



Planning Commission
Online Meeting Agenda
Wednesday, August 19, 2020

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REGULAR MEETING

6:00 PM

1. CALL TO ORDER

2. ROLL CALL

3. OPENING STATEMENT

4. APPROVAL OF MINUTES

July 15, 2020.

5. PUBLIC HEARING ITEMS

**a. AVONDALE AUTOMALL – MAJOR AMENDMENT TO THE AVONDALE AUTOMALL
PLANNED AREA DEVELOPMENT (PAD) - APPLICATION PL-20-0119**

Planning Commission will hold a public hearing and consider a request by Paul Gilbert, of Beus Gilbert McGroder PLLC, for a Major Amendment to the Avondale Automall PAD to conditionally permit one (1) automotive dealership selling used vehicles only, provided that the dealer has a minimum consolidated annual revenue of \$500 million and shall maintain a minimum of 140 vehicles on display at all times on the Avondale Automall property. This PAD amendment is proposed for a single 6.02 net acre property (APN 102-54-102) located in the western portion of the Avondale Automall PAD. The Commission will take appropriate action. This item was initially reviewed at the July 15, 2020, Planning Commission meeting; however, the application was insufficiently noticed, which is why this item is returning for a new hearing. Staff Contact: Rick Casswell, Senior Planner

b. ECHOPARK AUTOMOTIVE, AVONDALE AUTOMALL – CONDITIONAL USE PERMIT – APPLICATION PL-20-0120

Planning Commission will hold a public hearing and consider a request by Paul Gilbert, of Beus Gilbert McGroder PLLC (on behalf of EchoPark Automotive), for approval of a Conditional Use Permit (CUP) to allow for the operation of one (1) automotive dealership selling used vehicles only, provided that the dealer has a minimum consolidated annual revenue of \$500 million and shall maintain a minimum of 140 vehicles on display at all times. The subject request is contingent upon City Council approval of a Major Planned Area Development (PAD) Amendment (application PL-20-0119) to the Avondale Automall, to conditionally permit one (1) such a used vehicle only dealership, meeting the criteria described above, at this subject property. The subject property (APN 102-54-102) is located within the western portion of the Avondale Automall PAD. The Commission will take appropriate action and forward a recommendation to the City Council. This item was initially reviewed at the July 15, 2020, Planning Commission meeting; however, the application was insufficiently noticed, which is why this item is returning for a new hearing.

Staff Contact: Rick Casswell, Senior Planner

c. FULTON HOMES ACCLAIM – MAJOR GENERAL PLAN AMENDMENT – APPLICATION PL-20-0043

Planning Commission will hold a public hearing and consider a request by Mr. Stephen W. Anderson, Gammage & Burnham PLC, for a Major Amendment to the Avondale General Plan 2030 Land Use Map for Fulton Homes Acclaim, a proposed 153.20 gross acre planned development at the northwest corner of 99th Avenue and Thomas Road. The proposed Major General Plan Amendment, if approved, will amend the General Plan 2030 Land Use Map designations for the property from 114.73 gross acres of Mixed Use and 38.47 gross acres of Freeway Commercial to Medium Density Residential (MDR). As required by Arizona Statute for Major General Plan Amendments, the Commission will conduct two separate public hearings to promote citizen participation. The first public hearing is an opportunity for the public to comment; no action will be taken by the Commission as that will occur at the second public hearing. The second public hearing, scheduled for September 16, 2020, is another opportunity for public comment and the Commission will take action on the request.

Staff Contact: Brian Craig, Planning Manager

d. HANCOCK COMMUNITIES AT MCDOWELL 117 – MINOR GENERAL PLAN AMENDMENT – APPLICATION PL-20-0054

Planning Commission will hold a public hearing and consider a request by Mr. Andy Jochums, Beus Gilbert McGroder PLLC, for a Minor Amendment to the Avondale General Plan 2030 Land Use Map for Hancock Communities at McDowell 117, a proposed 217 unit multi-family residential development located approximately 1,330 feet south of the southwest corner of McDowell Road and 117th Avenue. The proposed Minor General Plan Amendment, if approved, will amend the land use designation of approximately 32.30 acres of land inclusive of 19.07 acres of privately owned property, 9.53 acres of adjacent I-10 right-of-way and a 3.70 acre undeveloped portion of Friendship Park, from High Density Residential (HDR) to Medium/High Density Residential (MHDR). The requested MHDR designation allows for a variety of single-family and multi-family residential types with a density range of four (4.0) to twelve (12.0) dwelling units per acre (4.0 du/acre target density). The adjoining 9.53 acres of I-10 right-of-way and the 3.70-acre portion of Friendship Park are included in this request solely for administrative purposes and will not be developed as part of the Hancock Communities at McDowell 117 project. The Commission will take appropriate action and forward a recommendation to the City Council.

Staff Contact: Ken Galica, Division Lead Planner

e. HANCOCK COMMUNITIES AT MCDOWELL 117 – REZONING FROM PLANNED AREA DEVELOPMENT (PAD) AND MANUFACTURED HOME PARK (MH) TO PLANNED AREA DEVELOPMENT (PAD) – APPLICATION PL-20-0055

Planning Commission will hold a public hearing and consider a request by Mr. Andy Jochums, Beus Gilbert McGroder PLLC, to rezone 19.07 acres of land located approximately 1,330 feet south of the southwest corner of McDowell Road and 117th Avenue from Planned Area Development (PAD) and Manufactured Home Park (MH) to PAD (Planned Area Development). The proposed Hancock Communities at McDowell 117 PAD will allow for a 217 unit, single-story multi-family residential development at a density of 11.3 dwelling units per acre. A request to change the General Plan 2030 Land Use Map designation of the property from High Density Residential to Medium/High Density Residential to allow development at the proposed density will be considered separately. The Commission will take appropriate action and forward a recommendation to the City Council.

Staff Contact: Ken Galica, Division Lead Planner

f. CRYSTAL COVE (RISI HOMES) – MINOR GENERAL PLAN AMENDMENT – APPLICATION PL-20-0076

Planning Commission will hold a public hearing and consider a request by Shaine Alleman, Tiffany & Bosco, P.A., on behalf of owner Joseph Risi, Community Support OZ Fund, LLC, to amend the 2030 General Plan Land Use Map for Crystal Cove, a proposed 10.59 gross acre multi-family residential development located at the northeast corner of Central Avenue and La Canada Boulevard. The proposed Minor General Plan Amendment (GPA), if approved, will amend the General Plan 2030 Land Use Map designation from Local Commercial to High Density Residential. A concurrent request to rezone the property will be considered separately. Approval of this request is needed for approval of the rezone. The Commission will take appropriate action and forward a recommendation to City Council.

Staff Contact: Michelle Simerdla, Senior Planner

g. CRYSTAL COVE (RISI HOMES) – REZONING FROM C-2 (COMMUNITY COMMERCIAL) TO PLANNED AREA DEVELOPMENT (PAD) – APPLICATION PL-20-0077

Planning Commission will hold a public hearing and consider a request by Shaine Alleman, Tiffany & Bosco, P.A., on behalf of owner Joseph Risi, Community Support OZ Fund, LLC, to rezone approximately 10.59 gross acres of property located at the northeast corner of Central Avenue and La Canada Boulevard from C-2 (Community Commercial) to Planned Area Development (PAD). The proposed PAD will allow for development of the subject property with a 238 unit multi-family residential development with a density of 24.9 dwelling units per acre. A concurrent request to change the General Plan 2030 Land Use Map designation of the subject site from Local Commercial to High Density Residential will be considered separately. The Commission will take appropriate action and forward a recommendation to the City Council.

Staff Contact: Michelle Simerdla, Senior Planner

h. INTERSTATE COMMERCE CENTER (PIERCE 99) - MAJOR AMENDMENT TO THE INTERSTATE COMMERCE CENTER PAD - PL-20-0070

Planning Commission will hold a public hearing and consider a request by Adam Baugh, Withey Morris PLC, for a Major Amendment to the Interstate Commerce Center Planned Area Development (PAD) located at the northwest corner of 99th Avenue and Pierce Street. The proposed Major Amendment will amend the PAD to allow warehouse and distribution uses as a primary use to be permitted on Lots 5 and 6 of the Interstate Commerce Center PAD on 8.58 gross acres of vacant land located approximately 250 feet west of the northwest corner of 99th Avenue and Pierce Street. Permitted uses on other parcels within the Interstate Commerce Center PAD are not modified by the proposed Amendment.

Staff Contact: Chris Sexton, Planner

6. PLANNING DIVISION REPORT

7. CALENDAR

Next meeting date is September 16, 2020. The meeting will be held at the City of Avondale Municipal Operations Service Center located at 399 E. Lower Buckeye Road if the meeting is held in-person.

8. ADJOURNMENT

Members will attend by telephone conference call. Los miembros asistirán vía teleconferencia. Individuals with special accessibility needs, including sight or hearing impaired, large print, or interpreter, should contact the City Clerk at 623-333-1200 or TDD 623-333-0010 at least two business days prior to the meeting. Personas con necesidades especiales de accesibilidad, incluyendo personas con impedimentos de vista u oído, o con necesidad de impresión grande o intérprete, deben comunicarse con la Secretaria de la Ciudad at 623-333-1200 o TDD 623-333-0010 cuando menos dos días hábiles antes de la junta del Concejo.

Wednesday, July 15, 2020
6:00 P.M.

Note from the Clerk: The July 15, 2020 Planning Commission meetings was hosted online using the online Zoom Cloud Meeting platform. All participants attended by phone or video.

1. CALL TO ORDER

Commissioner Amos called the Regular Meeting to order at 6:07 p.m.

2. ROLL CALL

The following members and representatives were present:

COMMISSIONERS PRESENT BY PHONE/VIDEO

Lisa Amos, Commissioner
Maribel Guerrero, Commissioner
Lisa Osborne, Commissioner
Denise Stanfield, Commissioner
Christopher Thompson, Commissioner
Larry White, Alternate Commissioner

COMMISSIONERS ABSENT (EXCUSED)

David Iwanski, Chair
Linda Warren, Vice Chair

CITY STAFF PRESENT

Brian Craig, Planning Manager
Marcella Carrillo, City Clerk
Ken Galica, Division Lead Planner
Rick Casswell, Senior Planner
Nicholle Harris, Interim City Attorney
Stephanie Small, Senior Administrative Analyst
Kevin Murphy, Director of Development and Engineering Services
Jodie Novak, Assistant Director of Development and Engineering Services
Charles Montoya, City Manager

3. OPENING STATEMENT

Commissioner Amos read the opening statement.

4. APPROVAL OF MINUTES

a. June 17, 2020

Commissioner Guerrero cited an error in the minutes with respect to the name of who moved for the adjournment. Commissioner Osborne moved to approve the June 17, 2020 minutes with one revision related to identification of the commissioners who moved and seconded the approval of the minutes; Commissioner Thompson seconded the motion.

Upon vote, the motion was carried unanimously 5 to 0.

Commissioner Amos	Aye
Commissioner Guerrero	Aye
Commissioner Osborne	Aye
Commissioner Stanfield	Aye
Commissioner Thompson	Aye

5. PUBLIC HEARING ITEMS

a. AVONDALE AUTOMALL – MAJOR AMENDMENT TO THE AVONDALE AUTOMALL PLANNED AREA DEVELOPMENT (PAD) - APPLICATION PL-20-0119

Planning Commission held a public hearing and considered a request by Paul Gilbert, of Beus Gilbert McGroder PLLC, for a Major Amendment to the Avondale Automall PAD to conditionally permit one (1) automotive dealership selling used vehicles only – provided that the dealer has a minimum consolidated annual revenue of \$500 million and shall maintain a minimum of 140 vehicles on display at all times on the Avondale Automall property. This PAD amendment is proposed for a single 6.02 net acre property (APN 102-54-102) located in the western portion of the Avondale Automall PAD. The Commission will take appropriate action.

Staff Contact: Rick Casswell, Senior Planner

Rick Casswell, Senior Planner, presented Items 5(a) and 5(b) together, however, separate votes were required on each item. He provided an overview of the amendment and Conditional Use Permit application, including a description of the location and zoning. The property exists within the Avondale Automall, with a number of PAD's within the vicinity. The parcel is located within the Business Park Land Use Designation Area. It is surrounded by a Freeway Commercial use to the north and west and a number of other Business Park designated properties surrounding to the east and south. Section 603(e) of the Zoning Ordinance establishes various changes, which constitute a major amendment. Ultimately, a change in the use falls within this, requiring a major amendment. The intent of the amendment is to add one automotive dealership conditionally, selling used vehicles only and provided that the dealer has a minimum consolidated annual revenue of \$500 million and shall maintain a minimum of 140 vehicles on display at all times. It is subject to a Conditional Use Permit (CUP). The property is 6.02 net acres. Uses and development standards will continue to adhere to the existing PAD.

The CUP will allow for the legal operation of one automotive dealership, selling used vehicles only and subject to the description provided, minimum revenue per year and minimum number of cars on display.

EchoPark Automotive is an automotive retailer specializing in sales of nearly new, preowned vehicles. Within the existing Automall a number of dealerships sell both new and used vehicles. This dealership will sell used vehicles only. Associated improvements will be made to the subject building and property, which will subsequently be reviewed and approved via a Site Plan and Design Review permit following approval of the PAD amendment and CUP by City Council.

Site improvements include a 1,083 square foot addition to the existing building, construction of a detached car wash and new driveway at Roosevelt Street. For the southern portion of the property, approximately 60,000 square feet will be paved for employee and additional inventory parking. Proposed retail hours of operation will be 9:00 A.M. to 10:00 P.M. Monday through Saturday. An overview of the site plan and elevation was provided.

The proposed amendment is in conformance with the General Plan Land Use Map and the Freeway Corridor Specific Plan. The amendment will result in compatible land use relationships with the surrounding area. There is adequate public infrastructure to support the development within the Avondale Automall PAD and will be enhanced with the Roosevelt Street driveway.

The CUP is consistent with the General Plan Land Use Map designation and furthers the objectives for development in the Freeway Corridor Specific Plan. It is compatible with and not detrimental to surrounding uses. The proposed site plan meets all the City requirements, parking, setbacks and landscaping. Any adverse effects will be mitigated through conditions of approval.

Public participation and notice requirements have been met. Notification was provided to owners within a 1000-foot mailing radius. A neighborhood meeting was held on June 30th, 2020 with seven participants. Cactus Jack's associates were ultimately opposed to the proposed applications, as Cactus Jack's is interested in purchasing or leasing both the Mitsubishi and Fiat dealership properties with the intention of operating a Mitsubishi franchise. It was noted in the meeting by George Hagan, broker for the subject property, that Cactus Jack's made its offer subsequent to the EchoPark offer, which was already under contract at that point. Vice Mayor Dennis was present at the meeting and expressed a desire to protect the existing dealerships within the Automall; she was ultimately in favor of limiting the proposed area of the car sales. Previously it had been earmarked for five parcels, but only one of these properties within the western portion could actually obtain a Conditional Use Permit. There was a suggestion to the applicant to explore limiting sales down to the one property and the applicant has subsequently followed this suggestion. The applicant engaged surrounding property owners and was able to obtain signatures of support from either a property owner or dealership from 11 out of 14 properties that are currently developed with a dealership.

Mr. Casswell stated that the overall recommendation at this point is approval of both applications, PL-20-0119, subject to one recommended condition as well as approval of PL-20-0120, subject to three recommended conditions.

Commissioner Amos invited questions or comments from Commissioners. She asked about EchoPark's history in the Valley and other locations, if any. Mr. Casswell stated that EchoPark Automotive Group is a subsidiary of Sonic Automotive. They would be the first EchoPark Automotive location in Arizona. Sonic Automotive originates from the East Coast, particularly North Carolina, as the parent company.

Commissioner Amos invited further comments from Applicant representative, Paul Gilbert. Mr. Gilbert confirmed that this will be the first EchoPark development in Arizona. However, there are 11 other

locations throughout the United States. The parent company, Sonic Automotive, is a Fortune 500 company. Mr. Gilbert requested an opportunity to make a presentation and Commissioner Amos invited him to do so. Mr. Gilbert addressed the PAD rezoning as well as the CUP requests. The PAD was originally approved in 1999 for 100 acres, dedicated to vehicle sales with 50 acres reserved for a retail center. In 2003, due to the success of the Automall, the westernmost 50 acres were redesigned for auto sales. Today, however, there is less demand for dealership space for new car franchises. The applicant asks for an amendment of the zoning to allow a dealership that only sells used cars, as the next evolutionary stage of the Automall.

Mr. Gilbert provided an overview of the Sonic Automotive company and EchoPark Automotive. In terms of quality concerns for the sale of used vehicles, the Automall already has design guidelines, conditions, covenants and restrictions that regulate all dealerships in the Automall. The applicant is subject to such conditions and is required to submit its application to the Design Review Committee of the Automall for approval of the design. The proposed use requires that the used vehicle dealership have a minimum consolidated revenue of \$500 million, while maintaining a minimum of 140 vehicles onsite. These conditions were negotiated with City staff. The applicant has the approval of the majority of the property owners and dealers located in the Automall.

Commissioner Amos opened the public hearing. No members of the public wished to speak. Marcella Carrillo, City Clerk, stated that staff has received no requests to speak via email. Several members of the public were present via Zoom and were invited to provide comments. There were no public comments.

With no further pending questions, Commissioner Amos closed the public hearing.

Commissioner Amos invited a motion.

Commissioner Thompson moved that the Planning Commission recommend approval of Application PL-20-0119, a request for a Major Amendment to the Avondale Automall PAD to conditionally permit one (1) automotive dealership selling used vehicles only, subject to the one (1) recommended condition of approval as listed in the staff report. Commissioner Osborne seconded the motion.

Upon vote, the motion was carried unanimously 5 to 0.

Commissioner Amos	Aye
Commissioner Guerrero	Aye
Commissioner Osborne	Aye
Commissioner Stanfield	Aye
Commissioner Thompson	Aye

b. ECHOPARK AUTOMOTIVE, AVONDALE AUTOMALL – CONDITIONAL USE PERMIT – APPLICATION PL-20-0120

Planning Commission held a public hearing and considered a request by Paul Gilbert, of Beus Gilbert McGroder PLLC (on behalf of EchoPark Automotive), for approval of a Conditional Use Permit (CUP) to allow for the operation of one (1) automotive dealership selling used vehicles only – provided that the dealer has a minimum consolidated annual revenue of \$500 million and shall maintain a minimum of 140 vehicles on display at all times. The subject request is contingent upon City Council approval of a Major

Planned Area Development (PAD) Amendment (application PL-20-0119) to the Avondale Automall, to conditionally permit one (1) such a used vehicle only dealership, meeting the criteria described above, at this subject property. The subject property (APN 102-54-102) is located within the western portion of the Avondale Automall PAD. The Commission will take appropriate action and forward a recommendation to the City Council.

Staff Contact: Rick Casswell, Senior Planner

The staff presentation for this agenda item was covered under Agenda Item 5(a).

Commissioner Amos invited questions from Commissioners. There were no questions.

Commissioner Amos opened the public hearing. There were no members of the public who wished to speak. Ms. Carrillo stated that staff has received no requests to speak via email and no comments were received via Zoom.

With no further pending questions, Commissioner Amos closed the public hearing.

Commissioner Amos invited a motion.

Commissioner Thompson moved that the Planning Commission accept the findings and recommend approval of Application PL-20-0120, a request for approval of a Conditional Use Permit to allow the operation of one (1) automotive dealership selling used vehicles only – provided that the dealer has a minimum consolidated annual revenue of \$500 million and shall maintain a minimum of 140 vehicles on display at all times – within the Avondale Automall PAD zoning district, subject to three (3) recommended conditions of approval as listed in the staff report; Commissioner Osborne seconded the motion.

Upon vote, the motion was carried unanimously 5 to 0.

Commissioner Amos	Aye
Commissioner Guerrero	Aye
Commissioner Osborne	Aye
Commissioner Stanfield	Aye
Commissioner Thompson	Aye

6. ACTION ITEMS

a. AVARI APARTMENTS – DEVELOPMENT PLAN – APPLICATION PL-19-0308

Planning Commission will consider a request by Mr. Andrew Yancey, Bergin, Frakes, Smalley and Oberholtzer, PLLC, for approval of a Development Plan for Avari Apartments, a proposed 354-unit multi-family apartment community located on 16.44 net acres located at the northwest corner of Avondale Boulevard and the Corporate Drive alignment. Commission will take appropriate action and forward a recommendation to City Council.

Staff Contact: Ken Galica, Division Lead Planner

Mr. Galica reviewed the proposed subject property details and location. The property was annexed in 1976 and is located within the boundaries of The BLVD Specific Plan adopted in September of 2019. It was rezoned from City Center District (CCD) to the BLVDD in March of this year by the City Council.

Planning Commission review and City Council approval of development plans are required for properties zoned BLVDD.

The site western boundary is 117th Avenue, which does not currently exist and will be constructed adjacent to the site with the Avari development. The property's southern boundary is Corporate Drive, which does not exist adjacent to the site but which becomes The BLVD east of Avondale Boulevard. The developer will construct the north half of Corporate Drive adjacent to the Avari site. Surrounding properties to the parcel share the BLVDD zoning with the exception of the land directly west, which still has remnant CCD zoning.

The property is located within The BLVD's Village District, which allows for a mix of commercial and multifamily residential uses with minimum density of 18 units per acre. Development in the Village District of The BLVD is intended to take on an urban form.

Access into the project is from Corporate Drive as a single public point of access. There are additional emergency access points to satisfy fire and building codes. The site features several pedestrian connections into the development. The development includes 28 residential buildings ranging in height from two stories and 24-feet, 6-inches up to three and one-half to four stories at 55-feet, 2-inches. At staff's request, the applicant has located the taller buildings strategically adjacent to Avondale Boulevard and Corporate Drive to create the urban appearance on these two streets. The shorter buildings are located interior to the project. The development includes 128 garage spaces, which exceeds the City's minimum requirement. Each unit is also provided with a minimum of one covered parking space, for a total of 213 carport spaces. In addition, there are 306 uncovered parking spaces. In total, there are 663 parking spaces, which is 30 spaces more than the City requires.

Landscaping exceeds minimum requirements and contributes to site walkability. Amenities include an indoor clubhouse, conference and business center, media center, movie theater, lounge area and event kitchen. The fitness building includes an equipment gym, separate exercise classroom, restroom and locker facility and outdoor shaded event space. At the northeast corner of the property a separate cardio gym will include a glass storefront onto Avondale Boulevard. The main pool is located north of the clubhouse building. It includes resort-style pool, spa, cabanas, large trellis covered social area with barbeques, seating and fire pit. A secondary pool is designed for children and families, including restroom and changing facility. East of the second pool is a covered children's play area. There is a five-hole artificial turf putting green for resident use. Along the north edge of the property and inside the development walls are two separate dog parks, including pedestrian seating and amenities. Around the perimeter, outside the project walls and along Avondale Boulevard and Corporate Drive are six shaded pedestrian plazas, including pedestrian concrete seat walls, shade trees and water feature. These features will be available to residents and visitors to The BLVD.

The proposed architecture is contemporary, featuring stucco, concrete, veneer, glazing and metal accents. There is significant variation provided throughout the site in terms of parapet heights and wall planes with very few flat or blank surfaces.

The site proposal conforms to The BLVD Village District General Plan designation as well as The BLVD Zoning District and The BLVD Specific Plan itself. Ample vehicle and pedestrian access is provided to the site though the main entrance, accessible via a future signalized four-way signal at Corporate Drive and Avondale Boulevard. There are multiple pedestrian access points. The Fire Marshall, building officials and various other officials have reviewed the proposal and found that there is more than functional onsite

circulation and emergency access. Parking is provided in excess of minimums. Open space and amenities greatly exceed the minimum requirements. Landscaping exceeds minimum requirement in terms of area and plantings, which contributes to site walkability by providing shade on sidewalks. The contemporary architecture conforms with The BLVD Specific Plan. The developer will complete adjacent half-street improvements, including a deceleration lane and right-turn lane for southbound traffic to westbound traffic on Corporate Drive. Staff recommends approval of the development plan, subject to 12 conditions listed in the staff report.

Commissioner Amos invited questions from Commissioners.

Commissioner Thompson asked how many apartment complexes are currently in the City. Mr. Galica estimated there be between seven (7) to ten (10) large-scale apartment complexes (complexes with 300 or more units).

Commissioner Amos commended the developer for exceeding the minimum number of parking spaces. Water features are a great idea for a development plan, however, it is well-known that they eventually, “go away.” Examples are at the northwest corner of 99th and McDowell Gateway and the location in front of CVS at Van Buren and Avondale. Quite often, the owner finds them expensive to maintain. If the City values such a feature, the development agreement should include a provision that the feature be functional in perpetuity. She asked about the Avondale Boulevard frontage as a location for carriage houses with garages on the ground floor. She finds the aesthetic to be nonconforming, as it is unusual to see garages on a main thoroughfare such as Avondale Boulevard. Mr. Galica addressed the Avondale Boulevard frontage, stating that garages in those buildings face inwards, so you will not see garage doors from the perspective of Avondale Boulevard but rather the decorative building façade. The doors will not be visible and access to the garages is from the interior. As the water feature was proposed by the applicant, it seems that they would have a genuine interest in maintaining it in perpetuity.

Development representative, Carolyn Oberholzer, Bergin, Frakes, Smalley & Oberholtzer, PLLC, stated that features of the development, such as the water feature, are established in the site plan. To the extent that they would be modified in the future, the developer would have to go through the City process. In terms of the water feature, the developer has extensive experience in terms of programming and amenities and this type of feature helps to attract residents to the community.

There being no further comments or questions, Commissioner Amos invited a motion.

Commissioner Thompson moved that the Planning Commission recommend approval of Application PL-19-0308 Avari Apartments, a request for Development Plan approval for a proposed 354-unit multi-family residential development, subject to twelve (12) recommended conditions of approval as listed in the staff report; Commissioner Osborne seconded the motion.

Upon vote, the motion was carried unanimously 5 to 0.

Commissioner Amos	Aye
Commissioner Guerrero	Aye
Commissioner Osborne	Aye
Commissioner Stanfield	Aye
Commissioner Thompson	Aye

7. PLANNING DIVISION REPORT

Brian Craig, Planning Manager thanked Commissioners for their patience with the meeting format, which has been developed in response to the pandemic. He noted that there have been a significant number of applications received and that Planning Commission meetings will continue regularly to consider these items.

8. CALENDAR

It was announced that the next meeting date is August 19, 2020.

9. ADJOURNMENT

There being no further business before the Commission, Commissioner Osborne moved to adjourn the Regular Meeting; Commissioner Thompson seconded the motion.

Upon vote, the motion was carried unanimously 5 to 0.

Commissioner Amos	Aye
Commissioner Guerrero	Aye
Commissioner Osborne	Aye
Commissioner Stanfield	Aye
Commissioner Thompson	Aye

Meeting adjourned at 7:25 p.m.



AGENDA ITEM REPORT

SUBJECT: Avondale Automall – Major Amendment to the Avondale Automall Planned Area Development (PAD) - Application PL-20-0119

MEETING DATE: 8/19/2020

TO: Planning Commission

FROM: Rick Casswell, Senior Planner

THROUGH: Brian Craig, Planning Manager

PURPOSE:

Planning Commission will hold a public hearing and consider a request by Paul Gilbert, of Beus Gilbert McGroder PLLC, for a Major Amendment to the Avondale Automall PAD to conditionally permit one (1) automotive dealership selling used vehicles only, provided that the dealer has a minimum consolidated annual revenue of \$500 million and shall maintain a minimum of 140 vehicles on display at all times on the Avondale Automall property. This PAD amendment is proposed for a single 6.02 net acre property (APN 102-54-102) located in the western portion of the Avondale Automall PAD. The Commission will take appropriate action. This item was initially reviewed at the July 15, 2020, Planning Commission meeting; however, the application was insufficiently noticed, which is why this item is returning for a new hearing.

BACKGROUND:

The Avondale Automall PAD was adopted by the City Council in December 1999 for an approximately 150-acre site, with automotive dealerships (selling a combination of new and used cars) approved to be allowed (by right) within the eastern 100 acres and a retail commercial center on the western 50+ acres. The Avondale Automall PAD area is located between 107th Avenue and 99th Avenue and is bounded by the Interstate 10 Freeway to the north and Roosevelt Street to the south.

In 2003, due to the success of the automotive dealerships that were located within the eastern 100 acres of the PAD area, an amendment to the PAD was approved to also allow by right automotive dealerships selling a combination of new and used cars within the westernmost 50+ acres of the PAD area. The intent of that amendment was to expand the automall and allow automotive dealerships to be permitted uses throughout the entire PAD area.

The applicant has initiated a new Major PAD Amendment that would apply to only one (1) property, located within the western portion of the existing PAD area (Exhibits A and B). The subject property is currently developed with an unoccupied automotive dealership, which formerly specialized in new vehicle sales. A detailed description of the PAD amendment request is provided in the "Summary of Request" section of this report, below.

The property subject to the proposed amendment has a General Plan 2030 Land Use designation of Business

Park (Exhibit C).

Surrounding uses and zoning abutting the subject property include:

North: The Interstate 10 Freeway, which runs through the City of Avondale in an east-west direction, abuts the I-10 Frontage Road to the north. Immediately north of that is commercial development comprised of the Gateway Crossing PAD and Gateway Village retail and restaurant developments located east of 103rd Avenue, and the Park 10 PAD currently under phased construction on vacant land located immediately west of the 103rd Avenue.

East: Abutting the subject property to the east is Tom's Camperland RV dealership, which is one of multiple dealership properties that are also part of the Avondale Automall PAD. Outside of the PAD, the City of Tolleson lies immediately to the east, separated by 99th Avenue. The existing uses on the east side of 99th Avenue include a CarMax used car dealership and a Circle K gas station and convenience store.

South: Between 107th and 105th Avenues is the Griffith PAD, which is currently developed with a used car sales operation and an Enterprise car rental facility, with the remainder of the PAD currently vacant land. The land situated between 105th and 103rd Avenues is zoned Commerce Park and contains a light manufacturing facility and vacant land. Avondale Commerce PAD lies in between 103rd and 101st Avenues and is occupied by 101 Logistics Park, a 650,000 square foot industrial center for warehousing and e-commerce. Additionally, the land located between 101st and 99th Avenues is part of the Interstate Commerce Center PAD and is fully developed with a truck wash, gas station, convenience store, and fast-food restaurant services.

West: Abutting the subject property to the west is the Rodeo Kia dealership, which is one of multiple dealerships which are part of the Avondale Automall PAD. Outside of the PAD area, west of 107th Avenue, is undeveloped land with active agriculture. This land is zoned PAD for the Avondale Gateway Center, which is envisioned as a mixed-commercial PAD that is intended to be developed with a combination of commercial uses, including office, restaurant, retail, business park, light industrial, and other uses that support the Freeway Corridor Specific Plan.

DISCUSSION:

SUMMARY OF REQUEST:

Paul Gilbert, of Beus Gilbert McGroder PLLC, has initiated a request for a Major Amendment to the Avondale Automall PAD to conditionally permit one (1) automotive dealership selling used vehicles only, provided that the dealer has a minimum consolidated annual revenue of \$500 million and shall maintain a minimum of 140 vehicles on display at all times on the Avondale Automall property. This amendment is proposed for a single 6.02 net-acre parcel (APN 102-54-102) located in the western portion of the Avondale Automall PAD.

If the applicant-initiated Major PAD Amendment is approved, only this single property within the Avondale Automall will be able to conditionally permit (via a Conditional Use Permit) the operation of a used car dealership, provided that the dealer has a minimum consolidated annual revenue of \$500 million and shall maintain a minimum of 140 vehicles on display at all times.

The entitlement process to conditionally permit the operation of a used car dealership is a three-step process. This PAD amendment is the first step in the process, which is to amend the Avondale Automall PAD to conditionally permit one (1) used car dealership meeting the criteria described above. If this Major PAD Amendment is approved, the property owner of the subject parcel will be able to request a Conditional Use Permit (CUP) application for the operation of the proposed use, which would be the second step. Planning Commission and City Council review and approval of such an application is required. The third step in the entitlement process would be the administrative approval of a Site Plan and Design Review application for any

building construction or remodeling, which would include a Comprehensive Sign Plan as part of that application. The existing PAD development standards would need to be met for any new development, including any exterior improvements and signage that are proposed for an existing building.

PUBLIC PARTICIPATION:

The applicant held a neighborhood meeting to discuss the proposed PAD amendment at 6:00 P.M. on Tuesday, June 30, 2020. Due to protective measures that have been implemented by the City of Avondale, in order to limit the spread of the COVID-19 virus, in-person meetings at City Hall were suspended during the application review process. As a result, the neighborhood meeting was held via teleconference instead. The neighborhood meeting was advertised in the June 10, 2020 edition of the Southwest Valley Arizona Republic. Two (2) notification signs, which include information on the request along with details of the neighborhood meeting date, time, and location, were erected at the project site on June 11, 2020. Furthermore, in addition to the certified notices discussed in the preceding section, all property owners within the project area and within 1,000 feet of the perimeter boundary were notified of the neighborhood meeting via postcards sent on June 6, 2020. Both the Planning Commission and City Council meeting were advertised in the July 29, 2020 edition of the Southwest Valley Arizona Republic. The two (2) existing notification signs, which include information on the request along with details of the Planning Commission and City Council meeting dates, time, and location, were updated at the project site on or before August 3, 2020. In addition to the certified notices, all property owners within the project area and within 1,000 feet of the perimeter boundary were notified of both the Planning Commission and City Council meetings via postcards sent on July 24, 2020.

The virtual neighborhood meeting was attended by the applicant (Paul Gilbert and Andy Jochums), City Staff, Vice Mayor Pat Dennis, George Haugen (the subject property owner's representative and broker), Hector Salazar (current leaseholder for the now vacant building, previously occupied by Avondale Fiat, which abuts the subject property to the west), Dwayne and Beth Hathoot (associates of Cactus Jack's Auto), David Doherty (owner of Cactus Jack's Auto), and Gil Neuner (associate of Cactus Jack's Auto).

Three parties were opposed to the proposed applications: the Hathoots, David Doherty, and Gil Neuner (all affiliated with Cactus Jack's Auto). Cactus Jack's Auto is interested in purchasing or leasing both the former Mitsubishi and Fiat dealership properties with the intention to operate a Mitsubishi franchise there. However, George Haugen pointed out that Cactus Jack's Auto made their offer subsequent to the EchoPark offer, which was already under contract at that point.

Vice Mayor Dennis expressed wanting to protect existing dealerships within the Automall and was in favor of limiting the proposed used car sales operation to just one property. She suggested the applicant explore limiting their rezoning scope to one (1) lot rather than the proposed area.

The applicant has obtained signatures of support from either a property owner or dealership (or in a number of cases both) for eleven (11) out of the fourteen (14) properties currently developed with a dealership, including dealership buildings (Exhibit H).

At the time of writing this report, no comments related to the proposal have been posted on the City's aVOICE digital forum.

ANALYSIS:

In 1999, approximately 150 acres south of Interstate 10 between 99th Avenue and 107th Avenue was rezoned from Agriculture to PAD to allow for the creation of an automall along with an envisioned retail shopping center on the westernmost 50 acres. In 2003, due to the success of the automall, the westernmost 50 acres was rezoned to expand the automall and allow for "Outdoor Automobile Sales: New and Used" along with other associated uses.

The applicant points out in their project narrative (Exhibit E) that since 2003 the landscape of the automobile

industry has changed significantly. Several domestic brands such as Mercury, Oldsmobile, Plymouth, and Pontiac have disappeared from the market, along with newer brands and imports such as Hummer, Isuzu, Saturn, and Suzuki, which are also no longer sold. The loss of these car manufacturers has led to a reduced need for dealership space, leaving the Avondale Automall with vacant buildings. Some of those vacancies have been filled with alternative uses, such as recreational vehicle and trailer sales, but some dealership buildings remain vacant or with a high degree of turnover.

Recently, the automobile sales industry has seen great success in dealerships that specialize in selling only more recent model used vehicles, with lower mileage. With this proposed amendment, the applicant is seeking the Major PAD amendment to conditionally permit one (1) dealership selling used vehicles only, subject to that dealer having a minimum consolidated annual revenue of \$500 million and maintaining a minimum of 140 vehicles on display at all times.

If this Major PAD Amendment is approved, the property owner of the subject parcel would be able to request a CUP to conditionally permit a used car dealership at this location in the PAD. Approximately 80 percent of dealerships within the overall PAD area are supportive of the proposed amendment (Exhibit H).

The Planning Commission and City Council will have continued review and approval authority, respectively, for any dealership meeting the aforementioned criteria that is proposed to operate at this location. As this report has already established, a CUP would be required for such an operation, and this would allow for Planning Commission and City Council approval authority, which could involve the imposition of various zoning conditions of approval, should approval be granted.

DISCUSSION:

The proposed Major PAD amendment meets the following findings:

1. The proposed Amendment is in conformance with the General Plan 2030 Land Use Map.
2. The proposed Amendment is in conformance with The Freeway Corridor Specific Plan.
3. The proposed Amendment will result in compatible land use relationships.
4. Adequate public infrastructure to support development in the Avondale Automall PAD either presently exists or will be constructed by adjacent developers as properties develop.

STRATEGIC PLAN:

INITIATIVE: Foster sustainable community development

- STRATEGIC GOAL: Ensure City has financial capacities to support development.

INITIATIVE: Encourage and support creative innovation in development and service delivery

- STRATEGIC GOAL: Encourage a flexible environment responsive to market trends.

BUDGET IMPACT:

No budget impacts.

RECOMMENDATION:

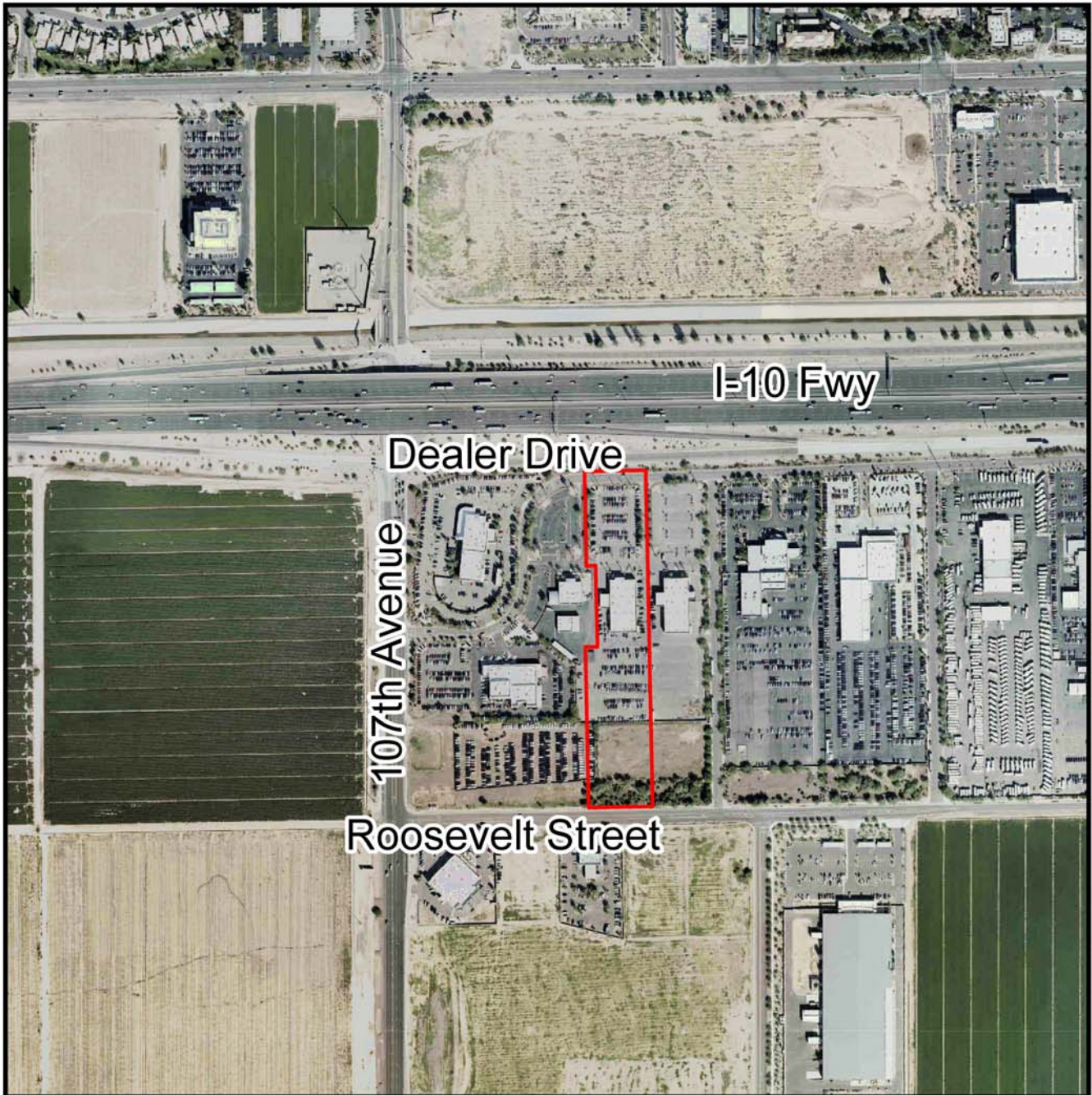
The Planning Commission will conduct a public hearing and recommend **APPROVAL** of Application PL-20-0119, a request for a Major Amendment to the Avondale Automall PAD to conditionally permit one (1)

automotive dealership selling used vehicles only, subject to the following one (1) condition of approval:

1. Development shall conform to the Avondale Automall PAD Amendment Narrative date stamped July 7, 2020, which includes the requirements that the dealer has a minimum consolidated annual revenue of \$500 million, shall maintain a minimum of 140 vehicles on display at all times on the Avondale Automall property, and that this amendment applies to only a single 6.02 net acre parcel located in the western portion of the Avondale Automall PAD, as shown and described in Exhibits F and G.

PROPOSED MOTION:

I move that Planning Commission recommend **APPROVAL** of Application PL-20-0119, a request for a Major Amendment to the Avondale Automall PAD to conditionally permit one (1) automotive dealership selling used vehicles only, subject to the one (1) recommended condition of approval as listed in the staff report.

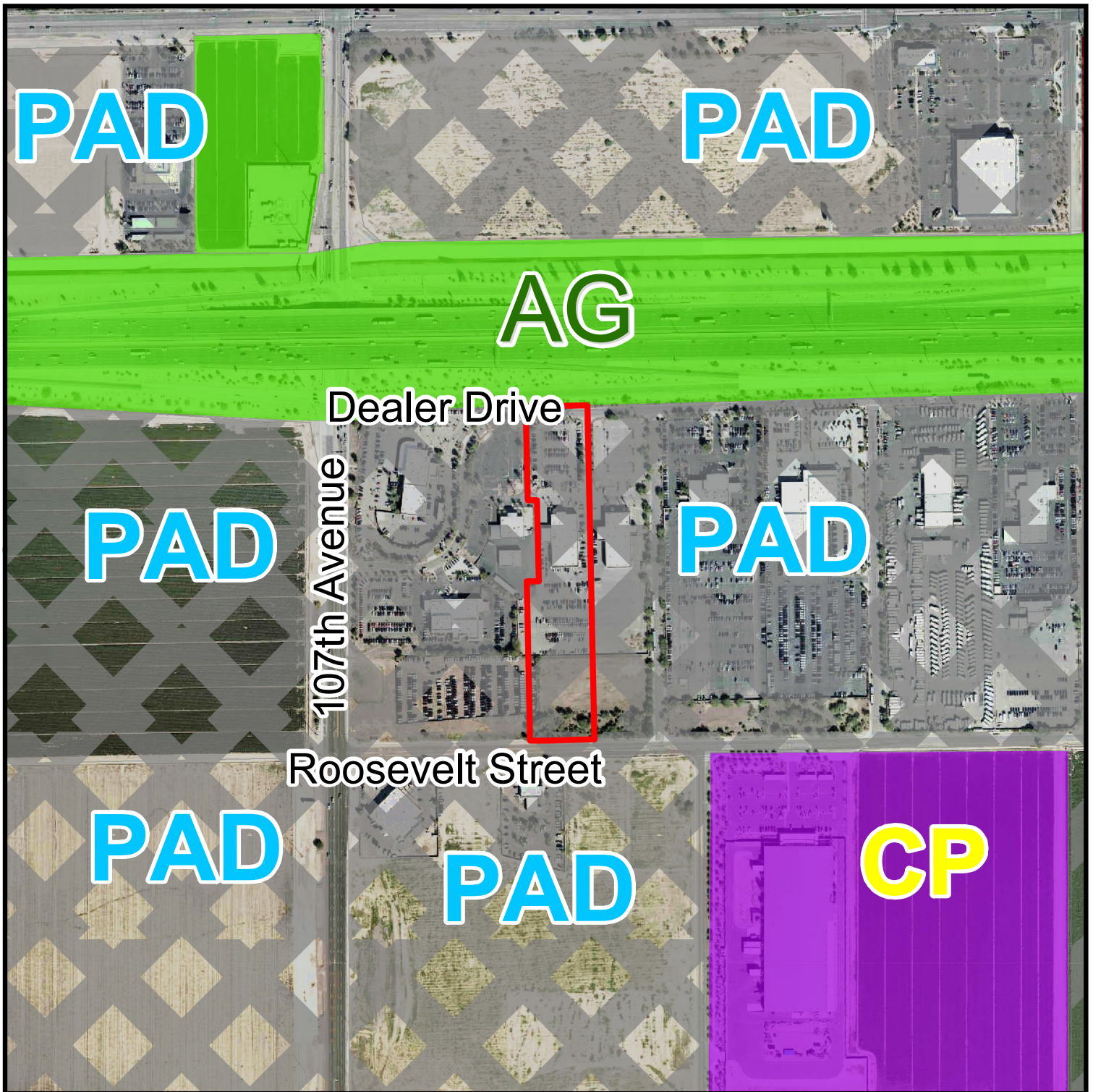


Aerial Image



Project Location



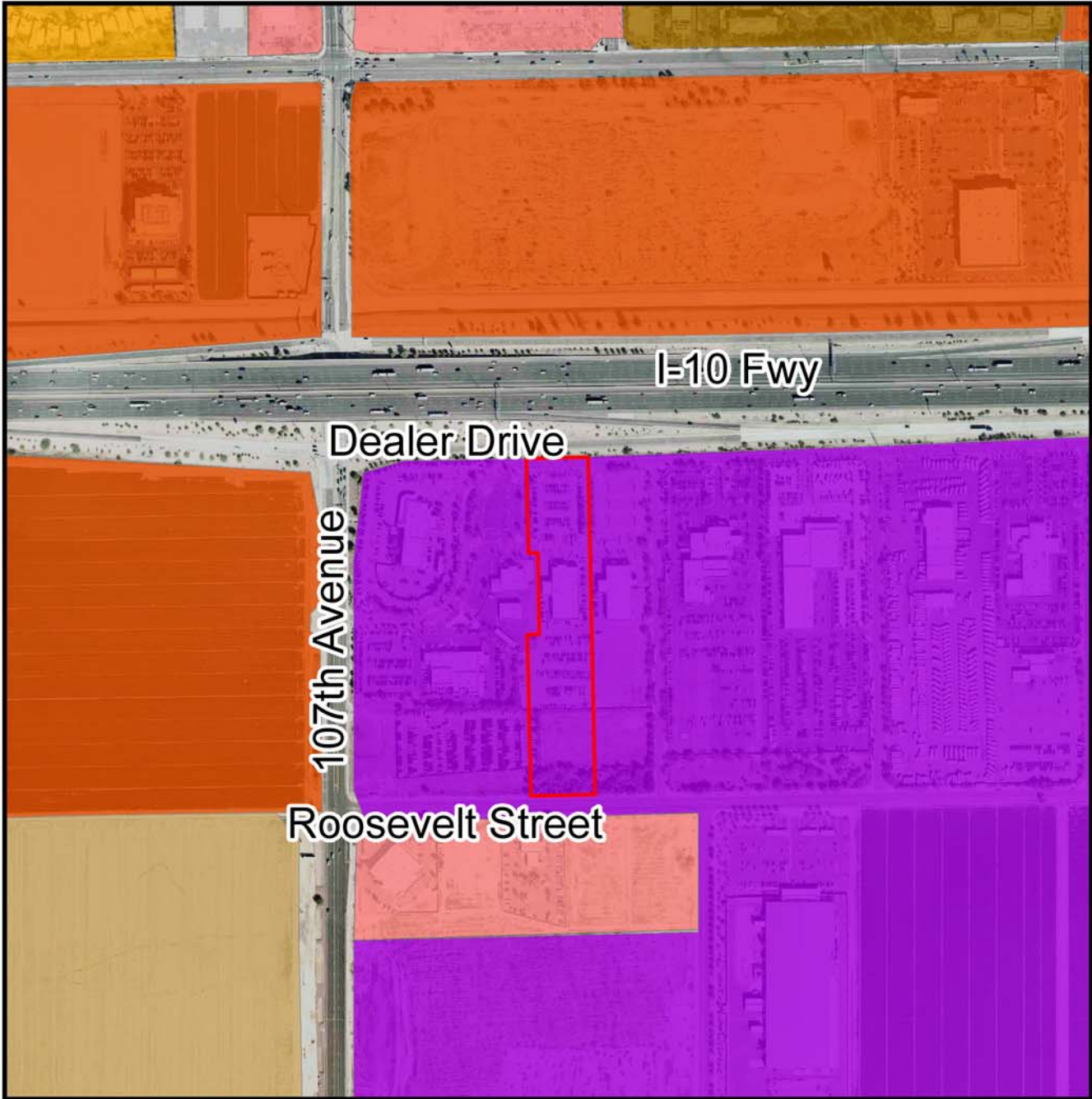


Zoning Vicinity Map



Project Location





General Plan Land Use Map



Project Location



Freeway Commercial



Medium/High Density Residential



Business Park



Local Commercial



SUMMARY OF RELATED FACTS
APPLICATION PL-20-0119

THE PROPERTY	
PARCEL SIZE	Approximately 6.02 gross acres
LOCATION	South of I-10 Frontage Road, north of Roosevelt Street, east of 107 th Avenue, and west of 99 th Avenue
EXISTING LAND USE	Fully developed and occupied by an existing (vacant) automotive dealership building.
EXISTING ZONING	PAD – Avondale Automall
ZONING HISTORY	The property subject to this request was annexed in May 1986. The property was given Agricultural (AG) zoning upon annexation. As part of the original 1999 PAD, approximately 100 acres on the eastern portion of the 150-acre PAD area was designated as an automall, with the remaining 50 acres being designated as a retail shopping center. C-2 (Community Commercial District) development standards were adopted for the overall site, with some modifications made to the landscape and height standards of the C-2 zone. Additionally, the PAD also established a number of automotive related uses (besides new car dealerships, which were permitted by right), such as motor vehicle repair and motor vehicle body shops, along with additional commercial uses (including live entertainment and skating rinks), as conditionally permitted uses within the overall PAD area. In 2003, based on the success of the automall and its dealerships within the 100-acre area at the easternmost portion of the PAD, the PAD was amended to allow for (by right) additional dealerships within the remaining 50-acre area at the west portion of the PAD. The same development standards that applied to the 100-acre automall portion of the PAD were applied to the 50-acre portion as well to ensure continuity across the whole PAD.

SURROUNDING ZONING AND LAND USE	
NORTH	The Interstate 10 Freeway, which runs through the City of Avondale in an east-west direction, abuts the I-10 Frontage Road to the north. Immediately north of that is a swath of commercial development comprised of the Gateway Crossing PAD and Gateway Village retail and restaurant developments located east of 103rd Avenue, and the Park 10 PAD development (currently under phased construction on vacant land) located immediately west of the 103rd Avenue.
EAST	Abutting the subject property to the east is Tom's Camperland RV dealership, which is one of multiple dealership properties that are also part of the Avondale Automall PAD. Outside of the PAD, the City of Tolleson lies immediately to the east, separated by 99 th Avenue. The existing uses on the east side of 99 th Avenue include a CarMax used car dealership and a Circle K gas station and convenience store.
SOUTH	Between 107 th and 105 th Avenues is the Griffith PAD, which is currently developed

	with a used car sales operation and an Enterprise car rental facility, with the remainder of the PAD currently vacant land. The land situated between 105 th and 103 rd Avenues is zoned Commerce Park and contains a light manufacturing facility and vacant land. Avondale Commerce PAD lies in between 103 rd and 101 st Avenues and is occupied by 101 Logistics Park, a 650,000 square foot industrial center for warehousing and e-commerce. Additionally, the land located between 101 st and 99 th Avenues is part of the Interstate Commerce Center PAD and is fully developed with a truck wash, gas station, convenience store, and fast-food restaurant services.
WEST	Abutting the subject property to the west is the Rodeo Kia dealership, which is one of multiple dealerships which are part of the Avondale Automall PAD. Outside of the PAD area, west of 107 th Avenue, is undeveloped land with active agriculture. This land is zoned PAD Z-07-16 for the Avondale Gateway Center, which is envisioned as a mixed-commercial PAD that is intended to be developed with a combination of commercial uses, including office, restaurant, retail, business park, light industrial, and other uses that support the Freeway Corridor Specific Plan.

GENERAL PLAN

The General Plan 2030 Land Use Map was mostly recently amended in September 2019 to reflect the adopted The BLVD Specific Plan land use categories, which are located outside of the subject area. The properties subject to the request have the General Plan 2030 Land Use designation of Business Park.

The Business Park land use category is intended to allow for large scale campus development that provides abundant employment opportunities and offers amenities such as attractive streetscapes with excess landscaped setbacks, appropriate screening from the I-10 freeway, pedestrian connections, efficient circulation, and refuge areas for active and passive activities to keep a healthy lifestyle for all employees. The category accommodates enclosed light manufacturing, corporate commerce, hotel, multi-story offices, research and development industries, solar and renewable energy manufacturers, motor sports related industry manufacturers, and limited warehouse and support services that support these primary employment uses.

A varying scale and intensity of uses are intended to be accommodated within this land use category.

PUBLIC SCHOOLS

SCHOOL DISTRICT(S)	Littleton Elementary School District; Tolleson Union High School District
ELEMENTARY SCHOOL	The closest district is Littleton Elementary District, with Tolleson Elementary School located approximately 600 feet east of the southeast corner of 99 th Avenue and Van Buren Street within the City of Tolleson.
HIGH SCHOOL	The closest district is Tolleson Union High School District, with Littleton Elementary School located at the southwest corner of Avondale Boulevard and Buckeye Road within the City of Avondale.

<i>STREETS</i>	
I-10 Frontage Road	
Classification	Collector (2-lane)
Part of ADOT's 575-foot I-10 Freeway right-of-way	
107th Avenue	
Classification	Arterial (4-lane)
Existing half-street ROW	Varies
Roosevelt Street	
Classification	Collector (2-lane, with 2-way left turn lane)
Existing half-street ROW	40 feet
Dealer Drive	
Classification	Private Street (2-lane)

<i>UTILITIES</i>
8-inch water line within Dealer Drive; 12-inch water line and 15-inch sewer line within Roosevelt Street; and a 16-inch water line and 8-inch sewer line within 107 th Avenue. SRP provides electrical service in this portion of Avondale.

History and Narrative

In 1999 the approximately 150 acres south of Interstate 10 between 99th Avenue and 107th Avenue was rezoned from Agriculture to Planned Area Development to allow for the creation of an automall along with a retail shopping center on the westernmost 50 acres.

In 2003, due to the success of the automall, the westernmost 50 acres was rezoned to expand the automall and allow for “Outdoor Automobile Sales: New and Used” along with other associated uses.

Since 2003 the landscape of the automobile industry has changed significantly. Historical marques such as Mercury, Oldsmobile, Plymouth, and Pontiac have vanished along with newer brands and imports such as Hummer, Isuzu, Saturn, and Suzuki are no longer sold. Loss of these manufactures has led to a reduced need for dealership space, leaving the Avondale Automall with vacant buildings. Some of that space has been filled with alternative uses, such as recreational vehicle and trailer sales, but dealership buildings remain vacant or with a high degree of turnover. Recently, the automobile sales industry has seen great success in dealerships that specialize in selling only gently used late model vehicles. With this amendment, we wish to obtain zoning for a portion of the Avondale Automall property to allow for dealerships that sell only used vehicles.

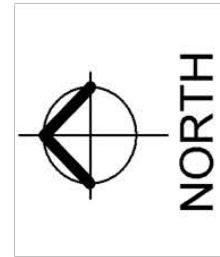
Rezoning Request

In addition to the allowed uses provided within the Avondale Automall Planned Area Development (PAD), as amended, the following additional use shall be allowed subject to a Conditional Use Permit on 6.02 net acres (6.26 gross acres) of the automall:

Automotive Dealerships Selling Used Vehicles Only – provided that the dealer has a minimum consolidated annual revenue of \$500 million and shall maintain a minimum of 140 vehicles on display at all times on the Avondale Automall property.

This use shall only be considered in the area depicted on the Aerial Photo (Exhibit A) and as further described in the legal description (Exhibit B) and shall be limited to only one (1) used-vehicle dealership meeting the conditional use criteria described above.

With the exception of the above additional use, all applicable development standards and sign standards shall be subject to the existing Avondale Automall Planned Area Development (PAD), as amended.



2nd Amendment Boundary

**ZONING LEGAL DESCRIPTION
AVONDALE AUTO MALL – LOT 11B
JOB #P5304**

July 6, 2020

A PORTION OF THE NORTHWEST QUARTER OF SECTION 5, TOWNSHIP 1 NORTH, RANGE 1 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CITY OF AVONDALE BRASS CAP IN HANDHOLE, MARKING THE WEST QUARTER CORNER OF SAID SECTION 5, FROM WHICH THE BRASS CAP IN HANDHOLE, MARKING THE NORTHWEST CORNER OF SAID SECTION 5, BEARS NORTH 00 DEGREES 15 MINUTES 35 SECONDS WEST, A DISTANCE OF 2,640.69 FEET;

THENCE NORTH 88 DEGREES 49 MINUTES 02 SECONDS EAST, ALONG THE SOUTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 5, A DISTANCE OF 691.82 FEET TO THE POINT OF BEGINNING;

THENCE DEPARTING SAID SOUTH LINE, NORTH 01 DEGREE 10 MINUTES 59 SECONDS WEST, A DISTANCE OF 618.92 FEET;

THENCE NORTH 88 DEGREES 49 MINUTES 01 SECOND EAST, A DISTANCE OF 43.22 FEET;

THENCE NORTH 01 DEGREE 10 MINUTES 59 SECONDS WEST, A DISTANCE OF 291.43 FEET;

THENCE SOUTH 88 DEGREES 49 MINUTES 01 SECOND WEST, A DISTANCE OF 33.65 FEET;

THENCE NORTH 01 DEGREE 10 MINUTES 59 SECONDS WEST, A DISTANCE OF 338.28 FEET;

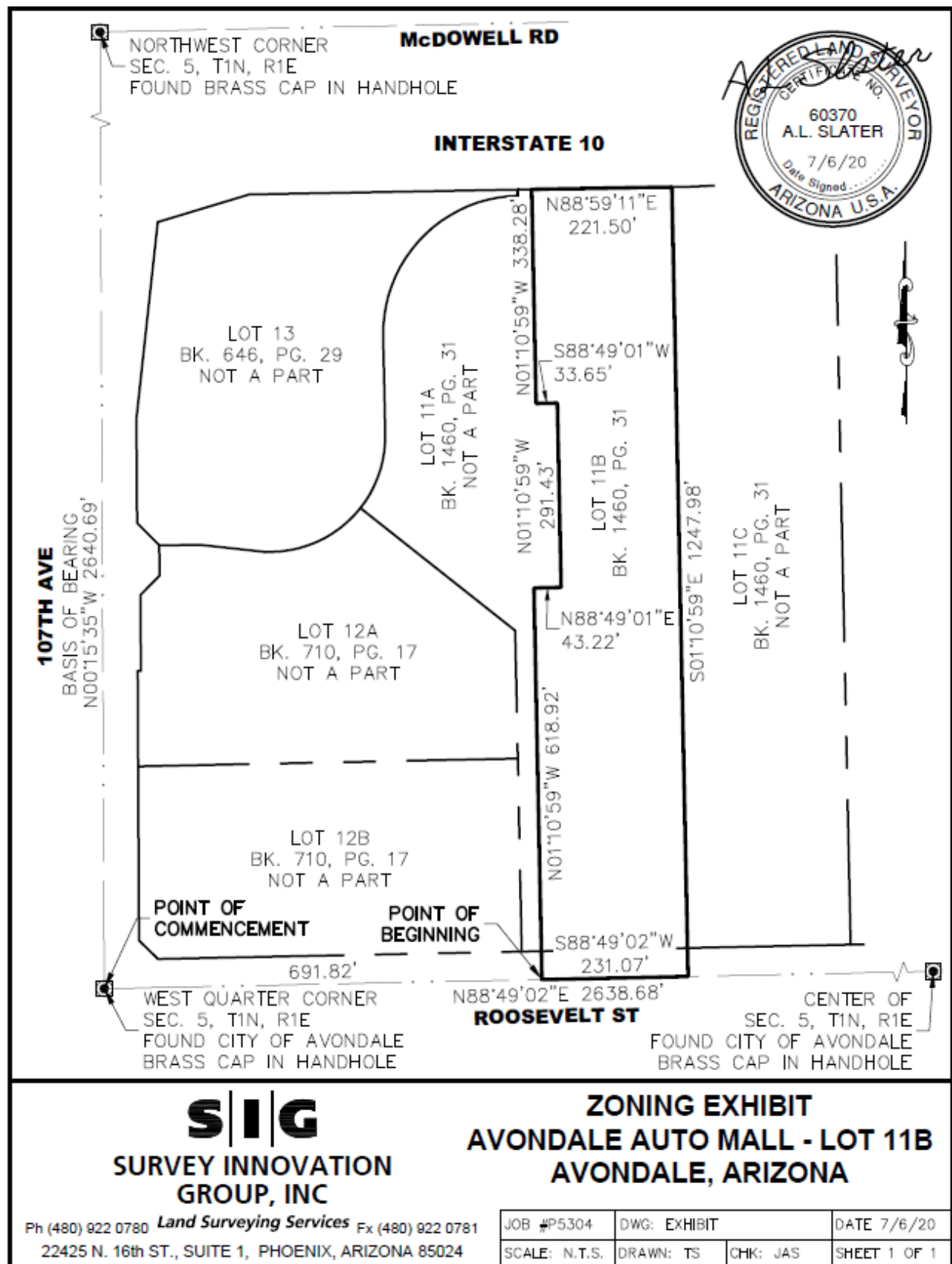
THENCE NORTH 88 DEGREES 59 MINUTES 11 SECONDS EAST, A DISTANCE OF 221.50 FEET;

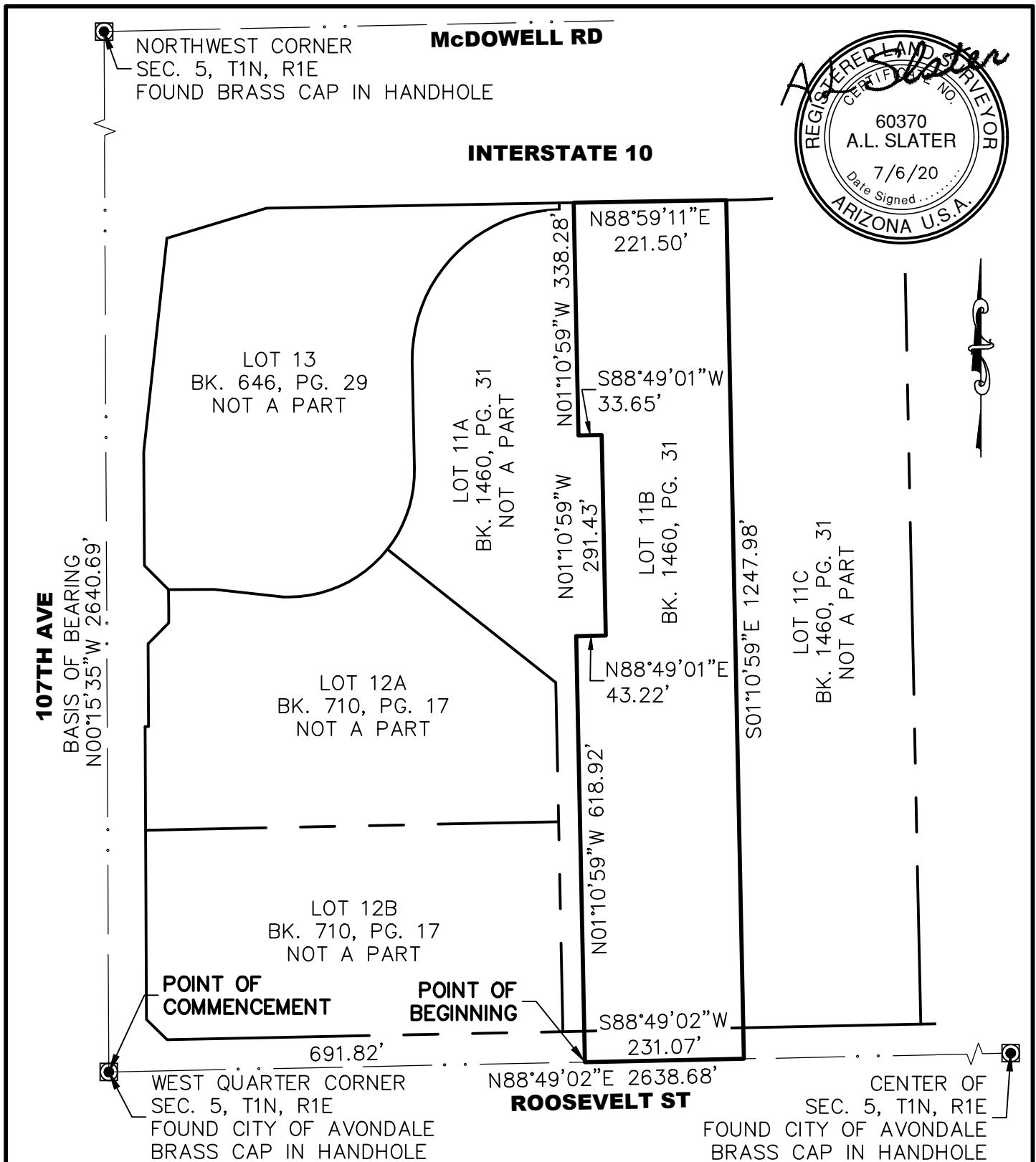
THENCE SOUTH 01 DEGREE 10 MINUTES 59 SECONDS EAST, A DISTANCE OF 1,247.98 FEET TO THE SOUTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 5;

THENCE SOUTH 88 DEGREES 49 MINUTES 02 SECONDS WEST, ALONG SAID SOUTH LINE, A DISTANCE OF 231.07 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 272,616 SQUARE FEET OR 6.258 ACRES, MORE OR LESS.







SIG
SURVEY INNOVATION
GROUP, INC

ZONING EXHIBIT
AVONDALE AUTO MALL - LOT 11B
AVONDALE, ARIZONA

Ph (480) 922 0780 **Land Surveying Services** Fx (480) 922 0781
22425 N. 16th ST., SUITE 1, PHOENIX, ARIZONA 85024

JOB #P5304	DWG: EXHIBIT	DATE 7/6/20
SCALE: N.T.S.	DRAWN: TS	CHK: JAS
		SHEET 1 OF 1

**ZONING LEGAL DESCRIPTION
AVONDALE AUTO MALL – LOT 11B
JOB #P5304**

July 6, 2020

A PORTION OF THE NORTHWEST QUARTER OF SECTION 5, TOWNSHIP 1 NORTH, RANGE 1 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CITY OF AVONDALE BRASS CAP IN HANDHOLE, MARKING THE WEST QUARTER CORNER OF SAID SECTION 5, FROM WHICH THE BRASS CAP IN HANDHOLE, MARKING THE NORTHWEST CORNER OF SAID SECTION 5, BEARS NORTH 00 DEGREES 15 MINUTES 35 SECONDS WEST, A DISTANCE OF 2,640.69 FEET;

THENCE NORTH 88 DEGREES 49 MINUTES 02 SECONDS EAST, ALONG THE SOUTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 5, A DISTANCE OF 691.82 FEET TO THE **POINT OF BEGINNING**;

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THENCE SOUTH 88 DEGREES 49 MINUTES 02 SECONDS WEST, ALONG SAID SOUTH LINE, A DISTANCE OF 231.07 FEET TO THE **POINT OF BEGINNING**.

SAID PARCEL CONTAINS 272,616 SQUARE FEET OR 6.258 ACRES, MORE OR LESS.



Charles A. Montoya
City Manager
City of Avondale
11465 W. Civic Center Drive
Avondale, AZ 85323

Dear Mr. Montoya,

The undersigned are owners of properties and dealerships within the Avondale Automall. We are writing this letter to urge the City of Avondale to permit the Avondale Automall to include dealers that sell only used vehicles, provided the used vehicle facility has operational standards consistent with traditional new car sales dealerships.

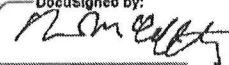
There are several vacant and available sites within the Avondale Automall. Because of certain legal and manufacturer restrictions there are few, if any, new car franchises that would be able to relocate to the Avondale Automall beyond the existing 13 franchises.

Accordingly, we support revising the Planned Area Development (PAD) zoning of the Avondale Automall to allow dealerships that sell only used vehicles. We authorize the application to amend the present zoning so long as: 1) the used vehicle dealership can reasonably demonstrate sufficient financial strength to floorplan 140 vehicles; and 2) the dealership establishes and maintains standards consistent with traditional new car dealership, including, without limitation, the reasonable requirements of the Architectural Control Committee as stipulated in the existing CCR's.

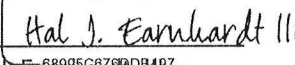
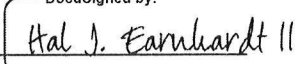
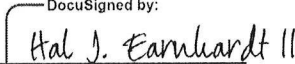
Sincerely,

Undersigned Owners:

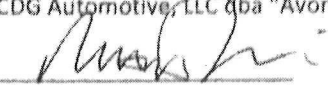
102-54-027A 102-54-027B 102-54-028B	Property Owner Gateway Chevrolet, Inc. _____ By: Its: Business Owner Gambino Chevrolet _____ By: GAMBINO JOSEPH A/JANET
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102-54-028A	Property Owner NNN Auto Owner I, LLC By:  Its: <u>Jenette O'Brien</u> Authorized signor Business Owner "Avondale Toyota" DocuSigned by:  By: Brian McCafferty Its: Manager
102-54-030	Property Owner MORELAND ARIZONA PROPERTIES LLC By: _____ Its: _____ Business Owner "Larry H. Miller – Avondale Chrysler Jeep By: _____ Its: _____
102-54-031	Property Owner MORELAND ARIZONA PROPERTIES LLC By: _____ Its: _____ Business Owner "Larry H. Miller – Avondale Dodge Ram By: _____ Its: _____

102-54-028A	Property Owner NNN Auto Owner I, LLC _____ By: Its: Business Owner "Avondale Toyota" _____ By: Brian McCafferty Its: Manager
102-54-030	Property Owner MORELAND ARIZONA PROPERTIES LLC DocuSigned by: <i>William D. Moreland</i> _____ By: William D. Moreland Its: mgr Business Owner "Larry H. Miller – Avondale Chrysler Jeep" _____ By: Its:
102-54-031	Property Owner MORELAND ARIZONA PROPERTIES LLC DocuSigned by: <i>William D. Moreland</i> _____ By: William D. Moreland Its: mgr Business Owner "Larry H. Miller – Avondale Dodge Ram" _____ By: Its:

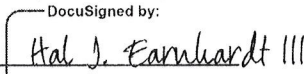
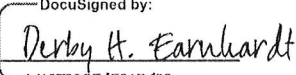
102-54-038	Property Owner No Bull, LLC DocuSigned by:  By: Hal J. Earnhardt, III Its: Manager/Member Business Owner Earnhardt Avondale, Inc. d/b/a Earnhardt Honda DocuSigned by:  By: Hal J. Earnhardt, III Its: President
102-54-039B 102-54-040B	Property Owner and Business Owner MILLER FAMILY REAL ESTATE LLC (Larry H. Miller Volkswagen) _____ By: Its:
102-54-039A 102-54-040A	Property Owner EARNHARDT PROPERTIES LIMITED PARTNERSHIP Only Champions, Inc. (General Partner) DocuSigned by:  By: Hal J. Earnhardt, III Its: President

102-54-038	Property Owner and Business Owner No Bull, LLC (Earnhardt Honda) _____ By: Its:
102-54-039B 102-54-040B	Property Owner and Business Owner MILLER FAMILY REAL ESTATE LLC (Larry H. Miller Volkswagen) _____ By: Its:
102-54-039A 102-54-040A	Property Owner EARNHARDT PROPERTIES LIMITED PARTNERSHIP _____ By: Its:
102-54-041	Property Owner <i>BY</i> <i>DR</i> NATIONAL RETAIL PROPERTIES LP a Delaware limited partnership <i>sc</i> By: NNN GP Corp., a Delaware corporation, as general partner By: <i>[Signature]</i> Name: <u>Paul E. Bayer</u> Title: <u>Executive Vice President</u> Business Owner Arizona RV, LLC <i>[Signature]</i> By: Brent Moody Its: President

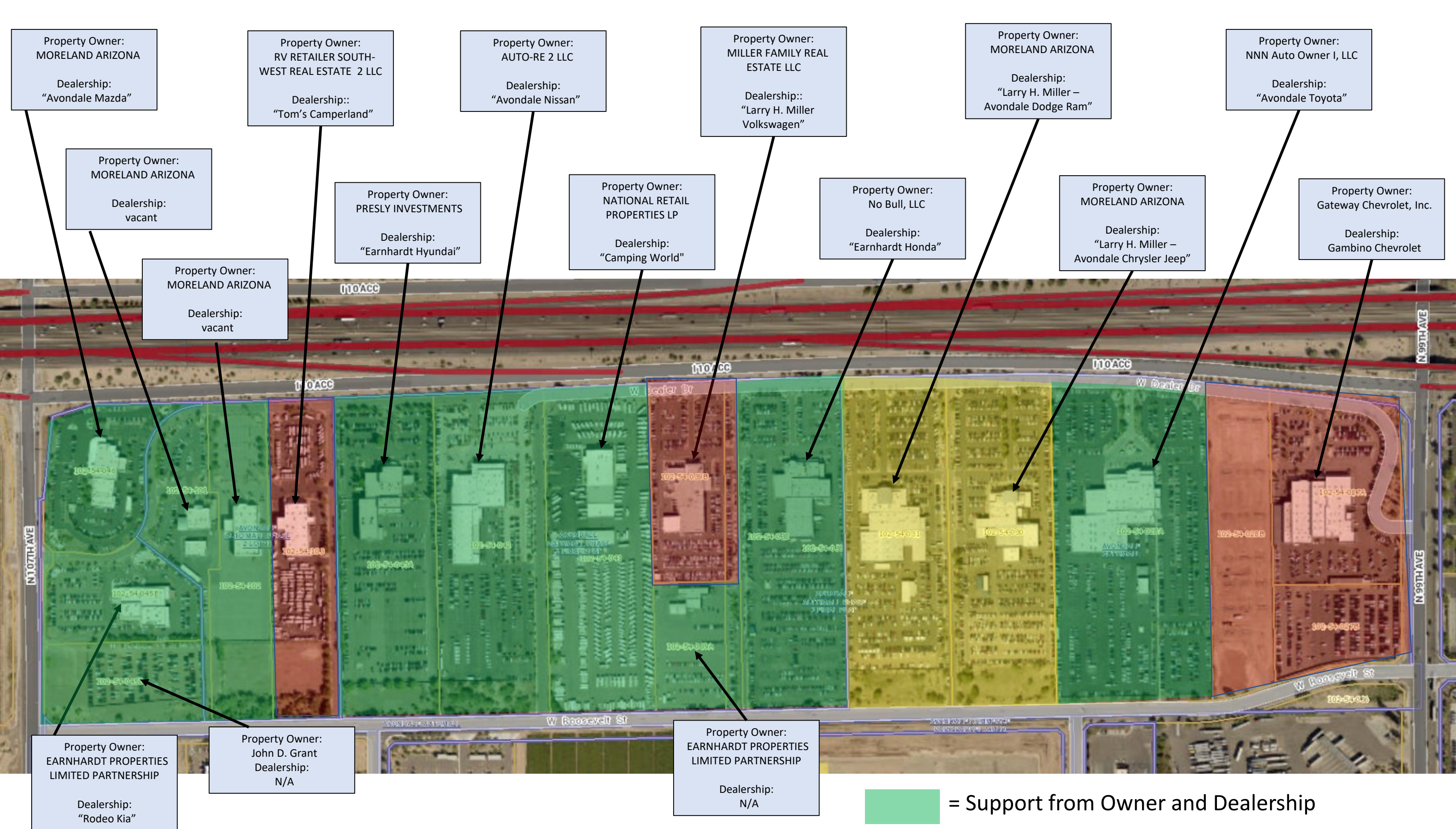
102-54-042	Property Owner AUTO-RE 2 LLC  By: Mitchell D. Pierce Its: Member Business Owner CDG Automotive, LLC dba "Avondale Nissan"  By: Mitchell D. Pierce Its: Member
102-54-043A	Property Owner PRESLY INVESTMENTS LLC _____ By: Its: Business Owner "Earnhardt Hyundai" _____ By: Its:
102-54-103	Property Owner and Business Owner RV RETAILER SOUTHWEST REAL ESTATE 2 LLC ("Tom's Camperland") _____ By: Its:

102-54-043A	Property Owner PRESLY INVESTMENTS, LLC DocuSigned by: <u>Hal J. Earnhardt IV</u> By: Hal J. Earnhardt, IV Its: Manager/Member Business Owner Earnhardt Avondale, Hyundai, Inc. DocuSigned by: <u>Hal J. Earnhardt IV</u> By: Hal J. Earnhardt, IV Its: President
102-54-103	Property Owner and Business Owner RV RETAILER SOUTHWEST REAL ESTATE 2 LLC ("Tom's Camperland") _____ By: Its:
102-54-102	Property Owner (Vacant) MORELAND ARIZONA PROPERTIES LLC _____ By: Its:
102-54-101	Property Owner (Vacant) MORELAND ARIZONA PROPERTIES LLC _____ By: Its:

102-54-102	Property Owner (Vacant) MORELAND ARIZONA PROPERTIES LLC DocuSigned by: <u>William D. Moreland</u> By: <u>William D. Moreland</u> Its: Mgr
102-54-101	Property Owner (Vacant) MORELAND ARIZONA PROPERTIES LLC DocuSigned by: <u>William D. Moreland</u> By: <u>William D. Moreland</u> Its: Mgr
102-54-046	Property Owner MORELAND ARIZONA PROPERTIES LLC DocuSigned by: <u>William D. Moreland</u> By: <u>William D. Moreland</u> Its: Mgr Business Owner "Avondale Mazda" DocuSigned by: <u>William D. Moreland</u> By: <u>William D. Moreland</u> Its: Mgr
102-54-045E	Property Owner EARNHARDT PROPERTIES LIMITED PARTNERSHIP By: _____ Its: _____ Business Owner "Rodeo Kia" By: _____ Its: _____

102-54-046	Property Owner MORELAND ARIZONA PROPERTIES LLC _____ By: Its: Business Owner "Avondale Mazda" _____ By: Its:
102-54-045E	Property Owner EARNHARDT PROPERTIES LIMITED PARTNERSHIP Only Champions, Inc. (General Partner) DocuSigned by:  By: Hal J. Earnhardt, III Its: President Business Owner Rodeo K, Inc. d/b/a Rodeo Kia DocuSigned by:  By: Derby H. Earnhardt Its: President
102-54-045D	Property Owner (Vacant) John D. Grant _____ By: Its:

102-54-045D	Property Owner (Vacant) John D. Grant DocuSigned by: <i>Mr. John Grant</i> B9FC32685A08403 By: Mr. John Grant Its: owner
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Avondale Auto Mall

- = Support from Owner and Dealership
- = Support from Owner Only
- = Property Owner/Dealership Not in Support

Outreach Meeting Summary

Avondale Automall PAD Amendment #2 – PL-20-0119

Echo Park Used Vehicle Dealership CUP – PL-20-0120

Neighborhood Meeting

Date: June 30, 2020

Location: Zoom Virtual Meeting hosted by the City

Attendees:

Property owners or other interested individuals

- Dave Doherty – Cactus Jack's Auto/business associate
- Gil Neuner – Cactus Jack's Auto/business associate
- Dwayne and Beth Hathoot – Cactus Jack's Auto/business associates
- Hector Salazar – Leaseholder of adjacent former Fiat dealership

City of Avondale

- Vice Mayor Pat Dennis
- Charles Montoya – City Manager
- Kevin Murphy – Development and Engineering Services Director
- Brian Craig – Planning Manager
- Rick Casswell – Senior Planner

Applicant

- Paul Gilbert – Attorney
- Andy Jochums – Planning Consultant
- George Haugen – Property Owner's Representative and Broker

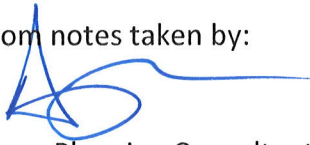
After a presentation by the applicant's attorney on the proposed PAD Zoning Amendment and the companion CUP for the specific dealership, the following were discussion topics and questions generated from the attendees:

- Appears the application is just for the subject dealership, why is the zoning boundary larger than the dealership property?
- Clarification as to the boundaries of the zoning case as well as the CUP case.

- As proposed with the limitation that the dealership must have an annual revenue in excess of \$500 million and maintain at least 140 vehicles on the property it would preclude 95% of used vehicle dealers.
 - Appears Echo Park is the only one qualified.
 - Prejudice against other dealerships.
 - Appears to preclude other dealers for the sake of an out-of-state company.
- Proposed Echo Park dealership would be a direct competitor for CarMax, located adjacent to the Automall in Tolleson.
- Discussion on the ownership of the 5 parcels within the rezoning boundary.
 - Confirmation that all those owners within the boundary are supportive.
- Gateway Chevy, Larry H. Miller and Tom's Camperland of the Automall are opposed.
 - Balance of Automall owners and dealers do not oppose.
- Cactus Jack's Auto has interest in securing a Mitsubishi franchise and are trying to secure purchase or lease of the subject property.
 - Rent is "too high" for Fiat, but Cactus Jack's Auto can "move in tomorrow"
 - "Complete the Automall"
 - Cactus Jack's Auto is "locally owned" and "25 years in business"
 - Sonic vs. Mitsubishi would be the same as both will have used vehicles, but Mitsubishi brings "flagship" and "brand advertising."
 - Selling used vehicles one way or another.
 - Pointed out that Mitsubishi has been in the Automall twice already and not survived.
 - Cactus Jack's Auto could sublease Fiat property or purchase the vacant parcel in the Automall.
- In proposed EchoPark CUP, City is looking to suggest restrictions on age and value of vehicles sold.
- Discussions on vehicle pricing and whether large volume offsets high prices. (Used car dealer versus luxury dealer)
- "Opposing dealers have done good for the City and should not be ignored"
- Incorrectly suggested that this request for allowing used vehicle dealerships has been tried twice and failed. (Applicant and City staff are unaware that this request for used vehicle only sales has been made to the Council before and Vice Mayor Dennis added that she didn't believe it was brought to City Council during her term in office.)
- Discussion again on the boundary of the zoning case versus the CUP. Vice Mayor Dennis asked why not just the subject parcel.
 - Staff and applicant shared that the idea was to look at a broader area for the rezoning as opposed to a single parcel.
 - Current request still would limit the area to a single used vehicle only dealership.
 - If a second one wanted to come in, it would need to amend the PAD Zoning as well as secure its own CUP.
 - City can incidentally consider this idea, just as the Automall incrementally expanded in the past.
 - If EchoPark went away, a new dealership would also need its own CUP.

- Summary of hearing dates by staff.
 - Planning Commission July 15th and City Council July 27th
 - Most likely virtual meetings
- Detailed discussion on exact boundary of CUP and proposed plans by Echo Park for remodeling the existing dealerships.
 - Question about the whether the paving of the southern portion of the property was part of the initial phase or a second phase expansion.
 - City shared that possible at risk construction and remodeling, but that a used vehicle dealership could not be allowed until after both the PAD Amendment and CUP are approved.
- Reiterated from Cactus Jack's Auto business associate that it was "mindboggling to change one facility for used vehicles as it changes the whole Automall."

Prepared from notes taken by:



Andy Jochums, Planning Consultant with Beus Gilbert McGroder PLLC



AGENDA ITEM REPORT

SUBJECT: EchoPark Automotive, Avondale Automall – Conditional Use Permit – Application PL-20-0120

MEETING DATE: 8/19/2020

TO: Planning Commission

FROM: Rick Casswell, Senior Planner

THROUGH: Brian Craig, Planning Manager

PURPOSE:

Planning Commission will hold a public hearing and consider a request by Paul Gilbert, of Beus Gilbert McGroder PLLC (on behalf of EchoPark Automotive), for approval of a Conditional Use Permit (CUP) to allow for the operation of one (1) automotive dealership selling used vehicles only, provided that the dealer has a minimum consolidated annual revenue of \$500 million and shall maintain a minimum of 140 vehicles on display at all times. The subject request is contingent upon City Council approval of a Major Planned Area Development (PAD) Amendment (application PL-20-0119) to the Avondale Automall, to conditionally permit one (1) such a used vehicle only dealership, meeting the criteria described above, at this subject property. The subject property (APN 102-54-102) is located within the western portion of the Avondale Automall PAD. The Commission will take appropriate action and forward a recommendation to the City Council. This item was initially reviewed at the July 15, 2020, Planning Commission meeting; however, the application was insufficiently noticed, which is why this item is returning for a new hearing.

BACKGROUND:

The 6.02 net acre subject property (Exhibits A, B, & C) is located approximately 700 feet east of the northeast corner of 107th Avenue and Roosevelt Street. The site is visible from the I-10 Freeway and within the Freeway Corridor Specific Plan area. It is mostly rectangular in shape, relatively flat, developed with an existing 17,960 square foot building (formerly Avondale Mitsubishi dealership) and associated site paving (with the exception of an approximately 60,000 square foot portion of vacant land at the southern end of the property, abutting Roosevelt Street), and features no unusual physical characteristics.

The property subject to this request was annexed in May 1986. The property was given Agricultural (AG) zoning upon annexation. As part of the original 1999 Planned Area Development (PAD), approximately 100 acres at the east end of the 150-acre PAD area was designated as an automall, with the remaining 50 acres being designated as a retail shopping center. This parcel was part of the 50 acres designated for a retail shopping center. C-2 (Community Commercial District) development standards were adopted for the overall PAD, with some modifications made to the landscape and height standards of the C-2 zone. The PAD also established a number of automotive-related uses (besides new car dealerships, which were permitted by right), such as motor vehicle repair and motor vehicle body shops, along with additional commercial uses (including live entertainment and skating rinks), as conditionally-permitted uses within the overall PAD area. In

2003, based on the success of the Avondale Automall and its dealerships within the 100-acre area at the easternmost portion of the PAD, the PAD was amended to allow, by right, additional dealerships within the remaining 50-acre area at the west end of the PAD. The same development standards that applied to the 100-acre automall portion of the PAD were applied to the 50-acre portion as well to ensure continuity across the whole PAD.

The property is presently designated by the General Plan 2030 Land Use Map as Business Park (Exhibit C). This land use category is intended to allow for large scale campus development that provides abundant employment opportunities. The category accommodates enclosed light manufacturing, corporate commerce, hotel, multi-story offices, research and development industries, solar and renewable energy manufacturers, motor sports related industry manufacturers, and limited warehouse and support services that support these primary employment uses. The Avondale Automall PAD zoning is consistent with the Business Park designation, since it is a corporate commerce type of use.

EchoPark Automotive, an automotive retailer (and subsidiary of Sonic Automotive) specializing in sales of nearly new, pre-owned vehicles, is proposing a commercial remodel for an existing standalone structure previously occupied by Mitsubishi of Avondale automotive dealer. The proposed remodel scope will consist of exterior paint refresh and signage, interior remodel, as well as back of lot minor vehicle reconditioning, detailing, photo booth, and limited finishing workstation. Exterior scope to include new standalone car wash in the rear parking area. An existing service drive will become a fully enclosed space to be utilized as a vehicle photo booth with an automatic roll-up door and will match the main structure in terms of colors and materials. Overall site surface parking will be provided for customers, employees, service vehicles, and inventory.

A Site Plan and Design Review application for the proposed exterior improvements, which is subject to administrative review and approval, will be required following any approval of this CUP by the City Council.

The existing uses and zoning of surrounding properties include:

North: The Interstate 10 Freeway, which runs through the City of Avondale in an east-west direction, abuts the I-10 Frontage Road to the north. Immediately north of that is a series of commercial developments comprised of the Gateway Crossing PAD and Gateway Village retail and restaurant developments located east of 103rd Avenue, and the Park 10 PAD development (currently under phased construction on vacant land) located immediately west of the 103rd Avenue.

East: Abutting the subject property to the east is Tom's Camperland RV dealership, which is one of multiple dealership properties that are also part of the Avondale Automall PAD. Outside of the PAD, the City of Tolleson lies immediately to the east, separated by 99th Avenue. The existing uses on the east side of 99th Avenue include a CarMax used car dealership and a Circle K gas station and convenience store.

South: Between 107th and 105th Avenues is the Griffith PAD, which is currently developed with a used car sales operation and an Enterprise car rental facility, with the remainder of the PAD currently vacant land. The land situated between 105th and 103rd Avenues is zoned Commerce Park and contains a light manufacturing facility and vacant land. Avondale Commerce Park PAD lies between 103rd and 101st Avenues and is occupied by 101 Logistics Park, a 650,000 square foot industrial center for warehousing and e-commerce. Additionally, the land located between 101st and 99th Avenues is part of the Interstate Commerce Center PAD and is fully developed with a truck wash, gas station, convenience store, and fast-food restaurant services.

West: Abutting the subject property to the west is the Rodeo Kia dealership, which is one of multiple dealerships which are part of the Avondale Automall PAD. Outside of the PAD area, west of 107th Avenue, is undeveloped land with active agriculture. This land is zoned PAD for the Avondale Gateway

Center, which is envisioned as a mixed-commercial PAD that is intended to be developed with a combination of commercial uses, including office, restaurant, retail, business park, light industrial, and other uses that support the Freeway Corridor Specific Plan.

DISCUSSION:

SUMMARY OF REQUEST:

The applicant is requesting approval of a CUP to allow for the operation of one (1) automotive dealership selling used vehicles only, provided that the dealer has a minimum consolidated annual revenue of \$500 million and shall maintain a minimum of 140 vehicles on display at all times. The subject request is contingent upon City Council approval of a Major Planned Area Development (PAD) Amendment (application PL-20-0119) to the Avondale Automall, to conditionally permit one (1) used vehicle only dealership, meeting the criteria described above. The subject property (APN 102-54-102) is located within the western portion of the Avondale Automall PAD. The purpose of this request is to conditionally permit EchoPark Automotive, an automotive retailer (and subsidiary of Sonic Automotive) specializing in sales of nearly new, pre-owned vehicles, to legally operate out of an existing building previously occupied by Mitsubishi of Avondale automotive dealer. Associated improvements to the subject building and property would be reviewed and approved through a Site Plan and Design Review permit and would follow any approval for the requested CUP.

The proposed development (Exhibit F) will involve the addition of an attached 1,083 square foot photo booth to the west elevation of the existing 17,960 square foot building, along with the construction of a detached 1,809 square foot car wash, located approximately 40 feet from the southeast corner of the existing building. A new driveway is proposed at the southwest corner of the property at Roosevelt Street, which will be in addition to the existing access to and from the property via Dealer Drive. This area of the property is proposed to be paved for both employee and additional inventory parking, which will add approximately 60,000 square feet of new paved area. An existing CMU wall that runs across the property, at the north end of this currently undeveloped portion, will be demolished to allow access to the new paved parking at this end of the project site (Exhibit F).

The proposed retail hours of operation will be: 9:00 A.M. to 10:00 P.M. (Monday through Saturday).

Additionally, the proposed building addition and accessory structure will be compliant with the zoning regulations established within the PAD (which applies C-2 zoning district development standards).

PUBLIC PARTICIPATION:

The applicant held a neighborhood meeting to discuss the proposed PAD amendment at 6:00 P.M. on Tuesday, June 30, 2020. Due to protective measures that have been implemented by the City of Avondale, in order to limit the spread of the COVID-19 virus, in-person meetings at City Hall were suspended during the application review process. As a result, the neighborhood meeting was held via teleconference instead. The neighborhood meeting was advertised in the June 10, 2020 edition of the Southwest Valley Republic. Two (2) notification signs, which include information on the request along with details of the neighborhood meeting date, time, and location, were erected at the project site on June 11, 2020. Furthermore, in addition to the certified notices, all property owners within the project area and within 1,000 feet of the perimeter boundary were notified of the neighborhood meeting via postcards sent on June 6, 2020. Both the Planning Commission and City Council meeting were advertised in the July 29, 2020 edition of the Southwest Valley Republic. The two (2) existing notification signs, which include information on the request along with details of the Planning Commission and City Council meeting dates, time, and location, were updated at the project site on or before August 3, 2020. In addition to the certified notices, all property owners within the project area and within 1,000 feet of the perimeter boundary were notified of both the Planning Commission and City Council meetings via postcards sent on July 24, 2020.

The virtual neighborhood meeting was attended by the applicant (Paul Gilbert and Andy Jochums), City Staff,

Vice Mayor Pat Dennis, George Haugen (the subject property owner's representative and broker), Hector Salazar (current leaseholder for the now vacant building, previously occupied by Avondale Fiat, which abuts the subject property to the west), Dwayne and Beth Hathoot (associates of Cactus Jack's Auto), David Doherty (owner of Cactus Jack's Auto), and Gil Neuner (associate of Cactus Jack's Auto).

Three parties were opposed to the proposed applications: the Hathoots, David Doherty, and Gil Neuner (all affiliated with Cactus Jack's Auto). Cactus Jack's Auto indicated interest in purchasing or leasing both the former Mitsubishi and Fiat dealership properties with the intention to operate a Mitsubishi franchise on those properties. However, George Haugen pointed out that Cactus Jack's Auto made their offer subsequent to the EchoPark offer, which was already under contract at that point.

Vice Mayor Dennis expressed that she wished to protect existing dealerships within the Automall and was in favor of limiting the proposed used car sales operation to just one property. She suggested the applicant explore limiting their rezoning scope to one (1) lot rather than the proposed area.

At the time of writing this report, no comments related to the proposal have been posted on the City's aVOICE digital forum.

ANALYSIS:

In order to grant a Conditional Use Permit, five (5) findings must be met as outlined in Zoning Ordinance Section 108.B. The burden of proof is on the applicant. Each finding is presented below along with staff's analysis.

1. That the proposed use (a) is consistent with the land use designation set forth in the general plan, (b) will further the City's general guidelines and objectives for development of the area, as set forth in the general plan, and (c) will be consistent with the desired character for the surrounding area.

The subject area (within the Avondale Automall) is designated as Business Park by the General Plan and is also part of the Freeway Corridor Specific Area Plan. This land use category is intended to allow for large scale campus development that provides abundant employment opportunities. The category accommodates enclosed light manufacturing, corporate commerce, hotel, multi-story offices, research and development industries, solar and renewable energy manufacturers, motor sports related industry manufacturers, and limited warehouse and support services that support these primary employment uses. The Avondale Automall PAD zoning is consistent with the Business Park designation, since it is a corporate commerce type of use. Furthermore, the City in the Freeway Corridor Specific Plan states, "The Avondale Auto mall, established in the early 2000's, is a vital economic engine for the City and an equally strong employment center." Therefore, continuing to allow the Avondale Automall to remain viable as an economic engine and employment center is clearly supported by the General Plan and the Freeway Corridor Specific Plan. Additionally, since the proposed use is another form of automotive dealership, which will be held to a high standard in terms of the value and age of the used vehicles being sold, the proposed use is consistent with the character of the surrounding area.

2. That the use will be (a) compatible with other adjacent and nearby land uses and (b) will not be detrimental to persons residing or working in the area, adjacent property, the neighborhood or the public welfare in general.

The adjacent uses are all dealerships within the Avondale Automall, with other commercial and commerce park uses outside of the Automall. The subject property has already been developed and used as a dealership prior to this CUP application. The only difference will be that the proposed use will involve the sale of used vehicles only, with no new car sales. However, this will be virtually indistinguishable given that the proposed dealership, EchoPark Automotive, specializes in the sale of very recent model used vehicles.

In terms of architecture, the proposed exterior improvements to the existing building will be relatively minor and will be in keeping with the PAD development standards and Commercial and Industrial Design Manual.

3. That the site is adequate in size and shape to accommodate the proposed use, allow safe on-site circulation, and meet all required development standards including, but not limited to, setbacks, parking, screening, and landscaping.

The subject property has been developed with an automotive dealership since 2004, and the proposed used car dealership will continue that land use at this location. The subject parcel is not proposed to change in its size or shape. An expansion of the existing paved area (for additional parking at the south of the property) and an additional driveway at this same location will actually improve on-site circulation. The property will continue to meet all applicable City of Avondale development standards.

4. That the site has appropriate access to public streets with adequate capacity to carry the type and quantity of traffic generated by the proposed use.

The subject property will continue to have its primary access from Dealer Drive at the north end of the site, which provides access to the Automall between 99th Avenue and 107th Avenue. EchoPark plans on extending the paved area at the rear (south) of the property, to accommodate additional inventory and employee parking, and with that expansion a new driveway is proposed at the southwest corner to provide access to and from Roosevelt Street.

5. That adequate conditions have been incorporated into the approval to ensure that any potential adverse effects will be mitigated.

Three (3) conditions of approval are recommended, two (2) of which are standard for development of this type (see "Conditions of Approval" section, below).

Condition #1 ensures the proposed use develops in accordance with the site plan, building elevations, and project narrative provided to the City and attached as exhibits to this staff report.

Condition #2 ensures that per the Zoning Ordinance, the Conditional Use Permit will expire within two (2) years if the use has not commenced on the property.

Condition #3 requires that no more than twenty (20) percent of the vehicles sold in retail transactions during any calendar year shall be older than four (4) years old from the date it was first registered, or if they are, no less than \$15,000.00 in purchase price. Upon the request of the City of Avondale, EchoPark Automotive shall, upon thirty (30) days notice, provide within forty-five (45) days, a year-to-date report indicating the total number of vehicles sold in retail transactions as well as the number of vehicles sold that are older than four years and less than \$15,000.00 in purchase price.

DISCUSSION:

Staff recommends approval of the request for the following reasons:

1. The proposed land use meets the five (5) required findings for a CUP in Section 108.B.
2. Approval of the proposal will result in a development compatible with the zoning district and existing development in the area.
3. The proposed land use will not be detrimental to persons residing or working in the area, on adjacent properties, or to the public welfare in general.

STRATEGIC PLAN:

INITIATIVE: Foster sustainable community development

- STRATEGIC GOAL: Ensure City has financial capacities to support development.

INITIATIVE: Encourage and support creative innovation in development and service delivery

- STRATEGIC GOAL: Encourage a flexible environment responsive to market trends.

BUDGET IMPACT:

No budget impacts.

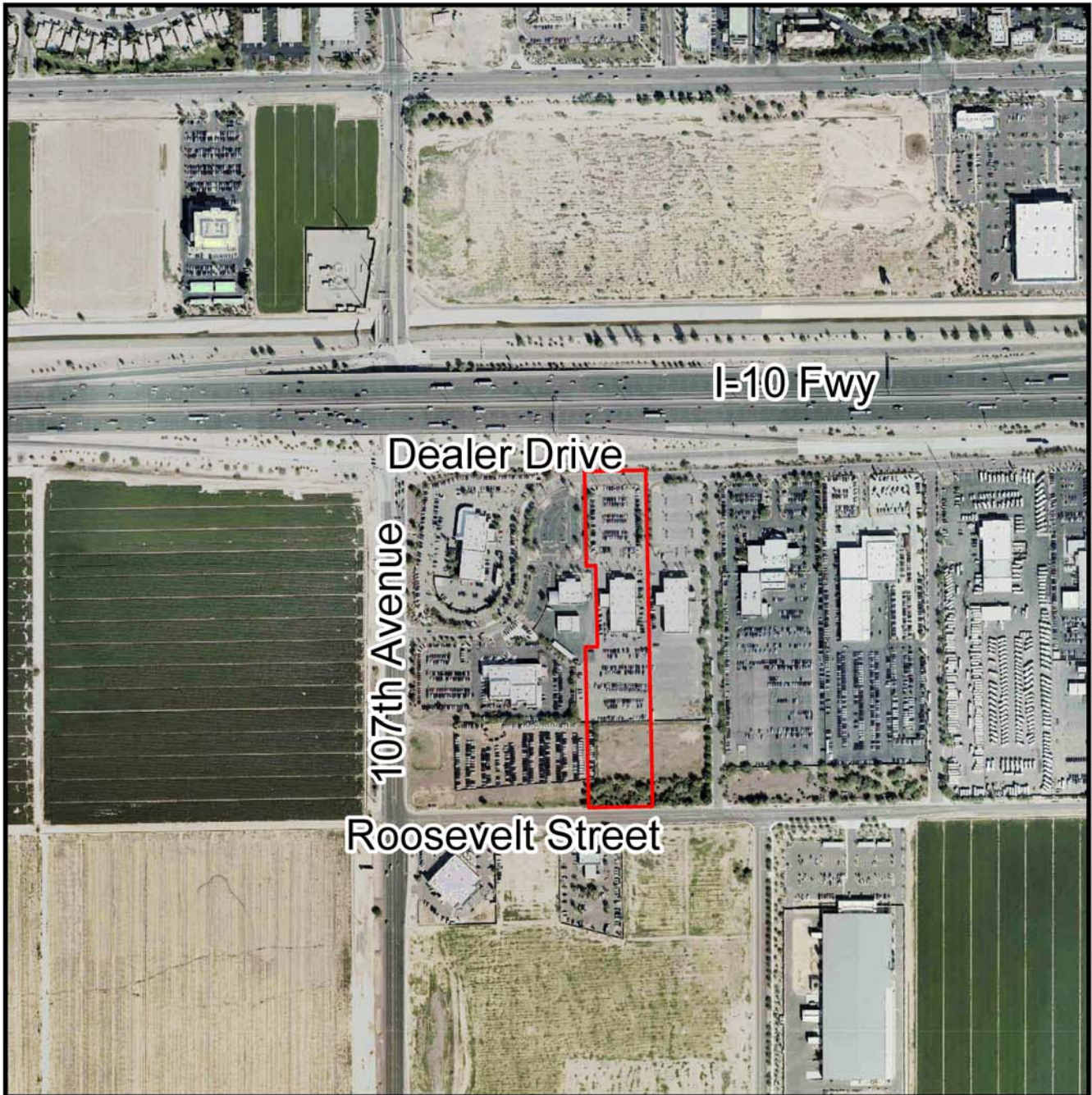
RECOMMENDATION:

The Planning Commission will conduct a public hearing and recommend **APPROVAL** of Application PL-20-0120, a request for approval of a Conditional Use Permit to allow for the operation of one (1) automotive dealership selling used vehicles only, provided that the dealer has a minimum consolidated annual revenue of \$500 million and shall maintain a minimum of 140 vehicles on display at all times, within the Avondale Automall PAD zoning district, subject to the following three (3) conditions of approval:

1. Development and use of the site shall generally conform to the CUP narrative, site plan, and building elevations submitted on June 29, 2020, attached to the staff report as Exhibits E, F, and G, respectively.
2. In accordance with Section 108 of the Zoning Ordinance, the CUP shall expire within two (2) years from the date of approval if the use has not commenced.
3. No more than twenty (20) percent of the vehicles sold in retail transactions during any calendar year shall be older than four (4) years old from the date it was first registered, or if they are, no less than \$15,000.00 in purchase price. Upon the request of the City of Avondale, EchoPark Automotive shall, upon thirty (30) days notice, provide within forty-five (45) days, a year-to-date report indicating the total number of vehicles sold in retail transactions as well as the number of vehicles sold that are older than four years and less than \$15,000.00 in purchase price.

PROPOSED MOTION:

I move that Planning Commission accept the findings and recommend **APPROVAL** of Application PL-20-0120, a request for approval of a Conditional Use Permit to allow the operation of one (1) automotive dealership selling used vehicles only, provided that the dealer has a minimum consolidated annual revenue of \$500 million and shall maintain a minimum of 140 vehicles on display at all times, within the Avondale Automall PAD zoning district, subject to three (3) recommended conditions of approval as listed in the staff report.

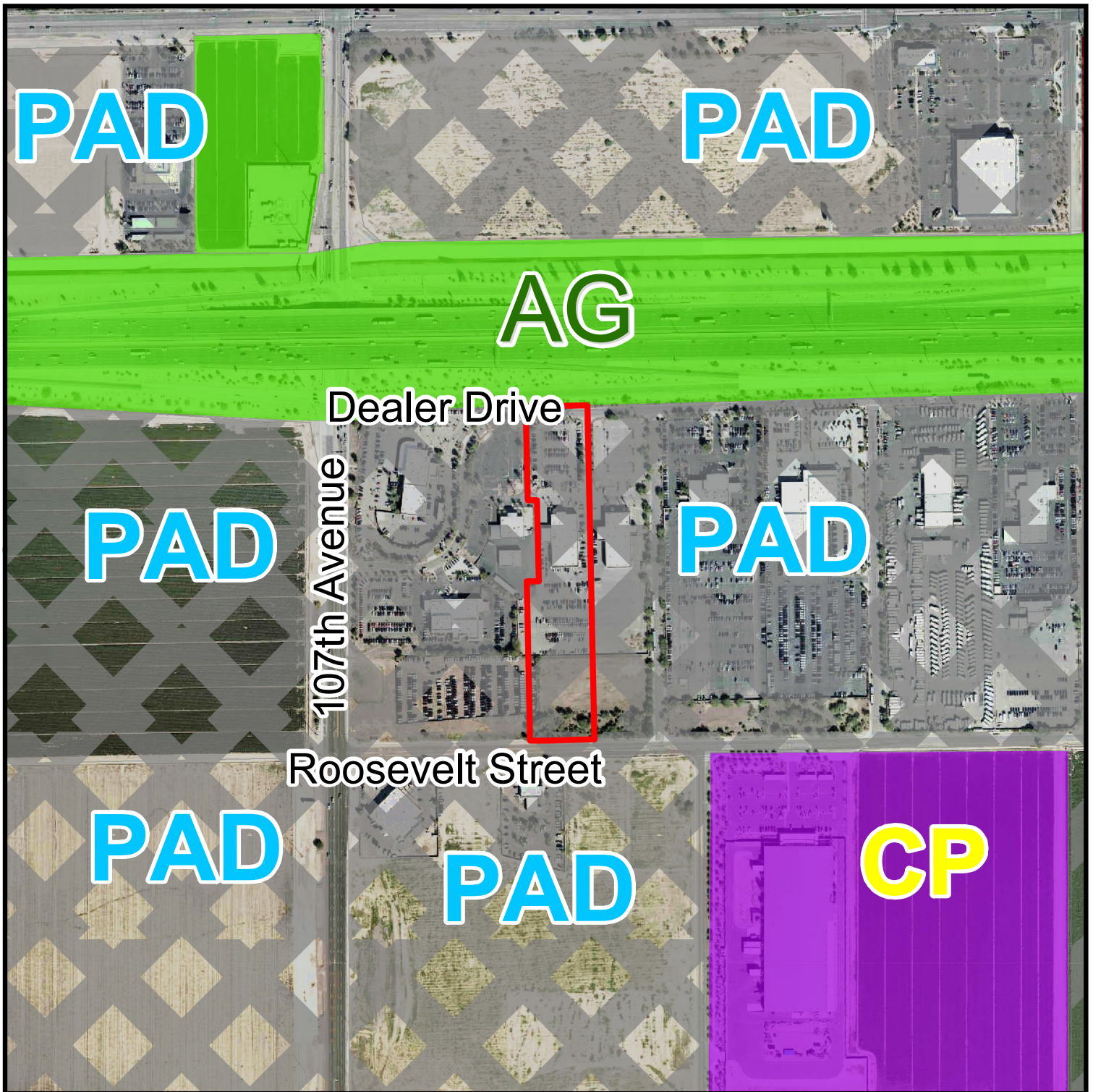


Aerial Image



Project Location



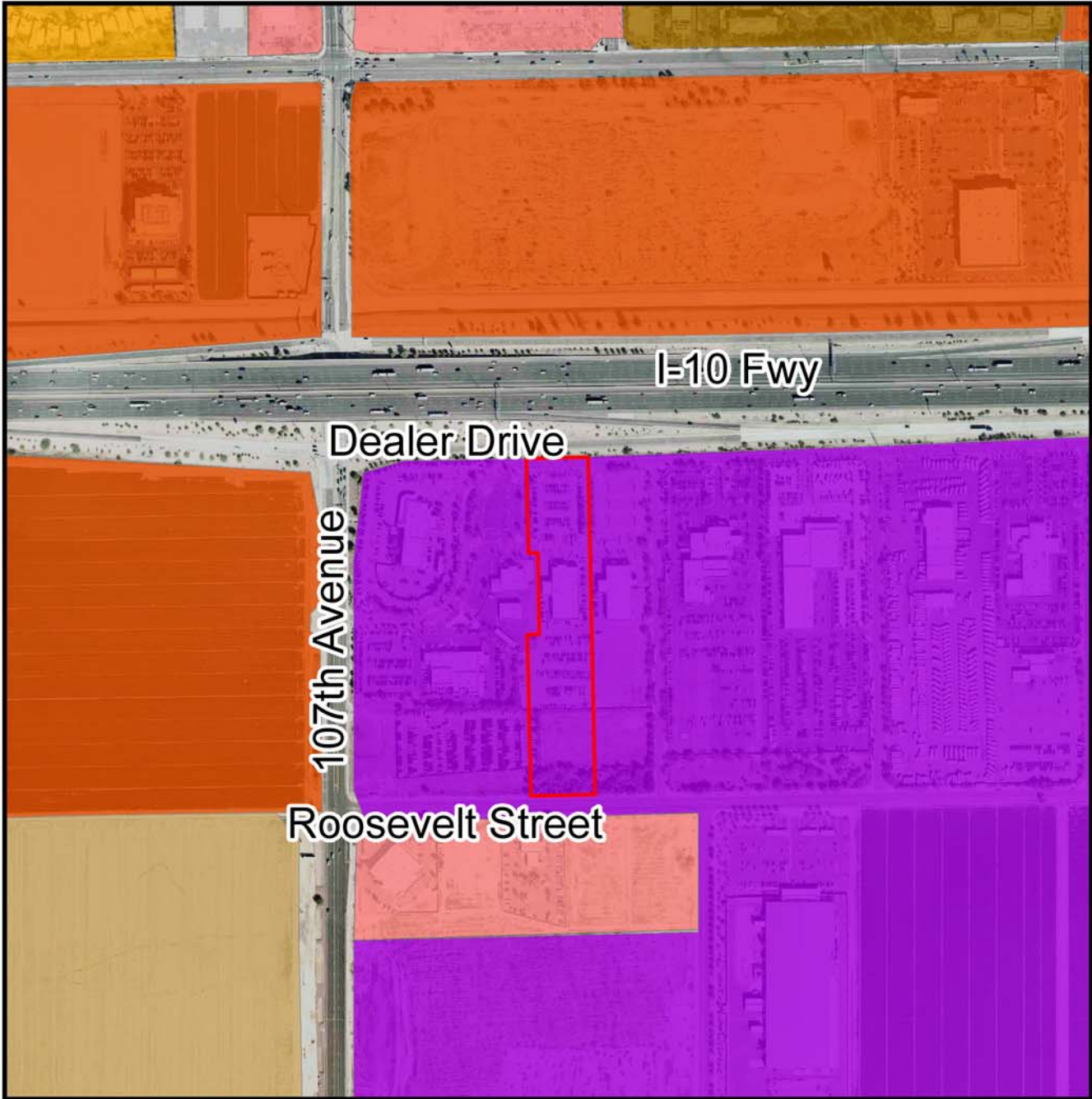


Zoning Vicinity Map



Project Location





General Plan Land Use Map



Project Location



Freeway Commercial



Medium/High Density Residential



Business Park



Local Commercial



*SUMMARY OF RELATED FACTS
APPLICATION PL-20-0120*

<i>THE PROPERTY</i>	
PARCEL SIZE	Approximately 6.02 gross acres
LOCATION	South of I-10 Frontage Road, north of Roosevelt Street, east of 107 th Avenue, and west of 99 th Avenue
EXISTING LAND USE	Fully developed and occupied by an existing (vacant) automotive dealership building.
EXISTING ZONING	PAD – Avondale Automall
ZONING HISTORY	The property subject to this request was annexed in May 1986. The property was given Agricultural (AG) zoning upon annexation. As part of the original 1999 PAD, approximately 100 acres on the eastern portion of the 150-acre PAD area was designated as an automall, with the remaining 50 acres being designated as a retail shopping center. C-2 (Community Commercial District) development standards were adopted for the overall site, with some modifications made to the landscape and height standards of the C-2 zone. Additionally, the PAD also established a number of automotive related uses (besides new car dealerships, which were permitted by right), such as motor vehicle repair and motor vehicle body shops, along with additional commercial uses (including live entertainment and skating rinks), as conditionally permitted uses within the overall PAD area. In 2003, based on the success of the automall and its dealerships within the 100-acre area at the easternmost portion of the PAD, the PAD was amended to allow for (by right) additional dealerships within the remaining 50-acre area at the west portion of the PAD. The same development standards that applied to the 100-acre automall portion of the PAD were applied to the 50-acre portion as well to ensure continuity across the whole PAD.

<i>SURROUNDING ZONING AND LAND USE</i>	
NORTH	The Interstate 10 Freeway, which runs through the City of Avondale in an east-west direction, abuts the I-10 Frontage Road to the north. Immediately north of that is a swath of commercial development comprised of the Gateway Crossing PAD and Gateway Village retail and restaurant developments located east of 103rd Avenue, and the Park 10 PAD development (currently under phased construction on vacant land) located immediately west of the 103rd Avenue.
EAST	Abutting the subject property to the east is Tom's Camperland RV dealership, which is one of multiple dealership properties that are also part of the Avondale Automall PAD. Outside of the PAD, the City of Tolleson lies immediately to the east, separated by 99 th Avenue. The existing uses on the east side of 99 th Avenue include a CarMax used car dealership and a Circle K gas station and convenience store.
SOUTH	Between 107 th and 105 th Avenues is the Griffith PAD, which is currently developed

	with a used car sales operation and an Enterprise car rental facility, with the remainder of the PAD currently vacant land. The land situated between 105 th and 103 rd Avenues is zoned Commerce Park and contains a light manufacturing facility and vacant land. Avondale Commerce PAD lies in between 103 rd and 101 st Avenues and is occupied by 101 Logistics Park, a 650,000 square foot industrial center for warehousing and e-commerce. Additionally, the land located between 101 st and 99 th Avenues is part of the Interstate Commerce Center PAD and is fully developed with a truck wash, gas station, convenience store, and fast-food restaurant services.
WEST	Abutting the subject property to the west is the Rodeo Kia dealership, which is one of multiple dealerships which are part of the Avondale Automall PAD. Outside of the PAD area, west of 107 th Avenue, is undeveloped land with active agriculture. This land is zoned PAD Z-07-16 for the Avondale Gateway Center, which is envisioned as a mixed-commercial PAD that is intended to be developed with a combination of commercial uses, including office, restaurant, retail, business park, light industrial, and other uses that support the Freeway Corridor Specific Plan.

GENERAL PLAN

The General Plan 2030 Land Use Map was mostly recently amended in September 2019 to reflect the adopted The BLVD Specific Plan land use categories, which are located outside of the subject area. The properties subject to the request have the General Plan 2030 Land Use designation of Business Park.

The Business Park land use category is intended to allow for large scale campus development that provides abundant employment opportunities and offers amenities such as attractive streetscapes with excess landscaped setbacks, appropriate screening from the I-10 freeway, pedestrian connections, efficient circulation, and refuge areas for active and passive activities to keep a healthy lifestyle for all employees. The category accommodates enclosed light manufacturing, corporate commerce, hotel, multi-story offices, research and development industries, solar and renewable energy manufacturers, motor sports related industry manufacturers, and limited warehouse and support services that support these primary employment uses.

A varying scale and intensity of uses are intended to be accommodated within this land use category.

PUBLIC SCHOOLS

SCHOOL DISTRICT(S)	Littleton Elementary School District; Tolleson Union High School District
ELEMENTARY SCHOOL	The closest district is Littleton Elementary District, with Tolleson Elementary School located approximately 600 feet east of the southeast corner of 99 th Avenue and Van Buren Street within the City of Tolleson.
HIGH SCHOOL	The closest district is Tolleson Union High School District, with Littleton Elementary School located at the southwest corner of Avondale Boulevard and Buckeye Road within the City of Avondale.

<i>STREETS</i>	
I-10 Frontage Road	
Classification	Collector (2-lane)
Part of ADOT's 575-foot I-10 Freeway right-of-way	
107th Avenue	
Classification	Arterial (4-lane)
Existing half-street ROW	Varies
Roosevelt Street	
Classification	Collector (2-lane, with 2-way left turn lane)
Existing half-street ROW	40 feet
Dealer Drive	
Classification	Private Street (2-lane)

<i>UTILITIES</i>
8-inch water line within Dealer Drive; 12-inch water line and 15-inch sewer line within Roosevelt Street; and a 16-inch water line and 8-inch sewer line within 107 th Avenue. SRP provides electrical service in this portion of Avondale.

EchoPark - Avondale

Used Vehicle Dealership

Conditional Use Permit Narrative

June 26, 2020

Sonic Automotive is proposing a commercial remodel for an existing standalone structure previously occupied by another automotive dealer within Avondale Automall (Exhibit A). EchoPark Automotive is a subsidiary of Sonic Automotive and is one of the nation's top automotive retailers specializing in sales of nearly new, pre-owned vehicles.

The proposed remodel scope will consist of exterior paint refresh and signage, interior remodel to guest experience sales floor, business office functions as well as back of house minor vehicle reconditioning, detailing, photo booth and limited finishing workstation. Exterior scope to include new stand-alone car wash in the rear parking area. Existing service drive to become fully enclosed air-conditioned space to be utilized as a vehicle photobooth. Rear side opening of enclosure to include an automatic roll-up door, all other openings to be full enclosed matching main structure colors and materials. Overall site surface parking to be provided for customers, employees, service vehicles and inventory.

Retail hours of operation of Echo Park Automotive will be Monday through Saturday, between 9:00am and 10:00pm.

Exterior site lighting in the front lot are existing to remain. Existing lights in the rear are proposed to be relocated to align with the re-striping of the parking lot layout as well as rear lot expansion for additional surface parking with rear access drive off W. Roosevelt St. The relocated lights are to align with new light poles down the center aisle and along the perimeter will provide uniform light over the cars. This is to give the back lot cohesive and more purposeful with the proposed rear lot expansion. Lighting levels vary between rear lot security lighting and the display lighting level but will be consistent with the surrounding auto dealerships.

A conceptual site plan is included as Exhibit B, conceptual landscape plan is included as Exhibit C, conceptual elevations drawings for the new car wash structure and modifications existing dealership building are included as Exhibit D, and a conceptual floor plan is included as Exhibit E. All elevations, site features, landscaping and lighting to be further analyzed for compliance with City of Avondale Zoning Ordinance as part of the Design Review process.

Request

This requested Conditional Use Permit is running concurrent with a request to amend the Avondale Automall Planned Area Development (PAD). If approved, the PAD would then allow Automotive Dealerships Selling Used Vehicles Only with a Conditional Use Permit, provided that the dealer has (1) a minimum consolidated annual revenue of \$500 million and (2) shall maintain a minimum of 140 vehicles on display at all times on the Avondale Automall property. An Automotive Dealerships Selling Used Vehicles Only is only allowed within the westernmost portion of the Avondale Automall and limited to only one such dealership.

EchoPark Automotive, as a subsidiary of Sonic Automotive, has a consolidated annual revenue in excess of \$500 million and will house in excess of 140 vehicles on the property at all times. The proposed dealership is within the allowed area described within the Avondale Automall PAD, as

amended, and if approved would be the only such dealership; therefore, the requested Conditional Use Permit is in compliance with the applicable zoning.

Pursuant to the Avondale Zoning Ordinance, for a Conditional Use Permit to be approved, it must satisfy certain findings. Below are those findings with our justification as to how or why they are satisfied.

- A. That the proposed use is (i) consistent with the land use designation set forth in the General Plan, (ii) will further the City's general guidelines and objectives for development of the area, as set forth in the General Plan, and (iii) will be consistent with the desired character for the surrounding area.

The Avondale Automall has a designation of Business Park on the General Plan Land Use Map as well as within the Freeway Corridor Specific Area Plan. This designation implies it is for campus-like employment opportunities not a regional automall as has been the land use for the last two decades. A Conditional Use Permit to allow a used vehicle dealership may not be an exact fit with Business Park; however, as described by the City in the Freeway Corridor Specific Plan, "The Avondale Auto mall (sic), established in the early 2000's, is a vital economic engine for the City and an equally strong employment center." Continuing to cultivate and allow the Avondale Automall to remain viable as the economic engine and employment center by supporting new dealerships, including one that only sells used vehicles, is clearly supported by the General Plan and the Freeway Corridor Specific Plan and is consistent with the character of the surrounding area.

- B. That the use will be (i) compatible with other adjacent and nearby land uses and (ii) will not be detrimental to (1) persons residing or working in the area, (2) adjacent property, (3) the neighborhood, or (4) the public welfare in general.

The surrounding area is made of up the Avondale Automall along with other commercial and commerce park uses. A new dealership within the Automall, including one that only sells used vehicles, is not only compatible with the adjacent uses, to the casual observer it will be nearly indistinguishable from the other dealerships that sell both new and used vehicles.

The subject property is already built-out as a dealership. The proposed modifications and additions to the site for Echo Park, such as a car wash and detail structure as well as additional vehicle storage area and associated lighting will not negatively impact the surrounding properties as those uses are also occurring on those adjacent dealership properties.

- C. That the site is adequate in size and shape to accommodate the proposed use, allow safe on-site circulation, and meet all required development standards, including, but not limited to, setbacks, parking, screening, and landscaping.

The subject parcel has been developed with an automobile dealership since 2004. Continued use as a dealership selling only used automobiles instead of new and used, does not alter the site. It is still sized appropriately and will continue to meet all applicable City of Avondale development standards.

- D. That the site has appropriate access to public streets with adequate capacity to carry the type and quantity of traffic generated by the proposed use.

The subject property continues to have main access from “Dealer Drive” serving the Automall between 99th Avenue and 107th Avenue. EchoPark plans on expanding the rear storage lot and with that expansion will also allow for service access to Roosevelt Street.

- E. That adequate conditions have been incorporated into the project to ensure that any potential adverse effects will be mitigated.

We look forward to discussing any potential adverse effects needing mitigation that the City of Avondale considers.

CITY OF AVONDALE LANDSCAPE REQUIREMENTS

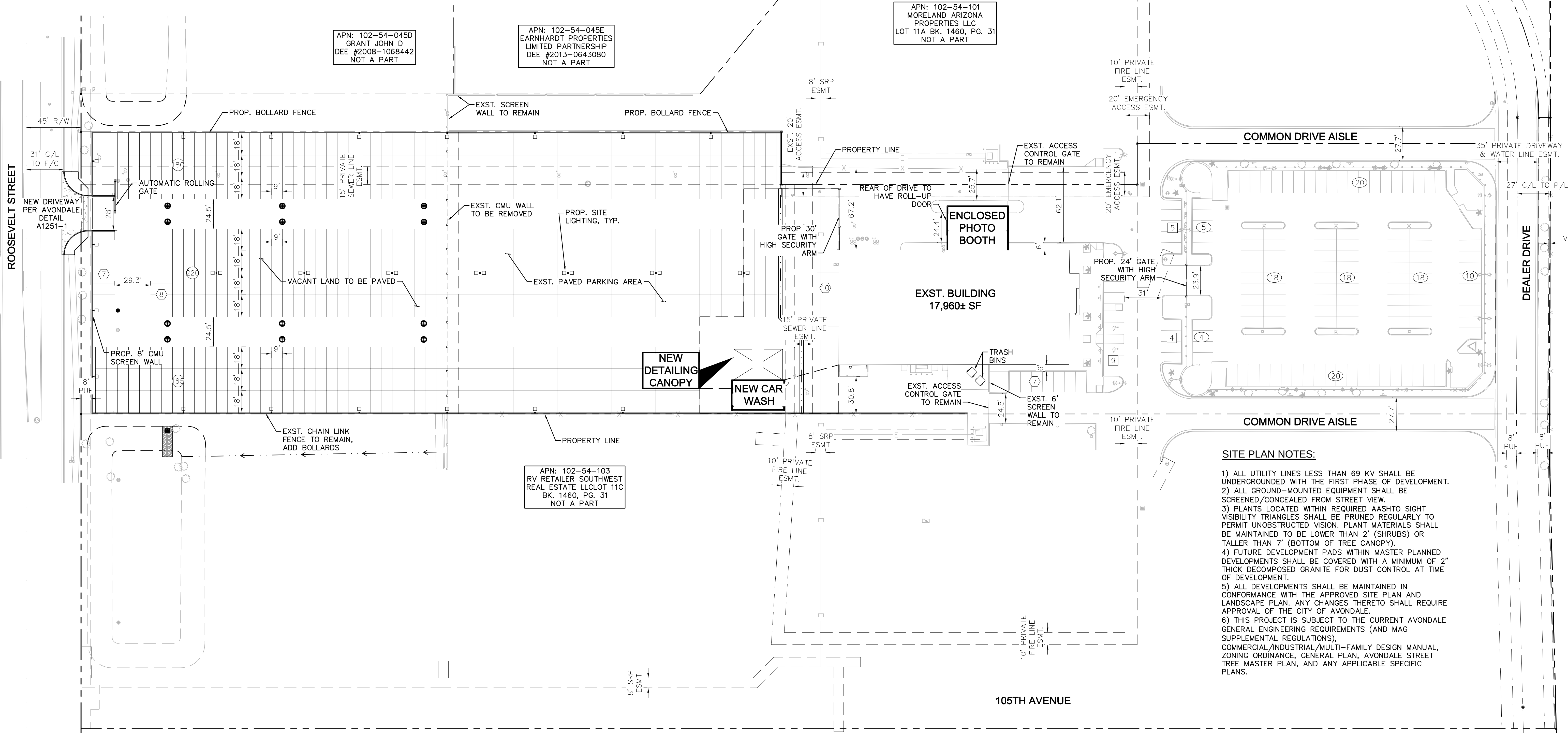
REQUIREMENT	REQUIRED	PROVIDED
ZONING DISTRICT C-2 MIN. 10% SITE TO BE LANDSCAPE (90,496 TOTAL SF)	9,050 SF 10.0%	11,050 SF 12.2%
ROOSEVELT ST. (231 LF) 1 TREE PER 25LF 10 SHRUBS PER 25LF DEALER DR. (196 LF) 1 TREE PER 25 LF 10 SHRUBS PER 25 LF	10 TREES 100 SHRUBS 8 TREES 80 SHRUBS	10 TREES (5 EXST.) 102 SHRUBS 2 TREES (2 EXST.) 69 (24 EXST.)
PARKING LOT TO BE 15% LANDSCAPE PARKING ISLANDS (28 TOTAL) 1 TREE PER ISLAND 5 SHRUBS PER ISLAND	5,650 SF 28 TREES 140 SHRUBS	3,215 SF* 26 TREES (4 EXST.) 141 SHRUBS (87 EXST.)
BUILDING FRONTAGE (160 LF) MIN. 50% TO BE LANDSCAPE	80 LF 50.0%	68 LF* 42.5%*
TOTAL TREES (24" BOX MIN.) TOTAL SHRUBS (5 GAL.)	46 TREES 320 SHRUBS	57 TREES (27 EXST.) 382 SHRUBS (153 EXST.)

*Due to existing site layout

SITE DATA

A.P.N. 102-54-102
ZONING: PAD
PROPOSED PARCEL:
GROSS AREA: 262,217 SF (6.02± AC)
NET AREA: 262,217 SF (6.02± AC)
EXISTING BUILDING AREA: 17,956± SF
CAR WASH: 1,083.33 SF
PHOTO BOOTH: 1,808.72 SF
TOTAL BUILDING FLOOR AREA: 20,848.05 SF
PERCENT OF SITE UNDER ROOF: 20,848.05/262,217 = 0.080%

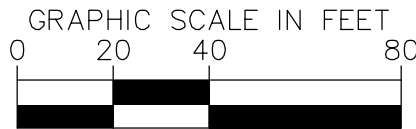
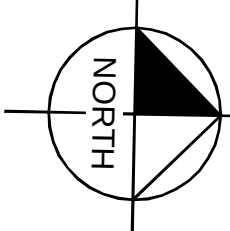
⊗ EMPLOYEE PARKING	32 SPACES
⊗ INVENTORY PARKING	565 SPACES
⊗ CUSTOMER PARKING	18 SPACES
⊗ DISPLAY PARKING	113 SPACES
TOTAL	728 SPACES



SITE PLAN NOTES:

- 1) ALL UTILITY LINES LESS THAN 69 KV SHALL BE UNDERGROUNDED WITH THE FIRST PHASE OF DEVELOPMENT.
- 2) ALL GROUND-MOUNTED EQUIPMENT SHALL BE SCREENED/CONCEALED FROM STREET VIEW.
- 3) PLANTS LOCATED WITHIN REQUIRED AASHTO SIGHT VISIBILITY TRIANGLES SHALL BE PRUNED REGULARLY TO PERMIT UNOBSTRUCTED VISION. PLANT MATERIALS SHALL BE MAINTAINED TO BE LOWER THAN 2' (SHRUBS) OR TALLER THAN 7' (BOTTOM OF TREE CANOPY).
- 4) FUTURE DEVELOPMENT PADS WITHIN MASTER PLANNED DEVELOPMENTS SHALL BE COVERED WITH A MINIMUM OF 2" THICK DECOMPOSED GRANITE FOR DUST CONTROL AT TIME OF DEVELOPMENT.
- 5) ALL DEVELOPMENTS SHALL BE MAINTAINED IN CONFORMANCE WITH THE APPROVED SITE PLAN AND LANDSCAPE PLAN. ANY CHANGES THERETO SHALL REQUIRE APPROVAL OF THE CITY OF AVONDALE.
- 6) THIS PROJECT IS SUBJECT TO THE CURRENT AVONDALE GENERAL ENGINEERING REQUIREMENTS (AND MAG SUPPLEMENTAL REGULATIONS), COMMERCIAL/INDUSTRIAL/MULTI-FAMILY DESIGN MANUAL, ZONING ORDINANCE, GENERAL PLAN, AVONDALE STREET TREE MASTER PLAN, AND ANY APPLICABLE SPECIFIC PLANS.

PRELIMINARY SITE PLAN
06/24/2020



Kimley»Horn





Outreach Meeting Summary

Avondale Automall PAD Amendment #2 – PL-20-0119

Echo Park Used Vehicle Dealership CUP – PL-20-0120

Neighborhood Meeting

Date: June 30, 2020

Location: Zoom Virtual Meeting hosted by the City

Attendees:

Property owners or other interested individuals

- Dave Doherty – Cactus Jack's Auto/business associate
- Gil Neuner – Cactus Jack's Auto/business associate
- Dwayne and Beth Hathoot – Cactus Jack's Auto/business associates
- Hector Salazar – Leaseholder of adjacent former Fiat dealership

City of Avondale

- Vice Mayor Pat Dennis
- Charles Montoya – City Manager
- Kevin Murphy – Development and Engineering Services Director
- Brian Craig – Planning Manager
- Rick Casswell – Senior Planner

Applicant

- Paul Gilbert – Attorney
- Andy Jochums – Planning Consultant
- George Haugen – Property Owner's Representative and Broker

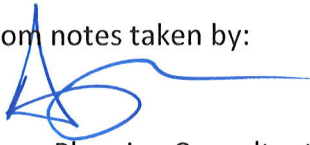
After a presentation by the applicant's attorney on the proposed PAD Zoning Amendment and the companion CUP for the specific dealership, the following were discussion topics and questions generated from the attendees:

- Appears the application is just for the subject dealership, why is the zoning boundary larger than the dealership property?
- Clarification as to the boundaries of the zoning case as well as the CUP case.

- As proposed with the limitation that the dealership must have an annual revenue in excess of \$500 million and maintain at least 140 vehicles on the property it would preclude 95% of used vehicle dealers.
 - Appears Echo Park is the only one qualified.
 - Prejudice against other dealerships.
 - Appears to preclude other dealers for the sake of an out-of-state company.
- Proposed Echo Park dealership would be a direct competitor for CarMax, located adjacent to the Automall in Tolleson.
- Discussion on the ownership of the 5 parcels within the rezoning boundary.
 - Confirmation that all those owners within the boundary are supportive.
- Gateway Chevy, Larry H. Miller and Tom's Camperland of the Automall are opposed.
 - Balance of Automall owners and dealers do not oppose.
- Cactus Jack's Auto has interest in securing a Mitsubishi franchise and are trying to secure purchase or lease of the subject property.
 - Rent is "too high" for Fiat, but Cactus Jack's Auto can "move in tomorrow"
 - "Complete the Automall"
 - Cactus Jack's Auto is "locally owned" and "25 years in business"
 - Sonic vs. Mitsubishi would be the same as both will have used vehicles, but Mitsubishi brings "flagship" and "brand advertising."
 - Selling used vehicles one way or another.
 - Pointed out that Mitsubishi has been in the Automall twice already and not survived.
 - Cactus Jack's Auto could sublease Fiat property or purchase the vacant parcel in the Automall.
- In proposed EchoPark CUP, City is looking to suggest restrictions on age and value of vehicles sold.
- Discussions on vehicle pricing and whether large volume offsets high prices. (Used car dealer versus luxury dealer)
- "Opposing dealers have done good for the City and should not be ignored"
- Incorrectly suggested that this request for allowing used vehicle dealerships has been tried twice and failed. (Applicant and City staff are unaware that this request for used vehicle only sales has been made to the Council before and Vice Mayor Dennis added that she didn't believe it was brought to City Council during her term in office.)
- Discussion again on the boundary of the zoning case versus the CUP. Vice Mayor Dennis asked why not just the subject parcel.
 - Staff and applicant shared that the idea was to look at a broader area for the rezoning as opposed to a single parcel.
 - Current request still would limit the area to a single used vehicle only dealership.
 - If a second one wanted to come in, it would need to amend the PAD Zoning as well as secure its own CUP.
 - City can incidentally consider this idea, just as the Automall incrementally expanded in the past.
 - If EchoPark went away, a new dealership would also need its own CUP.

- Summary of hearing dates by staff.
 - Planning Commission July 15th and City Council July 27th
 - Most likely virtual meetings
- Detailed discussion on exact boundary of CUP and proposed plans by Echo Park for remodeling the existing dealerships.
 - Question about the whether the paving of the southern portion of the property was part of the initial phase or a second phase expansion.
 - City shared that possible at risk construction and remodeling, but that a used vehicle dealership could not be allowed until after both the PAD Amendment and CUP are approved.
- Reiterated from Cactus Jack's Auto business associate that it was "mindboggling to change one facility for used vehicles as it changes the whole Automall."

Prepared from notes taken by:



Andy Jochums, Planning Consultant with Beus Gilbert McGroder PLLC



AGENDA ITEM REPORT

SUBJECT: Fulton Homes Acclaim – Major General Plan Amendment – Application PL-20-0043

MEETING DATE: 8/19/2020

TO: Planning Commission

FROM: Brian Craig, Planning Manager

PURPOSE:

Planning Commission will hold a public hearing and consider a request by Mr. Stephen W. Anderson, Gammage & Burnham PLC, for a Major Amendment to the Avondale General Plan 2030 Land Use Map for Fulton Homes Acclaim, a proposed 153.20 gross acre planned development at the northwest corner of 99th Avenue and Thomas Road. The proposed Major General Plan Amendment, if approved, will amend the General Plan 2030 Land Use Map designations for the property from 114.73 gross acres of Mixed Use and 38.47 gross acres of Freeway Commercial to Medium Density Residential (MDR). As required by Arizona Statute for Major General Plan Amendments, the Commission will conduct two separate public hearings to promote citizen participation. The first public hearing is an opportunity for the public to comment; no action will be taken by the Commission as that will occur at the second public hearing. The second public hearing, scheduled for September 16, 2020, is another opportunity for public comment and the Commission will take action on the request.

BACKGROUND:

The 153.20 gross acre subject property (Exhibits A and B) is located at the northwest corner of 99th Avenue and Thomas Road. The site is relatively flat, sloping generally east to west, with a Roosevelt Irrigation District (RID) canal bounding the property to the west. East of the RID canal, a portion of the project is encumbered by Federal Emergency Management Agency (FEMA) designated floodplain area; the applicant is addressing the condition through a Conditional Letter Of Map Revision (CLOMR) process with the City's assistance. Above-ground utilities, including power lines and a Salt River Project (SRP) lateral canal run along the property's 99th Avenue frontage. There is an existing SRP well site at the southeast corner of the property, which will be relocated with a future City Capital Improvement Project (CIP) when 99th Avenue is widened to its ultimate section. Additionally, SRP owns a 2.5-acre parcel southwest of the subject site, which is not a part of the GPA or rezone.

The site was annexed as part of a larger 470-acre annexation in October 1989 and was assigned Agricultural (AG) zoning with that annexation. In January 2001, the property was rezoned from AG to C-2. The entirety of the site is currently zoned Community Commercial (C-2), which allows for the development of commercial complexes providing goods and services to a community-wide trade area. The site is currently in agricultural production.

Approval of this Major General Plan Amendment request will revise the land use designations on the property as described later in this report. Presently, two (2) General Plan 2030 land use categories are designated over the subject property (Exhibit C), as follows:

- The majority of the site, approximately 114.73 acres, is designated Mixed Use. The Mixed Use category allows a mixture of residential and commercial uses at proportional ratios. This land use category seeks to encourage innovatively designed developments with core residential components and walkable live, work, and recreate opportunities.
- Approximately 38.47 acres at the property's southeastern corner are designated Freeway Commercial. The Freeway Commercial designation is intended to provide for a broad range of non-residential uses such as concentrated retail, hospitality, and related activity.

The property is also located within the boundaries of the Freeway Corridor Specific Plan (FCSP), which places a priority on the City's appearance from the Loop 101 freeway by establishing supplemental design requirements for sites adjacent to or visible from the freeway.

The existing uses and zoning of surrounding properties include:

- **North of the Osborn Road alignment:** Parkside Planned Area Development (PAD), a master planned 155-acre residential, mixed use, and office development with 662 single-family lots, 21.33 acres of Mixed Use, and 10.0 acres of planned Office adjacent to the Osborn Road alignment on the east end of the project.
- **East of 99th Avenue:** An undeveloped 141.42-acre property located in City of Phoenix's jurisdiction. The property is zoned Planned Unit Development – Mixed Use which allows for a combination of residential, commercial, and retail uses. The property is currently being farmed and a time frame for development is unknown.
- **South of Thomas Road:** A 68.5-acre property zoned Agricultural (AG) with a Special Use District (SUD) overlay for the Holy Cross Cemetery and Mortuary use, which occupies the site.
- **West:** Glenarm Farms, a 149-acre single-family development zoned RR-18 (Rural Residential, minimum 18,000 square foot lot area). The community is fully developed with 150 lots, many with accessory structures for the keeping of horses and livestock.

A separate application to rezone the site to Planned Area Development (PAD) to facilitate development of Fulton Homes Acclaim, a master-planned single-family residential community, has been filed and will run concurrently with this request when it returns to the Planning Commission for recommendation to City Council.

SUMMARY OF REQUEST:

The applicant is requesting approval of a Major General Plan Amendment (GPA) to the General Plan 2030 Land Use Map in order to facilitate development of a planned single-family residential community called Fulton Homes Acclaim. As previously noted, the property presently features two (2) General Plan land use designations, 1) Mixed Use (114.73 acres) and 2) Freeway Commercial (38.47 acres). The requested Major GPA (Exhibit E) will revise the General Plan Land Use Map to designate Medium Density Residential (MDR) across the entire site. Medium Density Residential allows for residential development with densities ranging from 2.5 to 4.0 single-family dwelling units per acre, with a target density of 2.5 dwelling units per acre.

This proposed GPA is the first step in the development process for the site. As indicated in the preceding section, a separate application to rezone the site to Planned Area Development (PAD) has been submitted and is currently in review. Both the GPA and Rezoning applications will be considered for approval on the same schedule to allow the Commission and Council a full understanding of the planned development.

Process

The General Plan 2030 outlines criteria for what constitutes Minor and Major GPAs. The proposed request is considered a Major Amendment because it is necessary for the establishment of a Planned Area Development (PAD) zoning encompassing over 80 gross acres and impacts over 10 percent of the total land area of the PAD being established. Major GPAs vary from the more common Minor GPAs in a few ways, as follows:

- **60-Day Review:** For Major GPAs, Arizona Statute requires cities to identify a 60-day period in which notice is provided to potentially impacted adjoining jurisdictions and public agencies and comments are solicited from those jurisdictions and agencies. Though notice is often provided out of courtesy, no such formal interagency review is required for minor GPAs.
- **Planning Commission Hearing Process:** To encourage greater citizen participation, Major GPAs require two Planning Commission public hearings, one of which must be held at an off-site location. The first hearing is for public comment, and the second hearing is when Commission will take action on the request. Minor GPAs require a single Planning Commission public hearing.
- **Approval by City Council:** Major GPAs require approval by two-thirds majority vote of the City Council. Minor GPAs require approval by a simple majority of the City Council.

PUBLIC PARTICIPATION:

The required 60-day notification of potentially impacted adjoining jurisdictions and public agencies, as required by Arizona Statute, was transmitted on May 14, 2020. Sixteen (16) cities, school districts, and other public entities were provided a short summary of the proposal and a copy of the proposed amendment and were asked to provide comments, if any, by July 14, 2020. These entities were: City of Goodyear, City of Tolleson, City of Phoenix, City of Litchfield Park, Maricopa County Planning & Development Department, Arizona Department of Transportation (ADOT), Flood Control District of Maricopa County (FCDMC), Arizona Commerce Authority, Maricopa Association of Governments (MAG), Gila River Indian Community (GRIC), Agua Fria Union High School District, Tolleson Union High School District, Avondale Elementary School District, Pendergast Elementary School District, Littleton Elementary School District, and Litchfield Elementary School District. No comments were provided by any agencies, jurisdictions, or districts on the proposal.

A neighborhood meeting to discuss the proposal with neighboring property owners and other interested parties was held at 6:00 P.M. on Thursday, July 30th. Due to the ongoing Covid-19 Pandemic, the meeting was held via Zoom Teleconferencing. All notices of the meeting, including mailings to owners within 1,000 feet of the site, public hearing notice signs on the property, and display ads in the Southwest Valley Arizona Republic, were completed at least fifteen days prior to the meeting as required. A summary of the neighborhood meeting is included with this staff report as Exhibit H. In addition to City Staff and the applicant's team, Vice Mayor Pat Dennis and Planning Commission Chair David Iwanski attended the virtual meeting. Discussion was primarily related to the following topic:

- **Will improvements to 99th Avenue be affected by the timing of improvements planned by the Parkside development?** The applicant indicated they are coordinating tiling the SRP canal during the same dry-up period, January 2022, as the Parkside development. If Parkside were to halt development it would delay Fulton Homes Acclaim approximately nine (9) to twelve (12) months, but would not prevent Fulton Homes Acclaim from moving forward.
- **Will left-turn movements from vehicles exiting the development be an issue without a traffic control signal?** The applicant responded that the traffic report did not indicate a need or warrant for traffic control signals.
- **Is there an opportunity for a pedestrian connection with the Parkside development along the west open space corridor?** The applicant and City Staff indicated that a discussion would be held with the Parkside developer regarding a regional trail connection.

- **Will sport courts be lit at night?** The applicant indicated the sport courts would all be lit and utilize a photocell with manual controls so that residents can turn on the sport court lighting as needed at night. The lights will automatically turn off after 30 minutes, but can be turned on again manually as needed by residents.
- **What is the plan/design for the future SRP well site on the southeast corner of the project, will the screen walls match?** The applicant indicated the future well site involves a large land donation and that Fulton Homes Acclaim will ensure the screen wall for the well site matches the development walls and theming when built by incorporating requirements in the donation agreement.

One comment pertaining to the proposal was posted on the City's aVOICE digital forum, as follows, "Authorize construction - Build the homes as fast as you can." No additional public comments have been received to date.

All required notifications for the Planning Commission and City Council public hearings have been completed. All property owners within 1,000 feet of the subject site were notified of the time, date, and location of the Planning Commission and City Council meetings via postcards sent on July 20, 2020. The meetings were advertised in the Wednesday, July 29, 2020 edition of the Southwest Valley Arizona Republic. Lastly, two public hearing notice signs identifying meeting dates, times, and locations were installed on the property on July 14, 2020. No additional public comments beyond what is noted above have been received to date.

CERTIFICATE OF ADEQUATE SCHOOL FACILITIES:

The property is located in the service areas of the Pendergast Elementary School District (PESD) and the Tolleson Union High School District (TUHSD). Both PESD and TUHSD have provided the City with Certificates of Adequate School Facilities signed by Superintendent Dr. Lily Matos-DeBlieux and Superintendent Ms. Nora Gutierrez, respectively (Exhibit G), stating that the districts have adequate capacity and no school site is needed within the development.

ANALYSIS:

The Planning Commission must determine that the proposed amendment meets four (4) findings prior to recommending approval. Staff's analysis of each of the required findings is presented below.

1. The development pattern contained on the Land Use Plan inadequately provides sufficient sites for the use or change proposed in the amendment.

- Most of the City's inventory of undeveloped Medium Density Residential (MDR) land has been planned over the past two (2) to four (4) years, with Alamar (formerly Lakin Ranch), Verde Trails, and Del Rio Ranch III all under construction or moving towards construction. Even with these planned communities, there is significant additional demand for development of single-family residences at a suburban density in Avondale. Because there are no remaining large assemblages of land designated MDR, development of new homes at a suburban density would be limited to these already approved communities. Approval of the proposed GPA would accommodate additional new residential development in northeastern Avondale.
- The City has conveyed to the developer that a significant proportion of the lots should be a minimum of 60 feet in width and that significant open space beyond the required minimum must be provided. The development is proposing 20% of lots at 60 feet in width and is exceeding the required minimum open space by 10%. The resulting density is expected to be at or just below 4.0 dwelling units per acre, which is the maximum allowed in the MDR designation.

2. The amendment constitutes an overall improvement in the 2030 Plan and is not solely for the good or benefit of a particular landowner or owners.

- Compared to Freeway Commercial and Mixed Use designations, the MDR designation is a more viable use for the site and can be developed upon entitlement approval. The land has remained vacant since being designated for mixed-use and commercial uses due in large part to its distance from the Loop 101 Freeway and other competitive disadvantages related to its location.
- It is in the best interest of all parties, including the City, for the property to develop. Development of this property will include undergrounding irrigation canals and overhead power lines. Additionally, development will generate additional tax revenue and create additional spending power to support local businesses.

3. The amendment will not adversely impact the community as a whole and/or a portion of the community by: (1) significantly altering acceptable land use patterns; (2) requiring large and more expensive public infrastructure improvements including, but not limited to roads, water, wastewater, and public safety facilities than would otherwise be needed without the proposed change, or (3) adversely impacting the existing land use.

- Adequate sites for commercial, retail, and office uses remain in the City, especially along the Interstate 10 corridor. Recent private development along the McDowell Road corridor and planned development in The BLVD Specific Plan area provide adequate acreage for future mixed-use retail and commercial development. An Economic Analysis Report for the subject site (Exhibit F), which was provided by the applicant, indicates there are more than 815 acres of commercial property in Avondale and other adjacent jurisdictions that have a significant competitive advantage over the subject site. This site would have continued difficulty adequately developing with Freeway Commercial and Mixed Use developments. The proposed 585-lot residential development will help support the existing retail and commercial uses in the area and encourage infill development in the existing commercial centers along McDowell Road between 99th Avenue and 107th Avenue.
- The Public Works Department and Development and Engineering Services Engineering Division have reviewed the requested changes to the Land Use Map. The impact of water and sewer demand compared to the current commercial designation will be accommodated within the planned capacity of the City's systems. The amendment is not likely to require any larger or more expensive public infrastructure improvements over what would be needed if the area was developed under the existing land use designations.
- The proposal will not adversely impact the existing land uses in the area. The amendment will allow development of a compatible residential planned community that will deliver enhanced infrastructure, a connected roadway network, and regional drainage improvements that benefit all surrounding properties. The applicant has proposed adequate transitions and open space adjacent to lower density residential uses existing west of the site.

4. The amendment is consistent with the overall intent of General Plan 2030 and other adopted plans, codes, and ordinances.

The proposed amendment furthers several goals of the General Plan 2030 and other adopted plans, code, and ordinances, including, but not limited to:

- General Plan Land Use Element Goal 3, Policy D: *"Ensure adequate transitions and/or buffers are provided when adjacent land uses vary in character and intensity"*. The proposed Fulton Homes Acclaim development provides more than 300 feet of open space separation from Glenarm Farms, a large lot subdivision, to the west.

- General Plan Land Use Housing Element Goal 4, Policy B: *“Support creatively designed subdivision layouts, particularly layouts in which open space and recreation areas containing amenities are thoughtfully integrated throughout.”* The proposed development has an abundance of amenity areas including a central park with a community pool and several playground and sport court areas dispersed throughout the development.
- Freeway Corridor Specific Plan Objective #1: *“Prioritize the City’s appearance from the I-10 and Loop 101 freeways, limiting heavy industrial uses and establishing strict design requirements where necessary.”* The project will be a mix of one (1) and two (2)-story single-family homes with a variety of compatible colors and architectural interest; the developer plans to offer 76 different elevation options.
- Freeway Corridor Specific Plan Objective #5: *“Ensure new development in the Plan area is pedestrian/bicyclist-friendly and contributes to a walkable community.”* The project is designed to be pedestrian/bicyclist-friendly, with a network of internal sidewalks connecting homes to on-site amenity areas including the central park as well as external connections to perimeter sidewalks and regional trail connections.

Conclusion:

Per the requirements of State Statute, two (2) public hearings before the Planning Commission are required for items processed under Major General Plan Amendment procedures. This meeting, the first of the two (2) required meetings, is for public hearing and discussion only. The Planning Commission will make a recommendation on this request to the City Council after the second public hearing on this item, scheduled for September 16, 2020.

DISCUSSION:

The proposal meets the four (4) required findings for General Plan Amendments as detailed in the Analysis section, above.

STRATEGIC PLAN:

INITIATIVE: Encourage and support creative innovation in development and service delivery

- STRATEGIC GOAL: Encourage a flexible environment responsive to market trends.

INITIATIVE: Foster sustainable community development

- STRATEGIC GOAL: Maintain and expand quality infrastructure and improve connectivity to City amenities.

BUDGET IMPACT:

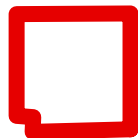
No budget impacts.

RECOMMENDATION:

The Planning Commission will conduct a public hearing for **public comment**; no action will be taken by the Commission, as that will occur at the second public hearing on September 16, 2020. Staff will provide a recommendation for the second hearing.

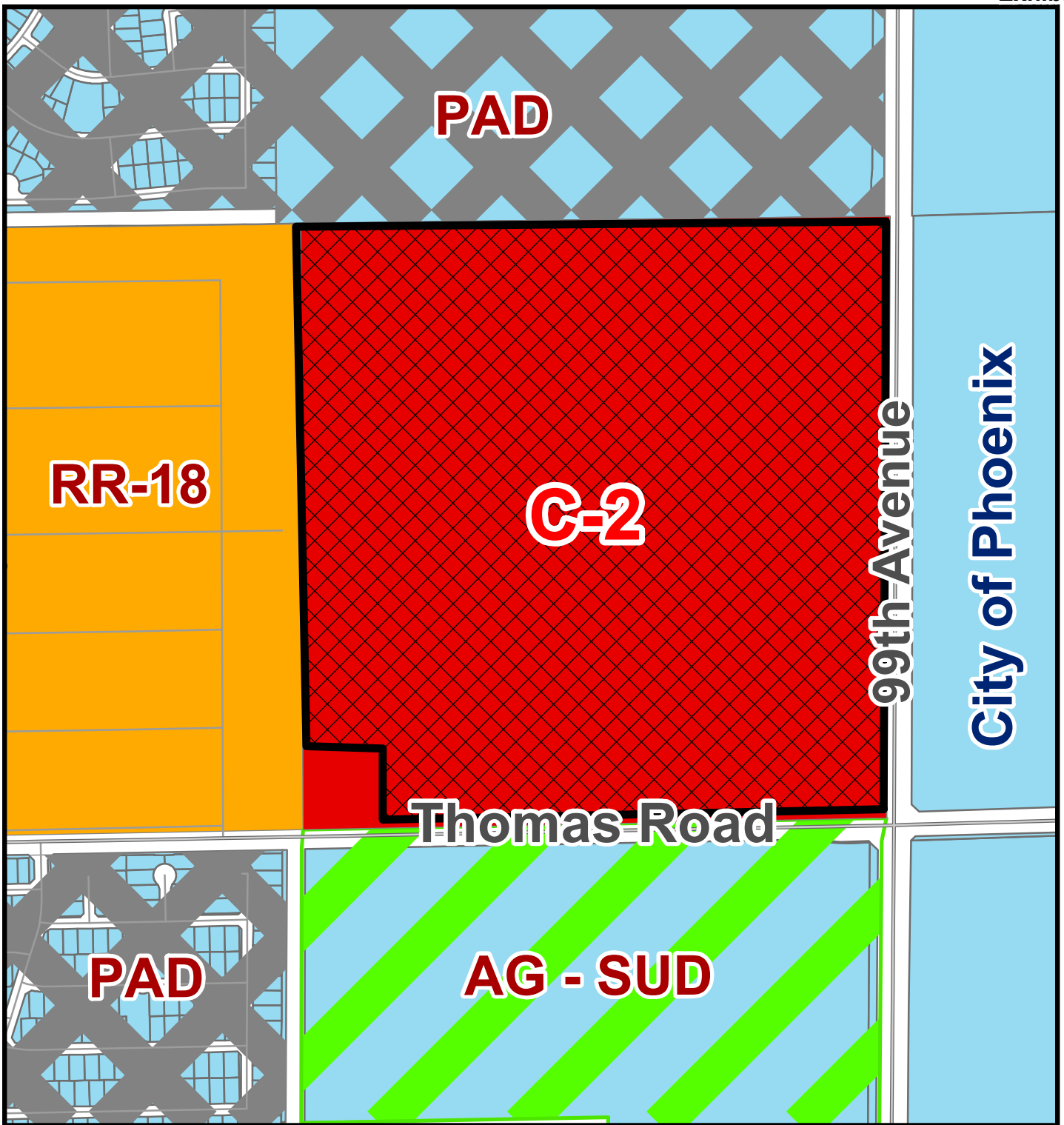


Aerial Photograph

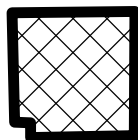


Subject Property



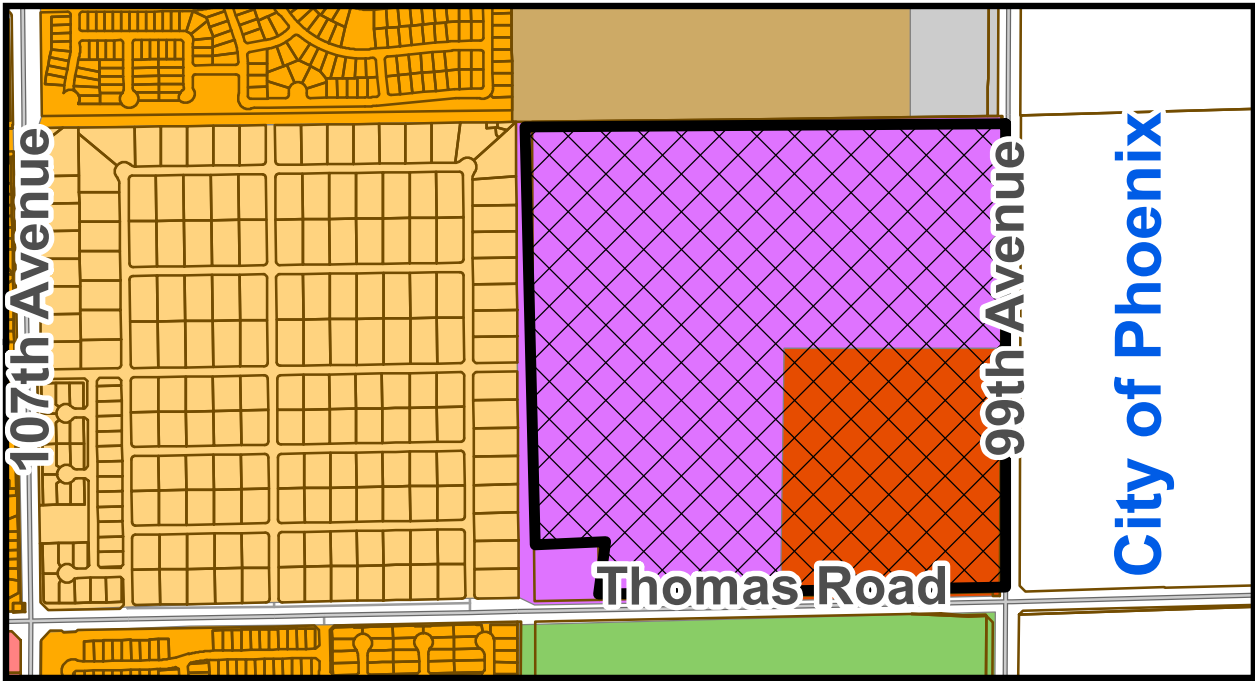


Zoning Vicinity Map

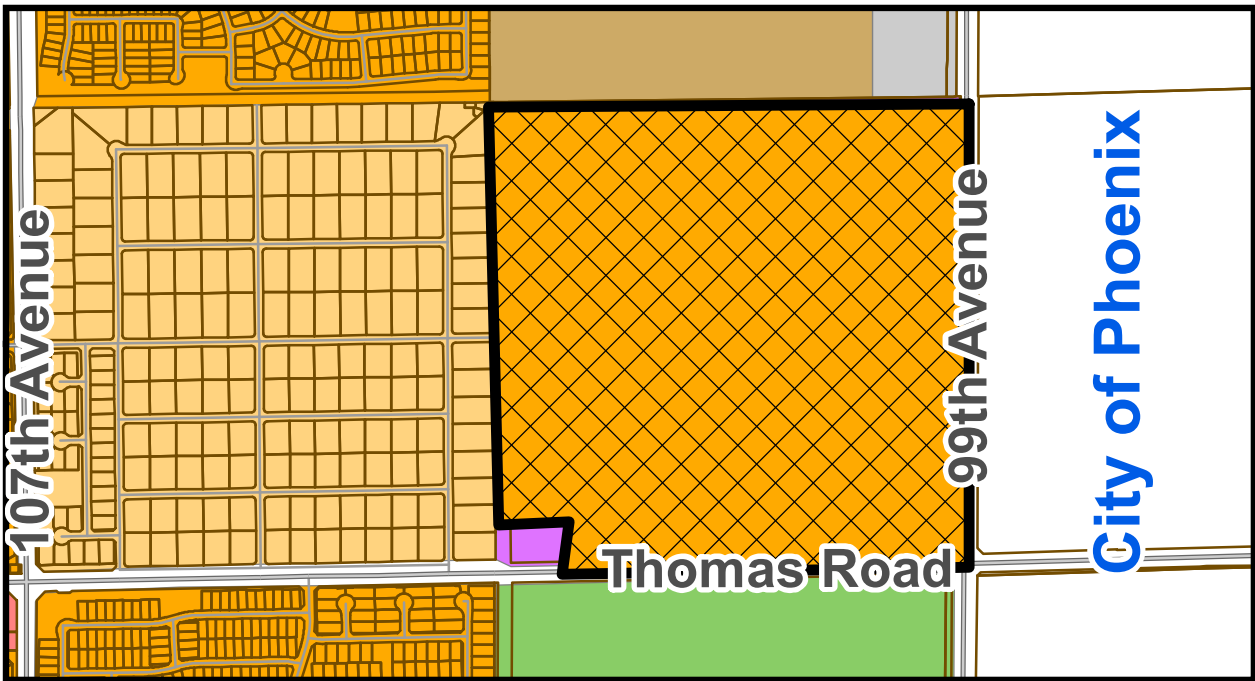


Subject Property





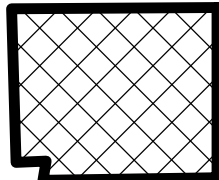
CURRENT LAND USE MAP



PROPOSED LAND USE MAP

General Plan 2030 Land Use

	Local Commercial		Freeway Commercial
	Estate/Low Density Residential		Office/Professional
	Medium Density Residential		Mixed Use
	Medium/High Density Residential		Open Space and Parks



Subject Property

SUMMARY OF RELATED FACTS

APPLICATION PL-20-0043

THE PROPERTY	
PARCEL SIZE	Approximately 153.20 gross acres
LOCATION	Northwest corner of 99 th Avenue and Thomas Road
PHYSICAL CHARACTERISTICS	The rectangular site is relatively flat, sloping generally east to west with a Roosevelt Irrigation District (RID) canal bounding the property to the west. East of the RID Canal a portion of the project is encumbered by FEMA designated floodplain area; the applicant is addressing the condition through a CLOMR process with the City's assistance. Above-ground utilities, including power lines and a Salt River Project (SRP) lateral canal run along the property's 99th Avenue frontage. There is an existing SRP well site at the southeast corner of the site, which will be relocated with a future City CIP project when 99th Avenue is widened to its ultimate section. Additionally, SRP owns a 2.5-acre parcel southwest of the subject site, which is not a part of the proposed General Plan Amendment (GPA)
EXISTING LAND USE	The entire site is currently used for agricultural production.
EXISTING ZONING	The entirety of the site is currently zoned Community Commercial (C-2), which allows for the development of commercial complexes providing goods and services to a community-wide trade area.
ZONING HISTORY	The site was annexed as part of a larger 470-acre annexation in October 1989 and was assigned Agricultural (AG) zoning with that annexation. In January 2001, the property was rezoned from AG to C-2.

SURROUNDING ZONING AND LAND USE	
NORTH OF THE OSBORN ROAD ALIGNMENT	Parkside PAD, a master planned 155-acre residential, mixed use, and office development with 662 single-family lots, 21.33 acres of Mixed Use, and 10.0 acres of planned Office adjacent to the Osborn Road alignment on the east end of the project.
EAST OF 99 TH AVENUE	An undeveloped 141.42-acre property located in City of Phoenix's jurisdiction. The property is zoned Planned Unit Development – Mixed Use which allows for a combination of residential, commercial and retail uses. The property is current being farmed and a time frame for development is unknown.
SOUTH OF THOMAS ROAD	A 68.5-acre property zoned Agricultural (AG) with a Special Use District (SUD) overlay for the Holy Cross Cemetery and Mortuary use, which occupies the site.
WEST	Glenarm Farms, a 149-acre single-family development zoned RR-18 (Rural Residential, minimum 18,000 square foot lot area). The community is fully developed with 150 lots, many with accessory structures for the keeping of horses and livestock.

GENERAL PLAN

Presently, two (2) General Plan 2030 land use categories are designated over the subject property (Exhibit C), as follows:

- Most of the site, approximately 114.73 acres, is designated **Mixed Use**. The Mixed Use category allows a mixture of residential and commercial uses at proportional ratios. This land use category seeks to encourage innovatively designed developments with core residential components and walkable live, work, and recreate opportunities.
- Approximately 38.47 acres at the property's southeastern corner are designated **Freeway Commercial**. The Freeway Commercial designation is intended to provide for a broad range of non-residential uses such as concentrated retail, hospitality, and related activity.

PUBLIC SCHOOLS

SCHOOL DISTRICT(S)	Pendergast Elementary School District Tolleson Union High School District
ELEMENTARY SCHOOL	Pendergast Elementary School
HIGH SCHOOL	Westview High School

ADJACENT STREETS

99th Avenue

Classification	Arterial
Existing half-street ROW	55 feet
Standard half-street ROW	70 feet
Existing half-street improvements	Two (2) travel lanes and half-center turn lane
Standard half-street improvements	Three (3) travel lanes, deceleration lane (when warranted), half landscaped median, bike lane, sidewalk, curb, gutter, street lights, landscaping, and undergrounding of above-ground utilities and irrigation channels.

Thomas Road

Classification	Arterial
Existing full-street ROW	55 feet
Standard full-street ROW	55 feet
Existing full-street improvements	Two (2) travel lanes, dedicated left-turn lane, curb, gutter, and median landscaping
Standard full-street improvements	Two (2) travel lanes, dedicated left-turn lane, sidewalk, curb, gutter, median and back of sidewalk landscaping, street lights.

UTILITIES

Future development on the site will access existing 16-inch water line in Thomas Avenue. Sewer service to the site will be accommodated by an existing 12-inch main line in Thomas Road.

Salt River Project (SRP) provides electrical service in this portion of the City.

Exhibit E

Major General Plan Amendment Narrative

Fulton Homes Acclaim

Fulton Homes Acclaim

Northwest corner of N. 99th Avenue and W. Thomas Road



Major General Plan Amendment Narrative PL-20-0043

1st Submittal: February 27, 2020

2nd Submittal: April 27, 2020

Development Team

Owner/Developer	Fulton Homes Norm Nicholls 9140 S. Kyrene, Ste. 202 Tempe, AZ 85284 Phone (480) 753-6789 E-mail nnicholls@fultonhomes.com
Legal Representative	Gammage & Burnham, P.L.C. Stephen Anderson 2 N. Central Avenue, 15 th Floor Phoenix, AZ 85004 Phone (602) 256-4422 Fax (602) 256-4475 E-mail sanderson@gblaw.com
Engineer, Planning, and Landscape Architecture	EPS Group, Inc. Brian Nicholls 1130 N. Alma School Road, Suite 120 Mesa, AZ 85201 Phone (480) 355-1537 E-mail brian.nicholls@epsgroupinc.com
Owner's Representative	Chris Webb Rose Law Group 7144 E Stetson Drive, Suite 300 Scottsdale Arizona 85251 Phone (480) 240-5648 E-mail CWebb@roselawgroup.com

TABLE OF CONTENTS

OVERVIEW.....	5
PROJECT DESCRIPTION.....	5
EXISTING CONDITIONS.....	5
COMPATIBILITY WITH SURROUNDING AREA.....	6
UNUSUAL CHARACTERISTICS OF THE PROPERTY	7
GENERAL PLAN AMENDMENT REVIEW AND ANALYSIS.....	7
GENERAL PLAN AMENDMENT FINDINGS.....	11
CONCLUSION.....	13

Exhibits

EXHIBIT 1 – Existing General Plan Map

EXHIBIT 2 – Proposed General Plan Map

EXHIBIT 3 – Proposed Site Plan

EXHIBIT 4 – Context Map

EXHIBIT 5 – Certificate of Adequate School Facilities: Pendergast Elementary School District

EXHIBIT 6 – Certificate of Adequate School Facilities: Tolleson Union High School District

Fulton Homes Acclaim
General Plan Amendment Request
NWC of N. 99th Avenue and W. Thomas Road

OVERVIEW

Fulton Homes is requesting a General Plan Amendment (the “Request”) to accommodate the development of a 153.20 gross acre / 146.34 net acre parcel located at the northwest corner of N. 99th Avenue and W. Thomas Road. The net acreage has been adjusted to reflect the City’s request for the dedication of 37 additional feet of right of way along 99th Avenue. The parcel is Maricopa County Assessor Parcel Number 102-27-007L (the “Property”).

PROJECT DESCRIPTION

The Request is to amend the General Plan from Mixed Use (114.73 acres)/Freeway Commercial (38.47 acres) to Medium Density Residential (see **Exhibits 1 and 2**). The Fulton Homes Acclaim proposal seeks to develop this long vacant parcel with a master planned community consisting entirely of single family detached homes. See **Exhibit 3**, the proposed site plan. Fulton Homes plans to develop lots ranging in size from 60 feet wide to 45 feet wide. The applicant believes that attached and multi-family home products are more appropriately targeted toward the City Center near City Hall. The total proposed number of dwelling units is a maximum of 585 (with 581 shown on the current site plan), which yields a maximum density of 4.0 du.ac.

Lot Size	Number of Dwellings Per Lot Size
45’ x 92’	224
50’ x 120’	240
60’ x 125’	117
Total Number of Dwelling Units = 581	

Fulton Homes intends to meet and significantly exceed the City’s requirement of 15% Open Space for a PAD, and will provide a highly-amenitized living experience for homebuyers, consistent with other Fulton Homes communities throughout the valley. The generous lot sizes envisioned for the Property will allow for several open space areas distributed throughout the development, as well as a huge, centralized open space. Additionally, sufficient open space along the west edge of the Property, abutting the Roosevelt Irrigation District (RID) Canal, will create a substantial buffer for the larger lots west of there. Osborn Road will provide an adequate buffer between Fulton’s residences and the office use that has been approved on the eastern 660 feet of the north side of that half-mile street alignment.

EXISTING CONDITIONS

The Property is bounded by the W. Osborn Road alignment on the north, N. 99th Avenue on the east, W. Thomas Road on the south, and the RID canal on the west. The Property currently consists of crop cultivation. The land is generally flat, and slopes gently downward from east to west.

As previously noted, because of the presence of the RID canal, there is a drainage condition on the east side of that canal that Fulton Homes Acclaim will have to address through the CLOMR process, something the Owner and the City have already been working on together.

There are SRP parcels both at the southwest corner of the site and along the eastern edge of the site. At the southwest corner of the site, SRP owns a 2 ½ acre site that is not a part of the Fulton Homes Acclaim project. Along the eastern edge of the site, there is an existing SRP lateral canal that will have to be tiled as part of the development of this project. At the southeast corner of the site, SRP owns a well site.

COMPATIBILITY WITH SURROUNDING AREA

A mix of agricultural, residential and open space properties surround the Property (see **Exhibit 4**). Beginning to the north, from the Osborn Road alignment to W. Indian School Road, are fallow agricultural fields. However, this area is the site of the recently approved Parkside Village PAD Major Amendment, which will feature a mix of uses, primarily single family residences. The Fulton Homes Acclaim proposal is compatible with that recent approval. To the east across 99th Avenue, there are more agricultural fields. These lands are also the subject of an existing Master Plan approval in the City of Phoenix known as the Algodon Center. The owner of the Fulton Homes Acclaim site also owns this property to the east. A cemetery is to the south across W. Thomas Road, a four-lane roadway with a turn pocket and hardscaped median. The large-lot Glenarm Farms are to the west, separated from the site by the RID Canal, a buffer that will be enhanced by the aforementioned CLOMR drainage area. As previously stated, the small, square parcel of land (APN 102-27-007K) adjacent to the southwest corner of the Property is also farm land, and is owned by SRP.

With close proximity to the Loop 101 and I-10 freeways, the proposed development will provide residents with access to two major traffic corridors. This convenient location will attract residents who commute to area employment, retail, educational and other destinations. The Loop 101 freeway is about a half-mile to the east along Thomas Road. Interstate 10 is approximately a mile and a quarter south along 99th Avenue.

Direction	General Plan Designation	Zoning
North (Avondale)	Medium/High Density Residential Office Mixed Use	PAD PL-18-0296
East (Phoenix)	Mixed Use (Commercial/Industrial)	PUD PCD
South (Avondale)	Open Space	SUD PL-10-0063
West (Avondale)	Estate/Low Density Residential	RR-18 Z-06-16

The proposed development will make beneficial economic use of an underutilized infill property that has immediate access to existing and proposed public infrastructure (e.g. streets, water,

wastewater). Current adjacent properties will not be adversely impacted by the proposed development.

UNUSUAL CHARACTERISTICS OF THE PROPERTY

As indicated above, there are RID and SRP canals that impact the site. The RID canal on the western edge of the site will require a CLOMR to ensure drainage management along its eastern edge, creating an open space opportunity. The SRP canal adjacent to 99th Avenue will need to be tiled. The SRP well site impacts improvements to 99th Avenue.

GENERAL PLAN AMENDMENT REVIEW AND ANALYSIS

Fulton Homes' proposed General Plan Amendment satisfies the subject matter analyses set forth in General Plan 2030.

Availability of current and future water supplies

The Property is currently being farmed. Urban development will end the agricultural use of the Property, therefore reducing its water demand, regardless of what type of development is proposed, consistent with Goal 3, Policy C of the Water Element of General Plan 2030. The specific land use proposed, single family residential, is a typical form of land use well known to the City. This infill site lies within the City's municipal water service area, and the City will have adequate supplies to provide it with water.

Impact on and potential support of the City's transportation system

As previously indicated above, the Property enjoys outstanding access to arterial streets and the regional freeway system, consistent with Goal 4, Policy 4 of the Circulation Element of General Plan 2030. The completion of a perimeter sidewalk along both Thomas Road and 99th Avenue will provide pedestrian connectivity to the community. Lush landscaping, including trees, and appropriately scaled walls and fencing will provide a pleasant pedestrian experience.

The Property is bordered on two sides by arterial streets, one of which, Thomas Road, has already been fully developed to its full vehicular lane configuration. The Loop 101 is 2,500 feet east of the intersection of Thomas and 99th Avenue. I-10 is a mile and quarter to the south.

Because of its outstanding vehicular access, development of the Property will not result in issues of cut-through traffic to its neighbors. Fulton Homes will not be proposing any access to the west, across the RID Canal.

The Property is located on the edge of the City's jurisdiction, and relatively distant from the City center. As such, this is not a site that would be appropriate for consideration of transit-oriented land uses.

Pursuant to Circulation Goal 1, Policy E of General Plan, 2030, Fulton Homes will work with City staff to ensure that any possible impact on 99th Avenue is properly coordinated with the adjacent jurisdiction, the City of Phoenix.

Additionally, the 2017 City of Avondale Transportation Plan will be utilized as the guiding document for roadway functional classification, planned improvements and transit implications. Per the Transportation Plan, Thomas Road is a recommended route for Circulator/Feeder transit route, and 99th Avenue is recommended as a Major Transit Quality route (Figure ES-3 Recommended Transit Plan). 99th Avenue, from Indian School Road to Costco (north of McDowell Road), is recommended to be widened to 6-lanes by 2030 (Page 4-21), although there is no identified City funding for multiple portions of this plan. While there is an existing bike route on Thomas Road, the Transportation Plan recommends a bike route on 99th Avenue (Figure ES-4 Recommended Bicycle Network). With an additional 1,500-2,499 population increase projected through 2040 in this Section of land (Figure 3.1), and an increase of 1,000-2,000 dwelling units through 2040 (Figure 3.2) reevaluation of land use, such as in this application, is critical to accurately plan for a future transportation network that is safe, reliable and efficient.

Impact on the natural environment

Fulton Homes Acclaim is not located near any riparian areas, and, as already indicated, is a flat piece of land that has been farmed for decades, so there are no hillside issues associated with the Property. Overhead power lines less than 69kV will be relocated underground. This will enhance aesthetics, reduce maintenance and increase safety for vehicular traffic.

Fulton Homes Acclaim does have an existing floodway along the RID Canal, where water collects in the southwest portion of the Property. As detailed above, the Owner and City staff have already been working cooperatively on an eventual CLOMR submittal to FEMA that will manage this area more actively. Nevertheless, the ongoing presence of this drainage area will enhance Fulton Homes' ability to provide an appropriate buffer to the exiting larger lot homes on the west side of the RID Canal. This work meets Sustainable Development Goal 5, Policy B of General Plan 2030.

Extent to which the proposal contributes to achieving the (i) job to population ratio, (ii) square foot per capita ratio and (iii) multi-family ratio identified within this 2012 Plan

The General Plan is an aspirational document, and by State law, all cities regularly update their Plans, at least every ten years. Not every projection comes to fruition. General Plan 2030 was crafted at the end of the Great Recession and the beginning of a revolution in the global retail economy. An employment cluster once anticipated to possibly blossom along the Loop 101 has not occurred, and the Property has now remained vacant, despite its Commercial and High-Rise zoning, through two robust real estate cycles. At the same time, the internet has fueled a revolution in retail that has substantially reduced the role of bricks and mortar, neighborhood shopping in our society. While the City's ambition to raise its job to population ratio is admirable, it is now time for the Property to be repositioned so that it can actually be developed and contribute positively to the City's urban fabric.

As described previously in this narrative, the City has properly targeted multi-family development for its City Center, where an urban lifestyle can appropriately advance the City's development goals, and has otherwise reported that it does not require any additional multi-family

developments in the northern part of the City. The Property here, on the City's periphery and now surrounded on two sides by primarily single family residential uses and a cemetery to the south, is more suitable for single family residential development of the type Fulton Homes is now proposing. Indeed, if the situation were reversed, and the Property were now seeking an upzoning to an eight story entitlement instead of the downzoning sought here, it is likely that our current Avondale neighbors might protest.

Impact on City services and facilities

Development of this property into a master planned, single family residential community should not have an unusual impact on City services. Fulton Homes foresees no unusual needs for police, fire, water or wastewater services in this area. The development team has already had a pre-application meeting with City staff, and has been apprised about City infrastructure in the immediate vicinity of the Property, including the specific routing appropriate for a wastewater connection.

Extent to which the goals of this 2030 Plan are accomplished

In addition to the multiple General Plan 2030 Goals and Policies already cited above, this General Plan Amendment will also address the following other Goals and Policies of General Plan 2030.

Land Use Goal 1, Policy D and Land Use Goal 2, Policy C each encourage the development of infill parcels, both on their own and in a manner compatible with existing neighborhoods. To reiterate, this parcel has not proven attractive to development with its current General Plan designation. This Amendment will lead to immediate and complete build-out of this overlooked infill site. The proposed residential community will be more compatible with the existing adjacent neighborhoods than mixed use or commercial development under the current designation.

Land Use Goal 3, Policy C seeks the inclusion of larger lots in residential communities, and per City staff's direction at our pre-application meeting, the Fulton Homes proposal permitted by this Amendment will include such lots.

Land Use Goal 3 Policy D encourages good transitions between neighborhoods. The drainage reforms processed through the CLOMR process will maintain an adequate transition between this Property and the existing larger lot community on the west side of the RID Canal.

Land Use Goal 4, Policy B seeks developments that will connect to City water and wastewater, and widen streets where necessary. The development that this General Plan Amendment will permit will do all those things, including improving the west side of 99th Avenue to its full condition and facilitating the tiling of the SRP Canal that runs along the west side of 99th Avenue. Absent this General Plan Amendment, this Property seems likely to continue to remain vacant, and those improvements would remain unrealized.

The development team has already met Land Use Goal 7, Policy A by confirming the availability of adequate school facilities with the local districts in advance of submitting this General Plan Amendment. See **Exhibits 5 and 6**.

Cost of Development Goal 2, Policy A requires all new development to pay its fair share for municipal infrastructure. At this time, Fulton Homes anticipates paying for and constructing all necessary on-site infrastructure improvements, including water and wastewater connections, associated with the property. And, as previously indicated, those improvements include at least two projects with regional benefit to surrounding residents: i) the CLOMR process to enhance management of drainage around the RID Canal, and ii) the tiling of the SRP Canal on the west side of 99th Avenue.

The conversion of this vacant, commercial infill site into a vibrant and attractive, single family, Fulton Homes community meets numerous goals of General Plan 2030. This General Plan Amendment will meet Neighborhood Goal 1, Policies A and B, and Goal 2, Policy 1, by advancing a proposed community that will ensure HOA maintenance, Code compliance, and lot sizes expressly suggested by staff during the pre-application process. Further, the Fulton Homes community will meet Neighborhood Goal 3, Policy B by developing and encouraging owner occupied homes. Likewise, Fulton Home anticipates that through the balance of the development process, it will be providing ample open space and recreational trails within the proposed subdivision, consistent with Open Space Goal 2, Policy H and Recreational Amenities Goal 1, Goal A.

Achievement of Avondale Strategic Five-Year Plan Goals and Initiatives

In the past decade, Avondale has established a cutting-edge Health Corridor, welcomed major manufacturing and other sophisticated enterprises, and solidified its status as a retail and entertainment hub for the entire region. As the population continues to grow, additional high-quality residential development, such as Fulton Homes Acclaim, will be needed. The proposed development furthers the following Strategic Five-Year Plan initiatives and goals:

Strategic Initiative #1: Foster sustainable community development. Avondale is committed to creating a sense of place, a community of residents and local businesses unified by pride and common values.

The proposed site is currently utilized for agricultural purposes, and is surrounded by development. Development of this infill site preserves undisturbed desert and contributes to sustainable development by preventing urban sprawl. High quality materials, thoughtful design, appropriate scale, and a color palette that is amenable to yet unique from adjacent uses create a sense of place. Like Avondale itself, Fulton Homes Acclaim will be a vibrant community where residents can live and play.

Strategic Goal, Initiative #1: Encourage build-out in residential housing opportunities that support diverse housing options.

With a range of different lot sizes, Fulton Homes Acclaims not only adds to Avondale's diversity of housing options, but is diverse within itself. Situated at the Thomas Road entrance to the Fulton Homes Acclaim community, large lot (7,400 SF) homes give residents and guests a sense of place. 5,900 SF lots will be located in the northwest and southeast portions of the community, with 4,100 SF lots in the northern portion. This thoughtful residential housing opportunity increases the diversity of Avondale's housing options.

Strategic Initiative #2: Create and support diverse recreation and education opportunities. Avondale provides residents with the ability to connect with amenities, businesses and their community, enhancing the opportunity to live, work and enjoy a healthy lifestyle.

Fulton Homes Acclaim will have a generous range of highly amenitized, active and passive recreational opportunities with approximately 25% open space, far exceeding the 15% Open Space requirement. A large aquatic center is at the heart of the community. As shown on the enclosed site plan, there are four pocket parks evenly distributed throughout the development, with a large central park in the center of the development. This abundance of open space provides residents with diverse recreation and healthy lifestyle opportunities, such as bocce ball, corn hole, basketball, volleyball, pickleball, a tot lot and a massive, central, multi-use turf area.

Strategic Goal: Maintain and expand quality infrastructure and improve connectivity to City amenities.

With existing bike lanes on Thomas Road, alternative transportation to and from Fulton Homes Acclaim is easily accessible. Additionally, the Loop 101 freeway is approximately one half-mile to the east, and Interstate 10 is nearly one mile south along 99th Avenue. Residents of Fulton Homes Acclaim will have quick and convenient access to nearby City amenities, such as shopping and dining at The BLVD.

GENERAL PLAN AMENDMENT FINDINGS

The development pattern contained on the Land Use Plan inadequately provides the appropriate optional sites for the use and/or change proposed in the amendment.

The current General Plan designation of Commercial and Mixed Use does not allow for development of the proposed single family residential neighborhood. As previously discussed, the Property has had a Mixed Use and Commercial designation for two decades now, through two real estate development cycles. While the Property is close enough to the regional freeway system to provide good access for future residents, it has not been close enough for retail or office uses to be developed here, or on many of the parcels between the Property and the Freeways. As noted before, significant changes in the retail economy have sharply reduced the viability of multiple, small scattered commercial retail sites. The proposed General Plan Amendment is necessary to allow development of a well-conceived and laid out community of detached homes, including some larger lots.

The City's General Plan Land Use Map inadequately provides appropriate optional sites for the Medium Density Residential (MDR) land use (2.5 to 4 DU per acre). There are very few, if any, similarly sized pieces of undeveloped land available within city limits. With existing infrastructure, convenient access to major thoroughfares and no existing structures that need to be removed, developing this parcel of land is both economical and sustainable. The proposed maximum density of 4.0 du/ac appropriately categorizes the Fulton Homes Acclaim land use as MDR.

The amendment constitutes an overall improvement to the GP2030 and is not solely for the good or benefit of a particular landowner or owners.

This General Plan Amendment, along with the recently approved amendments to the adjacent Parkside Village PAD, will benefit the City by allowing for build out of the largest remaining undeveloped portion of the City's northeastern perimeter. This will provide the City with certainty in this part of its jurisdiction, and more fully focus its energies on the City Center, where the City's economic and multi-family future more immediately lie.

The amendment will not adversely impact the community as a whole and/or a portion of the community by:

1. Significantly altering the acceptable land use patterns;

This General Plan Amendment will improve the community because it enhances the compatibility of the Property with its neighbors. There are well-established residential uses to the west and northwest of the Property, and there is now predominantly residential infill development coming to the Parkside Village site to the north of the Property. This Amendment will prevent a significant shift in land use patterns from these communities into Freeway and Mixed Uses, which would raise significant questions regarding the transition between these disparate land uses.

2. Requiring larger and more expensive public infrastructure improvements including, but not limited to, roads, water, wastewater, and public safety facilities than would otherwise be needed without the proposed change; or

This General Plan Amendment eliminates the possible need for significant infrastructure upsizing. Currently, the Property has City planning designation under the Freeway Specific Plan that allows for eight story buildings. It is quite possible that structures of that height would trigger the need for expensive public infrastructure improvements to roads, water, wastewater, and public safety facilities that serve the area.

3. Adversely impacting the existing land uses.

Consistent with the immediately preceding paragraph, eight story structures would not be compatible with the single story communities to the west (built), northwest (built), and north (planned). Thus, this General Plan Amendment will reduce the chance of adverse impacts on

existing land uses. The community which Fulton Homes plans to develop on the Property will be compatible with existing land uses.

That the amendment is consistent with the overall intent of the GP2030 and other adopted plans, codes, and ordinances.

As has been detailed in this narrative, this proposed General Plan Amendment meets the Goals and Policies set forth in General Plan 2030 across a wide range of General Plan elements established by state statute. Fulton Homes intends to seek rezoning of the subject property to a Planned Area Development, and will comply with the PAD provisions of the City's Zoning Ordinance. Finally, in developing the Fulton Homes Acclaim community, Fulton Homes will also fully comply with the City of Avondale's Single Family Residential Design Manual, as well as its Subdivision Ordinance.

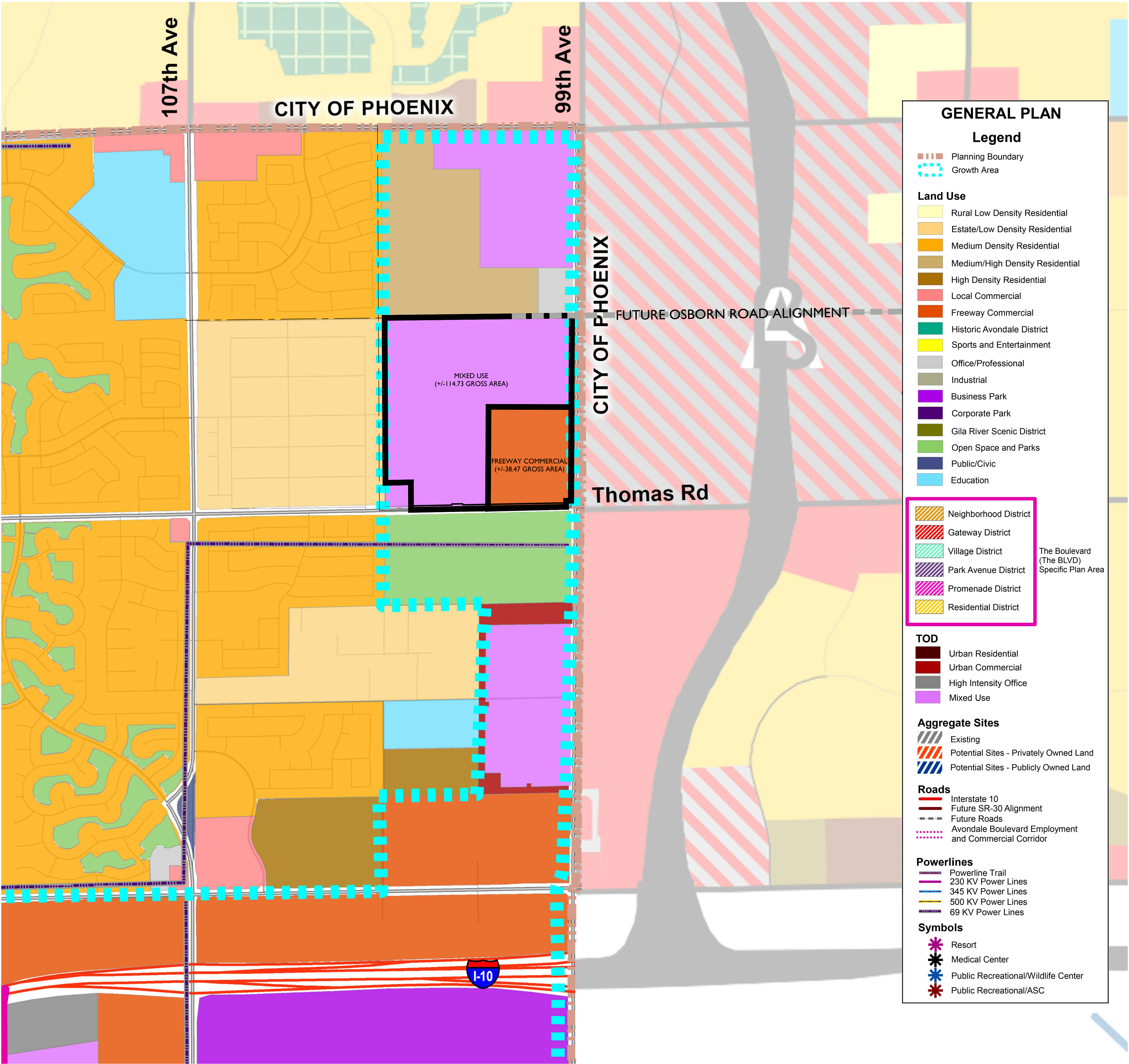
CONCLUSION

The northwest corner of 99th Avenue and Thomas Road is a long-vacant, infill parcel that sits on Avondale's eastern perimeter. There are existing residential communities to the west and northwest across the RID Canal, and now there is actual development, primarily residential, coming to the property immediately to the north. In this context, now is the time to tie off this loose end with a General Plan Amendment that will bring welcome and compatible development to this Property.

The proposal to redesignate this Property to Medium Density Residential meets the City's General Plan 2030 Goals and Policies, across a wide range of General Plan elements, including Land Use, Neighborhoods, Cost of Development, Circulation, Water, Sustainability, and Open Space. The proposed Amendment meets and exceeds the City's standards for review and analysis of such proposals, and complies with the findings required by General Plan 2030. For these reasons, Fulton Homes believes the City ought to approve this General Plan Amendment request. We look forward to the opportunity to discuss this application with the City through its public review process.

20-0146

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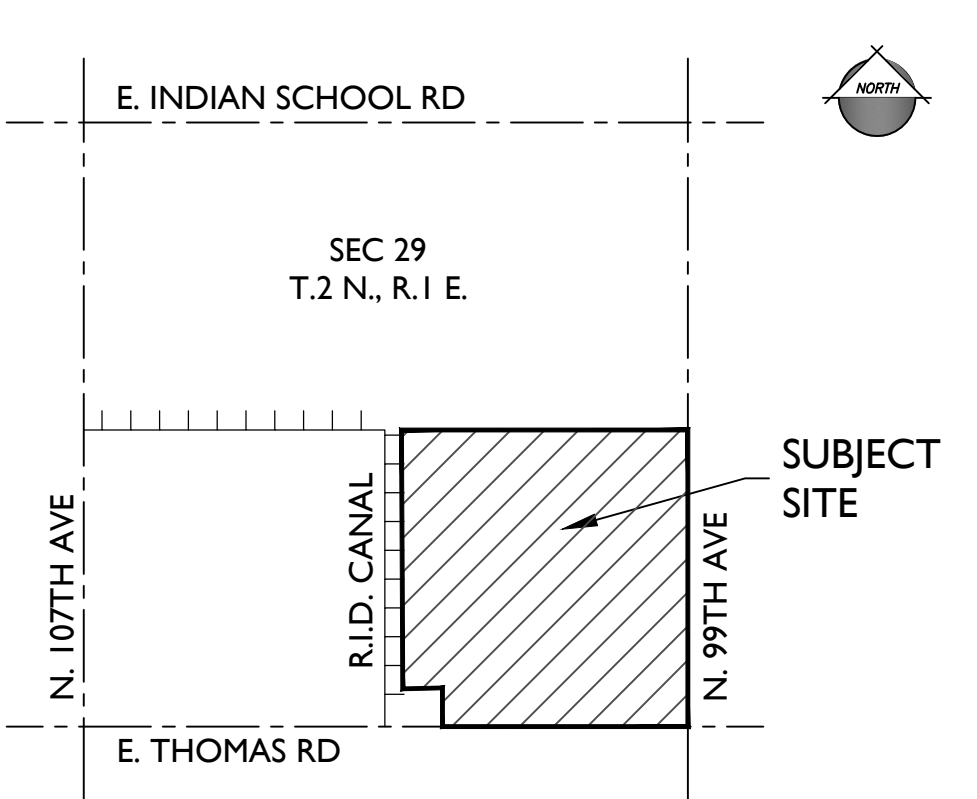


AVONDALE EXISTING GENERAL PLAN

A PORTION OF THE SOUTHEAST QUARTER OF SECTION 29,
T.2 N., R.1 E. OF THE GILA AND SALT RIVER & MERIDIAN,
MARICOPA COUNTY, ARIZONA.

VICINITY MAP

N.T.S.



PROJECT TEAM

DEVELOPER
FULTON HOMES
9140 S. KYRENE RD., SUITE 202
TEMPE, AZ 85284
TEL: (480)-753-6789
CONTACT: NORM NICHOLLS
NNicholls@fultonhomes.com

CIVIL ENGINEER
EPS GROUP, INC.
1130 N. ALMA SCHOOL RD., SUITE 120
MESA, AZ 85201
TEL: (480)-503-2250
CONTACT: BRIAN NICHOLLS,
P.E.Brian.Nicholls@epsgroupinc.com

ATTORNEY
GAMMAGE & BURNHAM PLC
2 N. CENTRAL AVE., 15TH FLOOR
PHOENIX, AZ 85004
TEL: (602)-256-4422
CONTACT: STEPHEN ANDERSON
SAnderson@glaw.com

LAND PLANNER AND LANDSCAPE ARCHITECT
EPS GROUP, INC.
1130 N. ALMA SCHOOL RD., SUITE 120
MESA, AZ 85201
TEL: (480)-503-2250
CONTACT: JOSH HANNON & ALIZA SABIN
Josh.Hannon@epsgroupinc.com
Aliza.Sabin@epsgroupinc.com

LAND USE LEGEND

- ACCLAIM BOUNDARY
- FREEWAY COMMERCIAL (+/-38.47 GROSS AREA)
- MIXED USE (+/-114.73 GROSS AREA)
- FUTURE OSBORN ROAD ALIGNMENT

GENERAL PLAN

Legend

- Planning Boundary
- Growth Area

Land Use

- Rural Low Density Residential
- Estate/Low Density Residential
- Medium Density Residential
- Medium/High Density Residential
- High Density Residential
- Local Commercial
- Freeway Commercial
- Historic Avondale District
- Sports and Entertainment
- Office/Professional
- Industrial
- Business Park
- Corporate Park
- Gila River Scenic District
- Open Space and Parks
- Public/Civic
- Education

- Neighborhood District
- Gateway District
- Village District
- Park Avenue District
- Promenade District
- Residential District
- The Boulevard (The BLVD)
Specific Plan Area

TOD

- Urban Residential
- Urban Commercial
- High Intensity Office
- Mixed Use

Aggregate Sites

- Existing
- Potential Sites - Privately Owned Land
- Potential Sites - Publicly Owned Land

Roads

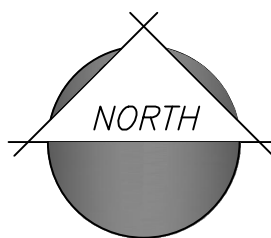
- Interstate 10
- Future SR-30 Alignment
- Future Roads
- Avondale Boulevard Employment and Commercial Corridor

Powerlines

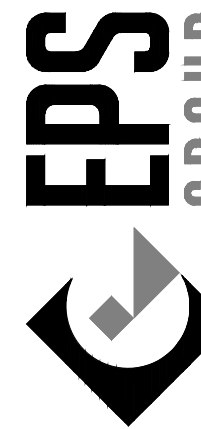
- Powerline Trail
- 230 KV Power Lines
- 345 KV Power Lines
- 500 KV Power Lines
- 69 KV Power Lines

Symbols

- Resort
- Medical Center
- Public Recreational/Wildlife Center
- Public Recreational/ASC



1130 N Alma School Road
Suite 120
Mesa, AZ 85201
T:480.503.2250 | F:480.503.2258
www.epsgroupinc.com



Fulton Homes Acclaim

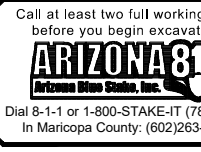
GILBERT, AZ

Existing General Plan

Project:

Revisions:

APRIL 27, 2020 - 1ST ZONING SUBMITTAL



Designer: JH
Drawn by: JAJ

Preliminary
Not For
Construction
Or
Recording

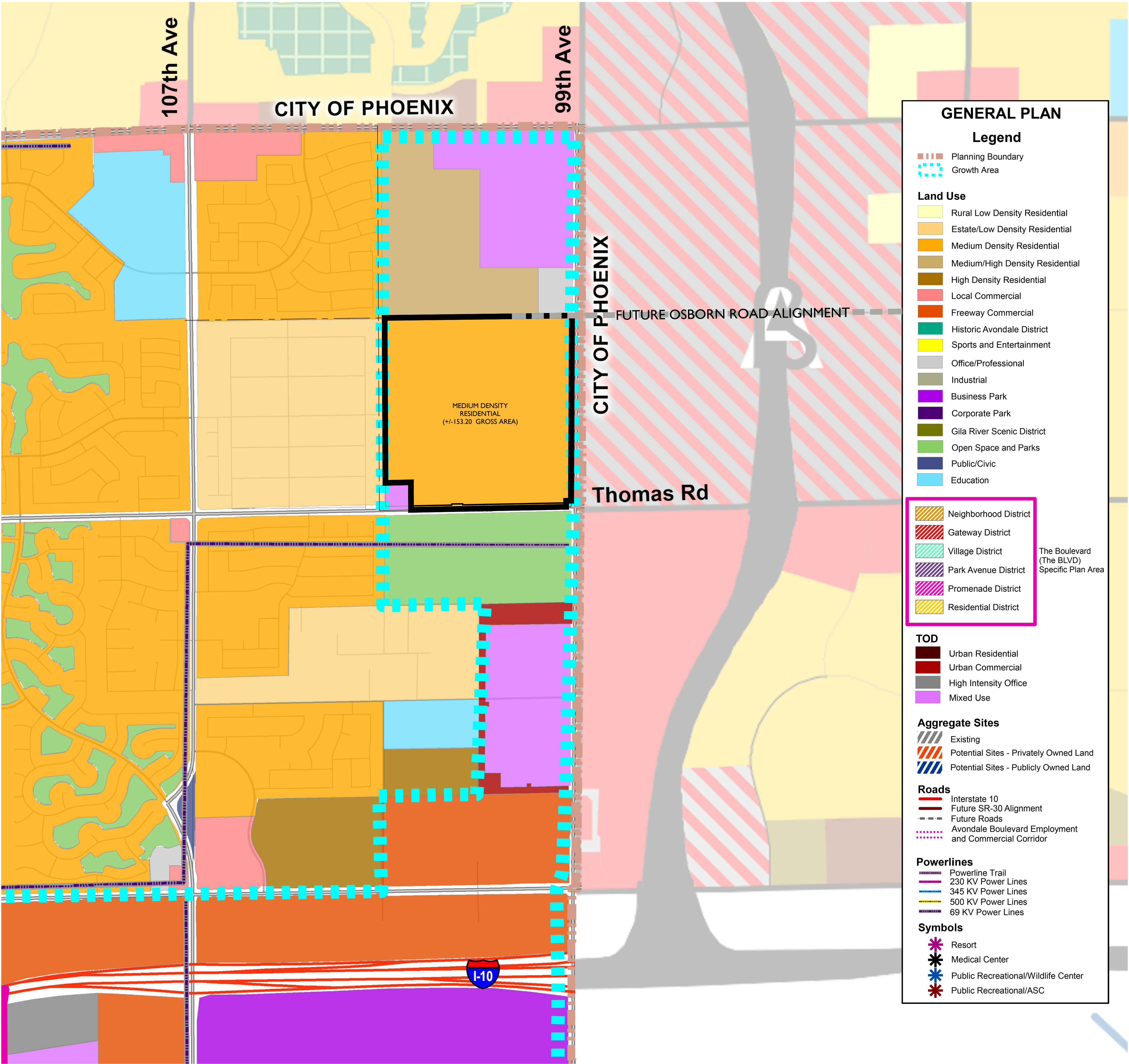
Job No.
20-0146

Sheet No.
LP01

1
of 2

20-0146

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GENERAL PLAN

Legend

Planning Boundary

Growth Area

Land Use

Rural Low Density Residential

Estate/Low Density Residential

Medium Density Residential

Medium/High Density Residential

High Density Residential

Local Commercial

Freeway Commercial

Historic Avondale District

Sports and Entertainment

Office/Professional

Industrial

Business Park

Corporate Park

Gila River Scenic District

Open Space and Parks

Public/Civic

Education

Neighborhood District

Gateway District

Village District

Park Avenue District

Promenade District

Residential District

The Boulevard
(The BLVD)
Specific Plan Area

TOD

Urban Residential

Urban Commercial

High Intensity Office

Mixed Use

Aggregate Sites

Existing

Potential Sites - Privately Owned Land

Potential Sites - Publicly Owned Land

Roads

Interstate 10

Future SR-30 Alignment

Future Roads

Avondale Boulevard Employment and Commercial Corridor

Powerlines

Powerline Trail

230 KV Power Lines

345 KV Power Lines

500 KV Power Lines

69 KV Power Lines

Symbols

Resort

Medical Center

Public Recreational/Wildlife Center

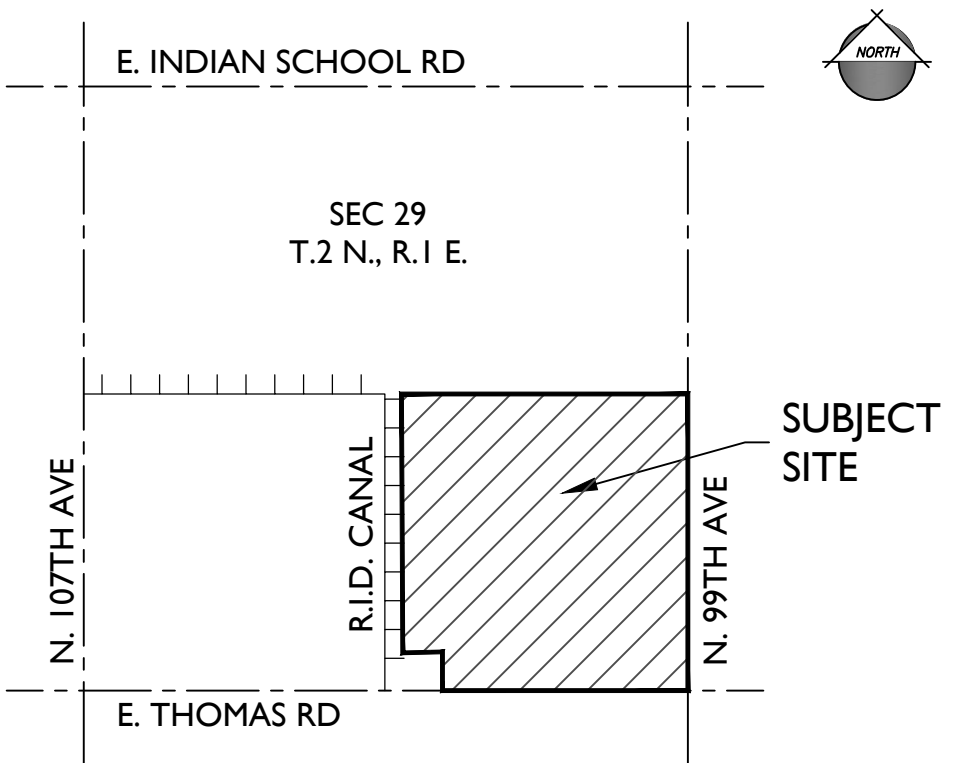
Public Recreational/ASC

AVONDALE PROPOSED GENERAL PLAN

A PORTION OF THE SOUTHEAST QUARTER OF SECTION 29,
T.2 N., R.1 E. OF THE GILA AND SALT RIVER & MERIDIAN,
MARICOPA COUNTY, ARIZONA.

VICINITY MAP

N.T.S.

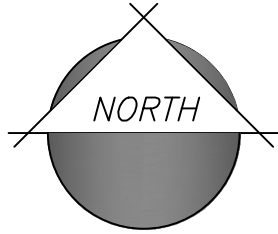


PROJECT TEAM

DEVELOPER FULTON HOMES 9140 S. KYRENE RD., SUITE 202 TEMPE, AZ 85284 TEL: (480)-753-6789 CONTACT: NORM NICHOLLS NNicholls@fultonhomes.com	CIVIL ENGINEER EPS GROUP, INC. 1130 N. ALMA SCHOOL RD., SUITE 120 MESA, AZ 85201 TEL: (480)-503-2250 CONTACT: BRIAN NICHOLLS, P.E.Brian.Nicholls@epsgroupinc.com
ATTORNEY GAMMAGE & BURNHAM PLC 2 N. CENTRAL AVE., 15TH FLOOR PHOENIX, AZ 85004 TEL:(602)-256-4422 CONTACT: STEPHEN ANDERSON SAnderson@gbaw.com	LAND PLANNER AND LANDSCAPE ARCHITECT EPS GROUP, INC. 1130 N. ALMA SCHOOL RD., SUITE 120 MESA, AZ 85201 TEL: (480)-503-2250 CONTACT: JOSH HANNON & ALIZA SABIN Josh.Hannon@epsgroupinc.com Aliza.Sabin@epsgroupinc.com

LAND USE LEGEND

- ACCLAIM BOUNDARY
- MEDIUM DENSITY RESIDENTIAL (+/-153.20 GROSS AREA)
- FUTURE OSBORN ROAD ALIGNMENT



1130 N Alma School Road
Suite 120
Mesa, AZ 85201
T:480.503.2250 | F:480.503.2258
www.epsgroupinc.com

EPS GROUP

Fulton Homes Acclaim
GILBERT, AZ

Proposed General Plan

Project:

Revisions:

APRIL 27, 2020 - 1ST ZONING SUBMITTAL

Call all report items not working days before any report is submitted.

ARIZONA
STATE ENGINEER
Date: 4/27/2020 10:00 AM
In Maricopa County (002083-1100)

Designer: JH
Drawn by: JAJ

Preliminary
Not For
Construction
Or
Recording

Job No.
20-0146

LP01

Sheet No.
2 of 2



AMENITY LEGEND

- 1A** MAIN PARK - SOUTH
 - AQUATIC CENTER
 - (2) BOCCIE BALL COURT
 - (2) CORN HOLE
 - (2) RAMADA (30' x 30')
 - SHADED TOT LOT
 - EVENT LAWN
 - MULTI-USE TURF AREA
- 1B** MAIN PARK - NORTH
 - RAMADA (30' x 30')
 - RAMADA OVERLOOK (20')
 - (2) BOCCIE BALL COURTS
 - (2) CORN HOLE
 - FULL BASKETBALL
 - SAND VOLLEYBALL
 - PICKLEBALL
 - SHADED SEATING NODES
 - MULTI-USE TURF AREA
- 2** NEIGHBORHOOD PARK A
 - FULL BASKETBALL COURT
 - (2) RAMADA
 - TOT LOT
 - LARGE TURF SPORT FIELD
- 3** NEIGHBORHOOD PARK B
 - HALF BASKETBALL COURT
 - RAMADA
 - TOT LOT
 - MULTI-USE TURF AREA
- 4** NEIGHBORHOOD PARK C
 - RAMADA
 - TOT LOT
 - MULTI-USE TURF AREA

PROJECT DATA	
	LOTS
	45' x 92'
	50' x 120'
	60' x 125'

PLANT LEGEND

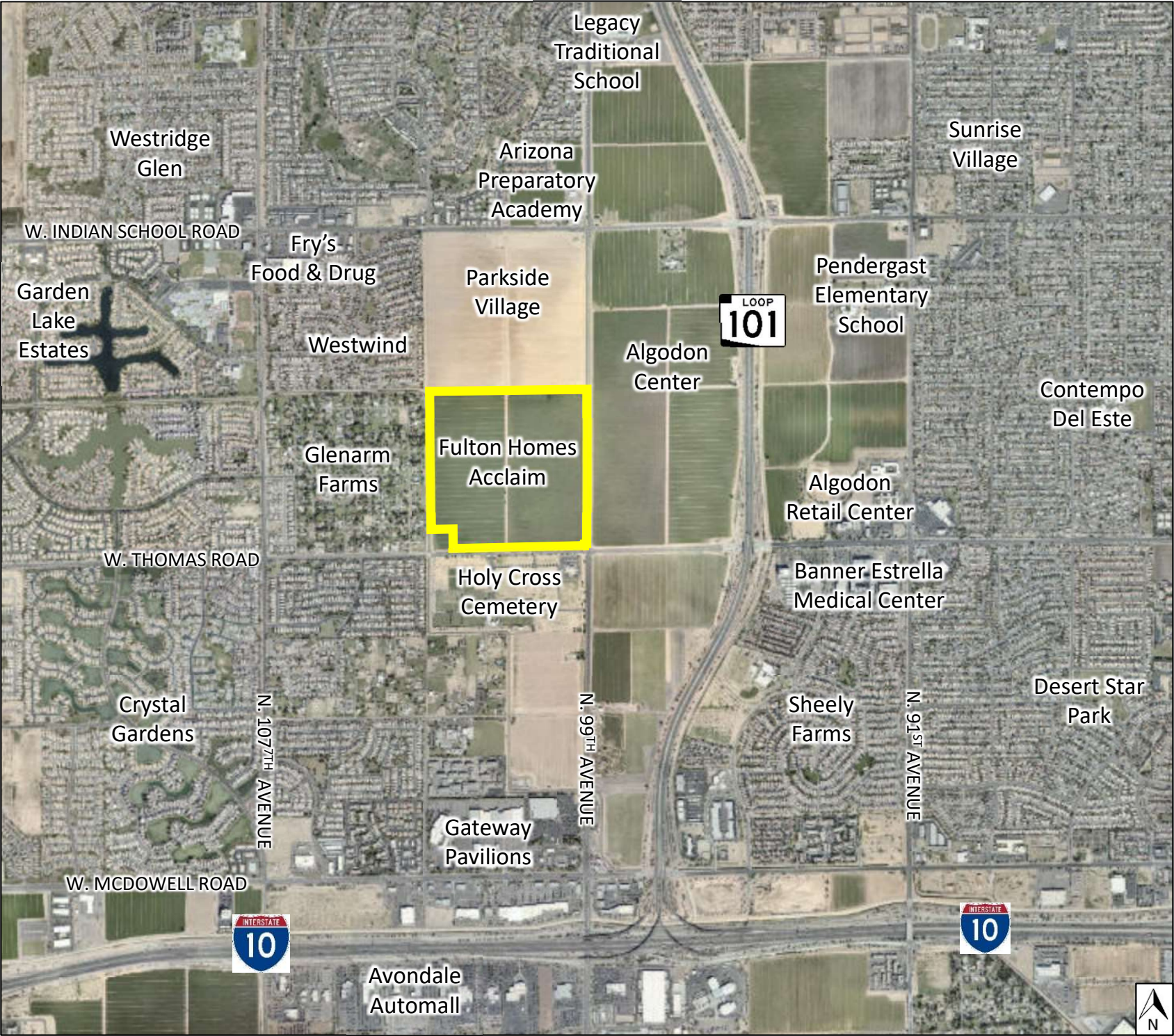
SYMBOL	SCIENTIFIC NAME	COMMON NAME	SIZE
TREES			
	Acacia aneura	Mulga	24" Box
	Caesalpinia cacalaco 'Smoothie'	Thornless Cascalote	36" Box
	Chitalpa tashkentensis 'Pink Dawn'	Chitalpa **	24" Box
	Fraxinus velutina 'Fan West'	Fan West Ash *	24" Box
	Jacaranda mimosifolia	Jacaranda	36" Box
	Phoenix dactylifera	Date Palm	20" Matched
	Olea europaea 'Svan Hill'	'Svan Hill' Olive	36" Box
	Parkinsonia x 'Sonoran Emerald'	Sonoran Emerald Palo Verde	24" Box
	Pinus eldarica	Mondel Pine	24" Box
	Pistacia X 'Red Push'	Red Push Pistache **	24" Box
	Prosopis hybrid 'Phoenix'	Thornless Mesquite	36" Box
	Quercus virginiana	Live Oak **	24" Box
	Ulmus parvifolia	Chinese Evergreen Elm **	24" Box

SHRUBS/ACCENTS		COMMON NAME	SIZE
	Bougainvillea 'La Jolla'	'La Jolla' Bougainvillea	5 Gal
	Caesalpinia pulcherrima	Red Bird of Paradise	5 Gal
	Callistemon viminalis 'Little John'	Little John	5 Gal
	Dalea capitata 'Sierra Gold'	Sierra Gold Dalea	1 Gal
	Eremophila glabra ssp. Carnosa 'Winter Blaze'	'Winter Blaze' Emu Bush	5 Gal
	Eremophila hygrophana 'Blue Bells'	Blue Bells	5 Gal
	Gossypium harknessii	San Marcos Hibiscus	5 Gal
	Hesperaloe funifera	Giant Hesperaloe	5 Gal
	Hesperaloe parviflora 'Brakelights'	Brakelights Red Yucca	5 Gal
	Lantana x 'Dallas Red'	Dallas Red Lantana	5 Gal
	Leucophyllum langmaniae 'Rio Bravo'	Rio Bravo Sage	5 Gal
	Leucophyllum candidum 'Thunder Cloud'	Thunder Cloud Sage	5 Gal
	Muhlenbergia capillaris 'Regal Mist'	'Regal Mist' Muhly	5 Gal
	Muhlenbergia lindheimeri 'Autumn Glow'	'Autumn Glow' Muhly	5 Gal
	Muhlenbergia rigens	Deer Grass	5 Gal
	Myrtus communis 'Compacta'	Dwarf Myrtle	5 Gal
	Ruellia brittoniana	Purple Ruellia	5 Gal
	Ruellia peninsularis	Desert Ruellia	5 Gal
	Russelia equisetiformis	Coral Fountain	5 Gal
	Senna nemophila	Desert Cassia	5 Gal
	Tecoma x 'Sunrise'	Sunrise Esperanza	5 Gal

GROUNDCOVERS		COMMON NAME	SIZE
	Convolvulus cneorum	Bush Morning Glory	1 Gal
	Lantana montevidensis	Trailing Purple Lantana	1 Gal
	Lantana x 'New Gold'	New Gold Lantana	1 Gal
	Rosmarinus officialis 'Huntington Carpet'	Trailing Rosemary	1 Gal
	Sphagneticola trilobata	Yellow Dot	1 Gal

TURF & INERT MATERIALS			
	Cynodon dactylon 'Midiron'	Midiron *	Sod
	3/4" Screened Decomposed Granite		
	Desert Brown or Equal, 2" Depth Min.		
	(See Materials Legend)		

EXHIBIT 4. Context Map





CERTIFICATE OF ADEQUATE SCHOOL FACILITIES

An application for a General Plan Amendment (GPA)/Rezoning has been submitted to the City of Avondale, Development & Engineering Services Department, for review.

Project: Sierra Avondale Project Manager: Stephen W. Anderson
 Request: GPA and Rezone Acreage/Parcel Size: 149.69 net acres
 Current Density Allowed: N/A Density Proposed: Up to 14 du/acre
 Total number of residential units proposed: 676 dwelling units

As an authorized representative of the District, please complete the questionnaire below.

Does the District have adequate capacity to accommodate the estimated enrollment from the proposed development?

Yes



No



If answered no, please summarize the needs of the district as they relate to serving the students generated by the proposed development.

Is a school site within the proposed development needed?

Yes



No



If answered yes, how many acres is needed for the school site?

Is the district currently working with the developer to provide or help meet the needs identified above through a developer assistance or impact agreement? Yes No

If answered yes, please explain below:

****If additional writing space is needed, please attach pages to this form****

Date Reviewed: 1/14/2020

School District: Pendergast Elem School District

District Superintendent: Dr. Lily Motos-DeBlieux

Phone #: 623 772-2800

E-mail: jfimbres@psdaz.org

Signature: _____

It is the developer's responsibility to ensure that this form is completed by an authorized representative of the District noted above and returned to the Development & Engineering Services Department prior to the scheduling of any City Council meetings

Development & Engineering Services Department

11465 W. Civic Center Drive, #110, Avondale, AZ 85323 • Phone (623) 333-4000 • Fax (623) 333-0400 • TDD (623) 333-0010

www.avondaleaz.gov/developmentservices



CERTIFICATE OF
ADEQUATE SCHOOL
FACILITIES

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Yes ☒ No ☐

If answered no, please summarize the needs of the district as they relate to serving the students generated by the proposed development.

Is a school site within the proposed development needed? Yes ☐ No ☒

If answered yes, how many acres is needed for the school site? _____

Is the district currently working with the developer to provide or help meet the needs identified above through a developer assistance or impact agreement? Yes ☐ No ☒

If answered yes, please explain below:

If additional writing space is needed, please attach pages to this form

Date Reviewed: January 17, 2020
School District: Tolleson Union High School District #214
District Superintendent: Nora Gutierrez
Phone #: 623-478-4000
E-mail: nora.gutierrez@tuhsd.org

Signature: Nora Gutierrez

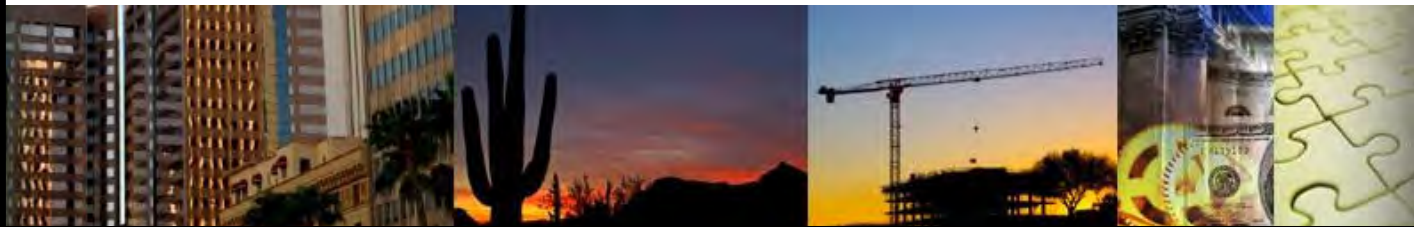
It is the developer's responsibility to ensure that this form is completed by an authorized representative of the District noted above and returned to the Development & Engineering Services Department prior to the scheduling of any City Council meetings

Exhibit F

Economic Analysis

Fulton Homes Acclaim

NWC 99th Avenue & Thomas Economic Analysis Avondale, Arizona



Prepared for:

John F. Long Properties

and

Fulton Homes

March 2020

Prepared by:



Elliott D. Pollack & Company
7505 East 6th Avenue, Suite 100
Scottsdale, Arizona 85251

Table of Contents

Executive Summary	i
1.0 Introduction	1
2.0 Greater Phoenix Economy Overview	4
3.0 Retail & Office Market Overview	7
4.0 Forecasts	24
5.0 Analysis of 99th Avenue Land Use Patterns	32
6.0 Findings & Conclusions	40



Executive Summary

Purpose of Study

Elliott D. Pollack & Company was retained to conduct an economic analysis of a proposed 148.5-acre rezoning and General Plan amendment for agricultural property at the northwest corner of 99th Avenue and Thomas Road in Avondale, Arizona. The requested General Plan Amendment is for a change from mixed use and freeway commercial to residential and park uses. The scope of this engagement is to evaluate the various economic and real estate aspects of the proposed General Plan amendment.

Fulton Homes Acclaim - Proposed Site Plan



Findings & Conclusions

- Most commercial development in Avondale has occurred along the I-10 corridor with excellent freeway visibility. The I-10 corridor is also well represented by major retailers. Retail gap analysis suggests very little excess demand, insufficient to trigger new retail entrants. In addition, the retail marketplace has been significantly impacted by both e-commerce and the rise of supercenters and warehouse clubs. For the Greater Phoenix area, the Great Recession resulted in much slower population and employment growth and retailers have become much more cautious in planning for new stores. Some ten years after the end of the recession, retail development has not returned to prior construction levels. This trend may continue for the foreseeable future and will impact properties currently designated for commercial development.
- Office development in the market area has been modest and constitutes only 3.2% of the metro's office inventory. Only 169,400 square feet of office space in four developments have been built in the market area over the last 10 years. Slow growth in office development is likely to continue for the foreseeable future.
- The historical planning, zoning, and subsequent rezoning of neighboring projects such as Virtua99 to the south and Parkside Village immediately to the north of the subject site is consistent with the market realities that the 99th Avenue Corridor is mistakenly categorized as a "Freeway Corridor" in Avondale. The eastern edge of the subject property and neighboring parcels within Avondale are more than a half mile from the Loop 101 and thus do not benefit from freeway visibility. In each of the cases along 99th Avenue, the ultimate, market driven land uses are turning out to be much more suburban with a focus on residential products.
- In contrast, there are several hundred acres of vacant land with freeway frontage along just the Loop 101 corridor from McDowell Road to Camelback Road. In total, there are approximately 815 acres on the east and west side of the Loop 101 that have a competitive advantage over the subject site by having true freeway visibility and thus benefit from high freeway traffic volumes whereas the subject site does not.
- The proposed residential developments will help to support the retail assets within the City of Avondale. Despite the obvious surplus in most of the retail categories, each new additional resident will create demand for local serving retail, either by strengthening existing retail or inducing new development. Continued residential development in all forms within the market area will be critical to the eventual success of existing retail assets and additional commercial development. Local residents will be the main source



of retail demand and also provide a local workforce for future office development. Residential development must come first, eventually building to a critical mass of residents to attract additional retailers and employers.

- An important question related to the proposed General Plan amendment is its potential impact on the inventory of land available for employment uses. Avondale has approximately 3,140 acres of vacant land that is planned for commercial and employment uses. According to Maricopa Association of Governments, between 2020 and 2055, employment is expected to grow by another 22,200 jobs. Based on current employment density patterns, these 22,200 jobs can be accommodated on approximately 900 acres of land. This forecasted land demand compares favorably with the over 3,140 acres of available commercial and employment land within the City. This forecast is considered conservative and does not take into account:
 - Intensification of non-residential development in Avondale that will likely occur over the next 35+ years. The land inventory in Avondale will, therefore, accommodate more employees per acre than it has in the past.
 - Redevelopment of existing commercial and employment areas will occur in the future as buildings age and become obsolete for modern business purposes. This will result in more land being made available for development beyond the existing 3,140 acres of vacant property.

In our opinion, the rezoning of the subject site to residential uses will not affect the City's efforts to continue to attract businesses to the community. The City has a significant inventory of commercial and employment land that will provide for the long-term economic health of the community.

Overall, the proposed General Plan amendment for residential uses:

- Is more compatible for the site given its characteristics, neighboring developments, and location along 99th Avenue over a half mile away from the Loop 101 freeway. The site is at a considerable competitive disadvantage as a commercial property compared to over 800 acres of neighboring parcels with real freeway visibility.
- Will accommodate new resident growth which will support existing and planned commercial development.
- Will not harm the city's efforts to continue to attract high-wage businesses or commercial development to the community based on available land compared to expected job growth.



1.0 Introduction

1.1 Purpose of Study

Elliott D. Pollack & Company was retained to conduct an economic analysis of a proposed 148.5-acre rezoning and General Plan amendment for agricultural property at the northwest corner of 99th Avenue and Thomas Road in Avondale, Arizona. The requested General Plan Amendment is for a change from mixed use and freeway commercial to residential and park uses. The scope of this engagement is to evaluate the various economic and real estate aspects of the proposed General Plan amendment. Our analysis will include the following.

- A brief overview of the Greater Phoenix and Southwest Valley commercial/employment market in terms of historic absorption and construction activity and future forecasts from reliable sources such as the Maricopa Association of Governments (MAG) and the University of Arizona.
- An analysis of the vacant employment/commercial land inventory in Avondale and the forecasted demand for employment/industrial land over the next thirty-five years, focusing on the ability of Avondale to meet its employment goals if a portion of the land is converted to residential uses.
- A review of surrounding parcels in terms of development plans, land uses, and competitive position compared to the subject property.

The land that is subject to the proposed General Plan Amendment is shown on the following page with a proposed plan of development. In addition, the following table outlines the development plan, including various single family detached products, neighborhood parks, an aquatic center, and other community amenities.

Fulton Homes Acclaim Development Plan	
Land Use	Units
Parks/Open Space	
Single Family (45ft Lots)	224
Single Family (50ft lots)	240
Single Family (60ft lots)	117
TOTAL	581
Source: John F Long; Novo Development; Anderson Baron	



Fulton Homes Acclaim - Proposed Site Plan



1.2 Limiting Conditions

This study prepared by Elliott D. Pollack and Company is subject to the following considerations and limiting conditions.

- The reported economic findings outlined in this report represent the considered judgment of Elliott D. Pollack and Company based on the assumptions, analyses, and methodologies described in the report.



- Except as specifically stated to the contrary, this study does not give consideration to the following matters to the extent they exist: (i) matters of a legal nature, including issues of legal title and compliance with federal, state and local laws and ordinances; and (ii) environmental and engineering issues, and the costs associated with their correction. The user of this study will be responsible for making his/her own determination about the impact, if any, of these matters.
- This study is intended to be read and used as a whole and not in parts.
- The analysis outlined in this study is based on currently available information and estimates and assumptions about long-term future trends. Such estimates and assumptions are subject to uncertainty and variation. Accordingly, we do not represent them as results that will be achieved. Some assumptions inevitably will not materialize and unanticipated events and circumstances may occur; therefore, the actual results achieved may vary materially from the forecasted results. The assumptions disclosed in this analysis are those that are believed to be significant to the projections of future results.



2.0 Greater Phoenix Economy Overview

2.1 Employment

Greater Phoenix historically outperforms the nation as a whole in population and employment growth whether in times of expansion or recession. From 1991 to 2006, Greater Phoenix was one of the fastest growing metropolitan areas in the country in terms of employment, typically ranking no worse than fifth but often in first or second position. The recession of 2001 saw a small slowdown in job growth, but the region rebounded to higher rankings in subsequent years. However, the Great Recession which started in late 2007 and ended in mid-2009 had a severe effect on job growth. In both 2009 and 2010 it ranked among the worst of the largest metro areas in the country. Only Detroit ranked worse in 2009. The region's economy has since improved and in 2018 and 2019 Greater Phoenix returned to one of the leaders in job growth.

Greater Phoenix Employment Growth Rank					
Metro Areas with more than 1 Million Jobs					
Year	Greater Phoenix Rank	Number of Metro Areas	Year	Greater Phoenix Rank	Number of Metro Areas
1991	6	19	2006	1	26
1992	4	19	2007	10	28
1993	2	19	2008	24	28
1994	1	19	2009	22	23
1995	1	20	2010	22	22
1996	1	21	2011	13	24
1997	2	22	2012	10	27
1998	1	22	2013	7	28
1999	2	23	2014	15	30
2000	6	24	2015	11	31
2001	6	25	2016	7	33
2002	5	24	2017	4	33
2003	3	24	2018	3	35
2004	2	24	2019*	3	36
2005	1	25			
*Preliminary 2019 Data					
Source: U.S. Bureau of Labor Statistics					

While mobility across the U.S. has decreased since the Great Recession, Greater Phoenix has started to see significant levels of in-migration over the last few years and is now one of the leaders in population growth in the nation. According to the U.S. Census, in 2018 Greater Phoenix



was the second fastest growing metro area in terms of absolute population increase with over 96,000 new residents. Because of its overall size at more than 4.7 million persons, Greater Phoenix ranks fifth in percentage growth behind several smaller metro areas such as Austin and Las Vegas. Between 2010 and 2018, Greater Phoenix grew by 664,835 persons, ranking third in the country behind the Dallas and Houston metro areas.

Fastest Growing Metro Areas 2017 & 2018 By Numeric Growth				Fastest Growing Metro Areas 2017 & 2018 By Percentage Growth			
Rank	Metro Area	Net Change 2016-2017	Net Change 2017-2018	Rank	Metro Area	Net Change 2016-2017	% Change 2017-2018
1	Dallas-Fort Worth	146,238	131,767	1	Austin	2.68%	2.51%
2	Phoenix	88,772	96,268	2	Orlando	2.30%	2.39%
3	Houston	94,417	91,689	3	Las Vegas	2.20%	2.21%
4	Atlanta	89,013	75,702	4	Raleigh	2.31%	2.11%
5	Orlando	56,498	60,045	5	Phoenix	1.91%	2.02%
6	Seattle	64,386	54,894	6	Jacksonville	1.93%	1.98%
7	Austin	55,269	53,086	7	Dallas-Fort Worth	2.02%	1.78%
8	Riverside-San Bernardino	57,017	51,934	8	San Antonio	1.97%	1.77%
9	Tampa-St. Petersburg	54,874	51,438	9	Charlotte	2.01%	1.76%
10	Washington D.C.	65,908	49,949	10	Tampa-St. Petersburg	1.81%	1.66%
Source: U.S. Census				Source: U.S. Census			

Greater Phoenix is also a top 10 metro area in employment growth. In 2019, 61,800 jobs were created in Greater Phoenix. On a percentage basis, Greater Phoenix ended with a job increase of 2.93% for the year.

Fastest Growing Employment Centers 2019 By Numeric Growth			Fastest Growing Employment Centers 2019 By Percentage Growth		
Rank	Metro Area	Net Change 2018-2019	Rank	Metro Area	% Change 2018-2019
1	New York	116,300	1	Orlando	3.59%
2	Dallas	113,800	2	Dallas	3.09%
3	Houston	82,700	3	Phoenix	2.93%
4	Los Angeles	74,000	4	Seattle	2.78%
5	Phoenix	61,800	5	Houston	2.68%
6	San Francisco	61,800	6	San Jose	2.64%
7	Atlanta	57,700	7	San Francisco	2.53%
8	Seattle	56,900	8	Charlotte	2.46%
9	Chicago	56,500	9	Las Vegas	2.41%
10	Miami	54,200	10	Austin	2.40%
Source: U.S. Bureau of Labor Statistics			Source: U.S. Bureau of Labor Statistics		

Greater Phoenix has fully recovered from the Great Recession. After losing 239,800 jobs in the recession, it has regained another 443,500 jobs (185% of jobs lost) since the bottom of the job market in September 2010. The outlook for job growth in Greater Phoenix is very positive over



the next ten years. It is notable that since 2009, 87% of all job growth in the State has occurred in Greater Phoenix.

2.2 Residential Development

While Greater Phoenix is now experiencing strong growth, the overall recovery since the end of the recession has been slow. The region's residential homebuilding market has still not returned to levels of historical performance typically following a recession. In contrast, the multi-family market has been very strong, partly due to restrictions on the availability of credit for home loans, student debt burden, and households that can't purchase a home due to poor credit or foreclosure. During the recession, Greater Phoenix experienced a downturn that was more severe than in other metropolitan areas of the country, a result of overbuilding in both the single family and commercial real estate sectors. Real estate market downturns have occurred before in Greater Phoenix but not to this extent.



3.0 Retail & Office Market Overview

3.1 Retail

Market conditions existing today in the retail real estate sector have been severely affected by the growth of E-Commerce and the Great Recession. The latest business cycle exposed significant longer-term challenges for the brick-and-mortar retail market in Greater Phoenix and across the country. Future changes in shopping trends that will affect how the market performs over the long term. Following are some of those trends and challenges.

- **Domination:** The market has become dominated by big box retailers and power/community shopping centers. The Avondale retail market illustrates a similar trend. There are numerous power centers and anchored shopping centers along the length of the I-10 with nearly every retail segment and brand found within the retail centers.
- **Obsolescence:** Retailing is constantly changing resulting in some companies going out of business as others are entering the marketplace. Part of the problem for companies that are experiencing difficulties is the inability to anticipate trends in shopping patterns and the impact of alternative methods of purchasing goods and services. Currently, restaurants and value-oriented retail such as Walmart, Target, Ross, TJ Maxx, and others are the most viable in the market and actively expanding. The list of retailers and restaurants that are in bankruptcy or have been in bankruptcy is extensive and include:
 - Sears
 - Toys “R” Us
 - Sport Authority
 - Aeropostale
 - Beauty Brands
 - Shopko
 - Gymboree
 - Charlotte Russe
 - Payless Shoe Source
 - Diesel
 - Z Gallerie
 - Kona Grill
 - Perkins and Marie Callender’s
 - Barneys New York
 - Forever 21
 - Destination Maternity
 - Avenue
 - Pier One
 - Charming Charlie
 - FTD
 - David’s Bridal
 - Mattress Firm
 - Gump’s
 - Brookstone
 - Rockport
 - Nine West
 - Claire’s
 - Winn-Dixie
 - Bon-Ton
 - Rue21
 - BCBG Maxazria
 - Wet Seal
 - The Limited



The types of retailers that have experienced bankruptcies fall into a few categories. Bookstores long ago experienced significant declines in sales. More recently, clothing and accessory retailers, including shoe retailers, have experienced the most difficulties along with department stores and grocery chains. Department store sales have been declining for decades with the growth of low-cost supercenters and warehouse outlets. Grocery stores have come under attack from a wide range of retailers that have moved into the grocery business.

The traditional department store will continue to likely see declining sales. Macy's and Kohl's have reported sales slumps. JC Penney is most vulnerable to changing shopping trends and has been hit with declining foot traffic for the past decade. It has been able to stay in business but has closed 20% of stores in recent years including 140 in 2018. Same store sales declined by 9% for the year ending in the second quarter of 2019.

- **Greater Phoenix is Over-Retailed:** Because of the region's tremendous history of growth, virtually all national retail chains want to be here, resulting in more retail space than is demanded by the population. In the past, many national retail chains built stores in advance of growth to establish their market area. When growth slowed during the Great Recession, many planned stores were put on hold or abandoned.
- **Consolidation:** As retail market conditions change, consolidation of companies within the industry occurs. This trend has been particularly evident in the grocery store sector as chains try to compete with Walmart, Target and Costco. Local grocer Bashas' has been through bankruptcy and is likely still vulnerable.
- **Internet or E-Commerce Sales:** The long-term threat to brick and mortar retailing is E-Commerce. Within the last 15 years, the market has seen seismic shifts in the manner in which people purchase retail goods and services. Certain segments of the retail market have been particularly hard hit. A later section of this report will provide further information on the E-Commerce trend.

In summary, there are two major trends that have had a significant impact the retail market.

- E-Commerce and
- The rise of off-price retailers and low-price supercenters and warehouse outlets.

Greater Phoenix Retail Market

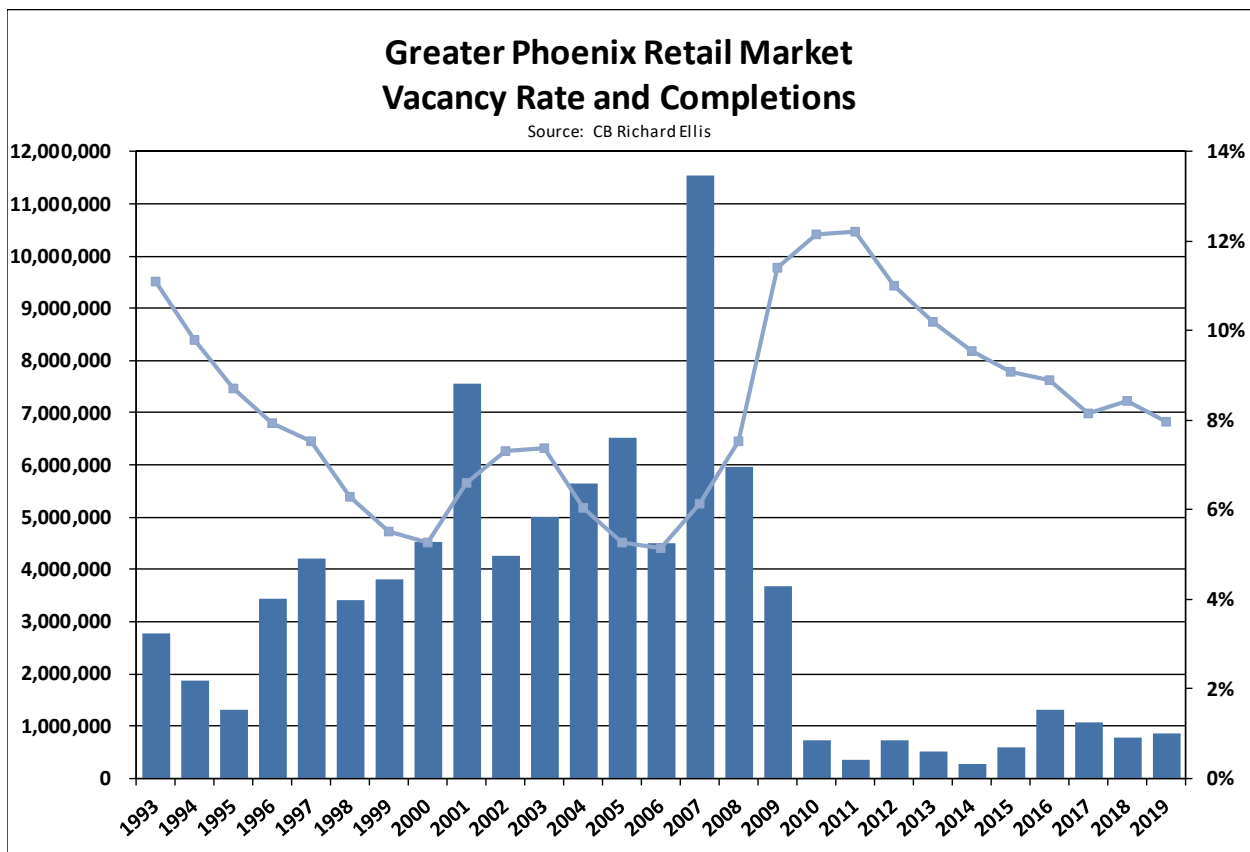
The Greater Phoenix retail market vacancy rate declined for the sixth straight consecutive quarter to 7.95% at the end of the fourth quarter of 2019. However, even with the tightening of the



market, new construction activity is disciplined. Construction activity is dominated by grocery-anchored projects with Sprouts, Fry's and Whole Foods as primary tenants. Power center development has largely been absent from the market.

Much of the absorption of space in Greater Phoenix over the past few years has been due to fitness and entertainment users backfilling vacant big-box and grocery store space. Since 2016, fitness users have absorbed 35 big-box spaces totaling over 1.0 million square feet. Due to demand for affordable fitness concepts, users like EoS Fitness, Planet Fitness, and LA Fitness are adding to their existing footprints. Newcomers include Crunch Fitness and VASA Fitness.

Even with the population and employment growth of Greater Phoenix area over the past two years, the retail market has not responded with significant construction activity. Greater Phoenix is in the top three metro areas in the country in job and population growth. Delivered retail space still is well below historic levels. Once again, E-Commerce and the popularity of supercenters and warehouse outlets is limiting extensive development of new retail space. Since 2010, retail space delivered to the market has averaged 721,200 square feet annually or the equivalent of three to four neighborhood shopping centers each year. In 2019, 856,600 square feet of retail space was delivered and only 491,900 square feet is under construction currently.



E-Commerce

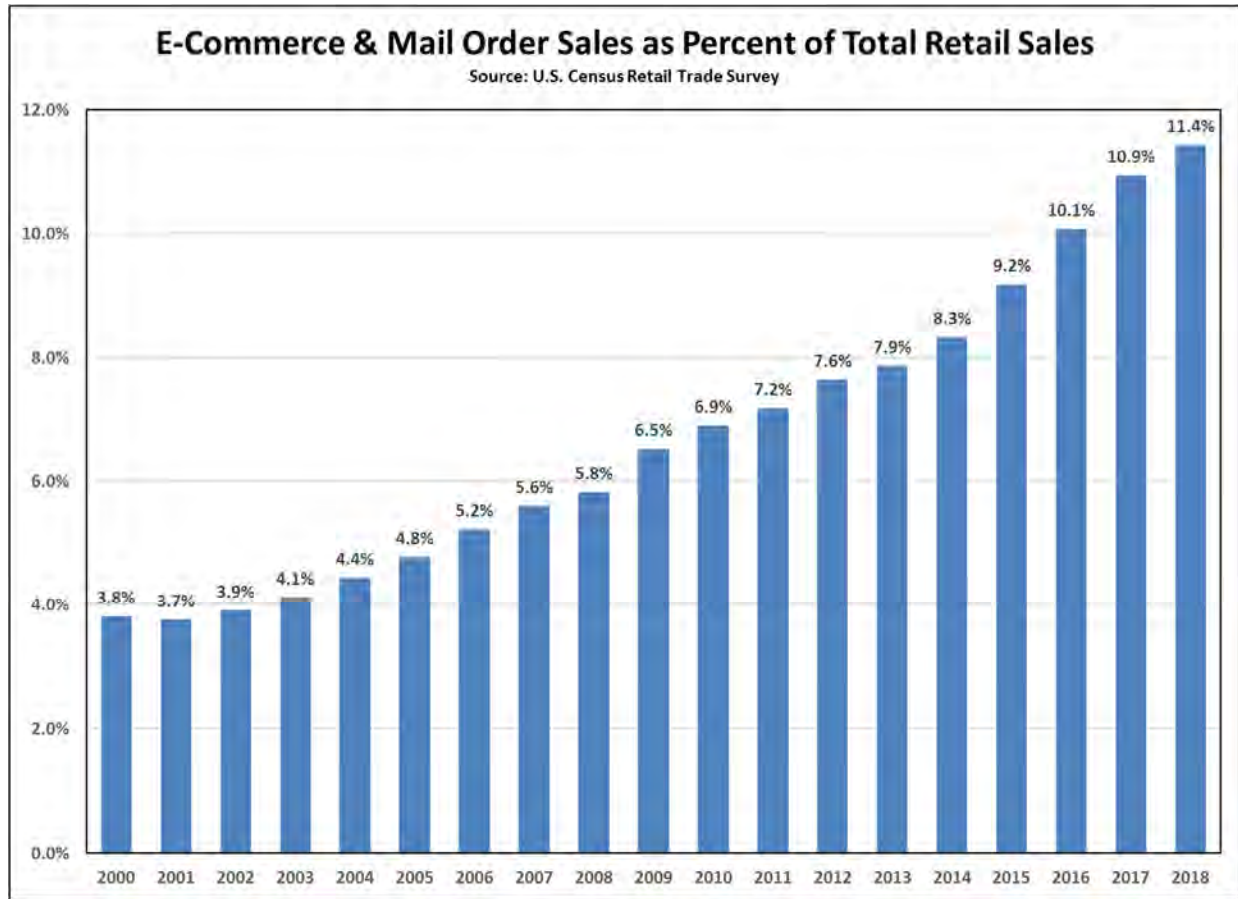
The U.S. Census defines E-commerce as:

“sales of goods and services where the buyer places an order, or the price and terms of the sale are negotiated, over an Internet, mobile device, extranet, Electronic Data Interchange (EDI) network, electronic mail, or other comparable online system. Payment may or may not be made online”.

The above definition technically excludes mail order sales from catalogs or other mail-order businesses. It does not include such businesses as mail-order book clubs. However, most catalog and book club purchases today are made over the internet and should properly be categorized as E-Commerce. For this study, mail order sales will be included in E-Commerce sales data.

Over the past 18 years, E-Commerce sales have grown by more than five-fold to \$604 billion, accounting for 11.4% of all retail sales in 2018. In 2000, E-Commerce only accounted for 3.8% of retail sales.





While 2019 retail sales data is not fully available, preliminary data indicates that E-Commerce sales and warehouse clubs and supercenter sales experienced significant increases again. Year-to-date data for 2018 and 2019 through September shows an increase of 13.7% for E-Commerce. Department store sales are down nearly 11% in 2019. The following chart also demonstrates where E-Commerce is having the most impact on certain business types. While total retail sales are up 3.2% for 2019, furniture stores, electronics/appliance stores, clothing, and sporting goods/hobby/book stores (among others) all show declining sales. These are the primary sectors of the retail market that have been significantly impacted firstly by E-Commerce and secondly by the rise of supercenters and warehouse clubs.



Retail Sales by BusinessType (in Millions) Year -To-Date September 2018 & 2019			
Business	Year-To-Date 2018	Year-To-Date 2019	Percent Change
Retail sales, total	\$3,875,341	\$4,000,671	3.23%
Motor vehicle and parts dealers	\$907,919	\$939,767	3.51%
Furniture and home furnishings stores	\$85,431	\$85,394	-0.04%
Electronics and appliance stores	\$71,008	\$68,098	-4.10%
Building mat. and garden equip. dealers	\$285,331	\$287,209	0.66%
Food and beverage stores	\$559,009	\$575,557	2.96%
Health and personal care stores	\$253,259	\$262,698	3.73%
Gasoline stations	\$385,282	\$385,432	0.04%
Clothing and clothing access. stores	\$188,399	\$187,757	-0.34%
Sporting goods, hobby, and book stores	\$57,378	\$55,210	-3.78%
General merchandise stores	\$502,573	\$510,659	1.61%
Department stores	\$32,038	\$28,550	-10.89%
Warehouse clubs and superstores	\$345,906	\$356,003	2.92%
Miscellaneous store retailers	\$95,663	\$98,213	2.67%
Electronic shopping and mail-order houses	\$422,549	\$480,242	13.65%
Source: U.S. Census Annual Retail Trade Survey			

The following chart shows E-Commerce and mail order sales by merchandise line for 2017. The data clearly shows how E-Commerce has disrupted various business types led by book stores where 63% of all sales are made online. Clothing, furniture, sporting goods, and toys and hobby goods businesses have all been impacted by E-Commerce. Those businesses that have not been substantially impacted are few but include motor vehicles, groceries, and building materials/garden equipment.



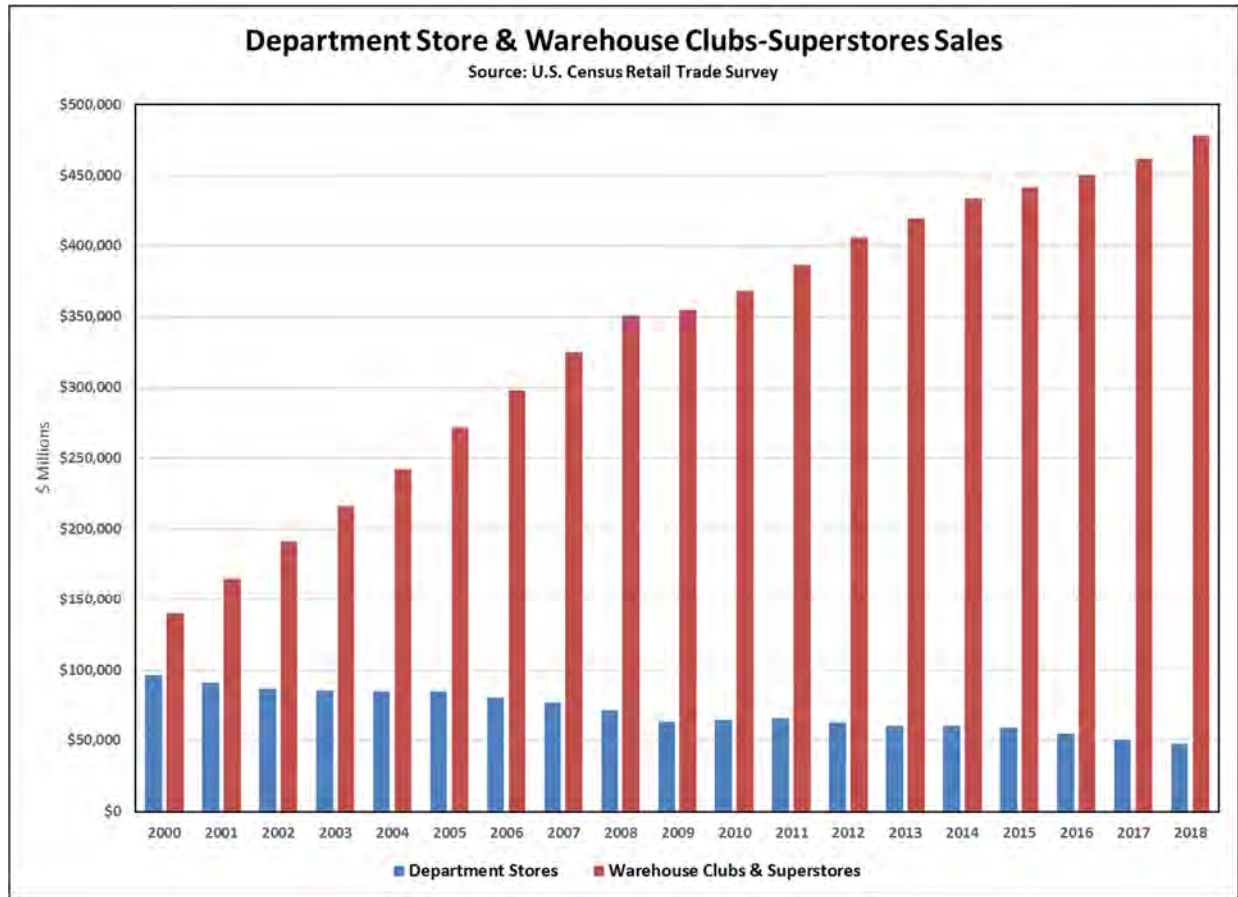
Percent E-Commerce & Mail Order Sales by Merchandise Line In Millions of Dollars - 2017			
Merchandise Line	Total Sales	E-Commerce & Mail Order	Percent E-Commerce & Mail Order
Book stores	\$28,371	\$17,989	63.4%
Clothing and clothing acc. stores	\$300,013	\$75,459	25.2%
Health & personal care stores	\$472,286	\$139,067	29.4%
Electronics and appliances	\$149,815	\$50,414	33.7%
Food, beer, and wine	\$741,285	\$15,370	2.1%
Furniture and home furnishing	\$166,743	\$52,960	31.8%
Sporting goods	\$64,050	\$18,857	29.4%
Jewelry	\$40,299	\$9,173	22.8%
Toys, hobby goods, and games	\$36,370	\$18,418	50.6%
Source: U.S. Census Retail Trade Survey			

Impact of Superstores and Warehouse Clubs

In addition to the impact of E-Commerce on brick-and-mortar outlets, the expansion of superstores, such as Target and Walmart, and warehouse clubs, such as Costco, has resulted in a shift of retail spending from traditional department stores and small retailers. Off-price and value-oriented retailing has become the driving force in the retail sector. The following chart illustrates the shift in spending.

In 2000, spending at traditional department stores in the U.S. totaled more than \$96 billion. Today, that spending has declined to less than \$48 billion, resulting in the closure of many national and regional department store chains and bankruptcies such as Sears. By comparison, spending at supercenters and warehouse clubs ballooned from \$140 billion in 2000 to \$478 billion in 2018. Power centers anchored by Walmart, Target, Home Depot, Lowes and similar big-box retailers have become the primary outlets for retail sales.



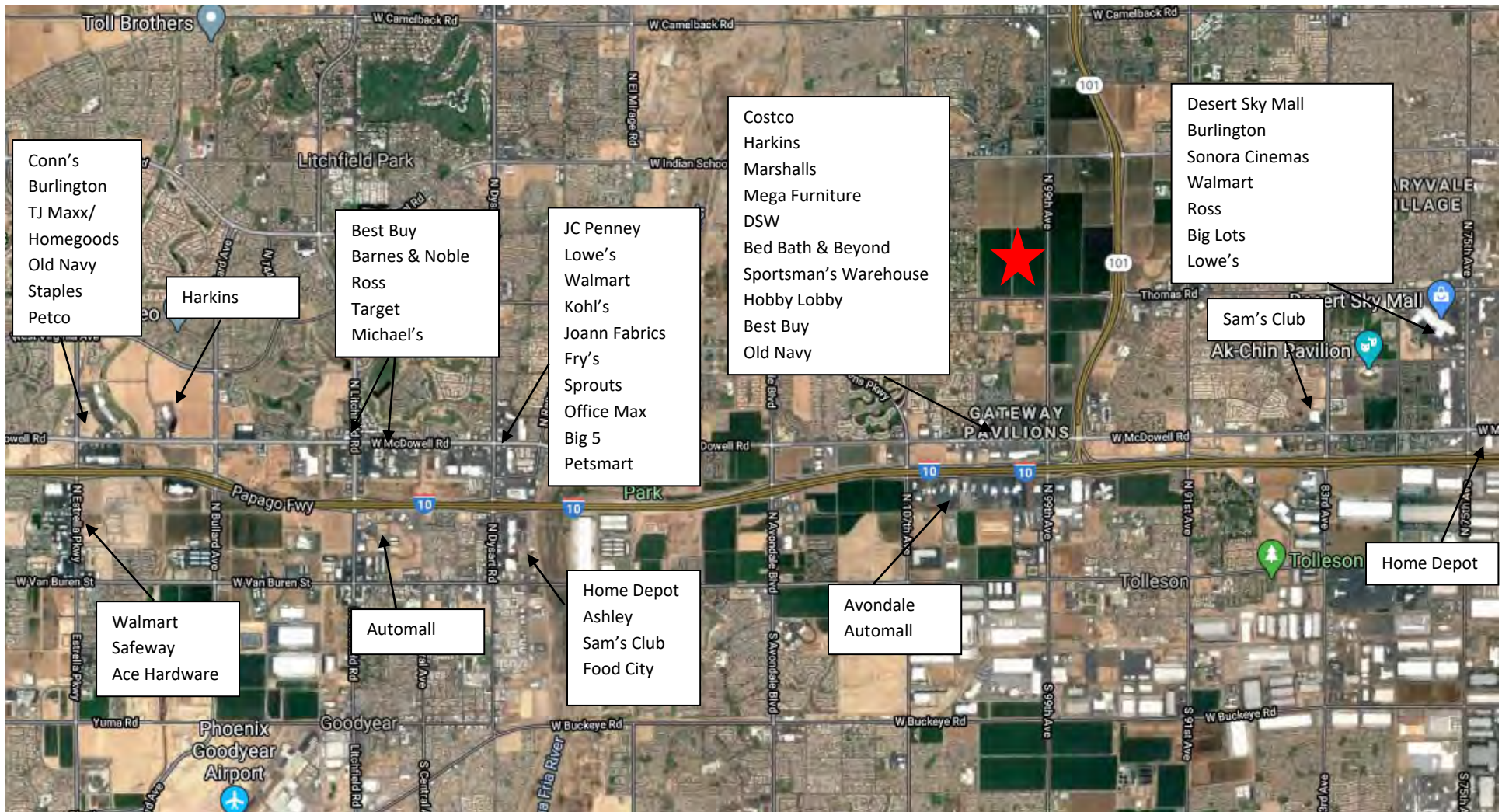


3.1.1 Southwest Valley Retail Market

The I-10 corridor between 75th Avenue and Estrella Parkway has a significant mix of retail development ranging from the Desert Sky regional mall to several power centers. The range of types of retail outlets and merchandisers is extensive and provides for the daily needs of residents. A number of grocery retailers are also located in the area. An aerial photo of the primary anchor tenants in relation to the subject site is provided on the following page.

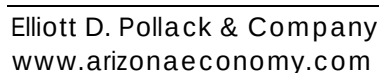


Major Retailers along I-10 Corridor



Some examples of planned centers are included below.

Park 10, a 43-acre mixed use project at the northeast corner of I-10 and 107th Avenue which is available for retail, medical and office uses. Nearly 70,000 square feet has been developed at the eastern edge of the property.



Estrella Commons, at the southeast corner of I-10 and Estrella Parkway. This is a mixed-use plan including two hotel sites, nearly 170,000 square feet of commercial space including a grocery store and theater, single family subdivisions totaling 430 homes, an apartment community and a 290-unit single family rental community.



3.1.2 Market Area Spending Potential

The U.S. Consumer Expenditure Survey is an important source of information that describes the spending habits of U.S. residents. The Survey has been conducted for decades and provides a consistent, long term history of spending trends.

Due to the extensive amount of retail along the I-10 within the market area, the current retail gap analysis shows very few gaps in the market today. Based on the data below, home furnishings, electronics, and appliance stores are only category that shows any short term potential, although the demand gap is too low in these spending categories to trigger new store entrants.



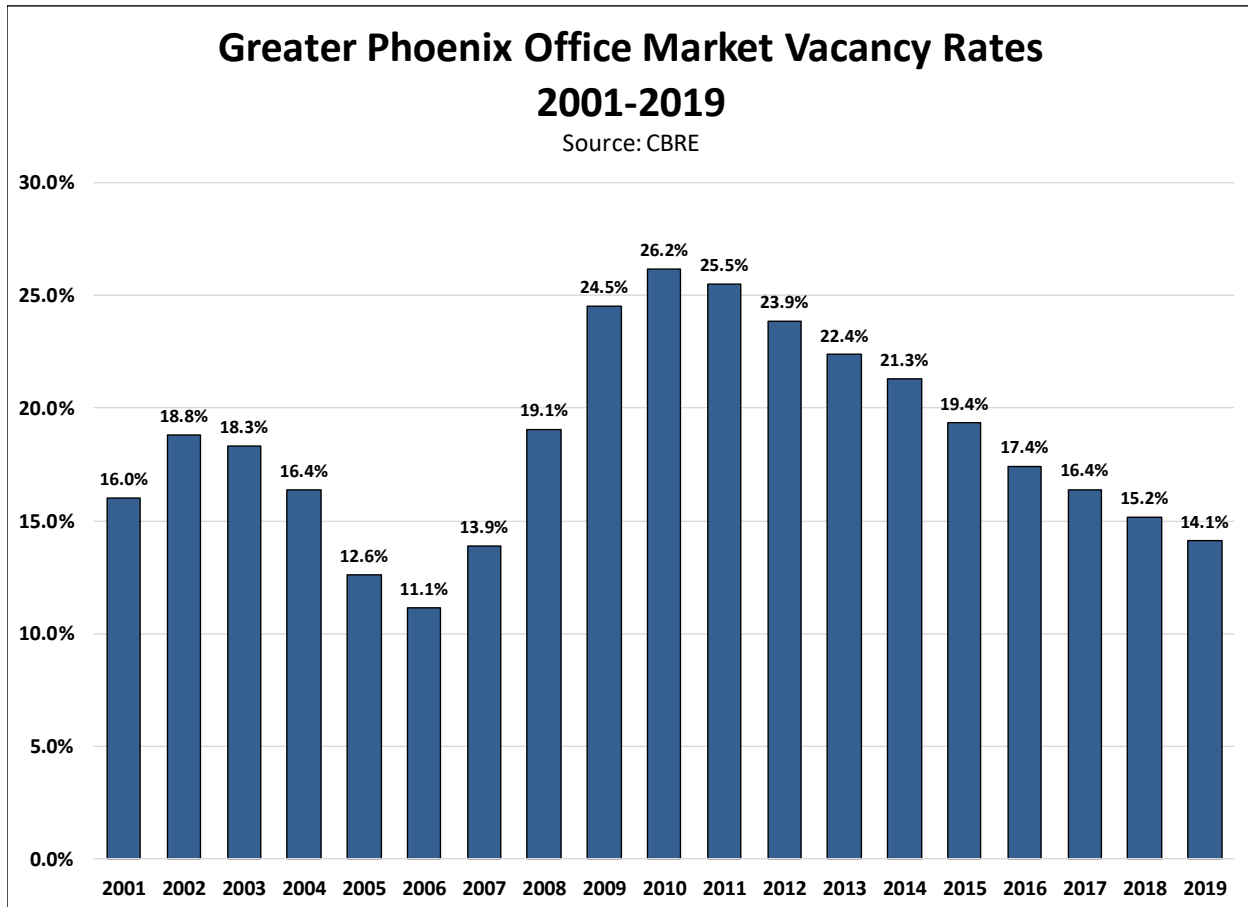
Retail MarketPlace Profile 99th Ave & Thomas Market Area			
2019 Population	223,152		
2019 Households	65,508		
2019 Median Disposable Income	\$46,757		
2019 Per Capita Income	\$20,248		
	Demand	Supply	
2017 Industry Summary	(Retail Potential)	(Retail Sales)	Retail Gap
Total Retail Trade and Food & Drink	\$1,972,445,030	\$3,440,890,690	-\$1,468,445,660
Total Retail Trade	\$1,777,886,445	\$3,138,452,141	-\$1,360,565,696
Total Food & Drink	\$194,558,585	\$302,438,549	-\$107,879,964
	Demand	Supply	
2017 Industry Summary	(Retail Potential)	(Retail Sales)	Retail Gap
Motor Vehicle & Parts Dealers	\$383,304,752	\$768,509,719	-\$385,204,967
Furniture & Home Furnishings Stores	\$59,710,384	\$51,882,260	\$7,828,124
Electronics & Appliance Stores	\$60,326,170	\$55,287,243	\$5,038,927
Bldg Materials, Garden Equip. &	\$120,426,555	\$131,381,240	-\$10,954,685
Food & Beverage Stores	\$304,062,668	\$391,418,195	-\$87,355,527
Health & Personal Care Stores	\$108,312,293	\$138,428,934	-\$30,116,641
Gasoline Stations	\$173,684,053	\$453,944,326	-\$280,260,273
Clothing & Clothing Accessories	\$83,744,010	\$104,149,605	-\$20,405,595
Sporting Goods, Hobby, Book & Music	\$50,396,901	\$61,174,782	-\$10,777,881
General Merchandise Stores	\$346,453,324	\$917,319,127	-\$570,865,803
Miscellaneous Store Retailers	\$69,720,293	\$62,744,342	\$6,975,951
Food Services & Drinking Places	\$194,558,585	\$302,438,549	-\$107,879,964
Drinking Places - Alcoholic Beverages	\$5,322,102	\$6,154,942	-\$832,840
Restaurants/Other Eating Places	\$186,782,831	\$291,292,135	-\$104,509,304
Source: Esri and Infogroup. Esri 2019 Updated Demographics. Esri 2017 Retail MarketPlace. Copyright 2019 Esri. Copyright 2017 Infogroup, Inc. All rights reserved.			

3.2 Office

The Greater Phoenix office market is comprised of 92.2 million square feet of multi-tenant building space according to CBRE, an increase of approximately 34.7 million square feet since 2001. The office market is particularly affected by economic cycles, more so than other real estate sectors. The vacancy rate for the office market has averaged 18.5% since 2001 and has



only dipped below 15% in four years: 2005 through 2007, just prior to the Great Recession and now in 2019. The year-end 2019 vacancy rate stands at 14.1%, down from 26.2% in 2010.



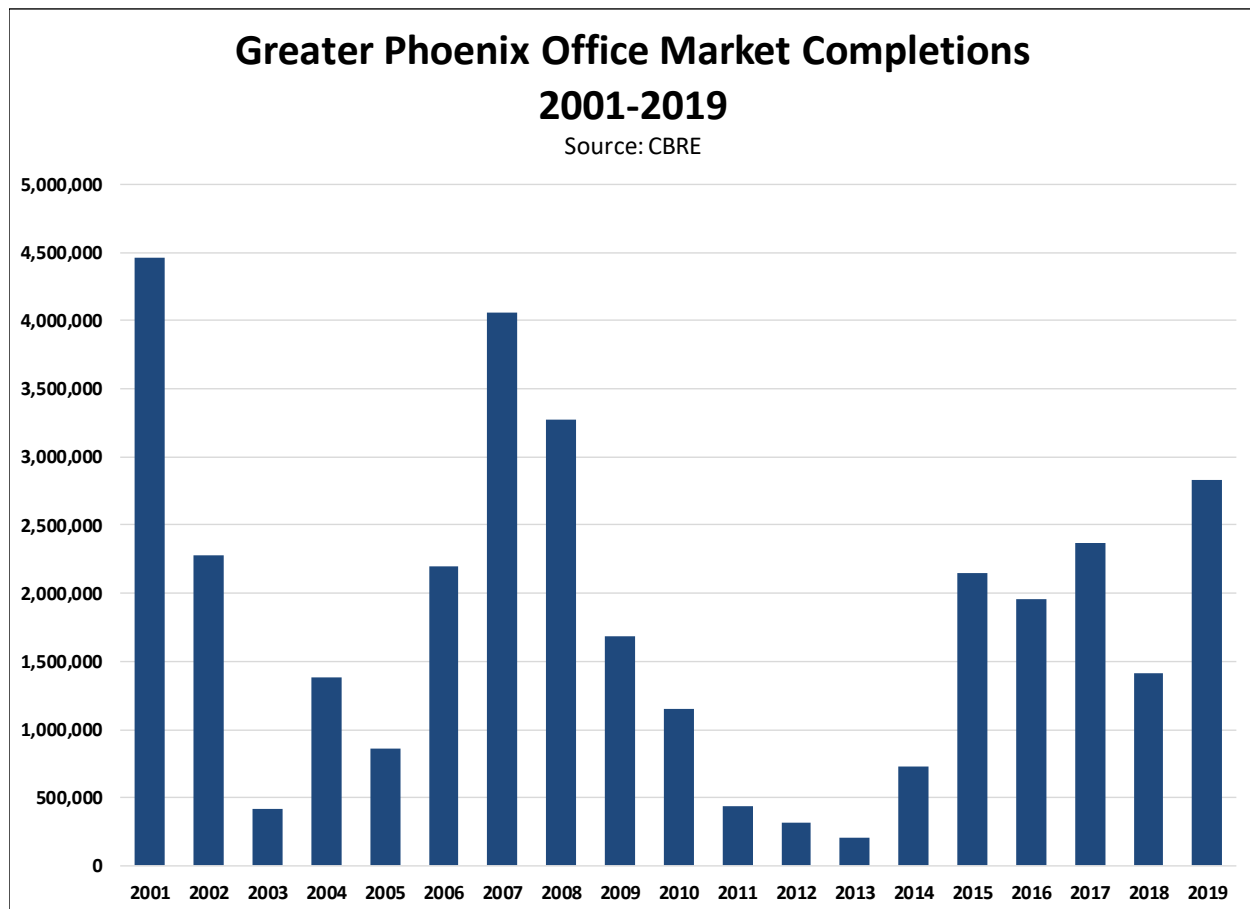
In addition to the multi-tenant office space described above, there is also another 13.5 million square feet of owner-occupied space that has a 3.9% vacancy rate. This space is occupied by companies that prefer to own their office building rather lease space. Office developers and investors typically focus on the multi-tenant sector.

While the office market's vacancy rate of 14.1% at the end of 2019 appears high by conventional standards, it is a rate that most brokers see as a sign of a growing and healthy market. Strong employment growth has placed downward pressure on vacancies over the past few years which has resulted in rising rental rates. The financial and technology industries have been the primary drivers of demand. Leasing activity has been notable in Chandler, Gilbert, and south Tempe. The rise of co-working spaces is also driving the market with WeWork leasing 54,000 square feet in the Camelback Corridor. Average asking rent has increased by 1.7% over the last year to \$27.00 per square foot. The average rent for Class A office now stands at \$35.52 per square foot.

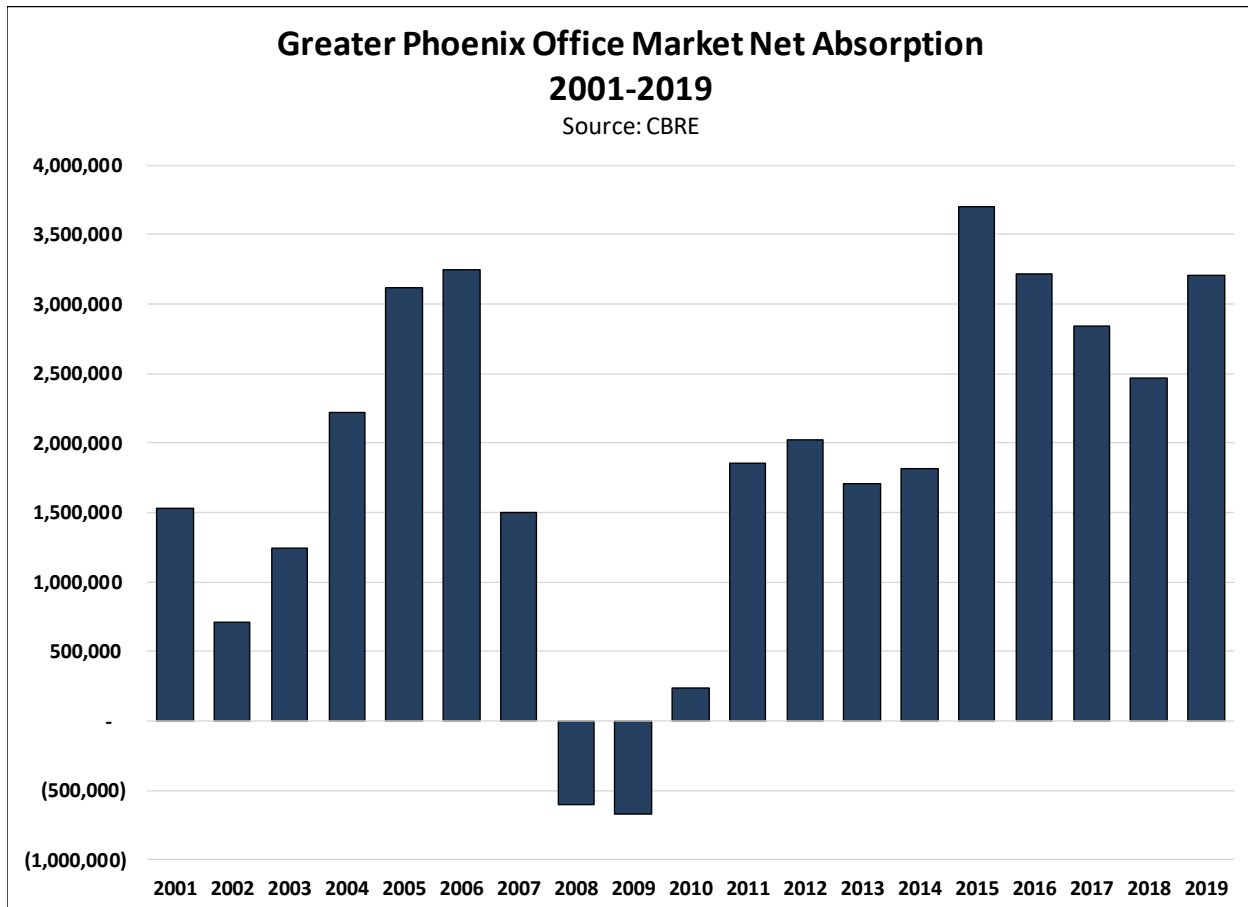


The office market is highly concentrated in locations that have freeway access, amenities, and proximity to labor. Approximately 80% of all office space is concentrated in three cities – Phoenix, Scottsdale, and Tempe. Class A office space is even more highly concentrated within these three cities with 91% of total Class A square footage. Freeway access and visibility along with proximity to a talented workforce are factors that are changing the way in which the office market is developing.

The Greater Phoenix office market is high cyclical and historically experiences significant levels of construction activity during economic expansions followed by very few completions after a recession. The following chart shows that between 2011 and 2014 following the Great Recession, very little construction activity occurred. As the local economy improved, construction started again in 2015. Between 2001 and 2019, 34.7 million square feet of office space was constructed or an average of 1.9 million square feet per year. An additional 2.0 million square feet was under construction at the end of 2019.



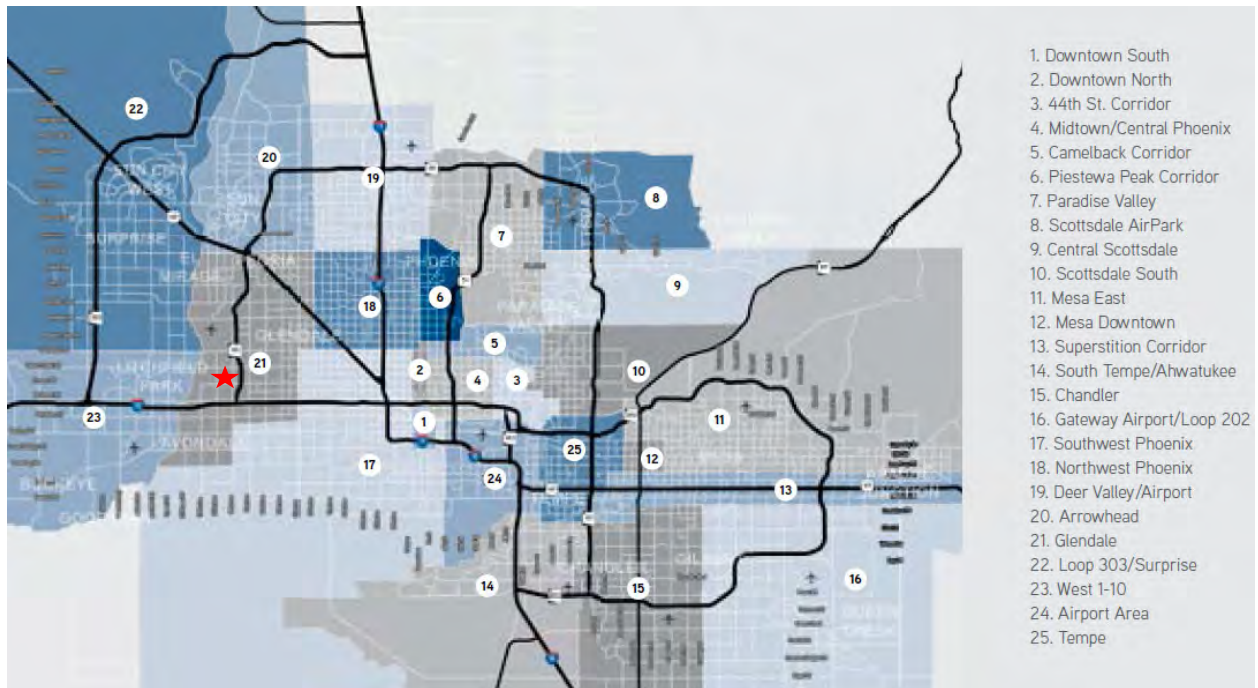
For the past 10 years, net absorption of office space in Greater Phoenix has outpaced completions. CBRE estimates that 61% of office space under construction is pre-leased which indicates optimism in the market. Tenants are searching for quality space in high-demand markets where employers can attract talent. While the vacancy rate stands at 15% across the Valley, most observers believe this is a favorable supply-demand balance. Employment growth forecasted for the Phoenix area should continue to drive the market.



Southwest Valley

The southwest valley office market is still relatively young compared to other regions of Greater Phoenix. The subject site is located in the “Glendale” submarket according to Colliers International and the market area extends into the “West I-10” submarket. Combined, these two submarkets only account for approximately 3.2% of total inventory. Additionally, the West I-10 market area (covering both sides of the I-10 west of Dysart Road) reports zero existing Class A office space.





Vacancy is relatively healthy in the area, ranging from 9.1% to 11.2%. Net absorption has also been positive over the last year. A combined 109,152 square feet of new Class B supply was delivered, which accounts for 3.5% of all office space delivered last year (15.8% of total Class B space). Additionally, there is 235,000 square feet under construction.

Southwest Valley Office Market 2019 Q4								
	Inventory		Vacancy				New	
Class	Bldgs	SF	SF	2019 %	2018 %	Absorption	Supply	Rate
Glendale								
A	6	546,561	84,432	15.4%	11.0%	(24,064)	195,000	\$29.39
B	40	1,992,159	191,428	9.6%	11.9%	101,674	-	\$22.97
C	13	368,904	48,691	13.2%	14.4%	4,606	-	\$12.56
Total	59	2,907,624	324,551	11.2%	12.0%	82,216	195,000	\$23.67
West I-10								
A	0	-	-	0.0%	0.0%	0	-	\$-
B	53	1,913,858	191,074	10.0%	11.3%	63,027	40,000	\$23.13
C	13	230,364	4,105	1.8%	5.0%	7,309	-	\$16.20
Total	66	2,144,222	195,179	9.1%	10.6%	70,336	40,000	\$22.95
Source: Colliers International								



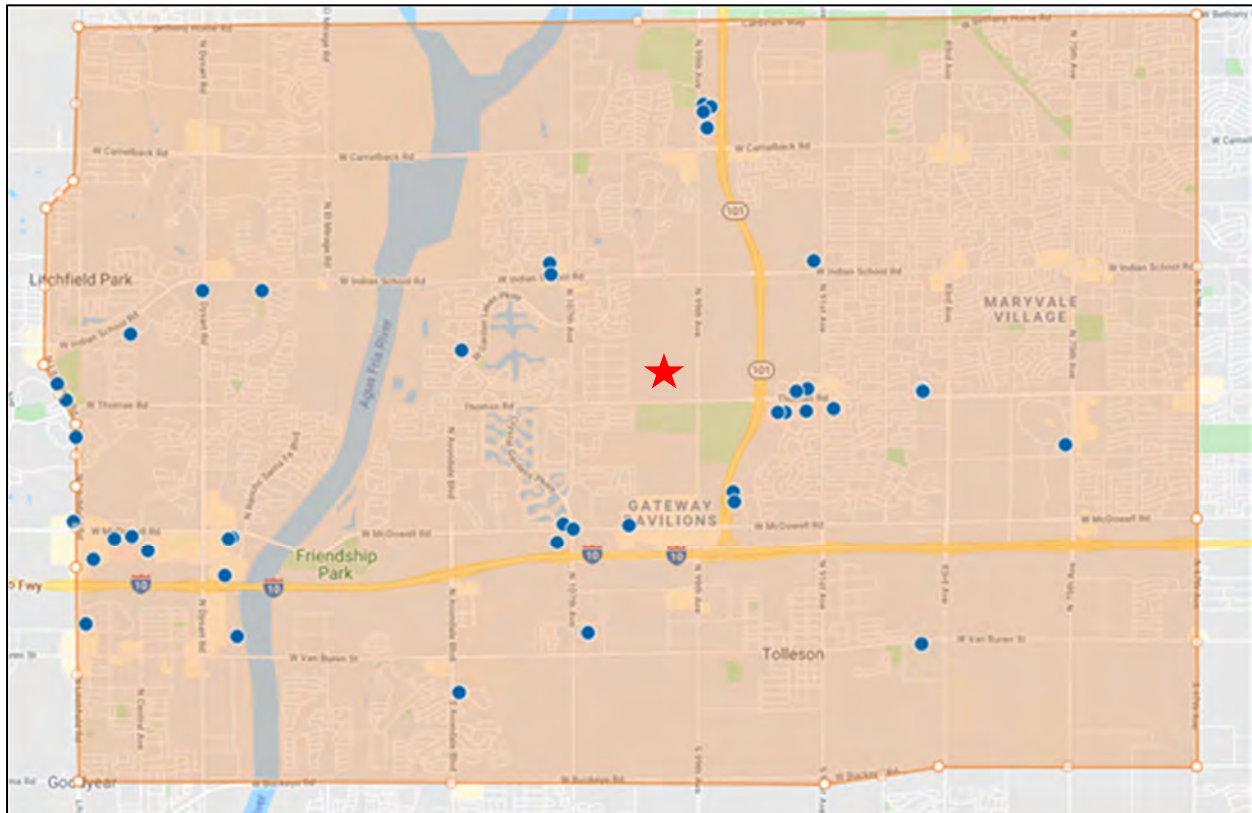
99th Avenue & Thomas Market Area

Real Capital Analytics reports that there is approximately just over 2.4 million square feet of office space in 45 properties within the 99th Avenue & Thomas office market area. Medical office accounts for roughly 55% of this inventory.

Approximately 169,400 square feet of office space has been built in the last 10 years on four properties and 100% of this new space is for medical office. The newest office building was completed in 2019 for medical office use. The last professional office space built in the market area was in 2008 (see Appendix A for property specific details).

The following map illustrates current office inventory nearby.

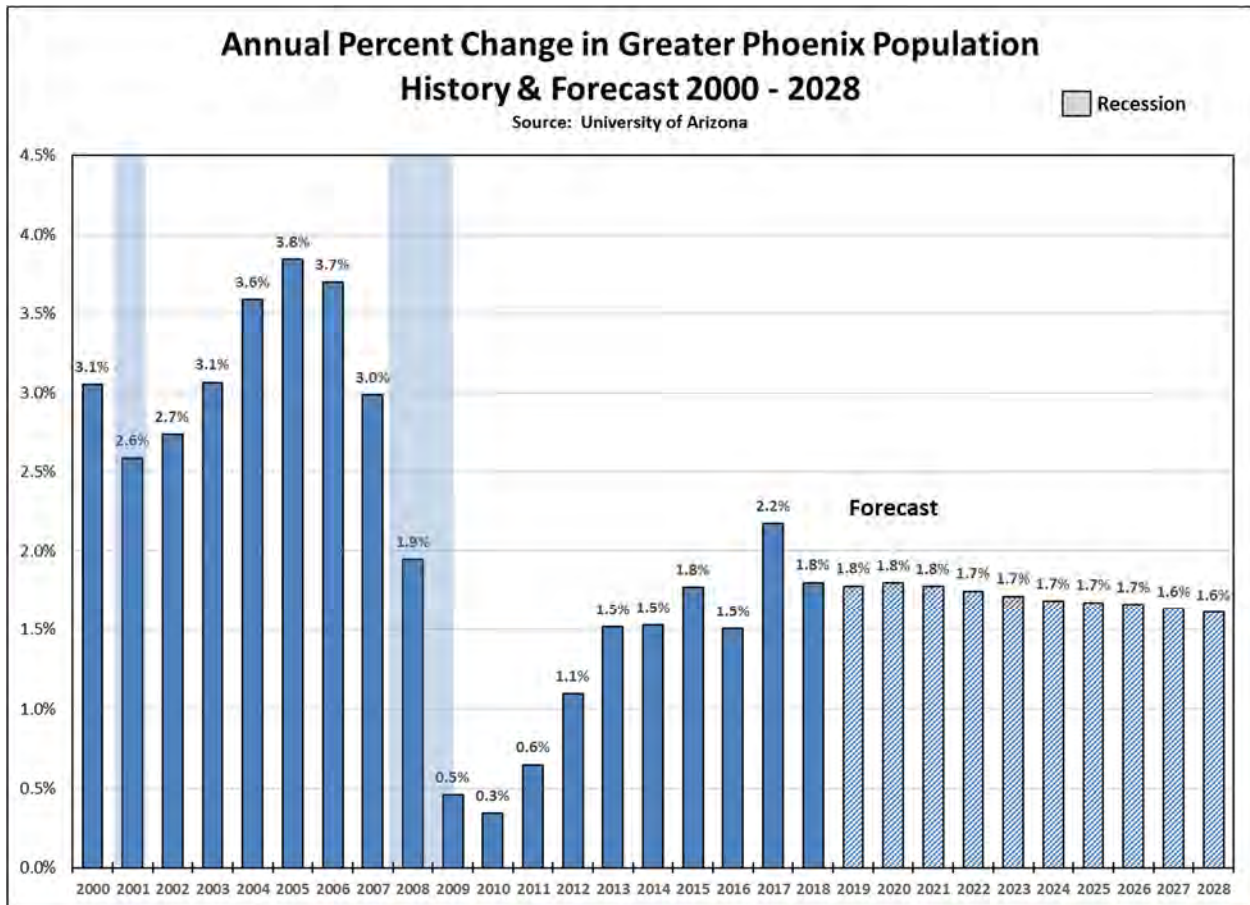
99th Avenue and Thomas Market Area Office Inventory

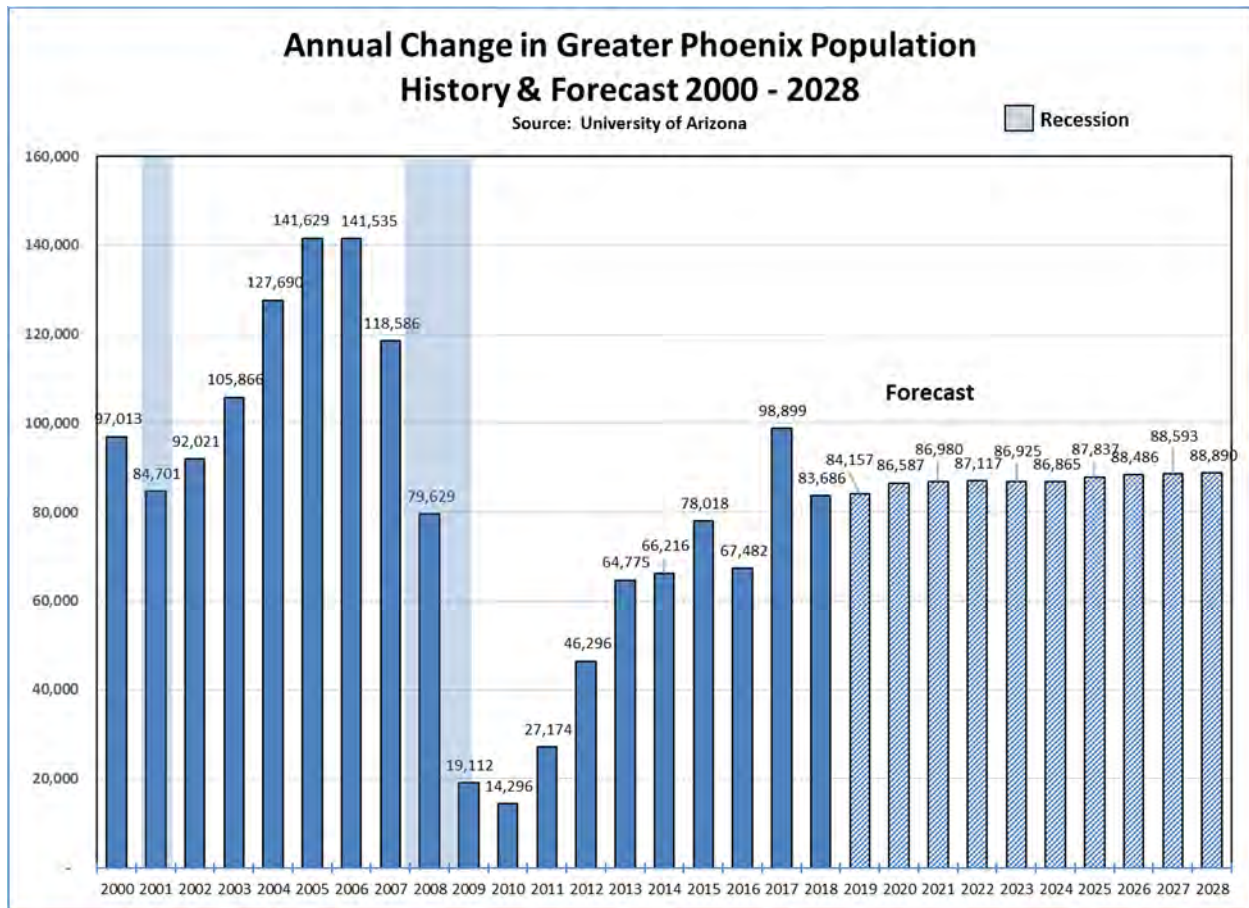


4.0 Forecasts

4.1 Greater Phoenix Population & Employment Forecasts

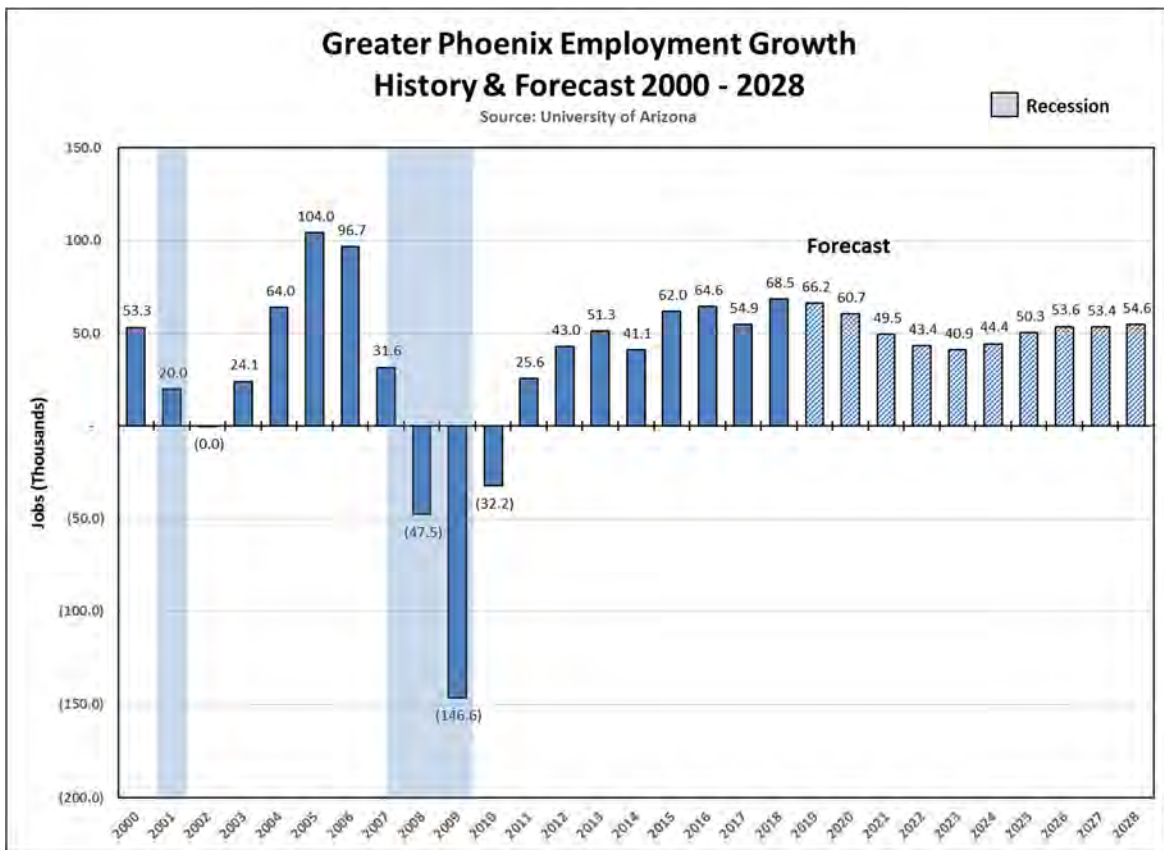
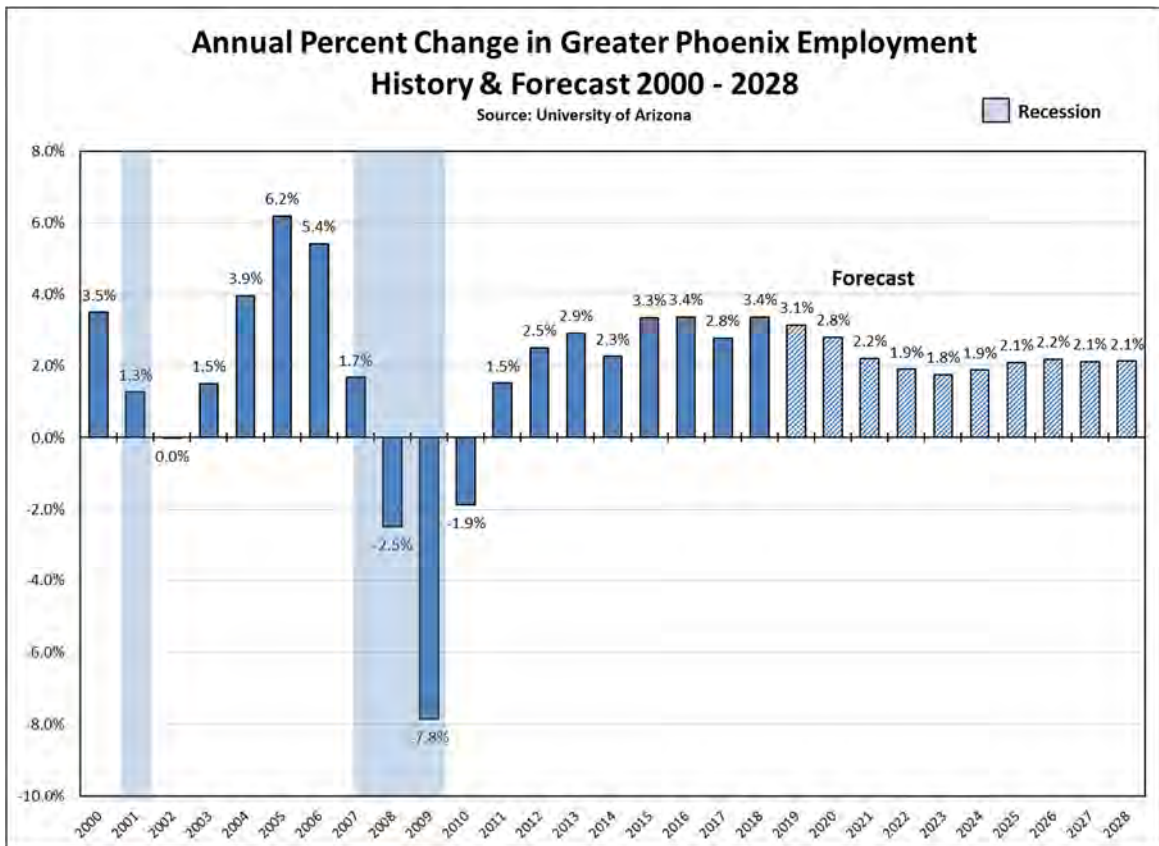
The most recent population forecast for Greater Phoenix is for a growth rate between 1.8% and 1.9% over the next ten years. This rate of growth will generate between 85,000 and 95,000 new residents annually in the Greater Phoenix area over the next ten years.





While the Greater Phoenix economy has had its difficulties, job growth is finally stabilizing and is forecasted by the University of Arizona to grow at an average of 55,000 jobs each year over the next five years. Healthy job growth could stimulate additional population growth and the region could possibly see population growth rates increase above 2.0%.

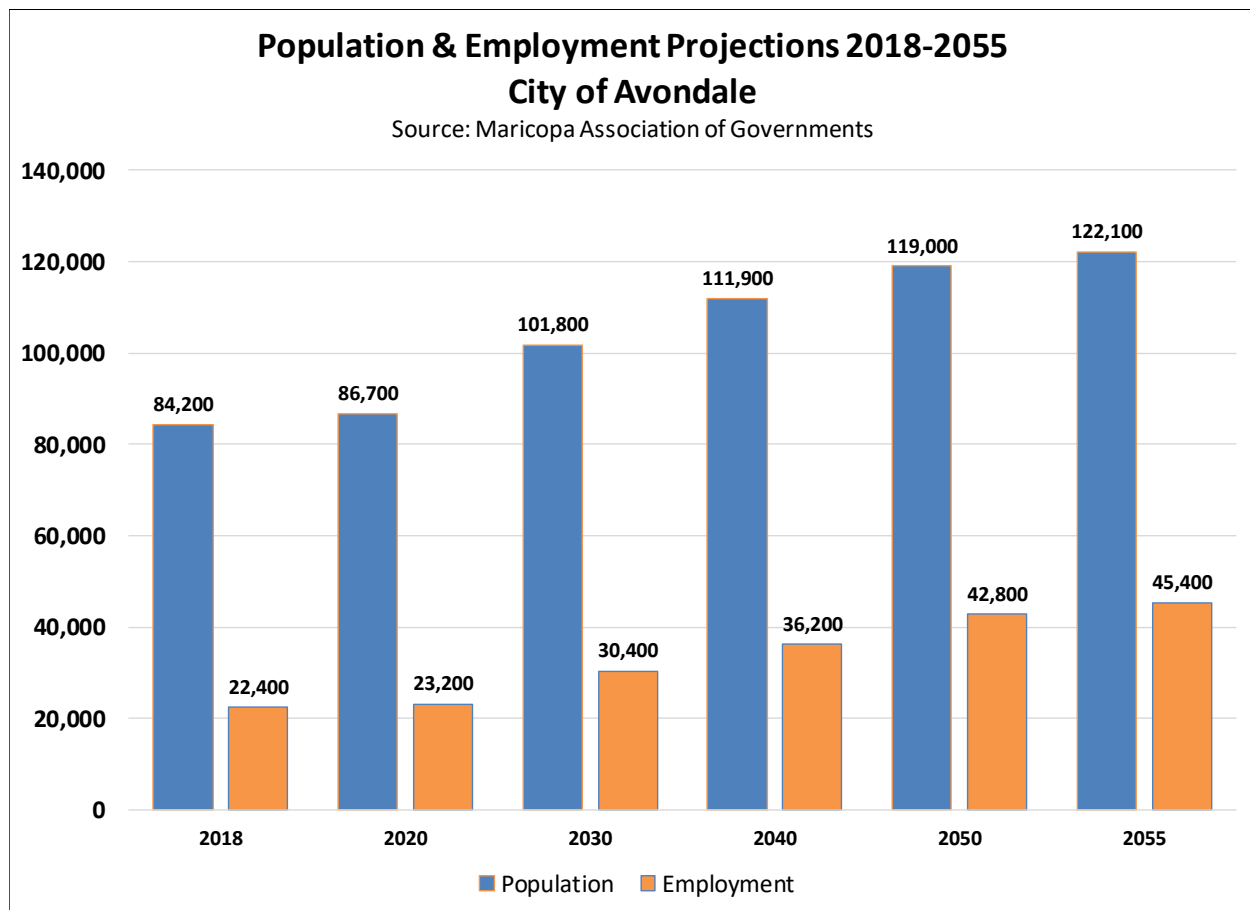




4.2 City of Avondale Forecast

The 2019 MAG population and employment forecast suggests that Avondale will have a healthy growth rate over the next 10 years and then slow over the following 20+ years. From a residential standpoint, Avondale is expected to add 15,100 residents over the next ten years followed by an additional 10,100 residents from 2030-2040. In total, Avondale is still expected to grow by 35,400 persons through 2055 which equates to an estimated 10,700 to 11,000 housing units to be built.

Avondale's employment base is forecasted to nearly double (96% increase) between 2020 and 2055. Employment in the city is expected to increase by 22,200 jobs, capturing 1.8% of all employment growth in Maricopa County.



As a suburban city, Avondale has a relatively low jobs-to-population ratio. The County ratio is estimated at 0.49 which is just under one job for every two people while Avondale is currently at 0.27 jobs per person. This is similar to other Valley municipalities such as Queen Creek, Peoria, and Litchfield Park. With the expected growth of jobs, Avondale's ratio is expected to increase



over time and reach 0.37 jobs per resident by 2055. This would be comparable to the Town of Gilbert or City of Glendale today.

Avondale has an estimated 3,141 acres of vacant land that is planned for employment uses. The primary question related to this employment land inventory is whether it is large enough to support the future employment growth of the community.

Current Versus Future Land Use Inventory City of Avondale					
Land Use Sector	Existing Area	Existing %	Future Area	Future %	Change
Single Family	6,016	10.00%	19,918	33.10%	13,902
Multi Family	302	0.50%	549	0.90%	247
Commercial	753	1.30%	1,877	3.10%	1,123
Industrial	315	0.50%	576	0%	260
Office	43	0.10%	205	0.30%	162
Other Employment	2,615	4.30%	3,273	5.40%	657
Mixed Use	0	0%	938	1.60%	938
Transportation	1,025	1.70%	1,043	1.70%	19
Open Space	31,556	52.40%	31,834	52.90%	278
Agriculture	4,299	7.10%	0	0%	-4,299
Vacant	13,288	22.10%	0	0%	-13,288
Total Acres	60,212		60,212		
Total Employment Land Available					3,141
Source: Maricopa Association of Governments 2017, by Municipal Planning Area (MPA)					

In order to determine the potential future mix of employment uses in Avondale and demand for employment land, we consulted the Arizona COG/MPO Employer Database that is available from MAG. The database is a summary of all jobs by cluster or industry for employers with more than five employees. The following table summarizes the number of jobs in Avondale at nearly 110,000. The MAG forecast cited earlier in this memo estimated total jobs at 132,419 in the city in 2015. The difference between the two numbers is businesses with fewer than five employees.



Avondale Employment Cluster Summary		
Cluster	# of Employees	% Total
Business Services	540	3.4%
Construction	490	3.1%
Consumer Goods Manufacturing	20	0.1%
Consumer Services	3,100	19.8%
Education	2,670	17.0%
Finance, Insurance, & Real Estate (FIRE)	630	4.0%
Government, Social, & Advocacy Services	1,320	8.4%
Health Care	1,350	8.6%
High Tech Manufacturing & Development	5	0.0%
Hospitality, Tourism, & Recreation	330	2.1%
Media, Publishing, & Entertainment	110	0.7%
Metal Inputs & Transportation-Related Manufacturing	8	0.1%
Non-Metallic Manufacturing	80	0.5%
Resource-Dependent Activities	140	0.9%
Retail	4,190	26.7%
Telecommunications	220	1.4%
Transportation & Distribution	470	3.0%
Total Employment	15,673	
Source: MAG 2017 / 2018 Arizona COG/MPO Employer Database, employers with 5 or more employees		

The following table further summarizes those clusters into five categories that will dictate land use. While no one knows what the future will look like for job growth and employment given technology and innovation, the following forecast assumes that the forecasted job growth through 2055 will resemble the mix of employment in more established West Valley cities such as Glendale and Peoria. For instance, retail will comprise 16% of the future employment growth or 3,600 jobs. Combined, office user industries such as business services, finance, real estate, and media will account for 4,500 new jobs or 15.8% of total employment.



Avondale Future Employment by Cluster					
Cluster	Current	%	Employment	TOTAL	%
	Employment	Employment	Growth	Employment	Total
	Mix	Total			
Business Services, FIRE, Telecom, Media	1,500	9.6%	4,500	6,000	15.8%
Retail, Consumer Services	7,290	46.5%	3,600	10,890	28.8%
Hospitality	330	2.1%	700	1,030	2.7%
Transportation & Distribution	470	3.0%	3,000	3,470	9.2%
Government, Education, Healthcare	5,340	34.1%	7,600	12,940	34.2%
Manufacturing, Construction	743	4.7%	2,800	3,543	9.4%
Total Employment	15,673		22,200	37,873	

Source: MAG 2017 / 2018 Arizona COG/MPO Employer Database, employers with 5 or more employees

The remainder of this analysis will focus on land uses that will fall within the “Employment” land use category. Those clusters include Business Services, Telecom, Media and Entertainment (which will largely occupy office buildings); Transportation & Distribution; and Manufacturing. These latter two clusters will occupy conventional industrial buildings.

In order to determine the demand for land in Avondale through 2055 based on the above employment forecast of 22,200 new jobs, the Arizona COG/Employer Database was used. This database has an inventory of major employers and estimated employment levels for each company.

Employee density ranges from less than ten employees per acre for Transportation uses to well over 100 employees per acre for certain Business Services operations. Particularly for business services, employee density can be affected by the type of office complex and tenant. Buildings with high FARs and structured parking will have many more employees per acre than traditional office buildings with surface parking areas. Likewise, operations centers and call centers have high ratios of persons per acre.

In summary, average employment density is as follows:

- The Manufacturing cluster has an average density of 31.5 employees per acre.
- Business Services, etc. has an average density of 83.3 employees per acre.
- Transportation has an average density of 13.0 employees per acre.
- Retail has an average density of 16.0 employees per acre.
- Hotels have an average density of 9.0 employees per acre.

The density conclusions for the Transportation cluster are significantly impacted by the Amazon fulfillment centers in Phoenix. Without Amazon, the density of a traditional warehouse and



distribution complexes would be 6.6 employees per acre. Thus, an adjustment was made to the following forecast for the Transportation & Distribution category by eliminating the “Amazon effect”. The adjusted employment density for this category was reduced to 6.6.

Based on the above analysis, a demand forecast for Employment and Commercial land was prepared for Avondale for the timeframe from 2020 to 2055. In our opinion, the forecast is aggressive as it does not reflect the trend towards higher density development that will likely occur in the future in Avondale.

The forecast concludes that the demand for employment land in Avondale will total approximately 900 acres through 2055.

Forecasted Commercial and Employment Land Demand 2020 - 2055					
City of Avondale					
Cluster	Land Use	New Jobs	% of Total Jobs	Adjusted Job Density/Ac	Forecasted Demand Acres
Business Services, Telecom, Media	Office	4,500		83.3	54
Transportation & Distribution	Industrial/Warehouse	3,000	9.2%	6.6	455
Retail, Consumer Services	Commercial	3,600	28.8%	16.0	225
Hotel	Commercial	700	2.7%	9.0	77
Manufacturing	Employment	2,800	9.4%	31.5	89
Total		14,600	50.0%		900
Sources: Arizona COG/MPO Employer Database, employers with 5 or more employees; Maricopa County Assessor					

The forecasted Employment land demand of 900 acres compares favorably with the 3,141 acres of available land within the City. As noted previously, this is a conservative forecast that does not take into account:

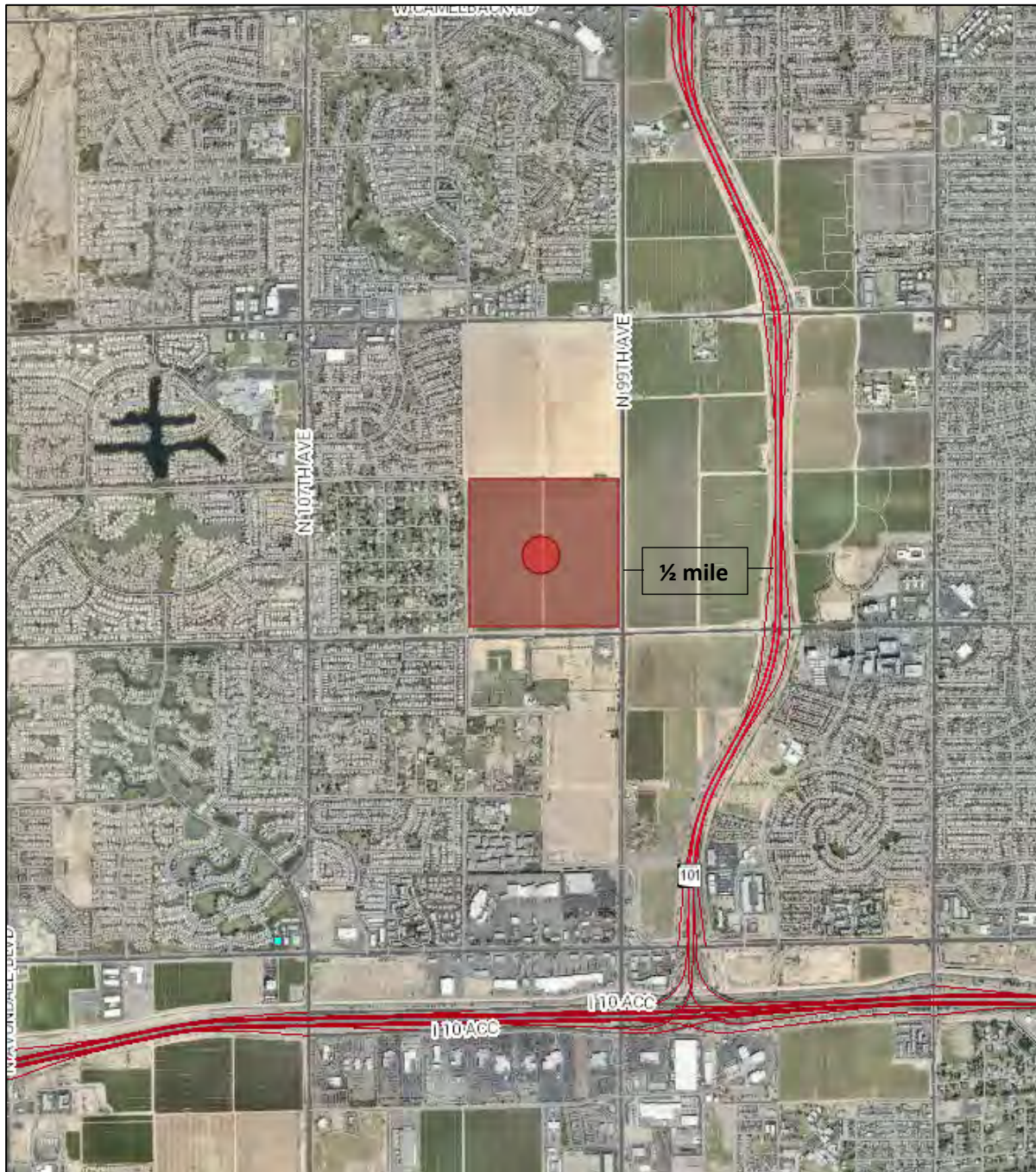
- The likely intensification of non-residential development in Avondale over the next 35 years.
- The fact that redevelopment of existing industrial, commercial, and employment areas around the city will occur due to building obsolescence and age, freeing up more land for development in the future.

In our opinion, the rezoning of the subject site to residential uses will not affect the City’s efforts to continue to attract new commercial and employment to the community. The City has a significant inventory of commercial and employment land that will provide for the long-term economic health of the community.



5.0 Analysis of 99th Avenue Land Use Patterns

The subject site is located along 99th Avenue north of Thomas Road, which is part of the eastern boundary for the City of Avondale. This area has a strong agricultural presence. The property is located a half mile west of the Loop 101 freeway. To the west are single family, large lot houses. To the north is a large vacant property that will be described in a subsequent section. To the south is a funeral home and cemetery. To the east are additional agricultural fields that are owned by the subject site's owners and planned for a mix of uses.



The City of Avondale's General Plan designates 75% of the property as mixed use and 25% as Freeway Commercial/Urban Commercial. In addition, the zoning designates the entire property C-2 commercial.

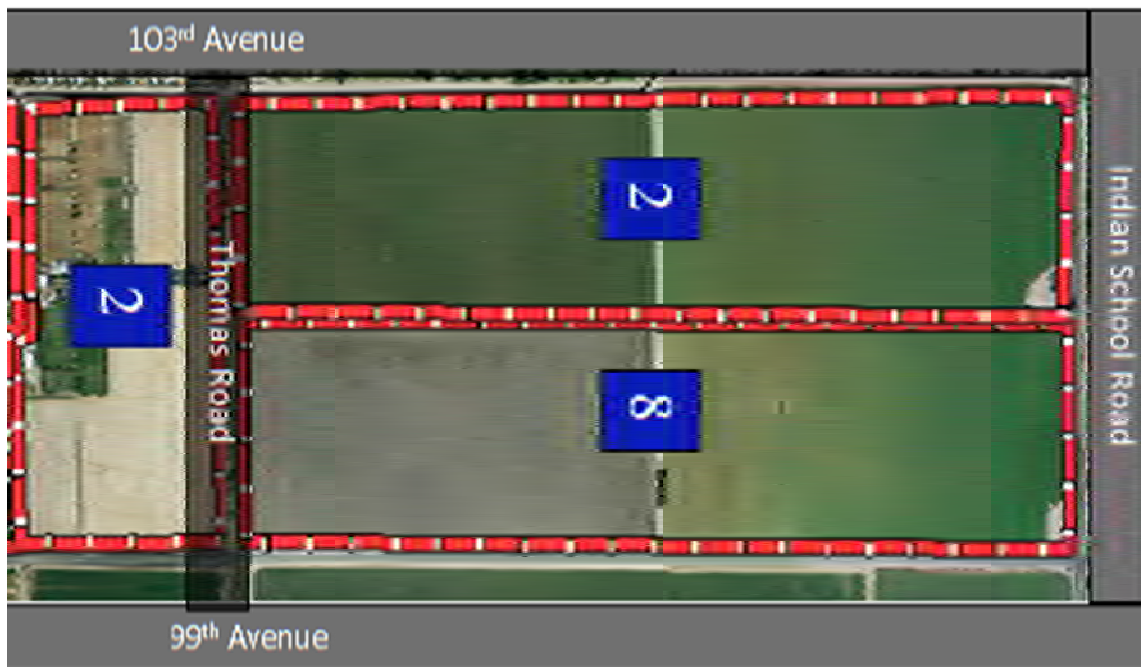
Freeway Commercial is described in the Avondale General Plan as such:

"Freeway commercial development patterns will provide concentrated retail, hospitality, and related activity along these corridors. This category allows for a broad range of nonresidential uses and development flexibility by promoting community-wide and regional retail, medical, office, higher educational complexes, hospitality, sports and family entertainment, commercial complexes, and service destinations to a larger trade area. It offers amenities such as attractive streetscapes, pedestrian activity connections, and efficient circulation."

Urban Commercial is described in the Avondale General Plan as such:

"Land-use category to accommodate compact commercial centers consisting of retail, restaurant, office, hotel, farmers market, community garden, and personal services. Residential units may be built on upper floors within this designation if commercial uses are built on the ground floor as part of the same development project. The desired form of development is 4+ story buildings served by structured parking."

In addition to the General Plan, the subject site is identified as part of the city's Freeway Corridor Specific Plan. This plan identifies the eastern half of the subject site as suitable for up to eight-story commercial buildings.



5.1 Neighboring Properties

To the south, a 60-acre property now known as Virtua99 was first approved as the La Entrada Village PAD in 2007. The plan included 560 multifamily units, 40,000 square feet of retail, and 588,000 square feet of office space.

In 2009, the PAD was updated and revised as Avondale LIVE – a mixed use district that would include a movie and production studio district, commercial retail, and high density multifamily.

With no implementation of the PAD in nearly a decade, Virtua99 was approved as a mixed-use district. Original documents split the project between 64% residential and 36% commercial.



In the most recent iteration, however, the project is planned for residential uses on 81% of the property, split between single family, townhomes, and multifamily. The commercial plan is for a hotel site (3 acres) and small areas for retail (2.7 acres), restaurants (1.4 acres) and medical office (3.8 acres), all of which are much more locally focused and more appropriate for its location.



Similarly, the parcel north of the subject site was once the Entorno PAD in 2007. Entorno was envisioned as a mixed-use community espousing the live, work and play model. The overall land use plan was comprised of 160 acres with a mix of retail, higher density residential, office, hospitality and office flex.





Figure 2 - Conceptual Project Layout

In 2014, Entorno was rezoned to Parkside Village. Parkside Village is a mixed use community with a higher focus on residential development than the earlier plan. In 2014, the plan called for 73% residential uses and the remaining commercial uses, though the majority of the commercial use was labeled mixed use which can contain residential elements.



Indian School



Most recently, in 2019 Parkside Village was updated to include more residential development. Single family units increased from 412 units to 662 units and the multi-family designation was removed. Additionally, the mixed use region decreased in size from 33 acres to 21 acres and indicates plans for 300 loft units to be built within that area, which could absorb approximately 60% of the mixed use site for residential uses.



Indian School



5.2 Competitive Positioning

The eastern edge of the subject property and neighboring parcels within Avondale are more than a half mile from the Loop 101 and thus do not benefit from freeway visibility. In contrast, there are several hundred acres of vacant land with freeway frontage along just the Loop 101 corridor from McDowell Road to Camelback Road. In total, there are approximately 815 acres on the east and west side of the Loop 101 that have a competitive advantage over the subject site by having true freeway visibility and thus benefit from high freeway traffic volumes whereas the subject site does not.



Vacant Commercial/Mixed Use Land along Loop 101 Freeway



6.0 Findings & Conclusions

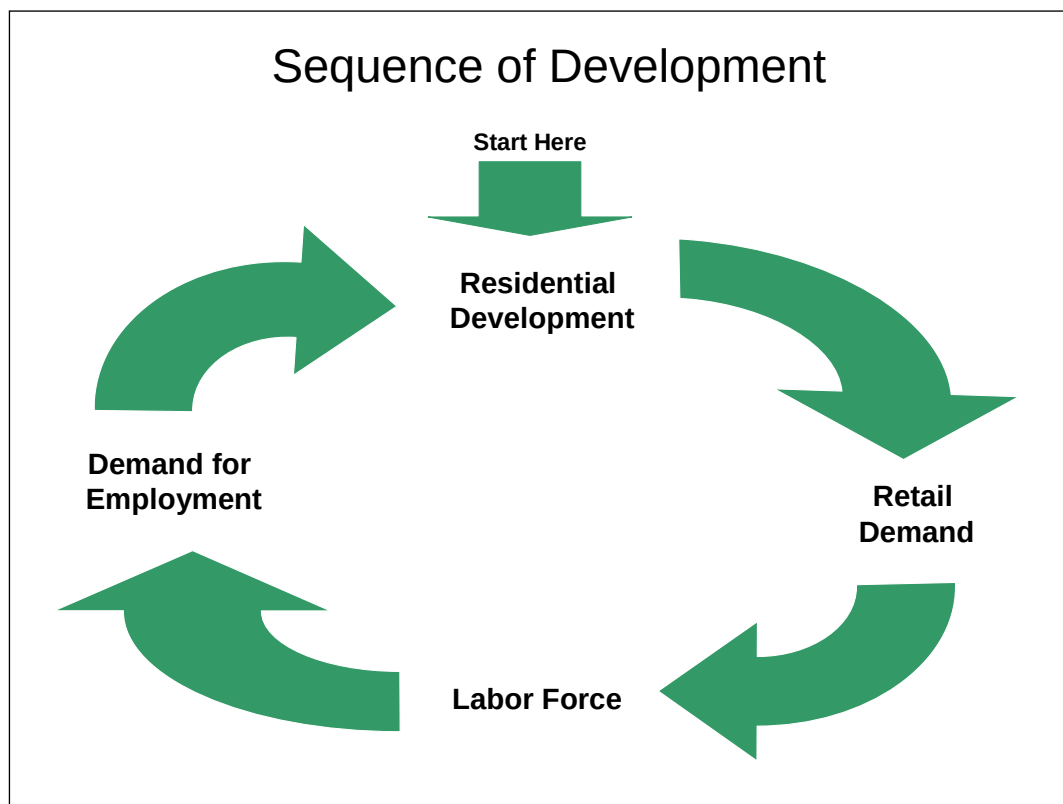
The following are major findings and conclusions with respect the current land use designations and zoning of the subject site compared to the proposed change to residential uses.

- Historical planning, zoning, and subsequent rezoning of neighboring projects such as Virtua99 to the south and Parkside Village immediately north of the subject site is consistent with market realities that the 99th Avenue Corridor is mistakenly categorized as a “Freeway Corridor” in Avondale. The eastern edge of the subject property and neighboring parcels within Avondale are more than a half mile from the Loop 101 and thus do not benefit from freeway visibility.
 - In each of the cases along 99th Avenue, the ultimate, market driven land uses are turning out to be much more suburban with a focus on residential products.
 - In contrast, there are several hundred acres of vacant land with freeway frontage along just the Loop 101 corridor from McDowell Road to Camelback Road. In total, there are approximately 815 acres on the east and west side of the Loop 101 that have a competitive advantage over the subject site by having true freeway visibility and thus benefit from high freeway traffic volumes whereas the subject site does not.
- The retail marketplace has been significantly impacted by both e-commerce and the rise of supercenters and warehouse clubs. For the Greater Phoenix area, the Great Recession resulted in much slower population and employment growth and retailers have become much more cautious planning for new stores. Some ten years after the end of the recession, retail development has not returned to prior construction levels. This trend may continue for the foreseeable future and will impact properties currently designated for commercial development.
 - The I-10 corridor is also well represented by major retailers. While there may be some voids in the market, they are few. Retail gap analysis suggests very little excess demand and where excess demand exists, it is insufficient to trigger new retail entrants.
- The office market is still relatively young compared to other regions of Greater Phoenix. The submarkets surrounding the subject site only account for approximately 3.2% of total inventory. Only 169,400 square feet of office space has been built (four developments) in



the market area over the last 10 years. Slow growth in office development is likely to continue for the foreseeable future.

- The proposed residential developments will help to support the retail assets within the City of Avondale. Despite the obvious surplus in most of the retail categories, each new additional resident will create demand for additional local serving retail. Continued residential development in all forms within the market area will be critical to the eventual success of existing retail assets and additional commercial development. As the following graphic helps to illustrate, local residents will be the main source of retail demand and also provide a local workforce for office development. This residential development must come first, eventually building to a critical mass of residents to attract additional retailers.



- The latest forecast for employment growth in Avondale concludes that the demand for additional commercial and employment land in Avondale will total approximately 900 acres through 2055. This compares favorably with the 3,141 acres of available commercial and employment land within the City. As noted previously, this is a conservative forecast that does not take into account:
 - The likely intensification of non-residential development in Avondale over the next 35 years.



- o The fact that redevelopment of existing industrial, commercial, and employment areas around the city will occur due to building obsolescence and age, freeing up more land for development in the future.

In our opinion, the rezoning of the subject site to residential uses will not affect the City of Avondale's efforts to continue to attract new commercial and employment to the community. The City has a significant inventory of commercial and employment land that will provide for the long-term economic health of the community. The site is also at a considerable competitive disadvantage as a commercial property compared to neighboring parcels with real freeway visibility. Finally, as a residential project, new residents will support existing and planned commercial development.



Exhibit G

Certificates of Adequate School Facilities

Fulton Homes Acclaim

- a) Pendergast Elementary School District
- b) Tolleson Union High School District



CERTIFICATE OF ADEQUATE SCHOOL FACILITIES

An application for a General Plan Amendment (GPA)/Rezoning has been submitted to the City of Avondale, Development & Engineering Services Department, for review.

Project: Sierra Avondale Project Manager: Stephen W. Anderson
Request: GPA and Rezone Acreage/Parcel Size: 149.69 net acres
Current Density Allowed: N/A Density Proposed: Up to 14 du/acre
Total number of residential units proposed: 676 dwelling units

As an authorized representative of the District, please complete the questionnaire below.

Does the District have adequate capacity to accommodate the estimated enrollment from the proposed development?

Yes ☒ No ☐

If answered no, please summarize the needs of the district as they relate to serving the students generated by the proposed development.

Is a school site within the proposed development needed?

Yes ☐ No ☒

If answered yes, how many acres is needed for the school site?

Is the district currently working with the developer to provide or help meet the needs identified above through a developer assistance or impact agreement? Yes ☐ No ☐

If answered yes, please explain below:

****If additional writing space is needed, please attach pages to this form****

Date Reviewed: 1/14/2020

School District: Panderghost Elem School District

District Superintendent: Dr. Lily Motos-DeBlieux

Phone #: 623 772-2800

E-mail: jfimbres@psdaz.org

Signature: 

It is the developer's responsibility to ensure that this form is completed by an authorized representative of the District noted above and returned to the Development & Engineering Services Department prior to the scheduling of any City Council meetings

Development & Engineering Services Department

11465 W. Civic Center Drive, #110, Avondale, AZ 85323 • Phone (623) 333-4000 • Fax (623) 333-0400 • TDD (623) 333-0010

www.avondaleaz.gov/developmentservices



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If answered yes, how many acres is needed for the school site?

Is the district currently working with the developer to provide or help meet the needs identified above through a developer assistance or impact agreement? Yes ☐ No ☒

If answered yes, please explain below:

****If additional writing space is needed, please attach pages to this form****

Date Reviewed: January 17, 2020

School District: Tolleson Union High School District #214

District Superintendent: Nora Gutierrez

Phone #: 623-478-4000

E-mail: nora.gutierrez@tuhsd.org

Signature: _____

It is the developer's responsibility to ensure that this form is completed by an authorized representative of the District noted above and returned to the Development & Engineering Services Department prior to the scheduling of any City Council meetings

Development & Engineering Services Department

11465 W. Civic Center Drive, #110, Avondale, AZ 85323 • Phone (623) 333-4000 • Fax (623) 333-0400 • TDD (623) 333-0010
www.avondaleaz.gov/developmentandservices

Exhibit H

Neighborhood Meeting Summary

Fulton Homes Acclaim

6:00 P.M. July 30, 2020

Neighborhood Meeting Summary

Fulton Homes Acclaim

**Major General Plan Amendment (Case PL-20-0043) and
Rezoning (Case PL-20-0086)**

NWC of 99th Avenue and Thomas Road

Submitted: August 3, 2020

Neighborhood Meeting

On July 30, 2020, representatives for Fulton Homes and Gammage & Burnham PLC attended a virtual neighborhood meeting hosted by the City of Avondale for the Fulton Homes Acclaim Major General Plan Amendment (Case PL-20-0043) and Rezoning (Case PL-20-0086). The meeting was held via Zoom per the COVID-19 pandemic:

<https://avondaleaz.zoom.us/j/6059027693>

Meeting ID: 605 902 7693

One tap mobile

+13462487799,,6059027693# US (Houston)

+16699009128,,6059027693# US (San Jose)

Vice-Mayor Pat Dennis and Planning Commission Chairman Dave Iwanski were in attendance. No neighbors attended. Additional attendees were Brian Craig of the City of Avondale, Stephen Anderson and Cheryl Griemsmann of Gammage & Burnham, Brian Nicholls of EPS Group, and Norm Nicholls of Fulton Homes.

Stephen Anderson gave a presentation about the project, including an overview of the open space, amenities and anticipated project schedule.

Brian Craig reported that the City of Phoenix is also involved in discussions regarding 99th Avenue, and that the applicant had provided an Economic Development report to the City regarding the General Plan Amendment.

Following the applicant's presentation and staff's remarks, Vice-Mayor Dennis had several questions.

Issue: How will the Fulton Homes project coordinate with the Parkside project to the north regarding both the tiling of the SARP Canal pedestrian connectivity?

Response: With respect to tiling the SRP Canal, Brian Nicholls reported that it has been coordinating with Taylor Morrison, the developer of Parkside, with the goal of having a single tiling effort, which would be more efficient. However, whether Parkside is ready to proceed or not, Fulton Homes will proceed with the tiling of its portion of the canal as soon as SRP and the BOR have issued the necessary approvals.

With respect to pedestrian connectivity, Fulton has three pedestrian trails exiting the north end of the Acclaim community. Fulton will work appropriately with City staff and Parkside to make sure that pedestrian connections do occur.

Question: What are the traffic counts on Thomas Road? Will left turns be an issue?

Response: Stephen Anderson affirmed that the traffic report indicates that traffic signals will not be warranted for the left turn movements exiting Acclaim onto the adjacent arterials. However, Mr. Anderson did not have those counts available at the time of the meeting, and indicated he would follow-up to communicate that information to the Vice-Mayor.

Issue: Will sports courts be lit at night?

Response: Norm Nicholls stated that all sport courts will be hardwired to provide lighting at night. Residents who wish to use the sport courts at night will be able to manually turn on the lights in 30-minute increments. Unlike continuous nighttime lighting that is available regardless of whether or not the courts are being used, this convenient access to on demand lighting conserves the energy use to only when it is needed. This limits the amount of nighttime lighting experienced by the homes closest to the sport courts. The hardwired lighting can easily be converted to solar sourced lighting if needed in the future.

Issue: What will the walls of the future SRP well site look like?

Response: Norm Nicholls said the Applicant will include language in the land donation agreement requiring that the wellsite wall match that of the Project's perimeter wall. This will ensure a continuous and aesthetically pleasing wall.

Chairman Iwanski thanked the Applicant for investing in Avondale, and for acknowledging staff for their contributions to the Project.

The meeting ended at 7:00 p.m.

This summary has been prepared, reviewed and approved by Gammage & Burnham.

A handwritten signature in blue ink, appearing to be 'S. Anderson', written over a horizontal line.

Stephen Anderson



AGENDA ITEM REPORT

SUBJECT: Hancock Communities at McDowell 117 – Minor General Plan Amendment – Application PL-20-0054

MEETING DATE: 8/19/2020

TO: Planning Commission

FROM: Ken Galica, Division Lead Planner

THROUGH: Brian Craig, Planning Manager

PURPOSE:

Planning Commission will hold a public hearing and consider a request by Mr. Andy Jochums, Beus Gilbert McGroder PLLC, for a Minor Amendment to the Avondale General Plan 2030 Land Use Map for Hancock Communities at McDowell 117, a proposed 217 unit multi-family residential development located approximately 1,330 feet south of the southwest corner of McDowell Road and 117th Avenue. The proposed Minor General Plan Amendment, if approved, will amend the land use designation of approximately 32.30 acres of land inclusive of 19.07 acres of privately owned property, 9.53 acres of adjacent I-10 right-of-way and a 3.70 acre undeveloped portion of Friendship Park, from High Density Residential (HDR) to Medium/High Density Residential (MHDR). The requested MHDR designation allows for a variety of single-family and multi-family residential types with a density range of four (4.0) to twelve (12.0) dwelling units per acre (4.0 du/acre target density). The adjoining 9.53 acres of I-10 right-of-way and the 3.70-acre portion of Friendship Park are included in this request solely for administrative purposes and will not be developed as part of the Hancock Communities at McDowell 117 project. The Commission will take appropriate action and forward a recommendation to the City Council.

BACKGROUND:

The 32.30-acre subject property (Exhibits A and B) is located approximately 1,330 feet south of the southwest corner of McDowell Road and 117th Avenue, directly north of Interstate-10.

The subject site includes approximately 19.07 acres of privately-owned property upon which the Hancock Communities at 117 development is proposed, an adjacent 9.53-acre segment of Arizona Department of Transportation (ADOT) owned Interstate-10 right-of-way, and an adjacent 3.70-acre undeveloped portion of Friendship Park owned by the City of Avondale. The portions of ADOT and City of Avondale property are included in this request for administrative purposes and will not be developed as part of the Hancock Communities at McDowell 117 project.

The property is bisected by a high voltage powerline corridor that runs north to south, dividing the eastern and western (approximate) halves of the property. Additionally, a sound attenuation wall that mitigates freeway noise to existing residential developments north of I-10 is located within the adjoining ADOT right-of-way and runs the full width of the site, restricting visibility into the property.

The eastern portion of the site, currently used for crop farming, was annexed into the City of Avondale in March 1999 and rezoned from Agricultural (AG) to Crystal Springs Planned Area Development (PAD) by City Council in May of that same year. The approximate 90-acre Crystal Springs PAD is bounded by Avondale Boulevard on the east, McDowell Road on the north, 119th Avenue on the west, and I-10 on the south; the approved PAD allows for commercial uses in accordance with the Community Commercial (C-2) zoning district east of 117th Avenue and multi-family residential uses in accordance with the Multi-Family Residential (R-4) zoning district west of 117th Avenue. The subject property, being west of 117th Avenue, is allowed to develop with multi-family residential uses subject to R-4 development standards.

The western portion of the site, undeveloped and not used for agricultural production, was annexed into the City of Avondale in October 1983 and has been zoned Manufactured Home Park (MH) since annexation. The MH district, which until 2009 had been named the R-5 district, allows for development of manufactured home parks and small lot single-family subdivisions.

The entirety of the subject property is designated by the General Plan 2030 Land Use Map as High Density Residential (HDR). The HDR designation allows for multi-family residential uses including patio homes, apartments, condominiums, and townhomes with a density range of twelve (12.0) to thirty (30.0) dwelling units per acre (12 du/acre target density). The eastern half of the site, zoned PAD with allowances for multi-family residential per the City's R-4 district, conforms to the HDR General Plan designation. The western half of the site, zoned MH, is not in conformance with the HDR designation.

Approval of the applicant's request for a Minor General Plan Amendment will change the land use designation of the property to Medium/High Density Residential (MHDR), allowing the property to be developed at a lower density than supported with the current HDR designation. The MHDR designation allows for a variety of single-family and multi-family residential types in a density range of four (4.0) to twelve (12.0) dwelling units per acre (4.0 du/acre target density). A map showing both the existing and proposed General Plan Land Use designations on the property is included as Exhibit C.

The property is also located within the boundaries of the Freeway Corridor Specific Plan (FCSP), which places a priority on the City's appearance from the I-10 by establishing supplemental design requirements for sites that are visible from the freeway.

An application to rezone the privately-owned 19.07-acre portion of the property to Planned Area Development (PAD) to accommodate development of a 217 unit multi-family residential community will be considered by the Commission separately at this same meeting. Because the density of the proposed Hancock Communities at McDowell 117 development (11.3 units per acre) falls below the HDR designation's minimum twelve (12) units per acre threshold, Council approval of the proposed General Plan Amendment is required before the companion rezoning request can be approved.

The existing uses and zoning of surrounding properties include:

NORTH: Multiple uses are occurring along the northern boundary of the site. From east to west, these uses include:

- Crystal Springs Apartments, a fully developed 26-acre, 390 unit multi-family residential development. The Crystal Springs Apartments property is zoned Crystal Springs Planned Area Development (PAD) which allows for multi-family uses on that site.
- Country Hills Mobile Home Park, a manufactured home park containing 115 manufactured homes that also provides additional spaces for seasonal parking of recreational vehicles for habitation. The park was developed between 1969 and 1976 while in Maricopa County; the property is zoned Manufactured

Home Park (MH).

EAST: An 8.22-acre property upon which a public charter elementary school, Sun Valley Academy, recently completed construction. The property is zoned Crystal Springs PAD. By Arizona statute, charter schools are not required to comply with City zoning regulations.

SOUTH: Interstate 10 (I-10), a major federal highway zoned AG (Agricultural). The width of I-10 right-of-way adjacent to the subject property ranges from 600 to 660 feet and is developed with a ten-lane median separated highway and a large drainage channel north of the westbound lanes. An existing sound attenuation wall that runs the full width of the subject site is located between the channel and highway.

WEST: An undeveloped portion of Friendship Park, zoned Agricultural (AG). It is anticipated this land, owned by the City of Avondale, will be developed with park amenities at a later date.

SUMMARY OF REQUEST:

The applicant is seeking to develop the 19.07-acre privately owned portion of the site with Hancock Communities at McDowell 117, a proposed 217 unit single-story apartment community at a density of 11.3 units per acre.

As previously noted, the property currently features a General Plan 2030 Land Use designation of High Density Residential (HDR), which allows for multi-family residential uses including patio homes, apartments, condominiums, and townhomes with a density range of 12.0 to 30.0 dwelling units per acre (12 du/acre target density). To accommodate the proposed density under 12.0 units per acre, the applicant is requesting approval of a Minor General Plan Amendment (GPA) to change the General Plan 2030 Land Use designation of the property to Medium/High Density Residential (Exhibit E). The requested Medium/High Density Residential (MHDR) designation allows for a variety of single-family and multi-family residential types with a density of between 4.0 and 12.0 dwelling units per acre (4.0 du/acre target density). Though the target density is four (4) units per acre, zoning that allows up to twelve (12) units per acre may be approved in the MHDR designation if a proposed development provides for enhanced walkability, design, open space, and amenities.

In addition to the 19.07-acre development site, the proposed GPA also includes 9.53 acres of adjoining I-10 right-of-way and an adjacent 3.70-acre undeveloped portion of Friendship Park. These public properties are currently designated by the Land Use Map as HDR and are included in this request to avoid creating a remnant island of HDR south and west of the Hancock Communities at McDowell 117 site. These public properties will not be developed with the Hancock Communities at McDowell 117 project.

This proposed GPA is the first step in the development process for the site. As indicated in the preceding section, a separate application to rezone the privately-owned 19.07-acre property to Planned Area Development (PAD) has been filed and will be heard on the same Planning Commission and City Council meeting schedule as this proposed General Plan Amendment. Additional details on the proposed Hancock Communities at McDowell 117 development can be found within the staff report for the companion rezoning.

PUBLIC PARTICIPATION:

A Neighborhood Meeting to discuss the proposal with neighboring property owners and other interested parties was held at 6:00 P.M. on Tuesday, June 23rd. Due to the ongoing Covid-19 pandemic, the meeting was held virtually via Zoom. All notices of the meeting, including mailings to owners within 1,000 feet of the site, public hearing notice signs on the property, and display ads in the Arizona Republic, were completed in at least fifteen days prior to the meeting as required. In addition to City Staff and the applicant's team, Vice Mayor Pat Dennis attended the virtual meeting (Exhibit F). Discussion was primarily related to the following topics:

- **Comparison of the density of what is currently allowed on the site versus what would be allowed under the proposed General Plan Amendment and Rezoning.** The applicant noted that under the site's current mixed PAD and MH zoning up to 284 dwelling units could be developed on the property, a density of 14.8 units per acre. The proposal requests a total of 216 units, reducing the density by 3.5 units per acre to 11.3.
- **Will a connection from the development directly into Friendship Park be provided?** Staff and the applicant indicated that a gated pedestrian connection would be provided along the site's western boundary and that the developer will install a temporary stabilized decomposed granite pathway from the new gate to connect to the existing sidewalk/trail system within the park. The temporary path is a better option than a permanent concrete sidewalk because the portion of Friendship Park adjacent to the site is not currently developed and the path will likely need to be relocated and realigned when that park phase is completed. For the same reasons, lighting is not provided along the temporary path, though it should also be noted that lighting is not provided along any existing permanent paths within Friendship Park either.
- **How will traffic to the site be safely accommodated?** The applicant noted that both 117th Avenue and 119th Avenue will offer residents access to the site. The 117th Avenue entrance is the project's front door (featuring the clubhouse and other amenities); however, it is believed more residents will use the 119th Avenue entrance since that will be signalized. The Vice Mayor noted that the Sun Valley Academy charter school under construction may make 117th Avenue difficult to use by residents during peak hours and recommended examining if the McDowell Road/117th Avenue intersection could be limited to a three-quarter access with northbound to westbound left turns onto McDowell Road restricted. A stipulation prohibiting northbound traffic on 117th Avenue from turning left onto westbound McDowell Road is included in Staff's recommendation for the proposed rezoning, Application PL-20-0055.

One comment pertaining to the proposal was posted on the City's aVOICE/Polco digital forum, as follows, *"Build it as soon as you can. Increase the population of Avondale and let any adjacent retail/commercial follow the residential rooftop increase. At some point the farmland has to go away for the community to grow."* No additional public comments have been received to date.

All required notifications for the Planning Commission and City Council public hearings were completed. All property owners within 1,000 feet of the subject site were notified of the time, date, and location of the Planning Commission and City Council meetings via postcards, the meetings were advertised in the Wednesday, July 29, 2020, edition of the Arizona Republic, and a public hearing notice sign identifying meeting dates, times, and locations were installed on the property. All notifications included language asking interested parties to contact Staff prior to scheduled meetings to receive Zoom meeting links.

CERTIFICATE OF ADEQUATE SCHOOL FACILITIES:

The property is located in the service areas of the Littleton Elementary School District (LESD) and the Tolleson Union High School District (TUHSD).

The LESD no longer assigns students to particular elementary schools based upon geographical location. As such, elementary students living in the future Hancock Communities at McDowell 117 complex will have an opportunity to choose which school they will attend within the LESD system. Canyon Breeze Elementary, located at the southwest corner of Encanto Boulevard and 116th Lane, is the school that is presently closest to the Hancock Communities at McDowell 117 site (approximately 0.7 miles away).

LESD has provided the City with a Certificate of Adequate School Facilities signed by Superintendent Roger Freeman (Exhibit G) which states that the district does not presently have adequate capacity to accommodate the estimated enrollment from the proposed Hancock Communities at McDowell 117; however, the developer

is working with LESD on a donation agreement that will assist in meeting the district's needs.

High school aged students will attend the new West Point High School located at the northwest corner of Encanto Boulevard and Avondale Boulevard, approximately 1.2 miles from the planned development.

TUHSD has provided the City with a Certificate of Adequate School Facilities signed by Superintendent Nora Gutierrez (Exhibit G) stating that the district has adequate capacity to accommodate the anticipated enrollment from the proposed development.

ANALYSIS:

The Planning Commission must determine that the proposed amendment meets four findings prior to recommending approval. Staff's analysis of each of the required findings is presented below.

1. The development pattern contained on the Land Use Plan inadequately provides the appropriate optional sites for the use or change proposed in the amendment.

- All similarly sized undeveloped sites with a Medium/High Density Residential designation are located outside of a two-mile radius from the subject property. It is important that all residential land use designations are geographically dispersed throughout the City to ensure that residents can find a suitable home in the portion of Avondale they seek to live in. Approval of this GPA will help to address the present inadequacy with the geographical distribution of the MHDR designation.
- The proposed change from High Density Residential to Medium/High Density Residential does not represent a drastic shift in the vision for the development of the site. Under the property's current High Density designation, multi-family residential development could occur at a density of twelve (12) units per acre. The proposed Hancock Communities at McDowell 117 development will feature a density of 11.3 units per acre, less than one (1) unit per acre below the minimum threshold (twelve (12) units per acre) of the property's current High Density Residential designation.

2. The amendment constitutes an overall improvement in the 2030 Plan and is not solely for the good or benefit of a particular landowner or owners.

- Development of the site with the proposed Hancock Communities at McDowell 117 will bring 217 households to the area, helping to sustain existing businesses and support development of new businesses within the McDowell Road corridor.
- The proposed single-story multi-family product, with each unit having a private walled yard, will be the first project of its kind in the City of Avondale. The proposed amendment will diversify Avondale's housing stock with a new type of product that may attract residents that otherwise would not consider living in Avondale.
- The proposed reduction in density will generate less traffic than if the site were to be developed under the current High Density Residential designation. Impacts of new traffic on the existing residents of the adjacent Crystal Springs Apartments and Country Hills Mobile Home Park will be lessened from the existing development allowances.
- Despite the site's adjacency to I-10, the existing sound attenuation wall limits visibility into the site, reducing its viability for commercial development. Furthermore, two (2) to four (4) story multi-family development that would generally occur within the High Density Residential designation would exceed the height of the sound attenuation wall, subjecting future residents to severe freeway noise impacts. The proposed single-story multi-family development, fully protected by the existing sound attenuation

wall, is the ideal use for this site.

- The City will benefit, both directly and indirectly, from development of a site that has remained vacant and undeveloped for 37 years following annexation of the western half (21 years following annexation of the eastern half).

3. The amendment will not adversely impact the community as a whole and/or a portion of the community by: (1) significantly altering acceptable land use patterns; (2) requiring large and more expensive public infrastructure improvements including, but not limited to roads, water, wastewater, and public safety facilities than would otherwise be needed without the proposed change, or (3) adversely impacting the existing land use.

- The proposed GPA does not represent a significant alteration to the current land use pattern. As previously noted, under the existing High Density Residential designation, the site could develop at a density of twelve (12) units per acre. With approval of this Minor General Plan Amendment and concurrent rezoning request, the site will be able to develop with 217 units, twelve (12) units fewer than the 229 that could be requested under the existing High Density Residential land use.
- Relative to what could be developed under the property's existing High Density Residential designation, approval of the amendment will result in a reduction in traffic and lowered demand for water, wastewater, public safety, and other City services.
- The proposed amendment positively impacts adjacent residential uses by reducing density for development on the site, lowering traffic impacts on 119th Avenue and 117th Avenue from what potentially could be built under the site's High Density Residential designation.

4. The amendment is consistent with the overall intent of the General Plan 2030 and other adopted plans, codes, and ordinances.

The proposed amendment furthers several goals of the General Plan 2030 and Freeway Corridor Specific Plan, including, but not limited to:

- General Plan Land Use Element Goal #1, Policy C: *"Diversify Avondale's housing stock by providing for varied residential types...."* The proposed Hancock Communities at McDowell 117 is a residential concept that will be the first of its kind in the City of Avondale, combining the convenience of apartment living with benefits typically reserved for single-family homes, such as private rear yards.
- General Plan Land Use Element Goal #1, Policy D: *"Enhance the attractiveness of infill parcels as an option for new development throughout Avondale."* The subject property has remained vacant since it was annexed in segments in 1983 and 1999. The proposed Amendment will facilitate development of this long vacant site.
- Freeway Corridor Specific Plan Objective #1: *"Prioritize the City's appearance from the I-10 and Loop 101 freeways, limiting heavy industrial uses and establishing strict design requirements where necessary."* An existing sound attenuation wall limits visibility into the site, particularly for a one-story development such as the proposed Hancock Communities at McDowell 117 project. Despite the limited visibility, the companion Planned Area Development includes rigorous design measures that will result in excellent architectural variety throughout the site.
- Freeway Corridor Specific Plan Objective #5: *"Ensure new development in the Plan area is pedestrian/bicyclist friendly and contributes to a walkable community."* The project is designed to be

pedestrian/bicyclist friendly, with a network of internal sidewalks connecting residences to on-site amenity areas. Additionally, a pedestrian gate is provided to allow direct access from the site into Friendship Park. The developer will provide a temporary trail connection from the gate to existing Friendship Park sidewalks until a permanent path system is completed with development of the adjacent portion of the park.

DISCUSSION:

Staff finds this request meets the four required findings and recommends approval of the proposed Minor General Plan Amendment.

STRATEGIC PLAN:

INITIATIVE: Foster sustainable community development

- STRATEGIC GOAL: Encourage build-out in residential housing opportunities that support diverse housing options.

INITIATIVE: Encourage and support creative innovation in development and service delivery

- STRATEGIC GOAL: Encourage a flexible environment responsive to market trends.

BUDGET IMPACT:

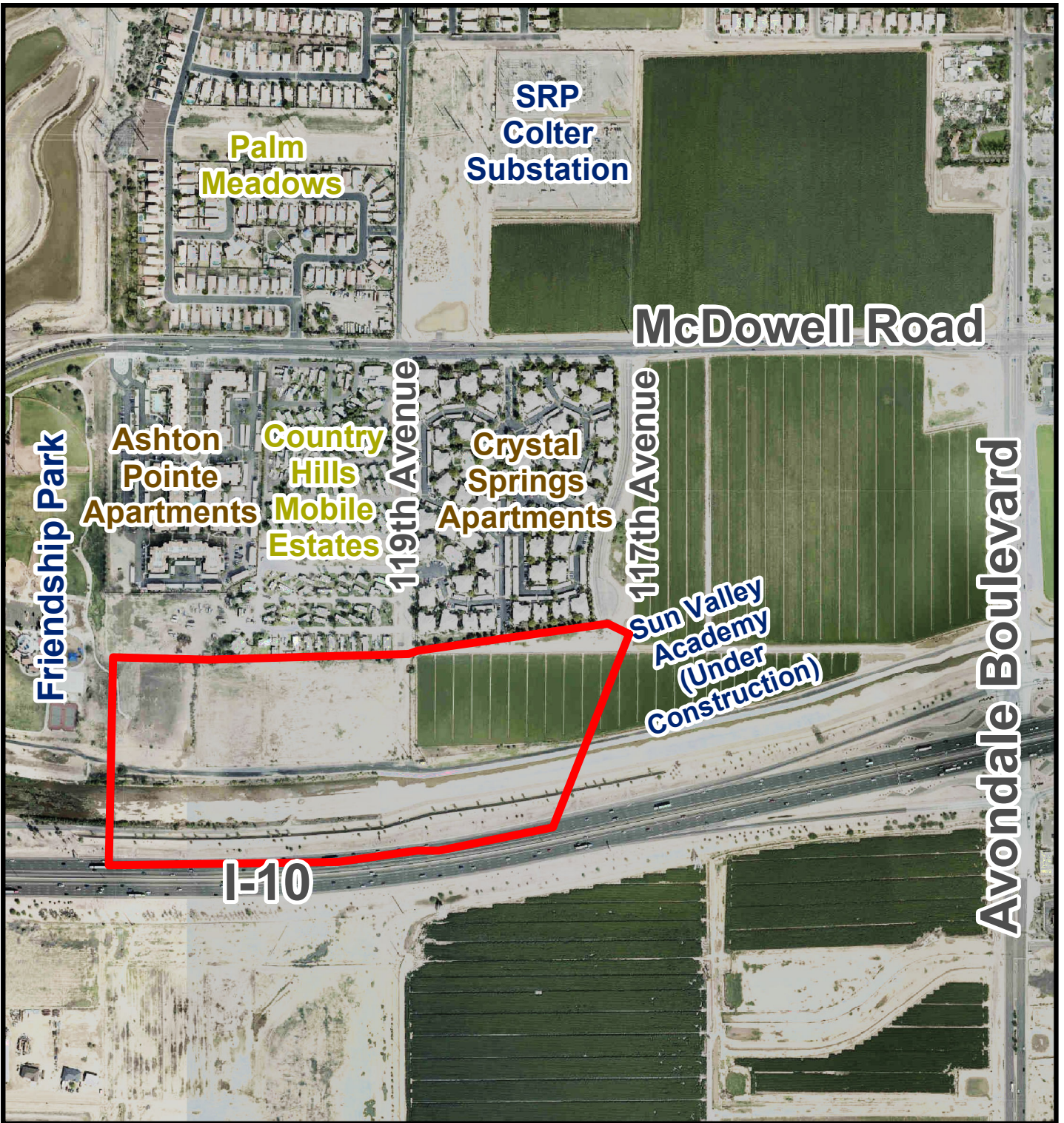
No budget impacts.

RECOMMENDATION:

The Planning Commission will conduct a public hearing and recommend **APPROVAL** of Application PL-20-0054 Hancock Communities at McDowell 117, a request for a Minor Amendment to the General Plan 2030 Land Use Map changing the Land Use designation of 32.30 acres from High Density Residential to Medium/High Density Residential.

PROPOSED MOTION:

I move that Planning Commission recommend **APPROVAL** of Application PL-20-0054 Hancock Communities at McDowell 117, a request for a Minor Amendment to the General Plan 2030 Land Use Map changing the Land Use designation of 32.30 acres from High Density Residential to Medium/High Density Residential.

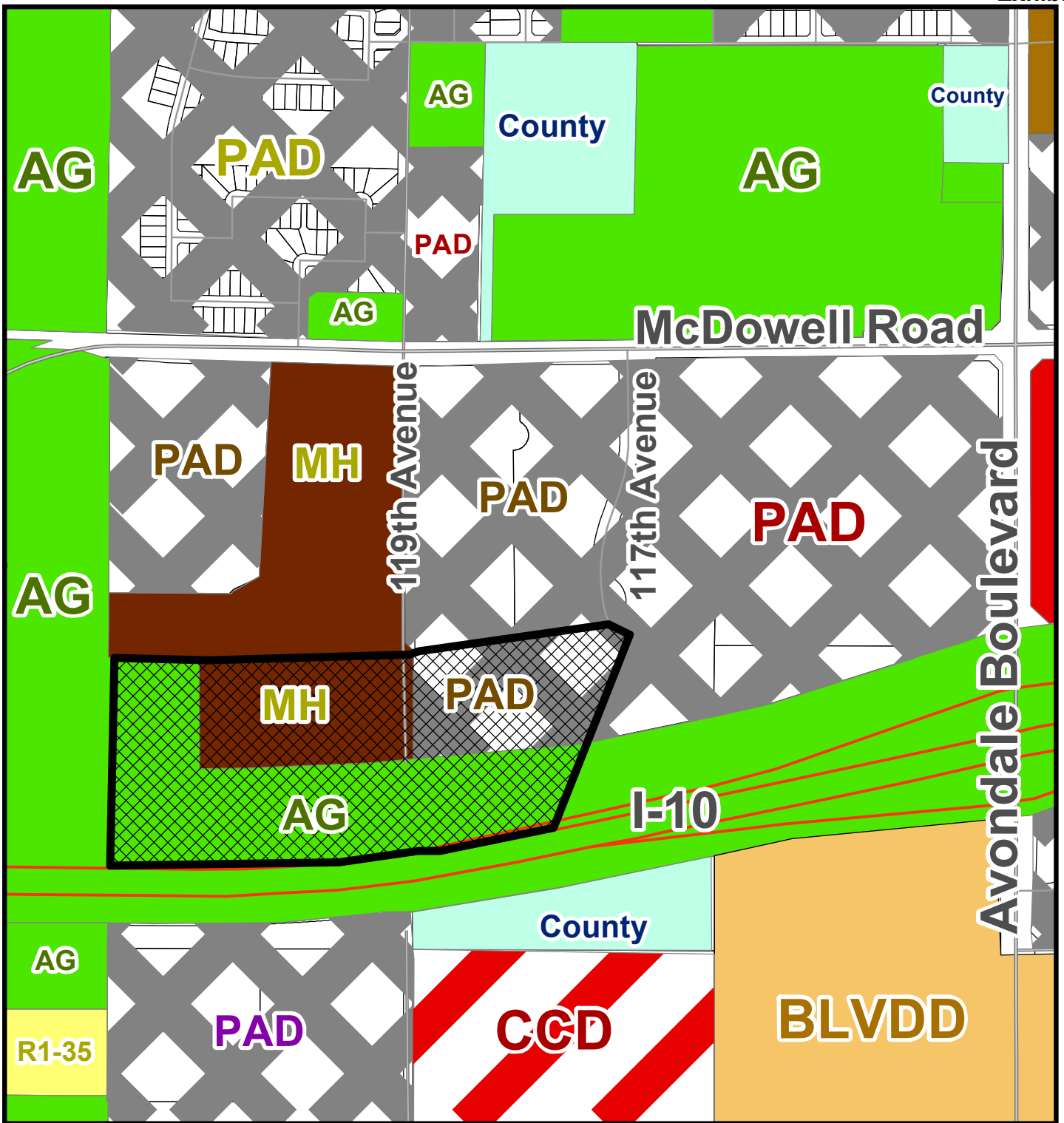


Aerial Photograph

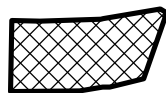


Subject Property



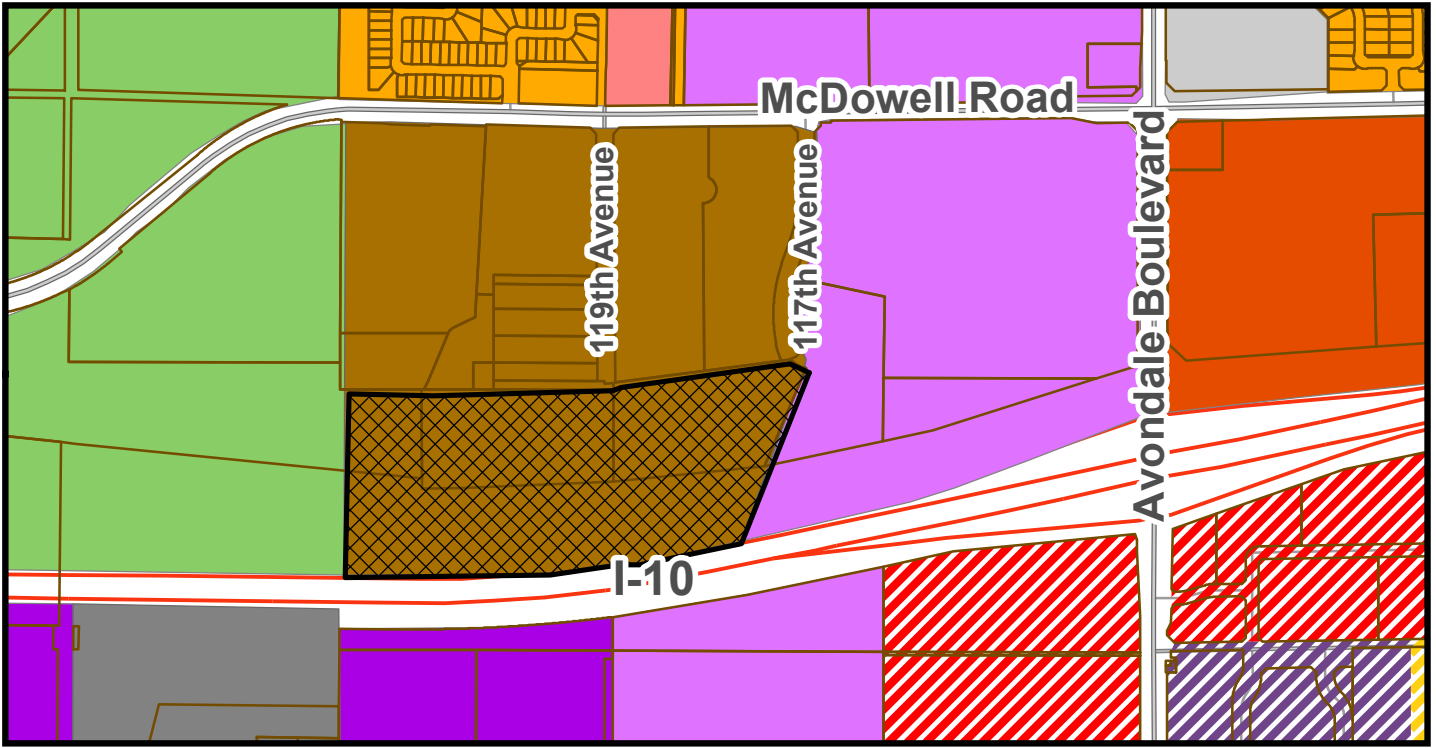


Zoning Vicinity Map

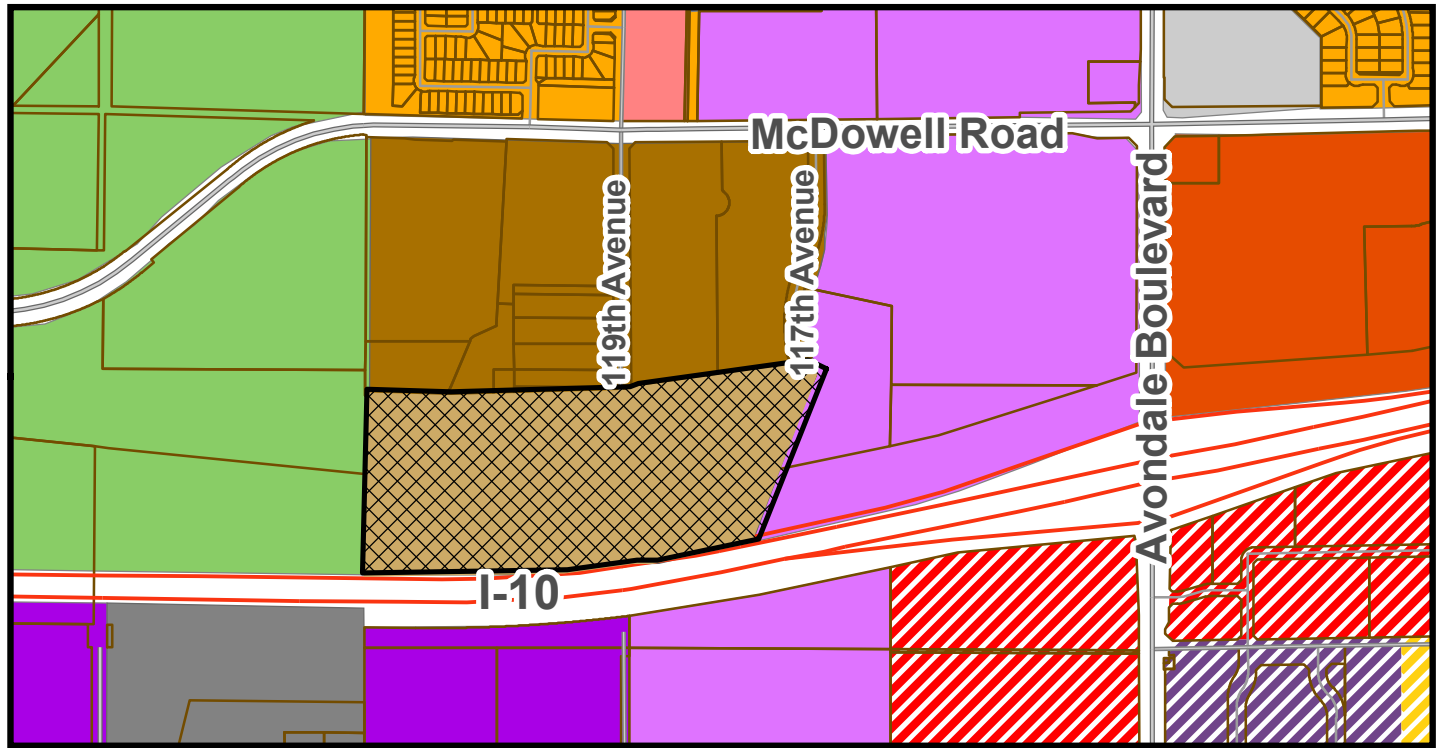


Subject Property





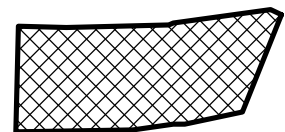
CURRENT LAND USE MAP



PROPOSED LAND USE MAP

General Plan Land Use Map

- | | |
|---------------------------------|-------------------------------|
| Medium Density Residential | High Intensity Office |
| Medium/High Density Residential | Local Commercial |
| High Density Residential | Freeway Commercial |
| Open Space and Parks | Office/Professional |
| Business Park | The BLVD Gateway District |
| Mixed Use | The BLVD Park Avenue District |



Subject Property

SUMMARY OF RELATED FACTS

APPLICATIONS PL-20-0054 & PL-20-0055

THE PROPERTY	
SIZE	Rezoning: 19.07 acres General Plan Amendment: 32.30 acres inclusive of the property being rezoned plus 9.53 acres of adjacent Arizona Department of Transportation (ADOT) right-of-way and a 3.70-acre undeveloped portion of Friendship Park that are presently designated High Density Residential by the General Plan 2030 Land Use Map.
LOCATION	Approximately 1,330 feet south of the southwest corner of McDowell Road and 117 th Avenue
PHYSICAL CHARACTERISTICS	The irregular rectangular site is bisected by a high voltage powerline corridor that runs north/south, dividing the eastern and western (approximate) halves of the property. The site directly abuts I-10 right-of-way owned by the Arizona Department of Transportation (ADOT) to the south; an existing sound attenuation wall located just south of the property limits visibility into the site from the perspective of I-10.
EXISTING LAND USE	The eastern 9.83 acres are used for crop farming and this portion of the site is currently in agricultural production. The western 9.24 acres not currently in use.
EXISTING ZONING	The eastern 9.83 acres are zoned Crystal Springs Planned Area Development (PAD), which allows for development of the property in accordance with the City's R-4 (Multi-Family Residential) zoning district. The western 9.24 acres are zoned Manufactured Home Park (MH).
ZONING HISTORY	The eastern 9.83 acres were annexed in March 1999 and rezoned from Agricultural (AG) to Crystal Springs Planned Area Development (PAD) in May 1999. The approximate 90 acre Crystal Springs PAD, which is bounded by Avondale Boulevard on the east, McDowell Road on the north, 119th Avenue on the west, and I-10 on the south, permits multi-family residential uses in accordance with the R-4 zoning district on the subject site. The western 9.24 acres were annexed in October 1983 and have been zoned Manufactured Home Park (MH) since annexation. Prior to 2009, the MH district was named R-5.

SURROUNDING ZONING AND LAND USE	
NORTH	Multiple uses are occurring along the northern boundary of the property, from east to west: Crystal Springs Apartments, a fully developed 26-acre, 390-unit multi-family residential development. The Crystal Springs Apartments property is zoned Crystal Springs Planned Area Development (PAD) which allows for multi-family uses on that property.

	Country Hills Mobile Home Park, a manufactured home park containing 115 manufactured homes that also provides additional spaces for seasonal parking of recreational vehicles for habitation. The park was developed between 1969 and 1976 while in Maricopa County; the property is zoned Manufactured Home Park (MH).
EAST	An 8.22-acre property upon which a charter elementary school, Sun Valley Academy, is currently under construction. The property is zoned Crystal Springs PAD. By Arizona statute, charter schools are not required to comply with City zoning regulations.
SOUTH	Interstate-10 (I-10), a major federal highway zoned AG (Agricultural). The width of I-10 right-of-way adjacent to the subject property ranges from 600 to 660 feet and is developed with a ten-lane median separated highway and a large drainage channel north of the westbound lanes. An existing sound attenuation wall that runs the full width of the subject site is located between the channel and highway.
WEST	An undeveloped portion of Friendship Park, zoned Agricultural (AG). It is anticipated this land, owned by the City of Avondale, will be developed with park amenities at a later, undetermined date.

GENERAL PLAN

The property is presently designated by the General Plan 2030 Land Use Map as High Density Residential (HDR). The HDR designation allows for development of multi-family residential including patio homes, apartments, condominiums, and townhomes with a density of twelve (12) to thirty (30) dwelling units per acre (Target Density = 12).

The applicant is requesting a Minor General Plan Amendment to change the Land Use designation of the property to Medium/High Density Residential (MHDR), allowing the property to be developed at a lower density than currently supported. The MHDR designation allows for development of a variety of single-family and multi-family residential types with a density of four (4) to twelve (12) dwelling units per acre (Target Density = 4).

PUBLIC SCHOOLS

SCHOOL DISTRICT(S)	Littleton Elementary School District Tolleson Union High School District
ELEMENTARY SCHOOL	Student's choice (No defined school). The closest district school is Canyon Breeze Elementary School located at the southwest corner of Encanto Boulevard and 116th Lane.
HIGH SCHOOL	West Point High School located at the northwest corner of Avondale Boulevard and Encanto Boulevard.

ADJACENT STREETS

117th Avenue

Classification	Minor Collector
Existing half-street ROW	40 feet
Standard half-street ROW	40 feet
Existing half-street improvements	One through lane, half center turn lane, bike lane, detached sidewalk, curb, gutter, landscaping, street lights

Standard half-street improvements	One through lane, half center turn lane, bike lane, detached sidewalk, curb, gutter, landscaping, street lights
119th Avenue	
Classification	Minor Collector
Existing full-street ROW	40 feet
Standard full-street ROW	40 feet
Existing full-street improvements	Two through lanes, detached sidewalk (east side only), curb (east side only), gutter (east side only), landscaping (east side only), street lights (east side only)
Standard full-street improvements	Two through lanes, center turn lane, bike lanes, detached sidewalks, curbs, gutters, landscaping, street lights

<i>UTILITIES</i>	
Future development on the site will access existing twelve-inch water lines in 117th Avenue and 119th Avenue. Sewer service to the site will be accommodated by an existing 30-inch main line in 119th Avenue. Salt River Project (SRP) provides electrical service in this portion of the City.	

Exhibit E

General Plan Amendment Narrative

Hancock Communities at McDowell 117



McDowell 117

Minor General Plan Amendment Narrative

Received April 29, 2020

Submitted By/Applicant:

Beus Gilbert McGroder PLLC
Paul Gilbert & Andy Jochums
701 N 44th Street
Phoenix, AZ 85008
480-429-3000

Property Owner:

Virtua Avondale Crest East LLC and
Virtua Avondale Crest West LLC
17470 N Pacesetter Way
Scottsdale, AZ 85255

Case # PL-20-0054

Submitted: March 5, 2020

Revised: April 28, 2020

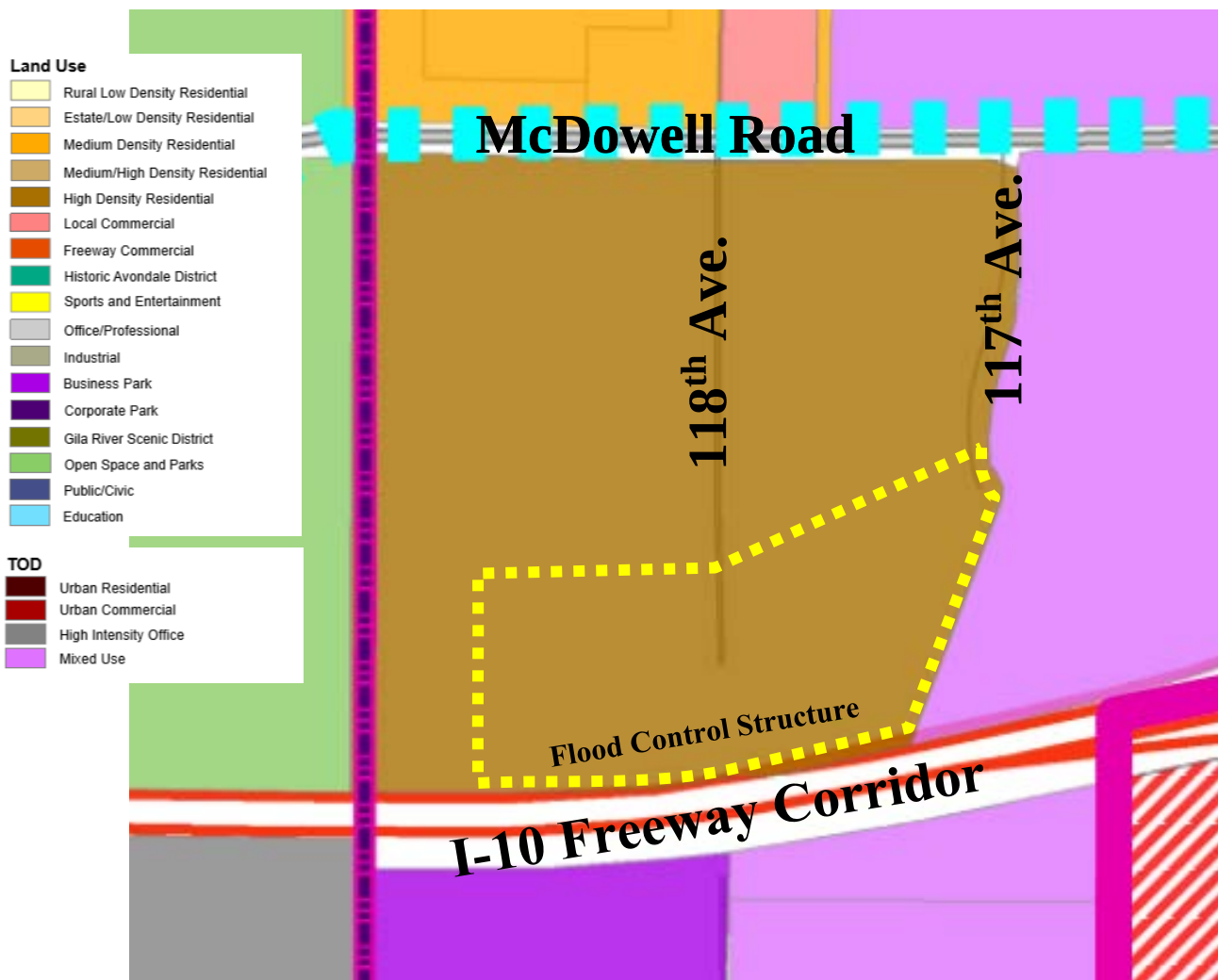
Introduction and Request

On behalf of the property owner, as well as Hancock Communities, we are requesting approval of a Minor Amendment to the Avondale General Plan 2030 to allow for a change in the land use designation of approximately 32.30 acres located generally at the south of the southwest corner of McDowell Road and 117th Avenue. This GPA is the companion case to a rezoning request (PL-20-0055).

Property Location/Site Context

The vacant land is located between the I-10 corridor on the south and existing apartments and mobile homes on the north. To the west is an undeveloped portion of Friendship Park and to the east is a charter school under construction.

Existing General Plan Land Use Map

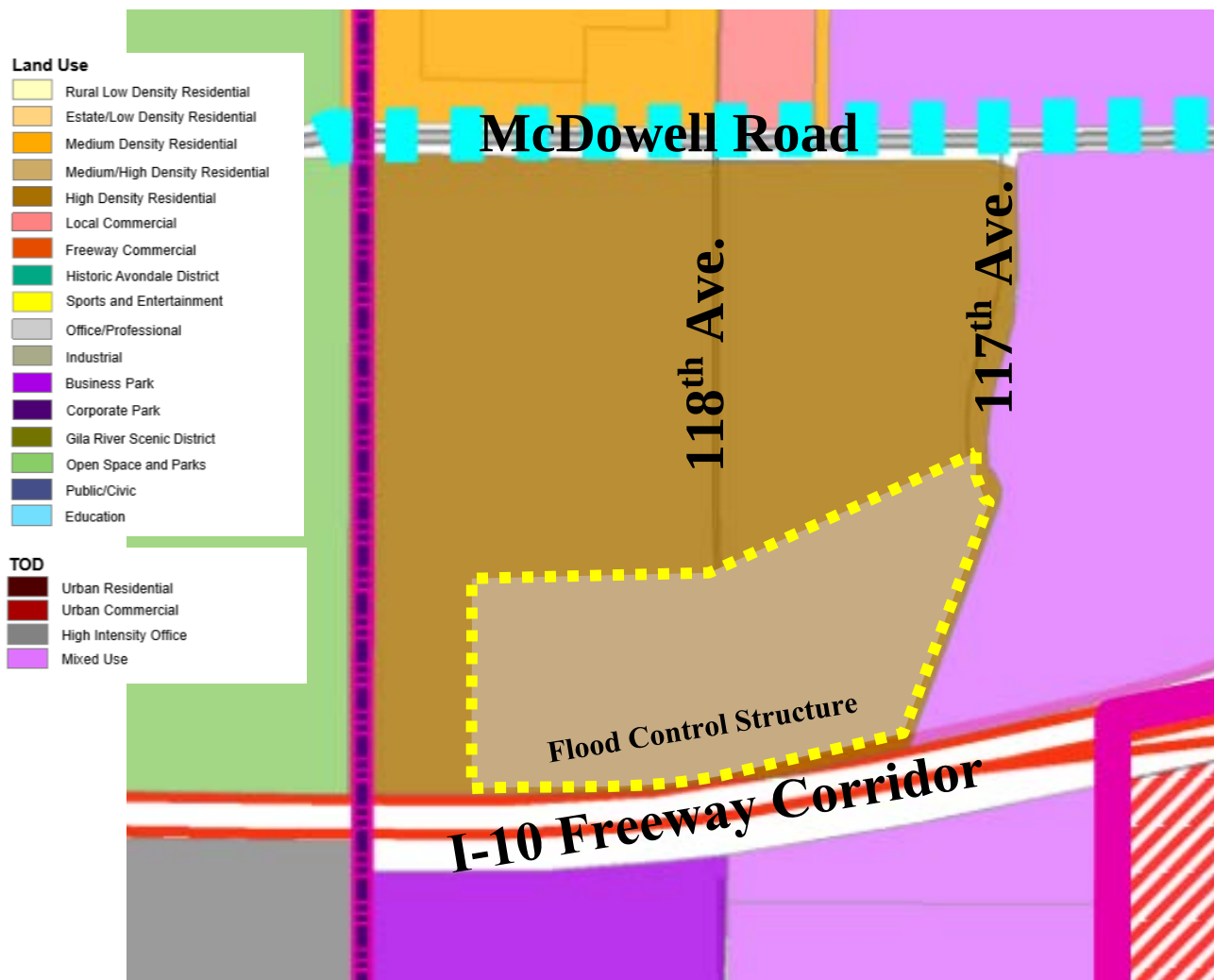


Request

The subject property currently has a designation of High Density Residential within the Avondale 2030 General Plan (“Plan” or “GP2030”). Pursuant to the Plan, this land use designation is for various types of multi-family with a range of 12 to 35 units per acre with a target density of 12 units per acre.

As detailed in the companion PAD rezoning case, the subject property will still be developed with multi-family, but due to the product type and property constraints and development standards, the density will be about 11 units per acre. Because this development falls just outside for the range for the High Density Residential land use designation, the requested change to a Medium-High Density Residential designation is required.

Proposed General Plan Land Use Map



Analysis

Pursuant to the GP2030, the following questions are to be answered in this application:

- a) Availability of current and future water supplies;

This Minor General Plan Amendment, and its companion zoning case will have the net effect of lowering the residential multi-family density already approved on the property. It is presumed that the City has water to supply the current approved residential units and this demand would be reduced if this request approved.

- b) Impact on and potential to support the City's transportation system;

The subject property is located at the southern terminus of both 117th and 119th Avenues south of McDowell Road. Vehicular trips would be split between these two roadways, limiting the impact to both intersections in the long term future. McDowell Road is an arterial road with a large carrying capacity and has direct access to I-10 at Avondale Blvd. just over ¼ miles to the east.

- c) Impact on the natural environment, including but not limited to, hillsides, riparian areas, and floodways;

The subject property has been farmed in the recent past and is generally flat with no known environmentally sensitive or riparian areas. There is an existing flood channel on the south that alleviates any flooding concerns

- d) Extent to which the proposal contributes to achieving the (i) job to population ratio, (ii) square foot per capita ration, and (iii) multi-family housing ratio of GP2030; and

As noted previously, the requested Minor General Plan Amendment seeks to change the designation on the property from High Density Residential with a target density of 12 units per acre, to Medium-High Density Residential with a target density of 8 units per acre. The actual density requested in the companion rezoning case is 11 units per acre which still encourages a similar population density in support of Avondale jobs. The existing and proposed Land Use designations are both multi-family.

- e) Impact on City services and facilities including, but not limited to police, fire, water and wastewater.

This Minor General Plan Amendment, and its companion zoning case will have the net effect of lowering the residential multi-family density already approved on the property. It is presumed then that any impacts on City services and facilities will also be reduced.

Findings

The following findings must be found for approval of any changes to the Land Use Plan, such as that proposed:

- *The development pattern contained on the Land Use Plan inadequately provides the appropriate optional sites for the use and/or change proposed in the amendment.*

Currently the Land Use Plan designates the subject property as High Density Residential which supports residential zoning with a density of 12 to 35 units per acre and a target density of 12 units per acre.

As detailed in the companion PAD rezoning case, the subject property will still be developed with multi-family, but due to the product type and property constraints and development standards, the density will be about 11 units per acre. Because this development falls just outside for the range for the High Density Residential land use designation, the requested change to a Medium-High Density Residential designation is required.

According to Avondale Planning staff, the GP2030 Land Use Map designates 614 acres for Medium-High Density Residential use; however, existing conditions indicate that 843 acres have already been developed at this density. This would suggest that there is little to no supply of undeveloped Medium-High Density designated land in the City and that optional sites that would support this proposed development without need for a General Plan Amendment are essentially non-existent.

- *The amendment constitutes an overall improvement to the GP2030 and is not solely for the good or benefit of a particular landowner or owners.*

The requested amendment is minor in nature and while it would largely benefit the property owner, it supports the City of Avondale as a whole by allowing for the development of the subject property with multi-family housing.

The subject property already has a Land Use Map designation for multi-family residential and is already zoned for multi-family as well. The request is minor in that it continues to support multi-family, but as a lower density and total unit count than the current High Density Residential designation. The property is setback from McDowell road with limited access and visibility. The reduced density will commensurately reduce the potential traffic impacts at the intersections of McDowell Road with 117th and 119th Avenues while still adding residential units in the I-10 freeway corridor for planned employment.

- *The amendment will not adversely impact the community as a whole and/or a portion of the community by:*

1. *Significantly altering the acceptable land use patterns;*

The requested amendment does not change the designation away from multi-family residential, just reduces the allowed density.

2. *Requiring larger and more expensive public infrastructure improvements including, but not limited to, roads, water, wastewater, and public safety facilities than would otherwise be needed without the proposed change; or*

The requested amendment will not put undue stress on the existing infrastructure. Developer will be responsible for adjacent utility services and roadway improvements.

Reduction in density will result in a reduction for demand from that which could be developed under the current High Density Residential designation.

3. *Adversely impacting the existing land uses.*

The requested amendment does not change the designation away from multi-family residential, just reduces the allowed density which complements the surrounding land uses.

- *That the amendment is consistent with the overall intent of the GP2030 and other adopted plans, codes, and ordinances.*

We believe that the requested amendment is consistent with the policies and objectives of the GP2030 and is supported by the Freeway Corridor Specific Plan as detailed below.

Plan Conformance

Avondale General Plan/GP2030

The requested Minor General Plan Amendment is supported by the following Goals and Policies of the Plan as detailed below:

Land Use Goal 1 Policy C:

“Diversify Avondale’s housing stock by providing for varied residential types with an emphasis on large lot development in the southern core of the City.”

The proposal continues to support multi-family residential in the northern area of the City, which is predominantly single-family residential. The companion rezoning case with this will allow for a unique housing type, that to our knowledge is not currently available in Avondale. Hancock Communities include single-story

mostly detached rental homes with yards and high-end amenities that cater to affluent renters or those who would normally be purchasing condos.

Land Use Goal 1 Policy D: *“Enhance the attractiveness of infill parcels as an option for new development throughout Avondale.”*

The proposed development will occur on a long vacant piece of land and take advantage of existing infrastructure.

Land Use Goal 3 Policy D: *“Ensure adequate transitions and/or buffers are provided when adjacent land uses vary in character and intensity.”*

The adjacent land use designation to the north is High Density residential and this land developed with traditional multi-story multi-family and a mobile home park. To the east is a Mixed Use designation currently under development with a charter school and to the west is more High Density Residential, but with Avondale’s Friendship Park. To the south is I-10. This amendment still supports multi-family residential on the property, just at a slightly reduced density. The companion rezoning case provides standards that allow for transitions and buffering when necessary.

Economic Element Goal 3 Policy D: *“Support new development that accommodates business attraction opportunities.”*

This amendment will facilitate the development of a long vacant piece of land at the gateway to Avondale and will help spur additional development in the area.

Housing Element Goal 2: *“Champion the development of housing types not currently available in the City to allow for a variety of socio-economic levels.”*

Hancock Communities, the high-density residential component of this development offers a unique housing type that to our knowledge is not currently available in Avondale.

Avondale Strategic Five Year Plan

This plan is built on five major initiatives that the City Council has identified as priorities. The initiatives and the strategic goals they suggest should guide the City of Avondale. Listed below are initiatives that are supported by this proposed General Plan Amendment and its companion rezoning case.

Foster Sustainable Community Development

Strategic Goal: Encourage Build-Out in Residential Housing Opportunities that Support Diverse Housing Options.

Action Item: Develop outreach plan to multifamily investors and developer to highlight opportunities in Avondale.

The subject property is currently designated with a Land Use designation which supports multi-family residential and the proposed amendment continues to support that land use.

Create & Support Diverse Recreation & Education Opportunities

Strategic Goal: Provide Multi-Generational Recreation Events and Programs.

Action Item: Complete renovations for Friendship Park and at least three neighborhood parks.

The subject property is directly adjacent to Friendship Park. While this Minor GPA and the development that will come from it will not directly support the completion of the park, it will provide residents that will frequent the park and benefit from Avondale's investment in the park.

Freeway Corridor Specific Plan

Adopted in 1991 and updated several times, the Freeway Corridor Specific Plan ("Specific Plan") applies to the area around the Loop 101 and I-10 freeways in order to effectuate the City's vision for those freeway corridors.

Objective #1: Prioritize the City's appearance from the I-10 and the Loop 101 freeways, limiting heavy industrial uses and establishing strict design requirements where necessary.

The subject property is currently located behind an existing sound wall along the I-10 freeway (below). With a limited height in the companion zoning case, the project will have very limited visibility from the freeway, but pursuant to other applicable guidelines and regulations, it will only enhance the City's appearance.



Objective #2: Establish design requirements based on and specific to the General Plan designation of a developable property to ensure Freeway Corridor subareas achieve their intended purposes.

The development of subject property will comply with all Avondale's design criteria, including any specific standards within the Specific Plan.

Objective #3: Institute minimum site utilization thresholds for properties adjacent to the City's recommended HCT alignment and provide generous maximum building heights throughout to ensure the area develops at the intensity level and form that is needed to accomplish the City's goals, most notably attracting high capacity transit.

The proposed project is not located within an area that includes a minimum FAR.

Objective #4: The Freeway Corridor will be the southwest valley's premier job center.

The requested minor General Plan Amendment changes the multi-family designation from High Density to Medium-High Density. In keeping the designation for residential, the property will continue to support multi-family residential along the Freeway Corridor in support of employment opportunities.

The type of rental housing proposed in the companion rezoning case for Hancock Communities has been found to attract affluent renters which should support Avondale's employers.

Objective #5: Ensure new development in the Plan area is pedestrian/bicyclist friendly and contributes to a walkable community.

The proposed project provides a new residential option and a design concept into Avondale. "Hancock Communities at McDowell 117" is a desirable product offering a housing type is a unique blend of urban and traditional single-family living that provides a new unique housing opportunity and style that encourages the diversity of housing options in the area. Internally, Hancock Communities at McDowell 117 will be a walkable community. Utilizing connecting sidewalks and bike lanes residents are offered opportunities for walkability and non-vehicular transportation outside the community including direct access to Friendship Park.

Objective #6: Further develop the Freeway Corridor's sense of place through street treatments, entry gateways, and other aesthetic treatments within the public realm.

The proposed General Plan Amendment does not alter the use of the property. It is and will remain multi-family, which is already separated from the I-10 corridor by a tall sound wall. With the proposed maximum height of one story, that wall will screen the project from the public realm.

Exhibit F

Neighborhood Meeting (6/23) Summary

Hancock Communities at McDowell 117

Outreach Meeting Summary

Hancock Communities at McDowell 117

Minor GPA – PL-20-0054

Rezoning – PL-20-0055

Neighborhood Meeting

Date: June 23, 2020

Location: Zoom Virtual Meeting hosted by the City

Attendees:

Property owners or other interested individuals - None

City of Avondale

- Vice Mayor Pat Dennis
- Ken Galica – Division Lead Planner

Applicant

- Paul Gilbert – Beus Gilbert McGroder PLLC - Attorney
- Andy Jochums – Beus Gilbert McGroder PLLC - Planning Consultant
- Bruce Larson – Bowman Consulting - Engineer
- Bobbi Johnson- Hancock Communities - Vice President
- Jeff LaFrance – WestStone Communities - Future Investor

After a presentation by the applicant's attorney on the proposed PAD Zoning Amendment and the companion Minor General Plan Amendment, the following were discussion topics and questions generated from the attendees:

- Density of existing entitlements
- Connection to Friendship Park
 - City plans for east portion of park are unknown
 - Path will be DG because it is temporary
 - Question about lighting of existing and planned temporary path
- 117th and 119th Avenue access with both having full access for residents
 - Traffic signal planned for 119th

- Why not use 119th as main access
 - Need to look at traffic at 117th now that school is under construction
 - Possible $\frac{3}{4}$ access
- Overview of building architecture
 - Rear elevations with pop outs and with sufficient detail
- Wall with park needs to be enhanced and include stucco
- Access to park needs to have a nice gate
- Parking canopies do not match the style of the buildings
- Discussion on parking counts

Prepared from notes taken by:



Andy Jochums, Planning Consultant with Beus Gilbert McGroder PLLC

Exhibit G

Certificates of Adequate School Facilities

Littleton Elementary School District

Tolleson Union High School District

CERTIFICATE OF ADEQUATE SCHOOL FACILITIES

An application for General Plan Amendment & Rezoning has been submitted to the City of Avondale, Development & Engineering Services Department, for review.

Project: Hancock at McDowell 117 Project Manager: Andy Jochums, Beus Gilbert McGroder
Request: PAD Zoning - Multifamily Acreage/Parcel Size: 19 AC
Current Density Allowed: MH & PAD Density Proposed: 11 DU/AC
Total number of residential units proposed: 198
Allowed: 262

As an authorized representative of the District, please complete the questionnaire below.

Does the District have adequate capacity to accommodate the estimated enrollment from the proposed development?

Yes ☐ No ☒

If answered no, please summarize the needs of the district as they relate to serving the students generated by the proposed development.

Anticipated impact would be 2.5 teachers annually, and 2500 sq. ft. of classroom space.

Is a school site within the proposed development needed?

Yes ☐ No ☒

If answered yes, how many acres is needed for the school site?

Is the district currently working with the developer to provide or help meet the needs identified above through a developer assistance or impact agreement? Yes ☒ No ☐

If answered yes, please explain below:

No agreement on impact in place at this time - discussions are ongoing and an agreement is anticipated.

****If additional writing space is needed, please attach pages to this form****

Date Reviewed: 6-30-2020

School District: Littleton ESD #65

District Superintendent: Dr. Roger Freeman

Phone #: (623) 478-5611

E-mail: freeman.roger@littletonaz.org

Signature: 

It is the developer's responsibility to ensure that this form is completed by an authorized representative of the District noted above and returned to the Development & Engineering Services Department prior to the scheduling of any City Council meetings

Development & Engineering Services Department

11465 W. Civic Center Drive, #110, Avondale, AZ 85323 • Phone (623) 333-4000 • Fax (623) 333-0400 • TDD (623) 333-0010
www.avondaleaz.gov/developmentservices



CERTIFICATE OF ADEQUATE SCHOOL FACILITIES

An application for General Plan Amendment & Rezoning has been submitted to the City of Avondale, Development & Engineering Services Department, for review.

Project: Hancock at McDowell 117 Project Manager: Andy Jochums, Beus Gilbert McGroder
Request: PAD Zoning - Multifamily Acreage/Parcel Size: 19 AC
Current Density Allowed: MH & PAD Density Proposed: 11 DU/AC
Total number of residential units proposed: 198
Allowed: 262

As an authorized representative of the District, please complete the questionnaire below.

Does the District have adequate capacity to accommodate the estimated enrollment from the proposed development?

Yes ☒ No ☐

If answered no, please summarize the needs of the district as they relate to serving the students generated by the proposed development.

Is a school site within the proposed development needed? Yes ☐ No ☐

If answered yes, how many acres is needed for the school site? _____

Is the district currently working with the developer to provide or help meet the needs identified above through a developer assistance or impact agreement? Yes ☐ No ☒

If answered yes, please explain below:

****If additional writing space is needed, please attach pages to this form****

Date Reviewed: 4/6/20
School District: TOLSON UNION HIGH SCHOOL DISTRICT #214
District Superintendent: NORA GUTIERREZ
Phone #: 623-478-4000
E-mail: nora.gutierrez

Signature: Nora Gutierrez

It is the developer's responsibility to ensure that this form is completed by an authorized representative of the District noted above and returned to the Development & Engineering Services Department prior to the scheduling of any City Council meetings

Development & Engineering Services Department

11465 W. Civic Center Drive, #110, Avondale, AZ 85323 • Phone (623) 333-4000 • Fax (623) 333-0400 • TDD (623) 333-0010
www.avondaleaz.gov/developmentservices



AGENDA ITEM REPORT

SUBJECT: Hancock Communities at McDowell 117 – Rezoning from Planned Area Development (PAD) and Manufactured Home Park (MH) to Planned Area Development (PAD) – Application PL-20-0055

MEETING DATE: 8/19/2020

TO: Planning Commission

FROM: Ken Galica, Division Lead Planner

THROUGH: Brian Craig, Planning Manager

PURPOSE:

Planning Commission will hold a public hearing and consider a request by Mr. Andy Jochums, Beus Gilbert McGroder PLLC, to rezone 19.07 acres of land located approximately 1,330 feet south of the southwest corner of McDowell Road and 117th Avenue from Planned Area Development (PAD) and Manufactured Home Park (MH) to PAD (Planned Area Development). The proposed Hancock Communities at McDowell 117 PAD will allow for a 217 unit, single-story multi-family residential development at a density of 11.3 dwelling units per acre. A request to change the General Plan 2030 Land Use Map designation of the property from High Density Residential to Medium/High Density Residential to allow development at the proposed density will be considered separately. The Commission will take appropriate action and forward a recommendation to the City Council.

BACKGROUND:

The 19.07-acre subject property (Exhibits A and B) is located approximately 1,330 feet south of the southwest corner of McDowell Road and 117th Avenue, directly north of Interstate-10.

The property is bisected by a high voltage powerline corridor that runs north to south, dividing the eastern and western (approximate) halves of the property. Additionally, a sound attenuation wall that mitigates freeway noise to existing residential developments north of I-10 is located within the adjoining ADOT right-of-way and runs the full width of the site, restricting visibility into the property.

The eastern portion of the site, currently used for crop farming, was annexed into the City of Avondale in March 1999 and rezoned from Agricultural (AG) to Crystal Springs Planned Area Development (PAD) by action of the City Council in May of that same year. The approximate 90-acre Crystal Springs PAD is bounded by Avondale Boulevard on the east, McDowell Road on the north, 119th Avenue on the west, and I-10 on the south; the approved PAD allows for commercial uses in accordance with the Community Commercial (C-2) zoning district east of 117th Avenue and multi-family residential uses in accordance with the Multi-Family Residential (R-4) zoning district west of 117th Avenue. The subject property, being west of 117th Avenue, is allowed to develop with multi-family residential uses subject to R-4 development standards.

The western portion of the site, undeveloped and not used for agricultural production, was annexed into the City of Avondale in October 1983 and has been zoned Manufactured Home Park (MH) since annexation. The MH district, which until 2009 had been named the R-5 district, allows for development of manufactured home parks and small lot single-family subdivisions.

The entirety of the subject property is designated by the General Plan 2030 Land Use Map as High Density Residential (HDR). The HDR designation allows for multi-family residential uses including patio homes, apartments, condominiums, and townhomes with a density range of 12.0 to 30.0 dwelling units per acre (12 du/acre target density). The eastern half of the site, zoned PAD with allowances for multi-family residential per the City's R-4 district, conforms to the HDR General Plan designation. The western half of the site, zoned MH, is not in conformance with the HDR designation.

The applicant has submitted a separate application for a Minor General Plan Amendment to change the land use designation of the property to Medium/High Density Residential (MHDR). The MHDR designation allows for a variety of single-family and multi-family residential types in a density range of 4.0 to 12.0 dwelling units per acre (4.0 du/acre target density). A map showing both the existing and proposed General Plan Land Use designations on the property is included as Exhibit C. Approval of the applicant's General Plan Amendment request is required for the rezoning to be approved.

The property is also located within the boundaries of the Freeway Corridor Specific Plan (FCSP), which places a priority on the City's appearance from the I-10 by establishing supplemental design requirements for sites that are visible from the freeway.

The existing uses and zoning of surrounding properties include:

NORTH: Multiple uses are occurring along the northern boundary of the site. From east to west, these uses include:

- Crystal Springs Apartments, a fully developed 26-acre, 390 unit multi-family residential development. The Crystal Springs Apartments property is zoned Crystal Springs Planned Area Development (PAD) which allows for multi-family uses on that site.
- Country Hills Mobile Home Park, a manufactured home park containing 115 manufactured homes that also provides additional spaces for seasonal parking of recreational vehicles for habitation. The park was developed between 1969 and 1976 while in Maricopa County; the property is zoned Manufactured Home Park (MH).

EAST: An 8.22-acre property upon which a public charter elementary school, Sun Valley Academy, is currently under construction. The property is zoned Crystal Springs PAD. By Arizona Statute, charter schools are not required to comply with City zoning regulations.

SOUTH: Interstate 10 (I-10), a major federal highway zoned AG (Agricultural). The width of I-10 right-of-way adjacent to the subject property ranges from 600 to 660 feet and is developed with a ten-lane median separated highway and a large drainage channel north of the westbound lanes. An existing sound attenuation wall that runs the full width of the subject site is located between the channel and highway.

WEST: An undeveloped portion of Friendship Park, zoned Agricultural (AG). It is anticipated this land, owned by the City of Avondale, will be developed with park amenities at a later, undetermined date.

SUMMARY OF REQUEST:

The applicant is requesting to rezone the subject property to Planned Area Development (PAD). The proposed Hancock Communities at McDowell 117 PAD Narrative, included as Exhibit E, details permitted

uses, development standards, landscaping and design standards, and other requirements that will guide future development of the site.

In conformance with the accompanying General Plan Amendment application, the proposed PAD zoning will allow for development of the property with a 217 unit single-story multi-family residential community at a density of 11.3 dwelling units per acre. Approval of the General Plan Amendment request, reducing the minimum density allowed on the property below twelve (12) units per acre, is required to consider approval of this rezoning request.

The community will be accessed by gated entrances at both 117th Avenue and 119th Avenue. Though the 117th Avenue entrance will feature the community's clubhouse and leasing office and essentially serve as the development's "front door" for visitors and new residents, it is anticipated that the 119th Avenue entrance will become the primary access for residents due to the planned traffic signal that will be constructed at the intersection of McDowell Road and 119th Avenue in the coming year. In addition, a gated pedestrian connection will be provided between the proposed development and Friendship Park to the west, allowing residents to easily access the City park directly from the Hancock Communities at McDowell 117 development. The developer will install a stabilized decomposed granite trail through the adjacent, undeveloped portion of Friendship Park, connecting to the existing paved sidewalk system within the park.

The community will feature 144 detached two-bedroom units and 37 single-story duplex buildings containing two (2) side-by-side one-bedroom units (for a total of 73 one-bedroom units – one (1) of the duplex units is converted to the property's leasing office), all featuring a small, private, walled backyard. The homes are clustered on both sides of a private ring road, a design that allows for open space corridors between units that connect to various amenities within the community. Open spaces are provided throughout the project as well, with the most prominent open space being the main amenity area on the east end of the property that includes a clubhouse, pool, fitness center, bocce and cornhole courts, a large turf area for open play, and other amenities for use by all residents.

A total of 435 parking spaces are provided on the site, exceeding City minimum requirements by over 50 spaces (383 required). Of the 435 spaces provided, 72 will be in the form of fully enclosed garages, 217 will be covered carport parking (one space per unit), 146 spaces will be uncovered.

Significant steps have been taken to ensure that the development incorporates a high quality, diverse mix of architectural styles that greatly exceed what has been provided on similar multi-family developments of this type built outside of Avondale. As previously noted, the development will consist of two (2) residential building types, duplex buildings containing two (2) one-bedroom apartments sharing a center wall (Unit Type 1) and detached single-unit two-bedroom buildings (Unit Type 2). Each of the two (2) building types will be provided in three (3) distinct but complementary architectural styles: Arizona Ranch, Cape Cod, and Prairie. Each of the three (3) styles incorporates different design elements such as use of roof dormers on Prairie style buildings, decorative brick wainscoting on the Arizona Ranch style buildings, and covered porches accentuated by stacked stone on Cape Code style buildings. Furthermore, detailing is different between all three (3) elevation styles, with each style building receiving unique exterior doors, window frames, and window mullions to create even more diversity within the project. Lastly, three (3) distinct color and material schemes, each utilizing different roof materials/colors and different stone or brick accent materials, are provided for each architectural style (nine (9) schemes in total), resulting in a total of eighteen (18) different building/elevation/color combinations used on the site. The desire for architectural variety not limited to the residential buildings, the project's garages will also be provided in multiple styles and schemes. An exhibit illustrating the planned architectural variety is included separate from the PAD document as Exhibit F.

The proposed PAD utilizes the City's Multi-Family Residential (R-3) zoning district as the basis for development standards within the community. However, because the proposed single-story product is quite different from the more typical two and three-story apartment complexes that the R-3 standards were intended

to guide, some modifications to those R-3 standards are needed to support the proposed development. These modifications include:

- The City's R-3 district allows for a maximum building height of 30 feet, which typically accommodates two-story apartment complexes. The PAD proposes to limit maximum building height for all residential and community buildings to twenty (20) feet, allowing for only single-story units. A maximum height of 30 feet is proposed for the decorative entry portico to allow safe clearance for emergency vehicles such as fire trucks.
- The City's R-3 district requires a separation between buildings of twenty (20) feet. The PAD proposes to reduce the separation between buildings to ten (10) feet, which is similar to what is provided in many compact single-family residential communities within Avondale.
- The City's R-3 district requires parking lot landscape islands be provided every eight (8) spaces at a minimum. The proposed PAD reduces the frequency of the landscape islands to every ten (10) spaces, but maintains the requirement that fifteen (15) percent of the parking lot area be landscaped. This modification will result in less frequent but larger landscape areas provided within parking areas.
Development of the property will occur in a single phase.

PUBLIC PARTICIPATION:

A Neighborhood Meeting to discuss the proposal with neighboring property owners and other interested parties was held at 6:00 P.M. on Tuesday, June 23rd. Due to the ongoing Covid-19 pandemic, the meeting was held virtually via Zoom. All notices of the meeting, including mailings to owners within 1,000 feet of the site, public hearing notice signs on the property, and display ads in the Southwest Valley Republic, were completed at least fifteen (15) days prior to the meeting as required. In addition to City Staff and the applicant's team, Vice Mayor Pat Dennis attended the virtual meeting (Exhibit F). Discussion was primarily related to the following topics:

- ***Comparison of the density of what is currently allowed on the site versus what would be allowed under the proposed General Plan Amendment and Rezoning.*** The applicant noted that under the site's current mixed PAD and MH zoning up to 284 dwelling units could be developed on the property, a density of 14.8 units per acre. The proposal requests a total of 216 units, reducing the density by 3.5 units per acre to 11.3.
- ***Will a connection from the development directly into Friendship Park be provided?*** Staff and the applicant indicated that a gated pedestrian connection would be provided along the site's western boundary and that the developer will install a temporary stabilized decomposed granite pathway from the new gate to connect to the existing sidewalk/trail system within the park. The temporary path is a better option than a permanent concrete sidewalk because the portion of Friendship Park adjacent to the site is not currently developed and the path will likely need to be relocated and realigned when that park phase is completed. For the same reasons, lighting is not provided along the temporary path, though it should also be noted that lighting is not provided along any existing permanent paths within Friendship Park either.
- ***How will traffic to the site be safely accommodated?*** The applicant noted that both 117th Avenue and 119th Avenue will offer residents access to the site. The 117th Avenue entrance is the project's front door (featuring the clubhouse and other amenities), however it is believed more residents will use the 119th Avenue entrance since that will be signalized. The Vice Mayor noted that the Sun Valley Academy charter school under construction may make 117th Avenue difficult to use by residents during peak hours and recommended examining if the McDowell Road/117th Avenue intersection could be limited to a three-quarter access with northbound to westbound left turns onto McDowell

Road restricted. A stipulation prohibiting northbound traffic on 117th Avenue from turning left onto westbound McDowell Road is included in Staff's recommendation for the proposed rezoning, Application PL-20-0055.

One comment pertaining to the proposal was posted on the City's aVOICE/Polco digital forum, as follows, "Build it as soon as you can. Increase the population of Avondale and let any adjacent retail/commercial follow the residential rooftop increase. At some point the farmland has to go away for the community to grow." No additional public comments have been received to date.

All required notifications for the Planning Commission and City Council public hearings were completed. All property owners within 1,000 feet of the subject site were notified of the time, date, and location of the Planning Commission and City Council meetings via postcards, the meetings were advertised in the Wednesday, July 29, 2020, edition of the Southwest Valley Republic, and a public hearing notice sign identifying meeting dates, times, and locations were installed on the property. All notifications included language asking interested parties to visit the City's website or contact Staff prior to scheduled meetings to receive Zoom meeting links.

CERTIFICATE OF ADEQUATE SCHOOL FACILITIES:

The property is located in the service areas of the Littleton Elementary School District (LESD) and the Tolleson Union High School District (TUHSD).

The LESD no longer assigns students to particular elementary schools based upon geographical location. As such, elementary students living in the future Hancock Communities at McDowell 117 complex will have an opportunity to choose which school they will attend within the LESD system. Canyon Breeze Elementary, located at the southwest corner of Encanto Boulevard and 116th Lane, is the school that is presently closest to the Hancock Communities at McDowell 117 site (approximately 0.7 miles away).

LESD has provided the City with a Certificate of Adequate School Facilities signed by Superintendent Roger Freeman (Exhibit G) which states that the district does not presently have adequate capacity to accommodate the estimated enrollment from the proposed Hancock Communities at McDowell 117, however, the developer is working with LESD on a donation agreement that will assist in meeting the district's needs.

High school students will attend the new West Point High School located at the northwest corner of Encanto Boulevard and Avondale Boulevard, approximately 1.2 miles from the planned development.

TUHSD has provided the City with a Certificate of Adequate School Facilities signed by Superintendent Nora Gutierrez (Exhibit G) stating that the district has adequate capacity to accommodate the anticipated enrollment from the proposed development.

ANALYSIS:

General Plan and Freeway Corridor Specific Plan

A General Plan Amendment request to change the land use designation of the site to Medium/High Density Residential (MHDR) is being considered concurrently with this rezoning request. The proposed Hancock Communities at McDowell 117 PAD, with a proposed density of 11.3 units per acre, aligns with the requested MHDR land use designation.

Additionally, the proposed PAD furthers several goals of the General Plan, and advances multiple goals of the Freeway Corridor Specific Plan, most notably:

- General Plan Land Use Element Goal #1, Policy C: "Diversify Avondale's housing stock by providing for varied residential types...." The proposed Hancock Communities at McDowell 117 is a residential concept that will be the first of its kind in the City of Avondale, combining the convenience of apartment

living with benefits typically reserved for single-family homes, such as private rear yards.

- General Plan Land Use Element Goal #1, Policy D: *“Enhance the attractiveness of infill parcels as an option for new development throughout Avondale.”* The subject property has remained vacant since it was annexed in segments in 1983 and 1999.
- Freeway Corridor Specific Plan Objective #1: *“Prioritize the City’s appearance from the I-10 and Loop 101 freeways, limiting heavy industrial uses and establishing strict design requirements where necessary.”* An existing sound attenuation wall limits visibility into the site, particularly for a one-story development such as the proposed Hancock Communities at McDowell 117 project. Despite the limited visibility, the Planned Area Development includes rigorous design measures that will result in excellent architectural variety throughout the site.
- Freeway Corridor Specific Plan Objective #5: *“Ensure new development in the Plan area is pedestrian/bicyclist friendly and contributes to a walkable community.”* The project is designed to be pedestrian/bicyclist friendly, with a network of internal sidewalks connecting residences to on-site amenity areas. Additionally, a pedestrian gate is provided to allow direct access from the site into Friendship Park. The developer will provide a temporary trail connection from the gate to existing Friendship Park sidewalks until a permanent path system is completed with development of the adjacent portion of the park.

Access and Circulation

Sufficient vehicular access to the gated community will be provided via entrances from 117th Avenue and 119th Avenue. It is expected that residents will utilize 119th Avenue as their primary method of ingress and egress, as a new traffic signal will be constructed at the 119th Avenue and McDowell Road intersection within the next year. The 117th Avenue entrance will also provide access to the community and serves as the project’s visual focal point, however, because the McDowell Road/117th Avenue intersection will not be signalized and the neighboring charter school will also utilize 117th Avenue for its access, it is anticipated that 117th Avenue will function more as a secondary access to the community. A stipulation prohibiting northbound traffic on 117th Avenue from turning left onto McDowell Road, requiring that traffic to exit right onto eastbound McDowell Road, is recommended to ensure McDowell Road continues to operate in a safe and efficient manner.

In addition to pedestrian access at both the project’s 117th Avenue and 119th Avenue entries, an additional gated pedestrian connection from the site directly into Friendship Park will be provided. This connection will allow residents of the Hancock Communities at McDowell 117 to directly access the park and its various amenities, greatly expanding the range of open spaces accessible to the future residents. Currently, the existing Friendship Park sidewalk system terminates approximately 320 feet west of the planned pedestrian gate from Hancock Communities at McDowell 117. The developer will provide a stabilized decomposed granite trail in Friendship Park connecting the gate to the existing sidewalk, a temporary solution until the portion of the park directly adjacent to the subject property is developed by the City with a more permanent pathway system.

Public street improvements required for this development are minimal, as the site sits at the terminus of both 117th Avenue and 119th Avenue. The developer will only need to construct driveway entrances and tie into the existing pavement on both of those streets. The developer may be required to construct or contribute to the construction of signage, striping, or other similar improvements to the McDowell Road and 117th Avenue intersection to prohibit northbound to westbound left turns at that location.

All streets internal to the development will be private. The property owner/manager will be responsible for all maintenance of these private streets and associated facilities. Internal circulation has been reviewed by the City’s Fire Marshal and deemed satisfactory.

Permitted Uses

The uses proposed by the PAD are, by reference, the uses allowed in the City's R-3 zoning district. The uses allowed in the R-3 district are fully consistent with the proposed Medium/High Density Residential General Plan designation and are appropriate within a future multi-family residential community.

Development and Design Standards

The proposed residential concept is a hybrid between a multi-family residential apartment complex and a compact, single-family residential development. Because of the uniqueness of the concept, none of the City's zoning districts contain development standards perfectly suited to this type of proposal. As such, the applicant has proposed several modifications to the base R-3 standards. The applicant's justification for the proposed modifications can be found in Appendix A of the PAD Narrative (Exhibit E, Page 24). In all instances, staff concurs with the applicant's justification and supports the modifications as proposed.

Site design, architecture, landscaping, and open space within the Hancock Communities at McDowell 117 development meets or exceeds the expectations set forth within the Zoning Ordinance and Multi-Family Residential Design Manual. The proposed residential floor plans (two (2) distinct building types), building elevations (three (3) distinct architectural styles per floor plan) and color/material schemes (three (3) unique schemes per elevation style) contained within the PAD provide for a significant amount of variety within the development, resulting in eighteen (18) different scheme combinations. This variety will ensure that the community presents an attractive appearance internal to the complex, from surrounding streets such as McDowell Road, 117th Avenue, 119th Avenue, and I-10 (despite limited visibility due to the existing sound attenuation wall), and also from adjacent developed properties including the Crystal Springs Apartments, Friendship Park, Country Hills Mobile Home Park, and the recently completed Sun Valley Academy. The proposed variety will also distinguish the community from other single-story multi-family developments in the region, which have been commonly built using a single architectural style and one (1) or two (2) homogeneous color and material schemes, resulting in a monotonous appearance.

DISCUSSION:

The proposed PAD meets the following findings:

1. The proposed Hancock Communities at McDowell 117 PAD is in direct conformance with the proposed General Plan Land Use Map designation of Medium/High Density Residential.
2. The proposed Hancock Communities at McDowell 117 PAD is in conformance with the Freeway Corridor Specific Plan and Multi-Family Residential Design Manual.
3. The proposed Hancock Communities at McDowell 117 PAD will result in compatible land use relationships.
4. Adequate public infrastructure to support the proposed development either presently exists or will be constructed by the developer.
5. The recommended conditions of approval are reasonable to ensure conformance with the provisions of the Zoning Ordinance and all other applicable City codes, ordinances, and policies.

STRATEGIC PLAN:

INITIATIVE: Foster sustainable community development

- STRATEGIC GOAL: Encourage build-out in residential housing opportunities that support diverse housing options.

INITIATIVE: Encourage and support creative innovation in development and service delivery

- STRATEGIC GOAL: Encourage a flexible environment responsive to market trends.

BUDGET IMPACT:

No budget impacts.

RECOMMENDATION:

The Planning Commission will conduct a public hearing and recommend **APPROVAL** of Application PL-20-0055 Hancock Communities at McDowell 117, a request to rezone approximately 19.07-acres from Planned Area Development (PAD) and Manufactured Home Park (MH) to Planned Area Development (PAD), subject to the following six (6) conditions of approval:

1. Development shall conform to the Hancock Communities at McDowell 117 PAD Narrative date stamped June 9, 2020, except as modified by these conditions.
2. Grandfathered groundwater rights for the property must be extinguished and pledged to the City of Avondale's designated account (26-002003.0000) prior to issuance of any construction permits for any portion of the project.
3. The developer shall be responsible for fiber conduit installation within the City's public right-of-way in accordance with the City's Transportation Plan and development codes.
4. Approval and recordation of a Final Plat, consolidating the parcels and dedicating a twenty (20) foot water line easement for the City's existing water line west of the mid-section line, will be required prior to issuance of any permits for the project.
5. All off-site improvements, including construction of a stabilized decomposed granite (DG) path connecting the west edge of the subject property to an existing sidewalk in Friendship Park, shall be completed by the developer prior to issuance of the first Certificate of Occupancy. The exact location and specifications of the DG trail shall be subject to approval by the City of Avondale's Parks and Recreation Department Director. The DG trail shall be temporary until such time that the City further improves the section of Friendship Park nearest the subject property.
6. Vehicular turning movements from 117th Avenue onto McDowell Road shall be limited to right-out only, prohibiting northbound left-turn movements onto westbound McDowell Road. The developer shall work with Staff during the Site Plan/Design Review approval process to determine the ultimate design and/or signage configuration for this intersection.

PROPOSED MOTION:

I move that Planning Commission recommend **APPROVAL** of Application PL-20-0055 Hancock Communities at McDowell 117, a request to rezone approximately 19.07-acres from Planned Area Development (PAD) and Manufactured Home Park (MH) to Planned Area Development (PAD), subject to six (6) recommended conditions of approval as listed in the Staff Report.

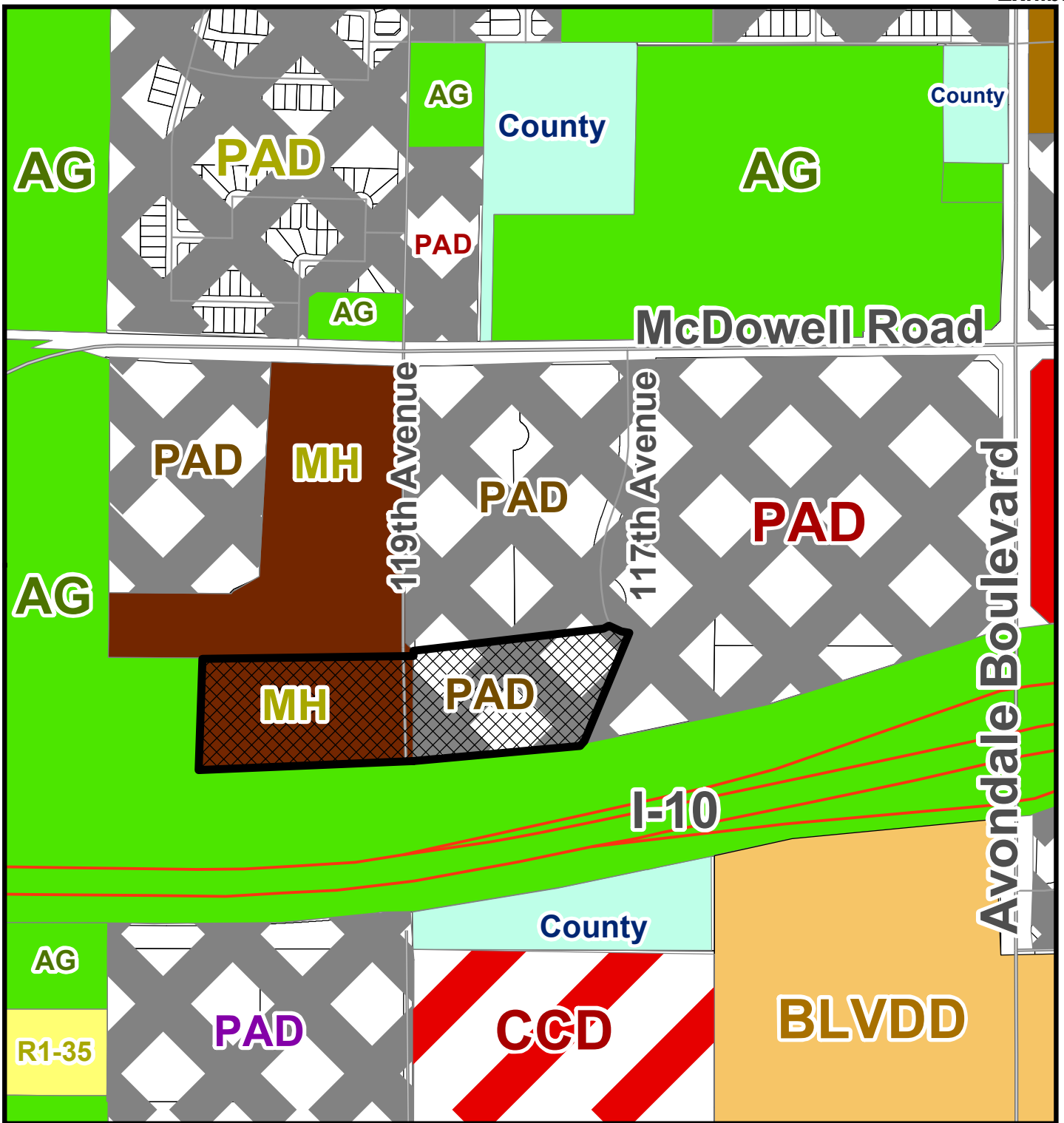


Aerial Photograph



Subject Property



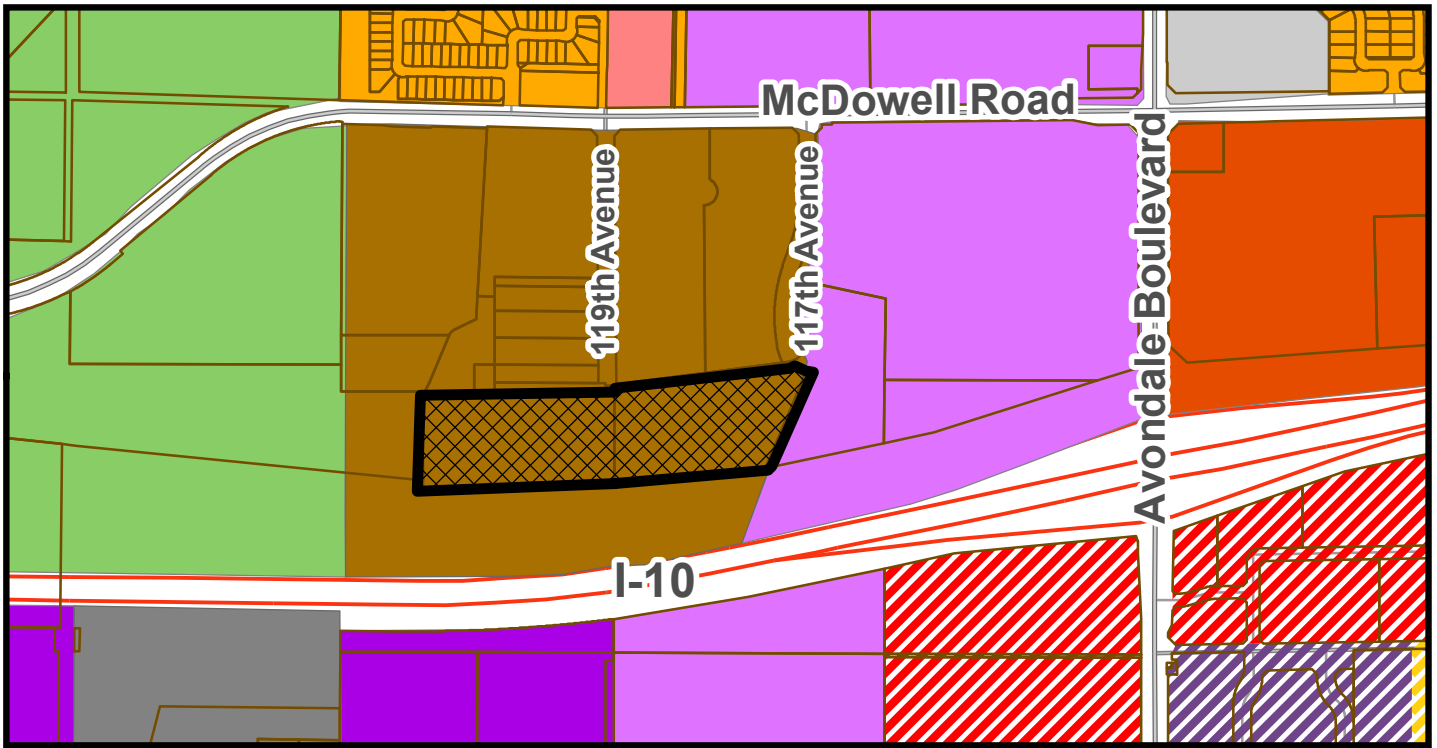


Zoning Vicinity Map

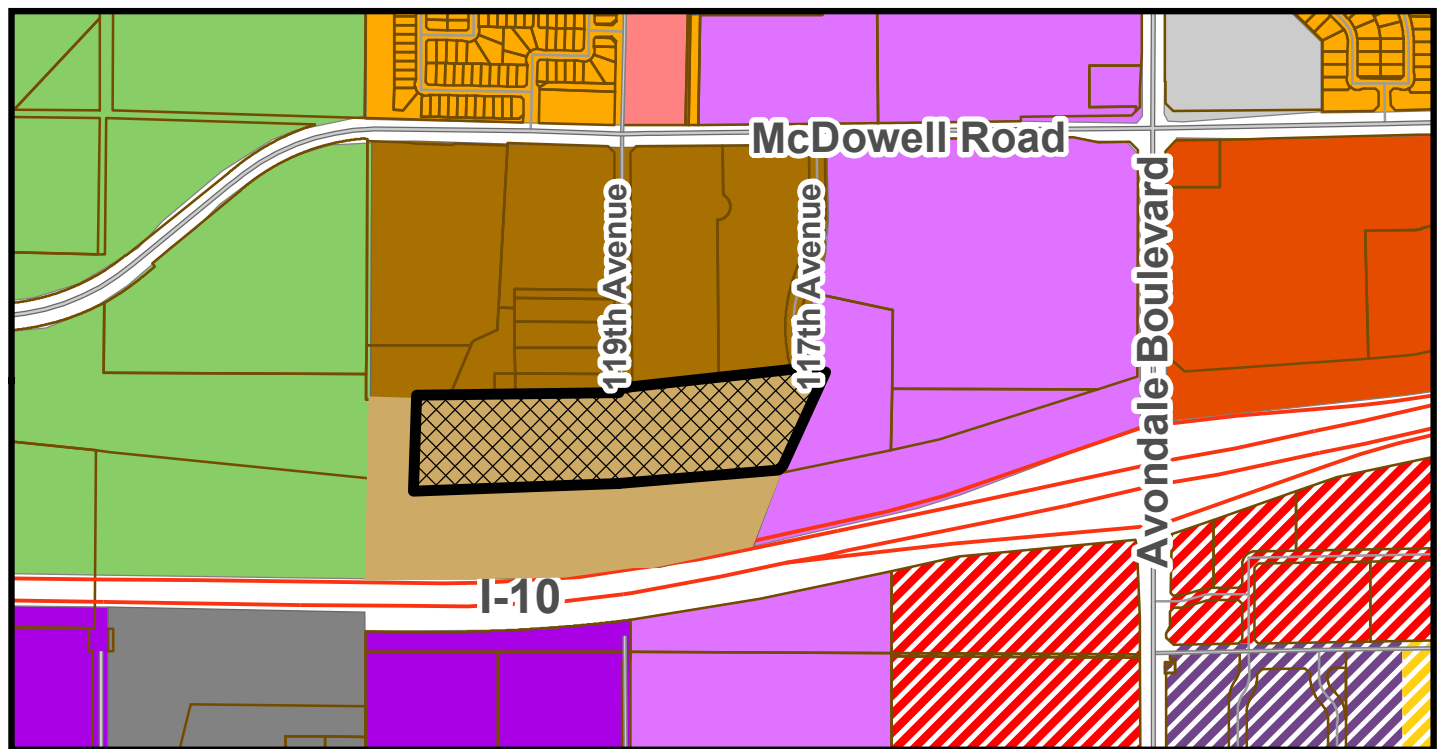


Subject Property





CURRENT LAND USE MAP



PROPOSED LAND USE MAP

General Plan Land Use Map

- | | |
|---|---|
|  Medium Density Residential |  High Intensity Office |
|  Medium/High Density Residential |  Local Commercial |
|  High Density Residential |  Freeway Commercial |
|  Open Space and Parks |  Office/Professional |
|  Business Park |  The BLVD Gateway District |
|  Mixed Use |  The BLVD Park Avenue District |



Subject Property

SUMMARY OF RELATED FACTS

APPLICATIONS PL-20-0054 & PL-20-0055

THE PROPERTY	
SIZE	Rezoning: 19.07 acres General Plan Amendment: 32.30 acres inclusive of the property being rezoned plus 9.53 acres of adjacent Arizona Department of Transportation (ADOT) right-of-way and a 3.70-acre undeveloped portion of Friendship Park that are presently designated High Density Residential by the General Plan 2030 Land Use Map.
LOCATION	Approximately 1,330 feet south of the southwest corner of McDowell Road and 117 th Avenue
PHYSICAL CHARACTERISTICS	The irregular rectangular site is bisected by a high voltage powerline corridor that runs north/south, dividing the eastern and western (approximate) halves of the property. The site directly abuts I-10 right-of-way owned by the Arizona Department of Transportation (ADOT) to the south; an existing sound attenuation wall located just south of the property limits visibility into the site from the perspective of I-10.
EXISTING LAND USE	The eastern 9.83 acres are used for crop farming and this portion of the site is currently in agricultural production. The western 9.24 acres not currently in use.
EXISTING ZONING	The eastern 9.83 acres are zoned Crystal Springs Planned Area Development (PAD), which allows for development of the property in accordance with the City's R-4 (Multi-Family Residential) zoning district. The western 9.24 acres are zoned Manufactured Home Park (MH).
ZONING HISTORY	The eastern 9.83 acres were annexed in March 1999 and rezoned from Agricultural (AG) to Crystal Springs Planned Area Development (PAD) in May 1999. The approximate 90 acre Crystal Springs PAD, which is bounded by Avondale Boulevard on the east, McDowell Road on the north, 119th Avenue on the west, and I-10 on the south, permits multi-family residential uses in accordance with the R-4 zoning district on the subject site. The western 9.24 acres were annexed in October 1983 and have been zoned Manufactured Home Park (MH) since annexation. Prior to 2009, the MH district was named R-5.

SURROUNDING ZONING AND LAND USE	
NORTH	Multiple uses are occurring along the northern boundary of the property, from east to west: Crystal Springs Apartments, a fully developed 26-acre, 390-unit multi-family residential development. The Crystal Springs Apartments property is zoned Crystal Springs Planned Area Development (PAD) which allows for multi-family uses on that property.

	Country Hills Mobile Home Park, a manufactured home park containing 115 manufactured homes that also provides additional spaces for seasonal parking of recreational vehicles for habitation. The park was developed between 1969 and 1976 while in Maricopa County; the property is zoned Manufactured Home Park (MH).
EAST	An 8.22-acre property upon which a charter elementary school, Sun Valley Academy, is currently under construction. The property is zoned Crystal Springs PAD. By Arizona statute, charter schools are not required to comply with City zoning regulations.
SOUTH	Interstate-10 (I-10), a major federal highway zoned AG (Agricultural). The width of I-10 right-of-way adjacent to the subject property ranges from 600 to 660 feet and is developed with a ten-lane median separated highway and a large drainage channel north of the westbound lanes. An existing sound attenuation wall that runs the full width of the subject site is located between the channel and highway.
WEST	An undeveloped portion of Friendship Park, zoned Agricultural (AG). It is anticipated this land, owned by the City of Avondale, will be developed with park amenities at a later, undetermined date.

GENERAL PLAN

The property is presently designated by the General Plan 2030 Land Use Map as High Density Residential (HDR). The HDR designation allows for development of multi-family residential including patio homes, apartments, condominiums, and townhomes with a density of twelve (12) to thirty (30) dwelling units per acre (Target Density = 12).

The applicant is requesting a Minor General Plan Amendment to change the Land Use designation of the property to Medium/High Density Residential (MHDR), allowing the property to be developed at a lower density than currently supported. The MHDR designation allows for development of a variety of single-family and multi-family residential types with a density of four (4) to twelve (12) dwelling units per acre (Target Density = 4).

PUBLIC SCHOOLS

SCHOOL DISTRICT(S)	Littleton Elementary School District Tolleson Union High School District
ELEMENTARY SCHOOL	Student's choice (No defined school). The closest district school is Canyon Breeze Elementary School located at the southwest corner of Encanto Boulevard and 116th Lane.
HIGH SCHOOL	West Point High School located at the northwest corner of Avondale Boulevard and Encanto Boulevard.

ADJACENT STREETS

117th Avenue

Classification	Minor Collector
Existing half-street ROW	40 feet
Standard half-street ROW	40 feet
Existing half-street improvements	One through lane, half center turn lane, bike lane, detached sidewalk, curb, gutter, landscaping, street lights

Standard half-street improvements	One through lane, half center turn lane, bike lane, detached sidewalk, curb, gutter, landscaping, street lights
119th Avenue	
Classification	Minor Collector
Existing full-street ROW	40 feet
Standard full-street ROW	40 feet
Existing full-street improvements	Two through lanes, detached sidewalk (east side only), curb (east side only), gutter (east side only), landscaping (east side only), street lights (east side only)
Standard full-street improvements	Two through lanes, center turn lane, bike lanes, detached sidewalks, curbs, gutters, landscaping, street lights

<i>UTILITIES</i>	
Future development on the site will access existing twelve-inch water lines in 117th Avenue and 119th Avenue. Sewer service to the site will be accommodated by an existing 30-inch main line in 119th Avenue. Salt River Project (SRP) provides electrical service in this portion of the City.	

Exhibit E

Proposed PAD Narrative

Hancock Communities at McDowell 117



McDowell 117

PAD Narrative

Submitted June 9, 2020

Case # PL-20-0055

Submitted: March 5, 2020

Revised: April 28, 2020

Revised: June 09, 2020

TABLE OF CONTENTS

Introduction & Request.....	2
Property Location/Site Context.....	3
Plan Conformance	
<i>General Plan</i>	5
<i>Avondale Strategic Five Year Plan</i>	6
<i>Freeway Corridor Specific Plan</i>	7
Land Use and Development Standards	9
Site Planning	12
Architectural Theming and Walls	14
Open Space, Landscaping and Amenities.....	19
Low Impact Development (LID)	21
Signage.....	22
Phasing.....	23
Appendix A – Justification for Modified Standards	24

EXHIBITS

- 1- Legal Description for Zoning
- 2- Aerial Context Plan
- 3- Existing Zoning Map
- 4- Proposed Zoning Map
- 5- Conceptual Site Plan
- 6- Conceptual Elevation and Paint Diversity Plan
- 7- Conceptual Building Elevations
- 8- Conceptual Landscape Plan
- 9- Conceptual Open Space Plan

Introduction and Request

On behalf of the property owner, as well as Hancock Communities, we are requesting approval of PAD zoning for the subject property to be known as Hancock Communities at McDowell 117 (“Hancock at McDowell 117”).

This stand-alone PAD will replace the existing PAD zoning (Crystal Springs) on the eastern half of the property and the existing MH (Manufactured Home Park) zoning on the western half. The Hancock at McDowell 117 PAD will afford the City of Avondale zoning to allow for a unique medium-density multi-family community.

The requirements of the Zoning Ordinance, as amended, and the Avondale Subdivision Regulations, as amended, shall apply except where explicitly state otherwise herein by this PAD.

Property Location/Site Context

The subject property is approximately 19.07 net acres generally located south of McDowell Road between Avondale Boulevard and Friendship Park. The property is directly bounded on the south by a flood control structure along with the I-10 corridor and existing apartments and a mobile home park on the north. (See Exhibit 1, Legal Description)

Exhibit 2 – Aerial Context Map (See Exhibit Section for larger version)



The subject property currently has two separate existing zoning classifications. As illustrated on the Existing Zoning Map (following page) the western 9 acres of the property is zoned for MH (Manufactured Home Park) which allows for manufactured homes to be placed on the property at up to 7 units per acre. The eastern 10 acres is zoned PAD as part of Crystal Springs. This PAD, approved in 1999, designates the property for multi-family under the City's R-4 district and allows up to 22 units per acre. Between the two zoning categories, the property could currently be developed with up to 284 total dwelling units.

Given the properties adjacency to I-10, this request was shared with ADOT for their comments. Provided the project doesn't request access to ADOT right-of-way and the existing wall is protected in place, ADOT expressed no concerns at this time with the rezoning of the property.

Property Location/Site Context

Exhibit 3 – Existing Zoning Map (See Exhibit Section for larger version)

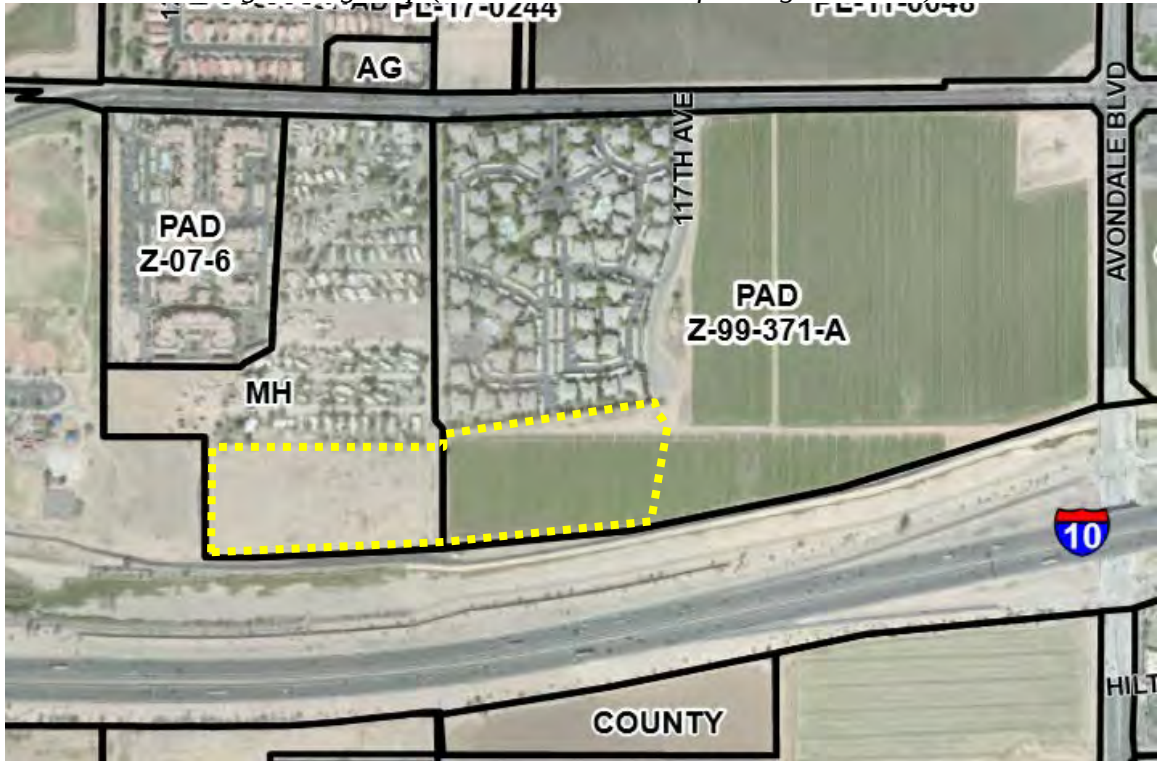
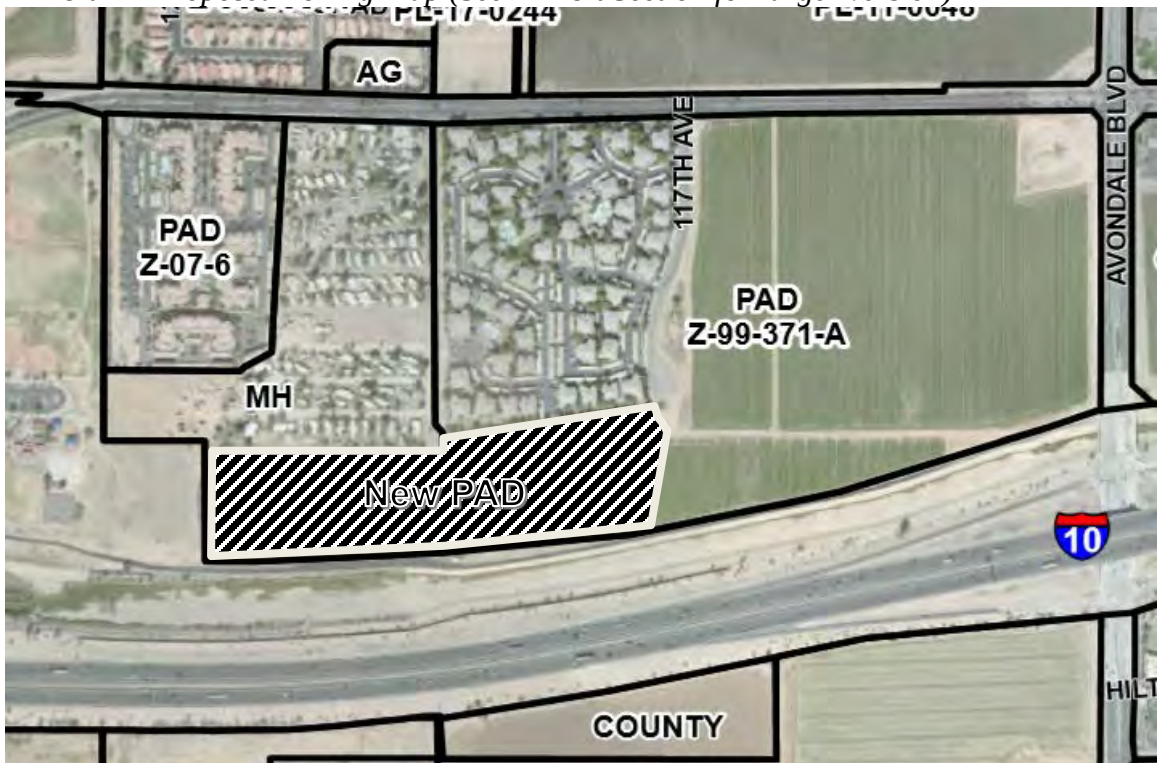


Exhibit 4 – Proposed Zoning Map (See Exhibit Section for larger version)



Plan Conformance

Avondale General Plan/GP2030

The subject property currently has a designation of High Density Residential within the Avondale 2030 General Plan (“Plan” or “GP2030”). Pursuant to the Plan, this land use designation is for multi-family residential with a density range of 12 to 35 units per acre with a target density of 12 units per acre. Because the proposed zoning contemplates a multi-family project with a maximum density less than 12 units per acre, we have filed a companion Minor General Plan Amendment (PL 20-0054) to replace the High Density Residential designation with one for Medium-High Density Residential.

The requested PAD will be in conformance with the General Plan Land Use Map if the companion Minor General Plan Amendment is approved and is in conformance with the Goals and Policies of the Plan as detailed below taken from the GPA narrative:

Land Use Goal 1 Policy C: *“Diversify Avondale’s housing stock by providing for varied residential types with an emphasis on large lot development in the southern core of the City.”*

The proposal continues to support multi-family residential in the northern area of the City, which is predominantly single-family residential. The companion rezoning case with this will allow for a unique housing type, that to our knowledge is not currently available in Avondale. Hancock Communities include single-story mostly detached rental homes with yards and high-end amenities that cater to affluent renters or those who would normally be purchasing condos.

Land Use Goal 1 Policy D: *“Enhance the attractiveness of infill parcels as an option for new development throughout Avondale.”*

The proposed development will occur on a long vacant piece of land and take advantage of existing infrastructure.

Land Use Goal 3 Policy D: *“Ensure adequate transitions and/or buffers are provided when adjacent land uses vary in character and intensity.”*

The adjacent land use designation to the north is High Density residential and this land developed with traditional multi-story multi-family and a mobile home park. To the east is a Mixed Use designation currently under development with a charter school and to the west is more High Density Residential, but with Avondale’s Friendship Park. To the south is I-10. This amendment still supports

Plan Conformance

multi-family residential on the property, just at a slightly reduced density. The companion rezoning case provides standards that allow for transitions and buffering when necessary.

Economic Element Goal 3 Policy D: “Support new development that accommodates business attraction opportunities.”

This amendment will facilitate the development of a long vacant piece of land at the gateway to Avondale and will help spur additional development in the area.

Housing Element Goal 2: “Champion the development of housing types not currently available in the City to allow for a variety of socio-economic levels.”

Hancock Communities, the high-density residential component of this development offers a unique housing type that to our knowledge is not currently available in Avondale.

Avondale Strategic Five Year Plan

This plan is built on five major initiatives that the City Council has identified as priorities. The initiatives and the strategic goals they suggest should guide the City of Avondale. Listed below are initiatives that are supported by this proposed General Plan Amendment and its companion rezoning case.

Foster Sustainable Community Development

Strategic Goal: Encourage Build-Out in Residential Housing Opportunities that Support Diverse Housing Options.

Action Item: Develop outreach plan to multifamily investors and developer to highlight opportunities in Avondale.

The subject property is currently designated with a Land Use designation which supports multi-family residential and the proposed amendment continues to support that land use.

Create & Support Diverse Recreation & Education Opportunities

Strategic Goal: Provide Multi-Generational Recreation Events and Programs.

Action Item: Complete renovations for Friendship Park and at least three neighborhood parks.

The subject property is directly adjacent to Friendship Park. While this Minor GPA and the development that will come from it will not directly support the

Plan Conformance

completion of the park, it will provide residents that will frequent the park and benefit from Avondale's investment in the park.

Freeway Corridor Specific Plan

Adopted in 1991 and updated several times, the Freeway Corridor Specific Plan ("Specific Plan") applies to the area around the Loop 101 and I-10 freeways in order to effectuate the City's vision for those freeway corridors.

Objective #1: Prioritize the City's appearance from the I-10 and the Loop 101 freeways, limiting heavy industrial uses and establishing strict design requirements where necessary.

The subject property is currently located behind an existing sound wall along the I-10 freeway (below). With a limited height in the companion zoning case, the project will have very limited visibility from the freeway, but pursuant to other applicable guidelines and regulations, it will only enhance the City's appearance.



Objective #2: Establish design requirements based on and specific to the General Plan designation of a developable property to ensure Freeway Corridor subareas achieve their intended purposes.

The development of subject property will comply with all Avondale's design criteria, including any specific standards within the Specific Plan.

Objective #3: Institute minimum site utilization thresholds for properties adjacent to the City's recommended HCT alignment and provide generous maximum building heights throughout to ensure the area develops at the intensity level and form that is needed to accomplish the City's goals, most notably attracting high capacity transit.

The proposed project is not located within an area that includes a minimum FAR.

Objective #4: The Freeway Corridor will be the southwest valley's premier job center.

Plan Conformance

The requested minor General Plan Amendment changes the multi-family designation from High Density to Medium-High Density. In keeping the designation for residential, the property will continue to support multi-family residential along the Freeway Corridor in support of employment opportunities.

The type of rental housing proposed in the companion rezoning case for Hancock Communities has been found to attract affluent renters which should support Avondale's employers.

Objective #5: *Ensure new development in the Plan area is pedestrian/bicyclist friendly and contributes to a walkable community.*

The proposed project provides a new residential option and a design concept into Avondale. "Hancock Communities at McDowell 117" is a desirable product offering a housing type is a unique blend of urban and traditional single-family living that provides a new unique housing opportunity and style that encourages the diversity of housing options in the area. Internally, Hancock Communities at McDowell 117 will be a walkable community. Utilizing connecting sidewalks and bike lanes residents are offered opportunities for walkability and non-vehicular transportation outside the community including direct access to Friendship Park.

Objective #6: *Further develop the Freeway Corridor's sense of place through street treatments, entry gateways, and other aesthetic treatments within the public realm.*

The proposed General Plan Amendment does not alter the use of the property. It is and will remain multi-family, which is already separated from the I-10 corridor by a tall sound wall. With the proposed maximum height of one story, that wall will screen the project from the public realm.

Land Use and Development Standards

While multi-family in zoning, with multiple dwelling units on a single parcel, Hancock Communities functions more like a grouping of attached and detached single-family buildings and are akin to a compact single family subdivision offering central amenities to the development. Unlike the typical vertical apartment complexes that are two or more stories, horizontal communities are single story and in the case of Hancock Communities at McDowell 117, are small homes that are for rent. Buildings are grouped to create intimate courtyards and paseo walkways to support healthy neighborhood interaction.

Some of the traditional requirements of the City of Avondale development standards for multi-family are not applicable to the unique residential product used in Hancock Communities. Traditional multi-family zoning expects large buildings consisting of multiple units, thereby creating a large building mass. Hancock Communities at McDowell 117 consists of one-story residential homes that are either fully detached (2 bedroom units) or duplex style (1 bedroom units). As such, this PAD proposes modifications to support this unique proposed multi-family.

Uses:

Shall be those uses (permitted outright, permitted with a conditional use permit, permitted with conditions, or permitted as an accessory use) within the City of Avondale's Multiple Family (R-3) Zoning District.

Density:

Maximum units allowed shall be pursuant to the City of Avondale's Multiple Family (R-3) Zoning District which is 1 unit for every 3,630 square feet of net site area, which is 12 units per acre.

Development and Design Standards:

Shall be those within the City of Avondale's Multiple Family (R-3) Zoning District with the modifications listed on the following table: *(Next Page)*

Land Use and Development Standards

Multi-Family Modified Standards		
Standard	Existing R-3 Requirement	Proposed Modification *
Maximum height	30 feet	20 ft./1 story ⁽¹⁾
Minimum Building Separation (one story buildings)	20 feet separation between principal entrance or exit and 15 feet separation all other places.	10 feet
Parking Lot Landscaping - Islands	Parking islands shall be installed at least every eight (8) consecutive parking spaces and located at the end of each row of parking spaces.	Parking islands shall be installed at least every ten (10) consecutive parking spaces and located at the end of each row of parking spaces.
Building Address Signs	The building(s) nearest the street must identify the street number of the building(s) with minimum eighteen (18) inch high contrasting numbers/letters with a three (3) inch stroke width. All buildings shall identify the building number/letter with minimum eighteen (18) inch high contrasting numbers/letters with a three (3) inch stroke width. Buildings are required to provide two (2) or more building identification signs per each one hundred (100) feet of the length of the building elevation. All buildings shall include apartment spread numbers (e.g. Units 201-210) identified with minimum seven (7) inch high contrasting numbers/letters with a one (1) inch stroke width. v. Each individual unit shall be	Building Address Signs shall be allowed in locations and of a size approved by the Fire Department.

Land Use and Development Standards

Multi-Family Modified Standards		
Standard	Existing R-3 Requirement	Proposed Modification *
	identified near the unit entryway using minimum four (4) inch high contrasting numbers/letters with a five-eighths (5/8) inch minimum stroke width.	

⁽¹⁾ An entry portico shall be allowed at a height up to 30 feet for adequate emergency vehicles ingress and egress as well as appropriate architectural rooflines to match the primary buildings.

* *For justification of proposed modifications, see Appendix A*

Site Planning

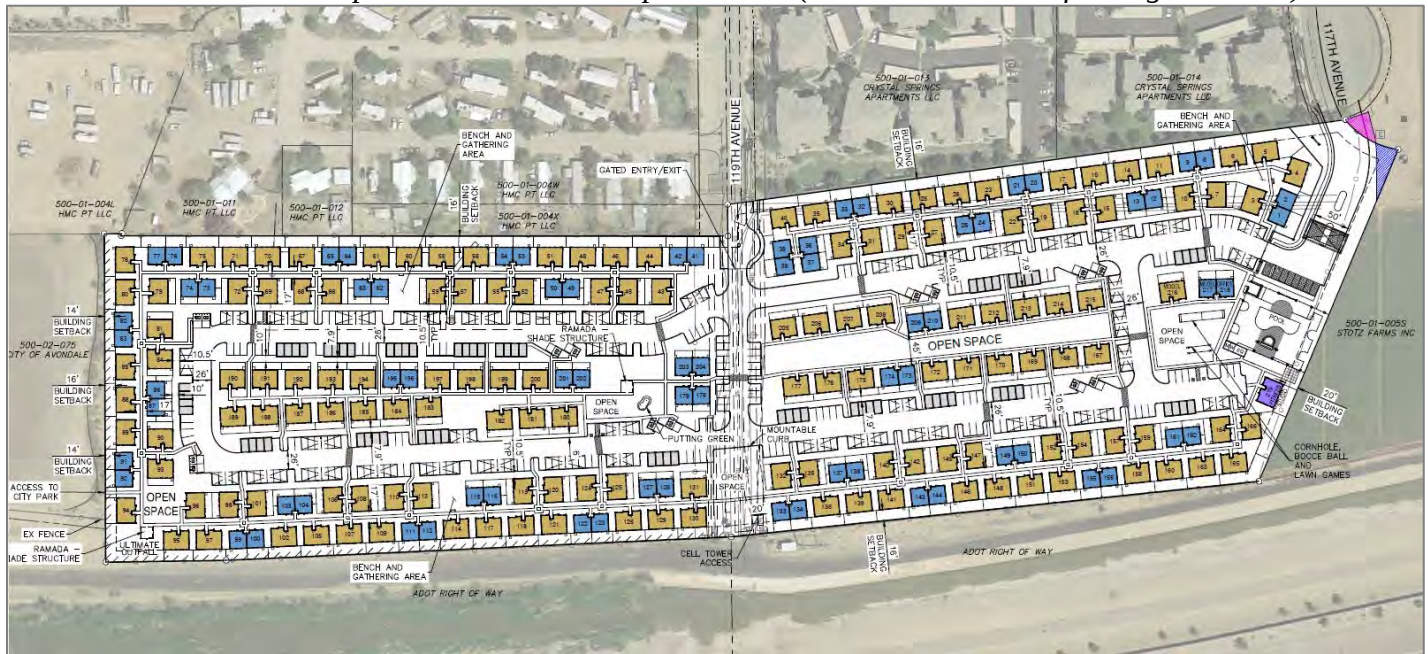
Site layout shall meet or exceed the guidelines set forth in the Multi-Family Residential Manual as well as the applicable requirements contained within the Freeway Corridor Specific Plan as determined by the City of Avondale at the time of formal site plan review.

The proposed Hancock Community is a gated community that consists of 217 rental homes, 144 of which are two bedroom and 73 are one bedroom. The two bedroom homes are fully detached wherein the one bedroom homes are “duplex” style and share a single common wall. (An office shares a duplex building with a one bedroom unit planned to serve as model and a separate fitness studio are also included but not counted as dwelling units.)

Hancock Communities do not provide 3 bedroom units. While other providers of horizontal rental projects include them in their plans, based on our experience and research, they can cause more problems and are not a highly desired unit size. Most renters seeking three bedrooms are either a family or group of individual roommates seeking to lower the average rent. Families are better suited to renting a single family detached home with more space and when a 3 bedroom unit is rented by three or more individuals, it taxes the community’s amenities and parking.

Rental homes form clusters in a ring both on the outside and inside of a looping drive aisle bordered with parking (a mix of garages, covered and uncovered stalls). In the center of the community is a linear communal area for recreation with smaller activity areas located throughout the community.

Exhibit 5 – Conceptual Site Plan/Development Plan (See Exhibit Section for larger version)



Site Planning

While Valley Metro offers a bus route along McDowell Road it is expected that most residents will use private vehicles for transportation. While parking is provided in accordance with the Avondale Zoning Ordinance along the ring road that loop internally, those vehicular elements are not meant to define the experience as they would in typical single family community dominated by driveways and garages. Once a resident exits their vehicle within a Hancock Community, they are greeted by inviting paths encouraging pedestrian activity and interaction. These pathways also provide a direct connection to Friendship Park and out to the adjacent sidewalks along 117th and 119th Avenues as well as the bike lane along 117th Avenue, all of which connect to sidewalks and bike lanes along McDowell Road.

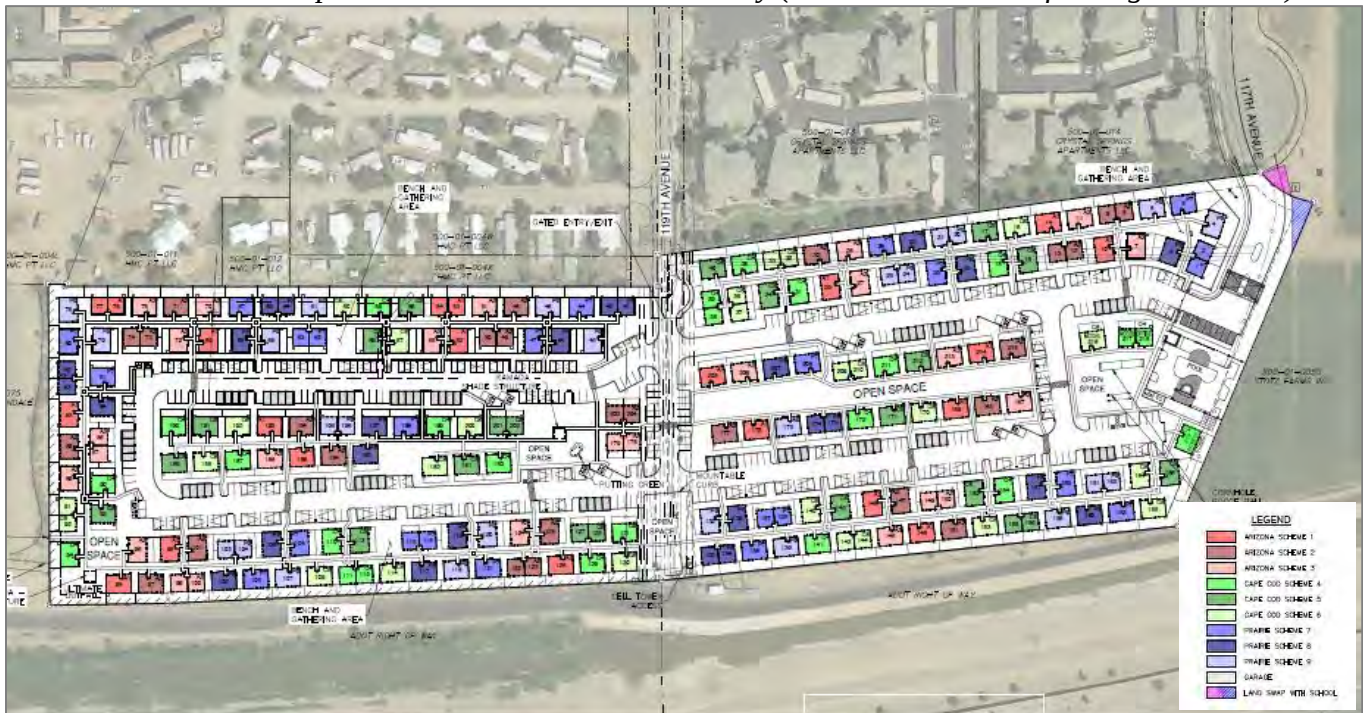
Architectural Theming and Walls

Architectural design theming and wall standards shall meet or exceed the guidelines set forth in the City's Multi-Family Residential Design Manual as well as the applicable requirements contained within the Freeway Corridor Specific Plan.

The design of all residential structures within proposed Hancock Communities at McDowell 117 will feature either a Prairie, Arizona Ranch, or Cape Cod architectural theme. Use of these three complementary themes allows more variety and visual interest within the project's built environment with each theme also including three distinct color schemes. Each structure will feature concrete tile covered hip or gable roofs and brick or stone wainscot accents along with details appropriate for the architectural style including columns, corbels, roof dormers, window sills/surrounds, window mullions, doors, and shutters.

As illustrated within the Conceptual Elevation and Paint Diversity plan the three elevation themes and color schemes will be alternated from home to home to produce additional visual variety.

Exhibit 6 Conceptual Elevation and Paint Diversity (See Exhibit Section for larger versions)



The Avondale Freeway Corridor Specific Plan ("FCSP") expands on the General Plan Urban Design Element Goal to "Maintain an upscale appearance from the I-10" by suggesting in a photo caption in the objectives section that "Development within the FCSP area must present a sophisticated appearance." The use of "sophisticated" has generally implied the need for contemporary architecture style. While a contemporary theme is quite appropriate for Avondale's visual environment for retail, employment and even institutional uses, in residential is should be limited to urban and mixed use settings. The architectural styles

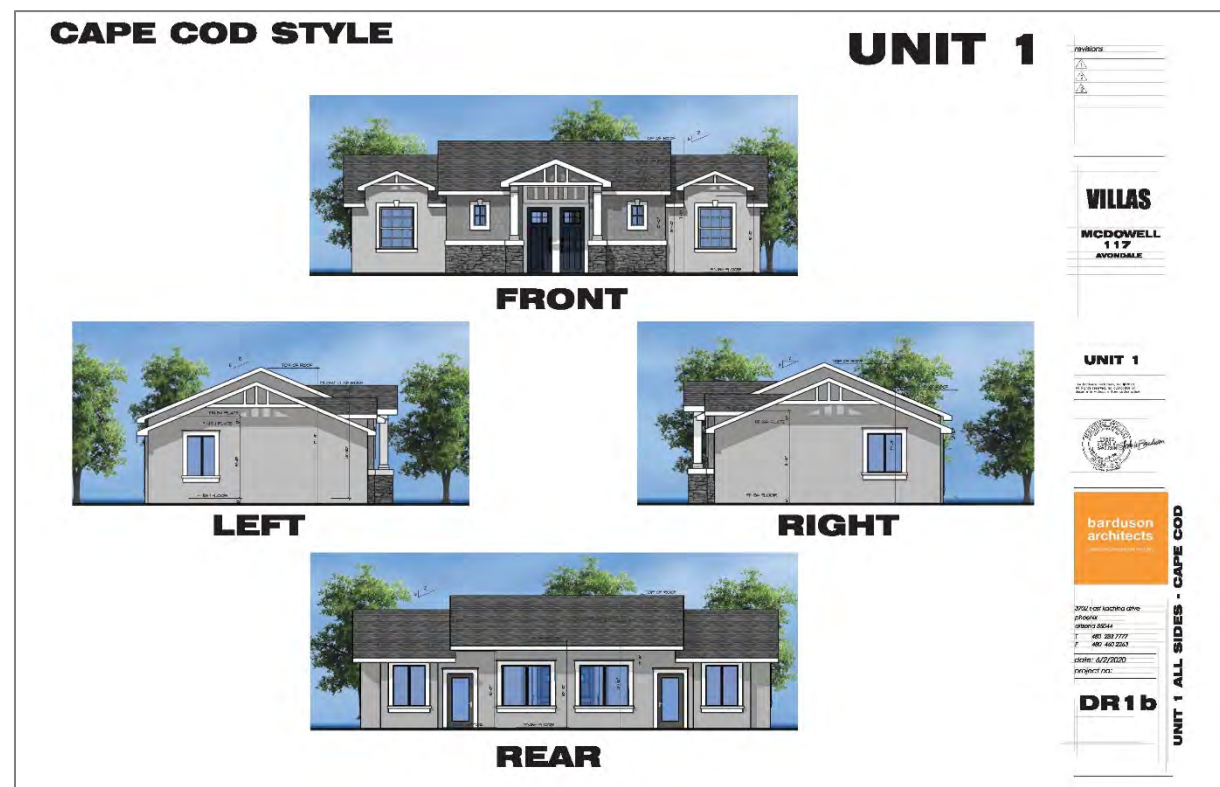
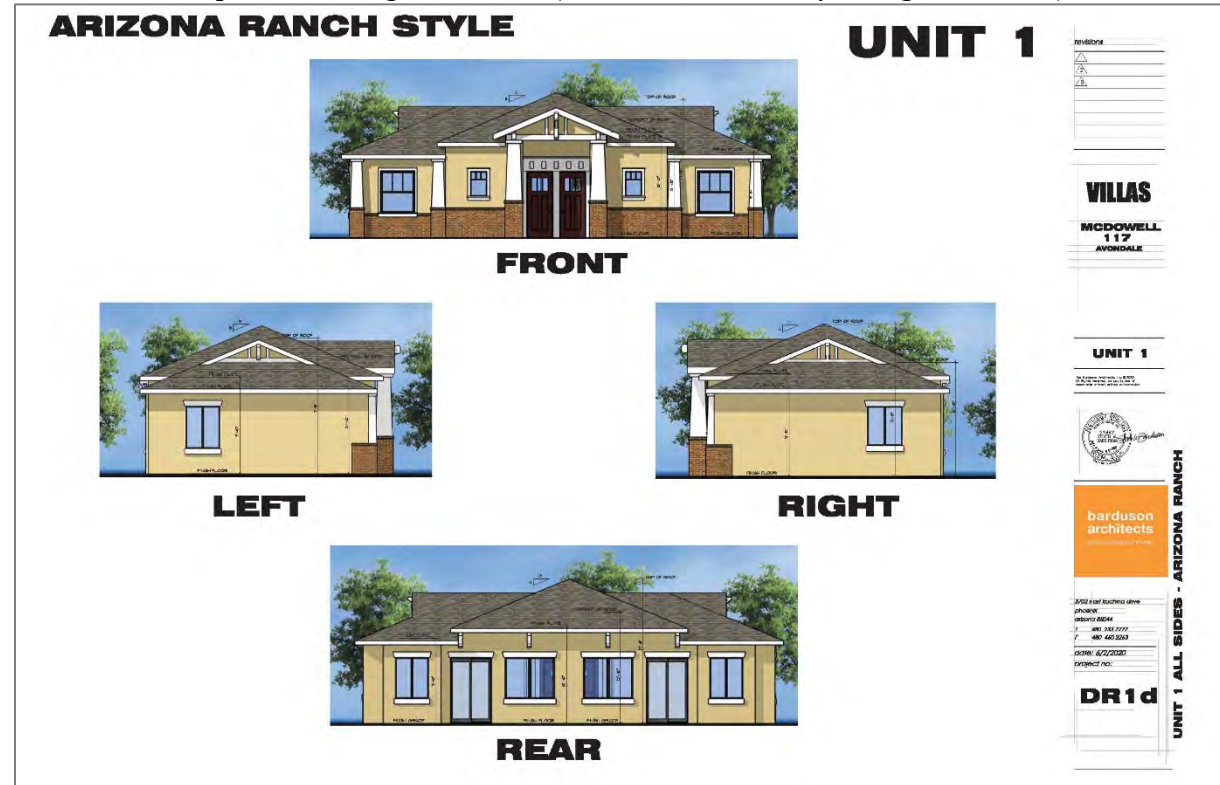
Architectural Theming and Walls

proposed are appropriate given their limited size and number of buildings and complement the existing adjacent multi-family. The mix of architectural themes each with distinctive pedestrian scaled elements, and the mix of color schemes is certainly sophisticated enough to warrant compliance with this implied requirement of the Avondale Freeway Corridor Specific Plan.

Perimeter walls, constructed of masonry, will be of a design complementing the existing walls in the surrounding area while using materials and colors that are consistent with the on-site architecture. Walls shall undulate or use pilasters to break up long linear expanses along street frontages. Internal walls, creating the private yards of the residential units will be made of white vinyl fence panels. This type of fencing provides a more timeless look matching the architectural themes and limits the harshness of additional masonry and/or stucco.

Architectural Theming and Walls

Exhibit 7 Conceptual Building Elevations (See Exhibit Section for larger versions)



CAPE COD STYLE

UNIT 2



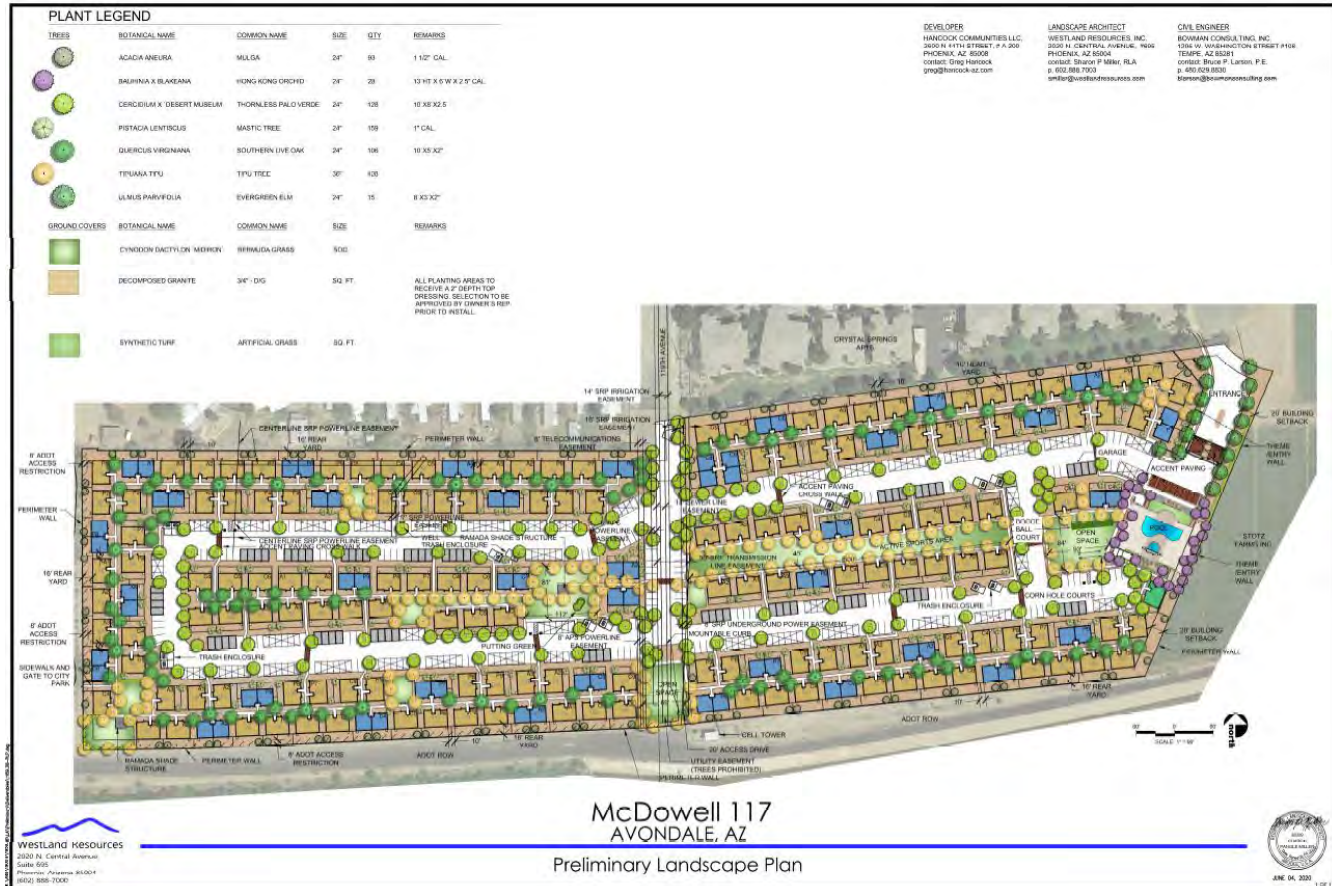
PRAIRIE STYLE

UNIT 2

18

Open Space, Landscaping and Amenities

Exhibit 8 – Conceptual Landscape Plan (See Exhibit Section for larger version)



Open Space, Landscaping and Amenity Standards shall be those within the City of Avondale's Multiple Family (R-3) Zoning District and shall meet or exceed the guidelines set forth in the City's Multi-Family Residential Design Manual as well as the applicable requirements contained within the Freeway Corridor Specific Plan, except as modified below:

If a multi-family project incorporates a private yard of 200 sq. ft. minimum for each unit (120 sq. ft. larger than the Zoning Ordinance requirement) then the Design Manual requirement of 20% net site area as usable open space shall be reduced to 15%. This open space shall take the form of usable, active open space area such as but not limited to parks, pools, indoor clubhouses, and walkways with enhanced shade and seating opportunities.

Main community amenities, such as office, pool, and fitness facilities, need not be centrally located inside the project if the site is small enough that such amenities are still located within a short 5 to 7 minute walk (1/4 to 1/3 mile assuming 3 mph) for most of the residents.

Open Space, Landscaping and Amenities

Within the proposed Hancock Communities at McDowell 117 project there is a main communal area for recreation consisting of a community swimming pool and spa, a covered ramada, a fitness studio with meditation garden and turf for active recreation with dedicated space for bocce ball and cornhole located nearby. This communal area is located at the easternmost side of the project to line up with the guest access at 117th Avenue, but is given the small size of the property, at the most it is a short walk (5 to 7 minutes maximum) from any residence. A secondary communal space is located central to the project and houses a community ramada and putting green along with turf for impromptu active recreation. Smaller open space areas for active and passive recreation are provided throughout the community including small respite areas with benches, all connected by a series of pathways. Trash receptacles will be placed appropriate and all pedestrian areas will be illuminated as necessary for use and safety.

Each unit offers a small landscaped private backyard, similar to a single-family home. However, with Hancock Communities, these yards will be maintained by the property manager, not the individual resident. The minimum backyard illustrated in the Conceptual Site Plan is 10 foot in depth, accounting for 250 square feet for the one bedroom homes and 370 square feet for the two bedroom homes; however, most are much larger with an average of 514 square feet. In total, these back yards account for over 2.5 acres of outdoor recreation space to be utilized by the residents and would take the place of smaller pocket parks typically found in traditional multi-family projects.

Exhibit 9 – Conceptual Open Space Plan (See Exhibit Section for larger version)



Low Impact Development

Low Impact Development (LID) is an approach to land development that works with nature to manage stormwater as close to the its source as possible and is encouraged by the Multi-Family Residential Design Manual. LID looks at stormwater as a resource rather than a waste product and encourages strategies such as bioretention facilities, rain gardens, vegetate rooftops, rain barrels and permeable pavers to create functional and appealing site drainage.

Hancock Communities at McDowell 117, and its unique horizontal community design isn't well suited for most LID concepts. Buildings are small scale, so they are placed closer together than traditional multi-family structures. Rain gardens or bioretention are not well suited when placed in close proximity to buildings and can cause negative effects on the foundations and integrity of the soils surrounding the homes. Our layouts also focus on usable open space, therefore our retention is placed underground and not in above-ground basins.

Hancock Communities will utilize pavers in lieu of impervious concrete on backyard patios and also uses artificial turf in those yards to reduce potable water usage. All landscaping will incorporate as many native and ADEQ low-water use plants as possible.

Signage

Signage shall be that allowed within the City of Avondale's Multiple Family (R-3) Zoning District and shall meet or exceed the guidelines set forth in the City's Multi-Family Residential Design Manual as well as the applicable requirements contained within the Freeway Corridor Specific Plan, except as modified below:

The Address Signs standards from Section 912.13.c of the Avondale Zoning Ordinance shall be allowed to be modified, as approved by the Fire Department, to allow for alternative building identification sizes and locations.

Phasing

Development of the property will occur in a single phase. Construction and occupancy of the rental units will be sequenced following completion of the common amenities.

Appendix A – Justification for Modified Standards

Reduction in Height

In support of the below requested reductions, Hancock at McDowell 117 is also proposing reductions in the allowed height for the property. The limitation of maximum 1 story buildings strengthens the justification for the proposed reduced development standards from that allowed in the R-3 Zoning District used as a base.

Reduction in Building Separation

Traditional multi-family zoning expects large buildings consisting of multiple units, thereby creating a large building mass. Hancock at McDowell 117 consists of one-story residential homes that are either fully detached (2 bedroom units consisting of 1,022 square feet under roof) or duplex style (1 bedroom units consisting of a total of 1,336 square feet under roof for the two unit building.) Wherein building separation is typically expected to maintain a 20' between building entrances and 15' between all other building faces, we are requesting a 10' minimum separation. (Doors are inset into the building face and there will actually be a greater separation as measured from door face to door face.) Given the small building mass, this reduced separation allows for a more pedestrian scale and provides an intimate experience in the walkways between the buildings.

Reduction in Parking Lot Landscape Islands

The requested increase in maximum spacing between parking lot landscaping islands is supported by the product type and the layout. Unlike a commercial or employment parking lot, or even a parking lot of a large apartment complex, within Hancock at McDowell 117 there is never any double rows of parking. While the spacing between islands has been increased, there will still be a minimum of 15% of the parking lot landscaped.

Address Signage

Avondale Zoning Ordinance requires typical address and building number signage found within a traditional multi-story apartment complex consisting of 18 inch tall numbers. Given that the proposed project features smaller single-story buildings and a unique layout we are asking for the ability to have the Fire Department approve an alternative. We are not proposing anything specific at this time so we can work with them to determine the best number size and location for wayfinding and emergency services response.

Exhibit 1

Legal Description

April 8, 2020

Project # 050744-01-001

LEGAL DESCRIPTION

THAT PORTION OF THE NORTH HALF OF SECTION 1, TOWNSHIP 1 NORTH, RANGE 1 WEST, OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 1, BEING MARKED BY A BRASS CAP IN HAND HOLE, FROM WHICH POINT THE NORTHEAST CORNER OF SAID SECTION 1, BEING MARKED BY A BRASS CAP IN HAND HOLE, BEARS NORTH 89°09'26" EAST (BASIS OF BEARINGS), A DISTANCE OF 2654.37 FEET;

THENCE SOUTH 00°37'47" EAST, ALONG THE NORTH-SOUTH MIDSECTION LINE OF SAID SECTION 1, A DISTANCE OF 1302.30 FEET TO THE **POINT OF BEGINNING**;

THENCE DEPARTING SAID MIDSECTION LINE, NORTH 82°12'12" EAST, A DISTANCE OF 892.58 FEET TO THE CENTERLINE OF 117TH AVENUE, ACCORDING TO BOOK 592 OF MAPS, PAGE 11, MARICOPA COUNTY RECORDS, SAID POINT BEING THE BEGINNING OF A NON-TANGENT CURVE TO THE RIGHT, CONCAVE EASTERLY AND HAVING A RADIUS POINT WHICH BEARS NORTH 63°44'09" EAST, A RADIAL DISTANCE OF 326.00 FEET;

THENCE NORTHERLY ALONG SAID CENTERLINE AND THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 00°14'10", AN ARC DISTANCE OF 1.34 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY OF 117TH AVENUE, ACCORDING TO BOOK 682 OF MAPS, PAGE 7, MARICOPA COUNTY RECORDS;

THENCE NORTH 67°29'37" EAST, ALONG SAID RIGHT-OF-WAY, A DISTANCE OF 33.14 FEET TO THE BEGINNING OF A NON-TANGENT CURVE TO THE LEFT, CONCAVE NORTHERLY AND HAVING A RADIUS POINT WHICH BEARS NORTH 41°22'21" WEST, A RADIAL DISTANCE OF 115.50 FEET;

THENCE EASTERLY ALONG SAID RIGHT-OF-WAY AND THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 03°23'00", AN ARC DISTANCE OF 6.82 FEET TO A POINT;

THENCE DEPARTING SAID RIGHT-OF-WAY, SOUTH 13°37'43" EAST, A DISTANCE OF 36.24 FEET TO THE BEGINNING OF A TANGENT CURVE TO THE RIGHT, CONCAVE WESTERLY AND HAVING A RADIUS OF 155.58 FEET;

THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 13°16'08", AN ARC DISTANCE OF 36.03 FEET TO A POINT OF TANGENCY;

THENCE SOUTH 00°21'35" EAST, A DISTANCE OF 63.44 FEET;

THENCE SOUTH 22°48'09" WEST, A DISTANCE OF 436.17 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY OF INTERSTATE 10;

THENCE SOUTH 84°00'33" WEST, ALONG SAID RIGHT-OF-WAY, A DISTANCE OF 762.54 FEET TO THE NORTH-SOUTH MIDSECTION LINE OF SAID SECTION 1;

THENCE SOUTH 87°20'33" WEST, ALONG SAID RIGHT-OF-WAY, A DISTANCE OF 726.27 FEET;

THENCE SOUTH 89°09'51" WEST, ALONG SAID RIGHT-OF-WAY, A DISTANCE OF 173.07 FEET;

THENCE NORTH 00°15'35" WEST, A DISTANCE OF 470.89 FEET;

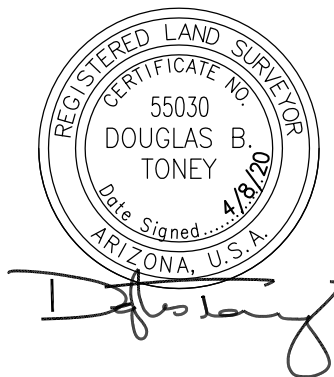
THENCE NORTH 89°36'58" EAST, A DISTANCE OF 25.82 FEET;

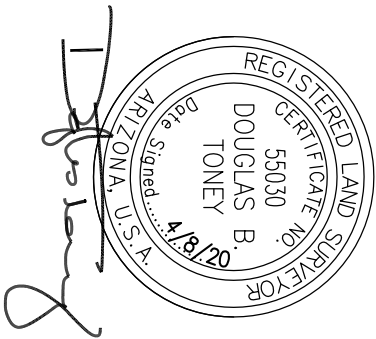
THENCE SOUTH 22°01'08" WEST, A DISTANCE OF 3.16 FEET;

THENCE SOUTH 89°58'02" EAST, A DISTANCE OF 871.30 FEET
TO THE NORTH-SOUTH MIDSECTION LINE OF SAID SECTION 1;

THENCE NORTH 00°37'47" WEST, ALONG SAID MIDSECTION LINE,
A DISTANCE OF 44.94 FEET TO THE **POINT OF BEGINNING**.

CONTAINING 830,676 SQ.FT. OR 19.0697 ACRES, MORE OR LESS.

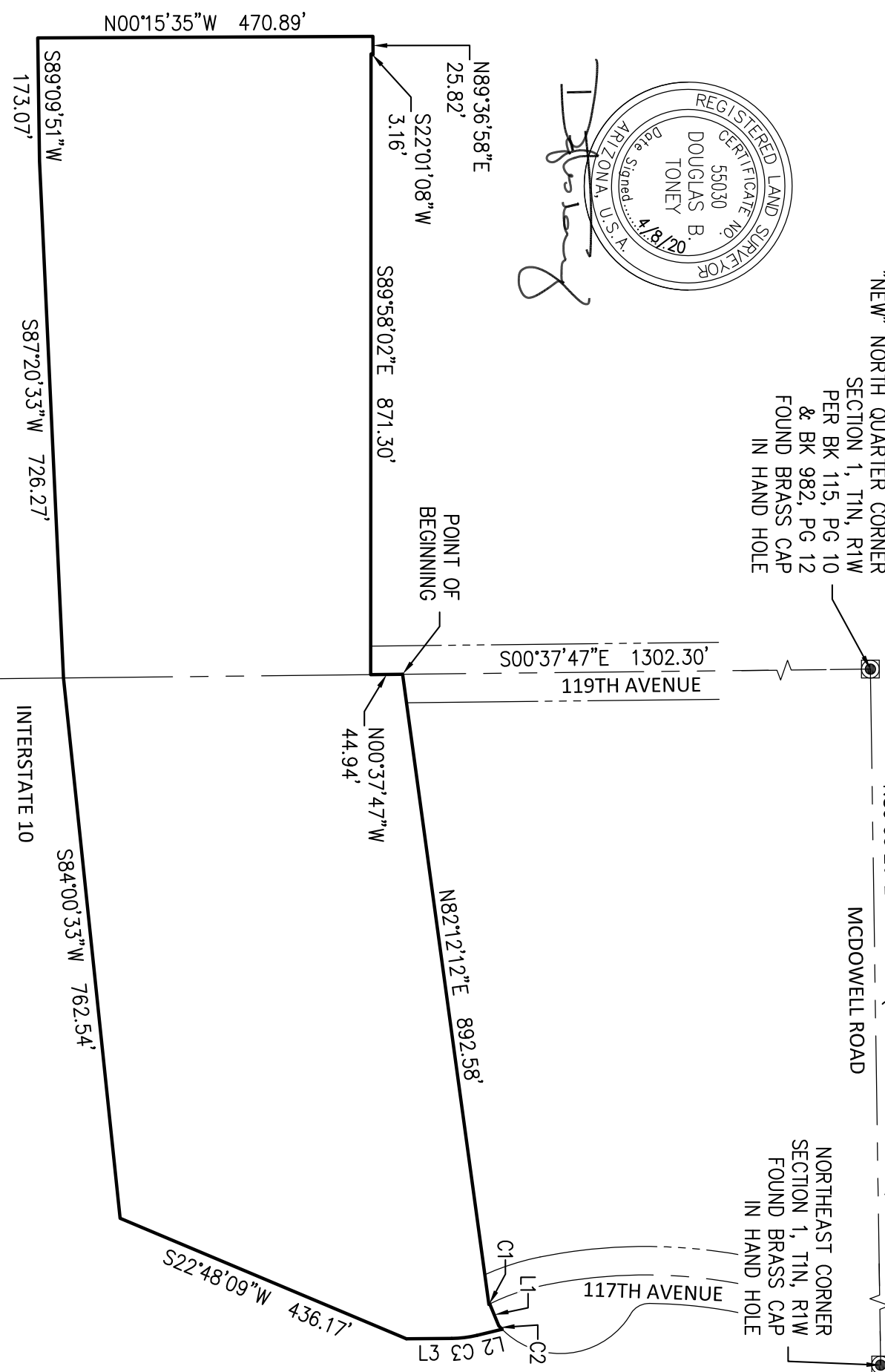




POINT OF COMMENCEMENT
"NEW" NORTH QUARTER CORNER
SECTION 1, T1N, R1W
PER BK 115, PG 10
& BK 982, PG 12
FOUND BRASS CAP
IN HAND HOLE

N89°09'26"E 2654.37'(BASIS OF BEARINGS)
MCDOWELL ROAD

NORTHEAST CORNER
SECTION 1, T1N, R1W
FOUND BRASS CAP
IN HAND HOLE



SHEET 1 OF 2			
DATE: 4/8/20			
EXHIBIT MCDOWELL 117			
BY: DT	CHK:	QC:	
BCG PROJECT NO: 050744-01 TASK: 001			
CLIENT REF NO:			

Bowman
CONSULTING

1295 W Washington St, #108
Tempe, AZ 85281
Phone: (480) 629-8830
Fax: (480) 629-8841
www.bowmanconsulting.com

Exhibit 2

Aerial Context Plan



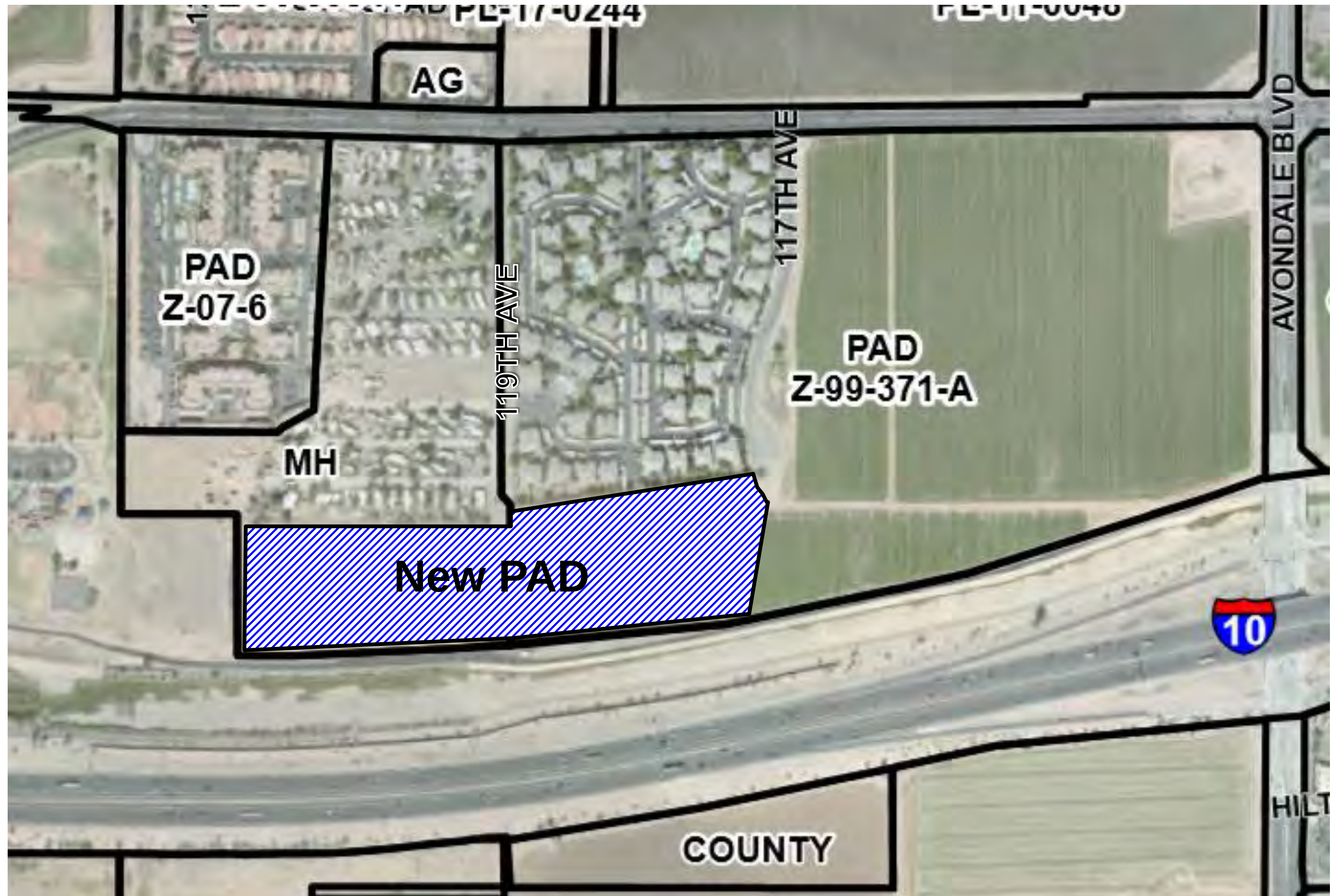
Aerial Vicinity Map

Exhibit 3
Existing Zoning Map



Existing Zoning

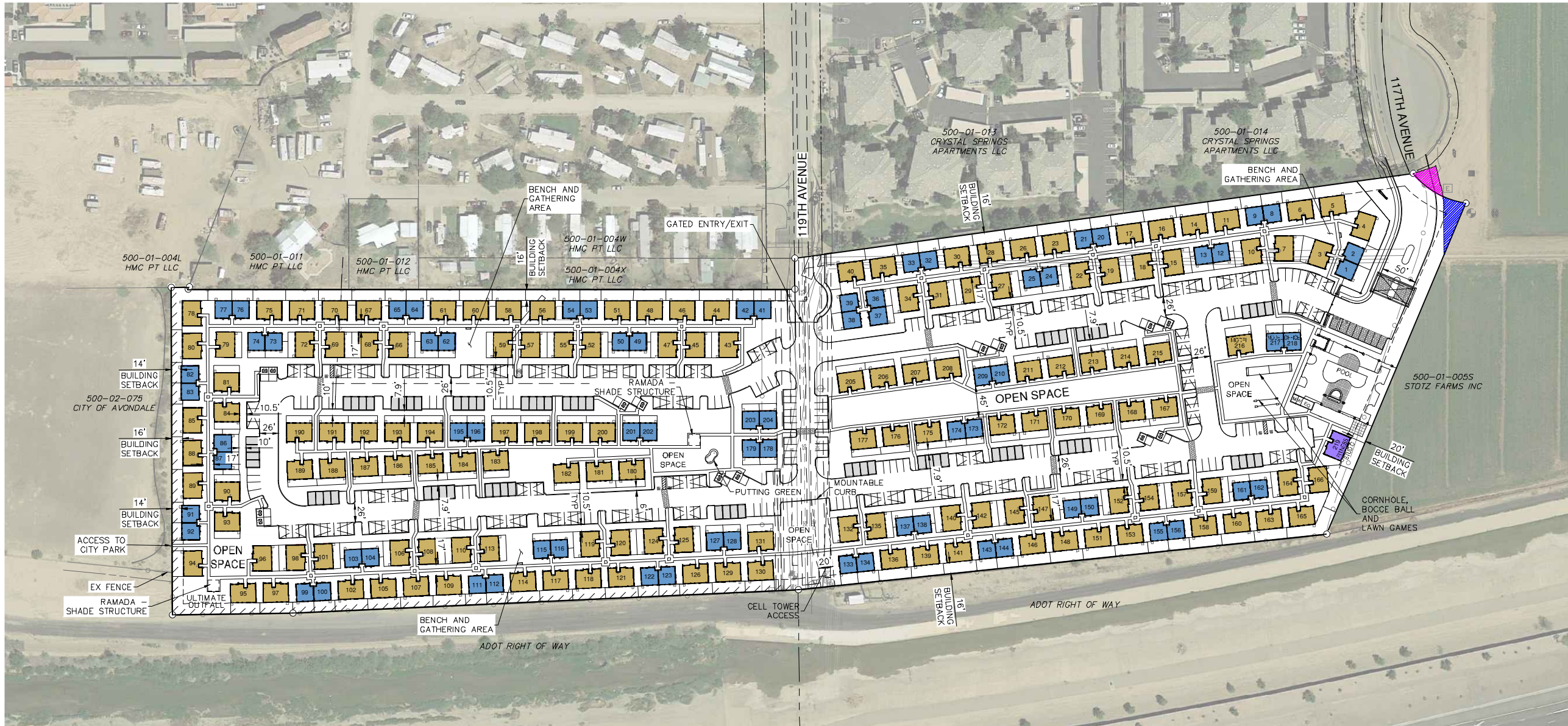
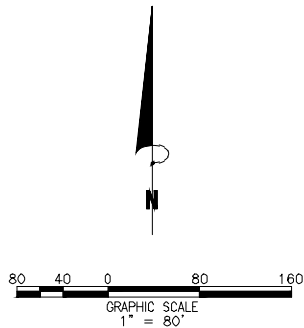
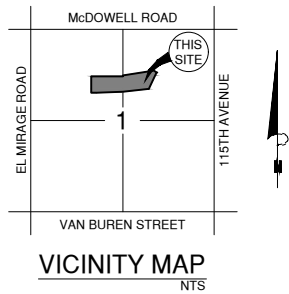
Exhibit 4
Proposed Zoning Map



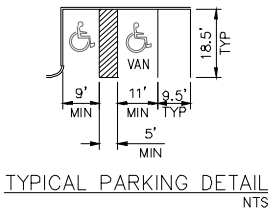
Proposed Zoning

Exhibit 5

Conceptual Site Plan



- LEGEND
- HANDICAP PARKING
 - ONE BEDROOM
 - TWO BEDROOM
 - FITNESS STUDIO
 - GARAGES
 - LAND SWAP WITH SCHOOL



MULTI-FAMILY UNITS AND PARKING				
	NUMBER OF UNITS	MIX %	PARKING REQUIRED PER UNIT	TOTAL PARKING REQUIRED
1 BEDROOM *	73	34%	1.5	110
2 BEDROOM *	144	66%	1.75	252
TOTALS	217	100%		362
			GUEST PARKING (1/10)	22
			TOTAL PARKING REQUIRED	383
			PARKING PROVIDED	435

BUILDING HEIGHT: 15'6"
NOTE: 72 GARAGE BAYS PROVIDED (20% OF REQUIRED PARKING)
GARAGE BAYS INCLUDED IN PARKING PROVIDED CALCULATION
C/L LENGTH (LF): 4,068
* FITNESS STUDIO AND OFFICE ARE NOT INCLUDED IN THIS CALCULATION

SITE DATA	
GROSS ACRES	19.08
NET ACRES	19.08
GROSS DU/AC	11.38
NET DU/AC	11.38
PUBLIC OPEN SPACE	20.1%
PRIVATE OPEN SPACE (REAR YARDS)	13.3%
ACTIVE OPEN SPACE (% OF PUBLIC OPEN SPACE)	56.5%

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CONSULTING

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CONCEPTUAL LAYOUT
McDOWELL 117
MARICOPA COUNTY
AVONDALE, AZ

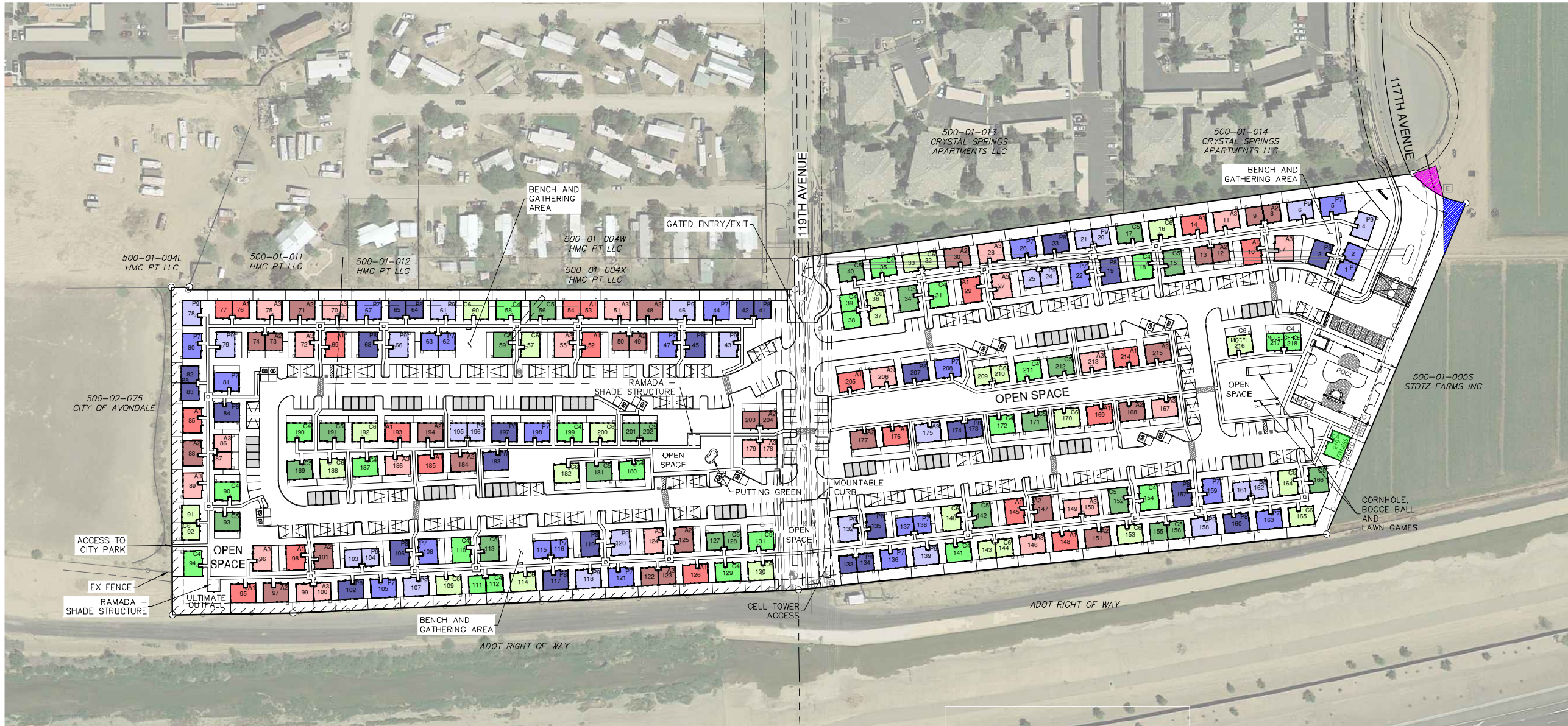
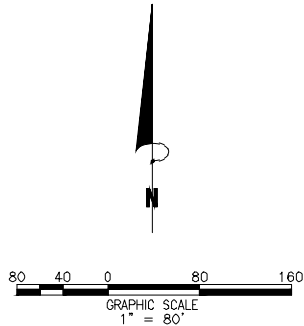
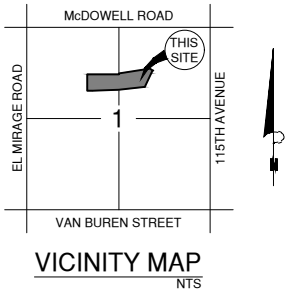
PROJECT NUMBER

PLAN STATUS

DATE	DESCRIPTION
DAB	DAB
DESIGN	DRAWN
SCALE	H:
	V:
JOB No.	050744-01-001
DATE :	6/9/2020

1
SHEET 1 OF 1

Exhibit 6
Conceptual Elevation and Paint Diversity Plan



LEGEND	
	ARIZONA SCHEME 1
	ARIZONA SCHEME 2
	ARIZONA SCHEME 3
	CAPE COD SCHEME 4
	CAPE COD SCHEME 5
	CAPE COD SCHEME 6
	PRAIRIE SCHEME 7
	PRAIRIE SCHEME 8
	PRAIRIE SCHEME 9
	GARAGE
	LAND SWAP WITH SCHOOL

MULTI-FAMILY UNITS AND PARKING				
	NUMBER OF UNITS	MIX %	PARKING REQUIRED PER UNIT	TOTAL PARKING REQUIRED
1 BEDROOM *	73	34%	1.5	110
2 BEDROOM *	144	66%	1.75	252
TOTALS	217	100%		362
			GUEST PARKING (1/10)	22
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BUILDING HEIGHT: 15'6"
NOTE: 72 GARAGE BAYS PROVIDED (20% OF REQUIRED PARKING)
GARAGE BAYS INCLUDED IN PARKING PROVIDED CALCULATION
C/L LENGTH (LF): 4,068
* FITNESS STUDIO AND OFFICE ARE NOT INCLUDED IN THIS CALCULATION

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GROSS DU/AC	11.38
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PUBLIC OPEN SPACE	20.1%
PRIVATE OPEN SPACE (REAR YARDS)	13.3%
ACTIVE OPEN SPACE (% OF PUBLIC OPEN SPACE)	56.5%



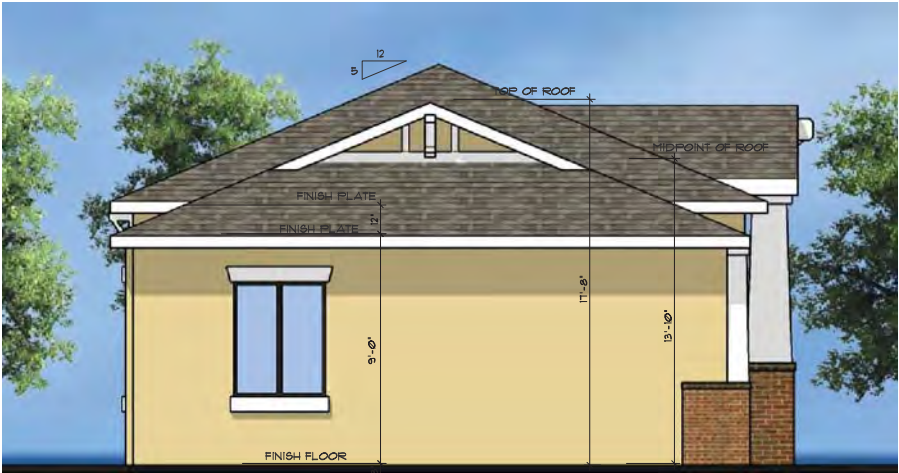
Exhibit 7
Conceptual Building Elevations

ARIZONA RANCH STYLE

UNIT 1



FRONT



LEFT



RIGHT



REAR

revisions	
1	
2	
3	

VILLAS

MCDOWELL
117
AVONDALE

UNIT 1

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project no:

DR1d

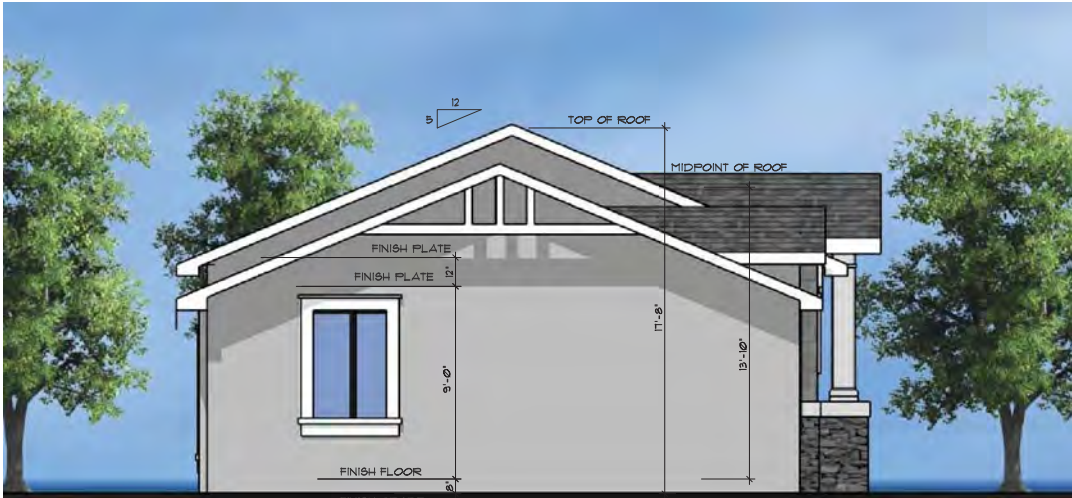
UNIT 1 ALL SIDES - ARIZONA RANCH

CAPE COD STYLE

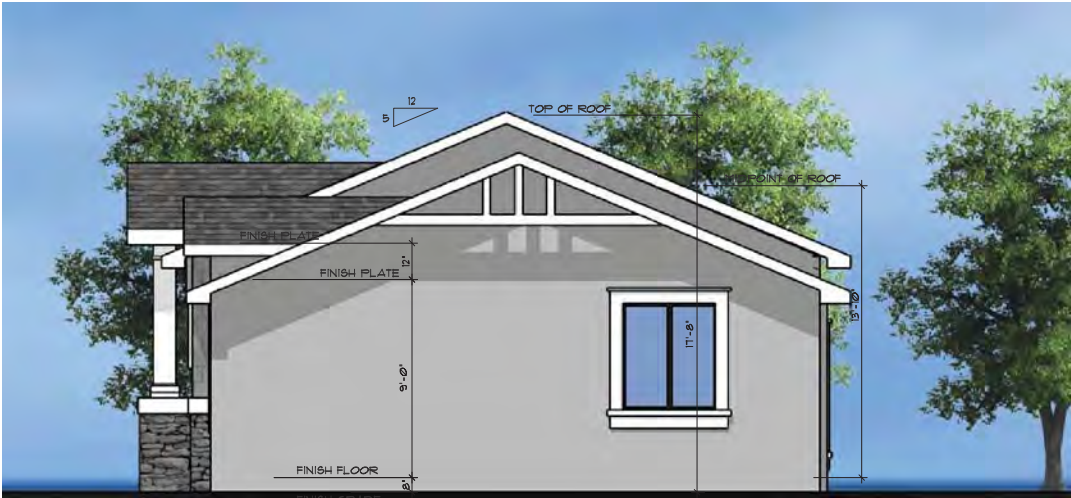
UNIT 1



FRONT



LEFT



RIGHT



REAR

revisions	
1	
2	
3	

VILLAS

MCDOWELL
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UNIT 1

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DR1 b

UNIT 1 ALL SIDES - CAPE COD

PRAIRIE STYLE

UNIT 1

revisions	
1	
2	
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UNIT 1

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DR1c

UNIT 1 ALL SIDES - PRAIRIE



FRONT



LEFT



RIGHT



REAR

ARIZONA RANCH STYLE

UNIT 2



FRONT



LEFT



RIGHT



REAR

revisions	
1	
2	
3	

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UNIT 2

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UNIT 2 ALL SIDES - ARIZONA RANCH

CAPE COD STYLE

UNIT 2



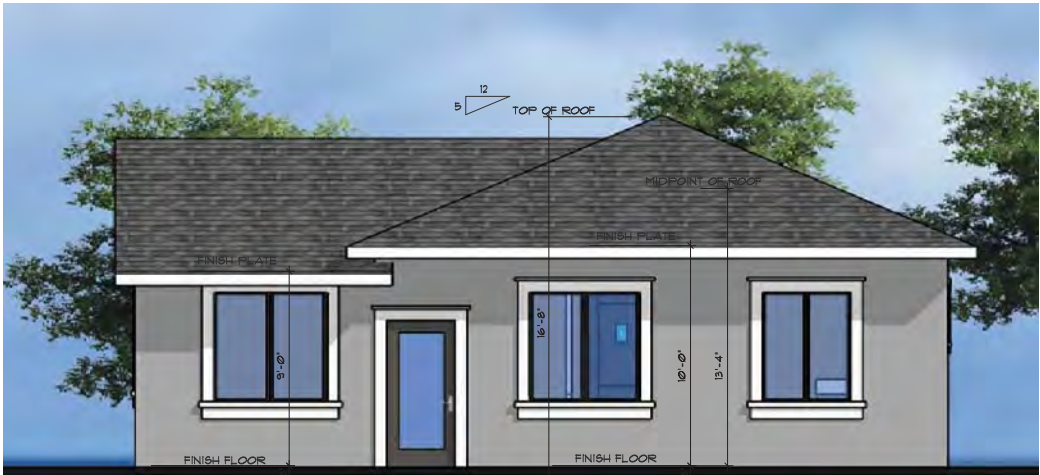
FRONT



LEFT



RIGHT



REAR

revisions	
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VILLAS

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UNIT 2

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DR2b

UNIT 2 ALL SIDES - CAPE COD

PRAIRIE STYLE

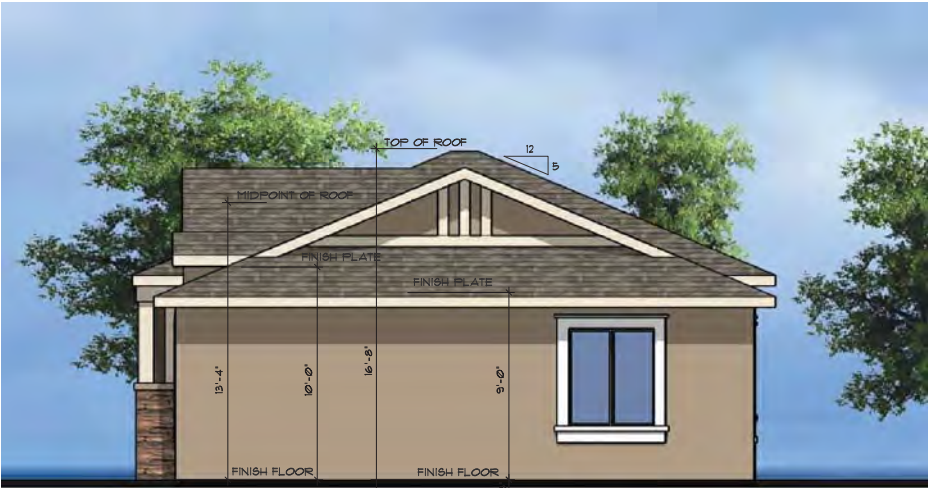
UNIT 2



FRONT



LEFT



RIGHT



REAR

revisions	
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UNIT 2

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project no:

DR2c

UNIT 2 ALL SIDES - PRAIRIE

CAPE COD STYLE

GARAGE



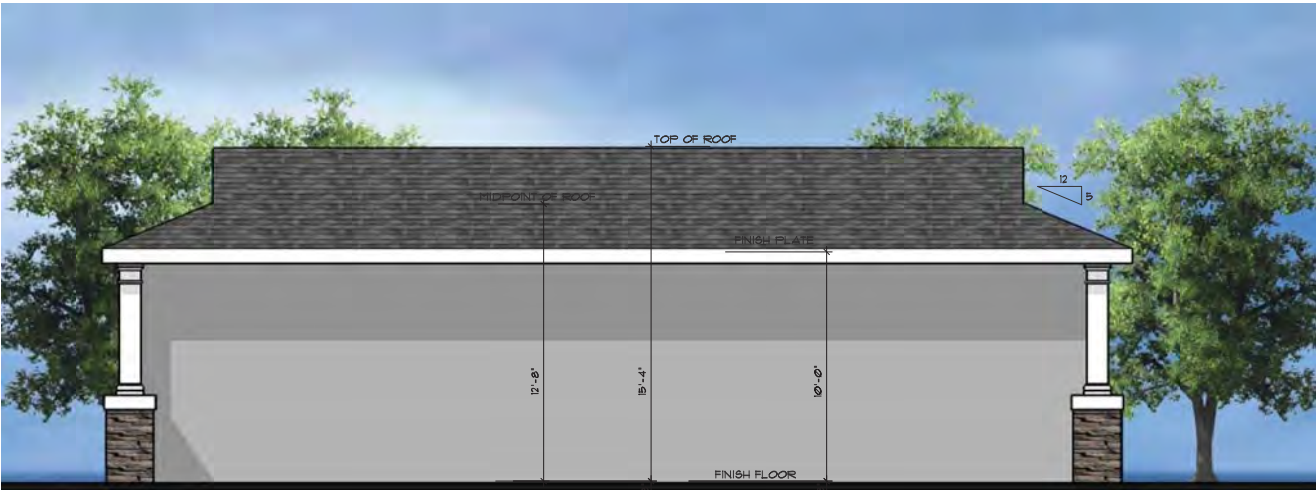
FRONT



LEFT



RIGHT



REAR

revisions	
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VILLAS

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GARAGE

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project no:

DR3b

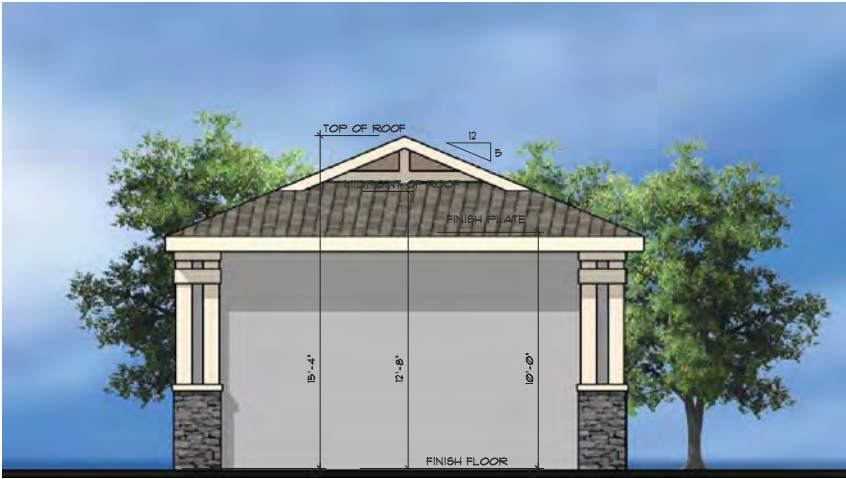
GARAGE ALL SIDES - CAPE COD

PRAIRIE STYLE

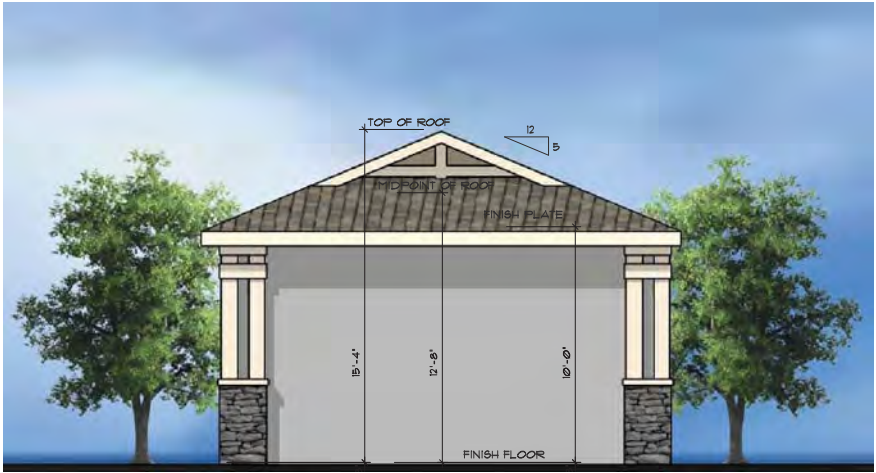
GARAGE



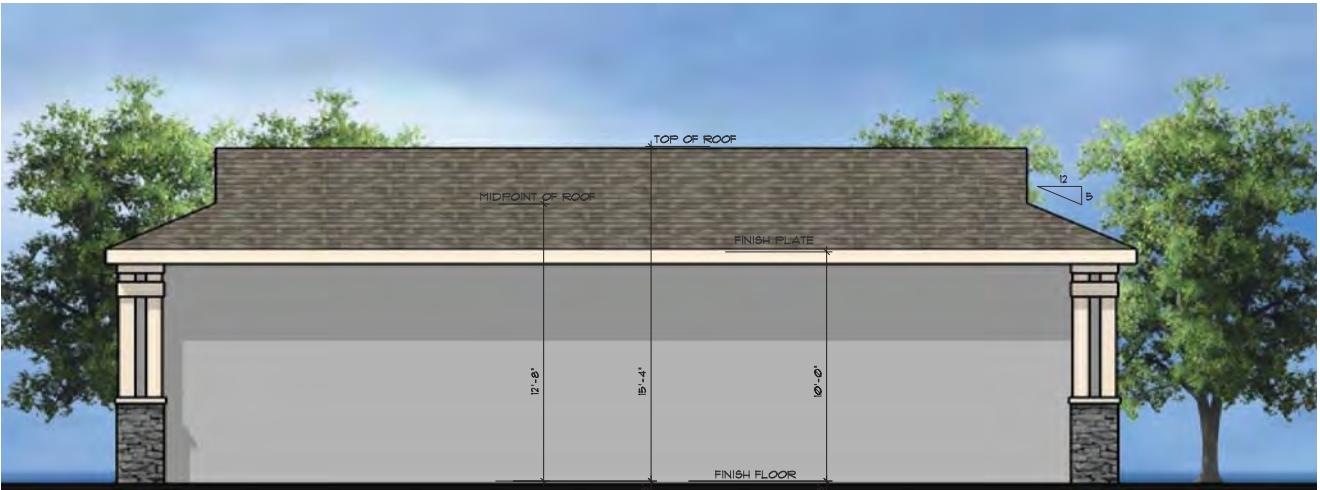
FRONT



LEFT



RIGHT



REAR

revisions	
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AVONDALE

GARAGE

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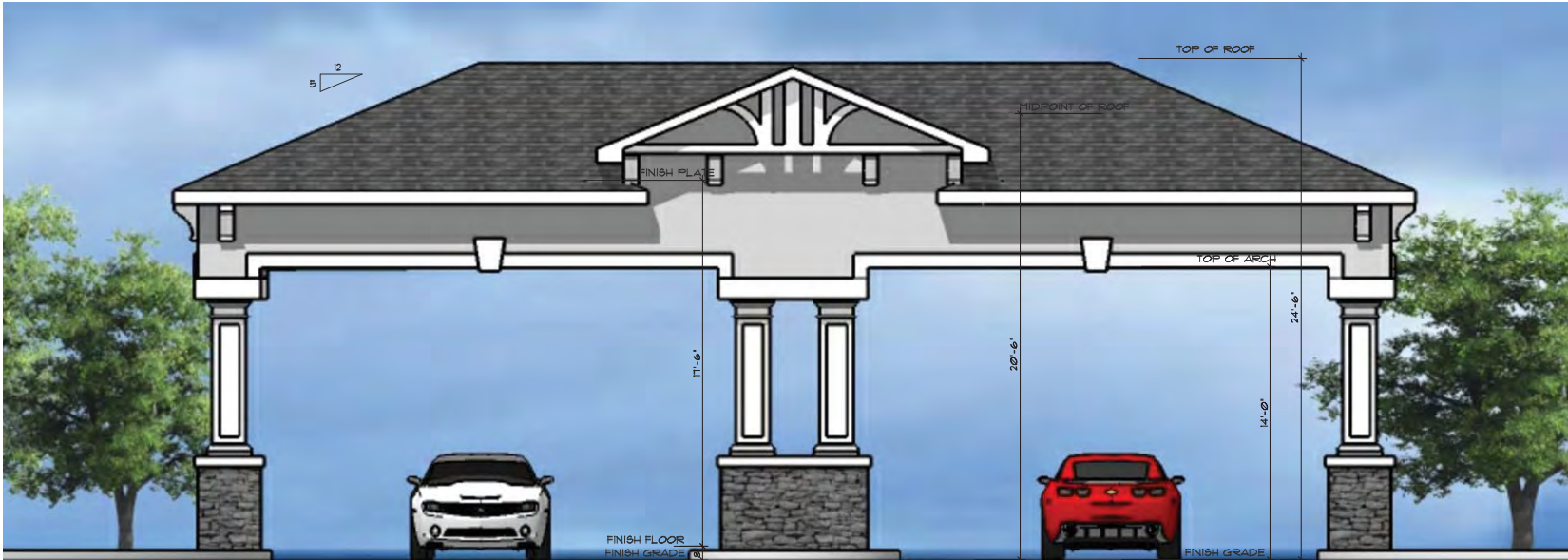
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date: 4-20-2020
project no:

DR3c

GARAGE ALL SIDES - PRAIRIE

CAPE COD STYLE

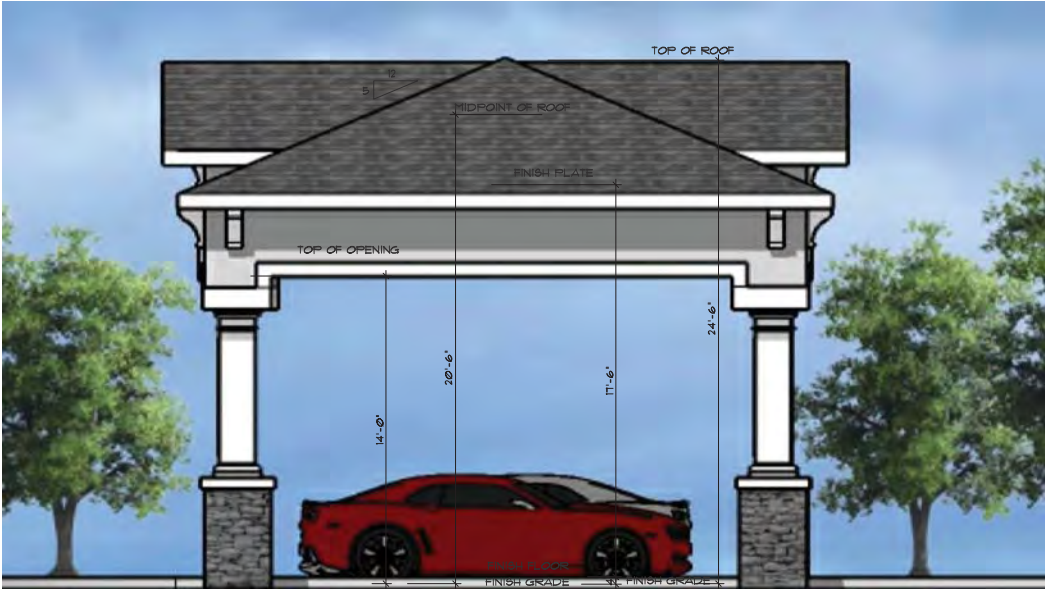
PORTICO



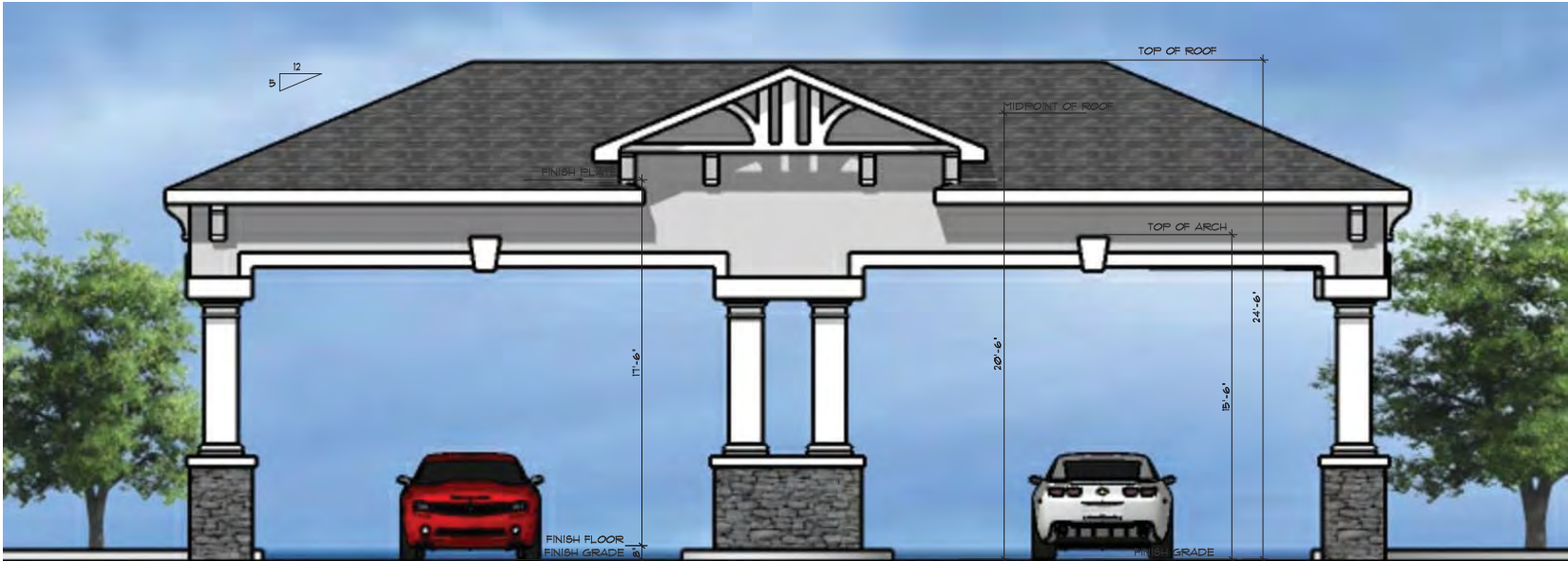
FRONT



LEFT



RIGHT



REAR

revisions
1
2
3

VILLAS

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117
AVONDALE

PORTICO

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date: 4-20-2020
project no:

DR4c

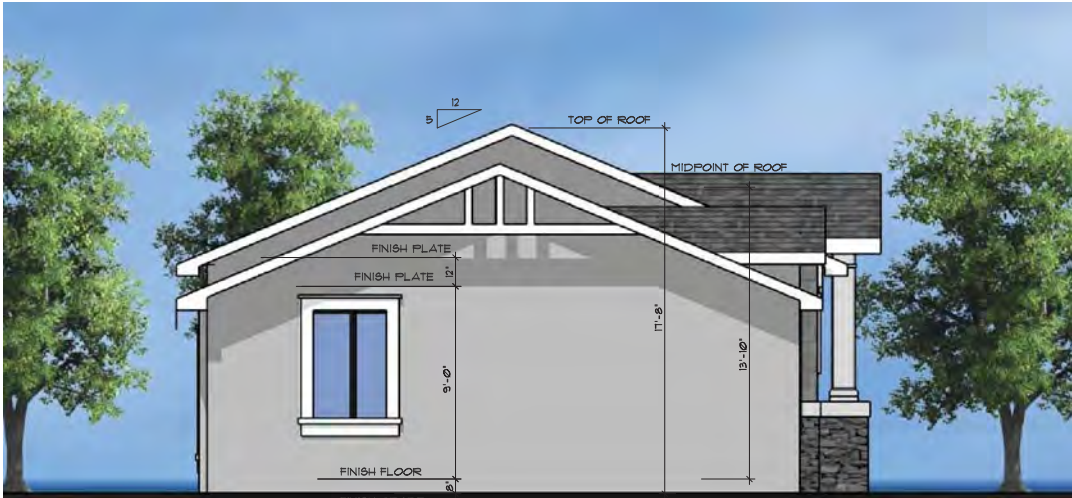
PORTICO ALL SIDES - CAPE COD

CAPE COD STYLE

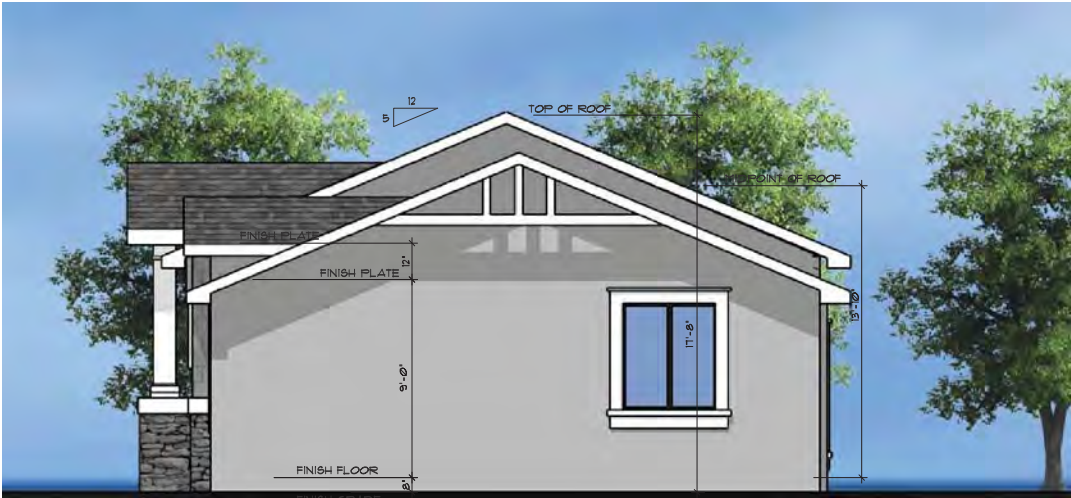
OFFICE



FRONT



LEFT



RIGHT



REAR

NOTE:
OFFICE IS TYPICALLY THE
RIGHT SIDE UNIT OF THE
UNIT 1 DUPLEX

revisions	
1	
2	
3	

VILLAS

MCDOWELL
117
AVONDALE

OFFICE

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project no:

DR5b

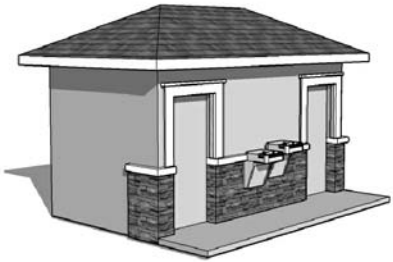
OFFICE ALL SIDES - CAPE COD

STANDARD

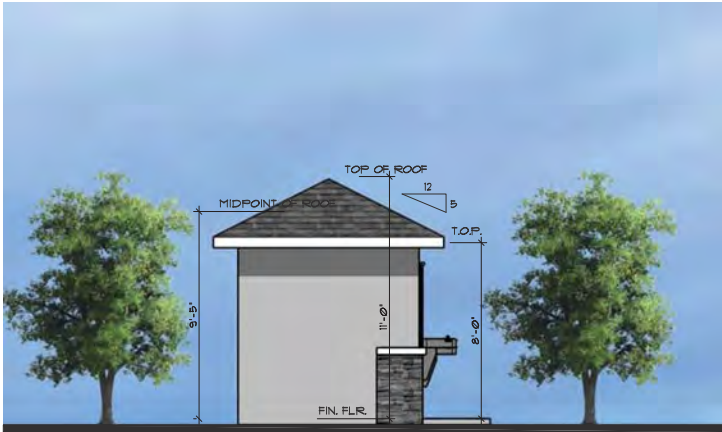
RESTROOM



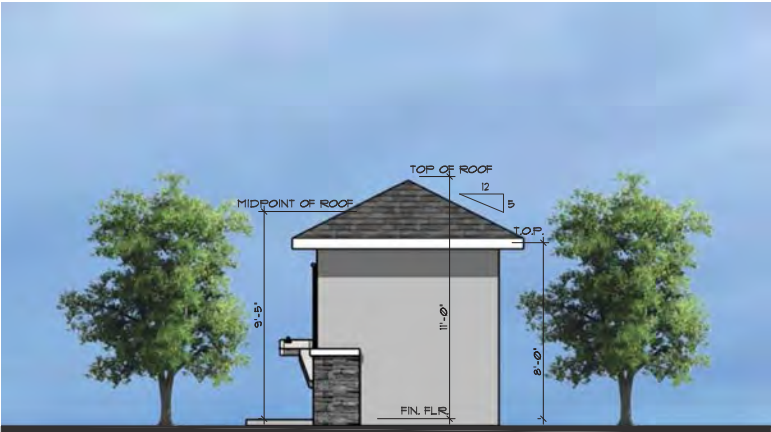
FRONT



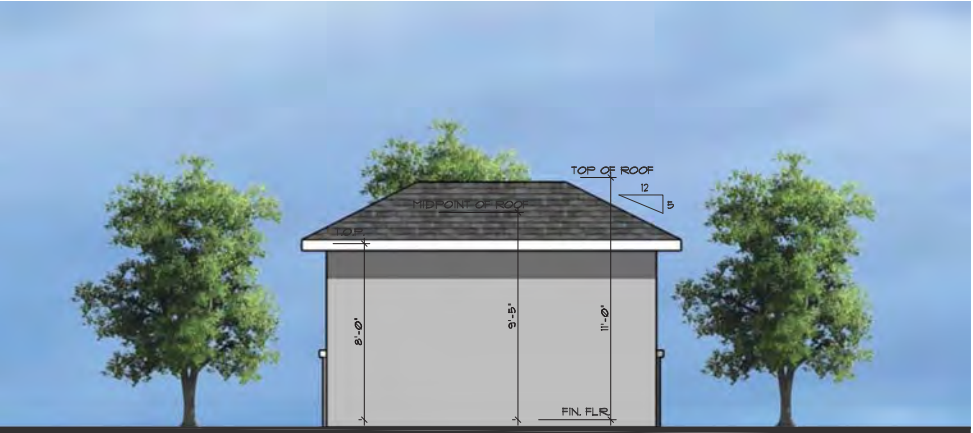
PERSPECTIVE VIEW



LEFT



RIGHT



REAR

revisions	
1	
2	
3	

VILLAS
MCDOWELL
117
AVONDALE

RESTROOM

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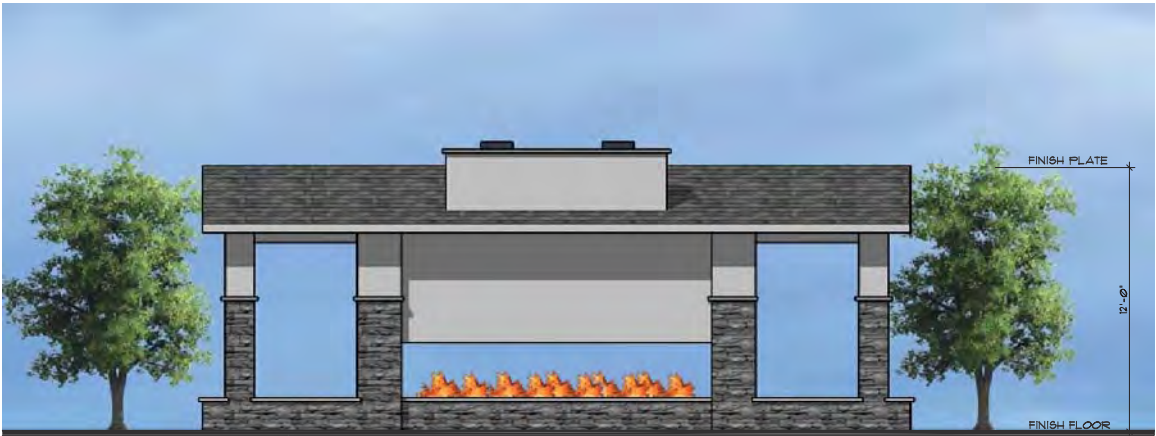
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project no:

DR6a

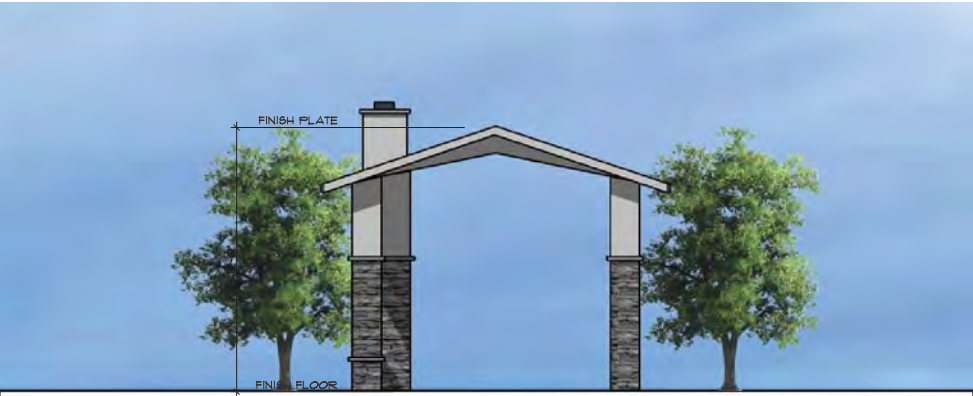
RESTROOM ALL SIDES - STANDARD

STANDARD

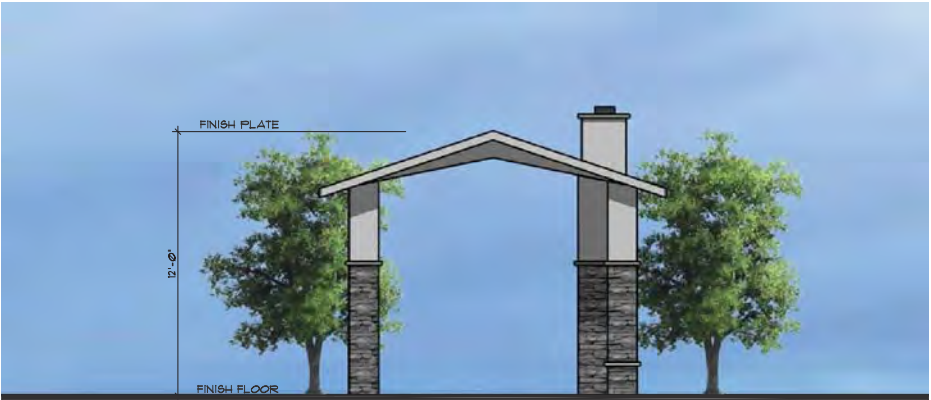
RAMADA



FRONT



LEFT



RIGHT



PERSPECTIVE VIEW



REAR



PERSPECTIVE VIEW

revisions

1	
2	
3	

VILLAS

MCDOWELL
117
AVONDALE

RAMADA

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project no:

DR7a

RAMADA ALL SIDES - STANDARD

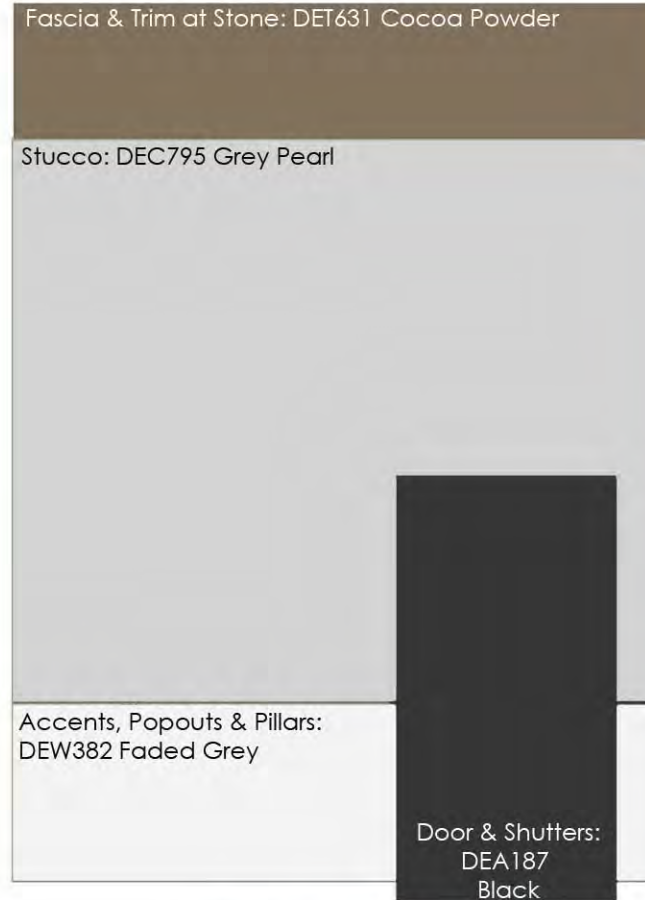
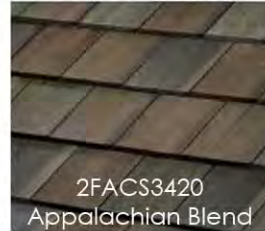
ARIZONA RANCH

Scheme 1



Coronado Eastern Mountain Ledge,
Carmel Mountain

Scheme 2



Coronado Eastern Mountain Ledge,
Huron

Scheme 3



Coronado Eastern Mountain Ledge,
Chablis

CAPE COD STYLE

Scheme 4



Fascia, Popouts & Garage: DEW380 White

Stucco: DET625 Reclaimed Wood

Shingles: DE6111 Iron-ic

Door: DE6349
Edge of Black



Specail Used Brick, Wolf Grey

Scheme 5



Fascia, Popouts & Garage: DEW341 Swiss Coffee

Stucco: DE6143 Almond Latte

Shingles: DET626 Metal Fringe

Door: DEA157
Cellar Door



Special Used Brick, Eagle Buff

Scheme 6



Fascia, Popouts & Garage: DET617 Winter Morn

Stucco: DET618 Industrial Age

Shingles: DET619 Celluloid

Door: DET423
Red Craft



Specail Used Brick, Glacier

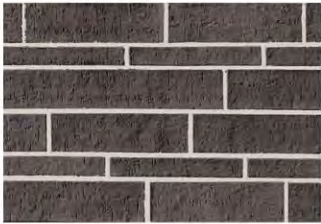
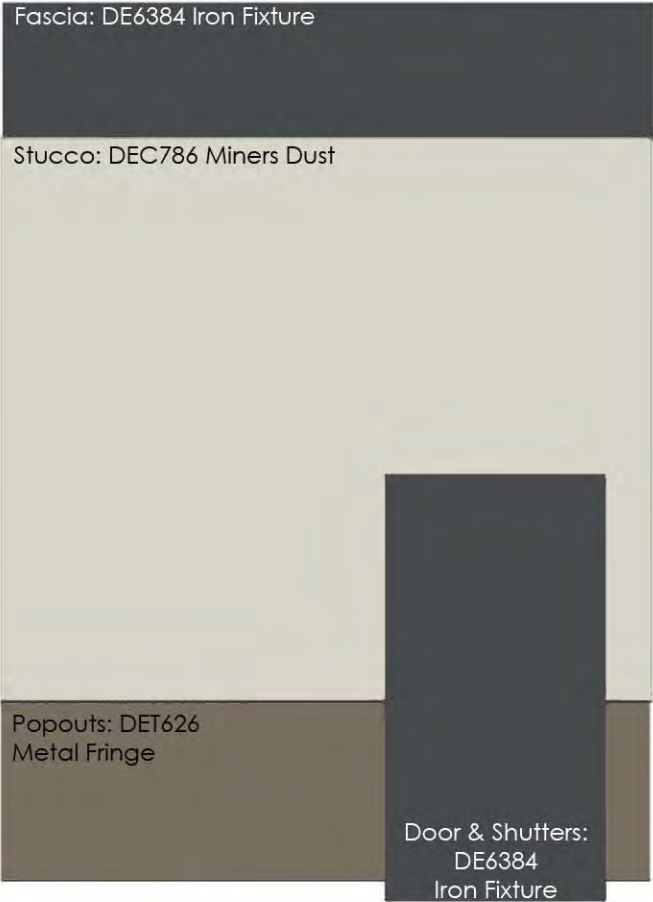
PRAIRIE

Scheme 7



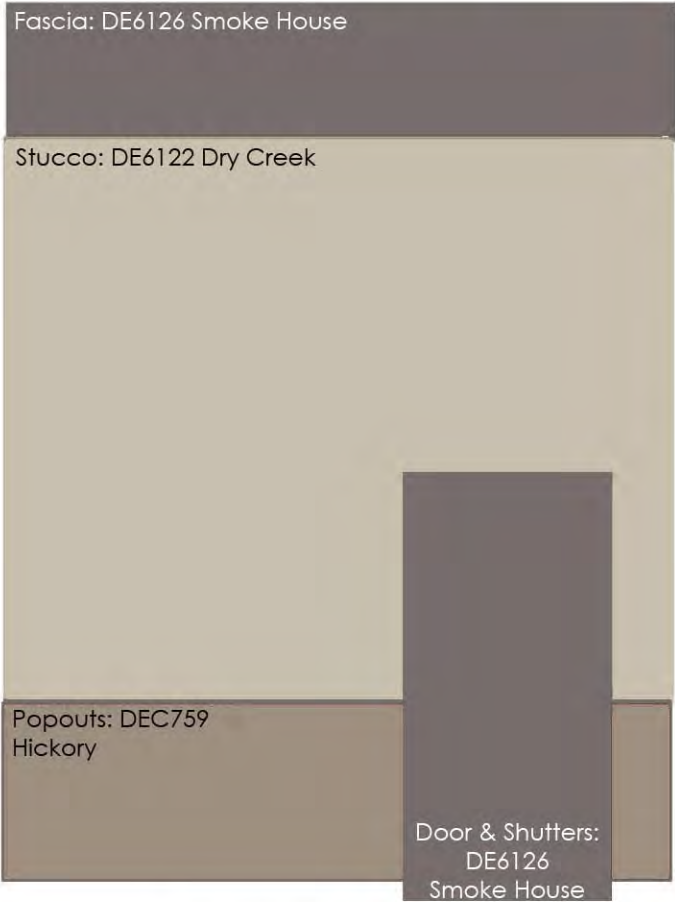
Coronado Prairie Stone:
Latte

Scheme 8



Coronado Prairie Stone,
Smoke

Scheme 9



Coronado Prairie Stone,
Mocha Granite

Exhibit 8
Conceptual Landscape Plan

PLANT LEGEND

TREES	BOTANICAL NAME	COMMON NAME	SIZE	QTY	REMARKS
	ACACIA ANEURA	MULGA	24"	93	1 1/2" CAL.
	BAUHINIA X BLAKEANA	HONG KONG ORCHID	24"	28	13' HT X 6' W X 2.5" CAL.
	CERCIDIUM X 'DESERT MUSEUM'	THORNLESS PALO VERDE	24"	128	10' X 8' X 2.5"
	PISTACIA LENTISCUS	MASTIC TREE	24"	159	1" CAL.
	QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	24"	106	10' X 5' X 2"
	TIPUANA TIPU	TIPU TREE	36"	128	
	ULMUS PARVIFOLIA	EVERGREEN ELM	24"	15	8' X 3' X 2"
GROUND COVERS	BOTANICAL NAME	COMMON NAME	SIZE		REMARKS
	CYNODON DACTYLON 'MIDIRON'	BERMUDA GRASS	SOD		
	DECOMPOSED GRANITE	3/4" - D/G	SQ. FT.		ALL PLANTING AREAS TO RECEIVE A 2" DEPTH TOP DRESSING. SELECTION TO BE APPROVED BY OWNER'S REP. PRIOR TO INSTALL.
	SYNTHETIC TURF	ARTIFICIAL GRASS	SQ. FT.		

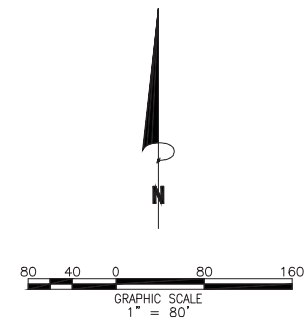
DEVELOPER
HANCOCK COMMUNITIES LLC,
2600 N 44TH STREET, # A-200
PHOENIX, AZ 85008
contact: Greg Hancock
greg@hancock-az.com

LANDSCAPE ARCHITECT
WESTLAND RESOURCES, INC.
2020 N. CENTRAL AVENUE, #695
PHOENIX, AZ 85004
contact: Sharon P Miller, RLA
p. 602.888.7003
smiller@westlandresources.com

CIVIL ENGINEER
BOWMAN CONSULTING, INC.
1295 W. WASHINGTON STREET #108
TEMPE, AZ 85281
contact: Bruce P. Larson, P.E.
p. 480.629.8830
blarson@bowmanconsulting.com



Exhibit 9
Conceptual Open Space Plan



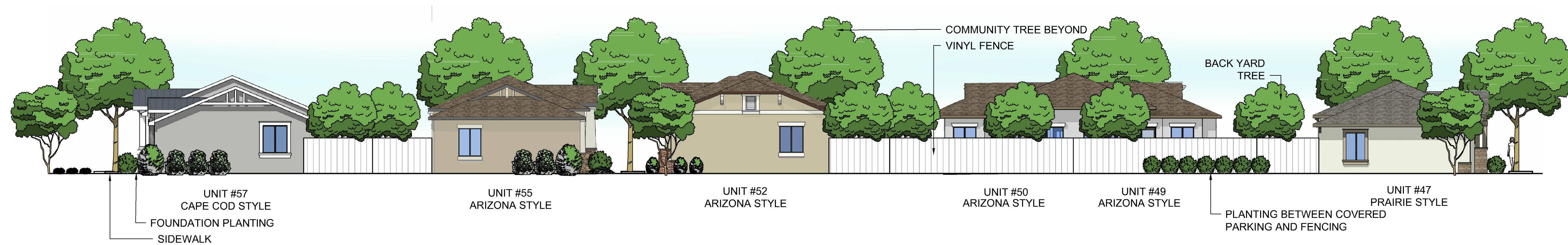
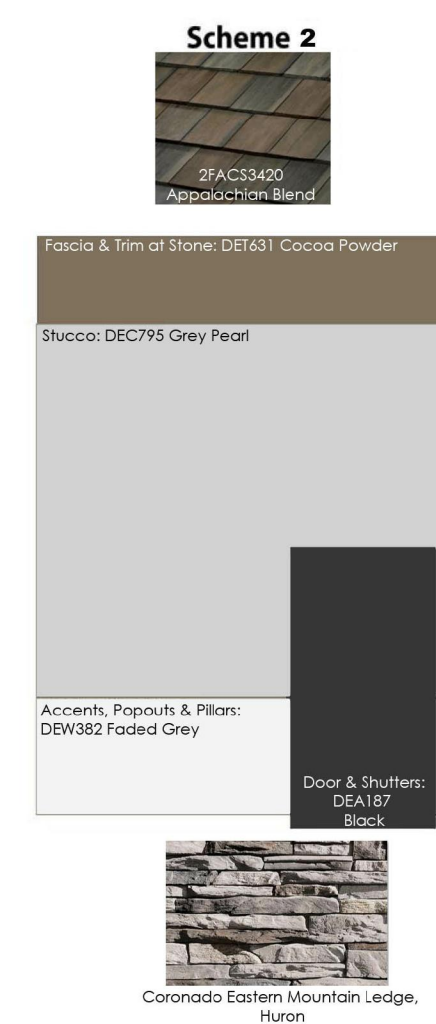
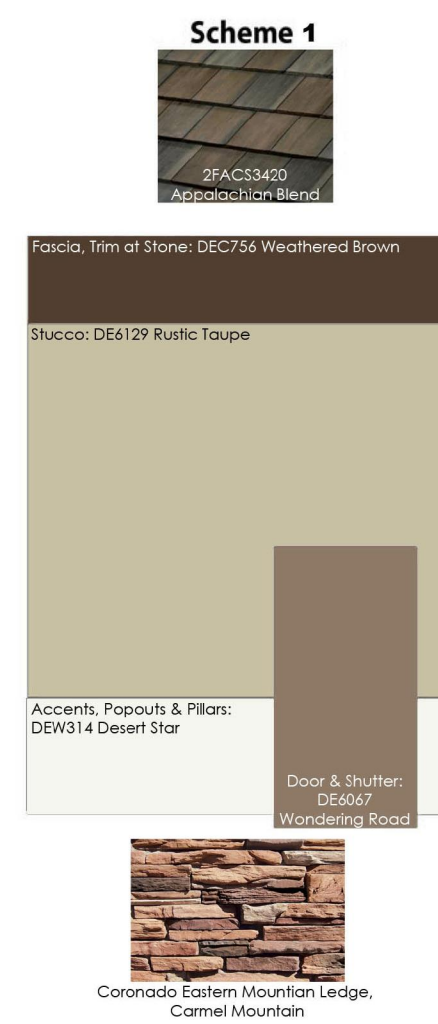
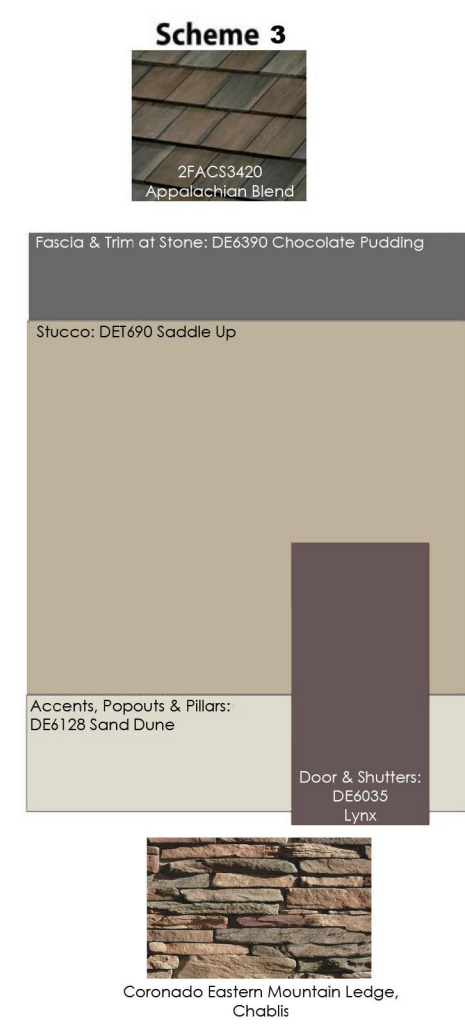
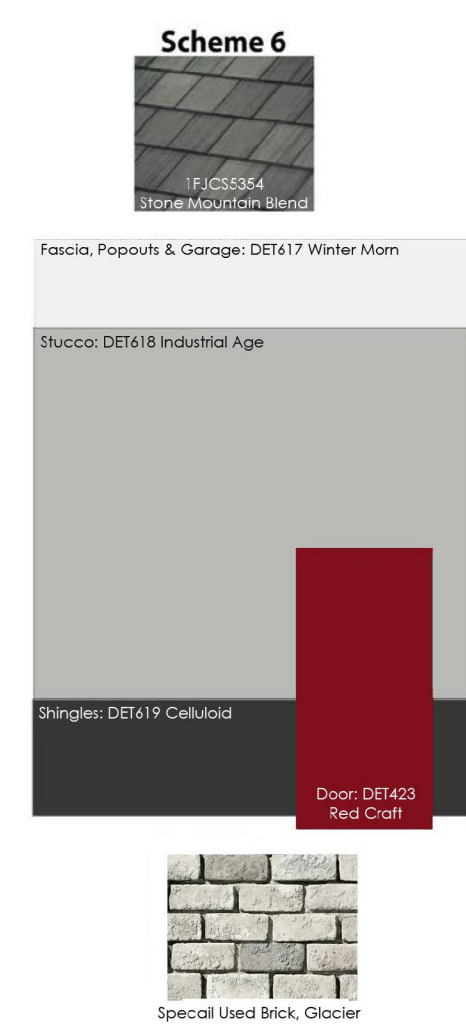
LEGEND

	NET BOUNDARY (830,958 SF)
	USABLE OPEN SPACE (166,682 SF) (20.1% OF NET)
	ACTIVE OPEN SPACE (95,080 SF) (57.0% OF USABLE)
	PRIVATE OPEN SPACE (111,649 SF) (13.4% OF NET)
	ROADWAY

Exhibit F

Architectural Variety Exhibit

Hancock Communities at McDowell 117



McDowell 117 AVONDALE, AZ

ELEVATION VIEW - UNIT COLOR SCHEMES & STYLES

Exhibit G

Neighborhood Meeting (6/23) Summary

Hancock Communities at McDowell 117

Outreach Meeting Summary

Hancock Communities at McDowell 117

Minor GPA – PL-20-0054

Rezoning – PL-20-0055

Neighborhood Meeting

Date: June 23, 2020

Location: Zoom Virtual Meeting hosted by the City

Attendees:

Property owners or other interested individuals - None

City of Avondale

- Vice Mayor Pat Dennis
- Ken Galica – Division Lead Planner

Applicant

- Paul Gilbert – Beus Gilbert McGroder PLLC - Attorney
- Andy Jochums – Beus Gilbert McGroder PLLC - Planning Consultant
- Bruce Larson – Bowman Consulting - Engineer
- Bobbi Johnson- Hancock Communities - Vice President
- Jeff LaFrance – WestStone Communities - Future Investor

After a presentation by the applicant's attorney on the proposed PAD Zoning Amendment and the companion Minor General Plan Amendment, the following were discussion topics and questions generated from the attendees:

- Density of existing entitlements
- Connection to Friendship Park
 - City plans for east portion of park are unknown
 - Path will be DG because it is temporary
 - Question about lighting of existing and planned temporary path
- 117th and 119th Avenue access with both having full access for residents
 - Traffic signal planned for 119th

- Why not use 119th as main access
 - Need to look at traffic at 117th now that school is under construction
 - Possible $\frac{3}{4}$ access
- Overview of building architecture
 - Rear elevations with pop outs and with sufficient detail
- Wall with park needs to be enhanced and include stucco
- Access to park needs to have a nice gate
- Parking canopies do not match the style of the buildings
- Discussion on parking counts

Prepared from notes taken by:



Andy Jochums, Planning Consultant with Beus Gilbert McGroder PLLC

Exhibit H

Certificates of Adequate School Facilities

Littleton Elementary School District

Tolleson Union High School District

CERTIFICATE OF ADEQUATE SCHOOL FACILITIES

An application for General Plan Amendment & Rezoning has been submitted to the City of Avondale, Development & Engineering Services Department, for review.

Project: Hancock at McDowell 117 Project Manager: Andy Jochums, Beus Gilbert McGroder
Request: PAD Zoning - Multifamily Acreage/Parcel Size: 19 AC
Current Density Allowed: MH & PAD Density Proposed: 11 DU/AC
Total number of residential units proposed: 198
Allowed: 262

As an authorized representative of the District, please complete the questionnaire below.

Does the District have adequate capacity to accommodate the estimated enrollment from the proposed development?

Yes ☐ No ☒

If answered no, please summarize the needs of the district as they relate to serving the students generated by the proposed development.

Anticipated impact would be 2.5 teachers annually, and 2500 sq. ft. of classroom space.

Is a school site within the proposed development needed?

Yes ☐ No ☒

If answered yes, how many acres is needed for the school site?

Is the district currently working with the developer to provide or help meet the needs identified above through a developer assistance or impact agreement? Yes ☒ No ☐

If answered yes, please explain below:

No agreement on impact in place at this time - discussions are ongoing and an agreement is anticipated.

****If additional writing space is needed, please attach pages to this form****

Date Reviewed: 6-30-2020

School District: Littleton ESD #65

District Superintendent: Dr. Roger Freeman

Phone #: (623) 478-5611

E-mail: freeman.roger@littletonaz.org

Signature: 

It is the developer's responsibility to ensure that this form is completed by an authorized representative of the District noted above and returned to the Development & Engineering Services Department prior to the scheduling of any City Council meetings

Development & Engineering Services Department

11465 W. Civic Center Drive, #110, Avondale, AZ 85323 • Phone (623) 333-4000 • Fax (623) 333-0400 • TDD (623) 333-0010
www.avondaleaz.gov/developmentservices



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Yes ☒ No ☐

If answered no, please summarize the needs of the district as they relate to serving the students generated by the proposed development.

Is a school site within the proposed development needed? Yes ☐ No ☐

If answered yes, how many acres is needed for the school site? _____

Is the district currently working with the developer to provide or help meet the needs identified above through a developer assistance or impact agreement? Yes ☐ No ☒

If answered yes, please explain below:

****If additional writing space is needed, please attach pages to this form****

Date Reviewed: 4/6/20
School District: TOLSON UNION HIGH SCHOOL DISTRICT #214
District Superintendent: NORA GUTIERREZ
Phone #: 623-478-4000
E-mail: nora.gutierrez

Signature: Nora Gutierrez

It is the developer's responsibility to ensure that this form is completed by an authorized representative of the District noted above and returned to the Development & Engineering Services Department prior to the scheduling of any City Council meetings

Development & Engineering Services Department
11465 W. Civic Center Drive, #110, Avondale, AZ 85323 • Phone (623) 333-4000 • Fax (623) 333-0400 • TDD (623) 333-0010
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AGENDA ITEM REPORT

SUBJECT: Crystal Cove (Risi Homes) – Minor General Plan Amendment – Application PL-20-0076

MEETING DATE: 8/19/2020

TO: Planning Commission

FROM: Michelle Simerdla, Senior Planner

THROUGH: Brian Craig, Planning Manager

PURPOSE:

Planning Commission will hold a public hearing and consider a request by Shaine Alleman, Tiffany & Bosco, P.A., on behalf of owner Joseph Risi, Community Support OZ Fund, LLC, to amend the 2030 General Plan Land Use Map for Crystal Cove, a proposed 10.59 gross acre multi-family residential development located at the northeast corner of Central Avenue and La Canada Boulevard. The proposed Minor General Plan Amendment (GPA), if approved, will amend the General Plan 2030 Land Use Map designation from Local Commercial to High Density Residential. A concurrent request to rezone the property will be considered separately. Approval of this request is needed for approval of the rezone. The Commission will take appropriate action and forward a recommendation to City Council.

BACKGROUND:

The 10.59 gross acre subject property (Exhibits A, B, & C) is located at the northeast corner of Central Avenue and La Canada Boulevard. According to Maricopa County historical imagery, it appears the site was used for agricultural purposes from the 1940s to 1960s. Since agricultural operations concluded, the undeveloped property has remained vacant.

City records indicate that the property has been zoned Community Commercial (C-2) since its annexation into Avondale city limits in 1960. The site's C-2 zoning allows for a range of retail, restaurant, office, and service uses that serve a community-wide trade area.

The subject property is located within Historic Avondale and is designated as Local Commercial on the General Plan 2030 Land Use Map (Exhibit C). The designation is a land use category that is used primarily for providing daily needs of goods and services to the residents residing within the surrounding area. The types of uses allowed in this category specifically for local residents may include grocery stores, gas stations, neighborhood/retail services, and office and medical uses serving consumers, which promotes a walkable community. The property's C-2 zoning is in conformance with the Local Commercial Land Use designation.

Approval of the applicant's request for a Minor General Plan Amendment (GPA) will change the land use designation on the property to High Density Residential. High Density Residential is a residential use that allows for densities up to 30 dwelling units per acre. These residences have limited private outdoor space and

rely on shared or common open space for recreation. Patio homes, apartments, condominiums, or townhomes are suitable for this land use. These residences may be part of a mixed-use development, master planned community, and have direct access to open space, transit, or other multi-modal amenities.

Surrounding uses and zoning include:

North: Multiple uses zoned C-2 from west to east:

- Bowlero, a bowling alley
- Bridgewater Assisted Living, an assisted living facility

East: Two (2) office buildings zoned C-2:

- Arizona Department of Economic Security
- Estrella Genesis Health Care

South of La Canada Boulevard: First Southern Baptist Church of Arizona zoned C-2

West of Central Avenue: Lattie Coor School and Avondale Middle School zoned Urban Residential (R1-6)

A concurrent application to rezone the subject property from Community Commercial (C-2) to Planned Area Development (PAD) for development of an apartment complex on the site will be considered by the Commission separately at this same meeting. City Council approval of the proposed General Plan Amendment changing the property's land use designation to High Density Residential is required before the rezoning can be approved by City Council.

SUMMARY OF REQUEST:

The applicant is requesting approval of a Minor General Plan Amendment (GPA) to the General Plan 2030 Land Use Map in order to facilitate development of a multi-family residential development called Crystal Cove on a property approximately 10.59 gross acres in size. The request is to change the General Plan Land Use Designation from Local Commercial to High Density Residential which allows for 12.0 to 30.0 dwelling units per acre (du/acre), target density 12.0 du/acre. The development has a proposed density of approximately 22.47 du/acre (238 units).

There is a separate request to rezone the 10.59 gross acre subject property from Community Commercial (C-2) to Planned Area Development (PAD). The proposed Crystal Cove (Risi Homes) Narrative (Exhibit E), details permitted uses, development standards, landscaping and design standards, and other requirements that will guide the future development of this site.

The Crystal Cove development is owned by Risi Homes, who is proposing a 16-building, 238-unit apartment complex. One (1), two (2), and three (3) bedroom units will be provided.

The development is designed with 21.7 percent open space. A variety of amenities are proposed including game courts, a pool with cabanas, grilling areas, and a walking trail that traverses the northern, eastern, and southern property lines. The site will also feature a park at the southeast corner of the site with stone benches.

Access to the site is provided by a gated driveway along Central Avenue as well as a secondary gated driveway off of La Canada Boulevard. The property will be screened to the north and to the east by an existing six (6) foot CMU wall on the perimeter of the property lines.

The development proposes 403 total parking spaces, in excess of the required 394 parking spaces, eight (8) of which are ADA accessible. This includes 108 covered parking spaces, 113 garages, and 182 uncovered

parking spaces are proposed. Twenty-two guest parking spaces will be provided next to the 3,000 square foot clubhouse. Traffic calming measures such as speed humps and speed limit signs will be provided.

The proposed PAD is largely consistent with the R-4 zoning district. Deviations from the R-4 district standards and the Multi-Family Residential Design Manual include:

- A reduction in the front setback along Central Avenue from 25 feet to eight (8) feet.
- The Multi-Family Residential Design Manual requires a twenty (20) foot separation between buildings. This project is proposing 17.6 feet between some balconies at the narrowest point between buildings, due to the angled layout.

PUBLIC PARTICIPATION:

The project applicant conducted the required neighborhood meeting to discuss the proposed rezone and general plan amendment via teleconference on June 25, 2020 at 6:00 P.M. (Exhibit H). The meeting was advertised in the Wednesday, June 10, 2020 edition of the Southwest Valley Republic. A notification sign, which includes information on the request along with details of the neighborhood meeting date, time, and location, were erected on the Crystal Cove site on June 10, 2020. Additionally, all property owners within 1,000 feet of the subject property were notified of the neighborhood meeting via postcards sent on June 9, 2020.

One (1) comment in support of the proposal have been posted on the City's aVOICE digital forum stating "fine with me".

All required notifications for the Planning Commission and City Council public hearings have been completed. All property owners within 1,000 feet of the subject site were notified of the time, date, and location of the Planning Commission and City Council meeting via postcards sent on July 9, 2020. Both meetings were advertised in the Wednesday, July 29, 2020 edition of the Southwest Valley Republic. The meeting notification sign installed on the property on July 7, 2020, includes the time, date, and location of these meetings.

ANALYSIS:

The Planning Commission must determine that the proposed amendment meets four (4) findings prior to recommending approval. Staff's analysis of each of the required findings is presented below.

1. The development pattern contained on the Land Use Plan inadequately provides the appropriate optional sites for the use or change proposed in the amendment.

- The General Plan notes that as of 2010, only 1.47 percent of land uses in Avondale were developed as High Density Residential, most of which are developed. Only a few vacant parcels, totaling approximately five (5) acres, remain in the north portion of Historic Avondale, which is insufficient for the proposed project.
- The proposed amendment will allow the property to be rezoned to accommodate for a multi-family development which will further the goal of the General Plan to attract a diverse range of residential products.

2. The amendment constitutes an overall improvement in the 2030 Plan and is not solely for the good or benefit of a particular landowner or owners.

- It is in the best interest of all parties, including the City for the property to develop. The property has remained vacant since agricultural operations ceased after the 1960s. According to an economic study of this parcel, as discussed in the applicant's narrative (Exhibit E), the property was marketed to a variety of commercial users since the 1980s and the surrounding developments are around 30 percent vacant. The fact that the parcel is not on an arterial road may have contributed to the parcel remaining

vacant as well as the proximity to a school which limits certain uses. Additionally, there are nearby vacant sites on arterial roads available which may be more desirable for commercial development, creating a challenge for commercial viability on the site. Another market feasibility study conducted for this site showed that there is high demand for residential projects like Crystal Cove.

- The applicant also reviewed the General Plan to ensure that with the development of Crystal Cove, there would still be a good balance of residential and commercial land uses. The amount of commercial land available in the City would drop by only 1.5 percent.

3. The amendment will not adversely impact the community as a whole and/or a portion of the community by: (1) significantly altering acceptable land use patterns; (2) requiring large and more expensive public infrastructure improvements including, but not limited to roads, water, wastewater, and public safety facilities than would otherwise be needed without the proposed change, or (3) adversely impacting the existing land use.

- The property will not adversely impact the existing land uses in the area. The surrounding uses as previously mentioned are compatible with a multi-family residential development.
- The allowance of additional residential density at the intersection of collector streets provides residents direct access to arterial streets without contributing traffic to the local street network.
- The additional residents could potentially add to Avondale's workforce and provide a catalyst for development in the Historic Avondale area.
- The public infrastructure (roads, water, wastewater) exists in the surrounding rights-of-way for this development and will not be a significant burden on the existing City utility systems. New public safety facilities are not needed.

4. The amendment is consistent with the overall intent of the General Plan 2030 and other adopted plans, codes, and ordinances.

The proposed amendment furthers several goals of the General Plan 2030, including, but not limited to:

- Land Use Element, Goal 1: Establish an Avondale identity based on a healthy lifestyle that promotes land uses which foster an economically sustainable and socially dynamic community.
- Land Use Element, Goal 3: Promote a strong balance of high quality residential, employment, recreation, and educational land.
- Housing Element, Goal 2: Champion the development of housing types not currently available in the City to allow for a variety of socio-economic levels.
- Housing Element, Goal 4: Require excellence and innovation in residential design and construction.

DISCUSSION:

Staff finds this request meets the four (4) required findings and recommends approval of the proposed Minor General Plan Amendment.

STRATEGIC PLAN:

INITIATIVE: Foster sustainable community development

- STRATEGIC GOAL: Encourage build-out in residential housing opportunities that support diverse housing options.

INITIATIVE: Encourage and support creative innovation in development and service delivery

- STRATEGIC GOAL: Encourage a flexible environment responsive to market trends.

BUDGET IMPACT:

No budget impacts.

RECOMMENDATION:

Planning Commission will conduct a public hearing and recommend **APPROVAL** of Application PL-20-0076, a request for a Minor Amendment to the General Plan 2030 Land Use Map changing the Land Use designation of the subject property to High Density Residential.

PROPOSED MOTION:

I move that Planning Commission accept the findings and recommend **APPROVAL** of Application PL-20-0076, a request for a Minor Amendment to the General Plan 2030 Land Use Map changing the Land Use designation of the subject property to High Density Residential.

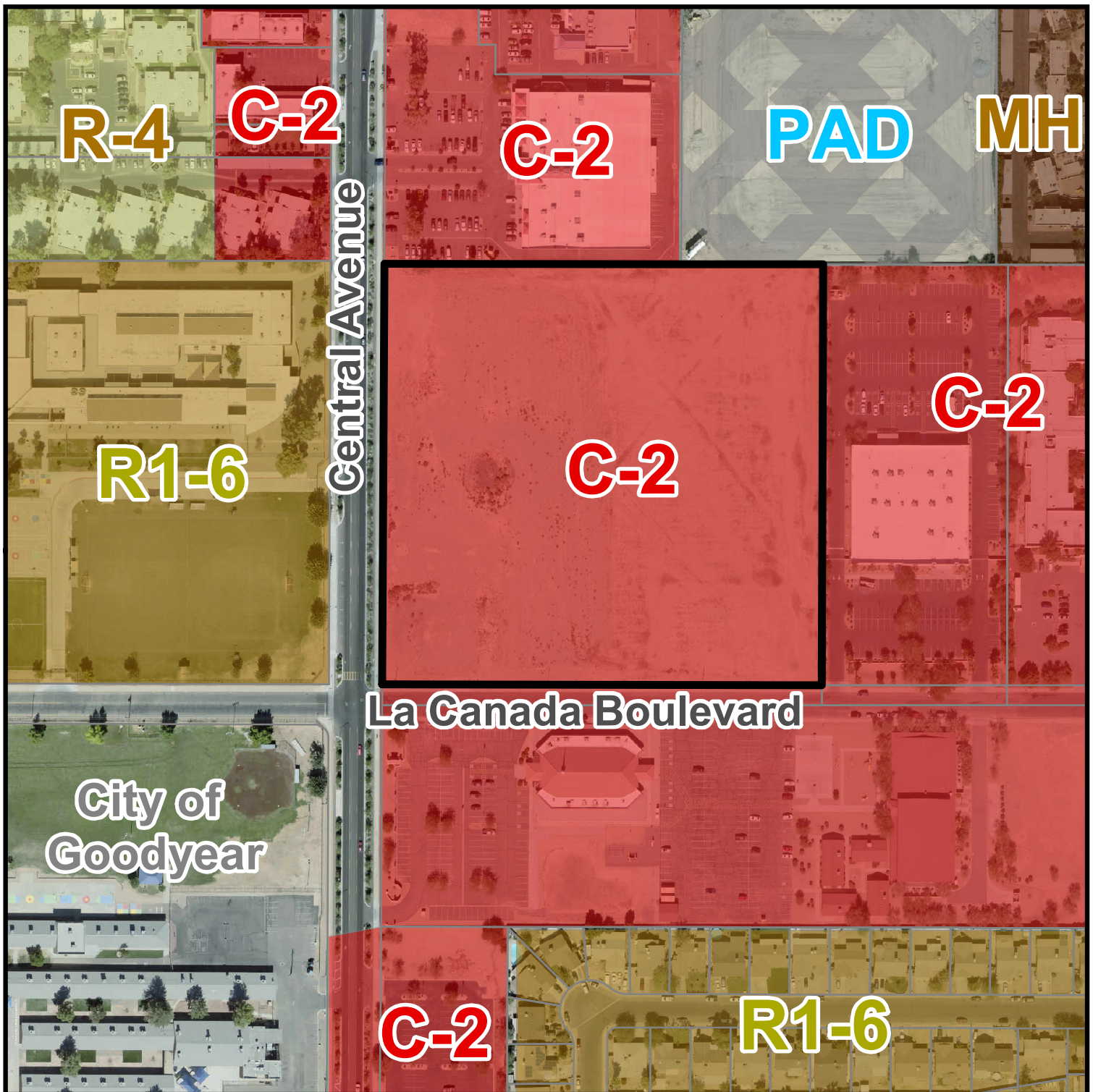


Aerial Photograph



 Project Location



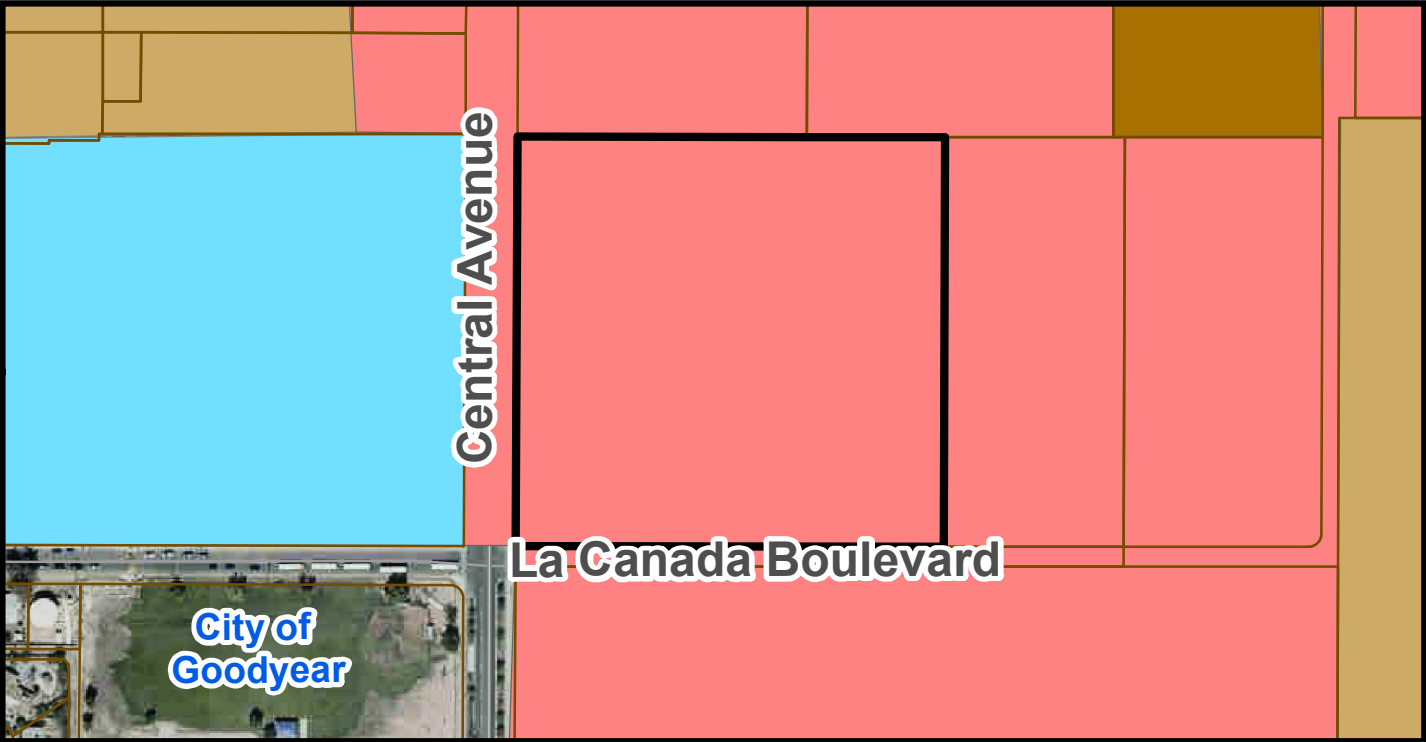


Zoning Vicinity Map

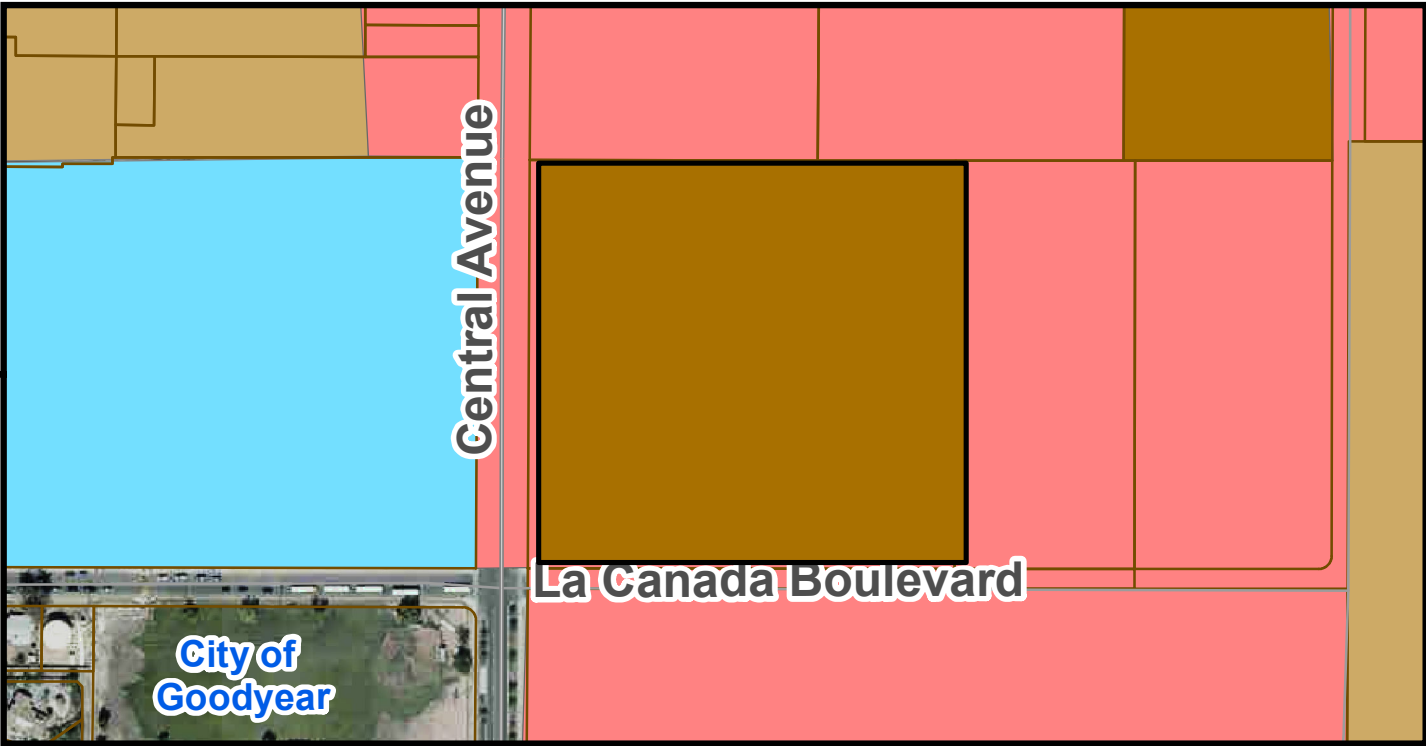


 Project Location





CURRENT LAND USE MAP



PROPOSED LAND USE MAP

General Plan Land Use Map

Local Commercial

High Density Residential

Medium/High Density Residential

Education

Subject Property



*SUMMARY OF RELATED FACTS
APPLICATION PL-20-0076*

<i>THE PROPERTY</i>	
PROPERTY SIZE	10.59 gross acres
LOCATION	Northeast corner of Central Avenue and La Canada Boulevard
PHYSICAL CHARACTERISTICS	Undeveloped, relatively flat
GENERAL PLAN LAND USE DESIGNATION	Local Commercial
EXISTING ZONING	Community Commercial (C-2)
ZONING HISTORY	Zoned C-2 upon annexation in 1960.

<i>SURROUNDING ZONING AND LAND USE</i>	
NORTH	Multiple uses zoned C-2: Bowlero, a bowling alley Bridgewater Assisted Living, an assisted living facility
EAST	Two (2) office buildings zoned C-2: Arizona Department of Economic Security Estrella Genesis Health Care
SOUTH OF LA CANADA BOULEVARD	First Southern Baptist Church of Arizona zoned C-2
WEST OF CENTRAL AVENUE	Lattie Coor School and Avondale Middle School zoned R1-6

<i>PUBLIC SCHOOLS</i>	
SCHOOL DISTRICT(S)	Avondale Elementary School District Agua Fria Union High School District
ELEMENTARY SCHOOL	Lattie Coor School (K-8)
HIGH SCHOOL	Agua Fria High School
<i>STREETS</i>	
Central Avenue	
Classification	Minor Collector
Existing half-street ROW	40 feet
Standard half-street ROW	40 feet
Existing half-street improvements	1.5 lanes, sidewalk, streetlights
Standard half-street improvements	1.5 lanes, sidewalk, streetlights
La Canada Boulevard	
Classification	Local
Existing half-street ROW	30 feet
Standard half-street ROW	25 feet

Existing half-street improvements	1 lane, sidewalk, streetlights
Standard half-street improvements	1 lane, sidewalk, streetlights

<i>UTILITIES</i>
APS provides electrical service in this portion of the City. There is a 10” water line and 8” sewer line in Central Avenue. There is an 8” water line and 6” water line in La Canada Boulevard.

Exhibit E

Minor General Plan Amendment

Narrative

CRYSTAL COVE



**City of Avondale
Minor General Plan Amendment
Application # PL-20-0076 Narrative
July 2020**

Developer:
Applicant:

Risi Companies, LLC
Shaine T. Alleman, Tiffany & Bosco
2525 E. Camelback Rd., Phoenix, AZ 85016



Table of Contents

I.	Project Profile	2
II.	Executive Summary	3
III.	Property Description	5
IV.	Infrastructure	8
V.	Project Description	10
VI.	Conformance with Avondale Plans	12
VII.	General Plan Findings Analysis	21
VIII.	Conclusion	23

Table of Exhibits

Exhibit A – Regional Aerial Context Map
Exhibit B – Aerial Context Map
Exhibit C – Current Avondale General Plan Map
Exhibit D – Current Avondale Zoning Map
Exhibit E – Proposed Avondale General Plan Map

I. PROJECT PROFILE

Project Name	Crystal Cove
Property Owner	Robert Delcourt & Dianna Costa
Assessor Parcel Numbers	500-10-110
Project Location	290 W. La Canada Boulevard, Avondale, AZ 85323 Generally located at the northeast corner of N. Central Ave and E. La Canada Blvd
Project Area	10.59 acres (Gross) / 9.63 acres (Net)
Current Zoning	Commercial (C-2)
Proposed Zoning	Planned Area Development (PAD)
Current G.P. Land Use	Local Commercial
Proposed G.P. Land Use	High Density Residential (12-30 du/ac)
Development Team	<u>Property Developer</u> Risi Companies, LLC Joe Risi 6040 N. 7 th Street, Suite 300 Phoenix, Arizona 85014 <u>Legal Counsel</u> Tiffany & Bosco, P.A. Shaine T. Alleman Seventh Floor, Camelback Esplanade II 2525 East Camelback Road Phoenix, Arizona 85016 <u>Architectural</u> Palmer Architects, Ltd. Jerry Palmer 4222 E. Camelback Road, Suite H-210 Phoenix, Arizona 85018 <u>Engineering</u> EEC, Inc. James M. Griffin 7740 N. 16 th Street Phoenix, Arizona 85020

II. EXECUTIVE SUMMARY

This proposed Minor General Plan Map Amendment is for the approximately 10.59 (gross) acres located at 290 W. La Canada Boulevard, Avondale, AZ 85323, generally located at the northeast corner of N. Central Ave. and E. La Canada Blvd., and identified by the Maricopa County Assessor as parcel number 500-10-110 (the "Property"). The proposal seeks to amend the General Plan Map from Commercial to High Density Residential (12-30 du/ac, Target Density 12 du/ac).

There is also a concurrent request to rezone the Property from Commercial (C-2) to Planned Area Development (PAD) to allow the development of a unique high density residential development with a proposed density of approximately 24.71 dwelling units per acre (238 total units).

The Crystal Cove GPA & PAD will allow the development of a high quality, high-density multifamily community that will bring an urban living experience in Historic Avondale and the nearby Van Buren corridor. It is designed to be complementary to other high density developments and employment areas in the area. It is anticipated that this development will be a catalyst for other urban developments and result in economic revitalization throughout the area.

The development will provide one (1) to three (3) bedroom multifamily housing units that will be oriented towards enhanced pedestrian amenities and open space experiences within the development. Additionally, ample open space and diverse units will be part of the development to provide varied urban housing options to the area. With its modern design, Crystal Cove will provide high quality multifamily units that create a unique urban experience not currently available within the City of Avondale, but demanded by millennials, professionals, and empty nesters throughout the Valley.

With its close proximity to the promising location of Historic Avondale, Crystal Cove will complement and draw residents to this soon to be vibrant area. During a recent City Council Work Session on December 9, 2019, the City discussed a recently City-commissioned market analysis completed by Elliot D. Pollack & Company to review Avondale neighborhoods, including the Historic Avondale area. One of the outcomes of the Pollack Study was that in order for this area to be successful there needed to be an increase of higher density residential projects to help induce additional retailers and restaurateurs. With the Property being situated within 1 mile of the proposed main street of the Historic Avondale area, it is perfectly poised to provide additional higher density residential that is needed in the area.

Additionally, Avondale exports 90% of its employment to surrounding municipalities. This development's ideal location, near numerous employment opportunities, will address the exportation issue by attracting those who want to live, work, and play in the City of

Avondale. Crystal Cove is poised to become a destination that Avondale citizens can call home and the City can be proud of.

The proposed site plan, land use and development standards, and architectural standards create the framework for a marketable parcel to future developers. The unique location of the Property provides the opportunity to develop a site near the Historic Avondale corridor that is compatible with existing development, supports housing opportunities for the Historic Avondale area, and synergizes with adjacent employment areas.

III. PROPERTY DESCRIPTION

Site Description

The Property is approximately 10.59 gross acres located at 290 W. La Cañada Blvd., Avondale, Arizona 85353, generally located at the northeast corner of Central Avenue and La Cañada Boulevard and identified by the Maricopa County Assessor as parcel number 500-10-110 (the "Property") (See *EXHIBIT A–Regional Aerial Context Map*) The Property is vacant. The topography of the site is relatively flat.

As illustrated in *EXHIBIT B – Aerial Context Map*, the Property is roughly six hundred (600) feet south of Van Buren Street. Multiple properties zoned C-2 commercial are adjacent to the Property. Crystal Cove will provide these properties an uptick in commercial activity due to the influx of residents. Moreover, Lattie Coor School and Avondale Junior High School are located near the Property. These existing schools will entice young families to locate to Crystal Cove which will encourage a community focused development.

The Property is designated Local Commercial per the Avondale General Plan and is currently zoned C-2 Commercial. (See *EXHIBIT C – Current Avondale General Plan Map*) The Property is vacant and has historically been used for agricultural purposes. (See *EXHIBIT D – Current Avondale Zoning Map*).

The PAD proposes 238 units with a density of approximately 24.71 dwelling units per acre over 9.63 net acres. The proposed 24.71 du/ac is above the target density of 12 du/acre, however, it is consistent with the Avondale General Plan proposed designation of High Density Residential (12-30 du/ac). (See *EXHIBIT E – Proposed Avondale General Plan Map*).

Property Owner

The Property is owned by Robert Delcourt and Dianna Costa and will be developed by Risi Companies, LLC ("Risi"). Risi is well known for a myriad of developments in Arizona, California, and Idaho. These developments include multifamily residential, single family residential, and commercial projects. Risi is committed to developing a quality product and maintaining its legacy of excellence and working closely with municipalities. The development team is primarily focused on adding meaningful value to the Property and bringing a variety of housing types to the City of Avondale.

Relationship to Surrounding Properties

The Property is surrounded by a mixture of developed and vacant land uses.

NORTH:

- To the north of the Property are commercial use properties that include the Brunswick Bowling Alley, a vacant lot, Circle K, and a Christian Center. The Bridgewater Assisted Living center is located to the northeast of the Property.
- The surrounding area to the north is primarily zoned as C-2 Commercial,

- The General Plan land use designation is Local Commercial.

SOUTH:

- To the south of the Property is the First Southern Baptist Church of Avondale.
- The property is zoned C-2.
- The General Plan land use designation is Local Commercial and Medium Density Residential beyond the commercial area.

EAST:

- To the east of the Property is the Arizona Department of Economic Security Building and the Estrella Genesis Health Care Building.
- These properties are zoned C-2.
- The General Plan land use designations for these properties is Local Commercial.

WEST:

- To the west of the Property is the Lattie Coor School and the Avondale Junior High School.
- The schools are zoned R1-6
- The General Plan land use designations for these properties is Education.
- The City of Goodyear has jurisdiction over the properties located to the southwest of the Property.

Existing Services

Water

An 8" DIP waterline exists within Central Avenue. The 8" line is located approximately 12' west of the monument line of Central Avenue. The water continues north within Central Avenue. Based on the map, there is one domestic meter service stubbed (meter #1203) to the proposed site along Central Avenue. It is assumed the 8" waterline has capacity to serve the proposed development.

A 6" ACP waterline exists within La Canada Boulevard. The 6" line is located approximately 14' south of the monument line of La Canada Boulevard. The water continues from east to west and is connected to the 8" line located in Central Avenue.

There is an existing fire hydrant located at the northeast corner of the intersection of Central Avenue and La Canada Boulevard.

Precise locations for connections and networks shall be determined at the Site Plan phase. All infrastructure related to water services will be completed as approved during the Site Plan phase.

Sanitary Sewer

A 10" VCP sewer line exists within Central Avenue. The 10" line is located approximately 21' east of the monument line of Central Avenue. The sewer flows from north to south and continues south within Central Avenue. Based on the map, there are no sewer service taps stubbed to the proposed site along Central Avenue. It is assumed the 10" sewer line has capacity to serve the proposed development.

An 8" VCP sewer line exists within La Canada Boulevard. The 8" line is located approximately 9' south of the monument line of La Canada Boulevard. The sewer flows from east to west and is intercepted by the 10" line located in Central Avenue. Based on the map, there are no sewer service taps stubbed to the proposed site along La Canada Boulevard. It is assumed the 8" sewer line has capacity to serve the proposed development.

An 8" VCP sewer line exists just north of the north property line of the subject property. The 8" line is located approximately 6' north of the property line. The sewer flows from east to west and is intercepted by the 10" line located in Central Avenue. Based on the map, there are no sewer service taps stubbed to the proposed site along this north property line. The line appears to have been installed to provide service to the property located at the southwest corner of Van Buren Street and 4th Street (APN#S00-10-00ID).

Precise locations for connections and networks shall be determined at the Site Plan phase. All infrastructure related to sewer services will be completed as approved during the Site Plan phase.

Transportation Access

N. Central Ave serves as the western boundary of the Property. This roadway is currently a three-lane arterial roadway with a two-way center turn lane with. Half street improvements will be made by the developer on N. Central Ave and La Canada Blvd, as required.

IV. INFRASTRUCTURE

Road improvements, right-of-way, easements.

Surrounding Street Improvements

The half street improvement is already in place for N. Central Ave. As required, the Project will construct the adjacent half-street improvements for La Canada.

Additional right-of-way and improvements may be required for turn and deceleration lanes.

Utilities

Further information for the Property utilities are found in the Water and Wastewater Reports completed by Engineering and Environment Consultants, Inc. and provided with this Application submittal.

Water

The City is the water service provider for the Property. The proposed project will most likely make connections to the existing 8" waterline in Central Avenue at two locations to ensure adequate domestic water pressures are

provided for the proposed development. It is anticipated that two 2" meters and two 2" backflow devices will be installed at two separate locations to serve both the north half and the south half of the project. After the two 2" backflow devices, the domestic services will be connected via a manifold system to a larger 3" line that will serve its respective portion of the site. Each unit will have its own 3/4" domestic water service tap with a 3/4" sub-meter connected to the 3" main line. Onsite private domestic waterline shall be constructed on PVC and meet all current applicable codes.

The proposed project will most likely make connections to the existing 8" waterline in Central Avenue at two locations to ensure adequate fire flows are provided for the proposed development. The connections will be made with 8"x8" tapping sleeves and valves within Central Avenue and will have 8" backflow devices installed on the property for the onsite private fire lines. Onsite fire hydrants shall be installed at spacings of approximately 300' and shall be installed along the fire department access throughout the site. Each building shall include a fire riser room for distribution of the fire sprinkler service within each building. Onsite private fire lines shall be constructed on PVC and meet all current applicable codes.

Precise locations for connections and networks shall be determined at the Site Plan phase. All infrastructure related to water services will be completed as they relate to the specific phase that will be developed and will be explicitly determined during the Site Plan phase.

Sanitary Sewer

The City is the wastewater service provider for the Property. The proposed project will most likely make a connection tap into the existing 10" VCP sewer line located within Central Avenue at the approximate mid-point of the property. It is anticipated that a new manhole shall be installed within Central Avenue over the existing 10" sewer line with a new 811 sewer service tap to the east into the Crystal Cove site. Once onsite, the project will provide a private gravity sewer system to serve each unit. Each unit will have its own sewer service tap into the perimeter sewer system.

The location of each tap will be determined by the architect and mechanical engineer during the construction document plan preparation. All onsite private sewer lines will be 6" or 8" depending on the slopes. Manholes and cleanouts will be used at connection points and changes in horizontal or vertical direction. Onsite private sewer lines shall be constructed on PVC and meet all current applicable codes.

Precise locations for connections and networks shall be determined at the Site Plan phase. All infrastructure related to sewer services will be completed as they relate to the specific phase that will be developed and will be explicitly determined during the Site Plan phase.

Grading and Drainage

A Drainage Report completed by Engineering and Environment Consultants, Inc. is provided with this Application submittal.

The on-site retention requirements shall be per City of Avondale standards and will meet 100-year storm event retention requirements for on-site and adjacent off-site flows. Historic flows may safely pass through or be routed around the site.

V. PROJECT DESCRIPTION

As noted above, there is a concurrent request to rezone the Property from Commercial (C-2) to Crystal Cove Planned Area Development (PAD) to allow the development of a high quality multifamily development providing on-site amenities and open space for both the modern professional and those interested in a “lock and leave” lifestyle. The development’s amenities and lifestyle will result in a vibrant community in the heart of Avondale. While adding to the existing housing in the area, Crystal Cove provides a unique housing development that caters to those looking for something different than the typical traditional housing offered in Avondale. The development will feature a large 3,000 square foot clubhouse and ample pool space to attract citizens of all backgrounds.

This increase in density of the target density of 12 du/Ac can be supported by a multitude of factors that contribute to the unique urban living experience that will be provided by this development.

This high density residential use is compatible with the proposed surrounding land uses. Crystal Cove will provide higher density housing that will bring the residents and synergy needed to attract and support future retail and mixed-use development in Historic Avondale. Additionally, numerous employment areas surrounding the Property provide opportunities for Crystal Cove residents to work in Avondale without having to seek employment out of the City. Crystal Cove is proposing a shift in the General Plan land use from Local Commercial to High Density Residential to further the urban feel that is desired in this area.

If the land use designation is amended, the developer will be able to create a high density development that is not found elsewhere in Avondale. This will allow the Property to develop in a manner that is compatible with the intent of the General Plan.

Preliminary Site Plan Description

As the Crystal Cove PAD demonstrates, the development will consist of sixteen (16) buildings, each offering multiple residential options throughout. Future residents will have the luxury of choosing from any building regardless of their desired unit size. These residents can choose from one (1), two (2), and three (3) bedroom units. Additionally, garages will be provided underneath the residential units to enhance the focus on the pedestrian aspect of the community.

The buildings are designed and arranged so pedestrian foot traffic is funneled towards the clubhouse and pool area in the center of the development to foster a community atmosphere. Greater architectural variety will be placed on the outer portions of the buildings and ample landscape will be planted on the outskirts of the development. The design is meant to shield most of the parking areas from the recreation and walkable areas of the Property, thus creating an enhanced pedestrian environment.

The buildings vary from two (2) to three (3) stories in height. These residential buildings will focus on creating massing and architectural diversity that interacts with the surrounding properties. These buildings will be arranged in a way that the parking areas are found on the outskirts of the La Canada, behind buildings on Central Ave, or underneath the individual buildings themselves. This requirement will promote a more pedestrian, urban feel to the Crystal Cove development by restricting pedestrian's views of cars when utilizing the development's amenities.

The building massing of the lots will be complemented by a centrally-located usable open space including community gathering areas and game courts. The central clubhouse and pool area is designed to cater to community gatherings and the promotion of interaction among neighbors. The residential buildings frame open space area where residents will gather and will contain a spacious and aesthetically pleasing environment with various amenities.

The clubhouse, pool area, cabana, game courts, and gathering areas will connect the Property from north to south centering on a main core of open space with amenities. Additional open space areas are located on each corner of the development. These open space areas will be easily accessible to all residents with each of these areas being connected throughout the development with connective pathways. The clubhouse will be strategically and centrally located and will provide an entry focal point at the end of the main entry drive aisle to create a sense of arrival for residents and visitors.

Additionally, the PAD has reserved a location on the northwest corner of the Property to include an art installation. The final art installation will be determined with further discussion with the City and the Avondale Arts Committee. It is the hope of the Applicant that the art installation can capture some historical elements of the City that would be appropriate for the Historic Avondale area.

Two main access points are proposed for the Property. The main entrance is planned on N. Central Ave, which will include an ingress and egress driveway with a landscaped center median. The second Property access is on La Canada Blvd and is centrally located for ease of access to the Property. All access point will be gated and only accessible by key codes.

VI. CONFORMANCE WITH AVONDALE PLANS

The Property is designated as Local Commercial on the City's General Plan Map.

The Applicant is requesting to amend the map to the High Density Residential land use category that is intended to accommodate residential densities that range from 12 to 30 dwelling units per acre. This land use category states that units should include apartments, condominiums, or patio homes and should provide a level of intensity to promote a village environment with easy access to services, business and recreation.

The proposed PAD is consistent with this vision providing 24.71 dwelling units per acre with connections to surrounding commercial and employment use. The Crystal Cove PAD is also consistent with a number of elements within the City's General Plan 2030 as follows.

Existing Market and Land Use Analysis

The Applicant is aware of the City's desire to provide residential areas in existing commercial land use areas when certain conditions warrant it and the proper balance of commercial and residential can be maintained so as to provide a healthy and vibrant neighborhood. Under certain circumstances, it may be appropriate to change a commercial land use to residential.

In reviewing the past and existing conditions on and around the Property, the Property is ripe for providing an alternative to the existing commercial land use that has been vacant for years due to 1) the market realities of commercial uses in the area do not warrant commercial/retail on the Property, 2) a market feasibility study has shown that the proposed residential project is supported on the Property, and 3) the fact that a healthy balance of commercial and residential uses can be maintained in the area with this proposal. After analyzing this information, the Applicant is confident that the proposed multifamily residential use the opportunity to provide a catalyst for the future growth of this area.

Commercial Market Realities

In reviewing the market realities of the Property, the Applicant reviewed the historical market data. The Property has been marketed to a variety of commercial users since the 1980's. When Avondale originally developed the properties along Van Buren Street, the stretch between Dysart Road and Litchfield Road was the first area to develop. Within this stretch, there is currently a high concentration of retail and office properties. The current vacancies of these development are +/-30% with market projections maintaining these vacancy rates for an undetermined period of time.

The Property is located on a secondary street away from Van Buren Street, which already reduces the rent rate and attractiveness of the site because it is away from

a main thoroughfare. Also, with a school located across the street, there are many retail sales that are limited on the Property from a marketing standpoint.

Marketing data further shows that superior retail sites with frontage exist on Dysart Road, Van Buren Street and Litchfield Road, which will further create challenges on the Property for commercial viability. Thus, the past and existing establishment of land use on the Property, and in the surrounding area, have severely hindered the Property from developing with commercial-type uses.

Residential Market Opportunities

Additionally, Risi recently commissioned Belfiore Real Estate Consulting to undertake a market feasibility study analyzing the opportunities of multifamily housing on the Property. The study is available for City staff's review for the specific details.

Overall, the study showed that there is high demand for residential uses as proposed and that there are no comparable, actively-offered residential projects located within Avondale. The nearest comparable communities are located several miles away in Goodyear.

Additionally, the Property has been designated as an "Opportunity Zone" ("OZ"), which have been reserved for those properties that have historically been challenging to development. OZ properties bring the most benefit to property owners and the municipality when one entity is able to hold ownership of the property for over ten (10) years. This allows the property owner to realize certain tax benefits provided by the OZ regulations, which in turn bring greater economic vitality to the property that greatly benefits the municipality. These realities encourage the development the Property under a rental development scenario with one ownership entity on the Property.

General Plan Land Uses

The Applicant reviewed the General Plan land use map in the area to determine what the balance of land uses is and to specifically analyze the amount of commercial land uses that are available.

Overall, there is approximately 7,718,749 sf of Local Commercial, 237,489 sf of Freeway Commercial, and 1,651,877 sf of Historic Avondale District. These are areas considered to provide commercial/retail uses. These commercial/retail land uses equate to 33.54% of the analysis area. Also, there is approximately 1,577,743 sf High Density Residential land use in this area, which is 5.5% of the total area.

With the proposed development, the total Commercial areas would be reduced from 33.5% to 32% (-1.5% change) and the High Residential land use would increase from 5.5% to 7.1%. Overall, this is not a significant change to the balance

of Commercial land uses for the area. Additionally, the configuration of the Commercial land use areas would maintain a healthy presence throughout the area. For the proposed development, there would be approximately 4,740,625 sf of Local Commercial land use that would be maintained immediately adjacent to the Property.

In fact, allowing the Crystal Cove development represents a positive improvement to the area by introducing a better balance of land uses with a housing type that is not highly represented in the area. With the depressed economics of the area, the Applicant is confident that the proposed development would act as a catalyst for revitalizing the existing commercial land uses in the area.

Minor General Plan Amendment Review and Analysis

1) Availability of current and future water supplies

The City is the water service provider for the Property. The proposed project will most likely make connections to the existing 8" waterline in Central Avenue at two locations to ensure adequate domestic water pressures are provided for the proposed development. It is anticipated that two 2" meters and two 2" backflow devices will be installed at two separate locations to serve both the north half and the south half of the project. The water connections will follow the City of Avondale's supplement to MAG Specifications and Details, and American Water Works Association Standards. Since there are existing water mains fronting the property there is no need to construct a new waterline adjacent to the project.

The Crystal Cove PAD provides additional water supply information that demonstrates that the surrounding water infrastructure is able to support the Project in average day, max day, peak day, and max day plus fire flow demand scenarios.

2) Impact on and potential support of the City's transportation system

Access to the site will be from N Central Ave and La Canada Blvd. As demonstrated in the Traffic Analysis completed as part of the Crystal Cove PAD, there are no negative impacts to the City's transportation system by changing the Land Use designation from Commercial to High Density Residential.

The approval of a high density housing land use designation in this area would also be appropriate given that it is located near Van Buren to the north, a major arterial, its proximity to nearby employment areas, and proximity to the future Historic Avondale activity center.

The Applicant will also comply with the City's current engineering policies and standards and work to provide solutions that will enhance the City's transportation networks.

3) Impact on the natural environment, including, but not limited to, hillsides, riparian areas, and floodways

There are no hillsides, riparian areas, or floodways adjacent to the Property. The increase in dwelling units per acre will not have any effect on the surrounding natural environment. The concurrent rezoning is providing adequate open space on its conceptual site plan for trails connecting through the Property and to the multi-use regional trail nearby to the north on Van Buren Street, which encourages bicycling, jogging and walking.

4) Extent to which the proposal contributes to achieving the (i) job to population ratio, (ii) square foot per capita ratio, and (iii) multi-family housing ratio identified within this GP2030

The proposed General Plan Amendment will not have an overall negative impact on the total City's current job-to-population ratio. The Crystal Cove project will provide employees for the surrounding employment areas.

The inclusion of any residential land use on this property will be in accordance with the City's goals and policies and will be aimed at furthering additional residential housing opportunities that do not exist in Avondale. It is anticipated that this Amendment will have no negative affects to the residential base compared to what is allowed on the Property today.

5) Impact on City services and facilities including, but not limited to, police, fire, water, and wastewater

The proposed General Plan Amendment will not have a negative impact on the City's services. Additionally, the proposed amendment will not burden the City with regards to needing additional extensions of utility infrastructure since there are existing water lines and sewer lines available in Center Ave and La Canada Blvd. Both of these utility lines have adequate capacity for the proposed development. Adequate connections to serve the project will be built at the developer's cost. These exact locations and the size of the infrastructure for the property will be determined during the Site Plan phase.

6) Extent to which the goals of this GP2030 are accomplished

The proposed Crystal Cove Minor General Plan Amendment complements most, if not all, of the goals and policies of the 2030 General Plan. The following summary provides information from the proposed development that demonstrates that it meets important goals of the Avondale 2030 General Plan:

AVONDALE GENERAL PLAN 2030

Land Use Element, Goal 1: Establish an Avondale identity based on a healthy lifestyle that promotes land uses which foster an economically sustainable and socially dynamic community.

Land Use Element, Goal 3: Promote a strong balance of high quality residential, employment, recreation, and educational land.

These goals can be obtained by providing an alternative residential development to the typical homogenous single-family residential units that exists in Avondale. Crystal Cove will provide a high density, quality community that will be compatible with the existing surrounding employment, commercial, and residential uses. Furthermore, the development will provide an added catalyst needed for the Historic Avondale area. The type of residents and lifestyle that the Crystal Cove development will attract will be centered on professionals, millennials, and those wanting to live in an urban “lock and leave” lifestyle. Accordingly, the development will provide a well-balanced development which encourages social interaction by creating a larger sense of community amongst residents.

Housing Element, Goal 2: Champion the development of housing types not currently available in the City to allow for a variety of socio-economic levels.

Crystal Cove will be an urban living community that is unique within the City of Avondale. The high quality multifamily units will be designed in a way that creates a cohesive, connected community. Residents of the Crystal Cove PAD will include professionals, small families, and empty nesters who are looking for a vibrant community within Avondale. The Property design will create more of a sense of place within the area and will encourage heightened social and community interaction.

Housing Element, Goal 4: Require excellence and innovation in residential design and construction.

Policy B: Support creatively designed subdivision layouts, particularly layouts in which open space and recreation areas containing amenities are thoughtfully integrated throughout.

Policy C: Utilize the City's Design Manuals to promote quality development and attractive residential communities, updating these documents when necessary to reflect changing preferences and styles.

Policy D: Encourage subdivision design that promotes non-vehicular access to trails and transit routes/centers as a component of a healthy lifestyle.

Policy E: Endorse the use of Crime Prevention through Environmental design (CPTED) principles when designing residential communities.

Crystal Cove PAD incorporates these policies within Goal 4 by focusing on the City's Design Manuals and creating a layout with high-quality open space and recreation areas centrally located on the Property which provide easy access to all residents. Buildings are oriented to maximum use of the open areas while maintaining a sense of privacy and security. All residents will be easily connected with the development through various walkable walkways that traverse the Property. Subsequently, promoting a healthy, collegial, and friendly neighborhood.

Open Space Element, Goal 2: Create linkages to parks, trails, rivers, and mountains.

Recreational Amenities Element, Goal 4: Create shared use linkages throughout the community in order to support a healthy lifestyle.

As mentioned above, Crystal Cove will maintain walkways throughout the Property. These trails will not only support resident's healthy lifestyles; but will encourage them. The walkways will be easily accessible and maintained in order to maximum its potential use. Additionally, the seamless egress and ingress offered by the Property will provide resident's with easy access to the City of Avondale's many public preserve areas.

Recreational Amenities Element, Goal 1: Ensure every person has convenient access to safe public parks and affordable recreation opportunities.

Policy A: Continue to ensure that private development provides local, accessible neighborhood parks and tot lots under the management of a Home Owners Association.

Crystal Cove will meet this goal by providing high quality open space areas with a centrally located open space corridor that ensures residents have full access to the amenities that will encourage social and community interaction.

Bicycling Element, Goal 1: Develop a safe bicycle transportation system that provides connectivity throughout the City, including major public and private facilities, and to transit.

Bicycling Element, Goal 3: Increase recreational opportunities for bicyclists throughout Avondale.

Crystal Cove is within close proximity to employment and commercial centers, the Historic Avondale area, and the connective trails to the north along Van Buren. Accordingly, the creation of this dense urban core of housing will provide ample opportunity for residents to use their bicycles to access the services and employment areas they so desire. The proposed development will greatly increase Avondale's opportunities for bicycle/pathway networks in the surrounding areas.

Urban Design Element, Goal 5: Maximize housing opportunities in locations within a half-mile of transit, with good access to employment areas, neighborhood services, and public facilities in order to promote a healthy community both sustainably and economically.

Policy A: Distribute higher residential densities throughout our City in identified urban growth areas and facilitate the development of residences in mixed-use development within these growth areas.

Policy B: Develop residentially-designated and mixed use-designated lands adjacent to major transit facilities at high densities to reduce motor vehicle travel by encouraging the use of public transit.

Policy C: Within identified growth areas, develop residential projects at densities sufficient to support neighborhood retail in walkable, main street types of development.

Policy D: Facilitate the development of housing close to jobs to provide residents with the opportunity to live and work in the same community.

Policy E: Encourage consolidation of parcels to promote mixed-use and high density development at locations identified in the TOD Element and on the Land Use Map.

Crystal Cove meets this goal and each policy listed above by providing a high density urban community that has strong pedestrian access to surrounding employment and commercial uses, and is readily accessible to the Historic Avondale area. Additionally, Crystal Cove will revitalize Historic Avondale and act as a catalyst for future development.

Moreover, transit opportunities are conveniently located around Crystal Cove. With the combination of these transit and pedestrian opportunities for the Property, Crystal Cove is well poised to create a dynamic, high density community within this growth area that will create vitality for future mixed-uses, retail, and employment uses that will come into the area.

AVONDALE STRATEGIC FIVE-YEAR PLAN

The Avondale Strategic Five Year Plan was designed with the vision and guidance from the Avondale City Council, and crafted with input from engaged residents, local businesses and key personnel across the city's organization. The Plan represents a cohesive and intelligent approach which will enable Avondale to create a community that is family friendly and economically robust. In short, Crystal Cove will help Avondale achieve its going of becoming a city that is Aspiring, Achieving and Accelerating.

The Crystal Cove PAD is in a unique location that provides the opportunity to develop a site near the Van Buren corridor that is compatible with existing development, supports housing opportunities for the Historic Avondale area, and synergizes with the adjacent employment areas. Increased employment opportunities will come to the City in the near future along Interstate-10, the location of this development will enable the City to keep Avondale workers in Avondale. The development's location will prove to be an attractive option for workers looking to locate to Avondale due to the City's economic development. Crystal Cove will complement and support the economic vision of the Strategic Five Year Plan.

Moreover, the Crystal Cove PAD will meet the following goals of the Strategic Five Year Plan.

Initiative #1, Strategic Goal: Encourage build-out in residential housing opportunities that support diverse housing options.

Crystal Cove's modern design will offer multifamily units and create a unique urban experience not currently available within the City of Avondale, but is demanded by both millennials, professionals, and empty nesters throughout the Valley. The current development standards of the Avondale standards residential districts are designed for typical single-family residential that is ubiquitous to Avondale.

Crystal Cove is designed to provide on-site amenities and open space for both the modern professional and those interested in a "lock and leave" lifestyle. While adding to the existing housing in the area, Crystal Cove provides a unique housing development that caters to those looking for something different than the typical traditional housing

offered in Avondale. The Crystal Cove development is unique to Avondale and contributes to the diversity of housing that the Strategic Five Year Plan envisions.

Initiative #2, Strategic Goal, Action Item: Establish relationships with potential partners for the development of trail and river corridors.

The Crystal Cove PAD is located within a close distance to Avondale regional trail corridor on Van Buren Ave. Additionally, the Agua Fria Wash, with all its trail amenities, provides a nearby opportunity for the Crystal Cove residents to access these trails. The trail will promote pedestrian and bicycle connectivity. Moreover, the activate lifestyle the trail promotes will encourage the development of additional trails ultimately linking residents with the surrounding trails and river corridor.

VII. GENERAL PLAN FINDINGS ANALYSIS

Per the Avondale General Plan 2030 Findings analysis provided on page 16 of the General Plan, the following information is provided.

As provided throughout the Crystal Cove General Plan Amendment narrative, the proposed development meets or exceeds all of the required findings of the Avondale General Plan as follows:

- *The development pattern contained on the Land Use Plan inadequately provides sufficient sites for the use or change proposed in the amendment.*

The General Plan notes that as of 2010, there was only 1.47% of land uses in Avondale developed for high density residential. It also notes that available acreage is at approximately 63 acres. This does not provide sufficient amount of acreage for the type of housing proposed for Crystal Cove.

During a recent City Council Work Session on December 9, 2019, the City discussed a recently City-commissioned market analysis completed by Elliot D. Pollack & Company to review Avondale neighborhoods, including the Historic Avondale area. One of the outcomes of the Pollack Study was that in order for this area to be successful there needed to be an increase of higher density residential projects to help induce additional retailers and restaurateurs. With the Property being situated within 1 mile of the proposed main street of the Historic Avondale area, it is perfectly poised to provide additional higher density residential that is needed in the area.

This would allow the Property to develop in a manner that would create some of the high density residential uses needed for this area and would be compatible with the intent of the General Plan for development in this area. As such, the Applicant has provided development standards in the accompanying Crystal Cove PAD that will further allow this vision to be realized.

- *The amendment constitutes an overall improvement to the 2012 Plan and is not solely for the good or benefit of a particular landowner or owners.*

Market conditions and evolving visions for the Historic Avondale area has shown that the Commercial land use is viable for current development conditions in the area. With the City's renewed interest in the Historic Avondale area needing more higher-density residential development to provide residents to the area, the proposed minor general plan amendment will bring a housing product that will fulfill that vision and will be more marketable for the area.

- *The amendment will not adversely impact the community as a whole or a portion of the community by:*

- o *Significantly altering the acceptable land use patterns;*
- o *Requiring larger and more expensive public infrastructure improvements including, but not limited to, roads, water and wastewater, and public safety facilities than would otherwise be needed without the proposed change;*
- o *Adversely impacting the existing land uses; or*

The amendment will have no negative impacts on these findings points. The proposed residential will provide the housing density needed in this area and will be compatible with the surrounding existing development. The public infrastructure exists in the surrounding right of ways for this development and will not be a significant burden on the existing City utility systems.

Lastly, the development is designed to interact with the existing right of way improvements on Central Ave, which are envisioned as a more walkable and pedestrian friendly area. The Crystal Cove PAD will provide the adequate landscaped buffering around the project perimeter and will be adequately transitioned to the adjacent properties.

- *That the amendment is consistent with the overall intent of the 2012 Plan and other adopted plans, codes and ordinances.*

As demonstrated in the “Conformance to Avondale Plans” section of this GPA narrative, the Crystal Cove general plan amendment is consistent with the overall intent of all Avondale plans, codes, and ordinances. Additionally, the amendment consists of an improvement to the General Plan with the overall enhancements as outlined below:

- Provides higher density residential that will be needed to activate the future Historic Avondale areas envisioned by the City of Avondale.
- Provides additional City of Avondale residents that can help with providing employees for Avondale’s employment areas.
- Enhanced vegetation at entries ways and art installation at southwest corner will provide beautiful aesthetics to the area.
- Provides usable open space in a central, accessible corridor that includes enhanced amenities that are not typically provided or required, including a clubhouse, BBQ ramada and other shade ramadas, a pool/spa, fire pits, and other open spaces areas as shown on the provided plans.
- Greater connectivity with the central amenity areas and all housing units being easily accessible to all residents throughout the development with connective pathways.

VIII. CONCLUSION

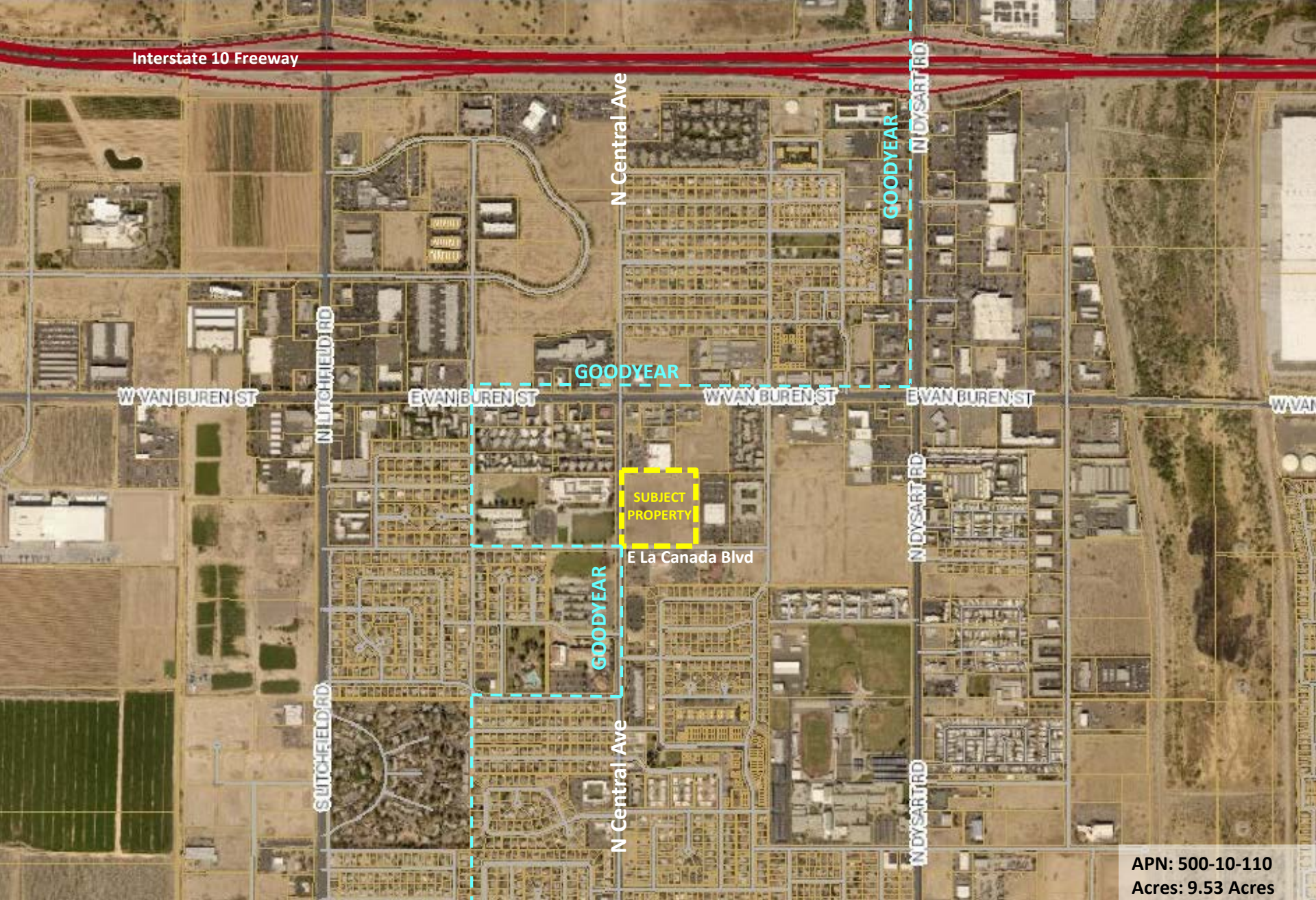
Crystal Cove is located in up-and-coming Historic Avondale, near employment areas, and the nearby, active Van Buren Street corridor. This location is ideal for an urban multi-family community that will synergize with the surrounding area. The PAD creates design and development standards that complement the surrounding employment, commercial, and residential uses while providing a luxury, urban housing development not currently found in Avondale.

As detailed above, the proposed PAD is consistent with many of the policies in the City of Avondale's General Plan 2030. The proposed plan will develop a vacant site and provide a vibrant urban feel reflecting the aspirations and character of the Historic Avondale area as an up and coming active center for the City. Crystal Cove will draw residents such as professionals, millennials, and empty nesters, subsequently attracting a variety of residents to Avondale.

The development's unique location and thoughtful design strategies will help Crystal Cove seamlessly integrate into the urban core of Avondale, while also setting itself apart in a distinctive way. The Avondale General Plan states that the City should encourage these types of developments, which are geared towards the providing more compatible multifamily developments in the Historic Avondale area. Additionally, with the City acknowledging the importance of high-quality amenities and interactive social spaces within developments, Crystal Cove provides the framework for Avondale's vision to become reality.

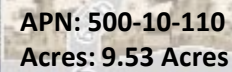
The Crystal Cove PAD establishes a high level of quality, building design, and site design expectations for this multi-family residential development. The Crystal Cove PAD includes exhibits and imagery that represent this level of quality. Development will be at or greater than the designs represented in this PAD.

We look forward to Crystal Cove being a unique multi-family development that brings a high quality urban experience to its residents.

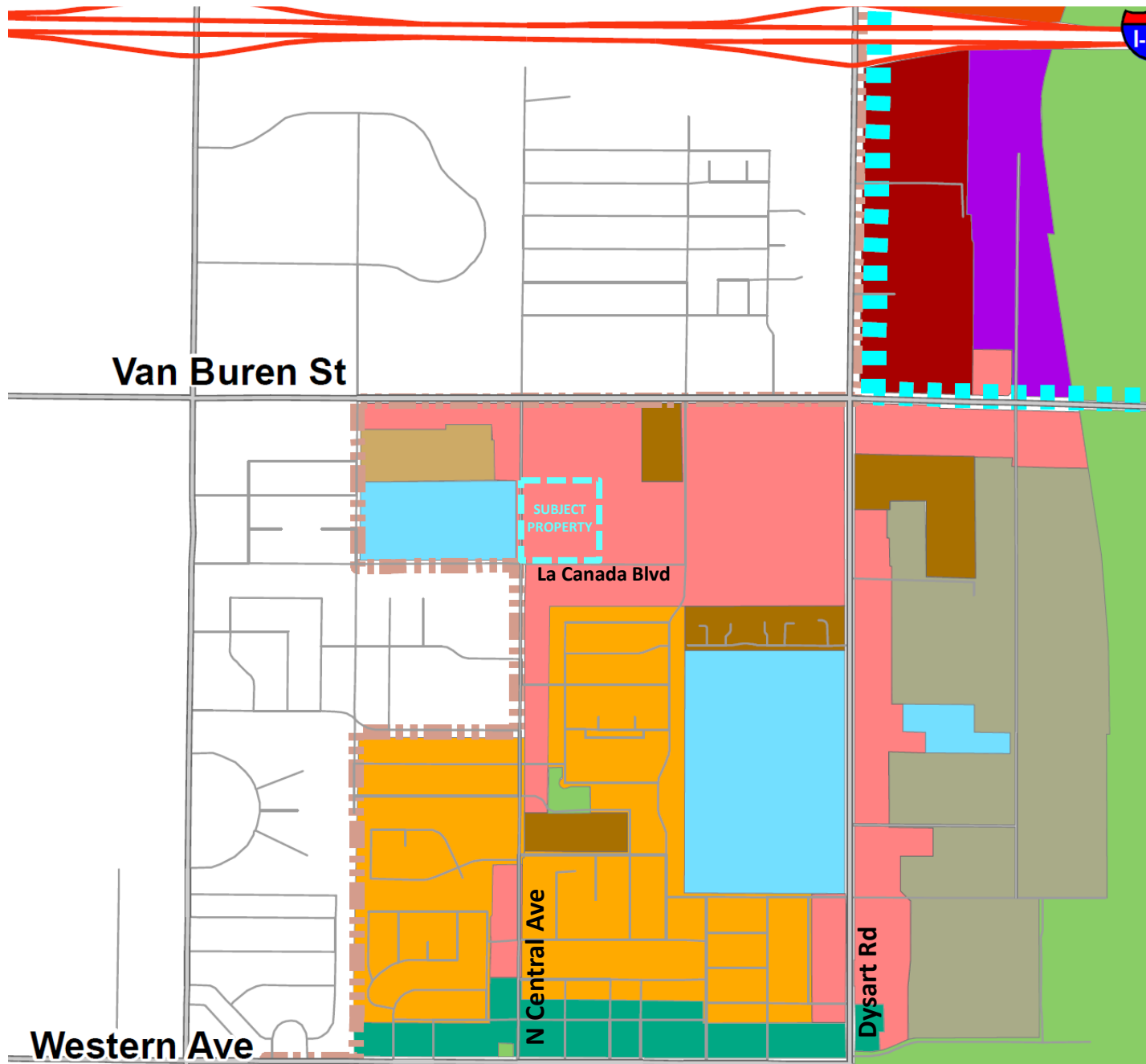


APN: 500-10-110
Acres: 9.53 Acres

Exhibit A - Regional Aerial Context Exhibit
Risi Companies – Crystal Cove, NEC of Central Ave & La Canada Blvd



Risi Companies – Crystal Cove, NEC of Central Ave & La Canada Blvd



GENERAL PLAN

Legend

- Planning Boundary
- Growth Area

Land Use

- Rural Low Density Residential
- Estate/Low Density Residential
- Medium Density Residential
- Medium/High Density Residential
- High Density Residential
- Local Commercial
- Freeway Commercial
- Historic Avondale District
- Sports and Entertainment
- Office/Professional
- Industrial
- Business Park
- Corporate Park
- Gila River Scenic District
- Open Space and Parks
- Public/Civic
- Education

- Gateway Employment
- Employment Mixed Use
- Residential Mixed Use
- Neighborhood Commercial
- Townhouse Residential

City Center
Specific Plan
Area

TOD

- Urban Residential
- Urban Commercial
- High Intensity Office
- Mixed Use

Exhibit C – Current Avondale General Plan Map

Risi Companies – Crystal Cove, NEC of Central Ave & La Canada Blvd

Legend

- Planning Boundary
- Growth Area

Land Use

- Rural Low Density Residential
- Estate/Low Density Residential
- Medium Density Residential
- Medium/High Density Residential
- High Density Residential
- Local Commercial
- Freeway Commercial
- Historic Avondale District
- Sports and Entertainment
- Office/Professional
- Industrial
- Business Park
- Corporate Park
- Gila River Scenic District
- Open Space and Parks
- Public/Civic
- Education

- Gateway Employment
- Employment Mixed Use
- Residential Mixed Use
- Neighborhood Commercial
- Townhouse Residential

City Center
Specific Plan
Area

TOD

- Urban Residential
- Urban Commercial
- High Intensity Office
- Mixed Use

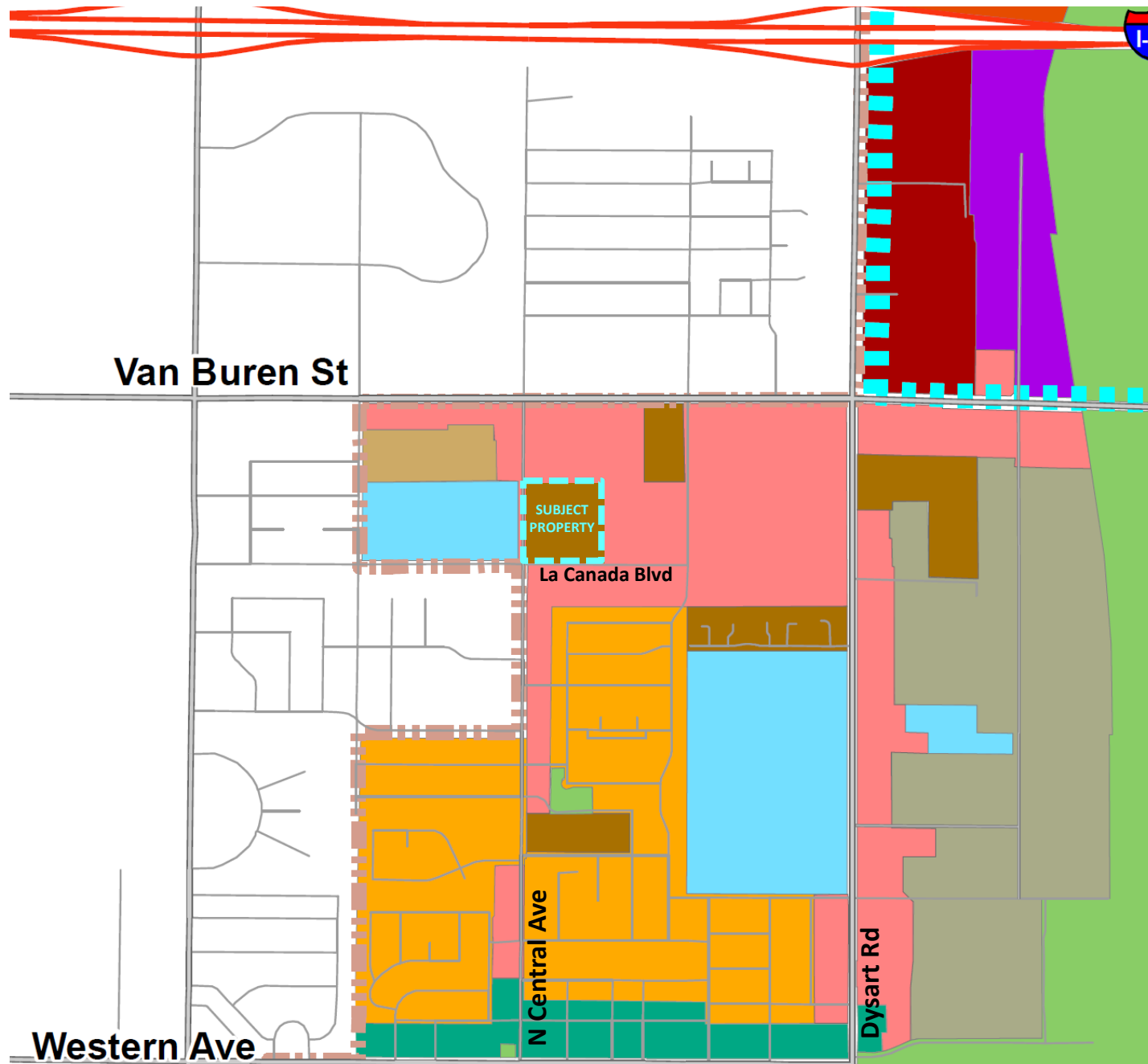


Exhibit D – Proposed Avondale General Plan Map

Risi Companies – Crystal Cove, NEC of Central Ave & La Canada Blvd

Exhibit F

Neighborhood Meeting Sign-In Sheet



**TIFFANY
& BOSCO**
P.A.

June 26, 2020

Michelle Simerdla, Senior Planner
City of Avondale
Development and Engineering Services
11465 W Civic Center Dr
Avondale, AZ 85323

**RE: Risi Homes, Crystal Cove Development GPA & PAD Applications
(PL-20-0076 & PL-20-0077); June 25, 2020 Neighborhood Meeting
Summary**

Dear Ms. Simerdla:

The purpose of this letter is to inform you that our firm held a neighborhood meeting for the Minor General Plan Amendment and Rezoning applications referenced above. The meeting was held on June 25, 2020, 6:00 p.m. Due to the current Covid-19 pandemic, City staff made the decision to hold the neighborhood meeting via a Zoom virtual meeting that was hosted by Avondale City staff.

The purposed of the neighborhood meeting was for Tiffany & Bosco, P.A. and the Risi Homes team to review the proposed applications and answer any questions regarding the project. The team was prepared to show several slide showing the property development aspects.

The development team stayed on the Zoom virtual meeting until 7:00 p.m. and no members of the community attended. I would be happy to answer any further questions that you may have regarding this proposal or meeting. You may reach me at 602-452-2712 or sta@tblaw.com.

Sincerely,

Shaine T. Alleman



AGENDA ITEM REPORT

SUBJECT: Crystal Cove (Risi Homes) – Rezoning from C-2 (Community Commercial) to Planned Area Development (PAD) – Application PL-20-0077

MEETING DATE: 8/19/2020

TO: Planning Commission

FROM: Michelle Simerdla, Senior Planner

THROUGH: Brian Craig, Planning Manager

PURPOSE:

Planning Commission will hold a public hearing and consider a request by Shaine Alleman, Tiffany & Bosco, P.A., on behalf of owner Joseph Risi, Community Support OZ Fund, LLC, to rezone approximately 10.59 gross acres of property located at the northeast corner of Central Avenue and La Canada Boulevard from C-2 (Community Commercial) to Planned Area Development (PAD). The proposed PAD will allow for development of the subject property with a 238 unit multi-family residential development with a density of 24.9 dwelling units per acre. A concurrent request to change the General Plan 2030 Land Use Map designation of the subject site from Local Commercial to High Density Residential will be considered separately. The Commission will take appropriate action and forward a recommendation to the City Council.

BACKGROUND:

The 10.59 gross acre subject property (Exhibits A, B, & C) is at the northeast corner of Central Avenue and La Canada Boulevard. According to Maricopa County historical imagery, it appears the site was used for agricultural purposes from the 1940s to 1960s. Since agricultural operations concluded, the undeveloped property has remained vacant.

City records indicate that the property has been zoned C-2 since its annexation into Avondale city limits in 1960. The site's C-2 zoning allows for a range of retail, restaurant, office, and service uses that serve a community-wide trade area.

The subject property is located within Historic Avondale and is designated as Local Commercial on the General Plan 2030 Land Use Map (Exhibit C). The designation is a land use category that is used primarily for providing daily needs of goods and services to the residents residing within the surrounding area. The types of uses allowed in this category, specifically for local residents, may include grocery stores, gas stations, neighborhood/retail services, and office and medical uses serving consumers, which promotes a walkable community. The property's C-2 zoning is in conformance with the Local Commercial Land Use designation.

The applicant has submitted a separate application for a Minor General Plan Amendment (GPA) to change the land use designation of the subject site from Local Commercial to High Density Residential which allows for 12.0 to 30.0 dwelling units per acre (du/acre), target density 12.0 du/acre. The development has 238

proposed units at a density of approximately 22.47 du/acre.

Surrounding uses and zoning include:

North: Multiple uses zoned C-2:

- Bowlero, a bowling alley
- Bridgewater Assisted Living, an assisted living facility

East: Two (2) office buildings zoned C-2:

- Arizona Department of Economic Security
- Estrella Genesis Health Care

South of La Canada Boulevard: First Southern Baptist Church of Arizona zoned C-2

West of Central Avenue: Lattie Coor School and Avondale Middle School zoned R1-6 (Urban Residential)

SUMMARY OF REQUEST:

The applicant is requesting to rezone the 10.59 gross acre subject property from Community Commercial (C-2) to Planned Area Development (PAD) for a multi-family residential development. The proposed Crystal Cove (Risi Homes) PAD Narrative (Exhibit E) details permitted uses, development standards, landscaping and design standards, and other requirements that will guide the future development of this site.

In conformance with the accompanying Minor General Plan Amendment (GPA) application, the proposed PAD zoning will allow for development of a 10.59 gross acre, 238 unit multi-family residential development. Approval of the GPA request is required prior to approval of this rezoning request.

The Crystal Cove development is owned by Risi Homes, who is proposing a 16 building apartment complex with one (1), two (2), and three (3) bedroom units.

The development proposes 21.7 percent open space. A variety of amenities are proposed including game courts, a pool and cabanas, grilling areas, and a paved walking trail that traverses the northern, eastern, and southern property lines. The site will also feature a park at the southeastern corner of the site with stone benches as well as an art installation at the northwest corner of the site.

Access to the proposed development is provided by a gated driveway along Central Avenue as well as a secondary gated driveway off La Canada Boulevard. The property will be screened to the north and to the east by an existing six (6) foot CMU wall along the property lines.

The development proposes 403 total parking spaces, which is in excess of the required 394 parking spaces, eight (8) of which are ADA accessible. The parking includes 108 covered parking spaces, 113 garages, and 182 uncovered parking spaces. Twenty-two guest parking spaces will be provided next to the 3,000 square foot clubhouse. Traffic calming measures such as speed humps and speed limit signs will be provided.

The proposed PAD is largely consistent with the R-4 (Multi-Family) zoning district. Deviations from the R-4 standards and Multi-Family Residential Design Guidelines include:

- A reduction in the front setback along Central Avenue from 25 feet to eight (8) feet.
- The Multi-Family Residential Design Manual requires a twenty-foot separation between buildings. This project is proposing some patios that encroach into this separation requirement with 17.6 feet of

separation.

CERTIFICATE OF ADEQUATE SCHOOL FACILITIES:

The property is located in the service areas of the Avondale Elementary School District (AESD) and the Agua Fria Union High School District (AFUHSD).

Students in kindergarten through eighth grade will attend Lattie Coor School located at the northwest corner of Central Avenue and La Canada Boulevard across the street from the Crystal Cove site. High school students will attend Agua Fria High School located at the northwest corner of Dysart Road and Riley Drive, approximately 935 feet southeast of the Crystal Cove site.

Both AESD and AFUHSD have provided the City with signed certificates stating that each district has adequate school facilities to accommodate the estimated enrollment of new students generated by the proposed Crystal Cove development (Exhibit I).

PUBLIC PARTICIPATION:

The applicant conducted the required neighborhood meeting to discuss the proposed PAD and GPA via teleconference on June 25, 2020 at 6:00 P.M. (Exhibit H). The meeting was advertised in the Wednesday, June 10, 2020 edition of the Southwest Valley Republic. A notification sign, which includes information on the request along with details of the neighborhood meeting date, time, and location, were erected on the Crystal Cove site on June 10, 2020. Additionally, all property owners within 1,000 feet of the subject property were notified of the neighborhood meeting via postcards sent on June 9, 2020.

One (1) comment in support of the proposal has been posted on the City's aVOICE digital forum. No other comments have been received by the Planning Division.

All required notifications for the Planning Commission and City Council public hearings have been completed. All property owners within 1,000 feet of the subject site were notified of the time, date, and location of the Planning Commission and City Council meeting via postcards sent on July 9, 2020. Both meetings were advertised in the Wednesday, July 29, 2020 edition of the Southwest Valley Republic. The meeting notification sign installed on the property on July 9, 2020, included the time, date, and location of these meetings.

ANALYSIS:

Conformance with the General Plan and Historic Avondale Design & Development Guidelines

A GPA request to change the land use designation of 10.59 gross acres of the site to High Density Residential is being considered concurrent with this rezoning request. The proposed Crystal Cove (Risi Homes) PAD, which provides for a density of 24.7 dwelling units per acre with 21.7 percent of the site area developed as open space, aligns with the High Density Residential land use designation that allows for densities up to 30.0 dwelling units per acre. These residences have limited private outdoor space and rely on shared or common open space for recreation. Patio homes, apartments, condominiums, or townhomes are suitable for this land use. These residences may be part of a mixed-use development, master planned community, and have direct access to open space, transit or other multi-modal amenities. This level of intensity should promote a village environment with easy access to services, business and recreation.

Staff finds that the proposed PAD contains adequate provisions to achieve the goals of the General Plan. The proposed amenities, building design, open space provided beyond minimum requirements, and a pedestrian connection to the existing buffered bike lane on Central Avenue justify the increase in density past the target density of twelve (12) dwelling units per acre.

The project site is in the Central Avenue Business District in Historic Avondale, which encourages a stronger street presence in the Historic Avondale Design and Development Guidelines (HADDG), with parking located behind buildings. The proposed 8-foot front setback on Central Avenue, with parking behind the buildings

achieves this goal. The Central Avenue Business District does not prescribe a specific architectural style due to an eclectic mix of styles that exist in the neighborhood but requires elements that relate to the area.

The proposed design (Exhibit G) is modern but features materials and colors that will blend in with the surrounding area, as well as enhance the streetscape. In addition, the applicant has reserved a location at the northwest corner of the site for an art installation that is planned to capture some historical elements of the area.

In addition, the proposed PAD furthers several goals of the General Plan and HADDG, most notably:

- General Plan Land Use Goal #1, Policy D “Enhance the attractiveness of infill parcels as an option for new development throughout Avondale.” The proposed rezone and accompanying GPA will allow for development of a site that has remained vacant and undeveloped since its annexation into the City of Avondale nearly 60 years ago.
- Urban Design Element Goal #4, Policy A: “Ensure that new development in many revitalization areas is truly urban, rather than suburban, in form and scale.” The proposed development at the upper end of the High-Density Residential density allowance, is urban in scale and form.
- HADDG: “Encourage investment, redevelopment, and replacement of vacant infill through flexible development standards and incentives”. The proposed PAD provides for some modifications to development standards to accommodate development of the site with a multi-family residential development.

Permitted Uses

The uses proposed in the PAD are limited to multi-family residential buildings and standard accessory uses such as pools, clubhouses, parks, and the like. The uses proposed are fully consistent with the High Density Residential General Plan designation.

The use of the property as an apartment complex is better suited than the commercial uses in the C-2 district. The site has remained vacant for decades with commercial zoning. The narrative (Exhibit I) discusses a City-commissioned analysis of Avondale neighborhoods in 2019, including Historic Avondale. It found that in order for the area to be successful, higher density residential projects were needed to spur the need for additional retail and restaurants in the area. The proposed development has an urban feel that will attract professionals, small families, and emptynesters. A good balance of commercial to residential land in the city will remain if the rezone is approved; the amount of commercial land available would only drop by 1.5 percent.

Development and Design Standards

The R-4 (Multi-Family) district was used as the starting point for the development standards. The development and design standards contained within the PAD meet or exceed standard requirements contained within the Zoning Ordinance, HADDG, and Multi-Family Residential Design Manual, except for the following deviations:

- A reduction in the front setback along Central Avenue from 25 feet to eight (8) feet.

Section 205.A of the Avondale Zoning Ordinance requires a front yard setback of 25 feet. The intent of this provision is to provide adequate appropriate separation from the adjacent land uses to minimize the impact associated with each land use. In this case, the north property line (side yard) is adjacent to a bowling alley and the west side of Central Avenue is developed with a school, both of which are compatible uses. The Zoning Ordinance also allows an eight (8) foot setback if units are considered “walk-up.” While the proposed buildings along Central Avenue will not have front doors facing Central Avenue, they will have patios facing Central Avenue as well as architectural features such as awnings that create an inviting presence. Additionally, the HADDG encourages buildings to be located at the setback line to create a stronger street presence.

- A reduction in the twenty-foot separation between buildings to 17.6 feet.

The Multi-Family Design Manual requires a building separation of twenty-feet. Due to the angled layout of the buildings, some patios will have a 17.6 separation to another patio. This will provide for “eyes on the street” to aid in the goals of Crime Prevention Through Environmental Design (CPTED). The idea is that residents will provide informal surveillance, which in turn could reduce crime.

The development achieves the following objectives of the City’s Multi-Family Residential Design Manual:

- Provides multiple unit square footages and number of bedrooms that accommodate a variety of choices for the prospective homeowner or renter
- High level of architectural details on all sides of buildings
- Varied rooflines
- Reduced building massing
- Carriage-style garages
- Minimum 80 square foot balconies
- Provides a direct a pedestrian connection to the adjacent buffered bike lane and sidewalk on Central Avenue and meandering sidewalk on La Canada Boulevard
- Uses traffic calming measures to slow vehicular speeds
- A variety of amenities, including sport courts, barbecues, pool, cabanas, clubhouse, and a paved walking path
- Trash receptacles, benches, and pedestrian scale lighting along trails are located near active open spaces
- Centrally located open space, and paths that funnel foot traffic to the clubhouse and pool
- Open space more than the fifteen (15) percent minimum
- Colored concrete in the driveway entrance and pedestrian crossings
- Landscaping and a prominent clubhouse will create a sense of arrival

Streets, Utilities, and Other Infrastructure

Access to the residential portion of the proposed development will be from two (2) gated driveway entrances, one from Central Avenue, and the other from La Canada Boulevard. The Central Avenue access will be the primary entrance to the community. A pedestrian sidewalk will connect to the public sidewalk on La Canada Boulevard and there is an existing bike path along Central Avenue.

The public infrastructure (roads, water, wastewater) exists in the surrounding right-of-ways for this development and will not be a significant burden on the existing City utility systems. New public safety facilities are not needed.

The developer will be responsible for providing and installing bus stop signs on westbound La Canada Boulevard, just east of Central Avenue and on southbound Central Avenue, just north of La Canada Boulevard in the recessed area currently marked for parallel parking spaces. The developer will also be responsible for removing most of the existing pavement markings used for the recessed parking area described above and striping in a bus bay area. The exact number of removed parking spaces will be determined by City Staff.

In conclusion, it is Staff’s opinion that the proposed rezone to PAD and accompanying GPA are consistent with the General Plan, the HADDG, the Multi-Family Residential Design Manual, the surrounding area, and will not be a detriment to the area or surrounding residential properties. The rezone will change the zoning to a PAD that will result in a high-quality development on an infill parcel that has remained vacant for decades.

DISCUSSION:

The proposed PAD rezone meets the following findings:

1. The proposed Crystal Cove (Risi Homes) PAD, with Staff recommended conditions of approval, will be in conformance with the proposed General Plan Land Use Map designation of High Density Residential. Significant amenities and open space above the minimum requirements have been provided to justify the increase above the target density.
2. The PAD is in conformance with the HADDG.
3. The PAD will result in compatible land use relationships.
4. The development will encourage the creation of an attractive and vibrant development within a revitalization area.
5. Based on recent market analysis, the site is better suited for residential rather than the existing commercial designation.
6. Adequate public infrastructure to support the proposed development either presently exists or will be constructed by the developer.
7. The recommended conditions of approval are reasonable to ensure conformance with the provisions of the Zoning Ordinance and all other applicable City codes, ordinances, and policies.

STRATEGIC PLAN:

INITIATIVE: Foster sustainable community development

- STRATEGIC GOAL: Encourage build-out in residential housing opportunities that support diverse housing options.

INITIATIVE: Encourage and support creative innovation in development and service delivery

- STRATEGIC GOAL: Encourage a flexible environment responsive to market trends.

BUDGET IMPACT:

No budget impacts.

RECOMMENDATION:

Planning Commission will conduct a public hearing and recommend **APPROVAL** of Application PL-20-0077, a request to rezone the 10.59 gross acre subject property from C-2 (Community Commercial) to Planned Area Development (PAD), located at northeast corner of Central Avenue and La Canada Boulevard, subject to the following four (4) conditions of approval:

1. New development on the site shall conform the Crystal Cove PAD Narrative submitted on July 9, 2020.
2. All perimeter offsite improvements shall be completed in the first phase of development.
3. The developer will be responsible for providing and installing bus stop signs on westbound La Canada Boulevard, just east of Central Avenue and on southbound Central Avenue, just north of La Canada Boulevard in the recessed area currently marked for parallel parking spaces. These bus stop signs

may be installed on existing streetlight poles pending approval by the City Engineer.

4. The developer will be responsible for removing most of the existing pavement markings used for the recessed parking area described in condition three (3) and striping in a bus bay area. The exact number of removed parking spaces will be determined by the City Engineer. The pavement marking material will be thermoplastic. The marking removal process will follow the City of Avondale construction standards.

PROPOSED MOTION:

I move that Planning Commission accept the findings and recommend **APPROVAL** of Application PL-20-0077, a request to rezone approximately 10.59 gross acres of property located at the northeast corner of Central Avenue and La Canada Boulevard from C-2 (Community Commercial) to Planned Area Development (PAD), subject to four (4) conditions of approval as listed in the staff report.

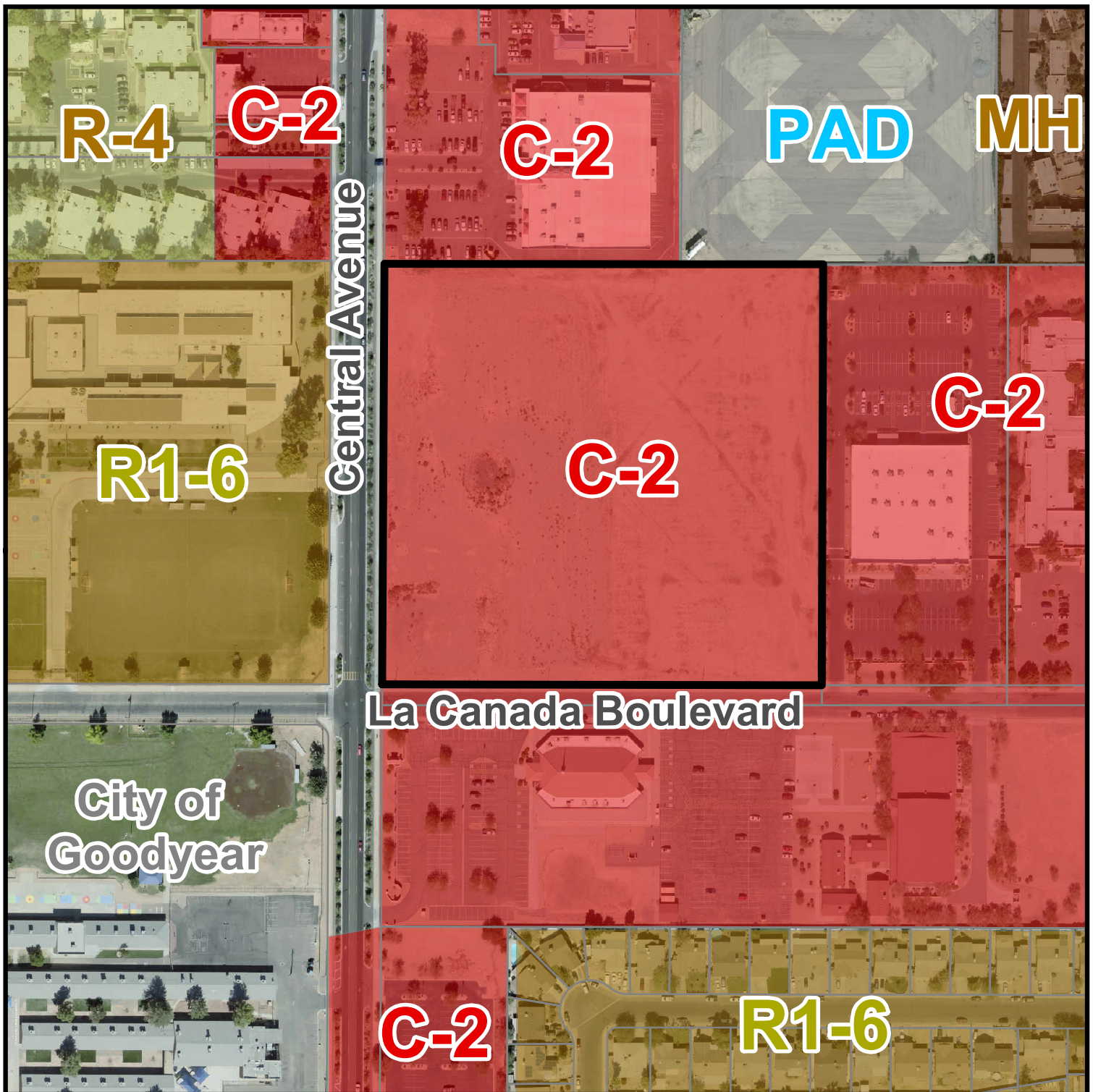


Aerial Photograph



 Project Location



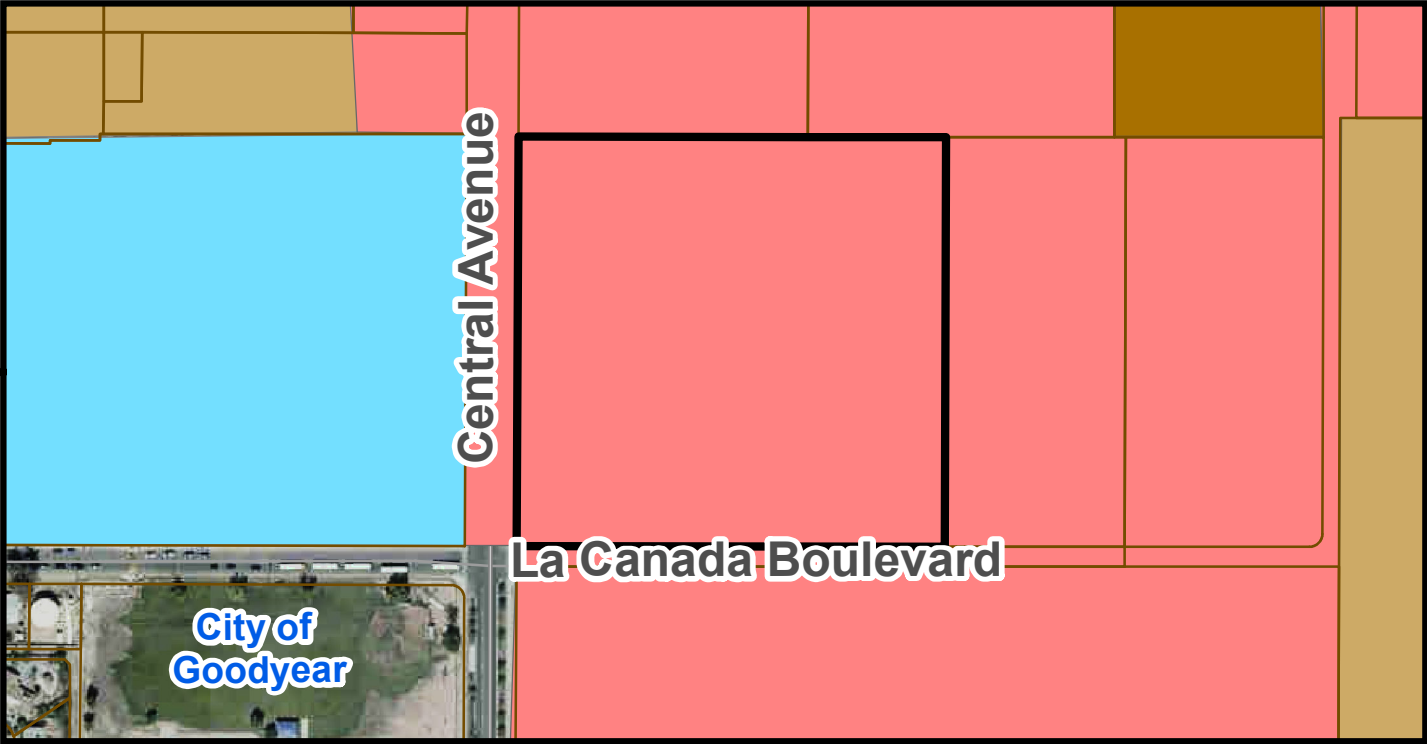


Zoning Vicinity Map

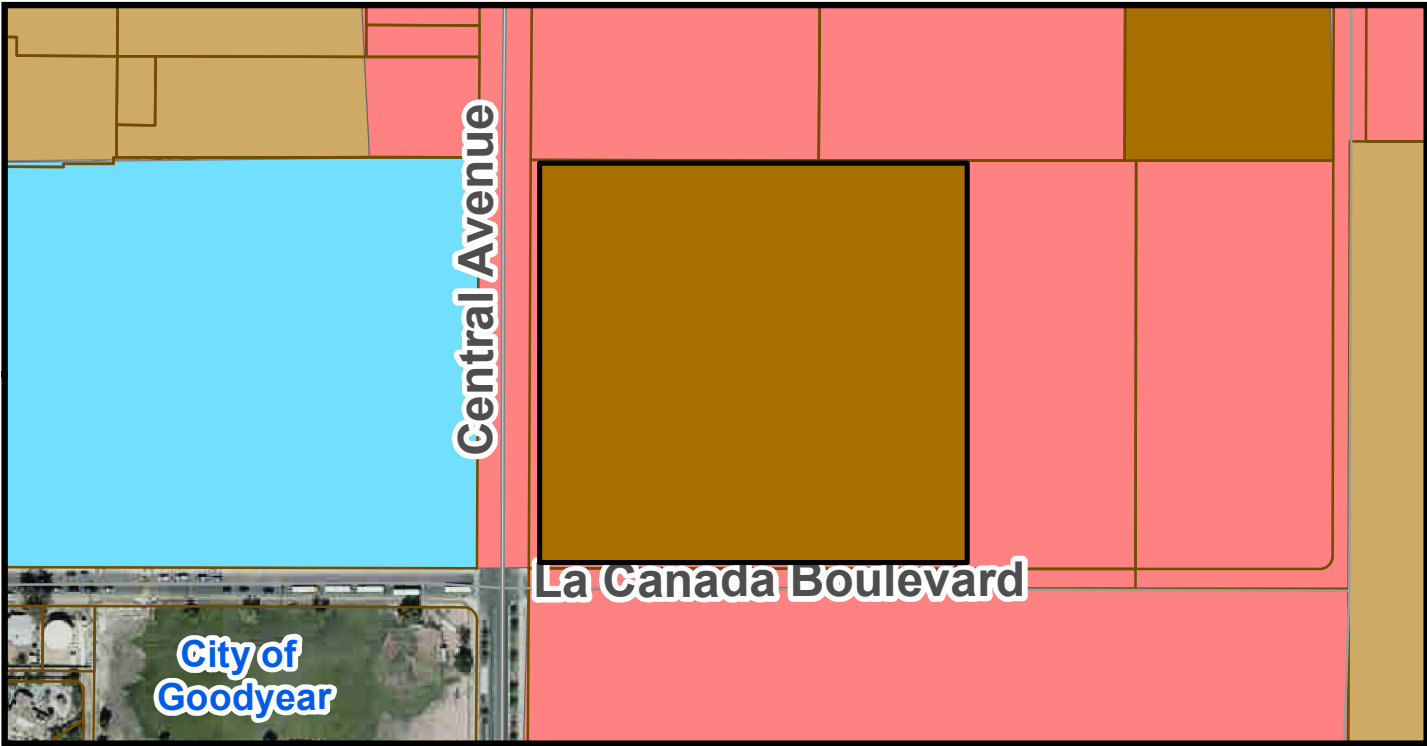


 Project Location





CURRENT LAND USE MAP



PROPOSED LAND USE MAP

General Plan Land Use Map

Local Commercial

High Density Residential

Medium/High Density Residential

Education

Subject Property



*SUMMARY OF RELATED FACTS
APPLICATION PL-20-0077*

<i>THE PROPERTY</i>	
PROPERTY SIZE	10.59 gross acres
LOCATION	Northeast corner of Central Avenue and La Canada Boulevard
PHYSICAL CHARACTERISTICS	Undeveloped, relatively flat
GENERAL PLAN LAND USE DESIGNATION	Local Commercial
EXISTING ZONING	Community Commercial (C-2)
ZONING HISTORY	Zoned C-2 upon annexation in 1960.

<i>SURROUNDING ZONING AND LAND USE</i>	
NORTH	Multiple uses zoned C-2: Bowlero, a bowling alley Bridgewater Assisted Living, an assisted living facility
EAST	Two (2) office buildings zoned C-2: Arizona Department of Economic Security Estrella Genesis Health Care
SOUTH OF LA CANADA BOULEVARD	First Southern Baptist Church of Arizona zoned C-2
WEST OF CENTRAL AVENUE	Lattie Coor School and Avondale Middle School zoned R1-6

<i>PUBLIC SCHOOLS</i>	
SCHOOL DISTRICT(S)	Avondale Elementary School District Agua Fria Union High School District
ELEMENTARY SCHOOL	Lattie Coor School (K-8)
HIGH SCHOOL	Agua Fria High School
<i>STREETS</i>	
Central Avenue	
Classification	Minor Collector
Existing half-street ROW	40 feet
Standard half-street ROW	40 feet
Existing half-street improvements	1.5 lanes, sidewalk, streetlights
Standard half-street improvements	1.5 lanes, sidewalk, streetlights
La Canada Boulevard	
Classification	Local
Existing half-street ROW	30 feet
Standard half-street ROW	25 feet

Existing half-street improvements	1 lane, sidewalk, streetlights
Standard half-street improvements	1 lane, sidewalk, streetlights

<i>UTILITIES</i>
APS provides electrical service in this portion of the City. There is a 10-inch water line and 8-inch sewer line in Central Avenue. There is an 8-inch water line and 6-inch water line in La Canada Boulevard.

Exhibit E

Applicant's PAD Narrative

CRYSTAL COVE



**City of Avondale
Planned Area Development
Rezoning Application # PL-20-0077 Narrative
July 2020**

Developer:
Applicant:

Risi Companies, LLC
Shaine T. Alleman, Tiffany & Bosco
2525 E. Camelback Rd., Phoenix, AZ 85016



Table of Contents

I.	Project Profile	2
II.	Executive Summary	3
III.	Property Description	5
IV.	Project Description	8
V.	PAD Land Uses & Development Standards	10
VI.	PAD Architectural Design Criteria	13
VII.	Landscaping, Pedestrian Open Space and Amenities	15
VIII.	PAD Review and Analysis	17
IX.	Infrastructure	20
X.	Ownership and Maintenance	22
XI.	Conformance with Avondale Plans	23
XII.	Schools	28
XIII.	Conclusion and Summary	29

Table of Exhibits

Exhibit A – Regional Aerial Context Map
Exhibit B – Aerial Context Map
Exhibit C – Current Avondale General Plan Map
Exhibit D – Existing Avondale Zoning Map
Exhibit E – Proposed Avondale General Plan Map
Exhibit F – Conceptual Site Plan
Exhibit G – Conceptual Site Plan (Color)
Exhibit H – Conceptual Building Elevations
Exhibit I – Conceptual Project Perspectives

I. PROJECT PROFILE

Project Name	Crystal Cove
Property Owner	Robert Delcourt & Dianna Costa
Assessor Parcel Numbers	500-10-110
Project Location	290 W. La Canada Boulevard, Avondale, AZ 85323 Generally located at the northeast corner of N. Central Ave and E. La Canada Blvd
Project Area	10.59 acres (Gross) / 9.63 acres (Net)
Current Zoning	Commercial (C-2)
Proposed Zoning	Planned Area Development (PAD)
Current G.P. Land Use	Local Commercial
Current G.P. Land Use	High Density Residential (12-30 du/ac)
Development Team	<u>Property Developer</u> Risi Companies, LLC Joe Risi 6040 N. 7 th Street, Suite 300 Phoenix, Arizona 85014 <u>Legal Counsel</u> Tiffany & Bosco, P.A. Shaine T. Alleman Seventh Floor, Camelback Esplanade II 2525 East Camelback Road Phoenix, Arizona 85016 <u>Architectural</u> Palmer Architects, Ltd. Jerry Palmer 4222 E. Camelback Road, Suite H-210 Phoenix, Arizona 85018 <u>Engineering</u> EEC, Inc. James M. Griffin 7740 N. 16 th Street Phoenix, Arizona 85020

II. EXECUTIVE SUMMARY

This rezoning request is to rezone approximately 10.59 (gross) acres located at 290 W. La Canada Boulevard, Avondale, AZ 85323, generally located at the northeast corner of N. Central Ave. and E. La Canada Blvd., and identified by the Maricopa County Assessor as parcel number 500-10-110 (the "Property"). The proposal seeks to rezone the Property from Commercial (C-2) to Planned Area Development (PAD) to allow the development of a unique high density residential development with a proposed density of approximately 24.71 dwelling units per acre (238 total units).

A Minor General Plan Amendment is being requested concurrently with this Application in order to amend the General Plan Map from Local Commercial to High Density Residential (12-30 du/ac, Target Density 12 du/ac).

The Crystal Cove PAD will allow the development of a high quality, high-density multifamily community that will bring an urban living experience in Historic Avondale and the nearby Van Buren corridor. It is designed to be complementary to other high density developments and employment areas in the area. It is anticipated that this development will be a catalyst for other urban developments and result in economic revitalization throughout the area.

The development will provide one (1) to three (3) bedroom multifamily housing units that will be oriented towards enhanced pedestrian amenities and open space experiences within the development. Additionally, ample open space and diverse units will be part of the development to provide varied urban housing options to the area. With its modern design, Crystal Cove will provide high quality multifamily units that create a unique urban experience not currently available within the City of Avondale, but demanded by millennials, professionals, and empty nesters throughout the Valley.

With its close proximity to the promising location of Historic Avondale, Crystal Cove will complement and draw residents to this soon to be vibrant area. During a recent City Council Work Session on December 9, 2019, the City discussed a recently City-commissioned market analysis completed by Elliot D. Pollack & Company to review Avondale neighborhoods, including the Historic Avondale area. One of the outcomes of the Pollack Study was that in order for this area to be successful there needed to be an increase of higher density residential projects to help induce additional retailers and restaurateurs. With the Property being situated within 1 mile of the proposed main street of the Historic Avondale area, it is perfectly poised to provide additional higher density residential that is needed in the area.

Additionally, Avondale exports 90% of its employment to surrounding municipalities. This development's ideal location, near numerous employment opportunities, will address the exportation issue by attracting those who want to live, work, and play in the City of

Avondale. Crystal Cove is poised to become a destination that Avondale citizens can call home and the City can be proud of.

The proposed site plan, land use and development standards, and architectural standards create the framework for a marketable parcel to future developers. The unique location of the Property provides the opportunity to develop a site near the Historic Avondale corridor that is compatible with existing development, supports housing opportunities for the Historic Avondale area, and synergizes with adjacent employment areas.

III. PROPERTY DESCRIPTION

Site Description

The Crystal Cove PAD is approximately 10.59 gross acres located at 290 W. La Cañada Blvd., Avondale, Arizona 85353, generally located at the northeast corner of Central Avenue and La Cañada Boulevard and identified by the Maricopa County Assessor as parcel number 500-10-110 (the "Property") (See *EXHIBIT A–Regional Aerial Context Map*) The Property is vacant. The topography of the site is relatively flat.

As illustrated in *EXHIBIT B – Aerial Context Map*, the Property is roughly six hundred (600) feet south of Van Buren Street. Multiple properties zoned C-2 commercial are adjacent to the Property. Crystal Cove will provide these properties an uptick in commercial activity due to the influx of residents. Moreover, Lattie Coor School and Avondale Junior High School are located near the Property. These existing schools will entice young families to locate to Crystal Cove which will encourage a community focused development.

The Property is designated Local Commercial per the Avondale General Plan and is currently zoned C-2 Commercial. (See *EXHIBIT C – Current Avondale General Plan Map*) The Property is vacant and has historically been used for agricultural purposes. (See *EXHIBIT D – Existing Avondale Zoning Map*).

The PAD proposes 238 units with a density of approximately 24.71 dwelling units per acre over 9.63 net acres. The proposed 24.71 du/ac is above the target density of 12 du/acre, however, it is consistent with the Avondale General Plan proposed designation of High Density Residential (12-30 du/ac). (See *EXHIBIT E – Proposed Avondale General Plan Map*).

Property Owner

The Property is owned by Robert Delcourt and Dianna Costa and will be developed by Risi Companies, LLC ("Risi"). Risi is well known for a myriad of developments in Arizona, California, and Idaho. These developments include multifamily residential, single family residential, and commercial projects. Risi is committed to developing a quality product and maintaining its legacy of excellence and working closely with municipalities. The development team is primarily focused on adding meaningful value to the Property and bringing a variety of housing types to the City of Avondale.

Relationship to Surrounding Properties

The Property is surrounded by a mixture of developed and vacant land uses.

NORTH: Directly to the north of the Property are commercial use properties that include the Brunswick Bowling Alley, a vacant lot, Circle K, and a Christian Center. The Bridgewater Assisted Living center is located to the northeast of the Property. Further, the surrounding area to the north is primarily zoned as C-2 Commercial, with General Plan land use designations of Local Commercial.

- SOUTH:** The property located to the south is zoned C-2 and is owned by the First Southern Baptist Church of Avondale.
- EAST:** There are two properties east of the Property. Each property is zoned C-2. The properties are home to an Arizona Department of Economic Security building and the Estrella Genesis Health Care building.
- WEST:** The Lattie Coor School and the Avondale Junior High School are located west of the Property. The schools are zoned R1-6 and are designated Education by the General Plan. The City of Goodyear has jurisdiction over the properties located to the southwest of the Property.

Existing Services

Water

An 8" DIP waterline exists within Central Avenue. The 8" line is located approximately 12' west of the monument line of Central Avenue. The water continues north within Central Avenue. Based on the map, there is one domestic meter service stubbed (meter #1203) to the proposed site along Central Avenue. It is assumed the 8" waterline has capacity to serve the proposed development.

A 6" ACP waterline exists within La Canada Boulevard. The 6" line is located approximately 14' south of the monument line of La Canada Boulevard. The water continues from east to west and is connected to the 8" line located in Central Avenue.

There is an existing fire hydrant located at the northeast corner of the intersection of Central Avenue and La Canada Boulevard.

Precise locations for connections and networks shall be determined at the Site Plan phase. All infrastructure related to water services will be completed as approved during the Site Plan phase.

Sanitary Sewer

A 10" VCP sewer line exists within Central Avenue. The 10" line is located approximately 21' east of the monument line of Central Avenue. The sewer flows from north to south and continues south within Central Avenue. Based on the map, there are no sewer service taps stubbed to the proposed site along Central Avenue. It is assumed the 10" sewer line has capacity to serve the proposed development.

An 8" VCP sewer line exists within La Canada Boulevard. The 8" line is located approximately 9' south of the monument line of La Canada Boulevard. The sewer flows from east to west and is intercepted by the 10" line located in Central Avenue. Based on the map, there are no sewer service taps stubbed to the proposed site.

along La Canada Boulevard. It is assumed the 8" sewer line has capacity to serve the proposed development.

An 8" VCP sewer line exists just north of the north property line of the subject property. The 8" line is located approximately 6' north of the property line. The sewer flows from east to west and is intercepted by the 10" line located in Central Avenue. Based on the map, there are no sewer service taps stubbed to the proposed site along this north property line. The line appears to have been installed to provide service to the property located at the southwest corner of Van Buren Street and 4th Street (APN#S00-10-00ID).

Precise locations for connections and networks shall be determined at the Site Plan phase. All infrastructure related to sewer services will be completed as approved during the Site Plan phase.

Transportation Access

N. Central Ave serves as the western boundary of the Property. This roadway is currently a three-lane arterial roadway with a two-way center turn lane with. Half street improvements will be made by the developer on N. Central Ave and La Canada Blvd, as required.

Flood Zone Determination

The Property is classified as Zone X by the FEMA Flood Insurance Rate Map.

IV. PROJECT DESCRIPTION

Crystal Cove is designed to be a high quality multifamily development providing on-site amenities and open space for both the modern professional and those interested in a “lock and leave” lifestyle. The development’s amenities and lifestyle will result in a vibrant community in the heart of Avondale. While adding to the existing housing in the area, Crystal Cove provides a unique housing development that caters to those looking for something different than the typical traditional housing offered in Avondale. The development will feature a large 3,000 square foot clubhouse and ample pool space to attract citizens of all backgrounds.

The Applicant is applying for a Minor General Plan Amendment and rezone of the Property because the Property is designated “Local Commercial” by the General Plan and is zoned C-2. The amendment and rezone would allow for high density residential development in an area lacking diverse housing options.

This high density residential use is compatible with the proposed surrounding land uses. Crystal Cove will provide higher density housing that will bring the residents and synergy needed to attract and support future retail and mixed-use development in Historic Avondale. Additionally, numerous employment areas surrounding the Property provide opportunities for Crystal Cove residents to work in Avondale without having to seek employment out of the City. Crystal Cove is proposing a shift in the General Plan land use from Local Commercial to High Density Residential to further the urban feel that is desired in this area.

If the land use designation is amended, the developer will be able to create a high density development that is not found elsewhere in Avondale. This will allow the Property to develop in a manner that is compatible with the intent of the General Plan. As such, the Applicant has provided development standards in this PAD that will further allow this vision to be realized.

Preliminary Site Plan Description

EXHIBIT F – Conceptual Site Plan shows sixteen (16) buildings, each offering multiple residential options throughout. Future residents will have the luxury of choosing from any building regardless of their desired unit size. These residents can choose from one (1), two (2), and three (3) bedroom units. Additionally, garages will be provided underneath the residential units to enhance the focus on the pedestrian aspect of the community.

The buildings are designed and arranged so pedestrian foot traffic is funneled towards the clubhouse and pool area in the center of the development to foster a community atmosphere. Greater architectural variety will be placed on the outer portions of the buildings and ample landscape will be planted on the outskirts of the development. The design is meant to shield most of the parking areas from the recreation and walkable

areas of the Property, thus creating an enhanced pedestrian environment. (See *EXHIBIT H – Conceptual Building Elevations* and *EXHIBIT I – Conceptual Project Perspectives*)

The buildings vary from two (2) to three (3) stories in height. These residential buildings will focus on creating massing and architectural diversity that interacts with the surrounding properties. These buildings are arranged in a way that the parking areas are found on the outskirts of La Canada, behind buildings on Central Ave, or underneath the individual buildings themselves. This requirement will promote a more pedestrian, urban feel to the Crystal Cove development by restricting pedestrian's views of cars when utilizing the development's amenities.

The Crystal Cove PAD proposes a maximum of 238 residential units with a density of 24.71 dwelling units per acre. The Crystal Cove development will be developed in one (1) phase.

The building massing of the lots will be complemented by a centrally-located usable open space including community gathering areas and game courts. The central clubhouse and pool area is designed to cater to community gatherings and the promotion of interaction among neighbors. The residential buildings frame open space area where residents will gather and will contain a spacious and aesthetically pleasing environment with various amenities.

The clubhouse, pool area, cabana, game courts, and gathering areas will connect the Property from north to south centering on a main core of open space with amenities. Addition open space areas are located on each corner of the development. These open space areas will be easily accessible to all residents with each of these areas being connected throughout the development with connective pathways. The clubhouse will be strategically and centrally located and will provide an entry focal point at the end of the main entry drive aisle to create a sense of arrival for residents and visitors.

Additionally, the PAD has reserved a location on the northwest corner of the Property to include an art installation. The final art installation will determined with further discussion with the City and the Avondale Arts Committee. It is the hope of the Applicant that the art installation can capture some historical elements of the City that would be appropriate for the Historic Avondale area.

Two main access points are proposed for the Property. The main entrance is planned on N. Central Ave, which will include an ingress and egress driveway with a landscaped center median. The second Property access is on La Canada Blvd and is centrally located for ease of access to the Property. All access point will be gated and only accessible by key codes.

V. PAD LAND USES & DEVELOPMENT STANDARDS

Since Crystal Cove is a unique development that is not comparable to any other multi-family development in Avondale. The proposed development standards are unique to the Crystal Cove development as described below. The requirements of the Zoning Ordinance, as amended, and Avondale Subdivision Regulations, as amended, shall apply except where explicitly stated otherwise herein by this PAD.

Crystal Cove PAD Permitted Land Uses

Permitted Uses are those allowed in the R-4 Zoning District found in City of Avondale Zoning Ordinance.

Crystal Cove PAD Development Standards

The closest development standards would be those found in the City's R-4 Zoning District. However, after discussions with City staff it was decided that the proposed development standards outlined in the table below would be most adequate for Crystal Cove. These proposed development standards will allow the unique urban development proposed in this PAD and are not out of conformance with typical development standards for this type of high density development.

CRYSTAL COVE DEVELOPMENT STANDARDS		
Development Standard	Avondale R-4 Standard	Crystal Cove Development Standard
Maximum units allowed	1 unit for every 1,452 sf net site area	24.71 maximum dwelling units per acre
Minimum Lot Width	50'	N/A
Minimum Lot Depth	100'	N/A
Maximum Height	45'	45'
Maximum Building Coverage	50%	N/A
Minimum Building setbacks: Front Yard (Central Ave/West Property Line)	25'	8'
Side Yard (North & South Property Lines)	15'	15'
Rear Yard (East Property Line)	15'	15'

The minimum lot widths for the project are not applicable since the Crystal Cove project will be developed as 1 phase with the multi-family residential development shown on the

Conceptual Site Plan. As proposed, Crystal Cove will be developed as an entire single lot that will be managed and maintained by a rental and property management company.

The proposed maximum height of forty-five feet (45') is compatible to the height found in the Avondale Zoning Ordinance for apartment uses. Crystal Cove's highest buildings will be 3-story buildings and shall not exceed the allowed height.

The proposed maximum building coverage is not applicable to this development as it will be developed with the multi-family residential development shown on the Conceptual Site Plan.

Since Crystal Cove will be developed as an entire single lot, the proposed minimum building setbacks shall be applicable to the respective boundary lines of the Property.

The front yard building setback is the western boundary line (adjacent to Central Avenue), which has the main entryway into Crystal Cove, and shall be 8'. The rear yard building setback is the east boundary line, which is adjacent to the Department of Economic Security building, and shall be 15'.

The side yards will be the Property boundary lines located on the north and south sides of the Property. These side yard building setbacks shall be a minimum of fifteen feet (15'), which is identical to the side yard setback requirements found in the Avondale Zoning Ordinance for apartment uses.

Street side setbacks that are typically found in the Avondale Zoning Ordinance are not applicable to Crystal Cove as these setbacks are addressed by the front and rear setback development standards.

Parking Standards

Due to the nature of multifamily developments, the parking standards have been revised to reflect the nature of residents that live in multifamily situations. This includes a reeducation of the amount of cars that each unit has as well the inclination for multifamily residents to have smaller cars.

The total parking spaces provided for Crystal Cove is 403 spaces. This parking count is more than the required parking counts, which are modified from Avondale Parking Standards to meet the unique proposed development as follows.

1. Parking counts shall be calculated to be 90% of the Avondale Parking Standards as follows. Guest parking shall be provided at 1 parking space per 10 units:

APARTMENTS		PARKING REQUIRED	
1 BEDROOM	46	X 1.5	69
2 BEDROOMS	168	X 1.75	294
3 BEDROOMS	24	X 2.0	48
TOTAL	238		411
90% FACTOR			370
GUEST PARKING	238	1 X 10 UNITS	24
TOTAL			394

2. Standard Parking Spaces shall be dimensioned as 9' 6" x 20'. A maximum of 15% of the total required parking spaces may be considered Economy Spaces, which shall be dimensioned as 9' x 20'. The following is the provided parking spaces by type:

PARKING SCHEDULE	
GARAGES	113
STD. CANOPY COVERED	72
E. CANOPY COVERED	36
ECONOMY OPEN (9' X 20')	60
STD. OPEN (9'-6" X 20')	120
HANDICAP OPEN	8
TOTAL	403

STD. = STANDARD 9'-6" X 20'

E. = ECONOMY 9' X 20'

Additional Development Standards and Guidelines

The following guidelines are supplemental to Avondale's Zoning Ordinance and the Multi-Family Residential Design Manual.

1. The builder of any multi-family development should refer to the design manuals for multi-family development adopted by City and shall serve as guidelines for site and architectural design.
2. Landscape
 - a. The landscaping within the development shall meet Section 1204 of the Avondale Zoning Ordinance.

- b. The landscaping shall meet or exceed the guidelines for landscaping as set forth in Avondale's Multi-Family Residential Design Manual.
- 3. Lighting
 - a. Minimization of light pollution for the protection of nighttime views is an important component of the design theme for the project, as well as for the adjacent neighboring properties. In response, all exterior lighting for common open space areas, development entries and adjacent to the internal streets will comply with Section 707: Outdoor Lighting. A photometric plan will be provided at the time of final Site Plan approval.
- 4. Walls and Fences
 - a. All walls and fences shall meet Section 1207 of the Avondale Zoning Ordinance.
 - b. All walls and fences shall meet or exceed the guidelines for set forth in Avondale's Multi-Family Residential Design Manual.
- 5. Signage
 - a. All development signage shall meet Section 9 of the Avondale Zoning Ordinance and be designed as set forth in Avondale's Multi-Family Residential Design Manual.

VI. PAD ARCHITECTURAL DESIGN CRITERIA

The proposed architectural design of Crystal Cove consists of high quality multifamily units with two (2) to three (3) multi-story residential buildings, a clubhouse, and supportive recreational amenities. The architectural theme is a modern, urban style of different sized layered volumes, materials, and strategically placed linear horizontal elements.

The building masses are organized as a series of elements that include patios and balconies; thereby adding a great deal of variety and visual interest to the elevations. Most of the buildings on the site are arranged around open spaces where residents may gather, these courtyards contain spacious and aesthetically pleasing environments with various amenities focused on social interaction. The distinctive architecture features three stories with architectural elements at different elevations. The various elements of the development harmoniously blend a contemporary architectural style with color, form and texture.

Furthermore, Crystal Cove will be subject to the provisions set forth in Avondale's Multi-Family Residential Design Manual for architecture and design.

The following information is provided as additional support for the design criteria required for the Crystal Cove development.

Architectural Character

The architectural character is a modern, urban style with different sized layered volumes, materials, and strategically placed linear horizontal elements. The architecture will be designed to interact with the public pedestrian walkway with the use of large overhangs for shading and landscaping.

Style

The distinctive modern, urban architecture features two (2) to three (3) story buildings with architectural elements at different elevations. The various elements of the development harmoniously blends an urban architectural style with color, form and texture. To help emphasize the urban feel horizontal bands are used to define vertical scale and with the use of materials and color.

Required Features and Design Elements

The City of Avondale General Development Standards set forth additional requirements for multifamily development to encourage creative and innovative design techniques, quality and merit. The proposed development will include the following as demonstrated in *EXHIBIT H – Conceptual Building Elevations*, which will be further developed during the Preliminary Site Plan Design Review:

- Variety of window styles and sizes with a mixture of the window locations for asymmetry

- Variety of parapet heights for more variation and asymmetry
- Vary the color locations on the elevations to help with asymmetry
- Shading elements at parts of the buildings by overhang and/or trees
- Shading for private exterior spaces will be provided through recessed patios and balconies, recessed windows, and the use of landscape

Building Materials & Color Palette

The project proposes a wide variety of materials to accentuate the architectural style and theme. The proposed color palette will be a mixture of warm colors. The colors will consist of different shades of beige as depicted in the provided elevations. All building material will be selected to act as secondary colors and help accentuate the primary, urban theme.

VII. LANDSCAPING, PEDESTRIAN OPEN SPACE AND AMENITIES

The physical design of Crystal Cove is intended to foster connections and relationships among neighbors, while respecting privacy. Buildings are massed together and oriented to face adjacent streets and open space areas creating a sense of place and security. A multi-use trail borders the Property. Internal pathways will connect to the trail to enhance walkability and connectivity of the development.

The development will be gated with decorative walls surrounding the Property. A decorative primary entry sign will welcome residents coming from Central Avenue. There will also be an additional driveway gate on the south side of the Property along La Canada Blvd. Pedestrian walkways will link the residences to the open space retention areas and the amenity areas.

Pedestrian Focus

The Crystal Cove development will facilitate pedestrian circulation within the entire project. The layout of the buildings and residential units facilitate the integrated pedestrian pathways, which encourage residents to walk to open spaces, trails and on-site recreational amenities. The pedestrian paths will feature enhanced landscaping, differentiated paving and lighting to make these pedestrian areas pleasing and safe. The use of differentiated paving will increase safety by showing where pedestrian paths cross vehicular circulation.

Landscaping and Open Space

The development will provide a minimum of 20% useable open space in accordance with Avondale's Multi-Family Residential Design Manual. While the development will meet this open space standard, the quality of those spaces will be strong with the inclusion of high quality amenities. The central area will consist of a clubhouse and pool/spa area, surrounded by fire places, shade ramadas, and BBQ. This centralized area will create a space for community gatherings to allow individuals and families a place to socialize and recreate. There will also be additional open space areas strategically location in the development. These additional areas will be connected to each other and to the centralized area through a series of easily walkable paved walkways.

The open space areas provide an opportunity for landscaping, which includes shade trees, grass turf areas, and playground features. The purpose of the landscaped and open space area will be to complement and enhance the pedestrian scale of the development. Pedestrian pathways and small open spaces will provide linkage throughout the site and provide a sense of place for the residents. The landscaping throughout the development will be desert themed, while providing shade and comfort to pedestrians and users of open space and amenity areas. Perimeter landscaping, screen walls, and buffering will

have consistent theming that will follow the current Avondale regulations and design guidelines.

Landscaping for Crystal Cove will exceed the basic amenities by accompanying the programming with a strong sense of place and style. Crystal Cove's primary entrance is accessible from Central Avenue. The City of Avondale Street Tree Master Plan ("Tree Plan") notes the lack of shading from trees along Central Avenue. Therefore, the Tree Plan recommends the City work with residential entities to provide additional shade coverage. The Applicant is more than willing to work with City staff to ensure sufficient trees are planted to adhere to the Tree Plan.

The development seeks to compliment Avondale's growth and desire to develop. Accordingly, the consolidation of the primary amenities in the center of the development will result in a vibrant 'urban landscape' feel.

Located centrally within the development is a node of activity in the form of a pool and spa area, multiple ramadas, and seating areas. Varying open spaces throughout the corridor will have an array of purposes and will provide retention areas while creating an urban oasis effect. These strong design strategies help Crystal Cove seamlessly integrate into Historic Avondale, while also setting itself apart in a distinct way. These landscape elements will play an integral role in the urban life and experience of the Crystal Cove community.

VIII. PAD REVIEW AND ANALYSIS

As stated previously, the purpose of the PAD district for Crystal Cove is to provide a high quality, luxury urban living development facilitating a vibrant community with an urban living experience in Historic Avondale.

With its modern design, Crystal Cove will provide high quality multifamily units that create a unique urban experience not currently available within the City of Avondale, but is demanded by both millennials, professionals, and empty nesters throughout the Valley. The current development standards of the Avondale standards residential districts are designed for typical single-family residential that is ubiquitous to Avondale.

Crystal Cove is designed to provide on-site amenities and open space for both the modern professional and those interested in a “lock and leave” lifestyle. While adding to the existing housing in the area, Crystal Cove provides a unique housing development that caters to those looking for something different than the traditional housing offered in Avondale. The Crystal Cove development is unique to Avondale and the PAD proposes development standards that will facilitate the growth of this unique community.

The establishment of the Crystal Cove PAD is further justified when considering the following enhancements of the development:

- Providing enhanced amenities that are not typically provided or required, including a clubhouse, shade ramadas, a pool/spa, fire pits, and other open space areas as shown on the provided plans.
- Greater connectivity with the central amenity areas and all housing units being easily accessible to all residents throughout the development with connective pathways.
- Focusing all housing units on communal open spaces that are focused on providing an enhanced pedestrian and community experience.
- Enhanced vegetation at entry ways and strategically placed open space areas to provide a sense of arrival to the development.
- A unique housing product that focuses more on providing a holistic urban experience.

The Crystal Cove PAD meets or exceeds all of the required findings of Avondale Zoning Ordinance, Section 603.A as follows:

1. *The proposed PAD is in conformance with the General Plan and applicable specific plan(s).*

As outlined in the “Conformance with Avondale Plans” Section of this narrative, the Crystal Cove PAD is in conformance with the intent of the General Plan and the Historic Avondale area.

2. *The proposed PAD meets the PAD requirements of the Zoning Ordinance, Subdivision Regulations, Design Manuals and other applicable regulations and requirements, unless otherwise modified by the PAD Narrative.*

As stated within the Crystal Cove PAD, the development will meet all the requirements of the Avondale Zoning Ordinance, Subdivision Regulations, and Design Manuals.

3. *That adequate public infrastructure and services exist to serve the proposed development or all necessary public infrastructure and services to serve the proposed development will be completed in connection with development within the PAD.*

As provided within the Crystal Cove PAD and accompanying engineering plans and reports, the development has adequate public infrastructure and services to serve the proposed development.

4. *The proposed PAD will result in compatible land use relationships within the proposed development and with adjacent properties.*

The Property has had a current General Plan land use designation of Local Commercial for a long period of time. This land use was designated due to the anticipation of future development of the properties south of Van Buren Streets for a variety of uses such as employment, commercial, and other high density uses. Additionally, uses on the Property and to the north of the I-10 Freeway have been envisioned as being transitional uses that are compatible to the Historic Avondale area.

The proposed high density housing will be lower density than the General Plan's 30 du/ac maximum for High Density Residential districts. Moreover, the development will create an urban feel that will be compatible with the envisioned developments for the surrounding properties. Crystal Cove will be designed in a way that is complementary to the surrounding neighborhoods and is supported by current market conditions.

With its close proximity to the promising location of Historic Avondale, Crystal Cove will complement and draw residents to this soon to be vibrant area. During a recent City Council Work Session on December 9, 2019, the City discussed a recently City-commissioned market analysis completed by Elliot D. Pollack & Company to review Avondale neighborhoods, including the Historic Avondale area. One of the outcomes of the Pollack Study was that in order for this area to be successful there needed to be an increase of higher density residential projects to help induce additional retailers and restaurateurs. With the Property being situated within 1 mile of the proposed main street of the Historic Avondale area, it is perfectly poised to provide additional higher density residential that is needed in the area.

The will accomplish these goals with this Property being in the right location in the City and providing urban, high-quality amenities that attract young professionals and seniors that wish to make Avondale home. When looking at Crystal Cove, the variety of building types, architectural styles, amenities and development standards provide that type of multi-family development for Avondale. The location of this development is perfectly situated in Avondale's historic district and adjacent is to current and future employment areas that will provide strong paying jobs for those living at Crystal Cove.

5. *The development standards of the proposed PAD are consistent with or exceed the desired character of development for the area.*

As stated within the Crystal Cove PAD and the analysis above, the PAD development standards have been crafted to provide a unique housing development that will be of a character that will maintain the urban feel desired in this area. The active open space, amenities, connectivity, and community center more than justify any deviations from the traditional development standards of a typical apartment complex.

IX. INFRASTRUCTURE

Road improvements, right-of-way, easements.

Surrounding Street Improvements

The half street improvement is already in place for N. Central Ave. As required, the Project will construct the adjacent half-street improvements for La Canada.

Additional right-of-way and improvements may be required for turn and deceleration lanes.

Utilities

Further information for the Property utilities are found in the Water and Wastewater Reports completed by Engineering and Environment Consultants, Inc. and provided with this Application submittal.

Water

The City is the water service provider for the Property. The proposed project will most likely make connections to the existing 8" waterline in Central Avenue at two locations to ensure adequate domestic water pressures are provided for the proposed development. It is anticipated that two 2" meters and two 2" backflow devices will be installed at two separate locations to serve both the north half and the south half of the project. After the two 2" backflow devices, the domestic services will be connected via a manifold system to a larger 3" line that will serve its respective portion of the site. Each unit will have its own 3/4" domestic water service tap with a 3/4" sub-meter connected to the 3" main line. Onsite private domestic waterline shall be constructed on PVC and meet all current applicable codes.

The proposed project will most likely make connections to the existing 8" waterline in Central Avenue at two locations to ensure adequate fire flows are provided for the proposed development. The connections will be made with 8"x8" tapping sleeves and valves within Central Avenue and will have 8" backflow devices installed on the property for the onsite private fire lines. Onsite fire hydrants shall be installed at spacings of approximately 300' and shall be installed along the fire department access throughout the site. Each building shall include a fire riser room for distribution of the fire sprinkler service within each building. Onsite private fire lines shall be constructed on PVC and meet all current applicable codes.

Precise locations for connections and networks shall be determined at the Site Plan phase. All infrastructure related to water services will be completed as they relate to the specific phase that will be developed and will be explicitly determined during the Site Plan phase.

Sanitary Sewer

The City is the wastewater service provider for the Property. The proposed project will most likely make a connection tap into the existing 10" VCP sewer line located within Central Avenue at the approximate mid-point of the property. It is anticipated that a new manhole shall be installed within Central Avenue over the existing 10" sewer line with a new 811 sewer service tap to the east into the Crystal Cove site. Once onsite, the project will provide a private gravity sewer system to serve each unit. Each unit will have its own sewer service tap into the perimeter sewer system.

The location of each tap will be determined by the architect and mechanical engineer during the construction document plan preparation. All onsite private sewer lines will be 6" or 8" depending on the slopes. Manholes and cleanouts will be used at connection points and changes in horizontal or vertical direction. Onsite private sewer lines shall be constructed on PVC and meet all current applicable codes.

Precise locations for connections and networks shall be determined at the Site Plan phase. All infrastructure related to sewer services will be completed as they relate to the specific phase that will be developed and will be explicitly determined during the Site Plan phase.

Grading and Drainage

A Drainage Report completed by Engineering and Environment Consultants, Inc. is provided with this Application submittal.

The on-site retention requirements shall be per City of Avondale standards and will meet 100-year storm event retention requirements for on-site and adjacent off-site flows. Historic flows may safely pass through or be routed around the site.

X. OWNERSHIP AND MAINTENANCE

The future developer will construct common areas and facilities, which will include circulation and access roadways, utilities for the purposes of transmission and distribution, signage, common area and perimeter landscaping. Site common areas will ultimately be operated, owned and maintained by the owner of Crystal Cove development.

XI. CONFORMANCE WITH AVONDALE PLANS

The Property is designated as Local Commercial on the City's General Plan Map.

Under separate application, the Applicant is requesting to amend the map to the High Density Residential land use category that is intended to accommodate residential densities that range from 12 to 30 dwelling units per acre. This land use category states that units should include apartments, condominiums, or patio homes and should provide a level of intensity to promote a village environment with easy access to services, business and recreation.

The proposed PAD is consistent with this vision providing 24.71 dwelling units per acre with connections to surrounding commercial and employment use. The Crystal Cove PAD is also consistent with a number of elements within the City's General Plan 2030 as follows.

AVONDALE GENERAL PLAN 2030

Land Use Element, Goal 1: Establish an Avondale identity based on a healthy lifestyle that promotes land uses which foster an economically sustainable and socially dynamic community.

Land Use Element, Goal 3: Promote a strong balance of high quality residential, employment, recreation, and educational land.

These goals can be obtained by providing an alternative residential development to the typical homogenous single-family residential units that exists in Avondale. Crystal Cove will provide a high density, quality community that will be compatible with the existing surrounding employment, commercial, and residential uses. Furthermore, the development will provide an added catalyst needed for the Historic Avondale area. The type of residents and lifestyle that the Crystal Cove development will attract will be centered on professionals, millennials, and those wanting to live in an urban "lock and leave" lifestyle. Accordingly, the development will provide a well-balanced development which encourages social interaction by creating a larger sense of community amongst residents.

Housing Element, Goal 2: Champion the development of housing types not currently available in the City to allow for a variety of socio-economic levels.

Crystal Cove will be an urban living community that is unique within the City of Avondale. The high quality multifamily units will be designed in a way that creates a cohesive,

connected community. Residents of the Crystal Cove PAD will include professionals, small families, and empty nesters who are looking for a vibrant community within Avondale. The Property design will create more of a sense of place within the area and will encourage heightened social and community interaction.

Housing Element, Goal 4: Require excellence and innovation in residential design and construction.

Policy B: Support creatively designed subdivision layouts, particularly layouts in which open space and recreation areas containing amenities are thoughtfully integrated throughout.

Policy C: Utilize the City's Design Manuals to promote quality development and attractive residential communities, updating these documents when necessary to reflect changing preferences and styles.

Policy D: Encourage subdivision design that promotes non-vehicular access to trails and transit routes/centers as a component of a healthy lifestyle.

Policy E: Endorse the use of Crime Prevention through Environmental design (CPTED) principles when designing residential communities.

Crystal Cove PAD incorporates these policies within Goal 4 by focusing on the City's Design Manuals and creating a layout with high-quality open space and recreation areas centrally located on the Property which provide easy access to all residents. Buildings are oriented to maximum use of the open areas while maintaining a sense of privacy and security. All residents will be easily connected with the development through various walkable walkways that traverse the Property. Subsequently, promoting a healthy, collegial, and friendly neighborhood.

Open Space Element, Goal 2: Create linkages to parks, trails, rivers, and mountains.

Recreational Amenities Element, Goal 4: Create shared use linkages throughout the community in order to support a healthy lifestyle.

As mentioned above, Crystal Cove will maintain walkways throughout the Property. These trails will not only support resident's healthy lifestyles; but will encourage them. The walkways will be easily accessible and maintained in order to maximum its potential use. Additionally, the seamless egress and ingress offered by the Property will provide resident's with easy access to the City of Avondale's many public preserve areas.

Recreational Amenities Element, Goal 1: Ensure every person has convenient access to safe public parks and affordable recreation opportunities.

Policy A: Continue to ensure that private development provides local, accessible neighborhood parks and tot lots under the management of a Home Owners Association.

Crystal Cove will meet this goal by providing high quality open space areas with a centrally located open space corridor that ensures residents have full access to the amenities that will encourage social and community interaction.

Bicycling Element, Goal 1: Develop a safe bicycle transportation system that provides connectivity throughout the City, including major public and private facilities, and to transit.

Bicycling Element, Goal 3: Increase recreational opportunities for bicyclists throughout Avondale.

Crystal Cove is within close proximity to employment and commercial centers, the Historic Avondale area, and the connective trails along Van Buren. Accordingly, the creation of this dense urban core of housing will provide ample opportunity for residents to use their bicycles to access the services and employment areas they so desire. The proposed development will greatly increase Avondale's opportunities for bicycle/pathway networks in the surrounding areas.

Urban Design Element, Goal 5: Maximize housing opportunities in locations within a half-mile of transit, with good access to employment areas, neighborhood services, and public facilities in order to promote a healthy community both sustainably and economically.

Policy A: Distribute higher residential densities throughout our City in identified urban growth areas and facilitate the development of residences in mixed-use development within these growth areas.

Policy B: Develop residentially-designated and mixed use-designated lands adjacent to major transit facilities at high densities to reduce motor vehicle travel by encouraging the use of public transit.

Policy C: Within identified growth areas, develop residential projects at densities sufficient to support neighborhood retail in walkable, main street types of development.

Policy D: Facilitate the development of housing close to jobs to provide residents with the opportunity to live and work in the same community.

Policy E: Encourage consolidation of parcels to promote mixed-use and high density development at locations identified in the TOD Element and on the Land Use Map.

Crystal Cove meets this goal and each policy listed above by providing a high density urban community that has strong pedestrian access to surrounding employment and commercial uses, and is readily accessible to the Historic Avondale area. Additionally, Crystal Cove will revitalize Historic Avondale and act as a catalyst for future development. Moreover, transient opportunities are conveniently located around Crystal Cove. With the combination of these transit and pedestrian opportunities for the Property, Crystal Cove is well poised to create a dynamic, high density community within this growth area that will create vitality for future mixed-uses, retail, and employment uses that will come into the area.

AVONDALE STRATEGIC FIVE-YEAR PLAN

The Avondale Strategic Five Year Plan was designed with the vision and guidance from the Avondale City Council, and crafted with input from engaged residents, local businesses and key personnel across the city's organization. The Plan represents a cohesive and intelligent approach which will enable Avondale to create a community that is family friendly and economically robust. In short, Crystal Cove will help Avondale achieve its going of becoming a city that is Aspiring, Achieving and Accelerating.

The Crystal Cove PAD is in a unique location that provides the opportunity to develop a site near the Van Buren corridor that is compatible with existing development, supports housing opportunities for the Historic Avondale area, and synergizes with the adjacent employment areas. Increased employment opportunities will come to the City in the near future along Interstate-10, the location of this development will enable the City to keep Avondale workers in Avondale. The development's location will prove to be an attractive option for workers looking to locate to Avondale due to the City's economic development. Crystal Cove will complement and support the economic vision of the Strategic Five Year Plan.

Moreover, the Crystal Cove PAD will meet the following goals of the Strategic Five Year Plan.

Initiative #1, Strategic Goal: Encourage build-out in residential housing opportunities that support diverse housing options.

Crystal Cove's modern design will offer multifamily units and create a unique urban experience not currently available within the City of Avondale, but is demanded by both

millennials, professionals, and empty nesters throughout the Valley. The current development standards of the Avondale standards residential districts are designed for typical single-family residential that is ubiquitous to Avondale.

Crystal Cove is designed to provide on-site amenities and open space for both the modern professional and those interested in a “lock and leave” lifestyle. While adding to the existing housing in the area, Crystal Cove provides a unique housing development that caters to those looking for something different than the typical traditional housing offered in Avondale. The Crystal Cove development is unique to Avondale and contributes to the diversity of housing that the Strategic Five Year Plan envisions.

Initiative #2, Strategic Goal, Action Item: Establish relationships with potential partners for the development of trail and river corridors.

The Crystal Cove PAD is located within a close distance to Avondale regional trail corridor on Van Buren Ave. Additionally, the Agua Fria Wash, with all its trail amenities, provides a nearby opportunity for the Crystal Cove residents to access these trails. The trail will promote pedestrian and bicycle connectivity. Moreover, the activate lifestyle the trail promotes will encourage the development of additional trails ultimately linking residents with the surrounding trails and river corridor.

XII. SCHOOLS

The Applicant has reached out to the required schools and obtained the required Certificate of Adequate Schools Facilities. These have been provided to the City.

XIII. CONCLUSION

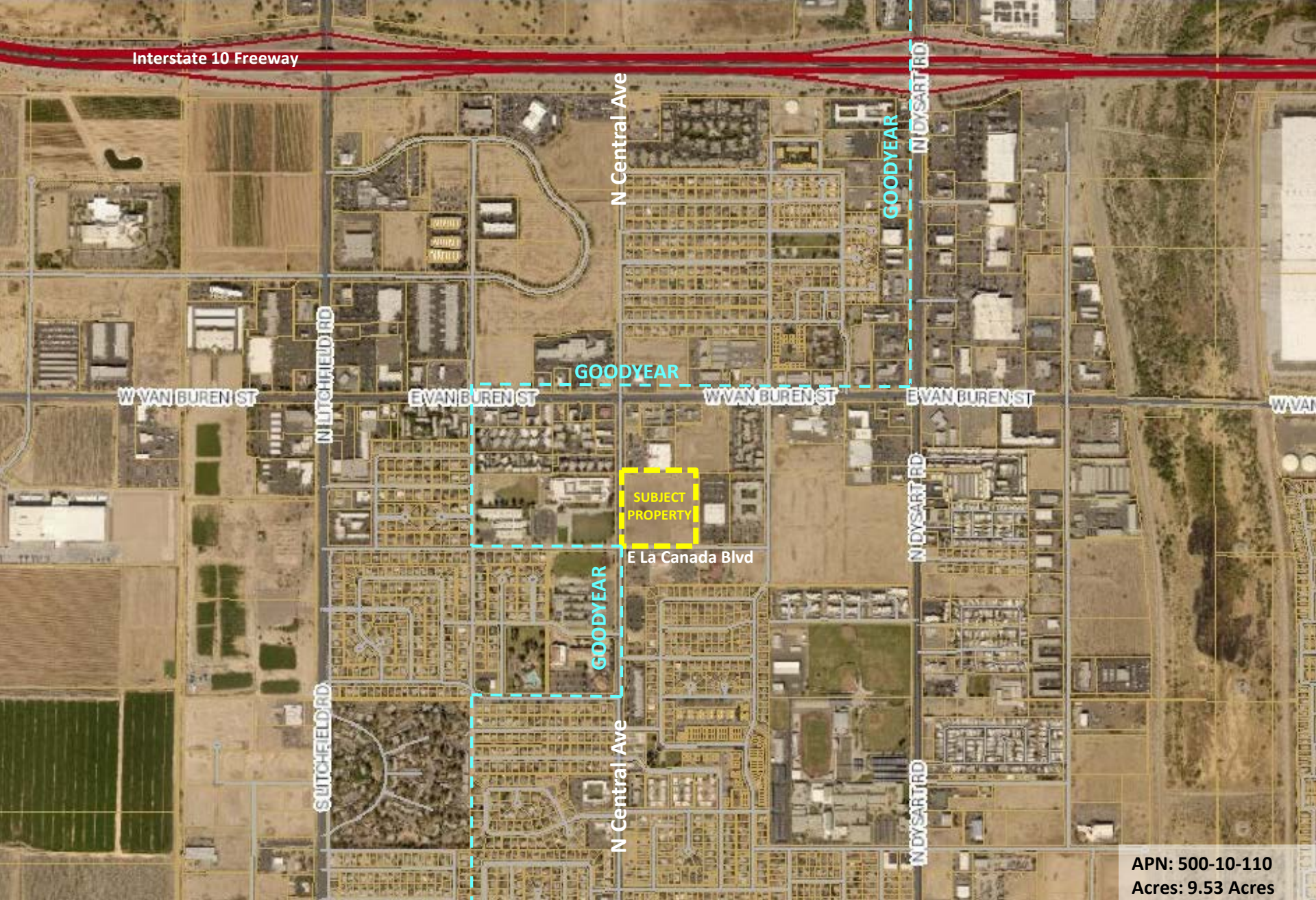
Crystal Cove is located in up-and-coming Historic Avondale, near employment areas, and the nearby, active Van Buren Street corridor. This location is ideal for an urban multi-family community that will synergize with the surrounding area. The PAD creates design and development standards that complement the surrounding employment, commercial, and residential uses while providing a luxury, urban housing development not currently found in Avondale.

As detailed above, the proposed PAD is consistent with many of the policies in the City of Avondale's General Plan 2030. The proposed plan will develop a vacant site and provide a vibrant urban feel reflecting the aspirations and character of the Historic Avondale area as an up and coming active center for the City. Crystal Cove will draw residents such as professionals, millennials, and empty nesters, subsequently attracting a variety of residents to Avondale.

The development's unique location and thoughtful design strategies will help Crystal Cove seamlessly integrate into the urban core of Avondale, while also setting itself apart in a distinctive way. The Avondale General Plan states that the City should encourage these types of developments, which are geared towards the providing more compatible multifamily developments in the Historic Avondale area. Additionally, with the City acknowledging the importance of high-quality amenities and interactive social spaces within developments, Crystal Cove provides the framework for Avondale's vision to become reality.

The Crystal Cove PAD establishes a high level of quality, building design, and site design expectations for this multi-family residential development. The Crystal Cove PAD includes exhibits and imagery that represent this level of quality. Development will be at or greater than the designs represented in this PAD.

We look forward to Crystal Cove being a unique multi-family development that brings a high quality urban experience to its residents.



APN: 500-10-110
Acres: 9.53 Acres

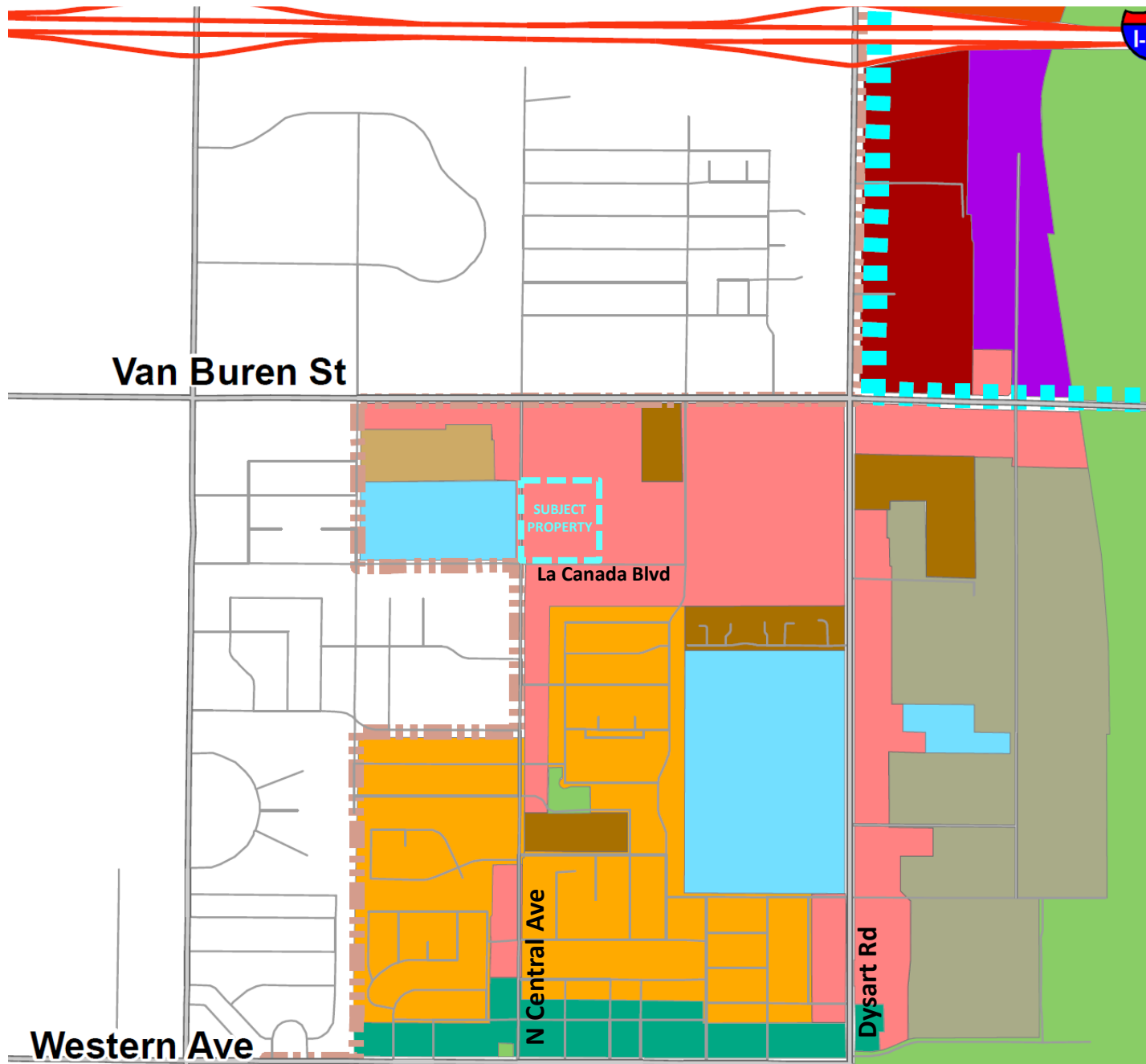
Exhibit A - Regional Aerial Context Exhibit

Risi Companies – Crystal Cove, NEC of Central Ave & La Canada Blvd



Exhibit B - Aerial Context Exhibit

Risi Companies – Crystal Cove, NEC of Central Ave & La Canada Blvd



GENERAL PLAN

Legend

- Planning Boundary
- Growth Area

Land Use

- Rural Low Density Residential
- Estate/Low Density Residential
- Medium Density Residential
- Medium/High Density Residential
- High Density Residential
- Local Commercial
- Freeway Commercial
- Historic Avondale District
- Sports and Entertainment
- Office/Professional
- Industrial
- Business Park
- Corporate Park
- Gila River Scenic District
- Open Space and Parks
- Public/Civic
- Education

- Gateway Employment
- Employment Mixed Use
- Residential Mixed Use
- Neighborhood Commercial
- Townhouse Residential

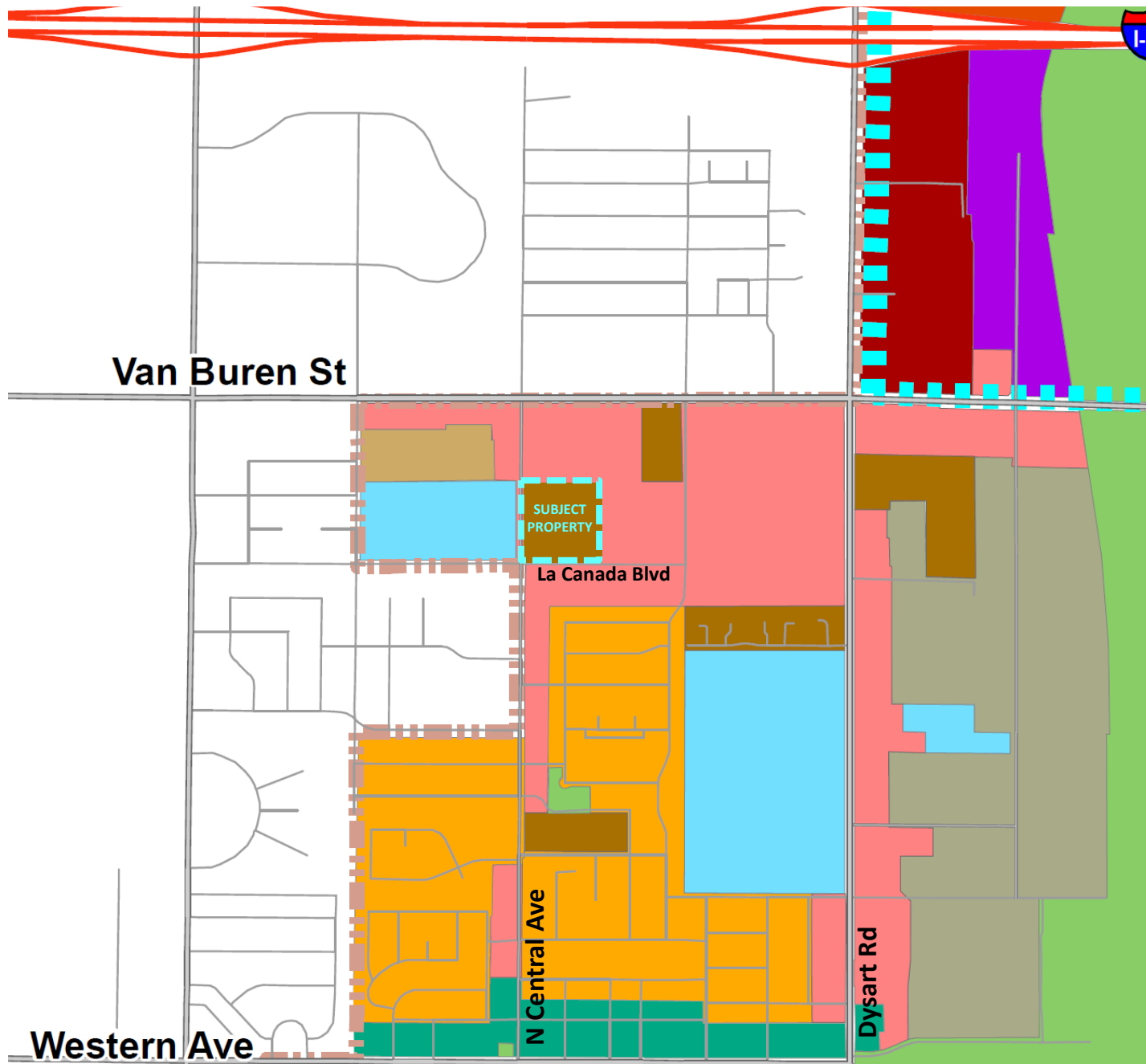
City Center
Specific Plan
Area

TOD

- Urban Residential
- Urban Commercial
- High Intensity Office
- Mixed Use

Exhibit C – Current Avondale General Plan Map

Risi Companies – Crystal Cove, NEC of Central Ave & La Canada Blvd



GENERAL PLAN

Legend

- Planning Boundary
- Growth Area

Land Use

- Rural Low Density Residential
- Estate/Low Density Residential
- Medium Density Residential
- Medium/High Density Residential
- High Density Residential
- Local Commercial
- Freeway Commercial
- Historic Avondale District
- Sports and Entertainment
- Office/Professional
- Industrial
- Business Park
- Corporate Park
- Gila River Scenic District
- Open Space and Parks
- Public/Civic
- Education

- Gateway Employment
- Employment Mixed Use
- Residential Mixed Use
- Neighborhood Commercial
- Townhouse Residential

City Center
Specific Plan
Area

TOD

- Urban Residential
- Urban Commercial
- High Intensity Office
- Mixed Use

Exhibit E – Proposed Avondale General Plan Map

Risi Companies – Crystal Cove, NEC of Central Ave & La Canada Blvd

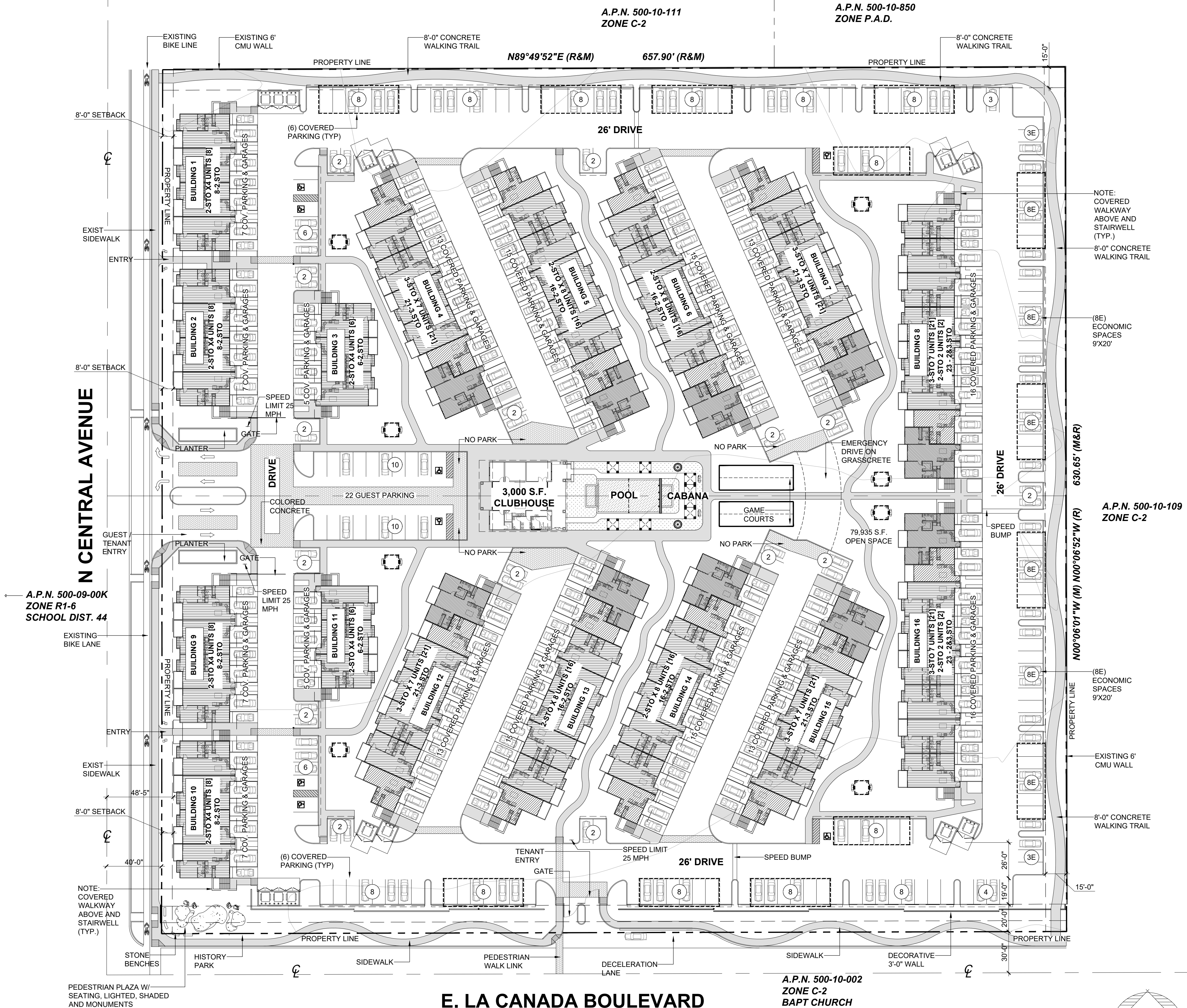
Exhibit F

Site Plan

CRYSTAL COVE

290 W LA CANADA BLVD
Avondale, AZ 85323

MINOR GENERAL PLAN AMENDMENT PL-20-0076



UNITS LEGEND

- 1 BEDROOM UNIT
- 2 BEDROOM UNIT
- 3 BEDROOM UNIT

SITE DATA

ZONING C-2 P.A.D. PROPOSED

A.P.N. 500-10-110

NET LOT 9.63 AC. (419, 482 S.F.)

GROSS LOT 10.594 AC. TO CENTER LINE OF STREETS (461,475 S.F.)

419,482 S.F. X .20 = OPEN SPACE
83,896 REQUIRED OPEN SPACE

INTERIOR OPEN SPACE: 79, 935 S.F.
PERIMETER OPEN SPACE (WEST & SOUTH SIDES): 10,949 S.F.
TOTAL OPEN SPACE PROVIDED: 90,884 S.F. (21.7%)

DENSITY:

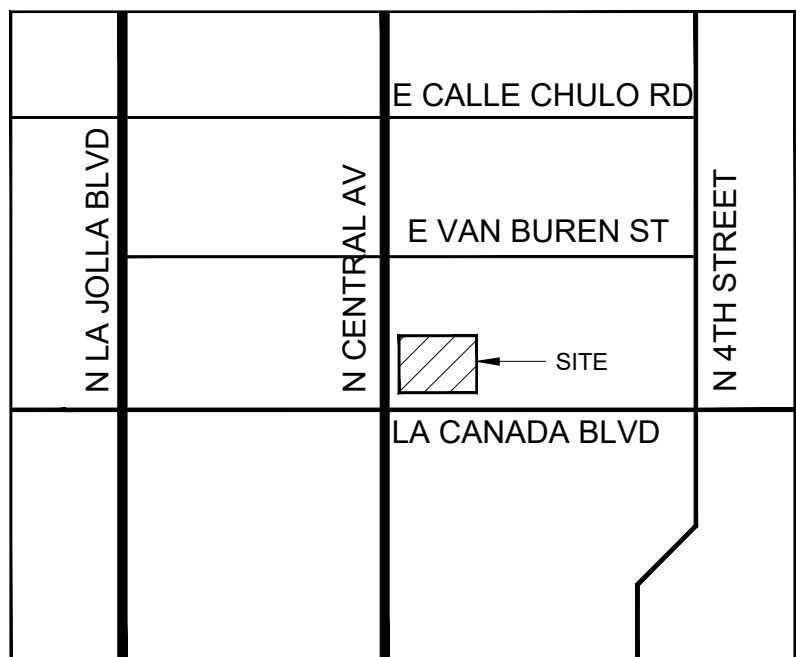
238 TOTAL UNITS / 9.63 NET ACRES = **24.71 UNITS PER ACRE**

TOTAL UNITS			
1 BEDROOM	46/ 238	20%	
2 BEDROOMS	168/ 238	70%	
3 BEDROOMS	24/ 238	10%	

APARTMENTS		PARKING REQUIRED	
1 BEDROOM	46	X 1.5	69
2 BEDROOMS	168	X 1.75	294
3 BEDROOMS	24	X 2.0	48
TOTAL			411
90% FACTOR			370
GUEST PARKING	238	1 X 10 UNITS	24
TOTAL			394

LEGEND

- BUILDING FOOTPRINT
- RED BRICK PATTERN
- CONCRETE SURFACE
- COMPACTED GRANITE



VICINITY MAP

SCALE: N.T.S.



ARCHITECT:

JERRY PALMER
PALMER ARCHITECTS, LTD.
4222 EAST CAMELBACK ROAD H210
PHOENIX, ARIZONA 85018
PHONE: (480) 947-7717
JERRY@PALMERARCHITECTS.COM

CIVIL:

JAKE GRIFFIN
ECO ENGINEERING & ENVIRONMENT
CONSULTANTS, INC.
7740 N. 16TH STREET SUITE 135
PHOENIX, ARIZONA, 85020
PHONE: (602) 390-8696
JGRIFFIN@ECCORP.COM

LANDSCAPE:

MATTHEW T. HORNE
MTH DESIGN GROUP
2601 N. FOOTE DR.
PHOENIX, ARIZONA 85008
PHONE: (623) 399-5079
MATT@MTHDESIGNGROUP.COM

OWNER:

RISI HOMES
4220 N. BROWN ST.
SCOTTSDALE, ARIZONA 85251
PHONE: (480) 947-7717

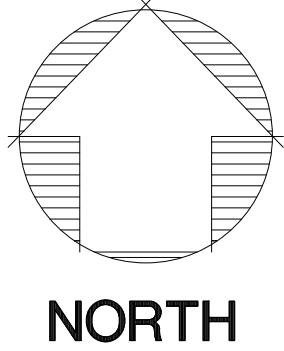
ZONING ATTORNEY:

SHAIN T. ALLEMAN
TIFFANY & BOSCO
2525 E. CAMELBACK RD.
PHONE: (602) 225-6000
STA@TBLAW.COM

E. LA CANADA BOULEVARD

SITE PLAN

SCALE: 1" = 40'-0"



290 W LA CANADA BLVD, AVONDALE, AZ 85323
CRYSTAL COVE
CONCEPTUAL
SITE PLAN

REVISIONS	BY

DRAWN SR
CHECKED JP
DATE Plot Date/Time: June 25, 2020 - 1:37 pm
SCALE 1" = 40'-0"
JOB NO. PLMR 028 2019
SHEET SP-1 OF SHEETS

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EXPIRES: 12/31/2020

Exhibit G

Conceptual Building Elevations

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Courtyard Side - Plan A



Side elevation - Plan A



Entry/ Garage side - Plan A

2-STORY UNITS
BUILDING STYLE A, STREET SIDE OF SITE
(8) TWO-BEDROOM, (X2) = 16 UNITS



Patio (street) side - Plan A

BLDG A

REVISIONS	DATE
REV01	
REV02	
REV03	
REV04	

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CHECKED JSA
DATE 3/11/020
SCALE 1/8" = 1'-0"
JOB NO. 000
SHEET A-A1
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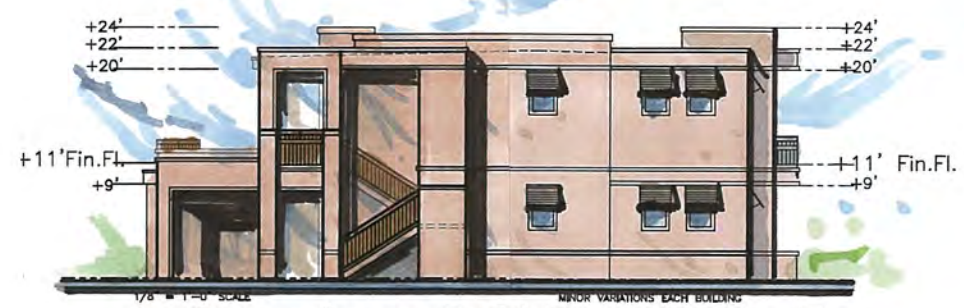
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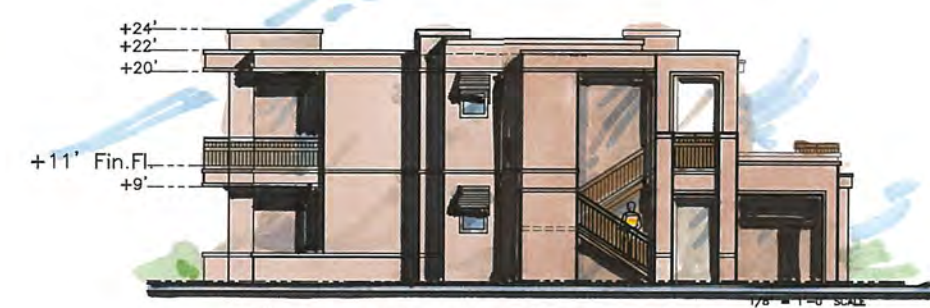
PRELIMINARY CONCEPTUAL
 2809 W. LA CANADA BLVD. AVONDALE, AZ 85323
ELEVATION STUDIES
 2-STORY UNITS BUILDING STYLE - E
 CRYSTAL COVE
 EXPIRES: 12/31/2021

REVISIONS	BY
REV01	BY01
REV02	BY02
REV03	BY03
REV04	BY04

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Courtyard Side - Plan E



Side elevation - Plan E



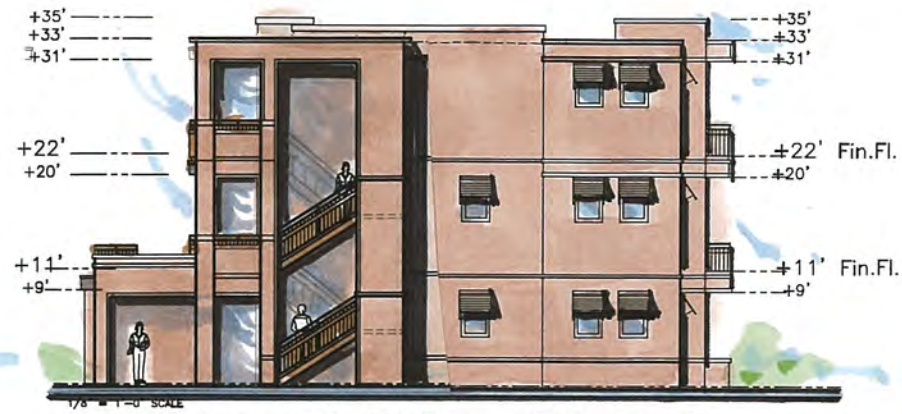
Entry/ Garage side - Plan E

2-STORY UNITS
 BUILDING STYLE E, INTERIOR OF SITE
 (5) TWO-BEDROOM, (2) ONE BEDRM, (1) 3-BEDRM, (X2) = 16 UNITS



Patio side - Plan E

BLDG E



Courtyard Side - Plan G



Side elevation - Plan G.



Entry/ Garage side - Plan G

3-STORY UNITS
BUILDING STYLE G, FAR EAST OF SITE
(6) TWO-BEDROOM, (1) ONE BEDRM, (1) 3-BEDRM, (X3) = 24 UNITS



Patio side - Plan G

BLDG G

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PRELIMINARY CONCEPTUAL
2909 W. LA CANADA BLVD. AVONDALE, AZ 85323
ELEVATION STUDIES
STREET UNITS w/ SYMBOLIC ENTRY
BUILDING G
CRYSTAL COVE
24 UNITS

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REV02	BY02
REV03	BY03
REV04	BY04

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DRAWINGID



PRELIMINARY/ CONCEPTUAL
 2909 W. LA CANADA BLVD. AVONDALE, AZ 85323
 ELEVATION STUDIES
 STREET UNITS w/ SYMBOLIC ENTRY
 CRYSTAL COVE BUILDING A
 STREET-SIDE UNITS ON CENTRAL




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Exhibit H

Neighborhood Meeting Sign-In Sheet



**TIFFANY
& BOSCO**
P.A.

June 26, 2020

Michelle Simerdla, Senior Planner
City of Avondale
Development and Engineering Services
11465 W Civic Center Dr
Avondale, AZ 85323

**RE: Risi Homes, Crystal Cove Development GPA & PAD Applications
(PL-20-0076 & PL-20-0077); June 25, 2020 Neighborhood Meeting
Summary**

Dear Ms. Simerdla:

The purpose of this letter is to inform you that our firm held a neighborhood meeting for the Minor General Plan Amendment and Rezoning applications referenced above. The meeting was held on June 25, 2020, 6:00 p.m. Due to the current Covid-19 pandemic, City staff made the decision to hold the neighborhood meeting via a Zoom virtual meeting that was hosted by Avondale City staff.

The purposed of the neighborhood meeting was for Tiffany & Bosco, P.A. and the Risi Homes team to review the proposed applications and answer any questions regarding the project. The team was prepared to show several slide showing the property development aspects.

The development team stayed on the Zoom virtual meeting until 7:00 p.m. and no members of the community attended. I would be happy to answer any further questions that you may have regarding this proposal or meeting. You may reach me at 602-452-2712 or sta@tblaw.com.

Sincerely,

Shaine T. Alleman

Exhibit I

Certificate of Adequate School Facilities



CERTIFICATE OF ADEQUATE SCHOOL FACILITIES

An application for Crystal Cove (Planned Area Development Rezoning) has been submitted to the City of Avondale, Department & Engineering Services Department, for review.

Project: Crystal Cove Assigned Planner: Michelle Simerdla

Request: PAD Rezoning Acreage/Parcel Size: 10.59 acres (gross)

Zoning: Existing C-2

Proposed (if applicable): PAD

Density Allowed: 12 - 30 du/ac

Density Proposed (if applicable): 22.47 du/ac

(target du/ac of 12)

Please review the attached application and check the appropriate box below. It is the applicant's responsibility to ensure that this form is completed and returned to the Development & Engineering Services Department prior to the scheduling of any public hearings or approval of site plan. Upon a complete review of the application, the request may be presented to the Planning Commission and/or City Council at a public hearing.

The District has adequate capacity to accommodate the estimated enrollment from the proposed development

☒ Yes

☐ No

If there is inadequate capacity, the District is currently working with the applicant/developer to provide or help provide adequate school facilities

☐ Yes

☐ No

Date Reviewed: 7/23/2020

School District: Agua Fria Union High School District

Authorized District Representative Name/Title:
Dennis Runyan Superintendent

Phone #: 623-932-7002

E-mail: drunyan@aguafria.org

Signature: _____

DocuSigned by:

Dennis Runyan
RA-10848-848-747

Development & Engineering Services Department

11465 W. Civic Center Drive, #110, Avondale, AZ 85323 • Phone (623) 333-4000 • Fax (623) 333-0400 • TDD (623) 333-0010

www.avondale.org/developmentservices



CERTIFICATE OF ADEQUATE SCHOOL FACILITIES

An application for Crystal Cove (Planned Area Development Rezoning) has been submitted to the City of Avondale, Department & Engineering Services Department, for review.

Project: Crystal Cove Assigned Planner: _____
Request: PAD Rezoning Acreage/Parcel Size: 10.59 acres (gross)
Zoning: Existing C-2 Proposed (if applicable): PAD
Density Allowed: 12 - 30 du/ac Density Proposed (if applicable): 22.47 du/ac
(target du/ac of 12)

Please review the attached application and check the appropriate box below. It is the applicant's responsibility to ensure that this form is completed and returned to the Development & Engineering Services Department prior to the scheduling of any public hearings or approval of site plan. Upon a complete review of the application, the request may be presented to the Planning Commission and/or City Council at a public hearing.

The District has adequate capacity to accommodate the estimated enrollment from the proposed development

☒ Yes

☐ No

If there is inadequate capacity, the District is currently working with the applicant/developer to provide or help provide adequate school facilities

☐ Yes

☐ No

Date Reviewed: 5/18/20

School District: Avondale Elementary School District

Authorized District Representative Name/Title:

Jill Barragan, Executive Director of Business Services

Phone #: 623-772-5013

E-mail: jbarrag@avondale.k12.az.us

Signature: _____

Jill Barragan

Developer agreement shared with Mr. John Oliver. We look forward to this development & the families it will bring to our district.

Development & Engineering Services Department

11465 W. Civic Center Drive, #110, Avondale, AZ 85323 • Phone (623) 333-4000 • Fax (623) 333-0400 • TDD (623) 333-0010
www.avondale.org/developmentservices



AGENDA ITEM REPORT

SUBJECT: Interstate Commerce Center (Pierce 99) - Major Amendment to the Interstate Commerce Center PAD - PL-20-0070

MEETING DATE: 8/19/2020

TO: Planning Commission

FROM: Chris Sexton, Planner

THROUGH: Brian Craig, Planning Manager

PURPOSE:

Planning Commission will hold a public hearing and consider a request by Adam Baugh, Withey Morris PLC, for a Major Amendment to the Interstate Commerce Center Planned Area Development (PAD) located at the northwest corner of 99th Avenue and Pierce Street. The proposed Major Amendment will amend the PAD to allow warehouse and distribution uses as a primary use to be permitted on Lots 5 and 6 of the Interstate Commerce Center PAD on 8.58 gross acres of vacant land located approximately 250 feet west of the northwest corner of 99th Avenue and Pierce Street. Permitted uses on other parcels within the Interstate Commerce Center PAD are not modified by the proposed Amendment.

BACKGROUND:

The 8.58 gross acre vacant subject property (Exhibits A and B) is located approximately 250 feet west of the northwest corner of 99th Avenue and Pierce Street. The site, which was annexed in May 1986, is rectangular, relatively flat, and features no unusual physical characteristics.

The Interstate Commerce Center PAD was adopted by City Council in March 1996, for an approximately 55-acre site. The PAD allowed a narrow list of permitted land uses that was a combination of C-2 (Community Commercial), CP (Commerce Park), and A-1 (General Industrial) uses.

On January 27, 1997, City Council approved a rezoning from AG (Agricultural) to PAD (Planned Area Development) on 24 acres for the Interstate Commerce Center Expansion. This PAD incorporated a 24-acre site including three parcels with land uses for commercial and A-1 uses.

On October 11, 2004, the City Council approved a PAD amendment for Lots 1-4 of the Interstate Commerce Center. In addition to the PAD Amendment, there was clarification to the permitted uses listed in the PAD. At that time, the General Plan Land Use designation was Employment, which encourages land uses that generate employment opportunities. As part of this zoning request, Staff has determined that warehouse and distribution use is appropriate for the subject site, generating jobs and tax revenue for the City.

The property is presently designated by the General Plan 2030 Land Use Map as Business Park (Exhibit C). The Business Park designation allows for large scale campus development that provides abundant

employment opportunities and accommodates enclosed light manufacturing, corporate commerce, hotel, multi-story offices, and limited warehouse and support services.

The existing uses and zoning of surrounding properties include:

NORTH: The adjacent property to the north is a Pilot Travel Center, a truck stop zoned Planned Area Development (PAD).

EAST: Abutting the parcel to the east is a 3.34-acre property developed as a multi-tenant commercial building, zoned PAD.

SOUTH OF PIERCE STREET: An automotive repair facility and industrial flex building, zoned PAD.

WEST: The adjacent parcel is a truck wash, zoned PAD.

SUMMARY OF REQUEST:

The proposed Major Amendment (Exhibit E) will amend the PAD to allow warehouse and distribution uses as a primary use to be permitted on Lots 5 and 6 of the Interstate Commerce Center PAD, on 8.58 gross acres of vacant land located approximately 250 feet west of the northwest corner of 99th Avenue and Pierce Street (Assessor Parcels: 102-54-047 and 102-54-048). Permitted uses on other parcels within the Interstate Commerce Center PAD are not modified by the proposed Amendment.

Besides amending the PAD to allow warehouse uses, the amendment will establish development standards and design criteria specific to the project. The development of the site, as it proceeds through site planning and permit approvals, will be required to generally conform to these specifications and exhibits.

The proposed amended PAD includes development standards that are based on the City's A-1 (General Industrial) zoning; however, there is a request for a minor deviation in the front yard setback from 25 feet to 20 feet. The purpose of the request is to optimize trailer storage and circulation within the rear trucking area. Without adequate trailer storage in the rear, the project will be at a disadvantage with competitive projects. No modifications are proposed to requirements for landscaping, lighting, screening, parking, and public art.

The Site Plan (Exhibit F) shows the proposed building is oriented east to west to allow the truck court area to be screened from Pierce Street. Additional screening will be provided by screen walls and landscaping. Other than trucks maneuvering into loading docks, all activities on the site will be conducted in enclosed buildings.

Various techniques are employed to break up long wall planes and ensure the City's design expectations in the Freeway Corridor Specific Plan area are met for the building elevations (Exhibit G). A contemporary architectural style featuring a neutral color palette is proposed. Building entrance areas are emphasized through the provision of two-story glass elements coupled with projecting metal canopies to provide shade and shadow. Variation in parapet height, material and texture changes, color changes, reveals, and horizontal and vertical elements are provided to break up long walls and enhance the appearance of the development. The building design is intended to replicate a corporate office building.

Vehicular access to the Interstate Commerce Center site is provided via an existing shared access driveway at the eastern edge of the property. An additional access drive on Pierce Street is also provided at the western side of the parcel.

Landscaping requirements for the project will be required to adhere to A-1 zoning district requirements as specified in Zoning Ordinance Section 12, Landscaping, Walls, and Fences. That section contains standards for minimum landscape area on-site, landscaped areas in parking lots, tree quantity and tree size requirements, and the like.

A Site Plan for the project will be reviewed administratively, following any approval of this Major PAD Amendment by City Council, to ensure conformance with the PAD Narrative and exhibits thereto.

PUBLIC PARTICIPATION:

A Neighborhood Meeting to discuss the proposal with neighboring property owners and other interested parties was held at 6:00 P.M. on Thursday, August 6, 2020, via Zoom teleconference. All notices of the meeting, including mailings to owners within 1,000 feet of the site, public hearing notice signs on the property, and display ads in the Southwest Valley Arizona Republic, were completed at least fifteen (15) days prior to the meeting as required. In addition to City Staff and the applicant's team, Vice Mayor Pat Dennis attended the virtual meeting (Exhibit H). Discussion was primarily related to the following topics:

- ***What is the proposed size of the building, how many truck docks will it have and what uses will occur on the property?*** The applicant responded that the building will be about 135,000 square feet, there will be 30 overhead truck doors on the rear of the building, and at this time there are no users identified. While this is a speculative build, the applicant indicated there is high demand for mid-sized warehousing and distribution; this size building will cater to a small number of small retailers that compete with bigger retailers like Amazon and Wal-Mart.
- ***What is the traffic like on Pierce Street and is the truck access one way in and one way out?*** The applicant responded that the traffic report showed very little volume on Pierce Street and that there are two accesses into the site. The access on the east end is a shared access with the adjacent parcel to the east; both accesses allow for two-way traffic.
- ***Will there be stipulations in the staff report controlling the architecture and site plan?*** Staff responded that yes, per the City's normal process, proposed conditions will be added to both the Planning Commission and City Council reports to ensure design and layout conform with the proposed exhibits.

At the time of writing this report, no comments related to the proposal have been posted on the City's aVOICE digital forum.

All required notifications for Planning Commission and City Council public hearings have been completed. All property owners within 1,000 feet of the subject site were notified of the time, date, and location of the Planning Commission and City Council meetings via postcards sent on July 28, 2020. The meetings were advertised in the Wednesday, July 28, 2020, edition of the Southwest Valley Arizona Republic. Lastly, a public hearing notice sign identifying meeting dates, times, and locations was installed on the property on July 22, 2020. No public comments beyond what is discussed above have been received to date.

ANALYSIS:

Conformance with the General Plan and Freeway Corridor Specific Plan

The Business Park classification encourages uses that provide employment opportunities in a large scale campus setting. The proposed warehouse and distribution use allow for commerce park and related employment generating uses as is required in the Business Park designation.

The proposed site is designed such that building elevations featuring truck bays, where the most intense activity will be occurring, are oriented towards the interior of the site so as not to be visible from surrounding properties or streets.

The building has an architecturally enhanced design that resembles a Class A office rather than the typical light industrial development.

Additionally, the proposed PAD furthers several goals of the General Plan, and advances multiple goals of the Freeway Corridor Specific Plan, most notably:

General Plan 2020 Economic Vitality Goal #1: “Grow and diversify Avondale’s economy and employment base through business retention, expansion, and development.” Development of warehouse and distribution on the property as proposed in the PAD will fill a real estate need for additional light industrial space within the City and allow for continued attraction of new businesses to Avondale.

Freeway Corridor Specific Plan (FCSP) Objective #1: “Prioritize the City's appearance from the I-10 and Loop 101 freeways, limiting heavy industrial uses and establishing strict design requirements where necessary.” The proposed building includes strong architecture, site design, and landscaping standards to ensure that the site aesthetically enhances the Freeway Corridor area as a whole. The portions of the buildings that feature roll-up doors intended for loading and unloading of trucks will be obscured by building orientation and a combination of landscaping and walls.

Development Standards

The development standards contained within the proposed Interstate Commerce Center PAD are comparable to Zoning Ordinance requirements for development in the A-1 zoning district. The applicant is requesting a minor deviation from the zoning requirements for a front yard setback requirement from 25 feet down to 20 feet to optimize the trailer storage and circulation within the rear trucking area.

The FCSP identifies a maximum height of eight stories for development on this property. The PAD proposes maximum building heights of 44 feet, significantly lower than the FCSP maximum, with architectural elements up to 47 feet.

Project Design

In addition to establishing standards for design, materials, and colors, the Interstate Commerce Center PAD contains building elevations for the proposed development. The renderings depict contemporary style buildings which incorporates a neutral color palette.

The proposed building incorporates multiple architectural techniques to break up long wall planes and make the highly visible buildings aesthetically appealing. Variation in parapet height, color changes, and reveals, are provided to break up long walls and enhance the appearance of the development. The result of this combination of materials and techniques is a building that will appear more akin to a Class A office complex than a typical light industrial development.

Landscaping on the site will adhere to Zoning Ordinance landscaping requirements. Adherence to these requirements will ensure that significant landscape areas, tree sizes, plant quantities, are provided throughout the site.

Streets, Utilities, and Other Infrastructure

Vehicular access to the site is provided via an existing shared access driveway at the eastern edge of the property. An additional access drive on Pierce Street is also provided along the western side of the site.

The City has adequate water and sewer capacity to serve the proposed development.

The developer will be responsible for construction of all line extensions required to service the site.

DISCUSSION:

The proposed PAD meets the following findings:

1. The proposed amended Interstate Commerce Center PAD is in conformance with the proposed General Plan Land Use Map designation of Business Park.
2. The proposed amended Interstate Commerce Center PAD is in conformance with the Freeway Corridor Specific Plan.
3. The proposed amended Interstate Commerce Center PAD is in conformance with the Commercial and Industrial Design Manual
4. The Interstate Commerce Center (Pierce 99) PAD will result in compatible land use relationships.
5. Adequate public infrastructure to support the proposed development either presently exists or will be constructed by the developer.
6. The recommended conditions of approval are reasonable to ensure conformance with the provisions of the Zoning Ordinance and all other applicable City codes, ordinances, and policies.

STRATEGIC PLAN:

INITIATIVE: Foster sustainable community development

- STRATEGIC GOAL: Encourage development of businesses in healthcare, technology, and advanced manufacturing.

INITIATIVE: Encourage and support creative innovation in development and service delivery

- STRATEGIC GOAL: Encourage a flexible environment responsive to market trends.

BUDGET IMPACT:

No budget impacts.

RECOMMENDATION:

The Planning Commission will conduct a public hearing and recommend **APPROVAL** of Application PL-20-0070 Interstate Commerce Center (Pierce 99), a request to amend the Interstate Commerce Center PAD to allow warehouse and distribution uses as a primary use to be permitted on Lots 5 and 6, subject to the following six (6) conditions of approval:

1. Development shall conform to the Interstate Commerce Center PAD Narrative and Site Plan both date stamped June 11, 2020, and the Building Elevations date stamped July 24, 2020, except as modified by these conditions.
2. The developer shall submit an application for approval of a Comprehensive Sign Package for all building mounted and freestanding monument signage, prior to issuance of any sign permits for the planned development.
3. The planned development is subject to the requirements of Zoning Ordinance Section 11, Required Public Art for New Planned Area Developments (PAD), Commercial, Office, Employment, and Municipal Construction.
4. Grandfathered groundwater rights for the property must be extinguished and pledged to the City of Avondale's designated account (26-002003.0000) prior to issuance of any construction permits for any portion of the project.

5. All development shall be completed in accordance with the City of Avondale General Engineering Requirements Manual and the City of Avondale Supplement to MAG Uniform Specifications and Details unless a standards deviation has been approved.

6. The developer shall be responsible for fiber conduit installation within the City's public right-of-way in accordance with the City's Transportation Plan and development codes.

PROPOSED MOTION:

I move that Planning Commission recommend **APPROVAL** of Application PL-20-0070 Interstate Commerce Center (Pierce 99), a request to amend the PAD to allow warehouse and distribution uses on Lots 5 and 6 subject to six (6) recommended conditions of approval as listed in the staff report.



Aerial Photograph



 Project Location



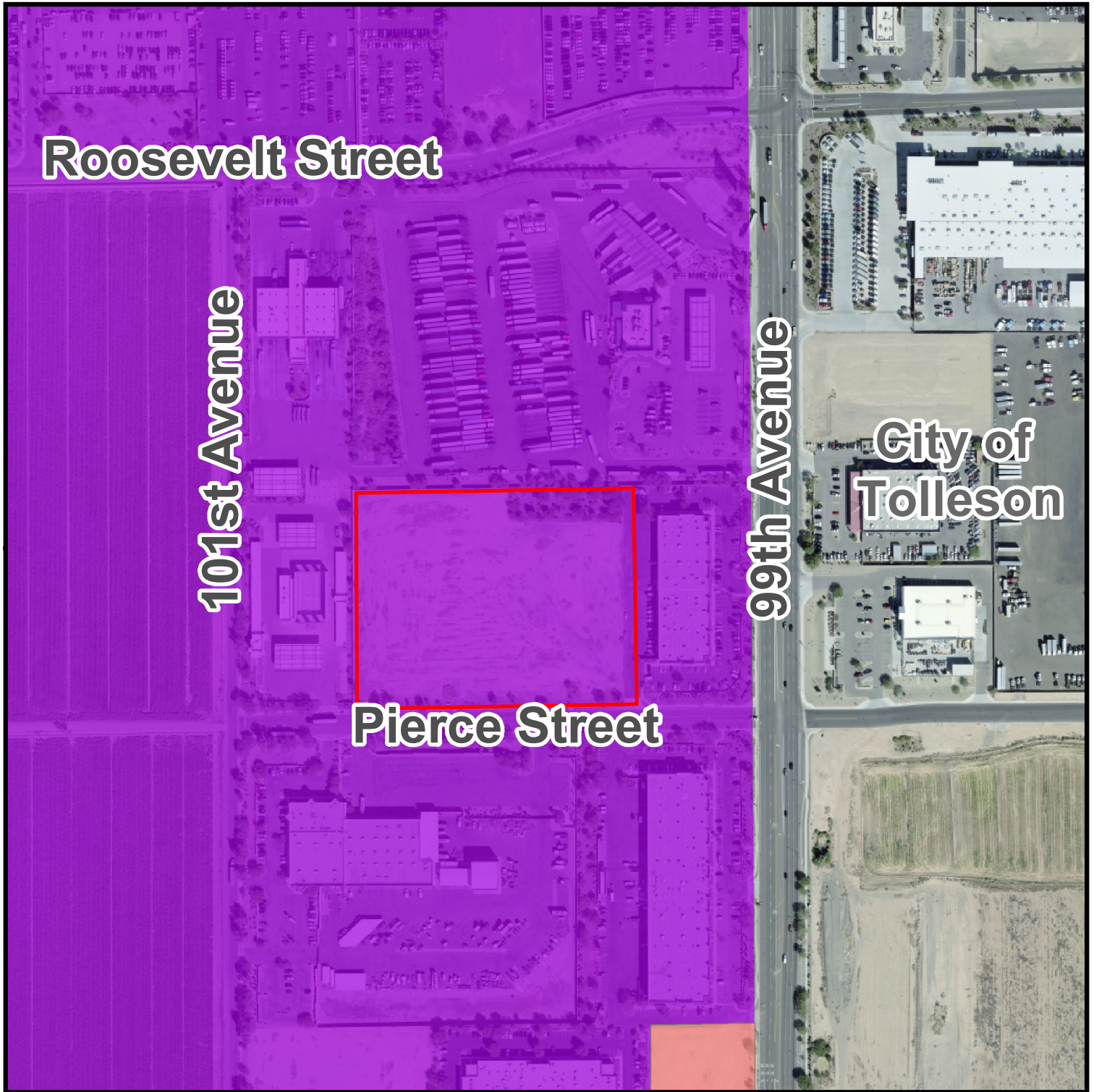


Zoning Vicinity Map



 Project Location





General Plan Land Use Map



 Business Park
 Local Commercial



 Project Location

SUMMARY OF RELATED FACTS

APPLICATION PL-20-0070

<i>THE PROPERTY</i>	
SIZE	Rezoning: 8.58 acres (7.96 net)
LOCATION	Approximately 250 feet west of the northwest corner of Pierce Street and 99 th Avenue
PHYSICAL CHARACTERISTICS	The site is rectangular, relatively flat, and features no unusual physical characteristics.
EXISTING LAND USE	The parcel is currently vacant with no use.
EXISTING ZONING	The entire parcel is zoned Interstate Commerce Center Planned Area Development (PAD).
ZONING HISTORY	The site was annexed in May 1986.

<i>SURROUNDING ZONING AND LAND USE</i>	
NORTH	The adjacent property to the north is a Pilot Travel Center, a truck stop zoned Planned Area Development (PAD).
EAST	Abutting the parcel to the east is a 3.34-acre property developed as a multi-tenant building, zoned PAD.
SOUTH	Across Pierce Street from the parcel is an automotive repair facility and industrial flex building, zoned PAD.
WEST	The adjacent parcel is a car/truck wash, zoned PAD.

<i>GENERAL PLAN</i>
The property is presently designated by the General Plan 2030 Land Use Map as Business Park.

<i>PUBLIC SCHOOLS</i>	
SCHOOL DISTRICT(S)	Tolleson
ELEMENTARY SCHOOL	Porfirio H. Gonzales Elementary School
HIGH SCHOOL	La Joya Community High School

<i>ADJACENT STREETS</i>	
Pierce Street	
Classification	Industrial Collector
Existing half-street ROW	30 feet
Standard half-street ROW	21 feet
Existing half-street improvements	One through lane, half center turn lane, detached sidewalk, curb, gutter, landscaping, streetlights
Standard half-street improvements	One through lane, half center turn lane, detached sidewalk, curb, gutter, landscaping, streetlights

<i>UTILITIES</i>
The site will access existing twelve-inch water lines in Pierce Street. Sewer service to the site will be accommodated by an existing 30-inch main line in Pierce Street. Salt River Project (SRP) provides electrical service in this portion of the City.

Interstate Commerce Center PAD Amendment

Initial Submittal: April 10, 2020

Resubmittal: June 4, 2020

Submitted by:

Adam Baugh
2525 E. Arizona Biltmore Circle, A-212
Phoenix, Arizona 85016
602-230-0600,
adam@witheymorris.com



On behalf of:

WDP Partners, LLC



Brama Holdings, LLC

Interstate Commerce Center PAD Amendment

**Approx. 8.58 gross acres located
West of the northwest corner of 99th Avenue & Pierce Street**

Project Narrative

A. Request

On behalf of WDP Partners and Brama Holdings, this application is a request to amend the Interstate Commerce Center Planned Area Development (“PAD”) (Case Nos. Z-96-315-A and Z-04-08) to allow warehouse and distribution uses on Lots 5 & 6 of the Interstate Commerce Center PAD, and to establish development standards and design criteria specific to the project.

WDP Partners, in partnership with Brama Holdings, desires to develop a high-quality, institutional grade, light industrial building that will permit warehousing/distribution uses. When the Interstate Commerce Center PAD ordinance was adopted in 1996, one of the stipulations prohibited “bulk warehousing and distribution” (See Ordinance No. 1065-04, Stipulation 5). That said, it is appropriate to revisit this stipulation given the age of the Interstate Commerce Park PAD, the existing long-term vacancy of the property, and the industrial land use patterns surrounding the site.

B. Project Location

The subject property is located west of the northwest corner of 99th Avenue & Pierce Street in Avondale (the “Property”). The Property is approximately 8.58 gross acres (7.96 net) in size and the use of the Property remains vacant land today (**See Exhibit A, Aerial Map**). The area surrounding the Property consists of a truck stop to the north; a flex industrial building to the east; an automotive repair facility and industrial flex building to the south; and, a car/truck wash to the west.

C. General Plan and Zoning

The General Plan Land Use Map designates the Property as “Business Park” within the “Freeway Corridor/99th Avenue/City Center Growth Area.” The Property is also subject to the Freeway Corridor Specific Plan. The Property is part of the Interstate Commerce Center Planned Area Development and the existing zoning for the Property is PAD (Ordinance Section 601). **See Exhibit B, General Plan and Zoning Maps.**

D. Permitted Uses

All uses permitted in the Interstate Commerce Center PAD, as amended, except that warehouse and distribution as a primary use shall be permitted on Lots 5 and 6 of the Interstate Commerce Center subdivision only.

E. Development Proposal

WDP Partners, in partnership with Brama Holdings, intends to develop an attractive, high quality, institutional-grade industrial building that will provide employment opportunities within the City of Avondale. Additionally, they seek to activate a long-time vacant parcel with a land use that will diversify the area which is otherwise dominated by truck transport-oriented land uses.

The project is proposed as a single-story +/- 135,000 square foot building, that is approximately forty-four (44) feet in height. The conceptual site plan identifies 98 parking spaces provided to the south (front) of the proposed building, including five (5) accessible parking spaces. Parking is screened by an architecturally integrated three (3) foot tall staggered CMU screen wall that includes 8" regular CMU on horizontal raised joints to emulate the building tilt wall pattern with formliner. In addition to the typical parking spaces provided, approximately twelve (12) trailer spaces are also proposed at the rear of the Property.

Vehicular access to the Property is provided via an existing shared access drive at the eastern edge of the Property. An additional access drive on Pierce Street is proposed at the western edge of the Property. Pedestrian access to the Property is also proposed via two (2) separate four (4) foot wide sidewalks that connect to Pierce Street. Finally, two (2) separate enclosed refuse collection areas are provided at the rear of the Property. ***See Exhibit C, Conceptual Site Plan.***

F. Development Standards

Development of the Property shall conform to the standards set forth in the Commerce Park (CP) District of the Avondale Zoning Ordinance and the standards set forth in this PAD Amendment. If there is a conflict, the development standards in this PAD Amendment shall apply.

	Commerce Park	PAD Amendment
Max. Height	35'	44'
Max. Building Coverage	50%	50%
Min. setbacks	Front: 25' Side: 15' Rear: 15'	Front: 20' Side: 15' Rear: 15'

The applicant requests a minor deviation in the front yard setback from 25' down to 20'. The purpose of this deviation is to optimize trailer storage and circulation within

the rear trucking area. This rear trucking area is a key component to the development which will allow the project to compete with other similar industrial developments in the west valley area. Additionally, it appears the properties to the west and east of the Property also enjoy the same reduced front yard setback. Without sufficient trailer storage in the rear, the project will be at a distinct disadvantage with competitive projects.

The applicant also requests a deviation to increase building height to 44' tall in order to provide sufficient clear heights for storage and racking systems required by today's modern warehouse users.

Lighting

Along all common drives within the Property, pole lighting shall be a lamped on one side only. The lamp shall be mounted at a maximum height of 25 feet above grade. Within parking areas, fixtures may be lamped on two sides or four sides. Metal bollard light fixtures may be used and are encouraged at pedestrian building entries and outdoor spaces. No light shall trespass across property lines except as allowed by the Avondale Zoning Code.

Decorative and custom color architectural lighting will be provided at each building entrance. General site light poles, building area lighting, and emergency ingress/egress lighting will be finished similar to adjacent buildings/wall finishes.

Screening

The proposed building is oriented so that the trucking area, utilities and trash enclosures are located on the north side of the building, thus screening them from view from Pierce Street. This allows for a garden type open area at the street front, adjacent to vehicle parking and office entries. A three-foot-tall offsetting CMU wall also highlights a garden office type entrance for tenants. Backflow preventers will be screened by landscape. Mechanical equipment will be located on the roof and will be screened by a parapet wall

Walls & Fences

There are existing walls along the west and north Property lines. A 3-foot decorative parking screen wall along Pierce Street will be built within the required landscape setback. The horizontal design of the wall allows it to integrate with the landscaping and has an undulating and repetitive design that enhances the structured landscape and streetscape appearance. The design, materials and colors for all walls visible from public view will be uniform in appearance. Two types of material and color finishes will be used on the decorative walls which correspond to the finishes and colors on the building.

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Parking Standards

On-site parking shall be provided in accordance with the Avondale Zoning Code. The parking required is 43 spaces and 98 are provided. The size of all parking spaces, driveways, islands in parking areas and other improvements in the parking areas must conform to the minimum established requirements of the City of Avondale Zoning Code. Minimum size of a parking space shall be ten (10) feet by twenty (20) feet. Ratios below shall be minimums, with additional parking allowed if reasonably required by market conditions or specific user requirements:

PARKING REQUIRED: $135,000 \times 90\% = 121,500$ SF

$10,000$ SF = $10000/500 = 20$ spaces

$111,500/5000 = 23$ spaces

Total Required = 43 spaces

Total Provided = 98 spaces

Covered parking is not defined on the concept plan at this time because office uses are not yet identified. This is a spec building and it is expected the entirety of the building will be industrial uses. However, any required office covered parking will be determined and provided per city code once an end-user is identified and tenant improvement plans are submitted.

G. Architectural Design

The architectural character of the building will have a high-tech contemporary appearance. This will be established using clean edges and forms, and architectural accents. The building's front elevation will convey a high-quality office appearance while being architecturally tied into the overall building mass and composition. This is achieved by additional horizontal and vertical glass to indicate an office appearance; a horizontal steel canopy to bring the scale down for pedestrians; and wall surfaces that pop in and out, as well as vertically.

The conceptual building elevations include distinct design elements, such as strong architectural forms, colors and accent shading features, variations in building height, and offsets in building fronts, which collectively provide for an enhanced visual interest and varied building massing, and create distinctive points of entry for users. A combination of concrete tilt up wall panels with a series of reveals and patterns in the tilts will accent the building elevations. A significant amount of storefront glass at each corner entry highlights the material variation, with some of it reaching a high elevation to allow possible two-story offices within the building. Multiple materials such as smooth concrete tilt up wall panels, a formliner for variation of reveals and patterns at the entry corner as accents, steel canopies to contrast the tilt panels and a variety of paint colors are incorporated into the building elevations to provide variation in texture. The building also utilizes design features such as architectural pop outs of the tilt panels along the

face of the building and vertical variations in heights at those pop outs to provide greater variation in the height and mass of the walls on the front and side facades.

The entrances will be accented with horizontal metal canopies to lower human scale as one enters the building. Tilt panels will be offset to the main wall panels, both with vertical and higher elements than the parapet and horizontally with recess spaces at each entry element. Colors and textures will also play a part in the overall character of the building. Accent colors, multiple materials and patterns will help draw your eye to this high-tech facility.

H. Site Design Criteria

The conceptual site plan orients the buildings to Pierce Street. Access to the Property shall be provided from Pierce Street in the locations shown on the site plan. These points of access and internal circulation provide proper access to users, employees and customers. Generous landscaping and decorative screen walls provide additional buffering from the road. The service area has been strategically located on the north side of the building so that it is screened from view from Pierce Street (**See Exhibit D, Context Plan Aerial Overlay**).

The building is oriented so that the office component of the building faces Pierce Street and the industrial operations are hidden at the rear of the Property. Having the trucking operations on the north side of the building also minimizes its exposure to the sun.

I. Signage

The proposed building has 600 feet of frontage on Pierce Street. The length of this frontage, together with the need to provide effective visibility and building identification to site visitors, warrants commensurate signage for a project of this scale. Therefore, a deviation from the Commerce Park zoning district signage requirements is requested herein for Lots 5 and 6. Specifically, signage for Lots 5 and 6 shall comply with the sign standards for the Commerce Park zoning district, except that an additional 25 percent of sign area shall be permitted. Further, the maximum area for a wall sign shall be 200 square feet.

J. Landscaping, Pedestrian Open Space and Amenities

The project landscaping will be consistent with the existing streetscape in the Interstate Commerce Center. This development will have a predominantly lush and Mediterranean design with an intensity and density to create a pleasant and comfortable working environment. The entries were designed to be accented with offset panels, creating additional ground area for more open space and additional landscape. Along Pierce Street, the frontage is developed with large expanded arcs of trees and the massing of shrubs and groundcover. The proposed landscaping on the Property mimics the same design present within this PAD area and will complement the existing landscaping on the north and south sides of Pierce Street. The continuity of 6-foot

arterial sidewalks, “soldier rows” of trees, and the massing of shrub material in the background will provide for a streetscape that is consistent with the existing Interstate Commerce Center PAD streetscape landscaping in color, texture and massing. The plant palette along the streetscape is limited to only a “handful” of plant varieties to provide continuity with the existing streetscape. Desert Museum, palo Verde, Live Oak, Willow Acacia, Shoestring Acacia and thornless Mesquites will be the prominent tree, shrub and groundcover plantings.

A tree-shaded employee area with seating benches will be provided on the north side of the building as shown on the conceptual site plan. The development includes low-impact design elements such as vegetated retention basins that encourage ground percolation. Stormwater retention is stored onsite in surface and underground systems and is disposed by state regulated drywell systems. These systems provide addition filtration of storm runoff and recharge water to the aquifer.

K. Grading and Drainage

Existing drainage on the site generally flows to the south and west. Run-off from the adjacent existing half-street will be accepted on-site and will be routed through underground piping to underground retention. Landscaped retention basins will be provided at the northside of the Property. Any additional required storage capacity will be provided in underground tanks and disposal for onsite retention will be accomplished by drywells.

L. Summary

The PAD amendment is in full conformance with the General Plan and existing Interstate Commerce Park PAD. The proposed use will produce jobs, provide benefits to the City of Avondale, and will activate an undeveloped, long vacant parcel of land. The PAD Amendment sets forth exceptional site development and architectural design criteria that will have a positive influence on the area. In summary, this light industrial use is consistent with the City’s long-term vision for this area, compatible with the surrounding area, and is appropriate land use planning.

Exhibit A

Exhibit A

Aerial Map - Maricopa County Assessor's Parcel Number's 102-54-047 and -048

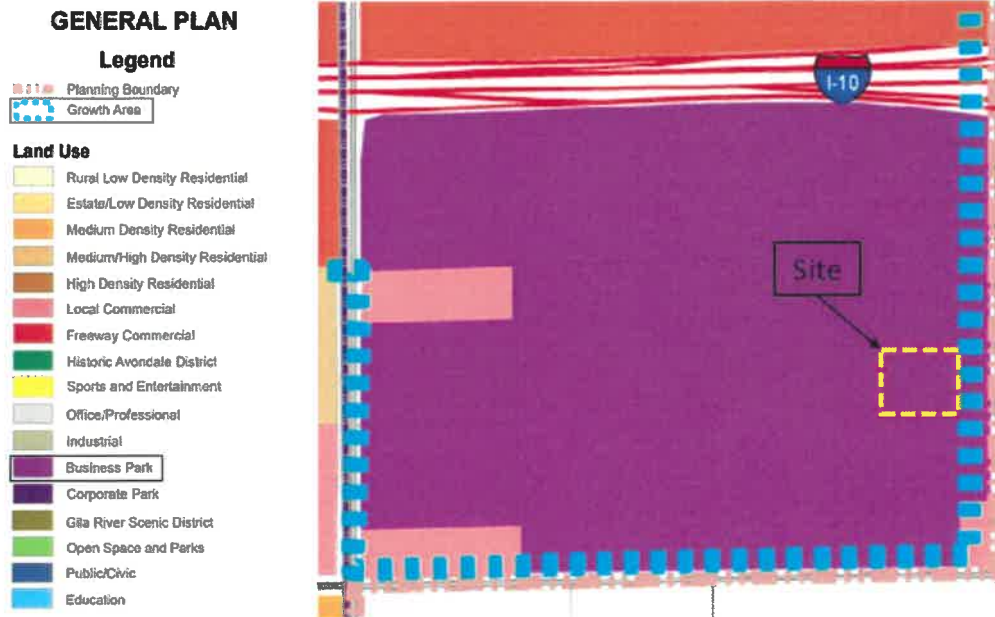


LOTS 5 AND 6, OF INTERSTATE COMMERCE CENTER
AMENDED, ACCORDING TO THE PLAT OF RECORD IN
THE OFFICE OF THE COUNTY RECORDER OF MARICOPA
COUNTY, ARIZONA, RECORDED IN BOOK 714 OF MAPS,
PAGE 49, A PORTION OF THE SOUTHEAST QUARTER OF
SECTION 5, TOWNSHIP 1 NORTH, RANGE 1 EAST OF
THE GILA & SALT RIVER BASE & MERIDIAN,
MARICOPA COUNTY, ARIZONA

Exhibit B

Exhibit B

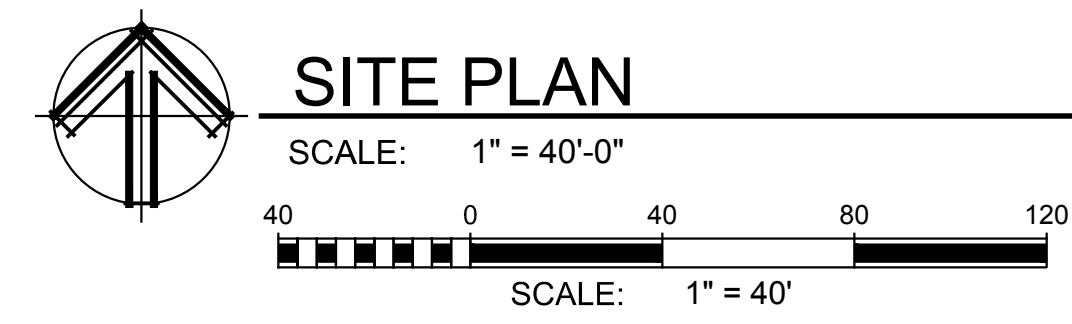
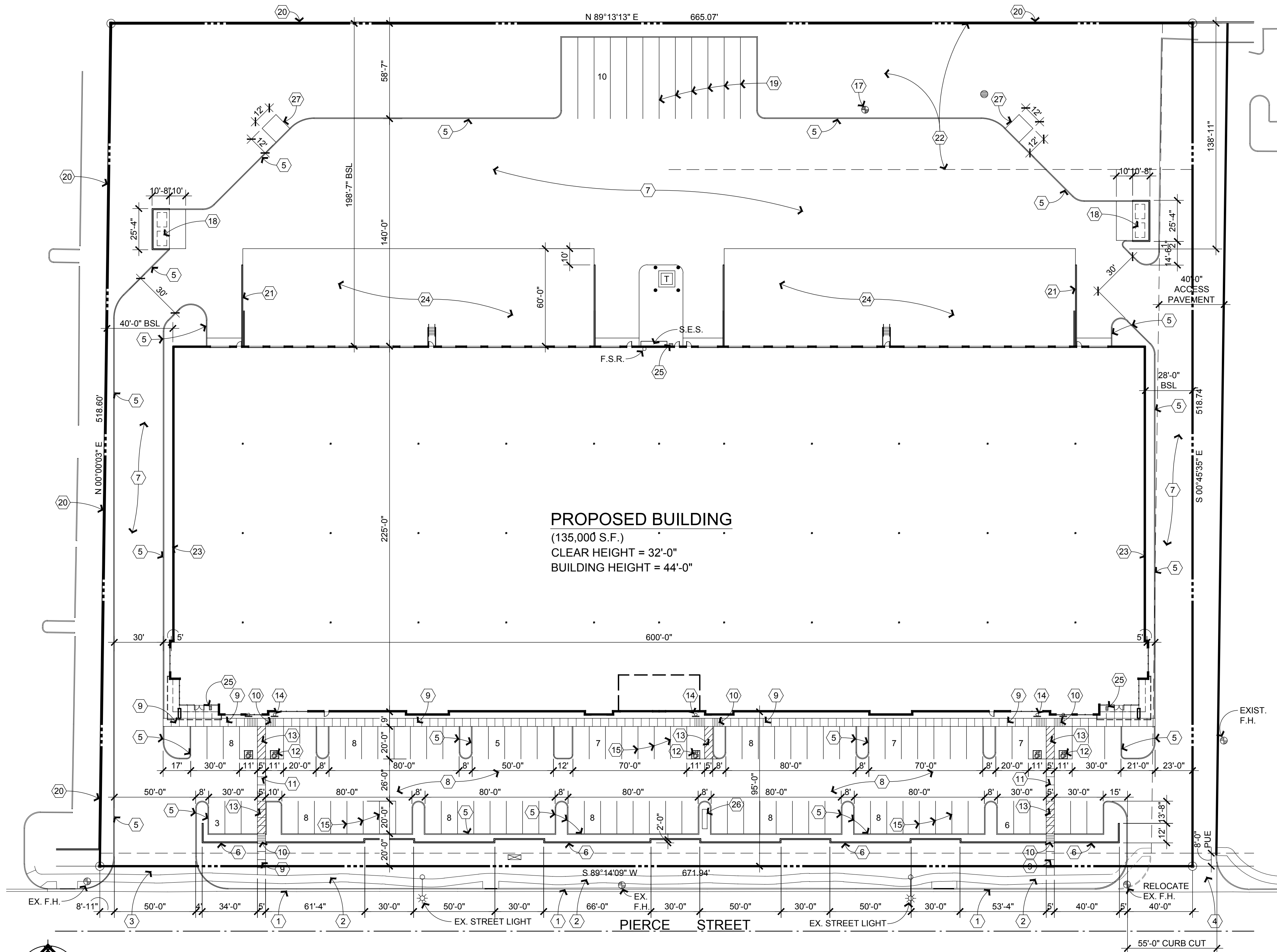
General Plan Land Use Map



City of Avondale Zoning Atlas



Exhibit C



SITE PLAN KEYNOTES

1. Existing concrete vertical curb and gutter

2. Existing concrete sidewalk

3. New concrete curb cut per civil drawings

4. Existing concrete curb cut per civil drawings

5. 6" concrete curb per civil drawings

6. 3'-0" high, 8" architectural cmu screen wall

7. Concrete pavement per civil drawings

8. Asphalt pavement per civil drawings

9. 4" concrete sidewalk with score joints at 5'-" maximum oc and salt finish

10. Ramp up 1:12 maximum slope

11. 6" concrete sidewalk (2500 psi) flush with pavement

12. Accessible symbol painted on the pavement per detail, Sheet SP-2

13. 4" wide yellow painted diagonal striping at 24" oc grid at the perimeter

14. Accessible signage per detail, Sheet SP-2

15. 4" wide white painted parking stripes
16. New and existing asphalt pavement. Patch and repair as required

17. New fire hydrant

18. Double trash enclosure per details, Sheet SP-2

19. Trailer storage

20. Existing +6'-0" high cmu wall

21. Concrete tilt up retaining wall to +6'-0" above finish grade and 1 1/2" diameter steel pipe handrails above to +3'-6" above finish grade

22. Existing retention area for lot to the east. Rework will be required

23. Three hour fire rated wall, joints and openings

24. Concrete truckwell

25. Fire Department Knox Box

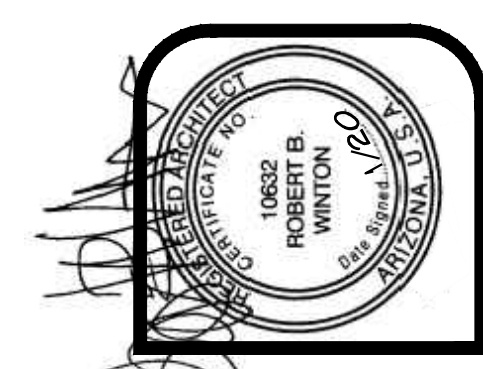
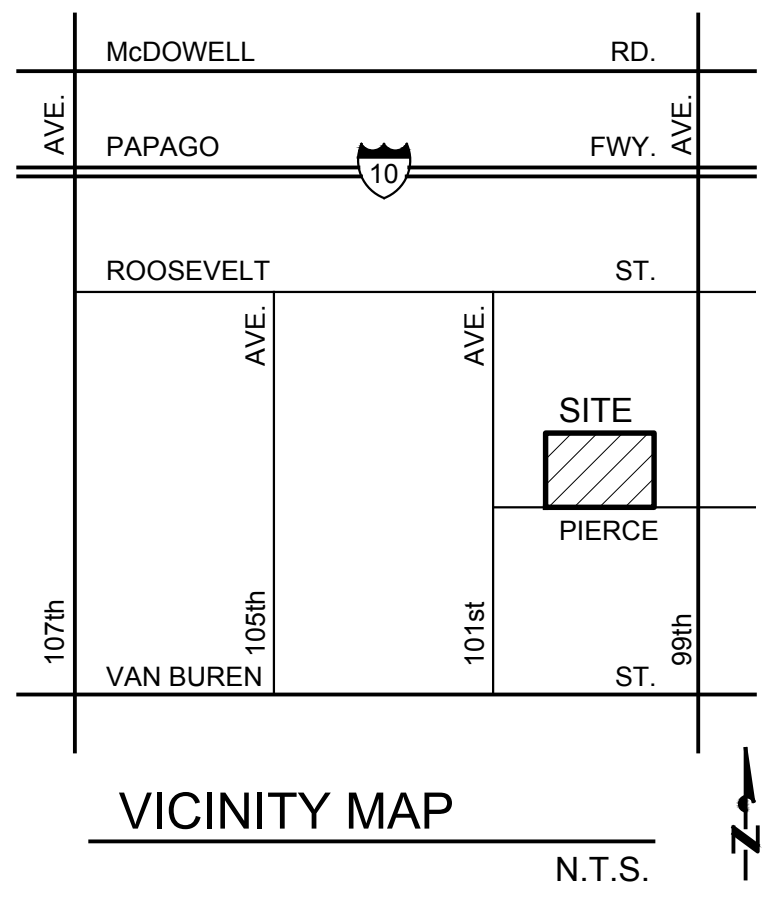
26. Multi tenant monument sign

27. Concrete slab w/ bench for employees per Sheet SP-2

PROJECT DATA

ADDRESS:
 ZONING: PAD
 APN: 102-54-047, 102-54-048
 SITE AREA: Gross= 373,607 SF (8.58 Acres)
 Net= 346,719 SF (7.96 Acres)
 BUILDING AREA: 135,000 SF
 LOT COVERAGE: 135,000/346,719= 38.94%
 OCCUPANCY: B= Spec Offices
 S1= Warehouse
 CONSTRUCTION TYPE: VB, AFES (ESFR)
 ALLOWABLE AREA: Unlimited area with 60' yards except East and West wall which are 40' from property line and have three hour Fire Rated walls
 PARKING REQUIRED: 135,000 x 90%= 121,500 SF
 Future Offices: 6000 SF/250 = 24 spaces (Assume 6000 SF)
 Warehouse: 115,500 SF
 100,000 SF/500= 20 spaces
 105,500 SF/500= 21 spaces
 Total = 65 spaces
 PARKING PROVIDED: 98 Spaces
 ACCESSIBLE SPACES REQUIRED: 5 Spaces
 ACCESSIBLE SPACES PROVIDED: 5 Spaces
 LANDSCAPE REQUIRED: 346,719 x 10%= 34,672 SF
 LANDSCAPE PROVIDED: 61,569 SF
 OWNER: S&S Pierce, LLC
 8603 E. Limerick
 Wichita, Kansas 67206

LEGAL DESCRIPTION:
 Parcel No. 1, Lots 5 and 6, of Interstate Commerce Center amended, according to the plat of record in the office of this county recorder of Maricopa County, Arizona, recorded in Book 714 of Maps, Page 49.
 Parcel No. 2, A Non-Exclusive easement for right of vehicle and pedestrian access, ingress and egress to and from Pierce Street for the benefit of lot 6 as disclosed in access and drainage easement agreement recorded August 11, 2008 as 2008-697236 of official records



winton architects, inc.
 11110 E. Missouri Ave., Suite 800, Phoenix, Arizona 85014
 (602) 230-9778
 FAX (602) 265-9739

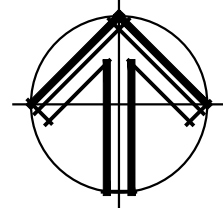
NEW MULTI TENANT OFFICE / WAREHOUSE for
 PIERCE 99
 99th AVE. & PIERCE ST., AVONDALE, ARIZONA

job no. 19194
 drawn MGO
 approved RBW
 date 04/06/20

revisions

SP-1

Exhibit D



CONTEXT PLAN

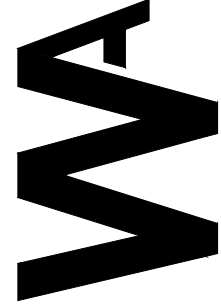
SCALE: 1" = 40'-0"

CP

NEW MULTI TENANT OFFICE / WAREHOUSE for
PIERCE 99
99th AVE. & PIERCE ST., AVONDALE, ARIZONA

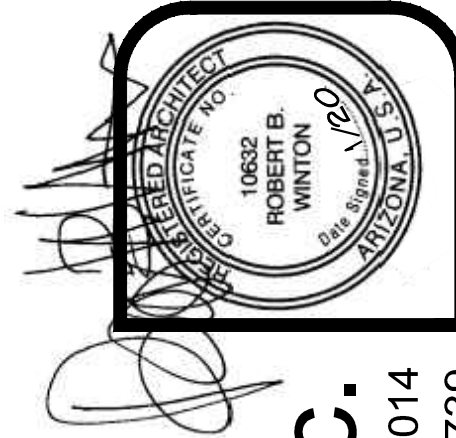
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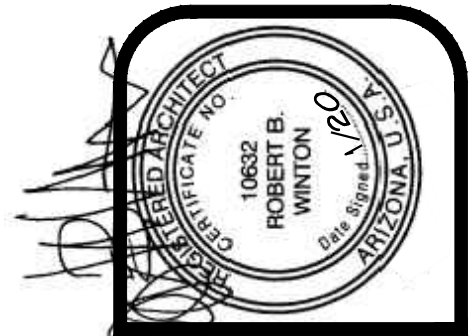
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winton architects, inc.
1110 E. Missouri Ave., Suite 800, Phoenix, Arizona 85014
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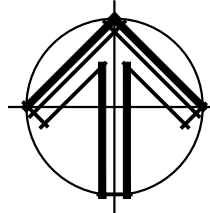
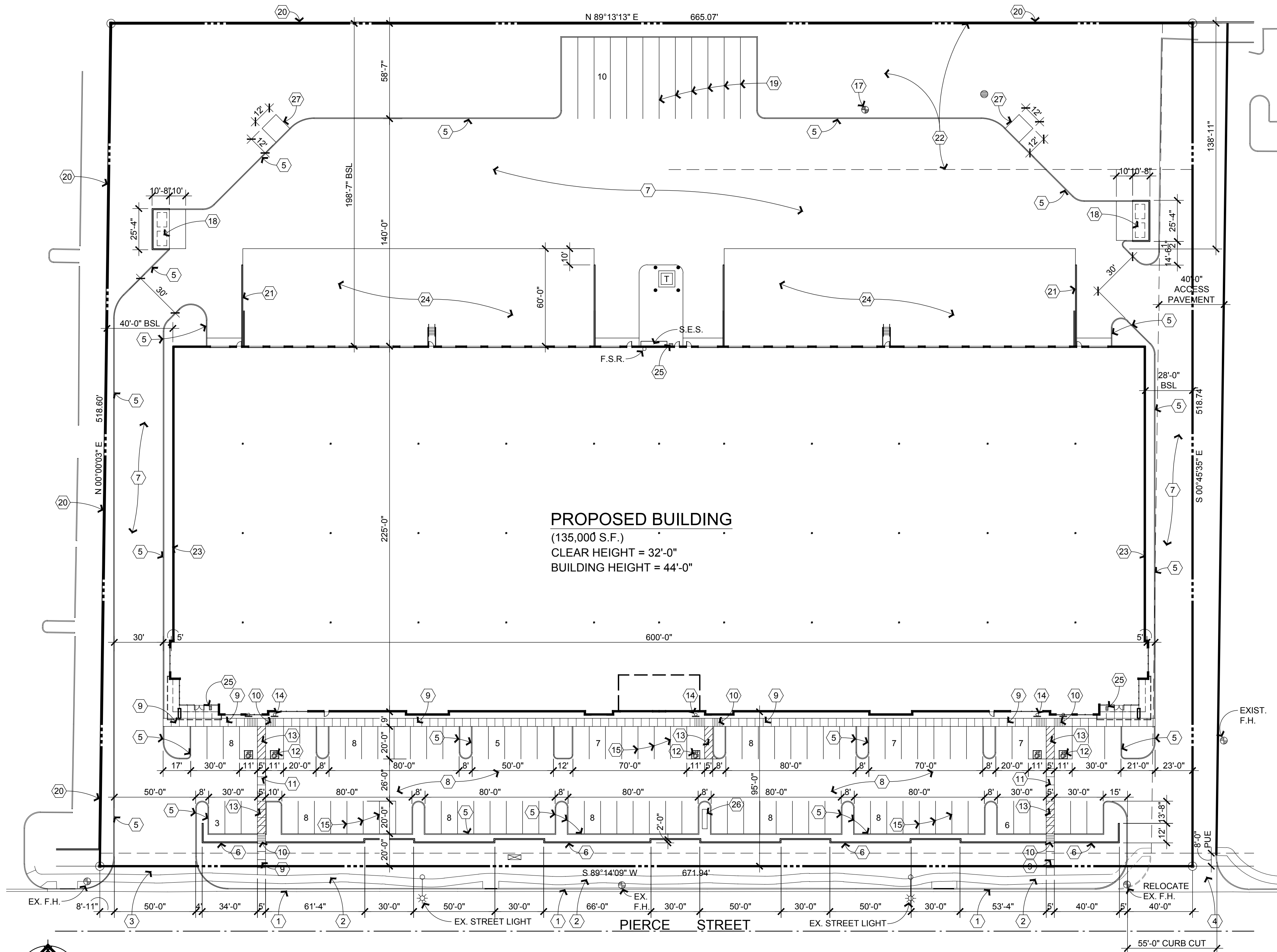
revisions

SP-1

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CONSTRUCTION TYPE: VB, AFES (ESFR)
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(Assume 6000 SF)
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SITE PLAN

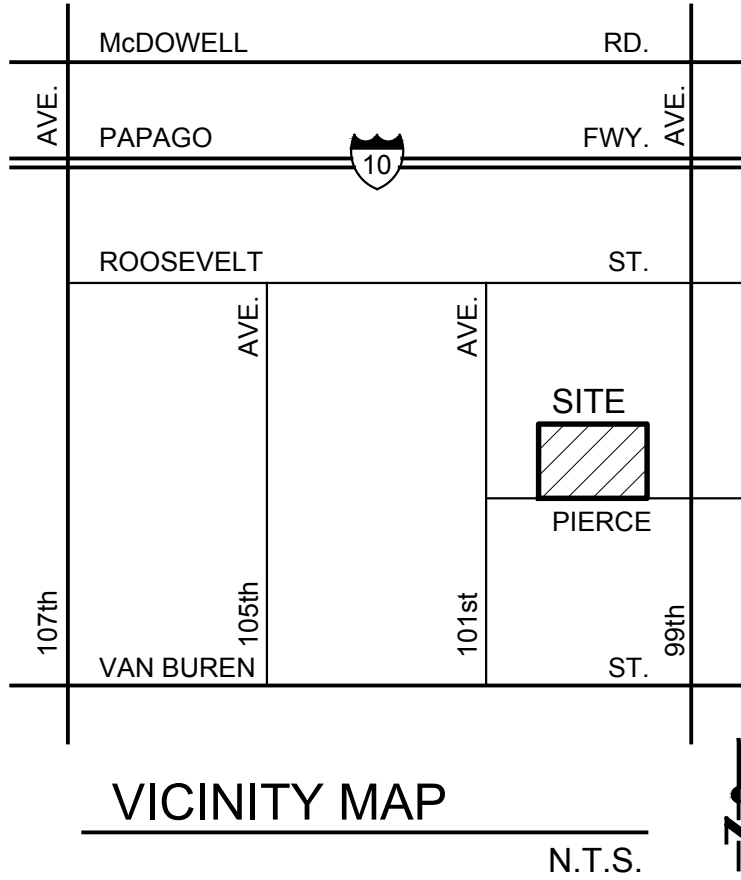
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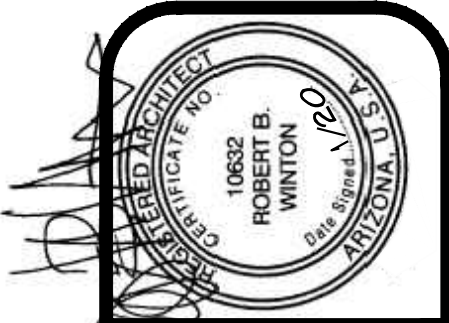


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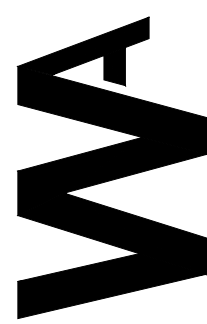
SITE PLAN KEYNOTES

- Existing concrete vertical curb and gutter
- Existing concrete sidewalk
- New concrete curb cut per civil drawings
- Existing concrete curb cut per civil drawings
- 6" concrete curb per civil drawings
- 3'-0" high, 8" architectural cmu screen wall
- Concrete pavement per civil drawings
- Asphalt pavement per civil drawings
- 4" concrete sidewalk with score joints at 5'-" maximum oc and salt finish
- Ramp up 1:12 maximum slope
- 6" concrete sidewalk (2500 psi) flush with pavement
- Accessible symbol painted on the pavement per detail, Sheet SP-2
- 4" wide yellow painted diagonal striping at 24" oc grid at the perimeter
- Accessible signage per detail, Sheet SP-2
- 4" wide white painted parking stripes
- New and existing asphalt pavement. Patch and repair as required
- New fire hydrant
- Double trash enclosure per details, Sheet SP-2
- Trailer storage
- Existing +6'-0" high cmu wall
- Concrete tilt up retaining wall to +6'-0" above finish grade and 1 1/2" diameter steel pipe handrails above to +3'-6" above finish grade
- Existing retention area for lot to the east. Rework will be required
- Three hour fire rated wall, joints and openings
- Concrete truckwell
- Fire Department Knox Box
- Multi tenant monument sign
- Concrete slab w/ bench for employees per Sheet SP-2





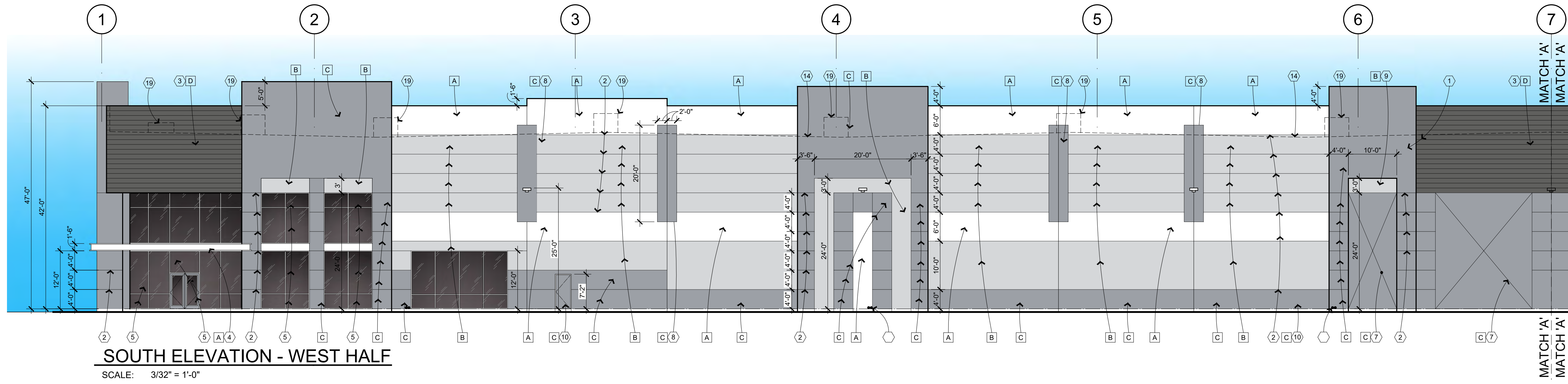
winton architects, inc.
1110 E. Missouri Ave., Suite 800, Phoenix, Arizona 85014
(602) 230-9778 FAX (602) 265-9739



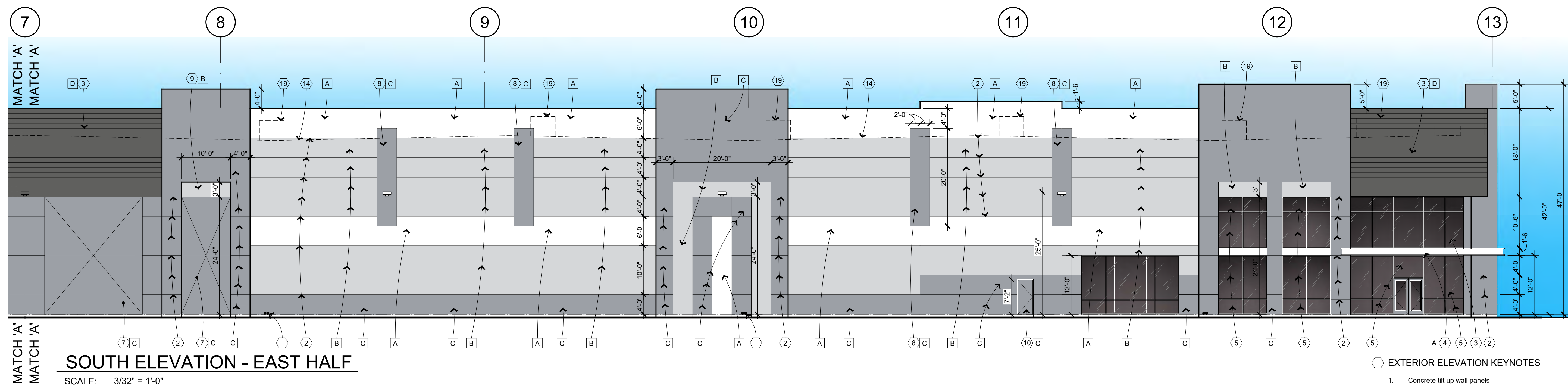
**NEW MULTI TENANT OFFICE / WAREHOUSE for
PIERCE 99**
99th AVE. & PIERCE ST., AVONDALE, ARIZONA

job no. 19194
drawn MGO
approved RBW
date 6/15/20

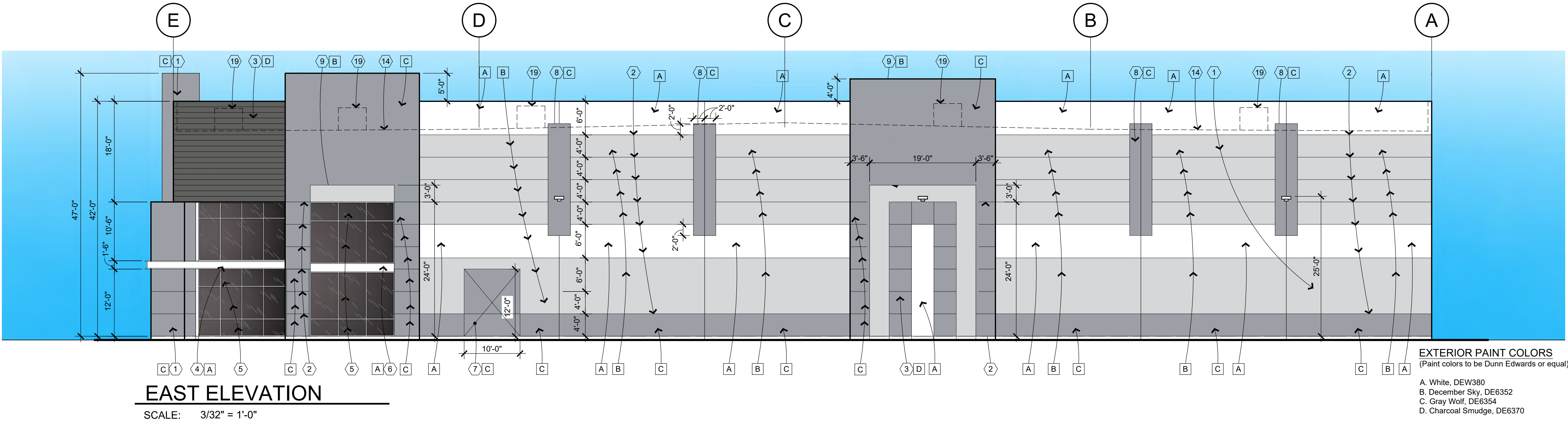
revisions



SOUTH ELEVATION - WEST HALF
SCALE: 3/32" = 1'-0"



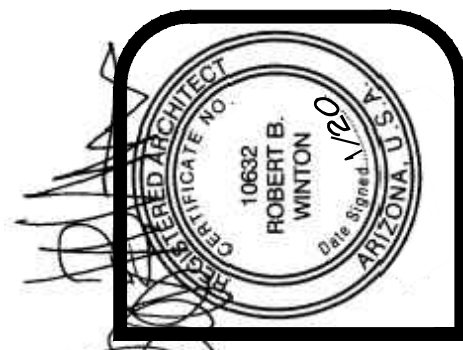
SOUTH ELEVATION - EAST HALF
SCALE: 3/32" = 1'-0"



EAST ELEVATION
SCALE: 3/32" = 1'-0"

- EXTERIOR ELEVATION KEYNOTES**
- Concrete tilt up wall panels
 - 2" x 1/2" deep reveals
 - 2" x 1/2" deep reveals at 1'-0" oc
 - 18" steel channel canopy per details
 - Fixed insulated glass in clear anodized aluminum frames (center glazed)
 - 18" horizontal tube steel beam wrapped in break metal to match aluminum frames
 - Possible future knockout
 - 20'-0" x 4'-0" x 1/2" deep reveal
 - 1/2" deep reveal
 - Hollow metal door and frame
 - Steel sectional vertical lift overhead door
 - Steel stairs, landing and handrails per detail
 - 1 1/2" diameter steel pipe handrails to +3'-6" above finish grade
 - Line of roof beyond building parapet
 - Wall pack per electrical drawings
 - Metal downspout per details
 - Roof and overflow drains
 - 2'-0" high individually mounted, pan channel, black anodized aluminum Helvetica medium address numbers
 - Indicates future mechanical unit beyond the building parapet
 - Secondary scupper opening
 - Steel channel canopy per details

EXTERIOR PAINT COLORS
(Paint colors to be Dunn Edwards or equal)
A. White, DEW380
B. December Sky, DE6352
C. Gray Wolf, DE6354
D. Charcoal Smudge, DE6370



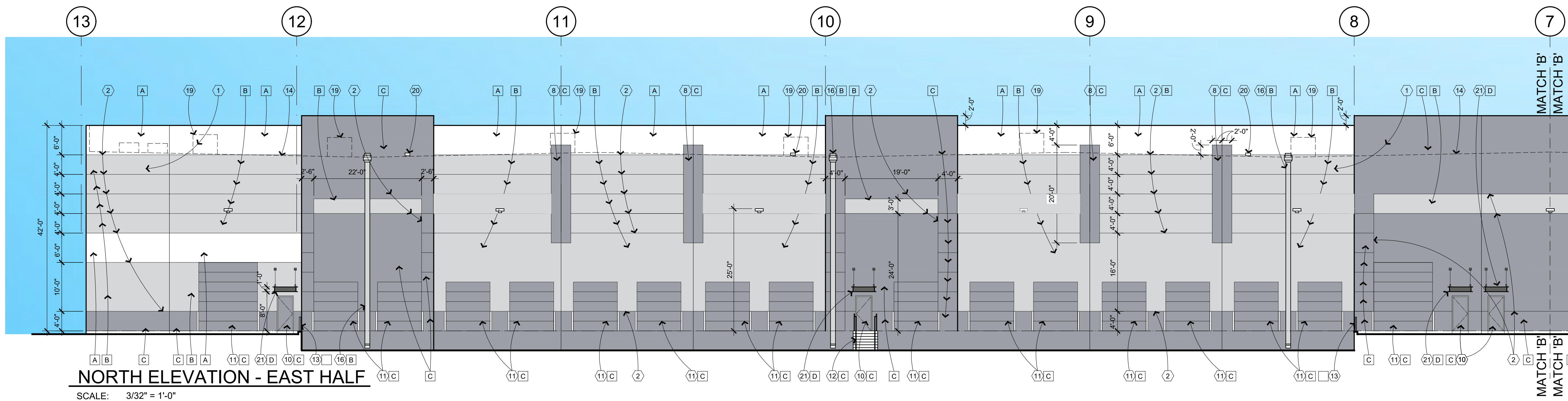
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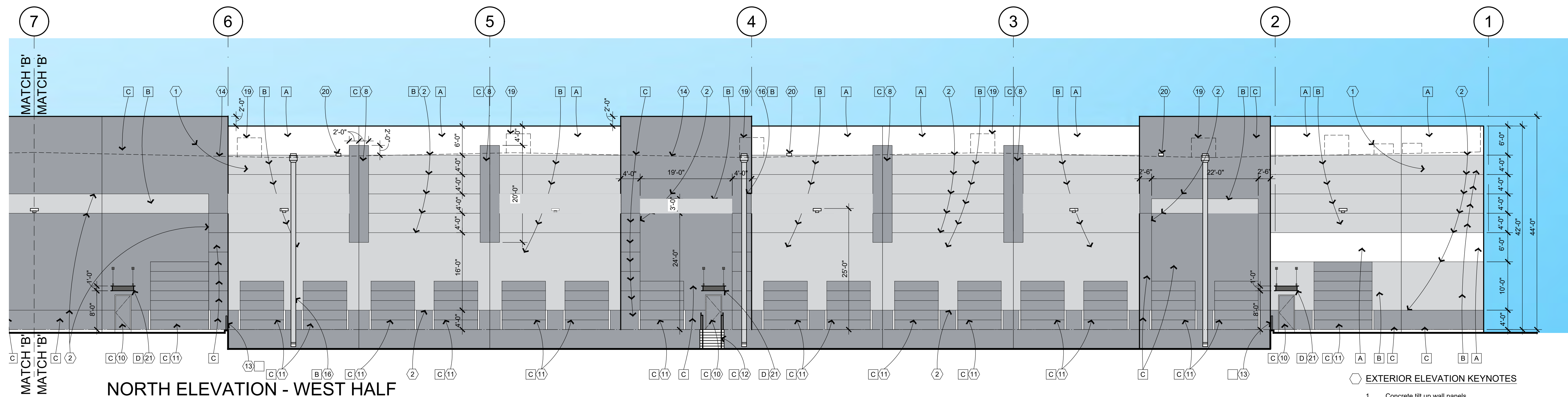
revisions

A-3.1



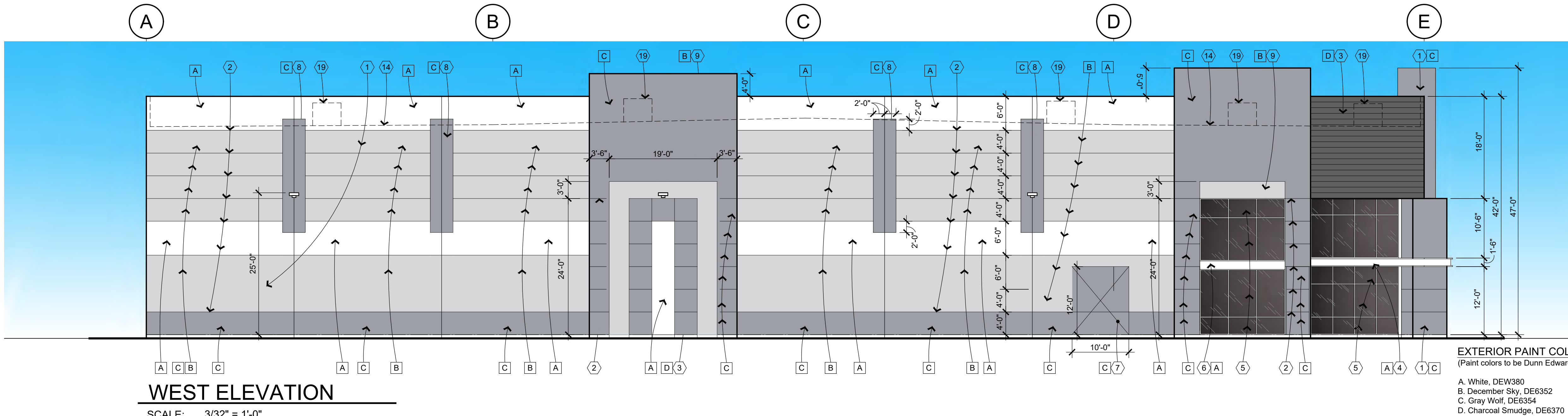
NORTH ELEVATION - EAST HALF

SCALE: 3/32" = 1'-0"



NORTH ELEVATION - WEST HALF

SCALE: 3/32" = 1'-0"



WEST ELEVATION

SCALE: 3/32" = 1'-0"

EXTERIOR ELEVATION KEYNOTES

1. Concrete tilt up wall panels
2. 2" x 1/2" deep reveals
3. 2" x 1/2" deep reveals at 1'-0" oc
4. 18" steel channel canopy per details
5. Fixed insulated glass in clear anodized aluminum frames (center glazed)
6. 18" horizontal tube steel beam wrapped in break metal to match aluminum frames
7. Possible future knockout
8. 20'-0" x 4'-0" x 1/2" deep reveal
9. 1/2" deep reveal
10. Hollow metal door and frame
11. Steel sectional vertical lift overhead door
12. Steel stairs, landing and handrails per detail
13. 1 1/2" diameter steel pipe handrails to +3'-6" above finish grade
14. Line of roof beyond building parapet
15. Wall pack per electrical drawings
16. Metal downspout per details
17. Roof and overflow drains
18. 2'-0" high individually mounted, pan channel, black anodized aluminum Helvetica medium address numbers
19. Indicates future mechanical unit beyond the building parapet
20. Secondary scupper opening
21. Steel channel canopy per details

EXTERIOR PAINT COLORS
(Paint colors to be Dunn Edwards or equal)

- A. White, DEW380
B. December Sky, DE6352
C. Gray Wolf, DE6354
D. Charcoal Smudge, DE6370

EXHIBIT H

**Pierce 99 Neighborhood Meeting Summary
(Case No. PL20-0070)**

Date Submitted: August 10, 2020

A. Date, Time, and Location of the Meeting

The required neighborhood meeting for Case No. PL-20-0070 was held on Thursday, August 5, 2020 at 6:00 PM. Due to the COVID-19 pandemic and city requirements for neighborhood meetings, the meeting was a virtual meeting that was hosted via the City's Zoom platform.

The neighborhood meeting notification was noticed in accordance with the City's Zoning Ordinance Requirements. The applicant completed the legal newspaper advertisement with a publishing in the July 22, 2020 edition of the Southwest Valley Republic newspaper. Additionally, the applicant posted a public notice sign by July 22, 2020 as well. The affidavits are enclosed as ***Tab A***.

B. Number of Participants

The applicant, along with the project development team, and City of Avondale Planning representatives attended the virtual neighborhood meeting. Vice Mayor Dennis attended the meeting. There were no other members from the general public that attended the virtual neighborhood meeting.

C. Summary of Presentation, Questions and Applicant Responses

The applicant commenced the neighborhood meeting by providing an overview of the application request. The applicant provided a description of the surrounding area context, existing land use designations, and specifics regarding the proposed project. The applicant also shared the proposed elevations and site plan. The applicant then offered an opportunity for questions and comments. Below is a summary of questions asked and the applicant-provided responses:

1. What is the building square footage?

The applicant advised that the proposed building footprint is approximately 135,000 square feet.

2. What type of use will be in the building?

The development team responded that the project is a spec industrial building and that there is currently no user identified. The development team advised that the market conditions and demand within the Valley warrants this type of development, particularly given the shift to online retail experiences, especially in light of the current pandemic.

3. How many truck bays are there and is there sufficient space for maneuvering?

There are 30 overhead doors in the rear of the building with sufficient room for truck maneuvering.

4. Is the truck access one way in and one way out?

The development team described the nature of access for ingress and egress and advised that there are two accesses (one on the east and one west) for the property. Further, that the east access is shared with the adjacent property owner. Both accesses are two-way and accommodate the turning and maneuvering needs of the trucks.

5. Will there be stipulations on the site plan review?

Staff responded that the PAD Amendment will have stipulations that the amendment and future building must conform to the approved site plan and elevations presented with the application.

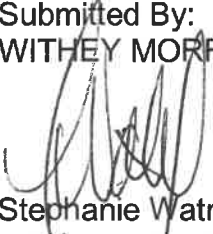
6. What is traffic like on Pierce?

The applicant indicated that Pierce Street has a very low traffic volume, and a Traffic Impact Analysis was filed as part of the rezoning application to support the subject application. Staff concurred and indicated that through traffic typically utilizes Van Buren Street.

D. Summary

The feedback received regarding the proposed project was generally positive and no concerns or issues were raised. The applicant will continue to be available to discuss the proposal with interested parties throughout the process.

Submitted By:
WITHEY MORRIS P.L.C.



Stephanie Watney
Land Use Planner