

ATTACHMENT B



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-113-23-3
May 10, 2024

North Mountain <u>Village Planning Committee</u> Meeting Date:	May 15, 2024
Planning Commission Hearing Date:	June 6, 2024
Request From:	<u>C-O</u> (Commercial Office – Restricted Commercial) (7.20 acres)
Request To:	<u>WU Code T5:5</u> (Walkable Urban Code, Transect 5:5 District) (7.20 acres)
Proposal:	Multifamily residential
Location:	Approximately 810 feet west of the northwest corner of 23rd Avenue and Townley Avenue
Owner:	2445 West Dunlap, LLC
Applicant:	Taylor Earl, Earl & Curley, P.C.
Representative:	Taylor Earl, Earl & Curley, P.C.
Staff Recommendation:	Approval, subject to stipulations

<u>General Plan Conformity</u>			
<u>General Plan Land Use Map Designation</u>		Commercial	
<u>Street Map Classification</u>	Townley Avenue	Local Street	30-feet north half street
<i>CONNECT PEOPLE AND PLACES CORE VALUE; CORES, CENTERS, AND CORRIDORS; LAND USE PRINCIPLE: Locate land uses with the greatest height and most intense uses within village cores, centers and corridors based on village character, land use needs, and transportation system capacity.</i>			
The proposal will create housing within a quarter mile of a light rail station (25th Avenue and Dunlap Avenue) and the North Mountain Village Core. The proposed development will add additional dwelling units, which will in turn support light rail ridership and an alternative transit option to car dependent residents.			

CONNECT PEOPLE TO PLACES: Core Centers and Corridor Goals: Phoenix residents should have an abundance of places to connect with services, resources, and each other..

The proposal is located in an area with several existing commercial developments. Residents in the proposed development will have an opportunity to connect and utilize adjacent businesses.

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

The proposed development, as stipulated, includes bicycle facilities to encourage bicycling and transit use to leverage its proximity to the nearby light rail station. Features include secure bicycle parking for residents, convenient racks for guests, and bicycle repair station for residents.

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, will provide shade along the public sidewalk, which will improve pedestrian comfort within close proximity to light rail.

Applicable Plans, Overlays, and Initiatives

[TOD Strategic Policy Framework](#): Background Item No. 4.

[19North Transit Oriented Development Policy Plan](#): Background Item No. 5.

[North Mountain Village Character Plan](#): Background Item No. 6.

[Community Safety Plan \(CSP\) Areas](#): Background Item No. 9.

[Tree and Shade Master Plan](#): Background Item No. 10.

[Complete Streets Guidelines](#): Background Item No. 11.

[Housing Phoenix Plan](#): Background Item No. 12.

[Zero Waste PHX](#): Background Item No. 13.

[Climate Action Plan](#): Background Item No. 14.

[Transportation Electrification Action Plan](#): Background Item No. 15.

[**Comprehensive Bicycle Master Plan**](#): Background Item No. 16.

[**Conservation Measures for New Development**](#): Background Item No. 17.

[**Monarch Butterfly**](#): Background Item No. 18.

Surrounding Land Uses and Zoning

	<u>Land Use</u>	<u>Zoning</u>
On Site	Commercial (office)	C-O
North	Vacant, office	S-1, C-O
South	Commerce Park, office, fire station	CP/GCP (Approved R-3), R1-6
West	Temporary Storage	C-O
East	Multifamily residential	R-4

Walkable Urban Code **Transect 5:5**

<u>Standards</u>	<u>Requirements</u>	<u>Site Plan Provisions</u>
Gross Acres		7.20
Total Dwelling Units	No maximum	345 units (Met)
Density		47.92 units per acre (Met)
Building Height	56 feet maximum	4 stories / 48 feet (Met)
Building Setbacks		
Primary Frontage (Townley Avenue)	12 foot maximum	8 feet 6 inches (Met)
Rear (north)	0 foot minimum	5 feet (Met)
Sides (east and west)	0 foot minimum	5 feet (Met)
<i>Parking</i>		
Parking Spaces	Minimum 0.75 spaces per dwelling units and 50 percent shall be unreserved.	273 parking spaces (Met)
<i>Lot Requirements</i>		
Lot Coverage	80 percent maximum	64 percent (Met)
Primary Building Frontage	70% minimum	Not specified on site plan

Open Space Requirements		
Open Space	0.36 acres (5%)	0.36 acres (5%) (Met)

<u>Walkable Urban Code (Continued)</u> <u>Transect 5:5</u>		
<u>Standards</u>	<u>Requirements</u>	<u>Site Plan Provisions</u>
Large Scale Development Standards (over 5 acres) Section 1304.G		
Mix of housing and mixed-use	No minimum	One bedroom, two bedroom, live work (Met)
Public Pedestrian Accessways	1 accessway per 300 feet of frontage (approximately 1,000 feet of frontage) = 3 required	One public pedestrian accessway provided (Not Met)

Background/Issues/Analysis

SUBJECT SITE

1. This request is to rezone 7.20 acres approximately 810 feet west of the northwest corner of 23rd Avenue and Townley Avenue, from C-O (Commercial Office-Restricted Commercial) to WU Code T5:5 (Walkable Urban Code, Transect 5:5 District) to allow multifamily residential. The subject site is approximately 635 feet from the 25th Avenue and Dunlap Avenue light rail station, and approximately 0.75 miles from the center of the North Mountain Primary Village Core. The subject site includes a large two-story office building with a surface parking lot. The office building on this site is currently being used by Brookline College. The proposal is for a two-phased, four-story, multifamily development. Phase One will take up the smaller portion of the site located on the east side and will contain 75 units, which will be a mix of one and two bedrooms. The second phase proposes to have 270 units with a mix of one and two bedrooms.



Oblique Aerial Imagery; Source: Phoenix Planning and Development Department

SURROUNDING LAND USES AND ZONING

2. To the north is vacant land and an office, zoned S-1 (Ranch or Farm Residence) and C-O. To the east is multifamily residential zoned R-4 (Multifamily Residence District). To the south is a Commerce Park office and fire station, zoned CP/GCP (Approved R-3) (Commerce Park District, General Commerce Park Option, Approved Multifamily Residential) and R1-6 (Single-Family Residence District). To the west is temporary construction staging (NW Light Rail Extension) zoned C-O.

GENERAL PLAN LAND USE MAP

3. The General Plan Land Use Map depicts a Commercial designation for the subject site. The designation is consistent with the proposed development and entitlement on the site. To the north, east and west the General Plan Land Use designation is also Commercial. To the south across Townley Avenue the designation is Residential 10 to 15 dwelling units per acre and Commercial.



General Plan Land Use Map; Source: Planning and Development Department

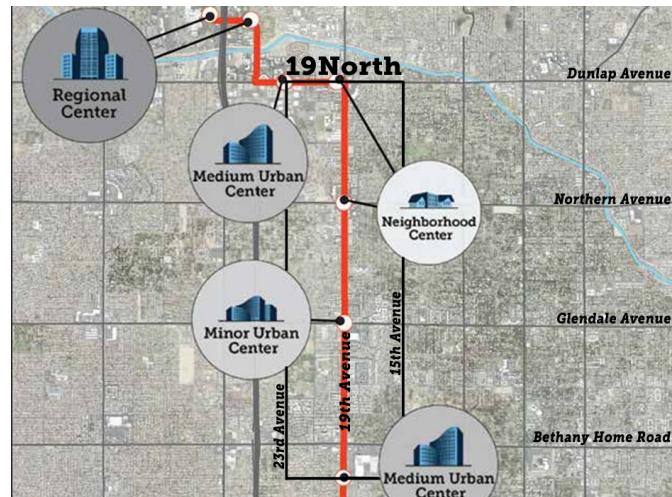
The subject site is just outside of the North Mountain Village Core, that is located to the north. Since the 1980s, the village cores were where the greatest intensity was envisioned in these core areas and this concept remains central to the Connected Oasis vision contained in the 2015 Phoenix General Plan. While just outside of the formal boundary of the North Mountain Village Core, the proposal is designed in a way to also compliment the 19 North Policy Plan, which is located on the periphery of the site to the east.



General Plan Land Use Map; Source: Planning and Development Department

4. Transit Oriented Development Strategic Policy Framework:

The Transit Oriented Development Strategic Policy Framework is part of the City's General Plan. The framework identifies planning typologies to describe urban environments.



Transit Oriented Development Strategic Policy Framework, Place Type Map Excerpt; Source: Planning and Development Department

The subject site is located within a quarter mile from the light rail station located at 25th Avenue and Dunlap Avenue which is identified as a Medium Urban Center. The Medium Urban Center Place type provides policy support for three to six story buildings with allowances up to ten when incentive criteria are met. With a height of 41 feet and four stories, the scale of the proposed development is consistent with the Place type. The Medium Urban Center Place type calls for a balance of commercial and residential to create a retail destination; staff therefore recommends Stipulation No. 3 to require a mix of live/work units and no less than 5,000 square feet of non-residential use.

5. 19North Transit Oriented Development Policy Plan:

The subject site is located within a quarter mile of the 19North TOD Planning Area, which is bound by Montebello Avenue on the south, Dunlap Avenue on the north, 15th Avenue on the east, and 23rd Avenue on the west. Although the site is located within the Metro District Transit Oriented Community Planning Area, the plan is still under way. Therefore, the adjacent 19North Transit Oriented Development Policy Plan is the most appropriate policy to apply to the site until the Metro District Transit Oriented Community Plan is complete.

The policy plan for the 19North TOD District provides a blueprint for fully achieving the transformative potential of light rail in a sustainable manner. Changes advocated in the plan can lower transportation costs for residents, create new business opportunities, encourage active, healthy lifestyles, ensure Phoenix increases its competitive advantage in the global marketplace, and improve prosperity by growing the economy in locations with existing infrastructure and public services.

The site is adjacent to the 19th and Northern Priority Area that calls for a walkable neighborhood with active frontages and small block sizes. The WU Code already requires active frontages along the street. However, not all of the active frontages in the WU Code meet the intended standards found in the 19North Policy Plan. Because of this, staff recommends Stipulation No. 2 to require a publicly accessible pedestrian path, on the 25th Avenue alignment to provide direct connection to the light rail station while also making the development less imposing, reducing the block size. In addition, Stipulation Nos.9 and 10 are intended to improve the quality of the frontages to support the 19North Policy Plan. Furthermore, Stipulation No.4 requires a detached sidewalk with lighting to enhance the sidewalks adjacent to the frontages along Townley Avenue.

6. North Mountain Village Character Plan:

The North Mountain Village Character Plan was approved and adopted into the Phoenix General Plan through General Plan Amendment GPA-1-19. The project is aligned with the general goals identified in the North Mountain Village Character Plan but most specifically the following items:

- “Land Use Principle: Cores, centers and corridors to be configured in a walkable manner and include a variety of land uses: office, retail shopping, entertainment and cultural, housing, hotel and resort, and, where appropriate, some types of industry.” *The proposal will introduce housing to an area with concentrations of diverse employment and service opportunities along the light rail network which will support walkability.*

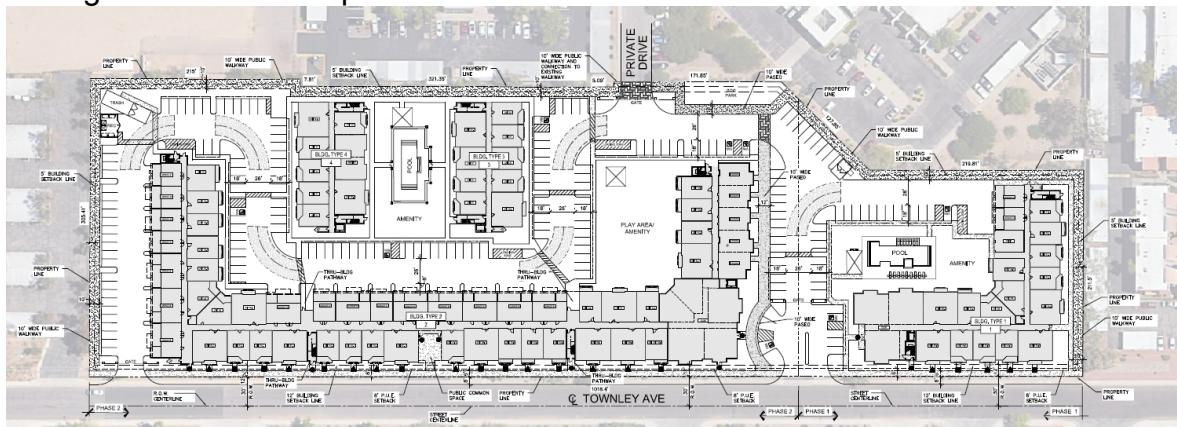
- “Land Use Principle: Locate land uses with the greatest height and most intense uses within limits based on village character, land use needs, infrastructure, and transportation system capacity.” *The proposal will develop an underutilized site into multifamily residential units within walking distance of a light rail station.*

PROPOSAL

7. Site Plan

The proposed development includes four, four-story multifamily structures consisting of 345 units that are comprised of one-bedroom and two-bedroom layouts. There will be 273 parking spaces provided in a surface parking lot and garage parking, including tandem parking.

The pedestrian accessway that connects to 25th Avenue, as stipulated, will be providing direct access to the 25th Avenue and Dunlap Avenue light rail station. The proposed development utilizes the private drive to the north of the site which can be used to facilitate pedestrian mobility to the adjacent light rail station. This will in turn provide residents an opportunity to lower their transportation cost, by having another transit option to choose from.



Proposed Site Plan; Source: Biltform Architecture

The proposed site plan depicts a public pedestrian accessway around the perimeter of the subject site. While pedestrian connectivity is encouraged through the Walkable Urban Code, the proposed location of these public pedestrian accessways are not aligned with the purpose and intent of the code. Section 1304.G of the Walkable Urban Code articulates these expectations for Large Scale Developments which applies to the subject site. This code section encourages pedestrian connectivity at intervals of approximately 300 feet and that these pedestrian accessways be activated with adjacent buildings that put both eyes and feet on the accessway.

Stipulations No.1 requires that the conceptual elevations and site plan be reviewed by the Planning Hearing Officer with specific regard to the inclusion of the public pedestrian access way to provide connectivity to the light rail station, non-residential uses within the site and elevations with more articulation.

Due to the proximity of freeway to the west, staff recommends Stipulation No. 21 to require that the interior noise level not exceed 45 decibels.

8. Conceptual Building Elevations

The conceptual elevations and renderings, attached as an exhibit, depict several multi-story multifamily residential buildings. The stories above the ground floor include balconies. Building 1 and Building 2, which front Townley Avenue, have patios on the ground level and incorporate balconies on the above stories. The façade has a continuous and uniform white background along the frontage. Staff recommends Stipulation Nos. 3, 9 and 10 to activate the site with non-residential uses and provide various building entries and enhanced building articulation.



Conceptual Elevation Renderings; Source: Biltform Architecture

STUDIES AND POLICIES

9. **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 within a Community Safety Plan (CSP) area; thus staff recommends:

Stipulation Nos. 2, 5, and No.11 to address safety concerns by requiring lighting along Townley Avenue and the pedestrian pathways, including the Public Pedestrian Accessway that extends through the site.

10. **Tree and Shade Master Plan:**

The Tree and Shade Master Plan encourages treating the urban forest as infrastructure to ensure the trees are an integral part of the City's planning and development process. Sidewalks on the street frontages should be detached from the curbs to allow trees to be planted on both sides of the sidewalk to provide thermal comfort for pedestrians and to reduce the urban heat island effect.

The proposal, as stipulated, aligns with the Tree and Shade Master Plan by requiring shade trees along pedestrian pathways to comfortably convey pedestrians to light rail, employment, and other destinations. These items are addressed through WU Code standards and in Stipulation No. 4.

11. **Complete Streets Guidelines:**

In 2018, 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. The Walkable Urban Code contains design standards to implement the vision of the 19North TOD Policy Plan which is aligned with the city's Complete Streets Guidelines.

Furthermore, the need for complete streets in and around the site is supported by the High Injury Network (HIN) along Dunlap Avenue, just north of the site. The HIN data can be found in the Road Safety Action Plan, which highlights the segment of Dunlap Avenue that sees an increased number of vehicular crashes.

12. **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 the 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, including 99,581 which should be affordable. Current shortages of housing supply relative to demand are a primary reason why housing costs are increasing. The proposed development can help alleviate the housing pressure by adding more density on an underutilized lot.

13. **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 proposal also includes recycling.

14. **Phoenix Climate Action Plan:**

In October 2021, the Phoenix City Council approved the Climate Action Plan. The Climate Action Plan will serve as a long-term plan to achieve greenhouse gas emissions reductions and resiliency goals from local operations and community activities as well as prepare for the impacts of climate change. This plan contains policy and initiatives regarding stationary energy, transportation, waste management, air quality, local food systems, heat, and water. Goal W2 (Water), Action W2.4, pertains to the implementation of the [Greater Phoenix Metro Green Infrastructure \(GI\)](#) and Low Impact Development Details for Alternative Stormwater Management to benefit the environment, promote water conservation, reduce urban heat, improve the public health, and create additional green spaces.

This goal is addressed in Stipulation No. 14, which requires a minimum of two GI techniques for stormwater management to be implemented in this development.

15. **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.

This is addressed in Stipulation No. 12 which requires electric receptacles for the charging of electric bicycles and Stipulation No. 13, which requires five percent of required vehicle parking spaces be “EV-Capable.” The stipulation also includes a minimum 5 EV installed spaces.

16. 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 bicycle parking per the requirements of Section 1307.H of the Phoenix Zoning Ordinance, which would require all nonresidential uses to provide a minimum of one bicycle parking space per 25 vehicle parking spaces, with a maximum of 25 spaces. This is addressed in Stipulation No. 12.

17. Conservation Measures for New Development

In June 2023, the Phoenix City Council adopted the Conservation Measures for New Development policy as part of a resolution addressing the future water consumption of new development (Resolution 22129). This resolution addresses the future water consumption of new development to support one of the City’s Five Core Values in the General Plan which calls for Phoenix to “Build the Sustainable Desert City”. The Conservation Measures for New Development policy includes direction to develop standards for consideration as stipulations for all rezoning cases that will address best practices related to water usage in nine specific categories. This is addressed in Stipulation Nos. 14 through 20, which addresses the following:

- Only landscape materials listed in the Phoenix Active Management Area Low-Water-Use/Drought-Tolerant Plant List to be utilized.
- Natural turf to only be utilized in required retention areas (at the bottom of the basin, and only allowed on slopes if required for slope stabilization) and

functional turf areas.

- Pressure regulating sprinkler heads and drip lines to be utilized in any turf areas to reduce water waste.
- Landscaping to be maintained by permanent and automatic/water efficient WaterSense labeled irrigation controllers (or similar smart controller) to minimize maintenance and irrigation.

18. **Monarch Butterfly:**

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. 23 addresses the planting of milkweed shrubs, or other native nectar plant species, on the subject site.

COMMUNITY CORRESPONDENCE

19. As of the writing of this report, no community correspondence has been received by staff regarding this request.

INTERDEPARTMENTAL COMMENTS

20. The Public Transit Department noted the importance of completing the 25th Avenue alignment as a public pedestrian accessway to provide direct access to the 25th Avenue and Dunlap Avenue light rail station. This is addressed in Stipulation No. 2.

The Street Transportation Department expressed support for Stipulation No. 2, to create a publicly accessible multi-modal pedestrian corridor through the site.

Stipulation No. 2 supports access through the site to the Light Rail network is in line with the City Council approved Complete Streets Policy. Stipulation No. 2 also

21. is in line with the City Council approved Vision Zero Road Safety Action Plan, and it's established goal to reduce the number of pedestrian injuries and fatalities on our roadways. The segment of Dunlap Road, to the north of the site has been identified as a stretch of roadway with one of the highest propensities for serious injuries or death involving motor vehicles.

The Street Transportation Department required a detached sidewalk along Townley Avenue, the submittal of a traffic impact study, and that all street improvements be constructed to city and ADA standards. These are addressed in Stipulation Nos. 4, 6 7 and 8.

OTHER

22. 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. 23.
23. 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. 23.
24. Development and use of the site are 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 of Commercial, and the adopted Place type contained in the Transit Oriented Development Strategic Policy Framework.
2. As stipulated, the proposal supports efforts from various plans, policies, initiatives, such as the Housing Phoenix Plan, the Tree and Shade Master Plan, the Complete Streets Guidelines, the Comprehensive Bicycle Master Plan, the Transportation Electrification Action Plan, the Phoenix Climate Action Plan, Conservation Measures for New Development, and Transit Oriented Development Strategic Policy Framework.
3. The proposal will create additional housing options in line with the Housing Phoenix Plan's goal of preserving or creating 50,000 housing units by 2030.

Stipulations

1. The site plan and conceptual elevations shall be administratively approved by the Planning Hearing Officer prior to final site plan approval with specific regard to the inclusion of the below elements. This review is for conceptual purposes only. Specific development standards and requirements will be determined by the Planning and Development Department.
 - a. The development shall contain a minimum of one north-south public pedestrian accessway that complies with Section 1304.H. of the Phoenix Zoning Ordinance which shall be located approximately on the 25th Avenue alignment.
 - b. The building elevations along Townley Avenue shall contain a minimum of 10 percent premium materials such as brick, stone, metal, or other comparable materials.
2. A public pedestrian accessway shall be situated approximately (no less than 100 feet from) the 25th Avenue alignment to facilitate pedestrian and bicyclist travel toward the light rail station at 25th Avenue and Dunlap Avenue. The public pedestrian accessway shall be no less than 10 feet in width and comply with the following, as approved or modified by the Planning and Development Department.
 - a. Shall comply with the standards contained in Section 1304.H. of the Phoenix Zoning Ordinance
 - b. A minimum of one continuous building frontage lining one side of the public pedestrian accessway for no less than 50 percent of the total distance.
 - c. Include no less than 45 percent of the required publicly accessible open space under Section 1304.G of the Phoenix Zoning Ordinance in or adjacent to the accessway.
3. The following ground-level activation shall be provided with some frontage on the 25th Avenue public pedestrian accessway or Townley Avenue, as approved or modified by the Planning and Development Department:
 - a. The ground floor shall include a minimum of 5,000 square feet of non-residential uses. Non-residential uses shall not include lobby, exercise, reception areas, or other similar uses intended for exclusive use by

residents.

- b. Five Live-Work units shall be provided. Live-Work units shall be two level units characterized by a storefront “frontage type” (outside) and space that is designed to allow for professional services or sale of goods (inside). Live-Work Units shall be designed for the opportunity for small commercial entrepreneurs and/or professionals to live and work in their unit.
4. A minimum 6-foot-wide sidewalk detached from the back of curb by a minimum 8-foot-wide landscape area shall be constructed on the north side of Townley Avenue, as approved by the Planning and Development Department. Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with the creation of a comfortable pedestrian environment.
 - a. Large canopy, single-trunk, drought-tolerant shade trees shall be planted 25 feet on center or in equivalent groupings.
 - b. Drought-tolerant shrubs and vegetative groundcovers shall be maintained at maximum height of 24 inches to provide a minimum of 75 percent live coverage at maturity.
5. Within the sidewalk easement adjacent to the Townley Avenue right of way, there shall be a minimum of one foot candle illumination throughout the easement. Uniform lighting shall be placed along the entire easement to avoid bright high glare areas and low visibility dark areas.
6. A Traffic Impact Study shall be required for this development, and no preliminary approval of plans shall be granted until the City has reviewed and approved the study. The developer shall be responsible for funding and construction of all recommendations of the study.
7. Replace unused driveways with sidewalk, 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 comply current ADA guidelines.
8. 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.

9. Along Townley Avenue, there shall be no continuous frontage type exceeding 200 linear feet. For the purpose of this requirement, “common entry” frontage types do not interrupt the above-referenced measurement because they provide street access to upper units.
10. A minimum of four building entries shall be provided with the building frontage design along Townley Avenue to provide direct pedestrian access from upper and interior units to adjacent sidewalks, as approved by the Planning and Development Department.
11. Pedestrian pathways shall be provided to connect building entrances, public sidewalks, bus stops, and community amenities, using the most direct route for pedestrians, as approved by the Planning and Development Department.
12. The following bicycle infrastructure shall be provided, and as approved by the Planning and Development Department.
 - a. All required bicycle parking for multifamily use, per Section 1307.H.6.d of the Phoenix Zoning Ordinance, shall be secured parking.
 - b. Guest bicycle parking for multifamily residential use shall be provided at a minimum of 0.05 spaces per unit spaces near entrances of buildings and installed per the requirements of Section 1307.H of the Phoenix Zoning Ordinance.
 - c. A minimum of one bicycle repair stations (“fix it stations”) shall be provided and maintained along public pedestrian accessway or Townley Avenue.
 - d. Standard electrical receptacles shall be installed for a minimum of 10 percent of the required bicycle parking spaces for electric bicycle charging capabilities.
13. A minimum five percent of the required parking spaces shall be EV capable. A minimum of five of the required parking spaces shall have EV infrastructure installed.
14. A minimum of two green infrastructure (GI) techniques for stormwater management shall be implemented per the Greater Phoenix Metro Green Infrastructure and Low Impact Development Details for Alternative Stormwater Management, as approved or modified by the Planning and Development

Department.

15. Landscaping shall be maintained by permanent and automatic/water efficient WaterSense labeled irrigation controllers (Smart Controller or similar) to minimize maintenance and irrigation water consumption for all on and offsite landscape irrigation.
16. A minimum of 25 percent of the surface parking areas shall be shaded, as approved by the Planning and Development Department. Shade may be achieved by structures or by minimum 2-inch caliper, drought tolerant, shade trees at maturity, or a combination thereof.
17. Only materials listed in the Phoenix Active Management Area Low-Water-Use/Drought-Tolerant Plant List shall be utilized, as approved or modified by the Planning and Development Department.
18. Pressure regulating sprinkler heads and drip lines shall be utilized in any turf areas to reduce water waste.
19. Landscaping shall be maintained by permanent and automatic/water efficient WaterSense labeled irrigation controllers (or similar smart controller) to minimize maintenance and irrigation water consumption for all on and offsite landscape irrigation.
20. Natural turf shall only be utilized for required retention areas (at the bottom of the basin, and only allowed on slopes if required for slope stabilization), and functional turf areas, as approved by the Planning and Development Department.
21. Prior to final site plan approval, the developer shall provide a qualified engineer's report certifying the average annual interior noise exposure for any residential unit or enclosed public assembly area will not exceed 45 decibels, as approved by the Planning and Development Department.
22. 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.
23. A minimum of 10 percent 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.

Prior to final 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.

24. Prior to final 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

Cameron McCutchen

May 10, 2024

Team Leader

Racelle Escolar

Exhibits

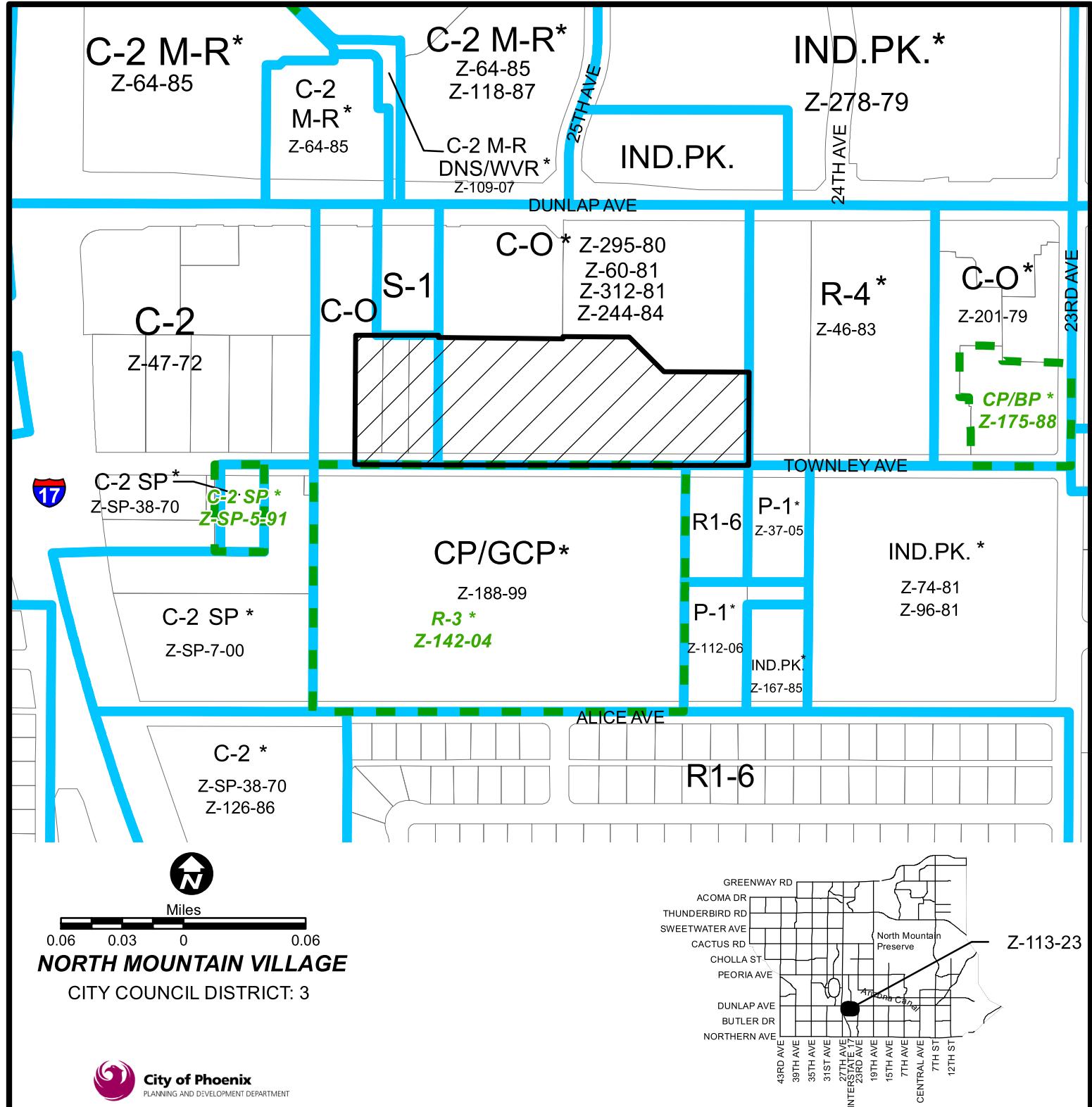
Zoning sketch map

Aerial sketch map

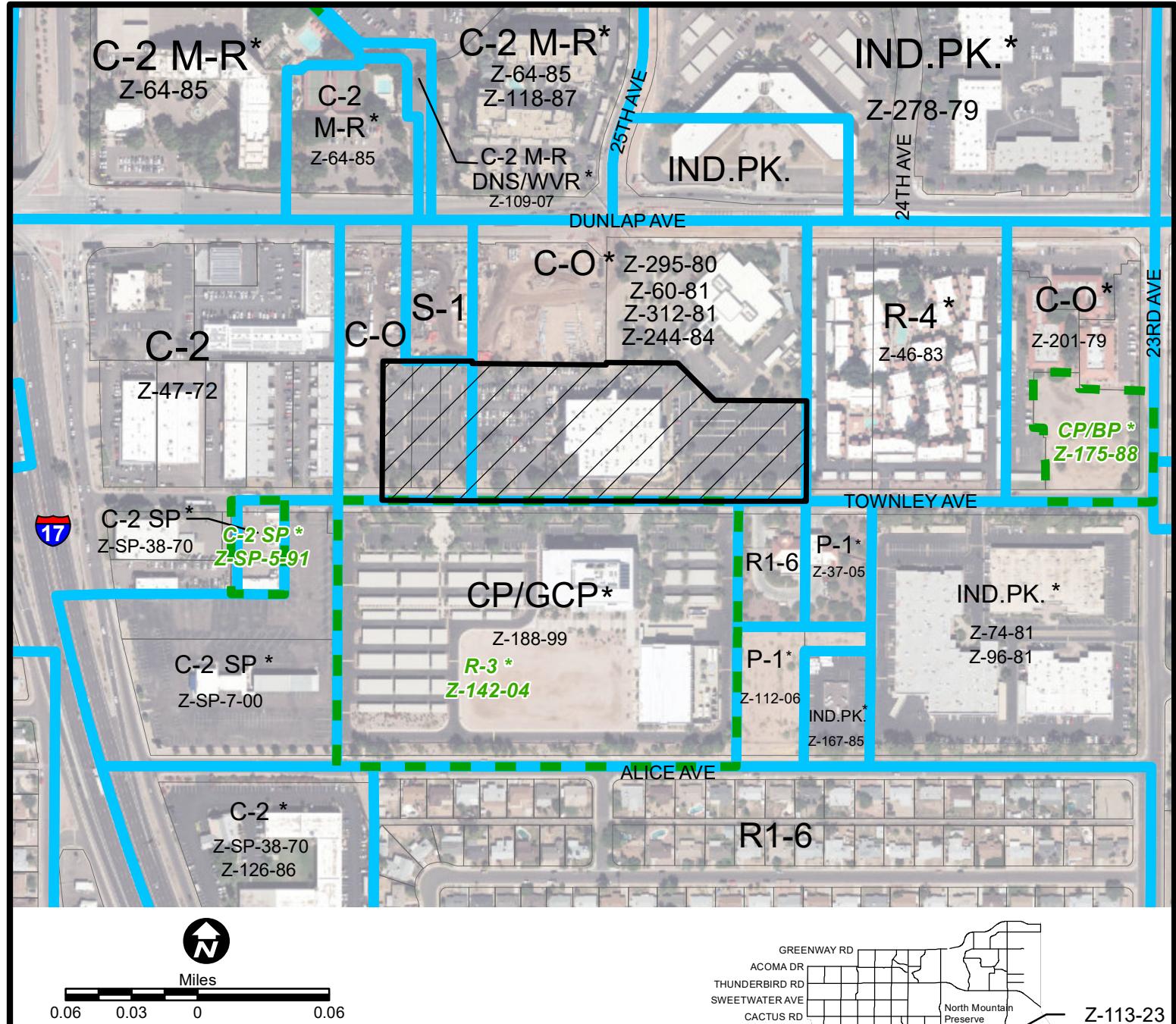
Conceptual Site Plan date stamped December 5, 2023

Conceptual Building Elevations & Renderings stamped December 5, 2023 (16 pages)

Conceptual Site Plan update April 22, 2024



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



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

APPLICANT'S NAME: **Ric Toris**

APPLICATION NO. **Z-113-23**

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

7.20 Acres

DATE: **1/09/2024**

REVISION DATES:

AERIAL PHOTO &
QUARTER SEC. NO.
QS 26-23

ZONING MAP

J-7

REQUESTED CHANGE:

FROM: **C-O (7.20 a.c.)**

TO: **WU Code T5:5 (7.20 a.c.)**

MULTIPLES PERMITTED

C-O

WU Code T5:5

CONVENTIONAL OPTION

N/A

No Maximum

* UNITS P.R.D. OPTION

N/A

N/A

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

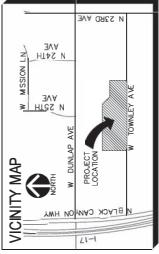
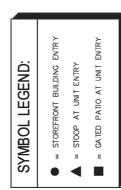
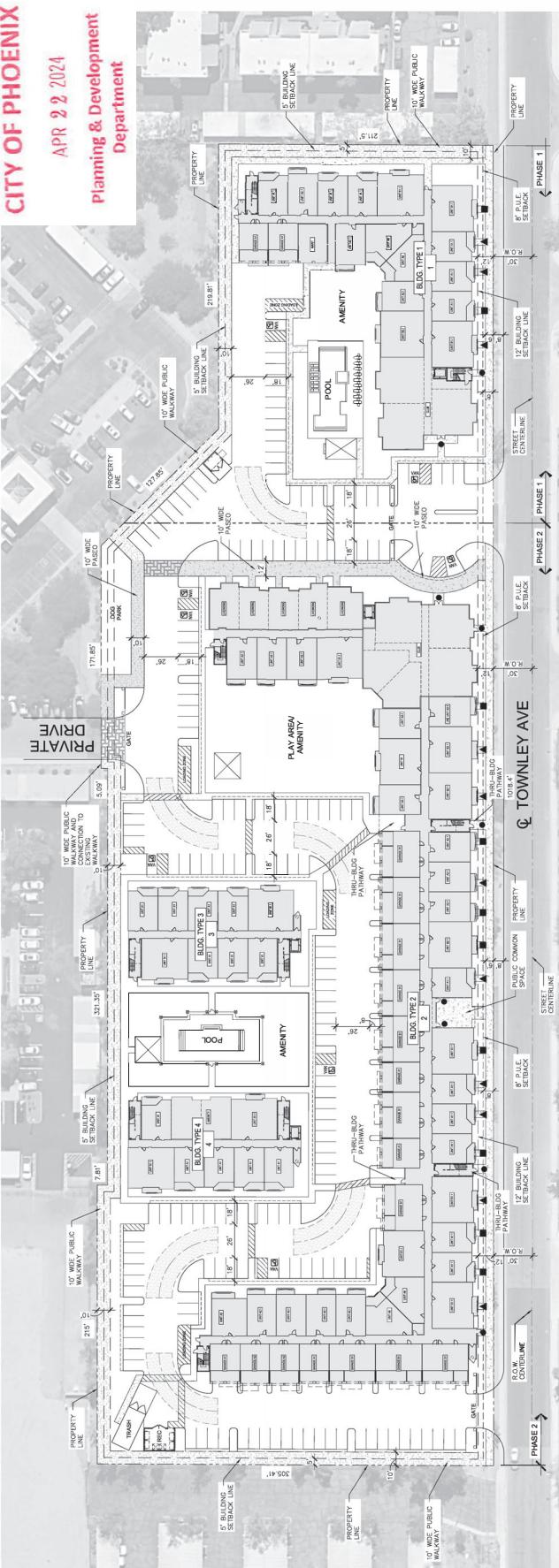
PHASE 2 PROJECT DATA

PHASE 1 PROJECT DATA

OVERALL PROJECT DATA

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APR 22 2024
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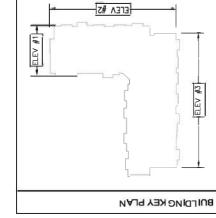
preliminary not for construction

PRELIMINARY SITE PLAN TOWNLEY MULTI-FAMILY COMMUNITY SASON ORGANIZATION





CITY OF PHOENIX
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TOWNLEY MULTI-FAMILY COMMUNITY

SASON ORGANIZATION

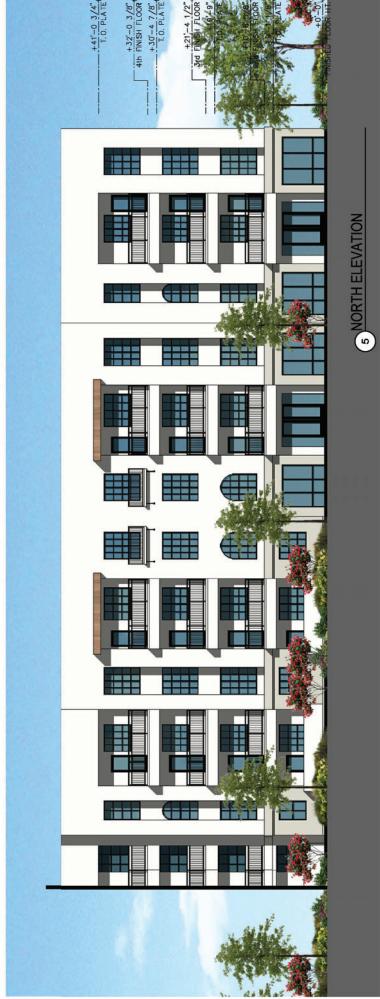
BLDG 1 ELEVATIONS
SCALE: 1/32" = 1'-0"
11-27-23
preliminary not for construction

bitform architecture
group, inc.
11480 north 26th street, suite 1
phoenix, arizona 85020
phone: 602.285.9200
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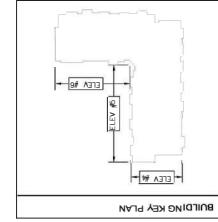
④ WEST ELEVATION



⑤ NORTH ELEVATION



⑥ WEST ELEVATION



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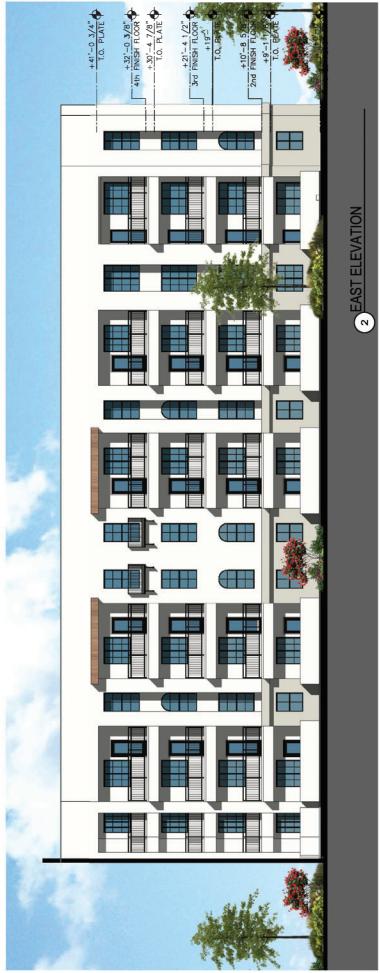
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BLDG 1 ELEVATIONS
SCALE: 332' = 1'-0"
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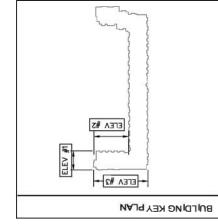
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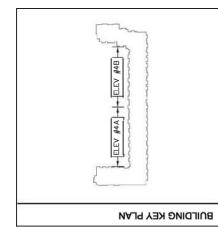
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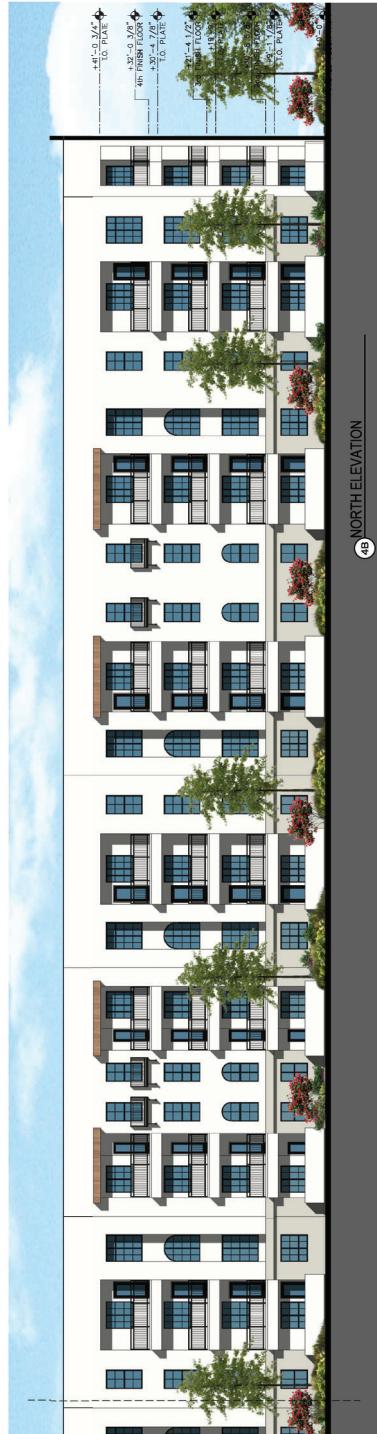
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BUILDING KEY PLAN



TOWNLEY MULTI-FAMILY COMMUNITY SASON ORGANIZATION

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EAST ELEVATION
7



WEST ELEVATION
6



NORTH ELEVATION
6



BLDG 2 ELEVATIONS
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BUILDING KEY PLAN

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NORTH ELEVATION



EAST ELEVATION
2



WEST ELEVATION



SOUTH ELEVATION

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BLDG 3 ELEVATIONS
SCALE: 3'032" = 1'-0"
11-27-23
preliminary not for construction

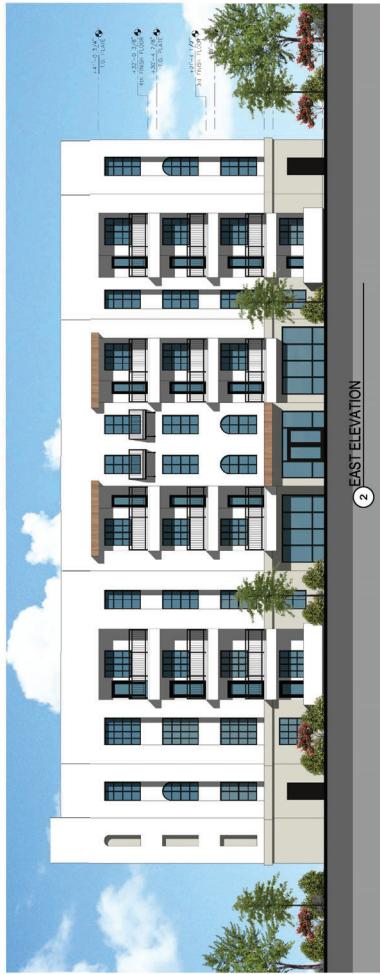
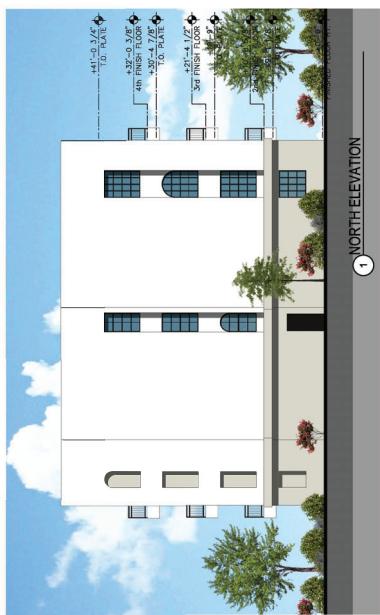
SCALE: 3/32" = 1'-0" 11-27-23
preliminary not for construction

SASON ORGANIZATION

TOWNLEY MULTI-FAMILY COMMUNITY

bill form

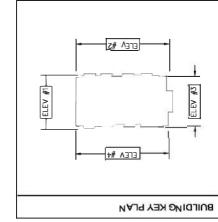
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1460 north cave creek road - suite 11
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BLDG 4 ELEVATIONS
SCALE: 332' = 1'-0"
preliminary not for construction

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