

Attachment B



City of Phoenix PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-44-19-8 October 4, 2019

South Mountain [Village Planning Committee](#) Meeting Date: October 15, 2019

[Planning Commission](#) Hearing Date: November 7, 2019

Request From: [C-1](#) (Neighborhood Retail) (4.18 acres) and [R-3 SP](#) (Multifamily Residence District, Special Permit) (1.63 acres)

Request To: [R-3](#) (Multifamily Residence District) (5.58 acres)

Proposed Use: Single-family attached townhomes

Location: Northwest corner of Central Avenue and South Mountain Avenue

Owner: Aaron Wallace, Tsalm Services, LLC

Applicant: Aaron Wallace, Divinity Homes

Representative: Mike Hare, Ashland Companies

Staff Recommendation: Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Map Designation		Commercial	
Street Map Classification	Central Avenue	Arterial Street (Scenic Drive)	50-foot west half street
	South Mountain Avenue	Minor Collector	30-foot north half street
<i>CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS CORE VALUE; CLEAN NEIGHBORHOODS LAND USE PRINCIPLE; Facilitate the acquisition of vacant, underutilized and blighted parcels for appropriate redevelopment, compatible with the adjacent neighborhood character and adopted area plans.</i>			
The site has been vacant for many years. As stipulated, the development is compatible with the surrounding land uses and is appropriate considering the proximity to the proposed light rail station at Central Avenue and Baseline Road.			

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 subject site is located approximately 2,100 feet from a planned light rail station and is located within the planning area for the South Central Light Rail Extension. The site is well situated for walkable urban residential development. The use and scale are consistent with the “neighborhood center” placetype recommended in the Transit Oriented Development Strategic Policy Framework and provides a single-family attached residential product in close proximity to multiple transit routes.

CONNECT PEOPLE AND PLACES CORE VALUE; OPPORTUNITY SITES; LAND USE PRINCIPLE: Support reasonable levels of increased intensity, respectful of local conditions and surrounding neighborhoods.

The development, as stipulated, provides a reasonable level of intensity that is respectful to local conditions, surrounding neighborhoods, and planned conditions related to planned transit investment in the area. The development will complement the nearby school by placing more students within walking distance and by enhancing both the street frontage and the Highline Canal. The scale and setbacks are appropriate to surrounding uses.

Applicable Plans, Overlays, and Initiatives

[Transit Oriented Development Strategic Policy Framework](#): See Background Item Nos. 10 and 11.

[Tree and Shade Master Plan](#): See Background Item No. 12.

[Complete Streets Guidelines](#): See Background Item No. 13.

[Baseline Area Master Plan](#) and [Baseline Area Overlay District](#): See Background Item No. 14.

[Reimagine Phoenix](#): See Background Item No. 15.

Surrounding Land Uses and Zoning		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Vacant / Undeveloped	C-1, R-3 SP
North	North of Highline Canal: Multifamily residential	R-3A
	South of Highline Canal: Vacant land	R-3
South	Mobile Home Park	C-2, R-5
East	South Pointe High School Vacant / Undeveloped Parcel	R-3 BAOD
West	Place of Worship	R-3

R-3 (Multifamily Residential) (Planned Residential District Development Option)		
<u>Standards</u>	<u>Requirements</u>	<u>Provisions on the Proposed Site Plan</u>
Gross Acreage	-	5.58 acres
Total Number of Units	-	58 dwelling units
Maximum Density (dwelling units per acre)	15.23; 17.40 with bonus	10.39 dwelling units per acre (Met)
Maximum Lot Coverage	45%	21.9% (Met)
Maximum Building height	2 stories or 30 feet for first 150 feet; 1 foot increase in height per 5 feet increase in setback up to 48 feet and 4 stories	2 stories and 30 feet (Met)
Perimeter Setback (Street)	20 feet	20 feet to proposed perimeter wall (Met)
Perimeter Setback (Non-Street) (North and West)	15 feet	15 feet (Met)
Landscape Setback (Street)	20 feet	20 feet (Met)
Landscape Setback (Non-Street)	5 feet	5 feet (Met)
Minimum Open Space	5% of gross area	16.5% of gross area (Met)
Minimum Amenities Provided	Minimum 2 amenities	2 amenities (Met)
Parking	120 spaces required	120 provided (Met)

Background/Issues/Analysis

SUBJECT SITE

1. The request is to rezone approximately 5.58 acres at the northwest corner of Central Avenue and South Mountain Avenue from C-1 (Neighborhood Retail) and R-3 SP (Multifamily Residence, Special Permit) to R-3 (Multifamily Residence) for multifamily residential with individual lot sales. The site is vacant and undeveloped except for a former child-care center. The Special Permit on the north portion of the site is to allow a child care center.

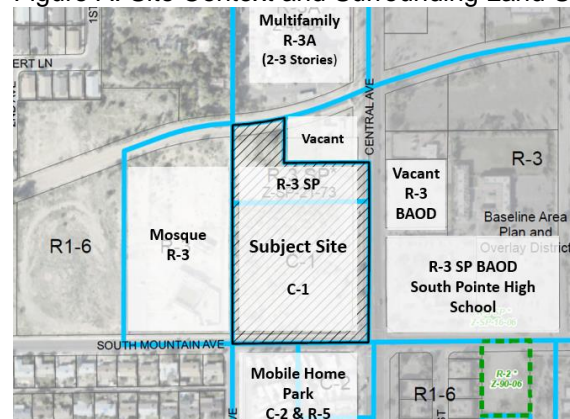
The site is immediately south of the Highline Canal, 2,100 feet south of a future light rail station, and across Central Avenue from South Pointe High School.

SURROUNDING LAND USES AND ZONING

2. Figure A illustrates the pattern of surrounding land uses and zoning entitlement first described on the “Surrounding Land Uses and Zoning Table.”

The request for R-3 (Multifamily Residence District) is generally consistent and compatible with the surrounding entitlements and land uses.

Figure A. Site Context and Surrounding Land Uses



Source: Planning and Development Department

GENERAL PLAN LAND USE MAP DESIGNATIONS

3. The General Plan Land Use Map designation for the subject site is Commercial in addition to the two parcels north of the site and west of Central Avenue. The Commercial designation accommodates multifamily development at varying scales and intensities; therefore the request is consistent with the designation.

Figure B. General Plan Land Use Map Designation



Source: Planning and Development Department

The designation for the area north of the Highline Canal is Residential 10 to 15 dwelling units per acre. South of South Mountain Avenue is Residential 15+ dwelling units per acre. The designation for east of Central Avenue is Residential 5 to 10 dwelling units per acre. West of the subject site is Residential 3.5 to 5.0 dwelling units per acre.

PROPOSAL

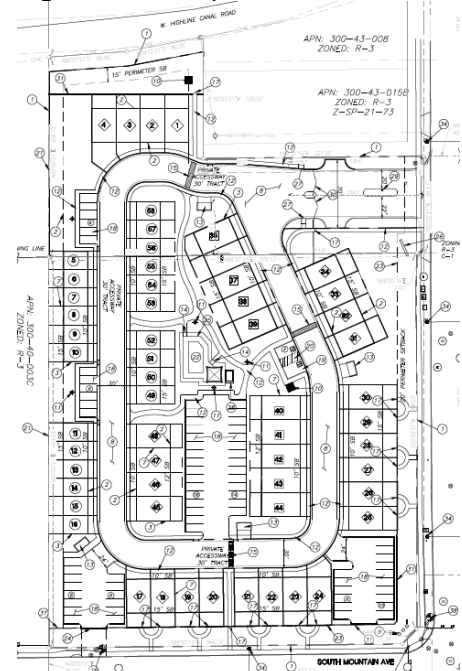
4. Site Plan

The applicant is proposing 58 single-family attached dwellings (townhomes) with the intent of selling individual residential lots of various sizes situated around an internal loop road with vehicular access from Central Avenue and emergency access from South Mountain Avenue.

The development features a central amenity area including a pool, open space, and pedestrian pathways. The central amenity area is well connected by paths to all units in the complex and to the perimeter of the site.

Staff is recommending a stipulation to require general conformance to the conceptual site plan to preserve the interface between the building facades and the street frontages and the canal. This is addressed in Stipulation No. 1.

Figure C. Conceptual Site Plan



Source: RCC Design Group, LLC

5. Conceptual Pedestrian Circulation Plan

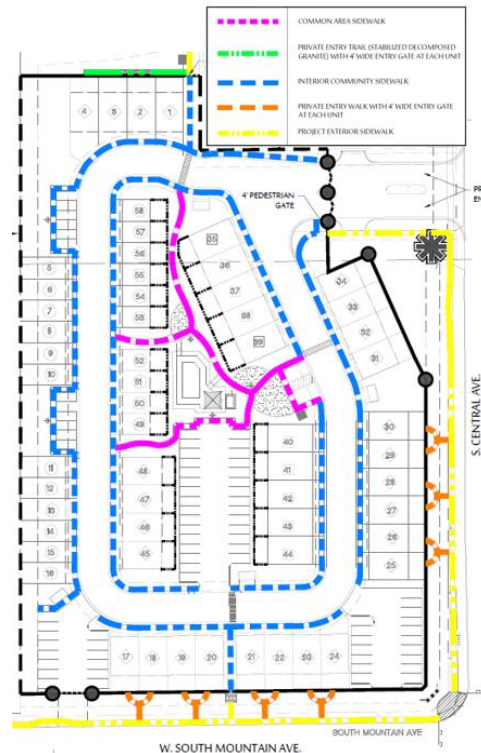
The applicant has developed a pedestrian circulation exhibit to reflect the proposed walkability on the site. Improvements include:

- Three community pedestrian gates, to the Highline Canal (1), to South Mountain Avenue (1), and to Central Avenue (1).
- 14 private unit gates onto South Mountain Avenue (8) and Central Avenue (6)
- Direct and delineated internal pathways connecting all units to exterior pedestrian gates and the central amenity area.

Staff is recommending stipulations specifically pertaining to general conformance to the pedestrian circulation plan (Stipulation No. 1); landscape, shade, and detachment standards for street sidewalks (Stipulation Nos. 3, 4, 5); unit frontages and pedestrian accesses onto streets (Stipulation No. 2); and the provision of bike racks (Stipulation No. 7).

The purpose of the above stipulations is to ensure pedestrian amenities are provided in a way that activates the street frontages, the canal frontage, and creates an environment where residents can walk for both leisure and transportation.

Figure D. Pedestrian Circulation Plan



Source: RCC Design Group, LLC

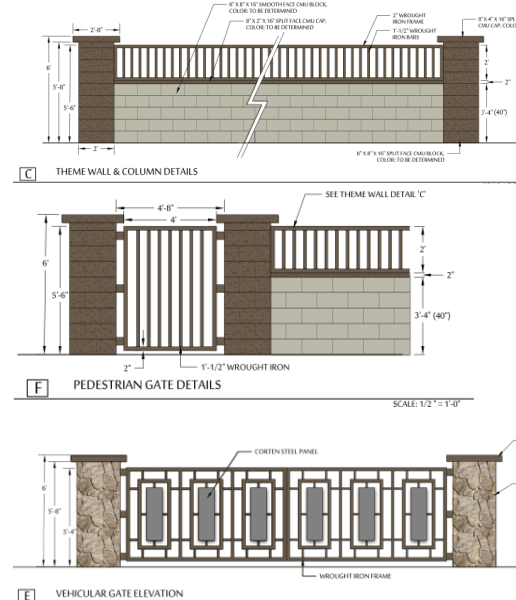
6. Walls and Wall Treatments

The project proposes two wall/fence treatments for the perimeter of the site including a theme wall package (wall, pedestrian gates, and vehicular gates) and a standard CMU perimeter fence for the remaining site boundaries.

Staff is recommending general conformance to the wall exhibits (Stipulation No. 1) and the prohibition of solid walls greater than 40 inches in height along the street and canal frontages (Stipulation No. 8).

The purpose of the above stipulations is to create an environment which interacts with its surrounding environment for the purpose of adding security and visual interest to the pedestrian environment.

Figure E. Theme Wall (Top), Pedestrian Gate (Middle), Vehicular Gate (Bottom)



Source: RCC Design Group, LLC

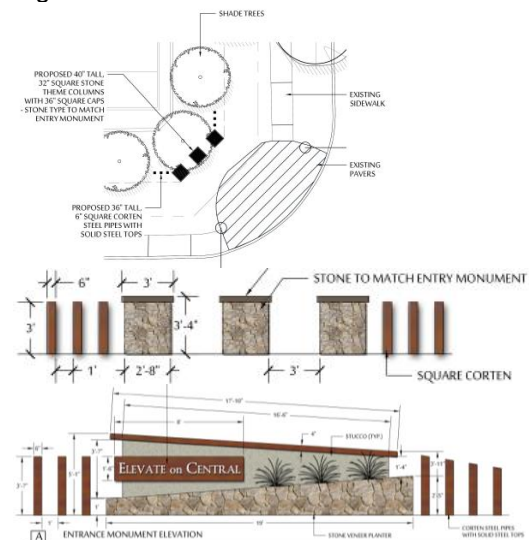
7. Intersection Enhancements

The applicant is proposing enhancements near the intersection of South Mountain Avenue and Central Avenue. The surface parking lot at the southeast corner of the site is screened by a theme wall, enhanced landscaping, and monument signage.

Staff is recommending enhancements be constructed in general conformance with the site plan including screening of surface parking. This is addressed in Stipulation No. 1.

The purpose of the above stipulation is to create a focal point at the prominent intersection along the South Central Avenue corridor.

Figure F. Corner Enhancements



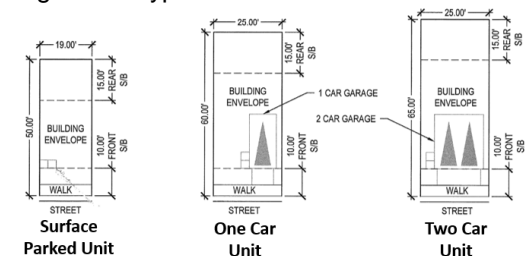
Source: RCC Design Group, LLC

8. Typical Lot Sizes

The development proposes three typical lot sizes and corresponding home models. Below are the typical lot sizes with the proposed number of each type in parentheses:

- A surface parked unit with a 19-foot by 50-foot lot (22 lots proposed);
- A one-car unit with a 60-foot by 25-foot lot (26 lots proposed); and
- A two-car unit with a 65-foot by 25-foot lot (10 lots proposed).

Figure G. Typical Lot Sizes



Source: RCC Design Group, LLC

9. Conceptual Elevations

The development proposes three typical building elevations which correlate to the lot sizes proposed. The elevations include textural changes, offsets, recesses, and four-sided architecture. The primary architectural frontages for all unit types are generally oriented to the interior of the site; however, the secondary façades also include some of these same features.

Staff is recommending several stipulations to increase architectural presence to the streets and encourage transit use and walkability. These include:

- a. The prohibition of solid walls above 40 inches along South Mountain Avenue, Central Avenue, and the Highline Canal (Stipulation No. 8).
- b. A direct sidewalk to the nearest street sidewalk and either a patio or porch frontage for all units immediately adjacent to Central Avenue and South Mountain Avenue (Stipulation No. 2).

Figure H. Conceptual Elevation for Surface Parked Units. Top (Interior); Middle (Side); Bottom (Exterior)



Source: RCC Design Group, LLC

Figure I. Conceptual Elevation for 1 Garage Configuration. Top (Interior); Middle (Side); Bottom (Exterior)



Source: RCC Design Group, LLC

Figure J. Conceptual Elevation for 2 Garage Configuration. Top (Interior); Middle (Side); Bottom (Exterior)



Source: RCC Design Group, LLC

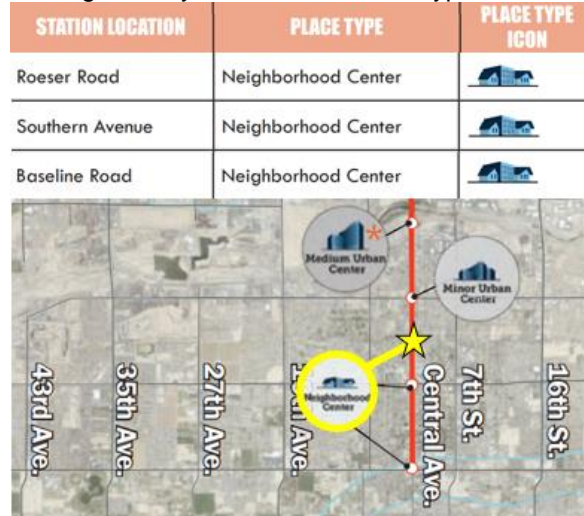
STUDIES AND POLICIES

10. Transit Oriented Development Strategic Policy Framework

The Transit Oriented Development Strategic Policy Framework is part of the City's General Plan. The framework identifies planning typologies to describe urban environments. The subject site is located within one-half mile of a light rail station area and that area is identified as a Neighborhood Center.

A Neighborhood Center is characterized by development of between two and four stories. Land uses may include an assortment of medium intensity housing products.

Figure K: Transit Oriented Development Strategic Policy Framework Place Types

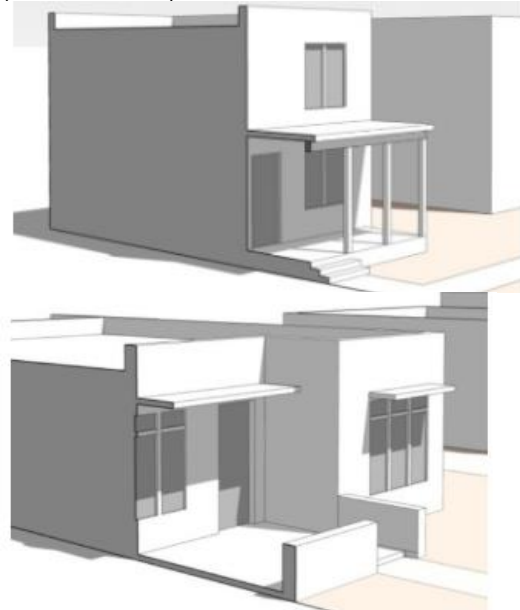


Source: Reinvent Phoenix, Planning and Development Department

11. Staff is recommending stipulations to incorporate design elements that will facilitate the creation of a walkable and pedestrian friendly environment.

- Accentuated unit entrances to both street frontages using either a patio or porch treatment as shown on Figure L and M (See Stipulation No. 2).
- Canal facing porches and patios for additional orientation to the canal (See Stipulation No. 2).
- Bicycle racks to encourage alternative transportation (See Stipulation No. 8).
- Enhanced pedestrian environment including shaded sidewalks and enhanced tree planting standards along street frontages (See Stipulation No. 3, 4, and 5).

Figure L. Frontage Types (Top, Porch) (Bottom, Patio)



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

12. **Tree and Shade Master Plan**

The Tree and Shade Master Plan encourages treating the urban forest as infrastructure to ensure the trees are an integral part of the City's planning and development process. Sidewalks on the street frontages should be detached from the curbs to allow trees to be planted on both sides of the sidewalk to provide thermal comfort for pedestrians and to reduce the urban heat island effect. Staff is recommending stipulations for shaded sidewalks along both street frontages and shaded parking areas.

- The Central Avenue sidewalk will be detached and planted on both sides minimum 2-inch caliper trees placed 25-feet on center and shaded to 75 percent (Stipulation No. 3).
- The South Mountain Avenue sidewalk will be planted with minimum 2-inch caliper trees placed 20-feet on center and shaded to 50 percent (Stipulation No. 5).
- The parking areas will be shaded to 25 percent by shade trees (Stipulation No. 6).

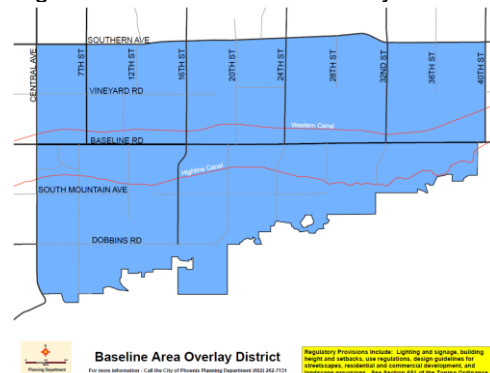
13. **Complete Streets Guidelines**

In 2014, the City of Phoenix City Council adopted the Complete Streets Guiding Principles. The principles are intended to promote improvements that provide an accessible, safe, connected transportation system to include all modes, such as bicycles, pedestrians, transit, and vehicles. The development, as stipulated, creates a residential environment designed to allow its residents to use alternative transportation such as transit, walking, or riding a bike to destinations such as the nearby school and future light rail station.

14. **Baseline Area Overlay District (BAOD)**

The Baseline Area Overlay District is designed to encourage development that preserves the rural and agricultural character of the area. The overlay district emphasizes a strong streetscape environment including shade for pedestrians and landscape enhancements. While the site is immediately outside of the overlay, Stipulation Nos. 2, 3, 4, and 5 pertain to creating a pedestrian oriented street frontage.

Figure N. Baseline Area Overlay District



Source: Planning and Development Department

15. **Reimagine Phoenix**

As part of the Reimagine Phoenix Initiative, the City of Phoenix is committed to increasing the waste diversion rate to 40 percent by 2020 and to better manage its solid waste resources. The provision of recycling containers was not addressed in the applicant's submittals.

COMMUNITY INPUT SUMMARY

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

INTERDEPARTMENTAL COMMENTS

17. The City of Phoenix Aviation Department commented that the site is within Phoenix Sky Harbor International Airport traffic pattern airspace and the proposed use is multifamily residential. Therefore, the Aviation Department has provided a stipulation requiring the developer to record a Notice to Prospective Purchasers of the proximity to the airport to disclose the operational characteristics of the airport. This is addressed in Stipulation No. 10.
18. The Fire Department indicated there are no problems anticipated with the case and that the site and/or buildings shall comply with the Phoenix Fire Code. Further, the Department commented that they do not know the water supply at this site and noted that additional water supply may be required to meet the required fire flow per the Phoenix Fire Code.
19. The Street Transportation Department's Pedestrian Safety Coordinator commented that the development is within one-half mile from the future terminus of light rail, located in close proximity to South Pointe High School, and adjacent to the location a recent pedestrian fatality west of Central Avenue on South Mountain Avenue. Therefore, the development should create an environment that facilitates walking:
- a. Provide pedestrian access that is separate from vehicular access and guide pedestrians directly to the existing traffic signal on South Pointe Avenue and Central Avenue.
 - b. Provide a direct pedestrian and bicycle connection to the Highline Canal.
 - c. Detach sidewalks along South Mountain Avenue and Central Avenue and provide shade with trees on both sides of the sidewalk, without blocking visibility triangles.
 - d. Provide abundant vegetation ground cover on landscaped strips along South Mountain Avenue and Central Avenue to deter pedestrians from crossing mid-block.

These comments are generally addressed in Stipulation Nos. 1 through 5.

OTHER

20. The site has not been identified as being archaeologically sensitive. However, in the event archaeological materials are encountered during construction, all ground disturbing activities must cease within 33-feet of the discovery and the City of Phoenix Archaeology Office must be notified immediately and allowed time to properly assess the materials. This is addressed in Stipulation No. 11.
21. Development and use of the site is subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements. Other formal actions such as, but not limited to, zoning adjustments and abandonments may be required.

Findings

1. The development, as stipulated, advances the purpose and intent of several core values from the Phoenix General Plan including policy documents such as the Strategic Policy Framework for Transit Oriented Development, the Tree and Shade Master Plan, and the Complete Streets Guidance.
2. The development, as stipulated, is appropriate at this location due to its compatibility with the surrounding land uses and proximity to a future high-capacity transit line.
3. The proposed development is consistent with the Neighborhood Center Placetype from the City's Transit Oriented Development Strategic Policy Framework.

Stipulations

1. The development shall be in general conformance with the building elevations, site plan, wall exhibit, pedestrian circulation plan, and intersection enhancements date stamped September 30, 2019, as modified by the following stipulations and as approved by the Planning and Development Department.
2. All units adjacent to the Highline Canal, South Mountain Avenue, and Central Avenue except for lots 31 – 34 as depicted on the site plan date stamped September 26, 2019 shall have individual pedestrian entrances oriented to the nearest public street or canal and be connected by a direct sidewalk. These units shall include a porch or patio to accentuate the street-facing unit entrance, as described below and as approved by the Planning and Development Department:
 - a. Patio Frontage:

1. Minimum depth of eight feet.
 2. Minimum area of 64 square feet.
 3. The area between the property line and main facade of the building which is not improved with permanent hardscape shall be planted with live vegetation ground coverage and shrubs, excluding hardscape for pedestrian amenities.
- b. Porch Frontage:
 1. Minimum depth of six feet.
 2. Minimum width of 50 percent of the unit façade.
 3. Minimum shade coverage of 75 percent of porch area.
3. The public sidewalk along Central Avenue shall be detached with a minimum five-foot-wide landscape strip located between the sidewalk and back of curb and shall include a minimum 2-inch caliper large canopy shade trees planted a minimum of 25 feet on center or equivalent groupings along both sides of the sidewalk and shaded to a minimum of 75%, as approved by the Planning and Development Department. Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.
4. The area between the curb and public sidewalk along Central Avenue shall be planted with drought tolerant vegetation designed to grow to a maximum mature height of 24 inches and achieve 75 percent live coverage, as approved by the Planning and Development Department.
5. The public sidewalk along South Mountain Avenue shall be planted with minimum 2-inch caliper large canopy shade trees planted a minimum of 20 feet on center or equivalent groupings and shading the sidewalk to a minimum of 50%, as approved by the Planning and Development Department. Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.
6. A minimum of 25 percent of the surface parking areas shall be shaded by trees at maturity, as approved by the Planning and Development Department.
7. Inverted-U bicycle racks shall be provided at a rate of 0.25 per dwelling unit located near building entries and installed per the requirements of Section 1307.H. of the Phoenix Zoning Ordinance, as approved by the Planning and Development Department.
8. Solid walls above 40 inches shall not be permitted along South Mountain Avenue, Central Avenue, or the Highline Canal, as approved by the Planning and

Development Department.

9. 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.
10. The developer shall record a Notice to Prospective Purchasers of Proximity to Airport in order to disclose the existence and operational characteristics of Phoenix Sky Harbor International Airport (PHX) to future owners or tenants of the property.
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

October 4, 2019

Team Leader

Samantha Keating

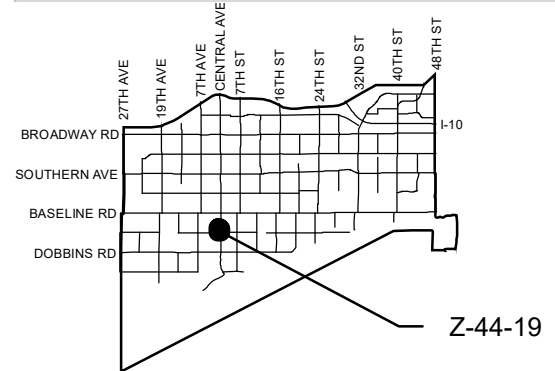
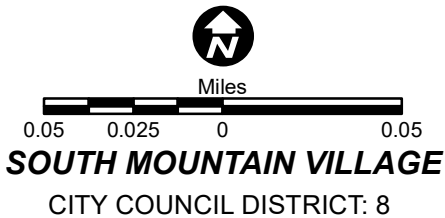
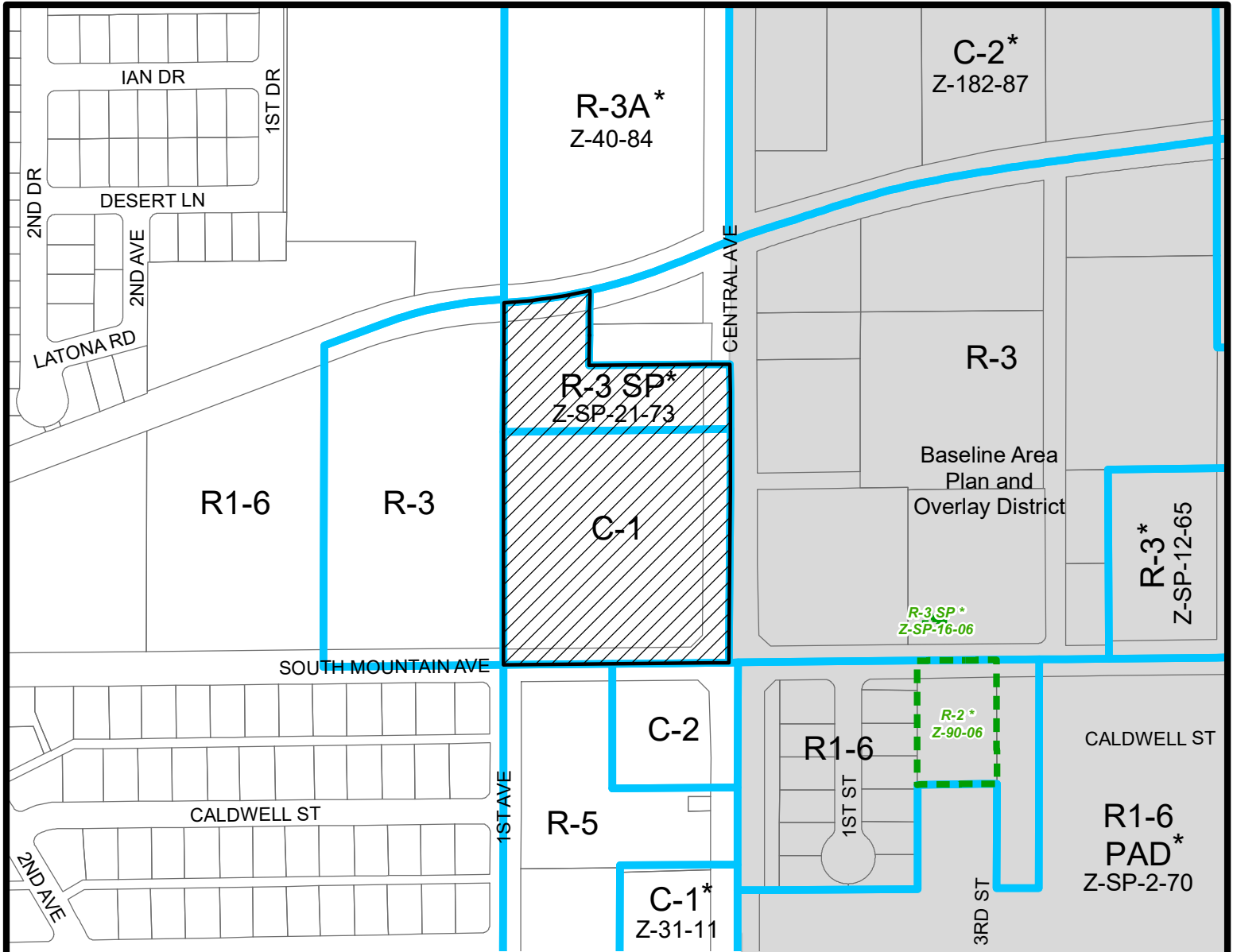
Exhibits

Zoning sketch map

Aerial sketch map

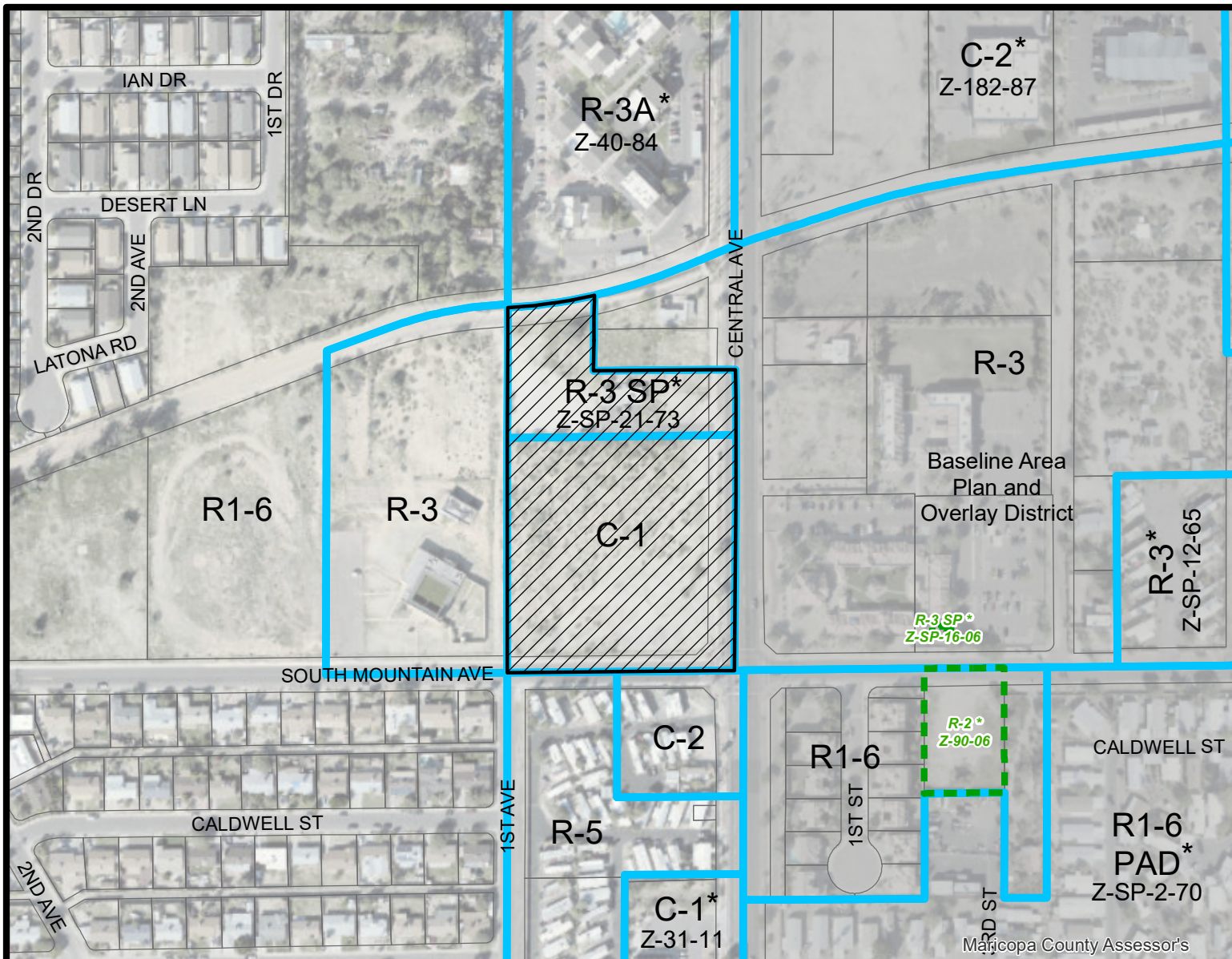
Conceptual Site Plan date stamped September 30, 2019 (5 pages)

Conceptual Elevations date stamped July 8, 2019 (3 pages)



APPLICANT'S NAME: Aaron Wallace, Divinity Homes		REQUESTED CHANGE:	
APPLICATION NO. Z-44-19		FROM: C-1 (4.18 a.c.) R-3 SP (1.63 a.c.)	
DATE: 8/9/2019 REVISION DATES:		TO: R-3 (5.58 a.c.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 5.58 Acres		AERIAL PHOTO & QUARTER SEC. NO. QS 01-28 ZONING MAP D-8	
MULTIPLES PERMITTED C-1, R-3 SP R-3		CONVENTIONAL OPTION 60, 23 81	
		* UNITS P.R.D. OPTION 72, 28 97	

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



Maricopa County Assessor's



Miles

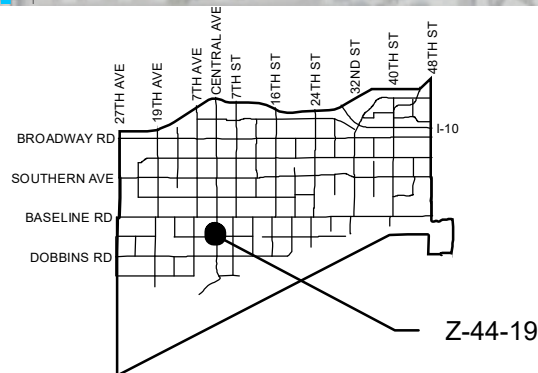
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SOUTH MOUNTAIN VILLAGE

CITY COUNCIL DISTRICT: 8



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT



APPLICANT'S NAME: Aaron Wallace, Divinity Homes

APPLICATION NO. Z-44-19

DATE: 8/9/2019
REVISION DATES:

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

5.58 Acres

AERIAL PHOTO &
QUARTER SEC. NO.

QS 01-28

ZONING MAP

D-8

REQUESTED CHANGE:

FROM: C-1 (4.18 a.c.)
R-3 SP (1.63 a.c.)

TO: R-3 (5.58 a.c.)

MULTIPLES PERMITTED

C-1, R-3 SP

R-3

CONVENTIONAL OPTION

60, 23

81

* UNITS P.R.D. OPTION

72, 28

97

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

I CONSENT TO THE REPRODUCTION OF THIS SITE PLAN PROVIDED THAT IF MODIFICATIONS ARE MADE, THE ARCHITECTS WHO MAKE SUCH CHANGES ASSUME FULL RESPONSIBILITY AND LIABILITY FOR THE MODIFIED PORTION OF THE PLAN.

SIGNATURE OF COPYRIGHT OWNER

DATE

STUART W. RAYBURN, PE

PRINTED NAME OF COPYRIGHT OWNER

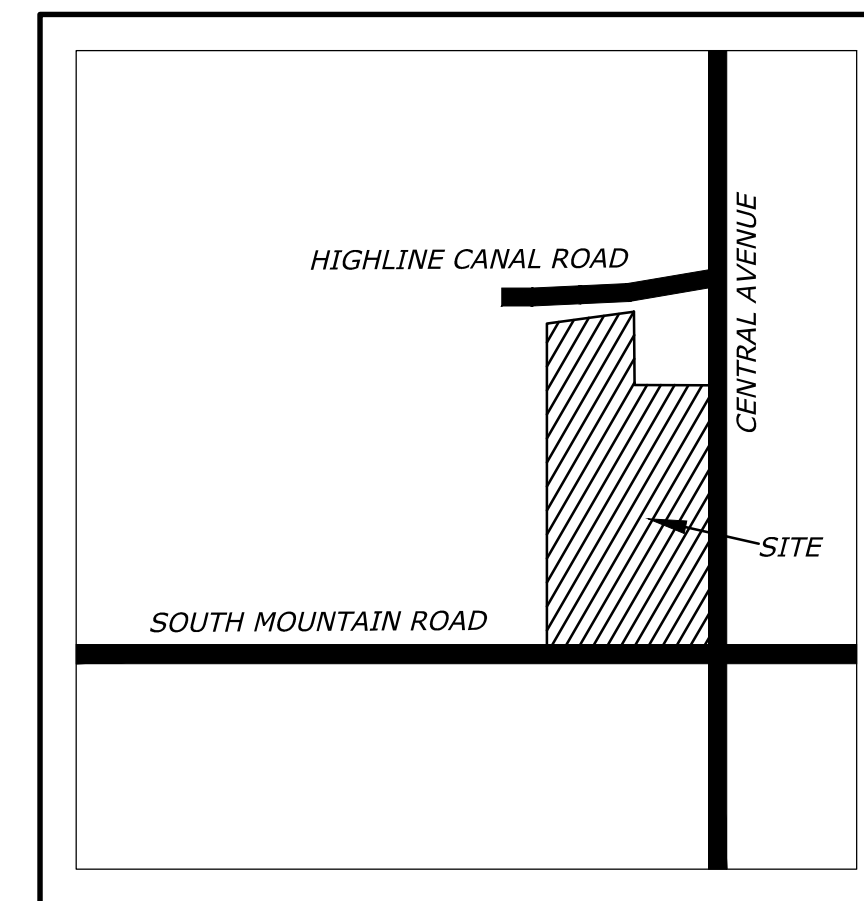
PRELIMINARY SITE PLAN FOR ELEVATE ON CENTRAL PHOENIX, ARIZONA

A PORTION OF THE SOUTHWEST QUARTER OF SECTION 5, TOWNSHIP 1 SOUTH,
RANGE 3 EAST, OF THE GILA AND SALT RIVER BASE AND MERIDIAN,
MARICOPA COUNTY, ARIZONA
8350 S. CENTRAL AVENUE

CITY OF PHOENIX

SEP 30 2019

Planning & Development
Department

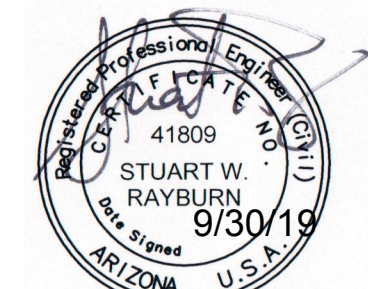


VICINITY MAP
NOT TO SCALE



16815 S. DESERT FOOTHILLS PKWY
SUITE 138
PHOENIX, AZ 85048
480.598.0270
480.598.0273 FAX

CIVIL & SITE ENGINEERING SERVICES



Expires 12/31/19



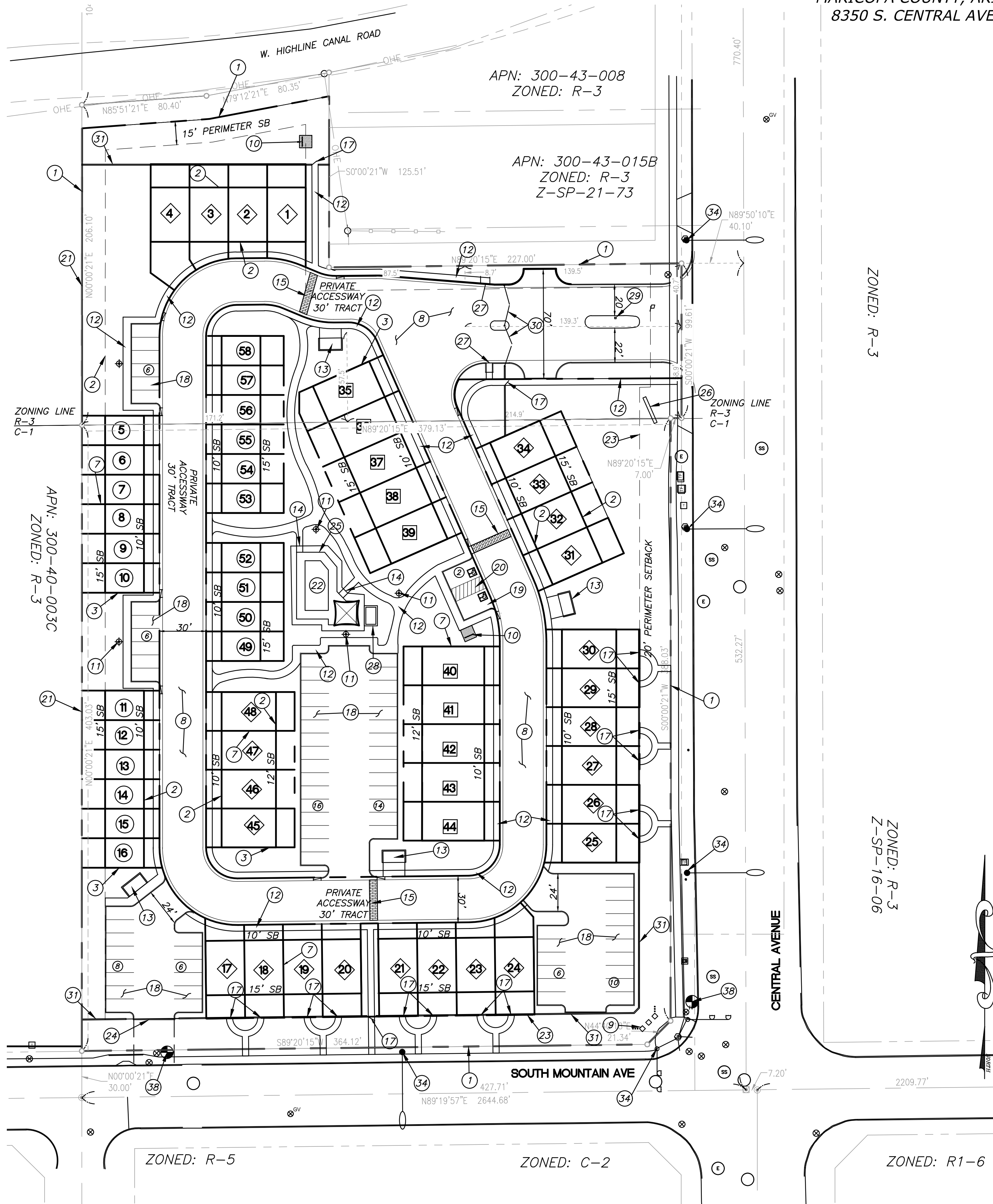
ARIZONA

PRELIMINARY SITE PLAN
FOR
ELEVATE ON CENTRAL
8350 S. CENTRAL AVENUE
PHOENIX

PROJECT NO. 19-018-50
DRAWING NO. 00520
DATE: 04/03/19
DRAWN BY: AJR/SWR
CHECKED BY: JSR/SWR
REVISIONS:

SHEET NO.

C 1SP
1 OF 1
PRELIMINARY
SITE PLAN



OWNER/ DEVELOPER:
DIVINITY HOMES
60 E. RIO SALADO PKWY, #9052
TEMPE, AZ 85281
ATTN: AARON WALLACE

APPLICANT:
ASHLAND COMPANIES
ATTN: MIKE HARE
602.418.4155

ENGINEER:
RCC DESIGN GROUP, LLC
ATTN: STUART W. RAYBURN, P.E.
16815 S DESERT FOOTHILLS PKWY, SUITE 138
PHOENIX, AZ 85048
480.598.0270
480.598.0273 FAX

DESCRIPTION:
THIS PROJECT IS A 58 LOT DEVELOPMENT OF ATTACHED TOWNHOMES ON INDIVIDUALLY PLATTED LOTS, WITH PRIVATE ACCESSWAYS AND PUBLIC UTILITIES AND A CENTRAL AMENITY AREA. PRIVATE ACCESS TO THE DEVELOPMENT WILL BE CONTROLLED THRU VEHICULAR AND PEDESTRIAN GATES ALONG CENTRAL AVENUE. ON-SITE STORMWATER MANAGEMENT REQUIREMENTS WILL BE MET UTILIZING A COMBINATION OF SURFACE AND UNDERGROUND RETENTION. THE PROJECT WILL BE DESIGNED UNDER THE SECTION 615 R-3 PRD DEVELOPMENT OPTION.

PROJECT DATA

GROSS AREA: 243,128 SF OR 5.58 AC
APN: 300-43-004: 184,996 SF OR 4.25 AC (ZONED C-1)
APN: 300-43-015A: 58,132 SF OR 1.33 AC (ZONED R-3)
NET AREA: 206,783 SF OR 4.75 AC
APN: 300-43-004: 152,665 SF OR 3.50 AC (ZONED C-1)
APN: 300-43-015A: 54,118 SF OR 1.24 AC (ZONED R-3)
CURRENT ZONING: C-1 & R-3
PROPOSED ZONING: R-3
DEVELOPMENT OPTION: R-3 TABLE B, OPTION C- PLANNED RESIDENTIAL DEVELOPMENT (PRD)

LAND USE: ATTACHED SINGLE FAMILY RESIDENTIAL

- 40 PLATTED LOTS: 25'X65' - 10
- 32 PLATTED LOTS: 25'X60' - 26
- 54 PLATTED LOTS: 19'X50' - 22

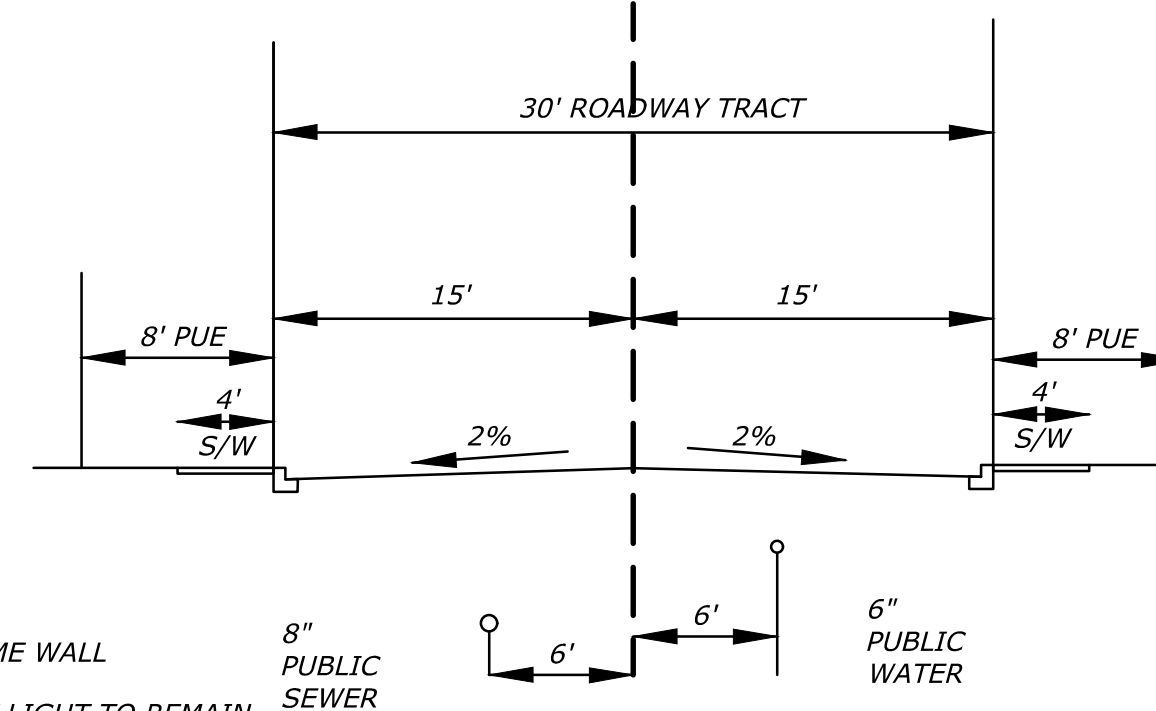
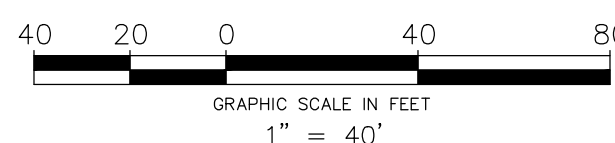
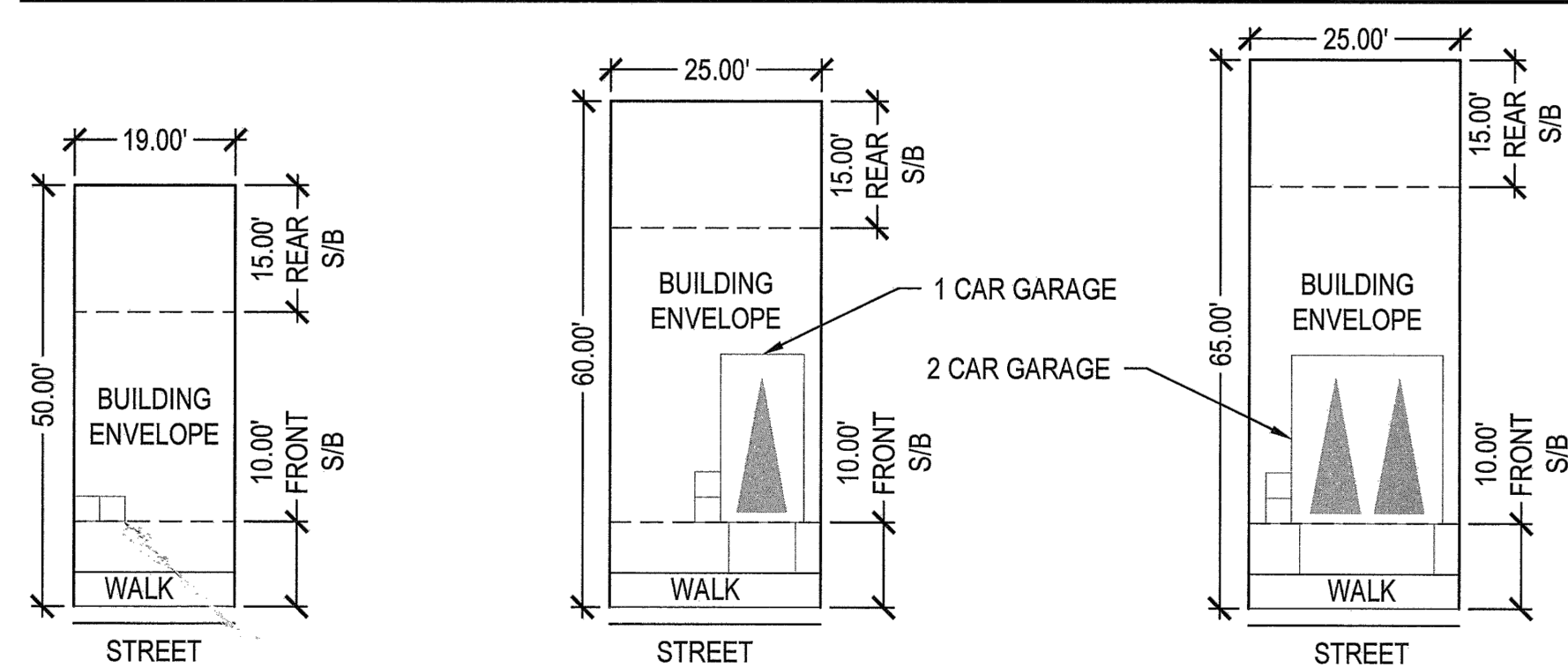
TOTAL LOTS: 58

- 1 DEVELOPMENT PROPERTY LINE
- 2 BUILDING SETBACK LINE
- 3 NEW 2-STORY BUILDING, 30' MAX HEIGHT
- 7 NEW LOT LINES
- 8 ASPHALT PAVING
- 9 MONUMENT, SEE LANDSCAPE PLAN
- 10 BIKE RACK
- 11 LIGHT AND BOLLARD
- 12 NEW CONCRETE SIDEWALK WITH BROOM FINISH
- 13 TRASH ENCLOSURE
- 14 POOL GATE
- 15 STAMPED ASPHALT DECORATIVE PAVING

- 17 PEDESTRIAN GATE
- 18 PARKING SPACE 8'-6" X 18'-0"
- 19 11 FOOT WIDE ADA PARKING
- 20 5 FOOT WIDE ADA AISLE
- 21 NEW BUILDER WALL
- 22 POOL
- 23 20' PERIMETER SETBACK
- 24 EMERGENCY ACCESS
- 25 POOL FENCE, 60" HIGH
- 26 MONUMENT SIGN
- 27 NEW ADA RAMP
- 28 6 FOOT HIGH POOL EQUIPMENT ENCLOSURE
- 29 KEY PAD

- 30 ENTRY GATES
- 31 COMMUNITY THEME WALL
- 34 EXISTING STREET LIGHT TO REMAIN
- 38 EXISTING FIRE HYDRANT

TYPICAL LOTS



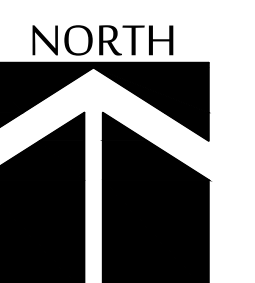
PAPP 1902921
KVA #19-1352
SDEV 1900213
QS #01-28

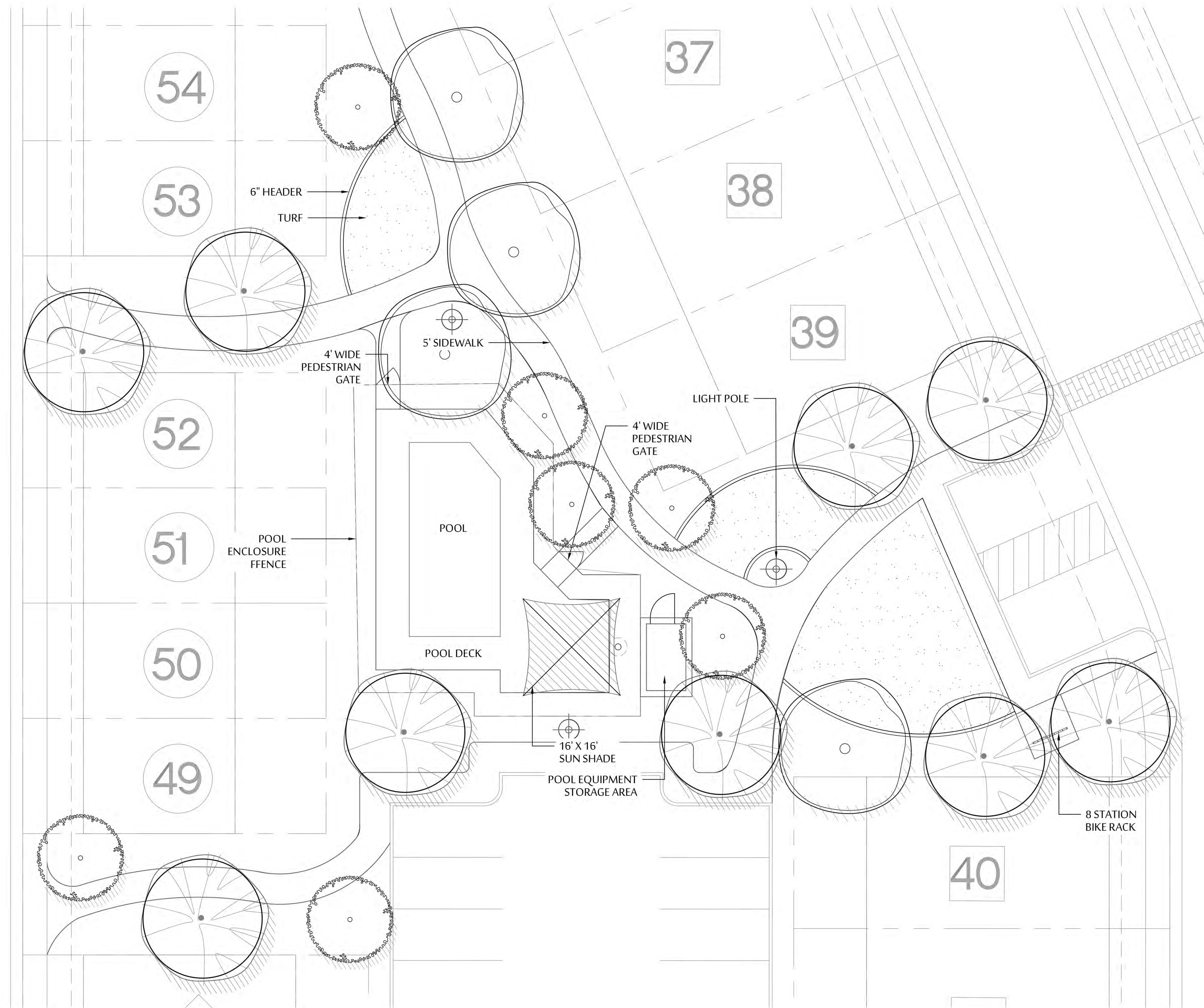


SEPTEMBER 27, 2019

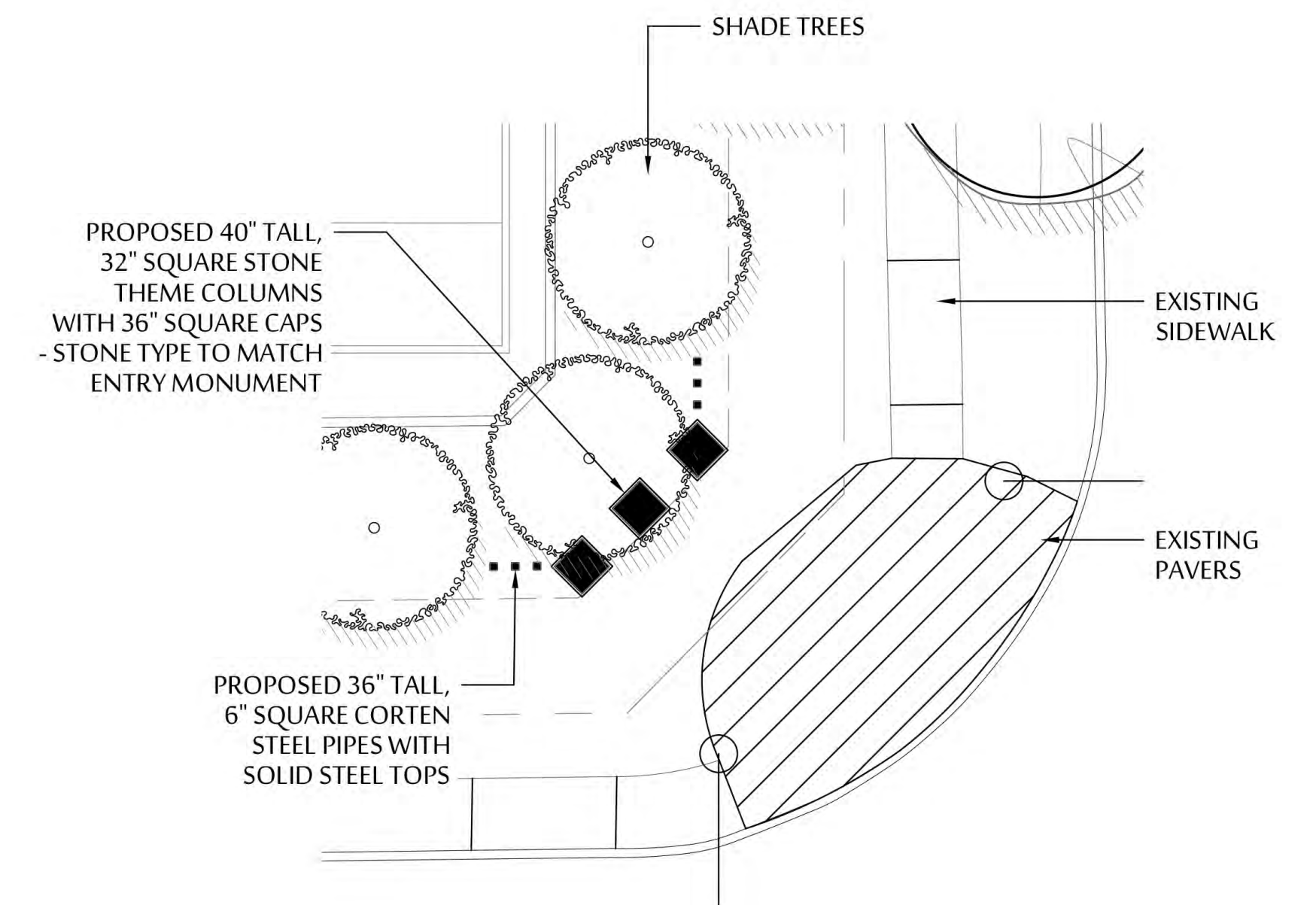
NOTES:

1. DUE TO PLANT MATERIAL AVAILABILITY, SUBSTITUTIONS FOR PLANT MATERIAL LISTED ABOVE MAY BE USED. ANY ALTERNATES OR SUBSTITUTIONS MUST BE ON THE ADWR LOW WATER USE PLANT LIST.
2. SUB-SPECIES OR HYBRIDS OF PLANT MATERIAL LISTED ABOVE MAY BE USED AS ALTERNATES/SUBSTITUTIONS.
3. ADDITIONAL PLANT MATERIAL MAY BE ADDED TO THE LIST ABOVE DUE TO UTILITY COMPANY OR H.O.A. REQUESTS AND/OR PLANTING RESTRICTIONS WITHIN UTILITY EASEMENTS.
4. NO TREES TO BE LOCATED WITHIN THE P.U.E. OR ANY OTHER NOTED EASEMENTS.



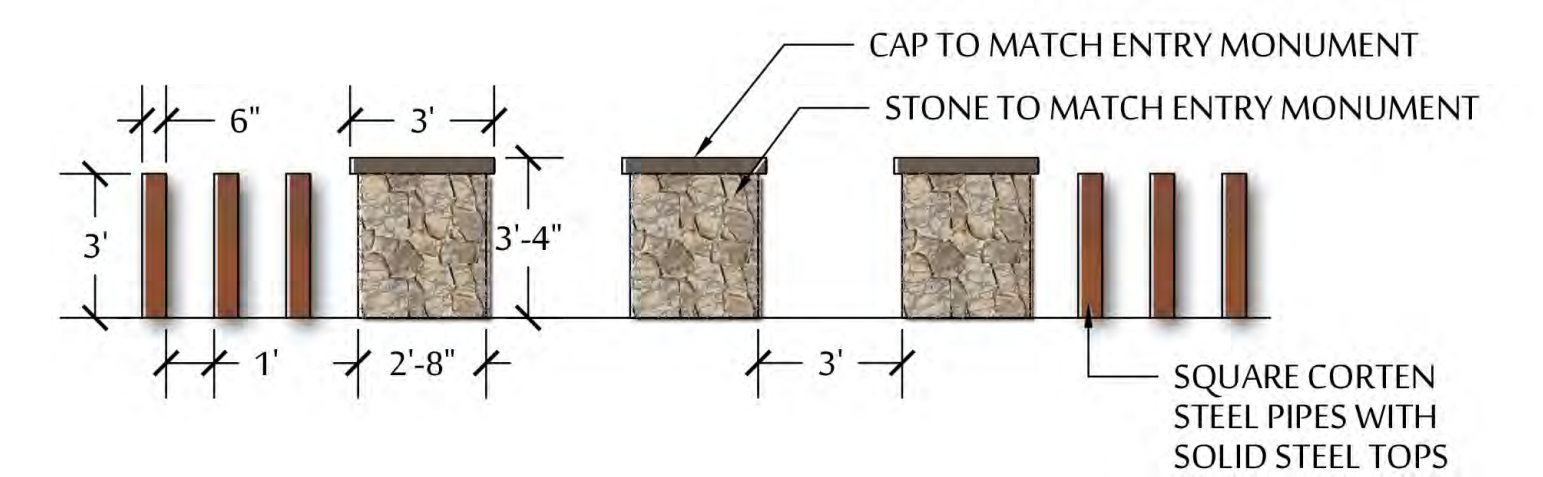


MAIN AMENITIES ENLARGEMENT



CORNER IDENTITY ELEMENT ENLARGEMENT

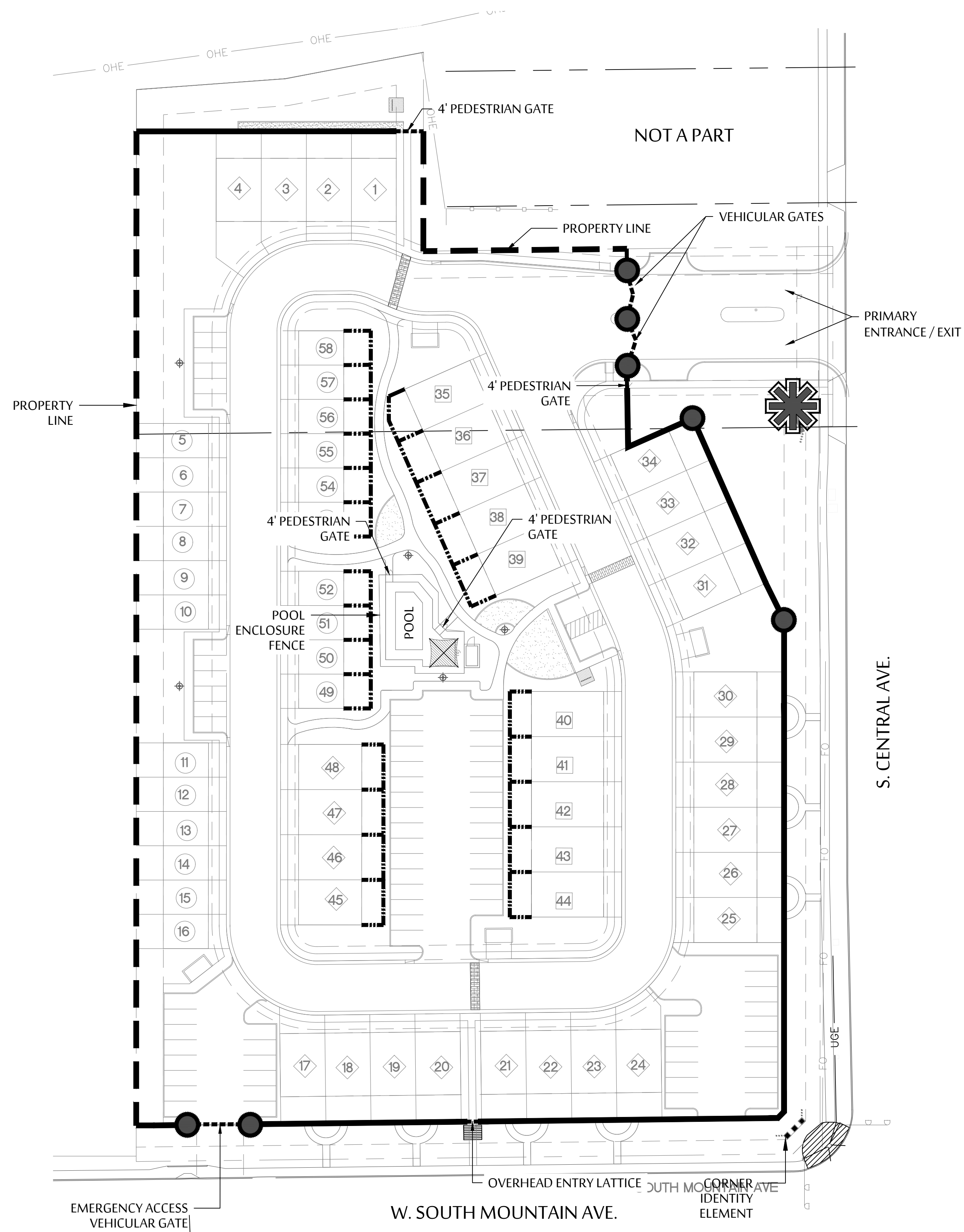
SCALE: 1" = 10'-0"



CORNER IDENTITY ELEMENT

ELEVATION

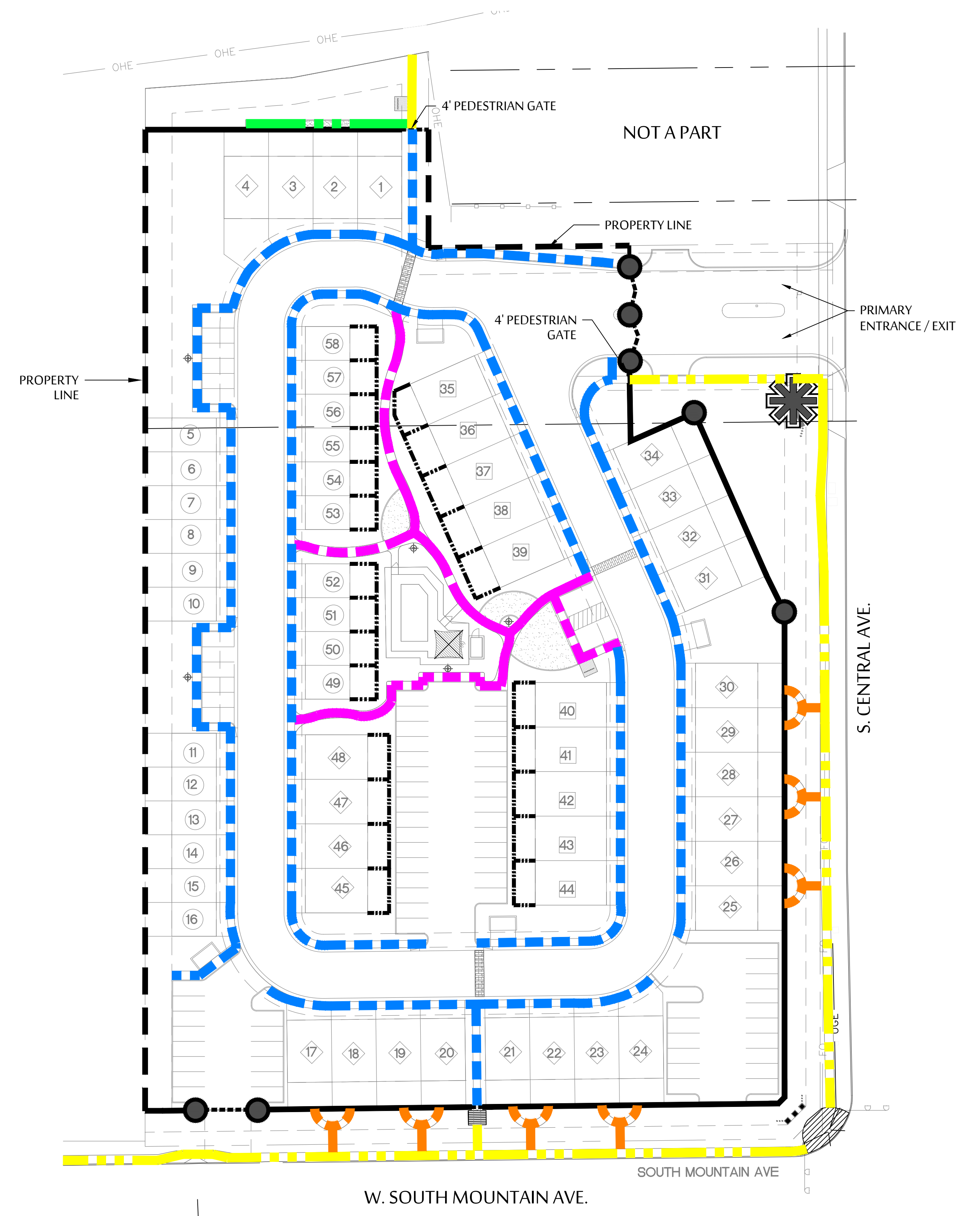
SCALE: 1/4" = 1'-0"



PRELIMINARY WALL PLAN

WALL PLAN LEGEND	
	THEME WALL - 940 LN. FT
	4" FENCE BLOCK WALL - 730 LN. FT
	VINYL FENCE - 938 LN. FT
	ENTRY MONUMENT
	THEME COLUMN

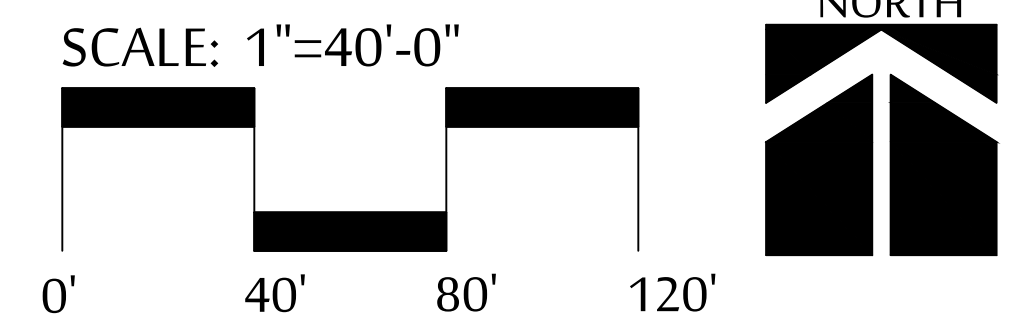
PEDESTRIAN CIRCULATION PLAN LEGEND	
	COMMON AREA SIDEWALK
	PRIVATE ENTRY TRAIL (STABILIZED DECOMPOSED GRANITE) WITH 4' WIDE ENTRY GATE AT EACH UNIT
	INTERIOR COMMUNITY SIDEWALK
	PRIVATE ENTRY WALK WITH 4' WIDE ENTRY GATE AT EACH UNIT
	PROJECT EXTERIOR SIDEWALK

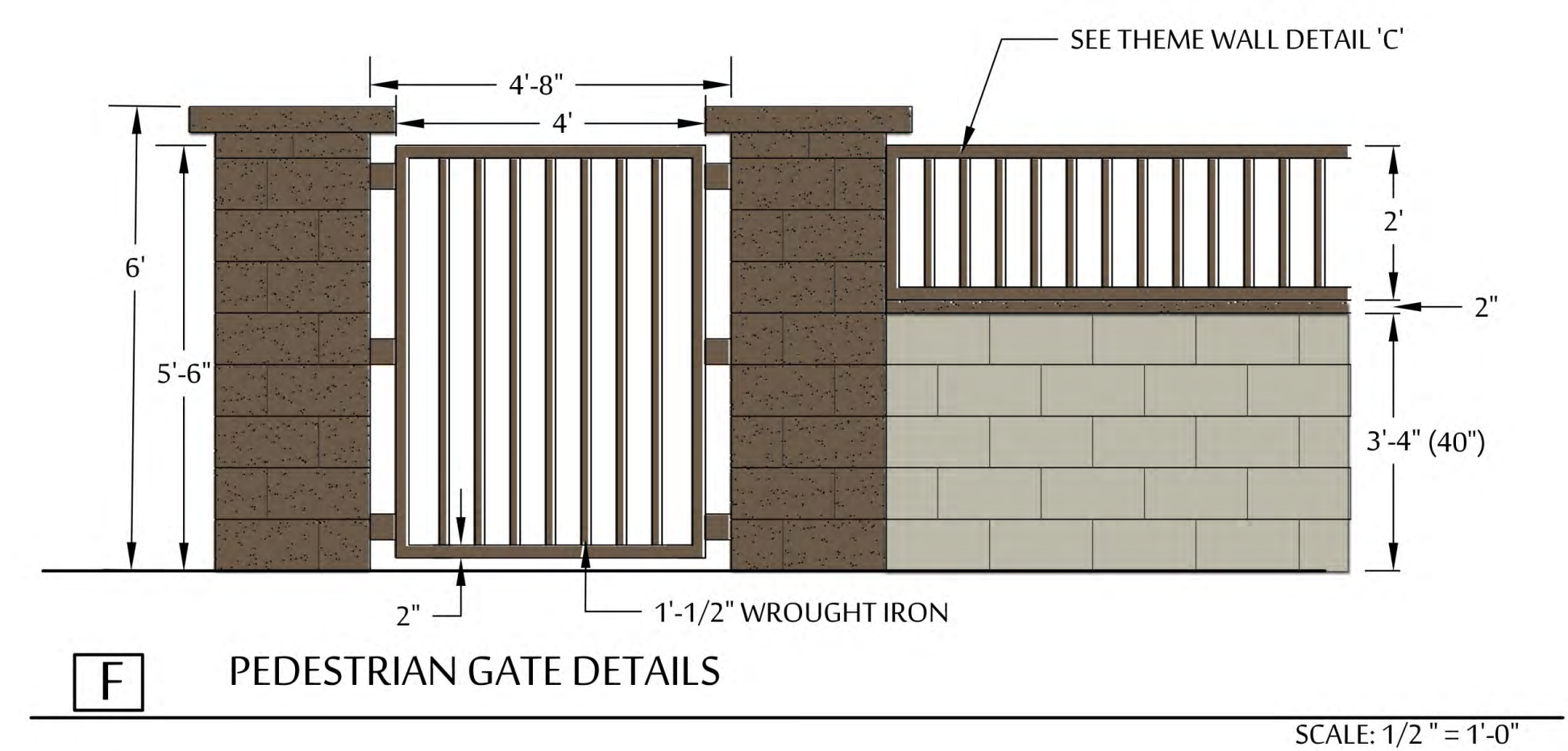
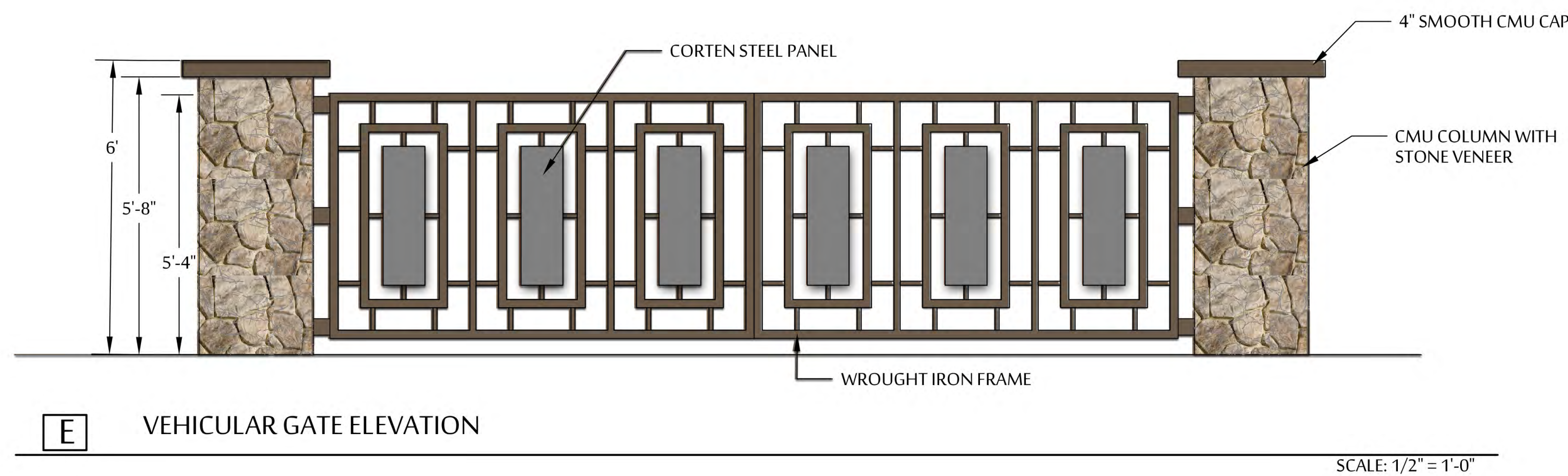
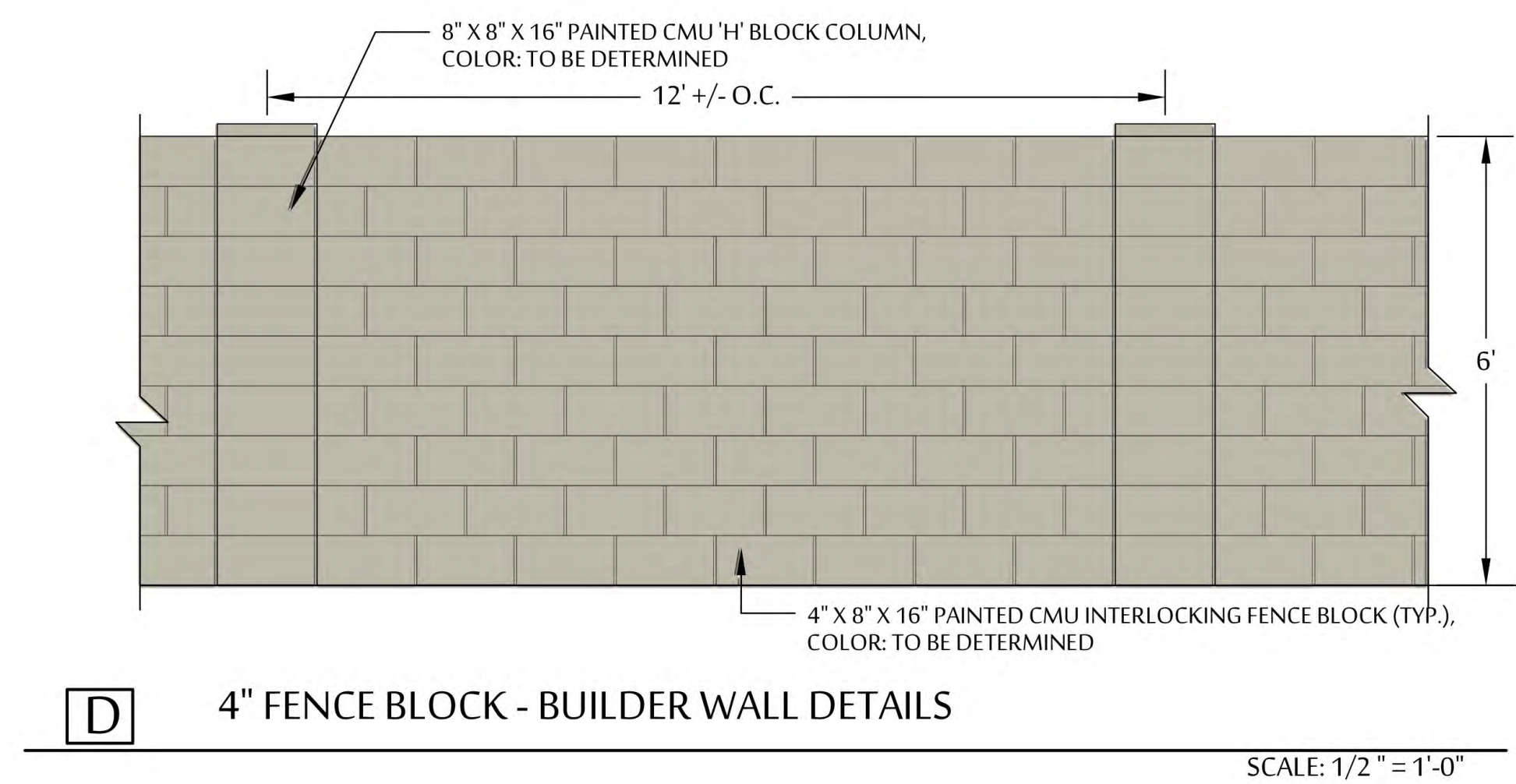
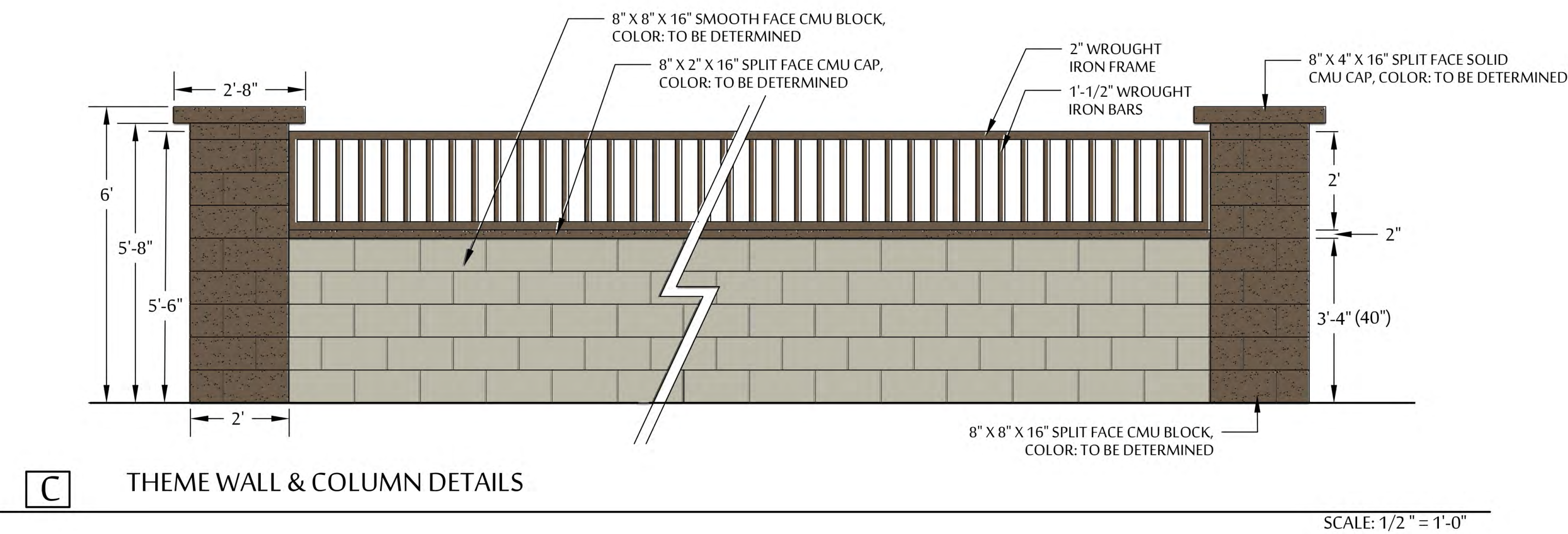
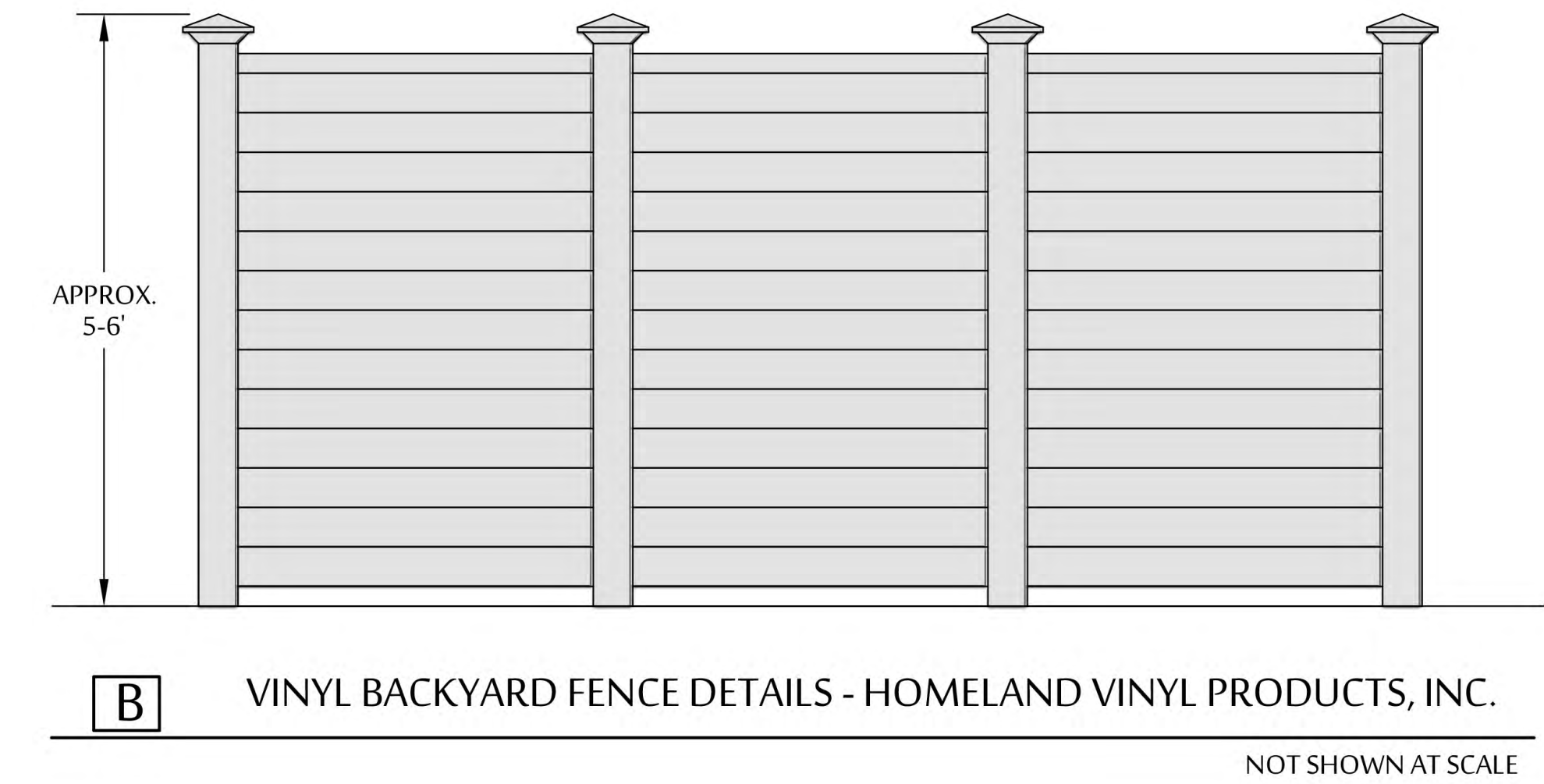
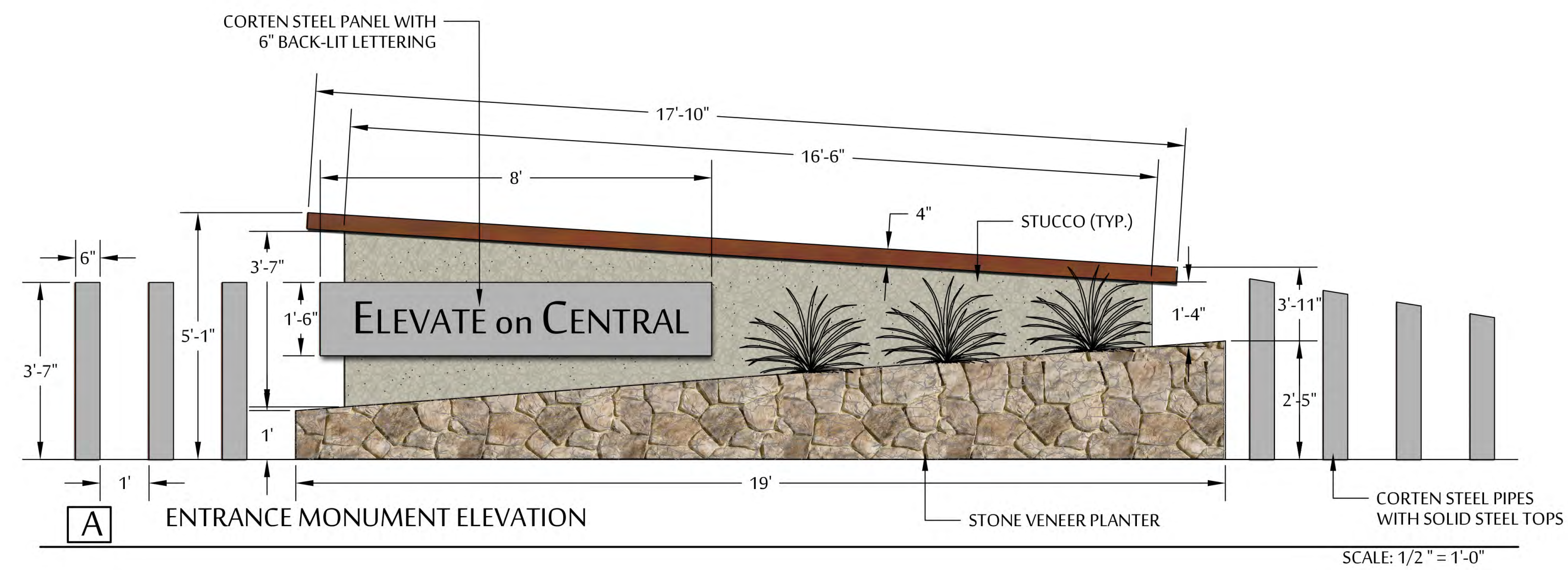


PEDESTRIAN CIRCULATION PLAN



ELEVATE ON CENTRAL PRELIMINARY WALL PLAN AND PEDESTRIAN CIRCULATION PLAN NWC OF CENTRAL AVE. & SOUTH MOUNTAIN AVE. SEPTEMBER 27, 2019





Building Elevations – 1-Car Garage

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Private Accessway View



Central and S. Mtn Ave. Views & Highline Canal View

Building Elevations – 2-Car Garage

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Private Accessway View



Internal Courtyard View

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Building Elevations - Surface Parked



Private Accessway View



Internal Courtyard View & Western Property View