

## Attachment B



**City of Phoenix**  
PLANNING AND DEVELOPMENT DEPARTMENT

**Staff Report Z-20-21-4**  
**(Uptown Residential Community PUD)**  
September 3, 2021

**Encanto Village Planning Committee** Meeting Date: September 13, 2021

**Planning Commission** Hearing Date: October 7, 2021

**Request From:** UR TOD-1 (Urban Residential, Transit-Oriented Zoning Overlay One) (4.34 acres)

**Request To:** PUD (Planned Unit Development) (4.34 acres)

**Proposed Use:** PUD to allow multifamily and single-family attached residential

**Location:** Approximately 1,300 feet north of the northeast corner of Central Avenue and Indian School Road

**Owner:** Midtown Central Hotel Corporation

**Applicant:** Cresleigh Homes Arizona, LLC

**Representative:** Norris Design, Alan Beaudoin

**Staff Recommendation:** Approval, subject to stipulations

General Plan Conformity			
<u>General Plan Land Use Map Designation</u>		Commercial	
<u>Street Map Classification</u>	Central Avenue	Arterial, Light Rail Transit	50-foot east half street
<b>CONNECT PEOPLE AND PLACES CORE VALUE; TRANSIT ORIENTED DEVELOPMENT; LAND USE PRINCIPLE: <i>Develop land use and design regulations governing land close to transit centers and light rail stations, to maximize the potential for ridership.</i></b> The proposal advances the intent of land use and design regulations contained in city policy for transit oriented development by providing an ownership housing opportunity, in an urban form which frames Central Avenue, and with on-site features to promote walking, bicycling, and transit use.			

**CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS CORE VALUE; HEALTHY NEIGHBORHOODS; DESIGN PRINCIPLE: Establish design standards and guidelines for parking lots and structures, setback and build-to lines, blank wall space, shade, and other elements affecting pedestrians, to encourage pedestrian activity and identify options for providing pedestrian-oriented design in different types of development.**

The proposal includes design and development standards to encourage walking, bicycling, and transit use. These standards include a shaded streetscape, units fronting onto the public sidewalk, parking situated away from the public street, and on-site amenities.

**CONNECT PEOPLE AND PLACES CORE VALUE; BICYCLES; DESIGN PRINCIPLE: Development should include convenient bicycle parking.**

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**CONNECT PEOPLE AND PLACES CORE VALUE; COMPLETE STREETS; DESIGN PRINCIPLE: Locate parking to the rear of a site to create a more pedestrian environment, when adequate shielding from noise and light can be provided to adjacent established neighborhoods. On-street parking in some areas may also promote a pedestrian environment.**

The proposal frames the street with a sidewalk-oriented townhome with direct accesses to the public sidewalk which will be enhanced with shade trees and other improvements consistent with the Central Avenue Development Standards. The proposal includes secure bicycle parking for residents, convenient racks for guests, a bicycle repair station that will serve as a public amenity, shaded pedestrian pathways with connections to Central Avenue, and vehicle parking accessible only from the interior of the development. These features and design requirements will complement the Grand Canal multiuse trail and allow residents to conveniently access amenities and employment.

**CONNECT PEOPLE AND PLACES CORE VALUE; OPPORTUNITY SITES; LAND USE PRINCIPLE: Promote and encourage compatible development and redevelopment with a mix of housing types in neighborhoods close to employment centers, commercial areas, and where transit or transportation alternatives exist.**

The proposal will introduce ownership housing opportunities in Central Phoenix with close access to two light rail stations, a major community park, and the Encanto Village Core. These additional housing opportunities supports goals contained in the Housing Phoenix Plan to preserve and create 50,000 units by 2030.

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

The proposal will create a pedestrian friendly streetscape environment consistent with the Central Avenue Design Standards and the Walkable Urban Code's requirement for 75 percent shade. Additionally, as stipulated, the development will include well shaded amenity areas and on-site pedestrian pathways.

### Applicable Plan, Overlays, and Initiatives

[Transit Oriented Development Strategic Policy Framework](#): See Background Item Nos. 12 - 13.

[Uptown Transit Oriented Development Policy Plan](#): Background Item Nos. 13 - 17.

[Comprehensive Bicycle Master Plan](#): See Background Item No. 18.

[Complete Streets Guiding Principles](#): See Background Item No. 19.

[Tree and Shade Master Plan](#): See Background Item No. 20.

[Zero Waste Phoenix](#): See Background Item No. 21.

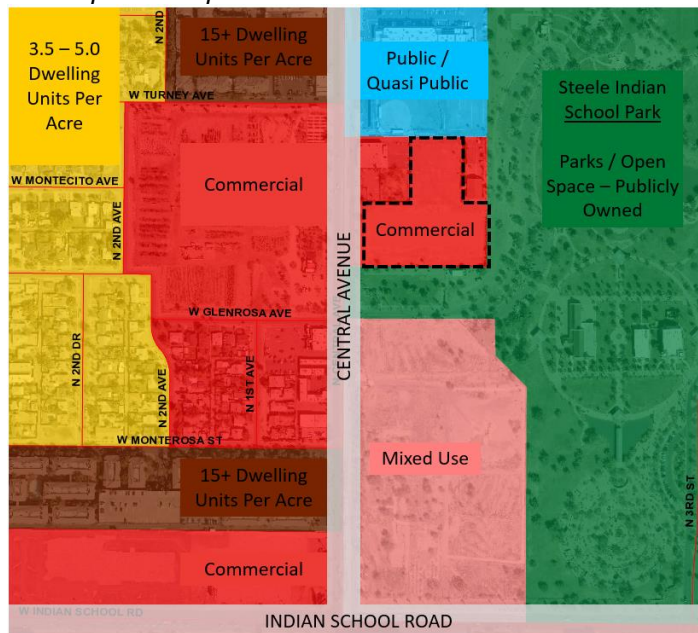
### Background/Issues/Analysis

#### SUBJECT SITE

1. This request is to rezone 4.34 gross acres located approximately 1,300 feet north of the northeast corner of Central Avenue and Indian School Road from UR TOD-1 (Urban Residential, Interim Transit-Oriented Zoning Overlay District One) to PUD (Planned Unit Development) to allow multifamily and single-family attached residential
2. The subject site has a General Plan Land Use Map designation of Commercial which is consistent with the proposed and permitted uses within the Development Narrative.

The subject site is also located in the ReinventPHX Uptown Transit Oriented Development District which extends from Indian School Road on the south to Missouri Avenue on the north and from 7th Street to 7th Avenue. More policy analysis can be found in Item Nos. 12 through 17.

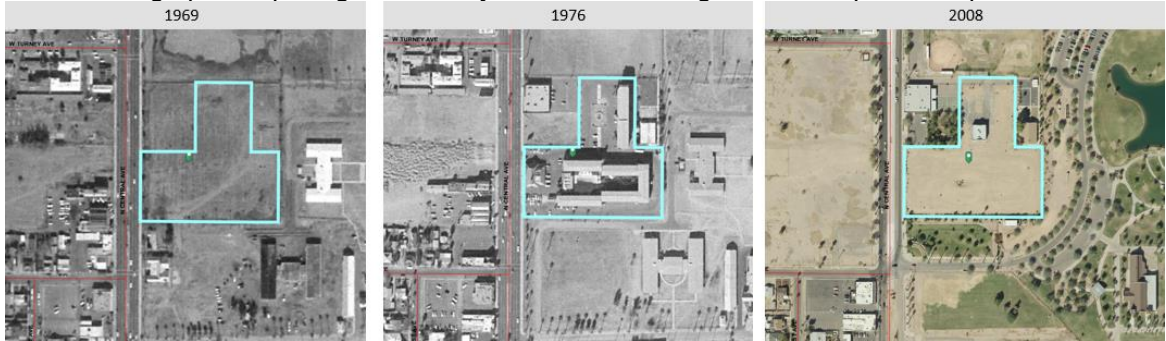
*General Plan Land Use Map, Source: Planning and Development Department*



### SURROUNDING LAND USE AND ZONING

3. The subject site was developed with a hotel/motel in the early 1970s until 2006/07 when it was demolished. Since that time, the subject site has been entirely vacant.

*Aerial Photographs Depicting Site History, Source: Planning and Development Department*



North: Immediately adjacent to the subject site are two distinct uses and ownership entities.

- The properties to the northeast and northwest of the subject site but beneath the northernmost boundary contains commercial and residential spaces; the northeastern portion is zoned R-5 (Multifamily Residence District) and the northwestern portion along Central Avenue is zoned C-2 TOD-1 (Intermediate Commercial, Interim Transit-Oriented Zoning Overlay District One).
- Immediately adjacent north of the northern boundary of the subject site is a recreational field owned by Phoenix Union High School District and zoned R-5 (Multifamily Residence District).

East and South: Immediately adjacent to the subject site is Steele Indian School Park, owned and operated by the City of Phoenix Parks and Recreation Department. Along the south property line, the park gate is located approximately 165 feet from the southeast corner of the subject site with the remaining being ungated. To maintain security within the park outside of operating hours, the Parks and Recreation cannot allow private access outside of operating hours.

*Steele Indian School Park – Gate Annotations, Source: Planning and Development Department*



West (across Central Avenue): Across Central Avenue from the subject site is a vacant property most recently occupied by a community garden and landscape center and is currently zoned C-2 TOD-1 (Intermediate Commercial, Interim Transit Oriented Zoning Overlay District One) and R-3 (Multifamily Residence District, Interim Transit Oriented Zoning Overlay District One) with Approved C-2 H-R HGT/WVR PRK/WVR TOD-1 (Intermediate Commercial, Height Waiver, Parking Waiver, Interim Transit Oriented Zoning Overlay District One). Per Rezoning Case No. Z-344-83, the maximum height is restricted to 500 feet through a zoning stipulation.

#### PROPOSAL

4. The proposal utilizes the PUD zoning designation which is intended to create a built environment that is superior to that produced by conventional zoning districts and design guidelines. Using a collaborative and comprehensive approach, an applicant proposes standards and guidelines that are tailored to the context of the specific site. Where the PUD Development Narrative is silent on a requirement, the applicable Zoning Ordinance provisions are applied.

While the Walkable Urban Code does include a Single-Family Attached Development Option, additional clarification is needed regarding the use of the development under Chapter 13 guidelines, especially in regard to applicable Subdivision Ordinance standards. This proposal utilizes a Planned Unit Development as a way of bringing Single-Family Attached Development to Uptown Phoenix in a form that is walkable, transit oriented, and that is enforceable. The Planning and Development Department is currently in the process of developing a Text Amendment (z-TA-3-19) that includes the clarification noted above.

5. The conceptual site plan depicts: 72 townhomes designed for individual lot sales; seven units oriented to Central Avenue with porch frontages to frame and activate the streetscape; a central amenity area designed as an outdoor living room; and with some interior units oriented onto community courtyards or with visual access to Steele Indian School Park.

**Streetscape:** The streetscape along Central Avenue complies with the intent of the Central Avenue Streetscape Development Standards and the minimum dimensions and planting standards contained in the Walkable Urban Code, Transit Uptown Character Area Streetscape Standards. The sidewalk will be shaded, detached, and feature both the signature palm trees and shade trees.

**Site Access and Circulation:** The conceptual site plan includes one point of vehicular access from Central Avenue and another access from the north of the site which utilizes an existing easement. The conceptual site

plan also depicts two pedestrian connections to Central Avenue and a direct access to the ungated portion of Steele Indian School Park that, subject to a maintenance agreement will connect to the park entrance with a pathway. Subject to further maintenance agreements with the Parks and Recreation Department, the conceptual site plan depicts landscape plantings along the edge of the site on the parkland to soften the interface with the development.

***Amenity Areas:***

In addition to providing private yards and semi-private interior courtyards, the conceptual site plan depicts a centrally located amenity area positioned and programmed as an outdoor living room.

6. The proposed development standards of the Planned Unit Development exist in the body of the Development Narrative. Below is a summary of the regulatory elements of the Development Narrative date stamped July 12, 2021.

7. ***Land Use***

The narrative utilizes the provisions of the Walkable Urban Code Transect 5:3 (WU Code T5:3) regarding permitted uses.

8. ***Development Standards***

The development narrative utilizes the development standards contained in the Walkable Urban Code Transect 5:3 as the foundation for this PUD. For all uses except for Single-Family Attached, the provisions of the Walkable Urban Code will apply wholesale as pertinent to Transect 5:3. If the subject site is developed as Single-Family Attached, the below modifications to Transect 5:3 will apply.

- Minimum lot width: Expanded from 20 feet to 24 feet in PUD
- Perimeter Setbacks:
  - Central Avenue Frontage: Expanded from 10 foot perimeter setback to 15 feet to allow for Central Avenue enhancements
  - Adjacent to a property line: Reduced from 10 feet to 5 feet when adjacent to a paved surface or when a side yard
- Maximum building length: Expanded from 200 feet to 290 feet
- Common areas: From minimum 5 percent of gross area to minimum 5 percent of gross area and an 800 square foot common gathering area.
- Height: Reduced from a maximum height of 4 stories (48 feet) with setbacks to 3 stories and 40 feet.

9. ***Design Guidelines***

In addition to applicable WU Code Design Guidelines, the development narrative contains design guidelines addressing building facades which are intended to enhance the visual interest of the structures, mitigate the impact of building

massing and height, and provide high-quality design. Guidelines require four-sided architecture, architectural embellishments, enhanced building materials, and no dwelling unit windows oriented to the north.

10. **Signage**

The development narrative utilizes the Walkable Urban Code, Section 1308 of the City of Phoenix Zoning Ordinance in its entirety.

11. **Sustainability**

The development narrative proposes a series of sustainability features such as cool roof designs, Energy Star Appliances, electric vehicle charging stations, and enhanced bicycle facilities including convenient bicycle parking and a bicycle fix-it station located in a publicly accessible location along Central Avenue.

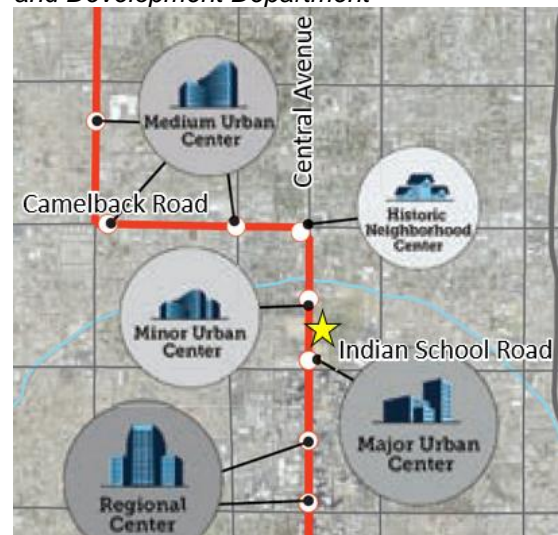
STUDIES AND POLICIES

12. **Transit Oriented Development Strategic Policy Framework**

The Transit Oriented Development Strategic Policy Framework, originally adopted in 2013, and later amended in 2016 and 2018, identifies policies and place types that are designed to shape walkable and mixed-use environments and focus redevelopment within a quarter mile of high capacity transit stations.

As depicted on the right, the subject site is located within one-quarter mile from two light rail stations which are designated as follows in the Strategic Policy Framework:

*Place Types – Transit Oriented Development Strategic Policy Framework, Source: Planning and Development Department*



- **Central and Indian School: Major Urban Center:** The Major Urban Center Place Type is characterized by four to eight story buildings with allowances up to 15 when incentive criteria are met or when a special circumstance exists.
- **Central and Campbell: Minor Urban Center:** The Minor Urban Center Place Type is characterized by two to five story buildings with allowances up to seven when incentive criteria are met or when a special circumstance exists.

The proposed development proposes single-family attached units with a maximum height of three stories and 40 feet. If the site were to develop with

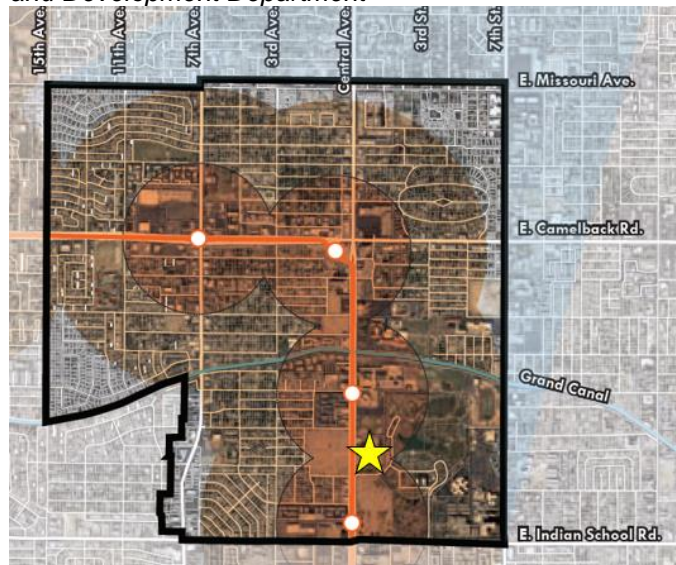
something other than single-family attached, the provisions of Transect 5:3 would apply which permits a maximum height of 48 feet. The proposed development is consistent with the proposed scale of the two nearby Place Types.

13. **Uptown Transit Oriented Development Policy Plan**

The subject site is located within the Uptown TOD Planning Area which is depicted to the right. The adopted plan provides a blueprint for fully achieving the transformative potential of light rail in a sustainable manner.

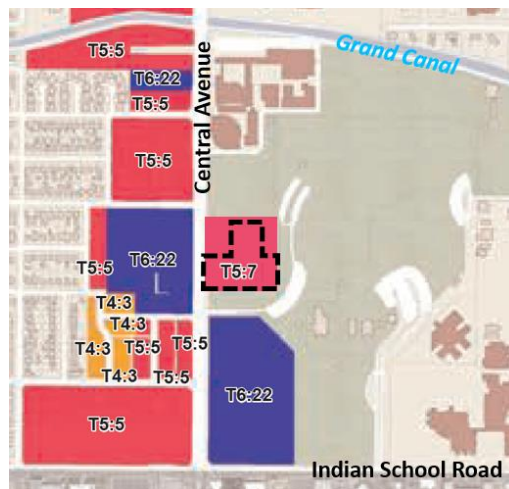
Changes advocated in the plan can lower transportation costs for residents, create new business opportunities, encourage active, healthy lifestyles, ensure Phoenix increases its competitive advantage in the global marketplace, and improve prosperity by growing the economy in locations with existing infrastructure and public services. The Uptown TOD Plan includes three principal elements which are used to determine policy alignment: Recommended Transects; Illustrative Master Plans; and how a proposal will advance the vision toward TOD.

*Uptown TOD Policy Plan Boundaries, Source: Planning and Development Department*



14. ***Recommended Transect:*** The subject site is mapped with a recommended transect of 5:7 which is generally consistent with the existing entitlements at the time the plan was adopted. During the creation of the ReinventPHX Transit Oriented Development Policy Plans, staff sought to recommend transects equivalent to existing entitlements and found that T5:7 was most equivalent to the Urban Residential zoning entitlement.

*Uptown TOD Policy Plan Boundaries, Source: Planning and Development Department*





15. **Illustrative Master Plan:** The illustrative master plan for the “Steele Indian School Park Priority Investment Area” depicts a four story conceptual development with interior courtyards and direct physical connections to the interior of the park. The depiction is consistent with the scale proposed by the applicant; however, because Steele Indian School Park closes during the evening hours, the Parks and Recreation Department cannot permit direct private access.

*Steele Indian School Park Priority Investment Area, Illustrative Master Plan, Source: Planning and Development Department*



Additionally, the narrative descriptions for the “Steele Indian School Park Priority Investment Area” identifies the subject property in two ways.

- “Infill development on vacant parcel” referring specifically to the subject site and its importance to activating the park and this section of Central Avenue in a walkable and transit oriented manner.
- The narrative vision of life in 2040 states that “*former vacant lots are now developed with a variety of residential units.*”

The proposed development will bring new ownership opportunities to Uptown Phoenix and new life to a parcel that has been entirely vacant since 2008.

16. **Alignment with the Vision:** The Uptown TOD District Plan provides the following direction relevant to the subject site:
- *Increase the Population Using Alternative Transportation:* The Uptown TOD Plan includes measurable outcomes focused on increasing ridership on the light rail, increasing the number of individuals riding bikes or walking to work, and decreasing the number of Vehicle Miles Traveled (VMT). The proposed project will position new households within walking and bicycling distance to jobs, schools, and major park facilities.
  - Walkable Urban Forms and Transit Orientation. The Uptown TOD Plan includes a series of recommendations pertaining to the form of new development with special focus on fronting units onto the streets, locating parking at the rear of the site, and the importance of shaded sidewalks. The proposed development would implement the core principals of the Walkable Urban Code on this site which is a strong recommendation of the Uptown TOD Plan.

- *Decrease the Amount of Vacant Land.* The Uptown TOD Plan includes multiple measurable outcomes focused on increasing the development intensity within the study area through the redevelopment of vacant land and addition of productive use. The plan states that there are 71 acres of vacant land, the 2040 target is under 10 acres, and the proposed development would bring the district 4.34 acres closer to its goal.

17. ***Proposed Stipulations for Greater Alignment with the Policy Plan:*** While the proposed development largely aligns with the intent of the Strategic Policy Framework, the Uptown Transit Oriented Development Plan, and the Walkable Urban Code on which the PUD is modeled, staff is recommending a series of stipulations to more clearly codify several elements of on-site pedestrian circulation. The below proposed stipulations are contained in Stipulation No. 1 which is written for the applicant to incorporate into the final version of the narrative.

- Stipulation No. 1.a.: Requiring a minimum of two pedestrian connections between the interior of the development and the public sidewalk along Central Avenue. The purpose of this stipulation is to promote walking and bicycling through direct connections from the interior of the development to the exterior.
- Stipulation No. 1.b.: Requiring clearly defined pedestrian pathways connecting all buildings within the development to amenity areas and to the public sidewalks. The purpose of this stipulation is to promote walking and bicycling as safe and attractive alternatives to vehicular use by ensuring pathways lead directly to destinations without interruption.
- Stipulation No. 1.b.: Prohibiting pedestrian pathways of a certain distance that dead-end. The purpose of this stipulation is to ensure all pedestrian pathways are safe, active, and comfortable.
- Stipulation No. 1.c.: Requiring 75 percent shade over all on-site pedestrian pathways. The purpose of this stipulation is to promote walking, bicycling, and transit-use through the creation of thermally comfortable walkways within the development.

18. **[Comprehensive Bicycle Master Plan](#)**

The City of Phoenix adopted the Comprehensive Bicycle Master Plan in 2014 to guide the development of its Bikeway System and supportive infrastructure. The Comprehensive Bicycle Master Plan supports options for both short- and long-term bicycle parking as a means of promoting bicyclist traffic to a variety of destinations. The proposal incorporates standards for bicycle parking and includes a publicly accessible bicycle repair station (fix-it station) to complement bicycle facilities in the area such as the Grand Canal Trail and popular routes such as Central Avenue.

19. **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 support these principles related to pedestrian connectivity and safety, the development proposes enhanced shaded sidewalks on its street frontage and a publicly accessible bicycle repair station (fix-it station).

A key element of Complete Streets is that private land development should be designed in a manner that safely, comfortably, and conveniently connects potential road uses to the new facility. This is addressed in Stipulation Nos. 1.a. through c which pertain to on-site pedestrian pathways including connectivity and shade.

20. **Tree and Shade Master Plan**

The Tree and Shade Master Plan has a goal of treating the urban forest as infrastructure to ensure that trees are an integral part of the city's planning and development process. By investing in trees and the urban forest, the city can reduce its carbon footprint, decrease energy costs, reduce storm water runoff, increase biodiversity, address the urban heat island effect, clean the air, and increase property values. In addition, trees can help to create walkable streets and vibrant pedestrian places. The proposal includes a shaded and detached sidewalk along its public street frontage by utilizing the Transit Uptown Character Area Streetscape Standards.

A key element of the Tree and Shade Master Plan is the inclusion of shade on private properties to mitigate the urban heat island effect and to promote thermal comfort. This is addressed in Stipulation No. 1.c. which requires 75% shade over all private pedestrian pathways.

21. **Zero Waste Phoenix**

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. Recycling will be provided to all residential lots.

COMMUNITY INPUT SUMMARY

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

#### INTERDEPARTMENTAL COMMENTS

23. The Street Transportation Department provided a series of stipulations pertaining to Central Avenue improvements, perpetual access to the private property located northeast of the subject site, and their standard comment requiring all street improvements and compliance with ADA standards. These are addressed within the development narrative and in Stipulation Nos. 2 through 5
24. The Public Transit Department requested a robust system of shaded and connected internal pedestrian pathways, demarcated at crossings of vehicular driveways and drive-aisles by a change of color, texture, or elevation. This is addressed in Stipulation No. 1.a through 1.c..
25. The Fire Department commented that they do not anticipate any problems serving the site but noted that the site must comply with the Phoenix Fire Code. They further commented that the water supply to the site (gpm and psi) has not been determined and that additional water supply may be needed to meet the required fire flow per the Phoenix Fire Code.
26. The Water Services Department commented that the site has existing water and sewer mains that can serve the development. The department added their standard comment that capacity is a dynamic condition that can change over time due to a variety of factors. It is the City's intent to provide water and sewer service. However, the requirements and assurances for water and sewer service are determined during the site plan application review. For any given property, water and sewer requirements may vary over time.

#### OTHER

27. The Aviation Department requires the existing and characteristics of Phoenix SkyHarbor Airport be disclosed to tenants and buyers, an aviation agreement be recorded, and that a no-hazard determination be obtained from the FAA. These are addressed in Stipulation Nos. 9 - 11.
28. The site is located in a larger area identified as being archaeologically sensitive. If further review by the City of Phoenix Archaeology Office determines the site and immediate area to be archaeologically sensitive, and if no previous archaeological projects have been conducted within this project area, it is recommended that archaeological Phase I data testing of this area be conducted. Phase II archaeological data recovery excavations may be necessary based upon the results of the testing. A qualified archaeologist must make this determination in consultation with the City of Phoenix Archaeologist. In the event archaeological materials are encountered during construction, all ground disturbing activities must cease within a 33-foot radius of the discovery and the City of Phoenix Archaeology Office must be notified immediately and allowed time to properly assess the materials. This is addressed in Stipulation Nos. 6 through 8.

29. 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 proposed Walkable Urban Code zoning is consistent with the General Plan Land Use Map designation and the adopted Place Types.
2. The development advances the vision and recommendations contained in the Uptown Transit Oriented Development Plan and will support pedestrian oriented development near the light rail.
3. The proposal will create additional housing options in the Uptown Transit Oriented Development District.

### **Stipulations**

1. An updated Development Narrative for Uptown Residential Community 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 July 12, 2021, as modified by the following stipulations:
  - a. Page 12, PUD Development Standards Table (Single-Family Attached), Add a row titled "Pedestrian connections to Central Avenue" with the following development standard: "two pedestrian connections to the Central Avenue sidewalk from a system of interior pedestrian pathways. The pedestrian connections to the public sidewalk shall be a minimum 5 feet wide."
  - b. Page 12, PUD Development Standards Table (Single-Family Attached), Add a row titled "Pedestrian system standards" with the following:
    - "Clearly defined, accessible pedestrian pathways shall be provided to connect building entrances, public sidewalks, and amenity areas, using the most direct route for pedestrians."
  - c. Page 14, 4. Shade. Replace with the following language and formatting:
    - 75 percent minimum shade shall be provided on public sidewalk along Central Avenue.
    - 75 percent minimum shade shall be provided on private walkways through a combination of vegetative and architectural shade but

- architectural shade shall not comprise more than 30 percent of the total shade.
  - All interior pedestrian pathways shall be shaded to a minimum of 75 percent
2. The developer shall dedicate a 12-foot Image Enhancement Easement along the east side of Central Avenue, as approved by the Planning and Development Department.
  3. The developer shall provide improvements on Central Avenue in compliance with the Central Avenue Image Enhancement guidelines, as approved by the Planning and Development Department.
  4. The developer shall dedicate a public access easement along the northern site boundary to provide legal access to APN 155-25-001L, as approved by the Planning and Development Department.
  5. 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.
  6. The property owner shall record documents that disclose the existence, and operational characteristics of Phoenix Sky Harbor Airport to future owners or tenants of the property. The form and content of such documents shall be according to the templates and instructions provided which have been reviewed and approved by the City Attorney.
  7. The developer shall grant and record an avigation easement to the City of Phoenix for the site, per the content and form prescribed by the City Attorney prior to final site plan approval.
  8. The developer shall provide a No Hazard Determination for the proposed development from the FAA pursuant to the FAA's Form-7460 obstruction analysis review process, prior to construction permit approval, as per plans approved by the Planning and Development Department.
  9. If determined necessary by the Phoenix Archaeology Office, the applicant shall conduct Phase I data testing and submit an archaeological survey report of the development area for review and approval by the City Archaeologist prior to clearing and grubbing, landscape salvage, and/or grading approval.

10. If Phase I data testing is required, and if, upon review of the results from the Phase I data testing, the City Archaeologist, in consultation with a qualified archaeologist, determines such data recovery excavations are necessary, the applicant shall conduct Phase II archaeological data recovery excavations.
11. 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

September 3, 2021

**Team Leader**

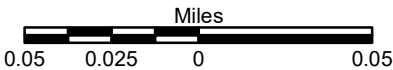
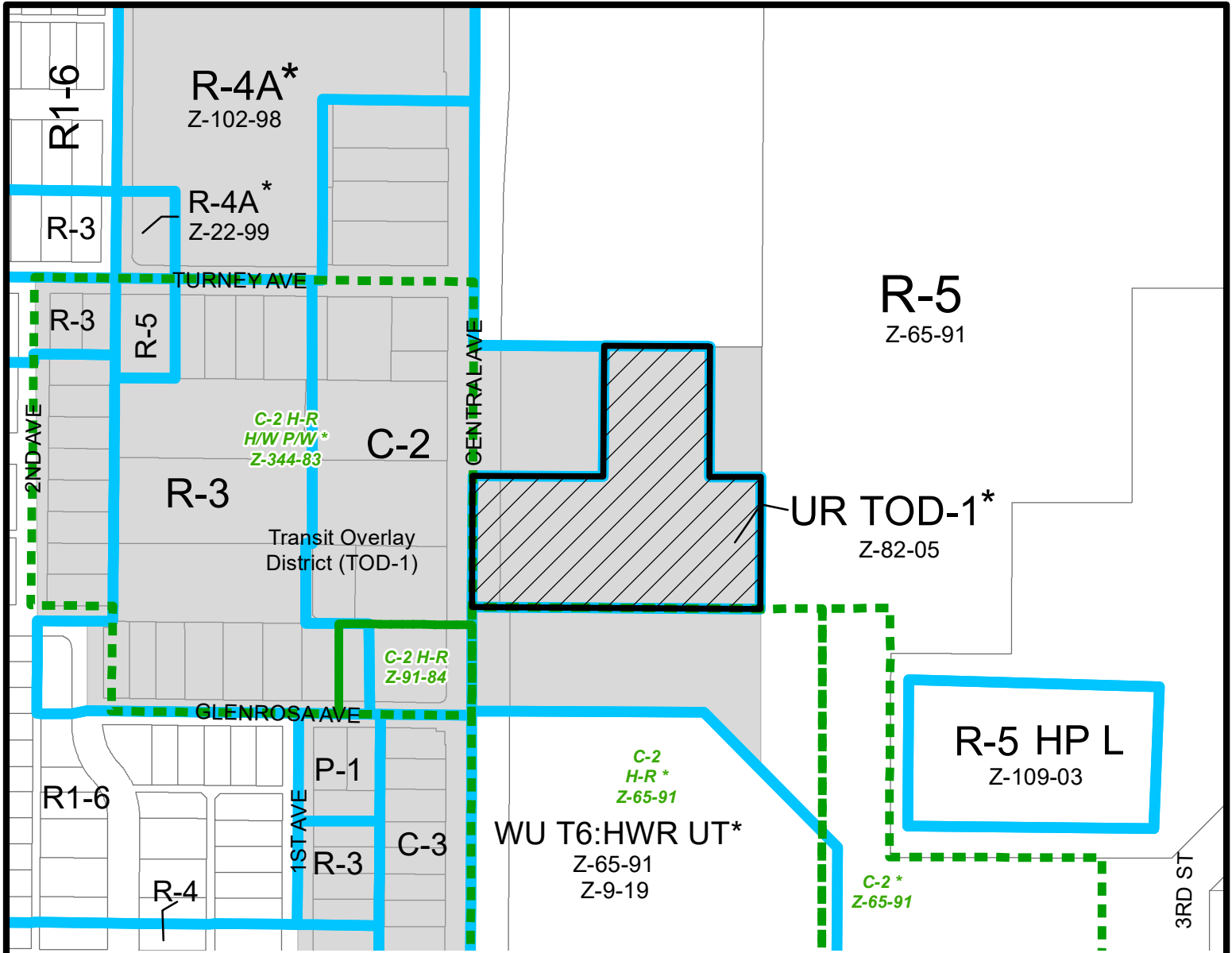
Samantha Keating

**Exhibits**

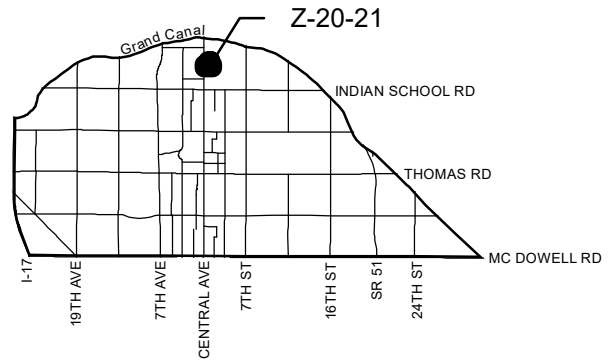
Sketch Map

Aerial Map

[Uptown Residential Community](#) date stamped July 12, 2021

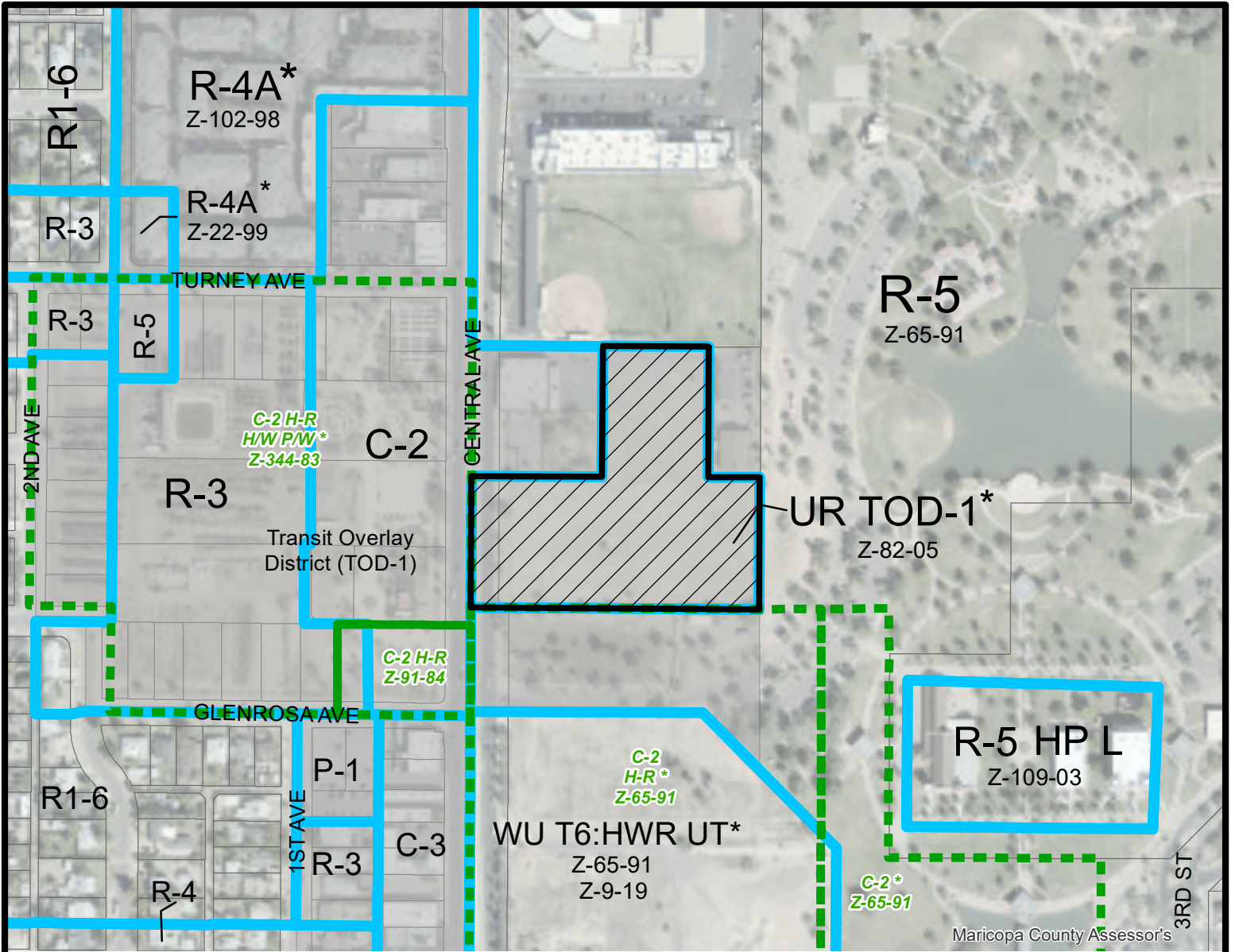


**ENCANTO VILLAGE**  
CITY COUNCIL DISTRICT: 4

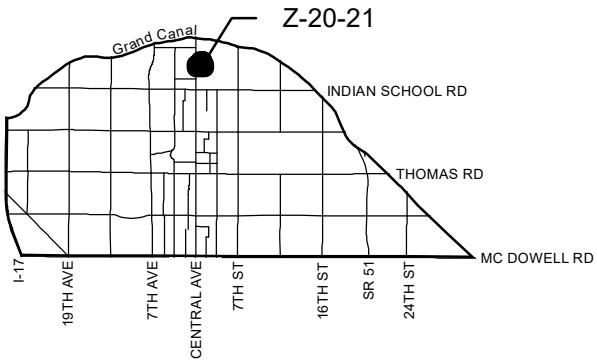
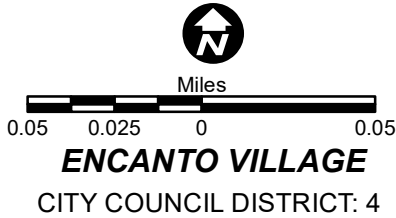


<b>APPLICANT'S NAME:</b> Cresleigh Homes Arizona LLC		<b>REQUESTED CHANGE:</b> FROM: UR TOD-1 ( 4.34 a.c.)	
<b>APPLICATION NO.</b> Z-20-21	<b>DATE:</b> 4/15/2021 <b>REVISION DATES:</b>	TO: PUD ( 4.34 a.c.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. <b>4.34 Acres</b>	<b>AERIAL PHOTO &amp; QUARTER SEC. NO.</b> QS 17-28 <b>ZONING MAP</b> H-8		
<b>MULTIPLES PERMITTED</b> UR TOD-1 PUD	<b>CONVENTIONAL OPTION</b> No maximum ( 173 minimum) No maximum	<b>* UNITS P.R.D. OPTION</b> N/A N/A	
* Maximum Units Allowed with P.R.D. Bonus			





Maricopa County Assessor's



<b>APPLICANT'S NAME:</b> Cresleigh Homes Arizona LLC		<b>REQUESTED CHANGE:</b> FROM: UR TOD-1 ( 4.34 a.c.)	
<b>APPLICATION NO.</b> Z-20-21	<b>DATE:</b> 4/15/2021 <b>REVISION DATES:</b>	TO: PUD ( 4.34 a.c.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. <b>4.34 Acres</b>	<b>AERIAL PHOTO &amp; QUARTER SEC. NO.</b> QS 17-28 <b>ZONING MAP</b> H-8		
<b>MULTIPLES PERMITTED</b> UR TOD-1 PUD	<b>CONVENTIONAL OPTION</b> No maximum ( 173 minimum) No maximum	<b>* UNITS P.R.D. OPTION</b> N/A N/A	

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