



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

***REVISED**
Staff Report Z-104-J-75-3
(Northgate PCD)
September 12, 2023

<u>Deer Valley Village Planning Committee</u>	September 14, 2023
Meeting Date:	
<u>Planning Commission</u> Hearing Date:	November 2, 2023
Request From:	<u>PCD</u> (Approved <u>A-1 PCD</u>) (Planned Community District, Approved Light Industrial District, Planned Community District) (14.35 acres) and <u>PCD</u> (Approved <u>CP/GCP PCD</u>) (Planned Community District, Approved Commerce Park District/General Commerce Park Option, Planned Community District) (7.22 acres)
Request To:	<u>C-2</u> HGT/WVR DNS/WVR <u>PCD</u> (Intermediate Commercial, Height Waiver, Density Waiver, Planned Community District) (21.57 acres)
Proposal:	Multifamily residential
Location:	Northwest corner of 19th Avenue and Grandview Road
Owner:	Sunbelt Land Holdings, LP
Applicant:	Andy Jochums, Beus Gilbert McGroder, PLLC
Representative:	Jeffrey Blilie, Beus Gilbert McGroder, PLLC
Staff Recommendation:	Approval, subject to stipulations

<u>General Plan Conformity</u>			
<u>General Plan Land Use Map Designation</u>		Mixed Use (Commercial / Industrial)	
<u>Street Map Classification</u>	19th Avenue	Major Arterial	55 to 63-foot west half street

<u>Street Map Classification</u>	Phelps Road	Local Street	28.58-foot south half street
	20th Avenue	Local Street	28.58-foot east half street
	Grandview Road	Collector Street	33.58 to 50-foot north half street

CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS CORE VALUE; CLEAN NEIGHBORHOODS; LAND USE PRINCIPLE: Facilitate the acquisition of vacant, underutilized and blighted parcels for appropriate redevelopment, compatible with the adjacent neighborhood character and adopted area plans.

The subject site is currently vacant and the proposed residential development, as stipulated, is compatible with the existing neighborhood character.

CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS CORE VALUE; CERTAINTY & CHARACTER; DESIGN PRINCIPLE: Enhance the compatibility of residential infill projects by carefully designing the edges of the development to be sensitive to adjacent existing housing. Create landscape buffers and other amenities to link new and existing development.

The proposal is designed to be sensitive to the existing single-family residences to the south and as stipulated, will provide enhanced buffering along the street frontages of 19th Avenue, Grandview Road, 20th Avenue and Phelps Road.

BUILD THE SUSTAINABLE DESERT CITY CORE VALUE; TREES AND SHADE; DESIGN PRINCIPLE: Integrate trees and shade into the design of new development and redevelopment projects throughout Phoenix.

The proposal, as stipulated, provides enhanced levels of trees and shade which will reduce the urban heat island effect while also improving thermal comfort to site users and the surrounding neighborhood.

Applicable Plans, Overlays, and Initiatives
<u>Housing Phoenix Plan</u> – See Background Item No. 6.
<u>Tree and Shade Master Plan</u> – See Background Item No. 7.
<u>Complete Streets Guiding Principles</u> – See Background Item No. 8.
<u>Comprehensive Bicycle Master Plan</u> – See Background Item No. 9.
<u>Zero Waste PHX</u> – See Background Item No. 10.
<u>Transportation Electrification Action Plan</u> – See Background Item No. 11.
<u>Community Safety Plan (CSP) Areas</u> – See Background Item No. 12.
<u>Monarch Butterfly Pledge</u> – See Background Item No. 13.

Surrounding Land Uses/Zoning		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Vacant	PCD (Approved A-1 PCD) and PCD (Approved CP/GCP PCD)
North (across Phelps Road)	Vacant	PCD (Approved A-1 PCD)
South (across Grandview Road)	Single-family residences	R-2 PCD
East (across 19th Avenue)	Horse racetrack and ancillary uses	S-1 SP (Approved C-2 SP or CP/BP)
West (across 20th Avenue)	Office/Warehouse and vacant	PCD (Approved A-1 PCD) and PCD (Approved CP/GCP PCD)

C-2 HGT/WVR DNS/WVR (Stipulated to R-3A – Multifamily Residence District Development Standards – Planned Residential Development Option)		
<u>Standards</u>	<u>Requirements</u>	<u>Provisions on the Proposed Site Plan</u>
Gross Acreage	-	21.57 acres
Total Number of Units	498, up to 569 with bonus	363 (Met)

Maximum Density (dwelling units/acre)	23.1, 26.4 with bonus	16.83 (Met)
Maximum Building Height	3 stories or 40 feet for first 150 feet; 1 feet in 5 feet increase to 48 feet, 4-story maximum	2-story (28 feet) (Met) and 3-story (39 feet, 6 inches) (Met)
Maximum Lot Coverage	45%	Not provided
<i>Minimum Building Setbacks</i>		
North (Adjacent to Phelps Road)	20 feet	20 feet (Met)
East (Adjacent to 19th Avenue)	20 feet	25 feet (Met)
West (Adjacent to 20th Avenue)	20 feet	20 feet (Met)
South (Adjacent to Grandview Road)	20 feet	30 feet (Met)
<i>Minimum Landscape Setbacks</i>		
North	20 feet	Not provided
East	20 feet	Not provided
West	20 feet	Not provided
South	20 feet	Not provided
Minimum Open space	5%	11% (Met)
Minimum Amenities	Two	Dog park, zen garden, tot lot, pool and ramada (Met)
Minimum Parking	564 spaces	640 spaces (Met)

**Variance or site plan modification required*

Background/Issues/Analysis

SUBJECT SITE

1. This request is to rezone 21.57 acres at the northwest corner of 19th Avenue and Grandview Road from 14.35 acres of PCD (Approved A-1 PCD) (Planned Community District, Approved Light Industrial District, Planned Community District) and 7.22 acres of PCD (Approved CP/GCP PCD) (Planned Community District, Approved Commerce Park District/General Commerce Park Option, Planned Community District) to C-2 HGT/WVR DNS/WVR PCD (Intermediate Commercial, Height Waiver, Density Waiver, Planned Community District) to allow multifamily residential.

The subject site is within the Northgate Planned Community District (PCD), an approximately 300-acre master planned community, initially approved by City Council on January 11, 1975, via Rezoning Case No. Z-104-75. The PCD originally covered a

land area of 261.8 acres from the I-17 Interstate to 19th Avenue and Bell Road to the Paradise Lane alignment. Several PCD amendments have been completed over the years which increased the total land area of the PCD. Amendment I (Rezoning Case No. Z-104-I-75) rezoned a portion of the PCD, which included the subject site, to A-1 PCD (Light Industrial District, Planned Community District) along the north portion and CP/GCP PCD along the south portion. The approved zoning for the site has not been adopted since a final site plan for development on the site was never approved.

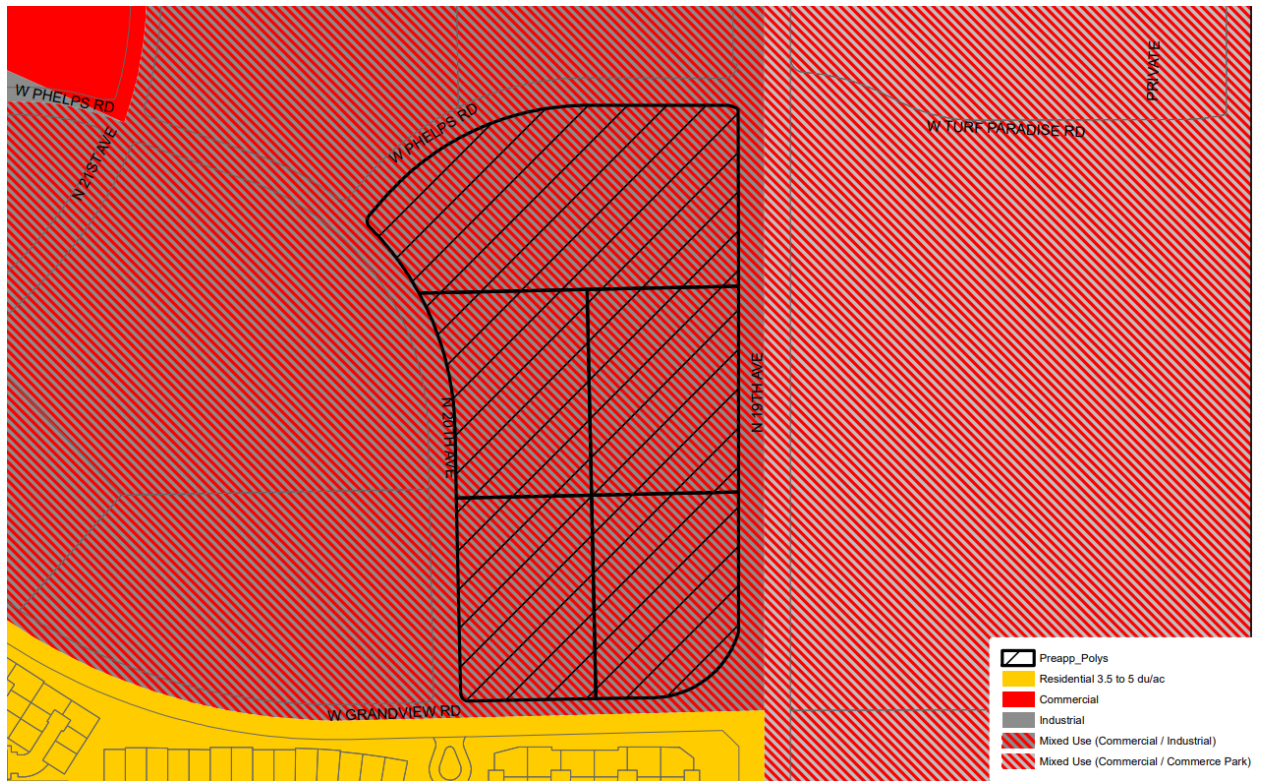
GENERAL PLAN LAND USE MAP DESIGNATION

2. The General Plan Land Use Map designation for the site is Mixed Use (Commercial / Industrial). This land use category accommodates industrial, office, retail, service and multifamily residential at varying levels of scales and intensity of uses. The proposal for C-2 HGT/WVR DNS/WVR PCD zoning is consistent with the General Plan Land Use Map designation.

The General Plan Land Use Map designations to the west and north of the subject site are also designated as Mixed Use (Commercial / Industrial).

The General Plan Land Use Map designation to the east of the subject site is designated as Mixed Use (Commercial / Commerce / Business Park).

The General Plan Land Use Map Designation to the south of the site is designated as Residential 3.5 to 5 dwelling units per acre.



General Plan Land Use Map

Source: Planning and Development Department

SURROUNDING LAND USES AND ZONING

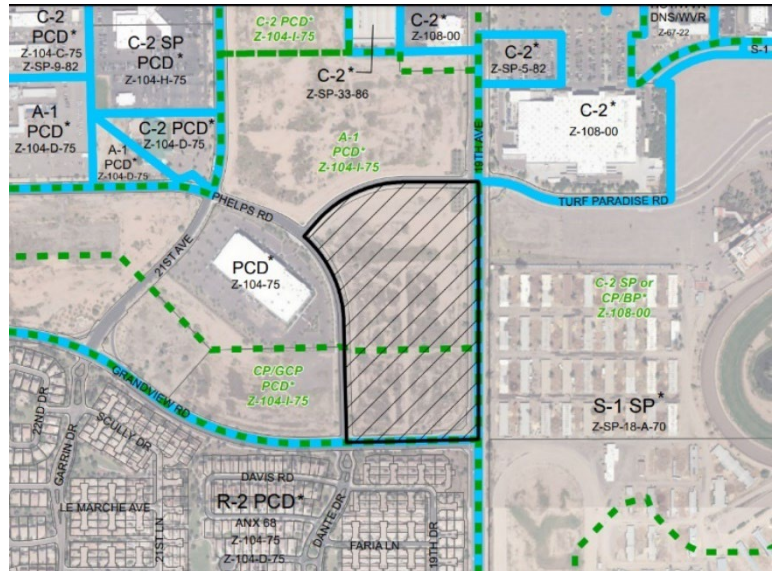
3. The subject site is currently vacant and zoned PCD (Approved A-1 PCD) (Planned Community District, Approved Light Industrial District, Planned Community District) (14.35 acres) and PCD (Approved CP/GCP PCD) (Planned Community District, Approved Commerce Park District/General Commerce Park Option, Planned Community District) (7.22 acres).

To the north of the subject site, across Phelps Road, is vacant land zoned PCD (Approved A-1 PCD) (Planned Community District, Approved Light Industrial District, Planned Community District).

To the south of the subject site, across Grandview Road, are single-family residences zoned R-2 PCD (Multifamily Residence District, Planned Community District).

To the east of the subject site, across 19th Avenue, is a horse racetrack and ancillary uses zoned S-1 SP (Approved C-2 SP or CP/BP) (Ranch or Farm Residence, Special Permit, Approved Intermediate Commercial, Special Permit or Commerce Park District/Business Park Option).

To the west of the subject site, across 20th Avenue, is an office/warehouse building and vacant land zoned PCD (Approved A-1 PCD) (Planned Community District, Approved Light Industrial District, Planned Community District) and PCD (Approved CP/GCP PCD) (Planned Community District, Approved Commerce Park District/General Commerce Park Option, Planned Community District).



Zoning Sketch Map

Source: Planning and Development Department

PROPOSAL

4. Site Plan

The conceptual site plan, attached as an exhibit, proposes 363 multifamily residences distributed throughout the site in 18 buildings. It also contains a clubhouse/leasing office with a rooftop deck, fitness center, and a central amenity area with a pool and ramada. The main vehicular entry and access to the site is proposed along 19th Avenue. Another vehicular access is proposed along Phelps Road with a gate and an exit with emergency access only proposed along 20th Avenue. Refuse bins are proposed to be distributed throughout the site. Pedestrian walkways are proposed throughout the site to connect to all buildings and sidewalks within and around the site.

In order to set the maximum density allowed and development standards, staff recommends that the development conform to the R-3A Planned Residential Development (PRD) option development standards. This is addressed in Stipulation No. 1.

In order to provide enhanced landscaping, staff recommends the following:

- An average 25-foot landscape setback along 19th Avenue.
- Landscape setbacks planted with minimum two inch caliper drought-tolerant shade trees planted 20 feet on center or in equivalent groupings with five 5-gallon shrubs per tree.

- A minimum of 10 percent of surface parking lot areas to be landscaped with minimum two inch caliper large canopy drought-tolerant shade trees and dispersed throughout the parking area.

This is addressed in Stipulation Nos. 2, 3 and 5.

To maximize pedestrian visibility and safety, staff recommends that where pedestrian walkways cross a vehicular path, the pathway be constructed of alternative materials or other pavement treatments that visually contrast parking and drive aisle surfaces. This is addressed in Stipulation No. 4.

To maximize pedestrian comfort and encourage walking, staff recommends that pedestrian pathways, including sidewalks, be shaded by a structure, landscaping at maturity, or a combination of the two to achieve a minimum of 75 percent shade. This is addressed in Stipulation No. 6.

5. **Elevations**

The building elevations, attached as an exhibit, depict two-story buildings with a height of 25 feet and 6 inches and three-story buildings with a maximum height of 35 feet and 9 inches. Specific colors and materials are not identified on the elevations that were submitted.

PLANS, OVERLAYS, AND INITIATIVES

6. **Housing Phoenix Plan**

In June 2020, the Phoenix City Council approved the Housing Phoenix Plan. This Plan contains policy initiatives for the development and preservation of housing with a vision of creating a stronger and more vibrant Phoenix through increased housing options for residents at all income levels and family sizes. Phoenix's rapid population growth and housing underproduction has led to a need for over 163,000 new housing units. Current shortages of housing supply relative to demand are a primary reason why housing costs are increasing. The proposed development supports the Plan's goal of preserving or creating 50,000 housing units by 2030 by contributing to a variety housing types that will address the supply shortage while using vacant or underutilized land in a more sustainable fashion.

7. **Tree and Shade Master Plan**

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. By investing in trees and the urban forest, the city can reduce its carbon footprint, decrease energy costs, reduce storm water runoff, increase biodiversity, address the urban heat island effect, clean the air, and increase property values. In addition, trees can help to create walkable streets and vibrant pedestrian places. Staff is recommending robust tree planting standards, with larger caliper trees in the landscape setbacks, detached sidewalks separated by a landscape strip planted

with drought-tolerant shade trees, bicycle infrastructure and pedestrian pathways shaded to a minimum of 75 percent, and drought-tolerant shade trees dispersed throughout the surface parking lot to achieve shade. These are addressed in Stipulation Nos. 3, 5, 6, and 15 through 18.

8. **Complete Streets Guiding Principles**

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. Staff is recommending detached sidewalks separated by a landscape strip located between the back of curb and sidewalk, planted with enhanced landscaping. This is addressed in Stipulation Nos. 15 through 18.

9. **Comprehensive Bicycle Master Plan**

The City of Phoenix adopted the Comprehensive Bicycle Master Plan in 2014 to guide the development of its Bikeway System and supportive infrastructure. The Comprehensive Bicycle Master Plan supports options for both short- and long-term bicycle parking as a means of promoting bicyclist traffic to a variety of destinations. As stipulated, the development will provide secured bicycle parking at a rate of 0.25 spaces per dwelling unit, guest bicycle parking at a rate of 0.05 spaces per dwelling unit, and a bicycle repair station. This is addressed in Stipulation No. 8.

10. **Zero Waste PHX**

The City of Phoenix is committed to its waste diversion efforts and has set a goal to become a zero-waste city, as part of the city's overall 2050 Environmental Sustainability Goals. One of the ways Phoenix can achieve this is to improve and expand its recycling and other waste diversion programs. Section 716 of the Phoenix Zoning Ordinance establishes standards to encourage the provision of recycling containers for multifamily, commercial and mixed-use developments meeting certain criteria. The applicant's submittal materials indicated that recycling will be offered to all residents with bulk recycling containers provided on site.

11. **Transportation Electrification Action Plan**

In June 2022, the Phoenix City Council approved the Transportation Electrification Action Plan. The current market desire for the electrification of transportation is both a national and global phenomenon, fueled by a desire for better air quality, a reduction in carbon emissions, and a reduction in vehicle operating and maintenance costs. Businesses, governments and the public are signaling strong future demand for electric vehicles (EVs), and many automobile manufacturers have declared plans for a transition to fully electric offerings within the coming decade. This Plan contains policy initiatives to prepare the City for a future filled with more EVs, charging infrastructure and e-mobility equity, and outlines a roadmap for a five-step plan to prepare for the EV infrastructure needs of 280,000 EVs in Phoenix by 2030. One goal of the Plan to accelerate public adoption of electric vehicles through workplace, business, and

multifamily charging infrastructure recommends a standard stipulation for rezoning cases to provide EV charging infrastructure. Staff recommends that a minimum of two percent of the required parking spaces include EV Installed infrastructure and a minimum of eight percent of the required parking spaces include EV Capable infrastructure. This is addressed in Stipulation No. 7 and 8.d.

12. **Community Safety Plan (CSP) Areas**

In 2022, the City Council approved two pilot projects to address community safety through a multidepartment, collaborative manner leveraging technology as well as community-based resources. The Neighborhood Services, Police, Street Transportation, and Parks and Recreation departments, along with the Office of Homeless Solutions, Public Health Adviser, and Prosecutor's Office, are working together to improve the safety and quality of life along 19th Avenue, 27th Avenue, Hatcher Road, and the I-17 freeway. To support these efforts, the Planning and Development Department promotes Crime Prevention Through Environmental Design (CPTED) principles to enhance neighborhood safety in these Community Safety Plan areas. The subject site is located adjacent to a Community Safety Plan (CSP) area; thus, staff recommends the following stipulations:

- Stipulation No. 10 requires the landscape setbacks to be planted with drought-tolerant shrubs, accents and vegetative groundcovers with a maximum mature height of two feet to achieve a minimum of 75 percent live coverage at maturity.
- Stipulation No. 11 requires any walls provided along the perimeter of the site to be a minimum of 50 percent open view fencing.
- Stipulation No. 12 requires ground floor blank walls visible from the public sidewalk to not exceed 20 linear feet without being interrupted by a window, or variation in building treatment or design.
- Stipulation No. 13 requires site lighting to be provided at building entrances/exits and in public assembly and parking areas.
- Stipulation No. 14 requires pedestrian pathways to be lighted by lighting fixtures with a maximum height of 15 feet to provide a minimum of one foot candle illumination maintained throughout the pathway and to be uniform lighting along the entire pathway to avoid bright high glare areas and low visibility dark areas.

13. **Monarch Butterfly Pledge**

In April 2021, Mayor Kate Gallego signed the National Wildlife Federation's Mayor's Monarch Pledge. This pledge commits the city to take action to support the monarch butterfly population. In the United States, loss of milkweed habitat is a major factor in the decline of the monarchs. Arizona has at least 29 species of milkweed native to the state. Adult monarchs feed on the nectar of many flowers, but they breed only where milkweeds are found. To support the monarch butterfly population, Stipulation No. 9 addresses the planting of milkweed shrubs, or other native nectar plant species, on the subject site.

COMMUNITY INPUT SUMMARY

14. At the time this staff report was written, staff received one letter of opposition. Stated concerns included traffic, safety, water, pollution, crime, privacy, and sustainability.

INTERDEPARTMENTAL COMMENTS

15. **Aviation Department**

The Aviation Department requested the airport disclosure stipulation. This is addressed in Stipulation No. 29.

16. **Water Services Department**

The City of Phoenix Water Services Department has noted the property has existing water and sewer mains that can potentially serve the proposed development; however, water capacity is a dynamic condition that can change over time due to a variety of factors.

17. **Fire Prevention Section**

The Fire Prevention Section commented that the site and buildings shall comply with the Phoenix Fire Code and that the site will require a water supply flow. The Fire Prevention Section notified that fire sprinkler coverage is a common issue on these types of projects and that contractors frequently miss the Phoenix amendments to the International Fire Code. The Fire Prevention Section provided references to the Phoenix Fire Code to be aware of for fire sprinkler coverage, the clubhouse/leasing building rooftop amenity deck, and required permits.

18. **Public Transit Department**

The Public Transit Department commented that Stipulation 13 of the most recent amendment to the original PCD rezoning case (Z-104-I-75-3) is the only relevant stipulation for the Public Transit Department, which has already been met with the currently constructed bus stop on southbound 19th Avenue and Phelps Road.

19. **Street Transportation Department**

The Street Transportation Department requested the following:

- A minimum six-foot-wide detached sidewalk separated by a minimum 10-foot-wide landscape strip located between the back of curb and sidewalk be constructed on the west side of 19th Avenue, adjacent to the development.
- A minimum five-foot-wide detached sidewalk separated by a minimum five-foot-wide landscape strip located between curb and sidewalk shall be constructed on the north side of Grandview Road, adjacent to the development.
- A minimum five-foot-wide detached sidewalk separated by a minimum five-foot-wide landscape strip located between curb and sidewalk shall be constructed on the south side of Phelps Road, adjacent to the development.

- A minimum five-foot-wide detached sidewalk separated by a minimum five-foot-wide landscape strip located between the back of curb and sidewalk shall be constructed on the east side of 20th Avenue, adjacent to the development.
- Sidewalk and landscaping improvements within the business park, not adjacent to the development, shall be constructed as approved by the Bell 17 Business Park TIA and Master Phasing Plan.
- A minimum 40-feet of right-of-way shall be dedicated for the north side of Grandview Road from 19th Avenue to 23rd Avenue.
- The intersection at 21st Avenue and Grandview Avenue shall be reconstructed to remove the splitter islands.
- A traffic signal shall be fully funded and installed at the intersection for 19th Avenue and Grandview Street.
- The intersection at 19th Avenue and Grandview Avenue shall be reconstructed, including removal of the splitter island.
- The existing traffic signal at the Phelps Road and 19th Avenue intersection shall be fully funded and reconstructed to meet City of Phoenix standards.
- A traffic signal shall be fully funded and installed at the intersection 21st Avenue and Bell Road and all associated improvements to the western 21st Ave and Bell traffic signal. The intersection shall be reconstructed to meet City of Phoenix standards.
- An enhanced pedestrian connection shall be provided on the eastern site boundary to allow for direct pedestrian access to the adjacent transit stop.
- Replace unused driveways with sidewalk and curb and gutter. Also, replace any broken or out-of-grade curb, gutter, sidewalk, curb ramps on all streets and upgrade all off-site improvements to be in compliance with current ADA guidelines.
- All streets be constructed with all required elements and to ADA requirements.

These are addressed in Stipulation Nos. 15 through 28.

OTHER

20. The site has not been identified as being archaeologically sensitive. However, 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.
21. Staff has not received a completed form for the Waiver of Claims for Diminution in Value of Property under Proposition 207 (A.R.S. 12-1131 et seq.), as required by the rezoning application process. Therefore, a stipulation has been added to require the form be completed and submitted prior to preliminary site plan approval. This is addressed in Stipulation No. 31.

22. 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 proposal is consistent with the General Plan Land Use Map designation and with several General Plan principles.
2. The proposal will develop an underutilized property and provide a high quality multifamily residential development which will help alleviate the housing shortage in Phoenix.
3. This proposal, as stipulated, provides enhanced setbacks and landscape areas to be sensitive to the surrounding single-family residences

Stipulations

1. The development shall conform to the R-3A PRD option development standards.
2. An average 25-foot landscape setback shall be provided along 19th Avenue, as approved by the Planning and Development Department.
3. Required landscape setbacks shall be planted with minimum 2-inch caliper, large canopy, drought-tolerant trees, 20 feet on center or in equivalent groupings, with five 5-gallon shrubs per tree, as approved by the Planning and Development Department.
4. Where pedestrian walkways cross a vehicular path, the pathway shall be constructed of decorative pavers, stamped or colored concrete, or other pavement treatments that visually contrast parking and drive aisle surfaces, as approved by the Planning and Development Department.
5. A minimum of 10% of surface parking lot areas, exclusive of perimeter landscape setbacks, shall be landscaped. The surface parking lot areas shall be landscaped with minimum 2-inch caliper large canopy drought-tolerant, shade trees and shall be dispersed throughout the parking area, as approved by the Planning and Development Department.
6. All bicycle infrastructure and pedestrian pathways, including sidewalks, shall be shaded by a structure, landscaping at maturity, or a combination of the two to provide minimum 75% shade, as approved by the Planning and Development Department.

7. A minimum 2% of the required parking spaces shall be Electric Vehicle Installed Spaces and a minimum 8% of the required parking spaces shall be Electric Vehicle Capable Spaces, as approved by the Planning and Development Department.
8. Bicycle infrastructure shall be installed as described below, as approved by the Planning and Development Department.
 - a. Secured bicycle parking shall be provided at a minimum rate of 0.25 spaces per dwelling unit, up to a maximum of 50 spaces.
 - b. Guest bicycle parking spaces shall be provided at a minimum rate of 0.05 spaces per dwelling unit, up to a maximum of 50 spaces, located near entrances of buildings and installed per the requirements of Section 1307.H of the Phoenix Zoning Ordinance.
 - c. A bicycle repair station (“fix it station”) shall be provided and maintained on site within an amenity area or near a primary site entrance. The bicycle repair station (“fix it station”) shall be provided in an area of high visibility and separated from vehicular maneuvering areas, where applicable. The repair station shall include, but not be limited to, standard repair tools affixed to the station, a tire gauge and pump affixed to the base of the station or ground, and a bicycle repair stand which allows pedals and wheels to spin freely while making adjustments to the bike.
 - d. A minimum of 10% of the required bicycle parking spaces shall include standard electrical receptacles for electric bicycle charging capabilities.
9. A minimum of 10% of the required shrubs, shall be a milkweed or other native nectar species, and shall be planted in groups of three or more, as approved by the Planning and Development Department.
10. The landscape setbacks shall be planted with drought-tolerant shrubs, accents and vegetative groundcovers with a maximum mature height of two feet to achieve a minimum of 75% live coverage at maturity, as approved by the Planning and Development Department.
11. Any walls provided along the perimeter of the site shall be a minimum of 50 percent open view fencing, as approved by the Planning and Development Department.
12. Ground floor blank walls visible from the public sidewalk should not exceed 20 linear feet without being interrupted by a window, or variation in building treatment or design, as approved by the Planning and Development Department.
13. Site lighting shall be provided at building entrances/exits, and in public assembly and parking areas, as approved by the Planning and Development Department.

14. Pedestrian pathways shall be lighted by lighting fixtures with a maximum height of 15 feet to provide a minimum of one foot candle illumination maintained throughout the pathway and shall be uniform lighting along the entire pathway to avoid bright high glare areas and low visibility dark areas, as approved by the Planning and Development Department.
15. A minimum 6-foot-wide detached sidewalk separated by a minimum 10-foot-wide landscape strip located between back of curb and sidewalk shall be constructed on the west side of 19th Avenue, adjacent to the development, and planted to the following standards, as approved by the Planning and Development Department.
 - a. Minimum 2-inch caliper, single-trunk, large canopy, drought-tolerant, shade trees planted 20 feet on center or in equivalent groupings.
 - b. Drought tolerant shrubs, accents, and vegetative groundcovers with a maximum mature height of two feet to achieve a minimum of 75% live vegetative ground coverage at maturity.

Where utility conflicts arise, the developer shall work with the Planning and Development Department on an alternative design solution consistent with a pedestrian environment.

16. A minimum 5-foot-wide detached sidewalk separated by a minimum 5-foot-wide landscape strip located between curb and sidewalk shall be constructed on the north side of Grandview Road, adjacent to the development, and planted to the following standards, as approved by the Planning and Development Department.
 - a. Minimum 2-inch caliper, single-trunk, large canopy, drought-tolerant, shade trees planted 20 feet on center or in equivalent groupings.
 - b. Drought tolerant shrubs, accents, and vegetative groundcovers with a maximum mature height of two feet to achieve a minimum of 75% live vegetative ground coverage at maturity.

Where utility conflicts arise, the developer shall work with the Planning and Development Department on an alternative design solution consistent with a pedestrian environment.

17. A minimum 5-foot-wide detached sidewalk separated by a minimum 5-foot-wide landscape strip located between curb and sidewalk shall be constructed on the south side of Phelps Road, adjacent to the development, and planted to the following standards, as approved by the Planning and Development Department.

- a. Minimum 2-inch caliper, single-trunk, large canopy, drought-tolerant, shade trees planted 20 feet on center or in equivalent groupings.
- b. Drought tolerant shrubs, accents, and vegetative groundcovers with a maximum mature height of two feet to achieve a minimum of 75% live vegetative ground coverage at maturity.

Where utility conflicts arise, the developer shall work with the Planning and Development Department on an alternative design solution consistent with a pedestrian environment.

18. A minimum 5-foot-wide detached sidewalk separated by a minimum 5-foot-wide landscape strip located between the back of curb and sidewalk shall be constructed on the east side of 20th Avenue, adjacent to the development, and planted to the following standards, as approved by the Planning and Development Department.
 - a. Minimum 2-inch caliper, single-trunk, large canopy, drought-tolerant, shade trees planted 20 feet on center or in equivalent groupings.
 - b. Drought tolerant shrubs, accents, and vegetative groundcovers with a maximum mature height of two feet to achieve a minimum of 75% live vegetative ground coverage at maturity.

Where utility conflicts arise, the developer shall work with the Planning and Development Department on an alternative design solution consistent with a pedestrian environment.

19. Sidewalk and landscaping improvements within the business park, not adjacent to the development, shall be constructed as approved by the Bell 17 Business Park TIA and Master Phasing Plan.
20. A minimum 40-feet of right-of-way shall be dedicated for the north side of Grandview Road from 19th Avenue to 23rd Avenue.
21. The intersection at 21st Avenue and Grandview Avenue shall be reconstructed to remove the splitter islands.
22. A traffic signal shall be fully funded and installed at the intersection for 19th Avenue and Grandview Street.
23. The intersection at 19th Avenue and Grandview Avenue shall be reconstructed, including removal of the splitter island.

24. The existing traffic signal at the Phelps Road and 19th Avenue intersection shall be fully funded and reconstructed to meet City of Phoenix standards, as approved by the Street Transportation Department.
25. A traffic signal shall be fully funded and installed at the intersection of 21st Avenue and Bell Road and all associated improvements to the western 21st Avenue and Bell Road traffic signal. The intersection shall be reconstructed to meet City of Phoenix standards, as approved by the Street Transportation Department.
26. An enhanced pedestrian connection shall be provided on the eastern site boundary to allow for direct pedestrian access to the adjacent transit stop, as approved by the Planning and Development Department.
27. Replace unused driveways with sidewalk and curb and gutter. Also, replace any broken or out-of-grade curb, gutter, sidewalk, curb ramps on all streets and upgrade all off-site improvements to be in compliance with current ADA guidelines.
28. All streets within and adjacent to the development shall be constructed 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.
29. The property owner shall record documents that disclose the existence, and operational characteristics of Deer Valley Airport to future owners or tenants of the property. The form and content of such documents shall be according to the templates and instructions provided which have been reviewed and approved by the City Attorney.
30. 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.
31. Prior to preliminary site plan approval, the landowner shall execute a Proposition 207 waiver of claims form. The waiver shall be recorded with the Maricopa County Recorder's Office and delivered to the City to be included in the rezoning application file for record.

Writer

Matteo Moric

Adrian Zambrano

September 12, 2023

Team Leader

Racelle Escolar

Staff Report: Z-104-J-75-3

September 12, 2023

Page 18 of 18

Exhibits

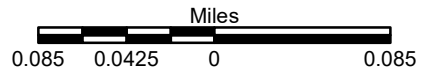
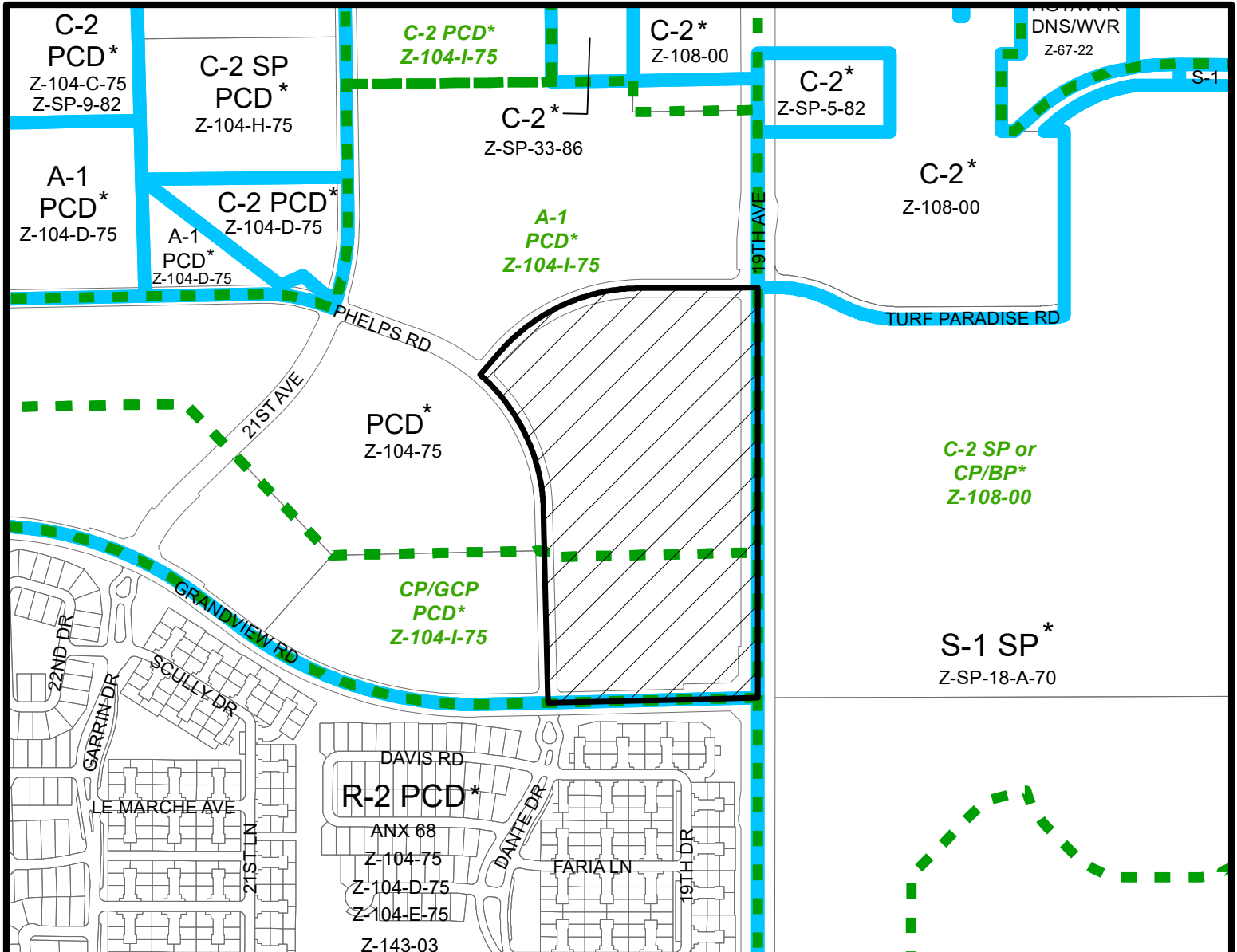
Zoning Sketch Map

Aerial Sketch Map

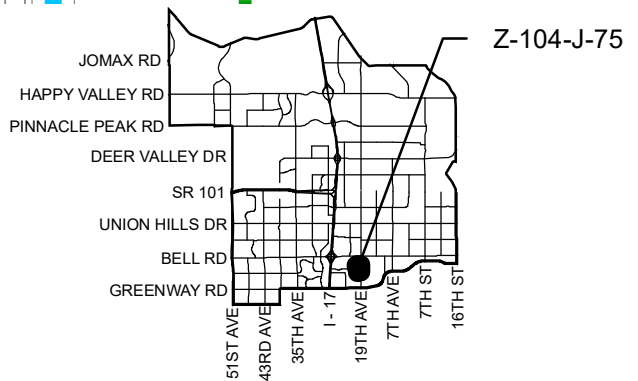
Conceptual Site Plan date stamped May 9, 2023

Conceptual Elevations date stamped May 9, 2023 (2 pages)

*Correspondence (4 pages)

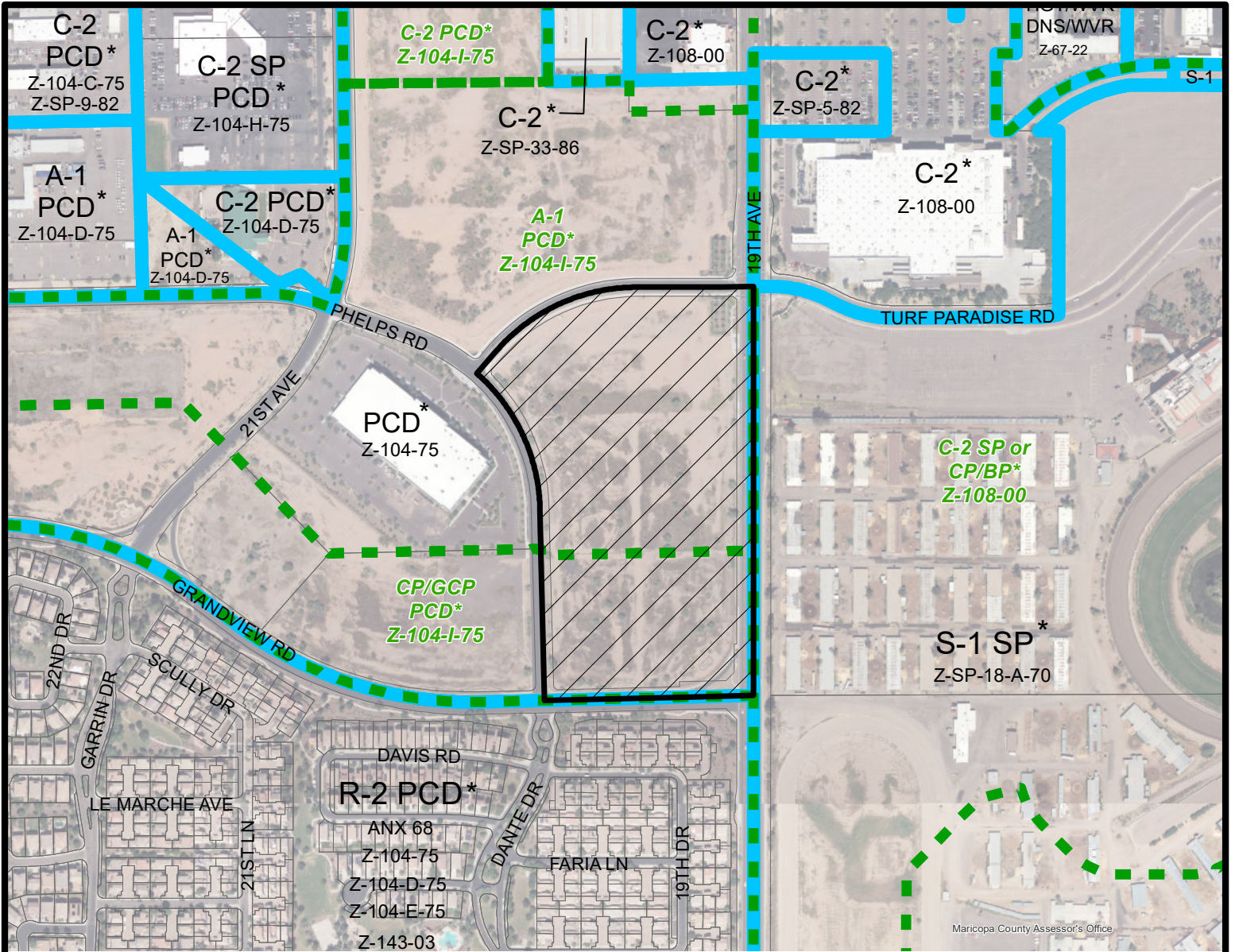


DEER VALLEY VILLAGE
CITY COUNCIL DISTRICT: 3



APPLICANT'S NAME: Andy Jochums, Beus Gilbert McGroder PLLC		REQUESTED CHANGE: FROM: PCD (Approved A-1 PCD) (14.35 a.c.) PCD (Approved CP/GCP PCD) (7.22 a.c.)	
APPLICATION NO. Z-104-J-75	DATE: 7/31/2023 <small>REVISION DATES:</small>	TO: C-2 HGT/WVR DNS/WVR PCD (21.57 a.c.)	
<small>GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.</small> 21.57 Acres	<small>AERIAL PHOTO & QUARTER SEC. NO.</small> QS 36-24		
MULTIPLES PERMITTED PCD (Approved A-1 PCD), PCD (Approved CP/GCP PCD) C-2 HGT/WVR DNS/WVR PCD		CONVENTIONAL OPTION N/A (N/A), N/A (N/A) 938	
		* UNITS P.R.D. OPTION N/A (N/A), N/A (N/A) 1126	

* Maximum Units Allowed with P.R.D. Bonus



Miles

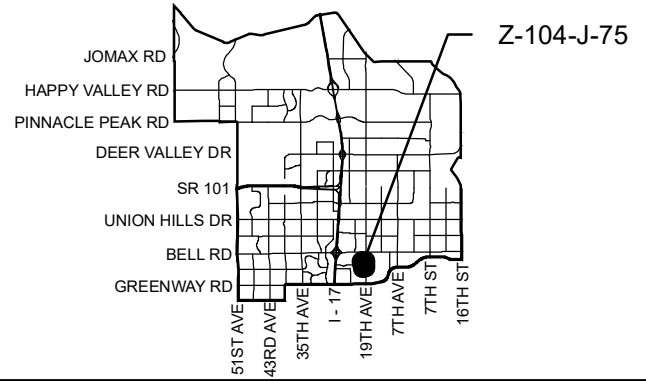
0.085 0.0425 0 0.085

DEER VALLEY VILLAGE

CITY COUNCIL DISTRICT: 3



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT



APPLICANT'S NAME:

Andy Jochums, Beus Gilbert McGroder PLLC

APPLICATION NO.

Z-104-J-75

DATE:

7/31/2023

REVISION DATES:

GROSS AREA INCLUDING 1/2 STREET
AND ALLEY DEDICATION IS APPROX.

21.57 Acres

AERIAL PHOTO &
QUARTER SEC. NO.
QS 36-24

ZONING MAP
M-7

REQUESTED CHANGE:

FROM: PCD (Approved A-1 PCD) (14.35 a.c.)
PCD (Approved CP/GCP PCD) (7.22 a.c.)

TO: C-2 HGT/WVR DNS/WVR PCD (21.57 a.c.)

MULTIPLES PERMITTED

PCD (Approved A-1 PCD),
PCD (Approved CP/GCP PCD)

C-2 HGT/WVR DNS/WVR PCD

CONVENTIONAL OPTION

N/A (N/A), N/A (N/A)

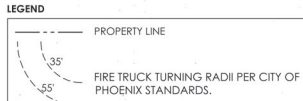
938

*** UNITS P.R.D. OPTION**

N/A (N/A), N/A (N/A)

1126

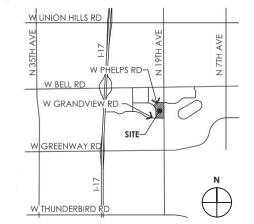
* Maximum Units Allowed with P.R.D. Bonus



LEGAL DESCRIPTION

LOT 6, FINAL PLAT OF "BELL 17" AS RECORDED IN BOOK 1915 OF MAPS, PAGE 10, OFFICIAL RECORDS OF MARICOPA COUNTY RECORDER, MARICOPA COUNTY, ARIZONA.

VICINITY MAP (N.T.S.):



SITE DATA:

SITE DATA:
 APN: 238-14-888
 SITE ADDRESS: SWC OF 19TH AVENUE & PHELPS RD
 EXISTING: COMMERCE PARK (PLANNED COMMUNITY DISTRICT)
 PROPOSED: C-2 W/ DENSITY & BLDG HEIGHT WAIVER TO SECTION 1717 (4) STANDARDS

DEVELOPMENT OPTION:
 PROPOSED: PLANNED RESIDENTIAL DEVELOPMENT (PRD)

BUILDING HEIGHT:
 ALLOWED: 3 STORIES OR 40' FOR FIRST 150'; 11' 8" INCREASE TO 48' HIGH
 4-STORY MAX (R-4)
 PROPOSED: 2-STORY (TOWNHOMES) - 28'-0"
 3-STORIES - 36'-6"

UNIT MIX:
 1 BEDROOM 158 D.U. (42%)
 2 BEDROOM 188 D.U. (48%)
 3 BEDROOM (TOWNHOME) 24 D.U. (7%)
 3 BEDROOM (S.D.U.) 15 D.U. (4%)
 TOTAL 363 D.U. (100%)

DENSITY:
 ALLOWED: 30.45 D.U./GROSS ACRE (R-4)
 PROVIDED: +16.85 D.U./GROSS ACRE

OPEN SPACE:
 REQUIRED: 5% OF GROSS AREA
 5% x 21.54 AC = +1.07 AC (+46,914 SF)
 PROPOSED: +104,200 SF (+11%)

REQUIRED PARKING:
 1-BEDROOM (158 D.U. x 1.50 P.S.) = 234 P.S.
 2-BEDROOM (188 D.U. x 1.50 P.S.) = 282 P.S.
 3-BEDROOM (24 D.U. x 2.00 P.S.) = 48 P.S.
 3-BEDROOM (15 D.U. x 2.00 P.S.) = 30 P.S.
 TOTAL REQUIRED PARKING 604 P.S. (1.66 P.S./D.U.)

UNRESERVED PARKING:
 1-BEDROOM (158 D.U. x 0.50 P.S.) = 79 P.S.
 2-BEDROOM (188 D.U. x 0.50 P.S.) = 94 P.S.
 3-BEDROOM (15 D.U. x 0.50 P.S.) = 7.5 P.S.
 TOTAL UNRESERVED PARKING 180.5 P.S.

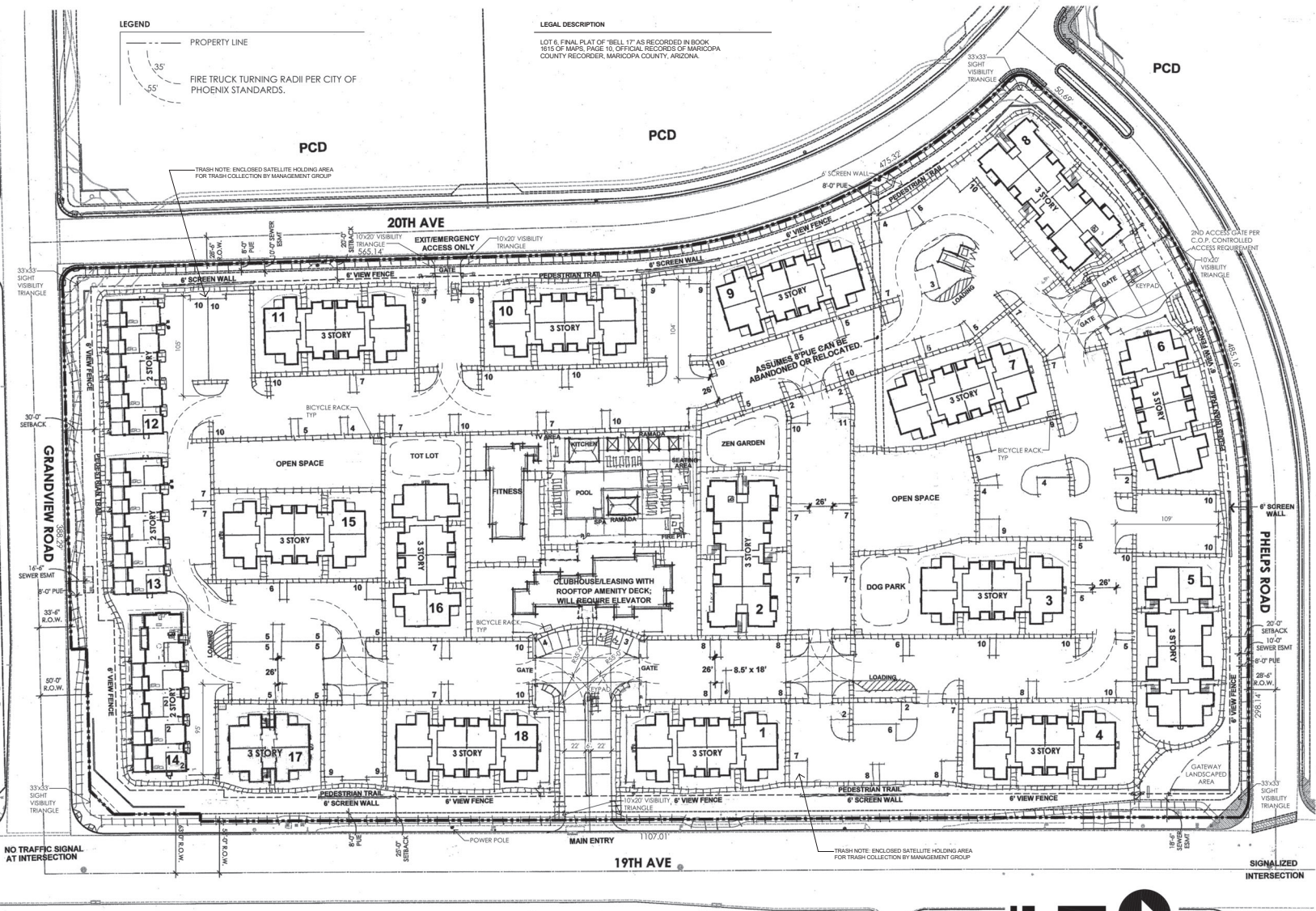
*UNRESERVED PARKING IS INCLUDED IN THE REQUIRED PARKING COUNT. UNRESERVED PARKING IS UNASSIGNED PARKING THAT IS AVAILABLE TO BOTH RESIDENTS AND VISITORS.

PROVIDED PARKING:
 SURFACE: 4277 P.S.
 COVERED SURFACE: 4333 P.S.
 TOWNHOME GARAGE: 120 P.S.
 TOTAL PROVIDED PARKING: 4830 P.S. (1.76 P.S./D.U.)

*COVERED SURFACE PARKING IS NOT SHOWN ON THE SITE PLAN.

GENERAL PARKING DIMENSIONS:
 PARKING SPACE: 8.5' x 18'
 REQUIRED: 564.25 = 23 B.P.S.
 PROVIDED: 26 B.P.S.

BICYCLE PARKING:
 REQUIRED: 1 P.S. PER 25 REQUIRED VEHICLE P.S.
 PROVIDED: 26 B.P.S.



SWC 19TH AVENUE & PHELPS RD

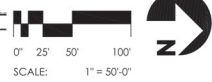
CITY OF PHOENIX

MAY 09 2023

Planning & Development
Department

S-1

2ND ACCESS (GATE 3)
FOR TURF PARADISE



MAIN ENTRY FOR TURF
PARADISE RACE TRACK

SIHI

Sunbelt Investment
Holdings Inc.
1437 N. 1ST Street, Suite 201
Phoenix, AZ 85004

SWC 19TH AVENUE & PHELPS RD



4 EAST ELEVATION1
1/8" = 1'-0"



3 WEST ELEVATION1
1/8" = 1'-0"



2 SOUTH ELEVATION1
1/8" = 1'-0"



1 NORTH ELEVATION1
1/8" = 1'-0"

CITY OF PHOENIX

MAY 09 2023

Planning & Development
Department

SIHI
Sunbelt Investment
Holdings Inc.
1437 N. 1st Street, Suite 201
Phoenix, AZ 85004



4 EAST ELEVATION
1/8" = 1'-0"



3 WEST ELEVATION
1/8" = 1'-0"



2 SOUTH ELEVATION
1/8" = 1'-0"



1 NORTH ELEVATION
1/8" = 1'-0"

CITY OF PHOENIX

MAY 09 2023

Planning & Development
Department

SWC 19TH AVENUE & PHELPS RD

SIHI

Sunbelt Investment
Holdings Inc.
1437 N. 1st Street, Suite 201
Phoenix, AZ 85004

From: [Pavana Reddy](#)
To: [Jeffrey Blilie](#)
Cc: prasadbc@yahoo.com; [Matteo Moric](#); [Andy Jochums](#); [Brooks Griffith](#)
Subject: Re: Northgate apartments - proposed zoning change
Date: Friday, June 16, 2023 2:46:55 PM

Thank you Blilie for taking the time to respond to all my questions. Much appreciated. Pleased to hear the outcomes

- a) Signal at the intersection of Grandview road and 19th ave and bell, a major accident zone as of now
- b) Water is the new precious of 21st century, we need to scale more water conservation.
- c) Lowering of crime
- d) 700 - 800 feet away and there will enough garden around, to take care of privacy.

My apologies, I will not be able to participate in the in person event.

Best Regards,
Pavana Reddy

On Tuesday, June 13, 2023 at 08:03:59 AM MST, Jeffrey Blilie <jbililie@beusgilbert.com> wrote:

Pavana,

Andy forwarded me your email below so I could attempt to address the concerns you've raised.

First off, please attend our upcoming neighborhood meeting on June 21 @ 6pm, at the Deer Valley Community Center. We will be able to address your concerns in more detail.

I see you are concerned with traffic. Our proposed apartment project will produce far less traffic than the proposed Flex-Industrial project currently approved for this portion of Northgate. Additionally, we will be installing a traffic signal at Grandview and 19th Avenue with our apartment project. This new signal coupled with the signal at Phelps and the proposed signal at 21st will significantly improve traffic in the area, and in particular, traffic on Grandview.

Water is an issue in Arizona, fortunately, the City of Phoenix is leading the way to ensure the long term viability for water in the valley. Phoenix has designation of an 100 assured water supply and can support the development that we are proposing.

As a private property owner we do plan to develop our property. We will be including the open space

required by the City. If you are looking for a large regional park in the area, my suggestion would be to contact the City and make your request known.

We are aware of the crime problem in the area. However, development of our property will actually help to reduce crime not increase it.

I pulled up your lot on the Assessors site and the closest corner of your lot is over 600 feet from our SW corner. You are actually over 700 feet away from the 2-story carriage houses we are planning along our Grandview frontage, and over 800 feet away from the 3 story buildings. Given the distance and the significant landscaping that we will be adding, I can assure you that no one living at the complex will be able to see your house, in fact, there will be no line of sight from any unit in our complex to homes south of Grandview (with the exception of some rooftops). Typical construction for apartment complexes under 5 stories is wood. If this were a Flex-Industrial building (as currently permitted) then tilt concrete would most likely be used.

I look forward to seeing you next week.

Jeffrey M. Blilie

BEUS GILBERT MCGRODER PLLC

20942 West Glen Street | Buckeye, AZ 85396

Direct: 623.606.0532

Email: jbililie@beusgilbert.com

This message may contain confidential and privileged information. If it has been sent to you in error, please reply to advise the sender of the error and then immediately delete this message.

From: Pavana Reddy <pavana_reddy@yahoo.com>

Sent: Saturday, June 10, 2023 9:47 AM

To: matteo.moric@phoenix.gov; Saiprasad Bandlora <prasadbc@yahoo.com>; Pavana Reddy <pavana_reddy@yahoo.com>; Andy Jochums <ajochums@beusgilbert.com>

Subject: Northgate apartments - proposed zoning change

Hello Andy Jochums & Matteo Morie,

Hope all is well with you both! This is a combined email, regarding the notification I received being a resident at Northgate at ledgestone community, where the new Northgate apartment is about 600 feet, away from my home, notifying a rezoning request! There would have been a good analysis on the profitability of building these

apartments at Northgate! With the current commercialization of the property area,

a) We have seen increased accidents on the intersection of grand view and 19th ave; it is a easier way to join 19th ave and enter into Northgate community. With increase apartments units, traffic will be a nightmare (500 units in North gate ledge stone community, 300 plus with north gate apartments), and the commercialization? Already Bell road and 19th av. traffic is high?

b) Water is such a issue in Arizona, what is your plan to provide water to additional units?

c) Increased park and tree space is required, in our area with the increased heat in phoenix? There is no update on such outreach programs? This is a vast area in north gate which can be developed into a park to reduce pollution!

d) Already, there is increase crime around Northgate, how this will be addressed by the city of phoenix? More commercialization, around increases more possibilities of crime.

c) As we are 600 feet away these apartments higher, than the 2 storey, increased disturbance and steals the privacy of our community. Those communities will have a arial view of our homes and front spaces. Additional, high-rise buildings are built largely of steel and concrete and are less sustainable, steel and concrete produce a lot of GHG. Wood traps it. Concrete is 10 times more GHG-intensive than wood.

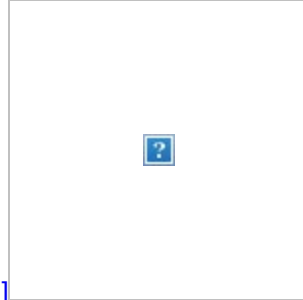
Living in Northgate, will be an experience closer to living in hell! and closer counts of aging, without being environmental friendly. Please explain, how these issues will be mitigated and make living spaces more environment friendly and still maintain peace of mind.

Northgate Resident,

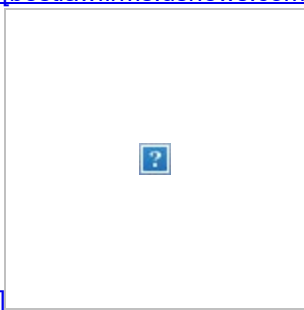
Pavana Reddy.

Beus Gilbert McGroder Legal Notice:

This electronic message (including any attachment) is covered by the Electronic Communications Privacy Act, 18 U.S.C. Sections 2510-2521, is confidential, and may be legally privileged. Also, email is not a secure form of communication and as such can be intercepted by entities not connected with either party included on the email. If this email has been sent to you in error, please reply to advise the sender of the error and then immediately delete this message.



[\[bestlawfirms.usnews.com\]](http://bestlawfirms.usnews.com)



[\[bestlawfirms.usnews.com\]](http://bestlawfirms.usnews.com)

[\[bestlawfirms.usnews.com\]](http://bestlawfirms.usnews.com)