



City of Phoenix

PLANNING AND DEVELOPMENT DEPARTMENT

**Staff Report Z-56-15-7
(Ten PUD)**

May 1, 2017

Estrella Village Planning Committee Meeting Date May 16, 2017
Planning Commission Hearing Date June 8, 2017
Request From: C-2 PCD (17.01 acres)
 CP/GCP HGT/WVR PCD (5.21 acres)
 C-2 SP PCD (4.39 acres)
 CP/GCP PCD (52.77 acres)
 R-2 PCD (67.26 acres)
 R-3 PCD (45.49 acres)
 R-3A PCD (34.2 acres)
 RE-43 (0.06 acres)
Request To: PUD (226.39 acres)
Proposed Use Planned Unit Development to allow a mix of commercial and industrial uses
Location Southeast corner of 83rd Avenue and the I-10 Freeway
Owner Jenberly LLC
Applicant Irwin G. Pasternack
Representative Paul Gilbert, Beus Gilbert PLLC
Staff Recommendation Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Designation		Commercial (19.06 acres) Residential 15+ dwelling units per acre (30.17 acres) Residential 10 to 15 dwelling units per acre (26.26 acres) Residential 5-10 dwelling units per acre (92.03 acres) Commerce Business Park (51.84 acres) Industrial (2.24 acres)	
Street Map Classification	79th Avenue	Collector	Varying (See Background Item #14)

	83rd Avenue	Major Arterial	55-foot east half street (Portion) 33-foot east half street (Portion)
	Van Buren Street	Major Arterial	33 foot north half street

CONNECT PEOPLE & PLACES CORE VALUE; CORES, CENTERS & CORRIDORS; LAND USE PRINCIPLE: *Locate land uses with the greatest height and most intense uses within village cores, centers and corridors based on village character, land use needs, and transportation system capacity.*

The subject property is adjacent to the I-10 Freeway Corridor. The proposed industrial and commercial uses are consistent in scale and character with the uses along this corridor in the Estrella Village and well-suited to capitalize on the transportation system capacity in this area.

STRENGTHEN OUR LOCAL ECONOMY; JOB CREATION (EMPLOYERS); 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.*

The subject property will offer significant employment opportunities and is located within the MAG designated Southwest Phoenix major employment center.

STRENGTHEN OUR LOCAL ECONOMY; JOB CREATION (MANUFACTURING/ INDUSTRIAL DEVELOPMENT) LAND USE PRINCIPLE: *Support the expansion of industrial zoning in targeted industrial areas.*

The request is accompanied by a General Plan Amendment request for a cross-hatch land use map designation of Industrial/Commercial. This designation is consistent with the predominantly Industrial land use map designations and existing land uses along the I-10 corridor, south of the I-10 Freeway, in the Estrella Village.

CELEBRATE OUR DIVERSE COMMUNITIES & NEIGHBORHOODS; CERTAINTY & CHARACTER; LAND USE PRINCIPLE: *Locate land uses with the greatest height and most intense uses within limits based on village character, land use needs, infrastructure and transportation system capacity.*

The proposal is consistent in scale and character with the intense land use designations, zoning designations, and land uses along the I-10 corridor, south of the I-10 Freeway, in the Estrella Village. The proposed land uses are well-suited to capitalize on the transportation system capacity in this area.

Area Plans

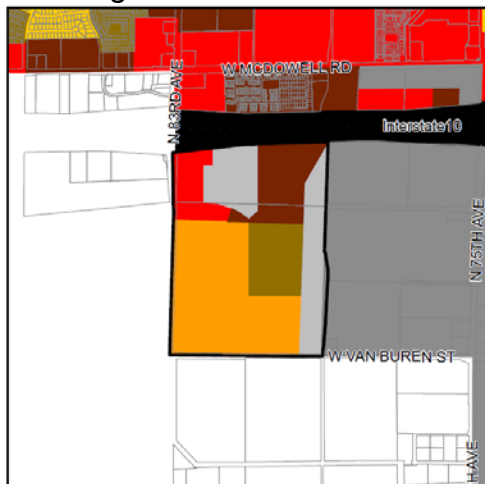
The subject property is not located within the boundaries of an overlay district, special planning area, specific plan, or area plan.

Background/Issues/Analysis

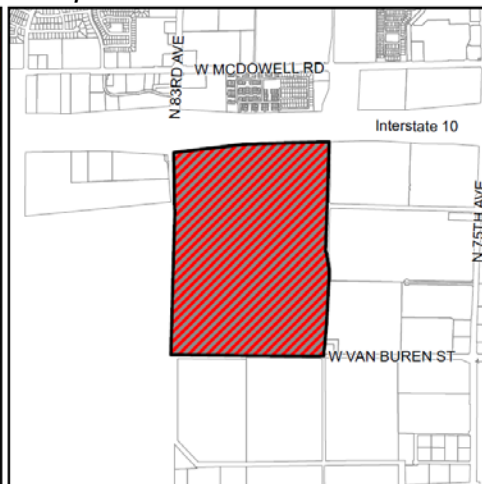
SUBJECT SITE

1. This request is to rezone approximately 226.39 acres located at the southeast corner of 83rd Avenue and the I-10 Freeway from C-2 PCD (Intermediate Commercial, Planned Community District), CP/GCP HGT/WVR PCD (Commerce Park, General Commerce Park, Height Waiver, Planned Community District), C-2 SP PCD (Intermediate Commercial, Special Permit, Planned Community District), CP/GCP PCD (Commerce Park, General Commerce Park, Planned Community District), R-2 PCD (Multifamily Residence District, Planned Community District), R-3 PCD (Multifamily Residence District, Planned Community District), R-3A PCD (Multifamily Residence District), and RE-43 (Residential Estate - One-Family Residence) to PUD (Planned Unit Development) to allow a Planned Unit Development to allow a mix of commercial and industrial uses.
2. The General Plan Land Use Map designations on the subject property include Commercial, Residential 15+, Residential 10-15, Residential 5-10, Commerce Business Park, and Industrial. The proposal is not consistent with the designations on the majority of the site. General Plan Amendment Case No. GPA-EST-1-16-7 is being processed concurrently as a companion case. This request is to amend the General Plan Land Use Map designation for 221.59 acres at the southeast corner of 83rd Avenue and the I-10 Freeway to a hybrid designation of Industrial and Commercial. The staff recommendation in GPA-EST-1-16-7 is to approve the request as filed.

Existing Land Use

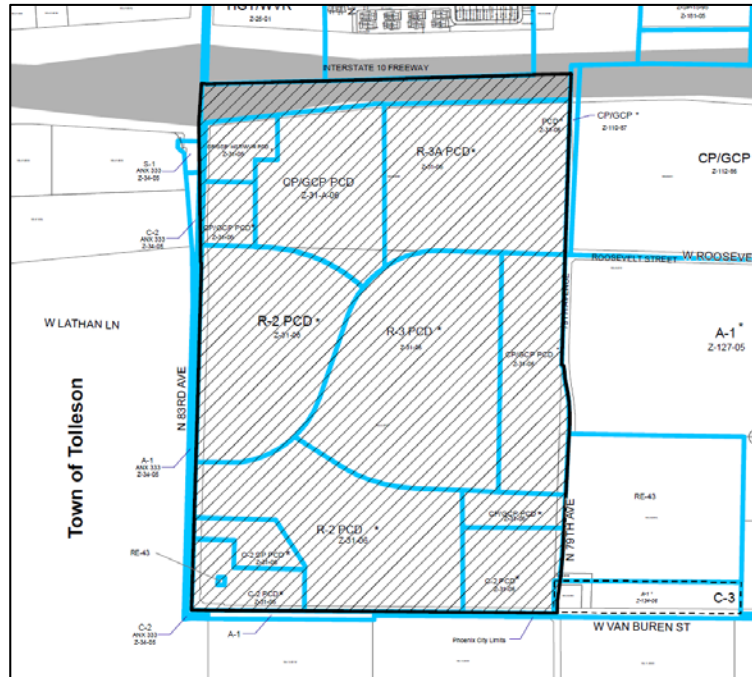


Proposed Land Use



SURROUNDING USES & ZONING

3. The subject property consists of seven parcels. The site is currently vacant and is used for agricultural purposes. There are no structures located on the property other than a small well site near the southwest corner of the site. The well is intended to be relocated or redesigned during development of the Ten PUD. The well site is zoned RE-43. All other existing zoning designations originate from the approval of the Capri PCD (Z-31-06) and a major amendment to the Capri PCD (Z-31-A-06).



Approval of the request would eliminate the Capri PCD, all PCD zoning designations, and potentially associated approved master plan documents.

North

Adjacent to the subject property to the north is the I-10 Freeway. Further north, across the freeway, are multifamily residences zoned C-2 HGT/WVR and R-3. Additionally, there are single-family residences zoned R-3 and one large-lot single-family residence zoned CP/GCP PCD. All property north of the freeway is located in the Maryvale Village. The Maryvale Village Core is located between north of McDowell Road, between 83rd and 75th Avenue.

East

East of the subject site are large-scale shipping, distribution, and warehouse operations zoned CP/GCP, A-1, RE-43 (Approved A-1), and C-3.

South

South of the subject site is an auto auction and vehicle storage facility. This property is located in the City of Tolleson and is zoned I-1 (Light Industrial), I-2 (General Industrial), and C-2 (General Commercial).

West

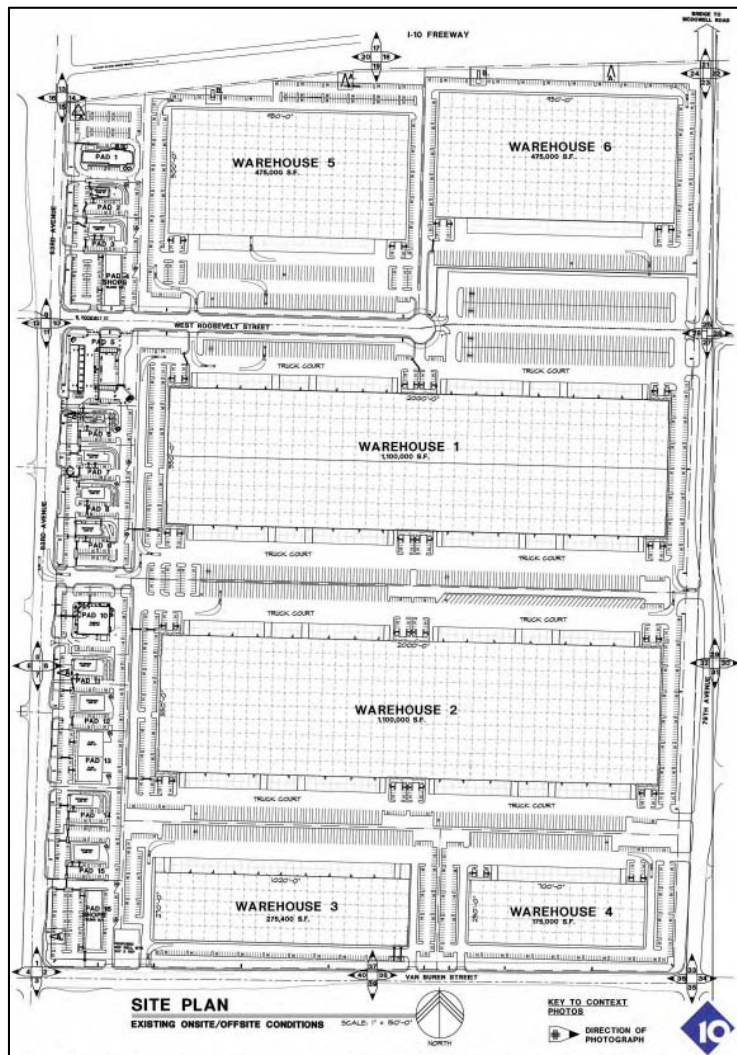
West of the subject site are a variety of manufacturing, distribution, and vacant properties. All properties are located in the City of Tolleson. Zoning is a combination of I-1 (Light Industrial) and C-2 (General Commercial).

PROPOSAL

4. The proposal was developed utilizing the PUD zoning designation, which allows an applicant to propose uses, development standards, and design guidelines for a site. One of the goals of this process is to allow the applicant to develop standards that respond to the surrounding environment more so than conventional zoning districts allow. The end result is property rezoned with standards crafted specifically for the site. Where the PUD Development Narrative is silent on a requirement, the applicable Zoning Ordinance provisions will be applied.

5. Below is a summary of the proposed standards for the subject site as described in the attached PUD Development Narrative date stamped April 25, 2017. The proposed standards were designed to allow a mix of commercial and industrial land uses. The proposal reflects the intense land uses characteristic of this area and is designed to capitalize on the transportation system capacity inherent in the property's location adjacent to the I-10 Freeway.

Development standards and design guidelines were designed to meet or exceed standards found in the CP/GCP, A-1, and C-3 zoning districts. Specifically, development standards are more restrictive within 300-feet of the 83rd Avenue and Van Buren Street rights of way. The proposal



contemplates commercial uses developing along 83rd Avenue, while special attention is warranted for the Van Buren Street streetscape given its high traffic volume as a major arterial road. Development standards are tailored to the land uses proposed on the conceptual site plan in these locations.

DEVELOPMENT STANDARDS

6. **Land Use**

The Development Narrative proposes to allow all of the permitted land uses in the C-1, C-2, C-3, Commerce Park, and A-1 zoning districts except for a selection of 19 uses that are prohibited. Prohibited uses include adult bookstores and entertainment, asbestos products, crane storage yards, and both single-family and multifamily residential uses. Multifamily residential land uses at a density of 15+ dwelling units per acre were proposed in the applicant's initial rezoning and General Plan amendment requests and were removed in response to staff recommendation. Given the intensity of the proposed land uses on-site, on adjacent properties, and in the surrounding area, staff contends that residential land uses are not suitable or consistent with the character of the surrounding area. The applicant revised both their general plan amendment and rezoning applications to remove all proposed residential land use designations and land uses.

The conceptual site plan included in the Development Narrative contemplates commercial land uses on pad sites developing along the entirety of the 83rd Avenue frontage. The remainder of the site is proposed to contain a combination of approximately quarter-million, half-million, and one million square-foot warehouse buildings.

Building Height

The Development Narrative proposes a maximum building height of 30-feet within 300 feet of 83rd Avenue and Van Buren Street rights of way with a provision for 56 feet maximum height for hotel uses only. This proposed height is intended to correlate with proposed commercial uses in this area and is consistent with the height standard in the C-3 zoning district.

Maximum building heights of 56 feet with a provision to allow 80 feet through use permit approval is permitted on the remainder of the site. This proposal is intended to correlate with the warehouse uses proposed in these areas and is consistent with the height standard in the A-1 zoning district.

Building and Landscape Setbacks

Building and landscape setbacks along 83rd Avenue and Roosevelt Street are proposed at 25 feet average with a minimum of 20 feet permitted for up to 50% of the structure, including projections. The 83rd Avenue frontage is proposed to develop with commercial land uses. Roosevelt Street is internal to the PUD and may contain frontage for both commercial and industrial land uses. This

standard is consistent with the C-3 zoning district and exceeds the standards of the CP/GCP and A-1 zoning districts.

Building and landscape setbacks along Van Buren Street are proposed to be a minimum of 30 feet. The Van Buren Street frontage is proposed to develop with industrial land uses. This standard is consistent with the CP/GCP zoning district and exceeds the standard of the A-1 zoning district.

Building and landscape setbacks along 79th Avenue are proposed to be a minimum of 15 feet. 79th Avenue is a collector street that offers no access to or connectivity across the I-10 Freeway. Across 79th Avenue, to the east, are large-scale distribution and warehousing uses. The proposed standard is less restrictive than that required by the C-3, CP/GCP, or A-1 zoning districts.

Building setbacks along the I-10 Freeway are proposed to be a minimum of 50 feet. The proposed standard is more restrictive than that required by the C-3, CP/GCP, or A-1 zoning districts.

Landscape setbacks along the I-10 freeway are proposed to be a minimum of 10 feet. The proposed standard is less restrictive than that required by the C-3, CP/GCP, or A-1 zoning districts.

Lot Coverage

Within 300 feet of the 83rd Avenue right of way, the maximum proposed lot coverage is 50%. The 83rd Avenue frontage is proposed to develop with commercial land uses. The proposed standard is consistent with the C-3 and CP/GCP zoning districts and exceeds the standard of the A-1 zoning district.

For the remainder of the site, the maximum proposed lot coverage is 60%. The proposed standard is more restrictive than that required by the C-3, CP/GCP, or A-1 zoning districts.

LANDSCAPING STANDARDS

7. The Development Narrative proposes landscaping standards for all perimeter property lines, internal streets and parking areas. All pads and users throughout the PUD must comply with the proposed standards. Landscaping standards are designed to complement the desert environment through the use of low water-use plants. The proposed plant palette includes a selection of plant materials from the Phoenix AMA Low Water Use/Drought Tolerant Plants list.

The Estrella Village Arterial Street Landscape Program is a guide prepared by the City of Phoenix Planning Department in December 1998 which provides a landscape palette for arterial streets in the Estrella Village. The program identifies specific trees and landscaping policies designed to provide a

consistent and appropriate theme for the Estrella Village. Staff stipulations require a revision to the text of the Development Narrative to state that the PUD will comply with the Estrella Village Arterial Street Landscape Program. Compliance with this Program will allow an expanded plant list, consistency with existing properties in the surrounding area, and landscaping theming appropriate to the Estrella Village.

83rd Avenue, Van Buren Street, & Roosevelt Street

These three frontages are proposed to contain one row of trees, planted 20 feet on center, with the following distribution of trees: Minimum 2-inch caliper (50%), minimum 3-inch caliper (25%) and minimum 4-inch caliper (25%). The 83rd Avenue frontage is proposed to develop with commercial land uses. Roosevelt Street is internal to the PUD and may contain frontage for both commercial and industrial land uses. Van Buren Street is a major arterial road that is proposed to have warehouse development fronting the streetscape. The proposed standard is consistent with the C-3 zoning district and exceeds the standards of the CP/GCP and A-1 zoning districts.

79th Avenue

The 79th Avenue frontage is proposed to contain one row of trees, planted 20 feet on center, with the following distribution of trees: Minimum 2-inch caliper (50%) and minimum 3-inch caliper (25%). 79th Avenue is a collector street in this location and offers no access to or connectivity across the I-10. Across 79th Avenue, to the east, are large-scale distribution and warehousing uses. The proposed standard in this area is less restrictive than the C-3 zoning district, but exceeds the standard permitted in the CP/GCP and A-1 zoning districts.

I-10 Freeway

The I-10 Freeway frontage is proposed to contain one row of trees, planted 30 feet on center, with the following distribution of trees: Minimum 3-inch caliper (50%) and minimum 2-inch caliper (50%). The standard is less restrictive than the C-3 zoning district, but exceeds the standard permitted in the CP/GCP and A-1 zoning districts.

Parking Areas

Within 300 feet of the 83rd Avenue and Van Buren Street frontages, the proposed landscaping standard is a minimum of 10%. This is consistent with the C-3 zoning district and exceeds the standard permitted in the CP/GCP and A-1 zoning districts. For all other areas, the proposed landscaping standard is a minimum of 5%. This is less restrictive than the C-3 zoning district, but exceeds the standard permitted in the CP/GCP and A-1 zoning districts.

Parking lot landscape planter standards regarding quantity and area are consistent with the C-3 zoning district for the entirety of the site. Tree standards

for parking islands identify the number of trees rather than the percentage of trees identified by caliper.

Other

Landscaping standards for on-site open areas and retention basins will comply with existing Zoning Ordinance standards.

DESIGN GUIDELINES

8. The Development Narrative proposes design guidelines intended to provide internal consistency between different builders and users within the Ten PUD, mitigate the impact of the largest buildings, and provide a high standard of design. Design guidelines regarding building massing include requirements to provide varied parapet heights, horizontal design motifs for longer buildings, integration of multiple external building materials, and use of block. Design guidelines addressing development features include restrictions on roof-mounted equipment, prohibiting mirror reflective glazing, screen wall design consistency, and prohibiting chain link fence where visible from public streets. Additional design guidelines address use of 'desert tone' colors, four-sided elevations, and others.

PARKING

9. Parking requirements shall comply with Section 702 of the Zoning Ordinance.

SIGNAGE

10. The Development Narrative proposes standards for multi-tenant ground signs located along 83rd Avenue and Van Buren Street. Commercial users' signs are limited to 50 or 80 square feet, depending on the size of the building.

The proposal also includes two pylon signs along the I-10 Freeway frontage at a maximum height of 72 feet with a maximum of sign area of 450 square feet per face. The sign height and area are less restrictive than Zoning Ordinance standards, however the restriction to two total pylon signs is more restrictive than Zoning Ordinance standards.

Off-premise signs include three billboards permitted along the 83rd Avenue frontage and an additional three billboards permitted along the I-10 Freeway frontage. Off-premise signs will comply with Zoning Ordinance Section 705.2 and definitions within Section 202.

SHADING

11. The Development Narrative does not address shading. The PUD shall comply with existing Zoning Ordinance shade standards.

However, the sustainability principles in Section J (See Background Item #12) propose 75% shading within 300 feet of the 83rd Avenue and Van Buren Street rights-of-way for main pedestrian pathways and connections. This proposal exceeds Zoning Ordinance shading standards. However, the proposal is not explicitly required. It may be implemented by the developer as one of three required sustainability principles from a total of eight proposed.

SUSTAINABILITY

12. The Development Narrative proposes eight sustainable development principles that may be employed throughout the project. Developers will be required to implement three from this list.

Proposed sustainable development elements include recycling construction waste, provision of recycling facilities for end users, increased shading along 83rd Avenue and Van Buren Street, on-site rainwater retention, use of efficient appliances, sustainable irrigation practices, and others.

STREET TRANSPORTATION

13. Street Transportation Department stipulations require that the developer dedicate right-of-way for 79th Avenue, 83rd Avenue (55 feet), Van Buren Street (50 feet), and Roosevelt Street (80 feet). Additional stipulations require that the developer construct all streets per plans approved by the Planning and Development Department and in compliance with ADA standards and to submit a Developer Project Information Form for the MAG Transportation Improvement Program to the Street Transportation Department

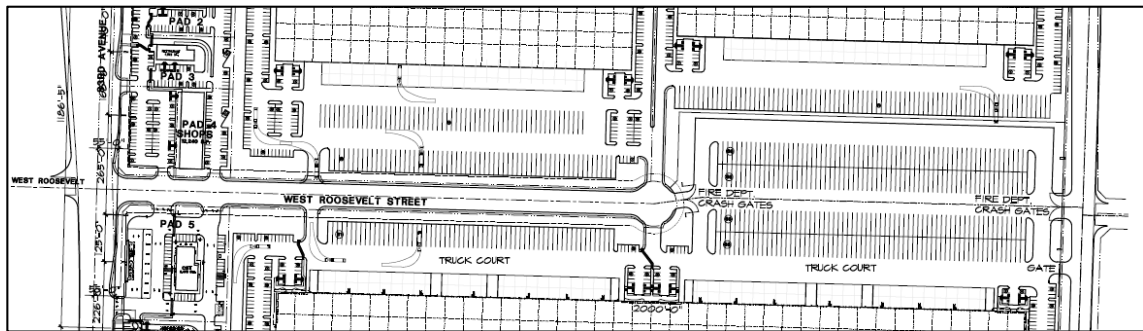
14. **79th Avenue**

Between Van Buren Street and the I-10 Freeway, the 79th Avenue right-of-way is not fully dedicated and does not comprise a consistent or straight alignment. The right-of-way contains a variety of easements including public utility, water, irrigation, USA Fee Title, drainage, SRP, and other types. Additionally, the portions of improved street in this area are meandering and consist of varying widths. Finally, there are existing utility poles which would constrain the possibility of straightening the right-of-way.

For these reasons, 79th Avenue will likely develop with a meandering alignment and varying dimensions. Therefore, the Street Transportation Department recommends a stipulation stating that 79th Avenue between Van Buren Street and the I-10 Freeway be dedicated and constructed per plans reviewed and approved by the Street Transportation and Planning and Development Departments. This stipulation is in lieu of providing a single dimension for the dedication of right-of-way along 79th Avenue and allows the developer to work with the City to determine the final dedication and improvement details during the development process.

15. **Roosevelt Street**

The Development Narrative proposes that Roosevelt Street not be dedicated or constructed through the site, from 79th Avenue to 83rd Avenue. Specifically, the conceptual site plan proposes that Roosevelt Street be constructed with access from 83rd Avenue and terminating in a cul-de-sac at approximately the center of the site. The cul-de-sac is shown on the conceptual site plan with a driveway leading north into a parking lot area for one of the warehouses and with Fire Department crash gates leading east into an additional parking area. At the location where the Roosevelt Street alignment intersects 79th Avenue, additional Fire Department crash gates are proposed.



The applicant contends that constructing Roosevelt Street as a continuous public street between 79th Avenue and 83rd Avenue would create excessive traffic as a result of existing industrial users routing traffic through the Ten PUD site to access the I-10 Freeway at 83rd Avenue.

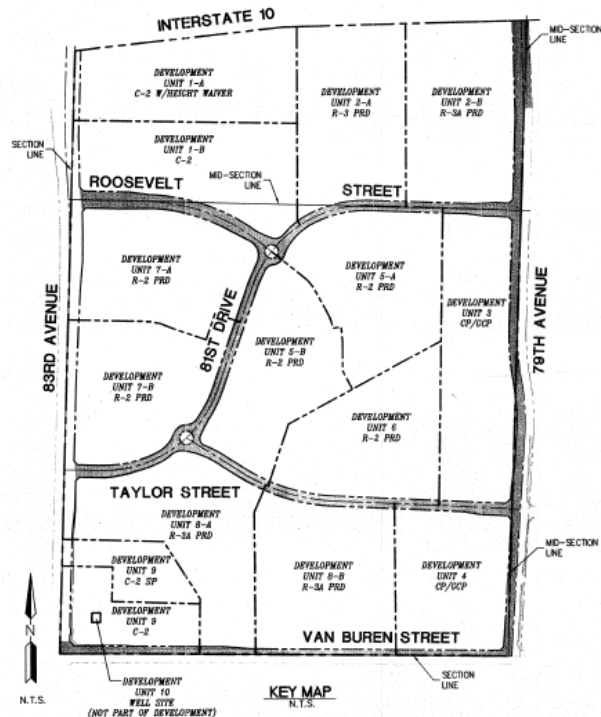
Staff does not support the proposal to terminate Roosevelt Street at the center of the site and does not agree with the contention that the complete construction of Roosevelt Street between 79th Avenue and 83rd Avenue will create excess traffic at the 83rd Avenue interchange. Failing to construct the entirety of Roosevelt Street may maintain the existing traffic pattern for industrial users to the east in limiting their freeway access to the 75th Avenue interchange. These users are unlikely to drive through the proposed truck courts within the Ten PUD to access 83rd Avenue. However, for users of the Ten PUD site, there are three proposed driveways that offer access to 79th Avenue and by extension, Roosevelt Street and 75th Avenue.

Construction of Roosevelt Street between 79th Avenue and 83rd Avenue would create equitable access for users of both the Ten PUD and properties in the surrounding area to access both freeway interchanges. Staff does not believe that if Roosevelt Street were to be constructed in full, industrial users east of 79th Avenue would overwhelmingly choose to drive through the Ten PUD site versus accessing the 75th Avenue interchange from the closer and fully dedicated and improved portion of Roosevelt Street between 75th and 79th Avenues.

The current zoning designations on the subject property originate from the approval of the Capri PCD (rezoning case no. Z-31-06) in September of 2007. The only exception is the 0.06 acres that comprise the well site which is zoned RE-43. As a requirement of the approval of the Planned Community District, master street plans were approved in 2008 by the directors of the Street Transportation, Planning, and Development Services Departments. These master street plans included the complete construction of both Roosevelt and Taylor Street through the entire site. Additionally, Roosevelt and Taylor Street were planned to connect via the construction of 81st Drive through the center of the site. Along the planned alignments of Roosevelt and Taylor Street were a combination of commercial, commerce park, and residential zoning designations. These rights-of-way provided permeability and connectivity within and through the development. The Street Transportation Department stipulations in the current request address only the dedication of 80 feet of right-of-way for Roosevelt Street to provide connectivity consistent with the existing street network in the surrounding area. The stipulations do not address Taylor Street, 81st Street, or any other right-of-way internal to the site. The current proposal does not include any internal street network or connectivity to surrounding properties. Staff contends that the sites' size, approximately 226 acres and 7/10 of a mile long from north to south, is too excessive to not require some planned connectivity with surrounding properties through the provision of a fully dedicated public street.

MASTER STREET PLAN CAPRI PHOENIX, ARIZONA

A PORTION OF THE WEST HALF OF
SECTION 2, TOWNSHIP 1 NORTH, RANGE 1 EAST
OF THE GILA AND SALT RIVER MERIDIAN,
MARICOPA COUNTY, ARIZONA.



The 2015 Phoenix General Plan is constructed around the central premise of the desire to develop the city as a 'Connected Oasis'. The Connected Oasis concept addresses a wide range of development strategies and concerns regarding promoting connectivity that seek to connect communities and businesses to assets, provide efficient opportunities to move through our built environment, and preserve and promote the unique character of our city. In

discussing the grid system that defines Phoenix's street network, the General Plan states that "the ability for residents to connect with their destinations easily and efficiently as possible has long been a point of pride for residents and a defining element of Phoenix's quality of life."

Between Central Avenue and 83rd Avenue, there are only two portions of Roosevelt Street that are not at least partially dedicated or constructed. One is the area between 19th Avenue and 27th Avenue where the street is interrupted by a cemetery, the I-17 Freeway, and a major rail yard. The other is an approximately 580 foot portion just west of 67th Avenue, which is adjacent to a truck stop. Completion of Roosevelt Street through the subject property would contribute to an efficient, consistent, reliable, and connected street network that provides equitable access and predictability for all users of the subject site, adjacent properties, and the surrounding area.

ARCHAEOLOGY

16. The City of Phoenix Archaeology Office indicated that several prehistoric canals cross the project area as well as the prehistoric habitation site of Los Aumentos. Some previous archaeological work has been conducted on these sites.

They also indicated that prehistoric canals are unlikely to be affected by this zoning application. Based on the previous work conducted within this project area no archaeological work is necessary for this project. However, if any archaeological materials are encountered during construction, all ground-disturbing activities must cease within 10 meters of the discovery and the City of Phoenix Archaeology Office must be notified immediately and allowed time to properly assess the materials.

Staff stipulations require the developer to immediately cease all ground-disturbing activities within a 33 foot radius of the discovery of archaeological materials, notify the City Archaeologist, and allow time for the Archaeology Office to properly assess the materials.

MISCELLANEOUS

17. The Phoenix Fire Department has noted that they do not anticipate any problems with this case and that the site and/or buildings shall comply with the Phoenix Fire Code.
18. The City of Phoenix Floodplain Management division of the Street Transportation Department has determined that this parcel is not in a Special Flood Hazard Area (SFHA), but is located in a Shaded Zone X, on panel 2180 L of the Flood Insurance Rate Maps (FIRM) dated October 16, 2013.
19. The Water Services Department indicated that the subject site is surrounded with existing water and sewer mains that can potentially serve the development.

20. The Aviation, Parks and Recreation, and Public Transit Departments had no comments regarding the request.
21. Development and use of the site is subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements and other formal actions may be required.

Findings

1. The proposal is not consistent with the General Land Use Map designations of Residential 15+, Residential 10-15, and Residential 5-10 on a portion of the site and the gross acreage of this portion exceeds 10 acres, however a companion General Plan amendment request (GPA-EST-1-16-7) is being processed concurrently.
2. The proposal includes development and landscaping standards and design guidelines that in some instances exceed Zoning Ordinance standards in the CP/GCP, A-1, and C-3 zoning districts.
3. The proposed development is consistent in scale and character with the surrounding land use pattern.

Stipulations

1. An updated Development Narrative for the Ten 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 April 25, 2017, as modified by the following stipulations:
 - a. Page 13, Connecting People & Places, 3rd Paragraph: Delete the third and fourth sentences.
 - b. Page 27, Paragraph 2 (Following Bullet 4): Revise as follows: **“THE TEN PUD WILL COMPLY WITH THE ESTRELLA VILLAGE ARTERIAL STREET LANDSCAPING PROGRAM. ADDITIONALLY,** ¶the following standard...”

- c. Page 36, Section J, Sustainability Principles, 2nd Bullet: Delete the fourth sentence.
 - d. Page 38, Section K.1, 1st Paragraph: Delete the first paragraph and replace with the following: "The TEN PUD has great access from major arterial streets as well as a major freeway. Moreover, the Property is well served by an internal drive aisle, providing efficient internal circulation and limiting offsite movements."
 - e. Page 38, Section K.1, 3rd Paragraph: Delete the third paragraph.
 - f. Figure 2, Figure 4, Exhibit 2, Exhibit 3, Exhibit 6, and Exhibit 12: Add the following note on each graphic: "This plan is conceptual."
2. 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.

STREET TRANSPORTATION

3. The developer shall dedicate and construct 79th Avenue between Van Buren Street and the I-10 Freeway per plans reviewed and approved by the Street Transportation Department.
4. The developer shall dedicate 55 feet of right-of-way for the east-half of 83rd Avenue.
5. The developer shall dedicate 80 feet of right-of-way for entire width of Roosevelt Street.
6. The developer shall dedicate 50 feet of right-of-way for the north half of Van Buren Street.
7. The developer shall construct all streets within and adjacent to the development with paving, curb, gutter, sidewalk, curb ramps, streetlights, median islands, landscaping and other incidentals as per plans approved by the Planning and Development Department. All improvements shall comply with all ADA accessibility standards.
8. The applicant shall complete and submit the Developer Project Information Form for the MAG Transportation Improvement Program to the Street Transportation Department. This form is a requirement of the EPA to meet clean air quality requirements.

Staff Report: Z-56-15-7
May 1, 2017
Page 16 of 16

Writer

Adam Stranieri
May 1, 2017

Team Leader

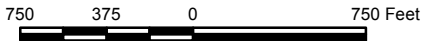
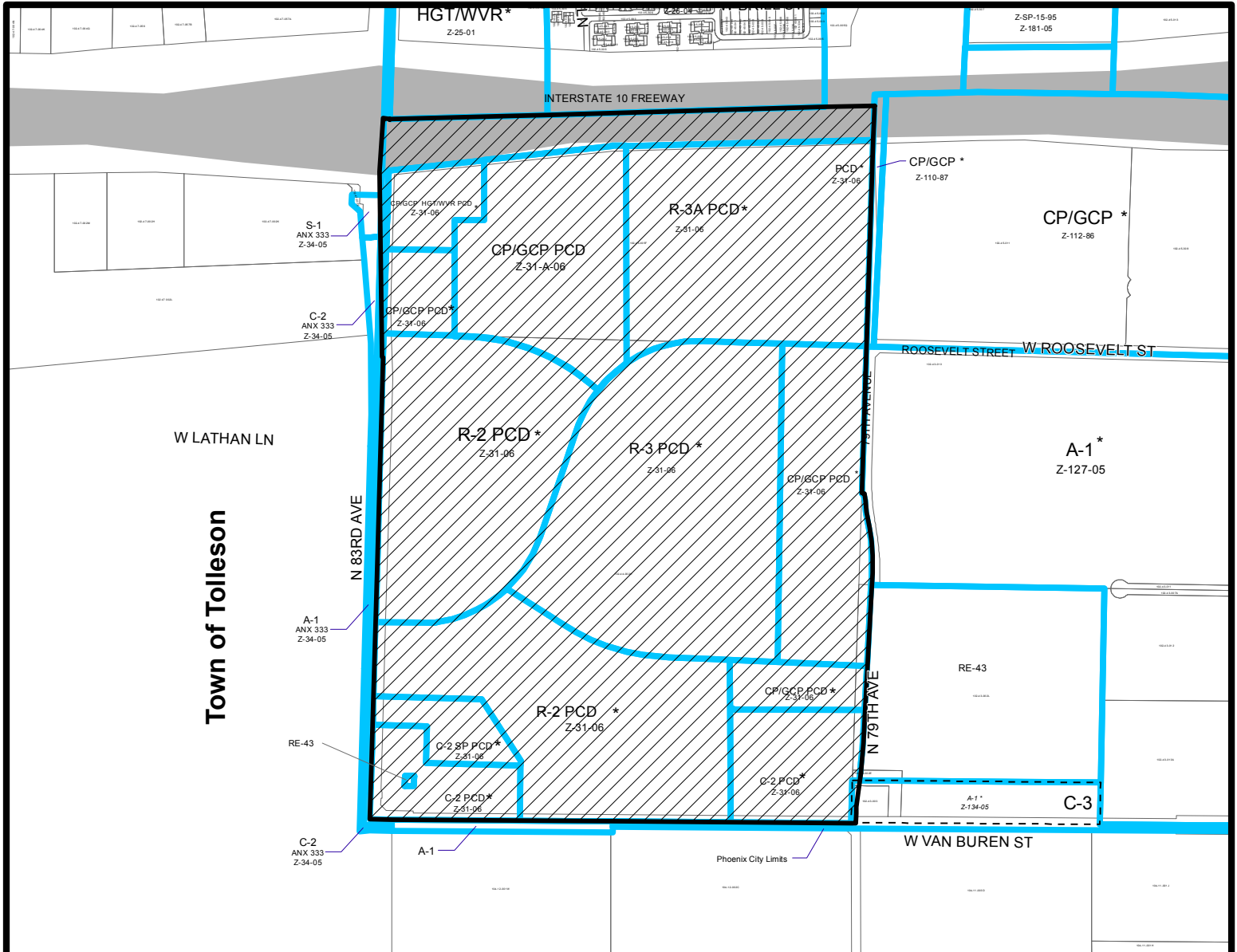
Joshua Bednarek

Exhibits

Sketch Map

Aerial

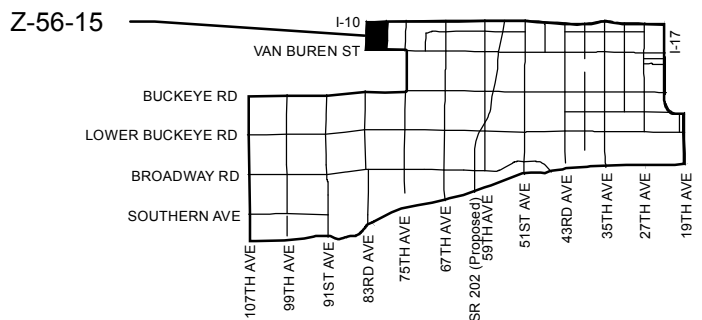
Ten PUD Development Narrative date stamped April 25, 2017



CITY OF PHOENIX PLANNING DEPARTMENT

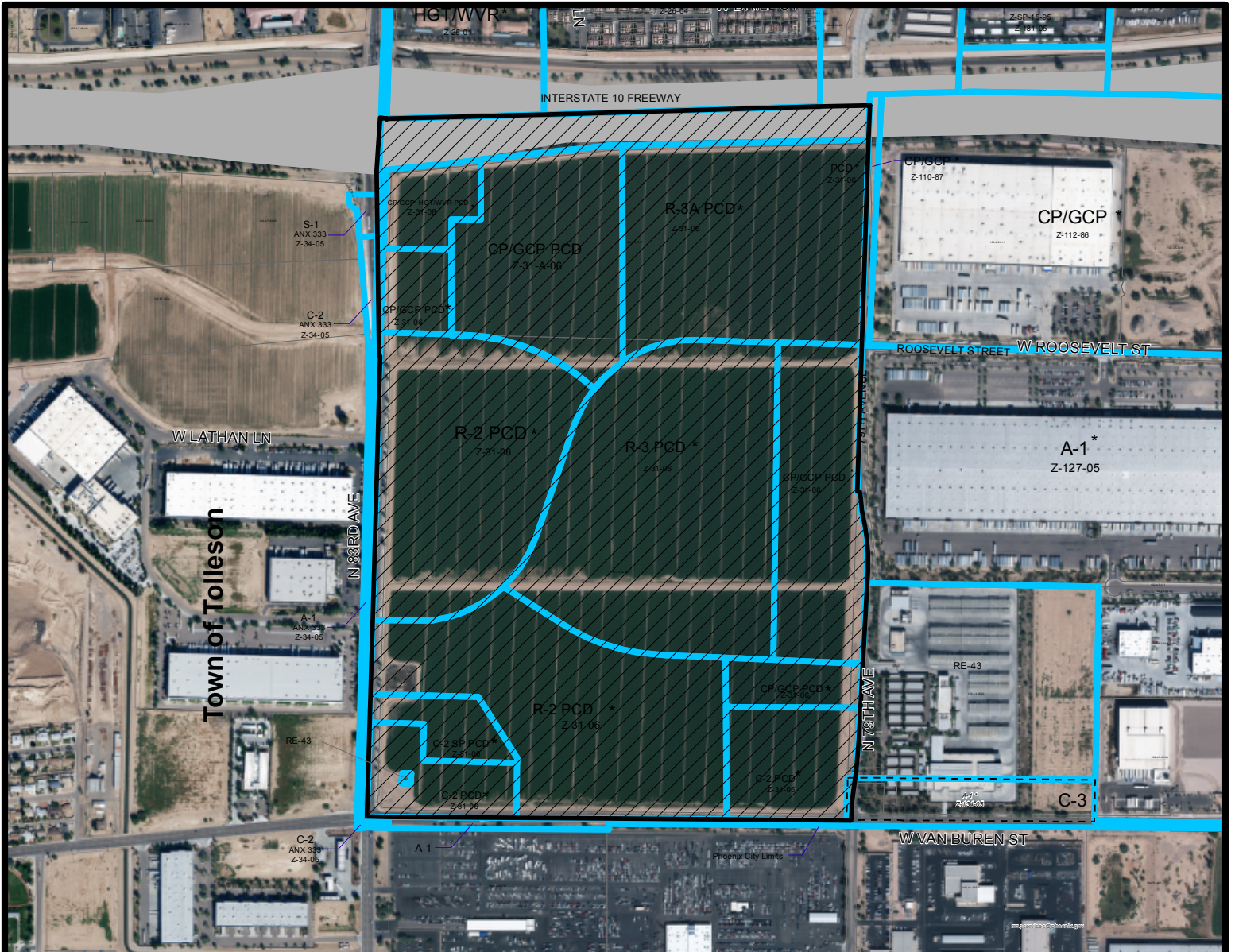
ESTRELLA VILLAGE

CITY COUNCIL DISTRICT: 7



APPLICANT'S NAME: Irwin G. Pasternack		REQUESTED CHANGE: FROM: C-2 PCD, (17.01 a.c.) R-2 PCD, (67.26 a.c.) CP/GCP HGT/WVR PCD, (5.21 a.c.) R-3 PCD, (45.49 a.c.) C-2 SP PCD, (4.39 a.c.) R-3A PCD, (34.2 a.c.) CP/GCP PCD, (52.77 a.c.) RE-43, (0.06 a.c.)	
APPLICATION NO. Z-56-15	DATE: 1/19/16	REVISION DATES: 11/2/2016 11/15/2016 03/30/2017 04/21/2017	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 226.39 Acres	AERIAL PHOTO & QUARTER SEC. NO. QS 11-9	ZONING MAP F-3	
MULTIPLES PERMITTED C-2 PCD, CP/GCP HGT/WVR PCD, C-2 SP PCD, CP/GCP PCD, R-2 PCD, R-3 PCD, R-3A PCD, RE-43 PUD		CONVENTIONAL OPTION 246, N/A, 63, N/A, 672, 659, 752, 1 N/A	
		* UNITS P.R.D. OPTION 296, N/A, 76, N/A, 807, 791, 903, N/A N/A	

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

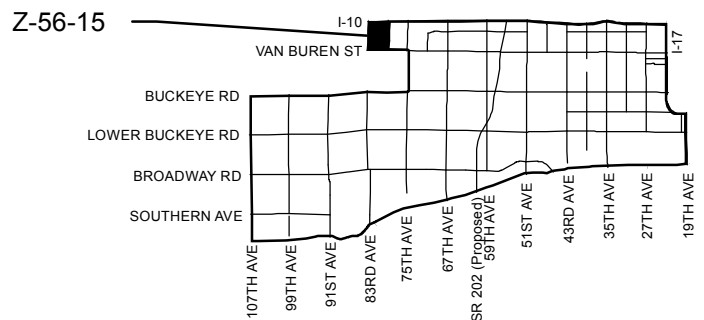


750 375 0 750 Feet

CITY OF PHOENIX PLANNING DEPARTMENT

ESTRELLA VILLAGE

CITY COUNCIL DISTRICT: 7



APPLICANT'S NAME: Irwin G. Pasternack

APPLICATION NO. Z-56-15

DATE: 1/19/16			
REVISION DATES:			
11/2/2016	11/15/2016	03/30/2017	04/21/2017

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

AERIAL PHOTO & QUARTER SEC. NO.	ZONING MAP
QS 11-9	F-3

REQUESTED CHANGE:
FROM: C-2 PCD, (17.01 a.c.) R-2 PCD, (67.26 a.c.)
CP/GCP HGT/WVR PCD, (5.21 a.c.) R-3 PCD, (45.49 a.c.)
C-2 SP PCD, (4.39 a.c.) R-3A PCD, (34.2 a.c.)
CP/GCP PCD, (52.77 a.c.) RE-43, (0.06 a.c.)

TO: PUD (226.39 a.c.)

MULTIPLES PERMITTED C-2 PCD, CP/GCP HGT/WVR PCD, C-2 SP PCD, CP/GCP PCD, R-2 PCD, R-3 PCD, R-3A PCD, RE-43
PUD

CONVENTIONAL OPTION
246, N/A, 63, N/A, 672, 659, 752, 1
N/A

* UNITS P.R.D. OPTION
296, N/A, 76, N/A, 807, 791, 903, N/A
N/A

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