



**City of Phoenix**  
PLANNING AND DEVELOPMENT DEPARTMENT

**Staff Report Z-57-19-1**  
**March 9, 2020**

North Mountain [Village Planning Committee](#) Meeting Date:

March 18, 2020

[Planning Commission](#) Hearing Date:

April 2, 2020

**Request From:**

C-2 (Intermediate Commercial) 7.21 acres) and PSC (Planned Shopping Center) (0.11 acres)

**Request To:**

C-2 HGT / DNS / WVR (Intermediate Commercial, Height Waiver, Density Waiver) (7.32 acres)

**Proposed Use:**

Multifamily Residential

**Location:**

Approximately 435 feet north of the northwest corner of 29th Avenue and Dunlap Avenue

**Owner:**

GM Metro, LLC and GM Elped, LLC

**Applicant:**

MK Company, Inc.

**Representative:**

Jason Morris, Esq., Withey Morris, PLC

**Staff Recommendation:**

Approval, subject to stipulations

<a href="#">General Plan Conformity</a>			
<a href="#">General Plan Land Use Map Designation</a>		Commercial	
<a href="#">Street Map Classification</a>	29th Avenue	Collector	Varies: 40 to 56.50 feet east half street
	I-17 Frontage Road (One-Way South)	Freeway	Approximately 80 feet
<p><b>CONNECT PEOPLE AND PLACES CORE VALUE; CORES, CENTERS, AND CORRIDORS; DESIGN PRINCIPLE: Encourage centers to provide a pedestrian environment with plazas, common open space, shaded walkways, separation of pedestrian and vehicular traffic, bicycle parking, and vehicle parking in architecturally disguised structures or underground where feasible.</b></p>			

The subject site is located within the Primary Core of the North Mountain Village which is envisioned as a walkable urban center of retail, employment, and housing activity. In addition to being located within the designed core, the site is located within approximately one-half mile from the future light rail station at Metro Center and adjacent to the Arizona Canal which functions as both an amenity and as a regional bicycle route. The development, as stipulated, includes features to: embrace the canal, to promote walking and bicycling; and to provide residents common open spaces to enjoy and recreate.

**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.***

The subject site is located in the North Mountain Village Core and the development proposes a density and form supportive of the walkable urban center envisioned in the City of Phoenix Village Cores. The development, as stipulated, respects and advances the desired vision of the area through appropriate intensity and the inclusion of pedestrian and bicycle features.

**CONNECT PEOPLE AND PLACES CORE VALUE; CANALS AND TRAILS; LAND USE PRINCIPLES: *Plan, design, and develop pedestrian linkages between parks, open spaces, village cores, neighborhood shopping centers, neighborhood schools, and neighboring municipalities.***

The subject site is located in the North Mountain Village Core and adjacent to the Arizona Canal. The location affords the site convenient access to: future high capacity transit; future high intensity development envisioned and entitled at MetroCenter; and major recreational amenities including Cortez Park and the Rose Mofford Sports Complex via the Arizona Canal Trail. The development, as stipulated, embraces the Arizona Canal by programming common area adjacent to the canal, orienting dwelling units to the canal, and orienting internal pedestrian routes to the canal.

**BUILD THE SUSTAINABLE DESERT CITY; TREE AND SHADE; DESIGN PRINCIPLE: *Integrate trees and shade into the design of new development and redevelopment projects throughout Phoenix.***

The development, as stipulated, provides a well shaded sidewalks, private walkways, and enhanced perimeter landscaping. The shade incorporated into the development along its frontages, its parking areas, and in proximity of the Arizona Canal will reduce the urban heat island effect and increase thermal comfort which will make the area more walkable, bikeable, and sustainable.

### Applicable Plans, Overlays, and Initiatives

[North Mountain Redevelopment Area](#): See Background Item No. 11.

[Transit Oriented Development Strategic Policy Framework](#): See Background Item No. 12.

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

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

[Comprehensive Bicycle Master Plan](#): See Background Item 15.

[Black Canyon/Maricopa Freeway Specific Plan](#): See Background Item 16.

[Reimagine Phoenix](#): See Background Item No. 17.

### Surrounding Land Uses and Zoning

	<b><u>Land Use</u></b>	<b><u>Zoning</u></b>
<b>On Site</b>	Commercial	C-2, PSC
<b>North</b>	Arizona Canal, Commercial	C-3
<b>South</b>	Commercial (Metro Marketplace)	C-2, PSC
<b>East</b>	Commercial (Metro Marketplace) and Black Canyon Freeway Frontage Road	C-2
<b>West</b>	City of Phoenix Water Treatment Plant	R1-6

<b>C-2 HGT / WVR / DNS / WVR</b> <b>(Intermediate Commercial, Height Waiver, Density Waiver)</b> <u>(Permits up to R-5 Standards with Height and Density Waivers)</u> <b>Defer to R-5 (Multifamily Residential) Standards</b> (Planned Residential District Development Option)		
<b><u>Standards</u></b>	<b><u>Requirements</u></b>	<b><u>Provisions on the Proposed Site Plan</u></b>
Gross Acreage	-	7.32 acres
Total Number of Units	-	207
Maximum Density (dwelling units per acre)	45.68; 52.20 with bonus	28.27 (Met)
Maximum Lot Coverage	50 percent	22 percent (Met)
Maximum Building height	4 stories, up to 48 feet	4 stories, 39 feet (Met)
Perimeter Building Setbacks (Street and Canal)	20 feet adjacent to a public street or canal	29th Avenue: From 96 feet to 110 feet (Met)  Canal: 30 feet (Met)  Frontage Road: Greater than 150 feet
East and South Building Setbacks (Non-Street, Like Zoning)	None	South: Varies from 70 feet to 156 (Met)  East: Varies from 77 to greater than 150 feet
Landscape Setback (Street and Canal)	20 feet	29th Avenue: From 20 feet to 44 feet  Canal: From 11 feet) to 30 feet (Not Met)  Frontage Road: Greater than 150 feet
Landscape Setback (Non-Street, Like Zoning)	None	South: 0 to 56 feet  East: 15 feet
Minimum Open Space	Minimum 5 percent	18.5 percent (Met)
Minimum Amenities Provided	Minimum 2 amenities	2 amenities (Met)
Parking	410 required (307 guest; 103 visitor)	307 provided (Not Met)

## SUBJECT SITE

1. The request is to rezone 7.32 acres in the North Mountain Village Core from C-2 (Commercial) and PSC (Planned Shopping Center) to C-2 HGT / DNS / WVR (Commercial, Height Waiver / Density Waiver) to allow multifamily residential. The site is located within one-half mile of a future light rail station, existing bus station and immediately adjacent to the Arizona Canal which is envisioned as a regional amenity and transportation route for bicyclists and pedestrians; due to the many policies which envision a walkable urban center and light rail being extended to the area, the applicant may be requesting a parking reduction after the property is rezoned.
2. The development will also be governed by the design guidelines contained in Section 507 Tab A.II.E.2., Canal Banks, which applies requirements relating to site elements such as perimeter view fencing, locating open space along the canal, and orienting units to the canal right of way. The philosophy of this section is that canals in Phoenix are regional amenities and transportation pathways and should be treated as such.

3. The proposed commercial zoning is consistent with commercial uses to the south, east, and north (across the Arizona Canal). Across 29th Avenue to the west is a City of Phoenix water treatment facility zoned R1-6 (Single-Family Residence District).

Source: City of Phoenix Planning and Development Department

## GENERAL PLAN LAND USE MAP

4. The General Plan Land Use Map designation for the subject site is Commercial. The request is consistent with the land use designation. The designations to the north, east, and south are also Commercial. To the west is the City Water Treatment Facility which is designed Public/Quasi Public.

### Legend




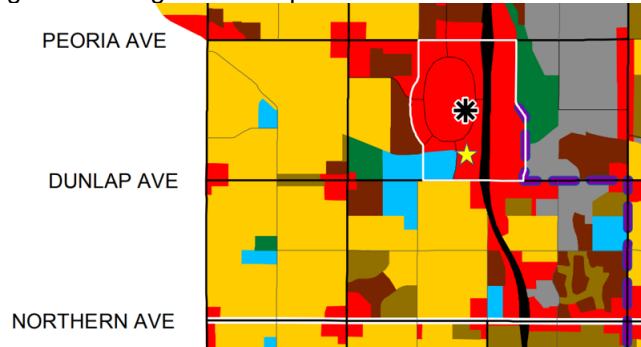
	Parks/Open Space - Publicly Owned
	Transportation
	Public/Quasi-Public
	Industrial
	Commercial
	15+ du/acre
	3.5 to 5 du/acre

Figure B. Village Core Map. Phoenix General Plan Land Use Map

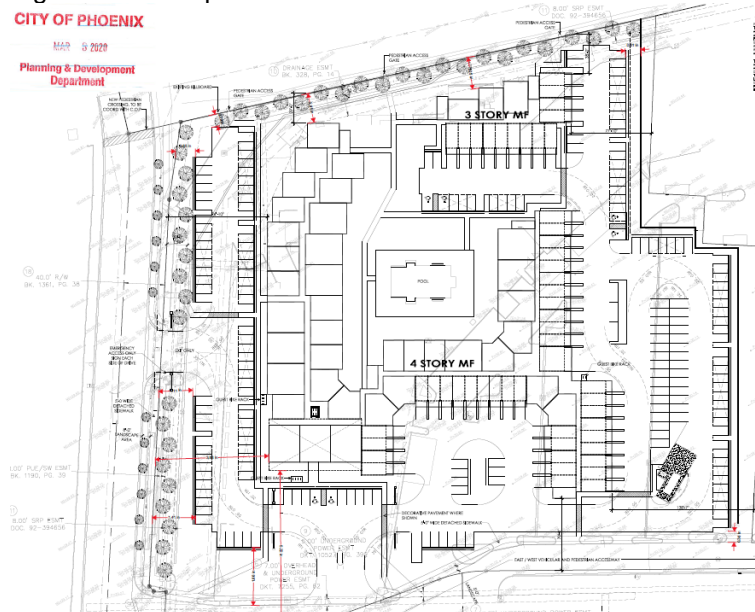


Source: City of Phoenix, Planning and Development Department.

## PROPOSAL

5. The applicant is seeking zoning entitlement to develop the multifamily residential in the North Mountain Village Core. Policy priorities at this location are: activating the canal; facilitating a bicycle and pedestrian lifestyle as a means of orienting the project toward the high capacity transit planned for the area; and delivering a density which helps promote walkable urban redevelopment in the North Mountain Village Core. The proposed site plan reflects many of these policy elements.

Figure C: Conceptual Site Plan



Source: BMA Architecture

Staff is recommending Stipulation No. 1 which would apply R-5 (Multifamily Residence District) standards to this development.

6. Urban Canal Bank Standards

The proposal is for approximately 207 units at a density of 28.28 dwelling units per acre. A density above 25 dwelling units per acre prompts the Urban Canal Bank Development Standards contained in Section 507 Tab A Canal Bank Standards which is desirable considering the location in the North Mountain Village Core. Staff is recommending Stipulation No. 2 which requires the application of Urban Canal Bank Development Standards.

7. Configuration

The site plan depicts units oriented closely to the canal, three access controlled pedestrian gates onto the canal from the site, and a broad setback area created by the flood control easement where trees can be planted. Staff is recommending a series of stipulations to activate the canal:

- a. A limitation on solid perimeter walls to the north and west greater than 40 inches in height (Stipulation No. 10).
- b. A requirement for three pedestrian gates onto the canal (Stipulation No. 12.a.).
- c. A requirement that a minimum of 30 residential units be oriented to the canal with a pedestrian oriented ground floor frontage, upper floor windows, and balconies for 40 percent of units (Stipulation No. 12.b.).
- d. A requirement for enhanced tree planting standards in the north setback area (Stipulation No. 12.c.).
- e. A requirement for visual design continuity between the central amenity area and the canal (Stipulation No. 12.d.). This complements Stipulation No. 8 which requires a pedestrian connection between these locations.

8. Pedestrian Orientation

The site plan depicts several pedestrian amenities which are desirable given the location both in the North Mountain Village Core and adjacent to the Arizona Canal. Staff is recommending a series of stipulations related to pedestrian orientation:

- a. Stipulation No. 3 requires a pedestrian and vehicular accessway extending from 29th Avenue on the west approximately 400 feet east into the remainder of the shopping center; this pedestrian pathway will be detached from the vehicular circulation areas.
- b. Stipulation No 7 requires detached sidewalks along 29th Avenue with enhanced tree plantings between the curb and sidewalk.
- c. Stipulation No. 9 requires that all public and private pathways including public



sidewalks be shaded to 75 percent at plant maturity.

- d. Stipulation No 8 requires a series of three pedestrian pathways which connect the building to 29th Avenue at both the northwest and south west corners of the site and to the Arizona Canal.

The site plan depicts less parking than required by the Zoning Ordinance. The ordinance allows an applicant located within a Village Core or within proximity to high-capacity transit to seek relief from these provisions.

9. Landscape Setbacks

The site plan depicts a broad landscape area between 29th Avenue and the parking lot. Staff is recommending a stipulation requiring the landscape setback along 29th Avenue be an average of 30 feet and be planted to enhanced standards (Stipulation No. 6). In concert with the detached sidewalks and enhanced tree plantings between back of curb and sidewalk, this will create a lush and well shaded pedestrian environment. Additional detail is contained in Background Item No. 14: Tree and Shade Master Plan.

10. Building Elevations

The applicant prepared conceptual building elevations which include a mix of colors, textures, offsets, and recesses. The elevations also depict upper floor balconies and ground level patios.

Figure D. Conceptual Building Elevations (Top, 29th Avenue Elevation) (Middle, Canal Elevation) (Bottom, South Elevation)

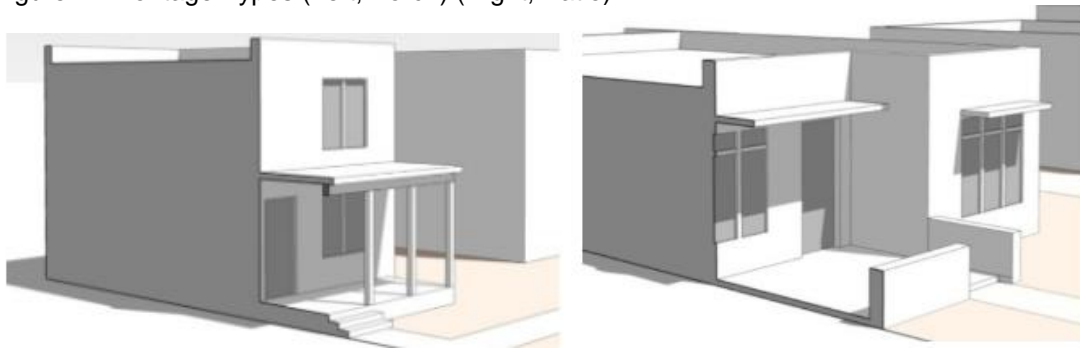


Source: BMA Architecture



11. Staff is recommending a series of stipulations related to the building elevations to promote an environment conducive of walking, bicycling, and transit use.
  - a. Architectural embellishments (Stipulation No. 4): The intent of this stipulation is to add visual interest and additional design consideration later in the site plan review process.
  - b. Prominent corners at the northwest and southwest corner of the building mass (Stipulation No. 5): The intent of this stipulation is to add visual interest to the building, form a connection between the building, the canal, the street, and the remainder of the North Mountain Village Core north of the canal.
  - c. Individual garage entrances shall not be visible from the north and west site boundaries (Stipulation No. 13)
  - d. Requiring porches and patios along the north and west frontages of the building to facilitate additional pedestrian interaction with the street, canal, and surrounding environment. These are addressed in Stipulation Nos. 11 and 12 respectively with examples contained in Figure D.

Figure E. Frontage Types (Left, Porch) (Right, Patio)



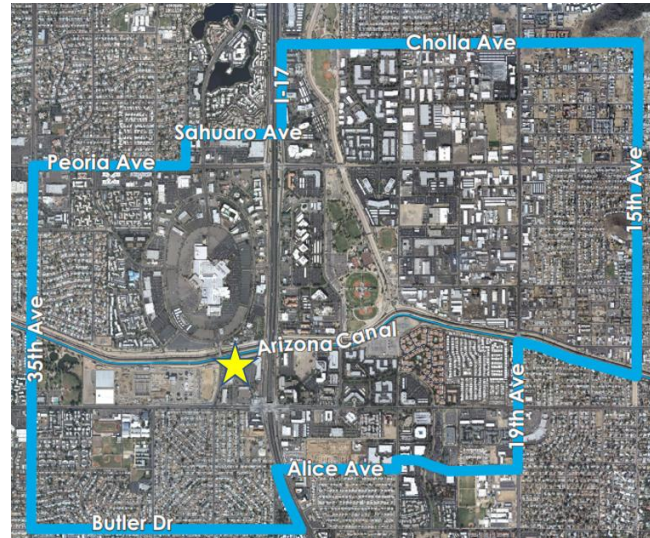
Source: Phoenix Zoning Ordinance, Section 1305 (Walkable Urban Code), Frontage Standards

## STUDIES AND POLICIES

### 12. North Mountain Redevelopment Area Plan:

The North Mountain Redevelopment Area, adopted in 2013, examined the general vicinity of the subject site (identified by a yellow star in Figure E). The study calls for efforts in support of the redevelopment of Metro Center Mall, the expansion of high capacity transit, and the creation of pedestrian and bicycle infrastructure; all as a means of economic development for the study area.

Figure F. Study Area for the North Mountain Redevelopment Area.



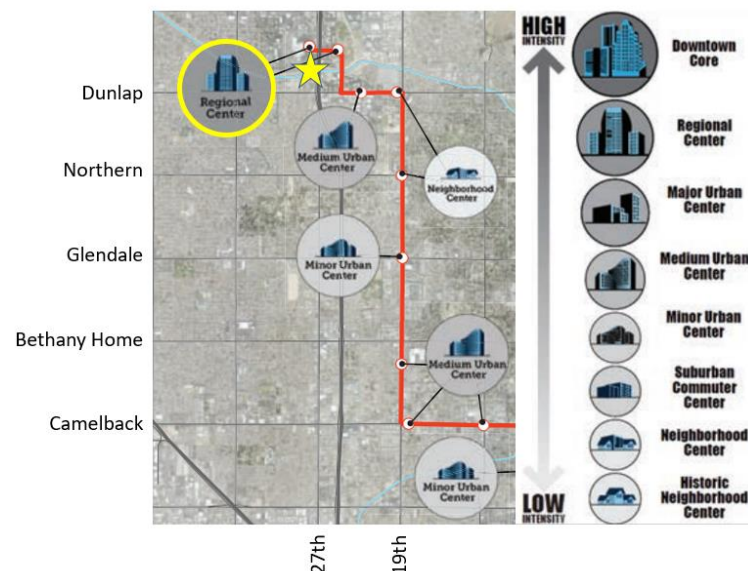
Source: City of Phoenix, Planning and Development Department

The development, as stipulated, leverages the future light rail expansion in a form conducive to transit-oriented redevelopment in the North Mountain Village Core.

### 13. 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. The subject site is located within one-half mile of a future rail station in an area identified as a Regional Center Place Type.

Figure G: Excerpt from the Transit Oriented Development Strategic Policy Framework, Place Types



Source: City of Phoenix, Planning and Development Department

The Regional Center Place Type is second only to the Downtown Core in terms of recommended intensity. The policy framework recommends 5 to 10 stories and up to 20 stories when designed in a highly compatible manner.

14. **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.

Staff is recommending stipulations for: enhanced tree plantings in setback areas (Stipulation Nos. 6 and 12), shaded detached sidewalks along 29th Avenue (Stipulation No. 7), and enhanced/shaded internal pedestrian circulation pathways (Stipulation No. 9). The development, as stipulated, will advance the goals of the Tree and Shade Master Plan

15. **Complete Streets Guidelines**

In 2014, 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.

Staff is recommending stipulations for comfortable, shaded, and enhanced pedestrian pathways to and from the site (Stipulation Nos. 2, 6, 7) and for enhanced bicycle infrastructure including parking and a bicycle repair station (Stipulation No. 14). The development, as stipulated, creates a residential environment designed to allow its residents to use alternative transportation such as transit, walking, or riding a bike to destinations such as a transit station or regional park.

16. **Comprehensive Bicycle Master Plan:**

The Comprehensive Bicycle Master Plan is a guide for creating a culture and environment conducive to bicycling as a viable mode of transportation. The proximity to the Arizona Canal, high capacity transit, and the location within the North Mountain Village Core underscore the importance of walking and bicycling in this area.

Staff is recommending a stipulation to require bicycle parking and a bicycle repair station (Stipulation No. 14). The development, as stipulated, will contribute to a culture of bicycling, increase multi-modal trips including a bicycle, and provide convenient access to nearby recreation areas.

A bicycle repair station (fix-it station) is vertical infrastructure which contains the necessary tools to make light to moderate repairs to bicycles. The station includes a repair stand and pump affixed to the ground, and standard repair tools connected to the station. Figure G depicts an example of a repair station.

Figure G: Example of a Fix-It Station.



Source: Dero

17. **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 site is identified in Segment 7 with a land use designation of Community Retail; the proposed Commercial (C-2) zoning is consistent with the land use designation contained in the plan.

18. **Reimagine Phoenix**

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. The provision of recycling containers was not addressed in the applicant's submittals.

COMMUNITY INPUT SUMMARY

19. As of the writing of this report, staff has not received any written correspondence regarding this proposed rezoning application.

INTERDEPARTMENTAL COMMENTS

20. The Fire Department commented that the site plan must comply with the 2018 Phoenix Fire Code and further indicated there are no problems anticipated with the case. Further, the Department commented that they do not know the water supply at this site and noted that additional water supply may be required to meet the required fire flow

per the Phoenix Fire Code.

21. The Public Works Department, Floodplain Management Division determined the parcel is not in a Special Flood Hazard Area (SFHA), but located in a Shaded Zone X, on panel 1730 L of the Flood Insurance Rate Maps (FIRM) dated July 02, 2017.
22. The Public Transit Department reinforced the importance of pedestrian connectivity on this site including the provision of clearly defined, accessible, pedestrian pathways that connect all building entrances and exits, bus stop facilities, and public sidewalks using the most direct routes possible. Where the pathways cross vehicular circulation areas, the pathway shall visually contrast with the pavement.
23. The Street Transportation Department commented on several elements of the project including the following:
  - The development should be designed in such a way that provides visual surveillance of the amenity and encourages pedestrian use and bicycle ridership. These are addressed in Stipulation Nos. 2, 8, 10, 11, 12, and 14.
  - The applicant shall coordinate with the Street Transportation Department to facilitate the implementation of an appropriate trail crossing of 29th Avenue. This is addressed in Stipulation No. 7.
  - The development shall include a maximum of two points of access from 29th Avenue. This is addressed in Stipulation No. 16.
  - The developer shall construct all street improvements and that improvements shall comply with ADA. This is addressed in Stipulation No. 18.
  - The developer shall provide a shared access agreement to ensure the shared accessway along the southern site boundary remain accessible for use by all neighboring properties. This is addressed in Stipulation No. 15.

The Street Transportation Department's Pedestrian Safety Coordinator reinforced the importance of designing the project in a way that facilitates pedestrian activity along both 29th Avenue and along the Arizona Canal frontage. They further commented on the following priorities:

- The development shall provide safe and clearly delineated pedestrian routes to facilitate pedestrian and bicyclist movement to the north and west to access the Arizona Canal trails and the future light rail station planned at Metro Center. This is addressed in Stipulation Nos. 7, 8, 9, 11, and 12.
- The development shall provide shaded and detached sidewalks along 29th Avenue with a vertical planting barrier between the back of curb and sidewalk. This is addressed in Stipulation Nos. 7 and 9.



#### **OTHER**

24. The site is not located within the Phoenix Sky Harbor International Airport or the Deer Valley Airport traffic pattern airspace. Therefore, the Aviation Department is not requiring any stipulations.
25. 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. 19.
26. 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 development, as stipulated, advances the purpose and intent of several core values from the Phoenix General Plan including policy documents such as the North Mountain Redevelopment Area Plan, the Strategic Policy Framework for Transit Oriented Development, the Tree and Shade Master Plan, the Complete Streets Guidance, and the Comprehensive Bicycle Master Plan.
2. The development, as stipulated, is appropriate at this location due to its compatibility with the surrounding land uses and proximity to a future high-capacity transit line.
3. The proposed development is consistent with the Regional Center Place Type from the City's Transit Oriented Development Strategic Policy Framework.

#### **Stipulations**

1. The development shall utilize the standards contained in R-5 (Multifamily Residence District), as approved by the Planning and Development Department.
2. The development shall utilize the Urban Area / Canalscape Treatments found in Section 507 Tab A.II.E.2, as approved by the Planning and Development Department.
3. The developer shall provide a vehicular and pedestrian accessway extending from 29th Avenue to the Black Canyon Freeway Frontage Road, as approved by the Planning and Development Department. For a minimum distance of 400 feet

from 29th Avenue, the accessway shall include a pedestrian pathway which is detached from the vehicular circulation area by a minimum 3-foot, average 6-foot, wide landscape area planted with minimum 2-inch caliper shade trees, spaced 20 feet on center or in equivalent groupings, as approved by the Planning and Development.

4. All elevations of the building shall contain architectural embellishments and detailing such as textural and materials changes, offsets, recesses, variation in window size and location, and/or other overhang canopies, as approved by the Planning and Development Department.
5. The development shall include architectural focal points at the northwest and southwest corners of the building mass which may be achieved through additional building articulation, height, and/or enhanced glazing to emphasize the corners and increase resident activity, as approved or modified by the Planning and Development Department.
6. A 30-foot average landscape setback shall be provided adjacent to 29th Avenue; and shall include large canopy shade trees placed 20 feet on center or in equivalent groupings, as described below and as approved by the Planning and Development Department.
  - a. Twenty-five percent of the trees shall be minimum 4-inch caliper and seventy-five percent of the trees shall be minimum 3-inch caliper.
  - b. Five 5-gallon shrubs per tree, and additional shrubs or live groundcover, shall provide minimum 75 percent live cover at mature size.
7. The sidewalk along 29th Avenue shall be detached with a minimum 8-foot-wide landscape area located between the sidewalk and back of curb and be planted to the following standards, 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 a pedestrian environment.
  - a. Minimum 3-inch caliper large canopy, single-trunk, shade trees placed a minimum of 25 feet on center or in equivalent groupings.
  - b. Drought tolerant shrubs and vegetative groundcovers with a maximum mature height of 24 inches to provide a minimum of 75% live coverage at maturity.



8. The developer shall provide an internal network of shaded pedestrian thoroughfares as described below and as approved or modified by the Planning and Development Department. The network shall:
  - a. Include a direct pedestrian pathway from the northwest corner of the site to the northwest corner of the building. This pathway shall be developed in conformance with the paseo standards contained in Section 1304.H. (2-6) and shall connect to the shared-use path along the Arizona Canal and the public sidewalk along 29th Avenue.
  - b. Include a direct pedestrian pathway from the southwest corner of the site to a primary building entrance located near the southwest corner of the building. This pathway shall be developed in conformance with the paseo standards contained in Section 1304.H. (2-6) and shall connect to the public sidewalk along 29th Avenue.
  - c. Include a direct pedestrian pathway from the central amenity area to the Arizona Canal at a point near the middle of the north property line. This pathway shall be developed in conformance with the paseo standards contained in Section 1304.H. (2-6) and shall connect to the shared-use path along the Arizona Canal
  - d. The above referenced (a-c) shall include a clear separation from vehicular maneuvering areas with all vehicular crossings being clearly delineated using decorative pavers, stamped or colored concrete, or another material, other than those used to pave the parking surfaces and drive aisles.
9. All public and private pedestrian pathways including sidewalks shall be shaded to a minimum 75 percent, as approved by the Planning and Development Department.
10. The development shall not permit solid walls above 40 inches within 60 feet of the 29th Avenue frontage and the Arizona Canal frontage, as approved by the Planning and Development Department.
11. All building elevations oriented to the west shall be designed to address the public realm, as described below and as approved or modified by the Planning and Development Department:
  - a. Ground level units shall include a porch or patio:
    1. Patio Frontage:

- i. Minimum depth of 8 feet.
- ii. Minimum area of 64 square feet.
- iii. Patio shall be enclosed on each side by a low wall not to exceed 36 inches in height
- iv. The area between the property line and main facade of the building which is not improved with permanent hardscape shall be planted with live vegetation ground coverage and shrubs, excluding hardscape for pedestrian amenities.

2. Porch Frontage:

- i. Minimum depth of 6 feet.
  - ii. Minimum width of 50 percent of the unit façade.
  - iii. Minimum shade coverage of 75 percent of porch area.
- b. For upper story elevations, all units oriented to the west shall have windows, and a minimum of 40 percent of all units shall have balconies with a minimum depth of 6 feet and all balconies shall achieve 50 percent shade.

12. The development shall activate the canal frontage, as described below and as approved or modified by the Planning and Development Department. This stipulation does not replace nor supersede provisions of the Canal Bank guidelines.

- a. If perimeter walls are proposed, a minimum of three pedestrian gates to the Arizona Canal shall be constructed including one within 50 feet of the northwest corner of the site and all gates being connected to the canal trail by an accessible path.
- b. There shall be a minimum of 30 total residential units located within 50 feet of the Arizona Canal Right of Way and oriented to it. These units shall be designed to interact with the Canal in the following ways:
  - i. Ground level units shall include a porch or patio, as described below and as approved by the Planning and Development Department:

- a.       Patio Frontage:
  - 1. Minimum depth of eight feet.
  - 2. Minimum area of 64 square feet.
  - 3. Patio shall be enclosed on each side by a low wall not to exceed 36 inches in height
  - 4. The area between the property line and main facade of the building which is not improved with permanent hardscape shall be planted with live vegetation ground coverage and shrubs, excluding hardscape for pedestrian amenities.
- b.       Porch Frontage:
  - 1. Minimum depth of six feet.
  - 2. Minimum width of 50 percent of the unit façade.
  - 3. Minimum shade coverage of 75 percent of porch area.
- ii.      For upper story elevations, all units oriented to the canal shall have windows, and a minimum of 40 percent of all units shall have balconies with a minimum depth of 6 feet and the all balconies shall achieve 50 percent shade.
- c.      The setback area between the north building elevations and the Arizona Canal Right of Way shall be planted with large canopy shade trees placed 20 feet on center or in equivalent groupings, as approved by the Planning and Development Department. Twenty five percent of the trees shall be minimum 4-inch caliper and 75 percent of the trees shall be minimum 3-inch caliper.
- d.      There shall be visual design continuity between the central amenity area and the Arizona Canal reinforced through design features such as: bollard lighting; thematic landscaping; patterned hardscape; or artistic features.

13. No individual garage unit entrances shall be visible from the north or west property lines.
14. The applicant shall incorporate bicycle infrastructure as described below and as approved by the Planning and Development Department.
  - a. A bicycle repair station (“fix it station”) shall be provided on the site or within the main building. The station shall include: standard repair tools affixed to the station; a tire gauge and pump; and a bicycle repair stand which allows pedals and wheels to spin freely while making adjustments to the bike.
  - b. Resident bicycle parking shall be provided at a rate of 0.25 spaces per dwelling unit, up to a maximum of 50 spaces. These spaces may be provided through a combination of “Secure/Covered Facilities” and “Outdoor/Covered Facilities” as defined in Appendix K or the Comprehensive Bicycle Master Plan. “Outdoor/Covered Facilities” shall comprise no more than 60 percent of required resident bicycle parking.
  - c. Guest bicycle parking shall be provided through the provision of a minimum of eight inverted U-bicycle racks, artistic style racks or “Outdoor/Covered Facilities” for guests shall be located near building entrances and installed per the requirements of Section 1307.H of the Zoning Ordinance. All racks shall be adherence to the City of Phoenix Preferred Designs in Appendix K or the Comprehensive Bicycle Master Plan.
15. The developer shall provide a recorded cross access and common driveway agreements for the parcels to the south, east, and southeast to allow shared ingress/egress. The agreement is to be reviewed and approved by the Planning and Development Department prior to recordation with Maricopa County.
16. There shall be a maximum of two driveways along 29th Avenue with the northern driveway being emergency access only, as approved by the Street Transportation Department.
17. The developer shall coordinate with the Traffic Services Division of the Street Transportation Department to identify an appropriate pedestrian crossing at 29th Avenue and the Arizona Canal as required by Section 507 TAB A.II.E.2.2.4.2 of the Phoenix Zoning Ordinance, as approved by the Street Transportation Department.

18. 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.
19. 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.

**Writer**

Nick Klimek

March 9, 2020

**Team Leader**

Samantha Keating

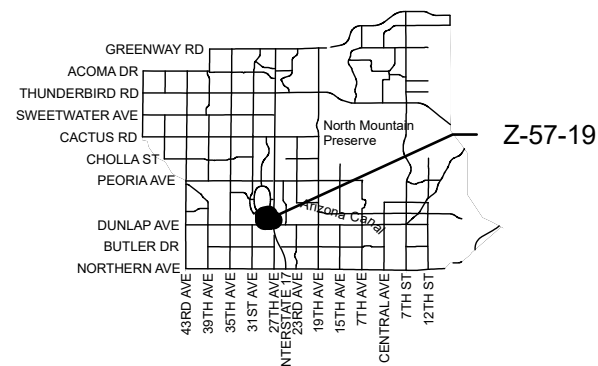
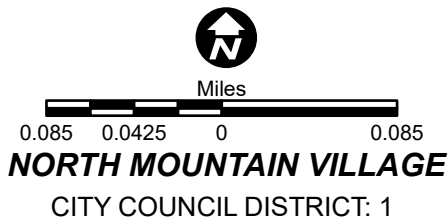
**Exhibits**

Zoning sketch map

Aerial sketch map

Conceptual Site Plan date stamped March 9, 2020

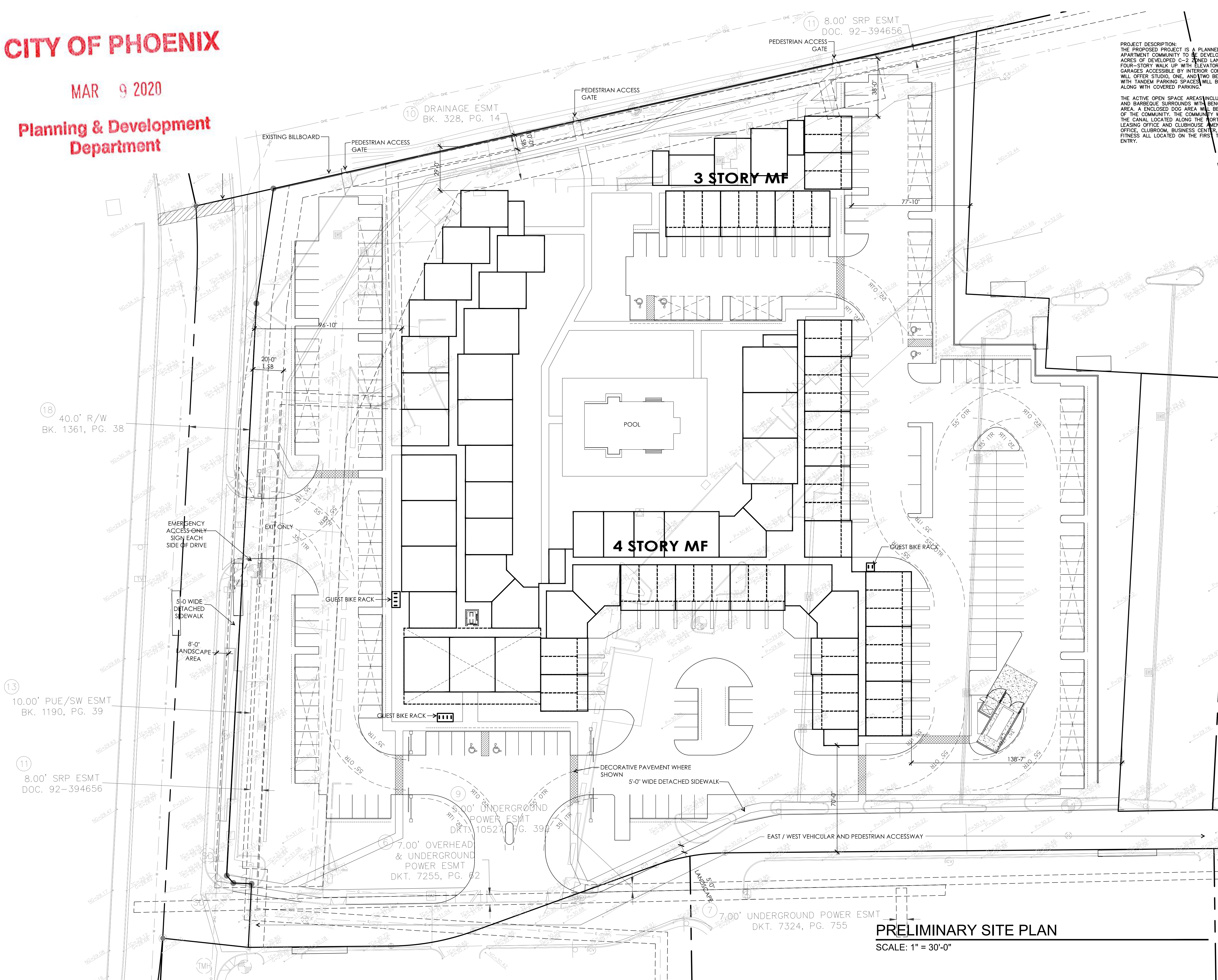
Conceptual Elevations date stamped February 27, 2020 (2 pages)



APPLICANT'S NAME: <b>MK Company, Inc.</b>		REQUESTED CHANGE:	
APPLICATION NO. <b>Z-57-19</b>		FROM: <b>C-2 ( 7.21 a.c.) PSC ( 0.11 a.c.)</b>	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.  <b>7.32 Acres</b>		TO: <b>C-2 HGT/WVR DNS/WVR ( 7.32 a.c.)</b>	
DATE: <b>11/7/2019</b> REVISION DATES:			
AERIAL PHOTO & QUARTER SEC. NO. <b>QS 27-22</b>		ZONING MAP <b>J-7</b>	
<b>MULTIPLES PERMITTED</b>		<b>* UNITS P.R.D. OPTION</b>	
<b>C-2, PSC</b>		<b>104, N/A</b>	
<b>C-2 HGT/WVR DNS/WVR</b>		<b>125, N/A</b>	
		<b>382</b>	







PROJECT DATA

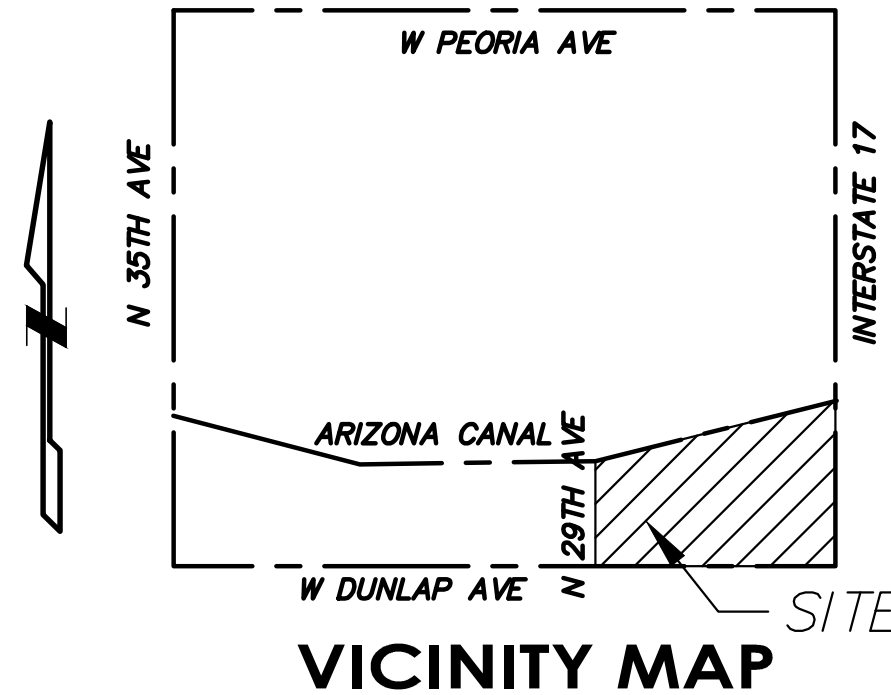
CLIENT:	MK COMPANY 15010 N 78TH WAY, SUITE 109 SCOTTSDALE, AZ 85260 ATTN: KEITH HOLBEN
ARCHITECT:	BMA ARCHITECTURE 2915 E BASELINE RD, SUITE 120 GILBERT, AZ 85234 ATTN: BRIAN M ANDERSEN, AIA
SITE DATA	NEC DUNLAP AVE & 29TH AVE 9201 N 29TH AVE PHOENIX, AZ
ADDRESS:	
APN NUMBER:	149-13-016
SITE AREA:	LOT 1: 6,560 NET ACRES (285,751 S.F.) LOT 1: 7.32 GROSS ACRES (318,859 S.F.)
CURRENT ZONING:	C-2
PROPOSED ZONING:	R-5 PRD (c)
PROPOSED USE:	MULTIFAMILY - APARTMENTS
BUILDING AREA:	APPROX. FOOTPRINT = 63,014 SF APPROX. GROSS = 274,673 SF
FLOOR AREA RATIO:	274.673/285,751 = .96
LOT COVERAGE:	58,404/318,859 = .18
OPEN SPACE	MINIMUM 5% PROVIDED: 18.5% (59,007 SF / 318,859 SF)
MAX BUILDING HEIGHT:	48' MAX - 4 STORIES
PROPOSED BUILDING HEIGHT:	4 STORIES
DENSITY:	ALLOWED: 7.32 GROSS ACRES x 45.68 DU = 334 DU/AC PROVIDED: 204 UNITS/7.32 GROSS ACRES = 27.86 D.U./ACRE

GROSS UNIT MIX				
UNIT TYPE	# OF UNITS	% OF UNITS	APPROX AREA	
1 BEDROOM	110 UNITS	53 %	735 SF x 110	80,850 SF
2 BEDROOM	79 UNITS	40 %	960 SF x 79	75,840 SF
ST BEDROOM	15 UNITS	7 %	600 SF x 15	9,000 SF
TOTAL	204 UNITS	100 %		AVG: 812 SF

GROSS PARKING REQUIRED:	# UNITS	SPACES REQ'D	# UNITS	UNRESERVED SPACES
1 BEDROOM UNITS	110	x 1.5 = 165 P.S.	110	x 0.5 = 55 P.S.
2 BEDROOM UNITS	79	x 1.5 = 119 P.S.	79	x 0.5 = 40 P.S.
ST BEDROOM UNITS	15	x 1.5 = 23 P.S.	15	x 0.5 = 8 P.S.
REQUIRED TOTAL:		307 P.S.		103 P.S.

REQUIRED ACCESSIBLE PARKING:			
GARAGES	2%	=	1 P.S.
RESERVED SPACES (CARPORT)	2%	=	2 P.S.
UNRESERVED SPACES	2%	=	2 P.S.

PROVIDED:			
RESERVED SPACES (GARAGES)		=	51 P.S.
RESERVED SPACES (ADA GARAGE)		=	1 P.S.
RESERVED SPACES (TANDEM)		=	52 P.S.
RESERVED SPACES (CARPORT)		=	100 P.S.
UNRESERVED SPACES		=	100 P.S.
UNRESERVED ADA SPACES		=	3 P.S.
PROVIDED TOTAL:			(1.50:1) 307 P.S.







CONCEPTUAL ELEVATION - A

SCALE: 1/16" = 1'-0"



CONCEPTUAL ELEVATION - B

SCALE: 1/16" = 1'-0"



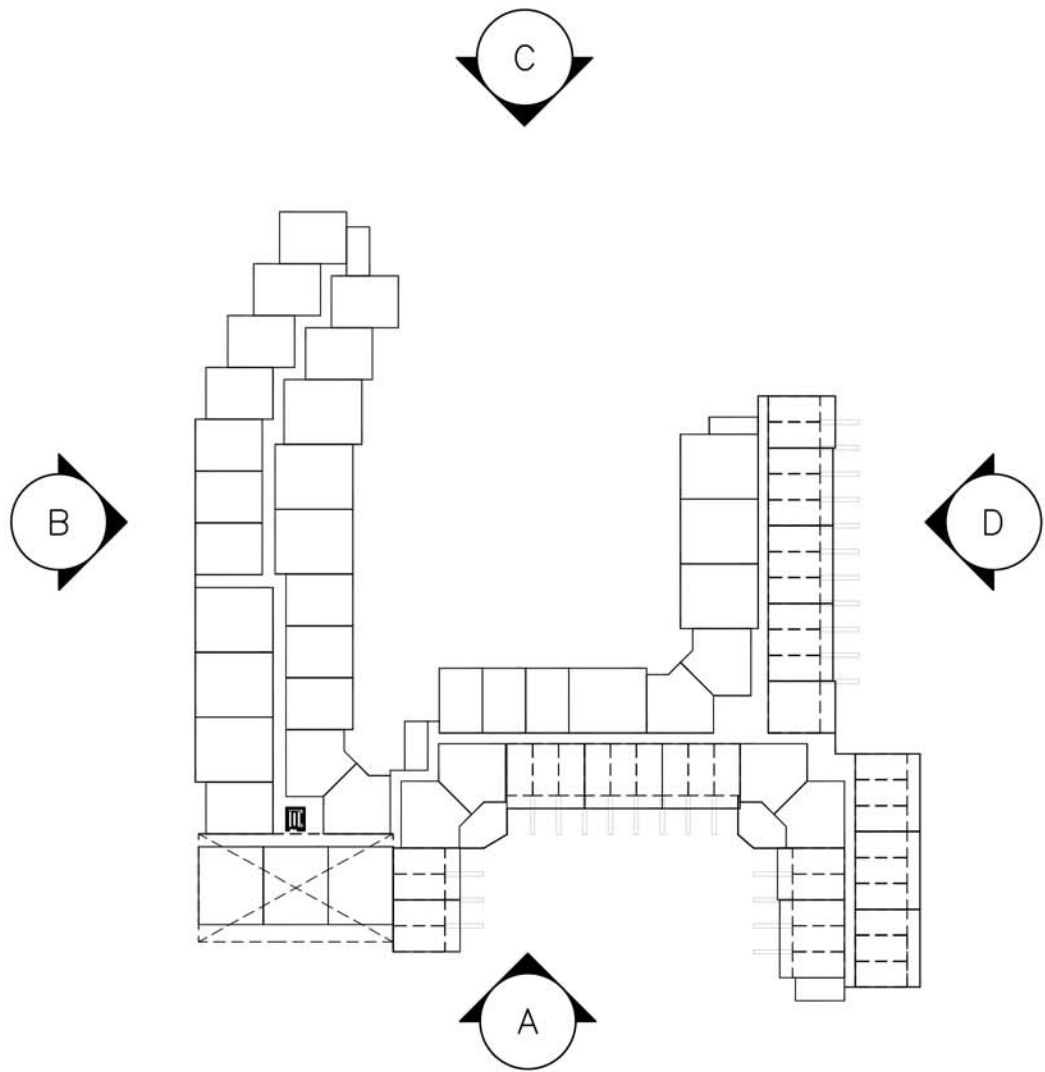
CONCEPTUAL ELEVATION - C

SCALE: 1/16" = 1'-0"



CONCEPTUAL ELEVATION - D

SCALE: 1/16" = 1'-0"



BMA ARCHITECTURE  
2915 East Baseline Road, Suite 120 - Gilbert, AZ 85234  
p: 480.659.1524 | www.BMAarchitecture.com

PROPOSED NEW MULTI-FAMILY DEVELOPMENT FOR:

METRO LOFTS  
NEC DUNLAP AVE & 29TH AVE  
PHOENIX, AZ

dwg name: CONCEPTUAL  
EXTERIOR ELEVATIONS BLD 1

dwg no: SD2.00

date: 1-10-2020

job no: 2018.17

log no:





CONCEPTUAL ELEVATION - A

SCALE: 1/16" = 1'-0"



CONCEPTUAL ELEVATION - B

SCALE: 1/16" = 1'-0"



CONCEPTUAL ELEVATION - C

SCALE: 1/16" = 1'-0"



CONCEPTUAL ELEVATION - D

SCALE: 1/16" = 1'-0"

