



## Village Planning Committee Meeting Summary

### PHO-3-20—Z-122-03-7

<b>Date of VPC Meeting</b>	August 10, 2020
<b>Planning Hearing Officer</b>	August 19, 2020
<b>Hearing Date</b>	
<b>Request</b>	<ol style="list-style-type: none"><li>1) Modification of Stipulation 1 regarding general conformance with the site plan dated March 10, 2006;</li><li>2) Deletion of Stipulation 6 regarding landscaped fingers;</li><li>3) Deletion of Stipulation 10 regarding equestrian amenities;</li><li>4) Modification to Stipulation 13 regarding general conformance to the elevations dated March 10, 2006 and specific design requirements;</li><li>5) Modification of Stipulation 20 regarding presentation of final landscape plan to Laveen Village for review;</li><li>6) Modification of Stipulation 23 regarding general conformance to sign designs dated April 28, 2004;</li><li>7) Technical corrections to Stipulations 3, 4, 5, 11, 12, and 16.</li></ol>
<b>Location</b>	Approximately 430 feet west of the northwest corner of 51st Avenue and Southern Avenue
<b>VPC Recommendation</b>	Denied as filed, approved with modifications and additional stipulations
<b>VPC Vote</b>	8-0

#### **VPC DISCUSSION & RECOMMENDED STIPULATIONS:**

**Ms. Sofia Mastikhina**, staff, provided a brief overview of the request, noting the location of the project, describing its surrounding areas, and presented the requested modifications to stipulations of entitlement as well as the proposed site plan and elevations.

**Mr. Mike March**, the architect for this project, presented an aerial view of the overall corner of 51st Avenue and Southern Avenue, pointing out where the Hitching Post commercial development is slated to be built, just west of the subject site. He noted

that the vacant land on the immediate corner will remain vacant and is not a part of their proposal. He explained that the approximately nine-acre remainder of the site is where they plan on developing a ninety-unit multifamily residential community, which is less than the density that the underlying zoning district allows by right. He stated that this plan was presented to the Laveen Citizens for Responsible Development (LCRD) and that it has since been refined to address concerns brought up by residents. He presented a colored site plan of the proposed project, noting that although there will be a single point of entry to the property from Southern Avenue, there will be separate gates for vehicles entering and exiting the site. He outlined the shared amenities on the site, which include a pool area, shaded pavilion, fire pit, and dog park, and explained that the intent of this project is to provide an environment more akin to a single-family development, where each unit has its own private back yard. He then presented conceptual renderings of the project, highlighting the modern design of the units, the inclusion of accent post-fencing along the streetscape, and the enhanced landscaping which will help screen the two-story units from the public street. He noted that the developer has also committed to adding eight additional fifty-eight-inch box trees along Southern Avenue, which will provide even more privacy for the units. He addressed the eastern edge of the property where the project abuts the Hitching Post commercial development, showing a proposed view fence along the perimeter property line to provide more openness and pedestrian scale between the two developments.

**Ms. Cinthia Estela** asked how the Fire Department will be able to access the development in the event of an emergency, and if the applicant has developed this plan in any other communities other than Laveen. **Mr. March** replied that a fire truck would access the site through the main gated entry. He added that this development has gone through a pre-application process with the city, which included a review by the Fire Department, which did not have any issues with the proposed layout and access points of the site. He also replied that this exact plan is unique to Laveen, but that they have a similar design being proposed in north Phoenix. Additionally, the developer has several projects in other communities around the valley, including Scottsdale. **Ms. Estela** asked what the unit sizes will be. **Mr. March** replied that the single-story units are approximately 1,000 square feet, while the two-story units range up to 1,400 square feet.

**Ms. Jennifer Rouse** pointed out that the communities to the north and west of the site were planned to connect to any future development on this site. She stated that, since this site will be walled off and gated, the inner streets will be private, which beg the question of how this will impact lighting standards and speed regulation within the development. **Mr. March** stated that part of the design process will be to produce a photometric lighting plan that addressed adequate lighting throughout the site. **Ms. Rouse** asked if there will be any direct pedestrian access to the commercial development to the east, or if residents will have to walk out onto Southern Avenue to get there. **Mr. March** replied that the area along the eastern property line that contains the view fencing will also have pedestrian access points for residents to access the Hitching Post. Additionally, there will be a fifteen-foot-wide landscape area along the northeastern edge of the property which will connect pedestrians back to the residential

development to the north on 51st Lane. **Ms. Rouse** asked what the proposed density will be, and what percentage of the development will be dedicated to park space. **Mr. March** replied that the proposed density is about ten units per acre, whereas the zoning allows up to fifteen units per acre. The development will have approximately twenty thousand square feet of open space, which is seven percent of the total area.

**Mr. Carlos Ortega** stated that there is very little open space being provided for the community, and asked if, given the layout of this community, it would be possible to provide minimum 22-foot driveways for all units. **Mr. March** replied that the facades of the units have been staggered, and that the driveways lengths vary from 18 to 26 feet. **Mr. Ortega** asked if an additional vehicular access point can be built to connect to the residential development to the north for emergency purposes. **Mr. March** explained that the Fire Department did not express a need for an additional access point, and that the LCRD had suggested maintaining pedestrian-only access to the neighboring residential communities to reduce vehicular cut-through traffic.

**Mr. Gary Flunoy** asked what the price for the units will be, praised the presentation, and expressed his hope that the community will be well-maintained. **Mr. March** replied that this will be a rental community and, as such, ownership will be able to maintain it.

**Ms. Linda Abegg** stated that the proposed amount of open space is the bare minimum, and that developments in Laveen are usually stipulated to a minimum of twenty percent of open space, with ten percent of that being improved. **Mr. March** replied that increasing the amount of public open space areas will require the removal of the individual private back yards, which would greatly diminish the quality of the project. **Ms. Abegg** addressed the entry gate, stating that its location along a major arterial street warrants it being pushed back as far back from the street as possible to prevent cars stacking all the way to the street, waiting to enter the community. She also asked if there will be a deceleration lane. **Mr. March** stated that the current configurations allows a stacking length of four cars, and that the city did not want a deceleration lane at this location. **Ms. Abegg** stated that speed mitigation features should be incorporated to help reduce any possibility of speeding through the community, that all elevations should incorporate a minimum of three building materials other than stucco, and that all street-facing sides should have additional architectural embellishments. She explained that the main area of concern is typically on side elevations of buildings which are usually the blandest, especially if they're at the end of a row and face a street or public space, which leads to a very unappealing façade. She then praised the addition of more trees along Southern Avenue and suggested that they be included in a stipulation to ensure that they actually get planted and that the overall final landscape plan come back to the Committee for review prior to final site plan approval. Further, the trees along the street should be planted before the development gets built to ensure an attractive streetscape, street trees should be minimum 3-inch caliper, and the trees along the other property lines should be minimum 2-inch caliper. She also addressed the request to delete the stipulation regarding the site plan, expressing her concern over removing any requirement to come back through a legislative process for approval since no sign plan is currently being proposed.

**Vice Chair Tonya Glass** agreed with the concerns voiced by all the other committee members, especially regarding the density and lack of open space, and added that the renderings presented are inconsistent with what was included in the application package. She stated that all driveways should be a minimum of 22 feet in depth, and that the architecture requires additional styling. **Mr. March** addressed the Vice Chair's comment regarding the architecture and explained that a lot of thought went into creating a multifamily development that looks to have a more single-family residential scale and feel, so that the division between units is more apparent than in a typical apartment development. He also explained that the application was filed prior to any community outreach, so the renderings that were presented were the result of modifying the elevations based on comments and concerns voiced by the community and the LCRD.

**Chairman Branscomb** presented the applicant's website to the committee and asked which of the projects listed on the website is closest in concept to what is being proposed in Laveen. **Mr. March** pointed to the "Northern Residences" project, which is planned to be developed in the north Phoenix area. **Chairman Branscomb** asked if the Northern Residences are similar to what will be built in Laveen. **Mr. March** replied that the Laveen development has a different architectural style, and that the north Phoenix project is comprised of single-family residences while the Laveen one is multifamily. They are most similar in the layout of the motorcourts and amenity area. Further, the architecture of the Laveen project was developed to reflect the agricultural heritage of the area, incorporating a modern farmhouse style throughout.

### **Public comment**

**Mr. Phil Hertel** stated that the LCRD met with the applicant several times to discuss this project. Regarding the deceleration lane, the city had stated that it would not be possible to place on at the entrance of this development due to the close proximity to the adjacent commercial property's driveway. He listed the concerns that were brought up at the LCRD, which include the small side yard setbacks, the density, and the interior architectural elevations. He stated that the applicant has since then dressed up the elevations and the LCRD approved this request with the following stipulations:

1. Approve the site plan and elevations with specific regard to the location of the single-story units and the perimeter building elevations' design features;
2. Retain Stipulation No. 20 and require that landscape, lighting, and sign plans come back for review and comment prior to final site plan approval;
3. Southern Avenue landscaping shall blend with current landscaping to the west;
4. Perimeter tree sizes shall consist of an equal mixture of 24-, 36-, and 48-inch box trees;
5. Trees shall be added to both sides of the main driveway;
6. Maximum 90 units and density of no more than 10 dwelling units per acre;
7. Minimum 20-foot driveways.

He asked that the Committee consider the LCRD's support and comments in making a decision and a motion for this case.

**Mr. March** stated that he is happy to continue working with the Committee and with members of the public on the design of this community as the project goes through the Site Planning approval process.

**Ms. Abegg** asked what set of elevations or renderings the Committee should reference, as the design has changed considerably since the first submittal, yet there is no new date stamped set of plans. **Mr. March** explained the changes made to the elevations since the first submittal, which include lower, pedestrian-scale balconies, overhangs, and more single-story units – features that are shown in the renderings presented. **Ms. Mastikhina** explained that the Committee should not stipulate to the renderings presented as they are not architectural elevations, but that they can point to specific design features from the renderings that they would like to see incorporated into the elevations.

### **MOTION & DISCUSSION**

**Ms. Abegg** made a motion to deny the request as filed and approve it with modifications and additional stipulations. **Mr. Ortega** seconded the motion.

### **VOTE**

**8-0** Motion passed, with committee members Abegg, Estela, Flunoy, Hurd, Ortega, Rouse, Glass, and Branscomb in favor.

### **STAFF COMMENTS REGARDING VPC RECOMMENDATION & STIPULATIONS:**

*The Committee approved the deletion of Stipulations No. 6 and 10, and approved the following stipulations with modifications:*

### **Modified Stipulations:**

1. That the development shall be in general conformance with the site plan dated ~~March 10, 2006~~ JUNE 19, 2020, as approved or modified by the PLANNING AND Development Services Department, with specific regard to ~~size, location and number of pad buildings~~ A MAXIMUM OF 90 UNITS OR TEN DWELLING UNITS PER ACRE, AND AS MODIFIED BY THE FOLLOWING STIPULATIONS:
  - a. A MINIMUM OF 20 PERCENT OPEN SPACE (10 PERCENT IMPROVED, 10 PERCENT GENERAL) SHALL BE PROVIDED;
  - b. THE ENTRY GATE SHALL BE LOCATED FARTHER BACK FROM SOUTHERN AVENUE;
  - c. A DECELERATION LANE SHALL BE INCLUDED, AS APPROVED BY THE PLANNING AND DEVELOPMENT AND STREET TRANSPORTATION DEPARTMENT;

- d. INDIVIDUAL UNIT DRIVEWAYS SHALL BE A MINIMUM OF 22 FEET IN DEPTH;
- e. SPEED MITIGATION TO BE INCORPORATED ALONG THE MAIN DRIVE OF THE DEVELOPMENT.

*Staff comment: The Committee did not specify the distance that they'd like the entry gates to be from Southern Avenue but expressed that they would like to see it pushed farther north as much as possible. Further, they suggested speed bumps for speed mitigation along the main drive of the development.*

13. That the major buildings on site shall be in general conformance to the conceptual elevations (~~Exhibits 4-6, dated March 10, 2006,~~) DATED JUNE 26, 2020, including the following elements, all as approved or modified by the Development Services Department:

Four-sided architecture, per the conceptual elevations. A variety of building materials, including a minimum of ~~two (2)~~ THREE (3) of the following materials: native stone, burnt adobe, textured brick, site made textured concrete, split face block, wood (wen sanded), slump block, simulated wood siding, exposed aggregate, corrugated metal or rusted metal roofing, STUCCO, ARCHITECTURAL ASPHALT SHINGLES, STONE VENEER, SIMULATED STONE FLAT TILE ROOFING.

- Natural and subdued color tones
- ~~Exposed scuppers~~
- Pitched roof elements

~~A minimum ten-foot covered walkway which can create a staggered front façade. Patios, trellises and recesses may also be used to provide shading and break up building mass.~~

THE FOLLOWING ELEMENTS FROM THE RENDERINGS PRESENTED TO THE LAVEEN VILLAGE PLANNING COMMITTEE ON AUGUST 10, 2020 SHALL BE INCORPORATED INTO THE ELEVATION DESIGN:

- A. BALCONIES AND PEDESTRIAN SCALE ELEMENTS IN REAR ELEVATIONS;
- B. VARIATION IN SECOND FLOOR ROOFLINES;
- C. OVERHANGS.

- ~~20. That the developer presents a final landscape plan to the Laveen Village for review.~~ THAT THE DEVELOPER PRESENT THE FINAL LANDSCAPE PLAN TO THE LAVEEN VILLAGE PLANNING COMMITTEE THROUGH THE PLANNING HEARING OFFICER PROCESS, WITH SPECIFIC REGARD TO THE FOLLOWING:

- A. EIGHT (8) ADDITIONAL BOX TREES ALONG SOUTHERN AVENUE;

- B. THE LANDSCAPE SETBACK ALONG SOUTHERN AVENUE SHALL CONTAIN MINIMUM 50 PERCENT 3-INCH CALIPER TREES THAT WILL BLEND WITH THE DEVELOPMENT TO THE WEST;
- C. THE LANDSCAPE SETBACK ALONG THE EASTERN PROPERTY LINE SHALL BE PLANTED WITH MINIMUM 2-INCH CALIPER TREES.

*Staff comment: None.*

*The Committee denied the requested modification to Stipulation No. 23 and approved the following:*

23. ~~That the signage on the property shall be in general conformance to the conceptual designs (three sheets dated April 28, 2004) including the following elements as approved or modified by the Development Services Department:~~

Ground/monument signs shall incorporate the materials and colors used for the major buildings on site.

Size and height of ground/monument signs shall not exceed those indicated in the above referenced conceptual designs.

~~In conformance to the Phoenix Sign Code, one additional ground sign is allowed on each street frontage to identify the user(s) of the pad building at the immediate corner of the intersection of 51st and Southern Avenues. Wall signs shall use individual, halo illuminated letters and numbers.~~

A DETAILED SIGN PACKAGE, LIGHTING PLAN, AND PERIMETER FENCE PLAN SHALL BE APPROVED BY THE PLANNING HEARING OFFICER THROUGH THE PUBLIC HEARING PROCESS AND SHALL BE PRESENTED TO THE LAVEEN VILLAGE PLANNING COMMITTEE FOR A VOTE.

THE PERIMETER FENCE PLAN SHALL PAY SPECIAL ATTENTION TO MATERIAL AND TEXTURAL DIFFERENCES, SUCH AS STUCCO AND/OR SPLIT FACE BLOCK WITH A DECORATIVE ELEMENT, SUCH AS TILE, TILE INSETS, OR STAMPED DESIGNS, AS APPROVED BY THE PLANNING AND DEVELOPMENT DEPARTMENT.

**Additional Stipulations:**

25. ALL ELEVATIONS OF THE BUILDINGS SHALL CONTAIN A MINIMUM OF THREE (3) OF THE FOLLOWING ARCHITECTURAL EMBELLISHMENTS AND DETAILING ON EVERY STREET FACING SIDE: TEXTURAL CHANGES, PILASTERS, OFFSETS, RECESSES, VARIATION IN WINDOW SIZE AND LOCATION, AND OVERHANG CANOPIES, AS APPROVED BY THE PLANNING AND DEVELOPMENT DEPARTMENT.

26. ALL GARAGE DOORS SHALL HAVE DECORATIVE EMBELLISHMENTS SUCH AS WINDOW PANELS, ADDED MATERIALS SURROUNDING THE DOOR, OR TRELLISES, AS APPROVED BY THE PLANNING AND DEVELOPMENT DEPARTMENT.

27. ALL REQUIRED TREES ALONG SOUTHERN AVENUE SHALL BE PLANTED PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY.