation.

2. *The request will not be detrimental to persons residing or working in the vicinity, to adjacent property, to the neighborhood or to the public welfare in general, and that the use will be in full conformity with the conditions, requirements or standards prescribed by this Code or higher as may be deemed necessary by City Council in any one (1) situation.*

   Response:
   This criterion is at the heart of this request. This is a commercial zoned site and, as such, could permit a variety uses that could be viewed as detrimental to the adjacent neighborhood. In fact, the site was previously planned for a convenience store. Many other commercial uses (permitted by right) with their associated noise, traffic, deliveries, and back of house activity would not be appropriate given the close proximity to residential. This proposal recognizes the existing conditions and provides a low-impact, non-invasive use that can help to buffer the adjacent residential from the arterial roads. The use is ideal and appropriate for the location.

In considering the application, the ordinance provides several factors for examination including, but not limited to:

1. *Consistency with general plan.*

   Response:
   As noted above, the project is in conformance with the General Plan "*Neighborhood*" designation and advances the stated goals of the General Plan.

2. *Ingress and egress to property and proposed structures, pedestrian and vehicular circulation with particular reference to fire protection*.

   Response:
   Access is provided from both McQueen Road and from Pecos Road. Both access points are limited to right-in / right-out only and designed to accommodate access for customers, emergency vehicles and refuse vehicles. Turn templates are shown

on the site plan to demonstrate maneuvering clearance is provided. A 31' wide drive lane along the south face of building provides a through site connection of the two access driveways. No gated access control is proposed on this site.

3. *Off-street parking and loading.*

Response:
The project is in complete compliance with parking requirements. All parking is provided on site. Parking and loading areas are located in convenient and functional locations and are screened appropriately

4. *General compatibility of use with adjacent property and property in the district.*

Response:
Self-storage is an ideal use for this location. It creates a perfect buffer from the major roadways to the adjacent residential. Self-storage has predictable hours of operation, minimal traffic generation, and lacks most of the negative aspects produced by many other commercial uses (noise, odors, traffic, off-hour deliveries, etc.).

5. *Impact on public services, including schools, recreation and utilities.*

Response:
The project will have minimal, if any, impact on public services. Self-storage is a low intensity use requiring minimal water, sewer or utilities. No additional burden is placed upon the school system as a result of the use.

6. *Screening and buffering of uses.*

Response:
Customer activity at this facility will be concentrated around the two loading areas provided – one at the northeast corner of the building and one at the southwest corner of the building. Due to the proximity of single-family residential properties to the east and south of the Property, it was deemed best to internalize all loading activities within the building – eliminating any impact to these neighborhoods. Additionally, all vehicle circulation, parking areas and refuse enclosure are buffered from the residential properties with a minimum 20' (east) and 25' (south) landscape area with densely spaced trees. The building is even further away from these property lines as the drive-aisle creates additional separation. Lastly, there is an existing 6' tall masonry screen wall separating this property from the residential neighborhoods at both the east and south boundaries.

7. *Signage.*

   Response:
   A proposed monument sign and building signage will be a separate submittal.

8. *Exterior lighting with reference to adjacent properties.*

   Response:
   Exterior lighting will be provided with a combination of fully shielded pole mounted fixtures and building mounted fixtures. Pole mounted fixtures will be limited to a maximum height of 15' and be utilized exclusively at the parking areas and driveways near the public streets. Building mounted fixtures will be provided on the north, east and south sides. Lights will be mounted at a maximum height of 14'. All fixtures will be placed and specified to achieve zero-foot candle readings at the east and south property boundaries adjacent to residential.

9. ***Stormwater retention and landscaping**.*

   Response:
   Storm water from the building, parking and driveways will surface flow to a series of connected surface retention basins located around the perimeter of the site. Retention basins within the street front setbacks are sized to utilize no more than 50% of that setback area and are nicely contoured to a natural appearance.

   Proposed landscaping consists of a variety of desert compatible trees, shrubs, accents, cacti with decomposed granite topping for dust control. Tree, shrub and accent placement along the north and west street frontages follows a random/natural arrangement following the contoured retention basins in these areas. The south and east landscape areas have a more linear arrangement to provide a uniform landscape buffer at all areas where this property abuts residential property.

   Tree and shrub selections were made to be compatible with established landscaping in the surrounding neighborhood.

10. *Site and building design for conformance with the general plan and policies and City standards.*

    Response:
    As noted in the Use Permit Criteria above, the project adheres to the design recommendations of the General Plan. The project provides a diverse building façade and color palette. This includes a variety of concrete block, stucco and

metal panels. Split-face charcoal gray concrete block and metal paneling add a distinct contrast and tie the main building mass to colorful perforated metal panel accents, starting the idea of motion on the northern façade. The color of these metal panels fluctuates, creating a sense of randomized motion.

We look forward to working further with the City to complete this exciting project.

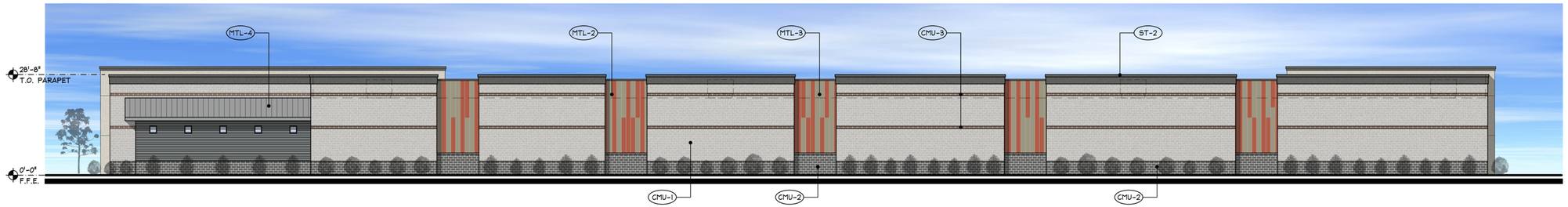
Thank you

PECOS & McQUEEN STORAGE

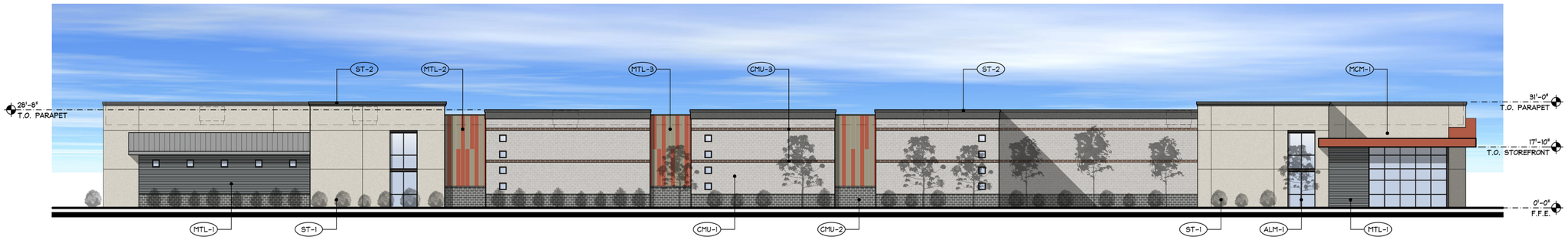
17217 S. McQUEEN ROAD
CHANDLER, ARIZONA 85286
PROJECT NUMBER: 23024
DATE: 08.19.24

COLORS & MATERIALS

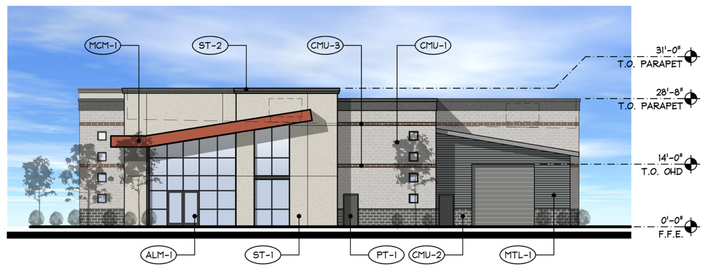
MARK	FINISH / COLOR	MARK	FINISH / COLOR
CMU-1	8"x8"x16" SPLIT-FACE CONC. BLOCK - FIELD MFR: OLDCASTLE SUPERLITE - COLOR: 'HUNTINGTON GRAY'	MTL-1	METAL PANEL SYSTEM - HR-16 (HORIZONTAL) MFR: BERRIDGE - COLOR: 'CHARCOAL GRAY'
CMU-2	8"x8"x16" SPLIT-FACE CONC. BLOCK - FIELD/ACCENT MFR: OLDCASTLE SUPERLITE - COLOR: 'OPAL'	MTL-2	METAL PANEL SYSTEM - RIGID WALL II (VERTICAL) MFR: ATAS - COLOR: 'MISSION RED'
CMU-3	8"x8"x16" SMOOTH CONC. BLOCK - ACCENT MFR: OLDCASTLE SUPERLITE - COLOR: 'HOPI SANDSTONE'	MTL-3	METAL PANEL SYSTEM - RIGID WALL II (VERTICAL) MFR: ATAS - COLOR: 'CHAMPAGNE'
ST-1	SYNTHETIC STUCCO SYSTEM- FIELD MFR: DUNN-EDWARDS - COLOR: DE6227 'MUSLIN'	MTL-4	STANDING SEAM METAL ROOFING & TRIM MFR: ATAS - COLOR: 'SILVERSMITH'
ST-2	SYNTHETIC STUCCO SYSTEM- ACCENT MFR: DUNN-EDWARDS - COLOR: DET628 'CHARCOAL SKETCH'	MCM-1	METAL COMPOSITE PANEL SYSTEM - STERRACORE MFR: ATAS - COLOR: 'MISSION RED'
PT-1	PAINT - ACCENT MFR: DUNN-EDWARDS - COLOR: DET628 'CHARCOAL SKETCH'	ALM-1	ANODIZED ALUMINUM STOREFRONT COLOR: CLASSIC BRONZE ANODIZED W/ 1" LOW-E GLAZING



SOUTH ELEVATION
SCALE: 1/16"=1'-0"



NORTH ELEVATION
SCALE: 1/16"=1'-0"



WEST ELEVATION
SCALE: 1/16"=1'-0"



EAST ELEVATION
SCALE: 1/16"=1'-0"

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REGISTERED ARCHITECT
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KELLY
FERGUSON
Date Signed 8/24/27
ARIZONA USA

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V:\1 RBA PROJECTS\23 Projects\23024 Pecos & McQueen Storage\Drawings\23024 Exterior Elevations.dwg
Aug 19, 2024 - 11:39am

CHANDLER arizona
Community of Innovation

Planning & Zoning Commission Memorandum **Development Services**
Memo No. 24-054

Date:	09/18/2024
To:	Planning and Zoning Commission
Thru:	Kevin Mayo, Planning Administrator David de la Torre, Planning Manager
From:	Mikayela Liburd, Associate Planner
Subject:	PLH24-0022 The Mexicano
Request:	Entertainment Use Permit approval for live indoor and outdoor entertainment, speakers and tv screens
Location:	3095 W Chandler Boulevard, generally located at the southwest corner of Chandler Boulevard and Price Road.
Applicant:	George Cantone, Reset Studios

Proposed Motion:

Move Planning and Zoning Commission recommend approval of Entertainment Use Permit PLH24-0022 The Mexicano to allow live indoor and outdoor entertainment, speakers and tv screens, subject to the conditions as recommended by Planning staff.

Background Data:

- Zoned Planned Area Development (PAD) for Regional Mall
- Zoning Code requires Entertainment Use Permit Approval for live indoor entertainment within 600 feet of the nearest residentially zoned property and for live outdoor entertainment, tv and speakers within 1,320 feet of a residentially zoned property
- The nearest residential property is located approximately 940 feet away
- Due to the restaurant's request to offer live outdoor entertainment, an Entertainment Use Permit is required

Surrounding Land Use Data:

North	Commercial	South	Commercial
East	Commercial	West	Commercial

Proposed Business Operations (for Use Permit) or Proposed Development (for PDP)

Building Square Footage	9,560 Square feet
Seats	414 Seats
Hours of Operation/Entertainment	Sunday-Saturday: 10:00am -11:00pm

Review and Recommendation:

The site is located in a regional commercial area on the edge of the Chandler Fashion Center Mall, near the intersection of the 101 freeway and Chandler Boulevard. The Mexicano will provide patrons with entertainment activities such as disc jockeys, recorded music and TV screens. An Entertainment Use Permit (EUP) is required for entertainment provided outdoors with the property being located within 1,320 feet of a residentially zoned property and if there is entertainment indoors with the property being located 600 feet or less from a residentially zoned property. The nearest residentially zoned property is approximately 940 feet from The Mexicano.

Public / Neighborhood Notification

- This request was noticed in accordance with the requirements of the Chandler Zoning Code.
- A neighborhood meeting sign was posted on the site and on social media via NextDoor.
- A neighborhood meeting was held on August 20, 2024. No one attended other than the applicant and City staff.
- As of the writing of this memo, Planning staff is not aware of any opposition to the request.

Recommended Conditions of Approval

Planning staff recommends Planning and Zoning Commission move to recommend approval of the Entertainment Use Permit, subject to the following conditions:

1. Substantial expansion or modification beyond the approved exhibits (PLH24-0022 The Mexicano Exhibits) shall void the Entertainment Use Permit and require new Entertainment Use Permit application and approval.
2. The Entertainment Use Permit is not-transferable to any other location.

3. The site shall be maintained in a clean and orderly manner.
4. The hours of outdoor live entertainment shall be limited to the following days and times:

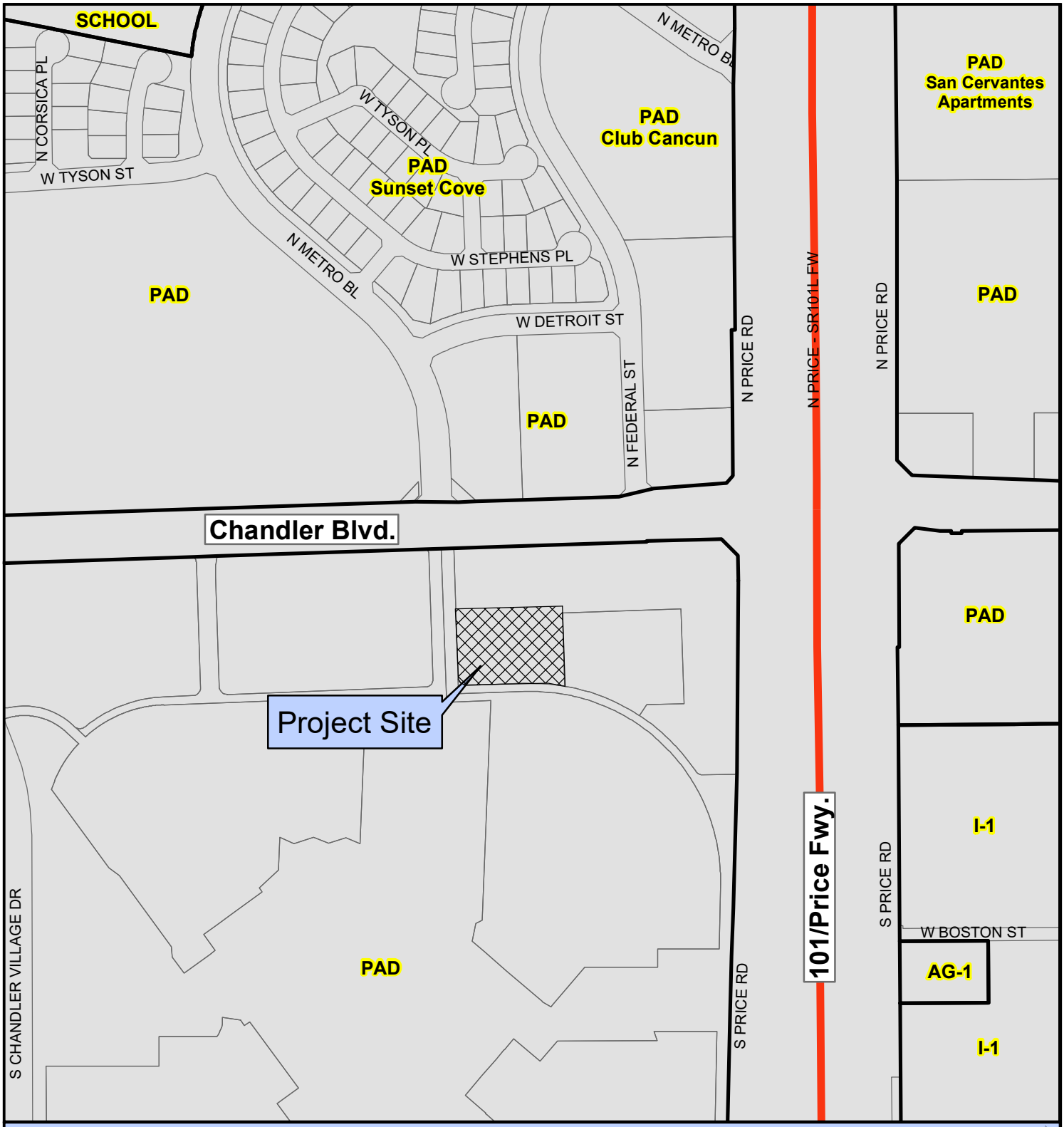
Hours of Entertainment (outdoor)	Sunday to Saturday 10:00am - 11:00am

5. Entertainment uses shall be controlled so as to not unreasonably disturb area residents.
6. The establishment will provide a contact phone number for a responsible person (i.e restaurant owner and/or manager) to any interested neighbors or property owners to resolve noise complaints quickly and directly.
7. The Entertainment Use Permit shall remain in effect for one (1) year from the date of City Council approval. Continuation of the Entertainment Use Permit beyond the expiration date shall require reapplication and approval by the City of Chandler.

Attachments

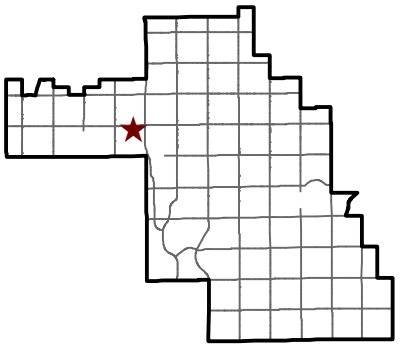
Vicinity Maps

PLH24-0022 The Mexicano Exhibits



PLH24-0022 The Mexicano

Proposed Project Details
3095 W. Chandler Blvd.
Entertainment Use Permit to allow for indoor live entertainment, speakers and TV screens



CHANDLER arizona

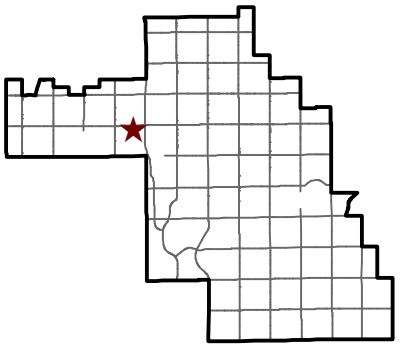
City of Chandler Planning Division
chandleraz.gov/planning
For more information visit:
https://gis.chandleraz.gov/planning



PLH24-0022 The Mexicano

N

Proposed Project Details
3095 W. Chandler Blvd.
Entertainment Use Permit to allow for indoor live entertainment, speakers and TV screens



CHANDLER arizona

City of Chandler Planning Division
chandleraz.gov/planning
For more information visit:
https://gis.chandleraz.gov/planning

RESET
STUDIOS
221 East Indianola Avenue
Phoenix, Arizona 885012
602.899.1099

PROJECT: **Mexicano Chandler – Tenant Improvement**
PROJECT NO: 2401
CASE # PLH24-0022 The Mexicano
DATE: **12 JUL 2024**

Entertainment Use Permit Narrative

Emergency Contact

Maggiore Group
14747 N Northsight Blvd., Ste 106
Scottsdale, AZ 85260
Maggioregroup.com

Contact person for any neighbors or interested residents in the event of any disturbances:

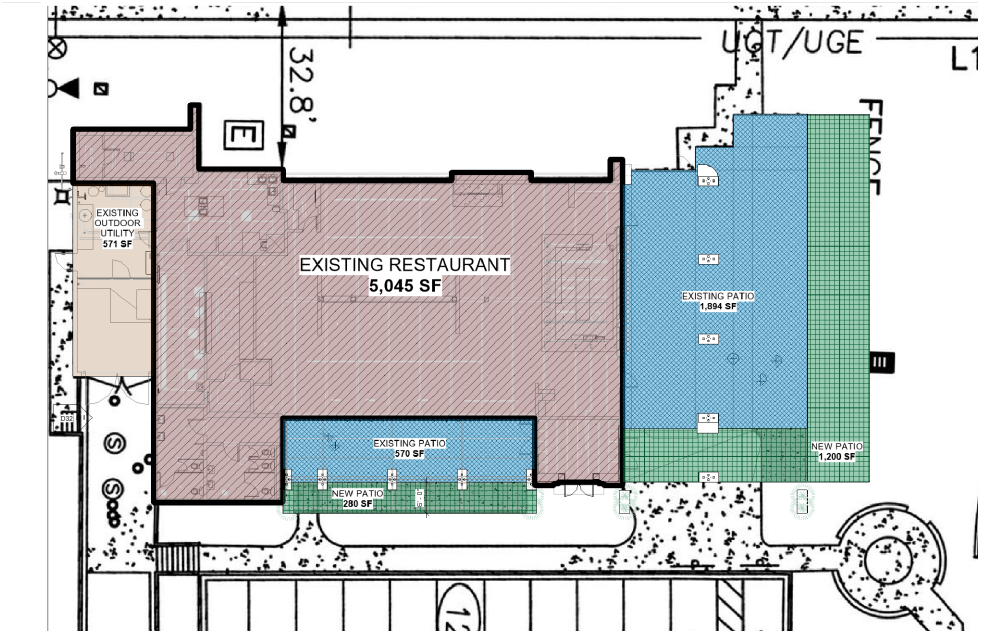
Seth Widdes
Vice President of Operations
O. 480.476.8730
D. 480.977.1818
seth@maggioregroup.com

Introduction

This project submission is for the remodel of a former restaurant space into the new location of the The Mexicano restaurant by The Maggiore Group. The interior of the restaurant will be modernized and the kitchen will modified to accommodate The Maggiore Group throughput standards. The exterior will receive visual upgrades, including newer painted steel shade structures over both patios to replace the deteriorating wooden ones, extended patio areas, and general finish upgrades. Parking numbers were compliant with the previous restaurant use, and will be unchanged and compliant with this use.

The areas of the new work are:

Existing restaurant (unchanged)	5,045 SF
North Patio	
Existing	1,894 SF
Extended	1,200 SF
East Patio	
Existing	570 SF
Extended	280 SF
Outdoor Utility	571 SF
	9,560 SF



The North Patio is to be extended 1,200 SF by extending 12'-0" from the current edge of patio, and will extend up to the revised retention area (see updated civil drawings). The new painted shade structure will utilize the existing column bases to receive new steel column groupings. Existing bases will be wrapped in a new painted steel facing (black) to be more related to the new design. The window wall under the North canopy will be slightly expanded to introduce more glass into this wall – the large bar opening as shown in the drawings for the North Patio is a Crown SST-II Bi-Fold system.

The East Patio is much smaller than the North, but will receive the same painted steel structure and treatment to the existing column bases. The patio flatwork will extend 6'-0" into the existing landscape area, which will be slightly regraded to establish the same retention capacity as the original design. The 3 openings in the East patio are larger multiglide sliders – Fleetwood and the configutaion shown below.

002A	9' - 0"	7' - 0"	0' - 0 3/4"	7' - 0 1/2"	9' - 1"	ANNOD ALUM	ALUM	BY MFR	Sliding Glass Wall - PXXXXP Configuration
002B	9' - 0"	7' - 0"	0' - 0 3/4"	7' - 0 1/2"	9' - 1"	ANNOD ALUM	ALUM	BY MFR	Sliding Glass Wall - PXXXXP Configuration
002C	9' - 0"	7' - 0"	0' - 0 3/4"	7' - 0 1/2"	9' - 1"	ANNOD ALUM	ALUM	BY MFR	Sliding Glass Wall - PXXXXP Configuration

Proposed exterior materials are shown on sheet G5 Exterior Finishes

General Scope of work:

- Remodel – Old existing Majerle's Sports Grille
- New interior construction scope
  - Kitchen would add a hot line in front of the current hot line. The existing hot line would become the back prep line. This would push the kitchen food pass forward where they are currently showing a server area.
  - The bar area would adjust slightly. As we will add the BYO Margarita area to the bar facing the new entrance.
  - No change at bathrooms
- New Exterior scope
  - Enlarge Patio space (see red one on attached image below)
  - Exterior Facelift – TBD, no structural anticipated
  - Kitchen equipment layout / cutsheets will be provided by kitchen designer

APN: 301-65-891B
OWNER:
PROPERTY ADDRESS: 3095 West Chandler Blvd, Chandler, AZ 85226
LEGAL DESCRIPTION:

SITE INFORMATION

APN: 301-65-891B
OWNER:
PROPERTY ADDRESS: 3095 West Chandler Blvd, Chandler, AZ 85226
LEGAL DESCRIPTION:

ZONING: PAD (PLANNED AREA DEVELOPMENT DISTRICT)
LOT SIZE: 342,538 SF (7.862 AC)
SUBDIVISION:
CONSTRUCTION YEAR

RESTAURANT

BUILDING HEIGHT:
ALLOWED: 36'-0"
PROVIDED: 24'-0"
CONSTRUCTION TYPE: V-B (FULLY SPRINKLERED)
OCCUPANCY: A-3 (RESTAURANT)

EXISTING PARKING DATA:
UNCHANGED

SITE STANDARD NOTES

1. ALL SITE IMPROVEMENTS, INCLUDING LANDSCAPE AND SITE CLEANUP, MUST BE COMPLETED PRIOR TO CERTIFICATE OF OCCUPANCY FOR ANY BUILDING WITHIN A PHASE.

2. NO OBSTRUCTIONS TO VIEW SHALL BE ERECTED, CONSTRUCTED OR PARKED WITHIN THE SIGHT VISIBILITY AREA. ALL TREES WITHIN THE LINE OF SIGHT WILL MAINTAIN A CANOPY HEIGHT ABOVE 6' CURB ELEVATION, ALL SHRUBS IN THIS AREA MAY NOT REACH A MATURE HEIGHT OVER 24".

3. ALL PLANT MATERIALS ARE GUARANTEED FOR A MINIMUM PERIOD OF SIXTY (60) DAYS FROM THE DATE OF FINAL APPROVAL BY THE CITY. ANY PLANT MATERIALS, WHICH ARE NOT APPROVED BY THE CITY PRIOR TO OCTOBER 1 OF THE CALENDAR YEAR IN WHICH THEY ARE INSTALLED, SHALL BE FURTHER GUARANTEED UNTIL MAY 20 OF THE FOLLOWING CALENDAR YEAR.

4. TREES, SHRUBS, VINES, GROUND COVER AND TURF THAT HAVE TO BE REPLACED UNDER TERMS OF THE GUARANTEE, SHALL BE GUARANTEED FOR AN ADDITIONAL 60 DAYS FROM THE DATE OF REPLACEMENT.

5. ALL PLANT MATERIALS MUST BE MAINTAINED IN HEALTH AND VIGOR AND BE ALLOWED TO ATTAIN NATURAL SIZE AND SHAPE IN ACCORDANCE WITH THE ORIGINALLY APPROVED LANDSCAPE PLAN. SEE SECTION 1902 (6)(H).

6. PARKING LOT TREES MUST HAVE A MINIMUM CLEAR CANOPY DISTANCE OF 5'. SEE SECTION 1903(6)(C)(4).

7. ALL LANDSCAPE AREAS SHALL BE GRADED SO THAT FINISHED GRADE SURFACES OF ALL NONLIVING MATERIALS (I.E. DECOMPOSED GRANITE, CRUSHED ROCK, MULCH, ETC.) ARE ONE AND ONE HALF (1 1/2) INCHES BELOW CONCRETE OR OTHER PAVED SURFACES. SEE SECTION 1903(6)(C)(11), ZONING CODE.

8. TREES MUST BE PLACED A MINIMUM OF 5' FROM SIDEWALKS AND PUBLIC ACCESS-WAYS. SHRUBS MUST BE, AT MATURITY, 3' FROM ALL SIDES OF A FIRE HYDRANT, PIV OR FDC. SEE SECTION 1903(6)(J)(1), ZONING CODE.

9. ALL LANDSCAPING SHALL BE MAINTAINED BY THE LANDOWNER OR THE LESSOR IN COMPLIANCE WITH THE ZONING CODE. SEE SECTION 1903(6)(H), ZONING CODE.

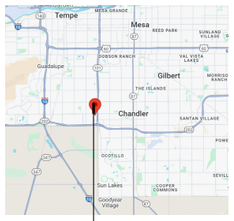
10.THERE SHALL BE NO OBSTRUCTION OF SITE SIGNAGE BY LANDSCAPE PLANT MATERIAL AND THAT SUCH MUST BE RELOCATED AND/OR CORRECTED BEFORE THE FIELD INSPECTION WILL ACCEPT/PASS THE SIGN IN THE FIELD OR ISSUE A CERTIFICATE OF OCCUPANCY FOR A PROJECT.

11.ALL TRANSFORMER BOXES, METER PANELS AND ELECTRIC EQUIPMENT, BACKFLOW DEVICES OR ANY OTHER UTILITY EQUIPMENT NOT ABLE OR REQUIRED TO BE SCREENED BY LANDSCAPE OR WALLS, SHALL BE PAINTED TO MATCH THE ADJACENT BUILDING OR WALL COLOR.

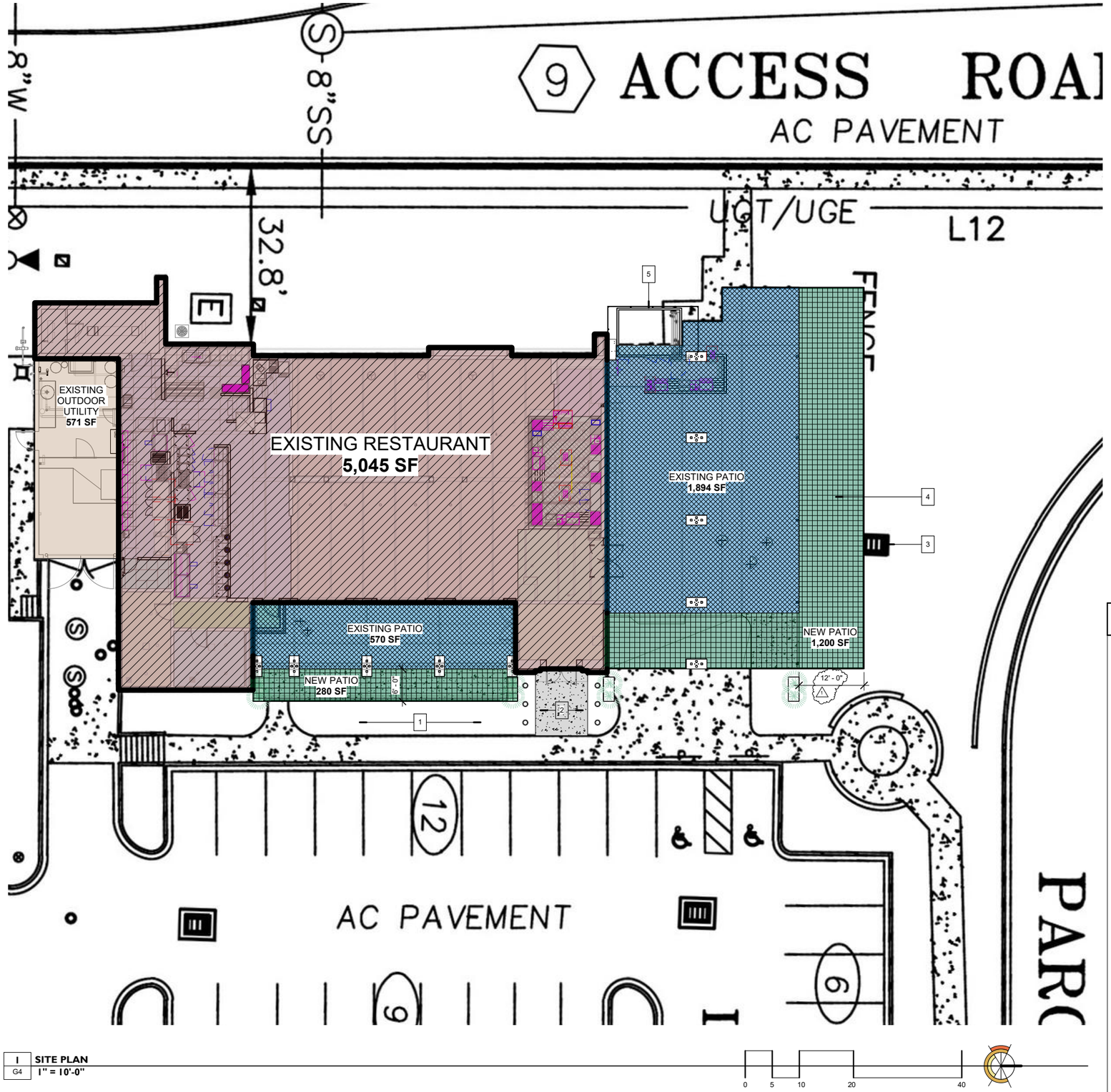
12.ALL WALLS OVER 7' IN HEIGHT, SITE LIGHTING, SIGNAGE, RAMADAS AND SHADE STRUCTURES REQUIRE SEPARATE SUBMITTAL AND PERMITS.

13. ALL EXTERNAL LIGHTING SHALL BE LOCATED AND DESIGNED TO PREVENT RAYS FROM BEING DIRECTED OFF OF THE PROPERTY UPON WHICH THE LIGHTING IS LOCATED

VICINITY



3095 West Chandler Blvd,
Chandler, AZ 85226



I SITE PLAN
G4 1" = 10'-0"

0 5 10 20 40

KEYNOTES

1. MODIFY EXISTING RETENTION AREA AS REQUIRED TO PROVIDE SAME LEVEL OF RETENTION AS ORIGINAL DESIGN AFTER EXTENSION OF PATIO HARDSCAPE.
2. NEW SIDEWALK
3. EXISTING DRAINAGE GRATE AND RIP RAP - EXISTING TO REMAIN.
4. EXTENDED DECK TO NORTH TO BE CREATED AS SLAB ON GRADE (ADA ACCESSIBLE, SEE G5 FOR MORE INFORMATION) - SEE G&D FOR MORE INFORMATION
5. EXTERIOR WALK IN - SCREEN WALL PROVIDED, SEE ELEVATION SHEETS FOR MORE INFORMATION

GENERAL NOTES

1 - INFORMATION TAKEN FROM FITCH ADD APPROVED SITE PLAN, 11/16/2001

FIRE NOTES

1. New and existing buildings shall be provided with *approved* address identification. The address identification shall be legible and placed in a position that is visible from the street or road fronting the property. (IFC 505.1)
2. Addressing shall be in accordance with City Standards. (*FD151*)
3. Address numbers shall contrast with their background.
4. Where required by the *fire code official*, address numbers shall be provided in additional approved locations to facilitate emergency response.
5. Where access is by means of a private road and the building cannot be viewed from the public way, a monument, pole, or other means shall be used to identify the structure.
6. Address numbers shall be maintained at all times.
7. Trees, when fully mature, shall not encroach on the fire lanes or cover any required addressing.
8. Where access to or within a structure or an area is restricted because of secured openings or where immediate access is necessary for life-saving or firefighting purposes, the *fire code official* is authorized to require a key box to be installed in an approved location. The key box shall contain keys to gain necessary access as required by the *fire code official*.
   A. Buildings designed to use a "key fob" system shall also install a numeric keypad at the entrance of at least one door.
9. The key box is to be visible and readily accessible from the front entrance of the building.
10. A 2nd key box shall be installed at the riser room door if it is remote form the front door.
11. Additional key box(s) may be required for large buildings.
12. The top of the key box to be located no more than six (6) feet high on the wall and no lower than four (4) feet from the finished grade.
13. Chandler Fire Department requires one grand master key for the building that will open all the doors, including the Fire Sprinkler Riser Room and the Fire Alarm Room. If there are multiple tenants, multiple grand master keys are required.
14. The key box shall be large enough to hold the number of keys required for the building. Where electronic swipe fobs/cards are used in addition to the required grand master key, the key box shall be large enough to hold all key swipe fobs/cards and keys for the building or multiple boxes at the entrance may be required.
15. A red identification sticker will be applied to the main entrance door.
16. The Operator of the building shall immediately notify the Chandler Fire Department at 480-782-2120 and provide the new key when a lock is changed or rekeyed.
17. Key box(s) may be obtained by going to www.knoxbox.com (enter Chandler when asked for the city).

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Phoenix, AZ 85012
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www.resetstudios.com

REGISTERED ARCHITECT
33968
GEORGE GABRIEL CATONE
24 MAY 2024
Date Signed
ARIZONA, U.S.A.

stamp

EXPIRES 30 SEP 2026

PERMIT REVIEW

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Chandler, AZ 85226

TENANT IMPROVEMENT

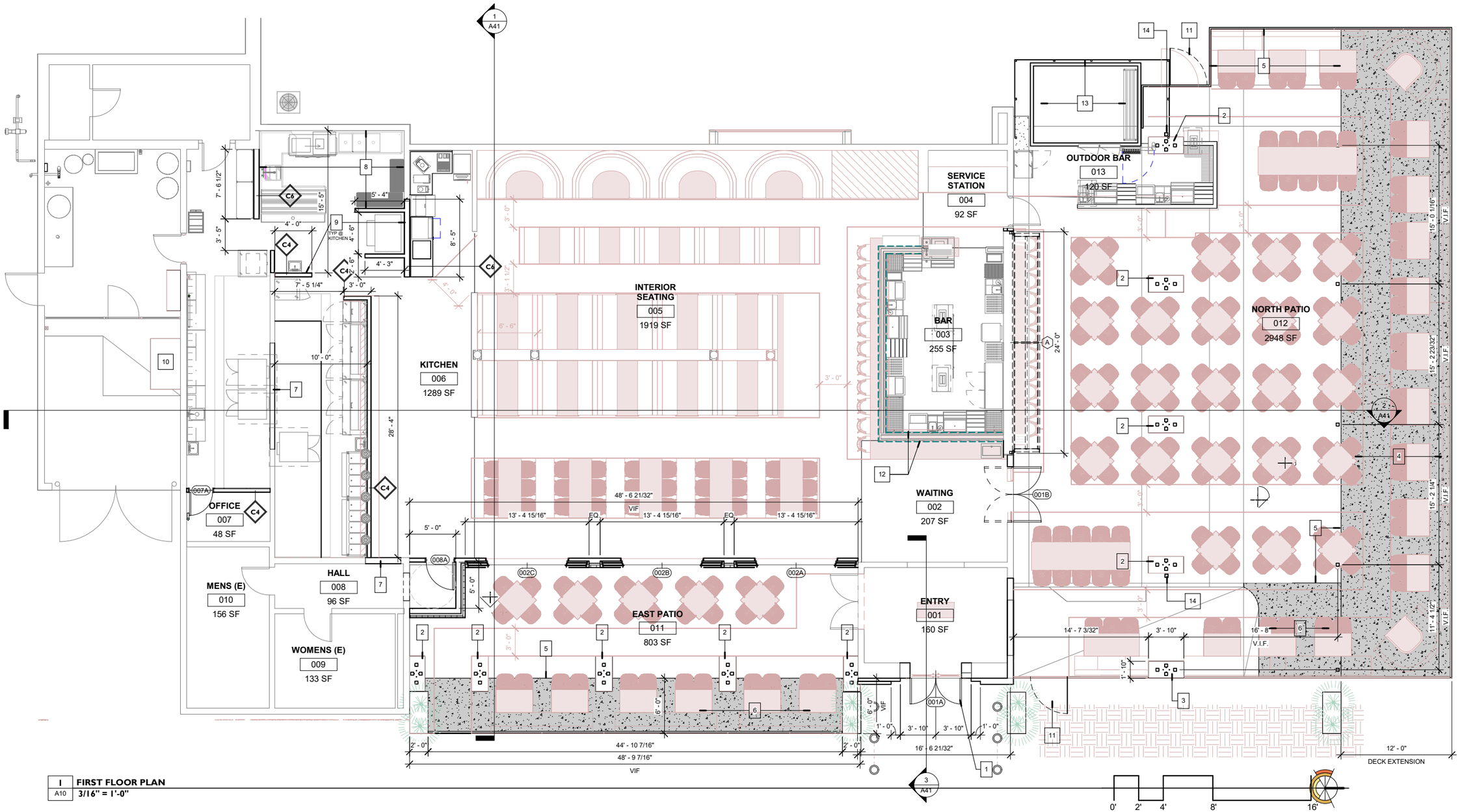
Mexicano Chandler

Revision Schedule	
Description	**Date**
Revision 1	Date 1
Plan Review	02/29/24
Plan Review	03/01/24
Plan Review	03/06/24
ADMIN DR	03/08/24
PATIO EXTEN	03/12/24
WALK IN	03/15/24
DEMO	04/19/24
PERMIT	05/24/24
ADR REV1	05/29/24

SITE PLAN

G4

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I FIRST FLOOR PLAN
A10 3/16" = 1'-0"

KEYNOTES

1. NEW ENTRY LOCATION - UPDATED FACINGS
2. REUSE COLUMN BASES FOR NEW SHADE STRUCTURE, TYPICAL
3. NEW COLUMN BASE FOR NEW SHADE STRUCTURE, MATCH EXISTING HEIGHT, MATCH NEW FACNG
4. PERVIOUS DECK EXTENSION - STEEL GRATING ALLOWING DRAINAGE TO EXISTING SYSTEMS - NO ADDITIONAL LOAD TO BASIN.
5. LINE OF EXISTING DECK
6. NEW CONCRETE POUR - DECK EXTENSION. FINAL FINISH TBD, MATCH EXISTING FINISHES.
7. INFIL EXISTING WALL - MATCH THICKNESS
8. PROVIDE FULL HEIGHT STANLESS STEEL WALL PANELS AT ENTIRE DISHWASH AREA, TYP.
9. PROVIDE FULL WOOD BACKING AT ALL KITCHEN WALL, TYP.
10. EXISTING SES
11. NEW PATIO GATE.
12. LED LIGHTS - 2700K TAPE LIGHT 2.2W/FT IN EXTRUSION. COORDINATE FINAL PLACEMENT IN FIELD WITH OWNER
13. OUTDOOR WALK IN COOLER - CUSTOM SCREEN
14. 4" DOWNSPOUT - RUN TO DRAINAGE RETENTION AREA

GENERAL NOTES

1. PROVIDE SHOP DRAWINGS FOR BAR. OWNER / ARCHITECT APPROVAL OF BAR REQUIRED PRIOR TO FABRICATION

HEALTH DEPT.

1. FLOOR AND COVED BASE IN KITCHEN AREAS TO BE DURABLE, LIGHT COLORED, SMOOTH, NON-ABSORBENT AND EASILY CLEANABLE.

2. WALLS AND CEILING IN KITCHEN AREAS TO BE DURABLE, LIGHT COLORED, SMOOTH, NON-ABSORBENT AND EASILY CLEANABLE.

3. T-BAR CEILINGS IN KITCHEN AREAS TO BE 2 X 4 LAY-IN WITH WASHABLE MYLAR COATED PANELS.

4. ALL EQUIPMENT AND INSTALLATIONS TO MEET NATIONAL SANITATION FOUNDATION (NSF) STANDARDS OR EQUIVALENT.

5. ALL EXTERIOR DOORS FROM KITCHEN AREAS TO OPEN OUTWARD AND BE SELF CLOSING.

6. A MINIMUM OF 20 FOOT CANDLES OF LIGHT MEASURES 30" ABOVE FINISHED FLOOR TO BE PROVIDED IN ALL KITCHEN AREAS, INCLUDING FOOD PREP, DISHWASHING, AND DURING GENERAL CLEANUP.

7. LIGHT FIXTURES IN FOOD PREP AREAS, STORAGE, AND CLEANUP AREAS TO BE OF SHATTERPROOF CONSTRUCTION OR PROTECTED WITH SHATTERPROOF SHIELDS.

8. ALL SINKS AND LAVATORIES IN KITCHEN AREAS TO BE SUPPLIED WITH HOT (MIN. 120 DEGREES FAHRENHEIT) AND COLD RUNNING WATER UNDER PRESSURE WITH A COMBINATION FAUCET.

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REGISTERED ARCHITECT
33966
GEORGE GABRIEL CATONE
24 MAY 2024
Date Signed
ARIZONA, U.S.A.

stamp
EXPIRES 30 SEP 2026

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TENANT IMPROVEMENT

Mexicano Chandler

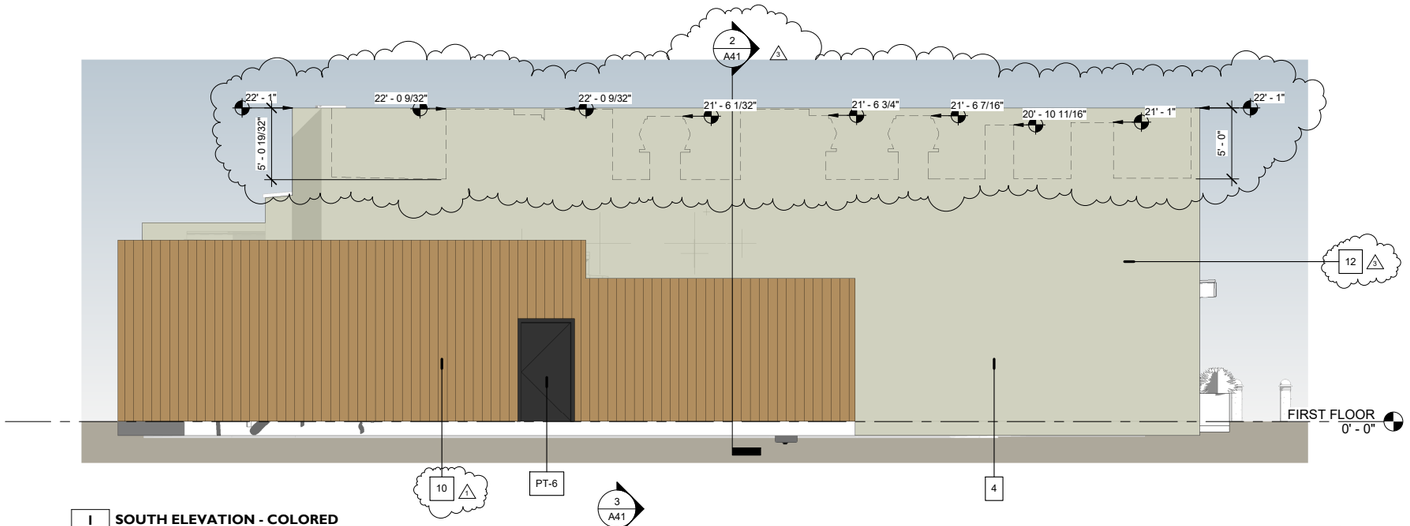
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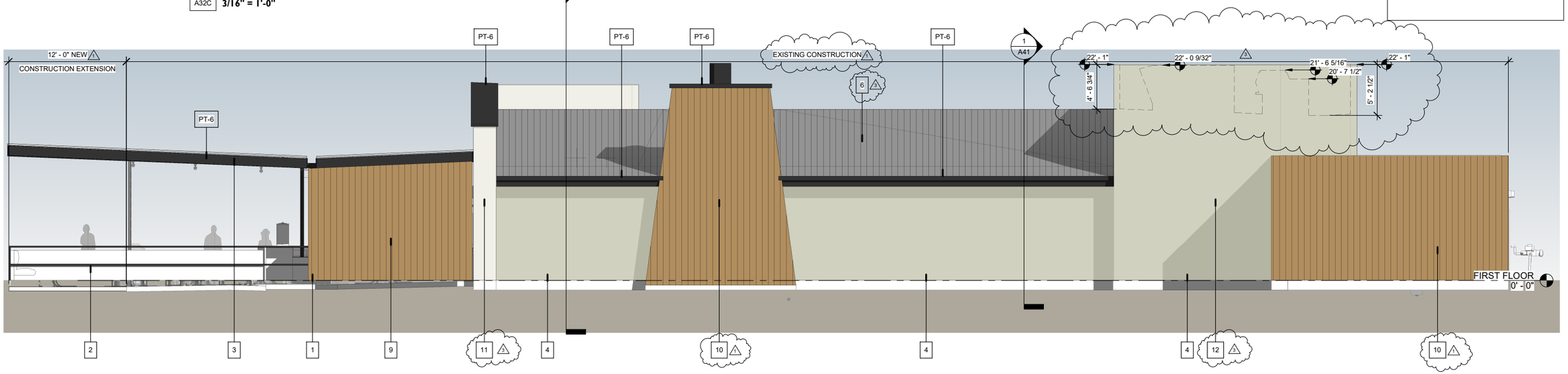
FLOOR PLAN

A10

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1 SOUTH ELEVATION - COLORED
A32C **3/16" = 1'-0"**



2 WEST ELEVATION - COLORED
A32C **3/16" = 1'-0"**

CHANDLER NOTES

1. All roof mounted mechanical equipment shall be fully screened by parapet walls equal to, or greater than, the highest point on the mechanical equipment.

2. Solid masonry walls and gates equal to, or greater than, the highest point on the mechanical equipment shall screen all ground-mounted mechanical equipment.

3. Any roof access ladders shall be located inside the building. Roof drainage shall utilize interior roof drains or be architecturally integrated into the building design. Architecturally integrated roof drains shall require additional articulation beyond paint accents. Section 35-1902 (8)(e)(15), Zoning Code.

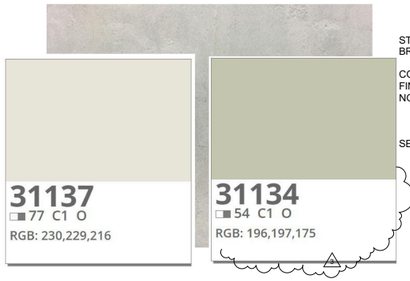
4. Screening shall be architecturally integrated for the Service Entrance Section (SES) and all utilities. All ground mounted equipment shall be screened from public view by a concrete or masonry wall with solid gates, equal to or greater In height than the mechanical equipment. Section 35-1902 (8)(e)13, Zoning Code.

5. Signs require a separate submittal and permit.

KEYNOTES

1	CORTEN STEEL WRAPS AT EXISITNG COLUMN BASE
2	PATIO RAILING - PAINTED, PT-6, TYP
3	NEW STEEL SHADE PATIO STRUCTURE - PAINTED, PT-6, TYP
4	STUCCO - SEE G5. REMOVE EXISTING FAILING FINISHES AND PREP FOR NEW FINISHES
5	PLANTER BOX
6	EXISTING METAL ROOFING - PAINT PT-5
7	SIGNAGE - NIC
8	EXTERIOR WALK IN - (BEHIND SCREEN WALL)
9	SOLID SCREEN WALL - METAL PANEL WRAP
10	METAL PANEL - SEE G5 FOR COLOR AND FINISH. REMOVE EXISTING FAILING FINISHES AND PREP FOR NEW PANEL INSTALLATION
11	STUCCO COLOR 1
12	STUCCO COLOR 2

EXTERIOR STUCCO (OR EQUAL - PROVIDE SAMPLE)



STUCCO: CEMENTITOUS
BRAND: STO POWERWALL CI (OR EQUAL)

COLOR: STO 16004
FINISH: **STUCCO COLOR 1** - 31137, ENTRY AND PATIO WALL
NORTH **STUCCO COLOR 2** - 31134, WEST SIDE AND KITCHEN

SEALER: OMEGA AKROTIQUE PIGMENTED ACRYLIC SEALER (OR EQUAL)

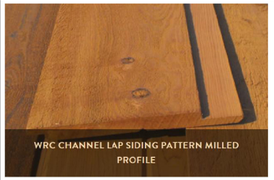
AkroTique is a pigmented acrylic sealer designed to create a rustic, mottled finish similar to the timeless beauty of century old plaster. AkroTique offers an "Old World" look that does not take a lifetime to create.

AkroTique is used as an antique stain and/or sealer over acrylic-based, lime-based or cement-based finishes.

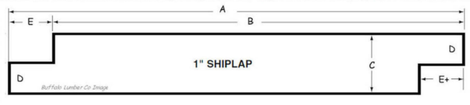
METAL WALL PANEL



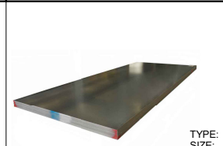
EXTERIOR WOOD AT ENTRY FEATURE

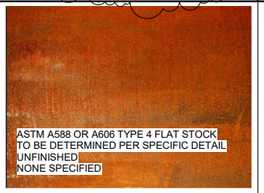


TYPE: CEDAR SHIP LAP SIDING
MFR: BUFFALO LUMBER CO. OR EQUAL
SIZE: 1 X 6
FINISH: SEALED



CORTEN STEEL SHEETS -SCREEN WALL





TYPE: ASTM A588 OR A606 TYPE 4 FLAT STOCK
SIZE: TO BE DETERMINED PER SPECIFIC DETAIL
FINISH: UNFINISHED
SEALER: NONE SPECIFIED

ASTM A588 covers high-strength low-alloy structural steel shapes, plates, and bars for welded, riveted, or bolted construction but intended primarily for use in welded bridges and buildings where savings in weight or added durability are important. The atmospheric corrosion resistance of this steel in most environments is substantially better than that of carbon structural steels with or without copper addition.
When properly exposed to the atmosphere, this steel is suitable for many applications in the bare (unpainted) condition. A606-4 is a type of high strength low alloy steel that is known for its rusted appearance. It's popular because it can be made into metal panels and has a rusted appearance. Corten flat sheets will not arrive pre-rusted. Weathering steel will rust naturally when exposed to the weather.

PAINT COLORS

PT-5
AFTER THE STORM
PPG1036-4
EXISTING METAL ROOFING

PT-6
STARLESS SKY
PPG0995-7
EXTERIOR STEEL DETAILING

RESET STUDIOS

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REGISTERED ARCHITECT
33988
GEORGE GABRIEL CATONE
24 MAY 2024
Date Signed
ARIZONA, U.S.A.
stamp
EXPIRES 30 SEP 2026

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TENANT IMPROVEMENT

Mexicano Chandler

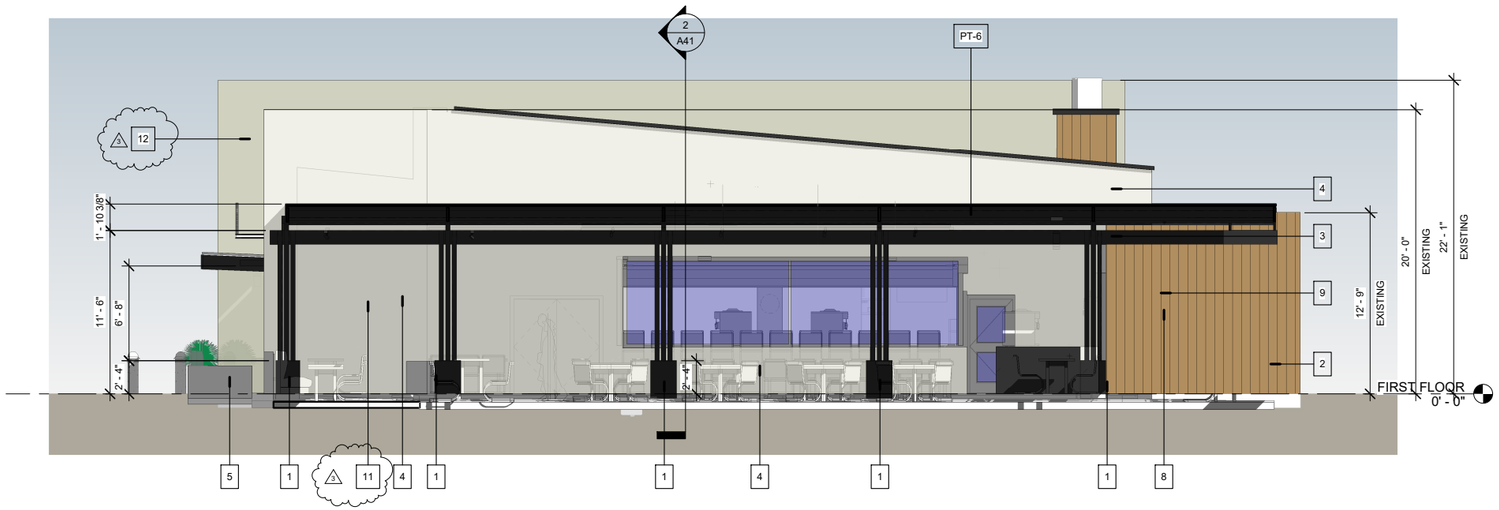
Revision Schedule

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ADR REV1	05/29/24
PERMIT REV1	06/28/24
ADR REV2	06/28/24
ADR REV3	07/19/24
ADR REV4	09/04/24

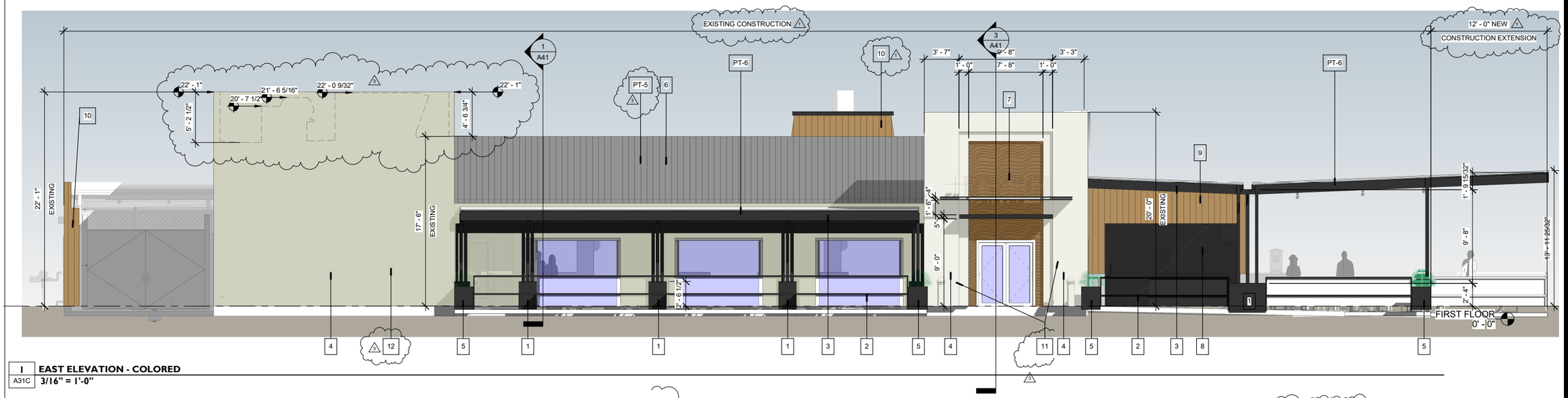
EXTERIOR ELEVATIONS - COLORED

A32C

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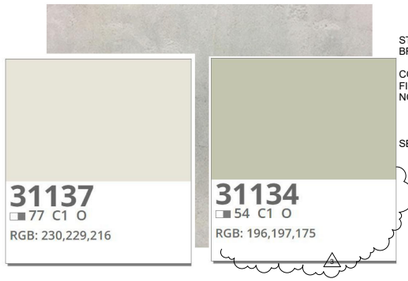


2 A31C **NORTH ELEVATION - COLORED**
3/16" = 1'-0"



1 A31C **EAST ELEVATION - COLORED**
3/16" = 1'-0"

EXTERIOR STUCCO (OR EQUAL - PROVIDE SAMPLE)



STUCCO: CEMENTITOUS
BRAND: STO POWERWALL CI (OR EQUAL)

COLOR: STO 16004
FINISH: **STUCCO COLOR 1** - 31137, ENTRY AND PATIO WALL
NORTH **STUCCO COLOR 2** - 31134, WEST SIDE AND KITCHEN

SEALER: OMEGA AKROTIQUE PIGMENTED ACRYLIC SEALER (OR EQUAL)

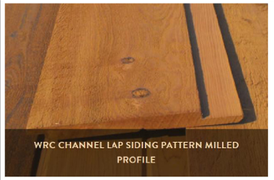
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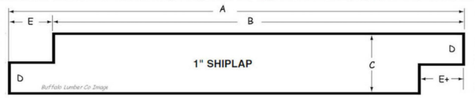
METAL WALL PANEL



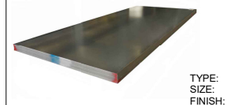
EXTERIOR WOOD AT ENTRY FEATURE

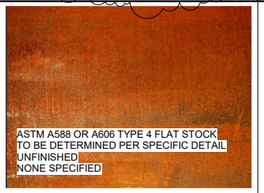


TYPE: CEDAR SHIP LAP SIDING
MFR: BUFFALO LUMBER CO. OR EQUAL
SIZE: 1 X 6
FINISH: SEALED



CORTEN STEEL SHEETS -SCREEN WALL





TYPE:
SIZE:
FINISH: UNFINISHED
SEALER: NONE SPECIFIED

ASTM A588 covers high-strength low-alloy structural steel shapes, plates, and bars for welded, riveted, or bolted construction but intended primarily for use in welded bridges and buildings where savings in weight or added durability are important. The atmospheric corrosion resistance of this steel in most environments is substantially better than that of carbon structural steels with or without copper addition.
When properly exposed to the atmosphere, this steel is suitable for many applications in the bare (unpainted) condition. A606-4 is a type of high strength low alloy steel that is known for its rusted appearance. It's popular because it can be made into metal panels and has a rusted appearance. Corten flat sheets will not arrive pre-rusted. Weathering steel will rust naturally when exposed to the weather.

PAINT COLORS

PT-5
AFTER THE STORM
PPG1036-4
1 EXISTING METAL ROOFING

PT-6
STARLESS SKY
PPG0995-7
2 EXTERIOR STEEL DETAILING

CHANDLER NOTES

1. All roof mounted mechanical equipment shall be fully screened by parapet walls equal to, or greater than, the highest point on the mechanical equipment.

2. Solid masonry walls and gates equal to, or greater than, the highest point on the mechanical equipment shall screen all ground-mounted mechanical equipment.

3. Any roof access ladders shall be located inside the building. Roof drainage shall utilize interior roof drains or be architecturally integrated into the building design. Architecturally integrated roof drains shall require additional articulation beyond paint accents. Section 35-1902 (8)(e)(15), Zoning Code.

4. Screening shall be architecturally integrated for the Service Entrance Section (SES) and all utilities. All ground mounted equipment shall be screened from public view by a concrete or masonry wall with solid gates, equal to or greater In height than the mechanical equipment. Section 35-1902 (8)(e)13, Zoning Code.

5. Signs require a separate submittal and permit.

KEYNOTES

1 PAINTED EXISITNG COLUMN BASE, PT-6
2 PATIO RAILING - PAINTED, PT-6, TYP
3 NEW STEEL SHADE PATIO STRUCTURE - PAINTED, PT-6, TYP
4 STUCCO - SEE G5. REMOVE EXISTING FAILING FINISHES AND PREP FOR NEW FINISHES
5 PLANTER BOX
6 EXISTING METAL ROOFING - PAINT PT-5
7 SIGNAGE - NIC
2 8 EXTERIOR WALK IN - CUSTOM COLOR BLACK. SEE G5 FOR MORE INFO.
2 9 SOLID SCREEN WALL - METAL PANEL WRAP
10 METAL PANEL - SEE G5 FOR COLOR AND FINISH. REMOVE EXISTING FAILING FINISHES AND PREP FOR NEW PANEL INSTALLATION
2 11 STUCCO COLOR 1
2 12 STUCCO COLOR 2

RESET STUDIOS

RESET STUDIOS, L.L.C.
221 East Indianola Avenue
Phoenix, AZ 85012
p. 602.899.1099

www.resetstudios.com

REGISTERED ARCHITECT
33988
GEORGE GABRIEL CATONE
24 MAY 2024
Date Signed
ARIZONA, U.S.A.
stamp
EXPIRES 30 SEP 2026

PERMIT REVIEW

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New Tenant Improvement at:
The Maggiore Group
3095 West Chandler Blvd,
Chandler, AZ 85226

TENANT IMPROVEMENT

Mexicano Chandler

Revision Schedule

Description	Date
Revision 1	Date 1
Plan Review	02/29/24
Plan Review	03/01/24
Plan Review	03/06/24
ADMIN DR	03/08/24
PATIO EXTEN	03/12/24
WALK IN	03/15/24
DEMO	04/19/24
PERMIT	05/24/24
ADR REV1	05/29/24
PERMIT REV1	06/28/24
ADR REV2	06/28/24
ADR REV3	07/19/24
ADR REV4	09/04/24

EXTERIOR ELEVATIONS - COLORED

A31C

These drawings, an unpublished instrument of service of Reset Studios, LLC, and associated authors, is for use on this Project only and is prepared for use in conjunction with the authors' interpretations, observations, decisions, and administration as described in AIA Doc A201, without which desired results can not be obtained. Alteration, reproduction, or use in part or in whole, for other purposes without the authors' expressed written consent may violate Act 17 U.S.C. par. 301 (1991). All rights reserved. 2024 ©

CHANDLER arizona
Community of Innovation

Planning & Zoning Commission Memorandum **Development Services**
Memo No. 24-050

Date:	09/18/2024
To:	Planning and Zoning Commission
Thru:	Kevin Mayo, Zoning Administrator David de la Torre, Planning Manager
From:	Benjamin Cereceres, Planner
Subject:	PLH22-0024 Cornerstone Ranch
Request:	Request Preliminary Development Plan approval for modification to existing signage
Location:	3999 S. Dobson Road, located at the northeast corner of Dobson Road and Ocotillo Road
Applicant:	Shirley Lam, Bootz and Duke Sign Company

Proposed Motion:

Move Planning and Zoning Commission recommend approval of Preliminary Development Plan PLH22-0024 Cornerstone Ranch for modifications to existing signage, subject to the conditions as recommended by Planning staff.

Background Data:

- Subject site is zoned Planned Area Development (PAD) for multi-family development.
- The original signage was approved under the original zoning case in 1999.

Surrounding Land Use Data:

North	PAD for Single-Family Residential	South	Across Ocotillo Road: PAD for Single-Family Residential
East	PAD for Single-Family Residential	West	Across Dobson Road: PAD for Intel Campus

Proposed Business Operations (for Use Permit) or Proposed Development (for PDP)

	Proposed
Type of Signage	(1) Freestanding Sign
Sign Material/Finish	Masonry base with stone and stucco with mounted reverse pan channel letters
Illumination	LED Halo-Illumination

Review and Recommendation:

The site is currently built, and the originally approved signage has been modified over the years. The current request is to add one additional freestanding sign to replace an existing water feature at the intersection of Ocotillo Road and Dobson Road.

In addition, the applicant is proposing an open air ramada and enhanced landscaping to replace the existing water feature. The ramada and freestanding sign will use materials and colors that tie back into the existing development. The two existing monument signs will be enhanced with stacked stone to reflect the development's architecture and to match the proposed sign. The proposed open-air ramada will also have the same design and colors to match another existing ramada on the site.

Staff finds the proposed signage meets the intent of the sign code, is architecturally integrated with the building, and provides an appearance harmonious with the buildings and the other existing signage. For these reasons, staff recommends approval.

Public / Neighborhood Notification

- This request was noticed in accordance with the requirements of the Chandler Zoning Code.
- A neighborhood meeting sign was posted on the site and on social media via NextDoor.
- A neighborhood meeting was held on July 18, 2024, with no one in attendance besides the applicant.
- As of the writing of this memo, Planning staff is not aware of any opposition to th request.

Recommended Conditions of Approval

Planning staff recommends Planning and Zoning Commission move to recommend approval of the Preliminary Development Plan, subject to the following conditions:

1. Signage shall be in substantial conformance with the Comprehensive Sign Plan kept on file in the City of Chandler Planning Division, File No. PLH22-0024, modified by such conditions included at the time the exhibit was approved by the Chandler City Council and/or as thereafter amended, modified or supplemented by the Chandler City Council.

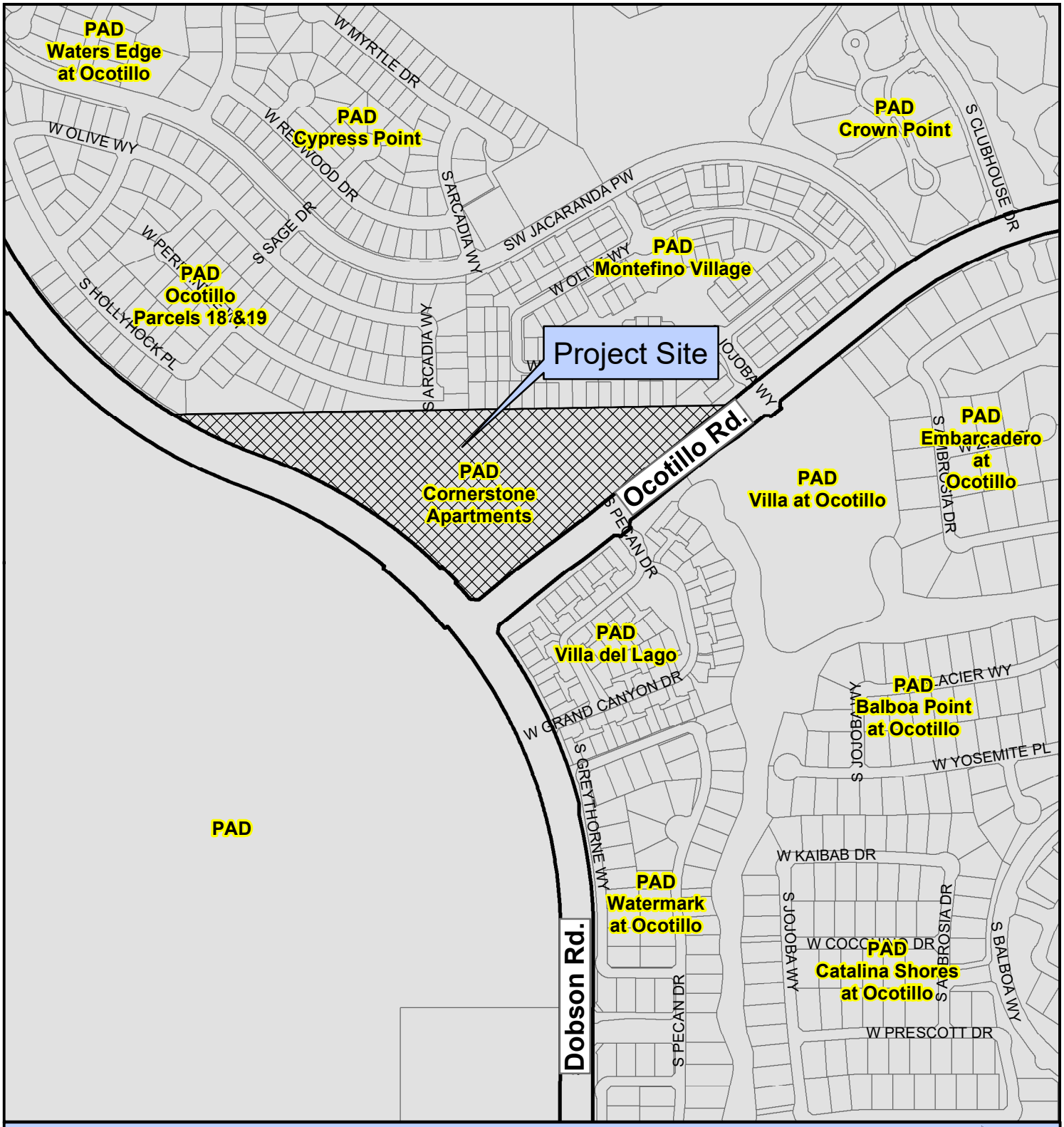
2. Signs shall be designated in coordination with landscape plans, planting materials, storm water retention requirements, and utility pedestals, so as not to create problems with sign visibility or prompt the removal of required landscape materials.

Attachments

Vicinity Maps

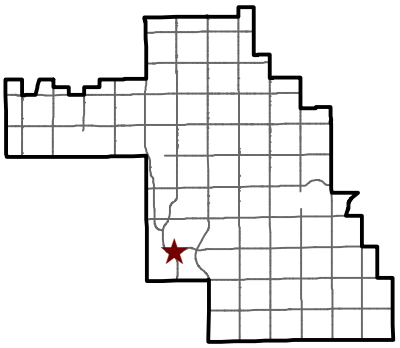
Narrative

Comprehensive Sign Program



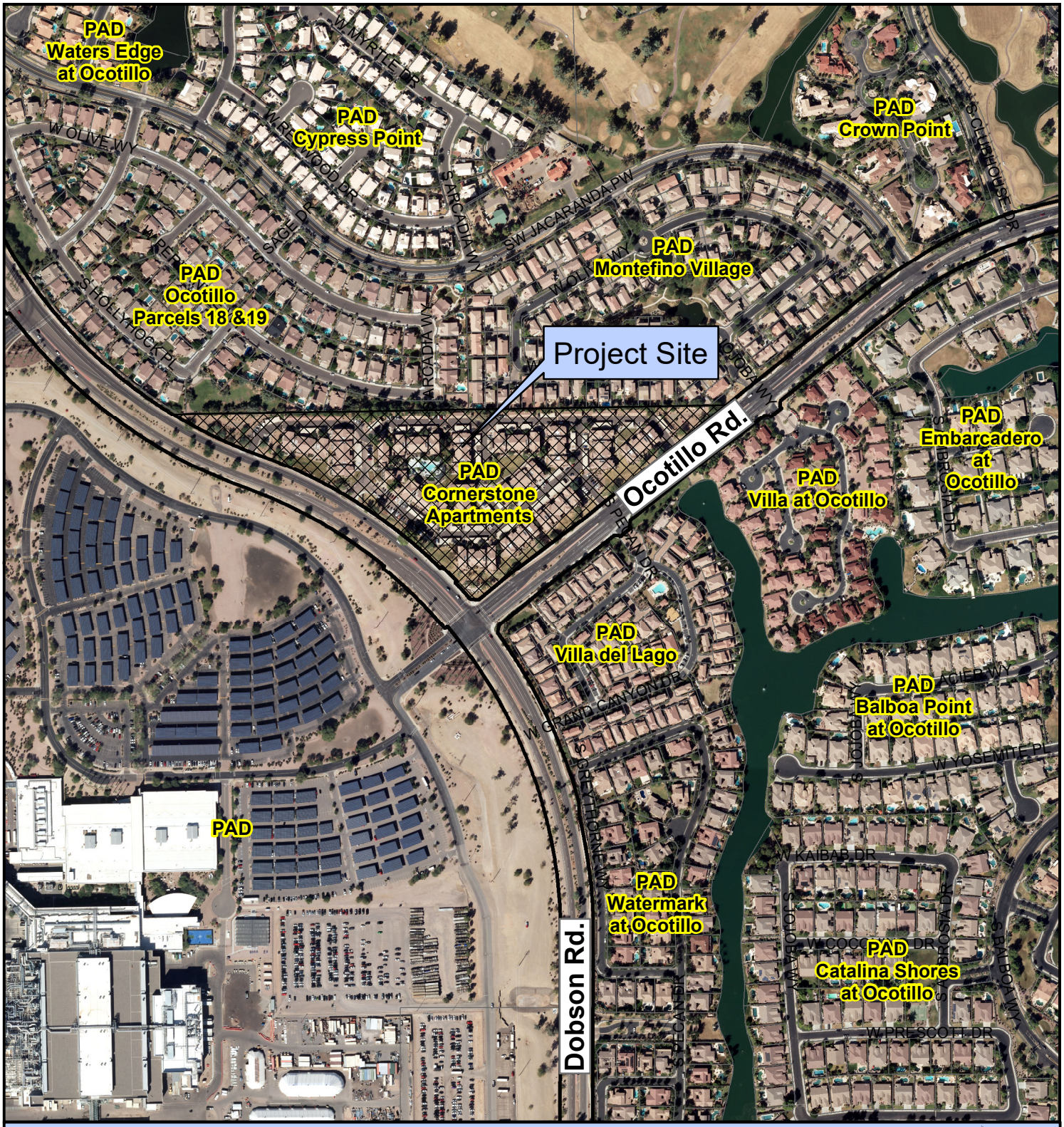
PLH22-0024 Cornerstone Ranch

Project Details
3999 S. Dobson Rd.
Preliminary Development Plan to amend signage



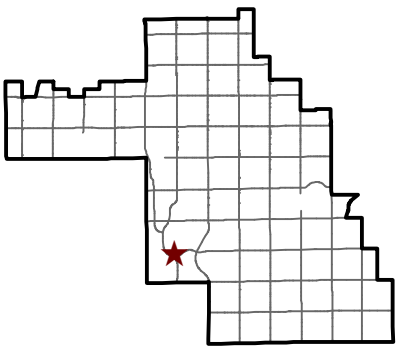
CHANDLER arizona

City of Chandler Planning Division
chandleraz.gov/planning
For more information visit:
https://gis.chandleraz.gov/planning



PLH22-0024 Cornerstone Ranch

Project Details
3999 S. Dobson Rd.
Preliminary Development Plan to amend signage



CHANDLER arizona

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Cornerstone Ranch Narrative

Property:	Cornerstone Ranch
Location:	3999 S. Dobson Rd.
Property Size:	14.95 Acres
Buildings:	42 multi-family/office buildings on site
Total Frontage:	1,281' along S. Dobson Road, 754' along W. Ocotillo Road
Total Driveways:	4 Driveways, 2 on S. Dobson Rd and 2 on W. Ocotillo Road

Sign Request Details:

The proposed sign is a standard reverse pan halo sign with white LED illuminated letters. There will be no face illumination and the signage will provide a subtle halo illuminated effect complimentary to residential communities. See the attached sign details page 4 for night-time views. We are requesting an identical set of letters for the permitted wall across the northward drive which is already in place on the site to match recently approved and installed entry signage to identify project for the public traveling north on Dobson.

Code Review:

The following Chandler Sign Code sections define and provide regulations and standards that would be relevant for our PDP submittal. All project related comments are imbedded within the Sign Code Text below to demonstrate how this PDP request is appropriate for this project.

<u>39-7-6 Design and Integration.</u> All permanent signs shall be fully integrated with the design of the building and the site development, reflecting the architecture, building materials, and landscape elements of the project.

A. Shall be achieved through replication of architectural embellishments, color, building materials, texture, and other elements.

    a. *The proposed letters for the existing northward wall are the same as the existing letters and lighting for the southward wall sign. Both the wall structures and signage has been designed to complement the existing buildings and landscaping on site. * See the attached landscape plan.*

B. Integration shall also include the use of sign graphics that are consistent in terms of letting, style, color, and method of attachment as used for wall-mounted signage.

    a. *Signage is consistent (exactly the same) as the other wall mounted signage*.

C. Each unused panel on a freestanding monument sign shall have an integrated or decorative cover until said panel is utilized.

    a. *The current unused panel wall, once approved in this PDP process will be better integrated into the site's overall plan than it currently stands as empty.*

D. Signs shall not exceed height standards set forth in Section 39.9.16.

    a. *The total sign height for the lettering is 4.67 feet which meets Chandler's Sign Code Section 39.9.16.*

E. Sign shall be located within the limits of the occupied space.

    a. *The proposed sign will be mounted on an existing wall which is within the limits of the occupied space.*

F. Raceways shall be mounted behind letters only to match the building.

    a. *The proposed sign is a Halo-Illuminated Reverse Pan Channel Letter sign.*

G. No wires can be visible – *a. No wires will be visible.*

H. Sign must coordinate with landscape plans, storm water, utilities, and not create problems with visibility.

    a. *See attached landscape plan for the existing wall and proposed signage.*

I. Signs shall not exceed 80% of the length of the leased frontage or 80% of the length of the sign band

    a. *The sign will not exceed 80% of the leased frontage or length of the sign band.*

<u>39.7.8. Location restriction for all signs.</u>

A. Clearance from fire escapes, exits, standpipes. No sign shall interfere with ingress or egress of any exit required by Building Code or Fire Department regulations.

    a. *The existing wall locations have been approved by the City of Chandler and constructed.*

B. Vehicular and pedestrian traffic safety. No sign shall obstruct traffic by obstructing the vision of motorists as determined by the Traffic Engineer. No sign shall obstruct minimum pedestrian clearance required by Americans with Disabilities Act or as required by this chapter, whichever is greater.

    a. *The proposed sign on the northward existing wall will not obstruct traffic or clearance for pedestrians.*

C. Signs on public property. No sign shall be erected on or over public property.

    a. *Northward wall and sign are not on public property.*

39.9.2 Multiple-family development.

A. The total permanent sign area allowed, including wall signs and freestanding signs, is one square foot for each dwelling unit. However, in no instance shall the total sign area exceed 60 square feet, with no more than 32 square feet fronting on any 1 street.

    a. *The owners of Cornerstone Apartments are requesting that their property be allowed to have two (2) 32 square foot signs both will face S. Dobson Road.*

    The site is 14.95 acres is size. Has 42 total buildings with 1,281 linear feet of frontage on S. Dobson and 754' linear feet along W. Ocotillo Road with only 4 entrances/exits from the site.

    Given, the site's odd triangular shaped parcel, density of buildings, and intensity (2-lane divided arterial) and limited turn lane access on and off S. Dobson Road, it is very important that proper signage been in place so that the public traveling north can safely identify the property turn into the development.

    It is for these reasons that we are requesting a PDP to allow both signs along S. Dobson Road. Each sign is 32 square feet for a total of 64 square feet of signage along a frontage road length of 1,281 feet for the entire property.

B. For other permitted buildings, the sign area permitted shall not exceed 32 square feet.

    a. *We are not requesting building signage but would potentially have 10 buildings that could "face" S. Dobson Road.*

C. Sign shall not be illuminated, except by indirect lighting or halo lighting.

    a. *Proposed signage is halo lighting only.*

D. A sign permit shall be required.

    a. *A sign permit will be submitted prior to installation, if the PDP is approved.*

PLH22-0024 Cornerstone Ranch

Comprehensive Sign Program

SITE MAP

NOT TO SCALE

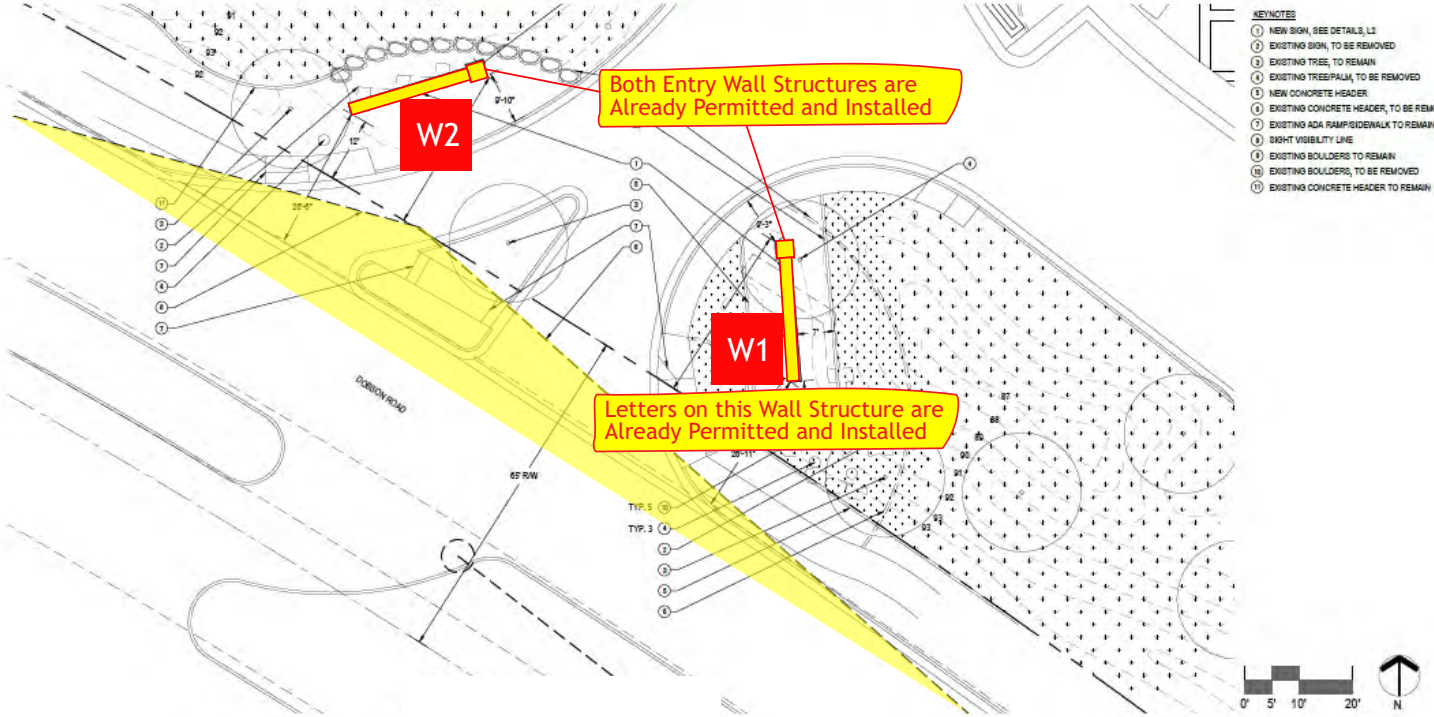


DESIGN # 220902-05	CORNERSTONE RANCH			Page: 1
CUSTOMER	CORNERSTONE RANCH	REVISION #	Approved by: Date:	BOOTZ & DUKE Signs
ADDRESS	3999 S Dobson Rd | Chandler, AZ 85248	REVISION NOTES 4/3/2024 - Added stone veneer to masonry bases of W1-W3	This custom design is the exclusive property of Bootz & Duke Sign Co. of Phx, AZ. It may not be reproduced, copied, or exhibited in any fashion.	2831 W. Weldon Ave. | Phoenix, AZ 85017 (602) 272-9356 www.bootzandduke.com
PROJECT MGR	BRENT VANDEMAN		Electrical Specifications: All Signs Fabricated as per 2017 N.E.C. Specifications	
DESIGNER	E. MADA		This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code. The location of the disconnect switch after installation shall comply with Article 600.6(A)(1) of the National Electrical Code.	UL LISTED
DATE	11/21/23		Engineering Specifications: All Signs Fabricated per A.S.A. Specifications & 2018 I.B.C.	

SITE MAP
NOT TO SCALE



1 PROPERTY SITE MAP
NTS



Page: 2

BOOTZ & DUKE Signs
2831 W. Weldon Ave. | Phoenix, AZ. 85017
(602) 272-9356 www.bootzandduke.com

DESIGN # 220902-05 CORNERSTONE RANCH

Approved by: Date:

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UL LISTED

Engineering Specifications: All Signs Fabricated per A.S.A. Specifications & 2018 I.B.C.

CUSTOMER	CORNERSTONE RANCH
ADDRESS	3999 S Dobson Rd I Chandler, AZ 85248
PROJECT MGR	BRENT VANDEMAN
DESIGNER	E. MADA
DATE	11/21/23

REVISION #	
REVISION NOTES	4/3/2024 - Added stone veneer to masonry bases of W1-W3

(W1) MONUMENT SIGN

0.0 S.F.

MANUFACTURE AND INSTALL ONE (1) NEW LED HALO-ILLUMINATED REVERSE PAN CHANNEL LETTERS ON MONUMENT

SCALE: = NTS

-**NEW** STONE VENEER TO BE ADDED TO BOTH MASONRY BASES, W1 & W2: (highlighted in yellow below)
CENTURION - BUCKS COUNTY DRYSTACK STONE



Page: 3

CORNERSTONE RANCH

DESIGN # 220902-05

CUSTOMER	CORNERSTONE RANCH
ADDRESS	3999 S Dobson Rd I Chandler, AZ 85248
PROJECT MGR	BRENT VANDEMAN
DESIGNER	E. MADA
DATE	11/21/23

REVISION #	REVISION NOTES
	4/3/2024 - Added stone veneer to masonry bases of W1-W3

Approved by: Date:

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Engineering Specifications: All Signs Fabricated per A.S.A. Specifications & 2018 I.B.C.

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(602) 272-9356 www.bootzandduke.com

W1 MONUMENT SIGN

MANUFACTURE AND INSTALL ONE (1) NEW LED HALO-ILLUMINATED REVERSE PAN CHANNEL LETTERS ON MONUMENT

0.0 S.F.

SCALE: NTS

-NEW STONE VENEER TO BE ADDED TO MASONRY BASE:
CENTURION - BUCKS COUNTY DRYSTACK STONE



CURRENT APPEARANCE

SCALE: NTS



PROPOSED APPEARANCE: W1

SCALE: NTS

Page: 4

DESIGN # 220902-05

CORNERSTONE RANCH

CUSTOMER	CORNERSTONE RANCH
ADDRESS	3999 S Dobson Rd I Chandler, AZ 85248
PROJECT MGR	BRENT VANDEMAN
DESIGNER	E. MADA
DATE	11/21/23

REVISION #

REVISION NOTES
4/3/2024 - Added stone veneer to masonry bases of W1-W3

Approved by:

Date:

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The location of the disconnect switch after installation shall comply with Article 600.6(A)(1) of the National Electrical Code.

Engineering Specifications: All Signs Fabricated per A.S.A. Specifications & 2018 I.B.C.

BOOTZ & DUKE
Signs
2831 W. Weldon Ave. | Phoenix, AZ 85017
(602) 272-9356 www.bootzandduke.com

(W2) MANUFACTURE AND INSTALL HALO-ILLUMINATED REVERSE PAN CHANNEL LETTERS

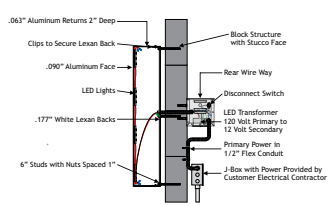
MANUFACTURE AND INSTALL ONE (1) NEW LED HALO-ILLUMINATED REVERSE PAN CHANNEL LETTERS ON MONUMENT

0.0 S.F.

SCALE: 1/4" = 1'-0"

-RETURNS: .063" CLC 2" DEEP / PAINTED SATIN BLACK
-FACES: .090" ALUMINUM / PAINTED SATIN BLACK
-BACKS: 3/16" WHITE LEXAN CLIP MOUNTED TO RETURNS
-ILLUMINATION: WHITE LED
-POWER SUPPLIES: REMOTE IN TRANSFORMER BOX
-INSTALLATION: 1" SPACERS
-MASONRY BASE WITH ADDED STONE VENEER:
CENTURION-BUCKS COUNTY DRYSTACK STONE

LED Halo-Illuminated Reverse Pan Channel Letters



Electrical Specifications

- [X] U.L. Required [ ] Other [ ] Non U.L. Required
- [X] 120 Volts [ ] 277 Volts [ ] Other
- (1) 20 Amp Circuits Necessary 2.5A Actual Amp Load
- All Signs Fabricated as per 2014 N.E.C. Specifications
- Sign(s) to be manufactured to U.L. specifications and will bear the U.L. label(s). Install in accordance of the National Electrical Code.
- This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code or Other Applicable Local Codes.
- The location of the disconnect switch after installation shall comply with Article 600.6(A)(1) of the National Electrical Code.
- All Signs Fabricated per A.S.A. Specifications & 2018 I.B.C.

	Grizzle Gray SW 7068 Light Texture
	Spalding Gray SW 6074 Light Texture
	Perfect Greige SW 6073 Light Texture
	Adobe Integral Sand Finish
	Centurion-Bucks County Drystack Stone

New Letter Set for Existing Wall Structure



Scale: 3/8"=1'-0"

Cornerstone Ranch: 17.71 x 1.67 = 29.58 Sq. Ft.
Luxury Rentals: 5.81 x .5 = 2.91 Sq. Ft.
Total: 32.49 Sq. Ft.

Page: 5

DESIGN # 220902-05 CORNERSTONE RANCH

CUSTOMER	CORNERSTONE RANCH
ADDRESS	3999 S Dobson Rd I Chandler, AZ 85248
PROJECT MGR	BRENT VANDEMAN
DESIGNER	E. MADA
DATE	11/21/23

REVISION #

REVISION NOTES
4/3/2024 - Added stone veneer to masonry bases of W1-W3

Approved by:

Date:

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Electrical Specifications: All Signs Fabricated as per 2017 N.E.C. Specifications

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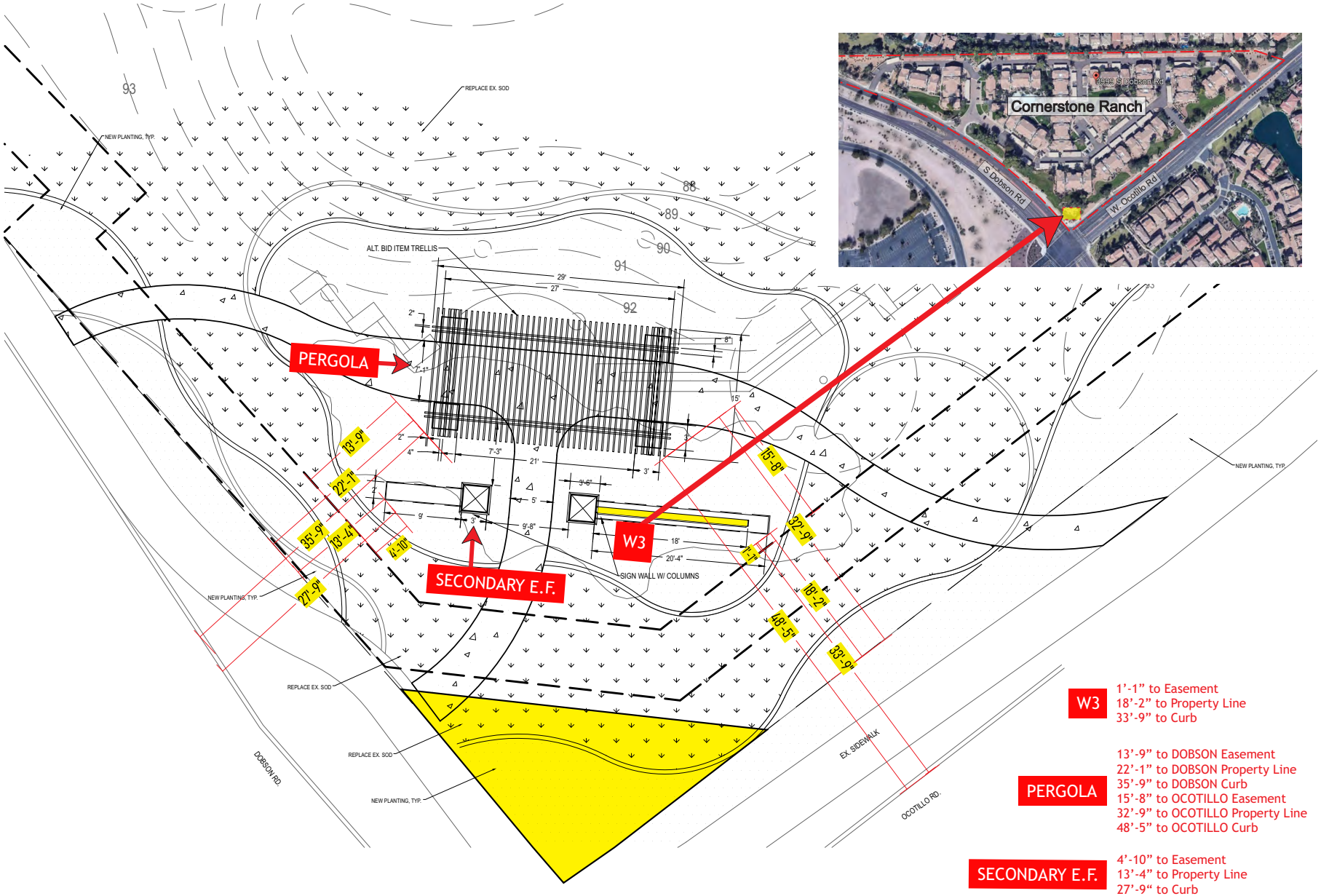
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BOOTZ & DUKE Signs
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(602) 272-9356 www.bootzandduke.com

SITE MAP

SCALE = 3/32" = 1'



W3
1'-1" to Easement
18'-2" to Property Line
33'-9" to Curb

PERGOLA
13'-9" to DOBSON Easement
22'-1" to DOBSON Property Line
35'-9" to DOBSON Curb
15'-8" to OCOTILLO Easement
32'-9" to OCOTILLO Property Line
48'-5" to OCOTILLO Curb

SECONDARY E.F.
4'-10" to Easement
13'-4" to Property Line
27'-9" to Curb

Page: 6

BOOTZ & DUKE Signs
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Approved by: Date:

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The location of the disconnect switch after installation shall comply with Article 600.6(A)(1) of the National Electrical Code.

UL LISTED

Engineering Specifications: All Signs Fabricated per A.S.A. Specifications & 2018 I.B.C.

DESIGN # 220902-05

CORNERSTONE RANCH

CUSTOMER	CORNERSTONE RANCH
ADDRESS	3999 S Dobson Rd I Chandler, AZ 85248
PROJECT MGR	BRENT VANDEMAN
DESIGNER	E. MADA
DATE	11/21/23

REVISION #	REVISION NOTES
	4/3/2024 - Added stone veneer to masonry bases of W1-W3

W3 MONUMENT SIGN:

MANUFACTURE AND INSTALL ONE (1) NEW LED HALO-ILLUMINATED REVERSE PAN CHANNEL LETTERS ON MONUMENT

31.16 S.F.

SCALE: 1/4" = 1'-0"



"Cornerstone Ranch": 197.163" x 20.469"/144 = 28.03 Sq. Ft.
"Luxury Rentals": 69.855" x 6.458"/144 = 3.13 Sq. Ft.
Total: 31.16 Sq. Ft.

DESIGN # 220902-05

CORNERSTONE RANCH

CUSTOMER	CORNERSTONE RANCH
ADDRESS	3999 S Dobson Rd I Chandler, AZ 85248
PROJECT MGR	BRENT VANDEMAN
DESIGNER	E. MADA
DATE	11/21/23

REVISION #

REVISION NOTES
4/3/2024 - Added stone veneer to masonry bases of W1-W3

Approved by:

Date:

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Electrical Specifications: All Signs Fabricated as per 2017 N.E.C. Specifications

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

The location of the disconnect switch after installation shall comply with Article 600.6(A)(1) of the National Electrical Code.

Engineering Specifications: All Signs Fabricated per A.S.A. Specifications & 2018 I.B.C.

BOOTZ & DUKE Signs
2831 W. Weldon Ave. | Phoenix, AZ 85017
(602) 272-9356 www.bootzandduke.com

W3 MONUMENT SIGN:

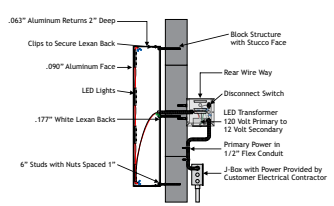
MANUFACTURE AND INSTALL ONE (1) NEW LED HALO-ILLUMINATED REVERSE PAN CHANNEL LETTERS ON MONUMENT

31.16 S.F.

SCALE: 1/4" = 1'-0"

-RETURNS: .063" CLC 2" DEEP / PAINTED SATIN BLACK
-FACES: .090" ALUMINUM / PAINTED SATIN BLACK
-BACKS: 3/16" WHITE LEXAN CLIP MOUNTED TO RETURNS
-ILLUMINATION: WHITE LED
-POWER SUPPLIES: REMOTE IN TRANSFORMER BOX
-INSTALLATION: 1" SPACERS
-MASONRY BASE WITH STONE VENEER:
CENTURION-BUCKS COUNTY DRYSTACK STONE
-STONE VENEER EXTENDS BELOW GRADE 4"

LED Halo-Illuminated Reverse Pan Channel Letters



Electrical Specifications

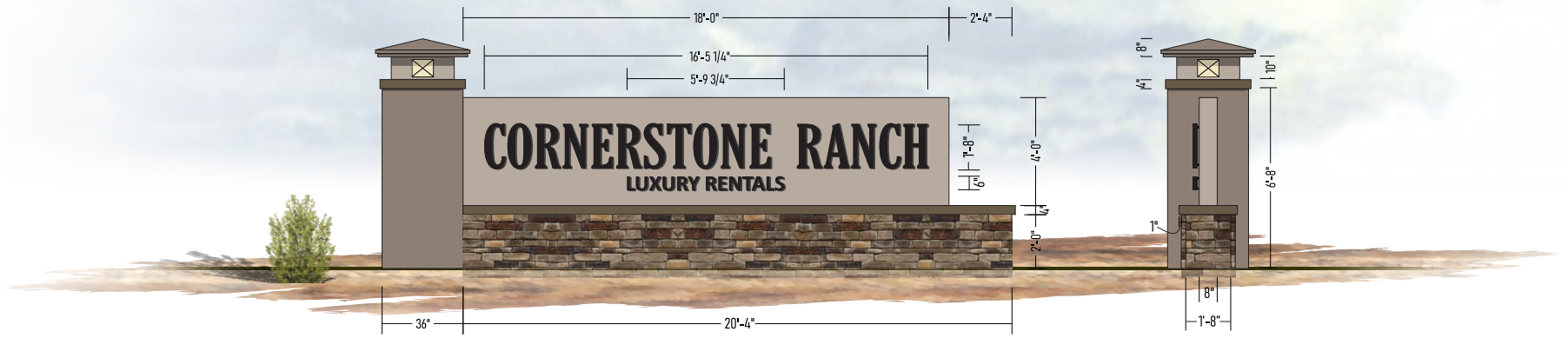
- [x] U.L. Required [ ] Other ____ [ ] Non U.L. Required ____
- [x] 120 Volts [ ] 277 Volts [ ] Other ____
- (1) 20 Amp Circuits Necessary 2.5A Actual Amp Load

All Signs Fabricated as per 2014 N.E.C. Specifications

- Sign(s) to be manufactured to U.L. specifications and will bear the U.L. label(s). Install in accordance of the National Electrical Code.
- This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code or Other Applicable Local Codes.
- The location of the disconnect switch after installation shall comply with Article 600.6(A)(1) of the National Electrical Code.

All Signs Fabricated per A.S.A. Specifications & 2018 I.B.C. IBC

	Grizzle Gray SW 7068 Light Texture
	Spalding Gray SW 6074 Light Texture
	Perfect Greige SW 6073 Light Texture
	Adobe Integral Sand Finish
	Centurion-Bucks County Drystack Stone



"Cornerstone Ranch": 197.163" x 20.469"/144 = 28.03 Sq. Ft.
"Luxury Rentals": 69.855" x 6.458"/144 = 3.13 Sq. Ft.
Total: 31.16 Sq. Ft.



Page: 8

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(602) 272-9356 www.bootzandduke.com

Approved by: Date:

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Electrical Specifications: All Signs Fabricated as per 2017 N.E.C. Specifications

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

The location of the disconnect switch after installation shall comply with Article 600.6(A)(1) of the National Electrical Code.

UL LISTED

Engineering Specifications: All Signs Fabricated per A.S.A. Specifications & 2018 I.B.C.

DESIGN # 220902-05 CORNERSTONE RANCH

CUSTOMER	CORNERSTONE RANCH
ADDRESS	3999 S Dobson Rd I Chandler, AZ 85248
PROJECT MGR	BRENT VANDEMAN
DESIGNER	E. MADA
DATE	11/21/23

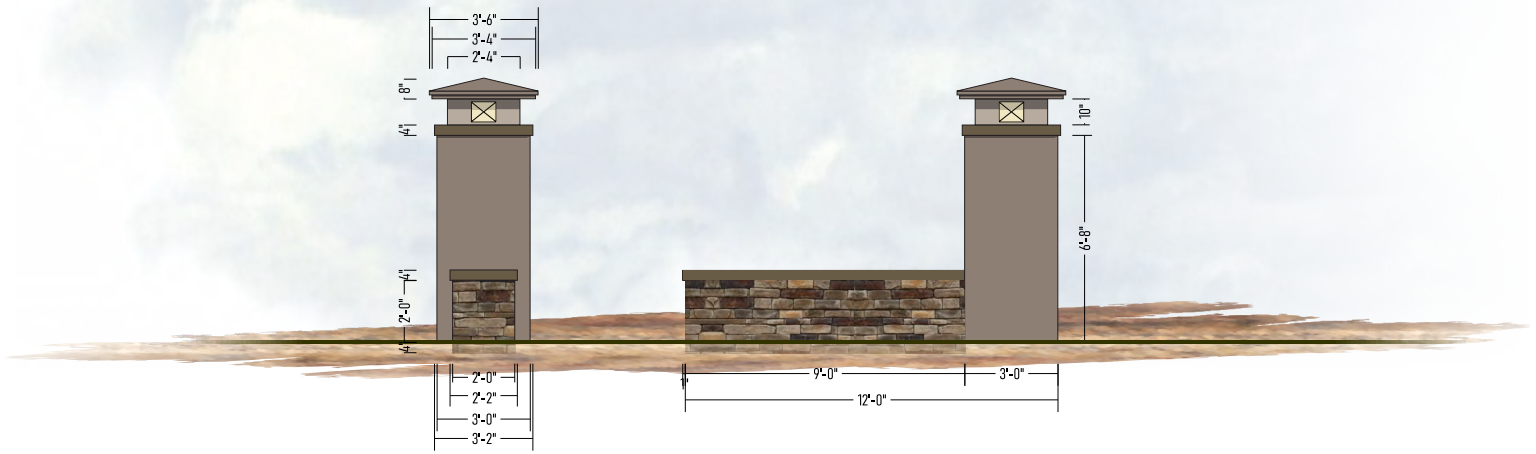
REVISION #	REVISION NOTES
	4/3/2024 - Added stone veneer to masonry bases of W1-W3

W3 SECONDARY ENTRY FEATURE

SCALE: 1/4" = 1'-0"

-MASONRY BASE WITH ADDED STONE VENEER:
CENTURION-BUCKS COUNTY DRYSTACK STONE
STONE VENEER EXTENDS BELOW GRADE 4"
EXISTING MONUMENTS @ ENTRY

	Grizzle Gray SW 7068 Light Texture
	Spalding Gray SW 6074 Light Texture
	Perfect Greige SW 6073 Light Texture
	Adobe Integral Sand Finish
	Centurion-Bucks County Drystack Stone





DESIGN # 220902-05

CORNERSTONE RANCH

Page: 9

CUSTOMER	CORNERSTONE RANCH
ADDRESS	3999 S Dobson Rd	Chandler, AZ 85248
PROJECT MGR	BRENT VANDEMAN
DESIGNER	E. MADA
DATE	11/21/23

REVISION #

REVISION NOTES
4/3/2024 - Added stone veneer to masonry bases of W1-W3

Approved by:

Date:

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Electrical Specifications: All Signs Fabricated as per 2017 N.E.C. Specifications

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The location of the disconnect switch after installation shall comply with Article 600.6(A)(1) of the National Electrical Code.

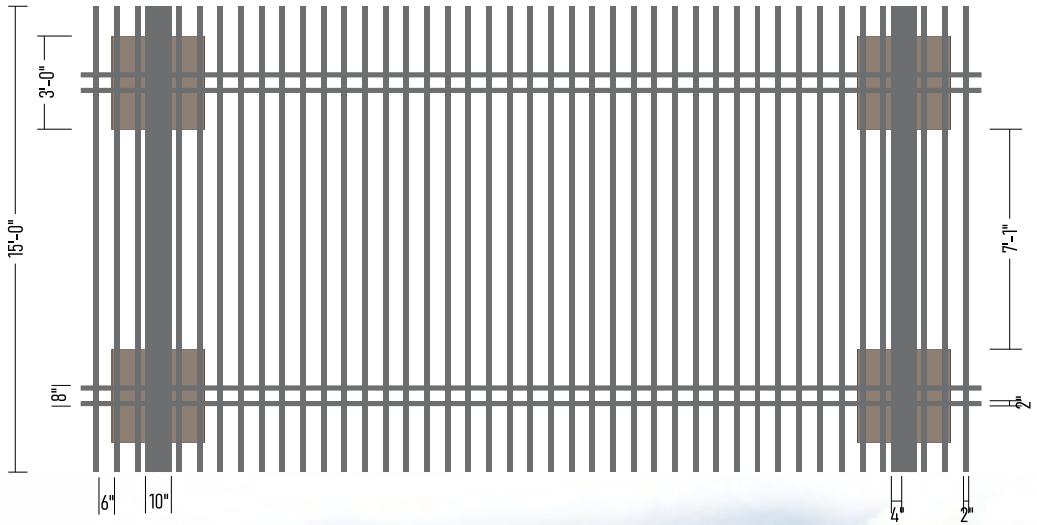
UL LISTED

Engineering Specifications: All Signs Fabricated per A.S.A. Specifications & 2018 I.B.C.

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(602) 272-9356 www.bootzandduke.com

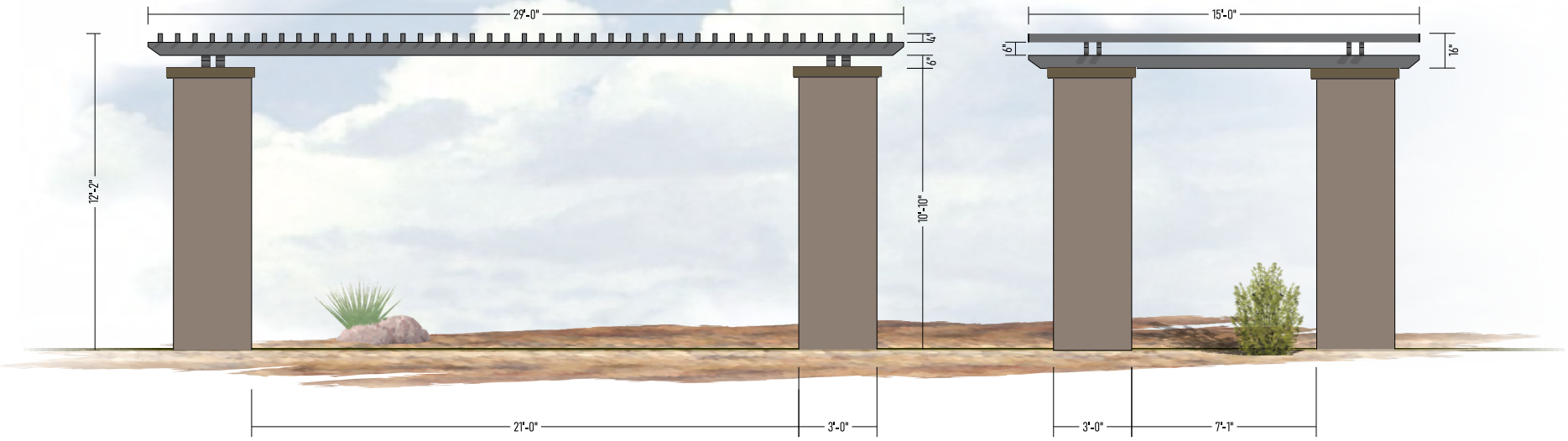
W3 PERGOLA

SCALE: 1/4" = 1'-0"



-WOOD BEAMS TO MATCH MATERIAL AND PAINT COLOR OF EXISTING PERGOLA BEAMS @ SALES OFFICE
-MASONRY BASE WITH STUCCO FINISH TO MATCH EXISTING PERGOLA @ SALES OFFICE

	Grizzle Gray SW 7068 Light Texture
	Spalding Gray SW 6074 Light Texture
	Perfect Greige SW 6073 Light Texture
	Adobe Integral Sand Finish



Page: 10

BOOTZ & DUKE Signs
2831 W. Weldon Ave. | Phoenix, AZ. 85017
(602) 272-9356 www.bootzandduke.com

Approved by: Date:

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UL LISTED

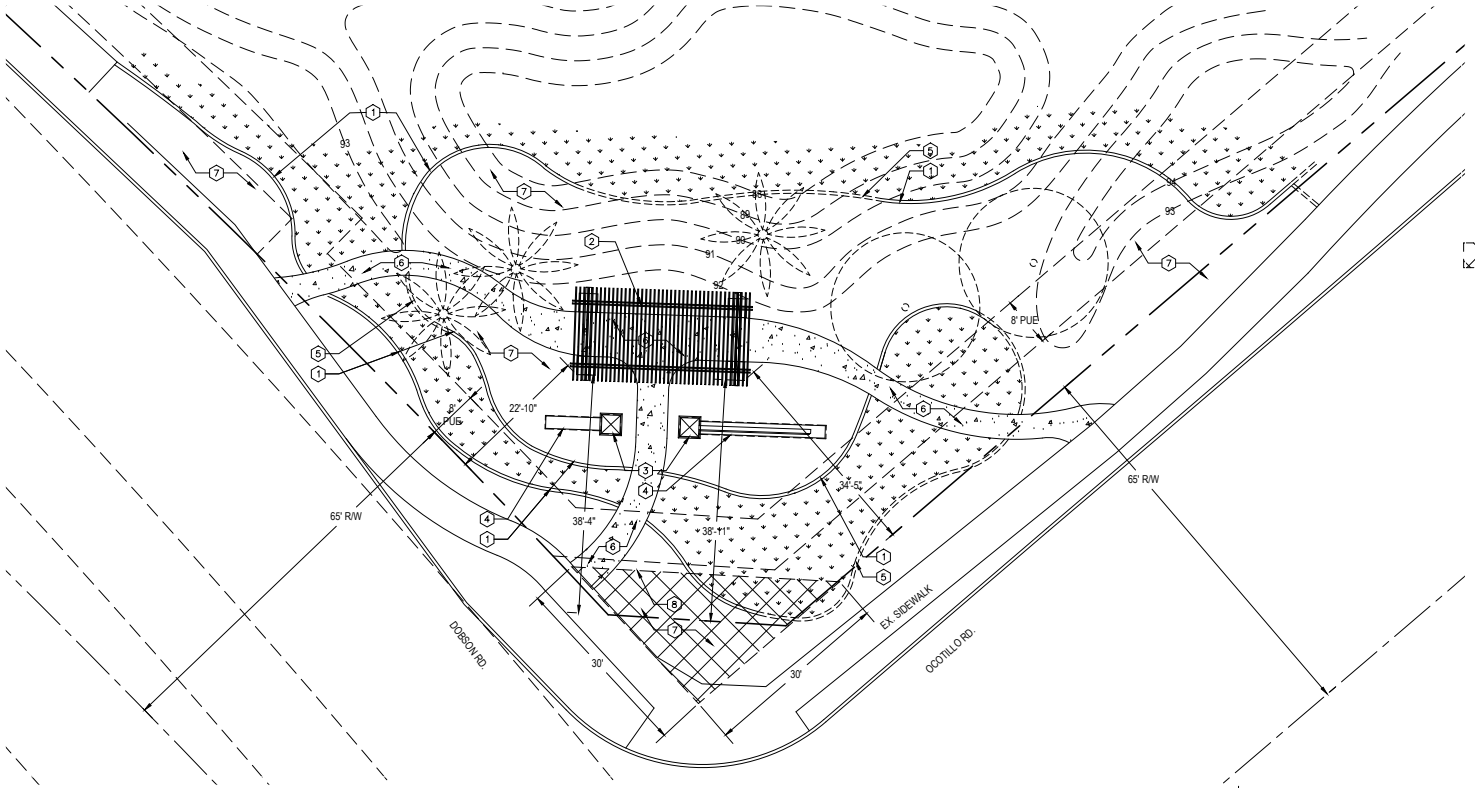
Engineering Specifications: All Signs Fabricated per A.S.A. Specifications & 2018 I.B.C.

DESIGN # 220902-05

CORNERSTONE RANCH

CUSTOMER	CORNERSTONE RANCH
ADDRESS	3999 S Dobson Rd	Chandler, AZ 85248
PROJECT MGR	BRENT VANDEMAN
DESIGNER	E. MADA
DATE	11/21/23

REVISION #	
REVISION NOTES	4/3/2024 - Added stone veneer to masonry bases of W1-W3



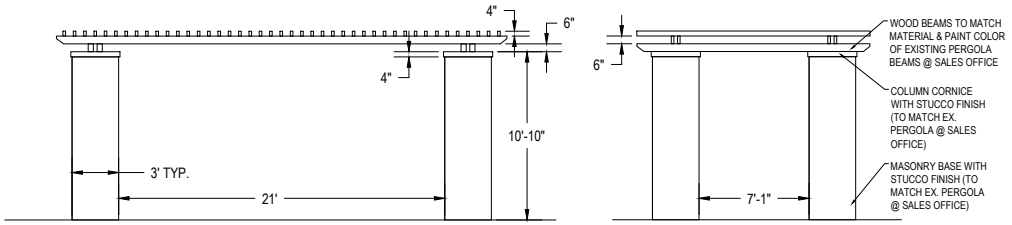
KEYNOTES

1. Concrete Header - match ex.
2. Trellis - see detail 1, this sheet
3. Sign Columns - see detail 2, this sheet
4. Sign Walls - see detail 2, this sheet
5. Ex. Concrete Header - protect in place or replace if damaged
6. Concrete Paving - integral color Davis 'Adobe', sand (acid-etch) finish
7. Planting Area - see L2
8. Site Visibility Triangle

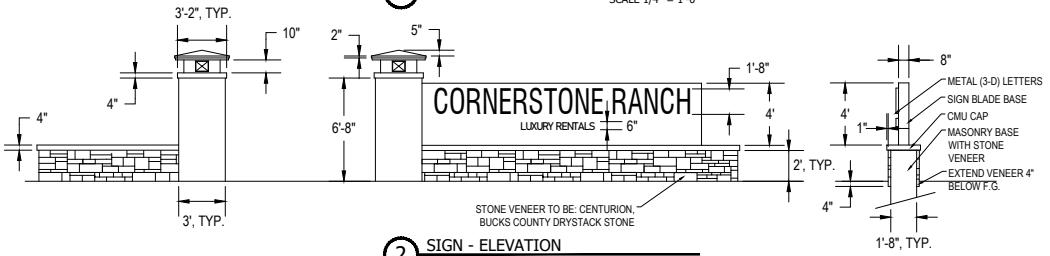
NARRATIVE:
Goal: To create an updated corner monument for Cornerstone Ranch in keeping with recent property upgrades.

- Replace aged water feature signage that blocks corner off from the neighborhood
- Provide a destination for apartment residents when walking pets
- Upgrade the planting while maintaining mature existing trees
- Repeat architectural details from the sales center

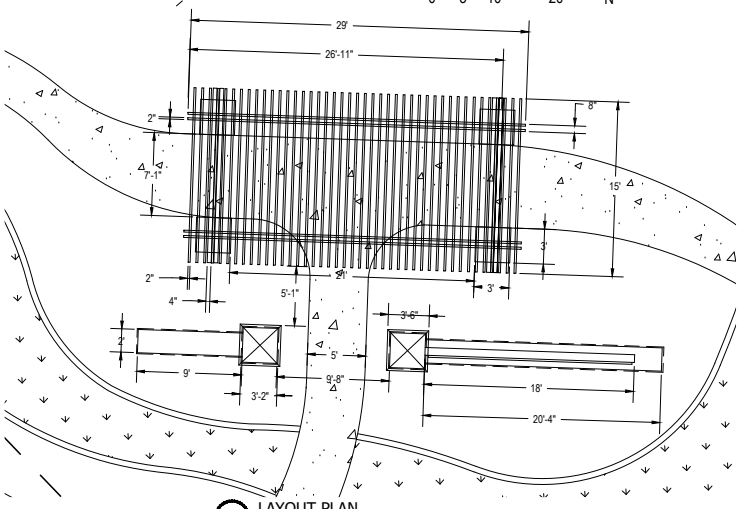
Proposed trellis structure encroaches into Dobson Road and Ocotillo Road 50-foot setback - we are asking for approval on this deviation since we are enhancing the corner through landscaping, pedestrian features and signage.



1 TRELLIS - ELEVATION
SCALE 1/4" = 1'-0"



2 SIGN - ELEVATION
SCALE 1/4" = 1'-0"



3 LAYOUT PLAN
SCALE 3/16" = 1'-0"

REGISTERED LANDSCAPE ARCHITECT
36211
LEAH M. VANBECK
ARIZONA, U.S.A.
Expires 09/30/25

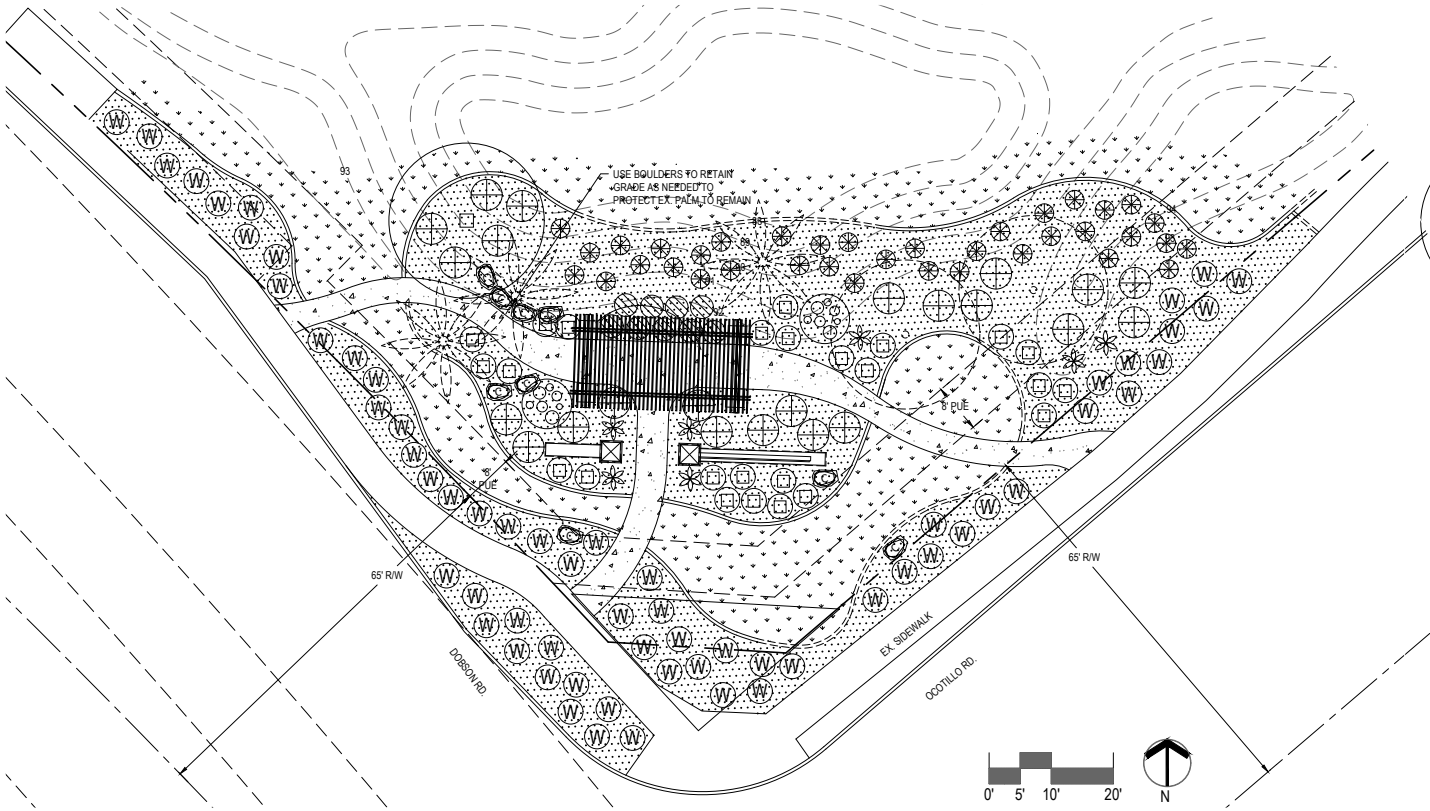
GBtwo
LANDSCAPE ARCHITECTURE, INC.
8110 E Cathedral Rd. Scottsdale, AZ 85260
(480) 991-3366
gbtwo.com

CORNERSTONE RANCH
3999 S DOBSON RD
CHANDLER, AZ 85248

SHEET TITLE:
HARDSCAPE KEYNOTE & LAYOUT PLAN - HARDSCAPE DETAILS

DATE:
06/03/2024

SHEET NUMBER:
L1



PLANT LEGEND

TREES BOTANICAL NAME / COMMON NAME

Existing Tree to Remain

		SIZE	QTY.
Olneya tesota	Desert Ironwood	48" Box	1
		Low-break multi	

SHRUBS/GROUNDCOVERS

Eremophila hygrophana Blue Bells™	Blue Bells Eremophila	5 Gal	23
Lantana montevidensis 'New Gold'	New Gold Lantana	5 Gal	27
Muhlenbergia capillaris 'Regal Mist'	Regal Mist Pink Muhly Grass	5 Gal	37
Rosa spp. 'Iceberg	White Iceberg Shrub Rose	5 Gal	9
Wedelia trilobata (syn. Sphalgneticola)	Yellow Dot	5 Gal	64

ACCENTS

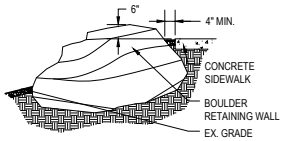
Agave angustifolia 'Marginata'	Caribbean Agave	5 Gal	7
Pachycereus schottii	Senita	24" Box	2

OTHER

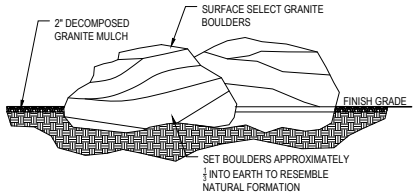
New Turf (Midiron Sod)	3,200 sq. ft
Decomposed granite, match color and size of pool project - 2" deep (all new planting areas)	6,095 sq. ft

Irrigation: Adjust existing irrigation to ensure full coverage to all new plant materials and turf extents

BOULDER	DIMENSIONS	APPROX. TONNAGE	QUANTITY
	4' X 3' X 3'	2 TONS	9



1 BOULDER RETAINING WALL
SCALE 1/2" = 1'-0"



2 LANDSCAPE BOULDER INSTALLATION
SCALE 1/2" = 1'-0"

REGISTERED LANDSCAPE ARCHITECT
36211
LEAH M. VANBECK
ARIZONA, U.S.A.
Expires 06/30/25

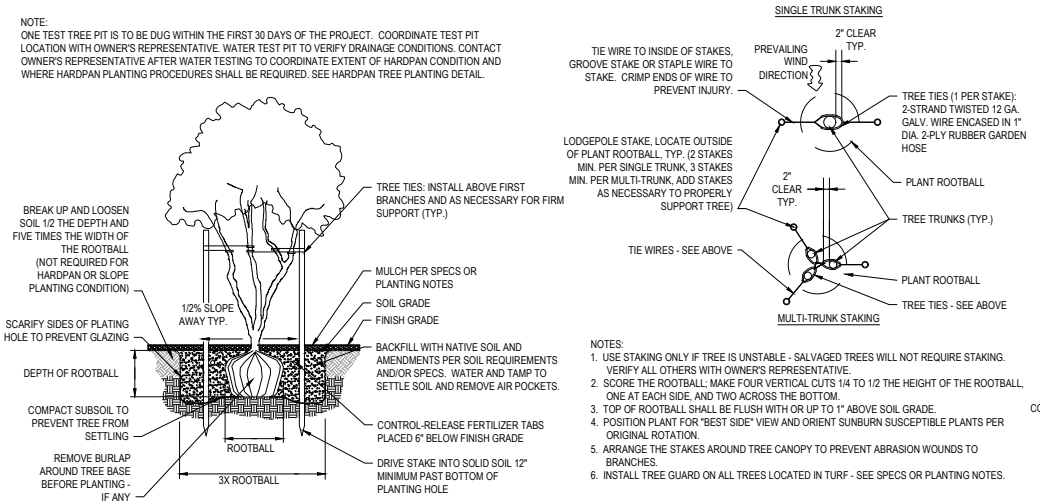
GBtwo
LANDSCAPE ARCHITECTURE, INC.
8710 E Cactus Rd. Scottsdale, AZ 85260
(480) 991-3366 gbtwo.com

CORNERSTONE RANCH
3999 S DOBSON RD
CHANDLER, AZ 85248

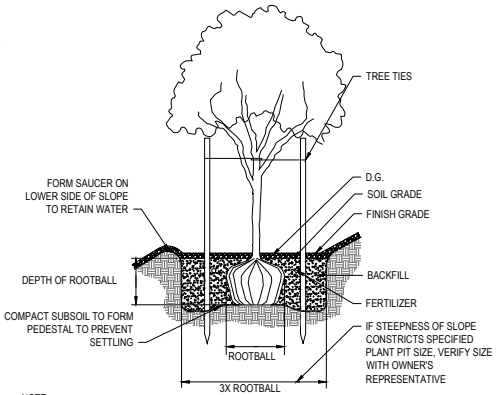
SHEET TITLE
PLANTING PLAN

DATE
06/03/2024

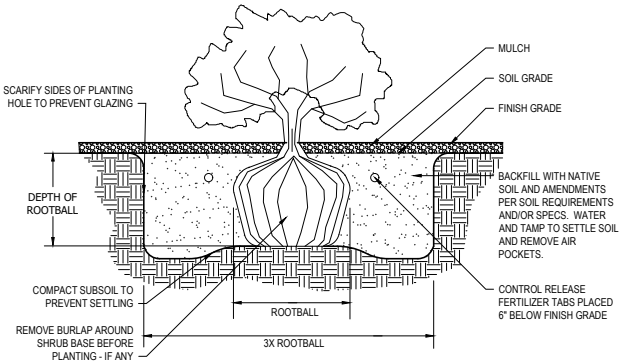
SHEET NUMBER
L2



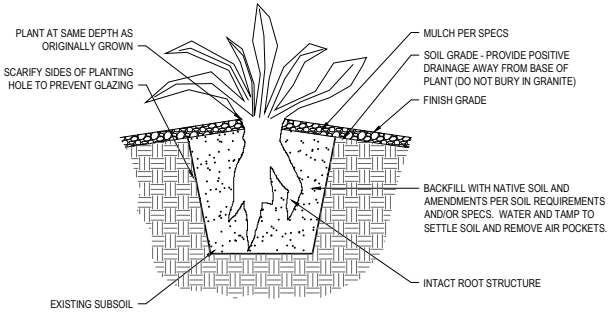
1 TREE PLANTING AND STAKING
SCALE = NTS



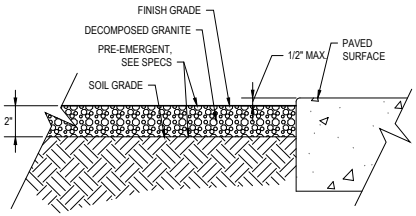
2 TREE PLANTING ON SLOPE
SCALE = NTS



3 SHRUB PLANTING
SCALE = NTS



4 ACCENT PLANTING
SCALE = NTS



5 ROCK MULCH INSTALLATION
SCALE 3" = 1'-0"

REGISTERED LANDSCAPE ARCHITECT
36211
LEAH M. MANBECK
Expires 06/30/25
GBtwo
LANDSCAPE ARCHITECTURE, INC.
8710 E Cactus Rd. Scottsdale, AZ 85260
(480) 991-3366
gbtwo.com

CORNERSTONE RANCH
3999 S DOBSON RD
CHANDLER, AZ 85248

SHEET TITLE
PLANTING DETAILS

DATE
06/03/2024

SHEET NUMBER
L3

CHANDLER arizona
Community of Innovation

Planning & Zoning Commission Development Services Memo No. PZ 24-056

Date: 09/18/2024
To: Planning and Zoning Commission
Thru: Kevin Mayo, Planning Administrator
From: Julie San Miguel, Senior Administrative Assistant
Subject: Notice of Cancellation of the October 2, 2024, Planning and Zoning Commission Hearing

Proposed Motion:

Move Planning and Zoning Commission cancel the October 2, 2024, Planning and Zoning Commission Hearing.

Background/Discussion

Planning staff is recommending the cancellation of the October 2, 2024, Planning and Zoning Commission Hearing due to the management of cases.