



City of Phoenix

PLANNING AND DEVELOPMENT DEPARTMENT

ADDENDUM A

Staff Report: Z-19-G-00-5

January 12, 2022

<u>Maryvale Village Planning Committee Meeting Date:</u>	January 12, 2021
<u>Planning Commission Hearing Date:</u>	February 3, 2021
Request From:	<u>PUD PCD</u> (Planned Unit Development, Planned Community District) (672.92 acres)
Request To:	<u>PUD PCD</u> (Planned Unit Development, Planned Community District) (672.92 acres)
Proposed Use:	Major amendment to Algodón Center PUD to allow single-family and multifamily residential
Location:	Area generally bounded by 91st Avenue to 99th Avenue, Thomas Road to Campbell Avenue
Owner:	John F Long Properties LLLP, et al.
Applicant/Representative:	Stephen Anderson, Gammage & Burnham PLC
Staff Recommendation:	Approval, subject to stipulations

The purpose of this addendum is to revise the staff recommended stipulations, as requested by the applicant, to modify language pertaining to the landscape setback standards for single-family residential developments and pedestrian pathways for multifamily and commercial developments to provide additional clarity. The proposed changes to Stipulation No. 1.d refine the landscape setback standards around single-family residential developments adjacent to perimeter streets. Stipulation No. 6, originally provided by the Public Transit Department, was updated to require contrasting pavement treatment/s where pedestrian pathways cross drive aisles only for multifamily and commercial developments. This requested change has been approved the Public Transit Department.

Staff recommends approval per the modified stipulations below:

Stipulations

1. An updated Development Narrative for the Algodón Centre PUD reflecting the changes approved through this request shall be submitted to the Planning and Development Department within 30 days of City Council approval of this request. The updated Development Narrative shall be consistent with the Development Narrative date stamped December 29, 2021, as modified by the following stipulations:

- a. Front cover: Revise the date information on the cover page to add the following:

City Council Adopted: [Add Adoption Date]
 - b. Page 15, Table 3A, Streetscape Section, Item 1: Rename section to “Landscape Setback” and delete “measured from back of curb” from first sentence.
 - c. Page 15, Table 3A, Low Density Residential Sidewalks Section: Update the first sentence to read “For any residential parcel where density is less than 20 dwelling units per gross acres, sidewalks shall be a minimum of five feet wide, and shall be separated from the curb per the requirements of the Street Classification Map with a minimum five foot wide landscape strip.
 - d. Page 17, Table 3B, Streetscape Section, Item 1: Rename section to “Landscape Setback”, delete “measured from back of curb” from first sentence AND ADD “PERIMETER” BEFORE “PUBLIC AND PRIVATE STREET FRONTAGES”.
 - e. Page 17, Table 3B, Streetscape Section, Item 2, Bullet Point 1: Add “and utility easements” after “utilities” in first sentence.
 - f. Page 17, Table 3B, Streetscape Section, Item 2, Bullet Point 2: Add “and utility easements” after “utilities” in first sentence.
 - g. Page 18, Table 3B, Perimeter Adjacent to Loop 101 Section, Item 2, Bullet Point 1: Add “and utility easements” after “utilities” in first sentence.
 - h. Page 18, Table 3B, Perimeter Adjacent to Loop 101 Section, Item 2, Bullet Point 2: Add “and utility easements” after “utilities” in first sentence.
2. The developer shall dedicate right-of-way and ensure bus stop pad(s) at the following locations, with final siting to be approved by the Public Transit Department:
- a. Northbound 99th Avenue north of the Earl Drive alignment.
 - b. Northbound 99th Avenue north of the Osborn Road alignment.
 - c. Northbound 99th Avenue north of the Clarendon Avenue alignment.
 - d. Northbound 99th Avenue north of the Glenrosa Avenue alignment.
 - e. Southbound 91st Avenue south of Osborn Road alignment.

- f. Southbound 91st Avenue south of Cheery Lynn Road alignment.
 - g. Westbound Thomas Road at approximately 9700 West Thomas Road.
3. Bus stop pads shall be constructed according to City of Phoenix Standard Detail P1260 with a minimum depth of 10 feet. Bus stop pad shall be spaced from the intersection according to City of Phoenix Standard Detail P1258. Trees shall be placed to provide 50% shade coverage to bus stop pad at full maturity.
4. The developer shall dedicate right-of-way and ensure bus bay with bus stop pad at the following locations, final siting to be approved by the Public Transit Department:
 - a. Northbound 99th Avenue north of Thomas Road.
 - b. Northbound 99th Avenue north of Indian School Road.
5. Bus bays shall be constructed according to City of Phoenix Standard Detail P1256; attached bus stop pad shall be constructed according to City of Phoenix Standard Detail P1261 with a minimum depth of 10 feet. Bus bay and attached bus stop pad shall be spaced from the intersections according to City of Phoenix Standard Detail P1258. Trees shall be placed to provide 50% shade coverage to bus stop pad at full maturity.
6. Where pedestrian pathways cross drive aisles FOR MULTIFAMILY RESIDENTIAL AND COMMERCIAL DEVELOPMENTS, they shall be constructed of decorative pavers, stamped or colored concrete, or other pavement treatments that visually contrast with the adjacent parking and drive aisle surfaces, as approved by the Planning and Development Department.
7. Clearly defined, accessible pedestrian pathways shall be provided to connect building entrances, bus stop, and public sidewalks, using the most direct route for pedestrians, as approved by the Planning and Development Department.
8. An updated Master Street Plan showing all public arterial and collector streets shall be submitted to the Street Transportation Department and Planning and Development Department for review and approval, prior to preliminary site plan approval.
9. The Developer shall submit an updated Traffic Impact Study to the Street Transportation Department prior to preliminary site plan approval for the first phase of development permitted by Amendment G of the Algodón PUD. No preliminary approval of plans shall be granted until the study is reviewed and approved. The applicant shall be responsible for any dedications and required improvements as recommended by the approved study and as approved by the Planning and Development and Street Transportation Department.

10. The applicant shall complete and submit the Developer Project Information Form for the MAG Transportation Improvement Program to Mr. Alan Hilty, (602)262-6193, with the Street Transportation Department. This form is a requirement of the EPA to meet clean air quality requirements.
11. The developer shall construct all streets within and adjacent to the development with paving, curb, gutter, sidewalk, curb ramps, streetlights, median islands, landscaping and other incidentals as per plans approved by the Planning and Development Department. All improvements shall comply with all ADA accessibility standards.
12. In the event archaeological materials are encountered during construction, the developer shall immediately cease all ground-disturbing activities within a 33- foot radius of the discovery, notify the City Archaeologist, and allow time for the Archaeology Office to properly assess the materials.