

Attachment C



City of Phoenix

PLANNING AND DEVELOPMENT DEPARTMENT

Addendum A **Staff Report Z-86-18-2** **March 11, 2019**

**Deer Valley Village Planning
Committee Meeting Date:**

March 21, 2019

**Planning Commission Hearing
Date:**

April 4, 2019

Request From:

S-1 (Ranch or Farm Residence) (11.01 acres)

Request To:

CP / GCP (Commerce Park / General Commerce Park) (11.01 acres)

Proposed Use:

Recreational Vehicle and Boat Storage Facility

Location:

Northeast and southeast corners of Black Canyon Highway and the Dynamite Boulevard alignment

Owner:

The Prescott Valley Company

Applicant:

Fortress RV Storage, LLC - Mark Temen

Representative:

Lazarus, Silvyn, & Bangs, PC

Staff Recommendation:

Approval, subject to stipulations

As a result of ongoing dialogue with the adjacent property owners and city staff, the applicant is proposing an update to its site plan and landscape plan. The purpose of this addendum is to update Stipulation No. 1 to reference the revised site plan, date stamped March 8, 2019 and to include additional community correspondence.

The updated site plan includes the following:

- A decrease in the number of proposed covered spaces from 181 to 180.
- A change in the configuration of the site to shift the alignment of the north and south drive aisles from the center of the site to the east. The resulting landscape strip includes the following:
 - 3 recreational vehicle waste stations;
 - an air compressor station area;
 - a flag pole; and
 - four pole-mounted light fixtures.

- A change in the location of the propane tank to increase the distance from the entry building.

Staff is supportive of the updates proposed by the applicant subject to the following stipulations:

Revised Stipulations:

1. The development shall be in general conformance with the site plan date stamped ~~January 29, 2019~~, MARCH 8, 2019, as modified by the following stipulations and as approved by the Planning and Development Department.
2. Drought tolerant, 3-inch caliper evergreen trees 20 feet on center or in equivalent groupings shall be provided in the landscape setback areas, as approved by the Planning and Development Department.
3. All perimeter walls shall incorporate stone veneer, stonework, integral color CMU block or faux stone, and be compatible with the existing wall on the northern most property lines, as approved by the Planning and Development Department.
4. A minimum landscape setback of 30 feet shall be required along the west property lines, as approved by the Planning and Development Department.
5. A minimum landscape setback of 20 feet shall be required along the north and south property lines, as approved by the Planning and Development Department.
6. Minimum landscape setbacks shall be provided as follows along the eastern property line as depicted in the setback exhibit dated January 29, 2019 and as approved by the Planning and Development Department.
 - a. A minimum setback of 20 feet for the northern 420 feet.
 - b. A minimum setback of 15 feet for the middle 343 feet.
 - c. A minimum setback of 10 feet for the southern 160 feet, terminating at the 20-foot landscape setback along the southern property line.
7. The developer shall coordinate access and frontage requirements with the Arizona Department of Transportation.
8. The developer shall record a Notice to Prospective Purchasers of Proximity to Airport in order to disclose the existence and operational characteristics of Phoenix Deer Valley Airport (DVT) to future owners or tenants of the property.
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

March 8, 2019

Team Leader

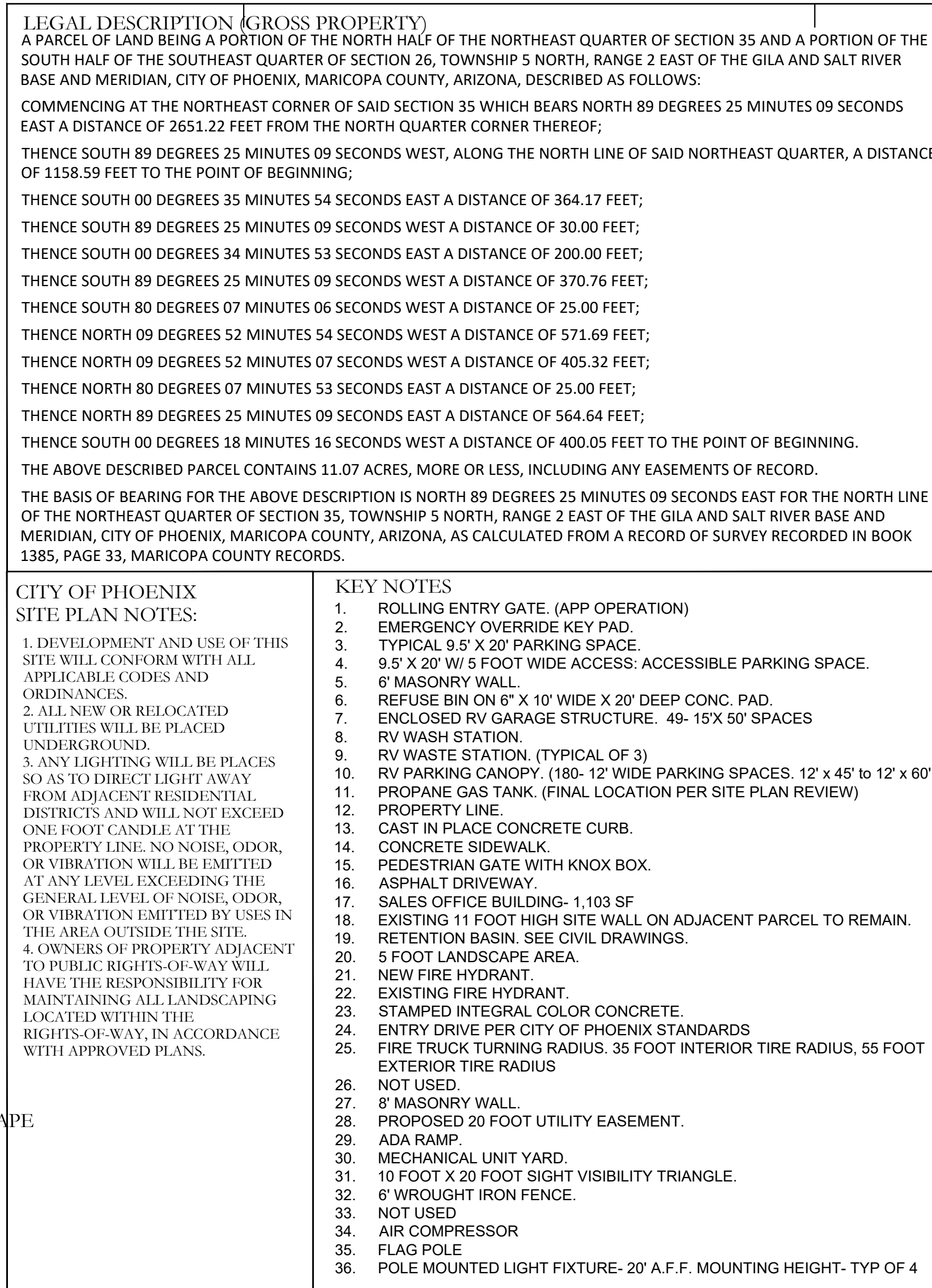
Samantha Keating


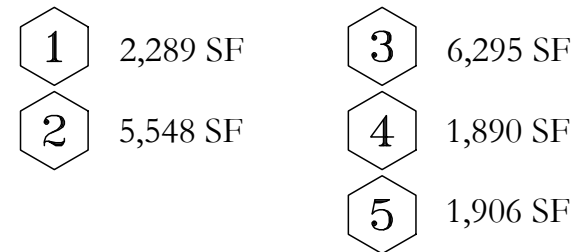
Exhibits

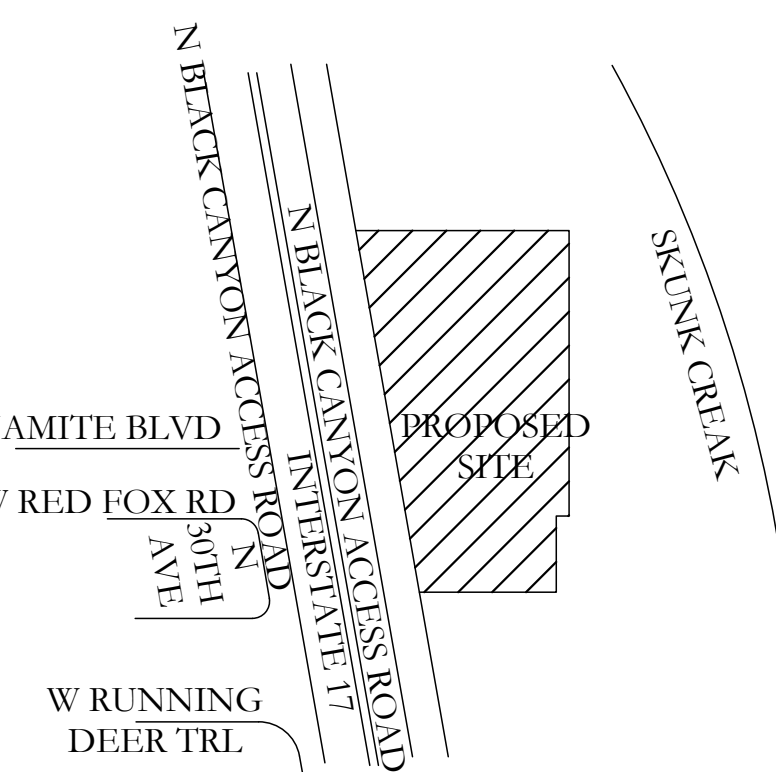
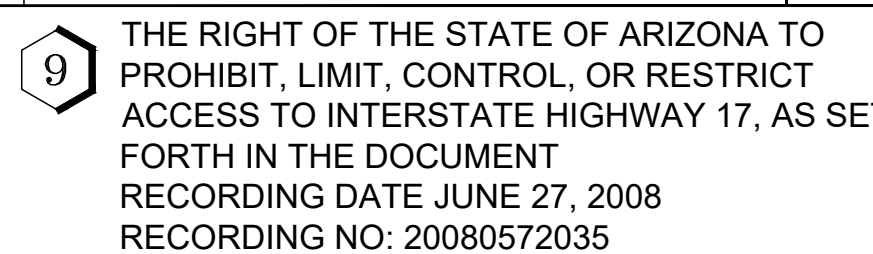
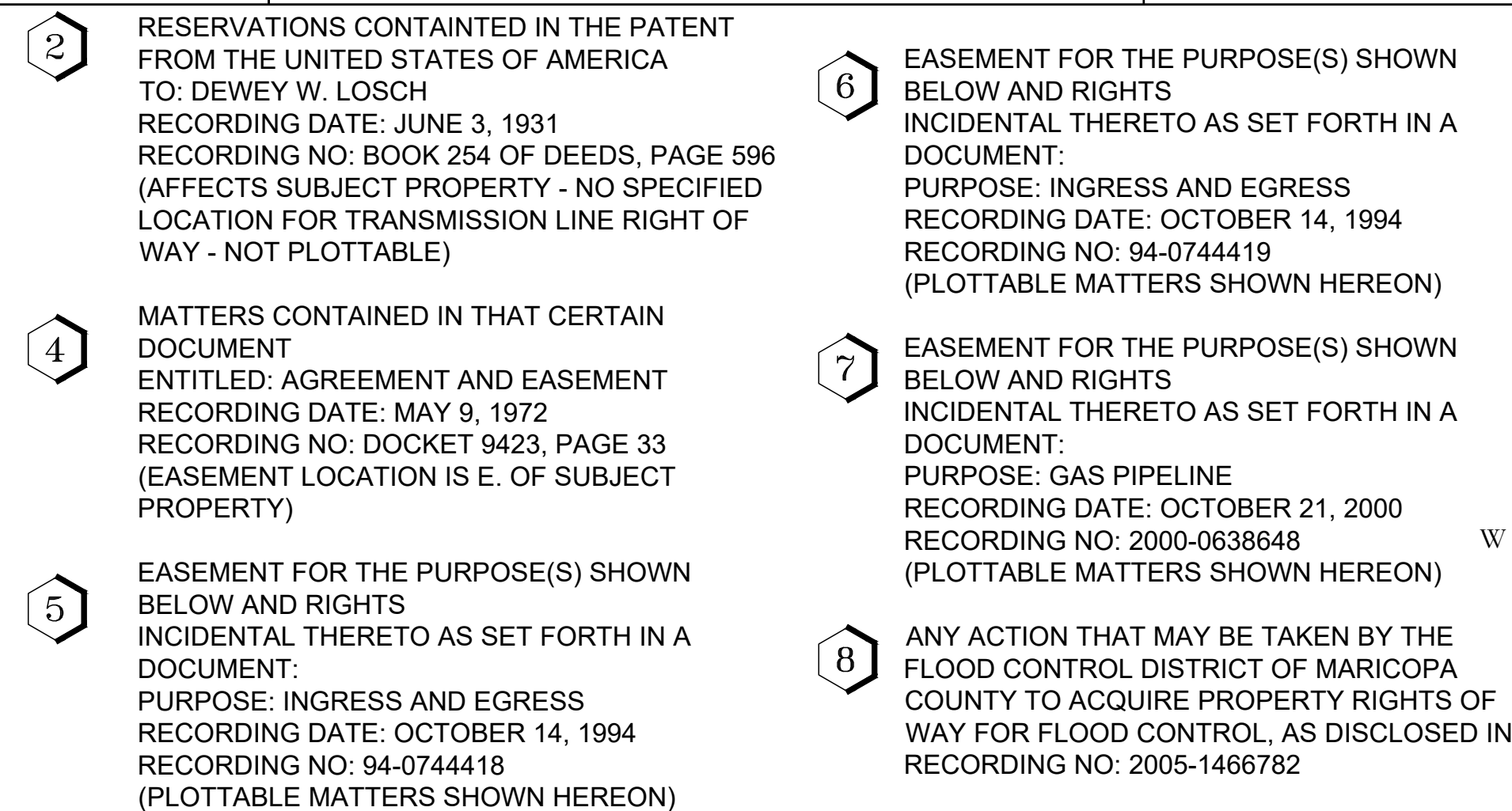
Site plan date stamped March 8, 2019

Conceptual landscape plan date stamped March 8, 2019

Community input (4 pages)



DEVELOPMENT STANDARDS	PROPOSED DEVELOPMENT STANDARDS	APPLICANT/ BUSINESS OWNER: FORTRESS RV STORAGE LLC MARK TEMEN 2211 EAST CAMELBACK ROAD UNIT 607 PHOENIX, ARIZONA 85016 CONTACT: MARK TEMEN P: 602-228-2826 CIVIL ENGINEER: RPA PETE HEMINGWAY PE STEVE LEWIS, PE 5727 N. 7TH STREET SUITE 120 PHOENIX, AZ 85014 ARCHITECT: ON POINT ARCHITECTURE, LLC NICOLE POSTEN, RA 1341 E FAIRFIELD ST. MESA, AZ 85203 P: 480-227-5259
BUILDING SETBACKS/ BUILD-TO-LINES	30' SETBACK ALONG I-17 FRONTAGE (STREET) 20' SETBACKS ALONG ALL OTHER INTERIOR PROPERTY LINES (NOT ON A STREET)	PROPERTY LOCATION BLACK CANYON HIGHWAY AND DYNAMITE ROAD PHOENIX, AZ 85009 ASSESSOR'S PARCEL NO.s: 205-01 -001E, 204-23-009D, & 204- 23-001A LOT SIZE: APN: 204-23 -009D NET: 66,835.16 SF (1.53 AC) GROSS: 66,835.16 SF (1.53 AC) APN: 205-01 -001E NET: 246,138.80 SF (5.65 AC) GROSS: 260,415.24 SF (5.98 AC) APN: 204-23 -001A NET: 144,701.93 SF (3.32 AC) GROSS: 154,823.83 SF (3.55 AC) TOTAL: NET: 457,675.89 SF (10.51 AC) GROSS: 482,074.23 SF (11.07 AC) CURRENT ZONING: S1 PROPOSED ZONING: CP-GCP GENERAL COMMERCE PARK
LANDSCAPE SETBACKS	30' SETBACK ALONG I-17 FRONTAGE 20' SETBACKS ON ALL OTHER PROPERTY LINES, EXCEPT FOR 15' AND 10' SETBACK ALONG SOUTH HALF OF EAST PROPERTY LINE AS SHOWN IN SITE PLAN	
HEIGHT	HEIGHT OF UP TO 18' WITHIN 30' OF PERIMETER LOT LINE, WITH A 1' HEIGHT INCREASE PER EACH 3' OF ADDITIONAL SETBACK	
AREA CALCULATIONS:	SALES OFFICE BUILDING: 1,103 SF COVERED RV PARKING: 143,219 SF RV GARAGES: 36,735 SF SURFACE PARKING AREAS:  A 189,935 SF B 140,541 SF LANDSCAPE AREAS:  1 2,289 SF 3 6,295 SF 2 5,548 SF 4 1,890 SF 5 1,906 SF TOTALS: SURFACE PARKING AREA: 330,476 SF INTERIOR LANDSCAPE AREA: 17,928 SF	
LOT COVERAGES	BUILDING COVERAGE: 181,057 SF/457,675.89 SF= 39.56% INTERIOR LANDSCAPE AREA: 17,928 SF/ 330,476 SF= 5.4%	
PARKING	REQUIRED: 1 SPACE PER 300 SF OF OFFICE= 1,103/300= 4 SPACES PROVIDED: 7 REGULAR SPACES 1 ACCESSIBLE SPACES	PROJECT DESCRIPTION THE APPLICANT PROPOSES TO CONSTRUCT (IN 2 PHASES) AND OPERATE AN RV AND BOAT STORAGE FACILITY, OFFERING BOTH ENCLOSED AND CANOPY STORAGE AREAS. VEHICULAR INGRESS AND EGRESS TO AND FROM THE FACILITY WILL OCCUR AT THE MID-POINT ALONG THE PROPERTY'S WEST BOUNDARY THROUGH AN ENTRANCE GATE WHICH CONNECTS TO THE I-17 FRONTAGE ROAD. A PROPANE STATION AND RV WASTE STATION ARE ALSO PROPOSED. UPON RECEIVING REZONING APPROVAL, THE APPLICANT WILL OBTAIN THE NECESSARY USE PERMIT APPROVAL TO OPERATE A RECREATIONAL VEHICLE AND BOAT STORAGE FACILITY IN ACCORDANCE WITH SECTION 626.F.2.Z. OF THE ZONING ORDINANCE.



CITY OF PHOENIX
MAR 08 2019
**Planning & Development
Department**

PRINTED: 3/07/19

JOB #: 1814

RV STORAGE FACILITY
for
FORTRESS RV STORAGE

28020 N 28TH AVENUE
PHOENIX, ARIZONA 85085

DWG NAME:

MASTER SITE PLAN

DWG #

A1.1



**ON
POINT**
ARCHITECTURE

WWW.ONPOINTARCHITECTURE.COM
• P. 480-227-5259 MESA, ARIZONA



DATE	ITEM
11/26/18	ZONING SUBMITTAL 1
01/28/19	ZONING UPDATE
03/07/19	ZONING UPDATE

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BEFORE YOU DIG
602-263-1100
1-800-STAKE-IT
(OUTSIDE MARICOPA COUNTY)



CITY OF PHOENIX

MAR 08 2019

Planning & Development
Department

Keynotes

1. Entry gate.
2. Key pad.
3. Parking space.
4. Accessible parking space.
5. 6" Masonry wall.
6. Masonry refuse enclosure.
7. Enclosed structure.
8. New wash station.
9. Waste station.
10. 20' Landscape setback.
11. Parking canopy.
12. Propane gas tank.
13. Property Line.
14. Cast in place concrete curb.
15. Concrete sidewalk.
16. Pedestrian gate.
17. Asphalt driveway.
18. 6" Masonry Wall to match Architectural Drawings.
19. Office building.
20. Existing site wall on adjacent parcel.
21. Retention Basin. See Civil Drawings.
22. 30' Landscape setback.
23. 10' Landscape setback.
24. Interior lot landscape.
25. Existing fire hydrant.
26. 8' Masonry wall- see Architectural Drawings.
27. 15' Landscape setback.
28. Air Compressor.
29. Flag Pole.
30. Pole Mounted Light Fixture.

Proposed Plant Palette

Tree	Acacia salicina <i>Willow Acacia</i>
Tree	Acacia willardiana <i>Palo Blanco</i>
Tree	Chilopsis linearis <i>Desert Willow</i>
Tree	Eucalyptus papuana <i>Ghost Gum</i>
Tree	Pinus canariensis <i>Canary Island Pine</i>
Tree	Pinus eldarica <i>Afghan Pine</i>
Tree	Pinus halepensis <i>Aleppo Pine</i>
Shrub	Bougainvillea (Sp.) <i>'Barbara Karst'</i>
Shrub	Caesalpinia mexicana <i>Mexican Bird of Paradise</i>
Shrub	Ruellia peninsularis <i>Desert Reullia</i>
Shrub	Muhlenbergia capillaris <i>White Cloud</i>
Shrub	Muhlenbergia capillaris <i>'Regal Mist'</i>
Shrub	Muhlenbergia emersleyi <i>'El Toro' Grass</i>
Shrub	Muhlenbergia lindheimeri <i>'Autumn Glow'</i>
Shrub	Muhlenbergia rigens <i>Deer Grass</i>
Accent	Dasyliroa wheeleri <i>Desert Spoon</i>
Accent	Hesperaloe parviflora <i>Red Yucca</i>
Accent	Yucca baccata <i>Banana Yucca</i>
Groundcover	Convolvulus cneorum <i>Ground Morning Glory</i>
Groundcover	Lantana 'New Gold' <i>New Gold Lantana</i>
Groundcover	Rosmarinus officinalis <i>'Prostratus' Rosemary</i>

Landscape Notes

Landscape Area: Approximately 1.9 Acres

Trees adjacent to residential parcels (north, east & south) to be placed an average of 20' on center.

All planting areas to utilize drip irrigation

All planting areas to be covered with decomposed granite - Desert Brown, 3/4" screened

Refer to Conceptual Site Plan for site plan specifics

Landscape Legend

- Tree
- Accent Tree
- Shrubs and Groundcover

Development Team

Business Owner:
Fortress RV Storage LLC
Mark Temen
2211 East Camelback Road Unit 607
Phoenix, Arizona 85016
Contact: Mark Temen
P. 602-228-2826

Civil Engineer:
RPA
Pete Hemingway PE
Michael Brungard PE
5727 N. 7th Street suite 120
Phoenix, AZ 85014

Architect:
On Point Architecture, LLC
Nicole Posten, RA
1341 E Fairfield St.
Mesa, AZ 85203
P. 480-227-5259

Landscape Architect:
RVI Planning
Steven Voss
120 S. Ash Avenue
Tempe, AZ 85281
P. 480-994-0994

Site Data

Property Location
Black Canyon Highway and Dynamite Road
Phoenix, AZ 85009
Assessor's Parcel No. 205-01 -001E combined with
Assessor's Parcel No. 204-23-009D and
Assessor's Parcel No. 204-23-001A

Zoning
Current Zoning: S1
Proposed Zoning: CP-GCP General Commerce Park

Proposed Parking
Accessible Space: 1
Regular Spaces: 6
Total Spaces: 7

Lot Coverage
Assessor's Parcel No.: 205-01 -001E:
91,807 SF / 246,138.80 SF= 37.3%
Assessor's Parcel No.: 204-23-009D
29,684 SF / 66,846.97 SF= 44.4%
Assessor's Parcel No. 204-23-001A
57,855 SF/144,701.88 SF = 40%

Building Heights
Office Building: 24'-2"
Canopies: 12'W x 60'D x 17' H
Enclosures: 15'W x 50'D x 19'H

Proposed Building Setbacks/Build-to-Lines
30' setback along I-17 Frontage (street)
20' setback along all other interior property lines (not street)

Proposed Landscape Setbacks
30' Setback along I-17 Frontage
South Parcel:
South: 20', East: 10'
North Parcel:
North: 20', East: 20',
(Open Storage Area per 626.F.2.Z.(2))

Site Legend

- Property Line
- Find Survey Monument
(See Monument Table)
- (See Monument Table)
- Schedule "B" Item
- 6 inch Concrete Curb
- Indicates Driveway (means of access)
- Concrete Surface
- Dirt Road
- Fence
- Wall
- Overhead Electric Line
- Down Guy Wire
- Fire Hydrant
- Gas Marker
- Gas Valve
- Guard Post or Gate Post
- Mail Box
- Underground Utility Vault
- Power Pole
- Power Pole W/ Underground Electric
- Sewer Clean Out
- TV Junction Box
- Water Valve
- See Reference Documents
- Measured

land planning
development entitlements
landscape architecture
120 south ash avenue
tempe, arizona 85281
480.994.0994

an RVI Company

FORTRESS RV
PRELIMINARY LANDSCAPE PLAN
28111 N. BLACK CANYON HIGHWAY PHOENIX, ARIZONA 85085

NORTH
50 25 0 50
GRAPHIC SCALE
1" = 50'

Date: 3/7/19

Project No.: 18002109

Drawn By: AV

Drawing Name:
PRELIMINARY LANDSCAPE PLAN

Revised:

Sheet:
1 of 1

PRELIMINARY AND FOR CONSTRUCTION. * SUBJECT TO ENGINEERING AND CITY REVIEW AND APPROVAL. This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it is prepared. Review of this document without written authorization and without the LVA Urban Design Studio, an RVI Company, shall be without liability to LVA Urban Design Studio, an RVI Company. LVA18002109-FORTRESS RV-S-PLANNING01-CAD03-PRG-APP-2109-PA-CONCEPTUAL LS PLAN.dwg Mar 7, 2019

Sage Luxury Apartment Homes

Dynamite Apartments I LLC, 31731 Northwestern Highway, Ste 250W, Farmington Hills, MI 48334 (248) 855-5400

City of Phoenix Planning and Development Department
200 W. Washington Street, Second Floor, Phoenix, AZ 85003
Attn: Nick Klimek - Planner for Deer Valley District

February 13, 2019

Re: Rezoning Case Z-86-18-2 on the Black Canyon Highway Service Drive at the Dynamite Boulevard Extension

Dear Mr. Klimek,

Please inform the Deer Valley Village Planners and City of Phoenix Planning Commissioners that, as a neighbor directly adjacent to the north and east, **we strongly object** to the proposed Rezoning of this property for use as an outdoor Boat & RV Storage Facility. Even though we haven't had time to fully review the provided information, we felt it important to voice our initial concerns at this time. Before we identify specific concerns, it is important to note we have no record of being invited to any Neighborhood Meetings. Have any been held? As the neighbor most immediately impacted by this use, representing over 300 units and about 600 residents (not including phase 2 with 232 more units and maybe 500 more residents), we would have expected to be invited or at least received a call. Our initial objections regarding the Use and Plan are as follows:

City's goal of a balance between housing and jobs is not met. The General Plan and Land Use Map envision Residences or Employment Centers for this area. Deer Valley's official brochure states that one of its principles is to balance housing and employment. A Commerce Park with businesses in a campus-like setting provides the opportunity for numerous well-paying jobs. An outdoor storage facility with 24-hour keycard access will have at most few employees. This rezoning/development doesn't match the vision outlined by the Ordinance.

Boat and RV Storage is a special use. Boat and RV Storage is not a permitted use because it is only reasonable under certain circumstances. The Special Use category was made to protect area residents and property owners from development that is not suitable for the specific circumstances. Inserting a 24 hour a day outside business next to our development with 304 apartments with nearly 600 residents, including families with children, plus our future phase and the other adjacent residential uses with by eliminating a road extension and limiting the potential for adjacent development to whatever works with a only 20' access easement is not beneficial to the area. The rezoning for this development runs counter to all the protections the Ordinance puts in place.

The plan attached to our notice is not the same plan as reviewed by the City. The plans are different and have different dates. We expect to be given accurate information when asked to comment on such an important subject. This proposed development greatly impacts our residents, our business, and our high-end community, and jeopardizes the attractiveness of Sage Luxury Apartments.

Eliminating the Dynamite Blvd Extension and Oberlin Way restricts future development. The proposed development eliminates 2 future road extensions that would allow full development the acreage parcels east of this development. It leaves only a 20' easement along its south edge for access to this remaining acreage. The property owner to the south of Oberlin Way would have to commit more

than their fair share of land if development to the east required a road access, or even a significant boulevard driveway. The proposed outdoor storage development restricts future development of the rest of this area west of the Wash.

The applicant's stated decrease in traffic doesn't paint the whole picture. It is true that the total amount of daily traffic will likely be less. The more important fact is that people with fishing boats or ATVs will probably pick them up very early in the morning, on the way to the lake. They might pick their boat or RV up the day before, on their way home from work, during rush hour, or at night after they are done with dinner and the kid's homework. The point is they won't be picking up or dropping off their Boat or RV mid-day. They will be picking up or dropping off their Boat or RV at the least convenient times for the adjacent residential uses.

The applicant's narrative states there is a significant deficiency of demand over supply. If there is a deficiency of demand over the amount of storage available, then this development is not necessary. If they mean there is a deficiency in supply, then they should indicate why the 426 vehicles currently parked for free at home will be moved to a new facility that charges rent. Are these 426 boats/rvs parked illegally?

Conformance with and Support of the Core Values. We do not recognize that outdoor storage celebrates a diverse community, and renting a storage space provides any strengthening of the local economy. We have read the statements provided. They are "a stretch". If anything, as proposed this development will weaken the economy by only providing a few jobs while greatly restricting the potential development on the adjacent properties (by eliminating the road extensions)

The staff Report states it is compatible with adjacent residential uses. A 24-hour business that involves 24-hour security lighting plus loading and unloading trailers in the morning and evenings is not compatible with residential uses adjacent and very close by. The proposed use will really be a nuisance for the area residents. Boat owners and ATV owners will start their motors to make sure they are running properly, and maybe even perform a tune-up before they head to the lake or trails, adding new noise levels to the clanging and banging of trailers. Most of this noise will occur early in the morning or in the late afternoon/evening.

The staff Report states it will generate little traffic. See the above statement about traffic

The staff Report states the plan includes impact-mitigating features. No features have been included to mitigate the impact to future development by eliminating Dynamite Boulevard and Oberlin Way. Also, has the lighting plan been studied as it relates to 24-hour security lights?

And a few general comments.

- It is difficult to comment on the proposed site plan itself, as we just found out it is different from the one we were sent with the Meeting notice.
- The applicant mentions nearby RV resorts for the placement of this storage facility. We find it unlikely that area residents will pack up their RV regularly for 15- to 30-mile trips. Long-term RV parks mean the RV's will be likely kept at the resort, not at this facility.
- No boat storage is identified on the plan. All the proposed types/locations of storage areas must be identified per the ordinance.
- Put the effluent waste pumping area as far away from residences as possible.
- There are existing apartments, existing single family homes on big parcels and recently approved attached housing surrounding this site. Putting a storage facility into the middle of all these

residential uses will be disruptive to all the adjacent owners. Eliminating the potential for development of the remaining large parcels is incredibly short-sighted.

We have made a significant investment in Sage Luxury Apartments, including a large investment to bring water and sewer to the site, sized to consider future development of this area as the business parks and employment centers or residences. Under-developing this area by eliminating roads, limiting future development and building Boat & RV Storage goes in the opposite direction envisioned by the General Plan, and ignores our infrastructure investment, which causes Sage and the other impacted property owners harm.

We hope the City agrees that the proposed rezoning is not consistent with the General Plan and would be detrimental to all neighboring properties, to all the Deer Valley goals associated with this development district. We respectfully request this Rezoning request and development be denied. We will contact you prior to the Deer Valley Planning Meeting with our full list of concerns

Sincerely,

A handwritten signature in blue ink, appearing to read 'M. Highlen', with a long horizontal flourish extending to the right.

Mark Highlen, agent for Dynamite Apartments 1 LLC
Owner of Sage Luxury Apartment Homes
28425 N. Black Canyon Highway
Phoenix, AZ 85085

From: [Fred Bishop](#)
To: [Nick Klimek](#)
Subject: Zoning Case Z-86-18-2 - RV Storage
Date: Thursday, March 07, 2019 9:43:03 PM

Mr. Klimek,

The city should not approve RV Storage at properties 204-23-001A, 204-23-009D and 205-01-001E.

Rather than RV Storage, retail, offices, commercial, residential or multifamily would be consistent with the existing development in the immediate area. For example, given that approximately 600 residences are being built to the south, at 205-01-010L, 205-01-010J, 205-01-010G and 205-4-002, a commercial complex, including grocery and retail, would be more appropriate. With Sage Apartments, there will likely be more than 800 residences in the immediate area.

RV Storage would very likely provide limited options to the city for the development of the properties to the east, as future uses will be severely limited behind a large RV Storage facility with 24 by 7 access. Activities such as customers testing boat engines and pumping sewage waste will negatively impact development of adjacent properties. It's likely the sewage collection facility will be placed as far as possible from the existing Sage Apartments, which will impact future development of the properties to the east and south. It would also be very difficult for Fortress RV Storage to prevent testing of boat and RV engines, as much of the times the facility will be unattended.

I would like to confirm my previous communication of the importance that the city of Phoenix provides dedicated street access to the properties to the east of the proposed Fortress RV Storage facility.

Without dedicated access, financing would be unavailable for the 15 acres to the East; 205-01-011H, 205-01-001X, 205-01-011S and 205-01-011R and these properties could be prevented from being developed. With street dedication for Oberlin and Dynamite, developers would understand access and be able to begin the planning and zoning process with confidence. Without that confidence it is very possible the properties to the east will not develop or it will be a very poor usage.

Street dedication by the city of Phoenix for Oberlin and Dynamite allows the city to influence development of these properties for the best usage. The city of Phoenix Street and Planning Design Guidelines, dated December 1, 2009, indicates that the width for a local street is a full right of way of 50 feet, making 40 feet inadequate. A local street dedication is appropriate for both Dynamite and Oberlin.

The site plan for Fortress RV Storage shows an easement of 20 feet at the Oberlin alignment, which would provide a private road, 10 feet of which crosses the south edge of the Fortress RV Storage property. However, a submitted site plan is only conceptual. The 10 feet could be removed during the building approval process; dedicating the Oberlin and Dynamite is the only effective way for the city to protect the ability to develop the properties to the east and provide adequate access.

Along the Dynamite road alignment, on the south side of the alignment, there is a large natural gas line that services the KB homes to the west, crossing under the highway, which prevents building any structures. This is also the appropriate location for the easement to bring water to the properties being developed for Fortress RV, as an existing water line easement extends for some distance to the west along the south edge of the Sage Apartment property. To support further development, the Dynamite alignment should be brought as far east as possible. Original Sage Apartments site plans showed a Dynamite alignment, and Sage Apartments may be depending on that road for further expansion.

Oberlin would be also logical access for the eastern properties and should also be dedicated. The existing narrow, private road is temporary access for the current S-1 zoning for very large residential lots, until the remaining properties are developed under a more appropriate zoning such as CP/GCP,

residential or multi-family. If the site plan is changed and ultimately access is not aligned at the southern edge of Fortress RV Storage, and is fully on the southern property, 205-01-012A, it will put a high burden on that property by requiring a much larger reduction in developable footage. Access to the east wholly on 2015-01-012A, would be an unacceptably large burden to a single property.

In addition, the number of existing and future residences between Jomax and Dixileta will create a tremendous amount of pressure on the access road, given that all northbound traffic must crossover the freeway at Dixileta, proceed south to Jomax and then cross over Jomax to go north. It would be an appropriate time to add the north bound access road at Dixileta.

Regards,
Fred Bishop

From: [Fred Bishop](#)
To: [Alan Hilty](#)
Cc: [Nick Klimek](#)
Subject: Fwd:
Date: Monday, December 17, 2018 4:31:35 PM
Attachments: [Z-86-18-2 Fortress RV Community hearing.pdf](#)

Alan,

Thank you for the conversation today. Attached is the mail I received showing three properties to be developed, 205-01-001E, 204-23-009D and 204-23-001A.

As described on the phone, I would support a dedication for Oberlin and Dynamite, appropriate for the development of the properties to the East, 205-01-011H, 205-01-001X (both owned by myself) and 205-01-011S and 205-01-011R (Wick Family Trust).

Along the Dynamite road alignment, on the south side of the alignment, there is a large natural gas line that services the KB homes to the west, crossing under the highway, which prevents building any structures. This is also the appropriate location for the easement to bring water to the properties being developed for Fortress RV, as an existing water line easement extends for some distance to the west along the south edge of the Sage Apartment property. To support further development, the Dynamite alignment should be brought as far east as possible, even if that ends at a cul-de-sac at the western edge of 205-01-011H. The Fortress RV development could provide Dynamite to the eastern edge of their property and install a gate until development continues to the east.

Oberlin would be the other logical access to the eastern properties. I talked to Marge Wick, trustee for the Wick Family Trust,; my understanding is she would also like the dedication for Oberlin, to provide access for future development. However, as is customary, she would not want any improvements to be paid by the properties to the east until required as part of the development of those properties for future uses. We both view the existing dirt road as temporary for the current S-1 zoning for very large residential lots, until the remaining properties are developed under a more appropriate zoning such as CP/GCP, residential or multi-family.

Rather than an RV park, a commercial complex including grocery and retail would be more appropriate for this general location, given that approximately 600 residences are being built to the south, at 205-01-010L, 205-01-010J, 205-01-010G and 205-4-002. With Sage Apartments, there will likely be more than 800 residences in the immediate area.

The number of residences will create a tremendous amount of pressure on the access road and it would be an appropriate time to add the north bound access road at Dixileta, which would also be useful for the RV park if that is approved.

In addition, it would make sense that and development along the freeway be required to implement a sound wall to reduce noise, similar to the sound wall along KB homes on the west side of I-17.

Copying Nick Klimek, who is creating the staff report for RV Fortress.

Regards

Fred Bishop