

ATTACHMENT B



City of Phoenix

PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report: Z-87-D-03-2 64th & Mayo PUD March 21, 2025

[Desert View Village Planning Committee](#) Meeting Date:

April 1, 2025

[Planning Commission](#) Hearing Date:

May 1, 2025

Request From:

[S-1](#) (Approved [CP/BP PCD](#)) (Ranch or Farm Residence, Approved Commerce Park District, Business Park Option, Planned Community District) (32.88 acres);
[S-1](#) (Approved [R-3A PCD](#)) (Ranch or Farm Residence, Approved Multifamily Residence District, Planned Community District) (18.33 acres); and
[S-1](#) (Ranch or Farm Residence) (0.16 acres)

Request To:

[PUD PCD](#) (Planned Unit Development, Planned Community District) (51.37 acres)

Proposal:

Major Amendment to the Paradise Ridge PCD to allow multifamily and single-family attached residential

Location:

Northeast corner of 64th Street and Mayo Boulevard

Owner:

64th and Mayo Bidder, LLC

Applicant:

JLB Partners, LLC

Representative:

Nick Wood, Snell & Wilmer, LLP

Staff Recommendation:

Approval, subject to stipulations

<u>General Plan Conformity</u>			
<u>General Plan Land Use Map Designation</u>		<u>Current</u> Commercial / Commerce/Business Park and Residential 5 to 10 dwelling units per acre <u>Proposed (GPA-DSTV-1-24-2)</u> Commercial / Residential 15+ dwelling units per acre	
<u>Street Map Classification</u>	64th Street	Arterial	70-foot east half street
	66th Street	Local Street	0-foot west half street
	Mayo Boulevard	Arterial	70-foot north half street right-of-way easement
<p>CONNECT PEOPLE & PLACES CORE VALUE; OPPORTUNITY SITES; LAND USE PRINCIPLE: Support reasonable levels of increased intensity, respectful of local conditions and surrounding neighborhoods.</p> <p>The proposal for additional multifamily residential development is appropriate for this location on two arterial streets and a freeway, and the proposed PUD proposes development standards to prevent negative impacts on the adjacent residential properties.</p>			
<p>CELEBRATE OUR DIVERSE COMMUNITIES & NEIGHBORHOODS CORE VALUE; DIVERSE NEIGHBORHOODS; LAND USE PRINCIPLE: Communities should consist of a mix of land uses to provide housing, shopping, dining and recreational options for residents.</p> <p>The proposal will contribute to the mix of uses in the area by providing new multifamily residential use in proximity to existing and planned commercial areas.</p>			
<p>BUILD THE SUSTAINABLE DESERT CITY CORE VALUE; TREES & SHADE; DESIGN PRINCIPLE: Integrate trees and shade into the design of new development and redevelopment projects throughout Phoenix.</p> <p>The proposed PUD sets forth development standards that require enhanced landscaping and shade, including detached sidewalks and minimum shade requirements for sidewalks and parking areas. This will help to provide shade for pedestrians and bicyclists in and around the community and to mitigate the urban heat island effect by covering hard surfaces, thus cooling the micro-climate around the vicinity.</p>			

Applicable Plan, Overlays, and Initiatives	
<u>Desert Ridge/Kierland Major Employment Center</u>	– See Background Item No. 5.
<u>Outer Loop Freeway Specific Plan</u>	– See Background Item No. 14.
<u>State Route 51 and Loop 101 Scenic Corridor Policy Plan</u>	– See Background Item No. 15.
<u>Complete Streets Guiding Principles</u>	– See Background Item No. 16.
<u>Comprehensive Bicycle Master Plan</u>	– See Background Item No. 17.
<u>Tree and Shade Master Plan</u>	– See Background Item No. 18.
<u>Housing Phoenix Plan</u>	– See Background Item No. 19.
<u>Monarch Butterfly</u>	– See Background Item No. 20.
<u>Transportation Electrification Action Plan</u>	– See Background Item No. 21.
<u>Conservation Measures for New Development</u>	– See Background Item No. 22.
<u>Zero Waste PHX</u>	– See Background Item No. 23.

Surrounding Land Uses/Zoning		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Vacant	S-1 (Approved CP/BP PCD), S-1 (Approved R-3A PCD), and S-1
North	Loop 101 Freeway and vacant land	S-1 (Approved C-2 M-R PCD)
South (across Mayo Boulevard)	Vacant land and single-family residential	S-1 (Approved CP/BP PCD) and R-3A PCD
East (across 66th Street and directly adjacent)	Multifamily residential	R-3A PCD
West (across 64th Street)	Vacant land	CP/BP DRSP

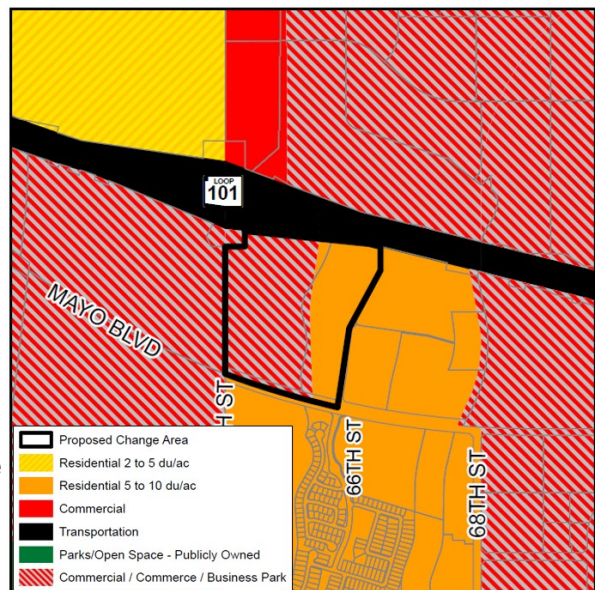
Background/Issues/Analysis

SUBJECT SITE

1. This request is to rezone a 51.37-acre site located at the northeast corner of 64th Street and Mayo Boulevard from S-1 (Approved CP/BP PCD) (Ranch or Farm Residence, Approved Commerce Park District, Business Park Option, Planned Community District), S-1 (Approved R-3A PCD) (Ranch or Farm Residence, Approved Multifamily Residence District, Planned Community District), and S-1 (Ranch or Farm Residence) to PUD PCD (Planned Unit Development, Planned Community District) for a Major Amendment to the Paradise Ridge PCD to allow multifamily and single-family attached residential.

GENERAL PLAN LAND USE MAP DESIGNATION

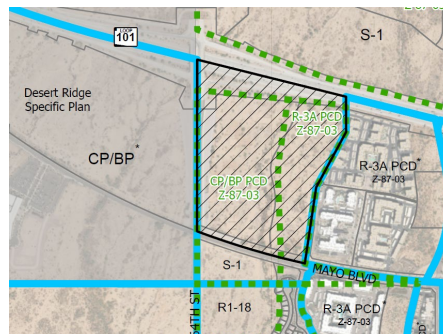
2. The subject site is designated as Commercial / Commerce/Business Park and Residential 5 to 10 dwelling units per acre on the General Plan Land Use Map. To the south and east of the site is designated as Residential 5 to 10 dwelling units per acre. To the north is designated Transportation. To the west is designated as Commercial / Commerce/Business Park. The applicant is proposing a minor General Plan Amendment (GPA-DSTV-1-24-2) to change the designation of the subject site to Commercial / Residential 15+ dwelling units per acre. The uses allowed in the proposed PUD are consistent with the proposed General Plan Land Use Map designation.



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

SURROUNDING LAND USES AND ZONING

3. To the east is multifamily residential zoned R-3A PCD. To the south, across Mayo Boulevard, is vacant land and single-family residential zoned S-1 (Approved CP/BP) and R-3A PCD. To the west, across 64th Street, is vacant land zoned CP/BP DRSP (Commerce Park District, Business Park Option, Desert Ridge Specific Plan). To the north, across the Loop 101 Freeway, is vacant land that is part of the same



Zoning Aerial Map, Source: Planning and Development Department

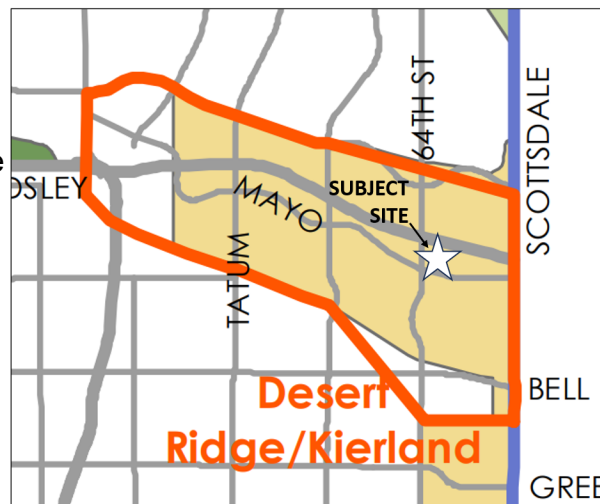
PCD, zoned S-1 (Approved C-2 M-R PCD).

PARADISE RIDGE PCD

4. The Paradise Ridge PCD, generally bounded by Scottsdale Road to the east, 64th Street to the west, Pinnacle Peak Road to the north, and the CAP canal to the south, was initially established in 1994. The subject site was zoned R-2 (Multifamily Residence District) PCD and R1-6 (Single-Family Residence District) PCD in the original PCD approval. In 2003, a Major Amendment to the Paradise Ridge PCD was approved that rezoned a significant portion of the southern part of the PCD area, changing the subject site to CP/BP PCD and R-3A PCD. These zoning designations remain on the subject site today.

5. **Desert Ridge/Kierland Major Employment Center**

The subject site is located within the City of Phoenix-designated Desert Ridge/Kierland Major Employment Center. This employment corridor along the Loop 101 Freeway includes corporate offices, healthcare facilities, and regional retail centers in the Desert Ridge, Paradise Ridge, and Kierland areas. The proposed PUD allows for the creation of housing opportunities for people to live in close proximity to significant employment options.

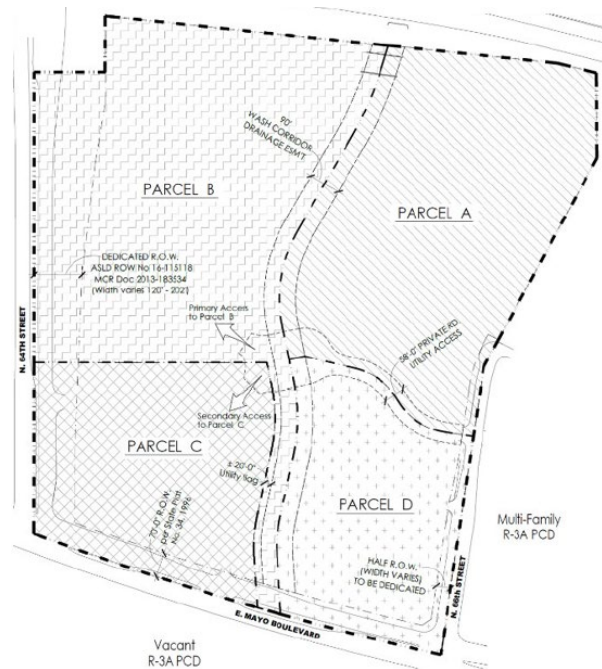


Major Employment Center Map, Source: City of Phoenix

PROPOSAL

6. The proposal was developed utilizing the PUD zoning district. The Planned Unit Development (PUD) is intended to create a built environment that is superior to that produced by conventional zoning districts and design guidelines. Using a collaborative and comprehensive approach, an applicant authors and proposes standards and guidelines that are tailored to the context of a site on a case by case basis. Where the PUD Development Narrative is silent on a requirement, the applicable Zoning Ordinance provisions will be applied.

7. The PUD proposes four multifamily residential developments to be constructed on four separate parcels, as shown in the PUD Development Parcel Map. The existing north-south wash through the site would remain and would include a trail along it, which would facilitate pedestrian connectivity between the four parcels.



PUD Development Parcel Map, Source: Applicant's PUD Narrative

8. **Land Use**
The proposed development narrative allows multifamily and single-family attached residential uses, as well as associated accessory uses.
9. **Development Standards**
The table below summarizes the key development standards set forth in the narrative, which are most closely analogous to the R-3A district. The density allowed in the proposed PUD is more than the density of 23.1 dwelling units per acre allowed in the R-3A district, and the proposed PUD allows greater height and lot coverage and smaller building setbacks than would be required in the R-3A district. The proposed parking matches the zoning requirement. Standards for shade and bicycle parking in the PUD exceed zoning ordinance standards.

<u>Standard</u>	<u>PUD Proposed</u>
<i>Maximum Building Height</i>	90 feet; 38 feet for single-family attached; 65 feet within 40 feet of the south property line
<i>Maximum Density</i>	1,400 dwelling units (27.25 dwelling units per acre)
<i>Maximum Lot Coverage</i>	75 percent
<i>Minimum Perimeter Building Setbacks</i>	North (Loop 101): 15 feet 64th Street: 15 feet Mayo Boulevard: 20 feet

	66th Street: 15 feet East (not adjacent to street): 15 feet
<i>Minimum Open Space</i>	5 percent
<i>Vehicular Parking</i>	Per Section 702
<i>Bicycle Parking</i>	0.25 spaces per required vehicle parking space
<i>Shade</i>	Public sidewalks and internal walkways: 75 percent minimum; Common open space areas: 50 percent minimum; Surface parking lots: 25 percent minimum

The proposed PUD includes a provision in the Signs section that allows for a Marquee Sign that exceeds zoning standards. Staff recommends removing that allowance, per Stipulation No. 1.b, as a variance application along with a Comprehensive Sign Plan application would be the appropriate route to achieve such a sign.

Because the subject site is located within the Paradise Ridge PCD, staff recommends including relevant PCD stipulations that require Master Plans to be submitted for any development, right-of-way improvements to be subject to a Master Street Plan, and water and wastewater be subject to Master Plan requirements. These are addressed in Stipulation Nos. 14 through 16.

10. **Landscape Standards**

The PUD sets forth standards for perimeter landscape setbacks and landscaping within adjacent rights-of-way. The table below summarizes the key landscape standards. The landscape setbacks proposed in the PUD are less than would be required in an R-3A district, except along the east, where the development is not adjacent to a street. The streetscape and all the planting standards exceed the requirements of the R-3A district.

<u>Standard</u>	<u>PUD Proposed</u>
<i>Minimum Landscape Setbacks</i>	All perimeters: 10 feet All interior: 0 feet
<i>Planting Standards (Perimeter Landscape Setbacks)</i>	Minimum 2-inch caliper trees, planted 20 feet on center; five 5-gallon shrubs per tree
<i>Planting Standards (Right-of-way)</i>	ADOT right-of-way: as approved by ADOT All others: Minimum 2-inch caliper trees, planted 25 feet on center, to achieve 75% sidewalk shade.

<i>Streetscape</i>	<p>64th Street: 10-foot-wide detached sidewalk, 5-foot-wide planting area between back of curb and sidewalk</p> <p>64th Street (adjacent to ADOT right-of-way): 6-foot-wide detached sidewalk, 10-foot-wide planting area between back of curb and sidewalk, or as approved by ADOT</p> <p>66th Street: 5-foot-wide detached sidewalk, 5-foot-wide planting area between back of curb and sidewalk</p> <p>Mayo Boulevard: 6-foot-wide detached sidewalk, 10-foot-wide planting area between back of curb and sidewalk</p>
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11. **Fences and Walls**

The PUD proposes compliance with Zoning Ordinance standards for fences and walls with two exceptions:

- The north perimeter shall be permitted a wall with a maximum of eight feet to provide adequate screening between the project and the Loop 101 freeway.
- The east and south perimeters shall be permitted retaining walls with a maximum height of five feet in the locations shown in Exhibit 7 of the PUD Narrative.

12. **Lighting**

The PUD proposes compliance with Zoning Ordinance standards related to lighting with additional lighting requirements as follows:

- Pedestrian lighting along private and public sidewalks to comply with portions of the Walkable Urban Code related to adequate and consistent illumination along walkways, in addition to a maximum height of 15 feet for light fixtures.
- Along the wash corridor pedestrian trail, decorative lighting shall be provided 45 feet on center with a maximum height of 15 feet.

13. **Design Guidelines**

The PUD proposes design guidelines that enhance the appearance and functionality of the buildings, open space, and amenities on-site. Buildings will use a color palette that complements the desert landscape and will provide a variety of materials on each building façade. Buildings will not have blank walls exceeding 50 feet in length, and the wash corridor will have lighting and amenity requirements.

The landscape design guidelines promote a uniform design throughout the development and include the use of milkweed other native nectar species to support the monarch butterfly population.

AREA PLANS, OVERLAY DISTRICTS, AND INITIATIVES

14. [Outer Loop Freeway Specific Plan](#)

In May 1996, the Phoenix City Council adopted the Outer Loop Freeway Specific Plan, which aims to retain the value of the immediate surrounding properties along the Loop 101 freeway by mitigating the compatibility between the freeway and the residential neighborhoods through which it passes. The subject site is located in Segment 7 of the Outer Loop Freeway Specific Plan. The proposed rezoning meets the intent of many of the elements of the plan. Segment 7 does not include any specific recommendations regarding land use or noise mitigation. However, the proposal includes an eight-foot-high CMU wall between the development and the freeway, which is consistent with the standard noise mitigation proposed in other segments.

15. [State Route 51 and Loop 101 Scenic Corridor Policy Plan](#)

On June 22, 2011, the Phoenix City Council adopted the State Route 51 and Loop 101 Scenic Corridor Policy Plan. The scenic corridor was established due to public concern in regards to outdoor uses with significant visual impacts, such as outdoor storage and off-premise advertising structures along portions of the State Route 51 and Loop 101 within the northeast Phoenix area. The plan's recommendations include not supporting requests for General Plan Amendments for Industrial land use designation and not supporting rezoning requests, variances, or use permits for primary outdoor uses or off-premise advertising. The proposed PUD is consistent with the plan, as it does not allow primary outdoor uses or off-premise advertising.

16. [Complete Streets Guiding Principles](#)

In 2014, the City of Phoenix City Council adopted 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. To promote safety and connectivity for all users, the PUD proposes standards for shaded, detached sidewalks along all street frontages, pedestrian connections throughout the development, and bicycle parking.

17. [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. The PUD narrative incorporates requirements for bicycle parking to encourage multi-modal transportation.

18. [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 PUD narrative includes standards for shaded, detached sidewalks along all street frontages and enhanced shading requirements for sidewalks and surface parking lots, in addition to enhanced tree sizes within landscape areas.

19. [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 a 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 proposal supports the Plan's goal of preserving or creating 50,000 housing units by 2030 by contributing to a variety housing types that will address the supply shortage at a more rapid pace while using vacant land in a more sustainable fashion.

20. [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, the PUD narrative includes standards for the planting of milkweed shrubs, or other native nectar plant species, on the subject site.

21. [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. The PUD proposes a standard for electric vehicle parking, charging and infrastructure.

22. **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. The PUD incorporates requirements for water conservation in the sustainability section.

23. **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. Recycling services will be provided for residents of the proposed development.

COMMUNITY INPUT SUMMARY

24. At the time this staff report was written, staff has not received any community correspondence regarding this request.

INTERDEPARTMENTAL COMMENTS

25. The Street Transportation Department commented that right-of-way shall be dedicated and constructed for the north half of Mayo Boulevard, the east half of 64th Street, and the west half of 66th Street, off-site mitigation improvements shall comply with the Master Street Plan, unused driveways shall be replaced with sidewalk, curb, and gutter, and the developer shall construct all streets within and adjacent to the development with all required improvements and comply with ADA standards. These are addressed in Stipulation Nos. 2 through 7.
26. The Floodplain Management division of the Office of the City Engineer provided the comment that the subject site is located within a Special Flood Hazard Area and that any proposed improvements or modifications are subject to federal regulations and the City of Phoenix Floodplain Ordinance. The Floodplain Management division must approve a Grading and Drainage Plan demonstrating compliance with the regulations prior to any permit issuance. This comment is addressed in Stipulation No. 8.
27. The Aviation Department commented that the owner shall record documents that

disclose the existence and operational characteristics of Scottsdale Municipal Airport (SDL) to future owners and tenants of the property. This comment is addressed in Stipulation No. 9.

OTHER

28. The site is located in a larger area identified as being archaeologically sensitive. If further review by the City of Phoenix Archaeology Office determines the site and immediate area to be archaeologically sensitive, and if no previous archaeological projects have been conducted within this project area, it is recommended that archaeological Phase I data testing of this area be conducted. Phase II archaeological data recovery excavations may be necessary based upon the results of the testing. A qualified archaeologist must make this determination in consultation with the City of Phoenix Archaeologist. In the event archaeological materials are encountered during construction, all ground disturbing activities must cease within a 33-foot radius 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 Nos. 10 through 12.
29. 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. 13.
30. Development and use of the site is subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements. Other formal actions such as, but not limited to, zoning adjustments and abandonments, may be required.

Findings

1. The proposal is consistent with the proposed General Plan Land Use Map Designation and the character of the surrounding area.
2. The proposal will facilitate new multifamily residential development at an appropriate location, contributing to the land use mix in the area.
3. The proposed PUD sets forth design and development standards that will enhance connectivity in the immediate vicinity, including enhanced shade and detached sidewalks and standards to buffer the proposed uses from adjacent residences.

Stipulations

1. An updated Development Narrative for the 64th & Mayo PUD reflecting the changes approved through this request shall be submitted to the Planning and Development Department within 30 days of City Council approval of this request. The updated Development Narrative shall be consistent with the Development Narrative date stamped March 13, 2025, as modified by the following stipulations:
 - a. Front cover: Revise the submittal date information to add the following: City Council adopted: [Add adoption date].
 - b. Page 22, Section F. Signs: Remove all language, except the first two sentences.
2. A minimum 70 feet of right-of-way shall be dedicated and constructed for the north half of Mayo Boulevard, per the approved Master Street Plan.
3. A minimum 70 feet of right-of-way shall be dedicated and constructed for the east half of 64th Street, per the approved Master Street Plan.
4. A minimum 40 feet of right-of-way shall be dedicated and constructed for the west half of 66th Street, per the approved Master Street Plan.
5. Construction, funding, and phasing of all off-site mitigation improvements shall comply with the approved Master Street Plan and Master Phasing Plan for 64th Street and Mayo Boulevard.
6. 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
7. 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.
8. The site is located within a Special Flood Hazard Area (SFHA) called a Zone AO on panel 1315L of the Flood Insurance Rate Maps (FIRM) revised February 8, 2024. The following requirements shall apply, as approved by the Planning and Development Department:

- a. The Architect/Engineer is required to show the floodplain boundary limits on the Grading and Drainage plan and ensure that impacts to the proposed facilities have been considered, following the National Flood Insurance Program (NFIP) Regulations (44 CFR Paragraph 60.3). This includes, but is not limited to, provisions in the latest versions of the Floodplain Ordinance of the Phoenix City Code.
 - b. A copy of the Grading and Drainage Plan needs to be submitted to the Floodplain Management section of the Office of the City Engineer for review and approval of Floodplain requirements.
 - c. FEMA approved CLOMR-F or CLOMR is required prior to issuance of a Grading and Drainage permit.
9. The property owner shall record documents that disclose the existence, and operational characteristics of Scottsdale Municipal Airport (SDL) 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.
10. If determined necessary by the Phoenix Archaeology Office, the applicant shall conduct Phase I data testing and submit an archaeological survey report of the development area for review and approval by the City Archaeologist prior to clearing and grubbing, landscape salvage, and/or grading approval
11. If Phase I data testing is required, and if, upon review of the results from the Phase I data testing, the City Archaeologist, in consultation with a qualified archaeologist, determines such data recovery excavations are necessary, the applicant shall conduct Phase II archaeological data recovery excavations
12. 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.
13. 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.

PCD Stipulations

14. Master Plan documents shall be submitted for portions of the Planned Community District as development occurs, per the applicable development agreement.

15. Right-of-way and improvements shall be determined by the final Traffic Impact Study and a Master Street Plan – Development Agreement between the city, Arizona State Land Department, and the City of Scottsdale. Additional right-of-way and/or easements not specifically identified such as bus bays, turn lanes, landscape/sidewalk easements, slope and construction easements, etc., may be required as determined by the Master Street Plan, or when individual development plans are submitted to the Planning and Development Department for approval.
16. Detailed requirements for potable water, wastewater, and reclaimed water onsite and offsite infrastructure needed to service this project and infrastructure phasing schedules shall be determined at the time of review and approval of the PCD potable water, wastewater, and reclaimed water master plans. Off site infrastructure requirements shall be a function of the amount of major master plan water and sewer lines constructed by other development in the area prior to initiation of this project.

Writer

Anthony Grande

March 21, 2025

Team Leader

Racelle Escolar

Exhibits

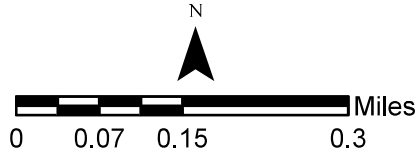
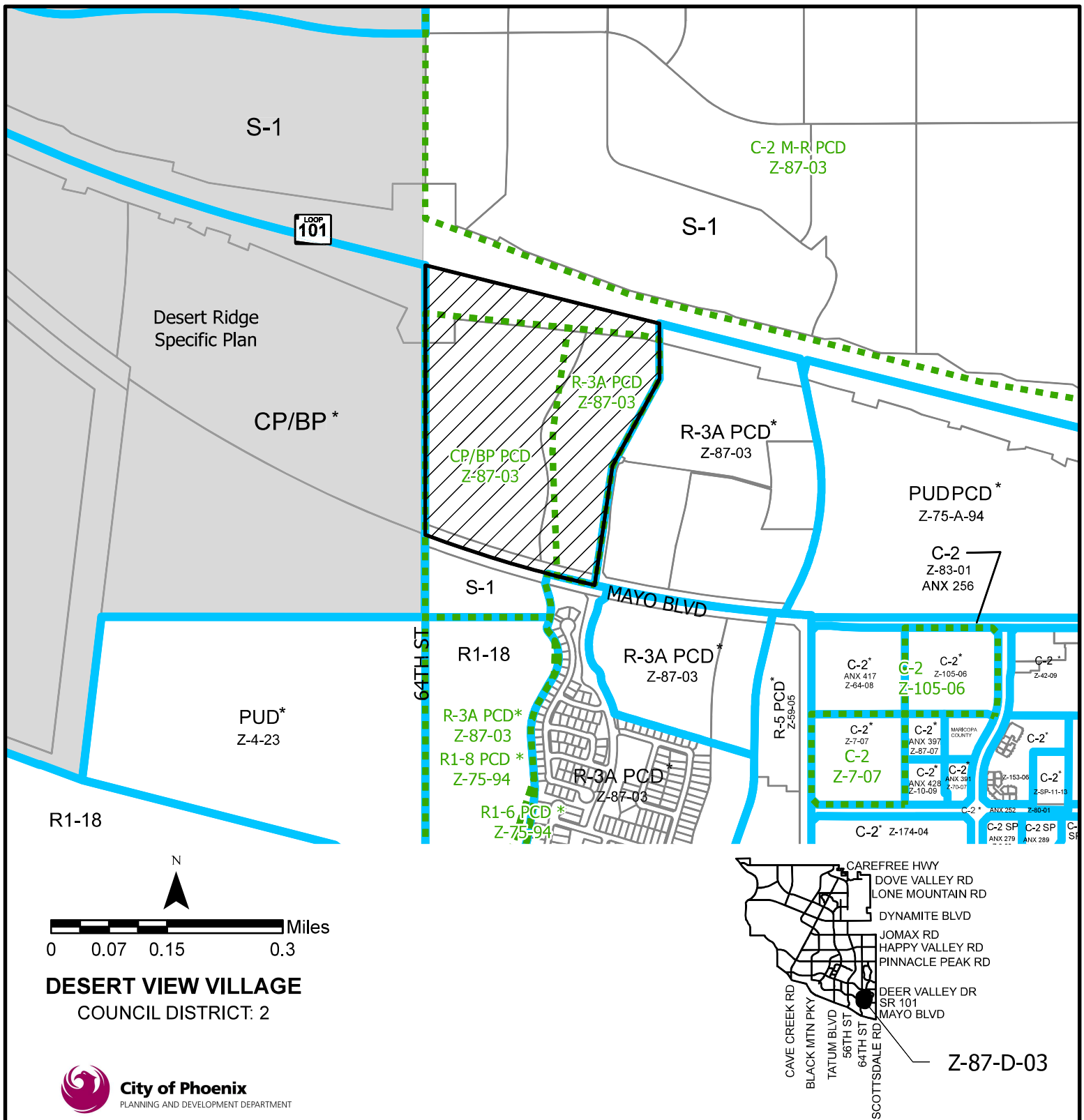
Sketch Map

Aerial Map

Conceptual Site Plan date stamped March 13, 2025

Conceptual Renderings date stamped July 3, 2024 (5 pages)

[64th & Mayo PUD](#) development narrative date stamped March 13, 2025

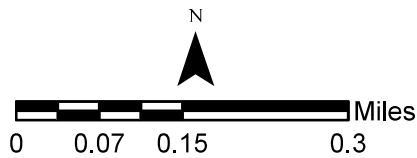
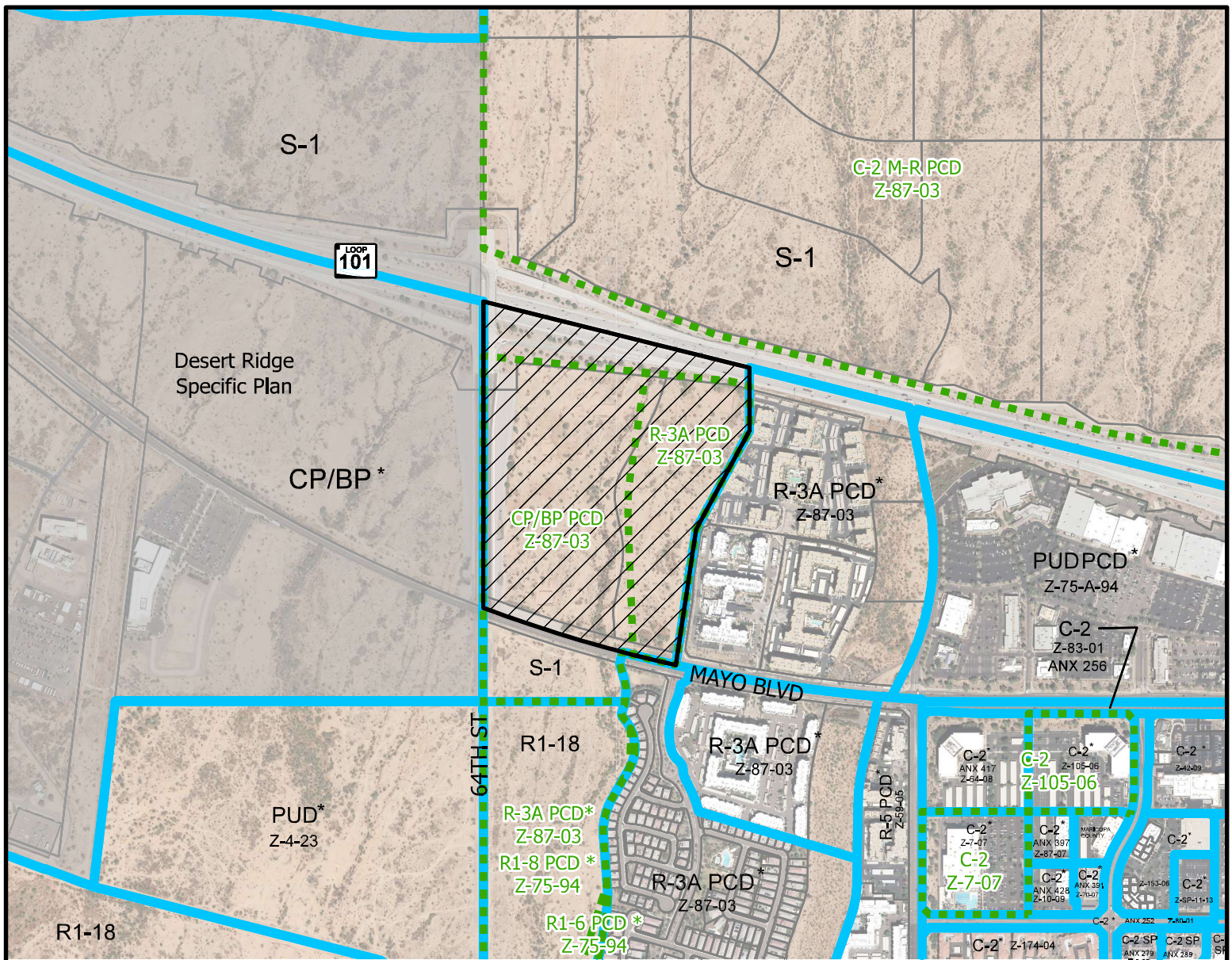


DESERT VIEW VILLAGE
COUNCIL DISTRICT: 2

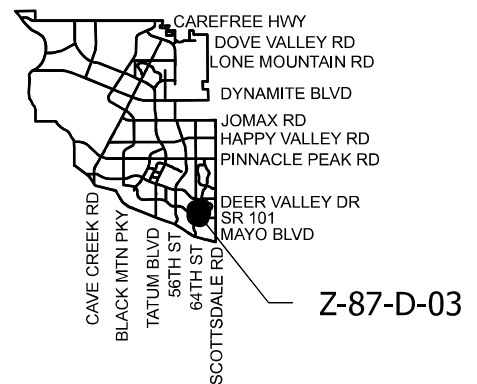


APPLICANT'S NAME: Snell & Wilmer, LLP		REQUESTED CHANGE:		
APPLICATION NO: Z-87-D-03	DATE: 7/16/2024	FROM: S-1 (Approved CP/BP PCD) (32.88 ac.) S-1 (Approved R-3A PCD) (18.33 ac.) S-1 (0.16 ac.)		
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 51.37 Acres	REVISION DATES:		TO: PUD PCD (51.37 ac.)	
	<table border="1"> <tr> <td>8/21/2024</td> <td>2/18/2025</td> <td>3/14/2025</td> </tr> </table>			8/21/2024
8/21/2024	2/18/2025	3/14/2025		
MULTIPLES PERMITTED S-1 (Approved CP/BP PCD), S-1 (Approved R-3A PCD), S-1 PUD PCD	AERIAL PHOTO & QUARTER SEC. NO. QS 39-43		CONVENTIONAL OPTION 32 (N/A), 18 (403), N/A 1400	
	ZONING MAP M-12			
		* UNITS P.R.D OPTION N/A (N/A), N/A (484), N/A N/A		

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

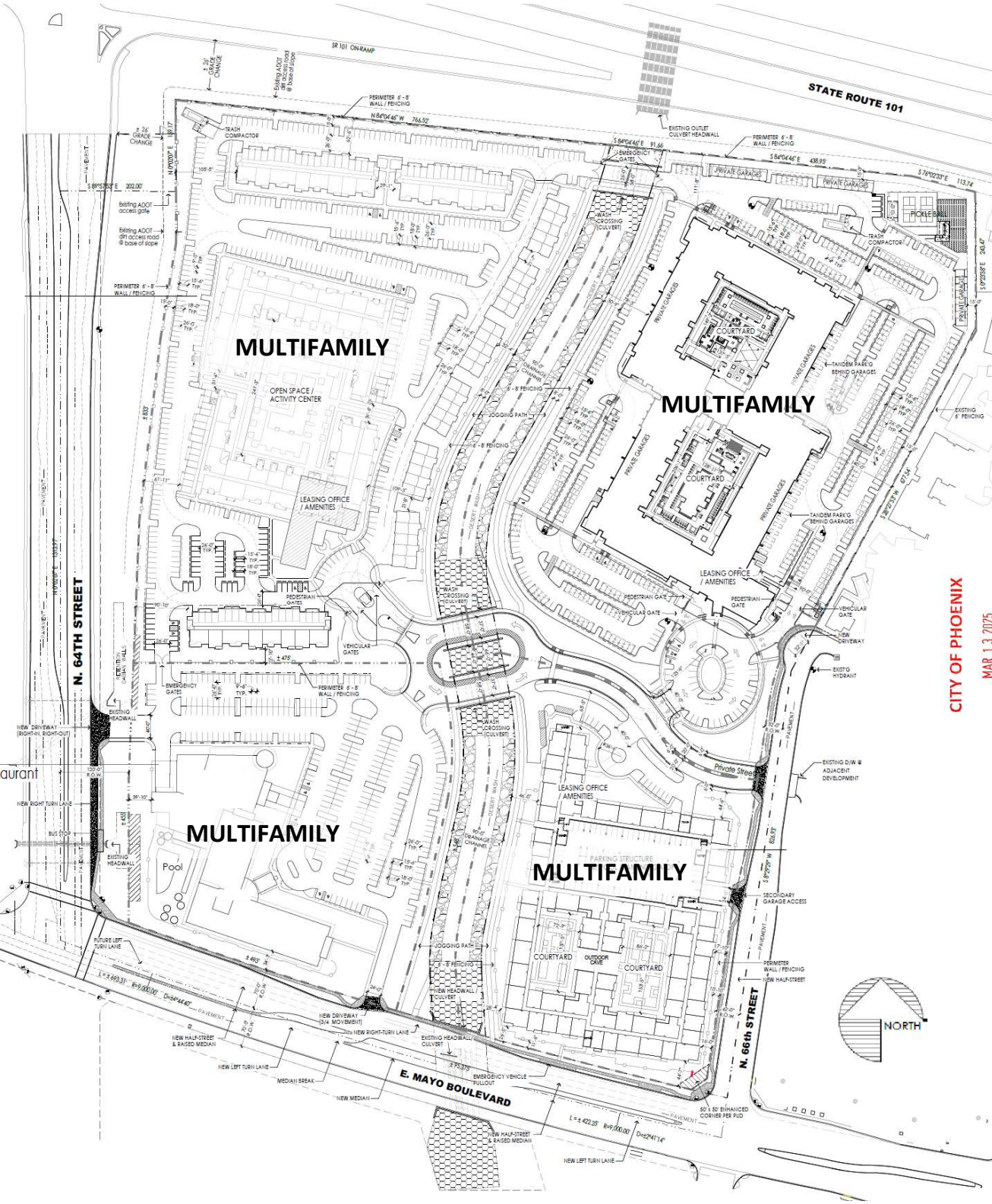


DESERT VIEW VILLAGE
COUNCIL DISTRICT: 2



APPLICANT'S NAME: Snell & Wilmer, LLP		REQUESTED CHANGE:		
APPLICATION NO: Z-87-D-03	DATE: 7/16/2024	FROM: S-1 (Approved CP/BP PCD) (32.88 ac.) S-1 (Approved R-3A PCD) (18.33 ac.) S-1 (0.16 ac.)		
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 51.37 Acres	REVISION DATES:		TO: PUD PCD (51.37 ac.)	
	<table border="1"> <tr> <td>8/21/2024</td> <td>2/18/2025</td> <td>3/14/2025</td> </tr> </table>			8/21/2024
8/21/2024	2/18/2025	3/14/2025		
MULTIPLES PERMITTED S-1 (Approved CP/BP PCD), S-1 (Approved R-3A PCD), S-1 PUD PCD	AERIAL PHOTO & QUARTER SEC. NO. QS 39-43		* UNITS P.R.D OPTION N/A (N/A), N/A (484), N/A N/A	
	ZONING MAP M-12			
CONVENTIONAL OPTION 32 (N/A), 18 (403), N/A 1400				

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



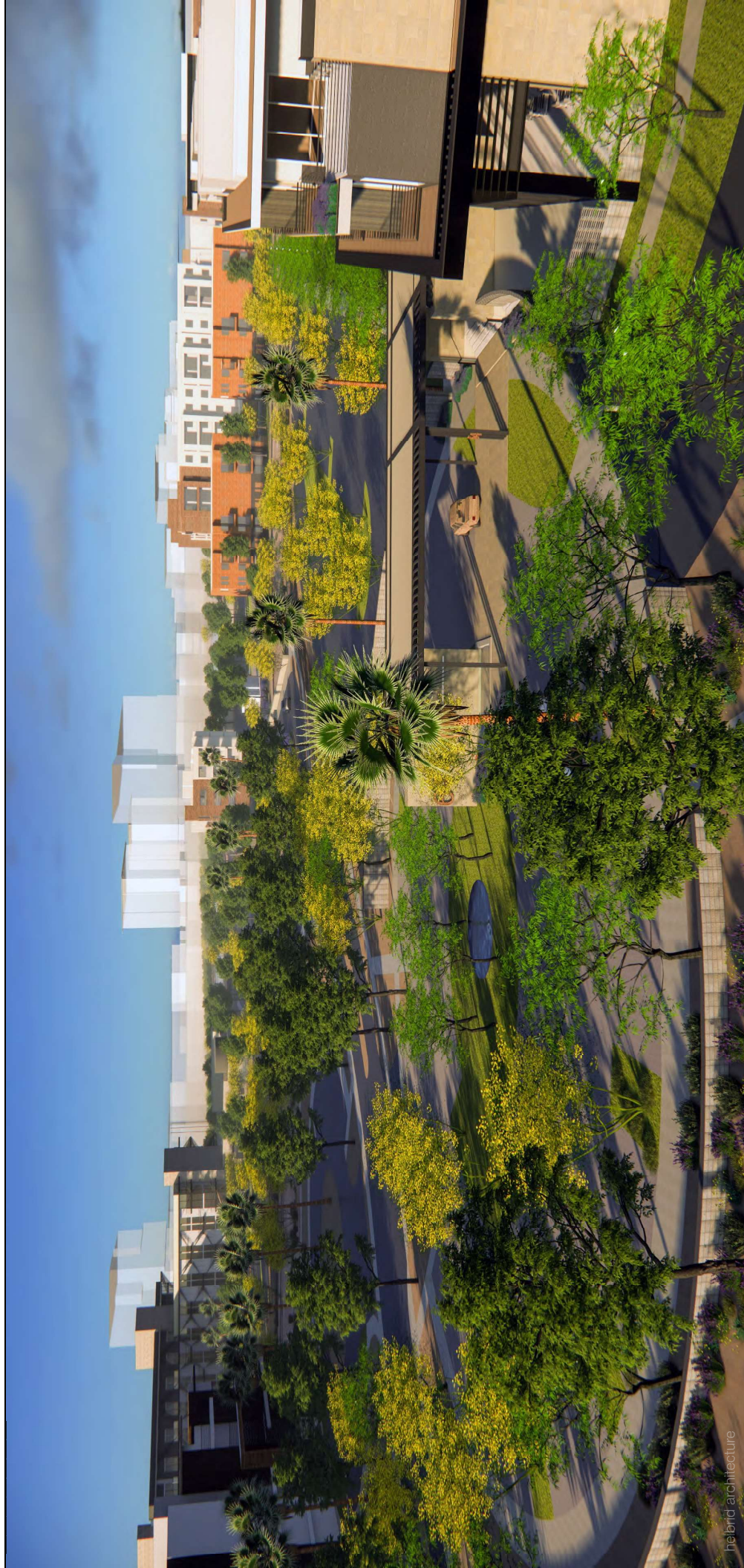
JLB
PARTNERS
9227 E. Via de Ventura
Suite 215
Phoenix, AZ 85032

DATE:	REVISIONS:
1	
2	
3	
4	
5	
6	

NEC 64th St. & Mayo Blvd.

Phoenix, AZ

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heland architecture

aerial phase 1 looking west

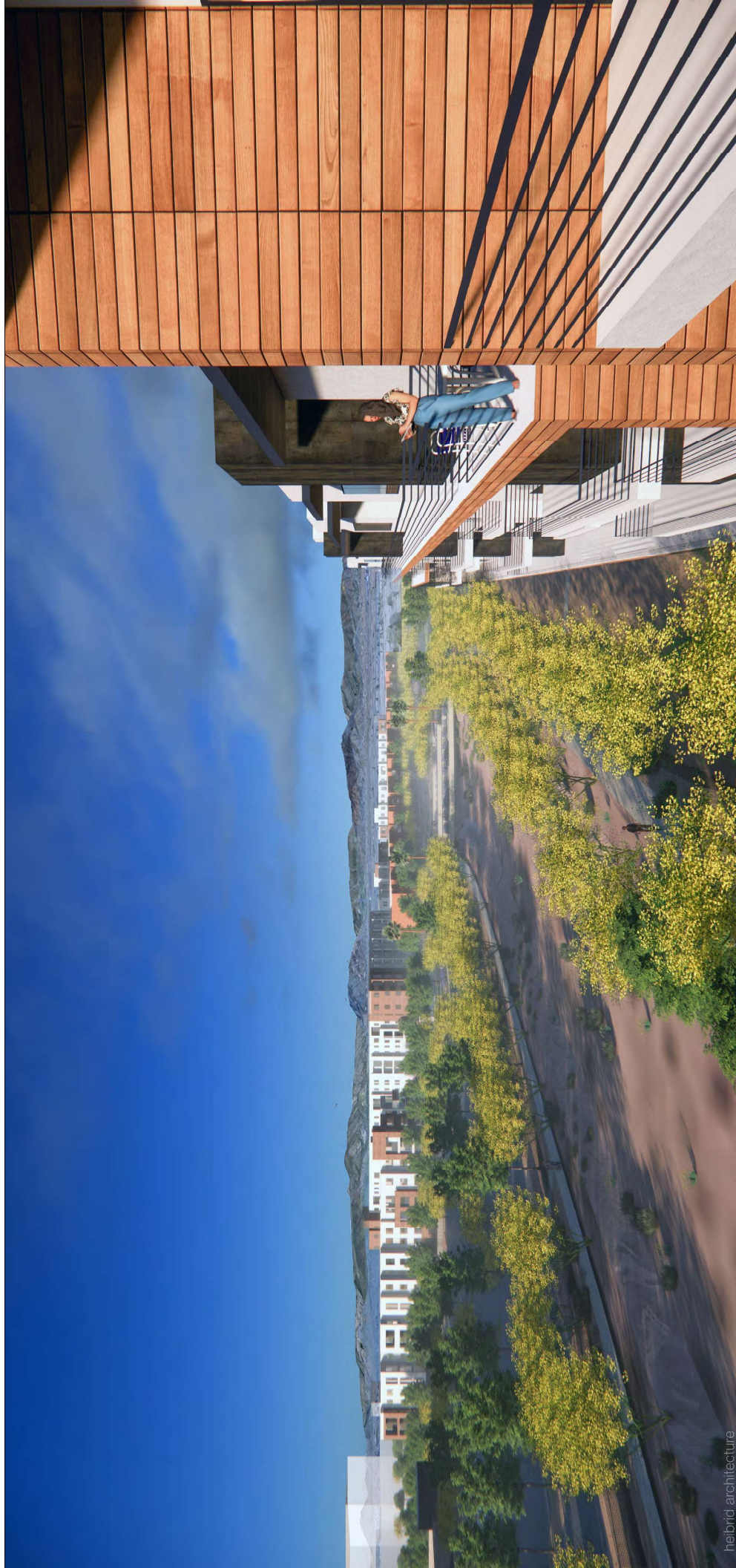
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heibrid architecture

aerial overall looking northwest

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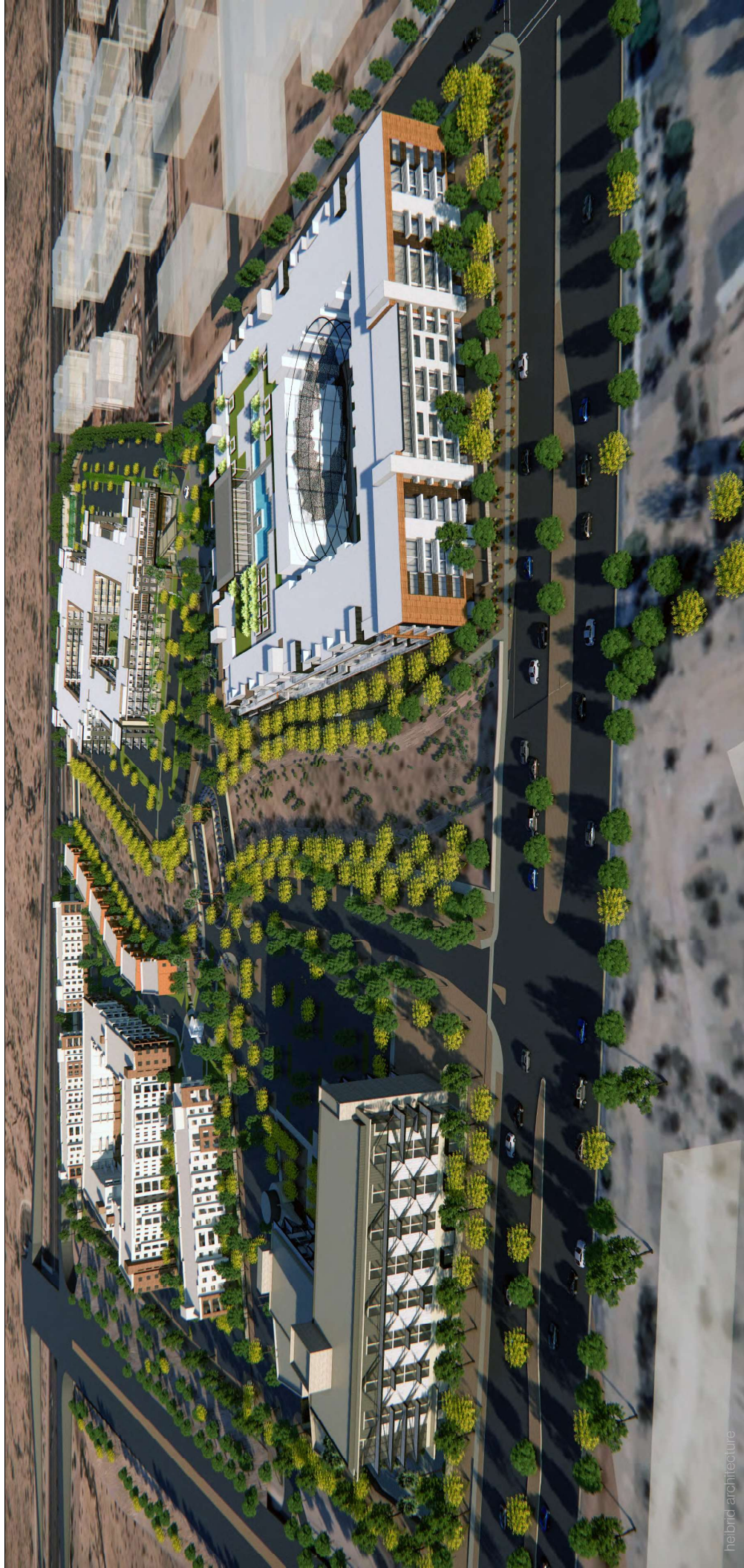
aerial looking north



helix architecture

aerial overall looking east

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hybrid architecture

aerial overall looking north

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