City of Apache Junction
Development Services Department

PLANNING AND ZONING COMMISSION
PUBLIC HEARING STAFF REPORT

DATE:	June 23, 2026
TO:	Planning and Zoning Commission
THROUGH:	Rudy Esquivias, Development Services Director Sidney Urias, Development Services Deputy Director
FROM:	Nicholas Leftwich, Principal Planner
CASE NUMBER:	P-26-4-PZ "Banyan Apartments"
OWNER:	Prestige Partners, LLC, C/O: Zach Pebler 3100 W. Ray Road #100 Chandler, AZ 85226
APPLICANT:	Banyan Residential, LLC Represented by Nick Woods and Noel Griemsmann of Snell & Wilmer LLP
REQUEST:	Proposed planned development rezoning of approximately 6.7 net acres currently zoned High Density Multiple-Family Residential ("RM-2") to High Density Multiple-Family Residential by Planned Development ("RM-2/PD") with a new planned development overlay to authorize an amendment to the development plans approved in Ordinance No. 1526 for the development of a 146 unit, two and three-story apartment complex.
LOCATION:	The subject site is located near the southeast corner of N. Rennick Drive & W. Virginia Street. (APN 101-13-108D)

GENERAL PLAN DESIGNATION: Downtown Mixed Use

ZONING DESIGNATION: High Density Multiple-Family Residential ("RM-2")

SURROUNDING USES: North: RM-2 ("High Density Multiple-Family Residential") & RS-20M (Medium Density Single-Family Detached Residential) residential properties;

South: B-2 "Old West Commercial" Arnold's Auto Center commercial property;

East: RVP ("Recreational Vehicle Park") Lost Dutchman RV Resort & MHP ("Manufactured Home Park") Apache Junction Mobile Home Park;

West: RS-20M Single-Family Residences.

PROPOSALS

P-26-4-PZ is a proposal by Banyan Residential, LLC to rezone approximately 6.7 net acres, currently zoned High Density Multiple-Family Residential ("RM-2"), with a new planned development ("PD") to amend to the development plans approved in Rezoning Case P-22-29-PZ through Ordinance No. 1526 with modified site plans and architecture in order to facilitate the development of a 146 unit, two and three-story apartment complex. While the High Density Multiple-Family Residential "RM-2" base zoning district would remain the same, the zoning designation would become High Density Multiple-Family Residential by Planned Development ("RM-2/PD").

The applicant requests a planned development to allow a parking requirement reduction from 317 parking spaces (the minimum parking requirement for 146 units of the proposed distribution) to 290 parking spaces, a reduction of 27 spaces, or an 8.5% deviation.

BACKGROUND

Pinal County Assessor Parcel Number 101-13-108D is a vacant, undeveloped parcel, approximately 6.7 net acres (6.9 gross acres) that is located at the southeast corner of N. Rennick Drive & W. Virginia Street. The property was previously rezoned in September 2022 to High Density Multiple-Family Residential "RM-2" from General Rural Low Density Single-Family Detached

Residential "RS-GR" through Rezoning Case P-22-29-PZ and the Ordinance No. 1526. This rezoning occurred as part of a development proposal for a two-story, 124-unit multi-family residential apartment complex, at a density of approximately 18 dwelling units an acre.

The Rezoning Case P-22-29-PZ was approved with conditions that required the development of the property to be in accordance with the plans included with the case and presented to the Planning and Zoning Commission and City Council, with many of the specifics of the site plan having been adjusted to respond to neighborhood concerns expressed in the neighborhood and public hearings.

Following the approval of the rezoning, the previous applicant-developer cancelled their purchase of this property, leaving it in a status with approved rezoning plans, but no builder. However, Rezoning Ordinance No. 1526 included a requirement (condition of approval #10) that the property would begin the building permit process within two (2) years of the approval of the rezoning effective date, and so, in order to maintain the zoning entitlement of the property, the existing property owner initiated the building permit process in 2023.

The project had been progressing through the building permit planning and review process, while also being marketed to new buyers, until eventually halting the planning efforts when a new developer with a different idea for plans looked to acquire the property.

At this time, Banyan Residential, LLC seeks to develop the property with modifications to the site plans and architecture of the project and has applied for Rezoning Case P-26-4-PZ to receive City Council approval of the amended plan set and for approval of their request for the noted parking reduction.

The applicant notes that this project will be subject to the Section 42 Low-Income Housing Tax Credit (LIHTC) program, which allows developers to offer affordable housing to residents earning up to 60% of the area's median income (AMI). Rental rates are set annually by the U.S. Department of Housing and Urban Development (HUD).

June 21, 2026 Update:
Following the scheduling of Case P-26-4-PZ for the April 28, 2026 Planning and Zoning Commission Hearing, the applicant requested continuances of the public hearing in order to address the concerns expressed in the April 28, 2026 staff report.

On June 11, the applicant submitted revised and updated site plans, landscape plans, and building architecture plans that have reduced the parking space deficit from an approximately 20% deviation to an 8.5% deviation from the zoning ordinance's minimum parking requirement. The applicant has also provided a revised traffic statement and parking study to support their request.

These revised plans have rearranged some elements of the site to provide more space for parking, most significantly by shrinking the footprint of the smaller, east buildings (Building Types B and C in the architecture plans), but retaining the overall unit count by making these building types three-story buildings.

PLANNED DEVELOPMENT REQUEST
The applicant requests the use of a planned development (PD) overlay to modify the minimum parking requirement from 317 parking spaces to 290 parking spaces, a reduction of 27 spaces, or a 8.5% deviation. The minimum parking requirement has increased by three (3) spaces since the prior staff report to account for the change in the ratio of one-bedroom units to two-or-more-bedroom units.

The Apache Junction Zoning Ordinance § 1-7-3 Parking Standards: require the following:

- Each one-bedroom apartment shall provide 1.5 parking spaces per dwelling unit. 38 of the 146 units are one-bedroom units, resulting in a resident parking requirement of 57 parking spaces for these units.
- Each two or more-bedroom apartment shall provide two (2) parking spaces per dwelling unit. The remaining 108 units are of this classification, resulting in a resident parking requirement of 216 parking spaces for these units.
- There is also an additional requirement for .3 parking spaces per unit for guest parking, calculated from the total 146 units, resulting in 44 guest parking spaces.

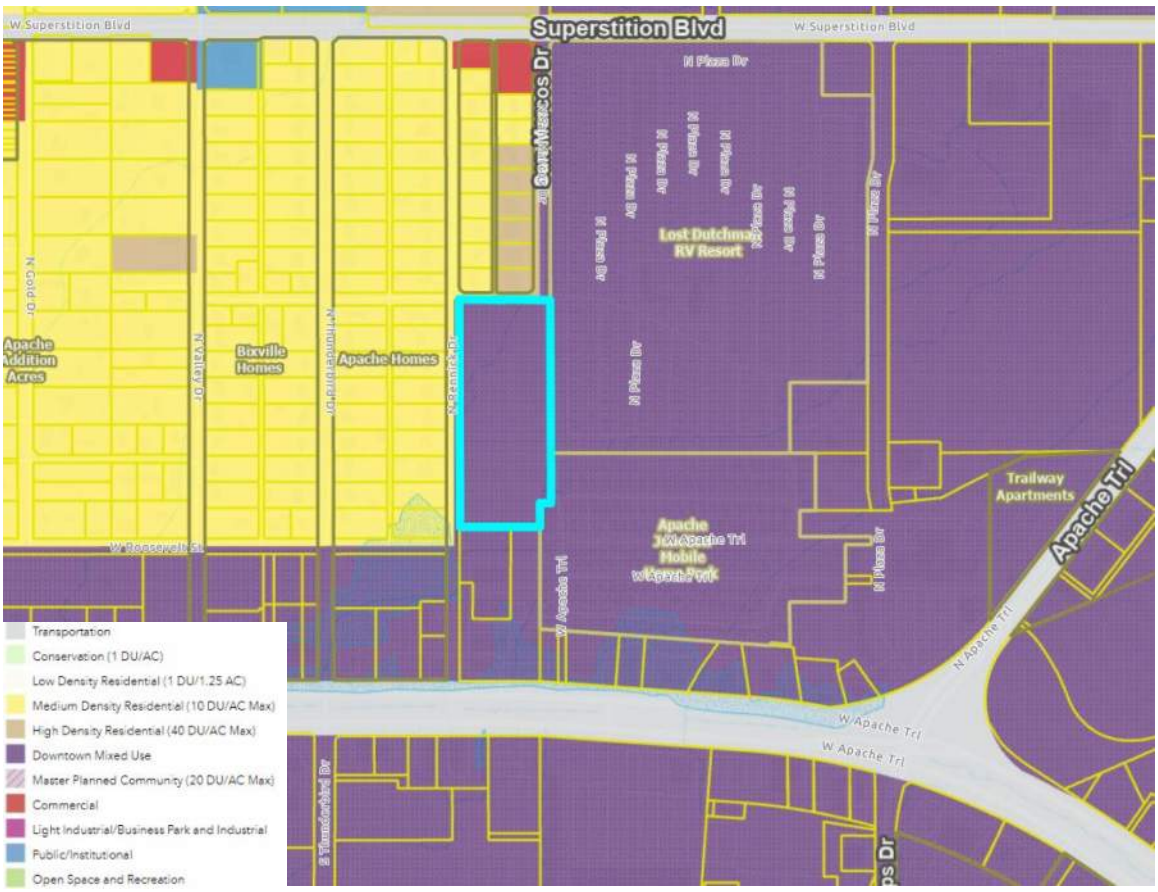
The total parking requirement is a minimum of 317 parking spaces.

The applicant provides their rationale for this deviation in their project narrative (Exhibit #1), in the included Planned Development Findings of Fact, and with their Parking Study (Exhibit #8). The revisions provided in the June 11, 2026 submittal have shrunk the deficit from approximately 20% to 8.5%, however planning staff still hold the previously noted concerns that a shortage of parking spaces does not appear appropriate at this site.

PLANNING STAFF ANALYSIS

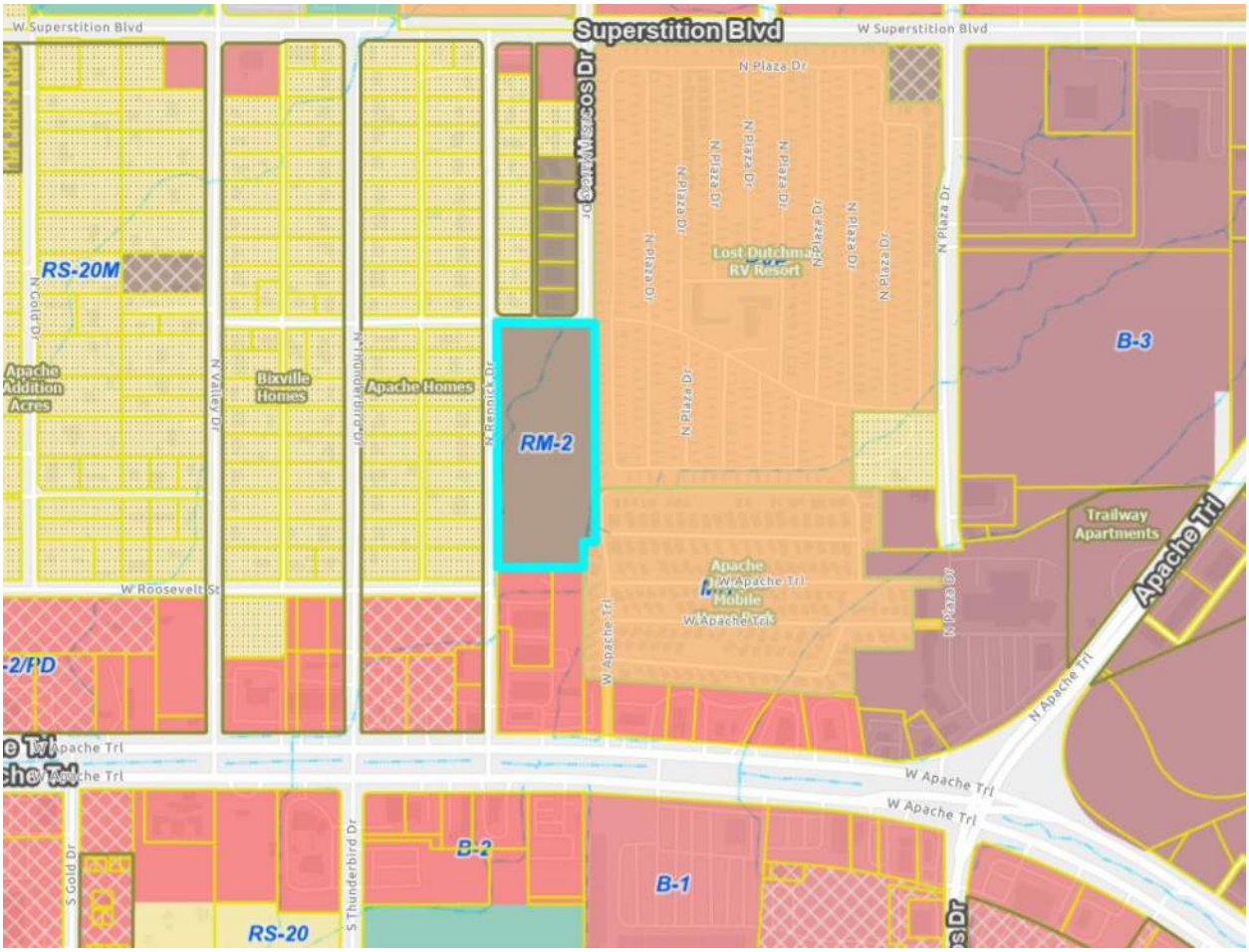
Relationship to General Plan:
The subject site is designated by the city's General Plan as part of the "Downtown Redevelopment Area", and is categorized for "Downtown Mixed Use," which supports residential densities between 10 dwelling units per acre to 40 dwelling units per acre.

The proposed density of 21.8 units per net acre complies with this General Plan designation and does not require a General Plan Amendment.



Zoning/Site Context:

The subject site is located between several different zoning districts and is uniquely situated as a large undeveloped parcel bordering both commercial and residential properties. To the south of the property is the B-2 "Old West Commercial" zone that acts as a commercial corridor along Apache Trail. To the east of the subject site is a Manufactured Home Park with a density of 10.9 units per acre and an RV Park with a density of 17.9 units per acre. To the west of the subject site is an RS-20M residential neighborhood with a density of 2.18 units per acre. To the north of the subject site are both RS-20M residential properties, and RM-2 multi-family residential properties, which currently have the maximum allowable density of 22 units per acre, but which are currently developed with four-plex residences.



The proposed rezoning is not changing the underlying base zone, but the new proposed development plan increases the density from approximately 18.5 units per net acre to 21.7 units per net acre, still within the maximum density of 22 dwelling units per net acre that the High-Density Multiple Family Residential "RM-2" zoning district allows.

June 21, 2026 Update:
The June 11, 2026 submittal does not change the density or unit count, but it does increase the maximum height of the buildings in east half of the property to 40' 3.635", with the addition of a third story. While the maximum height of the RM-2 Zoning District is 40', the zoning ordinance permits an exemption of up to 4' above the maximum permitted building height for mechanical screens/parapets in §1-6-2 Height Exceptions.

While this height change is complaint with the zoning ordinance regulations, staff have noted concerns regarding the heights of 3-story buildings in the area and find their character incongruent with the adjacent RV and MH parks to the east and single-family residential lots to the west.

Infrastructure & Site Improvements:
The applicant will be required to connect to all necessary services, including electricity through SRP, water through the Arizona Water Company, and sewer connections.

The currently existing twenty-five foot (25') utility easement located on the north side of APN 101-13-108D shall be dedicated as part of W. Virginia Street, as previously required in Ordinance No. 1526 (Condition #7) and both the adjacent half-street sections along W. Virginia Street and N. Rennick Drive will be improved according to the Public Works Street Standards, namely with curb, gutter, and sidewalks.

All other necessary and required on-site and off-site improvements, including retention basins, dust-proof surfacing, walls, and landscape buffers will be built at the time of development.

Public Input:
The applicant sent out neighborhood meeting notification letters to the property owners within a three-hundred (300') radius, per the standard requirements of a rezoning, notifying neighbors of the proposed development and providing them contact information to learn more about the project. The advertised neighborhood

meeting was held at the Apache Junction Multi-Generational Center, 1035 N. Idaho Road, on Wednesday, January 7, 2026, at 6:00 PM. Six members of the public attended and asked questions regarding the site planning and concern with current issues of trespassing on the vacant property.

Staff have received two e-mails from one of the neighbors to the property noting concerns with the site configuration, and additionally a letter from the Apache Junction Area Chamber of Commerce Board of Directors declining to support the project, which have all been attached as part of the Public Participation Report (Ex.6).

FINDINGS OF FACT FOR PLANNED DEVELOPMENT REZONING

As noted previously, the planned development deviation requested is for the approval of a parking reduction that we measure to be 27 spaces, being the shortfall of the 317 minimum parking spaces required (per the calculations provided above) and the 290 resident parking spaces provided on their site plan. As required by the Apache Junction Zoning Ordinance, a Planned Development request may be approved by the City Council after consideration has been given to three different criteria. The criteria are outlined in the text below:

1. That a better design cannot be achieved by applying the strict provisions of the underlying zoning district.

Applicant Response:
Yes, strict provisions would require Banyan to dedicate 23,000 square feet. of Site area to parking field, asphalt and necessary providing increased retention, which would go largely unused and create unnecessary heat island and stormwater runoff impacts. By allowing a zoning deviation/ parking reduction, the project can implement a more intentional site design and support the City in achieving its inclusionary housing and environmental stewardship goals.

2. That strict adherence to the provisions of the zoning ordinance is not required in order to ensure the health, safety and welfare of the inhabitants of the proposed development.

Applicant Response:
The requested parking reduction will not negatively affect the health, safety, or welfare of the residents. In fact, the zoning deviation will allow Banyan to develop the Site in a way that

better meets the needs of its tenants, by providing more open space and reducing heat impacts from large parking lots.

3. That strict adherence to the ordinance is not required to ensure that property values of adjacent properties will not be reduced.

Applicant Response:
The proposed parking reduction will not negatively affect the valuation of the adjacent properties. In fact, the influx of families will likely increase the commercial demand in the area, thus increasing overall property values by increased economic activity from residents.

Additionally, Banyan's Proposed Site Plan is designed to provide a minimum of one covered parking space per unit as a corresponding offset to the requested parking reduction. In summary, the reduction in parking will "right-size" the parking areas to meet real world requirements of workforce families (lower car ownership per household), allowing for the Project to be economically viable (reducing construction and maintenance costs) and will not negatively impact surrounding properties.

PLANNING DIVISION RECOMMENDATION

In review of the project proposal, the site context and the proposed parking deviation, Staff is not supportive of the proposed Rezoning by Planned Development Case P-26-4-PZ respectfully recommends to the Commission a recommendation to deny the zoning amendment and request for a zoning deviation to the City Council. While the applicant has reduced the deficit of the parking spaces to address our previously noted concerns, we find the concerns are not wholly resolved and the increase in building height undergone in order to shrink the building footprints to provide the increase in spaces raises its own concerns with neighborhood sensitivity and impact on the neighboring area.

If the Planning and Zoning Commission chooses to recommend the approval of the case, Commissioners may recommend changes or conditions of approval to the plans which they feel will improve the development plan.

RECOMMENDED MOTION FOR PLANNED DEVELOPMENT REZONING

I move that the Planning and Zoning Commission recommend to the Apache Junction City Council the denial of the proposed Rezoning

by Planned Development Case P-26-4-PZ, a request by Banyan Residential, LLC represented by Nick Woods and Noel Griemsmann of Snell & Wilmer LLP to rezone Parcel 101-13-108D, currently zoned High Density Multiple-Family Residential ("RM-2"), to High Density Multiple-Family Residential by Planned Development ("RM-2/PD") to amend to approved plans of Ordinance No. 1526 and to permit a parking reduction.



Prepared by Nicholas Leftwich
Principal Planner

Attachments:
-Exhibit #1 - Project Narrative (Includes Ordinance No. 1526 and plans approved in Zoning Case P-22-29-PZ for reference)
-Exhibit #2 - Proposed Site Plan 6/11/26
-Exhibit #3 – Aerial Map
-Exhibit #4 – Proposed Landscape Plan 6/11/26
-Exhibit #5 – Proposed Elevations & Floor Plans 6/11/26
-Exhibit #6 – Updated Public Participation Plan & Report
-Exhibit #7 – Traffic Statement 6/11/26
-Exhibit #8 – Parking Demand Study 6/11/26
-Exhibit #9 – Site Renderings 6/11/26

Ex. 1 Project Narrative

SNELL & WILMER

Noel J. Griemsmann AICP
(602) 382-6824
ngriemsmann@swlaw.com

April 15, 2026

Mr. Nicholas Leftwich
Principal Planner
Planning and Zoning Division
City of Apache Junction
300 E Superstition Blvd.
Apache Junction, AZ 85119

Re: Request to Amend the Conditions of Approval in Resolution 22-33/Ordinance No. 1526 for Property Located at the Southeast Corner of West Virginia Street and Rennick Drive to Facilitate a Workforce Housing Focused Multifamily Development

Mr. Leftwich:

On behalf of Banyan Residential, LLC ("**Banyan**"), I am pleased to submit this formal application requesting (i) the amendment of one (1) Condition of Approval and (ii) the removal of two (2) Conditions of Approval contained in Resolution No. 22-33, related to the rezoning approved by Ordinance No. 1526, for the property located at the southeast corner of West Virginia Street and Rennick Drive (Exhibit A), otherwise known as Pinal County Assessor ("PCA") Parcel No. 101-131-08D (herein the "Site").

A. Site Overview:

According to the PCA, the Site is approximately 7-acres in size and is currently zoned High Density Multiple-Family Residential ("RM-2") per the City's Zoning Map (Exhibit B). The General Plan future land-use designation of the Site is Downtown Mixed Use (Exhibit C).

The Site is currently undeveloped and vacant. The City's Zoning Map shows that the properties north of the Site are zoned Medium Density Single-Family Detached Residential ("RS-20M") and RM-2 (which is the same as Site). The property to the west is zoned RS-20M, the property to the east is zoned Manufactured Home Park ("MHP") and Recreational Vehicle Park ("RVP"), and the property to the south is zoned Old West Commercial ("B-2") (Exhibit B).

B. Proposed Development:

Consistent with the current zoning, Banyan proposes to develop the Site with a new multi-family development, focused on "workforce[1]" appropriate rental rates. The proposed multifamily development consists of a total of 146 residential apartment style units at a density of 21.8 du/ac based on the gross Site area. Five (5) buildings are proposed with a mix of one bedroom, two bedroom, three-bedroom and four-bedroom units, providing a mix of housing types to meet modern rental market needs. The buildings themselves will be no greater than two stories at 27 feet in height (well below the 40 feet allowed in the

[1] See Section E below for details.

zone). The building on the southeast corner of the Site is the primary resident amenity area and includes a management office, clubhouse, fitness area, pool and spa, cabanas, and barbecue areas. (Exhibit F)

The Proposed Site Plan is more intentional in design and remains consistent with the current applicable zoning standards. Following is a comparison table showing the development standards previously approved, those included in the new proposed Site Plan, and those permitted under the current applicable base zoning:

Development Standards	Approved Site Plan	Proposed Site Plan	Base Zoning (RM-2)[2]
Setbacks (min.)			
Front	20’	20’	20’
Side	10’	10’	10’
Rear	20’	20’	20’
No. of Units	124	146	147
Density (max.)	18 DU/AC	21.8 DU/AC	22 DU/AC
Height (max.)	30’ (2 story)	27’ (2 story)	40’ (Up to 4 Stories)
Parking	236 (1.9 Spaces /DU)	248 (1.7 Spaces/DU)	328

For some case background, on September 20, 2022, the City Council approved Ordinance No. 1526 (Exhibit D) & Resolution 22-33 (Exhibit E), approving the rezoning of the Site from General Rural Low Density Single-Family Detached Residential (“RS-GR”) to RM-2 for the development proposed in case P-22-29-PZ. The approval of Resolution No. 22-33 was subject to the following ten (10) Conditions of Approval, with our request noted below each for reference:

1. *The project shall be developed in accordance with the plans approved and associated with case P-22-29-PZ and all provisions of the Zoning Ordinance and city codes applicable to this case.*

   Request to modify Condition 1 to match current project proposal. See Section C of this Narrative.

2. *Landscape, screening and irrigation improvements, planted within a minimum 10-foot deep strip inside the net property line along the west and north perimeters of the property along the street frontages, shall be provided in compliance with the city's landscape and screening requirements contained in Apache Junction City Code, Volume II, Land Development Code, Chapter 1, Zoning Ordinance, Article*

[2] As per City of Apache Junction Zoning Ordinance Section 1-5-2 Table 5-2

1-8, Landscape Regulations. All required trees shall be 24" box and all required shrubs shall be 5-gallon in size.

No modifications requested.

3. *Street improvements including the installation of pavement, commercial driveway entrances and the provision of sidewalk, curb, gutter, scuppers as applicable, streetlights, undergrounding utilities as applicable, fire hydrants, landscaping shall be required as part of this project, and subject to review and approval by the City Engineer.*

No modifications requested.

4. *The proposed development will not be age-restricted.*

No modifications requested.

5. *All common areas and amenity areas within the proposed development and within the right-of-way immediately adjacent to the development, including perimeter walls and fences, and interior and exterior common area landscaping, shall be maintained in good condition at all times by the property owner.*

No modifications requested.

6. *All applicable permits shall be applied for and plans shall be designed to current city codes prior to any lot grading or construction on the lots. Inclusively, all applicable development fees, including public art fees, shall be paid at the time of permit issuance. Development fees shall be paid on a per unit basis.*

No modifications requested.

7. *The following right-of-way dedications shall be made:*

   a) *25 feet of right-of-way shall be dedicated on the south side of W. Virginia Street.*

   b) *A 20 foot by 20 foot triangular corner cut-off visibility triangle shall be dedicated as public right-of-way at the intersections of W. Virginia Street and N. Rennick Drive.*

No modifications requested.

8. *Parcels 101-13-1080 and 101-11-0210 shall be combined through the city's lot combination process.*

   Since this is completed, we are requesting to delete Condition 8. See Section D of this narrative.

9. *The south 76' of Parcel No. 101-13-1080, which shall be rezoned to B-2 "Old West Commercial," shall be split off through a minor land division.*

   Since this is completed, we are requesting to delete Condition 9. See Section D of this narrative.

10. *The subject property shall be substantially developed within two (2) years of the rezoning effective date of Ordinance No. 1526, with a possible one (1) year time extension at the discretion of the Development Services Director, or the development plan approval may be subject to reversion by City Council legislative action pursuant to Apache Junction City Code, Volume II, Land Development Code, Chapter 1 Zoning Ordinance, Article 1-16 Administration, Section 1-16-6 (H) (1) (b) . For the purpose of this rezoning approval, substantial development shall be evidenced by application for and receipt of valid building permits for architecture, all necessary on-site and off-site engineering, and site grading.*

    No modifications requested.

The development proposed with Case No. P-22-29-PZ was approved contingent upon the abovementioned ten (10) conditions; however, the previous applicant, EcoVista Development LLC, has not pursued the proposed development, and as a result, the project proposed has not been constructed. Banyan now seeks to undertake development of the Site and utilize the property in a manner consistent with its prime location and prior approvals.

C. Amendment Request- Modification of Condition 1:

Banyan has undertaken a re-evaluation of the Site and proposes specific revisions to achieve a more energy-efficient, cohesive, and livable development pattern. Banyan's proposed site plan restructures the previously approved site plan (Exhibit G) to increase usable open space, improve internal vehicular circulation, and enhance overall Site functionality.

The previously approved Site Plan (Exhibit F) distributed 124 dwelling units across seventeen (17) separate buildings, resulting in an overly fragmented development pattern across the Site and creating a perception of increased Site coverage and density. As a result, the project was less attractive from a market perspective given complexity in construction, increased energy costs due to more exposed wall planes, and

carried a higher risk that units could be difficult to sell or lease, potentially affecting the overall financial viability of the project and leaving the risk of a prime Site being underutilized or, at worse, end up semi-vacant.

From a practical standpoint, with good design, the Site only requires a total of five (5) buildings to accommodate the proposed 146 dwelling units, thereby reducing building dispersion and creating larger, more contiguous areas of open space. This revised configuration improves pedestrian and vehicular circulation and establishes a clearer, more organized hierarchy across the Site, making it easier to navigate. By reducing the number of exposed exterior wall planes, the units are more energy efficient which reduces costs to future residents. In addition, the updated design utilizes building mass to screen views of surface parking areas and to better fit the emerging built form of the area.

Beyond the practical, there is the reality that seventeen (17) standalone buildings would increase the duplication of utility connections, service lines, and maintenance systems, making the project highly inefficient from a sustainability, maintenance, and cost standpoint. Because of all these reasons, it is appropriate to request to modify Condition 1, to allow Banyan to develop the Site as per their proposed plans, and change Condition 1 to the following:

> *"The project shall be developed in accordance with the amended plans approved and associated with case **P-25-101-PDR** and all provisions of the Zoning Ordinance and city codes applicable to this case."*

D. <u>Removal of Conditions 8 & 9</u>:

Based on our analysis of the Site's parcel boundaries and review of the PCA GIS maps, the Site has been combined into a single parcel and no longer consists of two separate parcels as referenced in Condition 8. Accordingly, Condition 8 has been satisfied and is no longer applicable.

Similarly, Condition 9 required the southern seventy-six (76) feet of Parcel No. 101-13-1080 to be rezoned to B-2 and separated through a minor land division. This action has also been completed. Therefore, Banyan respectfully requests the removal of Conditions 8 and 9 from Resolution No. 22-33, as it is no longer applicable to the Site and its proposed development.

E. <u>LIHTC Program:</u>

The proposed development will utilize the Section 42 LIHTC (Low-Income Housing Tax Credit) program, which allows for offsetting the cost of market-rate housing for community residents who need it and qualify.

Banyan obtains and then sells federal tax credits to investors as part of their financing to develop the project. As a result, Banyan places a fifteen (15)-year restriction on rental rates, ensuring they are

affordable to families with household incomes averaging to 60% of the area median income (AMI). The LIHTC program is mainly utilized by residents that are seniors, people with disabilities, single parent households, community service job holders (police officers, teachers, firefighters), and younger individuals new to the workforce.

Rents are set annually by the Department of Housing and Urban Development (HUD). For example, the rental rates for this area in 2025 were between $1,262 for a one (1) bedroom and $1,953 for a four (4) bedroom, inclusive of utilities. Families must qualify to participate in the LIHTC program, which uses a sliding scale of maximum income based on household size. Note that the maximum income per unit is calculated at 1.5 persons per bedroom. For example, in 2025, a one (1) person household is limited to a maximum income of $ 47,160 while a two (2) person household was limited to an income of $ 53,820 or less. A household of three (3) is limited to $ 60,600, and a household of four (4) is limited to $ 67,320.

Banyan has developed two (2) workforce housing projects in Dallas and Austin. Their experience in the market-rate and workforce housing space gives them a strong understanding of tenant needs and enables them to deliver a higher-quality product than most affordable housing developers.

The long-term intent of the LIHTC program is to allow members of the community to save money for a few years to accumulate enough to move up to home ownership, which is challenging when a household is paying full market-rate rent. The Project's architecture is consistent with the surrounding area's design standards, such that from an aesthetics perspective, there will be no distinguishable difference between the Project and conventional market-rate development.

It's also important to note that Banyan typically retains ownership of their projects for approximately 10 + years. Banyan operates their projects by hiring a third-party general contractor and property management team. Using experienced third-party construction and property management teams with long track records in regulated affordable housing ensures higher build quality, stronger oversight, and long-term neighborhood stewardship than a newly created in-house operation. This long-term commitment results in a higher investment both in the initial build quality of the project, but also in the long-term maintenance which benefits Banyan, the residents, and the City.

F. Zoning Deviation Request:

As a LIHTC project, this development will provide housing exclusively to residents who qualify under for the program. Typical residents under this program would include seniors, people with disabilities, and lower income families, households who typically rely less on personal vehicles, have fewer vehicles per household and utilize public transportation at a higher rate and therefore do not require the same level of parking as market-rate developments.

Providing parking at the base level required under the zoning ordinance, which is approximately 328 spaces, would result in the Site being overparked by at least 80 spaces, based on Banyan's experience operating similar projects. These excessive parking spaces would occupy approximately 23,000 square feet of land that would otherwise be unused, creating unnecessary heat island and stormwater runoff impacts, while also adding to the overall financial burden of the project. In addition, the discouragement of additional cars per household does reduce traffic impacts by reducing trips (for example, a two-person household carpooling to/from workplaces vs maintaining two separate automobiles). Accordingly, a zoning deviation is requested to allow a project of this nature to provide fewer parking spaces than required under RM-2 district. Below are the City's required Findings of Facts along with our responses on how each part is addressed by the project.

1. *Whether a better design can be achieved by not applying the strict provisions of the zoning district.*

Response: Yes, strict provisions would require Banyan to dedicate 23,000 square feet. of Site area to parking field, asphalt and necessary providing increased retention, which would go largely unused and create unnecessary heat island and stormwater runoff impacts. By allowing a zoning deviation/ parking reduction, the project can implement a more intentional site design and support the City in achieving its inclusionary housing and environmental stewardship goals.

2. *Whether adherence to the strict provisions of the zoning district is not required in order to ensure health, safety and welfare of the inhabitants of the development.*

Response: The requested parking reduction will not negatively affect the health, safety, or welfare of the residents. In fact, the zoning deviation will allow Banyan to develop the Site in a way that better meets the needs of its tenants, by providing more open space and reducing heat impacts from large parking lots.

3. *Whether adherence to the strict provisions of the zoning district is not required in order to ensure that property values of adjacent properties will not be reduced.*

Response: The proposed parking reduction will not negatively affect the valuation of the adjacent properties. In fact, the influx of families will likely increase the commercial demand in the area, thus increasing overall property values by increased economic activity from residents.

Additionally, Banyan's Proposed Site Plan is designed to provide a minimum of one covered parking space per unit as a corresponding offset to the requested parking reduction. In summary, the reduction in parking will "right-size" the parking areas to meet real world requirements of workforce families (lower car ownership per household), allowing for the Project to be economically viable (reducing construction and maintenance costs) and will not negatively impact surrounding properties.

We are very excited to bring an opportunity for development of 152 workforce housing apartment homes to the City of Apache Junction. Reduced to 146 units.

We look forward to discussing the project with you at your next available meeting date. In the interim, please feel free to contact me should you have any questions.

Respectfully submitted,

Snell & Wilmer LLP

Noel J. Griemsmann, AICP
Senior Urban Planner

This application narrative is supported by the following documents:
Exhibit A- Aerial Map
Exhibit B- Zoning Map
Exhibit C- General Plan Land Use Map
Exhibit D- Ordinance No. 1526
Exhibit E- Resolution 22-33
Exhibit F- Proposed Site Plan
Exhibit G- Approved Site Plan

Exhibit A
Aerial Map



PROJECT DESCRIPTION

APN	101-131-08D
SIZE (AC)	6.9
OWNER	PRESTIGE PARTNERS LLC
JURISDICTION	APACHE JUNCTION

SNELL & WILMER

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1 East Washington Street, Suite 2700, Phoenix, AZ 85004

N

NOT TO SCALE

SITE AERIAL MAP

BANYAN - APACHE JUNCTION APARTMENTS

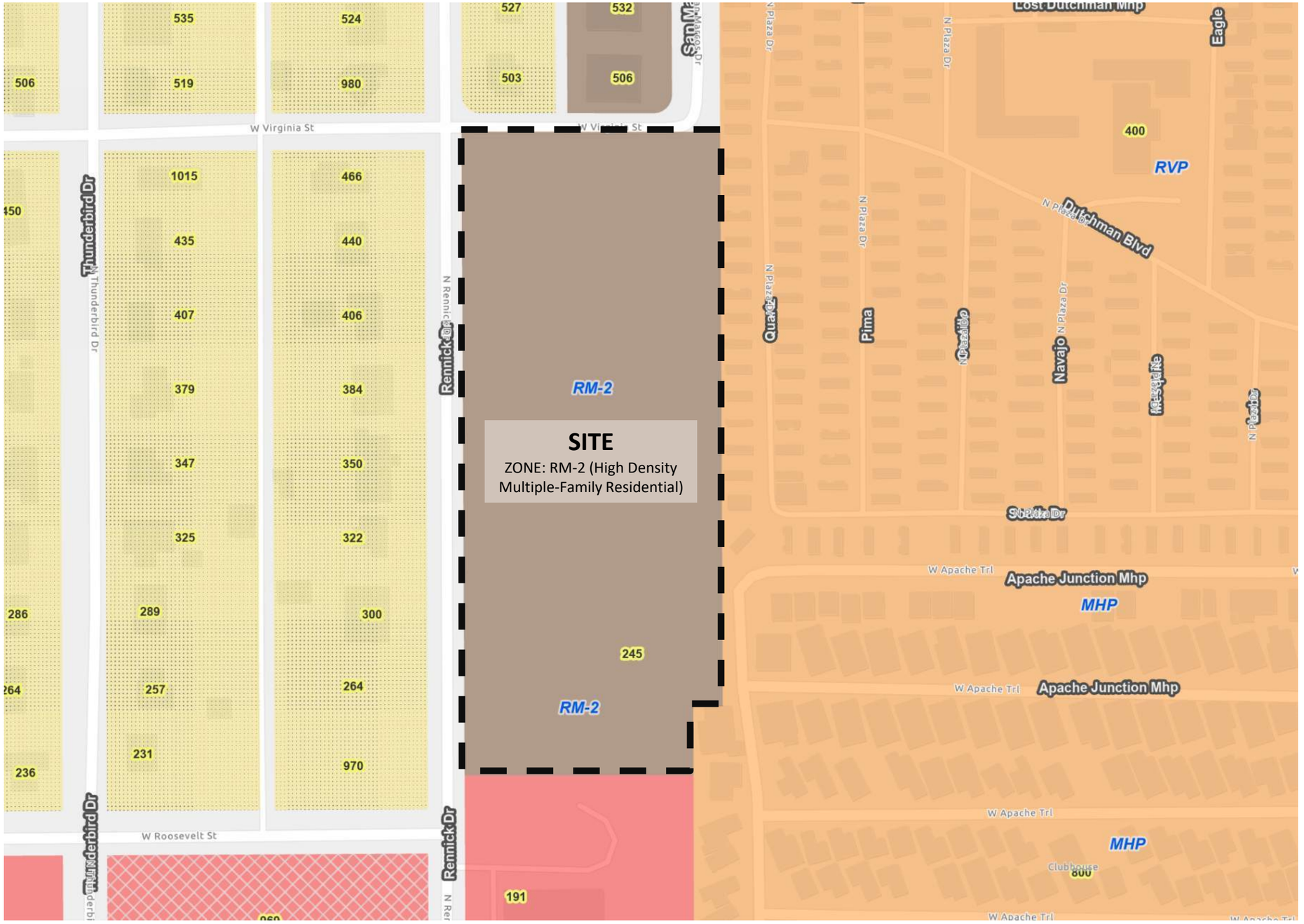
SEC of W VIRGINIA ST & N RENNICK DR, CITY OF APACHE JUNCTION

Exhibit:

Address:

Date:

Exhibit B
Zoning Map



LEGEND

- B-5/PD
- MHP
- MHP/PD
- PI
- PI/PD
- RM-1
- RM-1/PD
- **RM-2**
- RM-2/PD
- RS-10
- RS-10/PD
- RS-10M
- RS-20
- RS-20/PD
- RS-20M
- RS-5/PD
- RS-54
- RS-54/PD
- RS-54M
- RS-54M/PD
- RS-7
- RS-7/PD
- RS-7M
- B-2
- B-2/PD
- B-3
- RVP
- RVP/PD
- MPC

SNELL & WILMER

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1 East Washington Street, Suite 2700, Phoenix, AZ 85004

N

NOT TO SCALE

ZONING MAP

BANYAN - APACHE JUNCTION APARTMENTS

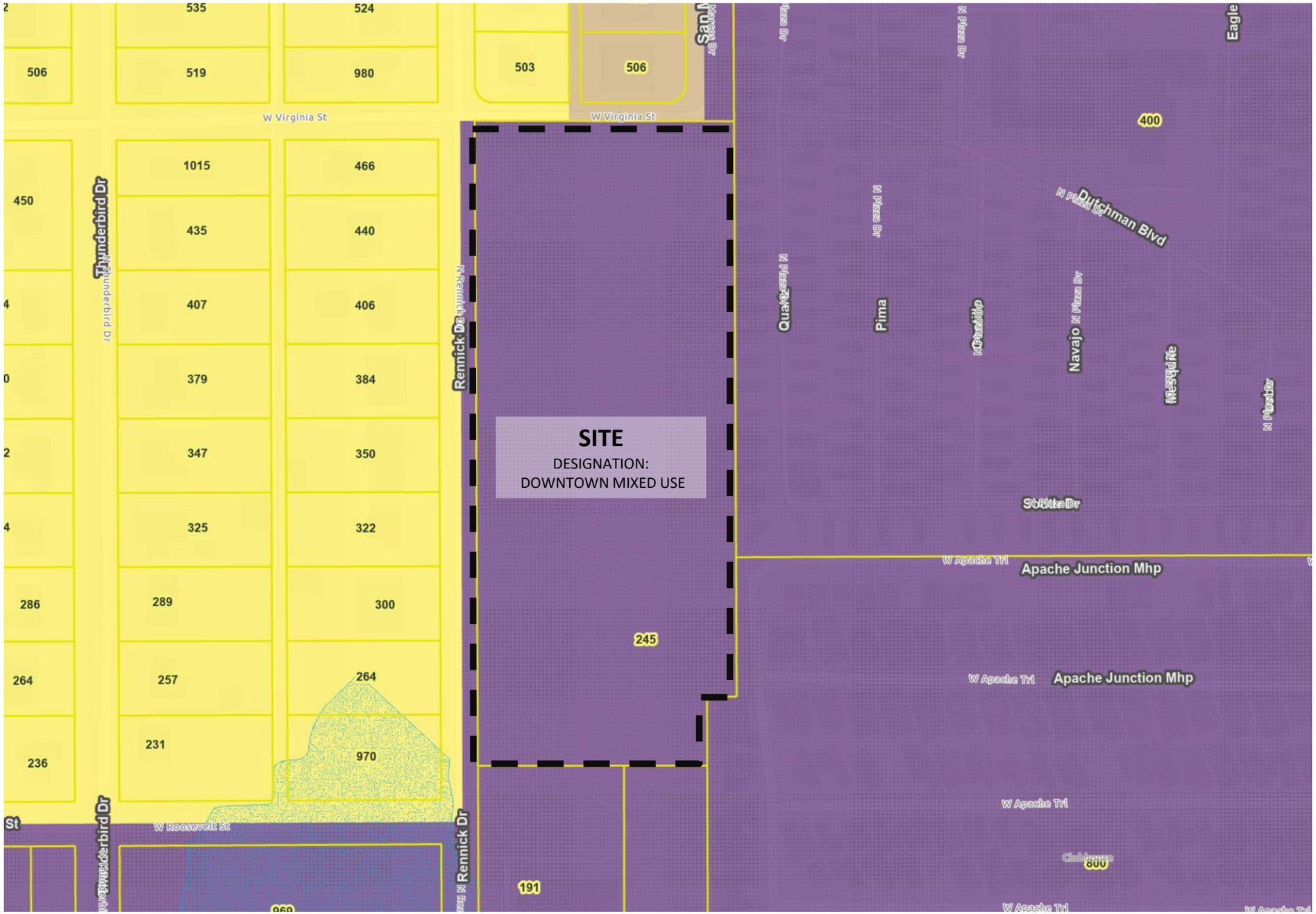
SEC of W VIRGINIA ST & N RENNICK DR, CITY OF APACHE JUNCTION

Exhibit:

Address:

Date:

Exhibit C
General Plan



SNELL & WILMER

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1 East Washington Street, Suite 2700, Phoenix, AZ 85004

N

NOT TO SCALE

LAND USE MAP

BANYAN - APACHE JUNCTION APARTMENTS

SEC of W VIRGINIA ST & N RENNICK DR, CITY OF APACHE JUNCTION

Exhibit:

Address:

Date:

Exhibit D
Ordinance No. 1526

ORDINANCE NO. 1526

AN ORDINANCE OF THE MAYOR AND CITY COUNCIL OF THE CITY OF APACHE JUNCTION, ARIZONA, APPROVING A REZONING AS DESCRIBED IN CASE P-22-29-PZ, AS REQUESTED BY ECOVISTA DEVELOPMENT, LLC, REPRESENTED BY BERRY RIDDELL, LLC; ADOPTING BY REFERENCE THAT CERTAIN DOCUMENT ENTITLED "LEGAL DESCRIPTIONS AND ZONING CONDITIONS OF CASE NO. P-22-29-PZ AUTHORIZED UNDER ORDINANCE NO. 1526" REPEALING ANY CONFLICTING PROVISIONS; AND PROVIDING FOR SEVERABILITY.

WHEREAS, EcoVista Development, LLC, represented by Elyse DiMartino of Berry Riddell, LLC, submitted for a rezoning to approve the use of a 124-unit apartment development tentatively known as "The Enclave on Rennick" on the properties described in this case P-22-29-PZ; and

WHEREAS, on August 9, 2022, the Apache Junction Planning and Zoning Commission held a public hearing and voted 5-1 to recommend approval of rezoning case P-22-29-PZ, subject to the conditions prescribed therein; and

WHEREAS, the city council hereby determines that the proposed rezoning request conforms to the general criteria as specified in Apache Junction City Code, Volume II, Land Development Code, Chapter 1: Zoning Ordinance, Article 1-5: Zoning Bulk and Use Regulations, Section 1-5-1, Residential Use Regulations and Article 1-4: Zoning Districts; and

WHEREAS, pursuant to A.R.S. § 9-462.01 (J), the city council, before adopting any zoning ordinance or text amendment of general applicability, shall consider the probable impact the proposed zoning ordinance or text amendment would have on the cost to construct housing for sale or rent; and

WHEREAS, the city council has determined the adoption of this ordinance or text amendment will have no negative impact on the cost to construct housing for sale or rent as delineated under A.R.S. § 9-462.01(J).

NOW THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF APACHE JUNCTION, ARIZONA, AS FOLLOWS:

SECTION I IN GENERAL

1. That the rezoning as recommended by the planning and zoning commission for case P-22-29-PZ, is approved with conditions incorporated by reference in number 2 below.
2. That certain document entitled "Legal Descriptions and Zoning Conditions of Case No. P-22-29-PZ Authorized under Ordinance No. 1526," one paper copy and one electronic copy which are accessible on the city's website and filed in the office of the city clerk, which document was made a public record by Resolution No. 22-33 of the City of Apache Junction, is hereby referred to, adopted and made a part hereof as if fully set out in this ordinance, pursuant to A.R.S. § 9-802.

SECTION II REPEALING ANY CONFLICTING PROVISIONS:

All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION III PROVIDING FOR SEVERABILITY:

If any section, subsection, sentence, phrase, clause or portion of this ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions thereof.

PASSED AND ADOPTED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF APACHE JUNCTION, ARIZONA, THIS 20TH DAY OF SEPTEMBER, 2022.

SIGNED AND ATTESTED TO THIS 20 DAY OF September, 2022.

Chip Wilson

WALTER "CHIP" WILSON
Mayor

ATTEST:

Jennifer Pena

JENNIFER PENA
City Clerk

APPROVED AS TO FORM:

9-20-22

RICHARD JOEL STERN
City Attorney

Legal Descriptions and Zoning Conditions of Case No. P-22-29-PZ Authorized under Ordinance No. 1526

A) The mayor and council passed Ordinance No. 1526 presented in Case P-22-29-PZ on September 20, 2022, which approves the rezoning of parcels 101-13-1080 and 101-11-0210 from RS-GR "General Rural Low Density Single-Family Detached Residential" to RM-2 "High Density Multiple-Family Residential" and B-2 "Old West Commercial." The portions of the property rezoned are legally defined as follows:

1. The southern 76' of Parcel 101-13-1080, which is rezoned to B-2 "Old West Commercial," is legally described as:

   That portion of the North Half of Section 20, Township 1 North, Range 8 East, of the Gila and Salt River Base and Meridian, Pinal County, Arizona, described as follows:

   Commencing at the North quarter corner of said Section 20;

   Thence South 00°03'51" West (Basis of Bearings), along the North-South mid-section line of said Section 20, a distance of 1040.00 Feet to the Southeast corner of the Beaty Subdivision, according to Book 9 of Maps, Page 40;

   Thence continuing along said North-South mid-section line South 00°03'51" West, a distance of 868.53 Feet to a point, said point being the Point of Beginning;

   Thence continuing along said North-South mid-section line South 00°03'51" West, a distance of 76.00 Feet;

   Thence North 89°56'00" West, a distance of 310.25 Feet to the Easterly Right-Of-Way Line of Rennick Drive, according to said Beaty Subdivision;

   Thence North 00°03'51" East, along said Right-Of-Way line, a distance of 76.00 Feet;

   Thence South 89°56'00" East, a distance of 310.25 Feet to the Point of Beginning.

2. The remainder of Parcel 101-13-1080 and Parcel 101-11-0210, which are rezoned to RM-2 "High Density Multiple-Family Residential," are legally defined as follows:

Remainder of Parcel 101-13-1080

That portion of the North half of Section 20, Township 1 North, Range 8 East, of the Gila and Salt River Base and Meridian, Pinal County, Arizona, described as follows:

Commencing at the North quarter corner of said Section 20;

Thence South 00°03'51" West (Basis of Bearings), along the North-South mid-section line of said Section 20, a distance of 1040.00 feet to the Southeast corner of the Beaty Subdivision, according to Book 9 of Maps, page 40, said point being the Point of Beginning;

Thence continuing along said North-South mid-section line South 00°03'51" West, a distance of 868.53 Feet;

Thence North 89°56'00" West, a distance of 310.25 Feet to the Easterly Right-of-Way line of Rennick Drive, according to said Beaty Subdivision;

Thence North 00°03'51" East, along said Right-of-Way line, a distance of 869.14 Feet to the Southerly Right-of-Way line of Virginia Street, according to said Beaty Subdivision;

Thence South 89°49'14" East, along said Right-of-Way line, a distance of 310.25 Feet to the Point of Beginning; and

Parcel 101-11-0210

That portion of the North half of Section 20, Township 1 North, Range 8 East, of the Gila and Salt River Base and Meridian, Pinal County, Arizona, described as follows:

Commencing at the North quarter corner of said Section 20;

Thence South 00°03'51" West (Basis of Bearings), along the North-South mid-section line of said Section 20, a distance of 1040.00 feet to the Southeast corner of the Beaty Subdivision, according to Book 9 of Maps, Page 40, said Point being the Point of Beginning;

Thence south 89°37'09" East, a distance of 40.00 feet to the East line of the West 40 feet of the Northeast quarter of said Section 20;

Thence South 00°03'51" West, along said East line, a distance of 775.47 feet;

Thence South 89°55’21" West, a distance of 40.00 feet to the North-South mid-section line said section 20;

Thence north 00°03'51" east, along said mid-section line a distance of 775.79 feet to the Point of Beginning.

B) The approval is subject to the following zoning conditions:

1. The project shall be developed in accordance with the plans approved and associated with case P-22-29-PZ and all provisions of the Zoning Ordinance and city codes applicable to this case.

2. Landscape, screening and irrigation improvements, planted within a minimum 10-foot deep strip inside the net property line along the west and north perimeters of the property along the street frontages, shall be provided in compliance with the city’s landscape and screening requirements contained in Apache Junction City Code, Volume II, Land Development Code, Chapter 1, Zoning Ordinance, Article 1-8, Landscape Regulations. All required trees shall be 24” box and all required shrubs shall be 5-gallon in size.

3. Street improvements including the installation of pavement, commercial driveway entrances and the provision of sidewalk, curb, gutter, scuppers as applicable, streetlights, undergrounding utilities as applicable, fire hydrants, landscaping shall be required as part of this project, and subject to review and approval by the City Engineer.

4. The proposed development will not be age-restricted.

5. All common areas and amenity areas within the proposed development and within the right-of-way immediately adjacent to the development, including perimeter walls and fences, and interior and exterior common area landscaping, shall be maintained in good condition at all times by the property owner.

6. All applicable permits shall be applied for and plans shall be designed to current city codes prior to any lot grading or construction on the lots. Inclusively, all applicable development fees, including public art fees, shall be paid at the time of permit issuance. Development fees shall be paid on a per unit basis.

7. The following right-of-way dedications shall be made:

    a) 25 feet of right-of-way shall be dedicated on the south side of W. Virginia Street.
    b) A 20 foot by 20 foot triangular corner cut-off visibility triangle shall be dedicated as public right-of-way at the intersections of W. Virginia Street and N. Rennick Drive.

8. Parcels 101-13-1080 and 101-11-0210 shall be combined through the city's lot combination process.

9. The south 76' of Parcel No. 101-13-1080, which shall be rezoned to B-2 "Old West Commercial," shall be split off through a minor land division.

10. The subject property shall be substantially developed within two (2) years of the rezoning effective date of Ordinance No. 1526, with a possible one (1) year time extension at the discretion of the Development Services Director, or the development plan approval may be subject to reversion by City Council legislative action pursuant to Apache Junction City Code, Volume II, Land Development Code, Chapter 1 Zoning Ordinance, Article 1-16 Administration, Section 1-16-6(H)(1)(b). For the purpose of this rezoning approval, substantial development shall be evidenced by application for and receipt of valid building permits for architecture, all necessary on-site and off-site engineering, and site grading.

Exhibit E
Resolution 22-33

RESOLUTION NO. 22-33

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF APACHE JUNCTION, ARIZONA, DECLARING AS A PUBLIC RECORD THAT CERTAIN DOCUMENT FILED WITH THE CITY CLERK AND ENTITLED "LEGAL DESCRIPTIONS AND ZONING CONDITIONS OF CASE NO. P-22-29-PZ AUTHORIZED UNDER ORDINANCE NO. 1526"; REPEALING ANY CONFLICTING PROVISIONS; AND PROVIDING FOR SEVERABILITY.

WHEREAS, Arizona Revised Statutes Annotated (hereinafter "A.R.S.") § 9-802 permits municipalities to enact the provisions of a code or public record in existence without setting forth such provisions in full text as long as the adopting ordinance is published in full text, and one paper copy is filed with the city clerk and an electronic copy is accessible on the city's website, with both made available for public use and inspection; and

WHEREAS, pursuant to A.R.S. §§ 9-801(1) and 9-802, such codes include zoning conditions approved in zoning case amendments; and

WHEREAS, city staff has identified such provisions herein, and it is the intent of the city to declare such documents and compilations as public records, on file in the office of the city clerk; and

WHEREAS, the documents include the legal descriptions for the parcels and conditions of approval for the rezoning approved in Case P-22-29-PZ, which case was presented to the planning and zoning commission on August 9, 2022 and forwarded with a vote of 5:1 for a recommendation of approval to council at its September 20, 2022 public hearing.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF APACHE JUNCTION, ARIZONA AS FOLLOWS:

SECTION I IN GENERAL

1. That certain document entitled the "Legal Descriptions and Zoning Conditions of Case No. P-22-29-PZ Authorized under Ordinance No. 1526" of which at least one paper copy is on file with the city clerk and one electronic copy of which is accessible on the city's website (www.apachejunctionaz.gov), is hereby declared to be a public record, and shall be made available for public use and inspection.

SECTION II REPEALING ANY CONFLICTING PROVISIONS

All resolutions and parts of resolutions in conflict with the provisions of this resolution or any part of the codes adopted herein, are hereby repealed.

SECTION III PROVIDING FOR SEVERABILITY

If any section, subsection, sentence, phrase, clause or portion of this resolution or any part of the codes or regulations adopted herein is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions thereof.

PASSED AND ADOPTED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF APACHE JUNCTION, ARIZONA, THIS 20 DAY OF September, 2022.

SIGNED AND ATTESTED TO THIS 20 DAY OF September, 2022.

Chip Wilson
WALTER "CHIP" WILSON
Mayor

ATTEST:

Jennifer Pena
JENNIFER PENA
City Clerk

APPROVED AS TO FORM:

9-20-22
RICHARD JOEL STERN
City Attorney

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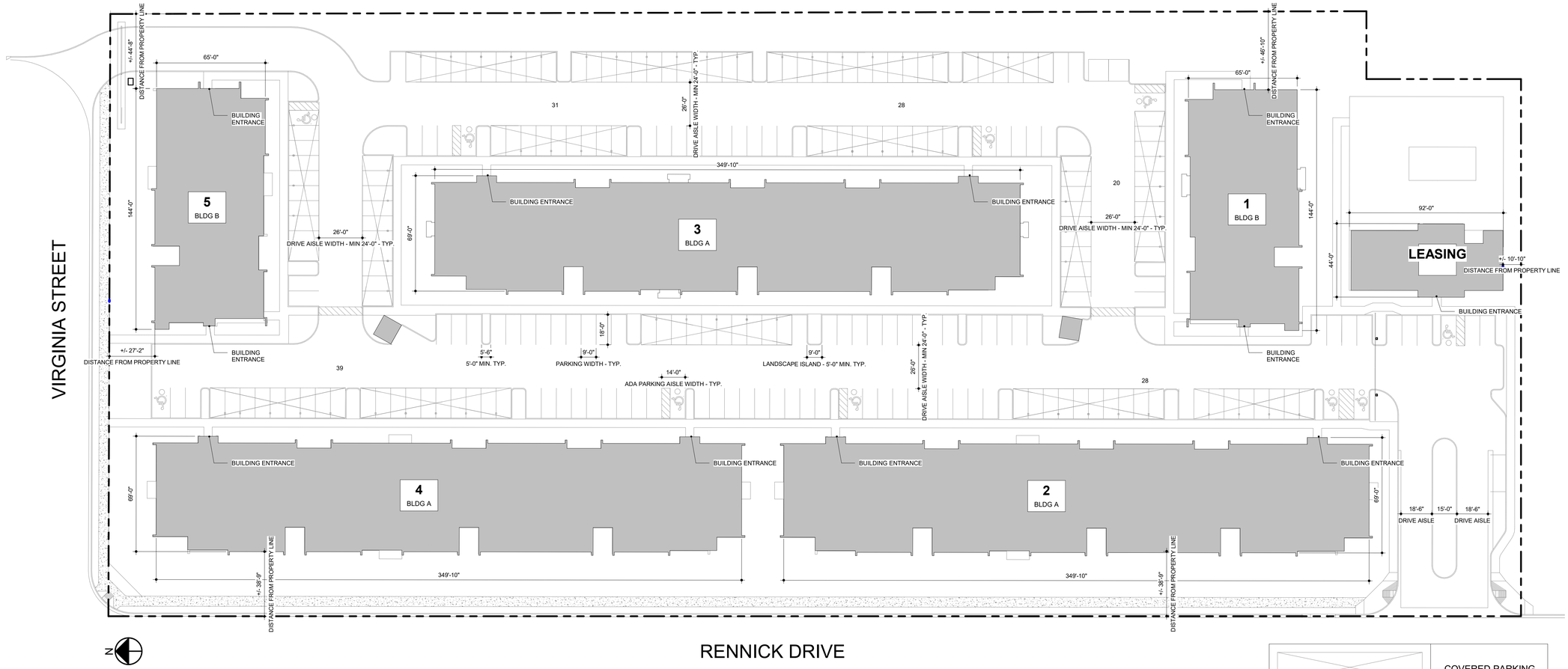
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Exhibit F
Proposed Site Plan



2 ARCHITECTURAL SITE PLAN - SD

1/32" = 1'-0"

STAMP

APACHE JUNCTION

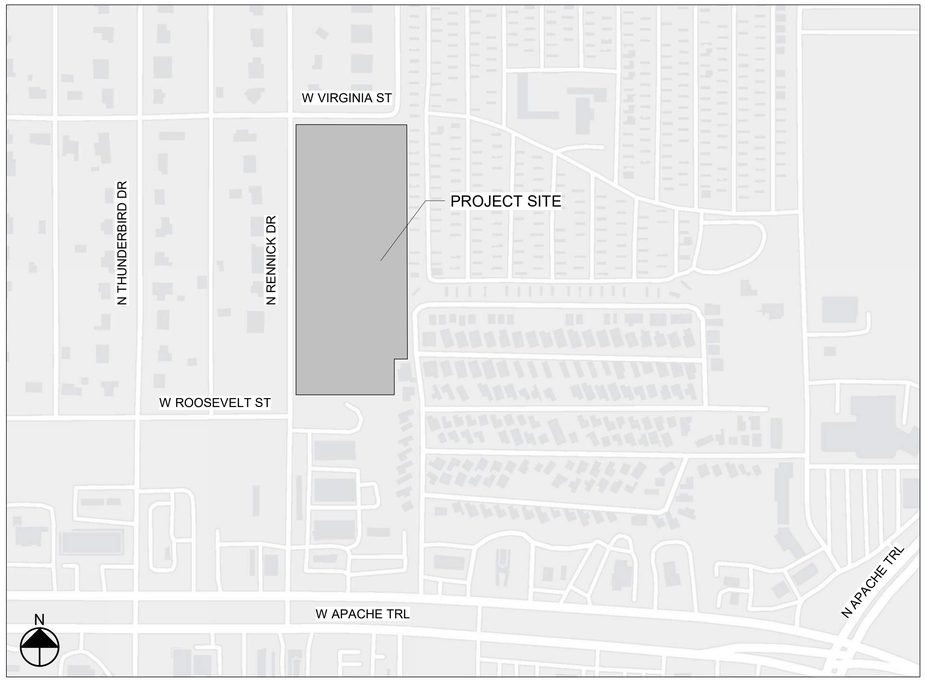
APACHE JUNCTION, ARIZONA

PRELIMINARY SITE PLAN | 04/15/26 | KA# 225084

A01

KEPHART

4/15/2026 8:42:15 AM Autodesk Docs://225084_Banyan Apache Junction/225084_ApacheJunction_Apartments_Arch.rvt



VICINITY MAP
NTS

BASE INFORMATION

CONTACT INFORMATION

OWNER
BANYAN INTERESTS, LLC
2801 E CAMELBACK RD STE 450
PHOENIX, AZ 85016
240.620.6298
MFRIEDMAN@BANYANRES.COM

PLANNER/ARCHITECT
KEPHART
901 E MADISON STREET
PHOENIX, AZ 85034
480.270.3031
ANDYN@KEPHART.COM

RESUBMITTAL RESPONSE: IN RESPONSE TO THE LAST COMMENTS RECEIVED WE HAVE REVIEWED THE BUILDING ELEVATIONS AND HAVE AMENDED/ADDED THE FOLLOWING DESIGN CONSIDERATIONS.

WE HAVE REVISED THE BUILDING DESIGN TO OVERALL MORE CLOSELY RELATE TO THE TRADITIONAL ARCHITECTURE IN THE SOUTHWEST, ARIZONA SPECIFICALLY, AND APACHE JUNCTION IN PARTICULAR.

WE BEGAN BY CONDUCTING WHAT WE CALL A SITE STORY CONSISTING OF A STUDY OF APACHE JUNCTION, ITS HISTORY, AND THE VERNACULAR AND CONTEMPORARY ARCHITECTURE FOUND THERE. OUR REVISED DESIGN ADAPTS THE TRADITIONAL FORMS OF APACHE JUNCTION (AND GENERALLY ARIZONA) IN A MODERN WAY, UTILIZING THEM TO CREATE A 21ST CENTURY ARCHITECTURE.

WE EXPLORED UTILIZING: HOODED WINDOWS, BATTERED WALLS, ARTICULATED PARAPETS, CELEBRATED OVERFLOW SCUPPERS, HISTORIC AND TRADITIONAL DESERT COLORS AND STUCCO FINISHES; ALL IN SUPPORT OF A TIMELESS AND ULTIMATELY MODERN SOLUTION UTILIZING AN ADAPTATION OF VERNACULAR DESERT ARCHITECTURE.

PRELIMINARY SITE PLAN INFORMATION

ZONING SUMMARY:

EXISTING ZONING AND DEVELOPMENT STANDARDS - RM2

DEVELOPMENT SUMMARY:

PROPOSED DENSITY - 146 DWELLING UNITS / 6.7 NET ACRES = 21.8 DU/AC

TOTAL BUILDING SF:

		1 BED	44
BUILDING A	42,850 SF	2 BED	48
BUILDING B	16,888 SF	3 BED	48
BUILDING C	3,263 SF	4 BED	12
	63,001 GROSS SF		146 TOTAL UNITS

LOT COVERAGE CALCULATIONS:

FIRST FLOOR BUILDING A FOOTPRINT	21,425 SF
FIRST FLOOR BUILDING B FOOTPRINT	8,444 SF
CLUBHOUSE FOOTPRINT	3,263 SF
TOTAL FOOTPRINT(MULTI-FAMILY AND CLUBHOUSE)	~77,759 SF(27%)
LANDSCAPE FOOTPRINT	~92,542 SF(31%)
PAVEMENT FOOTPRINT	~121,323 SF(42%)

USABLE OPEN SPACE
REQUIRED 50%
PROVIDED 59%

LEGAL DESCRIPTION:
THAT PORTION OF THE NORTH HALF OF SECTION 20, TOWNSHIP 01 NORTH, RANGE 08 EAST, PINAL COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 20, THENCE SOUTH 1040.00 FEET TO THE POINT OF BEGINNING, THENCE EAST 40.00 FEET, THENCE SOUTH 775.47 FEET, THENCE WEST 40.00 FEET, THENCE SOUTH 92.74 FEET, THENCE WEST 310.25 FEET, THENCE NORTH 869.14 FEET, THENCE EAST 310.25 FEET TO THE POINT OF BEGINNING.
300,581 SQUARE FEET, 6.90 ACRES.

PROJECT DESCRIPTION:

FIVE BUILDINGS WITH TWO LEVELS MULTI-FAMILY AND SURFACE PARKING, DETACHED CLUBHOUSE.

STRUCTURES:

BUILDING ENTRANCES - REFERENCE LEGEND OVERHANGS AND CANOPIES - REFERENCE ARCHITECTURE ELEVATIONS

BUILDING HEIGHT:
2 STORIES / 27'-5" TO TOP OF PARAPET.
CLUBHOUSE HEIGHT:
18'-1 1/8"

TRAFFIC / PARKING:

146 UNITS = 328 SPACES REQUIRED
MAX ALLOWED = N/A
SURFACE PARKING PROPOSED (9'X18')

OPEN	238
ACCESSIBLE	10
COVERED	146
TOTAL	248 SPACES

BICYCLE PARKING
32 SPACES REQUIRED
32 SPACES PROVIDED

UTILITIES:

FOR LOCATIONS OF EXISTING AND PROPOSED UTILITIES PLEASE SEE CIVIL SHEETS UL04 AND UL05.

PRELIMINARY BUILDING INFORMATION

APARTMENTS

TOTAL SF	:	59,738 SF
PRELIMINARY CONSTRUCTION TYPE	:	TYPE V-A
PROPOSED SPRINKLERS	:	NFPA 13R

CLUBHOUSE

TOTAL SF	:	3,263 SF
PRELIMINARY CONSTRUCTION TYPE	:	TYPE V-B
PROPOSED SPRINKLERS	:	NS

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KEPHART

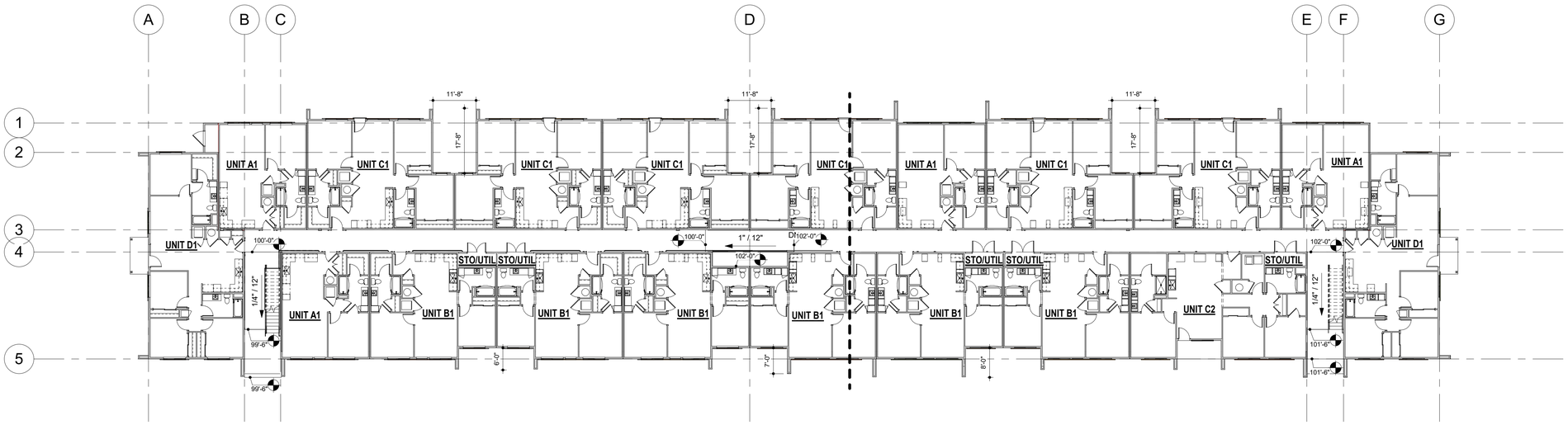
APACHE JUNCTION

APACHE JUNCTION, ARIZONA

SITE DATA | 04/15/26 | KA# 225084

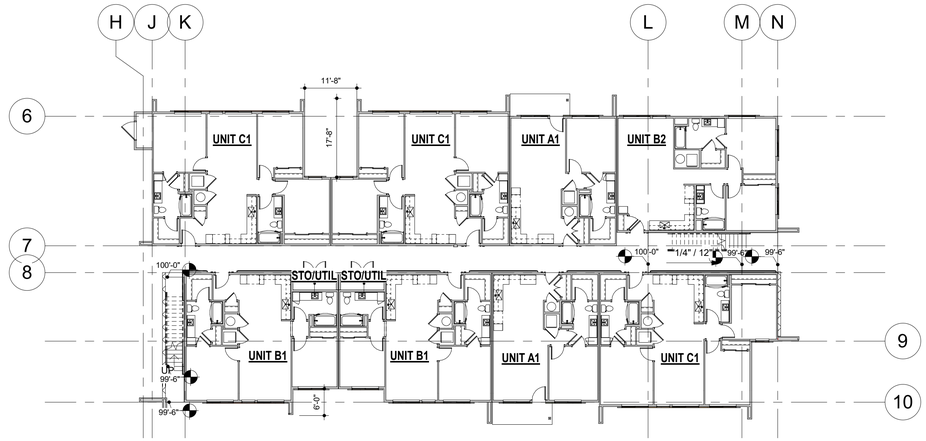
A02

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2 BUILDING TYPE A - FLOOR PLAN TYP. - SD

1/16" = 1'-0"



1 BUILDING TYPE B - FLOOR PLAN TYP. - SD

1/16" = 1'-0"

STAMP

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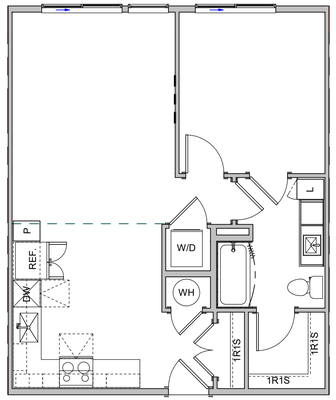
APACHE JUNCTION

APACHE JUNCTION, ARIZONA

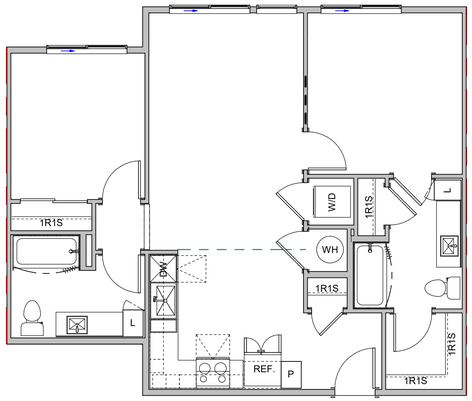
FLOOR PLANS | 04/15/26 | KA# 225084

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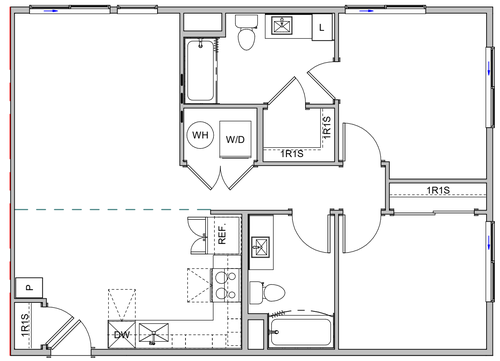
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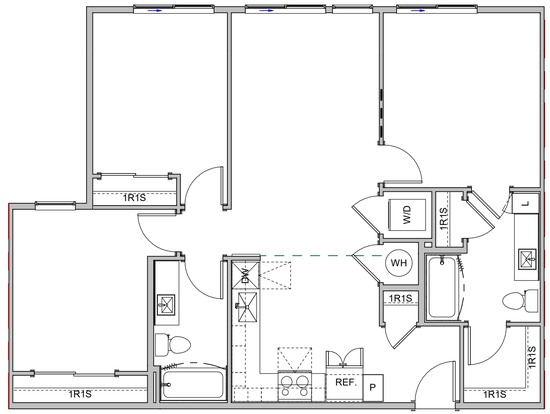
UNIT A1 PLAN



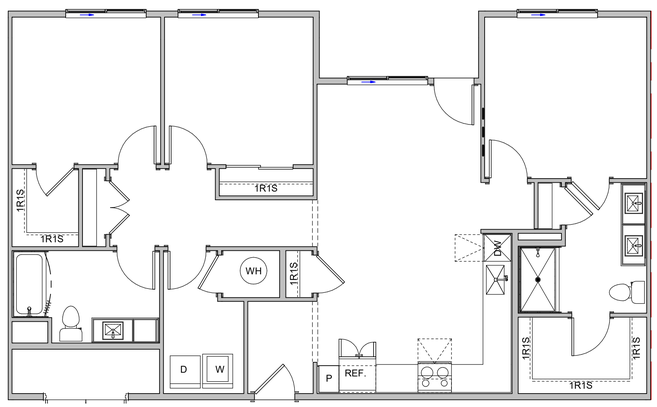
UNIT B1 PLAN



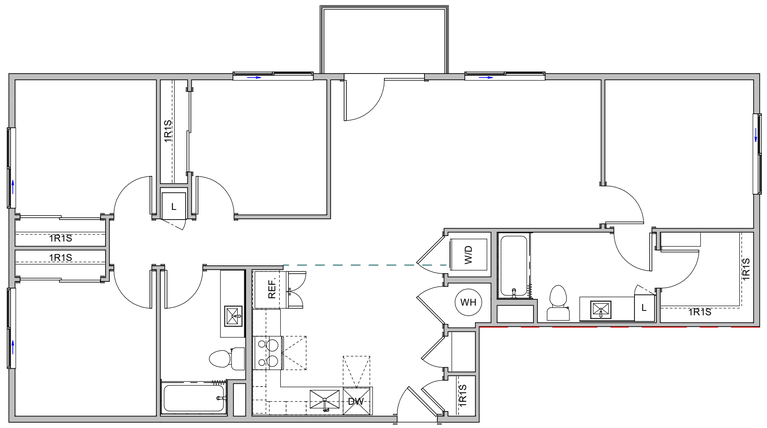
UNIT B2 PLAN



UNIT C1 PLAN



UNIT C2 PLAN



UNIT D1 PLAN

STAMP

APACHE JUNCTION

APACHE JUNCTION, ARIZONA

UNIT PLANS | 04/15/26 | KA# 225084

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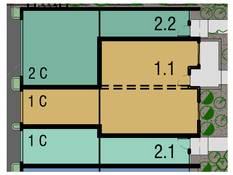
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Exhibit G
Approved Site Plan

TYPICAL UNIT TYPE DESIGNATIONS

BUILDING MODULE 1

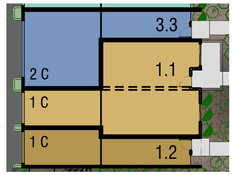


UNIT 2.2 (±1,145 sf)
2 BEDROOM UNIT OVER
2 CAR GARAGE

UNIT 1.1 (±760 sf)
1 BEDROOM WITH
1 CAR GARAGE

UNIT 2.1 (±1,145 sf)
2 BEDROOM UNIT OVER
1 CAR GARAGE

BUILDING MODULE 2



UNIT 3.3 (±1,630 sf)
3 BEDROOM UNIT OVER
2 CAR GARAGE

UNIT 1.1 (±760 sf)
1 BEDROOM WITH
1 CAR GARAGE

UNIT 1.2 (±850 sf)
1 BEDROOM UNIT OVER
1 CAR GARAGE

PARKING

TOTAL PARKING: 223 SP REQUIRED, 236 SP PROVIDED
STALL SIZE : 90° : 9' x 18' / PARALLEL : 9' x 22'
LOADING ZONE 12'x35' : 1 REQUIRED, 1 PROVIDED

		REQUIRED	PROVIDED
1 BEDROOM :	51 X 1.50	77 SP	51 GARAGE
			26 ON-SITE
2 BEDROOM :	58 X 2.00	116 SP	86 GARAGE
			30 ON-SITE
3 BEDROOM :	15 X 2.00	30 SP	30 GARAGE
		223	223
VISITOR SPACES :			13

ASSIGNED PARKING SPACES:
1. THE (26) ON-SITE PARKING SPACES REQUIRED FOR THE ONE BEDROOM UNITS WILL BE MARKED ON EACH STALL AS RESERVED FOR "TENANT PARKING".

2. THE (30) ON-SITE PARKING SPACES FOR THE 2ND PARKING SPACE FOR THE (30) 2.1 BEDROOM UNITS WHICH HAVE A ONE CAR GARAGE, WILL BE ASSIGNED TO EACH OF THOSE UNITS BY A UNIT NUMBER ON THE STALL, AND BE THE CLOSEST PARKING SPACE TO EACH OF THOSE UNITS.

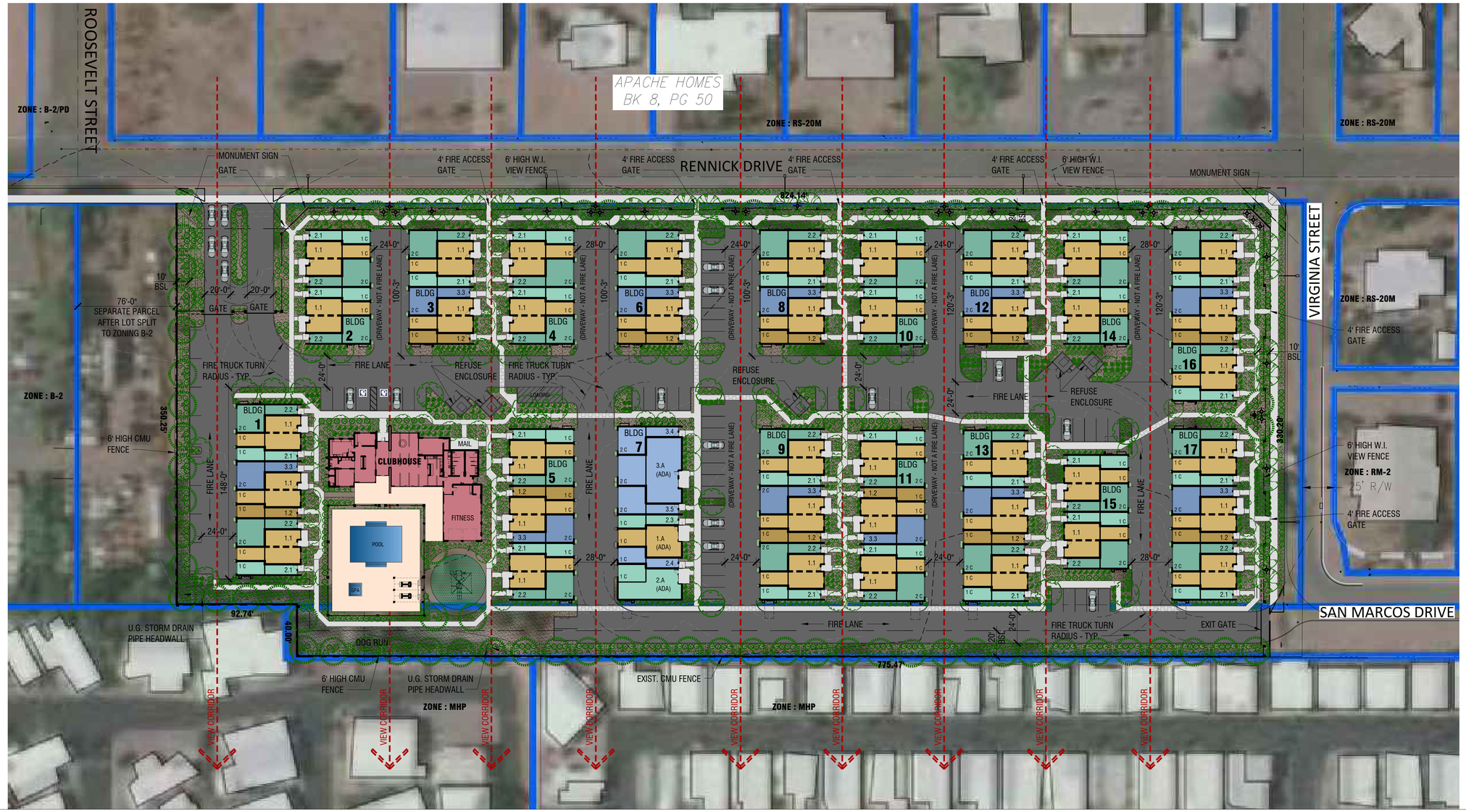
3. VISITOR PARKING SPACES WILL BE BE DISPERSED THROUGHOUT THE SITE AND MARKED "VISITOR".

SITE DATA

GROSS SITE AREA :	±300,570 SF (6.90 AC - AFTER LOT SPLIT)
NET SITE AREA :	±291,800 SF (6.70 AC)
CURRENT ZONING :	RS-GR
PROPOSED ZONING :	RM-2
SETBACKS (BSL):	20' FRONT & REAR, 10' SIDE INTERIOR & STREET
BUILDING HEIGHT :	35' ALLOWED IN CURRENT ZONING, 30' PROPOSED
NO. OF STORIES :	2
DWELLING UNITS (DU) :	124
DENSITY :	18 DU/AC (GROSS SITE AREA)
LOT COVERAGE :	50% ALLOWED, ±38% PROPOSED (±110,511 SF)
AMENITIES :	OFFICE, CLUB, POOL, SPA, OUTDOOR KITCHEN

UNIT MIX

BUILDING TYPES	1 BED	2BED	3BED	TOTAL
6.1 - (5) 6 UNIT	(2) 10	(4) 20	(0) 0	30
6.2 - (4) 6 UNIT	(3) 12	(2) 8	(1) 4	24
7.A - (1) 7 UNIT	(1) 1	(2) 2	(4) 4	7 (3 ADA UNITS)
9 - (7) 9 UNIT	(4) 28	(4) 28	(1) 7	43
TOTAL UNITS	51	58	15	124
	41%	47%	12%	



RDA
RON DEITRICK ARCHITECTS
rondeitrick.com 602.577.7171

EcoVista Development

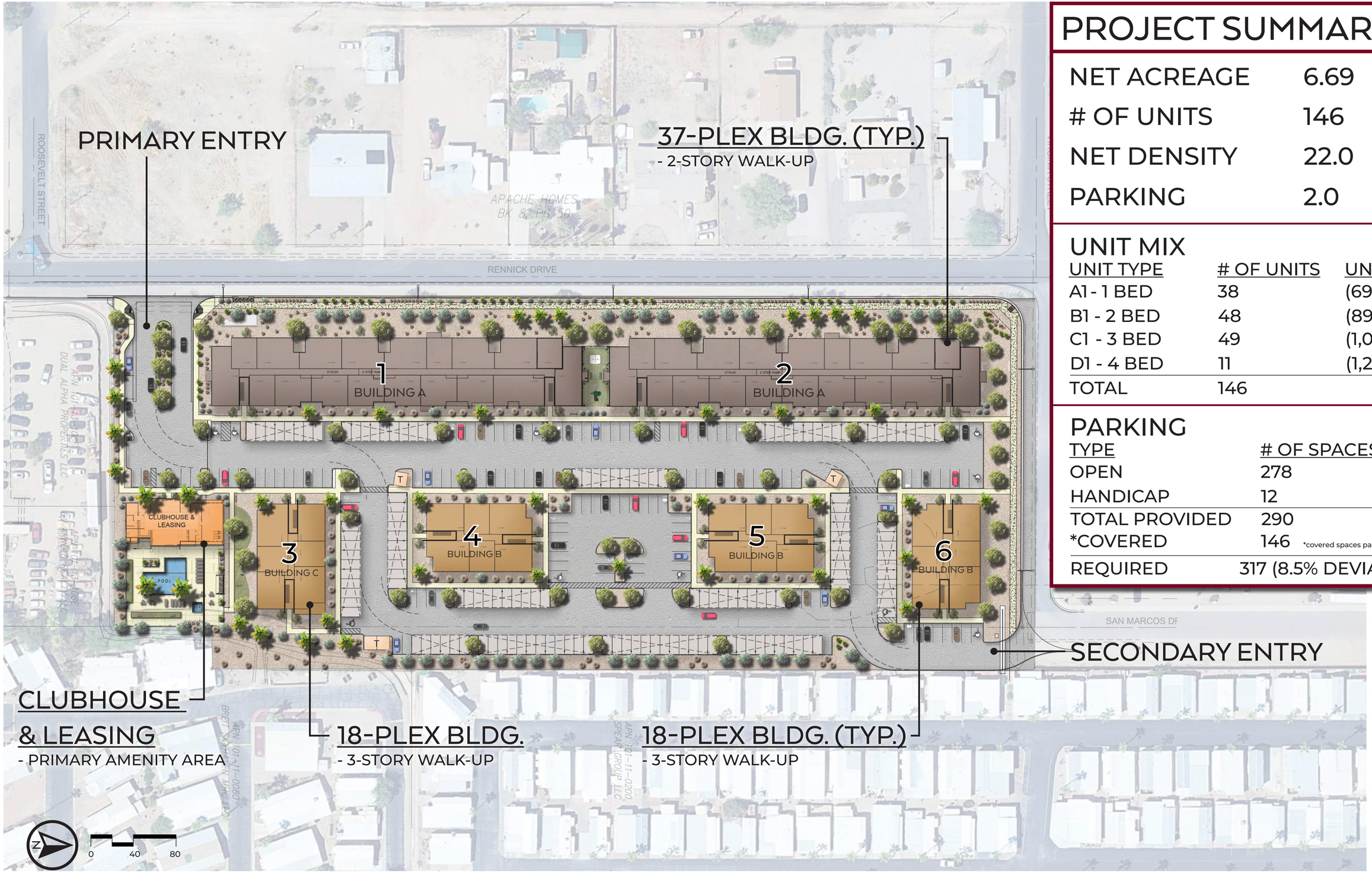
THE ENCLAVE
ON RENNICK

SEC RENNICK DR & VIRGINIA ST
APACHE JUNCTION, ARIZONA

SITE PLAN
124 UNITS / 6.9 AC GROSS

DATE : 6/6/22

SCALE : 1" = 40'
0' 20' 40' 80'



PROJECT SUMMARY:

NET ACREAGE	6.69	AC
# OF UNITS	146	DU
NET DENSITY	22.0	DU/AC
PARKING	2.0	SP/DU

UNIT MIX

UNIT TYPE	# OF UNITS	UNIT SF
A1 - 1 BED	38	(696 SF)
B1 - 2 BED	48	(898 SF)
C1 - 3 BED	49	(1,069 SF)
D1 - 4 BED	11	(1,262 SF)
TOTAL	146	

PARKING

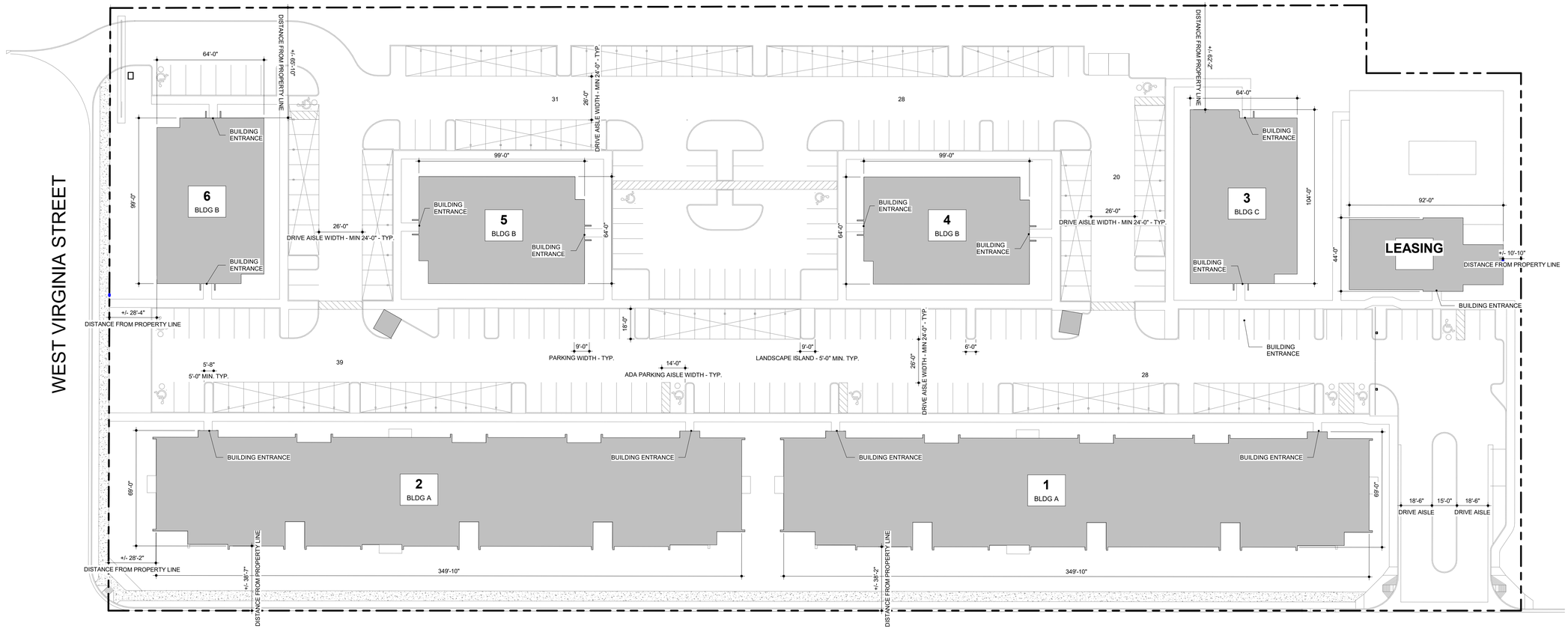
TYPE	# OF SPACES
OPEN	278
HANDICAP	12
TOTAL PROVIDED	290
*COVERED	146 *covered spaces part of open parking count.
REQUIRED	317 (8.5% DEVIATION)

BANYAN - APACHE JUNCTION APARTMENTS

APACHE JUNCTION, ARIZONA
CONCEPTUAL SITE PLAN | KA#225084 | DATE 06/11/2026

KEPHART

LP 01



2 ARCHITECTURAL SITE PLAN - SD
1/32" = 1'-0"

STAMP

KEPHART

APACHE JUNCTION

APACHE JUNCTION, ARIZONA

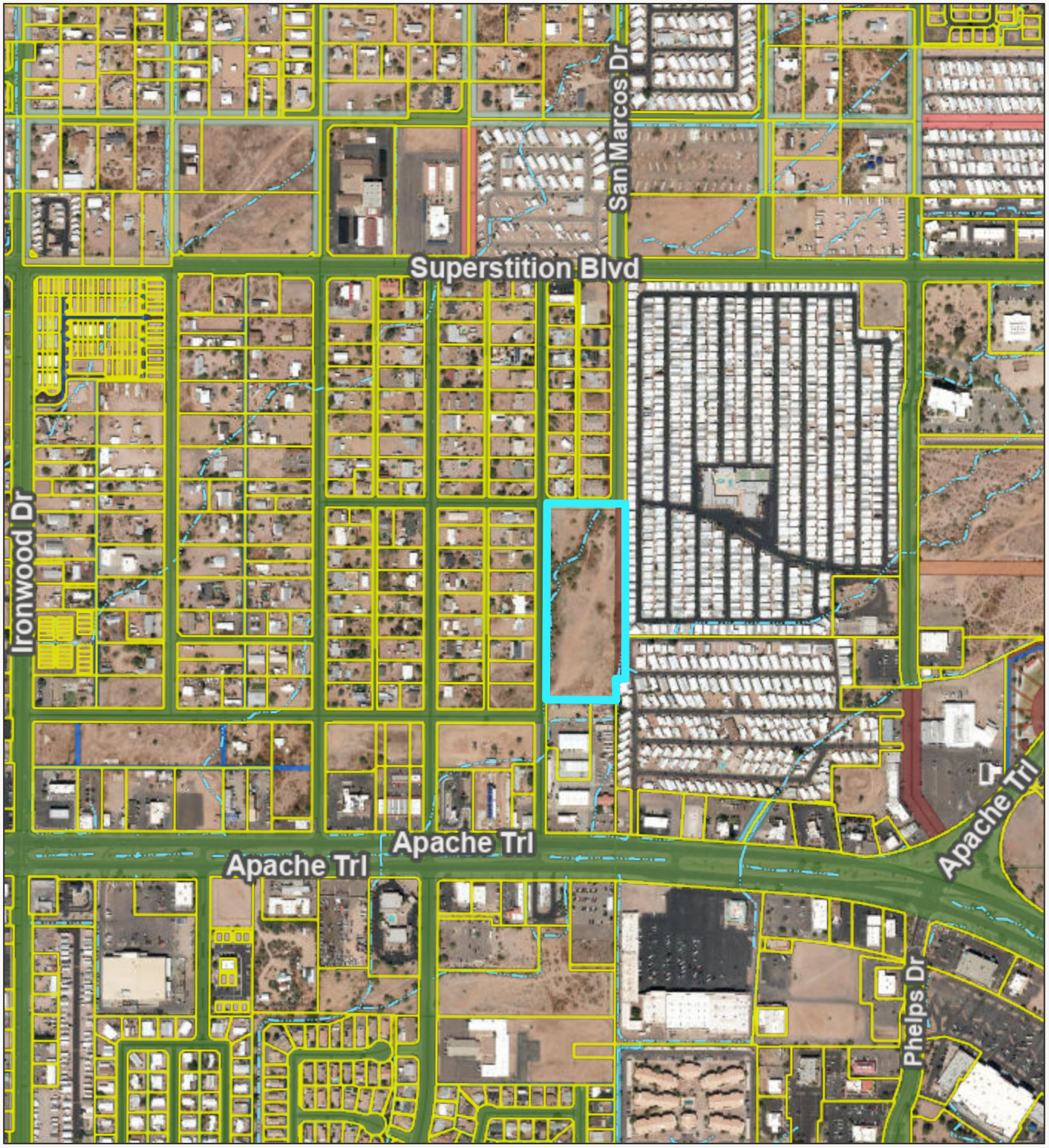
PRELIMINARY SITE PLAN | 06/11/26 | KA# 225084

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ArcGIS Web Map

DISCLAIMER: This map was produced without benefit of a field survey and is not the intended use. The use of this map is for informational purposes only and the City of Apache Junction makes no warranty, expressed or implied, regarding the reliability of the information provided.



LEGEND

Apache Junction Municipal Boundary

- Apache Junction
- County Boundary

Parcels

- City of Apache Junction
- Ephemeral Washes
- Documents by Quarter Section

City of Apache Junction

N

April 23, 2026

0 0.1 0.2

mi

Content maintained by the Apache Junction GIS Division

BANYAN APACHE JUNCTION MULTI-FAMILY

APACHE JUNCTION, ARIZONA

OWNER | DEVELOPER |
BANYAN INTERESTS, LLC
AND / OR ITS ASSIGNS
2801 E CAMELBACK RD STE 450
PHOENIX AZ 85016
240.620.6298
EMAIL: MFRIEDMAN@BANYANRES.COM

ARCHITECT |
KEPHART
2555 WALNUT STREET
DENVER COLORADO 80205
PHONE: 303 832 4474
CONTACT: ANDREW NORDHUS
EMAIL: ANDYN@KEPHART.COM

LANDSCAPE ARCHITECT |
NORRIS DESIGN
901 E MADISON ST
PHOENIX, ARIZONA 85034
PHONE: 602 254 9600
CONTACT: GREG ROWAN
EMAIL: GROWAN@NORRIS-DESIGN.COM

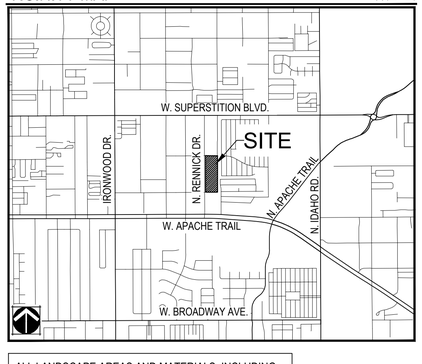
ENGINEER |
BOWMAN
2420 S. POWER RD.
SUITE 105 MESA, AZ 85029
PHONE: (480) 605-2400
CONTACT: HUNTER CALLENDER
EMAIL: HCALLENDER@BOWMAN.COM

LANDSCAPE GENERAL NOTES :

1. CONTRACTOR TO OBTAIN PERMITS FROM LOCAL AGENCIES AND UTILITY COMPANIES HAVING JURISDICTION OVER THIS SITE.
2. CONTRACTOR TO VERIFY LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO ANY INSTALLATION.
3. CONTRACTOR SHALL PROVIDE ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO INSTALL THE WORK INDICATED ON THE LANDSCAPE DOCUMENTS. HE SHALL BE RESPONSIBLE FOR CAREFUL SITE INSPECTION, DETAILED REVIEW OF THE PLANS, AND COORDINATION WITH OTHER CONTRACTORS ON-SITE PRIOR TO ANY INSTALLATION. ANY DISCREPANCIES SHALL IMMEDIATELY BE BROUGHT TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE.
4. PRIOR TO INITIATING THESE LANDSCAPE IMPROVEMENTS, THE LANDSCAPE CONTRACTOR MUST SCHEDULE A PRE- CONSTRUCTION MEETING ON-SITE WITH THE APPROVAL OF THE OWNER AND THE GENERAL CONTRACTOR. THE OWNER'S REPRESENTATIVE AND/OR THE PROJECT LANDSCAPE ARCHITECT MUST BE PRESENT. THE PURPOSE OF THIS MEETING IS TO RESOLVE ANY EXISTING SITE CONDITIONS THAT MAY BE IN CONFLICT WITH THESE LANDSCAPE CONSTRUCTION DOCUMENTS AND THEREFORE IMPACT THE INSTALLATION OF ANY OF THESE PROPOSED IMPROVEMENTS. THIS FIRST MEETING SHOULD BE SCHEDULED TO OCCUR AFTER THE COMPLETION OF ON-SITE AND OFF-SITE IMPROVEMENTS INCLUDING: ALL UNDERGROUND UTILITIES, MASS GRADING, AND STREET IMPROVEMENTS.
5. DAMAGE TO EXISTING LANDSCAPING, UNDERGROUND UTILITIES, IRRIGATION LINES, ELECTRICAL LINES, ETC. SHALL BE REPAIRED AT CONTRACTORS EXPENSE.
6. ANY DISCREPANCIES FOUND BETWEEN THE PLANS AND THE SITE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT.
7. ALL QUANTITIES PROVIDED ARE FOR BIDDING PURPOSES ONLY. LANDSCAPE CONTRACTOR SHALL VERIFY ALL QUANTITIES PRIOR TO CONSTRUCTION.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL FINISH GRADES IN LANDSCAPED AREAS. HE SHALL DETERMINE, WITH THE GENERAL CONTRACTOR, THE EXTENT OF ROUGH GRADING AND/OR FINE GRADING TO BE ESTABLISHED BY OTHERS.
9. ALL GRADING AND DRAINAGE SHALL BE IN ACCORDANCE WITH THE PLANS PREPARED BY THE PROJECT CIVIL ENGINEER, OR AS DIRECTED BY THE OWNER'S REPRESENTATIVE. PROVIDE POSITIVE DRAINAGE AWAY FROM THE BUILDING(S) IN ALL CONDITIONS. CONTRACTOR TO MEET ALL EXISTING GRADES AT PROJECT BOUNDARIES. ROUGH GRADE SHALL BE 3" BELOW THE TOP OF ADJACENT WALKS AND CURBS PRIOR TO RECEIVING DECOMPOSED GRANITE.
10. ADJACENT UNDISTURBED AREAS DAMAGED OR DISTURBED TO BE RESTORED TO ITS ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
11. CONTRACTOR SHALL FINE GRADE ENTIRE LANDSCAPED AREA AS REQUIRED FOR INSTALLATION OF PLANTING. ALL GRADES SHALL BE NEAT, RAKED SMOOTH AND BE FREE OF DEBRIS PRIOR TO SUBSTANTIAL COMPLETION.
12. PRIOR TO SPREADING MATERIAL GROUNDCOVERS, ADJUST AND COMPACT FINISH GRADES, APPLY WEED PRE-EMERGENT SURFLAN AS PER MANUFACTURER'S INSTRUCTIONS. THEN SPREAD DECOMPOSED GRANITE, RIVER RUN, OR MULCH AS INDICATED ON PLANS. DECOMPOSED GRANITE SHALL BE WATERED, THEN COMPACTED WITH A SOD ROLLER TO A MINIMUM DEPTH OF 2" AFTER COMPACTION. PROVIDE A SECOND APPLICATION OF THE PRE- EMERGENT SURFLAN AT THE END OF THE MAINTENANCE PERIOD
13. ALL LANDSCAPED AREAS SHALL RECEIVE A 2" TOP DRESSING OF DECOMPOSED GRANITE AS SPECIFIED IN THE TOPDRESS SCHEDULE. PROVIDE SAMPLE OF SIZE AND COLOR FOR APPROVAL BY OWNER'S REPRESENTATIVE PRIOR TO DELIVERY.
14. STAKE LOCATIONS OF ALL TREES FOR APPROVAL PRIOR TO INSTALLATION OF ANY PLANT MATERIAL.
15. ALL PLANT MATERIAL SHALL BE HEALTHY, VIGOROUS, WELL BRANCHED AND DENSELY FOLIATED (WHEN IN-LEAF) AS IS TYPICAL FOR THE SPECIES. THEY SHALL HAVE HEALTHY, WELL DEVELOPED ROOT SYSTEMS (NOT POT BOUND), A NORMAL HABIT OF GROWTH CONSISTENT WITH INDUSTRY STANDARDS, AND FREE OF ANY BRUISES, CUTS, OR OTHER ABNORMALITIES. PLANT MATERIAL SHALL BE SIZED IN ACCORDANCE WITH THE AMERICAN STANDARD FOR NURSERY STOCK, LATEST EDITION, PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMAN, AND THE ARIZONA NURSERYMAN ASSOCIATION STANDARDS.
16. ALL RIGHT-OF-WAY PLANT MATERIAL MUST BE IN COMPLIANCE WITH THE DEPARTMENT OF WATER RESOURCES LOW WATER USE PLANT LIST.
17. BACKFILL MIXTURES, EXCEPT AS NOTED, TO BE COMPRISED OF 75% NATIVE SOIL AND 25% DECOMPOSED GRANULAR BARK MULCH AND 2 LBS. DISPERSAL PER CUBIC YARD OF BACKFILL.
18. ADD AGRI-FORM FERTILIZER TABLETS AT THE FOLLOWING RATES:
    1 GALLON PLANT - 1 TABLET 15 GALLON PLANT - 4 TABLETS
    5 GALLON PLANT - 2 TABLET BOXED TREE - 6 TABLETS (MIN.)
    TABLETS TO BE PLACED NO DEEPER THAN 6' BELOW SOIL SURFACE.
19. LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR ALL PLANTS SHOWN ON PLANTING PLAN. DO NOT SUBSTITUTE PLANTS BY TYPE OR QUANTITY WITHOUT WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE.
20. THE OWNER'S REPRESENTATIVE RESERVES THE RIGHT TO REJECT ANY SELECTION OF PLANT MATERIAL THAT DOES NOT SATISFY THE INTENT OF THE LANDSCAPE DESIGN BASED ON SIZE, SHAPE, EVIDENCE OF STRESS OR IMPROPER CARE.
21. PRIOR TO INITIATING THE 90-DAY MAINTENANCE PERIOD, COMPLETE ANY INITIAL PUNCH LIST ITEMS, THEN OBTAIN APPROVAL FROM OWNER'S REPRESENTATIVE OF SUBSTANTIAL COMPLETION. DETERMINE WITH OWNER'S REPRESENTATIVE THE START DATE FOR THE 90-DAY MAINTENANCE PERIOD. CONTRACTOR TO THEN MAINTAIN LANDSCAPE WHICH MAY INCLUDE WATERING, WEEDING, PRUNING, AND REPLACEMENT OF ANY MATERIAL THAT HAS DIED OR IS SHOWING EVIDENCE OF STRESS. SUBMIT WRITTEN REQUEST FOR FINAL PUNCH LIST ONE WEEK PRIOR TO END OF MAINTENANCE PERIOD.
22. PROVIDE OWNER WITH A WRITTEN GUARANTEE OF ONE (1) YEAR FOR ALL TREES AND 90 DAYS FOR ALL PLANT MATERIAL DATED FROM START OF MAINTENANCE PERIOD AGAINST DEFECTS INCLUDING DEATH AND UNSATISFACTORY GROWTH. PROVIDE OWNER WITH WRITTEN INSTRUCTIONS OUTLINING MAINTENANCE PROCEDURES TO BE ADOPTED IN ORDER TO PROTECT GUARANTEE. INCLUDE WATERING SCHEDULE AND FERTILIZER PROGRAM.
23. INSTALL ALL SIDEWALKS PER A.D.A. REQUIREMENTS.
24. FIELD VERIFY ALL UTILITIES BEFORE PLANTING TREES.
25. A COUNTY DUST CONTROL PERMIT IS REQUIRED. THE CONTRACTOR SHALL RETAIN THIS PERMIT.
26. ALL PLANT MATERIAL BETWEEN 3'-0" AND 10'-0" IN HEIGHT, WITHIN A SIGHT VISIBILITY TRIANGLE, SHALL NOT EXCEED 1'-0" IN IT'S GREATEST CROSS-SECTIONAL DIMENSION PER CITY OF PHOENIX CODE, CHAPTER 31 - SECTION 13.
27. THERE ARE NO OVERHEAD POWER LINES ON THIS PROJECT.
28. A 3' CLEARANCE AROUND ALL EDGES OF ALL TRANSFORMER PADS AND A CLEAR OPERATIONAL AREA THAT EXTENDS 12 FEET IMMEDIATELY IN FRONT OF ALL TRANSFORMERS IS TO BE MAINTAINED. REFER TO THE UTILITY COMPANIES' DETAILS.
29. A MINIMUM OF THREE FOOT (3') ACCESS TO AND CLEARANCE AROUND ALL FIRE HYDRANTS PER MAG STANDARD DETAIL 362 IS TO BE MAINTAINED. A 3' CLEARANCE FROM PLANT MATERIAL SHALL BE MAINTAINED FOR FDCs.

VICINITY MAP

n.t.s.



ALL LANDSCAPE AREAS AND MATERIALS, INCLUDING THOSE LOCATED IN PUBLIC RIGHTS-OF-WAY, SHALL BE MAINTAINED IN A HEALTHY, NEAT, CLEAN, AND WEED-FREE CONDITION. AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI) A300 STANDARD PRACTICES FOR PRUNING, SUPPORT SYSTEMS, AND SAFETY SHALL BE USED FOR MAINTENANCE CRITERIA. THIS SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER.

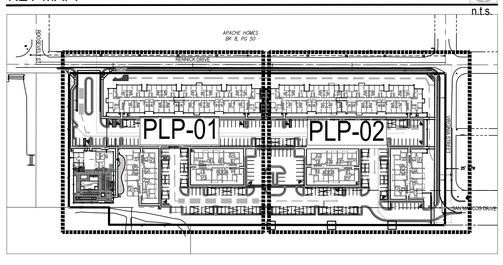
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APACHE JUNCTION LANDSCAPE NOTES :

1. INSTALLATION AND SURETY. REQUIRED LANDSCAPING SHALL BE INSTALLED PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION, AS APPLICABLE. A SITE INSPECTION MUST BE CONDUCTED BY THE PLANNING DIVISION TO VERIFY PROPER INSTALLATION. IT IS THE OWNER'S (OR OWNER'S REPRESENTATIVE'S) RESPONSIBILITY TO ARRANGE AN INSPECTION APPOINTMENT WITH THE PLANNING DIVISION. A SURETY BOND, CASH DEPOSIT OR ASSURED LETTER OF CREDIT IN AN AMOUNT TO GUARANTEE THE INSTALLATION OF THE LANDSCAPING WITHIN 6 MONTHS FROM THE DATE OF ISSUANCE OF THE CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION MAY BE PERMITTED BY THE DEVELOPMENT SERVICES DIRECTOR OR DESIGNEE IN LIEU OF IMMEDIATE INSTALLATION OF PLANT MATERIALS. THE ALLOWABLE INSTALLATION PERIOD WILL NOT BE EXTENDED MORE THAN 6 MONTHS FROM THE DATE OF THE CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION.
2. LANDSCAPE MAINTENANCE. ALL LANDSCAPING SHALL BE REASONABLY MAINTAINED AND ANY DEAD PLANT MATERIAL SHALL BE IMMEDIATELY REPLACED BY THE PROPERTY OWNER. MAINTENANCE SHALL INCLUDE BUT NOT BE LIMITED TO REMOVAL OF DEBRIS, PRUNING, TRIMMING, WATERING OR OTHER REQUIREMENTS TO CREATE AN ATTRACTIVE APPEARANCE FOR THE DEVELOPMENT. MAINTENANCE MUST ENSURE THAT PEDESTRIAN AND VEHICULAR TRAFFIC WILL NOT BE OBSTRUCTED BY ANY OF THE VEGETATION.
3. OVERHEAD WIRES. UNDERGROUNDING OF OVERHEAD WIRES AND EQUIPMENT SHALL BE REQUIRED IN ACCORDANCE WITH VOL. II, § 1-8-6(N).
4. PLANTERS, PLANTING POTS AND RAISED PLANTERS. LANDSCAPE PLANTERS, PLANTING POTS AND/OR RAISED PLANTERS SHALL BE REQUIRED BETWEEN THE BUILDING AND THE ROAD RIGHT-OF-WAY(S), ALONG WALKWAYS, AND WITHIN PARKING AREAS, AS APPROVED BY THE ZONING ADMINISTRATOR. THE LANDSCAPE PLANTERS, AND/OR FLOWER BOXES SHALL BE APPROPRIATELY SIZED AND ACCOMMODATE A MINIMUM OF TWO 5 GALLON SHRUBS PER 20 FEET OF PROPERTY FRONTAGE.
5. GROUNDCOVER. THE STREET FRONTAGE PLANTING STRIP SHALL INCLUDE VEGETATIVE GROUND COVER (1-GALLON MIN) AND BE COVERED WITH INORGANIC MULCH SUCH AS CRUSHED DECORATIVE ROCK, RIVER RUN AND/OR BOULDERS. AN IMPERVIOUS WEED BARRIER OR PRE-EMERGENT CHEMICAL TREATMENT SHALL BE APPLIED TO THE BARE GROUND PRIOR TO THE PLACEMENT OF INORGANIC GROUND COVER MATERIALS.
6. PLANTING STRIP. REQUIRED TREES AND SHRUBS SHALL BE PLANTED WITHIN A 10 FOOT WIDE PLANTING STRIP ADJACENT TO AND PARALLEL WITH THE STREET RIGHT-OF-WAY. NO TREES OR SHRUBS SHALL BE PLANTED WITHIN THE PUBLIC ROAD RIGHT-OF-WAY WITHOUT APPROVAL FROM THE PUBLIC WORKS DEPARTMENT.
7. RETENTION BASIN LANDSCAPING. RETENTION BASINS SHALL BE LANDSCAPED IN ACCORDANCE WITH EXCEPTED ENGINEERING STANDARDS TO MANAGE EROSION.
8. IRRIGATION. ALL LANDSCAPING SHALL BE SERVICED WITH A PERMANENT UNDERGROUND AUTOMATED IRRIGATION SYSTEM DESIGNED IN COMPLIANCE WITH THE "MINIMUM STANDARDS FOR LANDSCAPE IRRIGATION" BY THE ARIZONA CHAPTER, AMERICAN SOCIETY OF IRRIGATION CONSULTANTS, WHICH IS ON FILE WITH THE DIRECTOR OR DESIGNEE.
9. CURBING. IN ORDER TO CONTROL STORM WATER FLOWS AND MINIMIZE DAMAGE TO PLANTINGS BY VEHICULAR TRAFFIC, ALL LANDSCAPED AREAS ADJACENT TO VEHICULAR PARKING AND ACCESS AREAS SHALL BE PROTECTED BY 6 INCH VERTICAL CONCRETE CURBING, ANCHORED WHEEL STOP, DECORATIVE BOLLARDS OR OTHER ALTERNATIVE APPROVED BY THE DIRECTOR OR DESIGNEE.
10. DESERT PLANTS. ALL TREES AND PLANT MATERIAL SHALL CONFORM TO THE CURRENT RECOMMENDED LOW WATER USING PLANT LIST OF THE ARIZONA DEPARTMENT OF WATER RESOURCES PHOENIX ACTIVE MANAGEMENT AREA. FURTHERMORE, LANDSCAPE PLANS SHALL COMPLY WITH VOL. II, § 1-8-13 OF THIS CHAPTER. LIMITED TURF AREAS MAY BE ALLOWED FOR ACCENT AREAS SUBJECT TO APPROVAL OF THE DIRECTOR OR DESIGNEE.
11. INTERSECTION VISIBILITY TRIANGLE. PLANT MATERIAL INSTALLED WITHIN THE SITE TRIANGLE AT ROADWAY INTERSECTIONS SHALL NOT EXCEED 3 FEET IN HEIGHT AT MATURITY.
12. LANDSCAPING IN UTILITY EASEMENTS. LANDSCAPING PLANTED IN UTILITY EASEMENTS SHALL COMPLY WITH THE REQUIREMENTS ESTABLISHED BY UTILITY COMPANY POLICY.
13. IN NO CASE SHALL NEW UTILITY SERVICE EXTENSIONS FROM EXISTING SERVICE/TRANSMISSION LINES TO A PROPOSED SUBDIVISION OR NONRESIDENTIAL DEVELOPMENT OR REDEVELOPMENT BE EXEMPTED FROM THE UNDERGROUNDING REQUIREMENT. (PER ORD. 1402, PASSED 5-6-2014; ORD. 1545, PASSED 4-2-2024)

KEY MAP:

n.t.s.



LANDSCAPE LEGEND:

PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	QTY
TREES		
	ACACIA ANEURA 36" BOX, 2" CAL MIN MULGA	41
	CAESALPINIA MEXICANA 24" BOX, 1" CAL MIN MEXICAN BIRD OF PARADISE	57
	CHILOPSIS LINEARIS 36" BOX, 2" CAL MIN DESERT WILLOW	20
	PARKINSONIA X `DESERT MUSEUM' 24" BOX HIGH BREAK MULTI 1.75" CAL DESERT MUSEUM PALO VERDE	35
	PISTACIA X 'RED PUSH' 24" BOX, 1.75" CAL MIN RED PUSH PISTACHE	4
	PROSOPIS X `PHOENIX` TM 24" BOX MULTI, 1.5" CAL MIN HYBRID MESQUITE	65
	QUERCUS VIRGINIANA 'MILLENIUM' 24" BOX, 1.75" CAL MIN SOUTHERN LIVE OAK	46
PALM TREES		
	WASHINGTONIA FILIFERA 18 TRUNK FEET, MATCHING SKINNED CALIFORNIA FAN PALM	4

NOTE: ALL PLANT MATERIAL TO MEET MIN. ANA STANDARDS.

SHRUBS	(ALL SHRUBS TO BE 5 GAL MIN)	
	BOUGAINVILLEA X 'LA JOLLA' LA JOLLA BOUGAINVILLEA	
	ECHINOCACTUS GRUSONII GOLDEN BARREL CACTUS	
	EREMOPHILA HYGROPHANA 'BLUE BELLS' BLUE BELLS EMU BUSH	
	EREMOPHILA MACULATA `VALENTINE` VALENTINE BUSH	
	EUPHORBIA LOMELII LADY'S SLIPPER	
	JUSTICIA SPICIGERA MEXICAN HONEYSUCKLE	
	LEUCOPHYLLUM LANGMANIAE 'RIO BRAVO' RIO BRAVO LANGMAN'S SAGE	
	ROSMARINUS OFFICINALIS 'REPENS' CREEPING ROSEMARY	
	RUELLIA BRITTONIANA MEXICAN PETUNIA	
	RUELLIA PENINSULARIS DESERT RUELLIA	
	TECOMA X `ORANGE JUBILEE` ORANGE JUBILEE YELLOW BELLS	
CACTUS	(ALL CACTI TO BE 3 PAD MIN)	
	OPUNTIA SANTA-RITA SANTA RITA PRICKLYPEAR	
GROUNDCOVER	(ALL SHRUBS TO BE 1 GAL MIN)	
	EREMOPHILA GLABRA `MINGENEW GOLD` OUTBACK SUNRISE EMU	
	LANTANA MONTEVIDENSIS TRAILING LANTANA	
SUCCULENTS	(ALL SUCCULENTS TO BE 3 GAL MIN)	
	AGAVE GEMINIFLORA TWIN FLOWERED AGAVE	
	AGAVE VICTORIAE-REGINAE QUEEN VICTORIA AGAVE	
	ALOE X `BLUE ELF' BLUE ELF ALOE	
	HESPERALOE FUNIFERA GIANT HESPERALOE	
	HESPERALOE PARVIFLORA `PERPA` TM BRAKELIGHTS RED YUCCA	
	YUCCA PALLIDA PALE LEAF YUCCA	
	YUCCA RUPICOLA TWISTED LEAF YUCCA	

CYNODON DACTYLON `MIDIRON'
MIDIRON BERMUDAGRASS ~1K SF TOTAL

TOPDRESS & INERT MATERIAL

DECOMPOSED GRANITE - 2" MIN. DEPTH
SIZE: 3/4" SCREENED
COLOR: T.B.D. ~91K SF TOTAL

BOULDERS - SURFACE SELECT
SIZE: 3X3', 2X2' 50/50 MIX ~17 TOTAL
(SAME VENDOR AS DECOMPOSED GRANITE)

RIP-RAP / FRACTURED GRANITE - 3" MIN. DEPTH
SIZE: 3" - 6" SCREENED
COLOR: TO MATCH DG, (and at all Roof Drain daylight)

RB INDICATES ROOT BARRIER (AT ANY TREE TRUNK W/IN 6' OF U.G. UTILITY)

LANDSCAPE DATA:

STREET FRONTAGE CALCS:
VIRGINIA ST = 348 LF, RQD TREES@ 30' O.C. = 13, PROVIDED = 14
RENNICK DR = 816 LF, RQD TREES@ 30' O.C. = 27, PROVIDED = 27
REQD OPEN SPACE LS CALCS = 1 TREE & 5 SHRUBS PER 1K S.F.
OPEN SPACE LIVE COVERAGE MIN. REQD = 50%, PROVIDED =59%

AREAS:

- TOTAL TURF AREA: 1,111 S.F. (.025 AC)
- TOTAL LANDSCAPE AREA: 93,460 S.F. (w/ turf) (2.14 AC)
- POOL AMENITY SPACE AREA: 7,283 S.F. (includes pool)
- PLAYGROUND AMENITY SPACE: 1,408 S.F.

USABLE OPEN SPACE 103,262 S.F. (2.37 AC)

SITE PLAN DATA:

PROPOSED USE:	MF	
APN	101-13-108D	
GROSS AREA:	7.3 AC	
NET AREA:	6.69 AC	
ARCH:	84,633 SF BLDG S.F. (w/ 146 UNITS)	
DENSITY:	22.0 DU/AC	
LOT COVERAGE:	72,025 SF ARCH	(25%)
LANDSCAPE AREA:	~ 93,460 SF	32%
PAVEMENT AREA:	~ 121,323 SF	41%
ARCH FOOTPRINT AREA:	~ 72,025 SF	25%
USABLE OPEN SPACE	~ 16,090 SF	35%
PARKING PROVIDED:	290 SPACES	(2.0 SP/DU)

(278 OPEN SPACES & 12 ADA COMPLIANT SPACES)
(146 COVERED SPOTS)

BIKE PARKING REQUIRED: 22 (32 PROVIDED)

SHEET INDEX:

PLP-00	PG 1 OF 6	COVER SHEET, NOTES, LEGENDS, QTYS
PLP-01	PG 2 OF 6	PRELIMINARY LANDSCAPE PLAN - SOUTH
PLP-02	PG 3 OF 6	PRELIMINARY LANDSCAPE PLAN - NORTH
PLP-03	PG 4 OF 6	PRELIM. POOL ENLARGEMENT
PLP-04	PG 5 OF 6	PRELIM PLAYGROUND ENLARGEMENT
PLP-05	PG 6 OF 6	PRELIMINARY ELEVATIONS

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PEOPLE + PLACEMAKING
901 EAST MADISON STREET
PHOENIX, AZ 85034
P 602.254.9600
NORRIS-DESIGN.COM

BANYAN APACHE JUNCTION MULTI FAMILY
PRELIMINARY LANDSCAPE PLAN
SEC of N. Rennick Dr. & W. Virginia St., Apache Junction, Arizona

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STE 450
PHOENIX AZ 85016
CONTACT: MAX FRIEDMAN
240.620.6298
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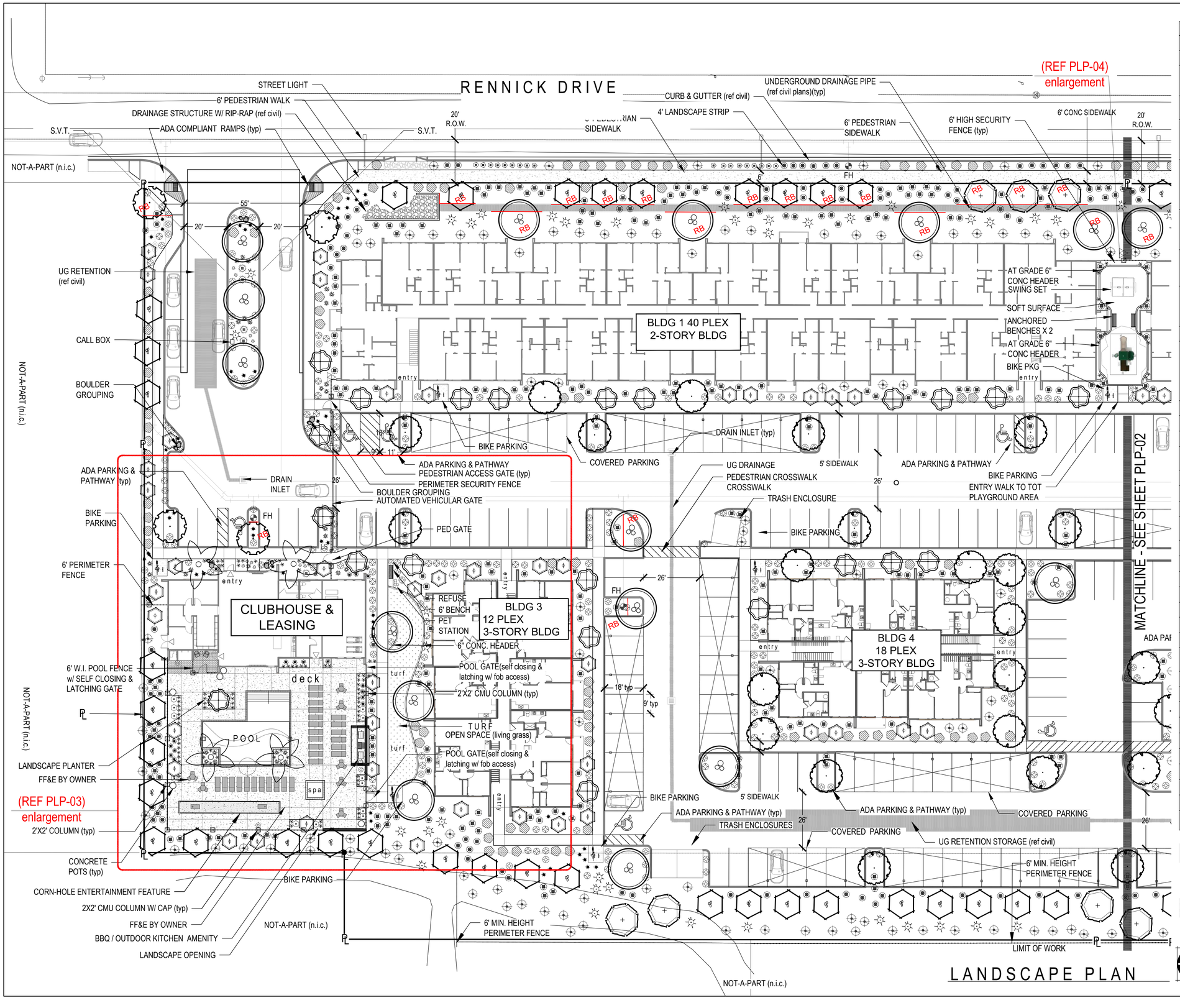
NOT FOR CONSTRUCTION

DATE:

JUNE 11, 2026
PRELIMINARY
LANDSCAPE PKG
(revised)

SHEET TITLE:
COVER SHEET

1 OF 6
PLP-00



LANDSCAPE LEGEND:

SYMBOL	BOTANICAL / COMMON NAME
TREES	
	ACACIA ANEURA 36" BOX, 2" CAL MIN MULGA
	CAESALPINIA MEXICANA 24" BOX, 1" CAL MIN MEXICAN BIRD OF PARADISE
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	QUERCUS VIRGINIANA 'MILLENIUM' 24" BOX, 1.75" CAL MIN SOUTHERN LIVE OAK
PALM TREES	
	WASHINGTONIA FILIFERA 18 TRUNK FEET, MATCHING SKINNED CALIFORNIA FAN PALM
SHRUBS	
	BOUGAINVILLEA X 'LA JOLLA' LA JOLLA BOUGAINVILLEA
	ECHINOCACTUS GRUSONII GOLDEN BARREL CACTUS
	EREMOPHILA HYGROPHANA 'BLUE BELLS' BLUE BELLS EMU BUSH
	EREMOPHILA MACULATA `VALENTINE` VALENTINE BUSH
	EUPHORBIA LOMELII LADY'S SLIPPER
	JUSTICIA SPICIGERA MEXICAN HONEYSUCKLE
	LEUCOPHYLLUM LANGMANIAE 'RIO BRAVO' RIO BRAVO LANGMAN'S SAGE
	ROSMARINUS OFFICINALIS 'REPENS' CREEPING ROSEMARY
	RUELLIA BRITTONIANA MEXICAN PETUNIA
	RUELLIA PENINSULARIS DESERT RUELLIA
	TECOMA X `ORANGE JUBILEE` ORANGE JUBILEE YELLOW BELLS
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	OPUNTIA SANTA-RITA SANTA RITA PRICKLYPEAR
GROUNDCOVER	
	EREMOPHILA GLABRA `MINGENEW GOLD` OUTBACK SUNRISE EMU
	LANTANA MONTEVIDENSIS TRAILING LANTANA
SUCCULENTS	
	AGAVE GEMINIFLORA TWIN FLOWERED AGAVE
	AGAVE VICTORIAE-REGINAE QUEEN VICTORIA AGAVE
	ALOE X `BLUE ELF` BLUE ELF ALOE
	HESPERALOE FUNIFERA GIANT HESPERALOE
	HESPERALOE PARVIFLORA `PERPA` TM BRAKELIGHTS RED YUCCA
	YUCCA PALLIDA PALE LEAF YUCCA
	YUCCA RUPICOLA TWISTED LEAF YUCCA
	CYNODON DACTYLON `MIDIRON` *MIDIRON BERMUDAGRASS*

TOPDRESS & INERT MATERIAL

DECOMPOSED GRANITE - 2" MIN. DEPTH
SIZE: 3/4" SCREENED
COLOR: T.B.D.

BOULDERS - SURFACE SELECT
SIZE: 3X3', 2X2' 50/50 MIX
(SAME VENDOR AS DECOMPOSED GRANITE)

RIP-RAP / FRACTURED GRANITE - 3" MIN. DEPTH
SIZE: 3" - 6" SCREENED
COLOR: TO MATCH D.G.

RB INDICATES ROOT BARRIER (AT ANY TREE TRUNK W/IN 6' OF U.G. UTILITY)

CHECKED BY: GR
DRAWN BY: HSJJ

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PHOENIX, AZ 85034
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NORRIS-DESIGN.COM

BANYAN APACHE JUNCTION MULTI FAMILY

PRELIMINARY LANDSCAPE PLAN

SEC of N. Rennick Dr. & W. Virginia St., Apache Junction, Arizona

OWNER DEVELOPER:
BANYAN INTERESTS, LLC
2801 E CAMELBACK RD
STE 450
PHOENIX AZ 85016
CONTACT: MAX FRIEDMAN
240.620.6298
MFRIEDMAN@
BANYANRES.COM

811

REGISTERED LANDSCAPE ARCHITECT CERTIFICATE No. 58670 ROMAN
Date Signed
ARIZONA, USA
EXPIRES 03/31/27

NOT FOR CONSTRUCTION

DATE:

JUNE 11, 2026
PRELIMINARY
LANDSCAPE PKG
(revised)

SHEET TITLE:

LANDSCAPE PLAN - SOUTH

2 of 6

PLP-01

NOT-A-PART (n.i.c.)

RENNICK DRIVE

20' R.O.W.

2'X2' CMU COLUMN w/ VINE ESPALIER

4' LS STRIP

4' LANDSCAPE STRIP
6' PEDESTRIAN WALK

UNDERGROUND DRAINAGE (ref civil)

4' LANDSCAPE STRIP

STEEL EDGE

BOULDER GROUPING

FRACTURED GRANITE @ CORNER

ADA COMPLIANT RAMPS (typ)

MATCHLINE - SEE PLP-01

(REF PLP-04) enlargement

AT GRADE 6" CONC HEADER
SWING SET
SOFT SURFACE
ANCHORED BENCHES X 2
AT GRADE 6" CONC HEADER
BIKE PKG
entry
29'
56'

PLAYGROUND EMENITY SPACE

BLDG 1 40 PLEX
2-STORY BLDG

FH

FRACTURED GRANITE @ CORNER
STEEL EDGE
S.V.T.
DRAIN INLET
STREET LIGHT
PED SIDEWALK
UNDERGROUND DRAINAGE (ref civil)
6'
4' LS Strip
25'
2'X2' CMU COLUMN
PEDESTRIAN CONNECTION TO VIRGINIA AND PED GATE
UNDERGROUND STORAGE (ref civil)
UNDERGROUND DRAINAGE (ref civil)
PEDESTRIAN CONNECTION TO VIRGINIA AND PED GATE

NOT-A-PART (n.i.c.)

9' typ
18' typ
5' SIDEWALK
18'
11'

ADA PARKING & PATHWAY (typ)
COVERED PARKING (typ)
26'
CATCH BASIN
UG RETENTION
BIKE PARKING
ADA PARKING (TYP)
TRASH ENCLOSURE W/ SCREENING (typ)
2'X2' CMU COLUMN
ADA PARKING & PATHWAY (typ)

MATCHLINE - SEE SHEET PLP-01

BLDG 5
12 PLEX
3-STORY BLDG

BLDG 6
18 PLEX
3-STORY BLDG

ADA PARKING & PATHWAY (typ)
COVERED PARKING
BIKE PARKING
DRAIN INLET
26'
BIKE PARKING
5' SIDEWALK
ADA PARKING & PATHWAY (typ)

VIRGINIA STREET

25' R/

NOT-A-PART (n.i.c.)

6' SIDEWALK

26'
26'
COVERED PARKING (typ)
UG DRAINAGE
DRAIN INLET
6' MIN. HEIGHT PERIMETER FENCE
5' SIDEWALK
26' FIRE/ EXIT ONLY
AUTOMATED FIRE & VEHICULAR EXIT GATE (secondary)
LANDSCAPE LIMIT-OF-WORK UTILITY
6' PERIMETER FENCE
NOT-A-PART (n.i.c.)
NOT-A-PART
LIMIT OF WORK

LANDSCAPE PLAN

NORTH
0 10 20 40
SCALE 1" = 20'

LANDSCAPE LEGEND:

SYMBOL	BOTANICAL / COMMON NAME
TREES	
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	HESPERALOE FUNIFERA GIANT HESPERALOE
	HESPERALOE PARVIFLORA `PERPA` TM BRAKELIGHTS RED YUCCA
	YUCCA PALLIDA PALE LEAF YUCCA
	YUCCA RUPICOLA TWISTED LEAF YUCCA
	CYNODON DACTYLON `MIDIRON' *MIDIRON BERMUDAGRASS*
TOPDRESS & INERT MATERIAL	
	DECOMPOSED GRANITE - 2" MIN. DEPTH *SIZE: 3/4" SCREENED* *COLOR: T.B.D.*
	BOULDERS - SURFACE SELECT *SIZE: 3X3', 2X2' 50/50 MIX* *(SAME VENDOR AS DECOMPOSED GRANITE)*
	RIP-RAP / FRACTURED GRANITE - 3" MIN. DEPTH *SIZE: 3" - 6" SCREENED* *COLOR: TO MATCH D.G.*

RB INDICATES ROOT BARRIER (AT ANY TREE TRUNK W/IN 6' OF U.G. UTILITY)

CHECKED BY: GR.
DRAWN BY: HS/JJ

NORRIS DESIGN
PEOPLE + PLACEMAKING
901 EAST MADISON STREET
PHOENIX, AZ 85034
P 602.254.9600
NORRIS-DESIGN.COM

BANYAN APACHE JUNCTION MULTI FAMILY

PRELIMINARY LANDSCAPE PLAN
SEC of N. Rennick Dr. & W. Virginia St., Apache Junction, Arizona

OWNER DEVELOPER:
BANYAN INTERESTS, LLC
2801 E CAMELBACK RD
STE 450
PHOENIX AZ 85016
CONTACT: MAX FRIEDMAN
240.620.6298
MFRIEDMAN@
BANYANRES.COM

811

REGISTERED LANDSCAPE ARCHITECT CERTIFICATE 58672 ROMAN DALE STEVENS Date Signed ARIZONA, USA EXPIRES 03/31/27

NOT FOR CONSTRUCTION

DATE:

JUNE 11, 2026
PRELIMINARY
LANDSCAPE PKG
(revised)

SHEET TITLE:

LANDSCAPE PLAN - NORTH

PLP-02

ADA PARKING & PATHWAY (typ)

BIKE PARKING

6' PERIMETER FENCE

DRAIN INLET

26'

AUTOMATED VEHICULAR GATE

FH

PED GATE

CLUBHOUSE & LEASING

REFUSE

6' BENCH

PET STATION

BLDG 3
12 PLEX
3-STORY BLDG

6" CONC. HEADER

6' W.I. POOL FENCE w/ SELF CLOSING & LATCHING GATE

POOL GATE(self closing & latching w/ fob access)

2'X2' CMU COLUMN (typ)

14.8' 19.4' 22.4'

20.5' 33.6'

20' 8' POOL 24'

75' 8'

T U R F
OPEN SPACE (living grass)

POOL GATE(self closing & latching w/ fob access)

LANDSCAPE PLANTER

FF&E BY OWNER

40'

4.9'

2'X2' COLUMN (typ)

92'

CONCRETE POTS (typ)

BIKE PARKING

AMENITY AREA / POOL INTENT ENLARGEMENT

CORN-HOLE ENTERTAINMENT FEATURE

2X2' CMU COLUMN W/ CAP (typ)

FF&E BY OWNER

BBQ / OUTDOOR KITCHEN AMENITY

NOT-A-PART (n.i.c.)

NOT-A-PART (n.i.c.)

NORTH

0 5 10 20

SCALE 1" = 10'

SUBJECT AREA

6' MIN. HEIGHT PERIMETER FENCE

CHECKED BY: GR
DRAWN BY: HSJJ

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PEOPLE + PLACEMAKING
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PHOENIX, AZ 85034
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BANYAN APACHE JUNCTION MULTI FAMILY

PRELIMINARY LANDSCAPE PLAN

SEC of N. Rennick Dr. & W. Virginia St., Apache Junction, Arizona

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MFRIEDMAN@
BANYANRES.COM

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REGISTERED LANDSCAPE ARCHITECT
CERTIFICATE NO. 56029
KUMAR
State Registered
ARIZONA, USA
EXPIRES 03/31/27

NOT FOR CONSTRUCTION

DATE:

JUNE 11, 2026
PRELIMINARY
LANDSCAPE PKG
(revised)

SHEET TITLE:

AMENITY / POOL INTENT EXHIBIT

Product Specifications

Model number: PKP001N
Age Range: 2-12 years
Safety Zone: 25' 6" x 19' 6"
Child Capacity: 12-14
Fall Height: 36"
Post Diameter: 3.5-inch
Product Type: Quick Ship

ADA Accessibility

Elevated: 3 components
Ground Level: 1 component

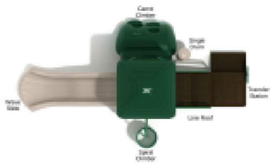


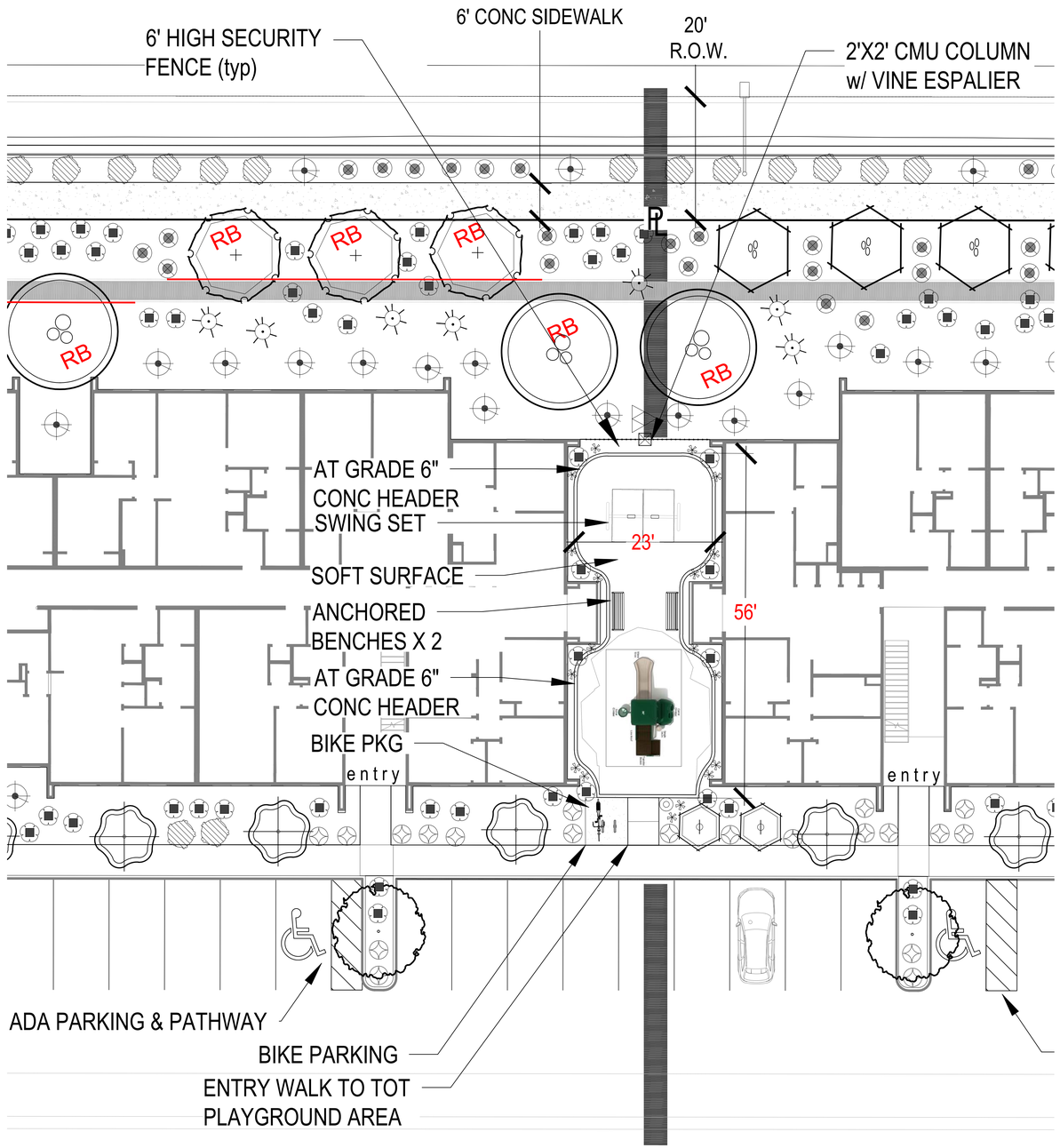
ADA COMPLIANT

Product Options

Select your color: Neutral





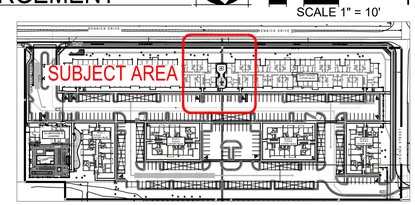


PLAYGROUND AMENITY ENLARGEMENT

NORTH

0 5 10 20

SCALE 1" = 10'



CHECKED BY: GR
DRAWN BY: HSIJJ

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REGISTERED LANDSCAPE ARCHITECT 56029 STATE OF ARIZONA USA EXPIRES 03/31/27

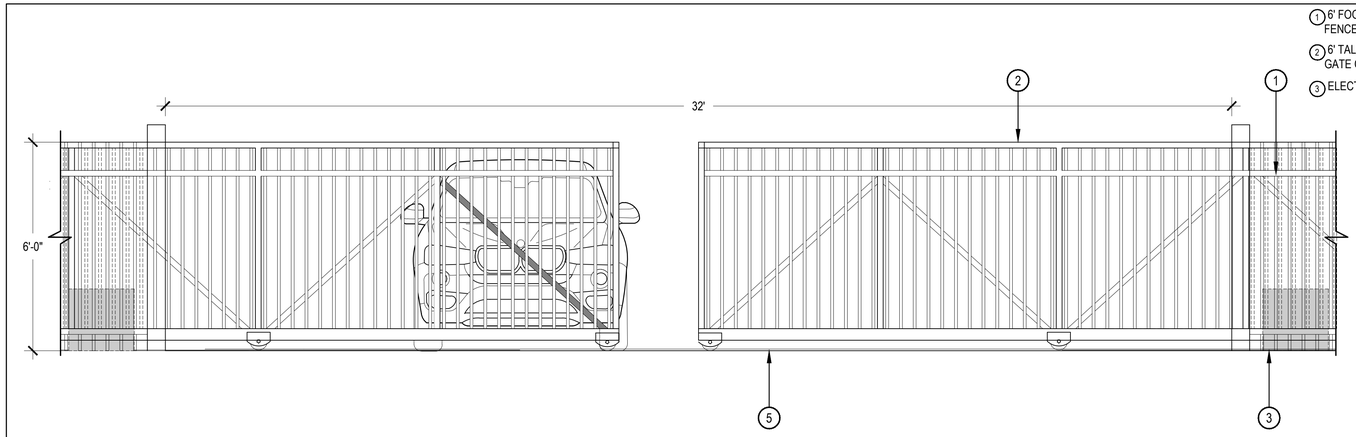
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DATE:

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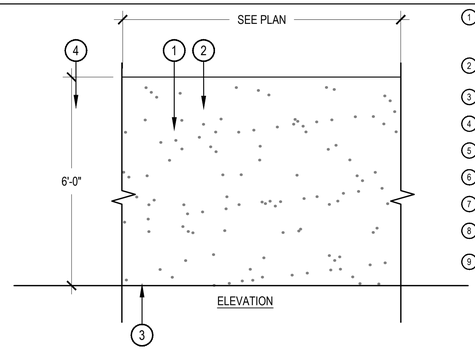
SHEET TITLE:

PLAYGROUND AMENITY EXHIBIT



1 SLIDING VEHICULAR GATE AT SOUTH ENTRANCE

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

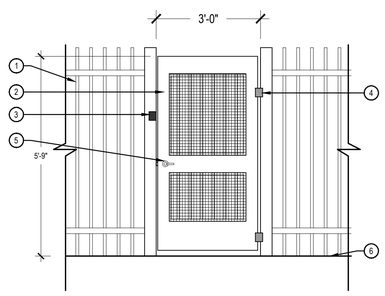


1. WALL BODY, 8"x8"x16" CMU BLOCK - STUCCO FINISH PAINTED TO MATCH ARCHITECTURE (COLOR TBD)
2. WALLCAP, 8"x4"x16" CMU BLOCK. SEE MATERIAL SCHEDULE
3. FINISH GRADE
4. POOL FENCE, SEE DETAIL 2/LA-203
5. GROUT SOLID
6. REBAR - PER STRUCTURAL
7. TOPDRESS - SEE LANDSCAPE PLANS
8. REINFORCED CONCRETE FOOTING
9. COMPACTED SUBGRADE TO 95% STANDARD PROCTOR DENSITY

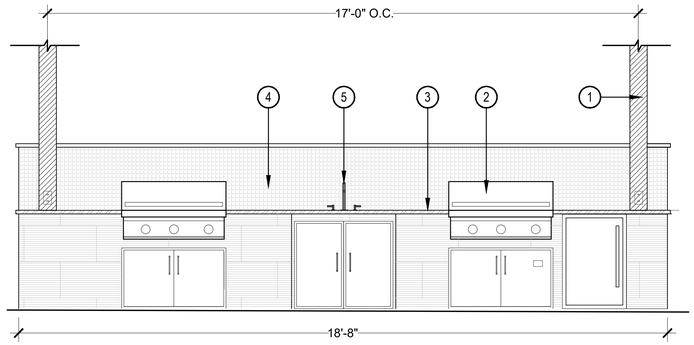
NOTES:
1. ALL REINFORCEMENT AND CONNECTIONS TO BE APPROVED BY STRUCTURAL ENGINEER PRIOR TO CONSTRUCTION.
2. WATERPROOF ALL MASONRY SURFACES BELOW GRADE.
3. ANY CMU BLOCK NOT EXPOSED, OR BELOW GRADE MAY BE A NON-DECORATIVE UNIT

2 CMU INTERIOR PERIMETER WALL

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



1. METAL PERIMETER FENCE
2. SELF-CLOSING, SELF-LATCHING PEDESTRIAN GATE
3. CODE COMPLIANT, ELECTRONIC KEY-FOB READER BY OWNER. COORDINATE WITH ELEC FOR POWER SUPPLY
4. 2 STANDARD SELF CLOSING GATE HINGES
5. BRUSHED ALUMINUM HANDLE; PUSH BAR ON INTERIOR SIDE OF GATE
6. FINISH GRADE



1. SHADE STRUCTURE
2. BUILT-IN GRILL
3. STONE COUNTERTOP
4. TILE BACKSPLASH
5. SINK

DESIGN INTENT



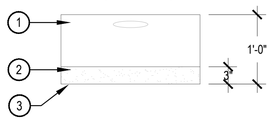
3 PEDESTRIAN GATE

6" DIA. THRU HOLE

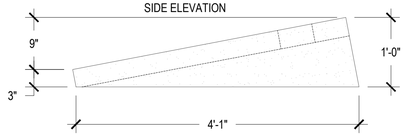
TOP ONLY
TEXTURE: HONED

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

FRONT ELEVATION



SIDE ELEVATION



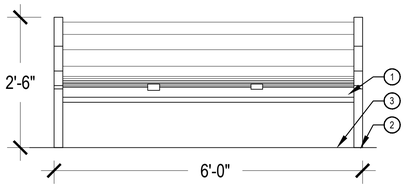
1. CAST CONCRETE BAG TOSS BOARD
2. HONED FINISH WITH TEXTURED SIDES
3. SURFACE MOUNT

DESIGN INTENT



4 OUTDOOR KITCHEN

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



ELEVATION

1. 6' PLASTIC-WOOD BENCH WITH CAST ALUMINUM FRAME
2. SURFACE MOUNT
3. CONCRETE



DESIGN INTENT

5 BAG TOSS GAME

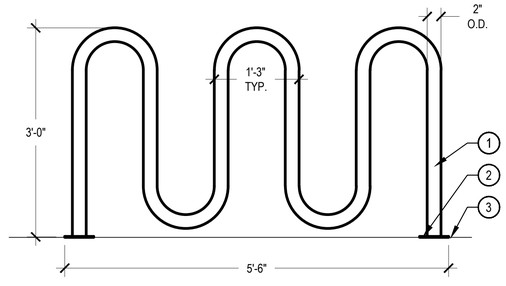
SCALE: 1" = 1'-0"

6 6' BENCH

SCALE: 3/4" = 1'-0"

7 STREETSIDE 5-LOOP BIKERACK

SCALE: 1" = 1'-0"



ELEVATION

1. STREETSIDE 5-LOOP BIKE RACK WITH 7-BIKE CAPACITY; POWDER COATED FINISH (COLOR TBD)
2. SURFACE MOUNT
3. FINISH GRADE



DESIGN INTENT

CHECKED BY: GR
DRAWN BY: HS/JJ

NORRIS DESIGN
PEOPLE + PLACEMAKING
901 EAST MADISON STREET
PHOENIX, AZ 85034
P 602.254.9600
NORRIS-DESIGN.COM

BANYAN APACHE JUNCTION MULTI FAMILY

PRELIMINARY LANDSCAPE PLAN
SEC of N. Rennick Dr. & W. Virginia St., Apache Junction, Arizona

OWNER DEVELOPER:
BANYAN INTERESTS, LLC
2801 E CAMELBACK RD
STE 450
PHOENIX AZ 85016
CONTACT: MAX FRIEDMAN
240.620.6298
MFRIEDMAN@
BANYANRES.COM

811

REGISTERED LANDSCAPE ARCHITECT
66729
ROMAN
Date Signed
ARIZONA, USA
EXPIRES 03/31/21

NOT FOR CONSTRUCTION

DATE:

JUNE 11, 2026
PRELIMINARY
LANDSCAPE PKG
(revised)

SHEET TITLE:
ELEVATIONS

BUILDING A - RENNICK FACING PERSPECTIVE

KEPHART

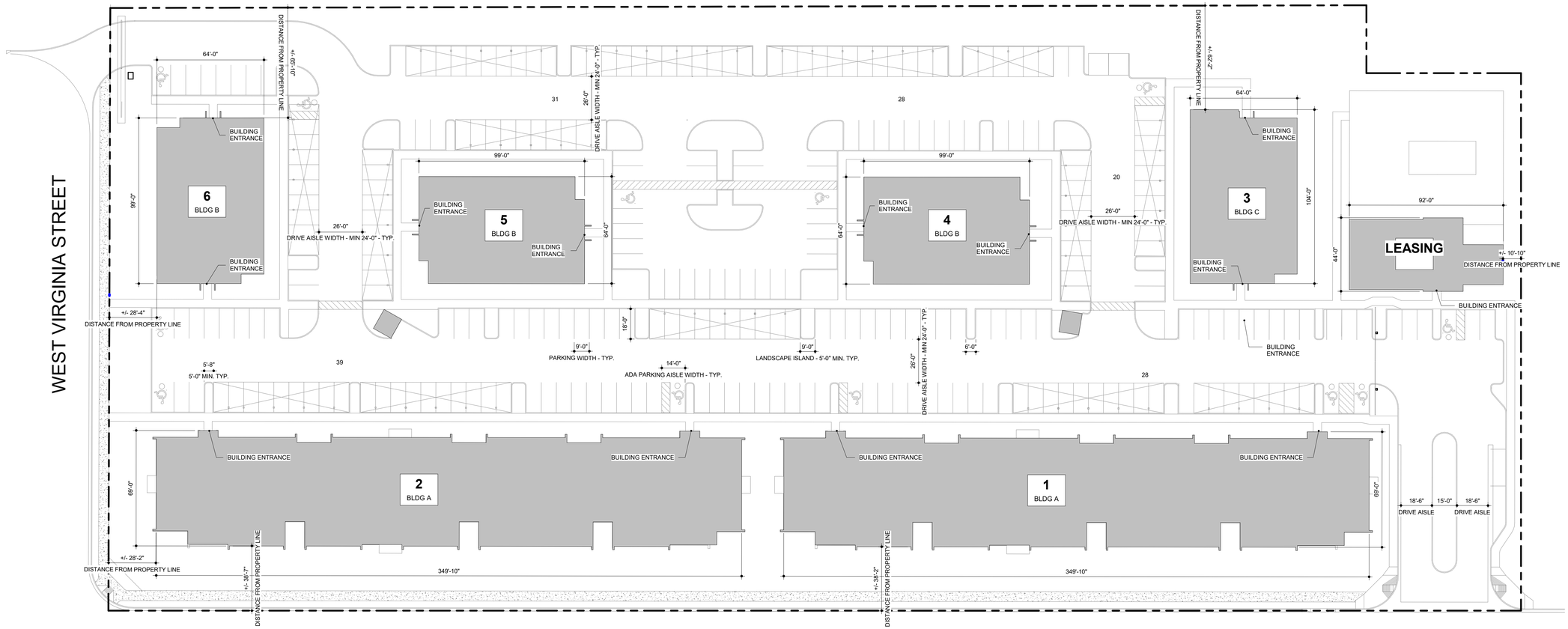
APACHE JUNCTION

APACHE JUNCTION, ARIZONA

COVER SHEET | 06/11/26 | KA# 225084

A00

6/1/2026 1:56:29 PM Autodesk Docs://225084_Bryan Apache Junction/225084_Apache Junction_Apartments_Arch.rvt



2 ARCHITECTURAL SITE PLAN - SD
1/32" = 1'-0"

STAMP

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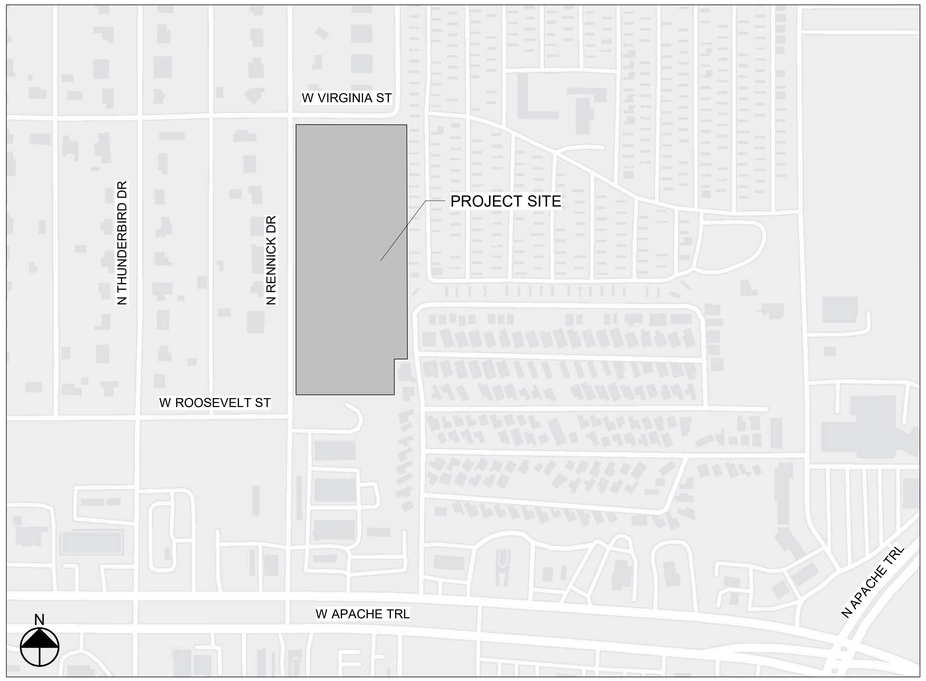
APACHE JUNCTION

APACHE JUNCTION, ARIZONA

PRELIMINARY SITE PLAN | 06/11/26 | KA# 225084

A01

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VICINITY MAP
NTS

BASE INFORMATION

CONTACT INFORMATION

OWNER
BANYAN INTERESTS, LLC
2801 E CAMELBACK RD STE 450
PHOENIX, AZ 85016
240.620.6298
MFRIEDMAN@BANYANRES.COM

PLANNER/ARCHITECT
KEPHART
901 E MADISON STREET
PHOENIX, AZ 85034
480.270.3031
ANDYN@KEPHART.COM

PRELIMINARY SITE PLAN INFORMATION

ZONING SUMMARY:

EXISTING ZONING AND DEVELOPMENT STANDARDS - RM2

DEVELOPMENT SUMMARY:

PROPOSED DENSITY - 146 DWELLING UNITS / 6.69 NET ACRES = 22.0 DU/AC

TOTAL BUILDING SF:

BUILDING A (2x)	42,660 SF	1 BED	38
BUILDING B (3x)	18,921 SF	2 BED	48
BUILDING C (1x)	19,632 SF	3 BED	49
CLUBHOUSE	3,420 SF	4 BED	11
	84,633 GROSS SF		146 TOTAL UNITS

LOT COVERAGE CALCULATIONS:

FIRST FLOOR BUILDING A FOOTPRINT (2x)	21,570 SF
FIRST FLOOR BUILDING B FOOTPRINT (3x)	6,307 SF
FIRST FLOOR BUILDING C FOOTPRINT (1x)	6,544 SF
CLUBHOUSE FOOTPRINT	3,420 SF
TOTAL FOOTPRINT(MULTI-FAMILY AND CLUBHOUSE)	~72,025 SF (25.1%)
LANDSCAPE FOOTPRINT	~93,460 SF (32.6%)
PAVEMENT FOOTPRINT	~121,323 SF(42.3%)

OPEN SPACE LIVE COVERAGE:
* SEE LANDSCAPE PLP-00 FOR USABLE OPEN SPACE CALCULATION.
REQUIRED 50%
PROVIDED 59%

LEGAL DESCRIPTION:
THAT PORTION OF THE NORTH HALF OF SECTION 20, TOWNSHIP 01 NORTH, RANGE 08 EAST, PINAL COUNTY, ARIZONA, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 20, THENCE SOUTH 1040.00 FEET TO THE POINT OF BEGINNING, THENCE EAST 40.00 FEET, THENCE SOUTH 775.47 FEET, THENCE WEST 40.00 FEET, THENCE SOUTH 92.74 FEET, THENCE WEST 310.25 FEET, THENCE NORTH 869.14 FEET, THENCE EAST 310.25 FEET TO THE POINT OF BEGINNING. 300,581 SQUARE FEET, 6.90 ACRES.

PROJECT DESCRIPTION:

TWO BUILDINGS WITH TWO LEVELS, FOUR BUILDINGS WITH THREE LEVELS MULTI-FAMILY AND SURFACE PARKING, DETACHED CLUBHOUSE.

DESIGN INTENT: THE BUILDING DESIGN INTENTS TO ELICIT TRADITIONAL ARCHITECTURE IN THE SOUTHWEST, ARIZONA SPECIFICALLY, AND APACHE JUNCTION IN PARTICULAR.

WE BEGAN BY CONDUCTING WHAT WE CALL A SITE STORY CONSISTING OF A STUDY OF APACHE JUNCTION, ITS HISTORY, AND THE VERNACULAR AND CONTEMPORARY ARCHITECTURE FOUND THERE. THE PROJECT DESIGN ADAPTS THE TRADITIONAL FORMS OF APACHE JUNCTION (AND GENERALLY ARIZONA) IN A MODERN WAY, UTILIZING THEM TO CREATE A 21ST CENTURY ARCHITECTURE.

ARCHITECTURAL CHARACTER ELEMENT: HOODED WINDOWS, BATTERED WALLS, ARTICULATED PARAPETS, CELEBRATED OVERFLOW SCUPPERS, HISTORIC AND TRADITIONAL DESERT COLORS AND STUCCO FINISHES. THE DESIGN IS A TIMELESS AND ULTIMATELY MODERN SOLUTION UTILIZING AN ADAPTATION OF VERNACULAR DESERT ARCHITECTURE.

STRUCTURES:

BUILDING ENTRANCES - REFERENCE LEGEND OVERHANGS AND CANOPIES - REFERENCE ARCHITECTURE ELEVATIONS

BUILDING HEIGHT:
2 STORIES: 27'-5 3/4" TO TOP OF PARAPET. (BUILDING A)
3 STORIES: 36'-3 5/8" TO TOP OF PARAPET. (BUILDING B) (BUILDING C)
CLUBHOUSE: 18'-1 1/8"

TRAFFIC / PARKING:

146 UNITS = 317 SPACES REQUIRED
MAX ALLOWED = N/A
SURFACE PARKING PROPOSED (9'X18')

OPEN	278
ACCESSIBLE	12
TOTAL	290 SPACES
COVERED	146 *COVERED SPACES PART OF OPEN PARKING COUNT.

BICYCLE PARKING
22 SPACES REQUIRED
32 SPACES PROVIDED

UTILITIES:

FOR LOCATIONS OF EXISTING AND PROPOSED UTILITIES PLEASE SEE CIVIL SHEETS UL04 AND UL05.

PRELIMINARY BUILDING INFORMATION

APARTMENTS

TOTAL SF	:	81,213 SF
PRELIMINARY CONSTRUCTION TYPE	:	TYPE V-A
PROPOSED SPRINKLERS	:	NFPA 13R

CLUBHOUSE

TOTAL SF	:	3,420 SF
PRELIMINARY CONSTRUCTION TYPE	:	TYPE V-B
PROPOSED SPRINKLERS	:	NS

DEVELOPMENT STANDARD	RM-2 REQUIRED	PROVIDED
MAXIMUM DENSITY	22 UNITS/AC (NET)	22 UNITS/AC (NET)
MAXIMUM HEIGHT (MAIN STRUCTURE)	40 FT	36'-3 5/8"
MAXIMUM LOT COVERAGE	50%	25%
MINIMUM FRONT SETBACK (MAIN)	20 FT	+/- 38 FT
MINIMUM INTERIOR SIDE SETBACK (MAIN)	10 FT	10 FT
MINIMUM REAR SETBACK (MAIN)	20 FT	+/- 62 FT
VEHICLE PARKING	317 SPACES	290 SPACES

STAMP

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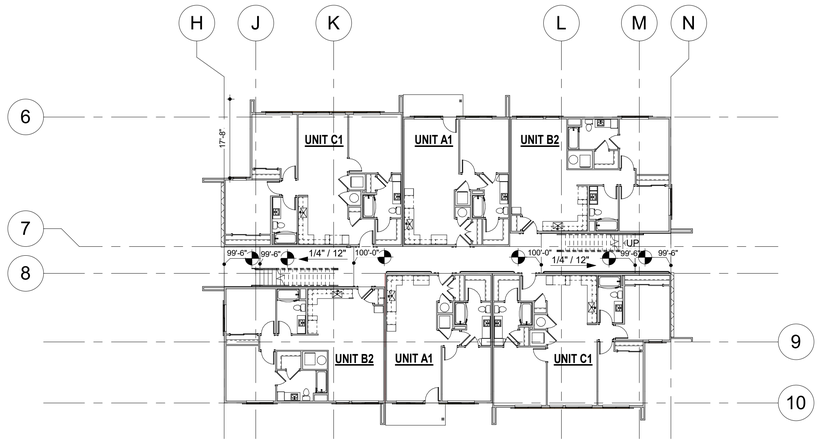
APACHE JUNCTION

APACHE JUNCTION, ARIZONA

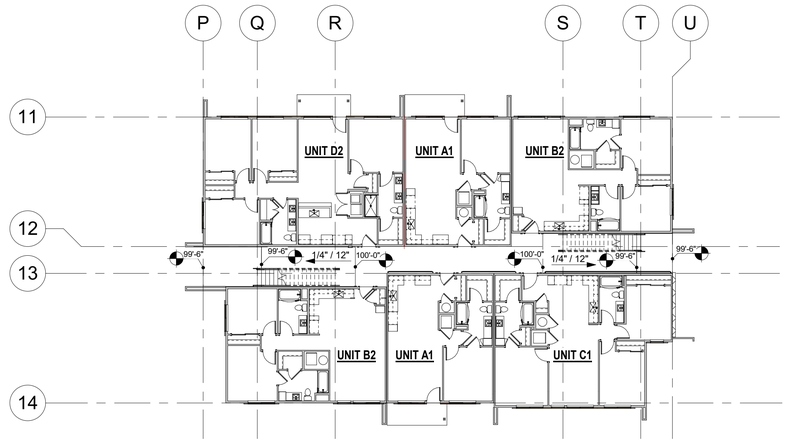
SITE DATA | 06/11/26 | KA# 225084

A02

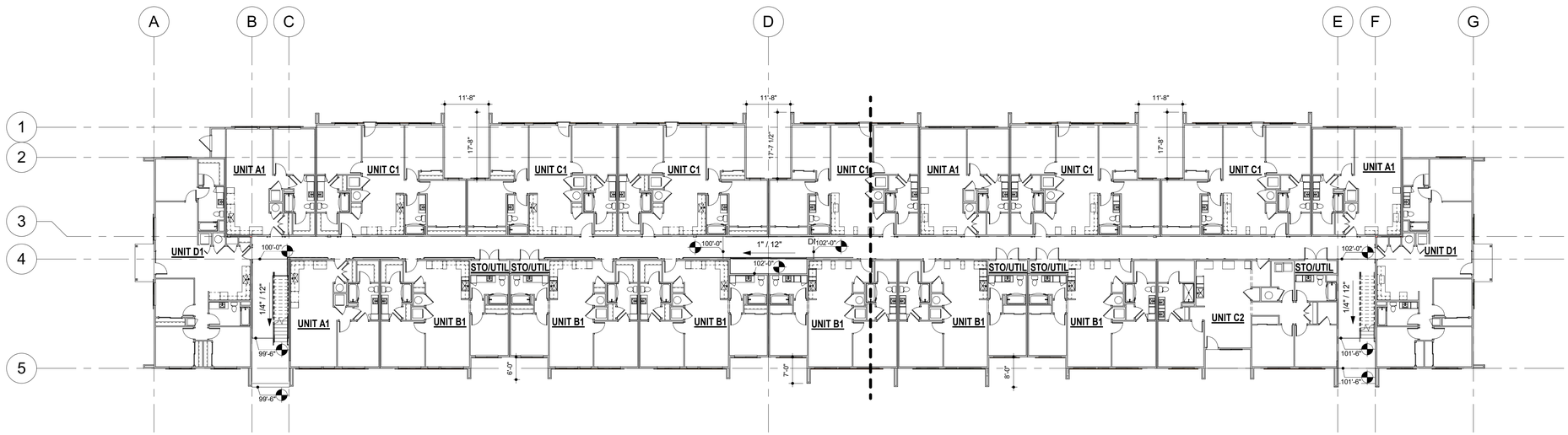
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2 BUILDING TYPE B - FLOOR PLAN TYP. - SD
1/16" = 1'-0"



3 BUILDING TYPE C - FLOOR PLAN TYP. - SD
1/16" = 1'-0"



1 BUILDING TYPE A - FLOOR PLAN TYP. - SD
1/16" = 1'-0"

STAMP

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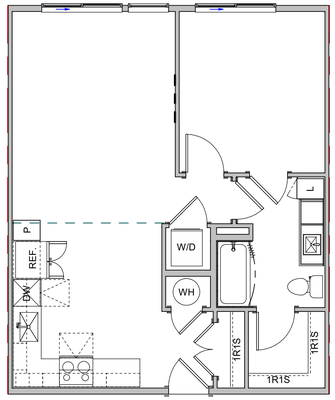
APACHE JUNCTION

APACHE JUNCTION, ARIZONA

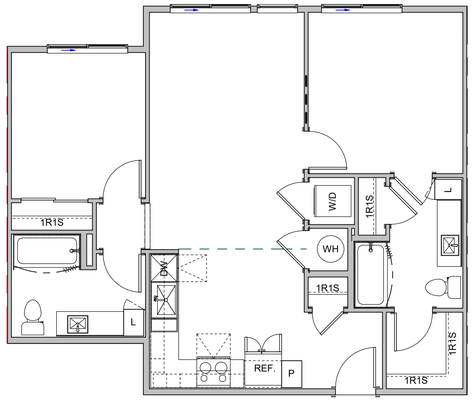
FLOOR PLANS | 06/11/26 | KA# 225084

A03

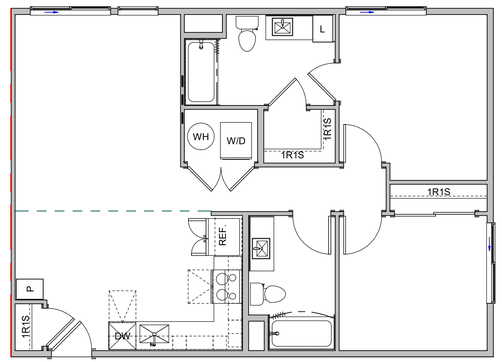
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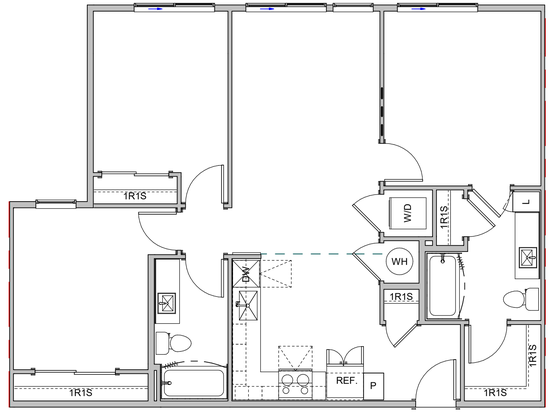
UNIT A1 PLAN



UNIT B1 PLAN



UNIT B2 PLAN



UNIT C1 PLAN

STAMP

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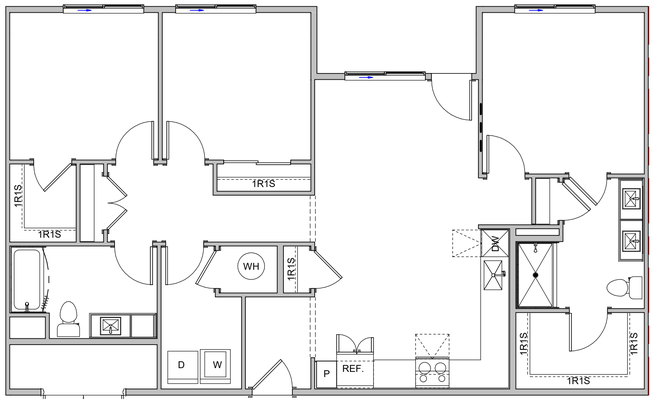
APACHE JUNCTION

APACHE JUNCTION, ARIZONA

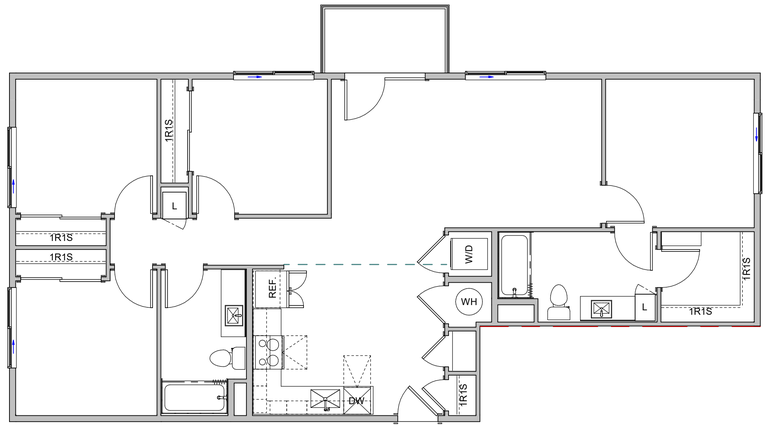
UNIT PLANS | 06/11/26 | KA# 225084

A04

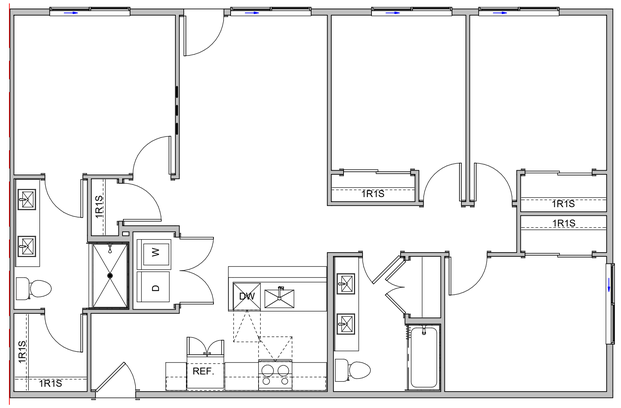
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UNIT C2 PLAN



UNIT D1 PLAN



UNIT D2 PLAN

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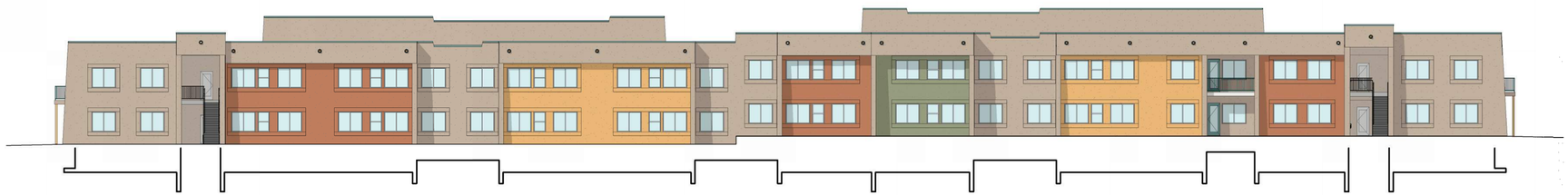
APACHE JUNCTION

APACHE JUNCTION, ARIZONA

UNIT PLANS | 06/11/26 | KA# 225084

A05

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3 INTERNAL ELEVATION - BUILDING TYPE A - SD
1/16" = 1'-0"

MATERIAL LEGEND	
	STUCCO - SW6086 SAND DUNE OR EQUAL
	STUCCO - SW2854 CARIBBEAN CORAL OR EQUAL
	STUCCO - SW2831 CLASSICAL GOLD OR EQUAL
	STUCCO - SW2812 ROOKWOOD JADE OR EQUAL
	CMU

BUILDING MATERIALS

TOTAL FACADE AREA	:	9,785 SF	
OPENINGS	:	1,938 SF	20%
STUCCO	:	7,847 SF	80%
CMU BLOCK - STACKED	:	0 SF	



2 INTERNAL ELEVATION - BUILDING TYPE A, ENLARGED RIGHT - SD
1/8" = 1'-0"



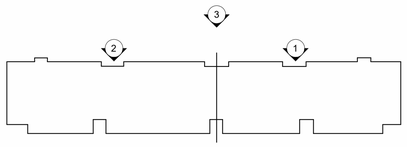
1 INTERNAL ELEVATION - BUILDING TYPE A, ENLARGED LEFT - SD
1/8" = 1'-0"

STAMP

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0' 4' 8' 16' 32'

SCALE: 1/8" = 1'-0"



APACHE JUNCTION

APACHE JUNCTION, ARIZONA

BLDG A - ELEVATIONS | 06/11/26 | KA# 225084

A06

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3 STREET FACING ELEVATION - BUILDING TYPE A - SD
1/16" = 1'-0"



2 STREET FACING ELEVATION - BUILDING TYPE A, ENLARGED LEFT - SD
1/8" = 1'-0"



1 STREET FACING ELEVATION - BUILDING TYPE A, ENLARGED RIGHT - SD
1/8" = 1'-0"

MATERIAL LEGEND	
	STUCCO - SW6086 SAND DUNE OR EQUAL
	STUCCO - SW2854 CARIBBEAN CORAL OR EQUAL
	STUCCO - SW2831 CLASSICAL GOLD OR EQUAL
	STUCCO - SW2812 ROOKWOOD JADE OR EQUAL
	CMU

BUILDING MATERIALS

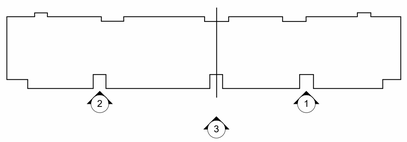
TOTAL FACADE AREA	:	10,124 SF	
OPENINGS	:	2,043 SF	21%
STUCCO	:	8,081 SF	79%
CMU BLOCK - STACKED	:	0 SF	

STAMP

KEPHART

0' 4' 8' 16' 32'

SCALE: 1/8" = 1'-0"



APACHE JUNCTION

APACHE JUNCTION, ARIZONA

BLDG A - ELEVATIONS | 06/11/26 | KA# 225084

A07

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2 RIGHT ELEVATION - BUILDING TYPE A - SD
1/8" = 1'-0"



1 LEFT ELEVATION - BUILDING TYPE A - SD
1/8" = 1'-0"

MATERIAL LEGEND	
	STUCCO - SW6086 SAND DUNE OR EQUAL
	STUCCO - SW2854 CARIBBEAN CORAL OR EQUAL
	STUCCO - SW2831 CLASSICAL GOLD OR EQUAL
	STUCCO - SW2812 ROOKWOOD JADE OR EQUAL
	CMU

BUILDING MATERIALS - RIGHT ELEVATION

TOTAL FACADE AREA	:	1,984 SF	
OPENINGS	:	216 SF	11%
STUCCO	:	1,768 SF	89%
CMU BLOCK - STACKED	:	0 SF	

BUILDING MATERIALS - LEFT ELEVATION

TOTAL FACADE AREA	:	1,981 SF	
OPENINGS	:	248 SF	13%
STUCCO	:	1,733 SF	87%
CMU BLOCK - STACKED	:	0 SF	

STAMP

KEPHART

0' 4' 8' 16' 32'

SCALE: 1/8" = 1'-0"

APACHE JUNCTION

APACHE JUNCTION, ARIZONA

BLDG A - ELEVATIONS | 06/11/26 | KA# 225084

A08

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2 LEFT ELEVATION - BUILDING TYPE B - SD
1/8" = 1'-0"



1 FRONT ELEVATION - BUILDING TYPE B - SD
1/8" = 1'-0"

MATERIAL LEGEND	
	STUCCO - SW6086 SAND DUNE OR EQUAL
	STUCCO - SW2854 CARIBBEAN CORAL OR EQUAL
	STUCCO - SW2831 CLASSICAL GOLD OR EQUAL
	STUCCO - SW2812 ROOKWOOD JADE OR EQUAL
	CMU

BUILDING MATERIALS - LEFT ELEVATION

TOTAL FACADE AREA	:	2,452 SF	
OPENINGS	:	90 SF	04%
STUCCO	:	1,890 SF	77%
CMU BLOCK - STACKED	:	472 SF	19%

BUILDING MATERIALS - FRONT ELEVATION

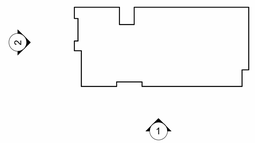
TOTAL FACADE AREA	:	4,009 SF	
OPENINGS	:	836 SF	21%
STUCCO	:	3,173 SF	79%
CMU BLOCK - STACKED	:	0 SF	

STAMP

KEPHART

0' 4' 8' 16' 32'

SCALE: 1/8" = 1'-0"



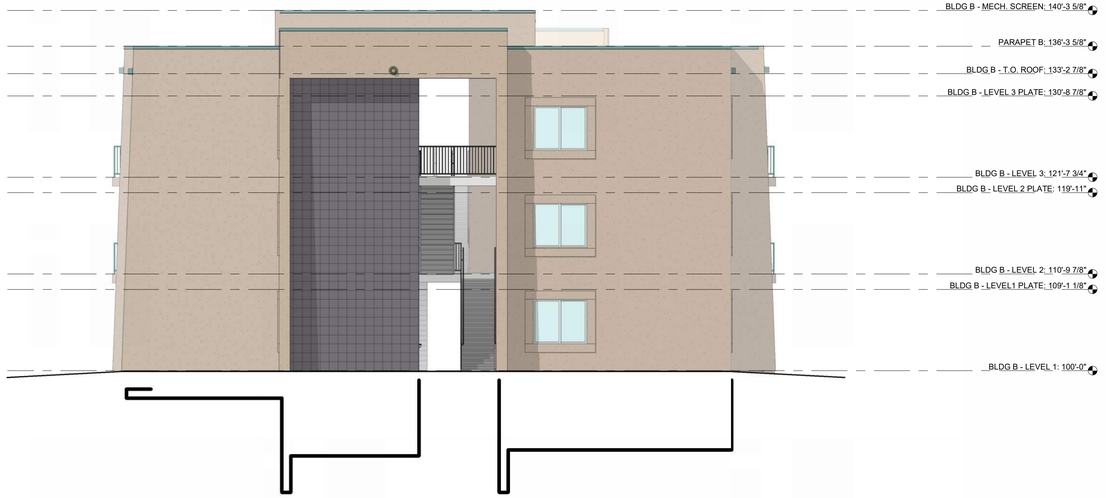
APACHE JUNCTION

APACHE JUNCTION, ARIZONA

BLDG B - ELEVATIONS | 06/11/26 | KA# 225084

A09

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2 RIGHT ELEVATION - BUILDING TYPE B - SD
1/8" = 1'-0"



1 REAR ELEVATION - BUILDING TYPE B - SD
1/8" = 1'-0"

MATERIAL LEGEND	
	STUCCO - SW6086 SAND DUNE OR EQUAL
	STUCCO - SW2854 CARIBBEAN CORAL OR EQUAL
	STUCCO - SW2831 CLASSICAL GOLD OR EQUAL
	STUCCO - SW2812 ROOKWOOD JADE OR EQUAL
	CMU

BUILDING MATERIALS - RIGHT ELEVATION

TOTAL FACADE AREA	:	2,461 SF	
OPENINGS	:	180 SF	07%
STUCCO	:	1,809 SF	74%
CMU BLOCK - STACKED	:	472 SF	19%

BUILDING MATERIALS - REAR ELEVATION

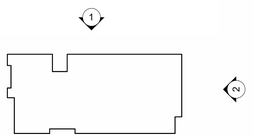
TOTAL FACADE AREA	:	4,009 SF	
OPENINGS	:	836 SF	21%
STUCCO	:	3,173 SF	79%
CMU BLOCK - STACKED	:	0 SF	

STAMP

KEPHART

0' 4' 8' 16' 32'

SCALE: 1/8" = 1'-0"



APACHE JUNCTION

APACHE JUNCTION, ARIZONA

BLDG B - ELEVATIONS | 06/11/26 | KA# 225084

A10

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2 LEFT ELEVATION - BUILDING TYPE C - SD
1/8" = 1'-0"



1 FRONT ELEVATION - BUILDING TYPE C - SD
1/8" = 1'-0"

MATERIAL LEGEND	
	STUCCO - SW6086 SAND DUNE OR EQUAL
	STUCCO - SW2854 CARIBBEAN CORAL OR EQUAL
	STUCCO - SW2831 CLASSICAL GOLD OR EQUAL
	STUCCO - SW2812 ROOKWOOD JADE OR EQUAL
	CMU

BUILDING MATERIALS - LEFT ELEVATION

TOTAL FACADE AREA	:	2,461 SF	
OPENINGS	:	180 SF	07%
STUCCO	:	2281 SF	93%
CMU BLOCK - STACKED	:	0 SF	

BUILDING MATERIALS - FRONT ELEVATION

TOTAL FACADE AREA	:	4,009 SF	
OPENINGS	:	836 SF	21%
STUCCO	:	3,173 SF	79%
CMU BLOCK - STACKED	:	0 SF	

STAMP

KEPHART

0' 4' 8' 16' 32'

SCALE: 1/8" = 1'-0"

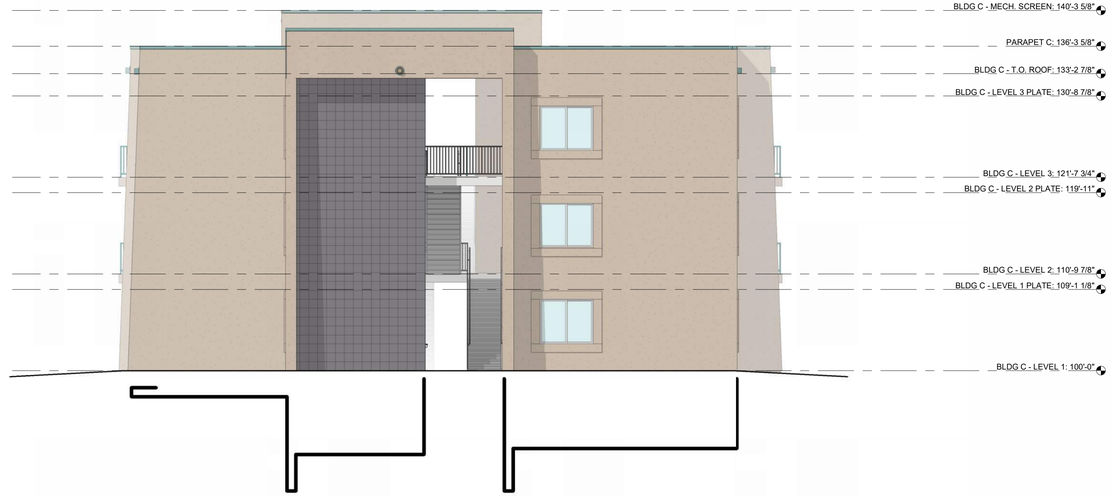
APACHE JUNCTION

APACHE JUNCTION, ARIZONA

BLDG C - ELEVATIONS | 06/11/26 | KA# 225084

A11

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2 RIGHT ELEVATION - BUILDING TYPE C - SD
1/8" = 1'-0"



1 REAR ELEVATION - BUILDING TYPE C - SD
1/8" = 1'-0"

MATERIAL LEGEND	
	STUCCO - SW6086 SAND DUNE OR EQUAL
	STUCCO - SW2854 CARIBBEAN CORAL OR EQUAL
	STUCCO - SW2831 CLASSICAL GOLD OR EQUAL
	STUCCO - SW2812 ROOKWOOD JADE OR EQUAL
	CMU

BUILDING MATERIALS - RIGHT ELEVATION

TOTAL FACADE AREA	:	2,461 SF	
OPENINGS	:	180 SF	07%
STUCCO	:	1,809 SF	74%
CMU BLOCK - STACKED	:	472 SF	19%

BUILDING MATERIALS - REAR ELEVATION

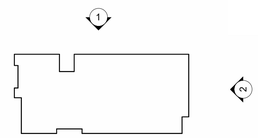
TOTAL FACADE AREA	:	4,317 SF	
OPENINGS	:	908 SF	21%
STUCCO	:	3,409 SF	79%
CMU BLOCK - STACKED	:	0 SF	

STAMP

KEPHART

0' 4' 8' 16' 32'

SCALE: 1/8" = 1'-0"



APACHE JUNCTION

APACHE JUNCTION, ARIZONA

BLDG C - ELEVATIONS | 06/11/26 | KA# 225084

A12

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BUILDING B & C - INTERNAL SITE PERSPECTIVE

KEPHART

APACHE JUNCTION

APACHE JUNCTION, ARIZONA

ARCHITECTURAL RENDERING | 06/11/26 | KA# 225084

A13

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BUILDING C



BUILDING B



KEPHART

APACHE JUNCTION

APACHE JUNCTION, ARIZONA

ARCHITECTURAL EXHIBIT | 06/11/26 | KA# 225084

A14

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SNELL
& WILMER

Zoning Gro

Nick Wood, E
Attor

Mike Maerowitz, E
Attor

Noel J. Griemsmann, Al
Sr. Urban Plan

Ryan McCann, Al
Urban Plan

Maggie Dellow, Al
Urban Plan

Simran Sh
Assistant Plan

Sarah Schi
Planner Techni

Banyan- Rennick & Virginia

Formal Application

Ex. 6 Public Participation Plan & Report

SNELL
& WILMER

Zoning Gro

Nick Wood, E
Attor

Mike Maerowitz, E
Attor

Noel J. Griemsmann, Al
Sr. Urban Plan

Ryan McCann, Al
Urban Plan

Maggie Dellow, Al
Urban Plan

Simran Sh
Assistant Plan

Sarah Schi
Planner Techni

Banyan- Rennick & Virginia

Public Participation Plan

SNELL
& WILMER

Banyan- Rennick & Virginia

SEC W Virginia St & Rennick Dr.

Public Participation Plan

January 8, 2026

Prepared for:
Banyan Residential LLC
Max Friedman, Partner
2381 Rosecrans Ave Suite 425
El Segundo, CA 90245

Prepared by:
Snell & Wilmer LLP
Noel J. Griemsmann, AICP, Senior Urban Planner
Simran B. Shah, Assistant Urban Planner
One East Washington Street, Suite 2700
Phoenix, AZ 85004

Index

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A. Project Description:

This Public Participation Plan is being submitted on behalf of Banyan Residential LLC ("**Banyan**"), in association with an application for an approximate 7 gross-acre property located at the southeast corner of West Virginia Street and Rennick Drive in City of Apache Junction (the "City"), otherwise known as Pinal County Assessor ("PCA") Parcel No. 101-131-08D (the "Site") (Image 1). The Site is currently zoned High Density Multiple-Family Residential ("RM-2") per the City's Zoning Map (Image 2). The General Plan land-use designation of the Site is Downtown Mixed Use (Image 3).

Consistent with the current zoning, Banyan proposes to develop the Site with a new multi-family development, focused on "workforce" affordable rental rates. The proposed multifamily development consists of a total of 152 residential apartment style units at a density of 22 du/ac based on the gross Site area. Five (5) buildings are proposed with a mix of one bedroom, two bedroom, three-bedroom and four-bedroom units, providing a mix of housing types to meet modern rental market needs. The buildings themselves will be no greater than two stories at 27 feet in height (well below the 40 feet allowed in the zone). The building on the southeast corner of the Site is the primary resident amenity area and includes a management office, clubhouse, fitness area, pool and spa, cabanas, and barbecue areas.



Image 1: Aerial Map



Image 2: Zoning Map



Image 3: General Plan Designation Map

B. Public Participation Process:

1. **Pre-Application Meeting:** On Tuesday November 25th Banyan met with Nicholas Leftwhich the Senior Planner at City of Apache Junction Development Services for the Pre Application meeting to discuss the Site and the initial review comments issued by the Planning staff.

2. **Public Hearing Application:** The City of Apache Junction notifies all property owners within 300 feet of the Site with a notification letter and posts a publication in newspaper throughout the City. The development team posts a public hearing sign on the Site. The City has not scheduled a public hearing date at this time, and the development team will update this public participation plan upon formal submittal.

3. **Public Notification & Input:** A public notification was mailed out on December 23, 2025, informing of the application and providing details for an in-person neighborhood meeting. Recipients of the letter and any other interested parties are invited to attend the meeting, where they may share their feedback on the project and ask any questions. See Section C of this plan.

   The notification list consists of property owners within 400 feet of the Site. Communication with these parties will remain ongoing throughout the process and will occur through verbal, written, and electronic correspondence. Additionally, Snell & Wilmer LLP has made themselves available to the public via phone and email and will meet with members of the public individually upon request.

   The neighborhood meeting was held at:

   Date: **January 7, 2026**
   Time: 6:00 PM – 8:00 PM
   Location: Multi-Gen Center, Multi-Purpose Room B114
   1035 N. Idaho Road, Apache Junction, AZ 85119

4. **Citizen Contact:** At this time, we have not received any written public input (emails or letters) or any telephonic correspondence regarding this application. Any correspondence received from neighboring property owners will be made part of the case file. Please see Exhibit D for a summary of the neighborhood meeting.

5. **Staff & Public Comments:** At this time, no staff comments have been issued and no public comments have been received. Banyan remains sensitive to the importance of neighborhood involvement and to building relationships with property owners, residents, business owners, and other interested parties. Although the City's mandatory notification area is 300 feet, we have notified property owners within 400 feet in order to gather additional feedback and help make this project successful. The applicant will continue to be responsive to all individuals and will make a diligent effort to address comments expressed by interested parties. The

applicant will remain available to the public via phone and email and will meet with the public individually upon request.

C. Implementation of Public Participation Plan:

1. **Public Notification Map**: Exhibit A identifies the Public Notification Map of the properties located within 400 feet of the Site that received notification for the first neighborhood meeting.

2. **Public Notification List:** Exhibit B identifies all property owners located within 400 feet of the Site who received notification for the first neighborhood meeting.

3. **Public Notice:** Please see Exhibit C.

4. **Neighborhood meeting:** Please see Exhibit D for a summary of the neighborhood meeting.

D. Public Participation Final Report:

Additional information such as the following will be provided with the formal submittal:

1. Dates and locations of all meetings where citizens were invited to discuss the proposal.

2. Content, dates mailed, and number of mailings, including examples of letters, meeting notices, newsletters, and other publications.

3. The location of residents, property owners, and interested parties receiving notices, newsletters, or other publications.

4. The number of people that participated in the process.

5. Summary of concerns, issues, and problems expressed during the process including the substance of the concerns, issues, and problems and how the concerns were addressed or resolved.

E. Site Posting:

The applicant is responsible for the sign posting, not less than 15 days prior to the first public hearing date, a sign on the subject property providing notice of the nature of request, date, time, and place of the scheduled hearing. The size, format, placement, and procedure shall be described by the Development Services Department.

Exhibit A
Notification Map

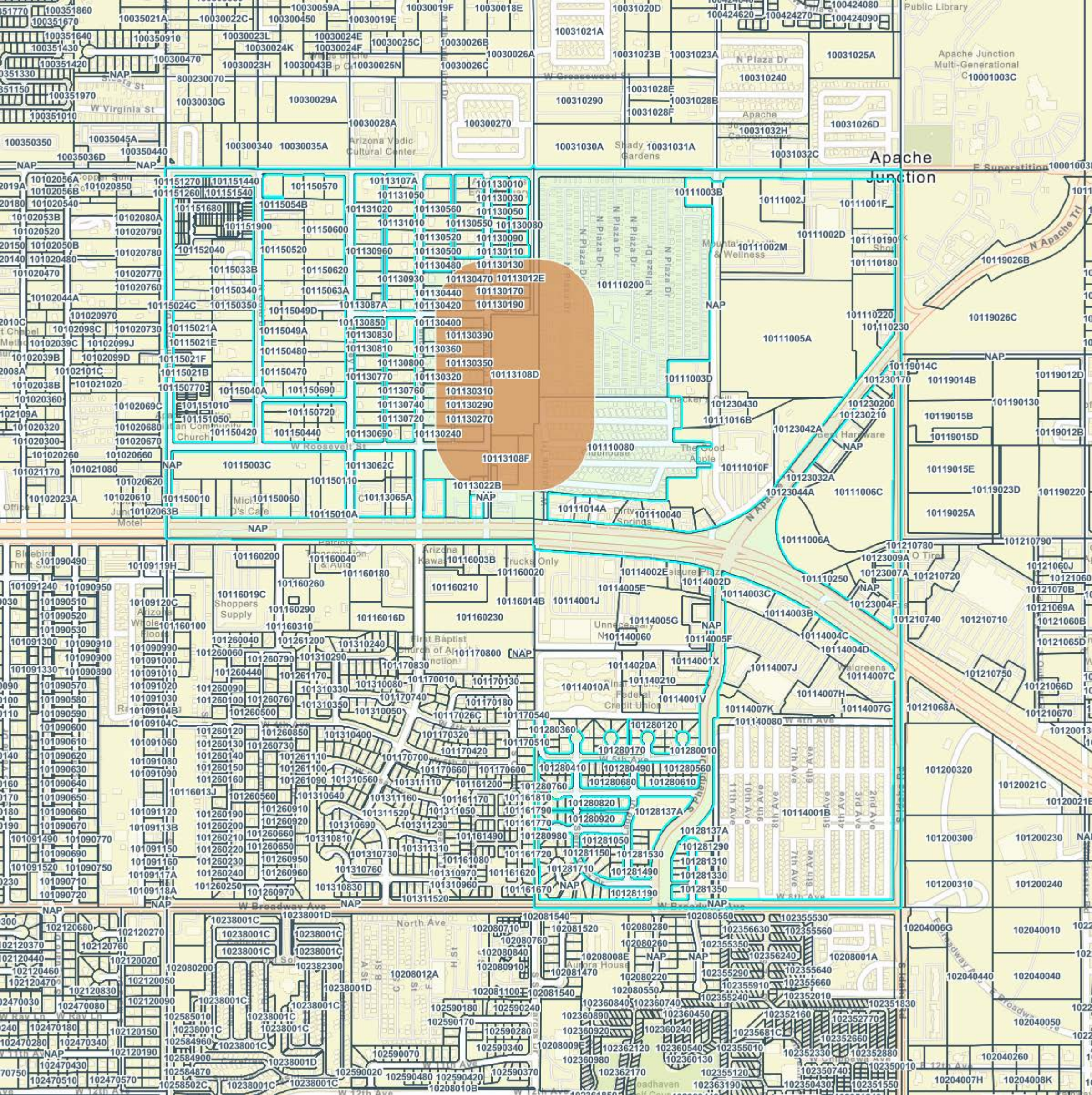

Apache Junction
Public Library
Apache Junction Multi-Generational C
Arizona Vedic Cultural Center
Shady Gardens
Mountain Vista & Wellness
Dirty Springs
Aurora House
Walgreens
Best Hardware
The Good Apple
Arizona Whole Foods
Shoppers Supply
First Baptist Church of Apache Junction
Arizona Federal Credit Union
Fairplex
Arizona Kawasaki
Trucks Only
Leisure Plaza
Unnecessary
Broadhaven
W Virginia St
W Greasewood St
W Roosevelt St
W Broadway Ave
W 4th Ave
W 5th Ave
W 8th Ave
W 12th Ave
N Plaza Dr
N Apache Trl
E Superstition
S Idaho Rd
S Ironwood Dr
E Broadway Rd
North Ave
NAP

Exhibit B
Notification List

D V ARNOLD REALTY LLC
PO BOX 807
APACHE JUNCTION , AZ 85117-7402

ERNST JACK
26439 BELL ARBOR RD
WEST HARRISON , IN 47060-0885

BAGBY INVESTMENT PROPERTIES LLC
34554 N BELL RD
SAN TAN VALLEY , AZ 85142-2881

ERNST JACK
26439 BELL ARBOR RD
WEST HARRISON , IN 47060-0885

LUKE & SARAH INVESTMENTS LLC 2
9842 E EL PASO ST
MESA , AZ 85207-7535

PARRA JESUS CAMPOS
300 N RENNICK DR
APACHE JUNCTION , AZ 85120-0542

CASTELAN NOE PAREDES
289 N THUNDERBIRD DR
APACHE JUNCTION , AZ 85120--544

BREIT SKYHAVEN MHC LLC
800 W APACHE TRL 1
APACHE JUNCTION , AZ 85120-8512

RYAN JERRY
322 N RENNICK DR
APACHE JUNCTION , AZ 85120-0542

PETE DAVID EDWARD & HICKEY
BREANNE ELISA TRS
325 N THUNDERBIRD DR
APACHE JUNCTION , AZ 85120--544

MAHONEY MATTHEW & PAULA
10421 E EMELITA AVE
MESA , AZ 85208-8725

OROURKE COLLEEN & ZINKIEWITZ
RICHARD
347 N THUNDERBIRD DR
APACHE JUNCTION , AZ 85120-0544

SOULLIERE MATTHEW L
384 N RENNICK DR
APACHE JUNCTION , AZ 85120-0542

GRAY GHOST HOLDINGS LLC
411 S HONEYSUCKLE LN
GILBERT , AZ 85296-6230

MIERNICKI-NOJUNAS JENNIFER &
NOJUNAS MATTHEW
406 N RENNICK DR
APACHE JUNCTION , AZ 85120-0542

ASTON DAISY & COREY
407 N THUNDERBIRD DR
APACHE JUNCTION , AZ 85120--542

SWANTY DUSTIN & PULSIFER NICKOLE
440 N RENNICK DR
APACHE JUNCTION , AZ 85120-0542

ANDERSON DOUG C & ERICA J
435 N THUNDERBIRD DR
APACHE JUNCTION , AZ 85120-0542

FITCH SHERRI LYN
466 N RENNICK DR
APACHE JUNCTION , AZ 85120--542

LODICE TIMOTHY P TR
590 N RENNICK DR
APACHE JUNCTION , AZ 85120-0541

EISENTRAUT ARNE L
980 W VIRGINIA ST
APACHE JUNCTION , AZ 85120-0543

HARTWIG ELIZABETH F
519 N THUNDERBIRD DR
APACHE JUNCTION , AZ 85120-0543

SAN MARCOS 24 LLC
PO BOX 628
GILBERT , AZ 85299-9062

WILSON L ONEAL
503 N RENNICK DR
APACHE JUNCTION , AZ 85120-0541

TJND HOLDINGS LLC
8220 E PALM LN
MESA , AZ 85207-7971

MAYNARD MICHAEL K & STEPHANIE E
535 N THUNDERBIRD DR
APACHE JUNCTION , AZ 85120-0543

SAN MARCOS 24 LLC
PO BOX 628
GILBERT , AZ 85299-9062

MUNCY ANTHONY & CASSANDRA
527 N RENNICK DR
APACHE JUNCTION , AZ 85120-0541

TIMOTHY PAUL LODICE FAMILY TRUST
590 N RENNICK DR
APACHE JUNCTION , AZ 85120-0541

WEIGELT KLAUS-DIETER
555 N THUNDERBIRD DR
APACHE JUNCTION , AZ 85120-0543

SAN MARCOS 24 LLC
PO BOX 628
GILBERT , AZ 85299-9062

LODICE TIMOTHY P TR
590 N RENNICK DR
APACHE JUNCTION , AZ 85120-0541

LODICE TIMOTHY P TR
590 N RENNICK DR
APACHE JUNCTION , AZ 85120-0541

SAN MARCOS 24 LLC
PO BOX 628
GILBERT , AZ 85299-9062

SILL LUCINDA S TRUST
MAIL RETURN
, -

LOST DUTCHMAN OWNER LLC
17W220 22ND ST STE 220
OAKBROOK TERRACE , IL 60181-1447

, -

POGUE TAYLOR
110 N RENNICK DR
APACHE JUNCTION , AZ 85120-0543

FRANCIS & SONS I LLC
16414 N 91ST ST STE 102
SCOTTSDALE , AZ 85260-0157

CVP-APACHE JUNCTION HOLDING LLC
2188 SW PARK PL
PORTLAND , OR 97205-5110

PRESTIGE PARTNERS LLC
3100 W RAY RD STE 101
CHANDLER , AZ 85226-6247

DUAL ALPHA PROPERTIES LLC
MAIL RETURN
, -

D V ARNOLD REALTY LLC
870 W APACHE TRL
APACHE JUNCTION , AZ 85120-0540

Exhibit C
Notice Letter

SNELL
& WILMER

Michael T. Maerowitz
Partner
O 602.382.6494
mmaerowitz@swlaw.com

December 23, 2025

Re: Condition Modification (Zoning Amendment) Notification for the Site Located at the Southeast Corner of West Virginia Street and Rennick Drive

Dear Property Owner/ Resident,

The purpose of this letter is to inform you that, on behalf of Banyan Residential LLC ("Banyan"), we have recently filed a condition modification request (the "Application") with the City of Apache Junction for the approximately 7-acre property located at the southeast corner of West Virginia Street and Rennick Drive (Exhibit A), otherwise known as Pinal County Assessor Parcel No. 101-131-08D (the "Site").

The Site, which is currently vacant, was previously zoned RM-2 (High Density Multiple-Family Residential) and B-2 (Old West Commercial) via Zoning Case P-22-29-PZ approved by the City Council in September of 2022 by Ordinance No. 1526 (the "Approved Zoning Case"). The Approved Zoning Case was subject to ten (10) conditions of approval. In order to now accommodate Banyan's proposed multi-family development of the Site, the purpose of the Application is to *modify* approval condition #1 and to *remove* approval conditions #8 and #9 attached to the Approve Zoning Case, more specifically identified as follows:

> *Approval Condition #1: "The project shall be developed in accordance with the plans approved and associated with case P-22-29-PZ and all provisions of the Zoning Ordinance and city codes applicable to this case."*
>
> Banyan is proposing to modify this condition to allow for a redesign of the site plan associated with the Approved Zoning Case in order to increase usable open space and improve overall Site functionality.
>
> *Approval Condition #8: "Parcels 101-13-1080 and 101-11-0210 shall be combined through the city's lot combination process."*
>
> *Approval Condition #9: "The south 76' of Parcel No. 101-13-1080, which shall be rezoned to B-2 "Old West Commercial," shall be split off through a minor land division."*
>
> These conditions have since been fully satisfied and completed. They are therefore no longer applicable to the Site.

We would like to invite you to a neighborhood meeting to discuss the Application and Banyan's proposed development of the Site with a multi-family development consisting of 152 new residential units (Exhibit B).

We have scheduled the neighborhood meeting as follows:

Neighborhood Meeting

Date: **Wednesday, January 7, 2026**
Time: 6:00 p.m to 8:00 p.m.
Location: Apache Junction Multi-Gen Center (Room B114)
1035 N Idaho Rd, Apache Junction, AZ 85119

Please feel free to contact me or Noel J. Griemsmann, AICP, Senior Urban Planner, at (602) 382-6824 or via e-mail to ngriemsmann@swlaw.com should you have any questions regarding this proposal, wish to express your thoughts, and/or request reasonable assistance with respect to this notice.

The City of Apache Junction Planner assigned to this case is Nicholas Leftwich. Mr. Leftwich can be reached at (480)-474-8575 or via e-mail to planning@apachejunctionaz.gov . This planner can answer your questions regarding the City review processes, as well as the staff position once their report is complete.

You may also make your opinions known on this case by writing to the City Planning and Zoning Division, 300 E Superstition Boulevard, Apache Junction, AZ 85119, referencing “Banyan- APN 101-131-08D”. Your letter will be made part of the case file.

Please be advised that meetings and hearings before the City of Apache Junction Planning and Zoning Commission, and the City Council, will be scheduled at a future date yet to be determined. You will receive subsequent notice identifying the date and location of the meeting/hearings when they have been scheduled.

Again, I would be happy to answer any questions or discuss any comments that you may have regarding this proposal. Thank you for your attention to this letter.

Sincerely,

Snell & Wilmer

Michael Maerowitz

Michael T. Maerowitz

Exhibit A

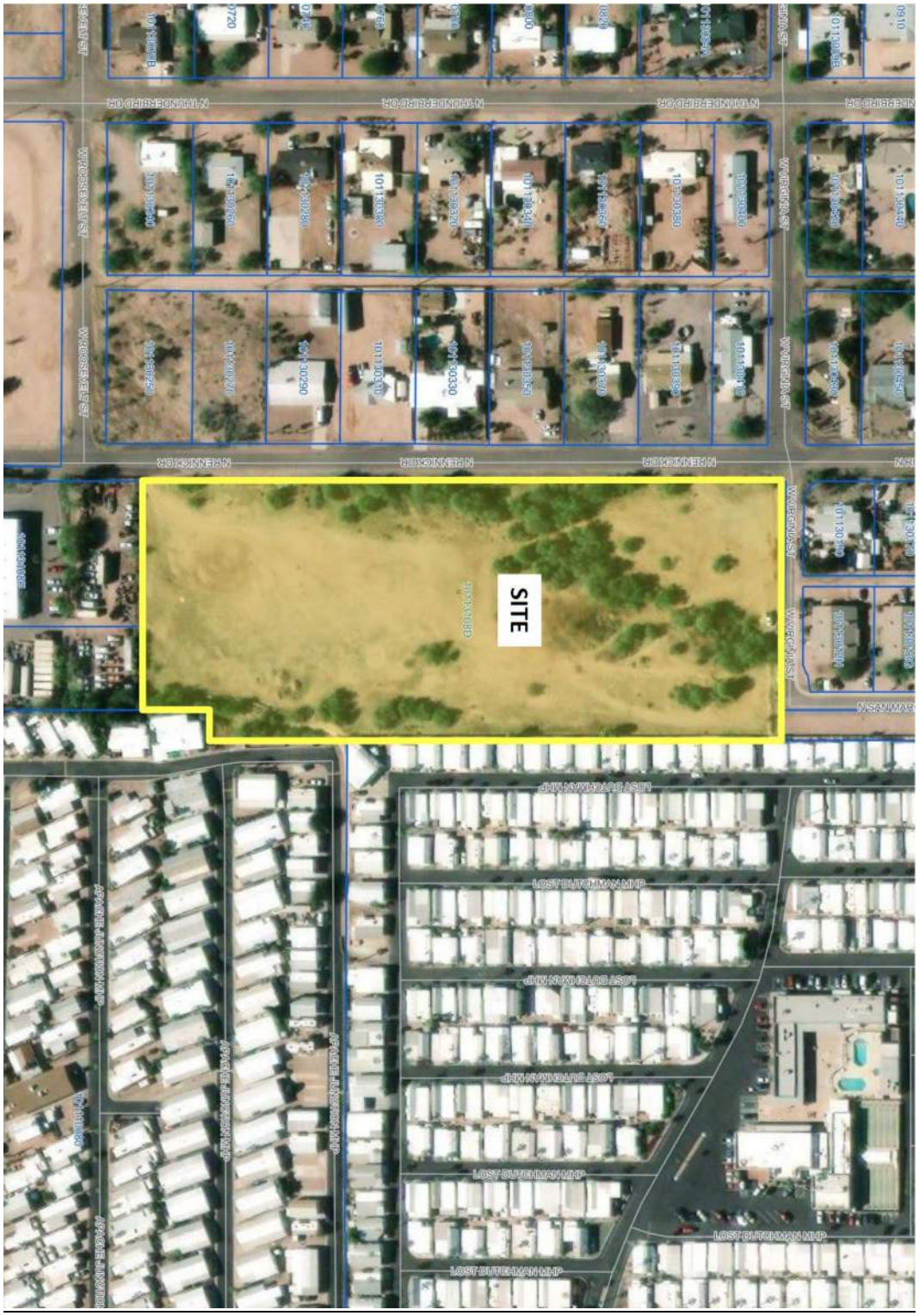


Exhibit D
Neighborhood meeting summary

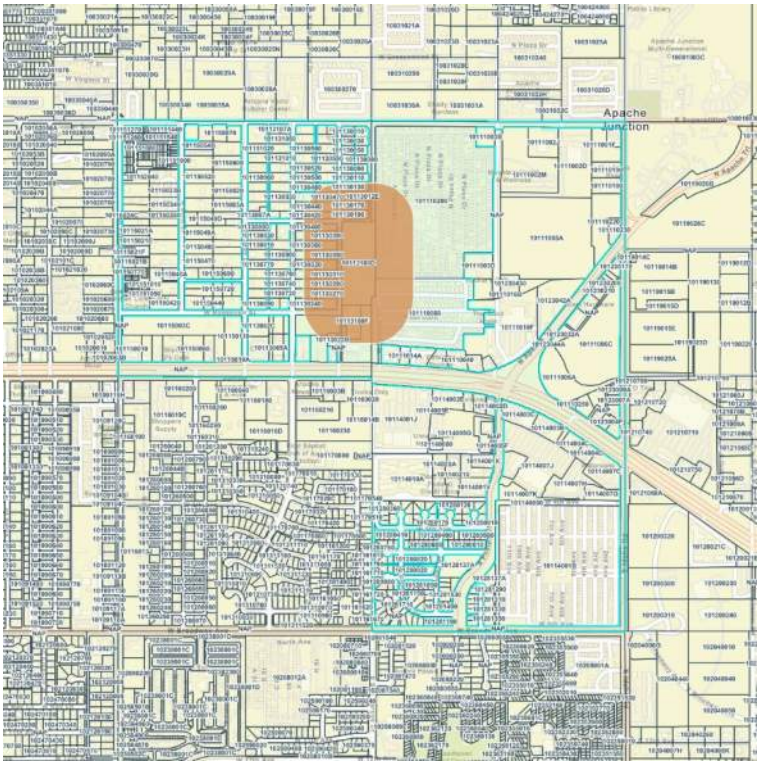
A. Meeting Date and Location

The neighborhood meeting for Banyan's formal application for the property located at the southeast corner of Rennick & Virginia Street (the "Project") was held on Wednesday, January 7, 2026, from 6:00 P.M. to 8:00 P.M. The neighborhood meeting took place in-person at Multi-Generational Center located at 1035 N Idaho Rd, approximately 0.6 miles from the Project site.

B. Notification

The notification letter (Exhibit A of the Public Participation Plan) for the neighborhood meeting was mailed on December 23, 2025, via first-class mail to the property owners within 400 feet of the Project site (as per the list generated by the Pinal County Assessor's GIS system) (Exhibit B of the Public Participation Plan). A total of forty (40) notice letters were mailed. Please note, there were no registered neighborhood organizations within this area.

C. Notification Area Map (400 Foot Buffer Tool, Pinal County Assessor GIS)



D. Neighborhood Meeting

Nine (9) members of the development team staffed the neighborhood meeting. The meeting was conducted as an informal presentation. Poster boards illustrating the Project were displayed around the meeting room, allowing the attendees to review each board while a representative of Banyan discussed the specifics of the Project. Attendees were encouraged to discuss project questions and comments directly with the Banyan representative and members of the development team.

Six (6) members of the public signed in to attend the neighborhood meeting (Exhibit C of the Public Participation Plan).

The meeting attendees expressed excitement and enthusiasm for the proposed multi-family development proposed along Rennick & Virgina. Specifically, meeting attendees wanted to discuss what type of tenants could be expected at the future development. Attendees expressed interest in site layout, traffic and landscaping plans displayed. The development team explained that the proposed development could expect the same level of quality tenants found at other Banyan projects throughout the state. Attendees also expressed that the current vacant lot has been a home to unauthorized occupancy and other activities that contribute to safety concerns in the area, and they would welcome the Site being developed and taken care of.

Lastly, attendees inquired about the justification for proposing a new site plan rather than proceeding with development under the previously approved site plan. The development team explained that many elements of the approved Site Plan resulted in an overly fragmented development pattern, duplication of utility connections and service lines, and additional maintenance systems, which is inefficient from sustainability, maintenance, and cost standpoint.

Members of the development team stayed for a total of two (2) hours.

E. Summary

Six (6) members of the public participated in the neighborhood meeting for the Project. Attendees expressed great enthusiasm and excitement for the Project, expressing that future development would help bring in good families to the community, help develop a vacant lot which is currently an unsafe space.

The applicant's representative will continue to pursue public outreach efforts and will remain responsive to adjacent property owners and interested individuals.

SNELL
& WILMER

Banyan- Rennick & Virginia

SEC W Virginia St & Rennick Dr.

Public Participation Plan - Addendum

April 23, 2026

Prepared for:
Banyan Residential LLC
Max Friedman, Partner
2381 Rosecrans Ave Suite 425
El Segundo, CA 90245

Prepared by:
Snell & Wilmer LLP
Noel J. Griemsmann, AICP, Senior Urban Planner
Simran B. Shah, Assistant Urban Planner
One East Washington Street, Suite 2700
Phoenix, AZ 85004

A. Project Community Outreach Update Summary

To further supplement our Public Participation Report dated January 8, 2026, Banyan Residential, LLC ("**Banyan**") has undertaken additional proactive and ongoing community outreach effort for the proposed Banyan – Rennick & Virgina Development (the "**Project**"), with a focus on direct engagement with immediately adjacent property owners and the surrounding community. These outreach efforts have included (i) in-person meetings, (ii) follow-up communication, and (iii) coordination of potential mitigation measures in response to community feedback. The purpose of this Addendum is to provide an update on those efforts, which will continue throughout the review and approval process.

B. Adjacent Property Owner Outreach (Rennick Drive)

Direct outreach has been conducted with the seven (7) properties located across Rennick Drive from the Project site:

- 300 N. Rennick Dr
- 322 N. Rennick Dr
- 350 N. Rennick Dr
- 384 N. Rennick Dr
- 406 N. Rennick Dr
- 440 N. Rennick Dr
- 466 N. Rennick Dr

<u>Summary of Engagement by Property</u>

- **300 N. Rennick Dr**
  Category: General discussion / no formal requests
  Initial discussion occurred. Resident expressed general understanding of the development and interest in potential project-related opportunities. No specific mitigation requests have been made to date.

- **322 N. Rennick Dr**
  Category: Limited engagement / no specific requests
  Engagement has been limited at resident request due to personal circumstances. No mitigation requests have been identified at this time.

- **350 N. Rennick Dr**
  Category: Requesting mitigation (landscaping, wall, screening)
  Multiple discussions have occurred. Resident has requested enhanced landscaping, a block wall, and screening measures to address privacy and visual buffering.

- **384 N. Rennick Dr**
  Category: Initial engagement / non-responsive to follow-up

Initial contact was made; however, the resident has not responded to multiple follow-up attempts and has not identified specific mitigation requests.

- **406 N. Rennick Dr**
  Category: Not home / non-responsive
  Multiple outreach attempts have been made. Property appears intermittently unoccupied, and no contact has been established to date.

- **440 N. Rennick Dr**
  Category: Requesting mitigation (security, wall, gate)
  Constructive engagement has occurred. Resident has expressed concerns related to security and privacy and is coordinating on potential block wall and landscaping buffer improvements.

- **466 N. Rennick Dr**
  Category: Requesting mitigation (wall, gate, screening)
  Engagement has occurred. Resident has expressed concerns regarding buffering and security and is coordinating on potential wall, gate, and screening improvements.

<u>Mitigation Measures Under Evaluation</u>

In response to feedback received, Banyan has retained a contractor to evaluate potential mitigation improvements in coordination with immediately adjacent property owners.

The measures under discussion are located on the adjacent homeowners' properties and are intended to provide screening and buffering between the existing residences and the proposed development. These measures may include:

- Installation of block walls along property frontages
- Addition of rolling gates or access control features
- Enhanced landscaping buffers, including tree height, density, and placement
- Sightline screening strategies

Field measurements have been authorized at select properties, and the contractor is preparing preliminary design concepts and cost estimates.

Banyan anticipates continuing coordination with adjacent property owners to review these options and refine solutions based on individual preferences. The applicant is committed to working collaboratively with residents to implement reasonable, site-specific screening and privacy enhancements, where feasible.

C. Broader Community and Business Outreach

In addition to adjacent property outreach, Banyan has engaged with members of the surrounding community, including local businesses and workforce stakeholders.

Feedback from these discussions has been generally supportive, particularly with respect to:

- The need for additional workforce housing opportunities in Apache Junction
- The ability for local employees to live closer to their place of employment
- The redevelopment of a currently vacant and underutilized site
- The potential for increased local economic activity

As of the date of this report, Banyan has received 34 letters of support through its neighborhood outreach efforts.

D. Conclusion

Banyan's outreach efforts demonstrate a consistent and good-faith approach to community engagement, including direct coordination with adjacent property owners and responsiveness to site-specific concerns.

The applicant remains committed to continuing outreach, refining mitigation strategies, and maintaining open communication with both neighboring residents and the broader community as the project proceeds through the review process.

Exhibit E
Sign-in Sheets

MEETING SIGN-IN SHEET

Name	Street Address	City	ZIP	Phone Number	E-Mail
Adam Fitch	466 N. Rennich	AZ	85120		
Sherri Fitch	466 N. Rennick	AZ	85120		
Haley LoCascio		AZ	85120		locasciohaley@gmail.com

MEETING SIGN-IN SHEET

Name	Street Address	City	ZIP	Phone Number	E-Mail
Paula Mahoney	350 N. Rennick		85120	602-327-2552	PaulaM1331@icloud.com
Nickole Pursifer	440 N Rennick	AZ	85120	(928)207-5113	
Dustin Swanty	440 N Rennick	AZ	85120		

APACHE JUNCTION AREA CHAMBER OF COMMERCE

June 8, 2026

Joe Villasenor
Banyan Residential
Apache Junction, AZ

Dear Joe,

On behalf of the Apache Junction Area Chamber of Commerce Board of Directors, thank you, Nick Wood, and Noel Griemsmann for taking the time to present the Banyan development project at the May Board of Directors meeting and for thoughtfully addressing the Board's questions.

The Board appreciated the opportunity to learn more about the proposed project and the effort your team invested in sharing its vision and anticipated impact on the community.

Following deliberation and careful consideration, the Board of Directors conducted a formal vote and has determined that the Chamber will not support the Banyan development project at this time.

We appreciate your willingness to engage with the Chamber and value the professionalism and transparency demonstrated throughout the process. Thank you again for your presentation and for your continued interest in the future of Apache Junction.

Sincerely,

Warde Nichols
Chairman of the Board
Apache Junction Area
Chamber of Commerce

Mary Ann Przybylski
President/CEO
Apache Junction Area
Chamber of Commerce

Outlook

Re: [External] Banyan – Apache Junction Apartments case (APN 101-131-08D)

From Matthew Mahoney <mattmahoney@ymail.com>
Date Tue 2/3/2026 5:48 PM
To Nicholas Leftwich <nleftwich@apachejunctionaz.gov>
Cc ngriemsmann@swlaw.com <ngriemsmann@swlaw.com>; mmaerowitz@swlaw.com <mmaerowitz@swlaw.com>

1 attachment (3 MB)
P-26-4-PZ-Traffic Statement.pdf;

DATE: February 3, 2026

RE: Banyan – Apache Junction Apartments (Case P-26-4-PZ) Formal Design & Traffic Comments for Staff Report and Public Record

To: Nicholas Leftwich, City of Apache Junction Planner

CC: Michael T. Maerowitz / Noel J. Griessmann

Dear Mr. Leftwich,

Thank you for your detailed response regarding the Banyan project and for providing the Traffic Statement summary. I appreciate the transparency and your confirmation that my previous comments have been added to the file. After reviewing the traffic data and the updated project application (P-26-4-PZ), I would like to update the public record with this letter to reflect my specific concerns regarding the proposed design and the requested density increase.

As a resident directly adjacent to the western boundary of this project, I am formally requesting that the City deny the increase in density from 18 DU/AC to 22 DU/AC unless the site plan is substantially revised to protect the existing neighborhood.

I want to be clear: I am not anti-development, but poor design leads to substantial, permanent impacts. A perfect example is the new car wash on Apache Trail between N. Rennick Road and Thunderbird Drive. Because the exit—and the high-decibel dryers—were positioned to face the residential area rather than Apache Trail, neighbors are now subjected to constant noise. I am writing to ensure we do not repeat such design oversights with this project.

Based on the **Traffic Statement (P-26-4-PZ)** and the proposed site plan, I have the following concerns:

- **Misleading Traffic Impact:** The developer's report claims a "minimal" 4.3% impact by comparing project traffic to Apache Trail. This is misleading. This project dumps **976 daily trips** onto **Rennick Drive**, which is a **single-lane residential road** with no centerline. Adding nearly 1,000 trips a day to a single-lane frontage is a massive surge in volume, not a "minimal" one.

- **Infrastructure vs. Bottlenecks:** While the developer may be required to add sidewalks and curbs, these improvements do not change the width of the **right-of-way**. If the road is still effectively single-lane for traffic flow, adding a sidewalk does not solve the bottleneck of **152 units'** worth of cars trying to exit in the morning.

- **Safety and Peak Hours:** The report projects **50 vehicles exiting during the AM peak hour**. Expecting this volume to navigate a single-lane residential road—which currently lacks curbs, gutters, and sidewalks—without a traffic light is a significant safety risk. I look forward to hearing from Public Works as they assess this situation.

- **Request for Site Inversion:** The previous developer's site plan was much more sensitive to the neighborhood. Since this new plan identifies Rennick Drive as the **"Main Access,"** the city should require the residential buildings (1 and 2) to be moved to the interior. Using the western edge for parking or a single-story clubhouse would provide a necessary buffer for our single-story homes.

The developer is seeking a density increase for their own interest. The City should only grant this if the design is modified to respect the "Local Street" reality of Rennick Drive and the privacy of the existing neighborhood.

Please ensure this letter is added to the formal case file and provided to the Planning and Zoning Commission and City Council for their consideration.

Respectfully,

Matthew Mahoney

350 N. Rennick Drive

480-239-6057

mattmahoney@ymail.com

> On Feb 3, 2026, at 12:56, Nicholas Leftwich <nleftwich@apachejunctionaz.gov> wrote:
>
> Hello Mr. Mahoney, yes, I received your e-mail and have added it to the case file. We received the formal project application (P-26-4-PZ) after the neighborhood meeting was held and you had seen the project, so the project and its documents are actually still under review by staff at this time, but there is a traffic study summary available which I have attached here. The findings are still under review for analysis by our city traffic engineer.
>
> -The traffic statement provides a simplified Trip Generation table on page 3 (the fourth page including the cover sheet) with the more detailed data being provided in Attachment C, the last page of this packet.
>
> -The project has not yet been approved at the proposed development density of 22 dwelling units an acre (DU/AC), which is up from the previously approved 18 DU/AC. The applicant, Banyan Residential, is a different developer, new to the site, applying for a zoning amendment to the approved plans which limited the density to 18 DU/AC, rather than the maximum allowable 22 DU/AC in the current "RM-2" "High Density Multiple Family Residential" zoning district. Whether or not the actual development conditions will support the proposed increased density is still a matter under review. Under the previous plan, and as would be required again of this new developer, the developer must improve both Rennick and Virginia with improved street infrastructure (pavement, sidewalks, curbs, etc.), because the site does currently lack the necessary level of street infrastructure, as you noted. Whether additional lanes are necessary, and the exact design of the street improvements are items under review as Public Works assesses the level of service on Rennick and Virginia. We understand that these are concerns shared by you and your neighbors, as traffic and the provision of

appropriate infrastructure were concerns expressed by the neighborhood at prior public hearings, and these noted concerns (and any communications sent to us like your e-mail) will be provided to the Planning and Zoning Commission and City Council as part of the context and information in our report on the project.

-Regarding the planning rationale for the original rezoning, that was rooted in the General Plan Land Use Designation of the property as approved by the city's 2020 General Plan, which included the property as part of the Downtown Mixed Use area designated to facilitate commercial, mixed-use, and higher density residential growth opportunities. The property is surrounded by a variety of zoning categories, with commercial to the south, the exact same "RM-2" High Density Multi-Family Residential already being in place on San Marcos Drive to the north, and the Lost Dutchman RV Resort and Apache Junction Manufactured Home Park to the east, which are also considered higher-density residential uses. However, with the single-family residential property to the west and this property being on the very edge of this Downtown Mixed Use area, when the original rezoning proposal was made we tried to work with the previous developer to determine how the project could better harmonize with the lower density neighborhood to the west. The developer of that time reorganized the site plan to provide more view corridors and align the site entrances in a way that they found to best mitigate impact along Rennick and Virginia. We are working with the new developer to make them aware of this context and neighborhood concerns.
The previous developer and the current developer selected this site out of their own interest in its location. Many of the available parcels along our arterials are indeed being considered for development, but they are typically designated for commercial use, however there are several properties being rezoned or planned for multi-family residential uses as well.

Please let me know if you have any further questions. If you have a statement you would like to provide to the Planning and Zoning Commission and City Council, those who make the zoning decisions, please send it to me so that I may include it in the staff report. Thank you,

Nicholas Leftwich
Principal Planner
Development Services
City of Apache Junction
300 E. Superstition Blvd
Apache Junction, AZ 85119
(480)-474-8575
nleftwich@apachejunctionaz.gov

Hours: Monday-Thursday 7am-6pm; *closed on Fridays*



Developers/applicants are encouraged to conduct a property search of their own on available public websites and procure a survey and appraisal. The city disclaims any and all liability for any accidental, negligent, or inadvertent omission of information in city files.

From: Matthew Mahoney <mattmahoney@ymail.com>
Sent: Tuesday, February 3, 2026 10:46 AM
To: Planning <planning@apachejunctionaz.gov>
Subject: Fwd: [External] Banyan – Apache Junction Apartments case (APN 101-131-08D)

Hello Mr. Leftwich,

Did you get my last email? Please see below. I sent it on the 22nd of January.

Thank you for your time,

Matt Mahoney

Begin forwarded message:

From: Matthew Mahoney <mattmahoney@ymail.com>
Subject: Banyan – Apache Junction Apartments case (APN 101-131-08D)
Date: January 22, 2026 at 09:23:49 MST
To: planning@apachejunctionaz.gov

Dear Mr. Leftwich,

Thank you for your continued work on the Banyan – Apache Junction Apartments case (APN 101-131-08D).

As a resident directly adjacent to the site, I am trying to better understand the planning and technical basis for the proposed development, particularly as it relates to access, traffic, and street compatibility. Before the City Council meeting at which this project will be considered, I would appreciate any information you can share regarding the following:

- Whether a traffic impact study was prepared for this project, and if so, a copy or summary of its findings.
- The projected daily and peak-hour trip generation associated with the proposed 152 units.
- How Rennick Drive, a single-lane residential street without sidewalks or traffic controls, was determined to be appropriate for this level of density.
- The planning rationale for rezoning this specific parcel to high density, particularly given the availability of sites along major arterials elsewhere in the city.

My intent is not to revisit the rezoning decision itself, but to understand the data and assumptions that support the current proposal so I can provide informed input moving forward.

Thank you for your time and assistance. I appreciate any information you're able to provide.

Sincerely,

Matthew Mahoney

350 N. Rennick Drive

480-239-6057

To: Max Friedman
Banyan Residential

Date: June 10, 2026

From: Shelly Sorensen, PE, PTOE

Job Number: 25.5917
Project Number: P-25-101-PDR

RE: Banyan Apartments
Traffic Impact Statement



INTRODUCTION

Lōkahi, LLC (Lōkahi) has prepared a Traffic Impact Statement for the proposed Banyan Apartments development, located on the southeast corner of Virginia Street and Rennick Drive in Apache Junction, Arizona. See **Figure 1** for the vicinity map.



Figure 1 - Vicinity Map

The proposed development consists of a two and three-story apartment complex with 146 dwelling units. See **Attachment A** and **Figure 2** for the site plan.

The objective of this Traffic Impact Statement is to analyze the proposed development's traffic related impacts on the adjacent roadway network.

10555 N. 114th Street, Suite 105
Scottsdale, AZ 85259
480.536.7150
www.lokahigroup.com

collaboration unity harmony cooperation

EXISTING CONDITIONS

The approximately 6.9-acre site is located on Pinal County Assessor Parcel Number (APN) 101-13-108D. The Apache Junction *Zoning Districts App* reports that the site is zoned for High Density Multiple-Family Residential (RM-2). The site is currently undeveloped. It is bordered by Virginia Street to the north, a mechanic to the south, an RV and mobile home park to the east, and Rennick Drive to the west. See **Attachment B** for detailed parcel information.

Rennick Drive is a north-south unmarked roadway that provides one (1) through lane in each direction of travel in the vicinity of the proposed development. According to the City of Apache Junction General Plan 2020, Rennick Drive is classified as a local street within the study area. There is a posted speed limit of 25 miles per hour (mph).

Virginia Street is an east-west unmarked roadway that provides one (1) through lane in each direction of travel in the vicinity of the proposed development. According to the City of Apache Junction General Plan 2020, Virginia Street is classified as a local street within the study area. There is a posted speed limit of 25 mph.

San Marcos Drive is a north-south unmarked roadway that provides one (1) through lane in each direction of travel in the vicinity of the proposed development. San Marcos Drive exists for an approximate 1,000-foot segment between Superstition Boulevard at its northern terminus and Virginia Street at its southern terminus. Approximately 1,000 feet south of Superstition Boulevard, San Marcos Drive shifts 90 degrees clockwise and becomes Virginia Street. There is an unposted speed limit of 25 mph.

Apache Trail is located one-tenth (0.1) of a mile south of the proposed development, generally runs east-west and provides three (3) lanes in each direction of travel with a raised, landscaped median. According to the City of Apache Junction General Plan 2020, Apache Trail is a '6 Lanes Plus Turn Lanes – Major Arterial'. According to the *Arizona Department of Transportation (ADOT) Transportation Data Management System*, there is a 2024 annual average daily traffic (AADT) volume of 18,992 vehicles per day (vpd) along Apache Trail, just south of Rennick Drive. There is a posted speed limit of 40 mph.

PROPOSED DEVELOPMENT

The proposed Banyan Apartments development consists of a two and three-story apartment complex with 146 dwelling units.



Figure 2 – Site Plan

The proposed development will be accessible via two (2) proposed access points, one (1) proposed full access driveway along Rennick Drive, will serve as the main access point for the site, is approximately 730 feet north of Apache Trail (centerline to centerline). The second proposed full access point is located on the north site of the site at the intersection of Virginia Street and San Marcos Drive. This will serve as an emergency access for the site.

TRIP GENERATION

The trip generation for the proposed Banyan Apartments development was calculated utilizing the Institute of Transportation Engineers (ITE) publication entitled *Trip Generation Manual, 12th 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.

ITE Land Use Code 220 – Multifamily Housing (Low-Rise) was used to calculate the trip generation for the proposed Banyan Apartments development:

> ITE Land Use 220 – Multifamily Housing (Low-Rise)
> "Low-rise multifamily housing is a residential building with two or three floors (levels) of residences. – *Trip Generation Manual, 12th Edition*

See **Table 1** for trip generation calculations below.

Table 1 – Trip Generation – Banyan Apartments

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Multifamily Housing (Low-Rise)	220	146	Dwelling Units	942	64	15	49	77	48	29

The proposed Banyan Apartments development is anticipated to generate 942 weekday trips, with 64 trips occurring during the AM peak hour and 77 trips occurring during the PM peak hour.

See **Attachment C** for detailed trip generation calculations.

RIGHT TURN LANE ANALYSIS

Turn lanes or auxiliary lanes, allow vehicles exiting a roadway to slow to a reduced speed to execute a turn without impeding the main flow of traffic. The following sections apply the turn lane requirements found in the City of Apache Junction *Engineering Design Guidelines and Policies* to determine if turn lanes are required at any of the proposed driveways.

Section 10-3-6 (C) states the following regarding right turn lanes:

> *"right-turn lanes shall be provided on major arterial streets at all street intersections, and at driveways where warranted".*

Per the City of Apache Junction, Rennick Drive and Virginia Street are classified as local streets, not major arterial streets. Therefore, no right turn lanes are required on Rennick Drive or Virgina Street per Section 10-3-6 (C). Additionally, a turn lane would not be necessary due to both the low volumes on the existing roadways and the low volumes proposed by the development.

SUMMARY

The proposed Banyan Apartments development is located at the southeast corner of Virginia Street and Rennick Drive in Apache Junction, Arizona.

The proposed Banyan Apartments development consists of a two and three-story apartment complex with 146 dwelling units.

Access

The proposed site will be accessible via one (1) full access driveway along Rennick Drive, approximately 730 feet north of Apache Trail (centerline to centerline). A secondary access driveway along Virginia Street is provided for emergency purposes only.

Trip Generation

The proposed development is anticipated to generate 942 weekday trips, with 64 trips occurring during the AM peak hour and 77 trips occurring during the PM peak hour.

Roadway Capacity

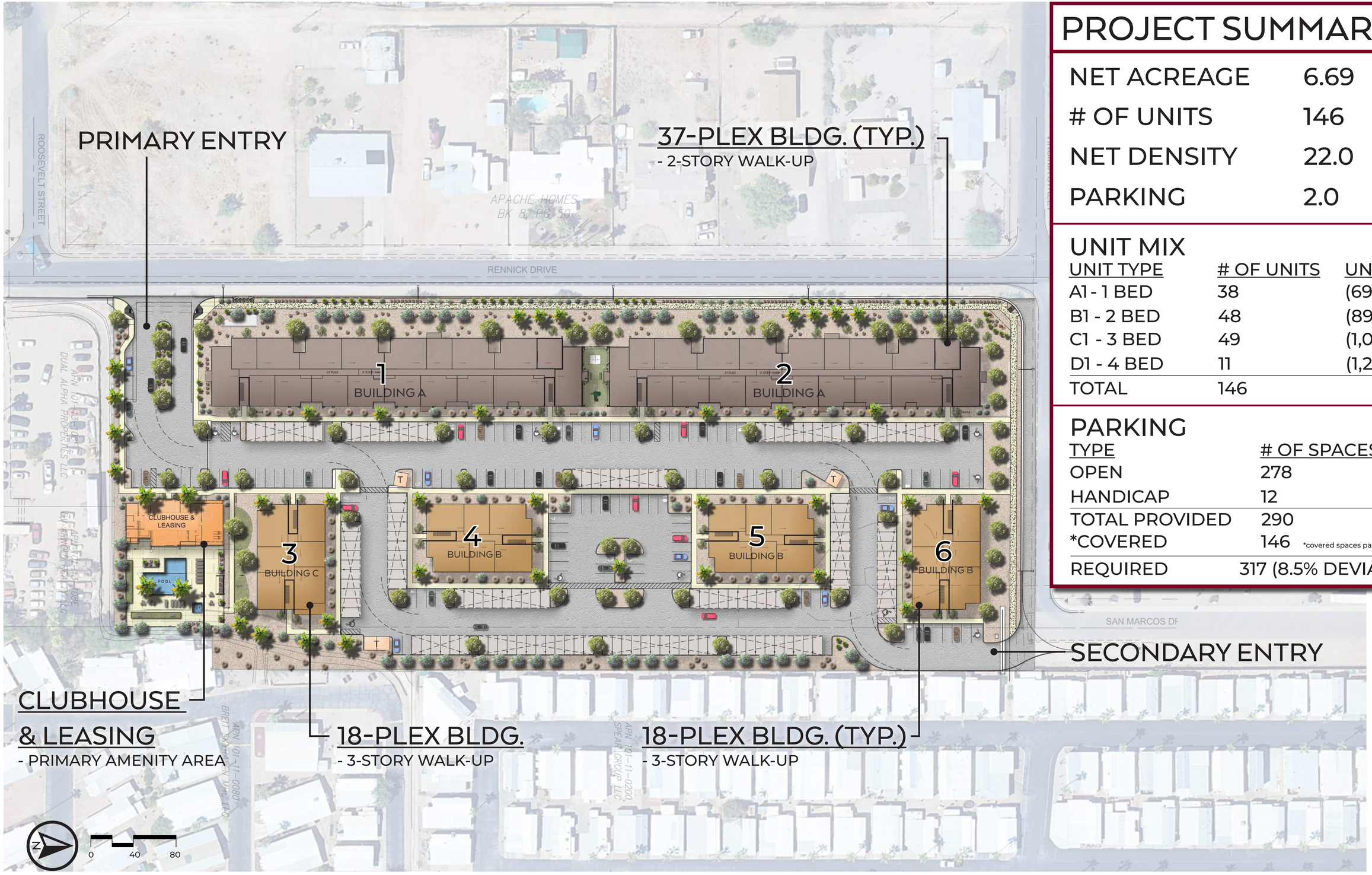
The *Maricopa Association of Governments (MAG) Transportation Data Management System* indicated a 2025 AADT of 22,959 vpd along Apache Trail, between Ironwood Drive and SR 88 Highway. Conservatively assuming general traffic flow will be utilizing Apache Trail to gain access to and from the site. The 942 daily trips generated by the proposed development would represent an approximate 4.1% increase in average weekday traffic along Apache Trail.

Turn Lane Warrant

The proposed primary access point is located along Rennick Drive, which is a local street. According to the City of Apache Junction *Engineering Design Guidelines and Policies* a turn lane would not be required for the proposed driveway and is therefore not recommended.

In conclusion, the additional traffic generated by the proposed development is anticipated to result in minimal traffic-related impacts on the existing roadway network and the surrounding area.

ATTACHMENT A – PROPOSED SITE PLAN



PROJECT SUMMARY:

NET ACREAGE	6.69	AC
# OF UNITS	146	DU
NET DENSITY	22.0	DU/AC
PARKING	2.0	SP/DU

UNIT MIX

UNIT TYPE	# OF UNITS	UNIT SF
A1 - 1 BED	38	(696 SF)
B1 - 2 BED	48	(898 SF)
C1 - 3 BED	49	(1,069 SF)
D1 - 4 BED	11	(1,262 SF)
TOTAL	146	

PARKING

TYPE	# OF SPACES
OPEN	278
HANDICAP	12
TOTAL PROVIDED	290
*COVERED	146 *covered spaces part of open parking count.
REQUIRED	317 (8.5% DEVIATION)

BANYAN - APACHE JUNCTION APARTMENTS

APACHE JUNCTION, ARIZONA
CONCEPTUAL SITE PLAN | KA#225084 | DATE 06/11/2026

KEPHART

LP 01

ATTACHMENT B –PINAL COUNTY ASSESSOR

PINAL COUNTY

ASSESSOR

PARCEL SEARCH

NEW SEARCH

PARCEL DETAILS

Comparable properties

Tax Information

Parcel Map Viewer

Tax Year Chart

Property Address Location

Share this parcel

Print Details

PROPERTY INFORMATION

PARCEL NUMBER
101-13-108D

S/T/R
20/01N/08E

PROPERTY DESCRIPTION
THAT PORTION OF THE NORTH HALF OF SECTION 20, TOWNSHIP 01 NORTH, RANGE 08 EAST, PINAL COUNTY, ARIZONA, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 20, THENCE SOUTH 1040.00 FEET TO THE POINT OF BEGINNING, THENCE EAST 40.00 FEET, THENCE SOUTH 775.47 FEET, THENCE WEST 40.00 FEET, THENCE SOUTH 92.74 FEET, THENCE WEST 310.25 FEET, THENCE NORTH 869.14 FEET, THENCE EAST 310.25 FEET TO THE POINT OF BEGINNING. 300,581 SQUARE FEET, 6.90 ACRES.

SUBDIVISION
N/A

UNIT
N/A

BLOCK
N/A

LOT
N/A

PHASE
N/A

CABINET
N/A

SLIDE
N/A

OWNER INFORMATION

PRIMARY OWNER
PRESTIGE PARTNERS LLC

NAME 2
N/A

IN C/O
N/A

TAX BILL MAILING ADDRESS
3100 W RAY RD STE 101 CHANDLER, AZ 85226

PROPERTY ADDRESS(LOCATION)

PARCEL ALERT LIST

NO

DATE OF RECORDING
09/22/2023

SALE AMOUNT
Not Given

DOCUMENT(S)
2023-070576

VALUATION INFORMATION

Previous year valuations are subject to change as prescribed in the Arizona Revised Statutes. All changes in value may not be reflected in this data. For updated/correct figures, please refer to the Treasurer's Office website.

Tax Year: 2027

TAX AREA CODE:
4308

USE CODE:
0004

PARCEL SIZE
6.90

SIZE INDICATOR
Acres

FULL CASH VALUE
$2,254,358.00

LIMITED VALUE(LVP)
$1,376,781.00

ASSESSED FCV
$338,154.00

ASSESSED LPV
$206,517.15

LAND LEGAL CLASS
02RL-Vacant Land / Non-Profit Imp

IMPR. LEGAL CLASS
-

IMPROVEMENTS

IMP	ITEM	CONST YEAR	GRND FLR PERIM	STORIES	TOTAL SQ. FT.
0		0	0	0	0

ATTACHED PERSONAL PROPERTY
No Personal Property Listed

EXEMPTIONS

WIDOW
No

WIDOWER
No

SENIOR FREEZE
No

DISCLAIMER

THE DATA PRESENTED ON THIS WEBSITE IS DEEMED RELIABLE BUT NOT GUARANTEED. THIS INFORMATION SHOULD BE USED FOR INFORMATIONAL USE ONLY AND DOES NOT CONSTITUTE A LEGAL DOCUMENT FOR THE DESCRIPTION OF THESE PROPERTIES. THE PINAL COUNTY ASSESSOR'S OFFICE DISCLAIMS ANY RESPONSIBILITY OR LIABILITY FOR ANY DIRECT OR INDIRECT DAMAGES RESULTING FROM THE USE OF THIS DATA.

ATTACHMENT C –TRIP GENERATION

Banyan - Apache Junction Apartments

Trip Generation Calculations (12th Edition)

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 (Low-Rise)	220	146	Dwelling Units	6.21	50%	50%	0.41	24%	76%	0.52	62%	38%	907	454	453	60	14	46	76	47	29	Average
Multifamily Housing (Low-Rise)	220	146	Dwelling Units	2.46	50%	50%	0.13	24%	76%	0.08	62%	38%	359	180	179	19	5	14	12	7	5	Minimum
Multifamily Housing (Low-Rise)	220	146	Dwelling Units	12.50	50%	50%	0.73	24%	76%	1.04	62%	38%	1,825	913	912	107	26	81	152	94	58	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 (Low-Rise)	220	146	Dwelling Units	T=5.63(X)+120.45	50%	50%	T=0.35(X)+12.93	24%	76%	T=0.48(X)+7.35	62%	38%	942	471	471	64	15	49	77	48	29	Equation

Multifamily Housing (Low-Rise)	Standard Deviation	1.87	0.10	0.13
	Number of Studies	28	51	61
	Average Size	208	219	215
	R^2	0.70	0.81	0.83

To:	Max Friedman Banyan Residential	**Date:**	June 10, 2026
From:	Shelly Sorensen, PE, PTOE		
Job Number:	25.5917		
RE:	Banyan Apartments Parking Demand Study		



INTRODUCTION

Lōkahi, LLC (Lōkahi) has prepared a Parking Demand Study for the proposed Banyan Apartments development, located on the southeast corner of Virginia Street and Rennick Drive in Apache Junction, Arizona. See **Figure 1** for the vicinity map.



Figure 1 - Vicinity Map

The proposed development consists of a two and three-story apartment complex with 146 dwelling units. The proposed development is a low-income housing tax credit (LIHTC) development. See **Attachment A** and **Figure 2** for the site plan.

The objective of this Parking Demand Study is to analyze the parking demand needs specific to the proposed development to avoid providing an overabundance of parking. Providing too much parking can inefficiently allocate resources (both public and private) and contradict the principles of fostering walkable communities. The study will also examine the impact of alternative transportation options and vehicle ownership trends in the area on parking demand.

10555 N. 114th Street, Suite 105
Scottsdale, AZ 85259
480.536.7150
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PROJECT DESCRIPTION

The proposed Banyan Apartments development consists of a two and three-story apartment complex with 146 dwelling units.

The 146 dwelling units will be composed of the following unit breakdown:

- 38 one-bedroom units
- 48 two-bedroom units
- 49 three-bedroom units
- 11 four-bedroom units



Figure 2 – Site Plan

The proposed development will be a LIHTC development, renting only to households earning no more than 60% of the Pinal County Area Median Income.

PROVIDED PARKING

The proposed development will provide 290 vehicle parking spaces, 278 of which will be first-come, first-serve spaces and 12 of which will be reserved for handicapped users.

REQUIRED PARKING BY CODE

The required number of parking spaces by land use type is identified within *Table 7-1: Number of Parking Stalls Required* of Article 1-7-3 of the City of Apache Junction's *City Code*.

The required parking for the proposed breakdown of 146 dwelling units is shown in **Table 1**.

Table 1 – Required Vehicle Parking by Code

Land Use	Rate	Quantity	Units	Parking Spaces
Residential - One-bedroom apartment	1.5 per 1 Dwelling Unit	38	Dwelling Units	57
Residential - Two or more bedroom apartment	2.0 per 1 Dwelling Unit	108	Dwelling Units	216
Guest	0.3 per 1 Dwelling Unit	146	Dwelling Units	44
				317

The proposed Banyan Apartments development will provide 290 parking spaces, which represents a deficit of 27 (8.5%) parking spaces compared to the 317 parking spaces required by the Code.

ITE PARKING DEMAND

The Institute of Transportation Engineers (ITE) publication entitled *Parking Generation, 6th Edition* is utilized to estimate parking demand based on research and experiences of transportation engineering and planning professionals.

The parking demand was evaluated using two ITE land use codes (LUC): ITE LUC 217 – Multifamily Housing – 1 BR (Low-Rise) and ITE LUC 220 – Multifamily Housing – 2+ BR (Low-Rise).

AVERAGE PARKING DEMAND

The average weekday and Saturday ITE peak period of parking demand calculations for General Urban/Suburban locations are shown in **Table 2** and **Table 3**, respectively. ITE does not provide Saturday data for LUC 217, so weekday rates were used for the Saturday parking demand calculations.

Table 2 – ITE Parking Demand (Average Rate – Weekday)

Use	Weekday Rate	Quantity	Units	Parking Stalls
ITE Code 217 - Multifamily Housing - 1 BR (Low-Rise)	0.93 Per 1 Dwelling Unit	38	Dwelling Units	36
ITE Code 220 - Multifamily Housing - 2+ BR (Low-Rise)	1.27 Per 1 Dwelling Unit	108	Dwelling Units	138
				174

Table 3 – ITE Parking Demand (Average Rate – Saturday)

Use	Saturday Rate	Quantity	Units	Parking Stalls
ITE Code 217 - Multifamily Housing - 1 BR (Low-Rise)	0.93 Per 1 Dwelling Unit	38	Dwelling Units	36
ITE Code 220 - Multifamily Housing - 2+ BR (Low-Rise)	1.18 Per 1 Dwelling Unit	108	Dwelling Units	128
				164

Based on *ITE Parking Generation, 6th Edition*, the average weekday and Saturday peak parking demand for the proposed Banyan Apartments development is 174 and 164 parking spaces, respectively. The proposed development provides 290 parking spaces, representing a surplus of 116 (66.7%), 126 (76.8%), and parking spaces for the average weekday and Saturday parking demand, respectively.

COMPARABLE PARKING REQUIREMENTS

The parking requirements of other municipalities were evaluated for the proposed development as a form of comparison.

Using the parking requirements found in *Section 702. Off-Street Parking and Loading* of the City of Phoenix's Zoning Ordinance, the required parking is shown in **Table 4**.

Table 4 – Parking Requirements (City of Phoenix)

Use	Rate	Quantity	Units	Parking Stalls
Dwelling Unit, Multi-Family	1.5 Per each dwelling unit	146	Dwelling Units	219
			Total	**219**

The proposed Banyan Apartments development will provide 290 parking spaces, which represents a surplus of 71 (32.4%) parking spaces compared to the 219 parking spaces required by the City of Phoenix.

ALTERNATIVE MODES OF TRANSPORTATION

Infrastructure to support alternative modes of transportation (walking, biking) may contribute to reducing vehicle dependency and parking demand. Continuous sidewalks are provided within the greater study area. While admittedly this is not a transit rich environment, the site is close to both existing retail and employment opportunities, as well as future planned development. The study area is considered bikeable with some bicycle infrastructure provided along Apache Trail. Modern electric bikes and scooters further extend the range of residents to services and employment opportunities, reducing some automobile travel needs and parking.

STUDY AREA DEMOGRAPHICS

Apache Junction Study Area

The Maricopa Association of Governments (MAG) provides the Arizona Demographics map viewer, which graphically displays selected population and housing data for any block group subset of the state of Arizona based on Census 2020 and the American Community Survey (ACS) 5-year 2018-2022.

The standard report from the Apache Junction study area was selected. See **Figure 3** for the Apache Junction study area boundaries and **Attachment C** for the Apache Junction Demographics Report.

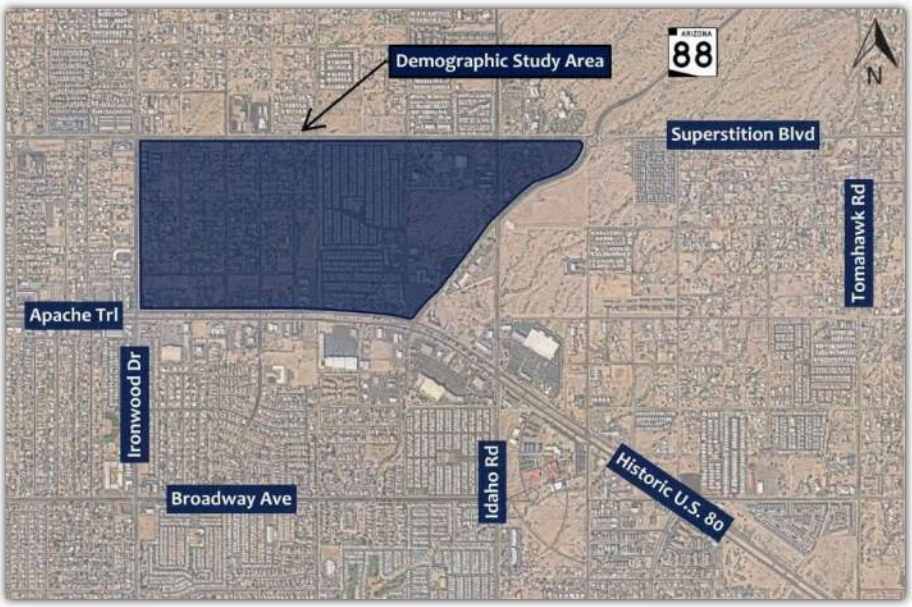


Figure 3 – Apache Junction Study Area

Based on the demographics of the Apache Junction study area, 85.5% of the population drives to work alone and **14.5% of the population walks to work**. Additionally, **5.9% of the population does not have a vehicle**.

If a relationship is considered between the Apache Junction study area demographics and the resident demographics, it is assumed that some portion of the total residents of the proposed Banyan Apartments do not own a vehicle and will utilize alternative modes of transportation for travel, thus reducing the parking demand for household units.

LOWER-INCOME HOUSING CONSIDERATION

As previously mentioned, the proposed Banyan Apartments is a LIHTC development, renting only to households earning no more than 60% of the Pinal County Area Median Income. The high cost of automobile ownership and operation further stress such households, which often offset such costs by sharing one vehicle for the household, seeking nearby employment opportunities to allow for alternative means for one or more household unit members as well as use of transit or bicycle options.

Beyond the anecdotal, there is real world research into the needs of lower income households as to the parking requirements. According to a study entitled *Residential Parking in Station Areas: A Study of Metro Denver* by the Regional Transportation District (RTD) of Denver, Colorado, income-restricted properties have a lower parking utilization rate than market-rate properties. The study states the following:

> *"In market-rate properties, 1.23 parking spaces per unit are provided, but only 0.74 parking spaces per unit are used.*
>
> *Income-restricted properties provide 0.72 parking spaces per unit, but residents use only 0.36 parking spaces per unit …*
>
> *Market-rate properties provide … a 60 percent utilization rate…*
>
> *Income-restricted properties provide … a 50 percent utilization rate"*

While metro Denver does have more transit overall, this regional study provides confirmation that lower income yields less car ownership.

The proposed Banyan Apartments development is proposing 290 parking spaces for 146 dwelling units, which is a rate of 1.98 spaces per dwelling unit – higher than the rates of 1.23 for market-rate properties and 0.72 for income-restricted properties. As mentioned above, the utilization rates for market-rate and income-restricted properties are 60% and 50%, respectively. Conservatively using a 60% utilization rate, the proposed Banyan Apartments development will experience a parking demand of just 174 parking spaces.

See **Attachment D** for the RTD parking study.

Additionally, according to the National Equity Atlas, households living below 200% – or twice – the poverty level are much more likely to lack access to a vehicle, with 19% of these individuals owning zero vehicles. See **Attachment E** for the National Equity Atlas' report on *Car access*.

In consideration of the RTD parking study and the National Equity Atlas' report, *Car access*, the income-restricted nature of the proposed Banyan Apartments is anticipated to foster a tenant mix with less dependency on and access to personal vehicles. This is anticipated to lower the parking demand for the development.

CONCLUSION

The proposed development consists of a two and three-story apartment complex with 146 dwelling units. The analysis presented in this Parking Demand Study demonstrates that the proposed parking supply is sufficient to meet the anticipated demand.

Provided Parking

- 290 unreserved parking spaces,
    - Twelve (12) of which are reserved for handicapped users.

Parking Requirement – Apache Junction

- Per Article 1-7-3 of the City of Apache Junction City Code, 317 parking spaces are required.

ITE Parking Generation, Average Parking Demand Analysis

- Weekday peak parking demand: 174 parking spaces (surplus of 66.7% or 116 spaces)
- Saturday peak parking demand: 164 parking spaces (surplus of 76.8% or 126 spaces)

The ITE Parking Generation results indicate that the parking supply of 290 parking spaces is adequate for the proposed Banyan Apartments development, exceeding the weekday and Saturday peak parking demands.

Demographic Trends

National studies indicate that income levels directly relate to car ownership, which affects parking demand. Additionally, it is understood that parking utilization rates for market-rate and low-income properties are 60% and 50%, respectively, indicating that the parking supply for the proposed Banyan Apartments is adequate.

Demographic trends including lower vehicle ownership rates among low-income individuals further support the adequacy of the parking supply. National and local data, including Apache Junction demographics, indicate that 14.5% of residents in the area utilize alternative modes of transportation and 5.9% do not own a vehicle. Additionally, the availability of nearby pedestrian bicycle infrastructure, along with the proximity to commercial centers, is expected to reduce vehicle dependency among residents.

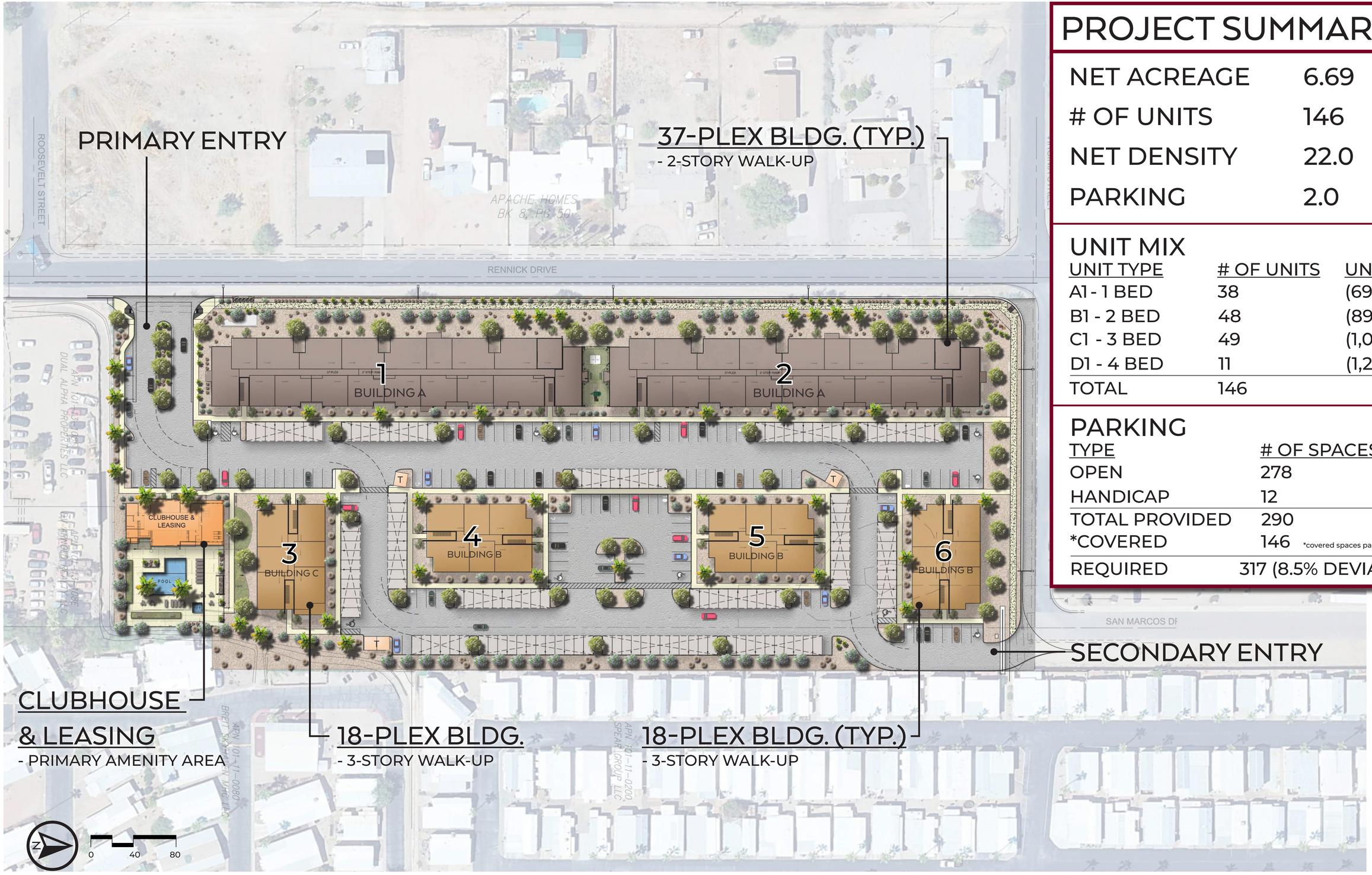
Conclusion

By aligning parking supply with actual demand, the proposed development avoids over-parking, which can lead to inefficient resource allocation and conflicts with the goal of creating sustainable, walkable communities. This study confirms that the 290 proposed parking stalls is appropriate and effective for the proposed development, ensuring that the development meets residents' needs while supporting the broader objectives of sustainable urban design and resource efficiency.

ATTACHMENT A - SITE PLAN

Lokahi

A



PROJECT SUMMARY:

NET ACREAGE	6.69	AC
# OF UNITS	146	DU
NET DENSITY	22.0	DU/AC
PARKING	2.0	SP/DU

UNIT MIX

UNIT TYPE	# OF UNITS	UNIT SF
A1 - 1 BED	38	(696 SF)
B1 - 2 BED	48	(898 SF)
C1 - 3 BED	49	(1,069 SF)
D1 - 4 BED	11	(1,262 SF)
TOTAL	146	

PARKING

TYPE	# OF SPACES
OPEN	278
HANDICAP	12
TOTAL PROVIDED	290
*COVERED	146 *covered spaces part of open parking count.
REQUIRED	317 (8.5% DEVIATION)

BANYAN - APACHE JUNCTION APARTMENTS

APACHE JUNCTION, ARIZONA
CONCEPTUAL SITE PLAN | KA#225084 | DATE 06/11/2026

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ATTACHMENT B – APACHE JUNCTION CITY CODE

§ 1-7-3 PARKING STANDARDS.

(A) *Number of stalls required.* Apache Junction City Code, Vol. II, § 1-7-3, Table 7-1 sets forth the minimum number of required parking spaces for different land use types.

(B) *Uses not identified in Table 7-1.* The Zoning Administrator shall determine the parking requirement for uses that do not closely correspond to the categories listed in Apache Junction City Code, Vol. II, § 1-7-3, Table 7-1. In such instances, the applicant shall provide the following information for staff review and determination:

(1) Explanation of proposed uses;

(2) Number of employees;

(3) Building design capacity;

(4) Gross floor area (square feet);

(5) Proposed on-site parking spaces;

(6) Proposed off-site parking spaces;

(7) Hours of operation; and

(8) Analysis of proposed parking demand.

TABLE 7-1: NUMBER OF PARKING STALLS REQUIRED

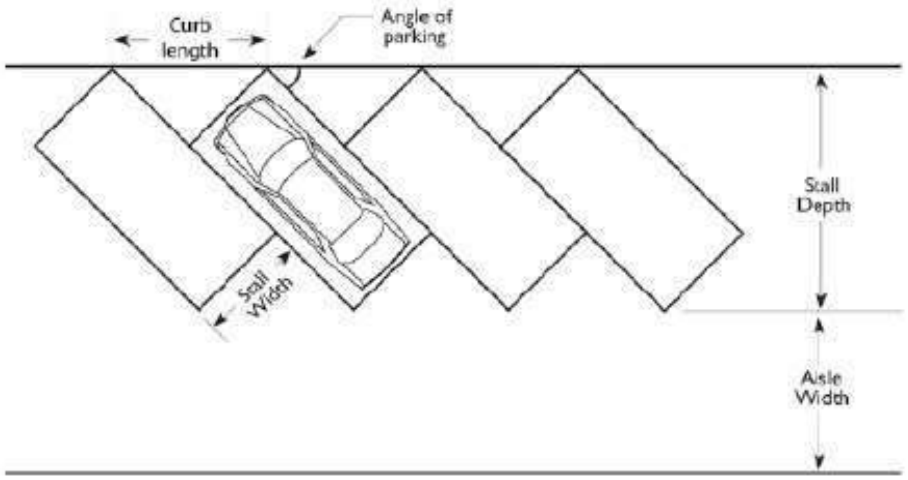
CLASSIFICATION	**NUMBER OF SPACES REQUIRED** [1]
Residential	
Single-family dwelling residential	2 spaces per dwelling unit.
Studio or efficiency residential	1 space per dwelling unit.
One-bedroom apartment	1.5 spaces per dwelling unit.
Two or more bedroom apartment	2 spaces per dwelling unit.
Guest parking of multi-family style communities, townhomes and condominium subdivisions	0.3 spaces per dwelling unit.
Independent senior housing	Based on specific project need as determined by the Zoning Administrator.
Assisted living senior housing	Based on specific project need as determined by the Zoning Administrator.
Nursing home	1 space per 3 beds.
Group home	Based on specific project need as determined by the Zoning Administrator.
Manufactured home or RV in park	1 space per unit space; plus 1 visitor parking space per 10 unit spaces; and parking spaces to meet the needs to any commercial; office or public assembly.
Manufactured home in subdivision	2 spaces per dwelling unit.
Rooming house or boarding house	1 space per guest room; plus 1 space for resident manager.
Commercial	
Retail and/or office sales and service	1 space for each 300 sq. ft. of gross floor area
Restaurant/bar/nightclub (indoor area)	1 space for each 100 sq. ft. of customer accessible area and 8 spaces of stacking in the drive-through area. Stacking shall be from the pick-up/final window back.
Restaurant/bar/nightclub (outdoor area)	1 space per 200 sq. ft. of seating/service area outdoors, in addition to required parking for indoor uses.
Medical and dental offices/clinics	1 space for each 200 sq. ft. of gross floor area.
Lodging (hotel/motel/bed and breakfast)	1 space per room, plus 1 space per 200 square feet of meeting, banquet and restaurant space not solely

	intended for hotel guests and/or staff.
Indoor amusement center (including bowling alleys)	1 space per 200 square feet of gross floor area.
Funeral home	1 space per 4 seats.
Commercial	
Hospital	1.5 spaces per bed.
Vehicle service and/or sales	1 space for each 300 sq. ft. of gross floor area for office/display/seating, plus 2 spaces per service bay.
Swap meets/farmer's markets	Based on specific project needs as determined by the Zoning Administrator.
Amusement park, fairground or transient show	Based on specific project need as determined by the Zoning Administrator.
Arena, stadium, auditorium or theater	1 space for every 5 seats (20 inches of bench or pew shall be considered 1 seat). 1 space per 200 square feet of gross floor area if not permanent seats.
Institutional	
Private lodges and clubs (no overnight lodging)	1 space per 200 square feet of gross floor area.
Religious assembly	1 space for every 8 seats in the principal auditorium (20 inches of bench or pew shall be considered 1 seat). If no fixed seating is provided, 1 space is required for every 50 sq. ft. of sanctuary/primary assembly area.
Outdoor recreational facilities	Based on specific project need as determined by the Zoning Administrator.
Schools	1 space per 200 square feet of gross floor area.
Day care/nursery	1 space per 300 square feet of gross floor area.
Library and museum	Based on specific project need as determined by the Zoning Administrator.
Industrial	
Industrial and warehousing	1 space per 1,000 square feet gross floor area of industrial, manufacturing and warehouse space, plus 1 space per 300 square feet of office space.

(C) *Parking stall size.* Parking stall and aisle dimensions shall comply with Apache Junction City Code, Vol. II, § 1-7-3, Table 7-2.

TABLE 7-2: PARKING STALL AND AISLE DIMENSIONS

Angle of Parking	*Stall Width*	*Curb Length Per Stall*	*Stall Depth*	*One-Way Aisle Width*	*Two-Way Aisle Width*
Parallel	9'0"	22'0"	9'0"	12'	20'
30°	9'0"	18'0"	17'4"	11'	20'
40°	9'0"	14'0"	19'2"	12'	22'
45°	9'0"	12'9"	19'10"	13'	24'
50°	9'0"	11'9"	20'5"	15'	24'
60°	9'0"	10'5"	21'0"	18'	24'
70°	9'0"	9'8"	21'0"	19'	24'
90°	9'0"	9'0"	18'0"	24'	24'



Note: Up to 20% of the total required parking spaces may be compact spaces with minimum 9' by 16' stall dimensions for 90 degree parking.

(D) *Multiple uses.* Where there are multiple uses within a structure or property, the minimum standards shall apply to each use, except as provided in Apache Junction City Code, Vol. II, §§ 1-7-3(F) and 1-7-3(G) regarding shared parking facilities.

(E) *Parking location.*

(1) *Business and multi-family zoned properties.* Parking shall only be allowed in approved parking spaces and shall be located on-site, except as provided below in Apache Junction City Code, Vol. II, § 1-7-3(F). Parking spaces shall be located and designed to prohibit backward movement of a vehicle onto a public right-of-way, except for single-family and duplex dwellings. Bumper guards or wheel barriers shall be used in multi-family and non-residential parking areas to prevent a parked vehicle from projecting into a public right-of-way, adjoining property or sidewalk.

(2) *Single-family residential properties.*

(a) *Passenger vehicle parking.* Parking for passenger vehicles, trailers, boats, all-terrain vehicles and other types of vehicles and equipment (excluding heavy commercial equipment) shall be limited to the driveway and to the side or the rear of the residence and shall not be parked or stored in the front yard.

(b) *Large trucks and recreational vehicle parking.* Recreational vehicles shall be considered the following: conventional travel trailers, fifth-wheel travel trailers, travel trailers with expandable ends, folding camping trailers, tear-drop trailers, motorhomes (Class A, Class B, Class C), camper vans, horse trailers with living quarters, motorized and non-motorized toy haulers. Recreational vehicles and large truck vehicles shall be licensed, operable and parked in the side or rear yard behind the front facade of the residence, or in a completely enclosed garage. Truck campers shall be excluded from regulations and not counted towards the maximum allowance.

1. Single-family residential lots with a minimum of 1 gross acre shall be able to store 1 of the following options:

a. Option 1: 2 unoccupied recreational vehicles; or

b. Option 2: 1 unoccupied recreational vehicle and 1 large truck vehicle (e.g., semi-truck or dump truck) less than 24,000 pounds of empty weight.

2. All other residential lots smaller than 1 gross acre shall be limited to the storage of 1 unoccupied recreational vehicle or 1 large truck vehicle.

(F) *Off-site shared parking.* Off-site/off-street shared parking may be allowed if all of the following conditions are met:

(1) The off-site parking facilities are within 100 feet of the property;

(2) The Zoning Administrator determines that the total parking demand of all the uses contributing to the parking at any 1 time is less than the total parking stalls required in accordance with the shared parking calculation described in Apache Junction City Code, Vol. II, § 1-7-3(G); and

(3) A city-approved, perpetual parking easement/agreement for off-site/off-street parking shall be executed by the parties and recorded in the County Recorder's office.

(G) *On-site shared parking.* Developments containing a mix of uses on the same parcel may reduce the amount of required parking in accordance with the following methodology:

(1) *Step 1.* Calculate the minimum parking requirements for each use in accordance with Apache Junction City Code Vol. II, § 1-7-3, Table 7-1 ;

(2) *Step 2.* Multiply the minimum parking amount for each use by the corresponding percentages for each of the 5 time periods set forth in Columns (B) through (F) of Apache Junction City Code Vol. II, § 1-7-3, Table 7-3;

(3) *Step 3.* Calculate the total for each time period; and

(4) *Step 4.* Select the total with the highest value as the required minimum number of parking spaces.

TABLE 7-3 SHARED PARKING CALCULATOR.

(A) Land Use	***Weekday***		***Weekend***		**(F) Nighttime 12:00 a.m. - 6:00 a.m.**
	(B) Daytime 9:00 a.m. - 4:00 p.m.	**(C) Evening 6:00 p.m. - 12:00 a.m.**	**(C) Daytime 9:00 a.m. - 4:00 p.m.**	**(E) Evening 6:00 p.m. - 12:00 a.m.**	
Office/Industrial	100%	10%	10%	5%	5%
Retail	60%	90%	100%	70%	5%
Hotel	75%	100%	75%	100%	75%
Restaurant	50%	100%	100%	100%	10%
Entertainment/ Commercial	40%	100%	80%	100%	10%

(H) *Maintenance of parking areas.* The maintenance of required parking and loading facilities are continuing obligations of the property owner or tenant. Parking surfaces shall be kept in a clean, safe and well-maintained condition. More specifically, the property owner shall restore the parking surface to its original approved condition if parking surface areas become deteriorated and/or emit dust particles into the air, as determined by the Development Services Engineer.

(I) *Use of parking stalls.* Required parking spaces shall be available for parking of vehicles of residents, customers, patrons and employees, and shall not be used for inventory storage, extra signage, outside retail sales, servicing or repair unless otherwise authorized by the city.

(J) *Site plan.* A scaled site plan illustrating existing and proposed off-street parking shall be included in an application for development site plan approval and/or building permit where parking is required. The site plan shall include the following:

(1) Delineation and size of individual parking spaces and aisles.

(2) Circulation area necessary to serve spaces.

(3) Driveway openings to streets.

(4) Curb and median cuts.

(5) Grading, drainage and surfacing details.

(6) Delineation of obstacles to parking and circulation within parking area.

(7) Specifications as to signs and bumper guards.

(8) Landscaping.

(K) *Access to public streets.* Driveways and areas for loading, parking and maneuvering of vehicles for multiple-family residential, business and institutional land use shall comply with Apache Junction City Code, Vol. II, Chapter 10, Engineering Design Guidelines and Policies.

(L) *Stormwater management.* A parking area shall be subject to the runoff, drainage and retention requirements of the Development Services Engineer.

(M) *Parking lot obstructions.* No obstructions of any kind shall be permitted within any designated parking space except for approved landscaping, retention basins, lighting, curbing, walkways or shopping cart corrals.

(N) *Blocked stalls.* No parking space shall be located or used in a manner as to block access to another parking space, except in a parking lot with a parking attendant having access to each vehicle's keys or as part of an approved planned development (PD) rezoning site plan.

(O) *Lighting.* Parking area lighting shall not create unsafe glare to motorists and shall be designed and installed in accordance with Apache Junction City Code, Vol. II, Article 1-10.

(P) *Signage.* Directional signs and pavement markings shall be used to control vehicular movement in a parking area. Signs shall be limited to 2 square feet each, and an aggregate total not to exceed 20 square feet. No sign of any kind other than those indicating entrances, exits, name of establishment to which the parking area is accessory, or conditions of use shall be erected.

(Q) *Surface grade.* No driveway over 300 feet long shall exceed a 10% grade, and no driveway shall exceed a 17% grade.

(R) *Shared access.* Common driveways between adjacent properties are encouraged and may be required as a condition of site plan approval. A perpetual, cross-access and maintenance agreement between the adjoining properties shall be required in a form approved by the City Attorney.

(S) *Parking lot surface.* The following requirements shall apply to loading spaces, maneuvering areas, and driveways for new development or redevelopment and/or additions, where 50% expansion of the existing building floor area occurs:

(1) *B-1, B-3, B-4, B-4, RM-1, RM-2 and RM-3 Zoning Districts.* Asphalt, concrete or masonry pavers installed at a depth approved by the Development Services Engineer shall be required for new development or redevelopment and/or additions where 50% expansion of the existing building floor area occurs.

(2) *B-2 (Old West District).* A minimum depth of 3 inches of ½ minus compacted decomposed granite or other dust-controlling material approved by the Development Services Engineer, and which complies with the American Disabilities Act (ADA), shall be allowed. The design and layout of the unpaved parking and circulation area shall be subject to the Zoning Administrator's determination that the unpaved parking area layout provides safe and manageable parking and circulation.

(3) *Air quality control.* Existing and future parking surfaces shall comply with air quality control requirements (i.e., PM-10) as set forth in Ordinance No. 1316, and as amended in the future.

(T) *Landscaping.* Parking lot landscaping shall be designed and installed in accordance with Apache Junction City Code, Vol. II, § 1-8-6(E).

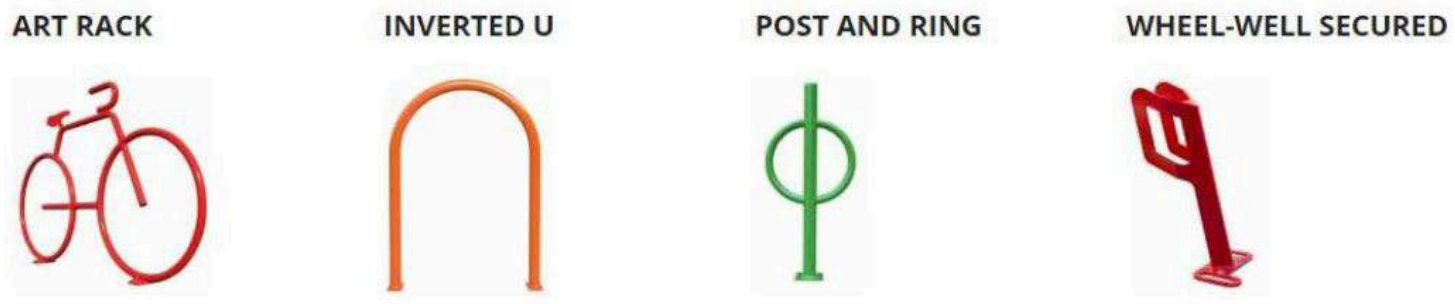
(U) *Accessibility standards.* Accessible (persons with disabilities) parking and pedestrian access shall be designed and installed in accordance with the American with Disabilities Act (ADA), as amended. The minimum number of accessible parking spaces shall be provided per the ADA standard, based on the total number of parking spaces provided, as depicted in Apache Junction City Code, Vol. II, § 1-7-3, Table 7-4. At least 1 of every 6 spaces must be van-accessible.

TABLE 7-4: ACCESSIBLE PARKING SPACES

Total Number of Parking Spaces Provided in a Parking Lot or Facility	***Minimum Number of Accessible Parking Spaces Permitted***
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2% of total
1,001 and over	20, plus 1 for each 100, or fraction thereof, over 1,000

(V) *Structured parking.* The exterior elevations of any multi-level parking structure must be designed so as to screen or conceal parked cars on the first and second floor from exterior public view.

(W) *Bicycle parking.* Bicycle parking spaces shall be provided to comply with Apache Junction City Code, Vol. II, § 1-7-3, Table 7-5 . Bicycle parking spaces may be bicycle lockers or bicycle racks. A ***BICYCLE RACK*** is defined as a stationary object designed so that a bicyclist can secure both the bicycle frame and wheels using a U-shaped lock or cable and lock. Notable rack examples include:



Alternative rack designs may be approved by administrative review. One bicycle rack may qualify as more than 1 bicycle parking space, provided it is designed to allow for multiple bicycles to be properly and easily secured at once.

TABLE 7-5: BICYCLE PARKING REQUIRED	
CLASSIFICATION	***NUMBER OF BICYCLE RACKS REQUIRED***
Multi-Family Residential	A minimum of 6 bicycle spaces shall be provided. 2 additional bicycle spaces shall be provided for every 40 motor vehicle parking spaces required.
Commercial, Single-Tenant Location	4 bicycle spaces shall be provided.
Commercial, Multi-Tenant Location	12 bicycle spaces shall be provided.
Industrial and Warehousing	4 bicycle spaces shall be provided.

(X) *Motorcycle and scooter parking.* In non-residential parking lots, 2 motorcycle/scooter parking stalls shall be provided out of every 75 motor vehicle parking spaces required.

(Y) *Electric vehicle parking and charging stations.* In non-residential and multi-family residential parking lots, 1 motor vehicle parking space out of every 250 motor vehicle parking spaces shall be required to be equipped with an electric vehicle ("EV") charging station that is at least of the Level 2 capacity. It is recommended that an additional number of parking spaces are constructed with convenient access to electrical connections to preemptively prepare for potential conversions of normal parking stalls to EV charging stations, in case future demand were to require more charging stations.

(1) Level 2 EV charging stations are defined by their capacity to provide 30-80 amperes using a 208 to 240 volt outlet. An EV charging station capable of simultaneously charging at 30 amperes or greater for each of 2 vehicles (also known as dual-port charging station) shall be counted as two Level 2 EV charging stations.

(2) Advertising signage placed on EV charging stations shall not be visible from the right-of-way and shall comply with all lighting requirements established in Apache Junction City Code, Vol. II, Article 1-10 of this Chapter, and the signage requirements in Apache Junction City Code, Vol. II, Article 1-11 of this Chapter.

(3) Each EV charging station shall be clearly marked with a sign reading "Electric Vehicle Charging Station".

TABLE 7-6: ELECTRIC VEHICLE PARKING SPACES	
Total Number of Parking Spaces Provided in a Parking Lot or Facility	***Minimum Number of Electric Vehicle Parking Spaces Required***
1 to 249	0
250 to 499	1
500 to 749	2
750 to 999	3
1,000 or more	4

(Ord. 1402, passed 5-6-2014; Am. Ord. 1537, passed 9-5-2023)

Notes

1 Fractional parking stall calculations should be rounded to the nearest whole number. For example, a parking stall requirement for 10.3 stalls should be rounded to 10 stalls, whereas a requirement for 10.7 stalls should be rounded to 11 stalls.

ATTACHMENT C – APACHE JUNCTION DEMOGRAPHIC REPORT

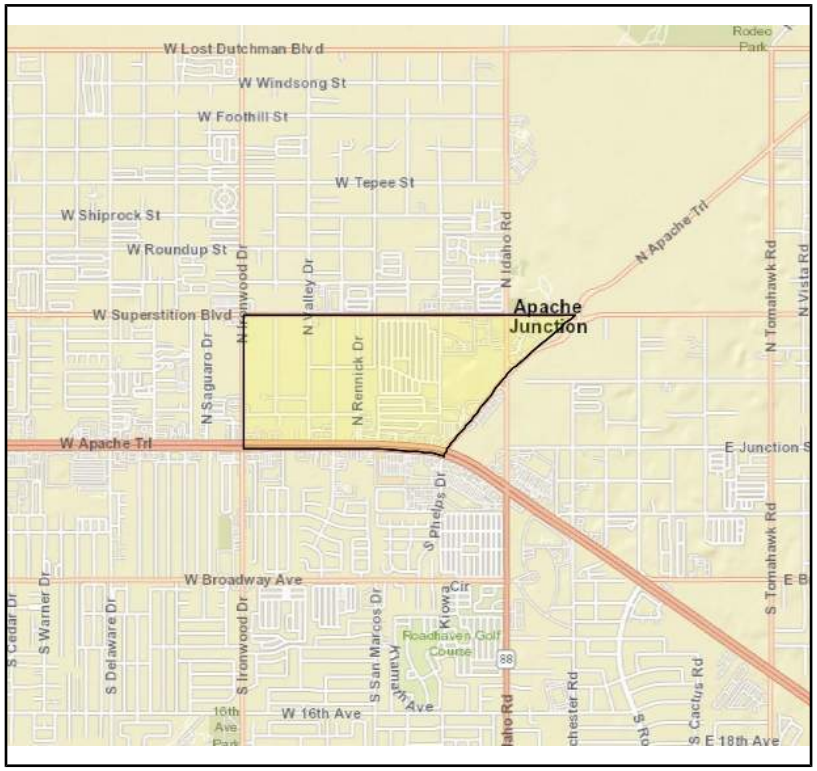
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The selected block group Demographic Report

ARIZONA COGs & MPOs

The selected block group has a population of **782** with a minority* population of **115** or **14.71%**.

The selected block group has **523** total households.



About the U.S. Census Bureau's 2019-2023 American Community Survey 5 year Estimates

The American Community Survey (ACS) is a nationwide survey that uses continuous, multi-year sampling to produce estimates for a variety of geographical areas, the smallest being the Census Block Group. MAG uses the 5-year estimates because they provide increased statistical reliability for less populated areas and small population groups. ACS is a sample, meaning that it is not a full census of the population. For the 5 year estimates, surveys are collected from a sample population over the 5 year period. These surveys are then used to create estimates for the whole population. And, because it is an estimate of the whole population, there is a degree of uncertainty in the results. This degree of uncertainty is reflected in the margins of error that are calculated and reported along with the results of the survey. The margins of error are calculated at the 90 percent confidence level, meaning that users of the data can be 90 percent confident that the range reflected in the margin of error contains the true value. The margins of error are not reported on this web site, but are available from the Census at http://factfinder.census.gov/or are available upon request from MAG. More information on the methodology of the American Community Survey is available at http://www.census.gov/acs/.

* Minority population is defined as the population that is of any race other than non-hispanic white.

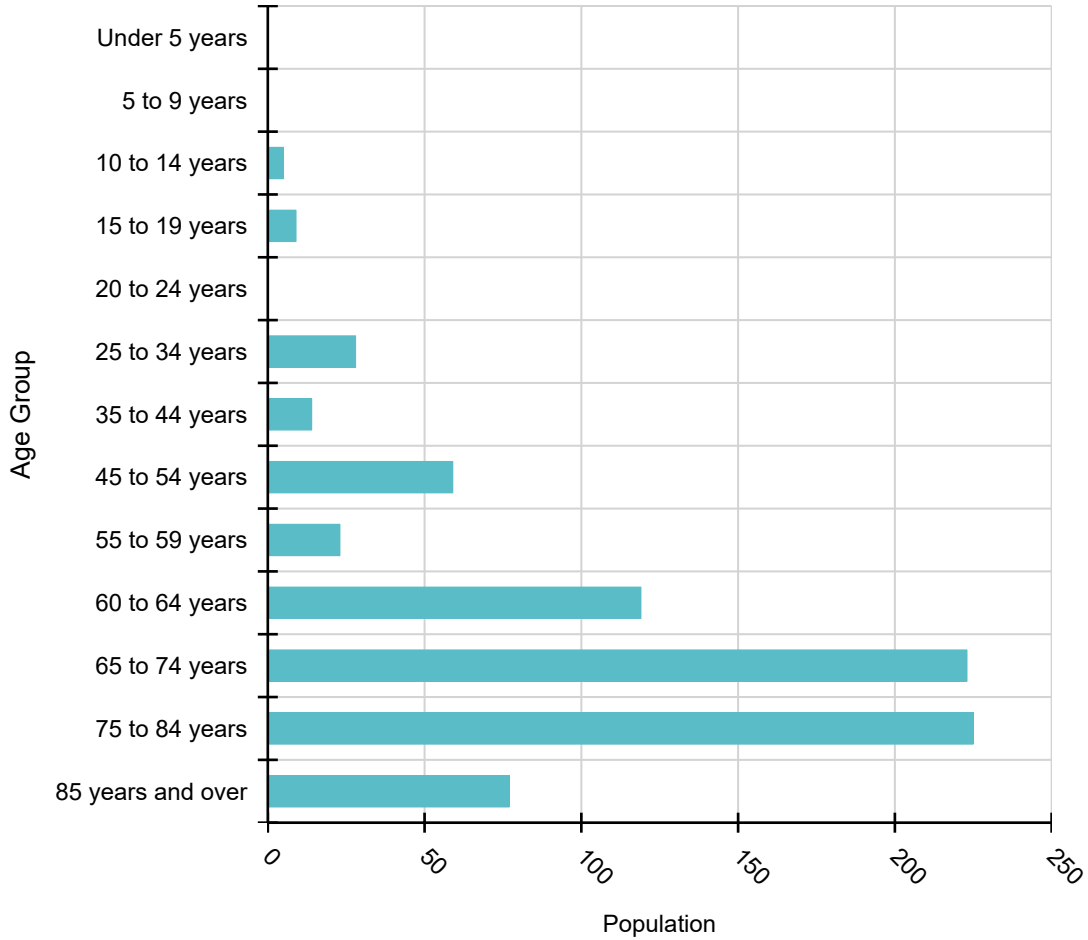
Age

ARIZONA COGs & MPOs

American Community Survey 2019-2023 5yr Estimates

Age		
Name	Total	Percent
Total	782	N/A
Under 5 years	0	0.0%
5 to 9 years	0	0.0%
10 to 14 years	5	0.6%
15 to 19 years	9	1.2%
20 to 24 years	0	0.0%
25 to 34 years	28	3.6%
35 to 44 years	14	1.8%
45 to 54 years	59	7.5%
55 to 59 years	23	2.9%
60 to 64 years	119	15.2%
65 to 74 years	223	28.5%
75 to 84 years	225	28.8%
85 years and over	77	9.8%

Universe: Total Population



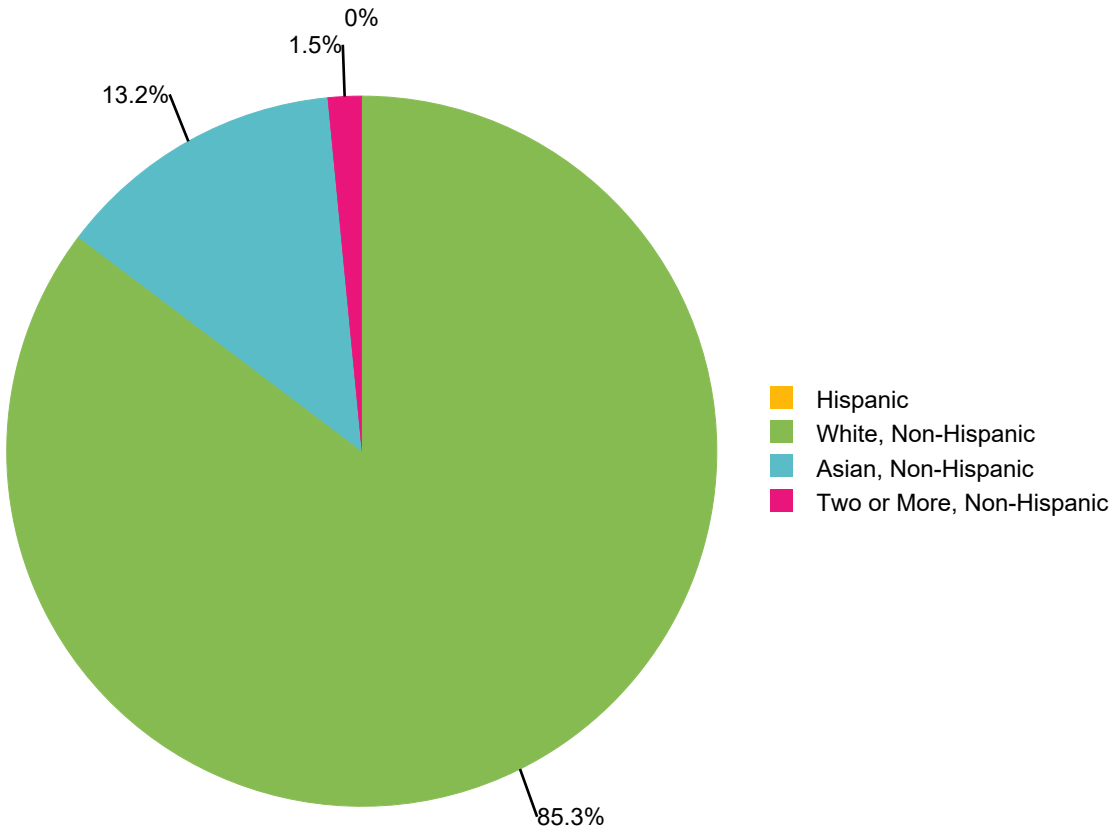
Source: U.S. Census Bureau American Community Survey 2019 - 2023

Race and Ethnicity

American Community Survey 2019-2023 5yr Estimates

Race and Ethnicity		
Name	Total	Percent
Total	782	N/A
Hispanic	0	0.0%
White, Non-Hispanic	667	85.3%
Black, Non-Hispanic	0	0.0%
Native American, Non-Hispanic	0	0.0%
Asian, Non-Hispanic	103	13.2%
Pacific Islander, Non-Hispanic	0	0.0%
Two or More, Non-Hispanic	12	1.5%
Other Race, Non-Hispanic	0	0.0%

Universe: Total Population



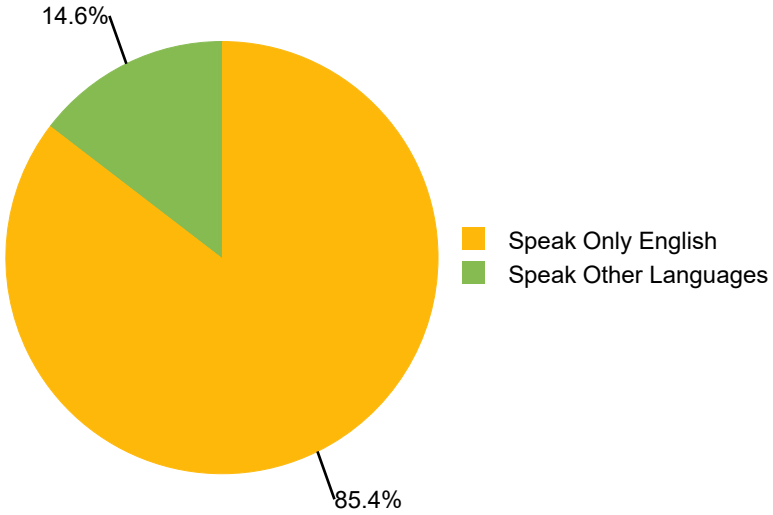
Source: U.S. Census Bureau American Community Survey 2019 - 2023

Ability to Speak English / Veterans Status by Age

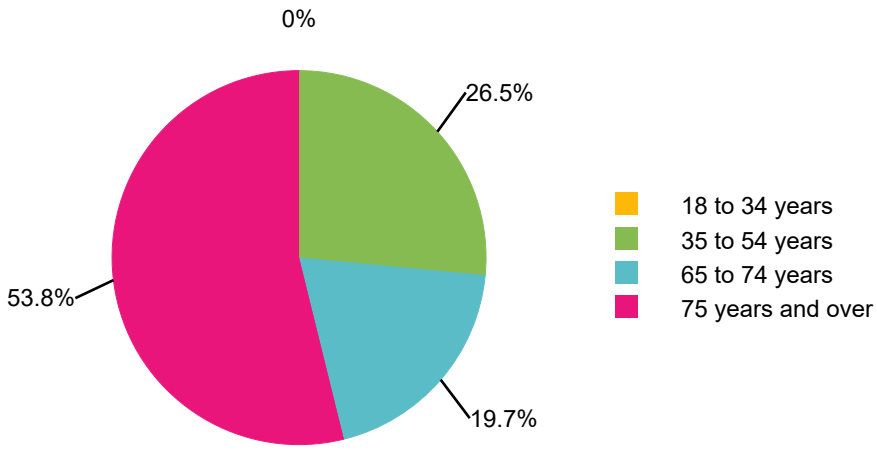
American Community Survey 2019-2023 5yr Estimates

Ability to Speak English		
Name	Total	Percent
Speak Only English	668	85.4%
Speak Other Languages	114	14.6%
Speak English "very well"	98	N/A
Persons with Limited English Proficiency (LEP)	16	N/A
Speak English "well"	16	N/A
Speak English "not well"	0	N/A
Speak English "not at all"	0	N/A

Veterans Status		
Name	Total	Percent
Civilian Population 18 years and over	768	N/A
Civilian veterans	117	15.2%
Male	96	N/A
Female	21	N/A
18 to 34 years	0	0.0%
35 to 54 years	31	26.5%
55 to 64 years	0	0.0%
65 to 74 years	23	19.7%
75 years and over	63	53.8%



Universe: Population 5 years and over



Universe: Civilian Population 18 years and over

Source: U.S. Census Bureau American Community Survey 2019 - 2023

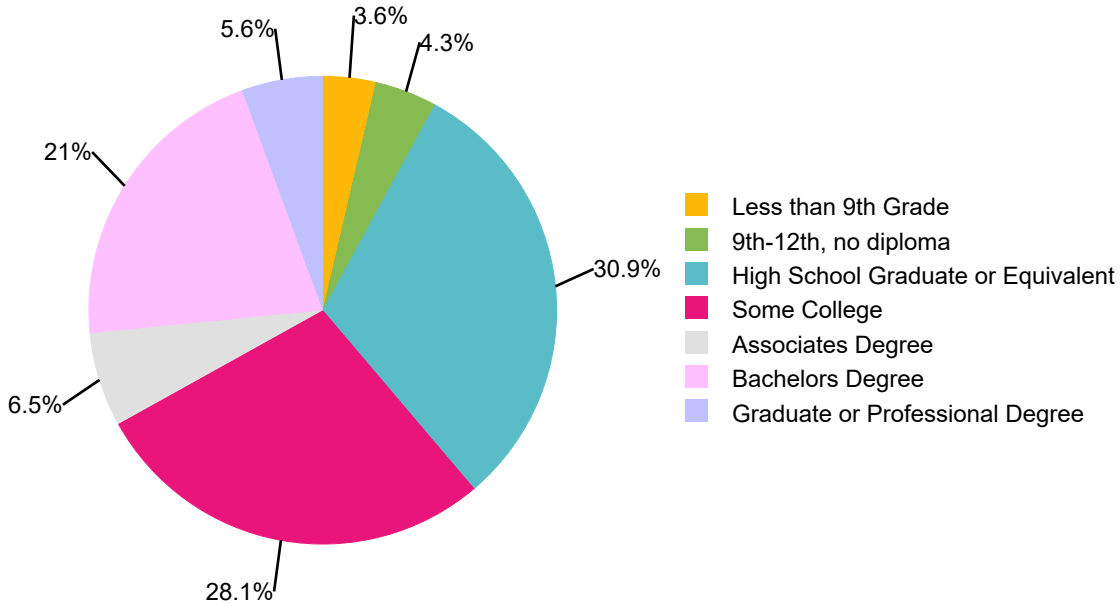
Educational Attainment

ARIZONA COGs & MPOs

American Community Survey 2019-2023 5yr Estimates

Educational Attainment		
Name	Total	Percent
Population 25 and over	768	100.0%
Less than 9th Grade	28	3.6%
9th-12th, no diploma	33	4.3%
High School Graduate or Equivalent	237	30.9%
Some College	216	28.1%
Associates Degree	50	6.5%
Bachelors Degree	161	21.0%
Graduate or Professional Degree	43	5.6%

Universe: Population Age 25 Years and Over



Source: U.S. Census Bureau American Community Survey 2019 - 2023

Household Income and Households

ARIZONA COGs & MPOs

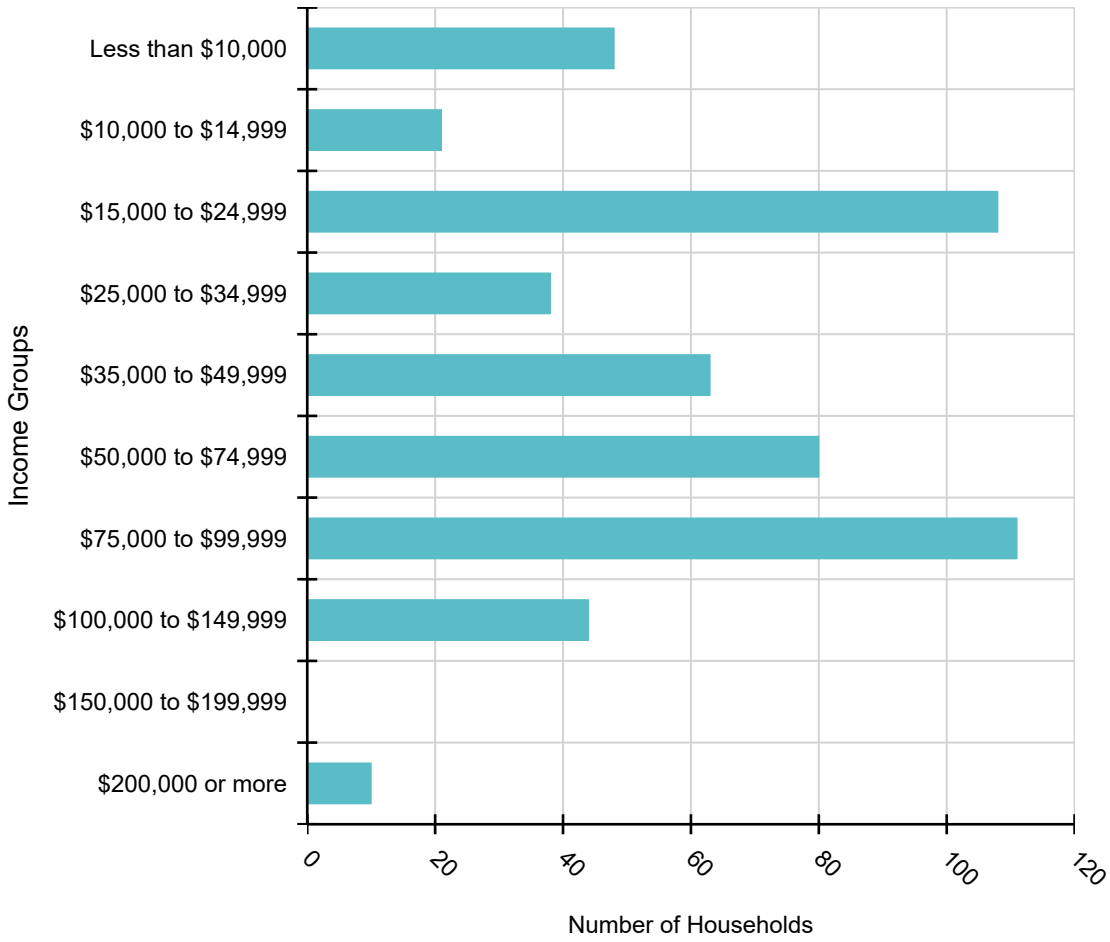
American Community Survey 2019-2023 5yr Estimates

Household Income (In 2023 inflation-adjusted dollars)		
Name	Total	Percent
Total Households	523	N/A
Median Household Income	$ 47,938	N/A
Less than $10,000	48	9.2%
$10,000 to $14,999	21	4.0%
$15,000 to $24,999	108	20.7%
$25,000 to $34,999	38	7.3%
$35,000 to $49,999	63	12.0%
$50,000 to $74,999	80	15.3%
$75,000 to $99,999	111	21.2%
$100,000 to $149,999	44	8.4%
$150,000 to $199,999	0	0.0%
$200,000 or more	10	1.9%

Universe: Households

Households		
Name	Total	Percent
Total Households	523	N/A
Average Household Size	2	N/A
Family Households (Families)	203	38.8%
Married-couple family	197	N/A
Female Householder, no spouse present	6	N/A
with own children under 18 years	0	N/A
Nonfamily Households	320	61.2%
Householder living alone	297	N/A

Universe: Households



Source: U.S. Census Bureau American Community Survey 2019 - 2023

Poverty Status

ARIZONA COGs & MPOs

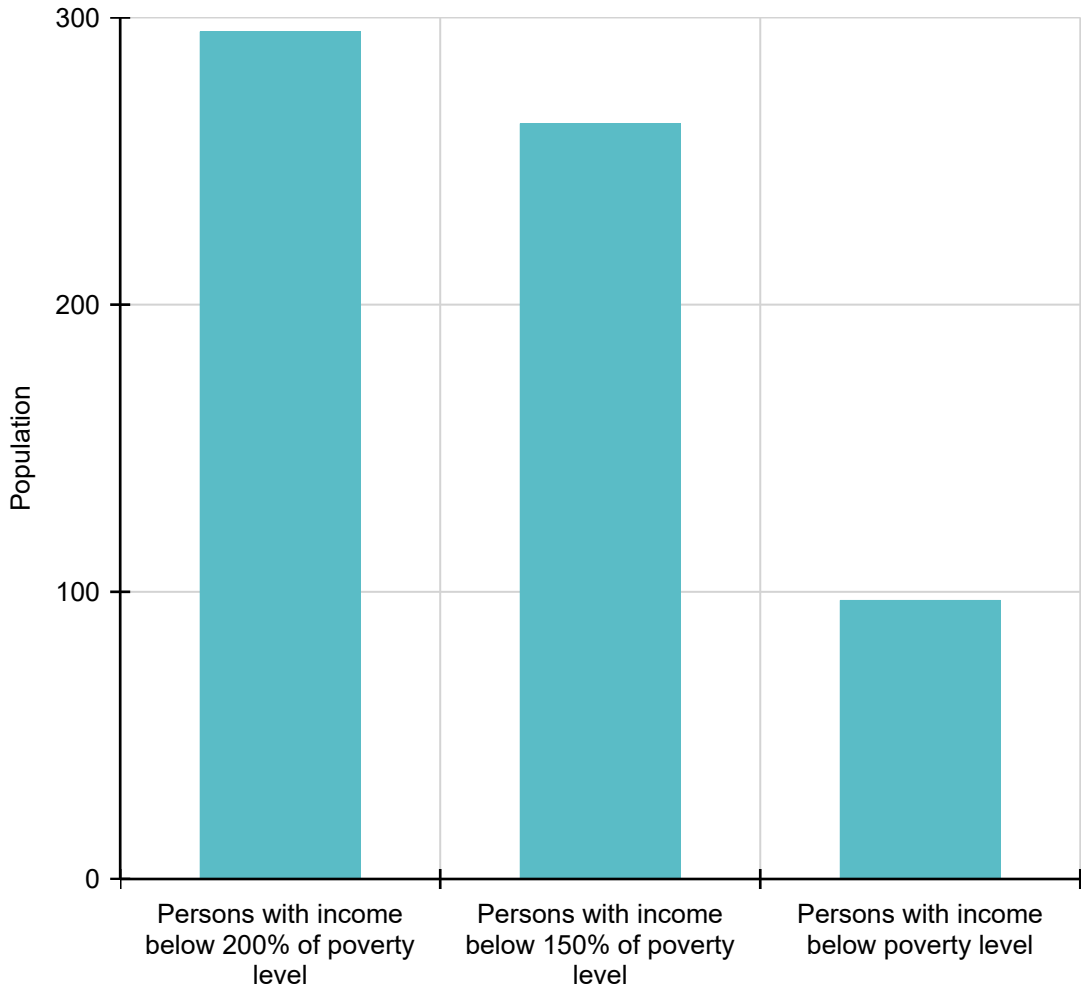
American Community Survey 2019-2023 5yr Estimates

Poverty Status in the Past 12 Months		
Name	Total	Percent
Persons for whom poverty status is determined	782	N/A
Persons with income below poverty level	97	12.4%
Persons with income below 150% of poverty level	263	33.6%
Persons with income below 200% of poverty level	295	37.7%

Universe: Persons for whom poverty status is determined

Poverty Status for Families in the Past 12 Months		
Name	Total	Percent
Total Families	203	N/A
Families with income below poverty level	15	7.4%
Married-couple family	15	N/A
with related children under 18 years	0	N/A
Female householder, no spouse present	0	N/A
with related children under 18 years	0	N/A
Male householder, no spouse present	0	N/A
with related children under 18 years	0	N/A

Universe: Families



Source: U.S. Census Bureau American Community Survey 2019 - 2023

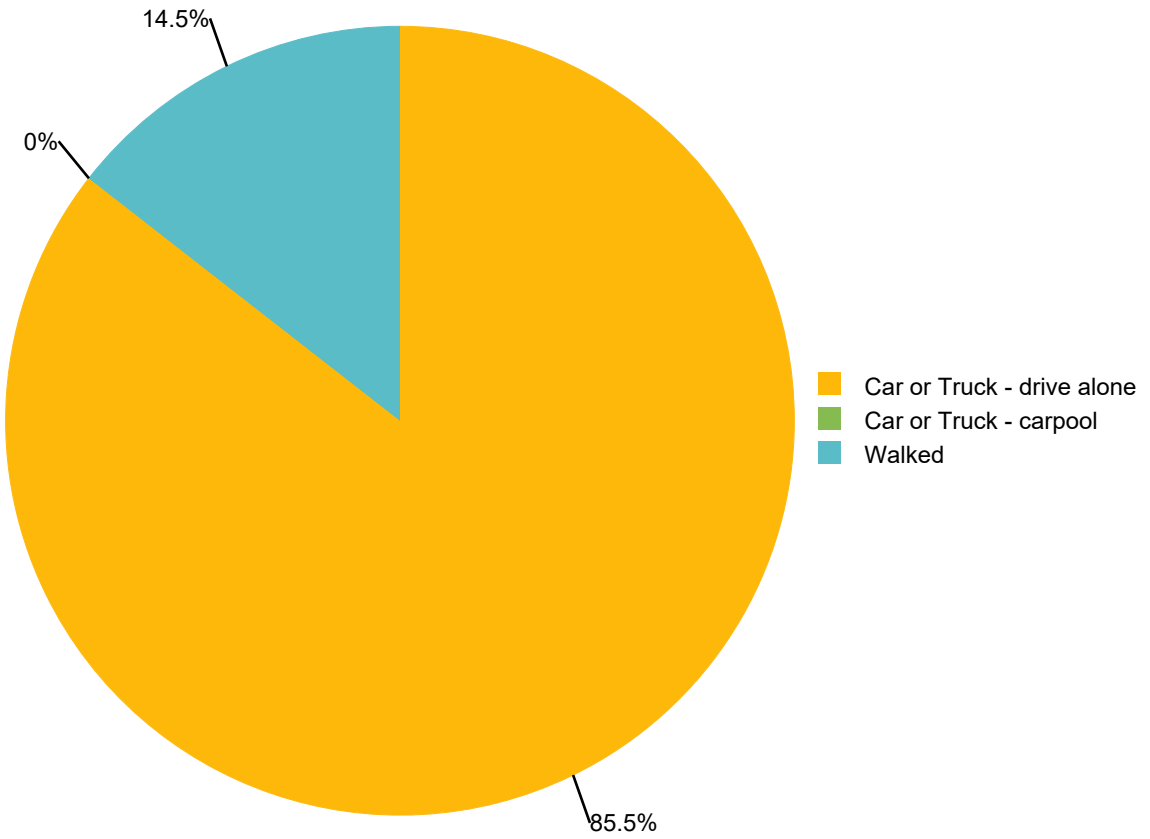
Modes of Transportation

ARIZONA COGs & MPOs

American Community Survey 2019-2023 5yr Estimates

Commuting to Work		
Name	Total	Percent
Workers 16 years and over	159	N/A
Car or Truck - drive alone	136	85.5%
Car or Truck - carpool	0	0.0%
Public Transportation	0	0.0%
Bicycle	0	0.0%
Walked	23	14.5%
Other means (taxicab, motorcycle, etc.)	0	0.0%
Worked at home	0	0.0%

Universe: Workers age 16 years and over



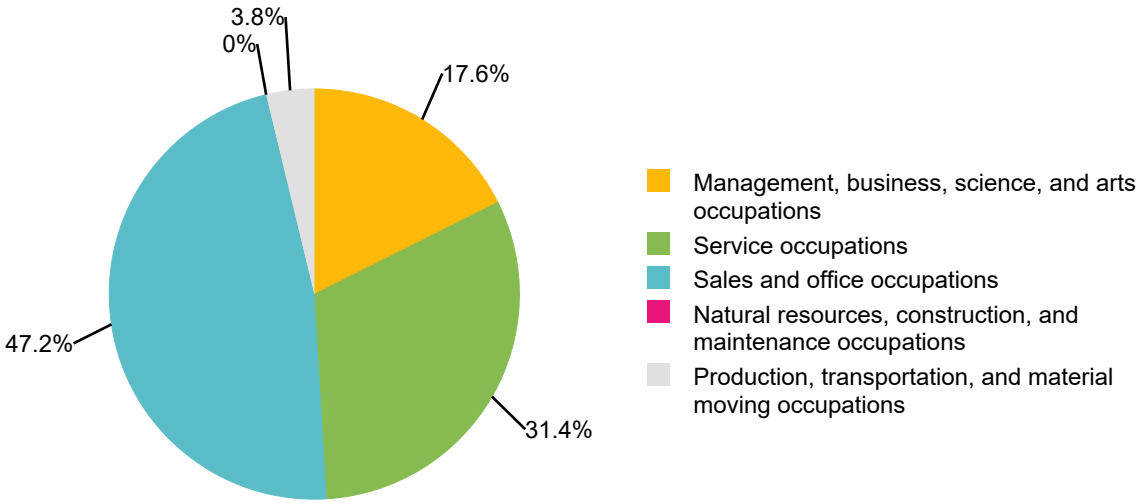
Source: U.S. Census Bureau American Community Survey 2019 - 2023

Occupation

American Community Survey 2019-2023 5yr Estimates

Occupation		
Name	Total	Percent
Civilian employed population 16 years and over	159	N/A
Management, business, science, and arts occupations	28	17.6%
Service occupations	50	31.4%
Sales and office occupations	75	47.2%
Natural resources, construction, and maintenance occupations	0	0.0%
Production, transportation, and material moving occupations	6	3.8%

Universe: Civilian employed population 16 years and over



Source: U.S. Census Bureau American Community Survey 2019 - 2023

Occupancy, Tenure, Value, and Rent

ARIZONA COGs & MPOs

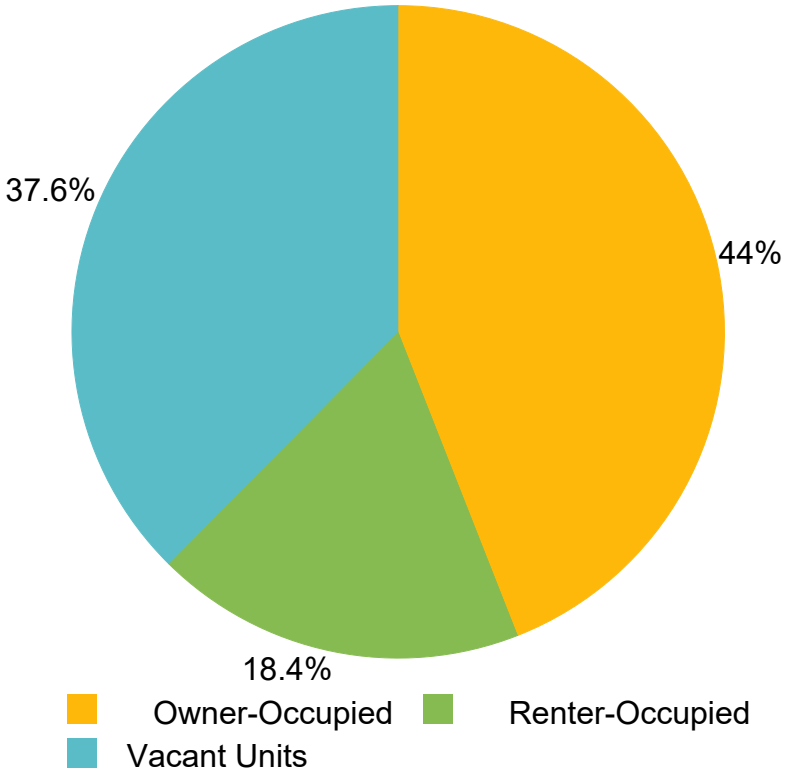
American Community Survey 2019-2023 5yr Estimates

Housing			
Name	Total	Percent	Per Sq Mile
Housing Units	838	N/A	2.4
Occupied Housing Units	523	62.4%	1.5
Owner-Occupied	369	44.0%	1.0
Renter-Occupied	154	18.4%	0.4
Vacant Units	315	37.6%	0.9
Median Housing Value	$ 31,000	N/A	N/A
Median Rent	$	N/A	N/A

Universe: Housing Units

Housing		
Name	Total	Percent
Total Housing Units	838	N/A
1, detached	133	15.9%
1, attached	31	3.7%
2 to 9	36	4.3%
10 or more	0	0.0%
Mobile Home	583	69.6%
Boat, RV, van, etc.	55	6.6%

Universe: Housing Units



Source: U.S. Census Bureau American Community Survey 2019 - 2023

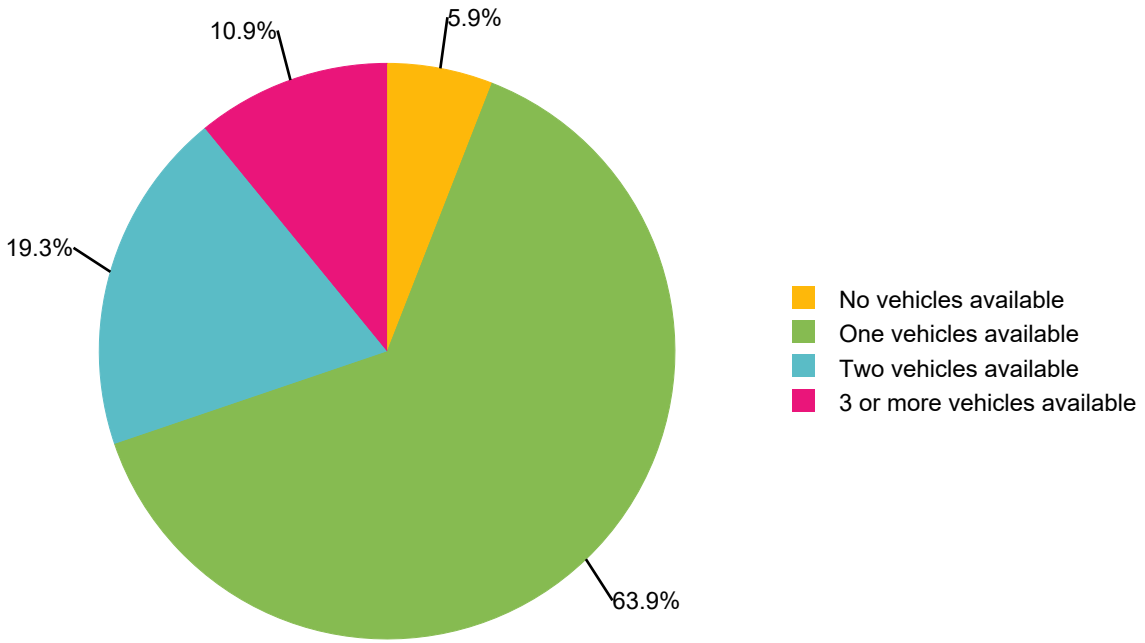
Vehicles Available

ARIZONA COGs & MPOs

American Community Survey 2019-2023 5yr Estimates

Vehicles Available		
Name	Total	Percent
Total Occupied Housing Units	523	N/A
No vehicles available	31	5.9%
One vehicles available	334	63.9%
Two vehicles available	101	19.3%
3 or more vehicles available	57	10.9%

Universe: Occupied Housing Units



Source: U.S. Census Bureau American Community Survey 2019 - 2023

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To provide comments or report problems please contact: Jason Howard, GIS Program Manager

ATTACHMENT D – RTD PARKING STUDY

Residential Parking in Station Areas: A Study of Metro Denver

December 2020



Revised January 2021

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RTD Staff

The following RTD staff advanced this research.

- Charlie Stanfield, Transportation Planner
- Chessy Brady, AICP, Transit-Oriented Development Manager
- John Hersey, AICP, LEED AP ND, Senior Transit-Oriented Development Associate and Project Lead

For further information, please contact TOD@RTD-Denver.com.

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Executive Summary

In late 2019 and early 2020, the Regional Transportation District (RTD) of Metro Denver, Colorado, surveyed property managers, counted parking supply and demand, and analyzed findings from 86 station-area developments. Per RTD's analysis of peak parking demand, market-rate properties provide 40 percent more parking than residents use, and income-restricted properties provide 50 percent more parking than residents use.



At market-rate properties, 40% of parking spaces go unused at peak, while income-restricted properties provide 50% more parking than used.

Providing an excessive amount of parking at station-area properties across Metro Denver affects residents' welfare and the economic vitality of the region, which the State of Colorado enabled RTD to promote.[1] As parking increases development costs, developers may pass on costs to residents in the forms of higher rent, fewer units, and reduced services.[2] In aggregate, increased costs for unnecessary parking contribute to a higher cost of living across Metro Denver, which recently experienced the second greatest rate of gentrification in the country.[3] From the perspective of the transit agency, which particularly benefits from the patronage of low-income passengers, fewer income-restricted units near existing service threatens the agency's fiscal solvency and satisfaction of its mandate.

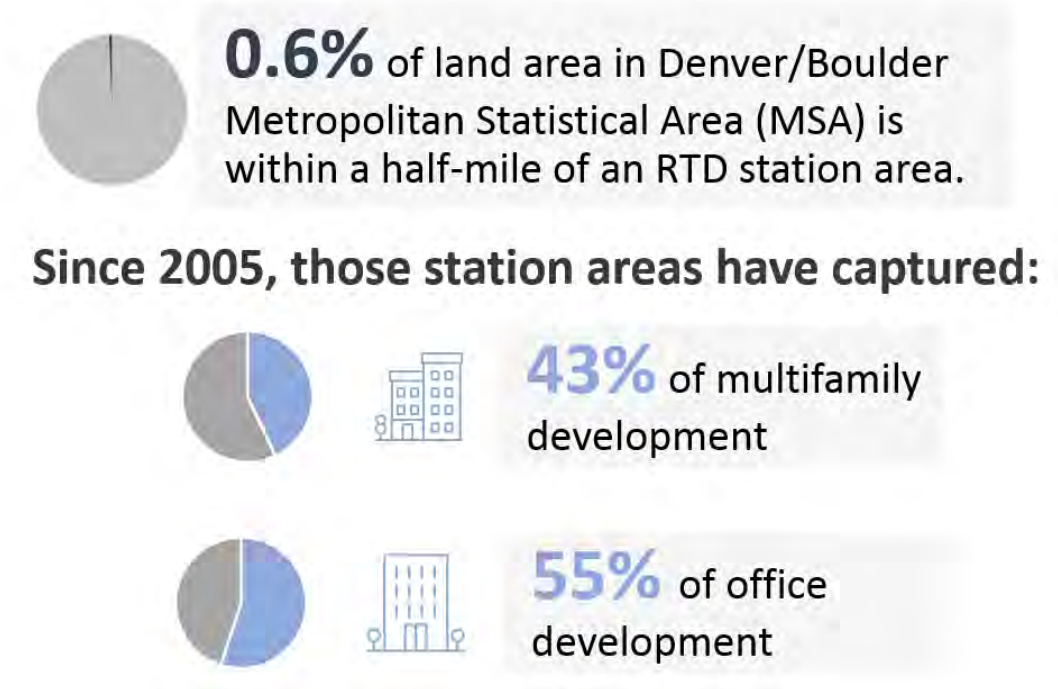
RTD intends this research to prompt discussion about more appropriate parking provision for properties in transit-rich neighborhoods. RTD, municipalities, and development partners who have a role in promoting the region's economic welfare should prefer station-area affordable housing in disposition guidelines, zoning regulations, and funding requirements. In addition, developers should rely on findings like those presented here to make the case to municipalities and financial partners to tailor expectations for parking demand to a multimodal environment. RTD hopes that this research effort will help to foster a more affordable, connected, and competitive Metro Denver region.

[1] State of Colorado, "Colorado Revised Statutes §32-9-102(1)a"
[2] A parking space in a structured parking facility costs approximately $25,000 in Metro Denver in 2020.
[3] National Community Reinvestment Coalition, "Gentrification and Displacement 2020"

Background

RTD provides fixed-route transit service for the eight-county Metro Denver region – one of the nation's largest service areas, covering 2,342 square miles and including more than three million residents. In 2019, before COVID-19-related service adjustments, RTD operated nearly 44 million miles of regular fixed-route service with a fleet of 66 commuter-rail and 201 light-rail trains, more than one thousand local- and regional-service buses, and nearly 400 special-service vehicles. RTD provided more than 100 million trips in 2019.[4]

In 2004, residents within RTD's service area approved a sales-tax increase to fund FasTracks, the nation's largest transit expansion at that time. Between 2015 and 2020, RTD opened seven new rapid transit services, including the University of Colorado A Line between Denver Union Station and Denver International Airport and the Flatiron Flyer bus rapid transit service between Denver Union Station and Boulder. Since 2005, an outsized amount of development has occurred near rapid-transit stations: 43 percent of all multifamily development and 55 percent of all office development in Metro Denver has occurred within a half-mile of RTD rapid-transit stations, which together account for only 0.6 percent of land area in the Denver-Aurora-Lakewood and Boulder metropolitan statistical areas.



[4] Regional Transportation District, "Facts and Figures"

Despite impressive growth in Metro Denver's station-area development, transit ridership has not followed. Between 2015 and 2018, ridership decreased from 103 million to 98 million, and recent RTD research suggests that the *type* of development more than simply *total* development may play a role. In 2017 and 2018, RTD surveyed 1,340 residents of 35 station-area apartments and found a compelling relationship between low-income households and transit service.[5] [6]

RTD research shows:

- **61 percent** of low-income households have no car, while **93 percent** of market-rate households have at least one car.
- **63 percent** of low-income households ride the bus once a week or more, while **88 percent** of market-rate households ride the bus once a week or less.
- **57 percent** of low-income households ride the train once a week or more, while **73 percent** of market-rate households ride the train once a week or less.



Co-locating income-restricted housing and high-frequency transit service benefits both low-income households and transit agencies.

In other words, co-locating income-restricted housing and high-frequency transit service benefits both low-income households and the transit agency. Reducing parking supply at station-area developments reduces development cost, helping residents to reduce housing and transportation costs and RTD to increase ridership on its expansive transit network.[7]

RTD strives to support development opportunities that increase ridership or enhance transit investments across the District through station design and close coordination with local jurisdictions and developers. RTD plays a proactive role in facilitating transit-supportive development around transit stations, managing and conducting research to support transit-oriented development, sharing information with both public and private sector partners, and providing planning assistance to help local jurisdictions connect constituents to transit service.

[5] Travel Behaviour and Society, "Comparing the travel behavior of affordable and market-rate housing residents in the transit-rich neighborhoods of Denver, CO"
[6] TransitCenter, "Transit-Oriented Development is More Transit-Oriented When It's Affordable Housing"
[7] Center for Neighborhood Technology, "Housing and Transportation Affordability Index"

Methodology

RTD's research into station-area developments' parking provision and utilization relied on results of an electronic survey of property managers and counts of properties' parking facilities during peak demand.

Guidance

In summer 2019, RTD consulted several planning, parking, and development practitioners to better understand similar research efforts, nuances, and pressing issues facing each discipline. In particular, the Metropolitan Area Planning Council (MAPC) in Greater Boston and the North Central Texas Council of Governments (NCTCOG) in the Dallas-Fort Worth Metroplex offered lessons learned from their similar work to understand and inform station-area parking supply.

Survey

After speaking with these agencies, RTD drafted an electronic survey in Google Forms for managers of residential properties to understand each property's general characteristics, parking programs, and transportation amenities.

RTD tracks station-area development in Metro Denver, logging development type, size, and location among other features. RTD used that database to develop a universe of properties for this study, prioritizing rental apartment buildings within a 10-minute walk of a bus rapid transit or train station with at least 50 units that opened or were substantially renovated within five years of transit service opening.[8] That filter identified 120 properties, and RTD relied on contact information provided by transportation management associations or property websites to contact managers of those properties between fall 2019 and spring 2020 to explain the research and distribute the online survey. Of 111 property managers who received the survey, RTD received 99 responses.

Count & Confirmation

Learning from MAPC and NCTCOG and taking advantage of a State-mandated stay-at-home order in April 2020, RTD counted parking utilization at 104 properties in April 2020 on a Tuesday through Thursday between 10 a.m. and 3 p.m., avoiding Friday through

[8] RTD did not survey or count condominiums. A State construction defects law has limited condominium development, thus mitigating the benefit of studying this product type, and surveying individual condo-unit owners proved prohibitively challenging.

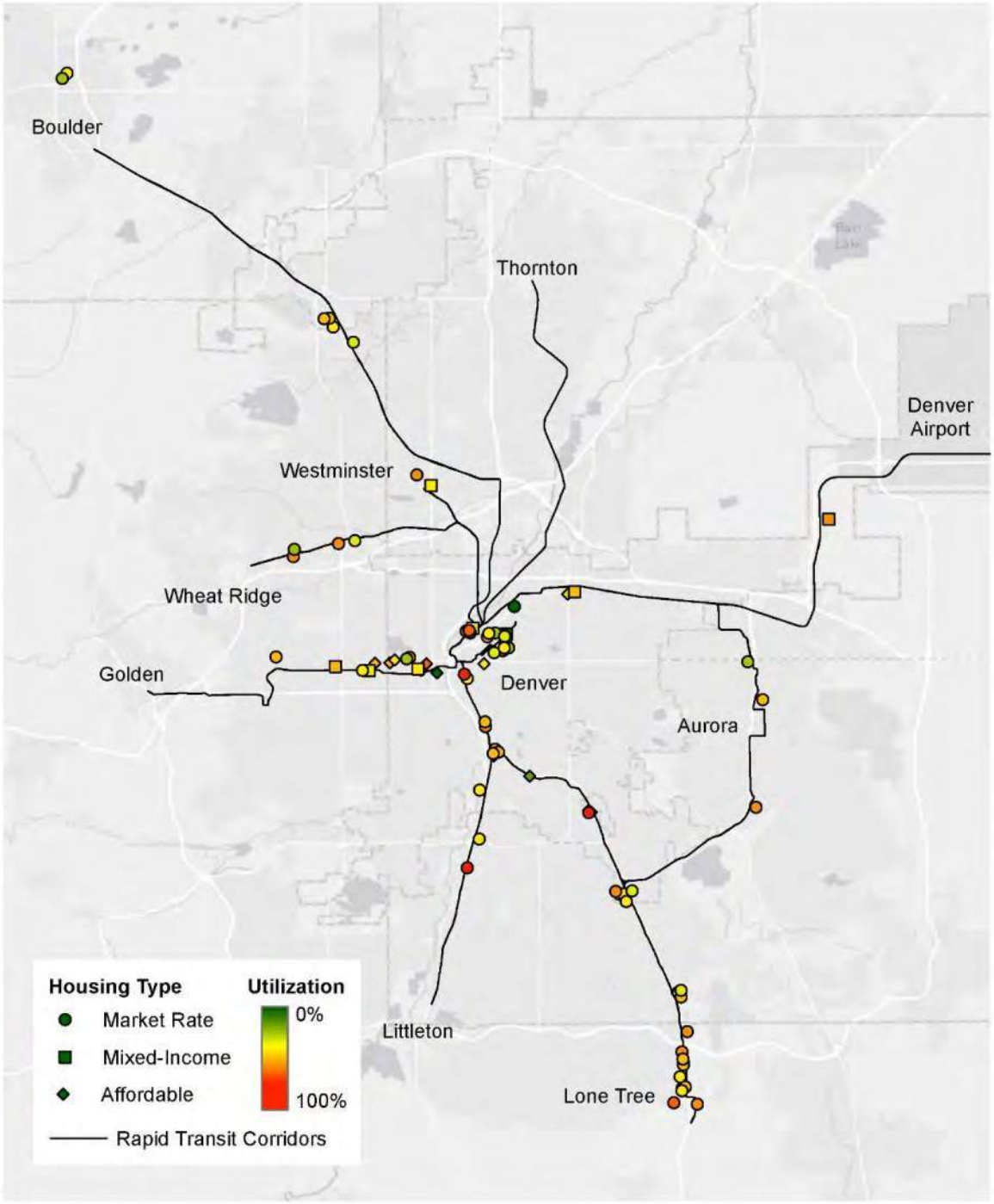
Monday because utilization is typically lower on those days. RTD again followed up with property managers after these counts to clarify questions raised in the field and further detail survey responses.

In the two weeks following Labor Day 2020, RTD verified April daytime counts with nighttime counts of 19 properties (approximately 22 percent of the 86 analyzed properties) on a Tuesday through Thursday between 9 p.m. and midnight to verify consistency between the counting time periods. Utilization from the smaller nighttime counts nearly matched that of the daytime counts: 63 percent utilization by day in April; 62 percent utilization by night in September.

Analysis

RTD both received a survey from and counted parking utilization at 94 properties, of which 86 properties in 11 municipalities were more than 80 percent leased at the time of the count (Figure 1). RTD analyzed these 86 properties' parking provision and utilization patterns related to resident income, property age, property transportation policies, and location features.

Figure 1: Map of Properties Analyzed



Findings

Most significant, the analysis found that all 86 properties provide 42 percent more parking on average than residents use at peak demand, and income-restricted properties provide 50 percent more parking than used – well above the 5 to 15 percent considered optimal parking management.[9] This over-supply comes at a substantial cost: approximately $25,000 per parking space in a Metro Denver parking structure, which are typical of station-area developments that make efficient use of high-value land.

While excessive parking at any station-area property would fail to complement the neighborhood's intrinsic multimodal alternatives and increase residents' cost of living, the cost of excessive parking often jeopardizes affordable housing. Thus, the unnecessary cost of housing cars instead of families often limits or effectively prohibits affordable housing in station areas and limits transit access for reliable transit users.

Excessive parking particularly affects the viability of low-income housing, whose developers have few financial sources to afford inefficient costs. The City and County of Denver estimates that the region lacks 100,000 homes, and the Colorado Housing and Finance Authority reports that annual demand for competitive low-income housing tax credit capital was over-subscribed by 219 percent in 2020. Not surprising, the National Community Reinvestment Coalition (NCRC) ranked Metro Denver as the second fastest gentrifying region in the country between 2013 and 2017.

Table 1: Selection from NCRC's "Gentrification and Displacement 2020"

City	Total Tracts	Eligible Tracts	Gentrifying Tracts	Rate of Gentrification
San Francisco-Oakland	975	131	41	31.3%
Denver	619	80	22	27.5%
Boston	1003	75	16	21.3%
Miami-Ft. Lauderdale	1215	81	17	21.0%
New Orleans	392	64	13	20.3%
Austin	350	56	11	19.6%
New York City	4515	362	70	19.3%

Reproduced from "Gentrification and Displacement 2020"

Excess parking is particularly inappropriate in transit-rich neighborhoods. Not only does it effectively prohibit affordable housing, but it unnecessarily increases development cost,

[9] Urban Land Institute, "Shared Parking"

reduces project savings, and obstructs access to transit and, by extension, to economic opportunity for a growing number of low-income households.

Resident Income

Table 2 details the number of parking spaces available and utilized on a per-unit basis at all 86 properties analyzed, separated by their inclusion of market-rate, mixed-income, and income-restricted units. Residents of income-restricted properties use less parking than residents of market-rate residents, suggesting that municipalities and developers should have different standards for parking demand at market-rate and income-restricted properties in station areas.



In market-rate properties, 1.23 parking spaces per unit are provided, but only 0.74 parking spaces per unit are used.

Income-restricted properties provide 0.72 parking spaces per unit, but residents use only 0.36 parking spaces per unit.

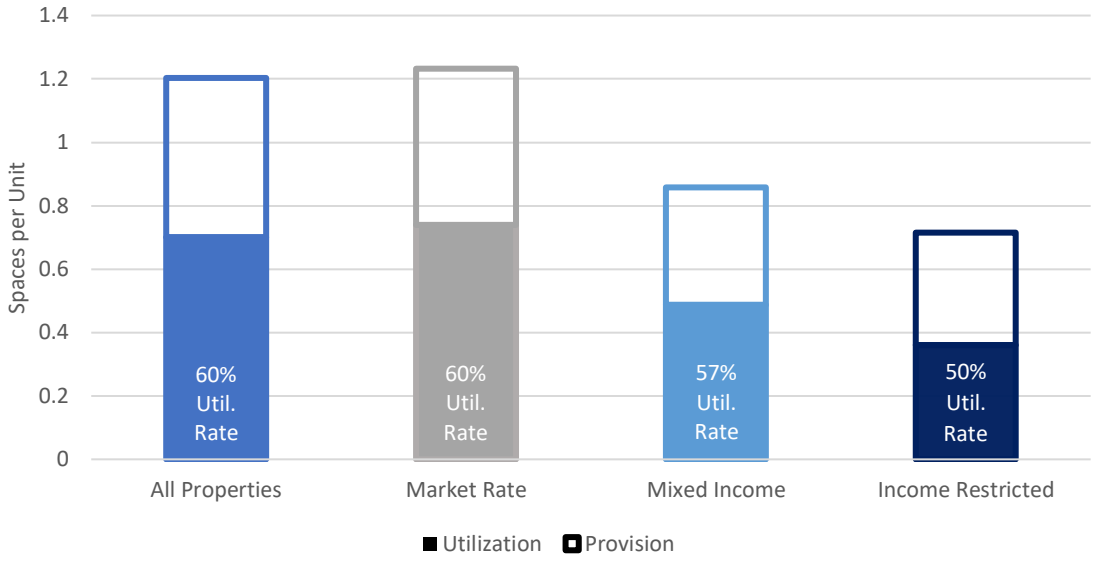


Summarized in Figure 2, the 65 analyzed market-rate properties provide an average of 1.23 parking spaces per unit, but residents use at peak demand only 0.74 parking spaces per unit– a 60 percent utilization rate. Sixteen income-restricted properties provide an average of 0.72 spaces per unit, but residents use only 0.36 parking spaces per unit – a 50 percent utilization rate.

Table 2: Parking Provided and Utilized per Unit at Property by Resident Income

Resident Income	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	86	25,333	30,478	1.20	0.70	58%
Market Rate	65	19,850	24,462	1.23	0.74	60%
Mixed Income	5	985	845	0.86	0.49	57%
Income Restricted	16	1,587	1,135	0.72	0.36	50%

Figure 2: Parking Provided and Utilized per Unit at Property by Resident Income



Bundled Parking

Nearly an even split of properties include (45) or do not include (41) a parking space in a tenant's lease, otherwise known as bundling or unbundling parking, respectively. Although one may expect an additional parking fee at unbundled properties to result in lower parking demand, prompting developers to reduce supply, properties with unbundled parking provide more parking per unit and have higher utilization rates than their bundled-parking counterparts. This unexpected finding for higher supply and utilization at unbundled properties may be explained by resident income at these properties; 38 of 41 unbundled properties are market-rate properties, thus accommodating a higher-income tenant, who is more likely than a lower-income tenant to own a vehicle. Developers of market-rate apartments with unbundled parking likely anticipate a high demand for parking from higher-income tenants.

Table 3: Parking Provided and Utilized per Unit at Properties with Bundled Parking

Bundled	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	45	9,851	11,580	1.18	0.66	56%
Market Rate	27	7,892	10,147	1.29	0.73	57%
Mixed Income	4	901	751	0.83	0.48	58%
Income Restricted	14	1,058	682	0.64	0.33	50%

Table 4: Parking Provided and Utilized per Unit at Properties with Unbundled Parking

Unbundled	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	41	11,241	13,330	1.19	0.74	63%
Market Rate	38	10,947	13,042	1.19	0.75	63%
Mixed Income	1	84	94	1.12	0.56	50%
Income Restricted	2	210	194	0.92	0.45	49%

Neighborhood Transit Quality

The Center for Neighborhood Technology's (CNT) All Transit (AT) compiles transit stop, route, and frequency information in more than 300 regions, including Metro Denver. RTD used properties' AT scores to approximate their neighborhoods' levels of transit service and separated scores into quartiles of transit quality. (Tables 5 through 8)

One may expect quartiles to relate inversely to parking utilization – the better the transit quality, the lower the need to own and park a vehicle – and that expectation holds true. After accounting for single-property outliers, resident income continues to correlate with parking utilization. Rates of parking supply and demand are higher at market-rate properties and lower at income-restricted properties than average in each quartile, and income-restricted properties exhibit the lowest per-unit utilization (0.31) across all quartiles.

However, parking utilization across all properties in all quartiles is neither as distinct among the quartiles nor as related to neighborhood transit quality as one may expect. For example, the lowest per-unit utilization occurs in the second lowest quartile, not the highest quartile. It is surprising that neighborhood transit quality does not play a more significant role in parking provision or utilization. Municipalities and developers may better consider neighborhood transit quality when determining parking provision, as the transit agency may consider transit-supportive land uses in station areas when determining provision of transit services to neighborhoods.

Table 5: Parking Provided and Utilized per Unit at Properties in Lowest Quartile

Lowest Quartile	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	21	6,429	7,067	1.10	0.66	60%
Market Rate	19	6,018	6,911	1.15	0.69	60%
Mixed Income	1	266	126	0.47	0.24	52%
Income Restricted	1	145	30	0.21	0.19	90%

Table 6: Parking Provided and Utilized per Unit at Properties in Low Quartile

Low Quartile	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	23	5,277	6,028	1.14	0.72	63%
Market Rate	15	4,283	5,351	1.25	0.80	64%
Mixed Income	2	194	199	1.03	0.53	52%
Income Restricted	6	800	478	0.60	0.31	52%

Table 7: Parking Provided and Utilized per Unit at Properties in High Quartile

High Quartile	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	22	6,129	8,015	1.31	0.73	56%
Market Rate	17	5,761	7,617	1.32	0.75	56%
Mixed Income	1	129	158	1.22	0.51	42%
Income Restricted	4	239	240	1.00	0.50	50%

Table 8: Parking Provided and Utilized per Unit at Properties in Highest Quartile

Highest Quartile	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	20	4,587	5,332	1.16	0.70	60%
Market Rate	14	3,788	4,583	1.21	0.73	60%
Mixed Income	1	396	362	0.91	0.62	68%
Income Restricted	5	403	387	0.96	0.44	46%

Transit Pass Provision

RTD's Neighborhood EcoPass (NEco) Program allows managers with at least 40 units to purchase monthly transit passes at significant discount and provide those passes to tenants to encourage their transit use. Of the 86 properties analyzed, managers at only eight properties provide Neighborhood EcoPasses, translating to slightly lower parking provision and utilization (1.15 and 0.64 parking spaces per unit, respectively) compared to the majority of properties (1.18 and 0.71 parking spaces per unit, respectively). Although few station-area properties participate in the NEco Program, this finding suggests nonetheless that RTD should encourage municipalities and developers to consider reductions in parking provision on condition of participation in NEco and other transportation-demand management programs.

Table 9: Parking Provided and Utilized per Unit at Properties with Neighborhood EcoPasses

With NEco	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	8	1,330	1,532	1.15	0.64	56%
Market Rate	4	1,011	1,273	1.26	0.72	57%
Mixed Income	0	-	-	-	-	N/A
Income Restricted	4	319	259	0.81	0.42	51%

Table 10: Parking Provided and Utilized per Unit at Properties without Neighborhood EcoPasses

Without NEco	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	78	21,092	24,910	1.18	0.71	60%
Market Rate	61	18,839	23,189	1.23	0.74	60%
Mixed Income	5	985	845	0.86	0.49	57%
Income Restricted	12	1,268	876	0.69	0.35	50%

Proximity to Transit

The distance between property and station may play a small role in parking supply and demand. Twenty-nine (29) properties lying less than 0.3 miles from a station provide 0.17 fewer parking spaces per unit and residents of those properties utilize 0.10 fewer parking spaces per unit compared to 57 properties between 0.3 and 0.5 miles from a station. In other words, for every 30 units, a property within a five-minute walk of a station provides five fewer parking spaces and its residents use three fewer parking spaces than a comparable station-area property farther away.

Table 11: Parking Provided and Utilized at Properties less than 0.3 Miles from Station

<0.3 mi.	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	29	6,670	7,086	1.06	0.63	60%
Market Rate	19	5,380	6,334	1.18	0.71	61%
Mixed Income	4	589	483	0.82	0.40	48%
Income Restricted	6	701	269	0.38	0.23	59%

Table 12: Parking Provided and Utilized at Properties between 0.3 and 0.5 Miles from Station

0.3 mi. - 0.5 mi.	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	57	15,752	19,356	1.23	0.73	59%
Market Rate	46	14,470	18,128	1.25	0.75	60%
Mixed Income	1	396	362	0.91	0.62	68%
Income Restricted	10	886	866	0.98	0.47	48%

Core vs Suburbs

Of the 86 properties analyzed, 45 are in Denver, where relatively sophisticated parking requirements may influence properties' provision of 0.04 fewer parking spaces per unit, compared to their suburban counterparts.[10]

Table 13: Parking Provided and Utilized at Properties Located in Denver

Denver	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	45	10,217	11,801	1.16	0.68	59%
Market Rate	27	8,081	10,109	1.25	0.75	60%
Mixed Income	3	609	614	1.01	0.59	58%
Income Restricted	15	1,527	1,078	0.71	0.35	49%

Table 14: Parking Provided and Utilized at Properties not Located in Denver

Non-Denver	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	41	12,205	14,641	1.20	0.72	60%
Market Rate	38	11,769	14,353	1.22	0.73	60%
Mixed Income	2	376	231	0.61	0.32	52%
Income Restricted	1	60	57	0.95	0.65	68%

Transit-Oriented Development Typology

In 2015, the City and County of Denver's Transit-Oriented Development Strategic Plan classified all 29 stations in the city into five typologies: Downtown, Urban Center, General Urban, Urban, and Suburban. Of 45 analyzed properties in all five Denver typologies, the five properties in the Downtown typology near Union Station – arguably the region's most transit-oriented and walkable environment – exhibit the lowest parking provision (0.96

[10] Denver Zoning Code allows for alternative parking ratios (Art. 10.4.5.2) and parking reductions (Art. 10.4.5.3).



parking spaces per unit) among the five typologies but the highest parking utilization (0.76 parking spaces per unit), despite all five requiring an additional for parking fee (i.e., unbundling). Four market-rate properties where residents use 0.77 parking spaces per unit on average significantly influence the high utilization rate. Income-restricted properties in the Urban and General Urban typologies exhibit the lowest rates of parking supply (0.58 and 0.54 parking spaces per unit, respectively) and parking demand (0.28 and 0.29 parking spaces per unit, respectively).

Table 15: Parking Provided and Utilized at Properties per Denver Downtown Typology

Downtown	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	5	1,592	1,522	0.96	0.76	79%
Market Rate	4	1,485	1,396	0.94	0.77	82%
Mixed Income	0	-	-	-	-	N/A
Income Restricted	1	107	126	1.18	0.59	50%

Table 16: Parking Provided and Utilized at Properties per Denver Urban Center Typology

Urban Center	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	15	3,862	4,844	1.25	0.74	59%
Market Rate	12	3,616	4,586	1.27	0.76	60%
Mixed Income	0	-	-	-	-	N/A
Income Restricted	3	246	258	1.05	0.50	48%

Table 17: Parking Provided and Utilized at Properties per Denver Urban Typology

Urban	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	6	1,176	1,243	1.06	0.47	44%
Market Rate	2	537	874	1.63	0.70	43%
Mixed Income	0	-	-	-	-	N/A
Income Restricted	4	639	369	0.58	0.28	48%

Table 18: Parking Provided and Utilized at Properties per Denver General Urban Typology

General Urban	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	15	3,083	3,601	1.17	0.65	55%
Market Rate	7	2,055	2,761	1.34	0.74	55%
Mixed Income	3	609	614	1.01	0.59	58%
Income Restricted	5	419	226	0.54	0.29	53%

Table 19: Parking Provided and Utilized at Properties per Denver Suburban Typology

Suburban	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	4	504	591	1.17	0.73	62%
Market Rate	2	388	492	1.27	0.81	64%
Mixed Income	0	-	-	-	-	N/A
Income Restricted	2	116	99	0.85	0.43	51%

Property Age

Property age does not clearly affect parking supply or demand. In terms of parking provision, whereas the 22 properties built before 2010 and the 38 properties built after 2015 have higher per-unit supply (1.21 and 1.28 parking spaces per unit, respectively), the 26 properties built between 2010 and 2015 offer only 1.01 parking spaces per unit, which may reflect financing constraints during the Great Recession.

Table 20: Parking Provided and Utilized at Properties Built before 2010

Pre-2010	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	22	6,420	7,771	1.21	0.74	61%
Market Rate	16	5,398	7,175	1.33	0.81	61%
Mixed Income	2	662	488	0.74	0.47	64%
Income Restricted	4	423	189	0.45	0.22	49%

Table 21: Parking Provided and Utilized at Properties Built between 2010 and 2014

2010-2014	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	26	5,959	6,014	1.01	0.67	66%
Market Rate	19	5,367	5,593	1.04	0.70	67%
Mixed Income	1	110	105	0.95	0.51	53%
Income Restricted	6	482	316	0.66	0.37	56%

Table 22: Parking Provided and Utilized at Properties Built after 2015

2015-2019	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	38	8,713	11,125	1.28	0.70	55%
Market Rate	30	8,074	10,421	1.29	0.72	56%
Mixed Income	2	213	252	1.18	0.53	45%
Income Restricted	6	426	452	1.06	0.49	46%



Recommendations

Together, RTD's ridership and parking research encourage changes to parking policy in Metro Denver, and several planning and development partners have the opportunity to drive that change for mutual benefit.

RTD

Understanding that low-income households utilize transit more and demand parking less than higher income neighbors, RTD should amend its policy for joint development (i.e., redevelopment of agency property) to prefer income-restricted housing in order to increase ridership, which market-rate housing is less likely to accomplish. Considering income-restricted properties' relatively low parking demand, RTD should negotiate with developers to share parking between transit patrons and residents and encourage municipalities to recognize lower parking demand at income-restricted housing, either by right or through variances from unduly high minimum parking requirements.

While promoting affordable housing through redevelopment of RTD parking facilities may be a laudable goal, RTD's limited property holdings in station areas as well as competition for maintaining or expanding parking for transit patrons minimize the potential impact of that effort and so invites collaboration from municipalities.

Municipalities

Municipalities could expand the impact of co-locating income-restricted housing in station areas by amending local zoning or issuing variances from parking requirements to encourage affordable housing in station areas through context-sensitive parking requirements. The City and County of Denver exemplifies several leading practices: the zoning code allows reducing minimum parking requirements by 25 percent for all properties within 0.25 miles of a station; the Dedicated Affordable Housing Fund and other funding sources prioritize financial support to transit-rich neighborhoods; recently published recommendations for transportation demand management complement significant station-area investments; and the proposed Affordable Housing Zoning Incentive would reduce parking requirements citywide (coincidentally consistent with RTD's expansive bus network in the region's core).



Developers and Financial Partners

Developers and their financial partners should consider and expand on this research to make data-driven, evidence-based decisions about development that will attract residents who prefer a transit-oriented lifestyle and other amenities that reduced or deferred project costs can support. Relevant for income-restricted housing that relies on low-income housing tax credits, the Colorado Housing and Finance Authority has shown interest in considering revisions to its qualified allocation plan in order to increase funding for non-parking transportation resources. The Colorado Chapter of the Urban Land Institute also has expressed support to advance these findings among members.

Financial partners play a significant role in Denver's transit-oriented affordable housing landscape, with many of them, as well as the City and County of Denver, the Colorado Housing and Finance Authority, and state agencies, investing in the Denver Region Transit-Oriented Development Fund to provide low-interest loans to affordable-housing developers in transit-rich neighborhoods. In addition, Mile High Connects provides a forum for government, funders, and advocates to identify and secure broad community benefits through station-area development.



Conclusion

An analysis of peak-hour parking demand at 86 leased-up apartment buildings across Metro Denver found utilization ranging from 60 percent at market-rate properties to 50 percent at income-restricted properties.



Planning and development partners should tailor parking requirements for station-area development's unique mobility landscape.

Those low utilization rates represent substantial and unnecessary additional development cost, which developers may pass on to residents through higher rents, fewer units, and reduced services. In the second fastest-gentrifying region in the country, that cost particularly burdens low-income households, who are more likely to use transit than parking. Backed by these findings, planning and development partners should tailor parking requirements to station-area developments' unique mobility landscape in order to achieve shared goals for enhanced public welfare and economic vitality.

Appendix

RTD Residential Property Parking Survey

(Created and distributed with Google Forms)

The RTD Residential Property Parking Survey is designed to understand current parking demand at residential properties near train and bus rapid transit stations to inform future parking supply provided in transit-served areas. RTD will aggregate and anonymize your response and others and publish findings on our website. Your participation is voluntary and the survey should take less than 10 minutes to complete. Please contact [Name] at [Name]@RTD-Denver.com for further information. Thank you!

Property Information

1. How many units are there in the property? (E.g., 100 units)
2. How many of those total units are leased? (E.g., 85 units)
3. How many of those total units are income-restricted? (E.g., 40 units)
4. How many studio apartments are in the property?
5. How many one-bedroom apartments are in the property?
6. How many two-bedroom apartments are in the property?
7. How many three-bedroom apartments are in the property?
8. What is the average monthly rent for a market-rate studio apartment?
9. What is the average monthly rent for a market-rate one-bedroom apartment?
10. What is the average monthly rent for a market-rate two-bedroom apartment?
11. What is the average monthly rent for a market-rate three-bedroom apartment?

Parking Information

12. How many parking spaces are available at the property for passenger vehicles?
13. Is parking for passenger vehicles included (i.e., bundled) in a tenant's lease? *Mark only one oval.*
    a. Yes *Skip to question 14*
    b. No *Skip to question 17*
    c. Other:
14. How many parking spaces are provided in the lease? (Please express in terms of per unit, per bedroom, etc. E.g., 1 space per unit)
15. Can a tenant receive additional parking beyond what is guaranteed in its lease? *Mark only one oval.*
    a. Yes
    b. No
    c. Other:
16. Can the tenant decline to use parking in order to reduce the lease payment? *Mark*



only one oval.

a. Yes *Skip to question 18*
b. No *Skip to question 18*
c. Other:

17. What is the monthly cost of reserving a parking space? (If applicable, please specify different costs for covered or uncovered parking, for first, second, or third spaces, etc. E.g., "$75 for first covered, $50 for first uncovered; $100 for each additional covered or uncovered")
18. Is there a waitlist for parking spaces? *Mark only one oval.*
    a. Yes
    b. No
    c. Other:
19. In addition to parking for tenants, does the property provide parking for any of the following users? *Check all that apply.*
    a. N/A - the property does not provide parking for any other user
    b. Property management
    c. Visitors
    d. Car sharing
    e. Nearby business employees
    f. Nearby retail customers
    g. Nearby residents
    h. General public - hourly
    i. General public - daily
    j. Other:
20. Do you think tenants are parking off-site? *Mark only one oval.*
    a. Yes
    b. No
    c. Other:
21. If you do think tenants park off-site, where and why?
22. Does the property provide any of the following to tenants? *Check all that apply.*
    a. RTD pass subsidy
    b. RTD service info (e.g., schedules and maps)
    c. Shuttle service
    d. Carshare membership subsidy
    e. Bikeshare membership subsidy
    f. Bike parking - uncovered
    g. Bike parking - covered
    h. Bike parking - secured (e.g., in a locker or locked room)
    i. Bike maintenance equipment
    j. Other:
23. Do you hear from tenants any recurring comments or complaints about parking or transportation in/around the property?



Contact Information

24. Property Name
25. Property Address - Street & City
26. Property Management Company
27. Property Manager Name
28. Property Manager Phone Number
29. Property Manager Email Address

Thank you!

30. Thanks for your help! RTD may follow up with questions. Please feel free to provide additional comment below.



ATTACHMENT E – CAR ACCESS REPORT (NATIONAL EQUITY ATLAS)

Car access: Everyone needs reliable transportation access and in most American communities that means a car

Indicator group

Connectedness

Choose your indicator

Car access

Geography

SELECT COMPARE

Choose your geography type

Nation

Choose your geography

United States

Car access United States

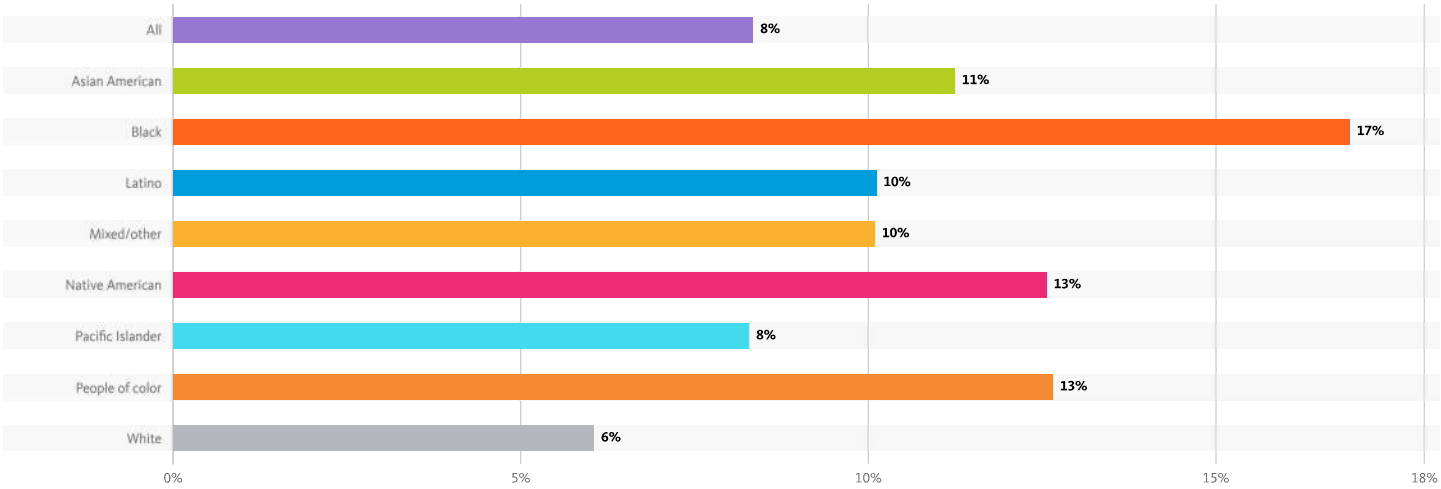
Percent of households without a vehicle by race/ethnicity: United States; **Poverty:** All income levels; **Year:** 2022

SELECT BREAKDOWN FILTERS: POVERTY YEAR

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WHAT IT SHOWS WHY IT MATTERS TOUR Data source: IPUMS USA | National Equity Atlas

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Insights & Analyses

National Equity Atlas

- Households living below 200 percent of the federal poverty are much more likely to lack car access (19 percent), compared with those living at or above 200 percent of the poverty level (5 percent).
- Female-headed households are less likely than male-headed households to have access to a vehicle for all racial and ethnic groups identified by the census, except for Native American households, for which the rates of being carless are similar (13 percent).
- Asian American, Latinx, Pacific Islander, and white immigrant households are less likely to have access to a vehicle compared to their US-born counterparts.

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Income and wealth disparities have caused people of color in the US to have less access to vehicles than white people. Racial segregation forged through the expropriation of land from Indigenous people and racially discriminatory practices such as redlining dispossessed communities of color and excluded them from economic prosperity. As a result, people of color are more likely to experience poverty and lack generational wealth than their white counterparts. This trend, along with racially discriminatory pricing for auto loans and car insurance, makes car ownership more costly and drives inequities in car access between white people and people of color.

Strategies

Grow an equitable economy: Policies to ensure everyone can connect to opportunity

- Build robust public transit systems including buses, bus rapid transit, and shared mobility options that connect low-income communities to jobs, education and training opportunities, and services.
- Create transit-oriented developments (TODs) in ways that expand affordability and access for low-income residents and prevent displacement of both people and small businesses.
- Expand transit options in rural communities, including van pools, shuttles, low-income car ownership programs, and bus routes.
- Make driver's licenses available for all drivers regardless of immigration status.
- At the federal level, invest in public transportation infrastructure in high-need communities and cap interest rates on predatory car title loans.

Strategy in Action

Transit initiative increases mobility in North Central Montana. In the Great Plains area in

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neighboring regional transit systems. They also provide free transportation to polling places on election days and pick-up and drop-off service for Boys and Girls Club members during the summer. Read more.



Resources

- **Reports:** Measures Matter: Ensuring Equitable Implementation of Los Angeles County Measures M & A; Those Who Need it Most: Maximizing Transit Accessibility and Removing Barriers to Employment in Areas of Concentrated Poverty; Too Far from Jobs: Spatial Mismatch and Hourly Workers; TransitCenter; Transportation Equity Caucus
- **Data:** The H+T® Affordability Index; All Transit

Related Indicators

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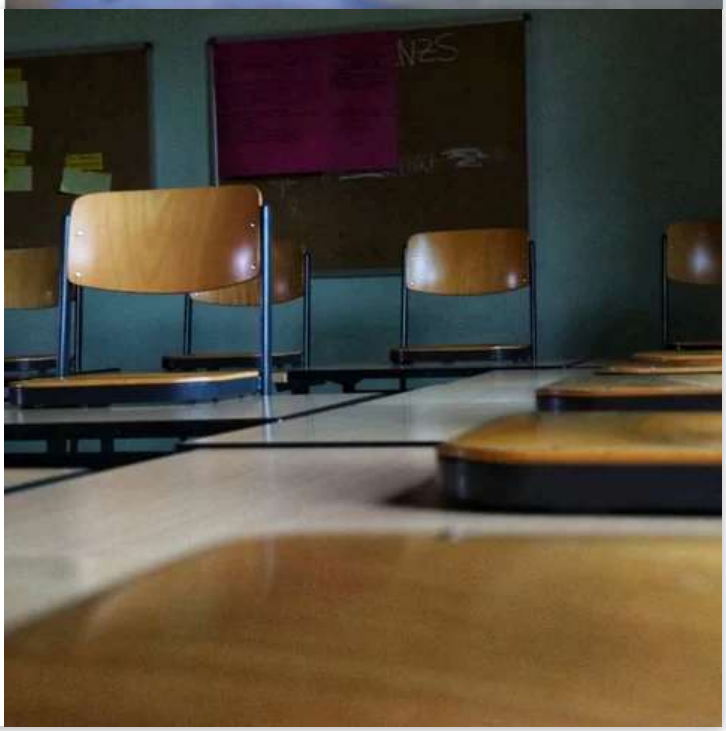
Poverty



INDICATOR



Neighborhood poverty



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Air Pollution

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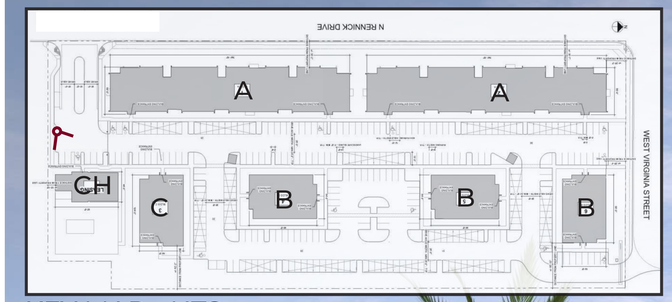
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KEY MAP - NTS

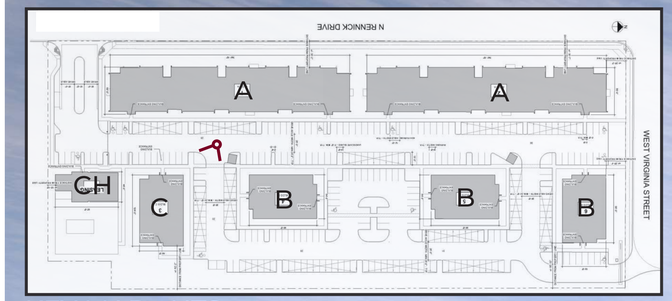
BANYAN - APACHE JUNCTION APARTMENTS

APACHE JUNCTION, ARIZONA

CLUBHOUSE BUILDING ARCHITECTURAL RENDERING | KA#225084 | DATE 06/11/2026

KEPHART

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02



KEY MAP - NTS

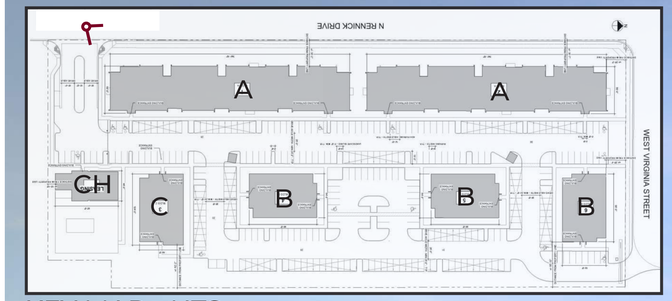
BANYAN - APACHE JUNCTION APARTMENTS

APACHE JUNCTION, ARIZONA

BUILDING B & C ARCHITECTURAL RENDERING | KA#225084 | DATE 06/11/2026

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03



KEY MAP - NTS

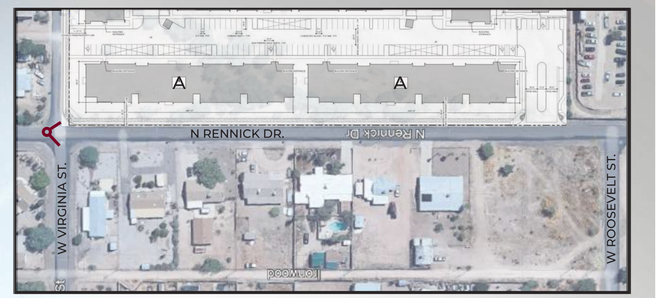
BANYAN - APACHE JUNCTION APARTMENTS

APACHE JUNCTION, ARIZONA

BUILDING A ARCHITECTURAL RENDERING | KA#225084 | DATE 06/11/2026

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04



KEY MAP - NTS

BANYAN - APACHE JUNCTION APARTMENTS

APACHE JUNCTION, ARIZONA

STREET SCENE LOOKING SOUTH | KA#225084 | DATE 06/11/2026

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MATERIAL LEGEND	
	STUCCO - SW6086 SAND DUNE OR EQUAL
	STUCCO - SW2854 CARIBBEAN CORAL OR EQUAL
	STUCCO - SW2831 CLASSICAL GOLD OR EQUAL
	STUCCO - SW2812 ROOKWOOD JADE OR EQUAL
	CMU

STREET FACING BUILDING MATERIALS

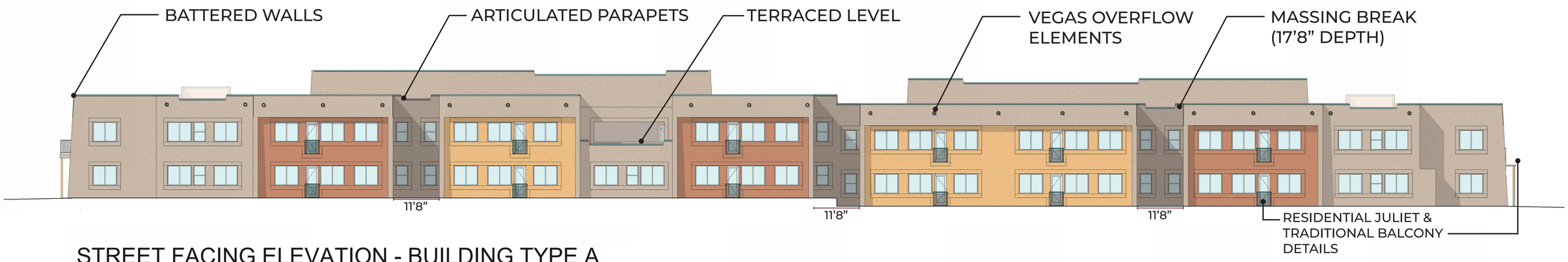
TOTAL FACADE AREA	:	10,124 SF	
OPENINGS	:	2,043 SF	21%
STUCCO	:	8,081 SF	79%
CMU BLOCK - STACKED	:	0 SF	

INTERNAL FACING BUILDING MATERIALS

TOTAL FACADE AREA	:	9,785 SF	
OPENINGS	:	1,938 SF	20%
STUCCO	:	7,847 SF	80%
CMU BLOCK - STACKED	:	0 SF	

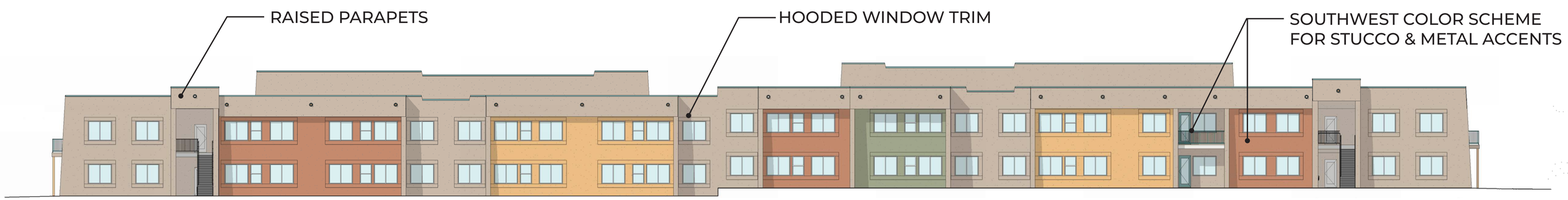






STREET FACING ELEVATION - BUILDING TYPE A

1/16" = 1'-0"



INTERNAL ELEVATION - BUILDING TYPE A - SD

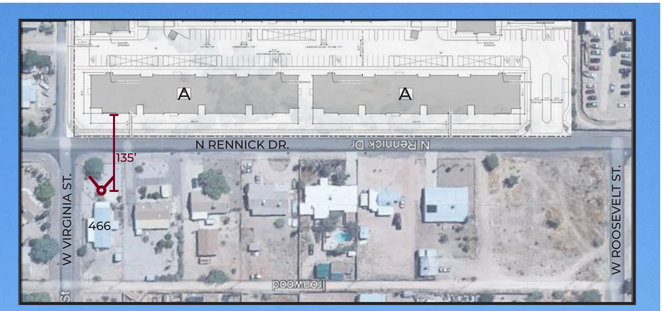
1/16" = 1'-0"

BANYAN - APACHE JUNCTION APARTMENTS

APACHE JUNCTION, ARIZONA

ARCHITECTURE CHARACTER STUDY -BUILDING A | KA#225084 | DATE 06/11/2026

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KEY MAP - NTS



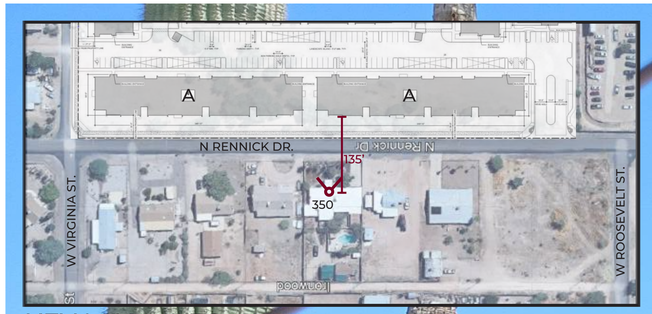
BANYAN - APACHE JUNCTION APARTMENTS

APACHE JUNCTION, ARIZONA

STREET SCENE LOOKING EAST | KA#225084 | DATE 06/11/2026

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07



KEY MAP - NTS

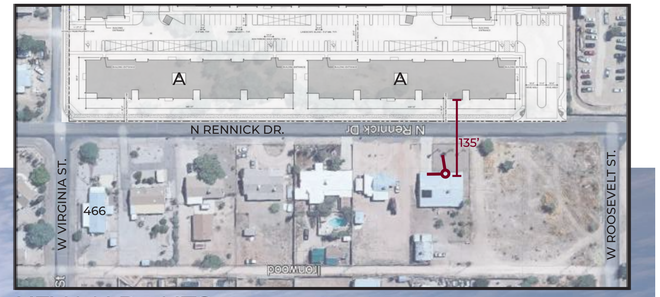
BANYAN - APACHE JUNCTION APARTMENTS

APACHE JUNCTION, ARIZONA

STREET SCENE LOOKING EAST | KA#225084 | DATE 06/11/2026

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08



KEY MAP - NTS

BANYAN - APACHE JUNCTION APARTMENTS

APACHE JUNCTION, ARIZONA

STREET SCENE LOOKING NORTHEAST | KA#225084 | DATE 06/11/2026

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