



**City of Phoenix**  
PLANNING & DEVELOPMENT DEPARTMENT

**ADDENDUM A**  
**Staff Report Z-43-12-7**  
March 15, 2013

<b>Estrella Village Planning Committee Meeting Date</b>	March 19, 2013
<b>Planning Commission Hearing Date</b>	April 9, 2013
<b>Request From:</b>	R-5 (70.46 Acres) R-5 (Approved C-2) (11.40 Acres) C-3 (1.29 Acres)
<b>Request To:</b>	PUD (83.15 Acres)
<b>Proposed Use</b>	Planned Unit Development to allow for industrial development
<b>Location</b>	Northwest corner of 59th Avenue and Van Buren Street
<b>Owner</b>	James F Kenny/El Dorado Van Buren 80 LLC
<b>Applicant/Representative</b>	Paul Gilbert/Beus Gilbert PLLC
<b>Staff Recommendation</b>	Approval, subject to stipulations

This addendum is to revise the Street Transportation Department stipulations. The applicant has been working with staff and both parties have agreed to address the traffic comments that were provided by the City of Phoenix during the preliminary site plan approval process. Proposed stipulations to be revised are in bold and strikeouts below start at stipulation #17.

**Revised Stipulations**

1. An updated Development Narrative for the Z-43-12-7 PUD reflecting the changes approved through this request shall be submitted to the Planning and Development Department within 30 days of City Council approval of this request. The updated Development Narrative shall be consistent with the Development Narrative date stamped February 13, 2013.

**New Development Standards**

2. The following minimum setbacks shall be provided along the north property line, as approved by the Planning and Development Department:
  - a. Minimum 60-foot building setback

- b. Minimum 100-foot outdoor storage and outdoor uses setback, except for trailer and freight container staging that is transient in nature. These uses shall be limited to 15 feet in height but may increase 1-foot in height for every 3-feet of setback provided (3:1).
3. Outdoor uses and/or storage located between 100-300-feet of a residential district shall be required to obtain a use permit as outlined in section 307 of the zoning ordinance, as approved by the Planning and Development Department.
4. An 8-foot CMU wall shall be provided adjacent to all residential zoning districts, except for the portion of the western property line zoned R-5 south (approx. 552-foot) of Fillmore Street, as approved by the Planning and Development Department.
5. A maximum of 50 percent lot coverage may be obtained by the applicant, as approved by the Planning and Development Department.
6. Freeway pylon signs shall be not be located within 300-feet of the north property line, as approved by the Planning and Development Department.
7. The landscape setback along the western property line may be reduced to 10-feet beginning at approx. 552-feet south of Fillmore Street., as approved by the Planning and Development Department.
8. That prior to preliminary site plan approval, the landowner shall execute a Proposition 207 waiver of claims in a form approved by the City Attorney's Office. 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.

**Development Narrative Updates and Modifications**

9. The applicant shall modify page 24, section G.11.a.2 and shall have the photometric analysis at time of site plan review process, as approved by the Planning and Development Department.
10. The applicant shall modify page 24, section G.11.a.3 to “partially shield exterior lighting,” as approved by the Planning and Development Department.
11. The applicant shall modify page 27, section G.12.d and delete the reference to allow “existing 6-foot walls may remain,” as approved by the Planning and Development Department.
12. The applicant shall update page 4, section 2, uses of the PUD to correct the wording to “conditions/limitations,” as approved by the Planning and Development Department.

13. The applicant shall update page 4, section 3, standards of the PUD to correct the wording to "59<sup>th</sup> Avenue," as approved by the Planning and Development Department.
14. The applicant shall update page 7, section 1, statement of conformity and insert a period after "City of Phoenix General Plan," as approved by the Planning and Development Department.
15. The applicant shall update page 11, section F.4.c and correct the spelling to "fifty," as approved by the Planning and Development Department.
16. The applicant shall modify page 28 and remove the "note" from the top of the page, as approved by the Planning and Development Department.

**Street Transportation Stipulations**

17. **Submit a ~~updated~~ revised Traffic Impact Analysis to accommodate updated development plans for Development** per the PUD requirements. The development shall be responsible for any necessary dedications and improvements to the street network as approved by the Street Transportation Department.
18. The developer shall construct all streets adjacent to the development with paving, curb, gutter, sidewalk, curb ramps, streetlights, landscaping and other incidentals as per plans approved by the Planning and Development Department. All improvements shall comply with all ADA accessibility standards.
19. A Red Border Letter shall be filed with **the Arizona Department of Transportation** (ADOT) notifying them of this project. The response from ADOT shall be included in the Appendix of ~~this~~ **the traffic** study. Potential right-of-way requirements need to be addressed in ADOT's response.
20. **The applicant shall revise the Traffic Impact Study in accordance with comments provided by the Street Transportation Department and with final approval by the Street Transportation Department prior to preliminary site plan approval.**
21. **The developer shall dedicate conditional right-of-way sufficient to accommodate the extension of 63rd Avenue from Fillmore Street to Van Buren Street. The geometric alignment for 63rd Avenue shall be as per plans approved by the Street Transportation Department (see attachment). This future connection may be necessary based upon limited access to the neighborhood upon completion of the South Mountain Freeway and other area developments.**

20. ~~The applicant shall revise page 8, paragraph one shall be deleted from the Traffic Impact Study, as approved by the Street Transportation Department.~~
21. ~~Page 9, Paragraph 2: The developer shall construct 63rd Avenue a total of 700 feet north of Van Buren Street terminating with an off-set cul-de-sac. A conditional right-of-way dedication for 63rd Avenue from the cul-de-sac to Fillmore Street will be required. The alignment for 63rd Avenue shall be as per plans approved by the Street Transportation Department. This future connection may be necessary based upon access needs of the neighborhood upon completion of SR 202.~~
22. ~~The applicant shall revise page 9, paragraph four to indicate the approved traffic signal along Van Buren Street in this area is at 63rd Avenue, as approved by the Street Transportation Department.~~
23. ~~The applicant shall revise page 39, figure 14 and 15, to indicate the figure with the proposed signal at 63rd Avenue, as approved by the Street Transportation Department.~~
24. ~~The applicant shall revise page 41, paragraph two to indicate main access to project to 63rd Avenue, as approved by the Street Transportation Department.~~
25. ~~The applicant shall revise page 46 to align proposed driveways with existing driveways on the south side of Van Buren Street, as approved by the Street Transportation Department.~~
26. ~~The applicant shall revise page 49, second and third bullet points, to correctly reflect/match the number of access points shown (Figure 4), as approved by the Street Transportation Department.~~
27. ~~Page 6, Figure 2: Narrative for study states 2 access driveways on 59th Avenue and 4 along Van Buren Street are anticipated and Figure 2 shows 3 on 59th Avenue and 5 on Van Buren Street. Revise either the narrative or the Figure(s). New driveways should align with existing driveways whenever possible. Additionally, the existing driveway for the parcel at the southwest corner of 59th Avenue and Van Buren Street is missing.~~
28. ~~Page 8, 5th Paragraph: The City Of Phoenix standard for access is full access at 1/8 mile (660') intervals. There is an existing driveway at about 690 feet west of 59th Avenue. A median island opening for this driveway is expected. Full access to the north would be approved at this location. Standard signalized access locations within the City are at 1/2 mile intervals, therefore the standard location will be at 63rd Avenue. No signal will be installed until warrants are met as determined by the City Of Phoenix.~~

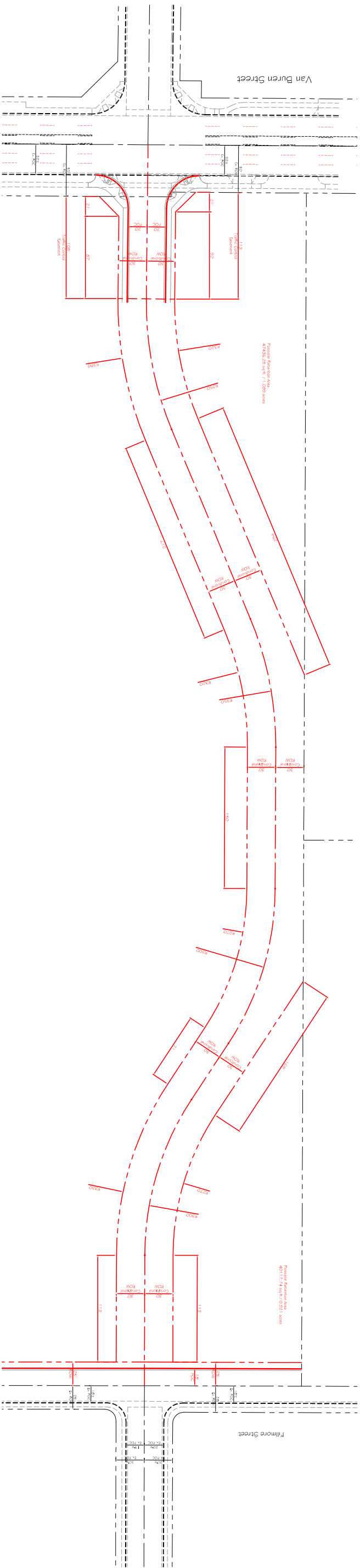
29. ~~Page 46, Design Issues - sixth Paragraph: Revise main access to site to 63rd Avenue.~~
30. ~~Page 49, Recommendations: The proposed signal will be paid for by the developer, only when warrants are met as determined by the City Of Phoenix.~~

**Attachments**

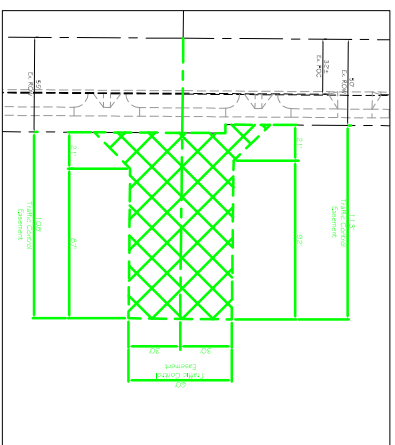
63<sup>rd</sup> Avenue Geometric Design



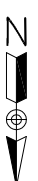
63rd AVENUE



63rd AVENUE



Traffic Control Easement Detail



PER CITY OF PHOENIX CITY CODE CHAPTER 2, SECTION 2-26, THESE PLANS ARE FOR OFFICIAL USE ONLY & MAY NOT BE SHARED WITH OTHERS EXCEPT AS REQUIRED TO FULFILL THE OBLIGATIONS OF YOUR CONTRACT WITH THE CITY OF PHOENIX.

**GEOMETRIC DESIGN**  
 CITY OF PHOENIX, ARIZONA  
 STREET TRANSPORTATION DEPARTMENT

63rd AVENUE  
 VAN BUREN ST TO FILLMORE ST  
 ALIGNMENT AND CROSS SECTIONS

PROJECT #:	DESIGNER:	CHECKER:	SHEET NO.:	TOTAL SHEETS:
10032	DRS/BSY	OCB	1	1
DATE: MAR 2013	DATE:	DATE:	OS. #:	1-1-14
SCALE: 1" = 50'				

10032.dwg MAR 12/13 1:43pm