

Attachment B



City of Phoenix

PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-19-F-00-5

May 1, 2018

Maryvale [Village Planning Committee](#) Meeting Date May 9, 2018

[Planning Commission](#) Hearing Date June 7, 2018

Request From: [PUD PCD](#) (672.92 Acres)

Request To: [PUD PCD](#) (672.92 Acres)

Proposed Use Major amendment to the Algodón PUD (Z-19-E-00-5) to modify the PUD boundary

Location Area generally bounded by 91st Avenue, 99th Avenue, Thomas Road to Campbell Avenue

Owner/Applicant Algodón AG Revocable Land Trust

Representative Stephen W. Anderson, Gammage and Burnham, PLC.

Staff Recommendation Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Designation		Mixed-Use (Commercial/Industrial)	
Street Map Classification	99th Avenue	Arterial	65 to 75-foot east half street right-of-way
	Campbell Avenue	Collector	30-foot half street
	Indian School Road (West of Loop 101)	Major Arterial	68 plus-foot total right-of-way
	Indian School Road (East of Loop 101)		55 plus-foot south half street
	91st Avenue	Arterial	33 to 55-foot west half street right-of-way
	Thomas Rd	Arterial	50 to 85-foot north half street right-of-way
	Loop 101/Agua Fria Freeway	Freeway Frontage Road	As required by Arizona Department of Transportation (ADOT)

CONNECT PEOPLE AND PLACES CORE VALUE; CORE, CENTERS AND CORRIDORS; CODES TOOL: Support healthy urban villages, with a balance mix of housing, employment opportunities and services as a principal means to reduce vehicle trip length and associated emissions.

The original Algodón Planned Community Development (PCD) was approved by City Council as a major employment corridor. Past amendments only strengthened that assessment by adding additional uses, heights, and acreage. The most recent amendment (Z-19-E-00-5) adjusted the PUD PCD boundary to allow a single-family subdivision to be developed at a compatible density and scale at the northwest corner of 91st Avenue and Campbell Avenue. This request to adjust the PUD PCD boundary even further will allow additional single-family subdivisions to be developed north of Indian School Road and provide the existing subdivisions a buffer to the planned commercial, industrial and multifamily uses permitted in the Algodón Center PUD for a more cohesive integration of the “major employment corridor” with its existing context.

CONNECT PEOPLE AND PLACES CORE VALUE; CORE, 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.

The subject property is located on the perimeter of the Maryvale Village and is adjacent to the Loop 101/Agua Fria Freeway, a major regional transportation corridor. This strategic location is appropriate for regional service area land uses such as a hospital and medical uses, retail, and offices. This request to adjust the PUD PCD boundary will encourage a more appropriate transition between the existing neighborhoods to the north and the proposed regional service area land uses that are part of the Algodón Center PUD.

CONNECT PEOPLE AND PLACES CORE VALUE; PUBLIC TRANSIT; LAND USE PRINCIPLE: Encourage integrated land uses and transportation systems, which furthers the urban village model and minimizes the adverse impacts of the transportation system on housing, businesses and public uses.

The development will serve as a service area supporting the village core and surrounding neighborhoods. This request to adjust the PUD PCD boundary will allow a single-family subdivision to be developed in close proximity to planned employment, retail, and other regional services. It will reduce the need for additional vehicle trips outside the village for employment and the purchase of goods and services.

PROPOSAL

1. This request to amend the Algodón PUD PCD boundary has no changes to the previously approved development standards and approval will have no impact on the development standards.

BACKGROUND

2. The General Plan for Phoenix in 1985, designated the subject land as low-density residential development. The Loop 101/Agua Fria Freeway bisects the area making development more challenging. In 2000, City Council approved Rezoning Case Z-19-00-5 for an 853-acre Planned Community Development (PCD) referred to as Algodón Center. A General Plan Amendment, GPA-MV-1-99-5 was also approved to change the area's General Plan Land Use designation from Residential 0 to 2 and 2 to 5 dwelling units per acre to Mixed Use/Commercial and Industrial. Algodón Center is the largest vacant parcel in Maryvale and along the Loop 101.

SUBJECT SITE

3. City Council approved a Major Amendment to the Algodón PCD in June 2011 for 607.52 acres of the PCD to a PUD to allow a mix of uses (multifamily, residential, retail, office, and commerce park), via case Z-19-B-00-5. A subsequent amendment in 2011, Z-19-C-00-5, was withdrawn prior to being granted City Council approval.
4. City Council approved an additional Major Amendment to the Algodón PUD PCD in May 2012, via case Z-19-D-00-5, for the previously existing 607.52-acre PUD PCD with additional acreage from adjacent parcels. The request designated approximately 852.61 acres generally located west of the 93rd Avenue alignment as a Planned Unit Development (Algodón PUD).
5. In 2015 City Council approved another Major Amendment Z-19-E-00-5 to the existing 852.61-acre PUD PCD. This request was to adjust the Algodón PUD PCD boundary to exclude approximately 50.86 acres at the northwest corner of 91st Avenue and the Campbell Avenue alignment and was processed with companion case Z-36-15-5 for a single-family residential development.
6. This application is a Major Amendment to the existing 804.82-acre PUD PCD. The request will adjust the Algodón PUD PCD boundary to exclude approximately 131.27-acres at the northeast corner of Loop 101/Agua Fria Freeway and Indian School Road with companion case Z-16-18-5 for single-family residential to support existing and future commercial uses in the area.



7. North

West

South

East

The Pendergrast School and various commercial and single-family residential developments are to the east, zoned S-1, C-2, GCP, R-3, and R1-6.

COMMUNITY INPUT

8. At the time this staff report was written, staff had not received any public correspondence regarding the request.

INTERDEPARTMENTAL COMMENTS

9. The Public Transit Department has requested right-of-way dedication and bus stop pad construction for future bus stop pad locations adjacent to the subject property. This is addressed in Stipulation 3.
10. The Aviation Department has requested that a notice be given to prospective purchasers of properties in the city of Phoenix underlying the flight patterns of the City of Glendale Airport. The area may be subject to overflights of aircraft operating at the Airport. This is addressed in Stipulation 4.
11. The Street Transportation Department has requested a Master Street Plan showing all public arterial and collector streets; a revised Traffic Impact study and construction of all streets within and adjacent to the development to meet ADA requirements; submittal of paving plans for all arterials within and adjacent to the development; submittal of a Developer Project Information Form for the MAG Transportation Improvement Program; and updating of all existing off-site improvement to current ADA guidelines. These provisions are addressed in Stipulations 5, 6, 7, 8, 9, and 10.

MISCELLANEOUS

12. As part of the Reimagine Phoenix initiative, the City of Phoenix is committed to increasing the waste diversion rate to 40 percent by 2020 and to better manage its solid waste resources. Section 716 of the Phoenix Zoning 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 not addressed in the applicant's submittals.
13. 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 11.
14. Development and use of the site is subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements and other formal actions may be required.

Findings

1. The development is consistent with the surrounding regional destinations and planned projects approved within adjacent jurisdictions.
2. The proposed development will provide increased employment, retail and residential living opportunities in the area.

Stipulations

1. An updated Development Narrative for the Algodón 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 Development Narrative date stamped April 25, 2018, as modified by the following stipulations.
 - A. Update Exhibit 10.0, Circulation and Street Setbacks to show an illustrative location of the proposed light rail corridor as described on page 16 and 17 of Development Narrative.
2. An updated General Development Plan / PCD Masterplans for the Algodón PCD shall be submitted to the Planning and Development Department within 90 days of City Council approval of this request.

PUBLIC TRANSIT

3. The right-of-way shall be dedicated and a bus stop pad constructed at the following locations, as approved by the Planning and Development Department.
 - Westbound Thomas Road west of 93rd Avenue
 - Westbound Thomas Road approximately 1,200 feet east of 99th Avenue
 - Eastbound Indian School Road east of 99th Avenue
 - Eastbound Indian School Road approximately 1,200 feet east of 99th Avenue
 - Westbound Indian School Road west of 93rd Avenue
 - Westbound Indian School Road approximately 1,200 feet east of 99th Avenue
 - Northbound 99th Avenue north of Thomas Road and every quarter mile for the length of the project.

The bus stop pads should be built per City of Phoenix Standard Detail P1260 or P1262 (where adjacent to detached sidewalks) with a depth of at least 10 feet and placed between 95 and 145 feet from the intersection where there is a traffic signal and between 60 and 110 feet where there is no traffic signal.

AVIATION

4. The property owner shall record a Notice to Prospective Purchasers of Proximity to Airport in order to disclose the existence and operational

characteristics of the City of Glendale Airport to future owners or tenants of the property. The form and content of such documents shall be according to the templates and instructions provided which have been reviewed and approved by the City Attorney

STREET

5. A Master Street Plan showing all public arterial and collector streets shall be submitted to the Street Transportation and Planning Development Departments for review and approval.
6. The applicant shall submit a revised Traffic Impact Study to the Street Transportation Department and the Planning and Development Department prior to preliminary site plan review for the first phase of development. No preliminary approval of plans shall be granted until the study is reviewed and approved. The applicant shall be responsible for any dedications and required improvements as recommended by the approved Traffic Impact Study and as approved by Planning and Development Department and the Street Transportation Department. Contact Mr. Mani Kumar, (602)495-7129, to set up a meeting to discuss the requirements of the study.
7. The developer shall construct all streets within and adjacent to the development 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.
8. The applicant shall submit paving plans for all arterial streets within and adjacent to the development, to the Street Transportation Department for review.
9. The applicant shall complete and submit the Developer Project Information Form for the MAG Transportation Improvement Program to Mr. Alan Hilty, (602)262-6193, with the Street Transportation Department. This form is a requirement of the EPA to meet clean air quality requirements.
10. The developer shall update all existing off-site street improvements (sidewalks, curb ramps and driveways) to current ADA guidelines.
11. In the event archaeological materials are encountered during construction, the developer shall immediately cease all ground-disturbing activities within a 33-foot radius of the discovery, notify the City Archaeologist, and allow time for the Archaeology Office to properly assess the materials.

Staff Report: Z-19-F-00-5

May 1, 2018

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Writer

Joél Carrasco

May 1, 2018

Team Leader

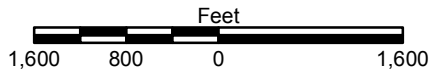
Samantha Keating

Exhibits

Sketch Map

Aerial Map

[Algodón PUD Narrative](#) date stamped April 25, 2018



MARYVALE VILLAGE
CITY COUNCIL DISTRICT: 5



APPLICANT'S NAME: Algodon AG Revocable Land Trust

APPLICATION NO. Z-19-F-00

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

672.92 Acres

MULTIPLES PERMITTED

PUD PCD

PUD PCD

DATE: 3/27/2018

REVISION DATES:		

4/18/2018

AERIAL PHOTO &
QUARTER SEC. NO.
QS 15-5, 15-6, 16-5,
16-6, 17-5

ZONING MAP
G-2, G-3
H-2, H-3

CONVENTIONAL OPTION

35,126

35,126

REQUESTED CHANGE:

FROM: PUD PCD (672.92 a.c.)

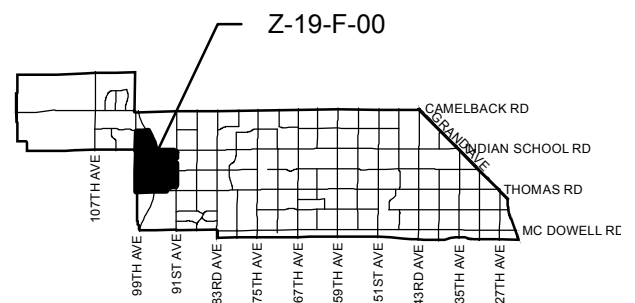
TO: PUD PCD (672.92 a.c.)

* UNITS P.R.D. OPTION

N/A

N/A

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







City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

ADDENDUM A
Staff Report: Z-19-F-00-5
June 7, 2018

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Meeting Date:	
<u>Planning Commission</u> Hearing Date:	June 7, 2018
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Representative	Stephen W. Anderson, Gammage and Burnham, PLC.
Staff Recommendation	Approval, subject to stipulations

The Maryvale Village Planning Committee heard the request on May 9, 2018 and recommended approval of Z-19-F-00-5 as recommended by staff, by a vote of 8-1.

As a result of ongoing dialogue and the applicant's submittal of an updated "Exhibit 10.0, Circulation and Street Setbacks" to depict an illustrative location of the proposed light rail corridor as described on page 16 and 17 of Development Narrative date stamped April 25, 2018, staff is recommending the removal of stipulation 1.A. as follows:

Revised Stipulations

1. An updated Development Narrative for the Algodón 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 Development Narrative date stamped April 25, 2018, as modified by the following stipulations.

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12. 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.

Writer

Joél Carrasco

June 7, 2018

Team Leader

Samantha Keating

Exhibits:

Exhibit 10.0, Circulation and Street Setbacks, date stamped June 5, 2018.

CITY OF PHOENIX

JUN 05 2018

Planning & Development
Department

Key

30' setback at arterial streets and freeway

20' setback at local or collector streets
0' setback with mixed use

Pedestrian Corridor
(may be located on either side)

proposed Light-Rail route

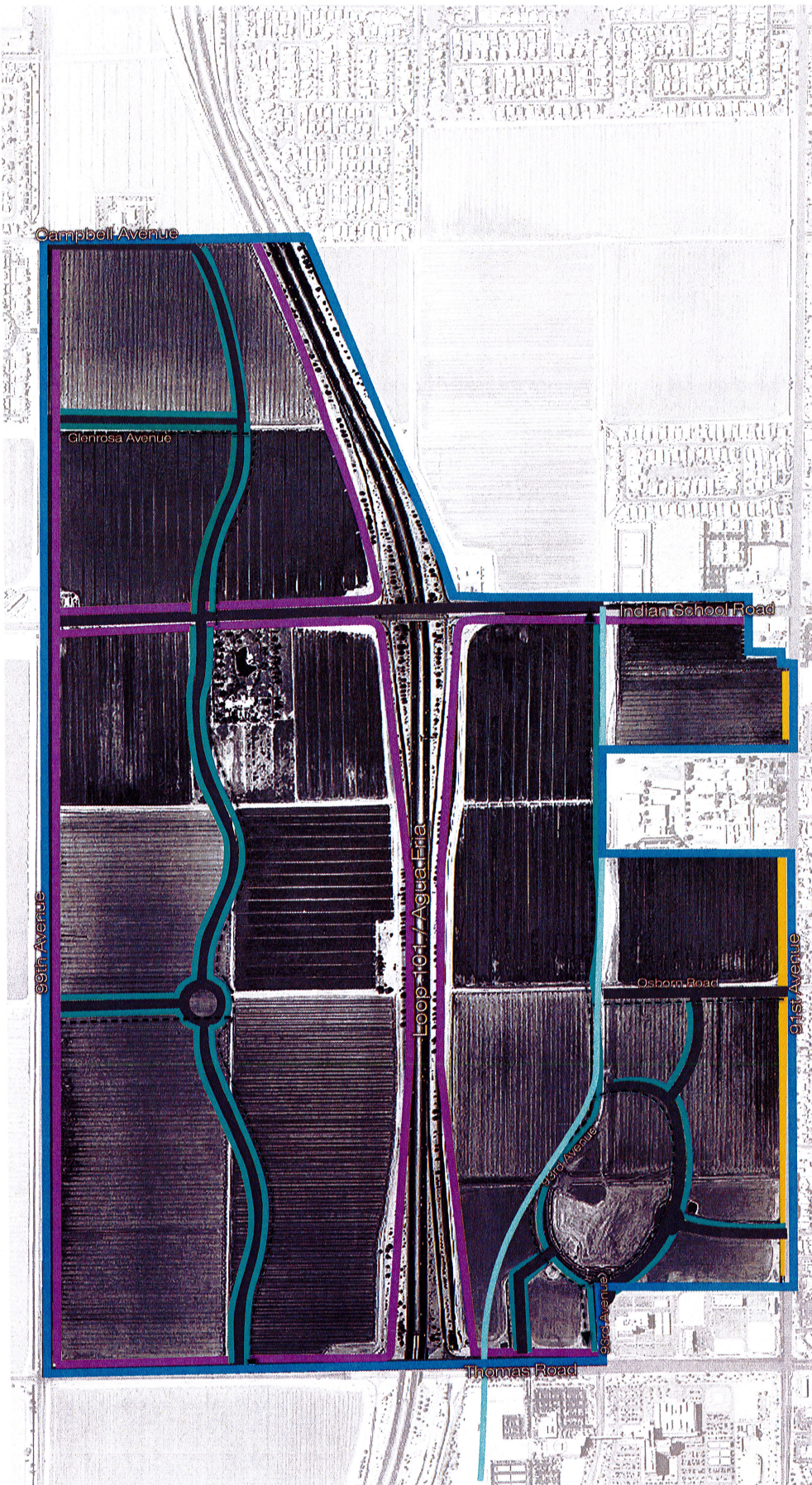
100' setback



Circulation & Setbacks



Exhibit 10.0
04/23/18



major PCD & PUD amendments