

**Wednesday, July 20, 2022
6:00 pm**

Note from the Clerk: The July 20, 2022, Planning Commission meeting was held in-person at City of Avondale Council Chambers.

Start time: 6:00 pm

1. WELCOME AND CALL TO ORDER

Chair Thompson called the Planning Commission meeting to order

2. ROLL CALL

The following members and representatives were present

COMMISSIONERS PRESENT IN PERSON/PHONE/VIDEO

Chair, Christopher Thompson
Commissioner Denise Stanfield
Commissioner Larry White
Commissioner Alan Agundez Castillo
Alternate Commissioner Julia Arnette

COMMISSIONERS ABSENT

Vice Chair, Lisa Osborne
Commissioner Linda Warren
Commissioner Alisha Meginnis (Excused)

CITY STAFF PRESENT

Eric Fitzer, Planning Manager
Ann Dolmage, Senior Planner
Aric Stewart, Acting Director/City Engineer
Stephen Kemp, City Attorney
Barbara Cason, Administrative Assistant

3. OPENING STATEMENT AND INSTRUCTIONS

Chair Thompson read the opening statement

4. APPROVAL OF MINUTES

Chair Thompson asked if everyone had a chance to review the meeting minutes and if there were any corrections. He then called for a motion on the minutes. Commissioner Larry White moved to approve the May 18, 2022, minutes, as written; Commissioner Denise Stanfield seconded the motion.

Roll Call Vote

Chair, Christopher Thompson	Aye
Commissioner Denise Stanfield	Aye
Commissioner Larry White	Aye
Commissioner Alan Agundez Castillo	Aye

Motion passes 4 – 0

5. PUBLIC HEARING ITEMS:

- a. FUZE 623 - MINOR GENERAL PLAN AMENDMENT - APPLICATION PL-21-0307**
- b. FUZE 623 - REZONE - APPLICATION PL-21-0306**

Applications **PL-21-307** and **PL-21-306** were considered together.

Ann Dolmage, Senior Planner, pulled up her presentation. This is application PL-21-0307 and -0306 a minor general plan amendment and rezone for the Fuze 623 Project. We are here tonight to review a proposed minor general plan amendment and rezone for the Fuze 623 planned area development (PAD), conduct separate public hearings for each item, and then forward recommendation to the City Council for each item.

Ann displayed a slide showing an aerial view of the project site. It is located at the Northeast corner of Van Buren Street and 119th Ave. It's bound by 117th Ave on the East, Corporate Drive on the North and Van Buren on the South. It's approximately 38.86 gross acres, or 31.77 net acres. The site is currently zoned City Center District. It is part of the last remaining lot in the City with a CCD zoning since the remainder of this district has rezoned to The Blvd district to the East. Additionally, it's in the mixed-use general plan designation.

The project proposes a general plan amendment to change the designation from mixed use to a combination of high density residential and local commercial and on this map, on the screen, the black line shows the boundary of the project site. The brown area is the area that will be high density residential and the salmon pink color is the area that will be local/commercial. And there is also a rezone request to change the zoning from city center district (CCD) to Fuze 623 planned area development (PAD), with underlying multi-family residential (R4) and community commercial (C2) zoning.

These two requests are going to facilitate construction of a 681-unit multi-family residential development comprising about 24.15 net acres as well as commercial uses comprises approximately 7.62 net acres.

In the multi-family development, there will be two types of buildings. There will be one mid-rise building containing five stories of units, wrapped around a six-level parking garage, with a rooftop pool deck. Additionally, there will be multiple garden-style buildings containing three stories of units each.

In total the project will provide 1,257 parking spaces to include garage spaces, surface lots and parallel parking on the interior streets of the development. There will be multiple access points into the development from all surrounding streets and shared amenities in the multi-family development will include a clubhouse, swimming pools, fitness centers, dog park, outdoor kitchen and grilling areas, and outdoor recreation to name a few.

We have a site plan of the multi-family development here. The area bound in red is where the multi-family project will go. The area bound in blue is where the commercial development will go. Residential buildings are depicted in the yellowish-orange boxes and the green box is the location of the clubhouse.

We have some elevations for you. This is the elevation for the mid-rise wrap building. As I mentioned earlier, it's five stories of units wrapped around a six-level parking garage with a pool deck on the roof. It will be approximately 90' tall in total. This building will contain 321 units.

And we have some elevations for the garden style buildings. This elevation at the bottom is a 36-unit building and I forgot to write down the number of units in the other building type but there's two types of garden style buildings. That's going to be 368 units total in the garden style buildings. The residential density of the multi-family project will be 28.2 units per acre which is consistent with R4 requirements as well as the proposed high-density residential designation. For the commercial portion, specific uses and tenants have not been identified yet but C2 uses or community commercial uses will be permitted, as consistent with the proposed local commercial land use designation. The Multi-family development will meet or exceed all zoning ordinance requirements for R4 zoning except as described in the PAD narrative. And the types and intensities of proposed uses to be similar to those that were envisioned for the city center district, and they are allowed in the adjacent to The Blvd to the east.

All required notifications were completed for public participation. There was a neighborhood meeting on February 8, 2022; nobody from the public attended. At the time this was prepared, we had eleven anonymous comments through our Polco platform. As of today, it's up to thirteen comments (two were in favor of the project; the remainder were all either opposed or didn't specify a particular position). We saw some common themes in the comments including traffic and congestion, the aesthetic design of the buildings, and changes to the neighborhood character that were expected as of result of this development. Additionally, we got one phone call from a neighbor to the west who was concerned that uses on the commercial portion of the project would be industrial in nature similar to those to the North of his neighborhood in Fairways Commerce Park. He did not want to see that. He wanted to see some new activities for this community to enjoy on that site.

Staff Recommendations:

Our recommendation for agenda item 5A is to recommend approval of application PL-21-0307 a request for a minor amendment to the general plan 2030 land use map, changing the land use designation from mixed use to high density residential and local commercial.

Additionally we have agenda item 5B, a motion to recommend approval of application PL-21-0306 Fuze 623 PAD, a request to rezone approximately 38.86 gross acres from city center district to Fuze 623 planned area development, subject to the fifteen conditions of approval in the staff report. I am available for any questions.

Comments from applicant, Adam Baugh. There are two things that are really unique about this site: it's the only property left in your City which is zoned CCD. It should have been part of The Blvd. The owner at that time didn't appreciate the value of being in The Blvd and opted not to participate but had it been in The Blvd this is the type of project you would have expected to see as part of The Blvd. The second thing is we have 78 acres. We've been intentionally setting aside the South half along the frontage for commercial, this is your best commercial opportunity. And the North half along the freeway for employment use because that freeway window can hopefully attract employers you like to see. It's the middle part we are working on today; when you don't have the visibility at either end this is the good use to be sandwiched between the two of them. The third and last point I'll make is there is something very special about this Development, Z-Modular. Z-Modular builds modular building and they are focused on sustainability whereas a lot of people will build at site and go vertical through the foundation up. Z-Modular builds in a factory in Chandler and then they bring them to the site; by so doing creates efficiencies, they require less materials, they can bring a product to market faster. At the end of the day they are similar site, skin on the outside so they look like they are site built. What it does is creates sustainable elements, it helps improve the dramatic housing shortage in Arizona must faster. We hope this is the first of many, but Avondale will be the very first modular based community in Arizona. We're excited you guys want to participate with us in this effort and we're really anxious to move forward.

Questions and Answers/Telephone Requests:

- Q. Commissioner Agundez-Castillo: At the moment there aren't any businesses that are interested in using the commercial areas?
- A. Ann Dolmage: To my knowledge, no. The applicant may be able to answer if they've contacted anybody.
- A. Adam Baugh: We haven't put our emphasis yet on design of commercial sites. That's our next phase but the modular units are coming out of the factories, so we've had to move quickly on that. I think our next step will be create a design for the commercial and the come back to the City for that but the commercial market really doesn't express a lot of interest in the vacant land until you kinda show them what you can yield. We haven't created a site plan yet.
- Q. Commissioner White: Pertaining to that commercial strip, I think you said it would be C2. Remind me what goes on C2. Is that neighbor that called in worried about what's going there, what will possibly go there under C2?
- A. Ann Dolmage: C2 is primarily commercial uses. They're intended to fulfill the needs of the surrounding neighborhood like retail, restaurants, offices, personal services. The caller was concerned that it would be large warehouse buildings. There is a development to the North of his neighborhood, Desert Springs Village, I believe is the one to the West that is composed of that type of use and he was concerned that it would be repeated next door. The gist of his comment was just that he would like to see uses that the neighborhood could enjoy that wouldn't necessarily be open just 9-5 and he was worried about crime and vandalism. If the uses closed early there would be nobody onsite to keep an eye on the developments.
- Q. Commissioner White: Definitely C2 would not be those large warehouse type? Specifically, C2 would not allow those large warehouses?
- A. Ann Dolmage: Exactly, yes, C2 precludes the industrial type large warehouse buildings.
- Q. Chair Thompson: Obviously, traffic is a big issue for the neighborhood. Was there a traffic study done, number one by the City and what were the results? Number two, what has the builder and staff agreed to lessen the worry with traffic.
- A. Ann Dolmage: There was a traffic study, but I did not bring it with me tonight unfortunately. There are a number of stipulations on the project that came out of the review of that document. There will be street improvements on basically all of the surrounding streets. Half street improvements on 119th, 117th, as well as Van Buren. Full-width street improvements on Corporate. Left turn/right turn deceleration lanes will need to be a minimum of 150' storage area. Right turn deceleration lane to be provided on westbound traffic on Van Buren at the intersection of 117th Ave. A median on Van Buren to discourage left in and left out turns from the driveways on the site. Eventually a signal at Van Buren and 117th Ave., intersection. Until that is constructed it will have to be a 3/4 access driveway with right in/right out, left-in turns only.
- Q. Chair Thompson: what does eventually mean in this. Subjectivity.
- A. Ann Dolmage: the final condition is a traffic signal at Van Buren Street and 119th Ave., constructed as part of 1/2 street improved by year 2025 which is the expected build out year or similar if warranted. From the wording, I don't know if we have our engineer here, but from the wording of the stipulations it sounds like the project will be providing a signal at Van Buren and 119th Ave. by build-out year. Until a traffic signal is warranted at 117th Ave., there will be a median that will restrict access to 3/4 to that driveway

Chair Thompson opened public hearing on application PL-21-307. There were no requests to speak. Chair Thompson then closed the public hearing on PL-21-307 and opened public hearing on PL-21-306. There were no requests to speaks so public hearing on PL-21-306 was closed.

Chair Thompson asked for motion on PL-21-307. Commissioner Agundez-Castillo motioned to recommend approval of application PL-21-307. Commissioner Stanfield seconded the motion.

Roll Call Vote

Chair, Christopher Thompson	Aye
Commissioner Denise Stanfield	Aye
Commissioner Larry White	Aye
Commissioner Alan Agundez Castillo	Aye

Motion passes 4 – 0

Chair Thompson asked for motion on PL-21-306. Commissioner White motioned to recommend approval of application PL-21-306. Commissioner Stanfield seconded the motion.

Roll Call Vote

Chair, Christopher Thompson	Aye
Commissioner Denise Stanfield	Aye
Commissioner Larry White	Aye
Commissioner Alan Agundez Castillo	Aye

Motion passes 4 – 0

5c. FAIRWAY RESIDENCES - REZONE - APPLICATION PL-22-0068

Ann Dolmage, Senior Planner

This is the Fairway Residences Rezone, application PL-22-0068. In this presentation the purpose is to review a proposed rezone for the Fairway residences planned area development (PAD), conduct a public hearing, and take-action on the item.

The project site is located at the southwest corner of Fairway Drive and Van Buren Street. It's approximately 14.17 net acres currently zoned R1-6 on the west half and Coldwater Springs PAD on the east half. The portion of Coldwater Springs PAD is designated for a selection of commercial and offices uses as well as assisted living. The request to change the zoning of the full site to Fairway Residences PAD with underlying R4 zoning.

Ann showed a slide of an aerial view of the site. There is also a well site right on Van Buren owned by the City. You can see it's that little notched area there, kinda in the middle. It's currently smaller than shown in this picture and it will be enlarged as a result of this project which will improve its access. Rather than needing to access via an easement across the property, the City will have direct access from Van Buren to that well site.

The purpose of this rezone is to facilitate a multi-family development of 286 rental apartments. Setbacks will conform to R4 standards, except for a zero-foot set back from the well site. Private open space, the requested amount, is an average of 100 square feet per unit. The zoning ordinance requires a minimum of 80 square feet per unit. Common usable open space will comprise approximately 19.8% of project site. Whereas the minimum requirement in the zoning ordinance is 20% so it's just under. Amenities will include a clubhouse, swimming pool and spa, outdoor kitchen, play areas, dog park and walking trail.

Primary access to the site will be from Van Buren. It will be a right-in, right-out, and left-in, entry only; no left-out turns will be allowed. There will also be a secondary gated access on Fairway for residents only. Pedestrian connections from the site to both Van Buren and Fairway. 539 parking spaces will be provided; of those 80 will be in private garages and the remaining 459 will be surface spaces, most of which will be covered. We have a conceptional site plan of the property. Some sample building elevations: this is both the 24-unit building and the two-unit building. For the two-unit building, there will be tuck under garages, so these are carriage style units. Additionally, there will be a 12 unit building as well as a clubhouse. And multiple free-standing garage buildings each containing 8 garages.

The rezone will be conformance with the existing general plan land use designation, which is high density residential as well as the multi-family residential design manual. All development standards will meet or exceed those in the zoning ordinance such as described in PAD narrative. Adequate public infrastructure exists or will be constructed by the developer.

All required public notifications were completed as scheduled. The neighborhood meeting was held on May 17, 2022, and we did get several members from the public attending that. Issues that were discussed included traffic and congestion; design of landscape buffers; whether or not the units would be affordable or market rate; and a few people had preferences for an alternate land use (grocery store or park). Applicant team was there to address these concerns and answer questions from the public. As of time of presentation, we had 20 anonymous comments through our Polco platform. We are now up to 25 as of today. Additionally, we received five phone calls and emails from the public, mostly neighbors of the project. There were a number of topics covered in these comments including: traffic safety and traffic congestion; costs of constructing new schools to accommodate new residents; the perceived deficiency of for-sale townhomes/condos in Avondale and questions as to why we continue to build more apartments when we need more townhomes and for-sale units; aesthetics of multi-family structures; potential impacts to the single-family character of the neighborhood; preferences for different use: park, open space use, grocery store; and the availability of water both state and city wide.

Staff Recommendations:

Motion to recommend approval of application PL-22-0068 Fairway Residences PAD, a request to rezone approximately 14.17 net acres from R1-6 and Coldwater Springs planned area development (PAD) to Fairway Residences planned area development (PAD), subject to the five conditions of approval in the staff report.

Applicant Carolyn Oberholtzer speaking on behalf of Ascent companies for this project tonight. Thank you all for being here. It is a unique project because it does partially involve City property so we have been coordinating, even more, closely with staff than we normally do in developing the site plan for this and to make sure the City has access to the well site and this is a good use of the remnant land from the fire station. Ann did a great job summarizing the case. I am available to answer questions. I did want to hit on, certainly there is a lot of feedback from the public, we can address all of those issues if you want, we to anyone of them tonight. They do want to remind everyone that this property is, and had been, designated on the general plan for high density residential which is 12-30 units per acre. What we also need to look at is the properties in the area which are not going to be high density residential but were also designed as such. The property due east of us which is on the southwest corner of the high school is being built for the Coldwater Springs apartments are partially that whole site is high density residential in the general plan. Now that the high school is going in, that is going to density that is not realized in the general plan and then you might remember earlier this year, I think it was the end of last year, I was before you guys on the Fairway Commerce Center project right on Fairway just north of here and the northeast corner of Fairway and Corporate. That was the Urban Residential category in the general plan and that was changed to the commerce park designation. Within this intersection you have a number of residential units which are not happening, of course, you have a lot of intensification on The Blvd as was planned but it was also planned in this location. I think a lot of the communities sentiment concerns about traffic aren't necessarily focused on this use but more the difference between life before the interchange and after and then with the schools coming in. We have answered a lot of questions around the traffic on those uses less about our use. So, with that I'm happy to answer any questions or take this where you want to go. Thank you again for the time.

Questions and Answers/Telephone Requests:

- Q. Commissioner Agundez-Castillo: This is a question for the City and developer, are there anyways you guys are going to mitigate concerns of residents when it comes to traffic with this project specifically?
- A. Applicant Carolyn Oberholtzer: As the last case, there was a traffic statement done to review the impact. That compared the existing zoning to the proposed. And the proposed as significant reduction in trips,

from what would have been in a retail center. The access onto Fairway was a big topic. We had started out with trying to have that be emergency exit only but it was important to the city's engineers, in reviewing the traffic statement, that even though it wasn't necessary that there be access onto Fairway so the project was reconfigured to provide for access onto Fairway. That is remote controlled by residents only; restricted. The main access is on Van Buren. Van Buren is planned for a future lane. This project is arriving at a built-out condition. Beyond site improved there are some right-of-way improvements adjacent for the most part there is no new infrastructure that is necessary to serve this project. It is coming to the City at a lower impact than had been previously planned.

Q. Chair Thompson: You said there was a traffic study so that ended one of my questions. Van Buren is going to get an extra lane, when is that proposed?

A. Aric Stewart, City Engineer: I can't answer that question about when this lane will occur. It's not on my horizon of understanding at this point.

Q. Chair Thompson: Where did that come from then?

A. Carolyn Oberholtzer: That came from our traffic statement that there were future plans for the City to widen Van Buren potentially extra lanes. There is already the right-of-way there to accommodate it.

A. Aric Stewart, City Engineer: Our senior traffic engineer, did review this traffic memo and it does not impact the signal negativity at all. The trips per hours are very low the only foreseeable change we may have to make to the signal to make it function better is changing the timing a little bit on the lights. That is the only thing we've noticed with this project.

Q. Chair Thompson: If we could get, at some point after this meeting, a tentative date on widening that road. If it's in the plan or if it's not in the plan I would greatly appreciate that. Second questions, in your presentation you said it was a "perceived efficiency of buy units instead of apartments". Is it perceived or is that fact?

A. Ann Dolmage: In my professional opinion, we are seeing a lot more applications for rental projects then we are for townhomes or condominium projects, so it is most likely a very accurate opinion from the public.

Q. Chair Thompson: the common usage space was under the minimum requirement for the City of 20%. Why is that being allowed? What is being done to address that? I know it's just under, but it's under minimum.

A. Ann Dolmage: In the original submittal it did meeting the 20% requirement. We did ask them; I have a site plan here I can pull up: you can see on the Fairway Drive side, we did ask them to include a turn-around near the gate just so drivers who were trying to get in, if they had difficulty, they don't have to back out onto the Fairway to leave the site. When they did that, it did reduce the amount of open space and adjusted the parking slightly, so it did push the open space down slightly below 20%.

Q. Commissioner White: Did you say, "No left turns out of the development on Van Buren?"

A. Ann Dolmage: Yes.

Q. Commissioner White: If there is no left turn onto Van Buren, residents that want to go left on Van Buren are going to be able to use Fairway Drive exit go up to Van Buren and make their left turn there, is that correct?

A. Ann Dolmage: that is correct.

Q. Commissioner Agundez-Castillo: Did traffic study take into account the construction of the high school and all the other projects that are coming in that area and the current traffic that's already there?

A. Ann Dolmage: Yes, commissioner I believe it did.

A. Carolyn Oberholtzer: On the traffic, the school site is already approved, that site plan's approved so we have the benefit of that when the traffic statement was done. The traffic analysis is specific to the change for this use to the other use so our trip generation and the impact to the intersections is accounted for in our statement, but the Cities already accounted for the traffic from other schools. That's because they've already gone through the city process.

Chair Thompson opened the public meeting for application PL-22-0068. There were no requests to speak. Public hearing for PL-22-0068 closed and Chair asked for motion.

Commissioner White moved to recommend approval of application PL-22-0068. Commissioner Stanfield seconded the motion.

Roll call vote

Chair, Christopher Thompson	Aye
Commissioner Denise Stanfield	Aye
Commissioner Larry White	Aye
Commissioner Alan Agundez Castillo	No

Motion passes 3 – 1

5. PLANNING DIVISION REPORT

Eric Fitzer, Planning Manager announced his resignation. This will be his last Planning Commission meeting. He has taken another position with another City. Last day with City of Avondale is August 2.

6. CALENDAR

The next Planning Commission meeting is scheduled for August 17, 2022.

7. ADJOURNMENT

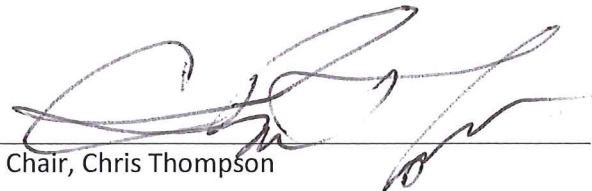
There being no further business before the Commission, Chair Thompson called for motion to adjourn the regular meeting; Commissioner Stanfield motion to adjourn; seconded by Commissioner Castillo.

Roll call vote

Chair, Christopher Thompson	Aye
Commissioner Denise Stanfield	Aye
Commissioner Larry White	Aye
Commissioner Alan Agundez Castillo	Aye

Motion passes 4 - 0

Meeting adjourned at: 6:42 p.m.


Chair, Chris Thompson

15 Aug 2022
Date