



City of Phoenix
PLANNING & DEVELOPMENT DEPARTMENT

Staff Report Z-SP-3-18-7
September 7, 2018

South Mountain [Village Planning Committee](#) Meeting Date: September 11, 2018
[Planning Commission](#) Hearing Date: October 4, 2018

Request From: [C-2 BAOD](#) (10.27 acres)
Request To: [C-2 SP BAOD](#) (10.27 acres)
Proposed Use Special permit to allow self-service storage, household moving center (truck rental), and all underlying C-2 uses

Location Approximately 300 feet east of the northeast corner of Jesse Owens Parkway and Baseline Road

Owner/Applicant Representative Amerco Real Estate Company
Moses Eason, Amerco Real Estate Company

Staff Recommendation Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Map Designation		Commercial	
Street Map Classification	Baseline Road	Major Arterial Scenic Drive	55-foot north half street
	Jesse Owens Parkway	Local	35-foot east half street
<p>CONNECT PEOPLE AND PLACES CORE VALUE; CORES, CENTERS, & 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.</p>			

As stipulated, the proposal includes multiple features that promote walkability, active uses, and connectivity. The provision of a protected cycle track along Jesse Owens Parkway promotes the separation of pedestrian and vehicular traffic. This condition increases safety for cyclists and pedestrians. Staff stipulations also require the provision of bicycle parking adjacent to all buildings on the site and that a bicycle repair station be located along the Western Canal. These stipulations are intended to promote active use of the site and the Baseline Road Corridor and Western Canal which are adjacent to the subject site.

CONNECT PEOPLE AND PLACES CORE VALUE; BICYCLES; DESIGN PRINCIPLE: Development should include convenient bicycle parking.

As stipulated, the development shall include bicycle parking adjacent to all buildings on-site to comply with requirements in the Walkable Urban Code. Additionally, staff stipulations require the provision of a bicycle repair station strategically located along the northern property line, adjacent to the Western Canal.

CONNECT PEOPLE AND PLACES CORE VALUE; CANALS & TRAILS; DESIGN PRINCIPLE: Plan, design, and develop pedestrian linkages between parks, open spaces, village cores, neighborhood shopping centers, neighborhood schools, and neighboring municipalities.

As stipulated, the developer shall provide a pedestrian walkway that connects Baseline Road to the Western Canal. This walkway is intended to provide safe pedestrian passage through the site as well as promoting active use of the Western Canal. Further, staff stipulations require a shaded rest area, an equestrian amenity, and bicycle amenities along the Western Canal. Finally, staff stipulations require the provision of a protected cycle track along Jesse Owens Parkway that will improve connectivity between Baseline Road and the South Central corridor, and intersect with the Western Canal.

CELEBRATE OUR DIVERSE COMMUNITIES & NEIGHBORHOODS CORE VALUE; 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.

As stipulated, the proposal will provide improved and enhanced landscaping that is consistent and compatible with the requirements and vision of the Baseline Area Master Plan and Baseline Area Overlay District (BAOD). These stipulations include a requirement to improve both the subject site's Baseline Road frontage and parking lot landscaping to the current BAOD standards, the removal of an existing oleander hedge along the Western Canal to be replaced with trees selected from the Baseline Area

Master Plan Plant List, and the provision of an enhanced entry feature consistent with the landscaping requirements in the BAOD.

CELEBRATE OUR DIVERSE COMMUNITIES & NEIGHBORHOODS CORE VALUE; CONNECTED NEIGHBORHOODS; DESIGN PRINCIPLE: Design and locate new neighborhoods to promote access (both physical and visual) to parks and open space. New developments should also provide convenient pedestrian and bicycle access to transit stops, schools and other neighborhood amenities.

As stipulated, the developer shall provide a pedestrian walkway that provides access from Baseline Road to the Western Canal. The walkway is intended to provide safe passage through the site as well as promoting active uses along the Canal. Staff stipulations also require provision of bicycle parking to comply with the Walkable Urban Code and a bicycle repair station. The subject site is located within the quarter-mile walkshed of the proposed Central Avenue station area on the South Central Avenue Light Rail Extension. These stipulations will help to promote convenient, improved access to locations along the light rail corridor.

CELEBRATE OUR DIVERSE COMMUNITIES & NEIGHBORHOODS CORE VALUE; HEALTHY NEIGHBORHOODS; DESIGN PRINCIPLE: Plan and design communities and neighborhoods to be pedestrian friendly and walkable.

As stipulated, the developer shall provide a multi-use trail along Baseline Road consistent with the City's Trails Master Plan and development in the surrounding area which will contribute to connectivity with existing trails in the surrounding area and offer an improved pedestrian experience. Additionally, staff stipulations require the provision of a protected cycle track consistent with goals in the City's Comprehensive Bicycle Master Plan which will improve safe connectivity for cyclists between the Baseline Road and Central Avenue corridors.

BUILD THE SUSTAINABLE DESERT CITY; DESERT LANDSCAPE; DESIGN PRINCIPLE: Provide seamless connection between significant regional parks and public open spaces, with utility corridors, bike paths, light rail/public transit access points, canals, rights-of-way, and recreation areas managed by city, county, state, and federal agencies.

As stipulated, the developer shall provide a pedestrian walkway that provides access from Baseline Road to the Western Canal. The walkway is intended to provide safe passage through the site as well as promoting active uses along the Canal. Additionally, staff stipulations require the provision of a protected cycle track consistent

with goals in the City’s Comprehensive Bicycle Master Plan which will improve safe connectivity for cyclists between the Baseline Road and Central Avenue corridors.

Applicable Plans, Overlays, and Initiatives

Baseline Area Master Plan

See Background Item Nos. 5-7, 10

Baseline Area Overlay District

See Background Item Nos. 8-12

South Mountain Village Character Plan

See Background Item No. 13

Transit Oriented Development Policies

See Background Item No. 14

Comprehensive Bicycle Master Plan

See Background Item Nos. 15-16

Tree and Shade Master Plan

See Background Item No. 17

Reimagine Phoenix

See Background Item No. 18

Surrounding Land Uses/Zoning

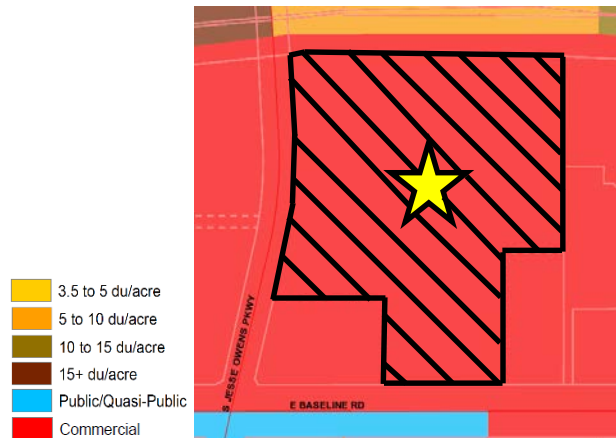
	<u>Land Use</u>	<u>Zoning</u>
On Site	Vacant commercial plaza	C-2 BAOD
East	Mountain Park commercial plaza	C-1 BAOD
West (across Jesse Owens Parkway)	Commercial plaza with fast-food, retail, office uses, vacant land	C-2 BAOD
North (across Western Canal)	Vacant land	R-4 BAOD
South (across Baseline Road)	Medical offices, vacant land	C-2 BAOD
South and West	Discount Tire shop/auto repair	C-2 BAOD

Background/Issues/Analysis

1. This request is to rezone a 10.27-acre site located approximately 300 feet east of the northeast corner of Jesse Owens Parkway and Baseline Road from C-2 BAOD

(Intermediate Commercial, Baseline Area Overlay District) to C-2 SP BAOD (Intermediate Commercial, Special Permit, Baseline Area Overlay District). The request is to allow a special permit to allow self-service storage, a household moving center (truck rental), and all underlying C-2 uses.

- The General Plan Land Use Map designation for the subject site is Commercial. The proposal is consistent with the Commercial Land Use Map designation and a General Plan Land Use Map amendment is not required.



Source: City of Phoenix
Planning & Development Department

- The subject site contains two existing commercial buildings. On the northern portion of the site is a vacant big-box commercial retail building. Near the southeast corner of the site is a smaller strip retail building. The subject site is adjacent to the Western Canal along its entire northern property line.

Adjacent to the southwest corner of the site is a parcel containing a Discount Tire which is zoned C-2 BAOD. The Discount Tire parcel is located within the same commercial center as the subject site but is not included in this request. Vehicular access to this parcel is provided from two shared driveways, one along Baseline Road and one along Jesse Owens Parkway.



Source: City of Phoenix
Planning & Development
Department

North of the site, across the Western Canal, is vacant land zoned R-4 BAOD.

South of the site, across Baseline Road, are medical offices and vacant land zoned C-2 BAOD.

East of the site is a commercial shopping center anchored by a Fry's Food and Drug grocery store zoned C-1 BAOD. This site also contains four commercial pads with fast food restaurants, a fueling station, and other small commercial users.

West of the site, across Jesse Owens Parkway, is vacant land and a drive-through restaurant zoned C-2 BAOD.

SITE PLAN & ELEVATIONS

4. **Site Plan**

The subject site contains two existing commercial buildings. Along the northern portion of the site is an approximately 89,468 square foot building that previously housed a K-Mart. The applicant proposes redeveloping this structure to contain a self-service storage warehouse, household moving center with truck rental, and a retail component. This building is one story and 38 feet in height. The applicant does not propose to alter the existing building footprint or height.

Near the southeast corner of the site is an approximately 8,683 square foot commercial retail building that previously housed small commercial uses including a title loan business, barber school, and beauty supply. The applicant proposes redeveloping this building to contain a showroom and transportation incubator space. The building is one story and 21 feet in height. The applicant does not propose to alter the existing buildings' footprints or height.

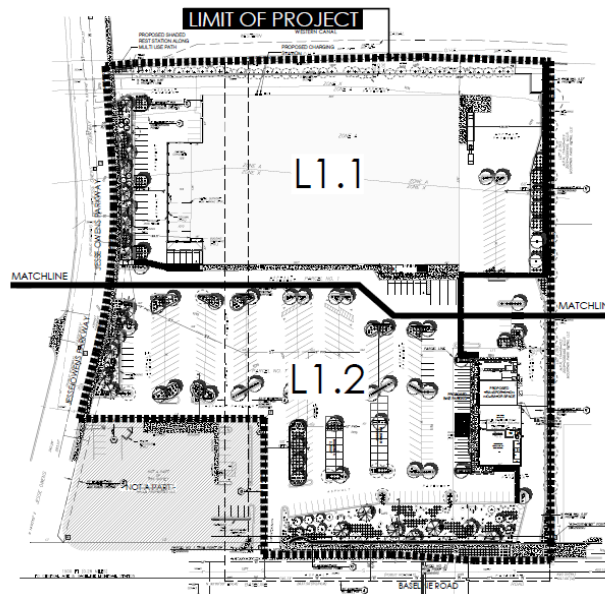
The conceptual site plan also depicts two new buildings near the southern portion of the site. These buildings consist of 2,150 square feet and 2,400 square feet respectively, and contain self-service storage units. These structures are depicted perpendicular to Baseline Road and are not screened by perimeter walls, landscaping, or access gates.

Staff does not recommend general conformance to the Overall Site Plan (see attached) submitted with the request. The subject site was permitted and developed prior to the adoption of the Baseline Area Overlay District and there are numerous features depicted on the site plan, reflecting the existing development, which would not comply with the current requirements of the requested C-2 SP BAOD zoning designation. These features include, but are not limited to the following:

- The site plan does not include shaded and raised walkways within the parking lot, which is a required design guideline of the BAOD (651.E.2.a).
- The site plan does not propose overhangs a minimum of 10 feet in width along all pedestrian walkways adjacent to buildings, which is a required design guideline of the BAOD (651.E.2.c).

Site improvements and/or redevelopment of the site will require the developer to bring the site into compliance with requirements of the Baseline Area Overlay District. However, these requirements may vary depending on the city's proportionality policies. The policy establishes guidelines for incremental

improvements of existing commercial developments. Therefore, staff stipulations individually address particular areas of concern including BAOD requirements regarding the Baseline Road landscape setback, pedestrian walkways, parking lot landscaping, and landscaping in the project's main entry. See Background Item Nos. 8-12 for detailed discussion regarding these stipulations.

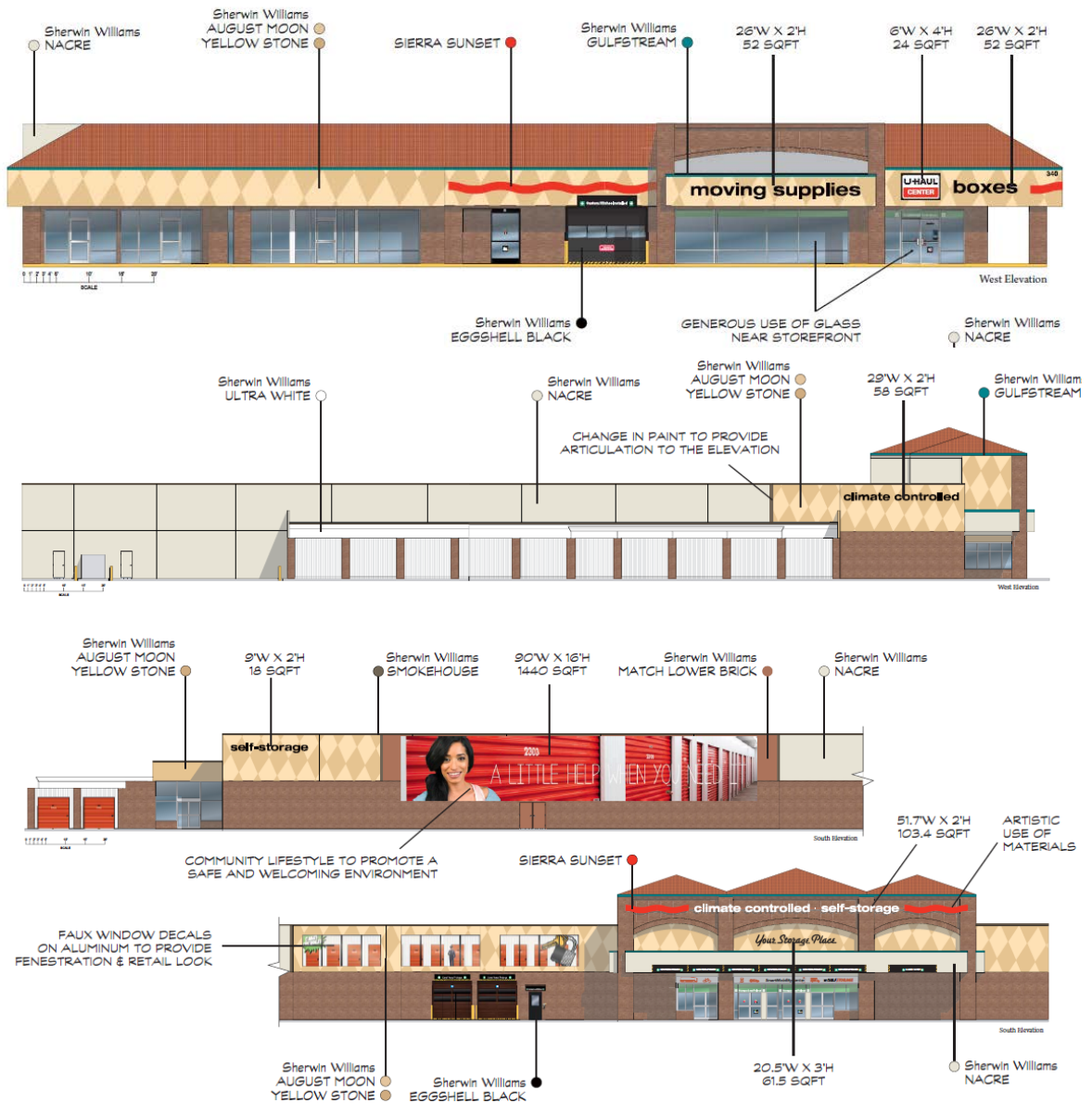


5. **Elevations – Existing Buildings**

The applicant is proposing to redesign the exterior facades of existing buildings to include multiple paint colors, graphic signs, and architectural accent features.

Staff does not recommend general conformance to the proposed elevations as they do not exceed the Guidelines for Design Review as outlined in Section 507. Tab A of the Zoning Ordinance.

Staff does recommend a requirement that all building elevations, including those facing or visible from the Western Canal, shall contain multiple exterior accent materials, architectural embellishments, and/or detailing such as green screens, textural changes, pilasters, offsets, recesses, variation in window size and location, and/or other overhang canopies. Providing these additional architectural elements will create visual interest for the site and help to mitigate the impacts of the building massing, particularly along the Western Canal. This is addressed in Stipulation No. 4.



Conceptual Elevations
 Source: Amerco Real Estate Company

Elevations – Proposed Buildings

No conceptual elevations were provided for the two proposed buildings self-service storage unit buildings along the southern perimeter of the site. The applicant indicated to staff that these buildings would include roll-up bay doors which provide direct access to the interior of the units. The Overall Site Plan also does not indicate any screening of these buildings by walls, landscaping, or other means.

Staff recommends a stipulation requiring that no bay doors be visible from any public rights-of-way. This stipulation is intended to avoid adverse visual impacts on the Baseline Road corridor. The BAOD applies similar screening restrictions to drive-through restaurants along Baseline Road. Stipulation No. 1 regarding improved landscaping and Stipulation No. 14 regarding a multi-use trail, both along Baseline Road, are intended to promote a visually appealing streetscape along this scenic corridor. The restriction regarding bay doors is addressed in Stipulation No. 6.

Elevations – Pitched Roofs

Additionally, staff recommends a stipulation requiring pitched roof elements to be incorporated in all new buildings and building additions constructed after the date of City Council approval of this case. The existing buildings on the subject site have only a limited application of pitched roof elements on a portion of their façades. Pitched roofs are sought through a design presumption in the Baseline Area Overlay District as they provide visual interest and attractiveness. Further, pitched roofs are identified as a desirable design element in the Baseline Area Master Plan which contributes to the desired rural character along Baseline Road. This requirement is addressed in Stipulation No. 5.

All stipulations are intended to provide visual interest to the site and to support architectural diversity and distinctiveness in conformance with the goals of the Baseline Area Master Plan.

AMENITIES AND OPEN SPACE

6. The subject site is adjacent to the Western Canal along its entire northern perimeter. The Western Canal is identified in the Baseline Area Master Plan as an important amenity that contributes to the rural and agricultural character of the Baseline corridor and reflects the unique history of the area. The Plan calls for preservation of this area and design principles that promote active uses. To achieve these goals, Stipulation No. 11 requires a variety of publicly accessible amenities and enhanced open space along this frontage.

The stipulation requires a minimum of one equestrian amenity in this location, which may include a corral area and/or hitching posts. The Baseline Area Master Plan specifically identifies the Western Canal as a preferred location for equestrian amenities as it is safer than the Baseline Road Scenic Drive and is preferable for horses.

Staff also recommends a shaded seating area with benches and/or ramadas, bicycle parking, and a bicycle repair station to serve a diverse array of canal users.

All amenities are to be located along the northern property line, adjacent to the canal. Further, the enhanced open space containing these amenities shall consist of a minimum 3,000 square feet. Amenities shall be accessible from both the Western Canal and from Baseline Road. Connectivity to the amenities from Baseline Road will be provided via a pedestrian walkway that traverses the site. This is addressed in Stipulation No. 10. See Background Item No. 10 for a detailed discussion of the walkway.

CANAL BANK DESIGN GUIDELINES

7. The subject site is subject to the Canal Bank Design Guidelines outlined in Section 507. Tab A of the Zoning Ordinance. These guidelines address the impacts of development along canal banks and include regulations regarding access, landscaping, building setbacks, gates, and other concerns.

The design guidelines include considerations intended to promote accessibility of the canal and state that views of the canal system should be enhanced and preserved as part of the public realm. Staff recommends two stipulations that will contribute to these goals:

- Stipulation No. 8 requires the removal of an existing oleander hedge along the Western Canal. The hedge serves as a visual barrier to the canal right of way and is detrimental to connectivity to the stipulated amenities and open space along the canal right of way. The stipulation also requires the hedge to be replaced with plantings in conformance with the Baseline Area Master Plan Plant List. The Baseline Area Master Plan highlights landscaping as a key element in preserving and promoting the unique rural and agricultural history of the Baseline Road corridor.
- Stipulation No. 9 requires that any solid portion of a perimeter wall adjacent to the Western Canal shall not exceed a maximum height of three feet. The stipulation is intended to promote visual and physical accessibility for the canal and improve safety in this area.

BASELINE AREA OVERLAY DISTRICT

8. **Overview**

The site is located within the boundaries of the Baseline Area Overlay District (BAOD). The BAOD is designed to encourage and protect the rural and agricultural character of the area while allowing development consistent with the Baseline Area Master Plan. Special attention is given to the streetscape along the Baseline Road corridor.

The subject site was developed prior to the adoption of the BAOD and therefore does not comply with all requirements of the overlay district. Because the proposal consists of the adaptive reuse of existing commercial buildings and proposes a limited amount of additional square footage, future compliance with the overlay is dependent on the scale of proposed improvements and proportionality

policies. There was no phasing plan included with the request to suggest whether site improvements would be completed at different times. To address this uncertainty, Stipulation Nos. 1-3 require compliance with specific BAOD standards. While it is uncommon for a rezoning stipulation to reflect an existing Zoning Ordinance requirement, these stipulations are intended to ensure compliance with specific guidelines immediately. See Background Item Nos. 9-11 for a detailed discussion of these design guidelines.

Note that approval of the recommended staff stipulations does not eliminate requirements for conformance with any other portion of the BAOD as required during the site plan review process.

9. **Baseline Road – Landscape Setback**

Stipulation No. 1 requires that a minimum 50-foot landscaped setback measured from the property line be provided adjacent to Baseline Road.

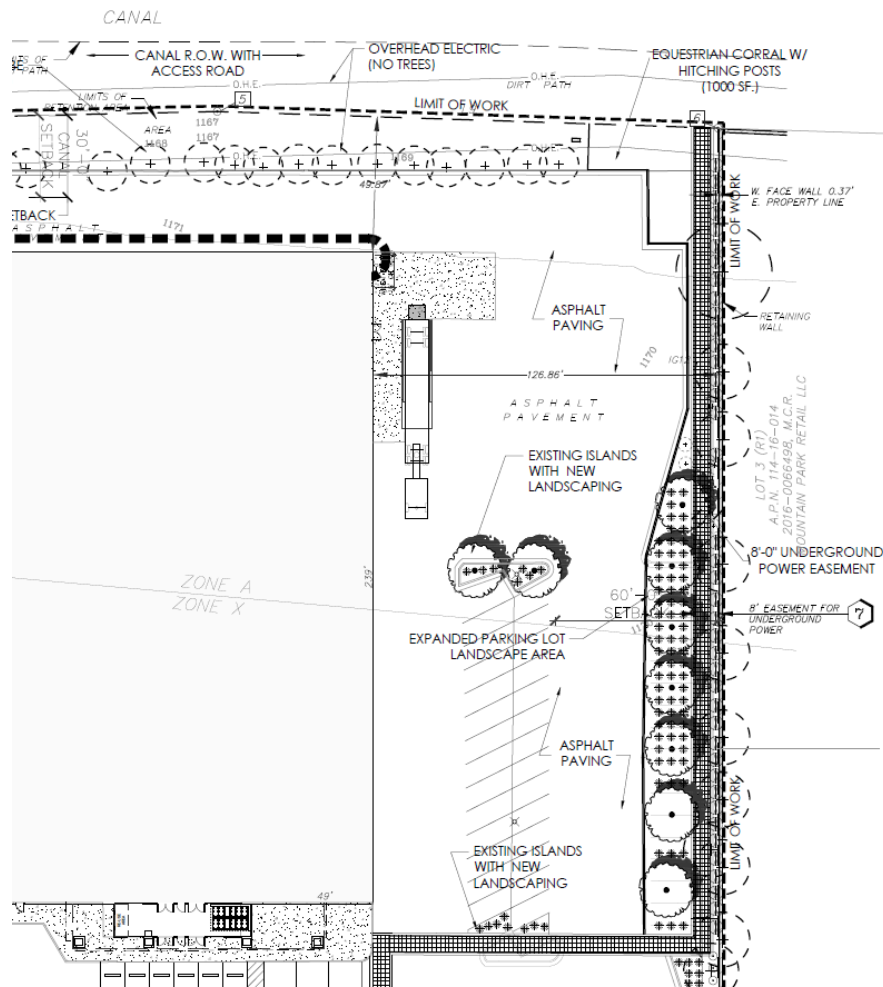
The enhanced landscape setback required by the BAOD encourages and protects the rural and agricultural character of the area. The stipulation will improve the visual aesthetic of the site and promote consistency with other sites developed under BAOD requirements along the Baseline Road corridor.

10. **Pedestrian Walkways**

Stipulation No. 2 requires that walkways be provided between all buildings and between the buildings and the perimeter streets. The walkways shall be of contrasting materials, such as brick or concrete pavers where the walkway crosses a vehicular path.

Walkways of contrasting materials will promote safety and convenience while improving the function of the parking area. This design guideline was identified as a goal for commercial developments in the Baseline Area Master Plan to promote the community's desired image for the Baseline corridor.

Stipulation No. 10 furthers the goal of this BAOD design guideline by requiring a pedestrian walkway which provides connectivity between Baseline Road and the Western Canal, as depicted on the Preliminary Landscape Plan date stamped August 1, 2018. This stipulation is intended to provide a connection between the walkways required by the BAOD within the parking lot and the north and south perimeter of the site to promote increased access to the amenities along the Western Canal and the multi-use trail along Baseline Road.



*Preliminary Landscape Plan
(Detail: Northeast corner of site)
Source: Amerco Real Estate Company*

11. **Parking Lot Landscape**

Stipulation No. 3 requires that a minimum fifteen percent of the surface parking lots, exclusive of the required perimeter landscaping and front setbacks, shall be landscaped and maintained. It also requires that the interior width of all planting islands be no less than eight feet in width and a minimum of 120 square feet in area.

Additional landscaping in the parking area will promote a more rural character typical of the area. Enhancing the minimum dimensions of planting islands will support the survival of trees and other plants in these locations.

12. **Landscaped Entry**

Stipulation No. 7 requires a landscaped entry area along Baseline Road that shall be a minimum of 1,000 square feet in area and planted and maintained with a variety of at least three plant materials including a series of annuals that will each maintain a constant bloom throughout the year.

This stipulation exceeds the BAOD requirement of seven hundred square feet in area. A landscaped entryway will add character and a pleasing aesthetic image to the commercial development while maintaining the historical character of the area.

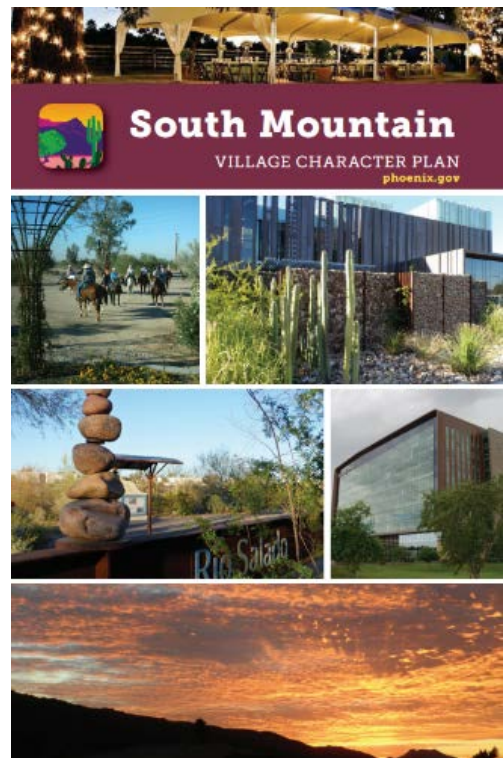
SOUTH MOUNTAIN VILLAGE CHARACTER PLAN

13. The South Mountain Village Character Plan is a component of the General Plan which offers a community-based perspective on the South Mountain Village and development goals.

The Character section of the Plan identifies unique aspects of the Village, including the following items:

- Rural, agricultural, and equestrian lifestyle opportunities
 - This is addressed in Stipulation No. 11 which requires various amenities along the Western Canal, including a minimum of one amenity for equestrian users.

- Extensive multi-use trails, connecting communities to the Salt River, South Mountain Park, the Western and Highline canals, and the 40-mile Sun Circle Trail
 - This is addressed in Stipulation No. 14 which requires a multi-use trail to be developed along Baseline Road.



Source: City of Phoenix Planning & Development Department

The Assets section of the Plan identifies unique properties and amenities, including the Western Canal. The proposal's impact on the Western Canal is mitigated by stipulations regarding building elevations (Stipulation No. 4), removal of an oleander hedge (Stipulation No. 8), view fencing (Stipulation No. 9), physical access (Stipulation No. 10), and amenities (Stipulation No. 11).

TRANSIT ORIENTED DEVELOPMENT POLICIES

14. **Transit Oriented Development Strategic Policy Framework**

The Transit Oriented Development Strategic Policy Framework is part of the city's General Plan which identified planning typologies to describe urban environments.

The subject site is located within the one-quarter mile walkshed of the proposed Central Avenue and Baseline Road light rail station. The identified environment for this station area is Neighborhood Center.

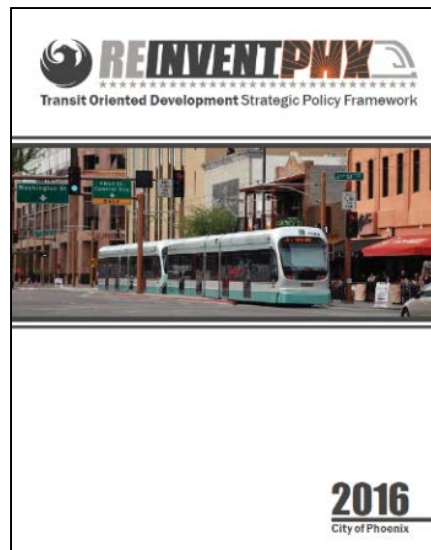
The Neighborhood Center placetype is characterized by low intensity development with typical building heights between two to four stories and incentive heights of up to five stories. The land use mix is primarily residential but may include neighborhood serving retail and limited employment. Commercial uses may include low-rise office uses under 40,000 square feet for a single tenant with an incentive area of 50,000 square feet.

The proposal is consistent with the proposed building height. The proposal is not consistent with the proposed land use mix and tenant footprint of the Neighborhood Center designation.

Reinvent Phoenix/Walkable Urban Code

Additionally, in 2015, the City adopted a form-based code called the Walkable Urban Code (Chapter 13 of the Zoning Ordinance) which is applicable to properties within the ReinventPHX Transit Oriented Development Policy Plans areas and was created to implement the vision and policies of the plans. At this time, the South Central Avenue Light Rail extension does not have a policy plan in place and properties along the corridor are not able to utilize the Walkable Urban Code.

The Walkable Urban Code is designed to encourage an appropriate mixture and density of activity around transit stations, increase transit ridership, and promote multiple modes of transportation. Self-service storage warehouses are not a permitted use in the Walkable Urban Code as they are passive, low-intensity uses that do not contribute to a vibrant, active, and appropriately dense transit-oriented environment.



*Source: City of Phoenix
Planning & Development
Department*

COMPREHENSIVE BICYCLE MASTER PLAN

15. **Bicycle Amenities**

The Comprehensive Bicycle Master Plan supports short-term bicycle parking in commercial centers, particularly those located close to bus rapid transit routes and light rail systems. The conceptual site plan proposes bicycle parking on-site. Staff recommends a minimum of five spaces adjacent to each building on-site. The site is within a quarter-mile of a future light rail transit station and multiple major bus routes. Providing bicycle parking for employees and the public who may visit the site promotes multimodal travel options. The bicycle racks should be an inverted-u design where both ends of the “U” are affixed to the ground and installed per the requirements of the Walkable Urban (WU) Code. These requirements are detailed in Stipulation No. 12.



Inverted-U bicycle rack, where both ends of the “U” reach the ground.

16. **Jesse Owens Parkway Cycle Track**

The Comprehensive Bicycle Master Plan also promotes the expansion of the Phoenix bicycle network with a goal of connecting communities and developments with other transportation networks and bicycle routes within the City of Phoenix.

The Street Transportation Department recommends a stipulation requiring the developer to provide and maintain a protected, one-way, northbound cycle track along the east side of Jesse Owens Parkway. This cycle-track will further the goals of the Comprehensive Bicycle Master Plan by providing a physically protected, exclusive space for bicyclists that is separate from vehicular and pedestrian traffic.

The final design of the cycle track has not been determined at this time. The stipulation allows the applicant to continue working with the Street Transportation Department for approval on a final design. The Street Transportation Department recommends the following considerations:

- Utilize the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide.
- A raised curb protected cycle-track design is preferred.
- Native landscaping and drought tolerant trees and plants are preferred in any landscape tract.
- The cycle track shall be connected to the Western Canal.
- The driveway at the northwest corner of the subject site shall be closed.

The cycle track was not addressed in the applicant's submittals. This is addressed in Stipulation No.13.

TREE AND SHADE MASTER PLAN

17. The Tree & 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. As stipulated, the developer shall bring the site into compliance with BAOD requirements for an enhanced 50-foot landscape along Baseline Road (Stipulation No. 1), enhanced parking lot landscaping (Stipulation No. 3), and removal of an oleander hedge to be replaced with trees consistent with the Baseline Area Master Plan (Stipulation No. 8).

REIMAGINE PHOENIX

18. 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 Ordinances establishes standards to encourage the provision of recycling containers for multifamily, commercial and mixed-use developments meeting certain criteria.

The provision of recycling containers was not addressed in the applicant's submittals.

COMMUNITY INPUT SUMMARY

19. At the time this staff report was written one letter was received by staff expressing support for the request. The letter expressed concern regarding recommended staff stipulations for equestrian amenities along the canal and suggested that the applicant adopt an "industrial rural farm" architectural style for building elevations.

DEPARTMENT COMMENTS

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 Archaeologist Office must be notified immediately and allowed time to properly assess the materials. This is addressed in Stipulation No.16.
21. The Aviation Department requires that the property owner record a Notice to Prospective Purchasers of Proximity to Airport in order to disclose the existence, and operational characteristics of City of Phoenix Sky Harbor International Airport (PHX) to future owners or tenants of the property. This is addressed in Stipulation No.15.
22. The Phoenix Fire Department indicated that they do not anticipate problems with this case and that that site and/or buildings shall comply with the Phoenix Fire Code.

23. Floodplain Management indicated that the parcel is not in a Special Flood Hazard Area (SFHA), but is located in a Shaded Zone X, on panel 2215 L of the Flood Insurance Rate Maps (FIRM) dated February 10, 2017.
24. The Parks and Recreation Department requires the developer to dedicate a 30-foot wide multi-use trail easement along the north side of Baseline Road and construct a multi-use trail within the easement as indicated in MAG Supplement 429. Other properties in the surrounding area have provided comparable trails along the north and south sides of Baseline Road. Provision of the trail on the subject site will promote connectivity with other properties in the area and consistency in the development of the trail system along Baseline Road. This is addressed in Stipulation No. 14.
25. The Street Transportation Department requested the applicant provide and maintain a protected cycle track on the east side of Jesse Owens Parkway for the length of the site. The cycle track will support one-way northbound bicycle traffic. This is addressed in Stipulation No.13.
26. The Water Services Department commented that there are existing water and sewer mains that can potentially serve the development.

OTHER

27. 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 abandonment may be required.

Findings

1. As stipulated, the request will allow development that is consistent in scale and character with the land use pattern in the surrounding area.
2. The request is consistent with the General Plan Land Use Map designation of Commercial.

Stipulations

1. A minimum fifty-foot landscaped setback measured from the property line shall be provided adjacent to Baseline Road.
2. Walkways shall be provided between all buildings and between the buildings and the perimeter streets. The walkways shall be of contrasting materials such as brick or concrete pavers where the walkway crosses a vehicular path.

3. Fifteen percent of surface parking lots, exclusive of the required perimeter landscaping and front setbacks, shall be landscaped and maintained. Landscaping shall be dispersed throughout the parking area with the interior width of all planting islands to be no less than eight feet in width and a minimum of one hundred twenty square feet in area.
4. All building elevations, including those facing or visible from the Western Canal, shall contain multiple exterior accent materials, architectural embellishments, and/or detailing such as green screens, textural changes, pilasters, offsets, recesses, variation in window size and location, and/or other overhang canopies, as approved by the Planning and Development Department.
5. Pitched roof elements shall be incorporated in all new buildings and building additions constructed after the date of City Council approval of this case, as approved by the Planning and Development Department.
6. No bay or loading doors shall be visible from public rights-of-way, as approved by the Planning and Development Department.
7. The developer shall provide a landscaped entry area along Baseline Road that shall be a minimum of 1,000 square feet in area and be planted and maintained with a variety of at least three plant materials including a series of annuals that will each maintain a constant bloom throughout the year, as approved by the Planning and Development Department.
8. The existing oleander hedge along the Western Canal shall be removed and replaced with plantings in conformance with the Baseline Area Master Plan Plant List with specific regard to maximizing shade and thermal comfort for pedestrians and active users along the canal, as approved by the Planning and Development Department.
9. Any solid portion of a perimeter wall adjacent to the Western Canal shall not exceed a maximum height of three feet, as approved by the Planning and Development Department.
10. The developer shall provide a pedestrian walkway constructed of porous, interlocking, or open-grid pavers or another alternative surface material, which provides connectivity between Baseline Road and the Western Canal, as depicted on the Preliminary Landscape Plan date stamped August 1, 2018 and as approved by the Planning and Development Department.
11. The developer shall provide a minimum 3,000 square feet of public open space, to be located along the northern property line adjacent to the Western Canal, which shall be finished with turf or an alternative surface material and contain the

following amenities and open public access to the amenities, as approved by the Planning and Development Department:

- a. Minimum one amenity for equestrian users. Amenities may include, but are not limited to: corral area and hitching posts.
 - b. Shaded seating area with benches and/or ramada.
 - c. Minimum five bicycle parking spaces consisting of inverted-U bicycle racks and installed per the requirements of Section 1307.H. of the Phoenix Zoning Ordinance.
 - d. Bicycle repair station as depicted on the Conceptual Amenities Plan date stamped August 1, 2018 and/or as approved by the Planning and Development Department.
12. The developer shall provide bicycle parking areas containing a minimum of five spaces adjacent to each building on the subject site, consisting of inverted-U bicycle racks and installed per the requirements of Section 1307.H. of the Phoenix Zoning Ordinance, as approved by the Planning and Development Department.
 13. The developer shall provide and maintain a protected one-way, northbound cycle track along the east side of South Jesse Owens Parkway, the location, width, and design shall be approved by the Street Transportation Department.
 14. The developer shall dedicate a 30-foot wide multi-use trail easement (MUTE) along the north side of Baseline Road and construct a minimum 10-foot wide multi-use trail (MUT) within the easement, in accordance with the MAG supplemental detail or as otherwise approved by the Parks and Recreation and Planning and Development Departments.
 15. The property owner shall record documents that disclose the existence, and operational characteristics of Phoenix Sky Harbor International Airport (PHX) 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.
 16. 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-SP-3-18-7
September 7, 2018
Page 20 of 20

Writer

Elyse DiMartino
September 7, 2018

Team Leader

Samantha Keating

Exhibits

Zoning sketch

Aerial

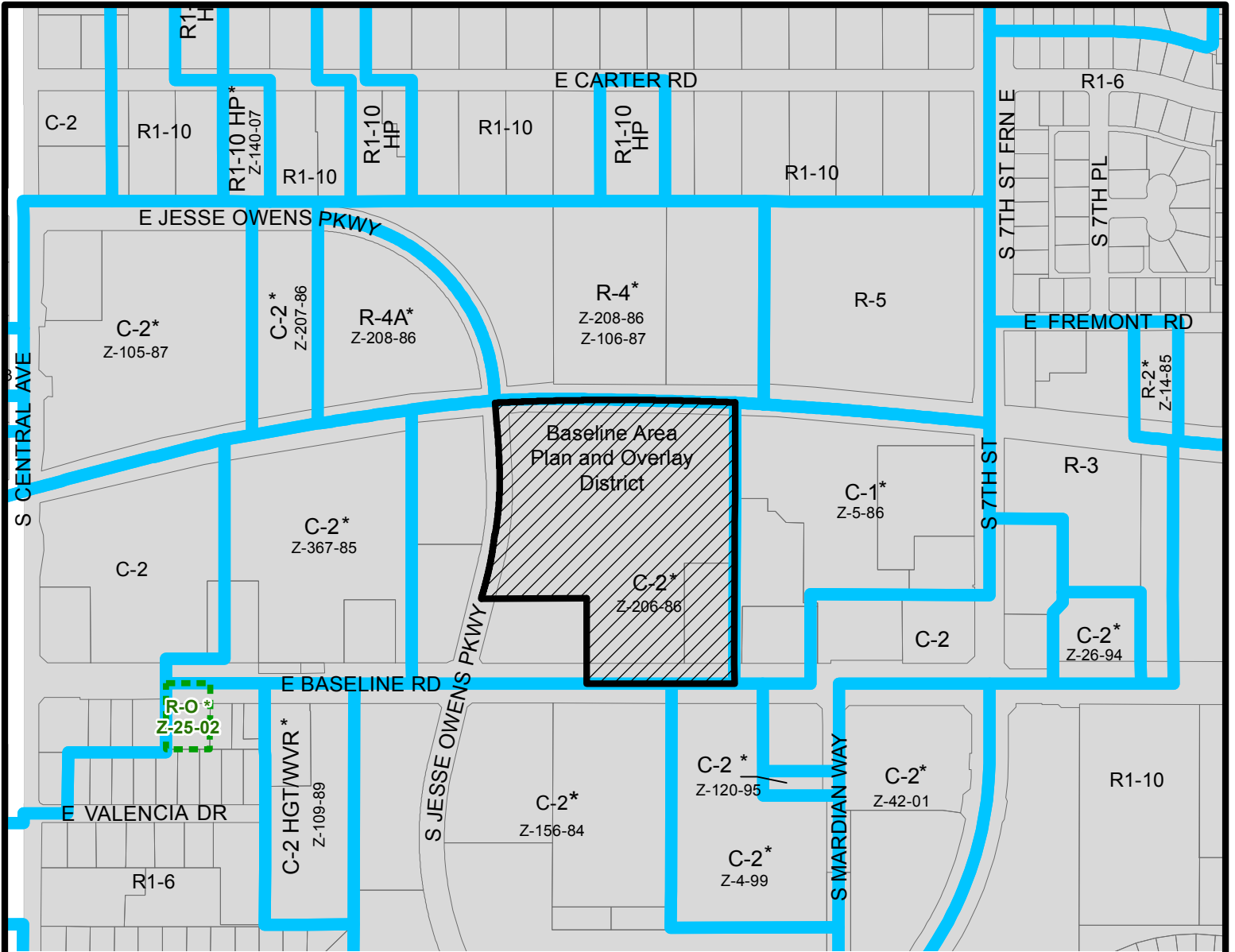
Overall Site Plan date stamped August 1, 2018

Preliminary Landscape Plan date stamped August 1, 2018 (2 pages)

Preliminary Imaging date stamped July 10, 2018 (4 pages)

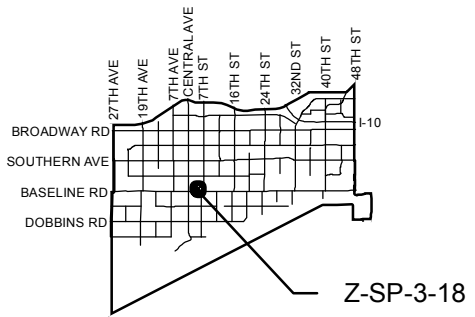
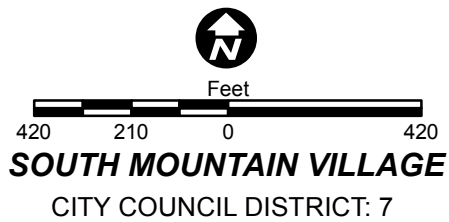
Conceptual Amenities Plan date stamped August 1, 2018

Correspondence



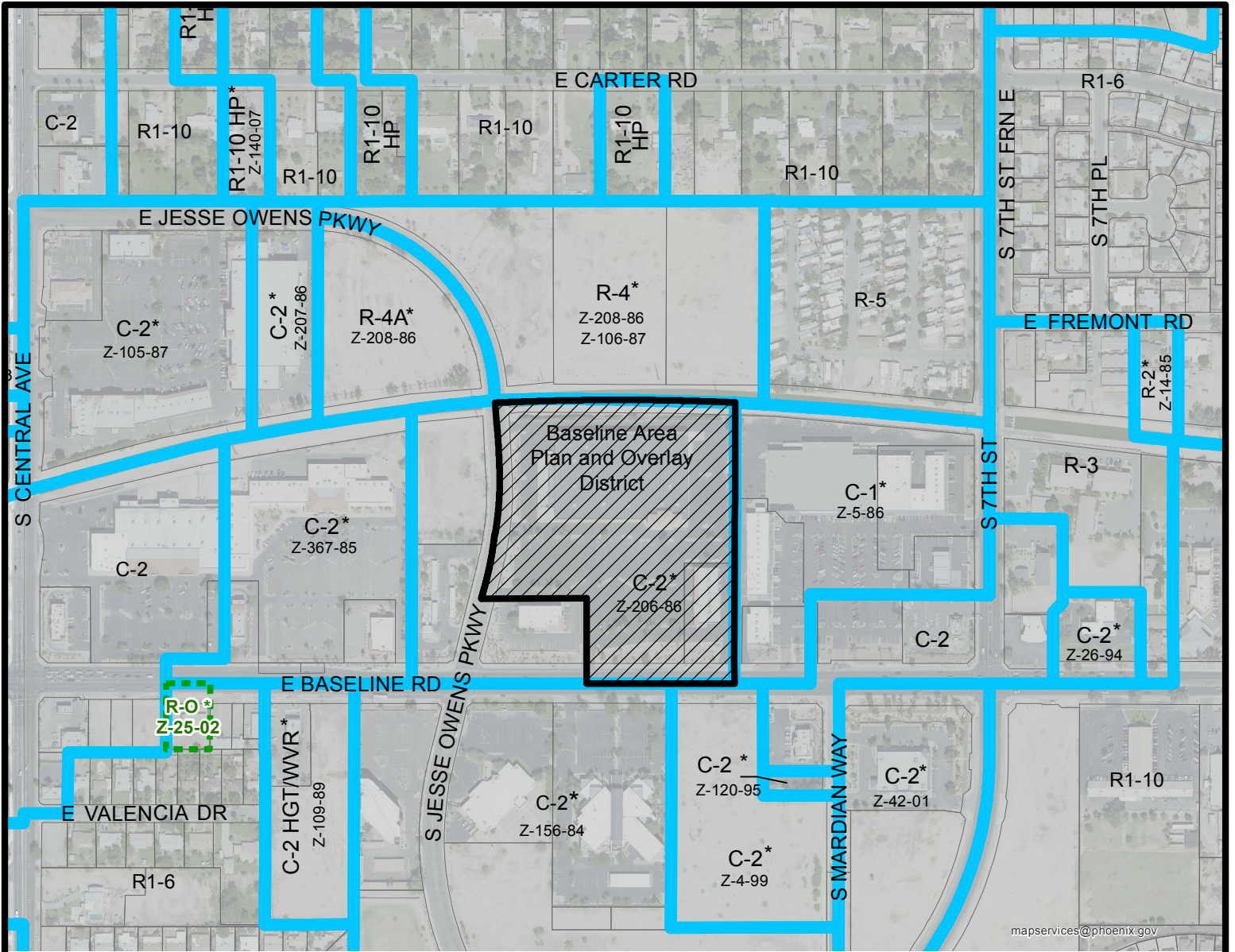
R-0*
Z-25-02

Baseline Area
Plan and Overlay
District

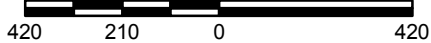


APPLICANT'S NAME: Amerco Real Estate Company		REQUESTED CHANGE:	
APPLICATION NO. Z-SP-3-18		FROM: C-2 BAOD (10.27 a.c.)	
DATE: 5/21/2018 REVISION DATES:		TO: C-2 SP BAOD (10.27 a.c.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 10.27 Acres			
AERIAL PHOTO & QUARTER SEC. NO. QS 1-28		ZONING MAP D-8	
MULTIPLES PERMITTED		* UNITS P.R.D. OPTION	
C-2 BAOD		178	
C-2 SP BAOD		178	

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



Feet

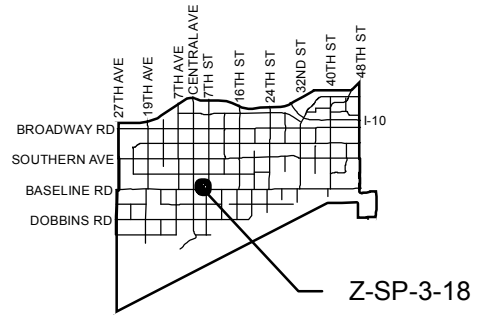


SOUTH MOUNTAIN VILLAGE

CITY COUNCIL DISTRICT: 7

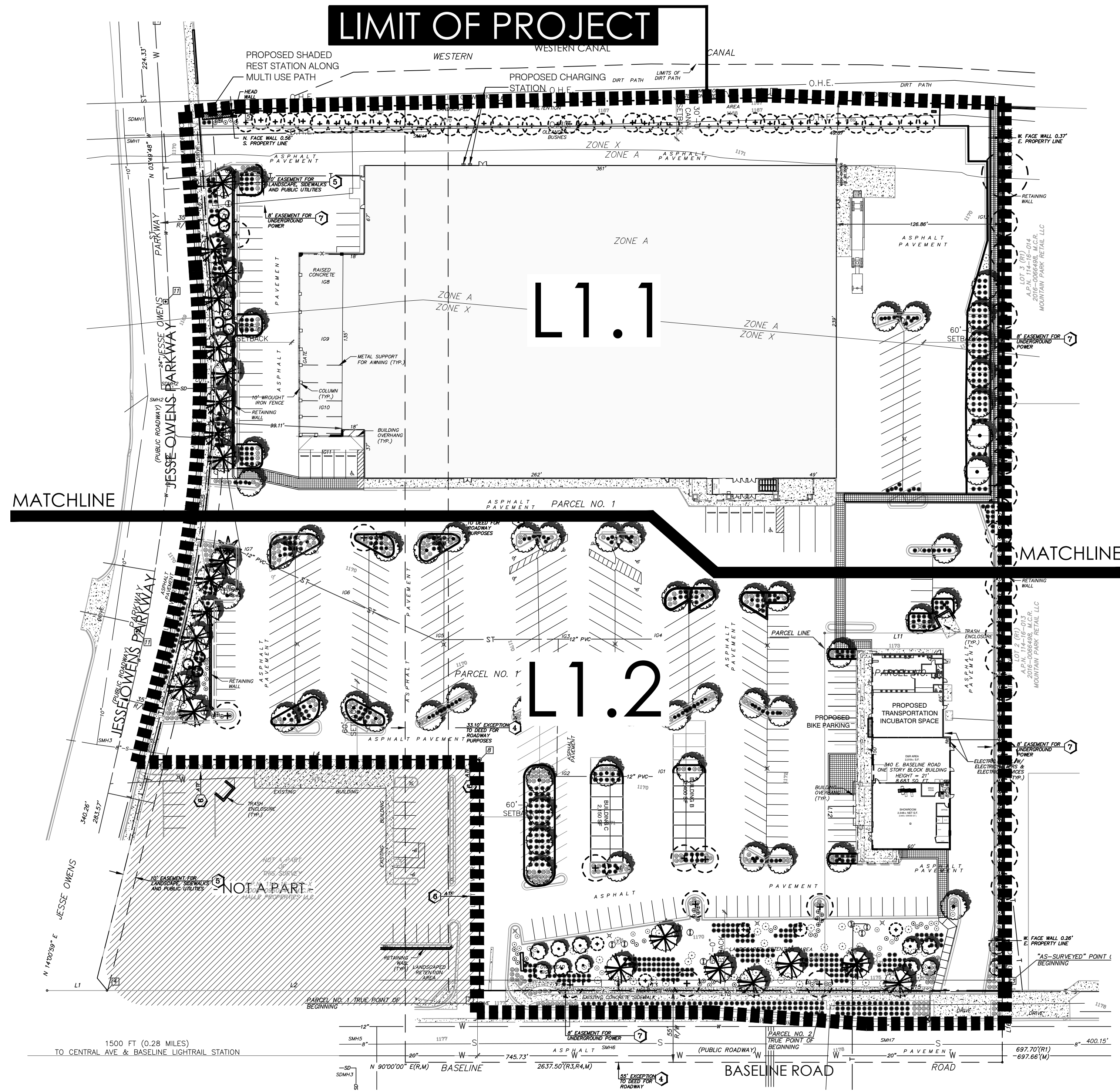


City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT



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MULTIPLES PERMITTED		CONVENTIONAL OPTION	
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C-2 SP BAOD		149	
		* UNITS P.R.D. OPTION	
		178	
		178	

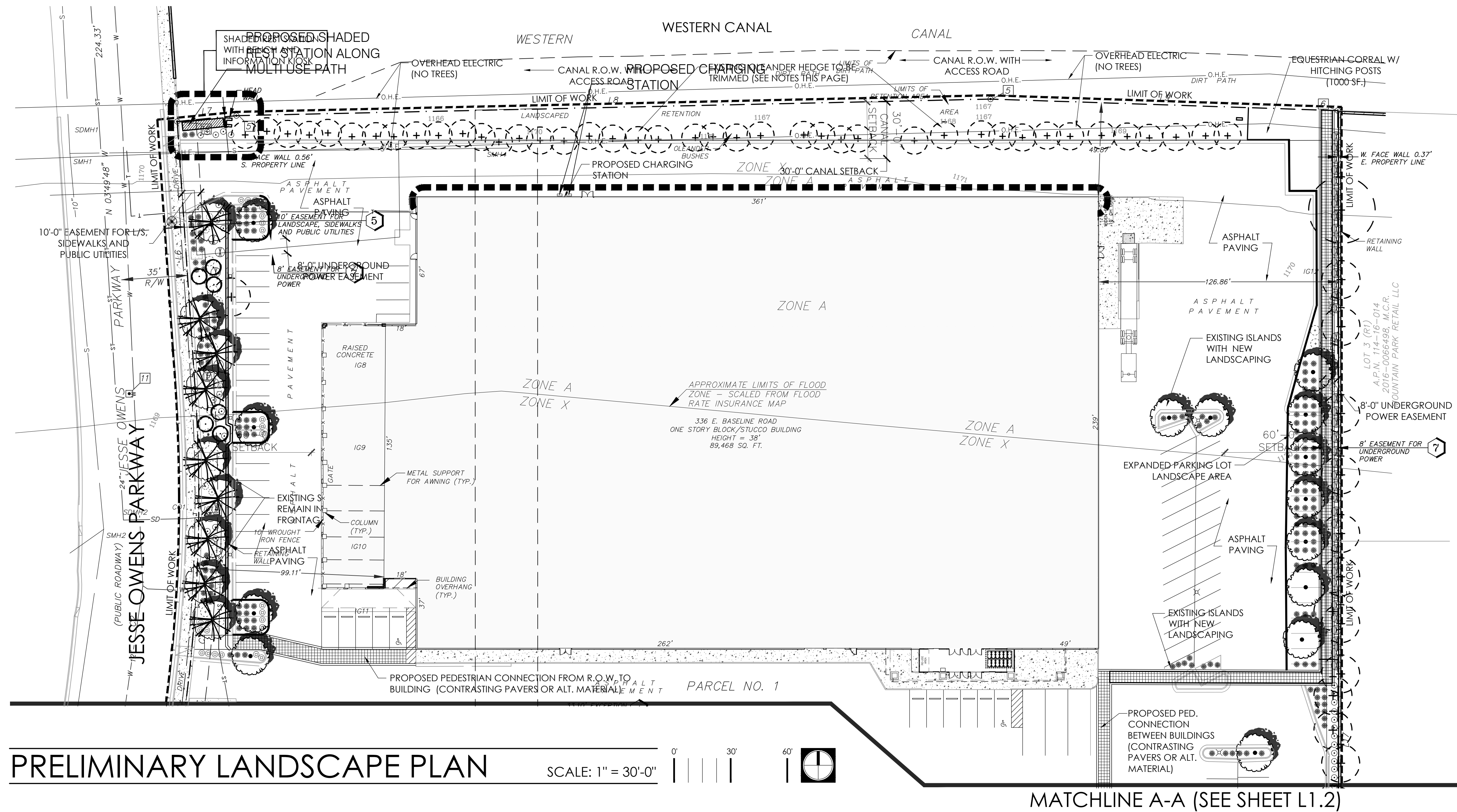
* Maximum Units Allowed with P.R.D. Bonus



OVERALL SITE PLAN

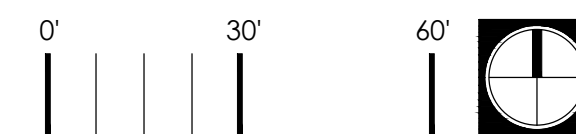
NOT TO SCALE





PRELIMINARY LANDSCAPE PLAN

SCALE: 1" = 30'-0"



MATCHLINE A-A (SEE SHEET L1.2)

PLANT SCHEDULE

(FINAL SPECIES TO BE SELECTED UPON PERMIT REVIEW)

EXISTING PLANT MATERIAL	SIZE / REMARKS	ACCENTS	SIZE / REMARKS
EXISTING PALM	*REMAIN IN PLACE	MEDIUM ACCENT PLANT DEER GRASS / RED YUCCA / DESERT SPOON	5 GAL
EXISTING TREE	*REMAIN IN PLACE	LARGE ACCENT PLANT GIANT HESPERALOE	5 GAL
*PENDING RESULTS FROM NATIVE PLANT INVENTORY			
PROPOSED TREES			
ORNAMENTAL TREE CITRUS SPECIES	SIZE PER CITY REQMT'S MIN. 2" CAL.	LARGE SHRUB HOPSEED BUSH / RED BIRD OF PARADISE / TECOMA SPP.	5 GAL
PERIMETER SHADE TREE ARIZONA ASH / EVERGREEN ELM / MESQUITE SPP.	SIZE PER CITY REQMT'S MIN. 2" CAL.	MEDIUM SHRUB SAGE SPP. / PETITE OLEANDER / RUELLIA SPP. /	5 GAL
ACCENT / SHADE TREE ACACIA SPP. / OAK SPP. / PISTACHE SPP.	SIZE PER CITY REQMT'S MIN. 2" CAL.	SMALL SHRUB DWARF OLIVE / VALENTINE BUSH / CORAL FOUNTAIN / DWARF BOTTLEBRUSH / SAGE SPP.	5 GAL
SMALL ACCENT TREE CASALOTE / SIERRA SUN CAESALPINIA / VITEX	SIZE PER CITY REQMT'S MIN. 2" CAL.		

GROUNDCOVER	
COLOR GROUNDCOVER LANTANA SPP.	1 GAL
INERT MATERIALS	
DG DECOMPOSED GRANITE 'MADISON GOLD' (OR MATCH EXISTING)	1/2" SCREENED, 2" MIN. DEPTH

- TREE PLANTING NOTES**
- ALL CANOPY TREES TO BE PLANTED A MINIMUM OF 10' FROM LIGHT POLES, TYP.
 - ALL TREES ARE TO BE PLANTED A MINIMUM OF 6' FROM UNDERGROUND WATER / STORM DRAIN LINES, TYP.

GENERAL PLANTING NOTES

- CONTRACTOR IS RESPONSIBLE TO FIELD VERIFY ALL CONDITIONS PRIOR TO CONSTRUCTION.
- CONTRACTOR IS TO FIELD LOCATE ALL UNDERGROUND UTILITIES PRIOR TO EXCAVATION AND INSTALLATION OF NEW PLANT MATERIALS. HAND DIG PLANT PITS WHERE REQUIRED.
- EXISTING DECOMPOSED GRANITE ON SITE IS TO REMAIN IN PLACE. CONTRACTOR IS TO PROVIDE BUDGET FOR AMENDING DG WHERE REQUIRED OR DISTURBED DURING CONSTRUCTION.
- CONTRACTOR IS TO TRIM EXISTING TREES THAT HAVE BEEN DETERMINED TO REMAIN IN PLACE.
- ANY DEAD OR DYING SHRUBS / GROUNDCOVER ARE TO BE REMOVED AS SHOWN ON PLAN.
- CONTRACTOR IS TO TRIM OLEANDER HEDGE AT NORTH END OF PROPERTY TO BE 5'-0" HEIGHT AS WELL AS NEATLY HEDGE FRONT AND BACK SIDES TO BE UNIFORM IN APPEARANCE.

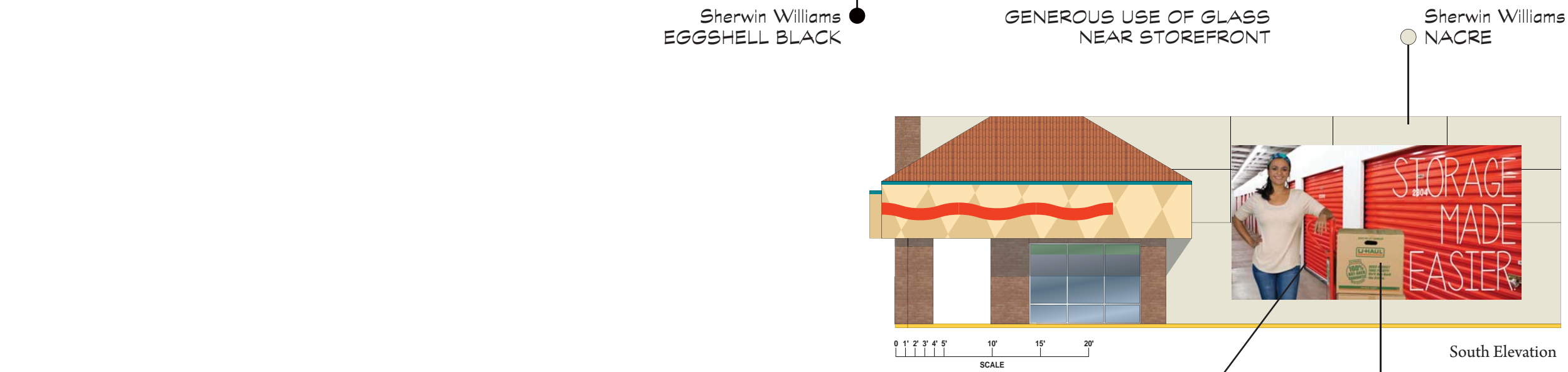


OF SOUTH MOUNTAIN

336 E BASELINE RD, PHOENIX, AZ 85042



West Elevation



South Elevation



August Moon



Yellow Stone



Ultra White



Nacre



Gulfstream



Sierra Sunset



Eggshell Black

PRELIMINARY IMAGING

ANY CHANGES REQUIRE REBID OF PROJECT

922089
922089 MSTR ART NH01
04/12/2018



CITY OF PHOENIX

JUL 10 2018

Planning & Development Department

SHOWROOM ELEVATION / CONCEPTUAL IMAGING



OF SOUTH MOUNTAIN

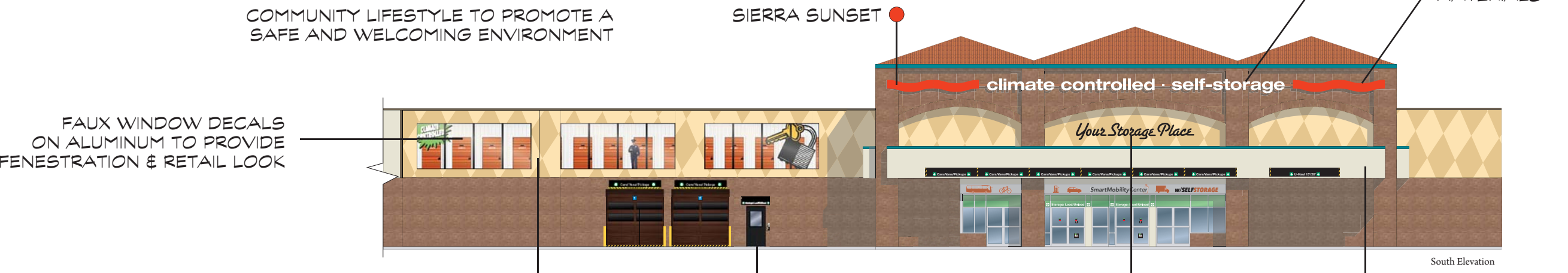
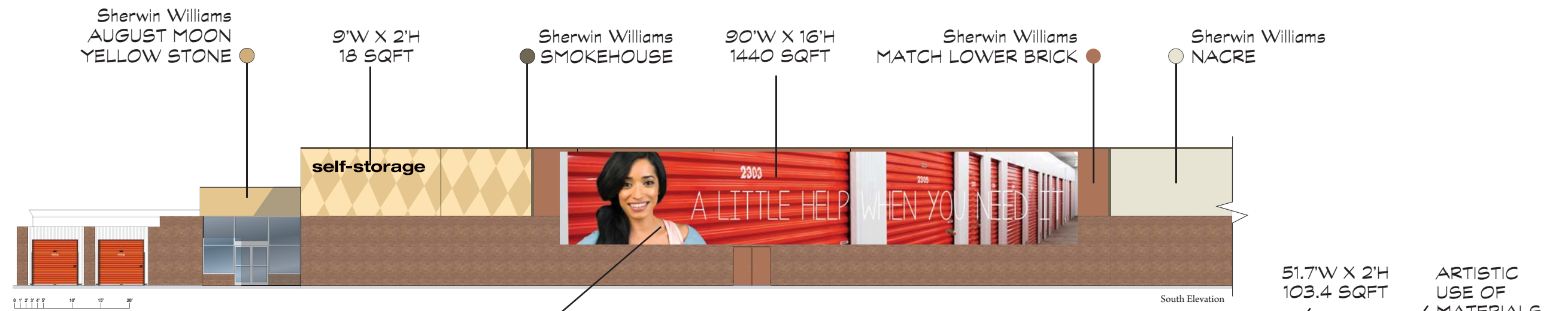
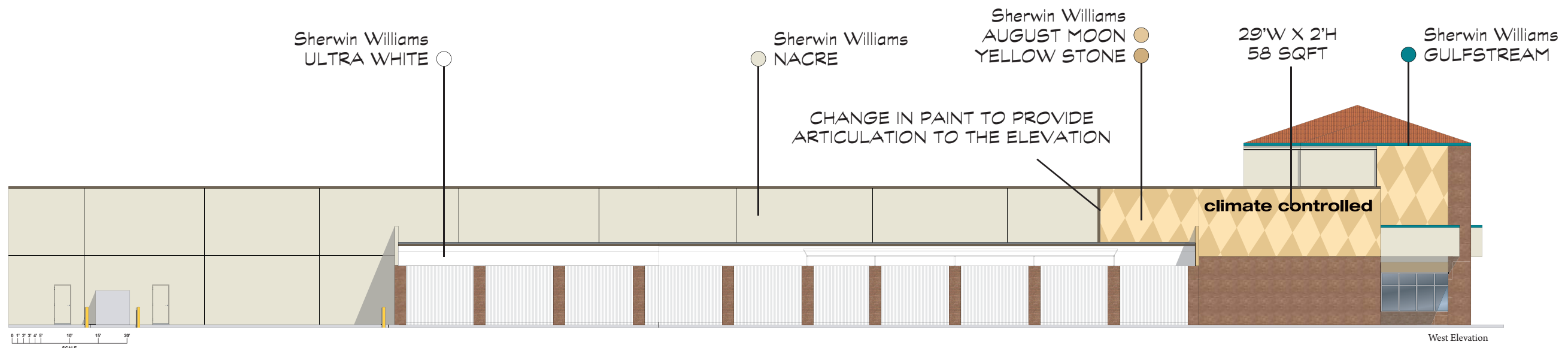
336 E BASELINE RD, PHOENIX, AZ 85042

- August Moon
- Smokehouse
- Yellow Stone
- Ultra White
- Nacre
- Gulfstream
- Sierra Sunset
- Eggshell Black

PRELIMINARY IMAGING

ANY CHANGES REQUIRE REBID OF PROJECT

922089
922089 MSTR ART NH01
04/12/2018



STORAGE ELEVATION / CONCEPTUAL IMAGING

CITY OF PHOENIX
JUL 10 2018
Planning & Development Department

CITY OF PHOENIX

JUL 10 2018

Planning & Development
Department



OF
SOUTH MOUNTAIN

336 E BASELINE RD,
PHOENIX, AZ 85042



August Moon



Smokehouse



Yellow Stone



Ultra White



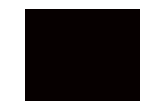
Nacre



Gulfstream



Sierra Sunset



Eggshell Black

PRELIMINARY
IMAGING

ANY CHANGES REQUIRE
REBID OF PROJECT

922089
922089 MSTR ART NH01
04/12/2018



SHOWROOM CONCEPTUAL IMAGING

CITY OF PHOENIX

JUL 10 2018

Planning & Development
Department



OF
SOUTH MOUNTAIN

336 E BASELINE RD,
PHOENIX, AZ 85042



August Moon



Smokehouse



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PRELIMINARY
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ANY CHANGES REQUIRE
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922089
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04/12/2018

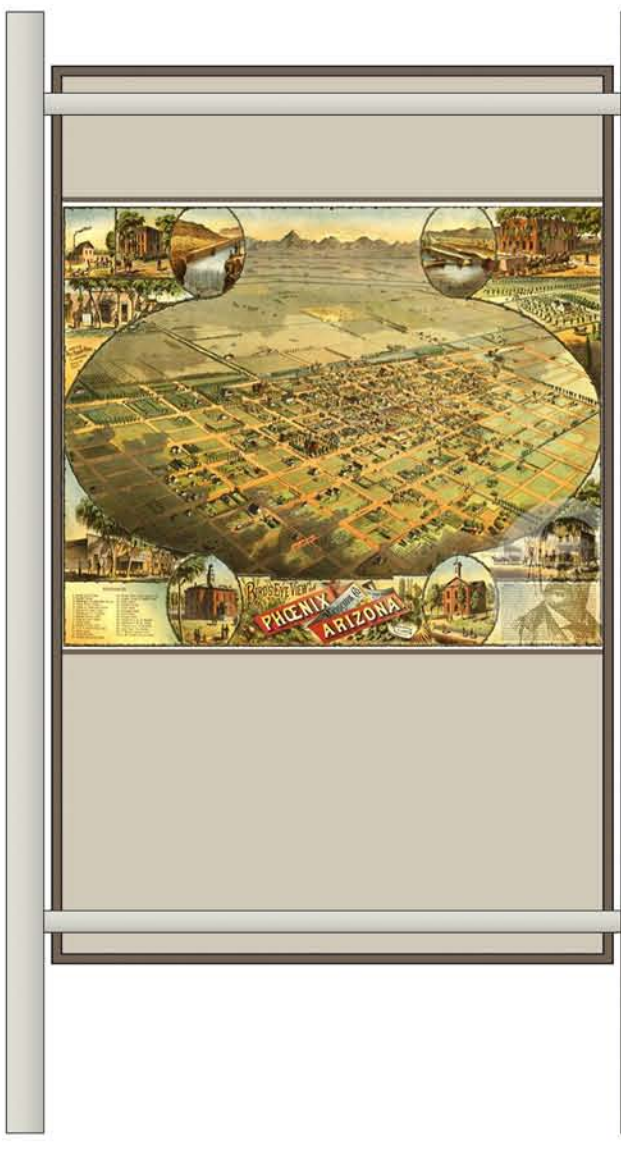


2727 N. CENTRAL AVENUE • PHOENIX, ARIZONA 85004 • (602) 760-4983

STORAGE BLDG CONCEPTUAL IMAGING



SHADED REST STATION WITH BENCH AND INFORMATION KIOSK



INFORMATION KIOSK EXAMPLE
 ACTUAL INFO TO BE DETERMINED BY
 CITY ARTS & CULTURE DEPARTMENT



PAVERS AT PEDESTRIAN WALKWAYS



DIRECTION SIGNAGE TO
 BIKE REPAIR STATION



GRID BIKE SHARING DESIGNATED AREA



PEDESTRIAN REST BENCH



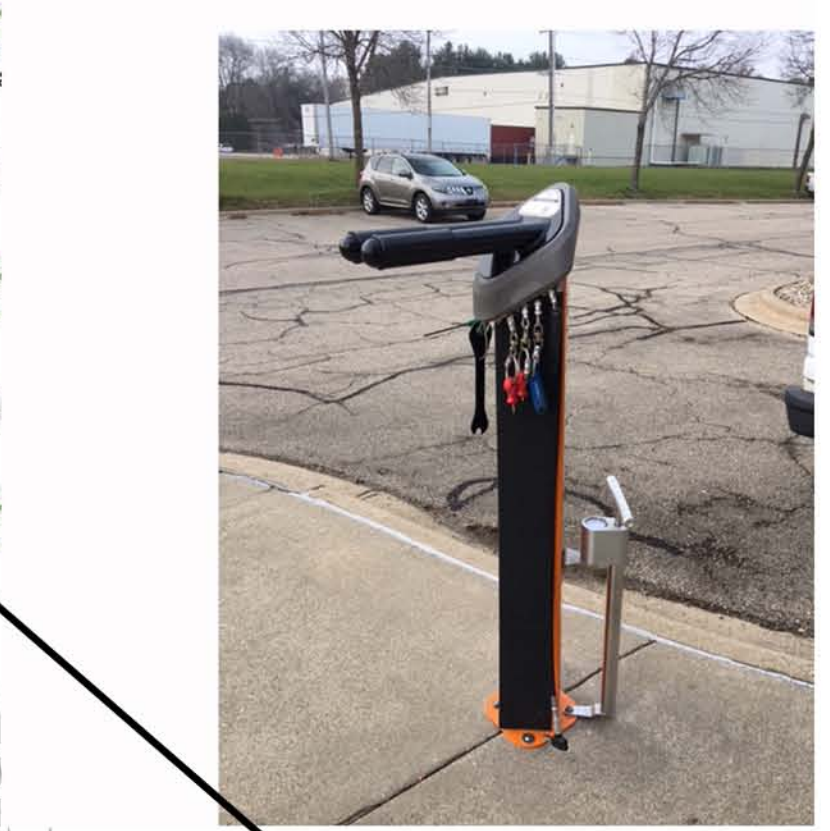
ELECTRIC VEHICLE CHARGING STATION



POSSIBLE HUMBLE DESIGN STUDIO LOCATION



CUSTOMER/ EMPLOYEE BICYCLE RACKS



BICYCLE REPAIR STATION

U-HAUL SMART MOBILITY CENTER
 OF SOUTH MOUNTAIN
 336 EAST BASELINE ROAD | PHOENIX | AZ

CONCEPTUAL
 AMENITIES PLAN
 08/01/2018

Hello Adam

September 5, 2018

I wanted to send you this correspondence as it pertains to, item 6. Z-SP-3-18-7 on the September 11, 2018 agenda.

I met with the representative(s) from Uhaul regarding their project on August 22, 2018. At this time, they explained what they envision for their proposed new site, and I was able to look at renderings as well.

I think what they are proposing is a good re-use of the former, vacant K-mart building. A few of the requirements that they stated the city would like to see, I have a concern with.

1. It is my understanding that the city has requested Uhaul to create a “gathering” space at the Northwest end of their property, where it adjoins the canal. By doing this it would eliminate the direct access from the rear of their building onto Jesse Owen Parkway. I am not in agreement with this stipulation. My first concern is that the proposed “gathering” area would not add any value to the customers using this type of business and would be out of place. I think it also creates an area for people to congregate and may make it unsafe for residents who currently use the canal as a walking/jogging path. The fact that constructing this “gathering” area also would require traffic to redirect south into the parking lot does not make any sense to me. We are talking about people who are renting large moving trucks, who are not professional drivers and we are asking them to make several turns into a parking lot with cross traffic. To me this appears to be a safety hazard. I thought one of the great advantages of this application, at this site was the direct access from the building onto Jesse Owens Parkway, which is a lightly traveled street.
2. I believe that it was also requested of Uhaul to install a horse corral area to the Northeast of the property? I am at a complete loss as to why this would be a request for this property. This makes absolutely no sense to me and I cannot see any reason that this would have even been suggested. I cannot envision these ever being utilized.

Overall, I think this project will be good for the Baseline corridor. It will revitalize a center that has been vacant and unkempt for several years. My only suggestion to the Uhaul representatives would be to possibly use exterior building materials on the façade that lend themselves to a more “industrial rural farm” look. By this I mean possibly adding varied material’s such as metal, stone, brick etc. I think this would add more visual interest to its current large unimpressive “big box” look. If I were present at the meeting I would vote to approve this project.

Thank you for your time and consideration,

Rhonda Fosenburg