

ATTACHMENT B



City of Phoenix PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-26-23-1 December 8, 2023

Deer Valley Village Planning Committee Meeting Date:

December 14, 2023

Planning Commission Hearing Date:

January 4, 2024

Request From:

S-1 DVAO (Ranch or Farm Residence, Deer Valley Airport Overlay District) (2.56 acres)

Request To:

A-1 DVAO (Light Industrial District, Deer Valley Airport Overlay District) (2.56 acres)

Proposal:

Light Industrial

Location:

Approximately 1,500 feet east of the northeast corner of 19th Avenue and the Alameda Road alignment

Owner:

DVHAWK15, LLC

Applicant:

Hawkeye Development, LLC

Representative:

Clark Diepholz

Staff Recommendation:

Deny as filed, approve CP/GCP subject to stipulations

<u>General Plan Conformity</u>			
<u>General Plan Land Use Map Designation</u>		Commerce / Business Park	
<u>Street Map Classification</u>	Alameda Road	Local	0-foot north half street
<i>STRENGTHEN OUR LOCAL ECONOMY CORE VALUE; EMPLOYERS (JOB CREATION); LAND USE PRINCIPLE: Support General Plan Land Use Map and zoning changes that will facilitate the location of employment generating uses in each of the designated employment centers.</i>			

The proposed project is situated within the Major Employment Center of Deer Valley which is home to a large labor pool within easy access to the regional freeway system. This proposal will facilitate job creation in a targeted high growth/high-wage industry sectors and targeted trade industry sectors.

STRENGTHEN OUR LOCAL ECONOMY CORE VALUE; AIRPORTS; LAND USE
PRINCIPLE: Encourage the development of city-owned and non-city-owned parcels near the airport to airport-compatible land uses surrounding the city's airports.

The subject site is near the Phoenix Deer Valley Airport and the proposed use is complimentary to and compatible with airport operations.

BUILD THE SUSTAINABLE DESERT CITY CORE VALUE; TREES AND SHADE; DESIGN
PRINCIPLES: Integrate trees and shade into the design of new development and redevelopment projects throughout Phoenix.

The proposal, as stipulated, will provide enhanced levels of shade which will provide thermal comfort for employees and pedestrians.

Applicable Plans, Overlays, and Initiatives

[Deer Valley Airport Overlay District](#) – See Background Item No. 6

[Deer Valley Major Employment Center](#) – See Background Item No. 7

[Complete Streets Guiding Principles](#) – See Background Item No. 8

[Tree and Shade Master Plan](#) – See Background Item No. 9

[Comprehensive Bicycle Master Plan](#) – See Background Item No. 10

[Transportation Electrification Action Plan](#) – See Background Item No. 11

[Zero Waste PHX](#) – See Background Item No. 12

Surrounding Land Uses/Zoning		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Vacant	S-1 DVAO
North	Vacant	County RU-43
South (across Alameda Road)	Vacant (planned commerce park/industrial development)	PUD DVAO
East	Vacant	CP/GCP DVAO
West	Construction contractor business	County RU-43

A-1 (Light Industrial District)		
<u>Standards</u>	<u>Requirements</u>	<u>Proposed</u>
<i>Minimum Building Setbacks</i>		
North (rear, adjacent zoning County RU-43)	30 feet	50 feet 3 inches (Met)
South (front, Alameda Road alignment)	25 feet	87 feet 7 inch (Met)
East (side, adjacent zoning CP/GCP)	0 feet	36 feet to 50 feet (Met)
West (side, adjacent zoning County RU-43)	30 feet	51 feet 1 inch (Met)
<i>Minimum Landscaped Setbacks</i>		
North	5 feet	10 feet (Met)
South (Alameda Road alignment)	Minimum 5 feet and no less than 8 times the lot frontage, measured in square feet	15 feet (Met)
East (CP/GCP Zoning)	0 feet	10 feet (Met)
West	0 feet	10 feet (Met)
Maximum Lot Coverage	No maximum	34% (Met)
Maximum Building Height	56 feet, up to 80 feet with use permit	35 feet 4 inches (Met)
Minimum Parking	Unspecified industrial use: 1 space per 1,000 square feet Office space 3 per 1,000	47 parking spaces (Met)

A-1 (Light Industrial District)		
<u>Standards</u>	<u>Requirements</u>	<u>Proposed</u>
	square feet 35 parking spaces required (per site plan)	

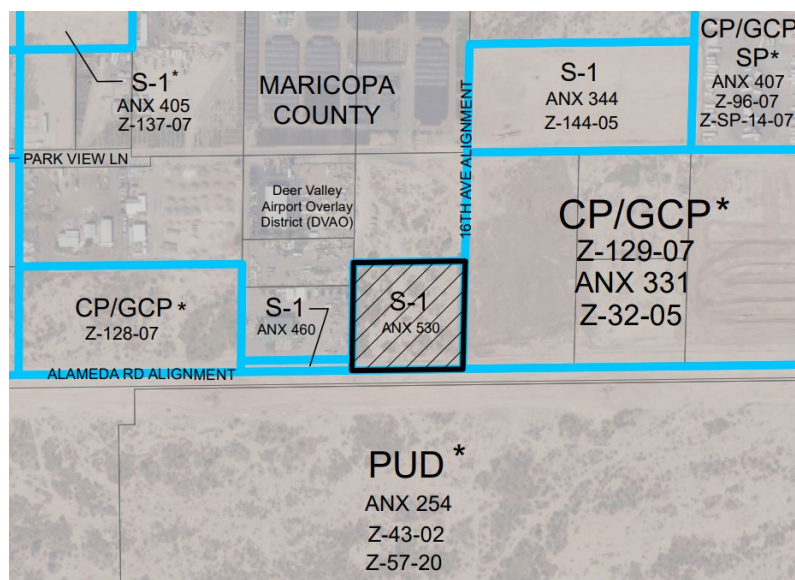
** The site must be redesigned or a variance must be obtained*

Background / Issues / Analysis

1. SUBJECT SITE

This request is to rezone 2.56 acres located approximately 1,500 feet east of the northeast corner of 19th Avenue and the Alameda Road alignment. The site is zoned S-1 DVAO (Ranch or Farm Residence, Deer Valley Overlay District). The request is to rezone the site to A-1 DVAO (Light Industrial District, Deer Valley Airport Overlay) for a light industrial development. Upon initial filing of the rezoning request, the applicant requested to rezone the site to CP/GCP DVAO (Commerce Park District, General Commerce Park Option, Deer Valley Airport Overlay District).

Since the request was filed, the applicant has modified their requested zoning district to A-1 DVAO. Staff recommends denial as filed, with approval of CP/GCP DVAO subject to the stipulations proposed. Staff recommends denial as filed, approval of CP/GCP. The General Plan Land Use Map designation for the site and surrounding area from 19th Avenue to the west, 7th Avenue to the east, Happy Valley Road to the north and Alameda Road to the south is Commerce/Business Park and Mixed Use Commercial/Commerce/Business Park. Most sites in the area are zoned Commerce Park/General Commerce Park. The Commerce Park zoning district is less intense than A-1, contains increased setback and landscaping standards, and would be more compatible with surrounding S-1-zoned properties.



The subject site recently completed the annexation process into the City of Phoenix from Maricopa County and has been vacant.

2. ZONING AND LAND USE

Subject Site:

The subject site is zoned S-1 DVAO and undeveloped.

North:

The parcel to the north is zoned County RU-43 (Rural Zoning District – One Acre Per Dwelling Unit) and vacant.

South:

South of the subject site across Alameda Road alignment is zoned PUD DVAO. The property is currently vacant, but proposed to be a 320-acre master planned industrial hub.

East:

The area to the east of the site is zoned CP/GCP DVAO. It is currently undeveloped.

West:

West of the subject site is a construction contractor business and zoned County RU-43.

3. GENERAL PLAN

The General Plan Land Use Map designation for the subject site is Commerce/Business Park. The proposal for A-1 zoning is not consistent with that designation. Since the subject site is under 10 acres, a General Plan Amendment is not required.

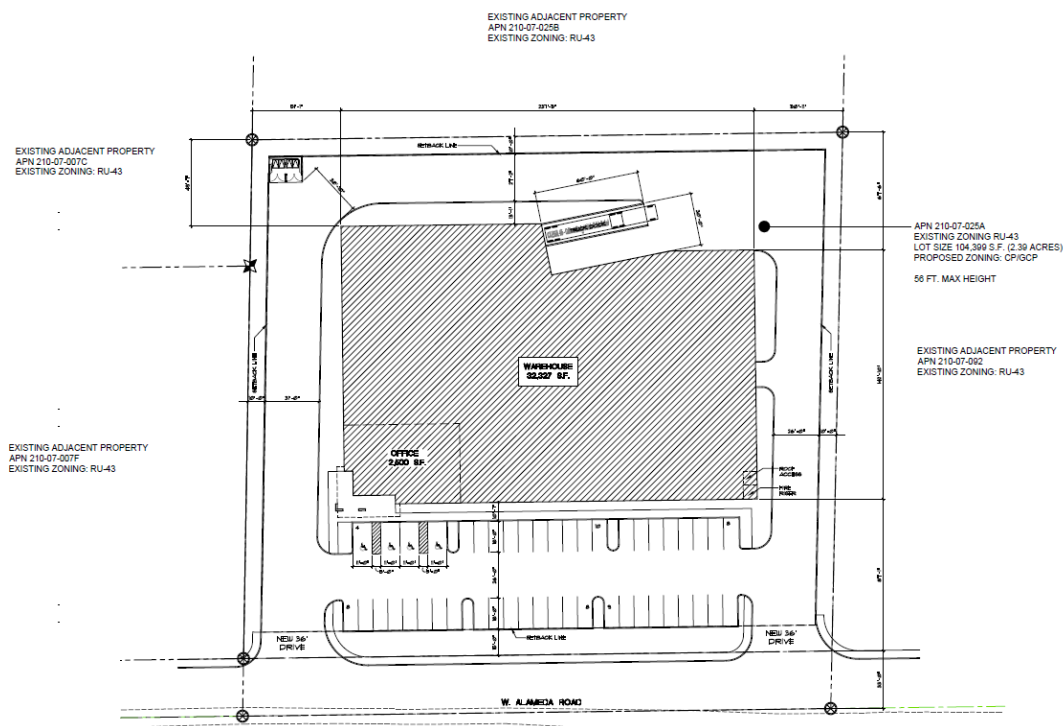
The General Plan Land Use Map designation for the area to the north, east and west is also Commerce/Business Park. The General Plan Land Use Map designation for the area south of the site across the Alameda Road alignment is Mixed Use (Industrial/Commerce/Business Park).



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

4. SITE PLAN

The site plan depicts an approximate 32,327-square foot warehouse building with a 2,500-square foot office. The proposed development is targeting a light industrial user. The site plan includes an office, warehouse and truck loading area, and 47 vehicle parking spaces.



5. ELEVATIONS

The proposal includes conceptual elevations that illustrate variations in roofline, window shapes, sizes, and locations, and architectural embellishments. The building elevations show a maximum height of 35 feet 4 inches tall.



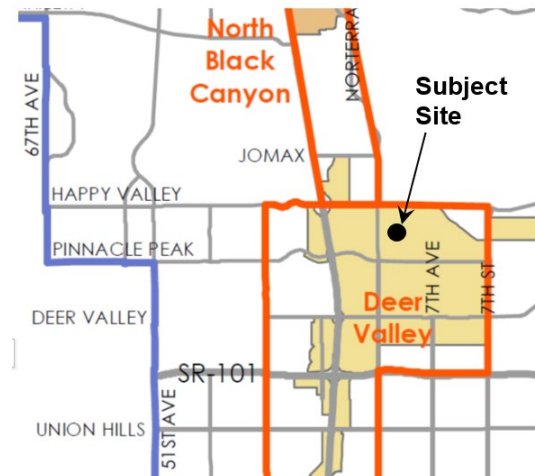
Building Elevations, Source: sca design

6. **Deer Valley Airport Overlay District**

The subject site is located within the Deer Valley Airport Overlay District (DVAO), Area 1, and the proposed uses and height are consistent with the provisions of the overlay district. The purpose of the zoning overlay is to ensure land use compatibility with airport operations, protect navigable airspace from physical encroachment, and require permanent notice of flight operations to property owners. The proposed development is consistent with the character of the Phoenix Deer Valley Airport area, is compliant with height restrictions; and the property owner will be required to record a disclosure notice to prospective purchasers regarding the proximity to the Phoenix Deer Valley Airport.

7. **Deer Valley Major Employment Center**

The subject site is located adjacent to the MAG designated Deer Valley Major Employment Center and within the city designated Deer Valley Employment Center. The substantial size and diverse nature of the labor pool found in the Deer Valley area is a key factor in contributing to the overall attractiveness of this employment center. Employers located within the area have access to nearly 450,000 workers within a 20-minute drive time, and within a 30-minute drive the number of workers increases to more than 850,000. The size of the labor force will continue to increase as additional development occurs in this area. The Deer Valley Employment Center boasts about 9.3 million square feet of office space, 3.0 million square feet of flex space, and over 11.9 million square feet of industrial space. This proposal adds light industrial uses that will add to the employment in a designated employment center.



Major Employment Center Map, Source: City of Phoenix

8. **Complete Streets Guiding Principles**

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. To provide a safe pedestrian environment, staff is recommending that enhanced pavement treatment for the on-site pedestrian walkways that cross vehicular drive aisles (Stipulation No. 3). Additionally, staff recommends a detached sidewalk per Stipulations No. 8 which will ensure a more comfortable and safe walking environment. Additionally, Stipulation Nos. 5 and 6 will encourage the use of bicycles by providing the infrastructure for bicycle parking and electrical charging capabilities.

9. **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 designed to provide trees and enhance shade within and adjacent to the development. Staff is

recommending stipulations for a detached shaded sidewalk along Alameda Road, in addition to enhanced landscape standards in the required landscape setback. These are addressed in Stipulation Nos. 1 and 8. Additionally, a landscape setback is being required abutting the residentially zoned properties on the north and west sides per Stipulation No. 2.

10. **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 also supports options for both short-and long-term bicycle parking as a means of promoting bicyclist traffic to a variety of destinations, including light industrial employment centers. Stipulation Nos. 5 and 6 require bicycle parking spaces be provided on the site with electrical bicycle charging capabilities.

11. **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. Stipulation No. 4 provides requirements for electric vehicle parking, charging and infrastructure and Stipulation No. 6 requires electrical bicycle charging capabilities.

12. **Zero Waste PHX**

The City of Phoenix is committed to its waste diversion efforts and has set a goal to become a zero-waste city, as part of the city's overall 2050 Environmental Sustainability Goals. One of the ways Phoenix can achieve this is to improve and expand its recycling and other waste diversion programs. Section 716 of the Phoenix Zoning Ordinance establishes standards to encourage the provision of recycling containers for multifamily, commercial and mixed-use developments meeting certain criteria. The proposed conceptual site plan does not show recycling facilities, but the project information form notes recycling will be consistent with city of Phoenix requirements.

COMMUNITY INPUT SUMMARY

13. At the time the staff report was written there was no correspondence received from members of the public.

INTERDEPARTMENTAL COMMENTS

14. The Street Transportation Department required the following, which are addressed in Stipulations Nos. 7 through 9:
 - Right-of-way adjacent to the south side of the property along Alameda Road.
 - Detached sidewalk with a landscape strip.
 - Street improvements with all required elements and according to ADA standards.

OTHER

15. The site is not located in an area identified as being archaeologically sensitive. However, in the event archaeological materials are encountered during construction, ground-disturbing activities must cease to allow the Archaeology Office time to assess the materials. This is addressed in Stipulation No. 10.
16. 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 preliminary site plan approval. This is addressed in Stipulation No. 11.
17. Development and use of the site is subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements.

Findings

1. The requested A-1 DVAO zoning district is not consistent with the General Plan Land Use Map designation.
2. The proposed A-1 DVAO zoning district is not compatible with surrounding CP/GCP DVAO-zoned parcels.
3. The proposed zoning is consistent with the goals and policies of the Deer Valley Airport Overlay and will provide additional employment opportunities within the Deer Valley Major Employment Center.

Stipulations

Staff recommends denial as filed for this rezoning request, and approval of CP/GCP DVAO. In the event that this request is approved, staff recommends the following stipulations.

1. Required landscape setbacks shall be planted with minimum 2-inch caliper large canopy drought-tolerant trees, 20 feet on center or in equivalent groupings, with five 5-gallon shrubs per tree, as approved by the Planning and Development Department.
2. A minimum 5-foot-wide landscape setback shall be provided on the north and west sides of the property as approved by the Planning and Development Department.
3. Where pedestrian walkways cross a vehicular path, the pathway shall be constructed of decorative pavers, stamped or colored concrete, or other pavement treatments that visually contrast parking and drive aisle surfaces, as approved by the Planning and Development Department.
4. A minimum of 5% of the required parking spaces shall include Electric Vehicle (EV) Capable infrastructure, as approved by the Planning and Development Department.
5. A minimum of two bicycle parking spaces shall be provided through Inverted U and/or artistic racks located near the front office and installed per the requirements of Section 1307.H. of the Phoenix Zoning Ordinance, as approved by the Planning and Development Department. Artistic racks shall adhere to the City of Phoenix Preferred Designs in Appendix K of the Comprehensive Bicycle Master Plan.
6. A minimum of one of the required bicycle parking spaces shall include standard electrical receptacles for electric bicycle charging capabilities, as approved by the Planning and Development Department.
7. A minimum of 40 feet of right-of-way shall be dedicated for the north half of Alameda Road, adjacent to the development, as approved by the Planning and Development Department.
8. A minimum 5-foot-wide detached sidewalk separated by a minimum 8-foot-wide landscape strip located between the back of curb and sidewalk shall be provided along Alameda Road, planted with minimum 2-inch caliper single-trunk, large canopy, drought-tolerant shade trees planted 20 feet on center or in equivalent groupings. Where utility conflicts exist, the developer shall work with the Planning and Development Department on an alternative design solution consistent with a pedestrian environment.
9. 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.

10. 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.
11. Prior to preliminary site plan approval, the landowner shall execute a Proposition 207 waiver of claims form. The waiver shall be recorded with the Maricopa County Recorder's Office and delivered to the City to be included in the rezoning application file for record.

Writer

Matteo Moric

December 8, 2023

Team Leader

Racelle Escolar

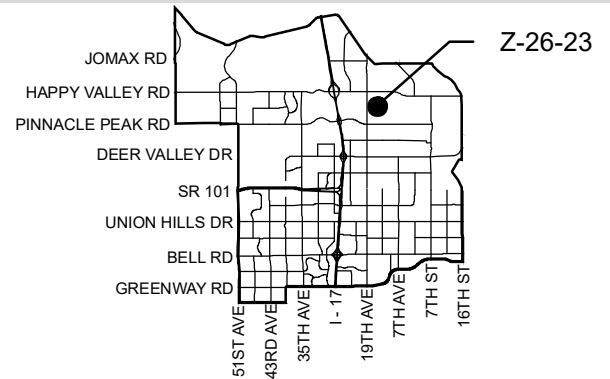
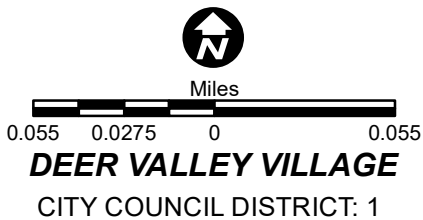
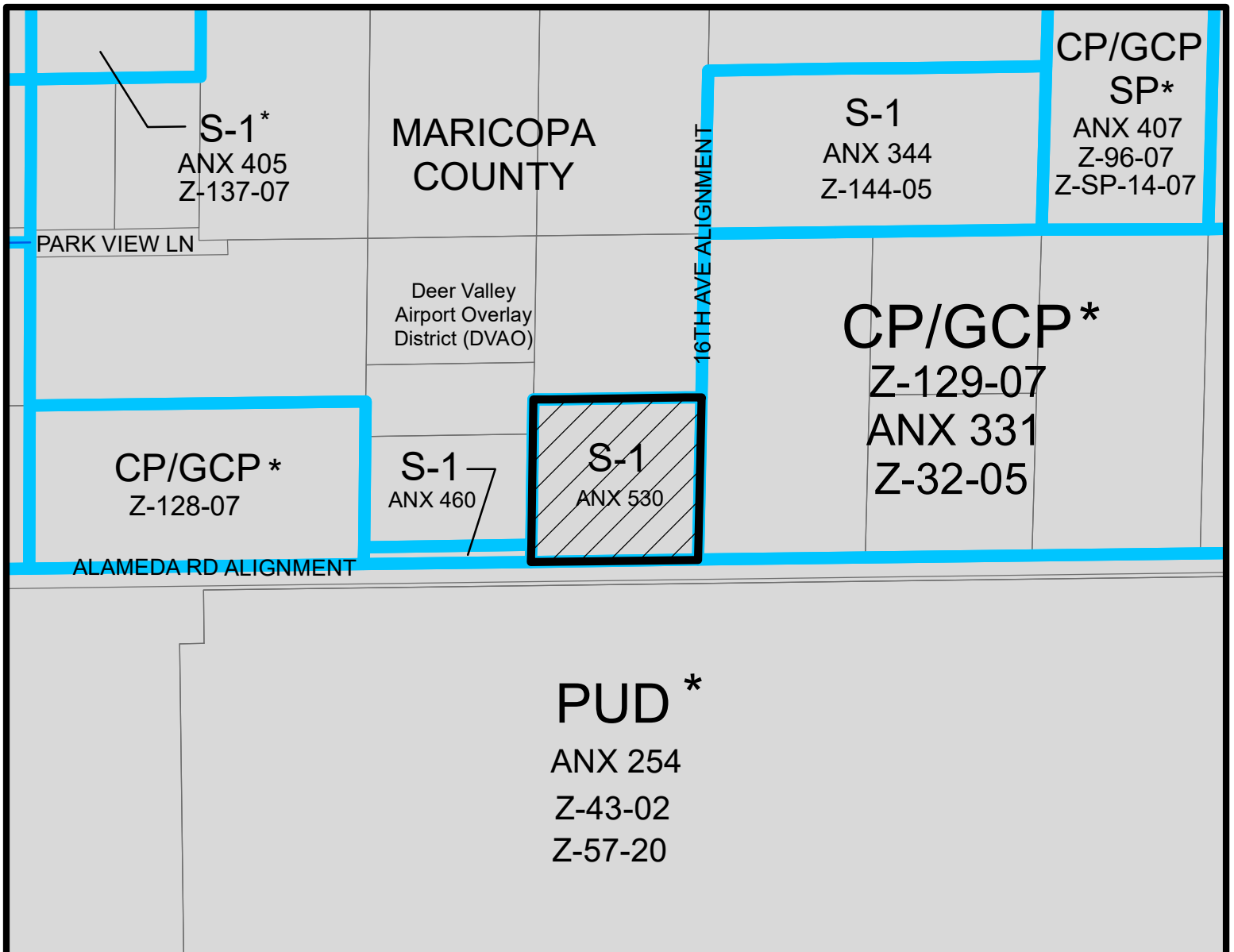
Exhibits

Zoning sketch map

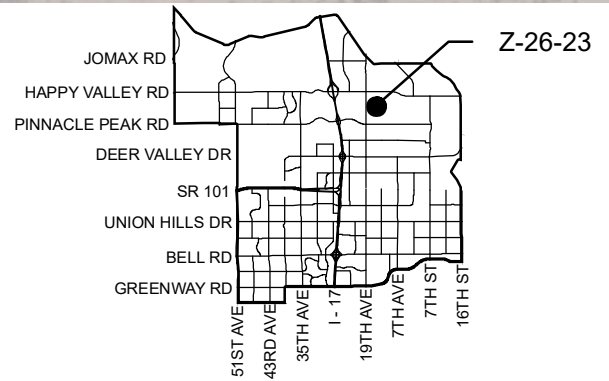
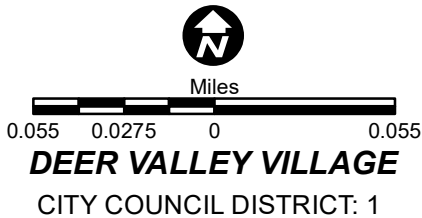
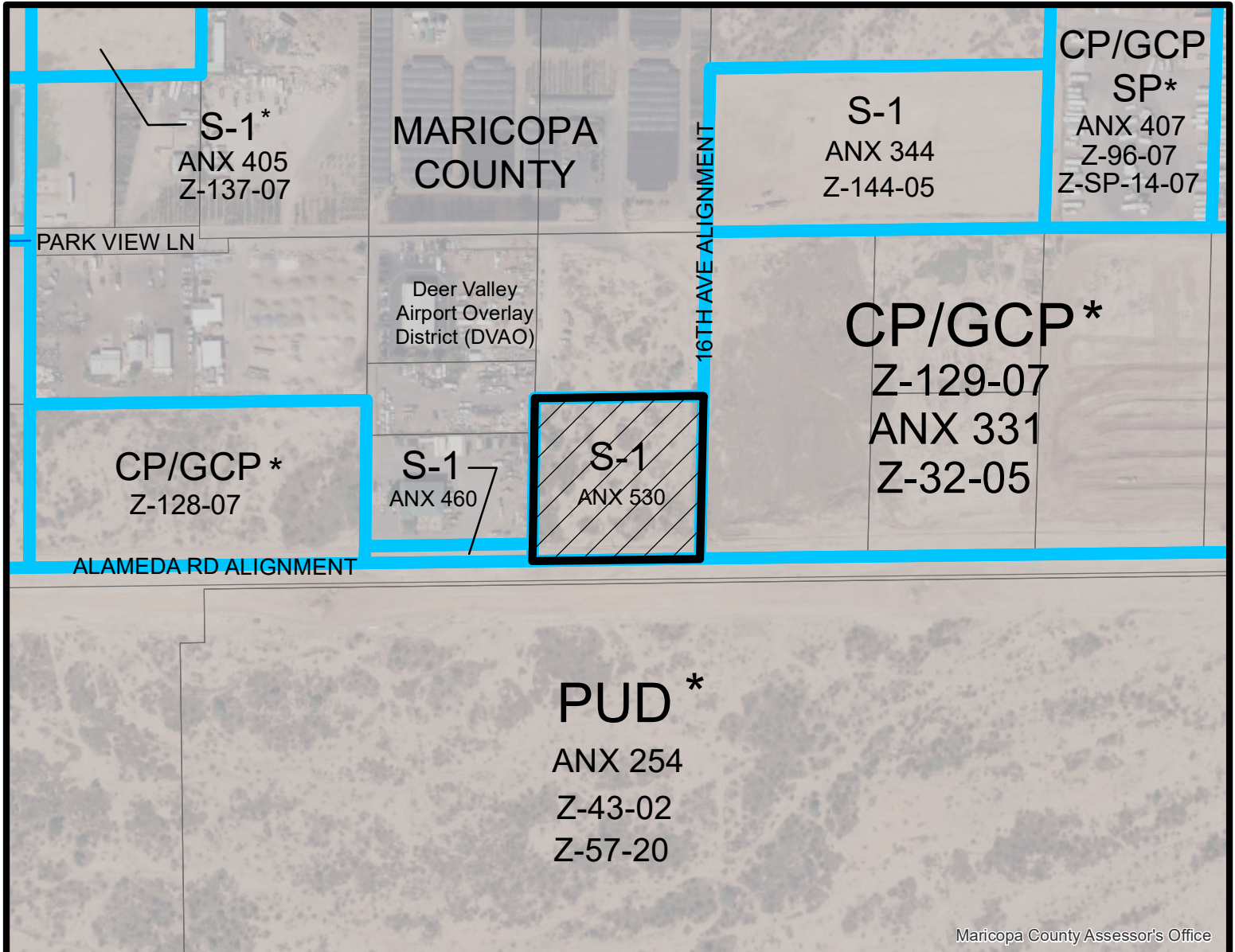
Aerial sketch map

Site plan date stamped July 3, 2023

Elevations date stamped May 4, 2023



APPLICANT'S NAME: Hawkeye Development, LLC		REQUESTED CHANGE:	
APPLICATION NO. Z-26-23	DATE: 5/12/2023 REVISION DATES:	FROM: S-1 DVAO (2.56 a.c.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 2.56 Acres	11/03/2023	TO: A-1 DVAO (2.56 a.c.)	
	AERIAL PHOTO & QUARTER SEC. NO. QS 46-25	ZONING MAP O-7	
MULTIPLES PERMITTED S-1 DVAO A-1 DVAO	CONVENTIONAL OPTION 2 N/A		* UNITS P.R.D. OPTION N/A N/A
* Maximum Units Allowed with P.R.D. Bonus			



APPLICANT'S NAME: Hawkeye Development, LLC		REQUESTED CHANGE:	
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* Maximum Units Allowed with P.R.D. Bonus			

CITY OF PHOENIX

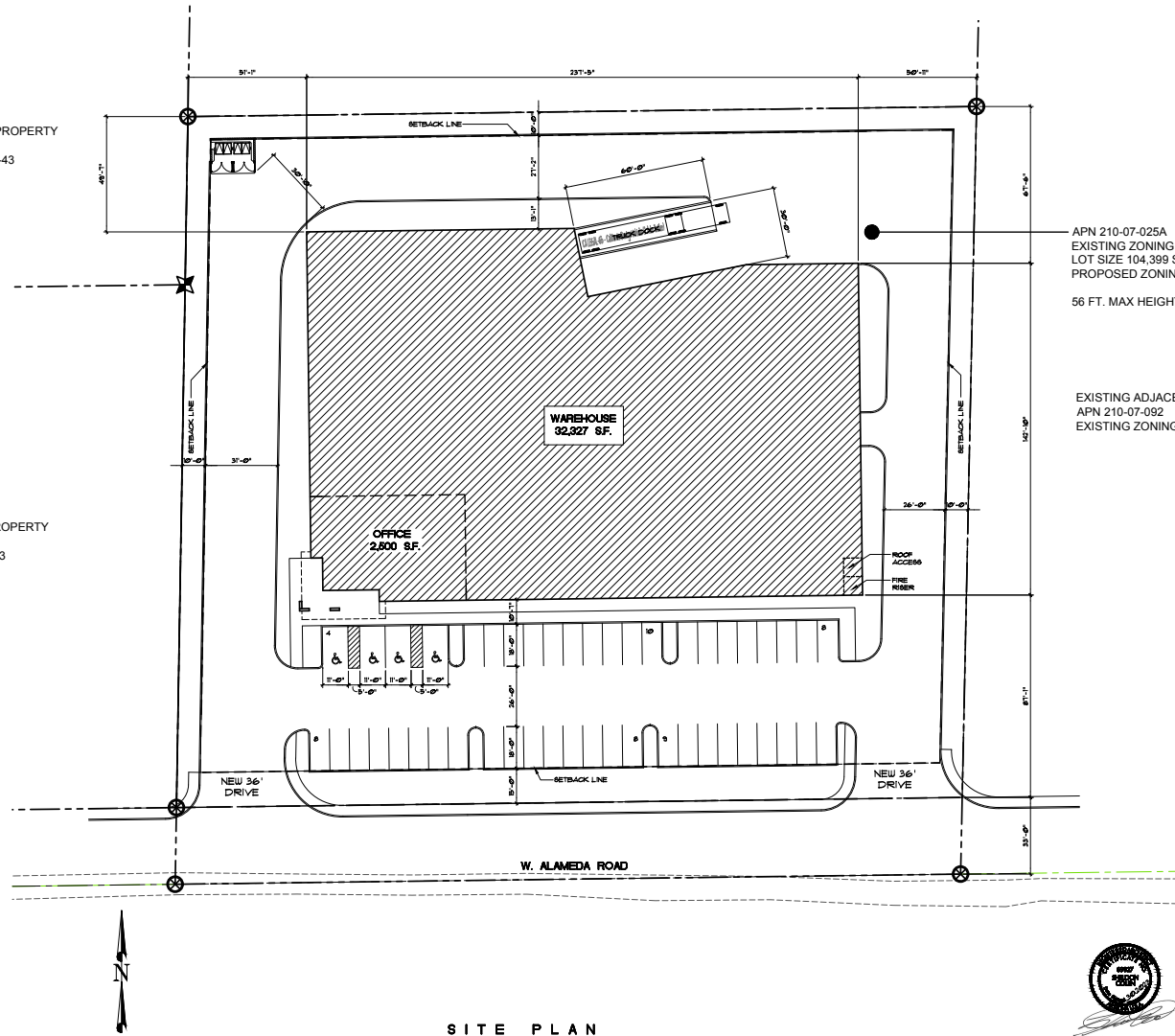
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Planning & Development Department

EXISTING ADJACENT PROPERTY
APN 210-07-025B
EXISTING ZONING: RU-43

EXISTING ADJACENT PROPERTY
APN 210-07-007C
EXISTING ZONING: RU-43

EXISTING ADJACENT PROPERTY
APN 210-07-007F
EXISTING ZONING: RU-43



PROJECT DATA

APN: 210-07-025A

ADDRESS:
PROPOSED W. ALAMEDA RD.
WEST OF N. 15TH AVE.
PHOENIX, AZ. 85085

ZONING:
EXISTING RU-43
PROPOSED CP/GCP
COMMERCE PARK - GENERAL COMMERCE
PARK OPTION

LOCAL JURISDICTION: PHOENIX

STR: 7 4N 3E

BUILDING AREA: 34,827 S.F.

MAX LOT COVERAGE: 50% ALLOWED
MAX LOT COVERAGE: 34,827 / 104,399 = 34%

OCCUPANCY: Light Industrial

BUILDING CONSTRUCTION: V-B (FULLY SPRINKLERED)

SETBACKS REQUIRED:
A. 30' FROM PERIMETER LOT LINE ON A STREET
20' NOT ON A STREET
B. 20' FROM INTERIOR
0' NOT ON A STREET

LANDSCAPING SETBACKS REQUIRED:
A. WHERE A LOT LINE, NOT A STREET, ABUTS A
RESIDENTIAL ZONING, THERE SHALL BE
PROVIDED A MIN. 5' WIDE LANDSCAPED AREA

MAX. HEIGHT: 18' WITHIN 30' OF PERIMETER LOT LINE:
1' INCREASE PER 3' ADDITIONAL SETBACK, MAX.
56' ALLOWED
MAX HEIGHT PROPOSED: 40'

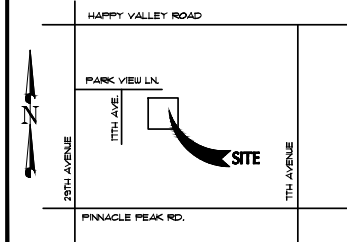
PARKING REQUIREMENTS

MINIMUM PARKING SPACE
8'-6" x 18'-0" WITH 26' WIDE AISLES

UNSPECIFIED INDUSTRIAL USE (SHELL BLDG)
PARKING REQUIRED 1 SPACE / 1,000 S.F.
34,827 S.F. / 1,000 SF = 35 SPACES
LOADING SPACE REQUIRED = 1

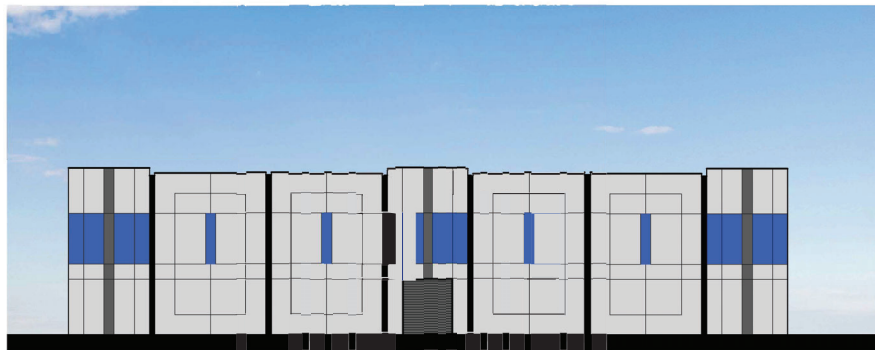
PARKING PROPOSED
47 TOTAL VEHICLE PARKING SPACES
43 - STANDARD 9'x18'
4 - ADA 11'x18' WITH A 5' TRANSFER AISLE
LOADING DOCKS - 2

VICINITY MAP

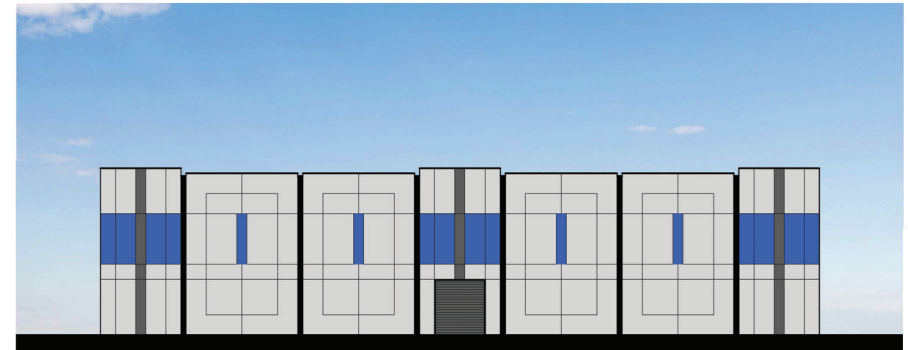




FRONT ELEVATION



RIGHT SIDE ELEVATION



RIGHT SIDE ELEVATION



REAR ELEVATION

SCALE: 1"=10'-0"
04.30.2023
23050

ELEVATIONS

