



City of Phoenix
PLANNING & DEVELOPMENT DEPARTMENT

Staff Report Z-83-18-2
April 2, 2019

North Gateway [Village Planning Committee](#) Meeting Date: April 11, 2019
[Planning Commission](#) Hearing Date: May 2, 2019

Request From: [PCD NBCOD](#) (Approved [C-2](#) / [C-P](#) [M-R](#) [PCD NBCOD](#)) (34.66 Acres)

Request To: [C-2](#) [M-R](#) [NBCOD](#) (34.66 Acres)

Proposed Use: PCD removal to allow for future development

Location: Approximately 1,260 feet west of the southwest corner of North Valley Parkway and Dove Valley Road

Owner: Kramer PSP Properties LL/Hardy Property

Applicant: City of Phoenix Planning Commission

Representative: Adam Baugh, Withey Morris, PLC

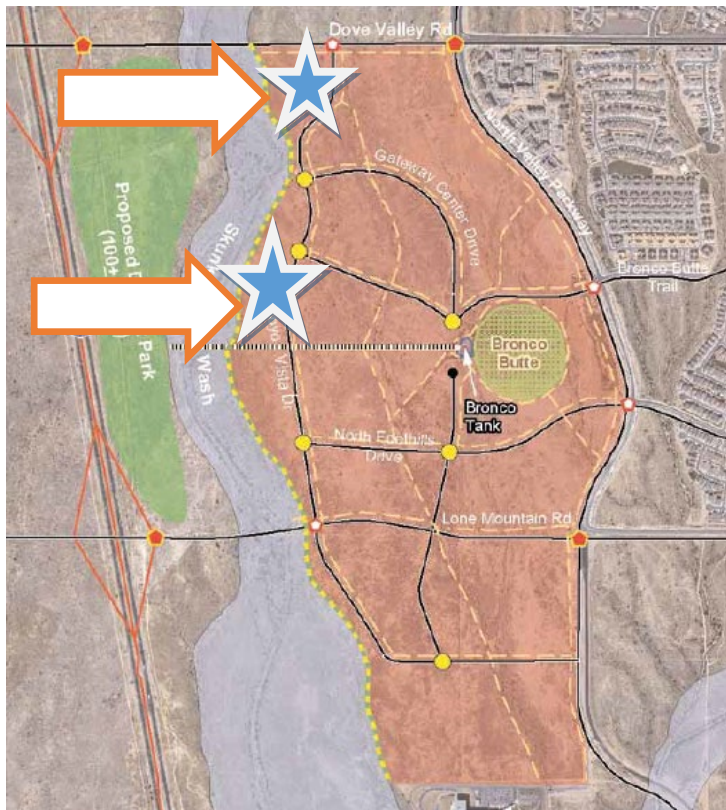
Staff Recommendation: Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Map Designation	Mixed- Use (Commercial/Commerce Park) and Preserves/Floodplain		
Street Map Classification	29th Avenue	Collector	No dedication made
	Dove Valley Road	Arterial	No dedication made
<i>CELEBRATE OUR DIVERSE COMMUNITIES & NEIGHBORHOODS; “CORE VALLIE” CERTAINTY & CHARACTER; DESIGN PRINCIPLE: Promote neighborhood identity through planning that reinforces the existing landscaping and character of the area. Each new development should contribute to the character identified for the village.</i>			
As stipulated, the development will comply with design principles listed within the North Gateway Core Plan. Most of the stipulations relate to the interface of Skunk Creek Wash and the buildings. The North Gateway Core plan promotes overall walkability and connectivity throughout the Village Core with a heavy emphasis on the			

trail along the Skunk Creek Wash and the Paseo del Prado. The subject sites are also located in the North Black Canyon Overlay District that has provisions for maintaining the desert character.

CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS CORE VALUE; “CENTERS AND CORRIDORS” DESIGN PRINCIPLE: Encourage centers to provide a pedestrian environment with plazas, common open space, shaded walkways, separation of pedestrian and vehicular traffic, bicycle parking, and vehicle parking in architecturally disguised structures or underground where feasible.

The subject sites are located along Skunk Creek Wash in North Gateway Village Core (see the arrows in exhibit below). As shown on the Conceptual Circulation Map within the North Gateway Village Core Plan, a pedestrian paseo runs through the subject sites. It is imperative that the intent of the paseo is maintained to ensure overall pedestrian connectivity through the entire North Gateway Village Core. To ensure compliance with the North Gateway Core Plan, staff has recommended several stipulations to ensure the paseo is developed in a manner consistent with the vision of the Plan.



Source: City of Phoenix Planning and Development North Gateway Village Core Plan

Applicable Plans, Overlays, and Initiatives

[North Gateway Village Core Plan](#)

See Background Item Nos. 7 through 9 below.

[Tree and Shade Master Plan](#) and

See Background Item No 13.

[Complete Streets Guiding Principles](#)

See Background Item No 14.

[North Black Canyon Corridor Plan](#)

See Background Item No. 11 below.

[Reimagine Phoenix](#)

See Background Item No. 12 below.

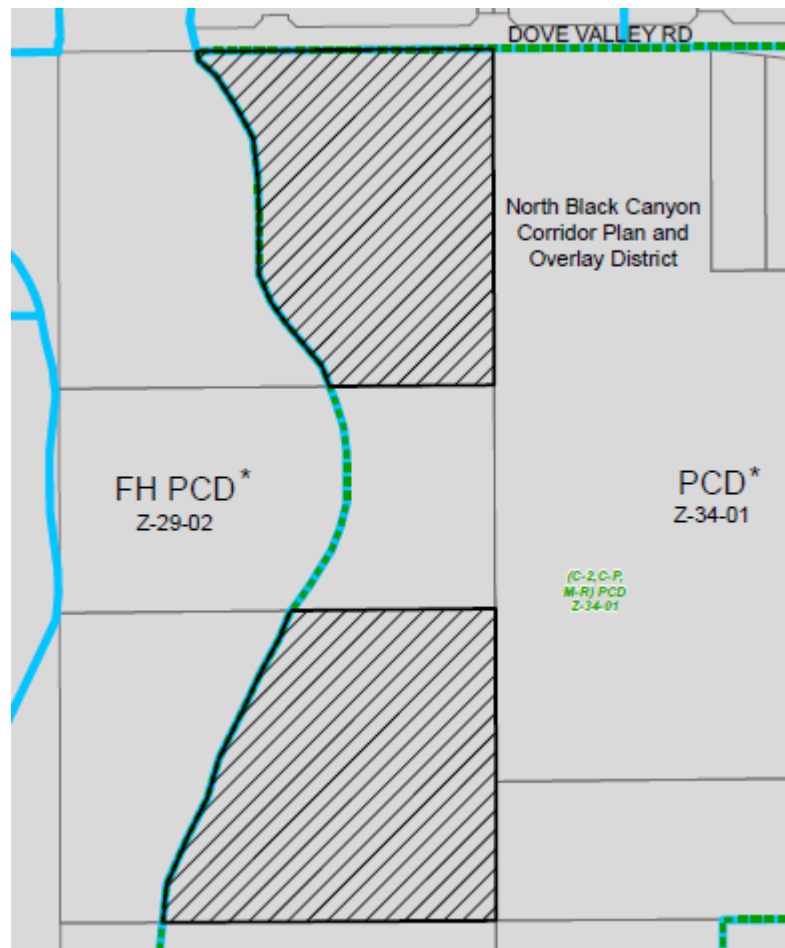
Surrounding Land Uses/Zoning

	<u>Land Use</u>	<u>Zoning</u>
On Site	Vacant	PCD NBCOD (approved C-2/CP MR NBCOD)
North and Northwest (across Dove Valley)	Vacant, Hospital	FH PCD, PUD
South	Vacant	PCD NBCOD (approved C-2/CP MR NBCOD)
East	Vacant	PCD NBCOD (approved C-2/CP MR NBCOD)
West	Vacant	FH PCD NBCOD

Background/Issues/Analysis

SUBJECT SITE

1. This is a request to rezone two parcels that total 34.66-acres from PCD NBCOD (approved C-2/CP M-R PCD NBCOD) to C-2 M-R NBCOD. This rezoning request was initiated by the Planning Commission to remove the property from the North Gateway PCD. The North Gateway PCD was a city initiated PCD in 2001 with the desire that a master developer would develop the infrastructure as stipulated in the case. Since a master developer never installed the infrastructure and all of the parcels are individually owned, the PCD is considered somewhat defunct. In order for property owners to develop their properties individually without the requirement of complying with all of the stipulations in the PCD, which includes overall infrastructure improvements, the properties have to be rezoned out of the PCD.



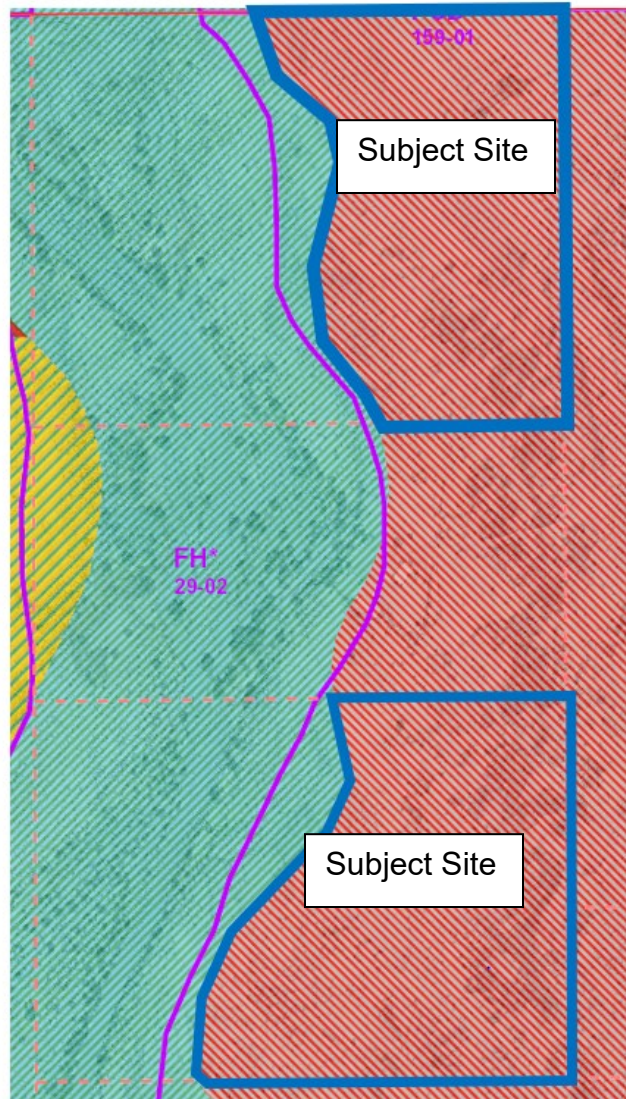
Source: City of Phoenix Planning and Development Department

2. At the time the North Gateway PCD was established (Z-34-01) the subject property was given the option of either choosing the C-2 (Intermediate Commercial) or CP (Commerce Park) zoning district with a Mid-Rise Overlay during the site plan review process. Through this rezoning process of removing the PCD designation, the applicant chose the C-2 zoning district for both parcels.

3. The General Plan Land Use Map designation for this property is Mixed Use (Commercial/Commerce Park) and Preserves/Floodplain. The proposed zoning district of C-2 M-R NBCOD conforms to the Land Use Map designation.

LEGEND

-  - Mixed Use- (Commerical/Commerce Park)
-  - Preserves/Floodplain



Source: City of Phoenix Planning and Development Department

SURROUNDING USES & ZONING

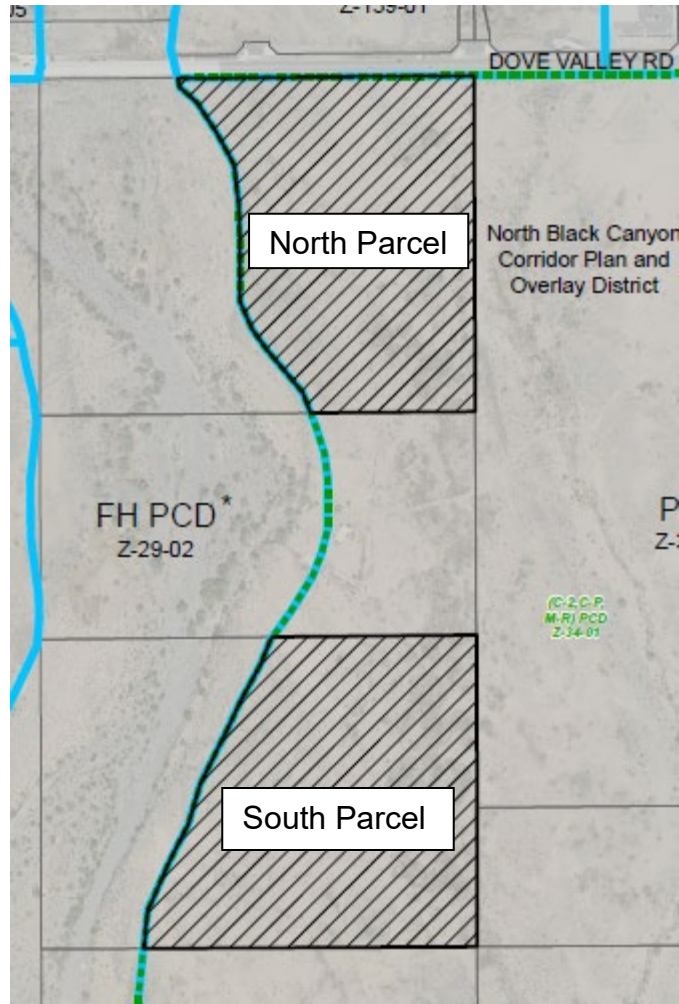
4. There are two parcels that are part of this rezoning request. Both of the parcels are currently zoned PCD NBCOD (Planned Community District, North Black Canyon Overlay District) (Approved C-2 / C-P M-R PCD NBCOD).

The northern most parcel is adjacent to Dove Valley Road, the future 29th Avenue alignment and Skunk Creek Wash. The HonorHealth Hospital is northwest of the site on the north side of Dove Valley Road and is zoned PUD NBCOD.

The southernmost parcel is further into the North Gateway Village Core and will abut the future 29th Avenue alignment on the east and Skunk Creek Wash on the west.

Both properties have FH PCD NBCOD zoning on the western boundary. This zoning

district was put in place to protect the erosion setback of the Skunk Creek Wash and ensure the wash is maintained in a natural manner.



Source: City of Phoenix Planning and Development Department

PROPOSAL

5. The purpose of the requested rezoning case is to remove both properties from the North Gateway PCD. At this time, there is not a corresponding development plan for either parcel. The removal of the PCD allows development to occur on the property without having to comply with the stipulations set forth in the PCD approval that were intended to be met by a master developer.

6. The parcel to the north is intended to be developed for commercial development and the user is unknown for the parcel to the south. It is important with each PCD removal to review the request against the goals and vision of the North Gateway Village Core Plan. To ensure the developments are designed in a manner that further the vision, multiple stipulations have been added to the north parcel that will impact the form of development.

The parcel to the south has a recommended stipulation that will require the site plan and elevations to go through the Planning Hearing Officer public hearing process to ensure the proposed development is consistent with the identified goals of the North Gateway Village Core Plan.

Stipulation Nos. 1, 3 to 12, 18 and 19 for the northern parcel and Stipulation Nos. 1, and 3 to 9 for the southern parcel are recommended to ensure the vision and goals of the North Gateway Village Core plan are achieved through site plan and elevation development.

7. The parcels within the North Gateway Village Core have a Mid-Rise overlay to promote high-intensity development that furthers the vision of the village core. The maximum height allowed with the Mid-Rise overlay is 190-feet. The North Gateway Village Core Plan recommends restricting height further to a maximum height of 10 stories (approximately 120 feet). There are elements in the North Gateway PCD (Z-34-01) that require master infrastructure plans and master street circulation plans, with the assumption that the parcels would function together as a functional unit. As recommended by staff, building height is limited to 60 feet unless the applicant/developer can provide documentation demonstrating sufficient water capacity, sufficient wastewater capacity, sufficient street improvements and a circulation plan that illustrates how the development will facilitate multi-modal connectivity. If all of those studies are reviewed and approved by their corresponding departments, a maximum building height of 120 feet would be allowed without having to go through a public hearing process. This is addressed in Stipulation No. 2 for both parcels.

8. Both parcels are adjacent to the Skunk Creek Wash. The North Gateway Village Core Plan identifies Skunk Creek Wash as a valuable natural feature that provides a sense of place for the core and the village. The intent of the North Gateway Village Core Plan is to have development that activates the Paseo del Prado and the Skunk Creek Wash frontages. There are trails associated with both the Paseo del Prado and the Skunk Creek Wash that will eventually intersect, creating a larger cohesive pedestrian circulation within the Core. The recommendations concerning pedestrian connectivity can be found in Stipulation Nos. 1, 4, 9, 12, 20 and 21 on the northern parcel and Stipulation Nos. 1,3, 5, 9 and 13 on the southern parcel.
9. The vision within the North Gateway Village Core Plan is to activate the Skunk Creek Wash trail by interfacing active uses within that area. The following excerpt can be found under the "Vision" section in the North Gateway Village Core Plan, "...The urban walkway, outdoor plazas and paseo along Skunk Creek will attract pedestrian visitors and local employees during the day, while commercial retail, restaurants, and nightclubs will provide primary entertainment in the evening". It is important that the principles of this concept get implemented through this zoning case while allowing for flexibility in site design. Staff is recommending several stipulations that will require the buildings to be constructed within a certain distance of the "FH" (Flood Hazard) zoning boundary that currently exists over Skunk Creek Wash while allowing for outdoor seating areas to encroach closer to the wash. There is also a stipulation that parking be located no closer than the building façade or 60 feet from the FH zoning boundary to ensure parking is adequately screened from the Skunk Creek Wash trail. Staff is recommending stipulations regarding architectural interest and visibility into the ground floor from the trail. These recommendations can be found in Stipulations Nos. 4, 5, 6, 11, 15, 18 and 19 on the northern parcel and Stipulation Nos. 1, 4, 6, 7, 8 and 11 on the southern parcel.

STUDIES AND POLICIES

10. The subject sites are located within the North Black Canyon Corridor (NBCC) which is one of the city's premier growth areas. Located along both the east and west sides of Interstate 17, the North Black Canyon Corridor stretches from Happy Valley Road to the northern city limits. The North Black Canyon Corridor Plan is applicable to this area. The proposal is consistent with the intent of the following goals:
 - *Goal 2: Achieve a balance between employment and housing.*
The requested rezoning enhances the mixture of uses within the area by creating an opportunity for a development that could include retail, employment and housing. The parcel is located within the North Gateway

Village Core, which is envisioned as a high-density, mixed-use urban environment.

- *Goal 4: Preserve North Sonoran Desert amenities and use these features to define community form and identity.*

Through the proposed stipulations, the Skunk Creek Wash area will be transformed to an active amenity area for the village.

11. The subject sites are located within the North Black Canyon Overlay District (NBCOD). This overlay implements the designs and concepts set forth in the North Black Canyon Corridor Plan. This overlay implements the designs and concepts set forth in the North Black Canyon Corridor Plan. The NBCOD promotes development that is compatible with the desert environment. In addition to stipulations that further the vision of the North Gateway Village Core Plan, stipulations that ensure compatible development with the surrounding desert have also been recommended. Stipulation Nos. 13 to 15 on the northern parcel address building material colors, shape of retention basins and reflectivity of window glazing and Stipulation Nos. 1, 10 and 11 on the southern parcel.
12. As part of the Reimagine Phoenix Initiative, the City of Phoenix is committed to increasing the waste diversion rate to 40 percent by 2020 and to better manage its solid waste resources. Section 716 of the Phoenix Zoning Ordinance establishes standards to encourage the provision of recycling containers for multifamily, commercial, industrial, and mixed-use developments meeting certain criteria. The provision of recycling containers was not addressed in the applicant's submittals.
13. The Tree and Shade Master Plan has a goal of treating the urban forest as infrastructure to ensure that trees are an integral part of the city's planning and development process. To contribute to future improvements of this site and the urban forest infrastructure staff is requesting that a minimum of 50 percent of the pedestrian circulation be shaded by either structures or landscaping. This is address in Stipulation No. 9 on the northern parcel and Stipulation No. 5 on the southern parcel.
14. In 2014, the City of Phoenix City Council adopted the Complete Streets Guiding Principles. The principles are intended to promote improvements that provide an accessible, safe, connected transportation system to include all modes, such as bicycles, pedestrians, transit, and vehicles. To this end, staff is recommending a stipulation regarding detached sidewalks along all streets. This can be found in Stipulation No. 3 on the northern parcel and southern Parcel.

COMMUNITY INPUT SUMMARY

15. At the time the staff report was written, staff has not received any community correspondence.

INTERDEPARTMENTAL COMMENTS

16. The Water Services Department indicates there is no immediate water and sewer access and the project would have to make extensions to connect to services.
17. The Parks and Recreation Department are requesting a 10-foot-wide multi use trail to be constructed within a 30-foot easement along the southside of Dove Valley Road and a 10-foot-wide shared use path within a public trail/sidewalk easement along the east side Skunk Creek Wash. This is addressed in Stipulation Nos. 20 and 21 for the northern parcel and Stipulation No. 13 on the southern parcel.
18. The Street Transportation Department had several recommendations for the both properties. A Traffic Impact Study will be required for both parcels. Street's recommendations can be found in Stipulation Nos. 20-29 on the northern parcel and Stipulation Nos. 14-19 on the southern parcel.
19. The Fire Department does not anticipate any problems with this rezoning application. It was noted that the site and/or buildings shall comply with the Phoenix Fire Code.
20. No known archaeological work is necessary for this project. In the event archaeological materials are encountered during construction, all ground disturbing activities must cease within 33-feet of the discovery and the City of Phoenix Archaeology Office must be notified immediately and allowed time to properly assess the materials. This is addressed in Stipulation No. 30 on the northern parcel and Stipulation No. 20 on the southern parcel.
21. The Public Transit and Aviation Departments had no comments regarding the request.
22. The Floodplain Management group has been determined that this parcel is in a Special Flood Hazard Area (SFHA) called Zone AE with a floodway, on panels 0845 L & 0865 L of the Flood Insurance Rate Maps (FIRM) dated November 10, 2017. The Architect/Engineer is required to show the floodplain boundary limits on the Grading and Drainage plan and ensure that impacts to the proposed facilities have been considered, following the National Flood Insurance Program (NFIP) Regulations (44 CFR Paragraph 60.3). This includes, but not limited to provisions in the latest versions of the Floodplain

Ordinance of the Phoenix City Code. A copy of the Grading and Drainage Plan needs to be submitted to the Floodplain Management section of Public Works Department for review and approval of Floodplain requirements. FEMA approved CLOMR-F or CLOMR is required prior to issuance of a Grading and Drainage permit.

OTHER

23. Development and use of the site is subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements. Other formal actions such as, but not limited to, zoning adjustments and abandonments, may be required.

Findings

1. The request is consistent with the General Plan Land Use Map designation of Mixed- Use (Commercial/Commerce Park) and Preserves/Floodplain.
2. As stipulated, the C-2 M-R NBCOD zoning district will allow development that is consistent in scale and character with the vision of the North Gateway Village Core Plan

Stipulations

Northern 16.50 acres:

1. The development shall provide a courtyard amenity area adjacent to Skunk Creek Wash and ties into the trail along the wash that provides pedestrian amenities such as: benches, tables, water features, etc., as approved by the Planning and Development Department.
2. Maximum building height shall be limited to 60 feet. If the following occurs, prior to preliminary site plan approval, the maximum building height permitted shall be a maximum of 120 feet:
 - A. A water report is submitted to and approved by the Water Services Department which demonstrates that sufficient water capacity exists or is being provided by the developer of this parcel;
 - B. A wastewater report is submitted to and approved by the Water Services Department which demonstrates that sufficient wastewater capacity exists or is being provided by the developer of this parcel;

- C. A traffic study is submitted to and approved by the Street Transportation Department which demonstrates that street improvements (existing and/or proposed) are sufficient to serve the site.
 - D. A multi-modal (pedestrians, bicyclists, motorists, etc.) circulation plan is submitted and approved by the Street Transportation and Planning and Development departments that illustrates how the project and its corresponding infrastructure improvements will facilitate multi-modal connectivity within the site and to the site's surrounding streets and amenities as envisioned in the North Gateway Village Core Plan.
3. All sidewalks along streets shall be detached with a minimum five-foot-wide landscaped strip located between the sidewalk and back of curb and shall include minimum two inch caliper shade trees planted a minimum of 20 feet on center or equivalent groupings along both sides of the sidewalk, as approved by the Planning and Development Department.
 4. Courtyard amenity areas and buildings adjacent to Skunk Creek Wash shall be oriented to promote pedestrian activity by providing outdoor amenity areas, outdoor seating and architectural interest, as approved by the Planning and Development Department.
 5. All building facades shall contain architectural embellishments and detailing such as textural changes, pilasters, offsets, recesses, window fenestration, shadow boxes and overhead/canopies at least every 50 linear feet, as approved by the Planning and Development Department.
 6. A minimum of 30% of the ground floor of the building facades oriented towards Skunk Creek Wash shall be glass windows or glass doors, as approved by the Planning and Development Department.
 7. Drive- through restaurant pick-up windows shall be architecturally integrated in proportion, color, material and texture to the building it serves by providing awnings or architecturally integrated structures for weather protection, as approved by the Planning and Development Department.
 8. Drive-through restaurant facilities shall provide a minimum of 250 square feet of outdoor seating areas, as approved by the Planning and Development Department.

9. A minimum of 50% of the pedestrian pathways shall be shaded by a structure, landscaping or a combination of the two, as approved by the Planning and Development Department.
10. A minimum of two inverted-U bicycle racks (4 spaces) shall be provided for each building on site, located near building entries, and installed per the requirements of Section 1307.H. of the Phoenix Zoning Ordinance, as approved by the Planning and Development Department.
11. A minimum of 50% of the edge of the development adjacent to Skunk Creek Wash shall have an open edge treatment. The remainder of the edge may have full view fencing. If full view fencing is utilized, it shall be staggered a minimum of 5 feet every 100 linear feet, as approved by the Planning and Development Department.
12. All pedestrian pathways, including those that intersect vehicular traffic lanes, shall be constructed with decorative pavers, stamped or colored concrete, or another material other than those used to pave the parking surfaces and drive aisles, as approved by the Planning and Development Department.
13. All surface retention areas shall be natural and organic in shape, as approved by the Planning and Development Department.
14. The color and material palette for buildings shall be determined at site plan review and shall comply with the North Black Canyon Overlay District, with specific regard to colors being muted and blend with, rather than contrast strongly, with the surrounding desert environment, as approved by the Planning and Development Department.
15. The glazing on all building windows shall have a maximum reflectivity of 20%, as approved by the Planning and Development Department.
16. All service areas must be screened to conceal trash containers, recycling containers, loading docks, transformers, backflow preventers and other mechanical and or electrical equipment from eye level adjacent to all public streets and private drives, as approved by the Planning and Development Department.
17. A minimum landscape setback of 30 feet shall be provided along Dove Valley Road, as approved by the Planning and Development Department.
18. All buildings adjacent to Skunk Creek Wash shall be constructed within 30 to 100 feet from the FH zoning district boundary on the west, notwithstanding some building corners may encroach closer in areas where the wash bends through

the site, as approved by the Planning and Development Department. Shared use paths, public amenities and outdoor seating (including attached covered patios and incidental fencing) may encroach closer to the FH zoning district.

19. Surface parking along Skunk Creek Wash shall be located no closer than a building façade, or alternatively surface parking may be located a minimum of 30 feet from the FH zoning boundary to the west but for no more than 25% of the Skunk Creek Wash frontage, as approved by the Planning and Development Department.
20. A minimum 10-foot public multi-use trail (MUT) shall be constructed within a 30-foot easement (MUTE) along the south side of Dove Valley Road as indicated in Section 429 of the City of Phoenix MAG Supplement, as approved by the Parks and Recreation Department.
21. A minimum 10-foot shared use path (SUP) shall be constructed within a 20-foot wide public trail/sidewalk easement (SUPE) along the east side of Skunk Creek Wash as indicated in Section 429 of the City of Phoenix MAG Supplement, as approved by the Parks and Recreation Department.
22. A Traffic Impact Study shall be submitted to the City for this development, as approved by the Planning and Development Department. The conclusions of the study will be used to determine the required right-of-way dedications and roadway improvements to be provided by the developer. No preliminary approval of plans shall be granted until the study is reviewed and approved by the City.
23. The developer shall be responsible for the construction of all applicable drainage and roadway infrastructure for Dove Valley Road in relation to Skunk Creek Wash as approved by the Street Transportation, Planning and Development and Public Works Departments.
24. Right-of-way totaling 70-feet shall be dedicated for the south half of Dove Valley Road and all associated public easements as outlined with the approved Traffic Impact Study and as approved by the Planning and Development Department.
25. The developer shall construct the southern half of Dove Valley Road and western half 29th Avenue with applicable pavement tapers and ADA accessibility standards, as per the City approved street classification map.
26. There shall be a 25-foot by 25-foot right-of-way triangle dedicated at the southwest corner of 29th Avenue and Dove Valley Road, as approved by the Planning and Development Department.

27. The developer will be responsible for the funding and/or construction of the traffic signal improvements for the intersection of 29th Avenue and Dove Valley Road, as per the approved Traffic Impact Study and as approved by the Planning and Development Department.
28. Right-of-way totaling 40-foot right-of-way shall be dedicated with a minimum 26-foot pavement section for the west half of 29th Avenue along the entirety of the parcel, as approved by the Planning and Development Department
29. A Developer Project Information Form for the MAG Transportation Improvement Program shall be completed and submitted to the Street Transportation Department prior to preliminary site plan approval.
30. The developer shall construct all streets within and half of the rights-of-way (29th Avenue and Dove Valley Road) 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.
31. 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.

Southern 28.61 acres:

1. Conceptual site plan and elevations shall be reviewed and approved by the Planning Hearing Officer through the public hearing process prior to preliminary site plan approval for conceptual review of the applicable provisions of the goals and policies of the North Gateway Village Core Plan, which shall include:
 - a. Promoting the overall pedestrian circulation within the North Gateway Village Core through wide sidewalks, detached sidewalks and overall connectivity.
 - b. Ensure amenity areas are provided adjacent to Skunk Creek Wash.
 - c. Ensure all building facades contain architectural embellishments and detailing such as textural changes, pilasters, offsets, recesses, window fenestration, shadow boxes and overhead/canopies at least every 50-feet.
 - d. Ensure all paint colors and building materials are in compliance with the North Black Canyon Overlay District with specific regard to colors

being muted and blend with, rather than contrast strongly, with the surrounding desert environment.

- e. Ensure buildings adjacent to Skunk Creek Wash are oriented to promote pedestrian activity through outdoor amenity areas, outdoor seating.
2. Maximum building height shall be limited to 60 feet. If the following occurs, prior to preliminary site plan approval, the maximum building height permitted shall be a maximum of 120 feet:
 - A. A water report is submitted to and approved by the Water Services Department which demonstrates that sufficient water capacity exists or is being provided by the developer of this parcel;
 - B. A wastewater report is submitted to and approved by the Water Services Department which demonstrates that sufficient wastewater capacity exists or is being provided by the developer of this parcel;
 - C. A traffic study is submitted to and approved by the Street Transportation Department which demonstrates that street improvements (existing and/or proposed) are sufficient to serve the site.
 - D. A multi-modal (pedestrians, bicyclists, motorists, etc.) circulation plan is submitted and approved by the Street Transportation and Planning and Development departments that illustrates how the project and its corresponding infrastructure improvements will facilitate multi-modal connectivity within the site and to the site's surrounding streets and amenities as envisioned in the North Gateway Village Core Plan.
 3. All sidewalks along streets shall be detached with a minimum five-foot wide landscaped strip located between the sidewalk and back of curb, and shall include minimum two-inch caliper shade trees planted a minimum of 20 feet on center or equivalent groupings along both sides of the sidewalk, as approved by the Planning and Development Department.
 4. All building facades shall contain architectural embellishments and detailing such as textural changes, pilasters, offsets, recesses, window

fenestration, shadow boxes and overhead/canopies at least every 50 linear feet, as approved by the Planning and Development Department.

5. A minimum of 50% of the pedestrian pathways shall be shaded by a structure, landscaping or a combination of the two, as approved by the Planning and Development Department.
6. A minimum of 50% of the edge of the development adjacent to Skunk Creek wash shall have an open edge treatment. The remainder of the edge may have full view fencing, as approved by the Planning and Development Department. If full view fencing is utilized, it shall be staggered a minimum of 5 feet every 100 linear feet.
7. Surface parking along Skunk Creek Wash shall be located no closer than a building façade, or alternatively surface parking may be located a minimum of 30 feet from the FH zoning boundary to the west but for no more than 25% of the Skunk Creek Wash frontage, as approved by the Planning and Development Department.
8. All buildings adjacent to Skunk Creek Wash shall be constructed within 30 to 100 feet of the FH zoning district boundary on the west, notwithstanding some building corners may encroach closer in areas where the wash bends through the site, as approved by the Planning and Development Department. Shared use paths, public amenities and outdoor seating (including attached covered patios and incidental fencing) may encroach closer to the FH zoning district.
9. All pedestrian pathways, including those that intersect vehicular traffic lanes, shall be constructed with decorative pavers, stamped or colored concrete, or another material other than those used to pave the parking surfaces and drive aisles, as approved by the Planning and Development Department.
10. All surface retention areas shall be natural and organic in shape, as approved by the Planning and Development Department.
11. The glazing on all building windows shall have a maximum reflectivity of 20%, as approved by the Planning and Development Department.
12. All service areas must be screened to conceal trash containers, recycling containers, loading docks, transformers, backflow preventers and other mechanical and or electrical equipment from eye level adjacent to all public streets and private drives, as approved by the Planning and Development Department.

13. A minimum 10- foot shared use path (SUP) shall be constructed within a 20-foot wide public trail/sidewalk easement (SUPE) along the east side of Skunk Creek Wash as indicated in Section 429 of the City of Phoenix MAG Supplement, as approved by the Parks and Recreation Department.
14. A Traffic Impact Study shall be submitted to the City for this development, as approved by the Planning and Development Department. The conclusions of the study will be used to determine the required right-of-way dedications and roadway improvements to be provided by the developer. No preliminary approval of plans shall be granted until the study is reviewed and approved by the City.
15. Right-of-way totaling 40 feet shall be dedicated with a minimum 26-foot pavement section for the west half of 29th Avenue along the entire east side of the parcel, as approved by the Planning and Development Department
16. The developer shall provide for public street access to an existing public street, as approved by the Planning and Development Department; Proposed residential or multifamily uses shall provide for public street access to two separate public streets.
17. The development shall be designed to incorporate the established future collector street alignments of 29th Avenue and Bronco Butte Trail as approved by the Street Transportation Department and the Planning and Development Department.
18. A Developer Project Information Form for the MAG Transportation Improvement Program shall be completed and submitted to the Street Transportation Department prior to preliminary site plan approval, as approved by the Planning and Development Department.
19. 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.
20. 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.

Staff Report: Z-83-18-2
April 2, 2019
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Writer

Kaelee Wilson
April 2, 2019

Team Leader

Samantha Keating

Exhibits

Zoning sketch
Aerial