

ATTACHMENT B



City of Phoenix PLANNING AND DEVELOPMENT DEPARTMENT

**Staff Report Z-129-24-3
December 11, 2024**

**North Mountain Village Planning
Committee Meeting Date:**

December 18, 2024

Planning Commission Hearing Date:

January 2, 2025

Request From:

C-2 M-R (Approved C-2 M-R PKG/WVR) (Intermediate Commercial, Mid-Rise District, Approved Intermediate Commercial, Mid-Rise District, Parking Waiver) (11.76 acres), C-2 M-R (Approved C-2 M-R SP and C-2 M-R PKG/WVR) (Intermediate Commercial, Mid-Rise District, Approved Intermediate Commercial, Mid-Rise District, Special Permit and Approved Intermediate Commercial, Mid-Rise District, Parking Waiver) (0.56 acres), and C-2 M-R DNS/WVR (Intermediate Commercial, Mid-Rise District, Density Waiver) (0.14 acres)

Request To:

C-2 M-R DNS/WVR (Intermediate Commercial, Mid-Rise District, Density Waiver) (12.46 acres)

Proposal:

Multifamily residential, with a density waiver

Location:

Approximately 500 feet north of the northwest corner of 25th Avenue and Dunlap Avenue

Owner:

Canyon Corporate Partners, LLC a Delaware LLC Attn: Brian Snider

Applicant:

Ricardo Toris, Earl & Curley, P.C.

Representative:

Taylor C. Earl, Earl & Curley, P.C.

Staff Recommendation:

Approval, subject to stipulations

General Plan Conformity

General Plan Land Use Map Designation

Commercial, Village Core

<u>Street Map Classification</u>	25th Avenue	Minor collector	33-foot west half street
<p>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.</p> <p>The proposal will create housing within a quarter mile of two light rail stations (the 25th Avenue and Dunlap Avenue station and the Rose Mofford Park station) and is within the North Mountain Village Core.</p>			
<p>CONNECT PEOPLE AND PLACES CORE VALUE; BICYCLES; DESIGN PRINCIPLE: Development should include convenient bicycle parking.</p> <p>The proposal, as stipulated, includes bicycle facilities to encourage bicycling and transit use to leverage its proximity to the nearby light rail station. Features include shaded secure and guest bicycle parking, electric bike charging receptacles, and a bicycle repair station.</p>			
<p>BUILD THE SUSTAINABLE DESERT CITY CORE VALUE; DESIGN PRINCIPLE: Integrate trees and shade into the design of new development and redevelopment projects throughout Phoenix.</p> <p>The proposal, as stipulated, includes enhanced landscaping along 25th Avenue, shaded pedestrian pathways, shaded parking areas, an open space area adjacent to the Arizona Canal, and detached sidewalks upon redevelopment of the buildings along 25th Avenue. This will create a comfortable pedestrian environment along 25th Avenue and the Arizona Canal by reducing the urban heat island effect and making the walk to nearby destinations safer and more comfortable.</p>			

Applicable Plans, Overlays, and Initiatives
<p><u>Transit Oriented Development Strategic Policy Framework</u>: See Background Item No. 4.</p> <p><u>Housing Phoenix Plan</u>: Background Item No. 8.</p> <p><u>Community Safety Plan (CSP) Areas</u>: Background Item No. 9.</p> <p><u>Black Canyon / Maricopa Freeway Specific Plan</u>: Background Item No. 10.</p> <p><u>Comprehensive Bicycle Master Plan</u>: Background Item No. 11.</p>

[Transportation Electrification Action Plan](#): Background Item No. 12.

[Tree and Shade Master Plan](#): Background Item No. 13.

[Complete Streets Guidelines](#): Background Item No. 14.

[Zero Waste PHX](#): Background Item No. 15.

[Phoenix Climate Action Plan](#): Background Item No. 16.

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

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

Surrounding Land Uses and Zoning

	<u>Land Use</u>	<u>Zoning</u>
On Site	Office	C-2 M-R (Approved C-2 M-R PKG/WVR), C-2 M-R (Approved C-2 M-R SP and Approved C-2, M-R, PRK/WVR), and C-2 M-R DNS/WVR
North	Canal	R1-6
West	Vacant land and hotel	C-2 M-R DNS/WVR and C-2 M-R
East (across 25th Avenue)	Office/industrial park	IND. PK.
South	Hotel and multifamily	C-2 M-R (Approved C-2 M-R DNS/WVR) and C-2 M-R DNS/WVR, C-2 M-R

C-2 M-R DNS/WVR (R-5 PRD and M-R Standards)		
<u>Standards</u>	<u>Requirements</u>	<u>Provisions on the Proposed site Plan</u>
Gross Acreage	-	12.46 acres
Maximum Number of Units	569, 650 with bonus	400 (Met)
Maximum Density (dwelling unit/acre)	45.68, 52.20 with bonus	32.1 (Met)
Maximum Lot Coverage	None	32% (Met)
Maximum Building Height	190 feet, developments adjacent to single-family residential districts or uses are required to provide a 1 foot of setback per 1 foot of height	11.4-79.2 feet (Met)
<i>Minimum Building Setbacks</i>		
North (adjacent to R1-6)	0 feet	5 feet (Met)
East (25th Avenue)	35 feet, 25 feet with 701.D.3.b setback reduction	15 feet (Met with setback reduction)**
East (adjacent to C-2)	0 feet	15 feet (Met)
South (adjacent to C-2)	0 feet	0 feet (Met)
West (adjacent to C-2)	15 feet	31 feet (Met)
<i>Minimum Landscaped Setbacks</i>		
North (adjacent to R1-6)	5 feet	5 feet (Met)
East (25th Avenue)	5 five times the width of the front yard, measured in square feet (Minimum 5 feet)	To be determined
East (adjacent to C-2)	5 feet	0 feet (Not met)
South (adjacent to C-2)	5 feet	0 feet (Not met)
West (adjacent to C-2)	5 feet	0 feet (Not met)
Minimum Open Space	30%	Not depicted
Minimum Parking Spaces	1.5 spaces/unit (600 spaces)	705 spaces (Met)

****Existing Condition**

Background/Issues/Analysis

SUBJECT SITE

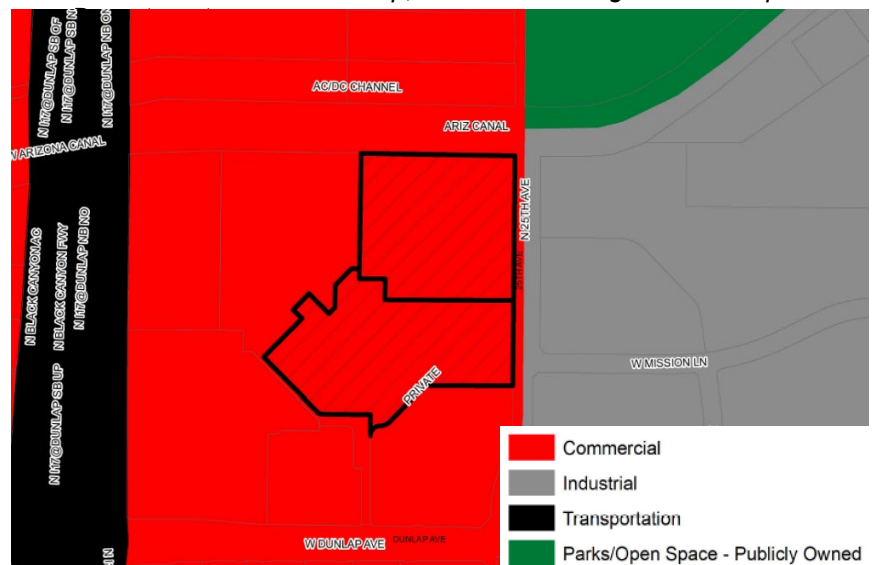
1. This request is to rezone 12.46 acres located approximately 500 feet north of the northwest corner of 25th Avenue and Dunlap from 11.76 acres of C-2 M-R (Approved C-2 M-R PKG/WVR) (Intermediate Commercial, Mid-Rise District, Approved Intermediate Commercial, Mid-Rise District, Parking Waiver), 0.56-acres of C-2 M-R (Approved C-2 M-R SP and C-2 M-R PKG/WVR) (Intermediate Commercial, Mid-Rise District, Approved Intermediate Commercial, Mid-Rise District, Special Permit and Approved Intermediate Commercial, Mid-Rise District, Parking Waiver), and 0.14-acres of C-2 M-R DNS/WVR (Intermediate Commercial, Mid-Rise District, Density Waiver) to C-2 M-R DNS/WVR (Intermediate Commercial, Mid-Rise District, Density Waiver) for multifamily residential with a density waiver.

The subject site is within 550 feet of the 25th Avenue and Dunlap Avenue light rail station, within 650 feet of the Rose Mofford Park light rail station, and is within the North Mountain Village Core.

GENERAL PLAN

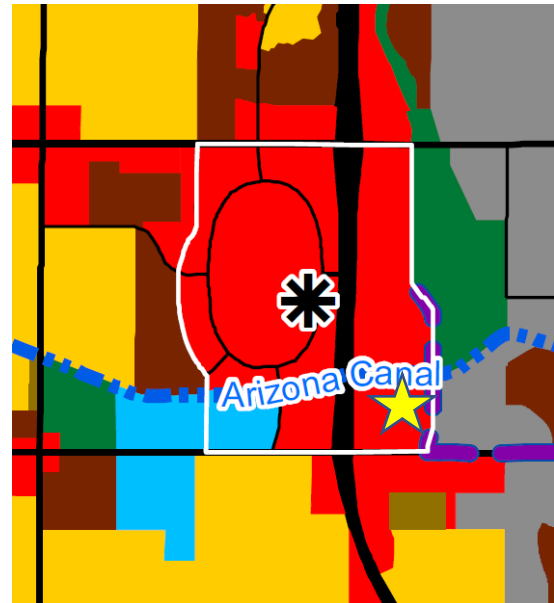
2. The subject site is designated as Commercial on the General Plan Land Use Map. The areas to the north, west, and south are designated Commercial. The area to the east (across 25th Avenue) is designated Industrial.

General Plan Land Use Map; Source: Planning and Development



The subject site is within the North Mountain Village Core. 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 2025 Phoenix General Plan.

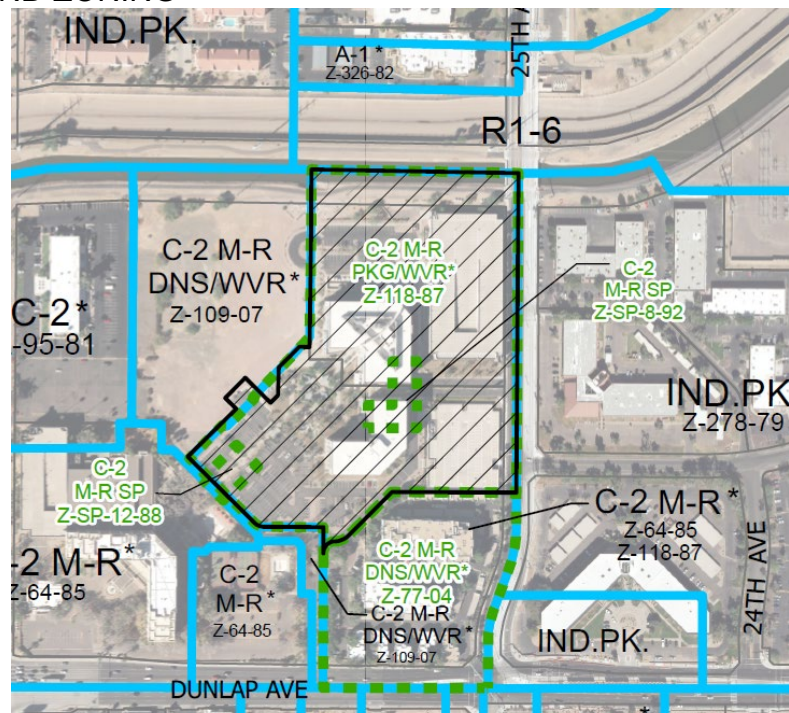
The proposed C-2 M-R DNS/WVR zoning district is consistent with the General Plan Land Use Map designation.



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

SURROUNDING LAND USE AND ZONING

3. To the north is the Arizona Canal zoned R1-6; to the west is vacant land and a hotel zoned C-2 M-R DNS/WVR and C-2 M-R; to the south is a hotel and multifamily zoned C-2 M-R (Approved C-2 M-R DNS/WVR), C-2 M-R DNS/WVR, and C-2 M-R; and to the east (across 25th Avenue) is office/industrial park zoned Industrial Park.



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

4. **Transit Oriented Development Strategic Policy Framework:**

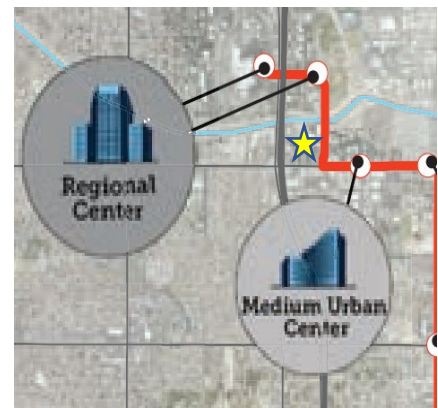
The Transit-Oriented Development Strategic Policy Framework is part of the City's General Plan, which identifies planning typologies to describe urban environments.

The subject site is within 550 feet of the 25th Avenue and Dunlap Avenue light rail station and 650 feet of the Rose Mofford Park light rail station. The identified environment for the 25th Avenue and Dunlap Avenue station is Medium Urban Center. This Place Type is characterized by medium intensity with building heights typically ranging from three to six stories and incentive heights of up to 10 stories. Land uses may include a balanced mix of commercial and residential uses, retail destinations, entertainment destinations, and some employment.

The identified environment for the Rose Mofford Park light rail station is Regional Center. This Place Type is characterized by high intensity, with building heights typically ranging from five to ten stories and incentive heights of up to 20 stories. Land uses may include office employment, industry clusters, high- and mid-rise living, and supportive retail.

The request to rezone to C-2 M-R DNS/WVR, as stipulated, incorporates several Walkable Urban Code requirements and aligns with the Medium Urban Center and Regional Center Place Types.

To align with the goals and strategies of the Walkable Urban Code, as well as the Medium Urban Center and Regional Center Place Types, staff recommends several stipulations. Stipulation No. 1 requires new structures to provide Walkable Urban Code frontage types, Stipulation No. 2 requires that the north parking garage include enhanced architecture in alignment with the Walkable Urban Code, Stipulation No. 3 ensures the provision of enhanced bicycle infrastructure, and Stipulation No. 5 requires a publicly accessible open space area along the Arizona Canal.



TOD Strategic Policy Framework Place Types, Source: Planning and Development Department.

Additionally, to align with the Walkable Urban Code Large Scale Development Standards, staff recommends Stipulation No. 4, which requires a pedestrian pathway connecting the Arizona Canal at the northwest corner of the site, 25th Avenue, and the “existing asphalt accessway” at the south. This pathway will become publicly accessible upon the completion of three key elements: a bicycle/pedestrian bridge over the Arizona Canal Trail between 25th Avenue and the I-17 Freeway, a public park space over the Arizona Canal Diversion channel

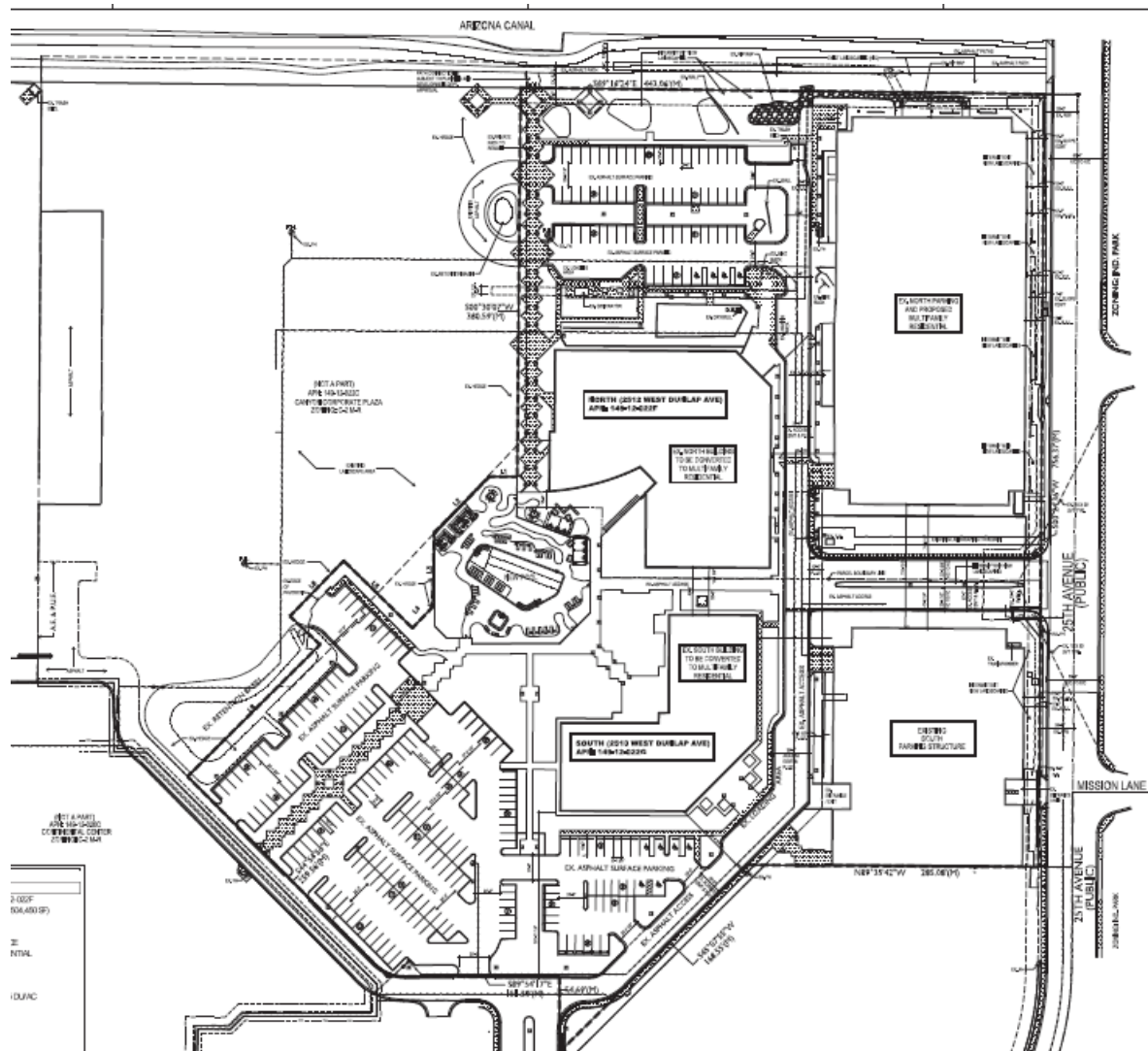
between 25th Avenue and the I-17 Freeway, and a bicycle/pedestrian bridge over the I-17 Freeway between the Arizona Canal and the light rail line. The pathway must include lighting as required by the Walkable Urban Code and incorporate shading or activation through a pedestrian-oriented design element.

PROPOSAL

5. Site Plan

The proposal is for a 400-unit multifamily development. The proposal includes the adaptive reuse of two office buildings and one parking garage for multifamily residential use. The conceptual site plan, attached as an exhibit, depicts the site layout including the location of the north and south office buildings, the north parking garage, and the existing south parking structure. The proposal identifies the north and south office buildings, as well as the north parking garage, as proposed for conversion to multifamily residential use, while the south parking structure is not proposed for conversion.

Additionally, the site plan depicts the proposed new pool, pedestrian pathways, surface parking areas, open space area along the canal, existing bike racks, the landscape areas, and trash enclosure. The site will have two points of ingress/egress on 25th Avenue and on the existing private driveway to Dunlap Avenue on the southern end of the site.



Conceptual Site Plan; Source: Rader Architecture Studio.

To promote enhanced pedestrian and cyclist safety, convenience, and connectivity Stipulation No. 3 requires enhanced bicycle parking and infrastructure, Stipulation No. 7 requires shaded pedestrian pathways and Stipulation No. 6 requires pavement treatments that visually contrasts parking and drive aisles where pedestrian walkways cross a vehicular path.

6. Conceptual Landscape Plan

The conceptual landscape plan, attached as an exhibit, depicts the open space area along the canal, landscaping along 25th Avenue, and landscaping along the north and south sides of the north parking structure (proposed for multifamily conversion) and on the north side of the south parking structures. To reduce the urban heat island effect and create a more comfortable pedestrian environment,

staff recommends Stipulation No. 5 to require an open space area along the Arizona Canal, Stipulation No. 8 to require parking lot shade, Stipulation No. 18 to require a detached sidewalk along 25th Avenue upon redevelopment of the buildings along 25th Avenue, and Stipulation No. 10 to require enhanced landscape setbacks.



Conceptual Landscape Plan; Source: Rader Architecture Studio.

7. Conceptual Building Elevations

The conceptual building elevations, included as an exhibit, illustrates the proposed multifamily conversion of the existing north parking structure. The proposal incorporates a variety of materials and colors while retaining much of the parking

structure's concrete. Staff recommends Stipulation No. 1 to require all new structures provide Walkable Urban Code frontage types and Stipulation No. 2 to require the north parking garage include enhanced architecture in alignment with the Walkable Urban Code.

Alterations to the exterior of the south parking garage, north office building, and south office building were not addressed in the applicant's submittals.



Conceptual Elevations; Source: Rader Architecture Studio.

STUDIES AND POLICIES

8. [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. Current shortages of housing supply relative to demand are a primary reason why housing costs are increasing.

The proposed development supports the Plan's goal of preserving or creating 50,000 housing units by 2030 by providing housing that will address the supply shortage at a more rapid pace while using vacant or underutilized land in a more sustainable fashion.

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.

To promote Crime Prevention Through Environmental Design (CPTED) principles and enhance neighborhood safety, staff recommends Stipulation Nos. 4.c and 11, which require site lighting at building entrances and exits, in public assembly areas, along the pedestrian pathway extending through the site, and within parking areas. Additionally, Stipulation No. 10 requires the landscape setback along 25th Avenue to be planted with native cacti or similar plants, further contributing to a safe and well-designed environment.

10. **Black Canyon / Maricopa Freeway Specific Plan**

The Freeway Mitigation Program, created in the City of Phoenix by the 1988 approval of Proposition 17, authorized general obligation bonds to prepare plans and fund projects to mitigate the blighting effects on neighborhoods from existing and proposed freeway construction. The Black Canyon/ Maricopa Freeway Specific Plan study area is 32 miles long from Pinnacle Peak Road at I-17 in the north, to Pecos Road at I-10 in the south. Generally, the width of the study area is one-quarter mile on each side of the freeway.

The proposal advances Land Use Policy No. 3 (Page 11 in the plan) by including multifamily residential at a compatible density.

11. **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 short-term bicycle parking as a means of promoting bicyclist traffic to a variety of destinations.

To create a bike-supportive environment for residents, bicycle infrastructure is incorporated into the proposed project. Staff recommends Stipulation No. 3 which will require shaded guest and residential bicycle parking, electric bicycle charging facilities, and a bicycle repair station to be provided on site.

12. **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. 9 which requires a minimum five percent of the required parking spaces to be EV Capable and Stipulation No. 3.c which requires a minimum of ten percent of required bicycle parking spaces include electric receptacles for electric bike charging.

13. **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 frontage should be detached from the curb 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, will create a comfortable streetscape environment with a shaded detached sidewalk along 25th Avenue upon redevelopment of the buildings along 25th Avenue, shaded bicycle parking, shaded walkways, and shaded parking lots. These are addressed in Stipulation Nos. 4.d, 7, 8, and 18.

14. **Complete Streets Guidelines**

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 proposed development, as stipulated, will support walking, bicycling, and transit use by including a shaded detached sidewalk along 25th Avenue upon redevelopment of the buildings along 25th Avenue, shaded pedestrian pathways, a pedestrian pathway through the site that will be publicly accessible upon the construction of two pedestrian bridges and a park space, bicycle infrastructure, and an open space area along the Arizona Canal. These are addressed in Stipulation Nos. 3, 4, 5, 7, and 18

15. **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 provision of recycling containers was addressed in the applicant's submittals.

16. **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. 17, which requires a minimum of two GI techniques for stormwater management to be implemented in this development.

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. 13 through 17.

18. **Monarch Butterfly Pledge:**

In April 2021, Mayor Kate Gallego signed the [National Wildlife Federation's Mayor's Monarch Pledge](#). This pledge commits the city to take action to support the monarch butterfly population. In the United States, loss of milkweed habitat is a major factor in the decline of the monarchs. Arizona has at least 29 species of milkweed native to the state. Adult monarchs feed on the nectar of many flowers, but they breed only where milkweeds are found. To support the monarch butterfly population, Stipulation No. 12 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 letters of support or opposition have been received for the request.

INTERDEPARTMENTAL COMMENTS

20. The Street Transportation Department requested a detached sidewalk be provided along 25th Avenue, which is addressed in Stipulation No.18. Additionally, Stipulation No. 4 requires a publicly accessible pathway through the site and Stipulation Nos. 19 and 20 requires that the developer replace and construct all improvements in the right-of-way with all required elements and to ADA standards.

OTHER

21. 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 21.
22. 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 final site plan approval. This is addressed in Stipulation No. 22.
23. 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, within a village core, and with the surrounding land uses.
2. The proposal, as stipulated, will align with the Medium Urban Center and Regional Center Place Types and enhance pedestrian and cyclist safety, convenience, and connectivity by incorporating several Walkable Urban Code requirements.
3. The proposal as stipulated, will incorporate landscaping and shading that will enhance the location, consistent with General Plan goals and principles.

Stipulations:

1. All new structures along the Arizona Canal and 25th Avenue, not depicted on the site plan dated September 16, 2024, shall provide frontages or alternative frontages per Phoenix Zoning Ordinance Section 1305.B, for a minimum 70% of each new structure's frontage oriented toward these areas (the Arizona Canal and 25th Avenue), as approved by the Planning and Development Department.
2. The ground level exterior of the North Parking Structure, as depicted on the site plan date stamped September 16, 2024, shall contain architectural embellishments or detailing that will create visual interest for adjoining properties and enhance the public right-of-way, as approved by the Planning and Development Department.
3. The development shall incorporate bicycle infrastructure as described below and as approved by the Planning and Development Department.
 - a. The developer shall provide secure bicycle parking per Section 1307 of the Zoning Ordinance.
 - b. Guest bicycle parking shall be provided at a minimum rate of 0.05 spaces per dwelling unit, up to a maximum of 50 spaces required.

- c. A minimum of 10 percent of the provided bicycle parking spaces shall include standard electrical receptacles for electric bicycle charging capabilities.
 - d. Bicycle parking spaces shall be shaded by a structure, landscaping, or a combination of the two to provide a minimum of 75% shade.
 - e. A bicycle repair station (“fix it station”) shall be provided and maintained on site within an amenity area or near a primary site entrance. The bicycle repair station (“fix it station”) shall be provided in an area of high visibility and separated from vehicular maneuvering areas, where applicable. The repair station shall include, but not be limited to:
 - i. Standard repair tools affixed to the station;
 - ii. A tire gauge and pump affixed to the base of the station or the ground;
 - iii. A bicycle repair stand which allows pedals and wheels to spin freely while making adjustments to the bike.
4. A minimum 6-foot-wide pedestrian pathway shall be provided within the site, connecting to the Arizona Canal at the northwest corner of the site, 25th Avenue, and the “existing asphalt accessway” (at the south), as depicted on the site plan date stamped September 16, 2024, containing the following standards, and as approved or modified by the Planning and Development Department.
- a. The internal pedestrian pathway is permitted to remain private and access-controlled for residents and visitors until such time that the City of Phoenix installs each of the following:
 - i. A bicycle/pedestrian bridge over the Arizona Canal Trail between 25th Avenue and the I-17 Freeway;
 - ii. A public park space over the Arizona Canal Diversion channel between 25th Avenue and the I-17 Freeway;
 - iii. A bicycle/pedestrian bridge over the I-17 Freeway between the Arizona Canal and the Light Rail line.

- b. Following the installation of the three items referenced in Stipulation 4.a and the City notifying the property owner in writing of such completed installations, the owner shall within 90 days submit to the City for recordation an easement permitting public access over an internal pedestrian pathway between the hours of 7:00 a.m. and 9:00 p.m. daily.
- c. The pedestrian pathway shall incorporate lighting as described below.
 - i. Fifteen-foot maximum height of lighting fixtures.
 - ii. A minimum of one foot candle illumination should be maintained throughout the pathway.
 - iii. Uniform lighting should be placed along entire pathway to avoid bright high glare areas and low visibility dark areas.
- d. The pathway shall be a minimum of 6 feet in width and shall include a minimum 5-foot-wide landscape strip along one side, with additional enhancements chosen from the following options:
 - i. A minimum 5-foot-wide landscape strip on both sides of the pathway, planted with a minimum of 2-inch caliper, single-trunk, large canopy, shade trees placed 20 feet on center or in equivalent groupings, as approved or modified by the Planning and Development Department; or
 - ii. A structure, landscaping, or a combination of the two to provide a minimum of 75% shade coverage along one side of the pathway, as approved or modified by the Planning and Development Department; or
 - iii. An activated frontage on one side of the pathway that includes pedestrian-oriented design elements such as seating areas, art, water features, Walkable Urban Code Frontage Types (per Phoenix Zoning Ordinance, Table 1305.1 Frontage Types), and community gathering spaces to enhance pedestrian engagement and activity, as approved or modified by the Planning and Development Department.
- 5. A minimum 10,500-square foot area shall be provided as publicly accessible open space, located in the northwest corner of the subject site as depicted on the site plan date stamped September 16, 2024, as approved or

modified by the Planning and Development Department. This area shall be open for public access daily between the hours of 7:00 a.m. to 9:00 p.m. but need not be open for public access beyond those hours.

6. Where pedestrian walkways cross a vehicular path, the pathway shall be constructed of decorative pavers, stamped or colored concrete, or other pavement treatments that visually contrasts parking and drive aisle surfaces, as approved by the Planning and Development Department.
7. All pedestrian pathways (including sidewalks) shall be shaded by a structure, landscaping, or a combination of the two to provide a minimum of 75% shade, except as otherwise approved per Stipulation No. 4.d., as approved by the Planning and Development Department.
8. A minimum of 25% 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, or a combination thereof.
9. A minimum of 5% of the required parking spaces shall include EV Capable infrastructure.
10. The landscape setback along 25th Avenue shall be planted to include native cacti or similar plants, as approved by the Planning and Development Department.
11. Site lighting shall be provided at building entrances/exits and in public assembly and parking areas, as approved by the Planning and Development Department.
12. A minimum of 10% of the required shrubs shall be a milkweed or other native nectar species, and shall be planted in groups of three or more, as approved by the Planning and Development Department.
13. Only landscape materials listed in the Phoenix Active Management Area Low-Water-Use/Drought-Tolerant Plant List shall be utilized, except for existing plants retained on-site, as approved or modified by the Planning and Development Department.
14. All new natural turf shall only be utilized for required retention areas (bottom of basin, and only allowed on slopes if required for slope stabilization) and

functional turf areas, as approved by the Planning and Development Department.

15. 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.
16. Pressure regulating sprinkler heads and/or drip lines shall be utilized in any turf areas to reduce water waste.
17. A minimum of two green stormwater infrastructure (GSI) elements for stormwater management shall be implemented, as approved or modified by the Planning and Development and/or Street Transportation departments. This includes but is not limited to stormwater harvesting basins, bioswales, permeable pavement, etc., per the Greater Phoenix Metro Green Infrastructure and Low Impact Development Details for Alternative Stormwater Management.
18. Upon modification of the buildings adjacent to 25th Avenue that modifies the cumulative footprint of both buildings, including demolition, by more than 15% from that which is depicted on the site plan date stamped September 16, 2024, a 6-foot detached sidewalk shall be required to be installed along 25th Avenue, with a minimum 8-foot-wide landscape strip located between the sidewalk and back of curb that is planted to the following standards, as approved or modified by the Planning and Development Department:
 - a. Minimum 2-inch caliper, single-trunk, large canopy, drought-tolerant, shade trees planted 20 feet on center, or in equivalent groupings.
 - b. Drought tolerant vegetation to achieve a minimum of 75% live coverage.

Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment for installing the required plants.

19. Replace unused driveways with sidewalk, curb, and gutter. Also, replace any broken or out-of-grade curb, gutter, sidewalk, and curb ramps on all streets and upgrade all off-site improvements to be in compliance with current ADA guidelines.
20. 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.

21. 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.
22. 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

Samuel Rogers

December 11, 2024

Team Leader

Racelle Escolar

Exhibits

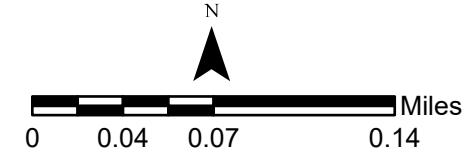
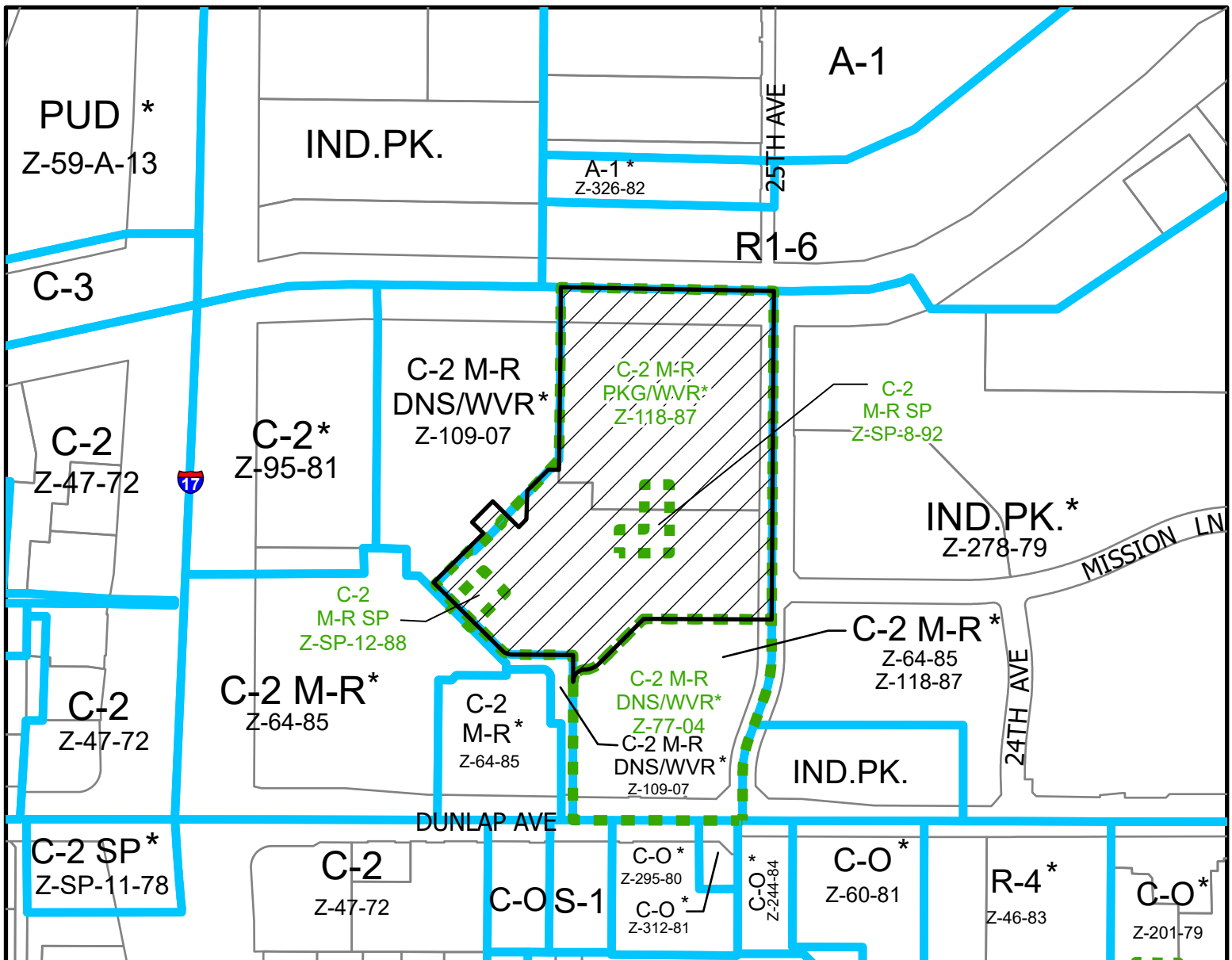
Zoning sketch map

Aerial sketch map

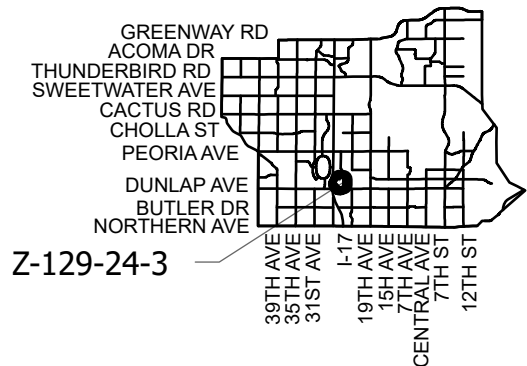
Conceptual Site Plan date stamped September 16, 2024

Conceptual Landscape Plan date stamped September 16, 2024

Conceptual Elevations date stamped September 16, 2024

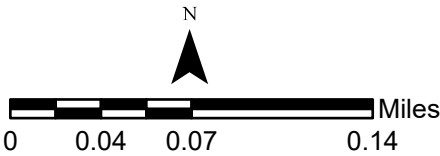
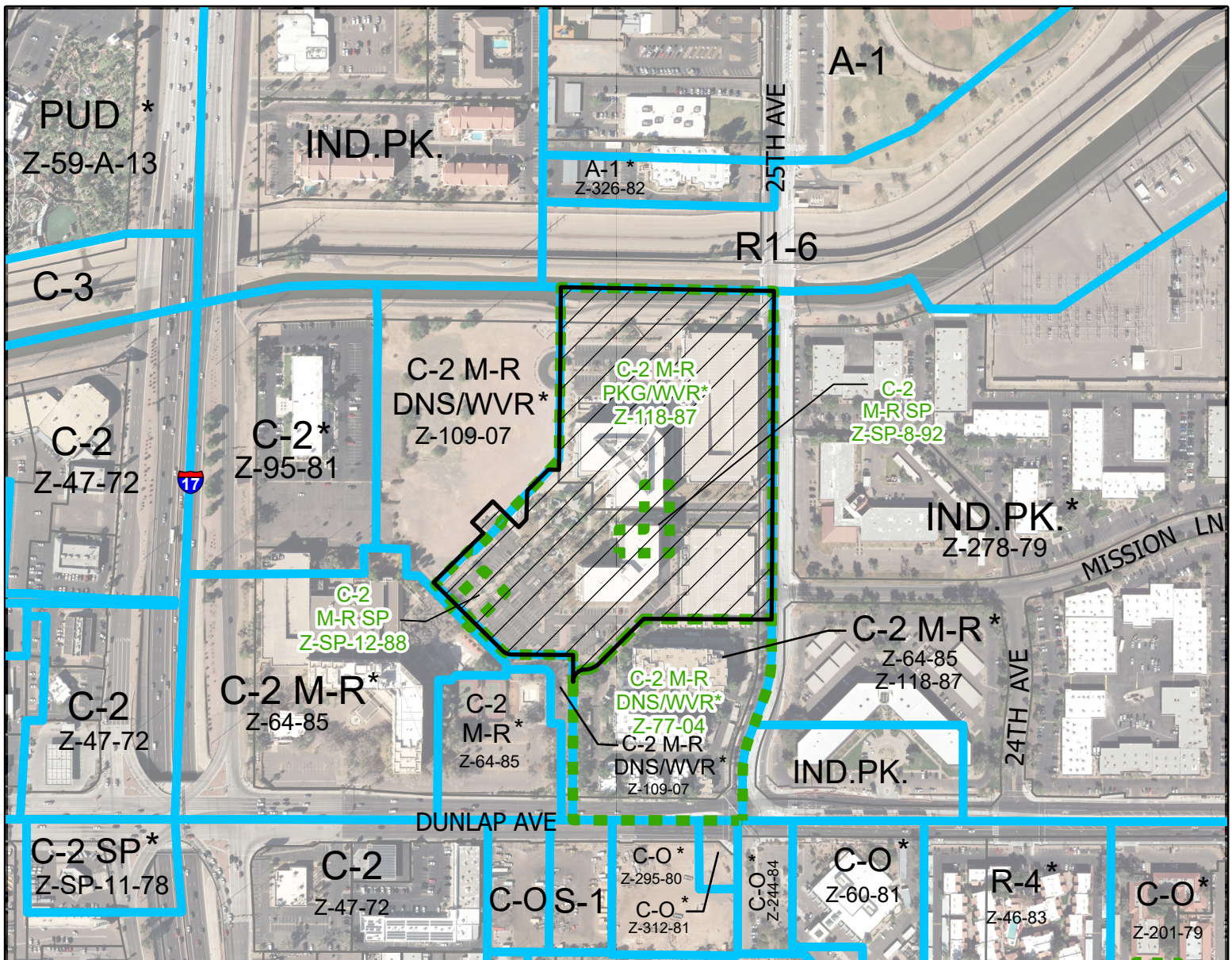


NORTH MOUNTAIN VILLAGE
COUNCIL DISTRICT: 3

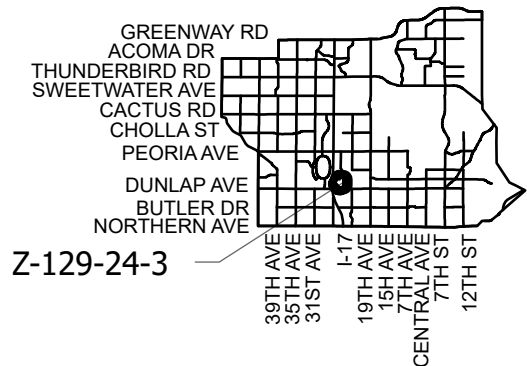


APPLICANT'S NAME: Earl & Curley, P.C.		REQUESTED CHANGE:	
APPLICATION NO: Z-129-24-3	DATE: 10/10/2024	FROM: C-2 M-R (Approved C-2 M-R PKG/WVR) (11.76 ac.) C-2 M-R (Approved C-2 M-R SP and C-2 M-R PKG/WVR) (0.56 ac.) C-2 M-R DNS/WVR (0.14 ac.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 12.46 Acres	REVISION DATES:	TO: C-2 M-R DNS/WVR (12.46 ac.)	
	11/26/2024		
AERIAL PHOTO & QUARTER SEC. NO.	ZONING MAP		
QS 27-23	J-7		
MULTIPLES PERMITTED C-2 M-R (Approved C-2 M-R PKG/WVR), C-2 M-R (Approved C-2 M-R SP and C-2 M-R PKG/WVR), C-2 M-R DNS/WVR C-2 M-R DNS/WVR		CONVENTIONAL OPTION 170 (170), 8 (8, 8), 6 542	
		* UNITS P.R.D OPTION 204 (204), 9 (9,9), 7 650	

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



NORTH MOUNTAIN VILLAGE
COUNCIL DISTRICT: 3



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		* UNITS P.R.D OPTION 204 (204), 9 (9,9), 7 650	

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

CANYON VILLAGE SITE PLAN

PROJECT TEAM

TRILLIUM MANAGEMENT, LLC
2930 EAST CAMELBACK ROAD
SUITE 210
PHOENIX, AZ 85016
E: 800.888.8888
P: 602.991.1888
WWW.TRILLIUM.COM
TRILLIUM MANAGEMENT, LLC
2930 EAST CAMELBACK ROAD
SUITE 210
PHOENIX, AZ 85016
E: 800.888.8888
P: 602.991.1888
WWW.TRILLIUM.COM

PROJECT DESCRIPTION

THIS PROJECT IS A REDEVELOPMENT OF THE EXISTING BUILDING AND PARKING AREAS LOCATED AT THE CORNER OF 25TH AVENUE AND DUNLAP AVENUE. THE PROJECT WILL BE A MIXED-USE DEVELOPMENT INCLUDING RESIDENTIAL, COMMERCIAL, AND PARKING. THE PROJECT WILL BE A MIXED-USE DEVELOPMENT INCLUDING RESIDENTIAL, COMMERCIAL, AND PARKING. THE PROJECT WILL BE A MIXED-USE DEVELOPMENT INCLUDING RESIDENTIAL, COMMERCIAL, AND PARKING.

SITE PLAN NOTES

1. ALL NEW CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND IRC.
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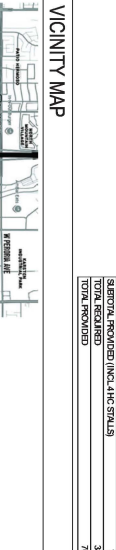
LEGEND

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PARKING INFORMATION

SPACE 2510	SPACE 2512
1ST FLOOR	1ST FLOOR
2ND FLOOR	2ND FLOOR
3RD FLOOR	3RD FLOOR
4TH FLOOR	4TH FLOOR
5TH FLOOR	5TH FLOOR
6TH FLOOR	6TH FLOOR
7TH FLOOR	7TH FLOOR
8TH FLOOR	8TH FLOOR
9TH FLOOR	9TH FLOOR
10TH FLOOR	10TH FLOOR
11TH FLOOR	11TH FLOOR
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33RD FLOOR	33RD FLOOR
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36TH FLOOR	36TH FLOOR
37TH FLOOR	37TH FLOOR
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41ST FLOOR	41ST FLOOR
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98TH FLOOR	98TH FLOOR
99TH FLOOR	99TH FLOOR
100TH FLOOR	100TH FLOOR

VICINITY MAP



CITY OF PHOENIX
SEP 16 2024
Planning & Development
Department

A1

SHEET NO.

CANYON VILLAGE
2510 & 2512 WEST DUNLAP AVENUE
PHOENIX, ARIZONA 85021

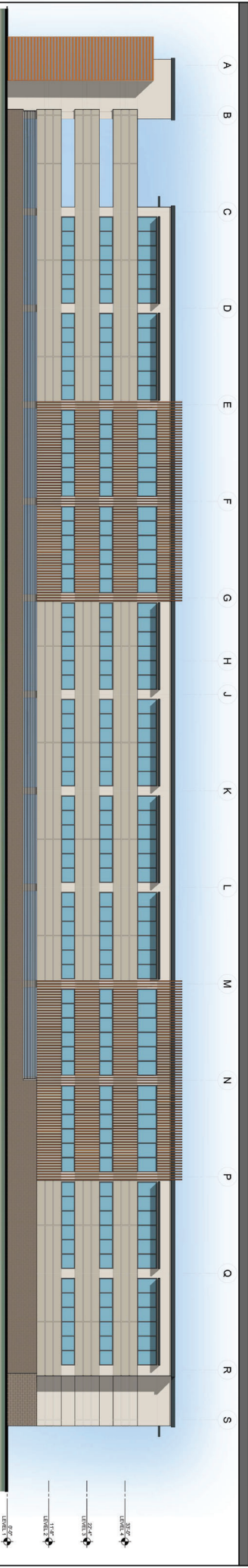
TRILLIUM
RESIDENTIAL
TRILLIUM MANAGEMENT, LLC
2930 EAST CAMELBACK ROAD
SUITE 210
PHOENIX, ARIZONA 85016

SITE PLAN
[NO LANDSCAPE]

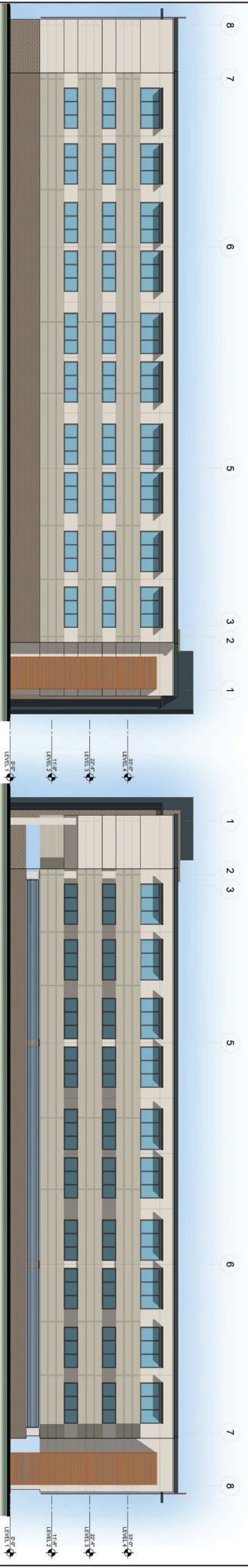
SHEET NAME

REVIEW

DATE



EAST ELEVATION
SCALE: 3/32\"/>



NORTH ELEVATION
SCALE: 3/32\"/>



SOUTH ELEVATION
SCALE: 3/32\"/>

WEST ELEVATION
SCALE: 3/32\"/>

CANYON CORPORATE CENTER

2512 GARAGE
2512 W DUNLAP AVENUE
PHOENIX, AZ

CITY OF PHOENIX

SEP 16 2024

Planning & Development
Department

UPWARD
ARCHITECTS

1155 W. RIO SALIDO PARKWAY, SUITE B-101
TEMPE, AZ 85281
PH: 602.753.5222 WWW.UPWARDARCH.COM