



Planning Commission
Online Meeting Agenda
Wednesday, September 21, 2022

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SPECIAL MEETING

6:00 PM

1. CALL TO ORDER

2. ROLL CALL

3. OPENING STATEMENT

4. APPROVAL OF MINUTES

5. PUBLIC HEARING ITEMS

a. RIO POINTE – MINOR GENERAL PLAN AMENDMENT – APPLICATION PL-22-0153

Planning Commission will hold a public hearing and consider a request by Carolyn Oberholtzer of Bergin, Frakes, Smalley, and Oberholtzer, PPLC for a Minor Amendment to the Avondale General Plan 2030 Land Use Map for Rio Pointe, a proposed 4.62 gross acre planned development located on the east side of Dysart Road, just south of Washington Street. The proposed Minor General Plan Amendment, if approved, will amend the General Plan 2030 Land Use Map designations for the property from Local Commercial to High Density Residential. The Commission will take appropriate action and forward a recommendation to City Council.

Staff Contact: Jani Wertin, Planner

b. RIO POINTE – REZONING TO PLANNED AREA DEVELOPMENT (PAD) – APPLICATION PL-22-0154

Planning Commission will hold a public hearing and consider a request by Carolyn Oberholtzer of Bergin, Frakes, Smalley, and Oberholtzer, PPLC for a request to rezone 4.62 gross acres located on the east side of Dysart Road, just south of Washington Street. The proposed Minor General Plan Amendment, if approved, will rezone the property from Community Commercial (C-2) to Planned Area Development (PAD) for Multi-Family Residential. The Commission will take appropriate action and forward a recommendation to City Council.

Staff Contact: Jani Wertin, Planner

c. THREE RIVERS RANCH – MAJOR GENERAL PLAN AMENDMENT – APPLICATION PL-22-0050

Planning Commission will hold a public hearing and consider a request by Alex Hayes of Withey Morris PLC for a Major Amendment to the Avondale General Plan 2030 Land Use Map for Three

Rivers Ranch, a proposed 193.98 gross acre planned development west of the intersection of Broadway Road and Dysart Road. The proposed Major General Plan Amendment, if approved, will amend the General Plan 2030 Land Use Map designations for the property from Estate/Low Density Residential and Mixed-Use to Medium Density Residential and Medium/High Density Residential. As required by Arizona Statute for Major General Plan Amendments, the Commission will conduct two separate public hearings at different locations within the municipality 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 October 19, 2022, is another opportunity for public comment and the Commission will take action on the request. Staff Contact: Jani Wertin, Planner

6. COMMISSION ANNOUNCEMENTS

7. CALENDAR

8. ADJOURNMENT

Members will attend either in person or by telephone or video conference call. 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.

Los miembros participaran ya sea en persona o por medio de llamada Telefonica o por video. Personas con necesidades especiales de accesibilidad, incluyendo personas con impedimentos de vista u oido, o con necesidad de impresion grande o interprete, deben comunicarse con la Secretaria de la Ciudad at 623-333-1000 o TDD 623-333-0010 cuando menos dos dias habiles antes de la junta.

**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

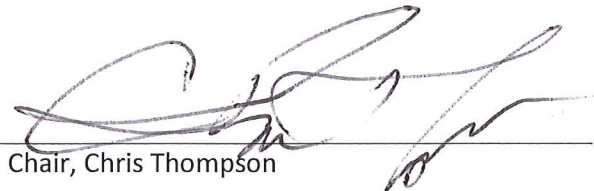
There being no further business before the Commission, Chair Thompson called for motion to adjourn the regular meeting; Commissioner Stanfield motion to adjourn; seconded by Commissioner Castillo.

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



AGENDA ITEM REPORT

SUBJECT: Rio Pointe – Minor General Plan Amendment – Application PL-22-0153

MEETING DATE: 9/21/2022

TO: Planning Commission

FROM: Jani Wertin, Planner

THROUGH: Eric Fitzer, Planning Manager

PURPOSE:

Planning Commission will hold a public hearing and consider a request by Carolyn Oberholtzer of Bergin, Frakes, Smalley, and Oberholtzer, PLLC for a Minor Amendment to the Avondale General Plan 2030 Land Use Map for Rio Pointe, a proposed 4.62 gross acre planned development located on the east side of Dysart Road, just south of Washington Street. The proposed Minor General Plan Amendment, if approved, will amend the General Plan 2030 Land Use Map designations for the property from Local Commercial to High Density Residential. The Commission will take appropriate action and forward a recommendation to City Council.

BACKGROUND:

The 4.87-acre subject property (Exhibits A and B) is located on the east side of Dysart Road, just south of Washington Street. The parcel is approximately 220 feet wide and 940 feet long, having a unique configuration that makes the lot challenging to develop. This site is currently undeveloped.

The eastern 1.25 acres of this property was annexed into the City's corporate limits on June 17, 1956, the remaining 3.37 acres was annexed into the City's corporate limits on April 19, 1960. The site is currently zoned Community Commercial (C-2), which allows restaurant, retail, personal services, office and medical uses, and other related uses.

The site is designated by the General Plan 2030 Land Use Map (Exhibit C) as Local Commercial, which 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 western portion of the Site is called out in the Avondale General Plan 2030 on the Infill Districts/Revitalization Areas as an Infill Incentive District with the category of Commercial District. The Avondale Infill Incentive Program is designed to reinvigorate existing neighborhoods in Avondale's most historic areas and to support new, compact, mixed-use development that recaptures the "sense of place" in those neighborhoods. Investment in these infill areas increase economic mobility, encourage residential in-migration, and contribute to the City's rich historic, cultural, and artistic heritage.

This portion of the site is also a part of the Old Town area identified by the Specific Area Plan for Old Town, Cashion, Las Ligas/Rio Vista, the purpose of which is to set the framework and vision for these areas, further building on the goals and efforts of the Infill overlay program.

The existing uses and zoning of surrounding properties include:

- **North:** Single-family residential and vacant land, zoned Urban Residential (R1-6) and Community Commercial (C-2).
- **East:** Warehousing and retail, zoned General Industrial (A-1).
- **South:** Manufactured home park and restaurant, zoned Manufactured Home Park (MH) and Community Commercial (C-2).
- **West:** Vacant and multi-family residential/apartments, zoned Avondale Townhomes on Dysart PAD and R-3.

SUMMARY OF REQUEST:

The applicant is requesting approval of a Minor General Plan Amendment (GPA) to the General Plan 2030 Land Use Map to facilitate development of Rio Pointe, a planned multi-family residential development (Exhibit D).

The requested Minor GPA will change the designation of the subject property from Local Commercial to High Density Residential. The Local Commercial 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 residing in adjacent residential areas, which promotes a walkable community. The High Density Residential designation is a land use category for residential land that will contain 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.

There is a separate request to rezone the subject property to Planned Area Development (PAD). Approval of this GPA request is required for the rezoning to be approved, which is scheduled for the same Planning Commission and City Council meetings.

PUBLIC PARTICIPATION:

A neighborhood meeting (Exhibit E) to discuss the proposal with neighboring property owners and other interested parties was held on August 31, 2022. The applicant gave an overview presentation on the project, site challenges and constraints, and answered questions about the project. An overview of the discussion topics is outlined in the Neighborhood Meeting Summary, attached as Exhibit E. In addition to City Staff and the applicant's team, eight (8) people attended the virtual meeting. Prior to the meeting, the applicant received a petition from the neighbors to stop access from Washington Street to Rio Pointe (Exhibit F). The applicant clarified at the meeting that the access shown on the site plan to Washington Street was strictly for emergency services only. The developer is taking extra steps to engage the community by walking the neighborhood the weekend of September 10, 2022.

All required notifications for the Planning Commission and City Council public hearings have been completed in accordance with notification requirements.

CERTIFICATE OF ADEQUATE SCHOOL FACILITIES:

The property is located in the service areas of the Avondale Elementary School District (AESD) and the Agua Fria High School District (AFHSD).

AESD has provided the City with a Certificate of Adequate School Facilities signed by Superintendent Betsy Hargrove (Exhibit G) which states that the district does have adequate capacity to accommodate the estimated enrollment from the proposed Rio Pointe development and that no school site within the development is needed.

TUHSD has provided the City with a Certificate of Adequate School Facilities signed by Superintendent Tom Huffman (Exhibit G) stating that the district has adequate capacity, but would request that developer/impact fees be put into place.

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.

Currently, there is a minor percentage of land uses in Avondale that are available for high density residential. While there are a few parcels in the surrounding area that have a General Plan Designation of High Density, none of the existing developments with this designation offer the type of housing proposed by Rio Pointe. This property provides an infill opportunity which will provide a unique housing development that would otherwise not generally be available in Avondale.

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.

Under the current Land Use Plan, the Site is designated Local Commercial. Potential commercial tenants look for several things when evaluating a potential retail location, such as generous frontage on a major road, visibility, high traffic counts, circulation enabled by multiple points of ingress and egress, and the ability to locate near an "anchor tenant," such as a grocery store, that will bring additional customers to the center. Due to the unique size and shape of the lot, narrow linear location with very little street frontage, the site is not desirable for commercial development and will be unlikely to develop as such in the future.

Additionally, there are limited communities within Avondale that offer rental options with a single-family residential look and feel as the proposed townhomes. This property provides the opportunity for a unique infill development which will support employment, educational and commercial uses in the area.

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 amendment will not significantly alter acceptable land use patterns in the area or impact nearby existing uses. Being that the property is only 4.87 acres, the property accommodates moderate housing density which will not be overbearing for the surrounding single family that already exists in the area.

Public infrastructure exists for this development and it will not be a significant burden on the existing systems that are in place.

The development is designed with landscaped buffering around the perimeter, as well as with the drive aisle to the north to mitigate any impacts on surrounding land uses, creating an appropriate transition between uses.

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

General Plan

Land Use Element Goal #1, Policy D: Enhance the attractiveness of infill parcels as an option for new development throughout Avondale.

Land Use Goal #3, Policy D "Ensure adequate transitions and/or buffers are provided when adjacent land uses vary in character and intensity".

Land Use Goal #8: Support mixed-use land use patterns that increase transit and pedestrian oriented development within specific and appropriate areas of the City.

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.

Energy Element Goal #1, Policy C “Encourage “walkable” communities, vertical development where appropriate, transit, and efficient land use patterns to minimize fuel consumption and energy usage.”

Specific Area Plan for Old Town, Cashion, Las Ligas/Rio Vista

5.1D Encourage investment, redevelopment, and replacement housing of vacant infill through flexible development standards and incentive.

DISCUSSION:

Staff finds that the proposal meets the four required findings for General Plan Amendments as detailed in the Analysis section.

BUDGET IMPACT:

No budget impacts.

RECOMMENDATION:

The Planning Commission will conduct a public hearing and recommend **APPROVAL** of Application PL-22-0153 Rio Pointe, a request for a Minor Amendment to the General Plan 2030 Land Use Map, changing the land use designation from Local Commercial to High Density Residential.

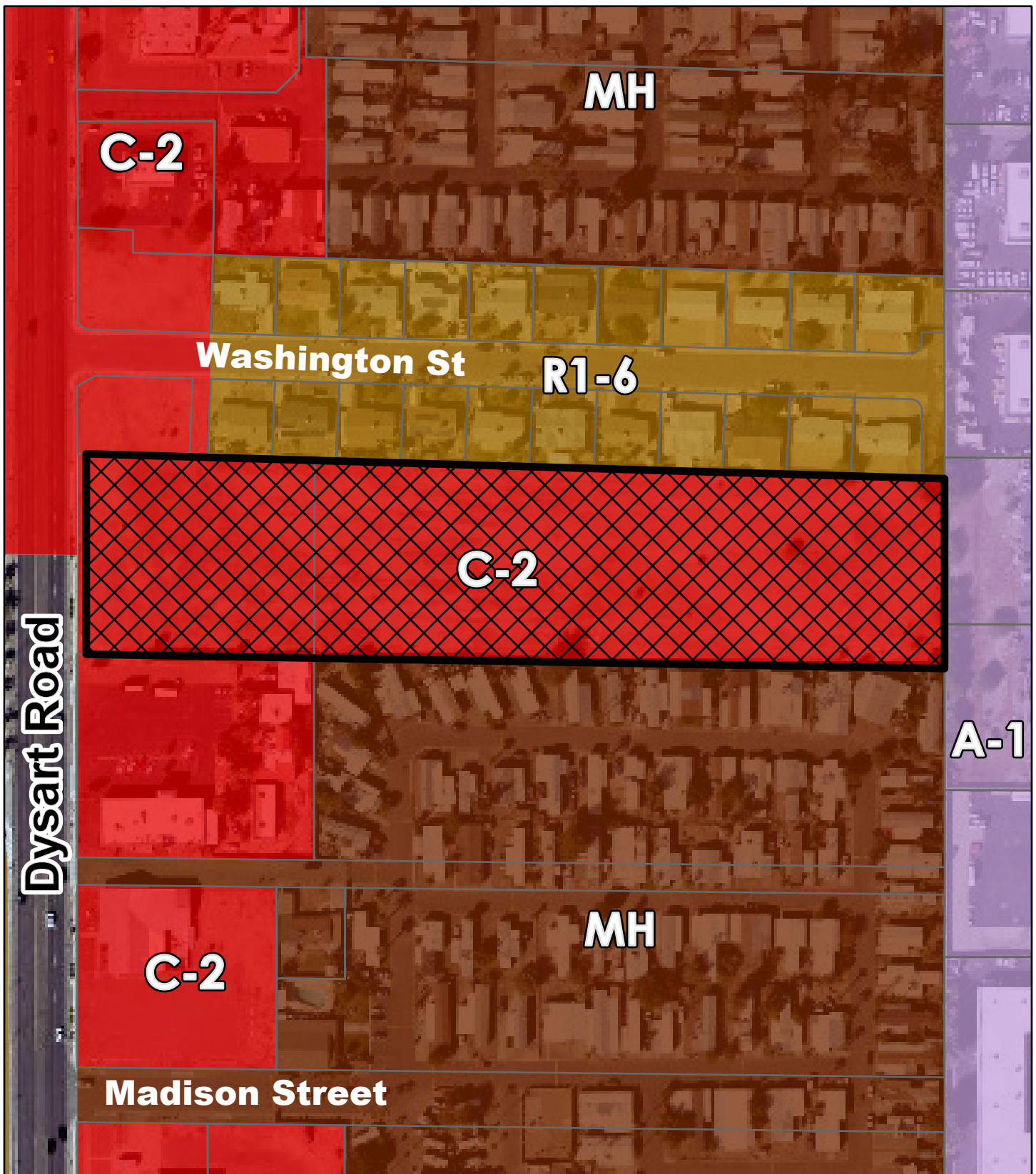
PROPOSED MOTION:

I move that Planning Commission recommend **APPROVAL** of Application PL-22-0153 Rio Pointe, a request for a Minor Amendment to the General Plan 2030 Land Use Map, changing the land use designation from Local Commercial to High Density Residential.

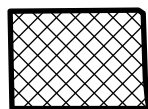


Aerial Photograph



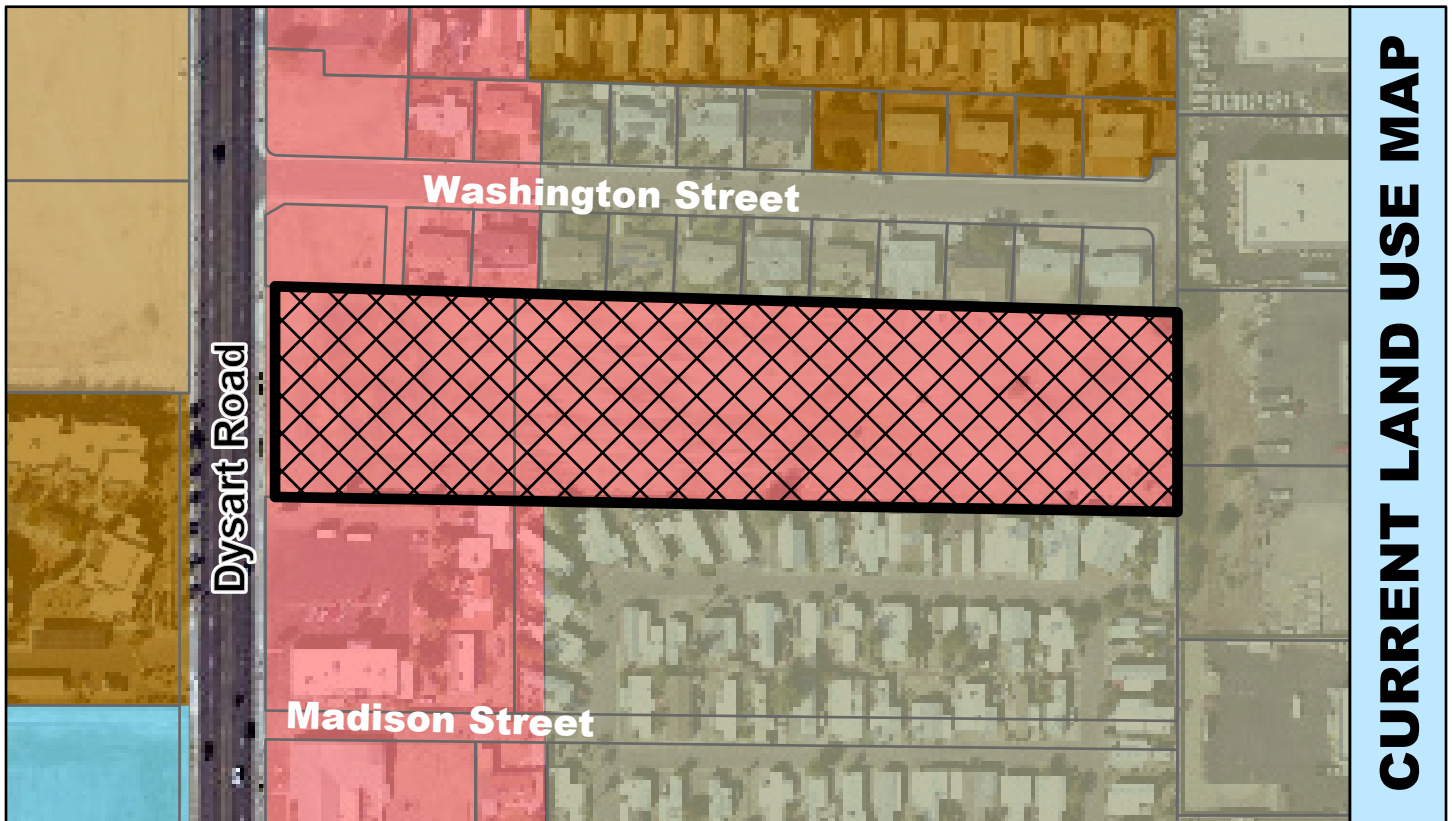


Zoning Vicinity

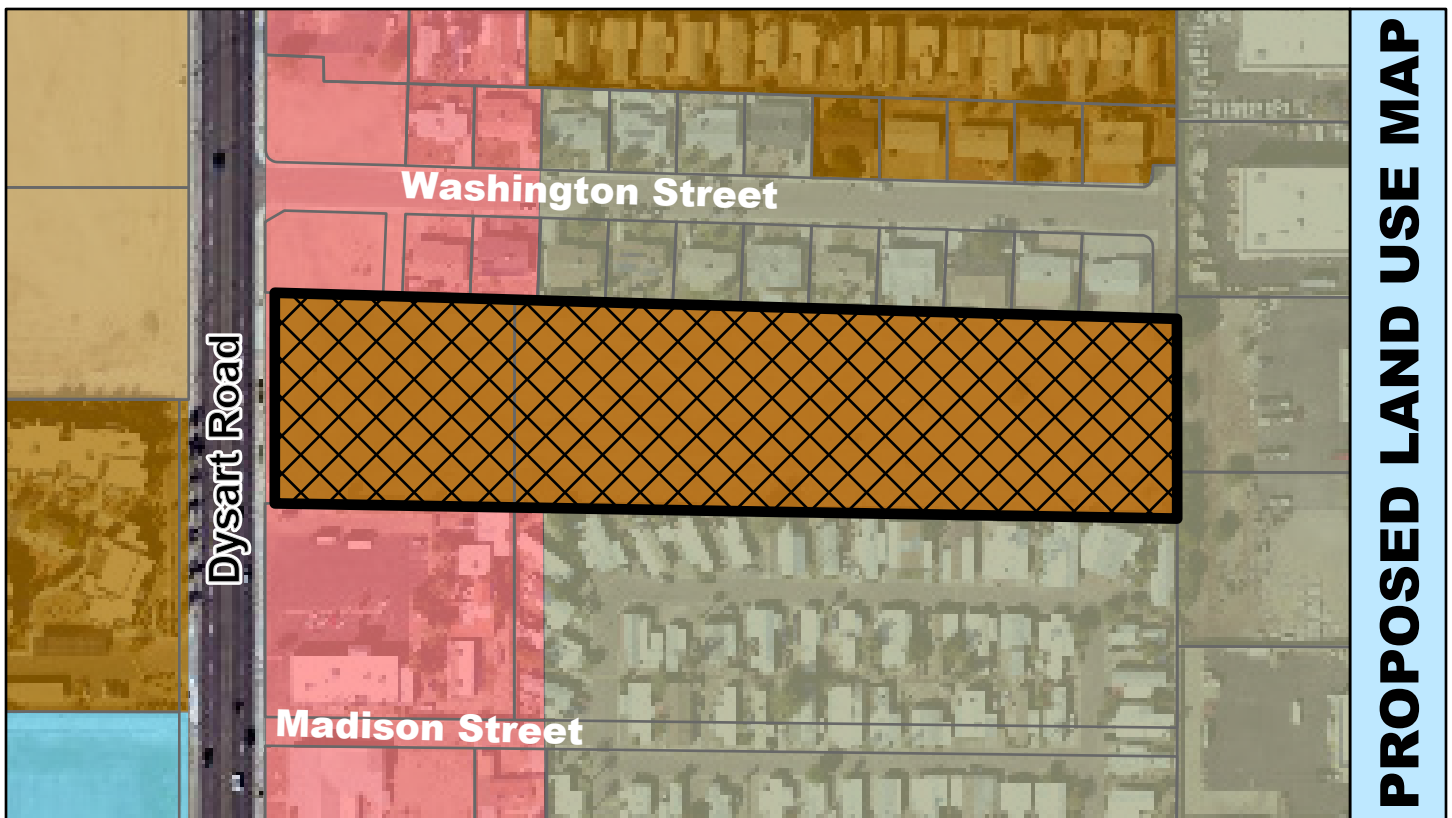


Subject Property





CURRENT LAND USE MAP

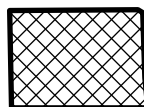


PROPOSED LAND USE MAP

General Plan Land Use



- Education
- Medium/High Density Residential
- High Density Residential
- Industrial
- Local Commercial



Subject Property



Rio Pointe

Minor General Plan Amendment

Application PL-22-0153



Prepared : May 13, 2022
2nd Submittal: June 23, 2022

Submitted to:
City of Avondale
11465 W. Civic Center Drive, #110
Avondale, AZ 85323

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1. Project Overview

1.1 Introduction

Rio Pointe is a proposed 4.87 gross acre (4.62 net acre) development located on Dysart Road, just south of Washington Street (hereafter referred to as the “Site” and “Amendment”), see **Exhibit 1: Vicinity Map**. This amendment proposes to amend the land use of parcels 500-23-040 and 500-23-041 from Local Commercial to High Density Residential to develop the Site as rental villas that give the appearance and feel of single-family home ownership at a more attainable price point. The current market has seen a significant rise in demand for rental housing and this project aids in addressing the need. The Site is designed as a community for residents to enjoy private enclosed back yards, common open space areas for active and passive recreation, and amenities that include areas for residents to gather.

Rio Pointe is a luxury, single-family rental project designed for starting families and individuals who will be home buyers within the next three years. Though they have not yet made the jump into single family home ownership, the appearance and feel of home ownership is an important characteristic for this demographic. These individuals tend to be high quality tenants with higher-than-average disposable incomes who work, shop, and recreate in the areas that they live. Increasing the appeal, each unit will have its own private and enclosed back yard. Altogether, the project features close to 30% open space, which is blended across public, usable open space and the private yards. In addition to the guest parking provided, which is distributed throughout the project, each single-story unit would have its own car port, and each two-story unit will have its own enclosed garage. This housing type has been very popular in other municipalities and provides an important diversity of housing product within the City of Avondale.

The configuration of this Site makes it very difficult to develop, as it is very long and skinny. The parcel is approximately 220 feet wide, and 940 feet long, making it more than four times longer than it is wide. Potential commercial tenants look for several things when evaluating a potential retail location, such as generous frontage on a major road, visibility, high traffic counts, circulation enabled by multiple points of ingress and egress, and the ability to locate near an “anchor tenant,” such as a grocery store, that will bring additional customers to the center. This property will not be able to attract commercial development given the access and frontage constraints.

Development of the Site as multi-family will not only provide for a boost to the trade area by bringing new residents in close proximity to existing commercial uses, but will also become an eligible project under the Historic Avondale Opportunity Zone. These zones incentivize investment and development that may not otherwise occur by offering investors certain tax benefits. In order to realize the full benefits, the investor must (1) build on the Site, and (2) hold the property

for over ten-years. These requirements are significant, as they align the interests of the property holder with those of the City and while many investors purchase land with no intention of actually building, this is unlikely to be the case in an Opportunity Zone. In addition, many developers come in with the intent to build and sell quickly. However, individuals who commit to build in an Opportunity Zone are much more likely to be long-term community players, as they will be in the neighborhood for the next decade. The sheer fact that they must own and maintain the building for over ten years has a dramatic impact on the quality of construction that goes into it.

Importantly, an investor cannot individually plat a residential project in an Opportunity Zone and still reap the tax benefits. This fact makes it extremely difficult to incentivize the construction of single-family homes in Opportunity Zones. It also makes this Site a prime candidate for a multi-family project, as a high-quality commercial project simply isn't viable at this location.

It is also important to consider the macroeconomic trends currently facing the City of Avondale. Since the start of the pandemic, Avondale has seen an unprecedented increase in the cost of housing. Several articles report Avondale as having the fastest growing rents in the nation. Elliot D. Pollack and Company cites an increase in the cost of housing across the Phoenix MSA of over 30% in the last twelve months alone. These increases are unsustainable and, if left unchecked, they will start to price Avondale's work force out of employment corridors and, eventually, out of the city. As this happens, it will be harder for companies in Avondale to attract and retain key employees, as those employees will have to live farther away from work and commute into the City of Avondale. Those employees will begin to look for employment elsewhere and, as they do, it will become harder for Avondale to attract major employers. As a state, Arizona is in a housing shortage, and the only solution to a housing shortage is to increase supply across all residential product types. This project will not just increase supply, but it will do so in a way that emphasizes high quality housing units built near major employment corridors in areas that benefit from multi-modal transportation, including the Zoom Bus, which is specifically designed to cater toward Avondale's workforce. This is particularly important when gasoline prices hover near \$5.00 per gallon, as they do at the time of this narrative's writing.



1.2 Existing Property Conditions and Surrounding Area Conditions

As shown on **Exhibit 1: Vicinity Map**, **Exhibit 2: Context Area Map**, and **Table 1** below, the Property is effectively an infill development with existing land uses all around it.

Table 1: Surrounding Zoning

Direction	General Plan Land Use Category	Existing Zoning	Existing Use
Site	Local Commercial	C-2	Undeveloped
North	Local Commercial and Industrial	R1-6, C-2	Community Commercial Retail, Single-family residential, Mobile Homes, Vacant
South	Local Commercial and Industrial	C-2, MH	Mobile Homes and Commercial
East	Industrial	A-1	General Industrial Warehousing/Wholesaling
West, across Dysart Road	Medium/High and High Density Residential	PAD, R-3	Undeveloped land, Multi-family residential

1.3 Existing General Plan

Comprised of parcels 500-23-040 and 500-23-041, the Site is currently shown as Local Commercial on the Existing General Plan. Through a Minor General Plan Amendment, the Site land use designation will be modified to High Density Residential to better respond to the current market trends and the viability of the Site as residential versus commercial due to its shape and location. See **Exhibit 3: General Plan Map**.

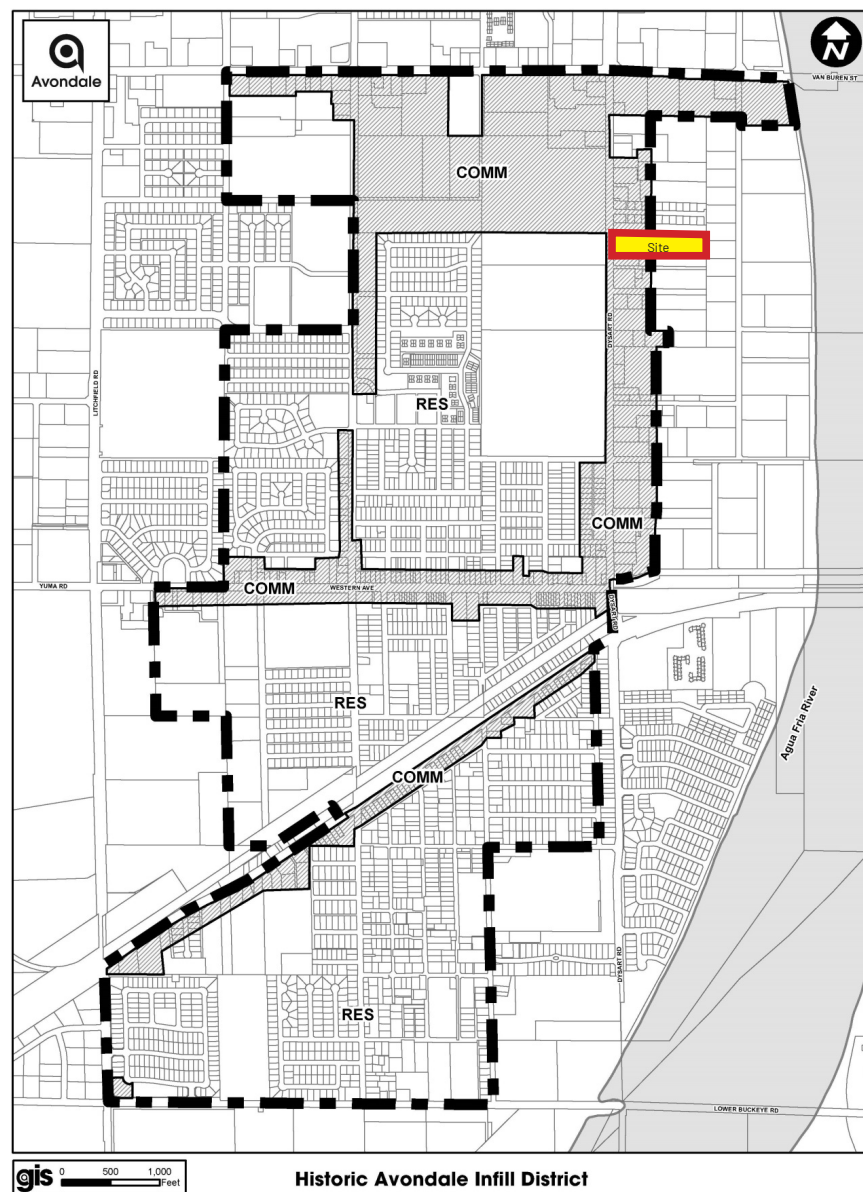
The western portion of the Site is called out on the Avondale General Plan 2030 on the Infill Districts/Revitalization Areas as an Infill Incentive District with the category of Commercial District. The City of Avondale Infill Incentive Program is:

"...designed to reinvigorate existing neighborhoods in Avondale's most historic areas and to support new, compact, mixed-use development that recaptures the "sense of place" in those neighborhoods. Investment in these infill areas increase economic mobility, encourage residential in-migration, and contribute to the City's rich historic, cultural, and artistic heritage."

The area to the west of the Site across Dysart Road is designated also as Infill Incentive District with the category of Residential District One.

The design of the Site builds upon the City of Avondale's goals of the Infill Incentive Program and responds to the current market trends. It offers a high quality residential development that captures the "sense of place" through the architectural and landscape character and increases economic mobility by providing attainable housing options for renters who are on the road towards home ownership within the next few years. See **Figure 1: Historic Avondale Infill District Map**.

Figure 1: Historic Avondale Infill District Map



Source: City of Avondale Infill Incentive Program (2015)

1.3.1 General Plan Findings

- a. The development pattern contained on the Land Use Plan inadequately provides sufficient sites for the use or change proposed in the amendment.
 - i. **Response:** Under the current Land Use Plan, the Site is designated Local Commercial but due to the narrow linear location with very little street frontage, the Site is not desirable for commercial development. The Minor General Plan Amendment proposes modifying the Land Use to better respond to the current market trends and the viability of the Site as residential versus commercial due to its shape and location.
- b. 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.
 - i. **Response:** Under the current Land Use Plan, the Site is designated Local Commercial but due to the narrow linear location with very little street frontage, the Site is not desirable for commercial development. The Minor General Plan Amendment proposes modifying the Land Use to better respond to the current market trends and the viability of the Site as residential versus commercial due to its shape and location. The proposed High Density Residential development will support the surrounding local commercial areas with increased patronage and foot traffic.
- c. The amendment will not adversely impact the community as a whole or a portion of the community by:
 - i. Significantly altering the acceptable land use patterns;
 - 1. **Response:** The change in land use is in keeping with the surrounding area that has high density residential across Dysart Road.
 - ii. 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;
 - 1. **Response:** Tying into the existing Dysart Road, the Site will not require large public infrastructure improvements. Impacts to utilities are discussed in more detail in the **Rio Pointe PAD Narrative** and in the master technical reports.
 - iii. Adversely impacting the existing land uses; or
 - 1. **Response:** The proposed land use change to High Density Residential will not adversely impact the existing land uses and will enhance and support what is existing. For more information, see **Section 2.2: Density and Land Use Justification**.
- d. That the amendment is consistent with the overall intent of the 2012 Plan and other adopted plans, codes and ordinances
 - 1. **Response:** The amendment is consistent with the overall intent of the General Plan and other plans, codes and ordinances as explained in further detail in **Section 3: Conformance with City Plans**.

2. Project Description

2.1 Development Plan

The Site has been planned to concentrate the multi-family residences towards the southern half of the property to allow for landscape tracts and the entry drive to buffer the single-family residences towards the north and concentrate the activity on the southern portion of the Site. Along the southern edge of the Site, an area of open space includes a community trail and transitions from the multi-family housing to the mobile home community to the south. Internal to the Site is a community pool, a clubhouse with a fitness center, small leasing office, and entertainment room, and an activity lawn with benches where tenants can congregate and recreate. See **Exhibit 5: Conceptual Land Use Development Plan**.

2.2 Density and Land Use Justification

The proposed modification of land use from Local Commercial to High Density Residential permits a density of 12 to 30 du/ac. In accordance with the General Plan:

"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."

The Site is designed to accommodate 65 villa dwelling units offering two housing options: 40 one-story units and 25 two-story units. The maximum density proposed by this PAD request is 14.07 du/ac, well within the density range for High Density Residential and is justified for purposes of the General Plan.

3. Conformance with City Plans

3.1 General Plan Conformance

3.1.1 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.

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.

Policy D: Enhance the attractiveness of infill parcels as an option for new development throughout Avondale.

Policy F: Support higher density/urban land uses to support future transit and rail.

Response: The design of the Site draws together multiple land use goals through the implementation of high-density housing to a crucial infill location within Avondale. The additional residences will support the surrounding commercial areas, particularly those to the north of Van Buren which are within a half-mile walking distance. The Site's proximity to elements such as dedicated bike lanes and the Avondale ZOOM bus (which has stops north of the Site at Van Buren and south of the Site at Riley Drive), provides convenient access to multi-modal transportation. The Avondale ZOOM Circulator bus provides free transit service to employment, entertainment, and commercial throughout Avondale and more. Building residential housing near multi-modal transportation options is more important now than ever, as the cost of gasoline continues to rise at a rate that burdens many of Avondale's residents.

Goal 3: Promote a strong balance of high quality residential, employment, recreation, and educational land uses.

Policy D: Ensure adequate transitions and/or buffers are provided when adjacent land uses vary in character and intensity.

Response: Open space tracts at all four sides of the Site help to buffer the residences and the adjacent land uses, providing a visual and spatial shift from the existing character. Locating the entry drive along the north portion of the Site creates a gentle transitioning buffer between the less dense existing single-family residences and the multi-family residences proposed in this PAD request.

Goal 8: Support mixed-use land use patterns that increase transit and pedestrian oriented development within specific and appropriate areas of the City.

Policy C: Take alternative methods of transportation, including transit, bus, and walking into account when considering all proposals for development.

Response: The additional residences will support the surrounding commercial areas, particularly those to the north of Van Buren which are within a half-mile walking distance. The Site's proximity to elements such as dedicated bike lanes and the Avondale ZOOM bus (which has stops north of the Site at Van Buren and south of the Site at Riley Drive), provides convenient access to multi-modal transportation.

3.1.2 Neighborhoods Theme, Housing Element

Goal 1: Provide a variety of safe housing opportunities and neighborhoods for all current and prospective Avondale residents.

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

Policy B: Encourage the development of condominiums and townhomes which appeal to people seeking to own their residence, but who may not want maintenance responsibilities.

Response: Modification of the zoning and land use of the Site to allow for high density residential creates opportunities for development that is attainable to renters of diverse price points. In the current market the demand for retail space has diminished and many businesses have shifted to home delivery over in-person shopping. These trends are expected to persist, creating challenges for the development of existing commercial parcels that do not enjoy premium locations somewhat obsolete. Rezoning some of these parcels to residential will bring in an influx of residents and incomes that will support the existing commercial, rather than competing with it.

It is also very important to have a diversity of housing options for renters of varying incomes and demographics. Though the City has done an exceptional job attracting single-family for sale homes and traditional multi-family, such as apartments, there is still significant demand among Avondale's residents for asset classes like this one, which produces attainably priced rental units that still provide the appearance and feel of a single-family home.

3.1.3 Sustainability Theme, Energy Element

Goal 1: Integrate energy efficiency measures and renewable energy sources into all aspects of Avondale planning.

Policy C: Encourage "walkable" communities, vertical development where appropriate, transit, and efficient land use patterns to minimize fuel consumption and energy usage.

Response: The Site has appropriately scaled one and two-story product offering adjacent to a variety of transit options, which encourages the minimization of fuel consumption. 100% of garages will include Level 2 EV charging capabilities for renters to be able to install a charging station that is compatible with their vehicle.

3.1.4 Community Mobility Theme, Circulation Element

Goal 4: Promote and support an integrated transportation system that mitigates congestion, fosters a sense of community, and preserves the environment.

Policy A: Provide and support opportunities for all modes of travel for all ages and abilities.

Policy C: Develop adequate links to arterial roadways from new residential, recreation, and employment areas.

Response: The Site's internal pedestrian connections and proximity to elements such as dedicated bike lanes and the Avondale ZOOM bus, promotes and supports an integrated transportation that mitigates congestion. The Avondale ZOOM Circulator bus provides free transit service to employment, entertainment, and commercial throughout Avondale and more.

3.1.5 Transit Oriented Development Element

Goal 2: Require development and redevelopment within areas designated as TOD on the General Plan Land Use Map to facilitate and encourage the use of transit by visitors and residents.

Policy A: Increase residential densities and mixed uses within ½ mile of transit facilities, at transit stops, and along bus routes.

Policy C: Emphasize accessibility for pedestrians and bicyclists by providing direct and linked access internally as well as to adjacent residential and non-residential areas.

Policy D: Consider a range of housing types that will encourage a mix of residents, such as families, singles, and seniors, and allow for a mix of income levels.

Response: The Site is an ideal location for transit-oriented development as residents can easily access multi-modal transportation options such as the Avondale ZOOM Circulator bus which has stops located to the north and south of the Site, less than a half-mile in either direction. Dysart Road has dedicated bike lanes on both sides of the street providing options for residents to travel to nearby employment areas as well as access to the north to the Sun Circle Trail.

3.1.6 Quality of Life Theme, 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.

Response: The proposed high-density Site will maximize housing options in locations within a half-mile of transit, access to employment areas, neighborhood services, and public facilities in order to promote a healthy community both sustainably and economically. The Site is located in close proximity to multiple commercial areas such as Coldwater Plaza, Baldrige Commons, and Palm Valley Cornerstone to the north.

4. Conclusion

The proposed Amendment will provide for development of a long-awaited infill parcel with access to transit, employment, entertainment, and recreation. The transition from Local Commercial to High Density Residential will contribute to both Avondale's population and revenue bases to create a sustainable mixture of residential opportunities in an area where reduced reliance on vehicles is possible.

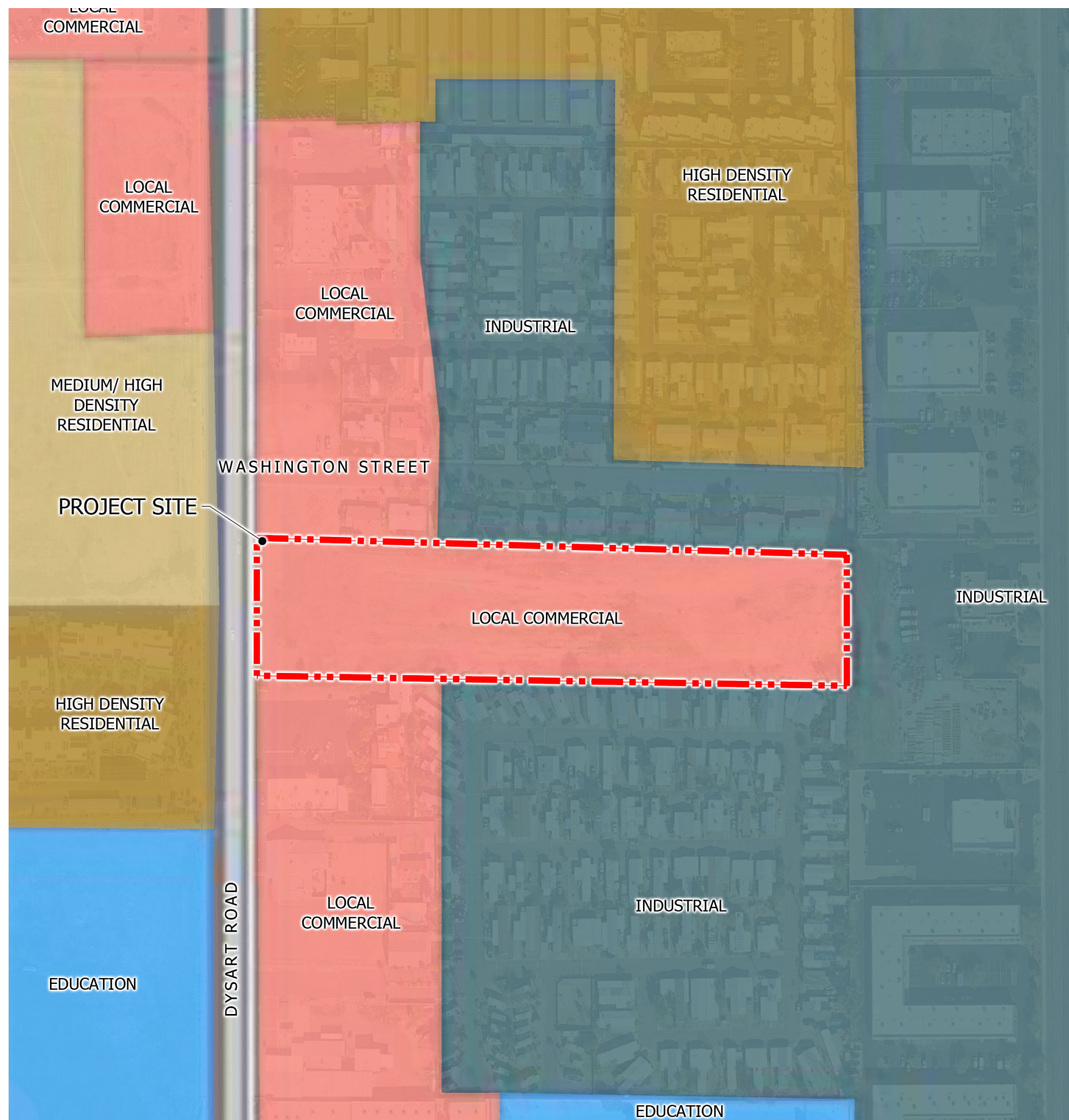




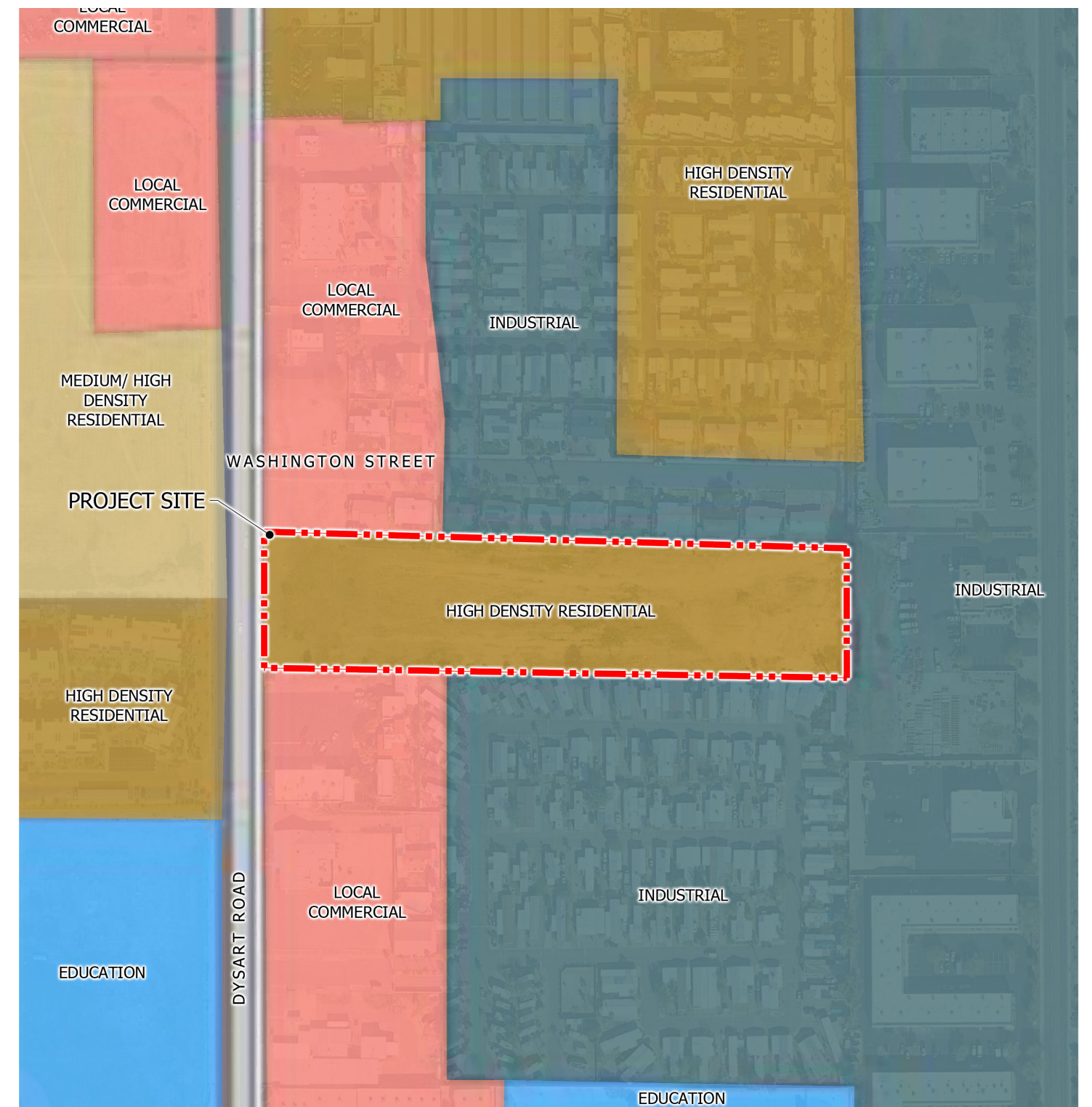
Exhibit 1: Vicinity Map







EXISTING GENERAL PLAN



PROPOSED GENERAL PLAN



Rio Pointe Minor GPA & Rezone
Summary of Neighborhood Meeting
August 30, 2022 at 6:00 pm
Case No. PL-22-0153 & PL-22-0154

RIO POINTE

Minor General Plan Amendment (PL-22-0153) and Rezone (PL-22-0154)

Modificación menor del Plan General y Rezonificación

Neighborhood Meeting // *reunión vecinal*: August 30, 2022



August 30, 2022, Neighborhood Meeting

Rio Pointe Minor GPA & Rezone

PL-22-0153 & PL-22-0154

The virtual meeting opened to the public at 6:00 PM and the presentation began at 6:03 PM. Carolyn Oberholtzer instructed participants in both English and Spanish before she introduced the Rio Pointe Development on the east side of Dysart Road just south of Washington Street. Members of the Development Team and City Staff that attended the meeting are provided in Appendix A to this Summary. Approximately 8 members of the public attended.

Ms. Oberholtzer began the presentation with an aerial of the site, indicating that the proposed development would only impact the outlined 4.62-acre property. Ms. Oberholtzer showed the City's General Plan map and noted that the site was classified as Local Commercial. She then explained the Current and Proposed Zoning Map, adding that the applicant planned to replace the current C-2 Zoning to Planned Area Development (PAD) Zoning. Ms. Oberholtzer explained, using the color-coded Conceptual Development Plan, the proposed project would consist of 65 one-bedroom and two-bedroom units. These would be 1-story and 2-stories respectively. She emphasized the driveway access onto Dysart would be the only resident access into and out of the development. Ms. Oberholtzer showed the site plan, indicating that the resort-style community would likely cater to smaller households.

Ms. Oberholtzer showcased the proposed elevations, noting architectural features, perspectives, and structural heights. She indicated that the existing on-site and adjacent zoning allowed 30 feet structures by right and the proposed two-story units would not exceed this. Ms. Oberholtzer then covered the Open Space Plan and noted the on-site amenities, private open space, and landscape setbacks on the north/south sides of the project.

Lastly, Ms. Oberholtzer explained what the next steps in the hearing process would be, noting that the Planning Commission Hearing date was set for September 21st at 6 pm and the City Council Hearing Date was set for October 17th at 6 pm.

Ms. Oberholtzer opened the meeting up for questions

A citizen asked if the property was zoned commercial.

Ms. Oberholtzer affirmed that the property was zoned Community Commercial.

A citizen asked what Community Commercial meant.

Ms. Oberholtzer responded that this zoning category included restaurants, retails, auto services and was one of three commercial zoning classifications in the city.

A citizen asked where residents would access the development.

Ms. Oberholtzer responded that there would be a driveway onto Dysart for resident access.

A citizen asked if the emergency access at the end of Washington would be gated?

Ms. Oberholtzer responded that if it is gated, that would be decided during the site planning process. The City Fire Department would be required to have access, but residents would not have the codes for that gate.

A citizen asked if the units would be provided with at least 2 or more parking spaces.

Ms. Oberholtzer explained the City's parking ratio requirements for residential units and that there would be 142 spaces provided for 65 units. This would average out to about 2 spaces per unit.

A citizen asked if the project would become Section-8 Housing?

Ms. Oberholtzer responded this was a market-rate project, with rents between \$1,600 and \$2,000. It was not government subsidized. Residents would have to be income qualified and pass background checks to secure a lease at Rio Pointe.

A citizen asked what the construction process would be like.

Ms. Oberholtzer explained the time frame of construction might be around 18 months or less with construction likely to start next year. She added that a dust permit would be required, and a sign would be installed for neighbors to report any complaints.

A citizen asked about privacy.

Ms. Oberholtzer explained the two-story units face east-west and no units peer down into neighboring properties. She added the landscape setback on the north side contain Desert Willow trees which would grow to 30 feet in height, providing a screen. The south side setback would contain Pistache and Chinese Elm trees to further increase screening.

A citizen asked if there would be a fence.

Ms. Oberholtzer responded there would be a perimeter wall anywhere one did not already exist.

A citizen asked if anyone on the call represented the city.

Ms. Oberholtzer explained the required process for the applicant leading up to the upcoming city hearings in September and October. She added that if members of the public had City-related questions that could direct them to Ms. Wertin, the case planner present on the call.

A citizen asked what the draw was for the project location.

Ms. Oberholtzer explained the site was part of both a revitalization area and Opportunity Zone, created to incentivize development in underserved communities. Due to the site dimensions, viable commercial development would be challenging. Due to existing surrounding residences, residential development was seen as a more compatible land use for the property. She added that the feedback received at these meetings would be taken into consideration in the public hearing process with the City and could inform the final product.

A citizen asked if the project doesn't succeed and becomes subsidized housing.

Ms. Oberholtzer responded that the project was ill-configured to become Section-8 housing and the property owner intended to manage and hold the property.

Mr. Howard, the applicant, introduced himself and responded that he had no intention of this development becoming subsidized housing. He explained the property would be professionally maintained and prospective tenants would have background checks and financial screenings. He added the existing Opportunity Zone compelled him to hold the property for 10 years and he affirmed his commitment to bring more quality development to Avondale.

A citizen asked where all the parking spaces were on the site plan.

Ms. Oberholtzer used several graphics to demonstrate that many of the 142-parking spaces are garage units and could not be seen from one aerial.

A citizen asked if the on-site streets were public or private.

Ms. Oberholtzer responded the streets were private.

A citizen asked if they would receive notice of the next hearing and if would be in Spanish?

Ms. Oberholtzer responded that they would receive a notification and the upcoming hearing dates would also be posted in the newspaper and updated on the sign. Ms. Wertin added that the notification postcards had recently been sent in both English and Spanish.

A citizen commented on the lack of public notification in Spanish.

Both Ms. Oberholtzer and Mr. Howard explained the legal requirements by the State Statutes and the City for notifying the public for neighborhood meetings and how these standards were progressively changing. Mr. Howard invited members of the audience to sit down with him and discuss the project.

Between 6:45 PM and 7:00 PM, both Ms. Oberholtzer and Mr. Howard had an informal discussion with the remaining meeting participants, reiterating several points that were already discussed earlier in the meeting.

The meeting concluded at 7:00 PM.

Appendix A: List of Participants

Development Team	
Carolyn Oberholzter	Bergin, Frakes, Smalley & Oberholtzer
Fae Sowders	Bergin, Frakes, Smalley & Oberholtzer
Mitchell Willard	Bergin, Frakes, Smalley & Oberholtzer
Nico Howard	Applicant & Property Owner
Waseem Hamadeh	Applicant
City Staff	
Jani Wertin	Avondale City Planner
Citizens	
Paul Faith & 7 members of the public	

Jani Wertin

From: Gene G <genosaur1@gmail.com>
Sent: Tuesday, August 30, 2022 10:02 AM
To: coberholtzer@bfsolaw.com
Subject: City of Avondale-Notice of Neighborhood Meeting
Attachments: petition2.jpeg; petition1.jpeg

To whom it may concern,
This is a petition signed by all but 5 residents in our neighborhood. The other 5 were not home when the petition was circulated. We know many may not be able to attend the zoom meeting and since it was only sent in English many threw out your invite. A correction with the wrong date posted was no help as it too was only in English. Please see attached as we are very concerned with the city's plan involving our street.

Thank you,
Gene and Natasha Garcia

Petition to stop Access from E. Washington street to the "Rio Pointe" development project:

Petition para detener el acceso entre la calle Washington Este y el Fraccionamiento "Rio Pointe"

The Residents of Washington Street are OPPOSED to utilizing the end of Washington street as an access point to the Rio Pointe development. We as community wholeheartedly believe it will increase traffic, which can harm our children, and increase crime. A 12 Ft. Privacy wall would need to be placed Prior to the beginning of construction. The residents of this street have been here since the 70's and some are on fixed incomes. With most of our homes being paid for, this causes a lot of undue stress on our elderly residents. If this moves forward with the inclusion of an access point through E. Washington street we as a community will seek legal aid.

Los residentes de la calle Washington se an opuesto a que se utilize la termination de su calle como punto de acceso a el fraccionamiento Rio Pointe. Todos en un mismo acuerdo hemos llegado a la conclusion de que tal acceso incrementaría drásticamente el trafico por esta calle y como resultado pondría en riesgo la seguridad de nuestros hijos; y aparte incrementaría el crimen en esta zona. En si, una pared de privacidad de mínimo 12 pies de altura tendrá que ser erigida antes de el comienzo de construcción. Los residentes de esta calle an vivdi aquí desde la década de los 70's y muchos vienen de pensiones de apoyo básico o bajos recursos. Aun con la mayoría de casas ya pagadas, estos cambios traerían preocupaciones financieras Innecesarias a nuestros residentes de la 3ra Edad. Si este proyecto sigue en marcha e incluye el punto de acceso por la Calle Washington, todos como comunidad buscaremos apoyo leal en contra.

NAME: Print Nombre :Impresi on	Address: Dirección:	Signature: Firma:
Gene & Nestor Garcia	832 E. Washington St.	Nestor Garcia
WALTER PORGH	81 E. Washington St.	Walter Porgh
Rosa Gonzales	827 E. Washington St.	Rosa Gonzales
Yolanda Perez	823 E. Washington St.	Yolanda Perez
Ara Porez	819 E. Washington St.	Ara Porez
Tomila Perez	815 E. Washington St.	Tomila Perez
Tom & Estelle Perez	811 E. Washington St.	Estelle Perez
Freddie Perez	812 E. Washington St.	Freddie Perez
Ashley Bogacz	816 E. Washington St.	Ashley Bogacz
Julio	820 E. Washington	Julio

Karla Nunez, 839 E Washington St Avondale AZ *Ken*
LIGUE SILVA 843 E WASHINGTON A AVONDALE AZ.

~~Das W...~~ 851 E. WASHINGTON ST. AVONDALE, AZ

Joana Norzagaray 848 E. Washington St. Avondale AZ.

Joann Pastrana 847 E. Washington St Avondale,

Andrea Ortiz 835 E Washington St Avondale AZ 85323 *Joan Perez*

CAROL PEREZ 836 E WASHINGTON Avondale *Carol Perez*



CERTIFICATE OF ADEQUATE SCHOOL FACILITIES

An application for Planned Area Development has been submitted to the City of Avondale, Development & Engineering Services Department, for review.

Project: Rio Pointe Project Manager: Carolyn Oberholtzer - Bergin Frakes, Smalley & Oberholtzer PLLC
 Request: PAD for multi-family housing Acreage/Parcel Size: 4.62 Acres
 Current Density Allowed: Approximately 30 units Density Proposed: 14.07 du/ac
 Total number of residential units proposed: 65

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: 6/16/22
 School District: Avondale ESD
 District Superintendent: Betsy Hargrove
 Phone #: 623-772-5000
 E-mail: bhargro @ choose avel.org
 Signature: Betsy Hargrove

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 meeting

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

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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:

THE DISTRICT REQUESTS THAT DEVELOPER/IMPACT FEES
BE PUT INTO PLACE.

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

Date Reviewed: 6/13/22
School District: AGUA FRIA HIGH SCHOOL
District Superintendent: TOM HUFFMAN (DEPUTY)
Phone #: 623 932 7000
E-mail: THUFFMAN@AGUAFRIA.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 meeting



AGENDA ITEM REPORT

SUBJECT: Rio Pointe – Rezoning to Planned Area Development (PAD) – Application PL-22-0154

MEETING DATE: 9/21/2022

TO: Planning Commission

FROM: Jani Wertin, Planner

THROUGH: Eric Fitzer, Planning Manager

PURPOSE:

Planning Commission will hold a public hearing and consider a request by Carolyn Oberholtzer of Bergin, Frakes, Smalley, and Oberholtzer, PLLC for a request to rezone 4.62 gross acres located on the east side of Dysart Road, just south of Washington Street. The proposed Minor General Plan Amendment, if approved, will rezone the property from Community Commercial (C-2) to Planned Area Development (PAD) for Multi-Family Residential. The Commission will take appropriate action and forward a recommendation to City Council.

BACKGROUND:

The 4.87-acre subject property (Exhibits A and B) is located on the east side of Dysart Road, just south of Washington Street. The property is approximately 220 feet wide and 940 feet long with a unique configuration that makes the lot challenging to develop. This site is currently undeveloped.

The eastern 1.25 acres of this property was annexed into the City's corporate limits on June 17, 1956, the remaining 3.37 acres was annexed into the City's corporate limits on April 19, 1960. The site is currently zoned Community Commercial (C-2), which allows restaurant, retail, personal services, office and medical uses, and other related uses.

The site is designated by the General Plan 2030 Land Use Map (Exhibit C) as Local Commercial, which 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 residing in adjacent residential areas, which promotes a walkable community.

There is a concurrent request to change the General Plan 2030 Land Use Map designation from Local Commercial to High Density Residential that will be considered separately. The High Density Residential designation is a land use category for residential land that will contain 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. Approval of the applicant's GPA request is required for this rezoning to be approved.

The western portion of the site is called out in the Avondale General Plan 2030 on the Infill Districts/Revitalization Areas as an Infill Incentive District with the category of Commercial District. The Avondale Infill Incentive Program is designed to reinvigorate existing neighborhoods in Avondale's most historic areas and to support new, compact, mixed-use development that recaptures the "sense of place" in

those neighborhoods. Investment in these infill areas increase economic mobility, encourage residential immigration, and contribute to the City's rich historic, cultural, and artistic heritage.

This portion of the site is also a part of the Old Town area identified by the Specific Area Plan for Old Town, Cashion, Las Ligas/Rio Vista, the purpose of which is to set the framework and vision for these areas, further building on the goals and efforts of the Infill overlay program.

This site is also located within the Historic Avondale Opportunity Zone. These zones incentivize investment and development that may not otherwise occur by offering investors certain tax benefits. In order to realize the full benefits, the investor must (1) build on the site and (2) hold the property for over ten years.

The existing uses and zoning of surrounding properties include:

- **North:** Single-family residential and vacant land, zoned Urban Residential (R1-6) and Community Commercial (C-2).
- **East:** Warehousing and retail, zoned General Industrial (A-1).
- **South:** Manufactured home park and restaurant, zoned Manufactured Home Park (MH) and Community Commercial (C-2).
- **West:** Vacant and multi-family residential/apartments, zoned Avondale Townhomes on Dysart PAD and R-3.

SUMMARY OF REQUEST:

The applicant is requesting to rezone the property from Community Commercial (C-2) to Planned Area Development (PAD). The proposed Rio Pointe PAD Narrative, included as Exhibit D, details permitted uses, development standards, and other requirements that will guide future development of the site.

The project will feature 65 attached townhomes with a mix of single-story and two-story units, planned to be developed in a single phase. The single-story units are a one-bedroom floorplan, have a square footage of 967 square feet, and have a carport. The two-story units are a two-bedroom floorplan, have a square footage of 1,031 square feet, and have a one-car garage.

Main driveway access to Rio Pointe is proposed off of Dysart Road. An eight (8) foot land use buffer and the main drive aisle are designed to run along the northern portion of the site to adequately buffer the existing single-family residences to the north. A driveway for secondary emergency access will be provided off of Washington Street. The conceptual design for these townhome units blends contemporary style with a Spanish influence, established through materials and architectural forms. Four-sided architecture, variation in rooflines, and high-quality materials are present in this development.

Landscaping requirements will meet requirements per code, aside from two modifications listed below. The development provides ninety (90) garage/carport parking space and fifty-two (52) surface parking spaces. Level 2 EV charging capability will be provided in 100% of the garages for all two-story units.

Uses being proposed by the PAD are consistent with the City's R-3 Zoning District (Exhibit D). The proposed PAD utilizes the City's R-3 zoning district as the basis for development standards with some requested modifications described below in the staff report's analysis section related to unit ratio, building coverage, rear yard setback, trees, and landscape buffer.

Water and sewer services will be provided by the City of Avondale. The developer will dedicate a Public Utility Easement (P.U.E) along Dysart Road. Water and sewer for the site, as well as the sewer lift station will be private.

Any future amendments to the PAD, if needed, will follow Zoning Ordinance protocol. Major amendments

which change the character of the development will require Planning Commission review and City Council approval. Minor amendments which do not affect the overall concept of the development will be processed administratively.

There is a separate request to change the General Plan Land Use designation of the subject property from Local Commercial to High Density Residential. Approval of this GPA request is required for the rezoning to be approved, which is scheduled for the same Planning Commission and City Council meetings.

PUBLIC PARTICIPATION:

A neighborhood meeting (Exhibit E) to discuss the proposal with neighboring property owners and other interested parties was held on August 31, 2022.

The applicant gave an overview presentation on the project, site challenges and constraints, and answered questions about the project. An overview of the discussion topics is outlined in the Neighborhood Meeting Summary, attached as Exhibit E. In addition to City Staff and the applicant's team, eight (8) people attended the virtual meeting. Prior to the meeting, the applicant received a petition from the neighbors to stop access from Washington Street to Rio Pointe (Exhibit F). The applicant clarified at the meeting that the access shown on the site plan to Washington Street was strictly for emergency services only. The developer is taking extra steps to engage the community by walking the neighborhood the weekend of September 10, 2022.

All required notifications for the Planning Commission and City Council public hearings have been completed in accordance with notification requirements.

CERTIFICATE OF ADEQUATE SCHOOL FACILITIES:

The property is located in the service areas of the Avondale Elementary School District (AESD) and the Agua Fria High School District (AFHSD).

AESD has provided the City with a Certificate of Adequate School Facilities signed by Superintendent Betsy Hargrove (Exhibit G) which states that the district does have adequate capacity to accommodate the estimated enrollment from the proposed Rio Pointe development and that no school site within the development is needed.

TUHSD has provided the City with a Certificate of Adequate School Facilities signed by Superintendent Tom Huffman (Exhibit G) stating that the district has adequate capacity, but would request that developer/impact fees be put into place.

ANALYSIS:

Conformance with the General Plan and the Specific Area Plan for Old Town, Cashion, Las Ligas/Rio Vista

A General Plan Amendment request to change the land use designation of the site to High Density Residential is being considered concurrently with this Rezoning request. The High Density Residential designation is a land use category for residential land that will contain 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. The proposed Rio Pointe PAD is in conformance with the requested High Density Residential designation.

The PAD furthers several goals of the General Plan, most notably:

- Land Use Element Goal #1, Policy D: Enhance the attractiveness of infill parcels as option for new development throughout Avondale.
- Land Use Goal #3, Policy D "Ensure adequate transitions and/or buffers are provided when adjacent land uses vary in character and intensity".
- Land Use Goal #8: Support mixed-use land use patterns that increase transit and pedestrian oriented development within specific and appropriate areas of the City.

- 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.
- Energy Element Goal #1, Policy C “Encourage “walkable” communities, vertical development where appropriate, transit, and efficient land use patterns to minimize fuel consumption and energy usage.”

As well as the Specific Area Plan for Old Town, Cashion, Las Ligas/Rio Vista, most notably:

- 5.1D Encourage investment, redevelopment, and replacement housing of vacant infill through flexible development standards and incentive.

The proposed Rio Pointe PAD advances the goals of the Avondale General Plan 2030 and the Specific Area Plan for Old Town, Cashion, Las Ligas/Rio Vista by filling in this parcel with an attractive development that creates a sense of place, offers a valuable housing option not offered elsewhere in Avondale, reinvigorates the area, supports existing commercial and neighborhood services/businesses.

Permitted Uses

The uses proposed by the PAD zoning are consistent with the City’s Multi-Family Residential (R-3) zoning district, no additional land uses or deviations of the land uses are requested. The R-3 district is limited to residential type uses and accessory uses.

The uses allowed in the R-3 district are fully consistent with the proposed High Density Residential designation. The conceptual site plan and building elevations have been designed to ensure that the addition of these units will not negatively affect the surrounding properties and will enhance the area.

Development Standards

The development standards contained within the Rio Pointe PAD are comparable to Zoning Ordinance requirements for development in the R-3 zoning district.

Some standards have been increased, such as the maximum allowable units and the maximum building coverage, whereby the PAD proposes to increase the maximum units allowed from 1 unit for every 3,630 square feet of net site area in R-3 and to 1 unit for every 3,000 square feet of net site area, as well as increase the maximum building coverage from 45% in R-3 to 60%. The minimum lot width and lot depth, maximum building height, and minimum front, side, and street side setbacks are consistent with the R-3 zoning district.

Some standards have also been requested to be reduced:

- Reduce the minimum rear yard setback from 15 feet in R-3 to 10 feet.
- Reduce the minimum number of required trees within Multi-family Residential Zoning Districts (R-2, R-3, R-4) from one and one-half (1 ½) trees per dwelling or guest unit (not including the trees required in a landscape buffer, parking lot, landscape setback or right-of-way planting as specified in Section 12) to threequarters (.75) trees per dwelling unit (not including the trees required in a landscape buffer, parking lot, landscape setback or right-of-way planting as specified in Section 12).
- Reduce the minimum required landscape buffer between Multi-Family Residential Zoning Districts and abutting Single-Family Residential Zoning Districts or uses from fifteen (15) feet to Eight (8) feet.

The applicant is requesting these reductions to accommodate the site's challenging shape. In addition to locating the internal drive along the north side to buffer the existing single-family residential homes from the proposed multi-family residential units, a minimum of 8’ landscape buffer has been provided with the majority of trees located within this buffer. A six (6) foot masonry screen wall will also be provided. The proposed layout creates approximately 50’ of separation from the proposed units and the existing single-family residential homes. Trees are incorporated throughout the site to provide shade, soften and compliment

surrounding parcels, and enhance the character of the area, just at a reduced rate due to the size of the lot and priority of the land use buffer.

However, there will be no shortage of landscaping and open space. This site requires a total open space of 20%. The site contains the following open space: 0.80 acres (17.3%) of general, usable open space; 0.23 acres (5%) of open space that is not defined as usable but provides for landscaping and a more spacious feeling on the site; and 0.36 acres (7.8%) of private open space for residents for a total combined open space of 1.39 acres (30.1%). The City's Multi-Family Residential Design Guidelines require 80 square feet of private open space for each balcony or patio unit. By providing over 200 square feet of private open space per unit, more than twice the minimum required size is provided.

Project Design

The conceptual design for these townhomes is intended to fit within the existing area and provide an enhancement to the area with the architectural design. The covered carports incorporate painted steel beams to tie into the building's architecture.

Landscaping on the site will adhere to the Zoning Ordinance's landscaping requirements, except for the previously noted modifications to the land use buffer and tree requirement. Adherence to these requirements will ensure that significant landscape areas, tree sizes, and plant quantities are provided throughout the site, softening the scale of the two-story elements, shading walking paths throughout the community, and thoughtfully buffering neighboring uses.

Streets, Utilities, and Other Infrastructure

One (1) driveway on Dysart Road and one (1) driveway on Washington Street are proposed. The driveway off of Dysart Road is to serve as the main entrance to the development that will be used by tenants, guests, etc. This entrance will also serve as one of the two required emergency accessways for the site. The second driveway located on Washington Street will serve as emergency access only. A gate will be provided and designed to meet Fire Code requirements prior to issuance of a Certificate of Occupancy.

The City has adequate water and sewer capacity to serve the proposed development. Water and sewer for the site, as well as the sewer lift station, will be private.

DISCUSSION:

Staff recommends approval of the Rezone request for the following reasons:

1. The proposed Rezone from C-2 to Rio Pointe PAD is in conformance with the General Plan.
2. The proposed Rezone is in conformance with the Multi-Family Residential Design Manual as amended in the PAD.
3. The proposed Rezone 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 proposed land use will provide a different housing type to residents.
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:

STRATEGY: Creative and Sustainable Community Development

STRATEGIC GOAL: Develop diverse housing options, to include workforce housing

BUDGET IMPACT:

No budget impacts.

RECOMMENDATION:

The Planning Commission will conduct a public hearing and recommend **APPROVAL** of Application PL-22-0154 Rio Pointe PAD, a request to rezone approximately 4.62 gross acres from Community Commercial (C-2) to Rio Pointe Planned Area Development (PAD), subject to the following five (5) conditions of approval:

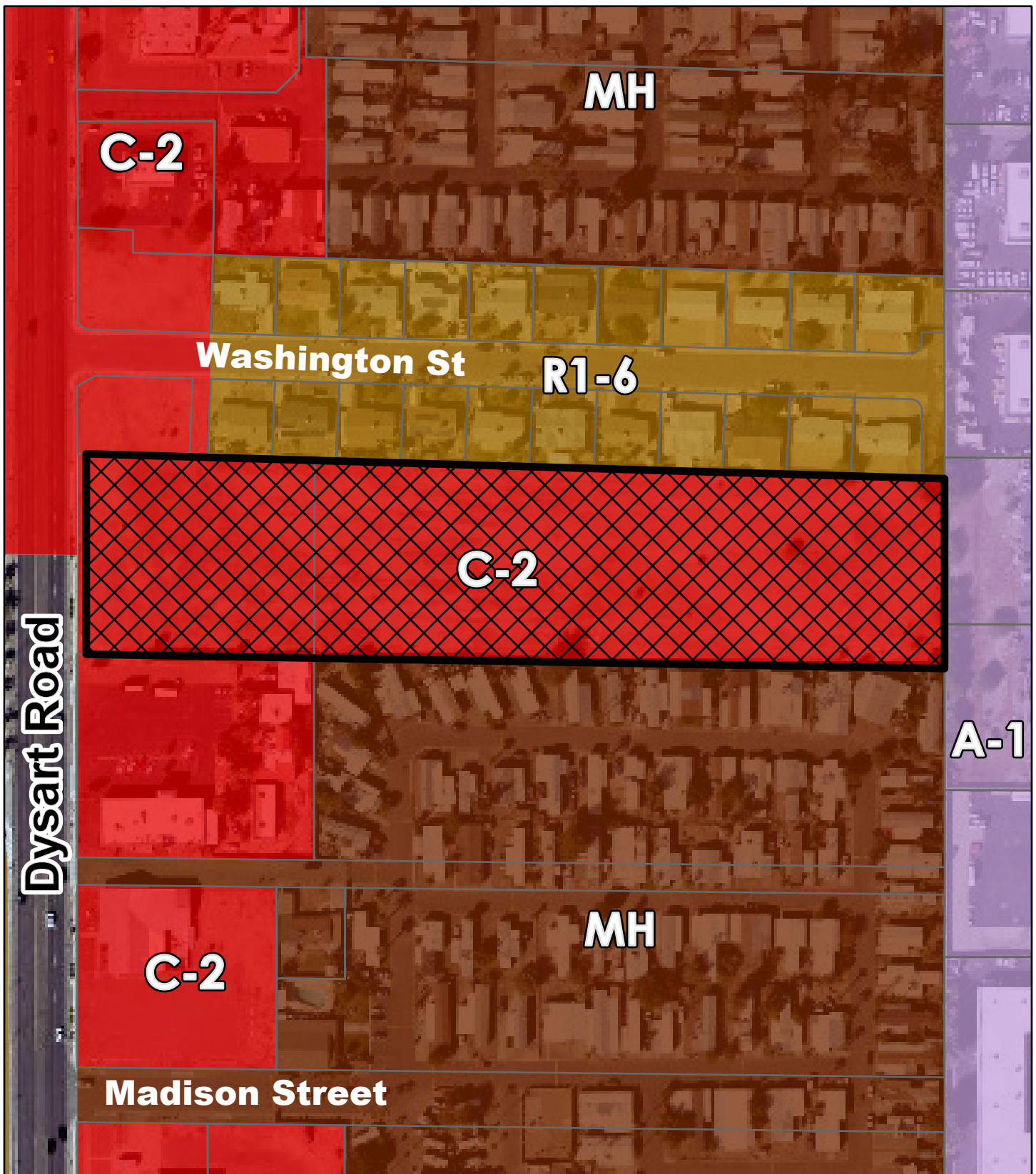
1. Development shall conform to the Rio Pointe Planned Area Development (PAD) Narrative date stamped, 07/05/2022, except as modified by these conditions.
2. The City requires the parcels associated with the subject site to be combined and an eight foot (8') Public Utility Easement (PUE) shall be dedicated to the City through a Re-Plat to be reviewed and approved by the City Council.
3. Grandfathered groundwater rights, if any, 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.
4. 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.
5. Secondary access to Rio Pointe from Washington Street shall be limited to emergency vehicles only. A gate with a knox box must be installed prior to the issuance of a Certificate of Occupancy.

PROPOSED MOTION:

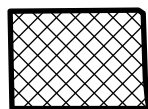
I move that Planning Commission recommend **APPROVAL** of Application PL-22-0154 Rio Pointe PAD, a request to rezone approximately 4.62 gross acres from Community Commercial (C-2) to Rio Pointe Planned Area Development (PAD), subject to the five (5) conditions of approval as listed in the staff report.



Aerial Photograph

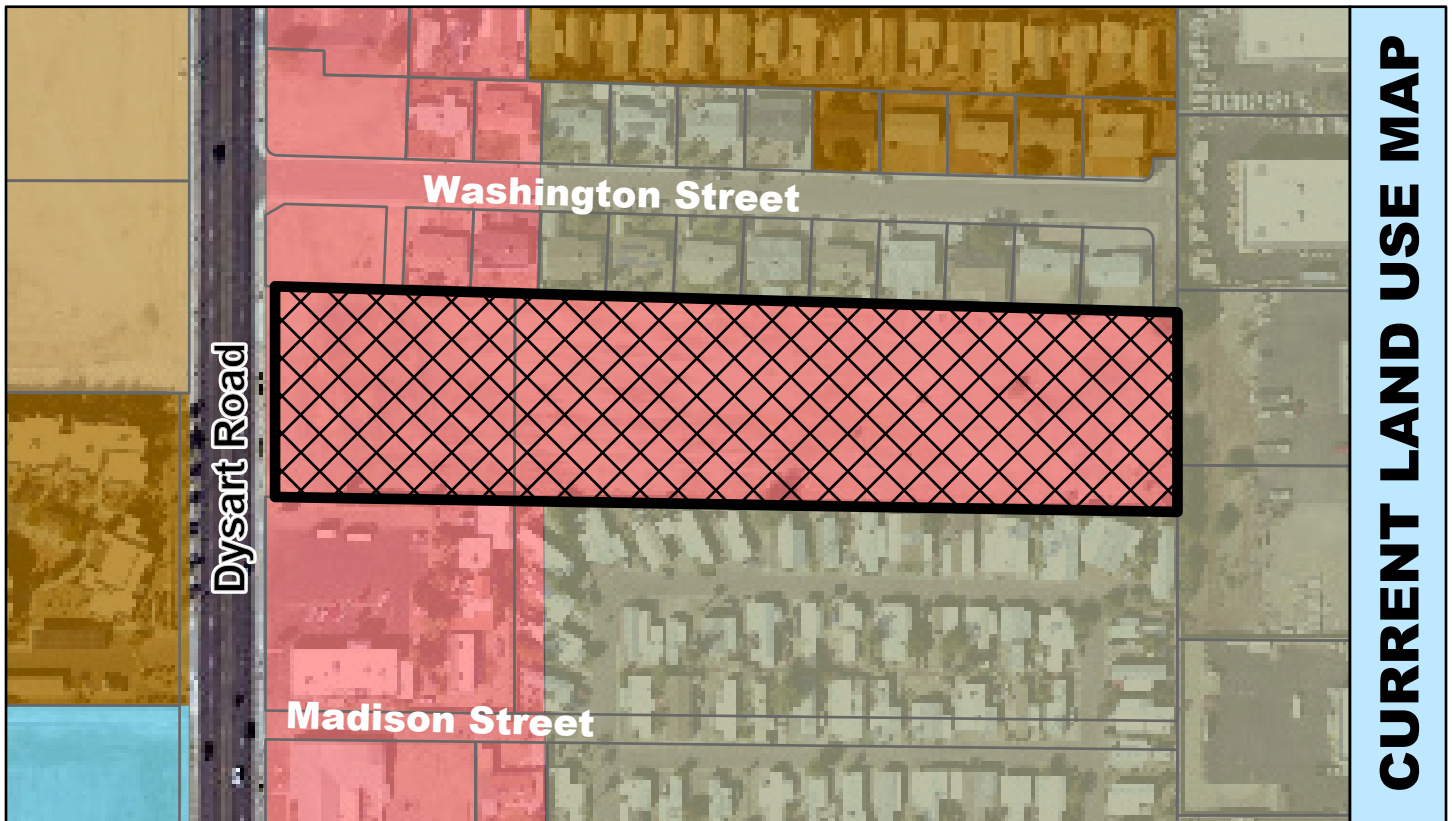


Zoning Vicinity

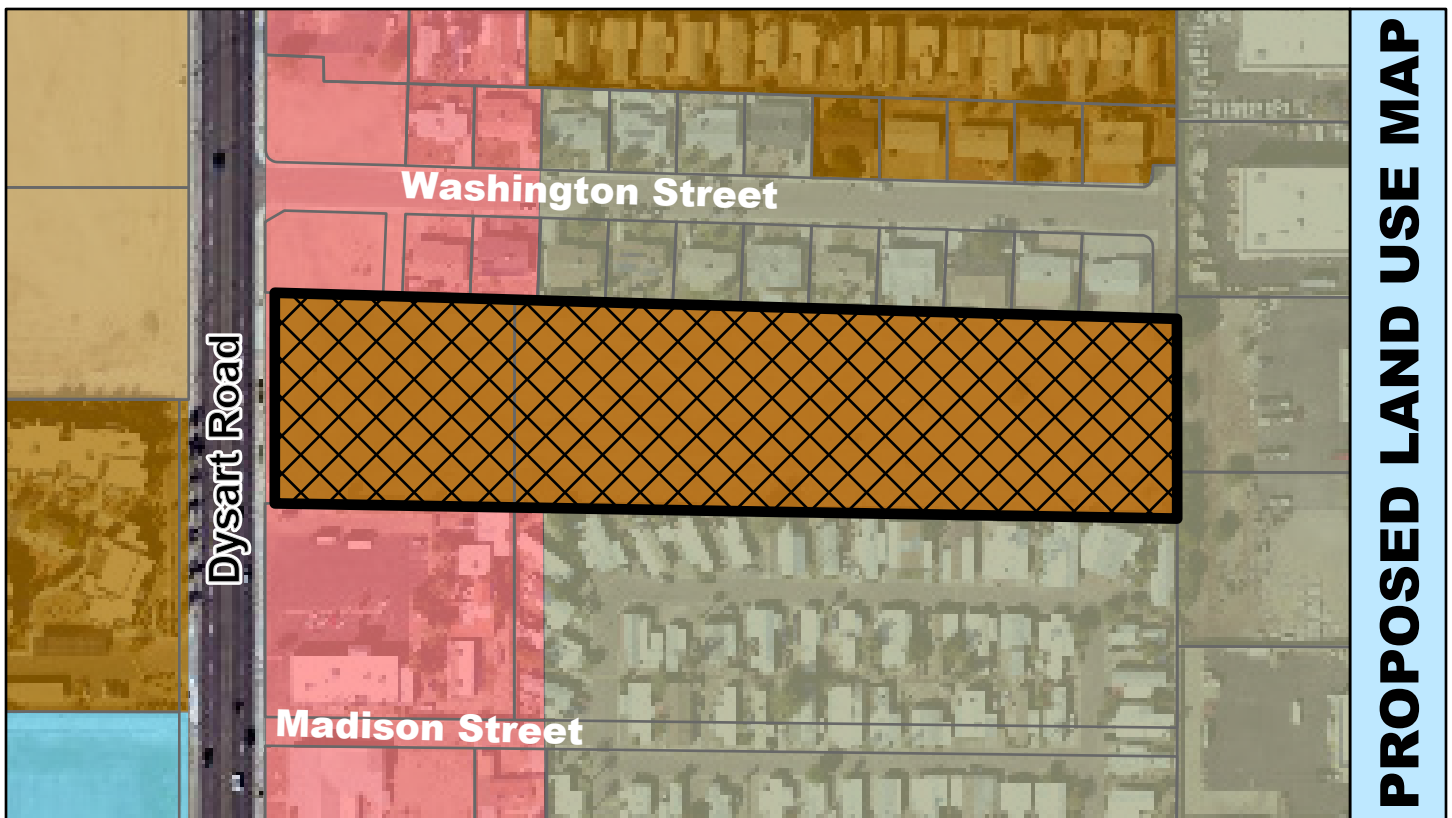


Subject Property





CURRENT LAND USE MAP

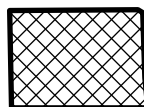


PROPOSED LAND USE MAP

General Plan Land Use



- Education
- Medium/High Density Residential
- High Density Residential
- Industrial
- Local Commercial



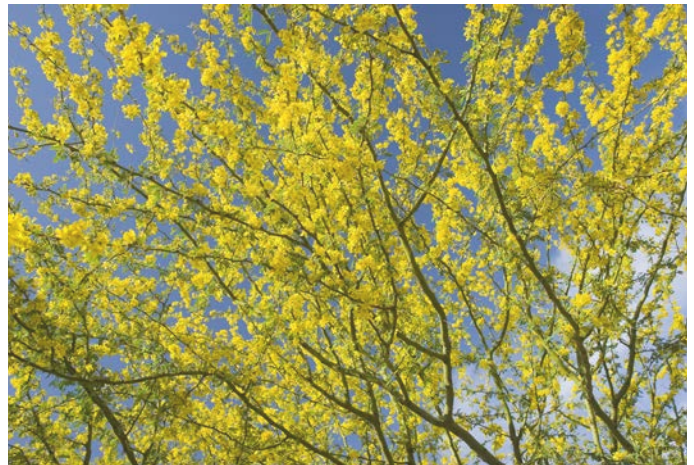
Subject Property



Rio Pointe

Planned Area Development (PAD)

Application PL-22-0154



Prepared : May 13, 2022
2nd Submittal: June 23, 2022

Submitted to:
City of Avondale
11465 W. Civic Center Drive, #110
Avondale, AZ 85323

Applicant and Consultant Team

Owner:

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nicodhoward@gmail.com

Applicant/Legal:

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coberholtzer@bfsolaw.com

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**Architect:**

CCBG Architects
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Phoenix, AZ 85004
P: (602) 258-2211
rlinan@ccbgarchitects.com



Site Data

Project Location:	On Dysart Rd. just south of Washington St.
Request:	PAD
General Plan Designation:	Local Commercial
Proposed Plan Designation:	High Density Residential
Existing Zoning:	C-2
Proposed Zoning:	PAD
Existing Use:	Undeveloped vacant land
Proposed Use:	Multi-family rental homes
Gross Area:	4.87 ac.
Net Area:	4.62 ac.
Maximum Proposed Dwelling Units:	65 units
Maximum Proposed Density:	14.07 du/ac.
Approximate Open Space:	1.39 ac. (30.1%)

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1. Project Overview

1.1 Introduction

Rio Pointe is a proposed 4.87 gross acre (4.62 net acre) development located on Dysart Road, just south of Washington Street (hereafter referred to as the “Site”). See **Exhibit 1: Vicinity Map**. The Site is presently zoned Commercial (C-2). This application proposes to rezone the parcels from Community Commercial (C-2) to “PAD” in order to develop the Site as luxury rental villas that give the appearance and feel of a single-family home at a more attainable price point.

Rio Pointe is a luxury, single-family rental project designed for starting families and individuals who will be home buyers within the next three years. Though they have not yet made the jump into single family home ownership, the appearance and feel of home ownership is an important characteristic for this demographic. These individuals tend to be high quality tenants with higher-than-average disposable incomes who work, shop, and recreate in the areas that they live. Increasing the appeal, each unit will have its own private and enclosed back yard. Altogether, the project features close to 30% open space, which is blended across public, usable open space and the private yards. In addition to the guest parking provided, which is distributed throughout the project, each single-story unit would have its own car port, and each two-story unit will have its own enclosed garage. This housing type has been very popular in other municipalities and provides an important diversity of housing product within the City of Avondale.

The configuration of this Site makes it very difficult to develop, as it is very long and skinny. The parcel is approximately 220 feet wide, and 940 feet long, making it more than four times longer than it is wide. Potential commercial tenants look for several things when evaluating a potential retail location, such as generous frontage on a major road, visibility, high traffic counts, circulation enabled by multiple points of ingress and egress, and the ability to locate near an “anchor tenant,” such as a grocery store, that will bring additional customers to the center. This property will not be able to attract commercial development given the access and frontage constraints.

Development of the Site as multi-family will not only provide for a boost to the trade area by bringing new residents in close proximity to existing commercial uses, but will also become an eligible project under the Historic Avondale Opportunity Zone. These zones incentivize investment and development that may not otherwise occur by offering investors certain tax benefits. In order to realize the full benefits, the investor must (1) build on the Site, and (2) hold the property for over ten-years. These requirements are significant, as they align the interests of the property holder with those of the City and while many investors purchase land with no intention of actually building, this is unlikely to be the case in an Opportunity Zone. In addition, many developers come in with the intent to build and sell quickly. However, individuals who commit to build in an Opportunity Zone are much more likely to be long-term community players, as they will be in the neighborhood for the next decade. The sheer fact that they must own and maintain the building for over ten years has a dramatic impact on the quality of construction that goes into it.

Importantly, an investor cannot individually plat a residential project in an Opportunity Zone and still reap the tax benefits. This fact makes it extremely difficult to incentivize the construction of single-family homes in Opportunity Zones. It also makes this Site a prime candidate for a multi-family project, as a high-quality commercial project simply isn't viable at this location.

It is also important to consider the macroeconomic trends currently facing the City of Avondale. Since the start of the pandemic, Avondale has seen an unprecedented increase in the cost of housing. Several articles report Avondale as having the fastest growing rents in the nation. Elliot D. Pollack and Company cites an increase in the cost of housing across the Phoenix MSA of over 30% in the last twelve months alone. These increases are unsustainable and, if left unchecked, they will start to price Avondale's work force out of employment corridors and, eventually, out of the city. As this happens, it will be harder for companies in Avondale to attract and retain key employees, as those employees will have to live farther away from work and commute into the City of Avondale. Those employees will begin to look for employment elsewhere and, as they do, it will become harder for Avondale to attract major employers. As a state, Arizona is in a housing shortage, and the only solution to a housing shortage is to increase supply across all residential product types. This project will not just increase supply, but it will do so in a way that emphasizes high quality housing units built near major employment corridors in areas that benefit from multi-modal transportation, including the Zoom Bus, which is specifically designed to cater toward Avondale's workforce. This is particularly important when gasoline prices hover near \$5.00 per gallon, as they do at the time of this narrative's writing.



1.2 Existing Property Conditions and Surrounding Area Conditions

As shown on **Exhibit 1: Vicinity Map**, **Exhibit 2: Context Area Map**, and **Table 1** below, the Property is effectively an infill development with existing land uses all around it.

Table 1: Surrounding Zoning

Direction	General Plan Land Use Category	Existing Zoning	Existing Use
Site	Local Commercial	C-2	Undeveloped
North	Local Commercial and Industrial	R1-6, C-2	Community Commercial Retail, Single-family residential, Mobile Homes, Vacant
South	Local Commercial and Industrial	C-2, MH	Mobile Homes and Commercial
East	Industrial	A-1	General Industrial Warehousing/Wholesaling
West, across Dysart Road	Medium/High and High Density Residential,	PAD, R-3	Undeveloped land, Multi-family residential

1.3 Existing General Plan

Comprised of parcels 500-23-040 and 500-23-041, the Site is currently shown as Local Commercial on the Existing General Plan. Through a concurrent General Plan Amendment, the Site land use designation will be modified to High Density Residential to better respond to the viability of the Site as residential versus commercial due to its shape and location. See **Exhibit 3: General Plan Map**.

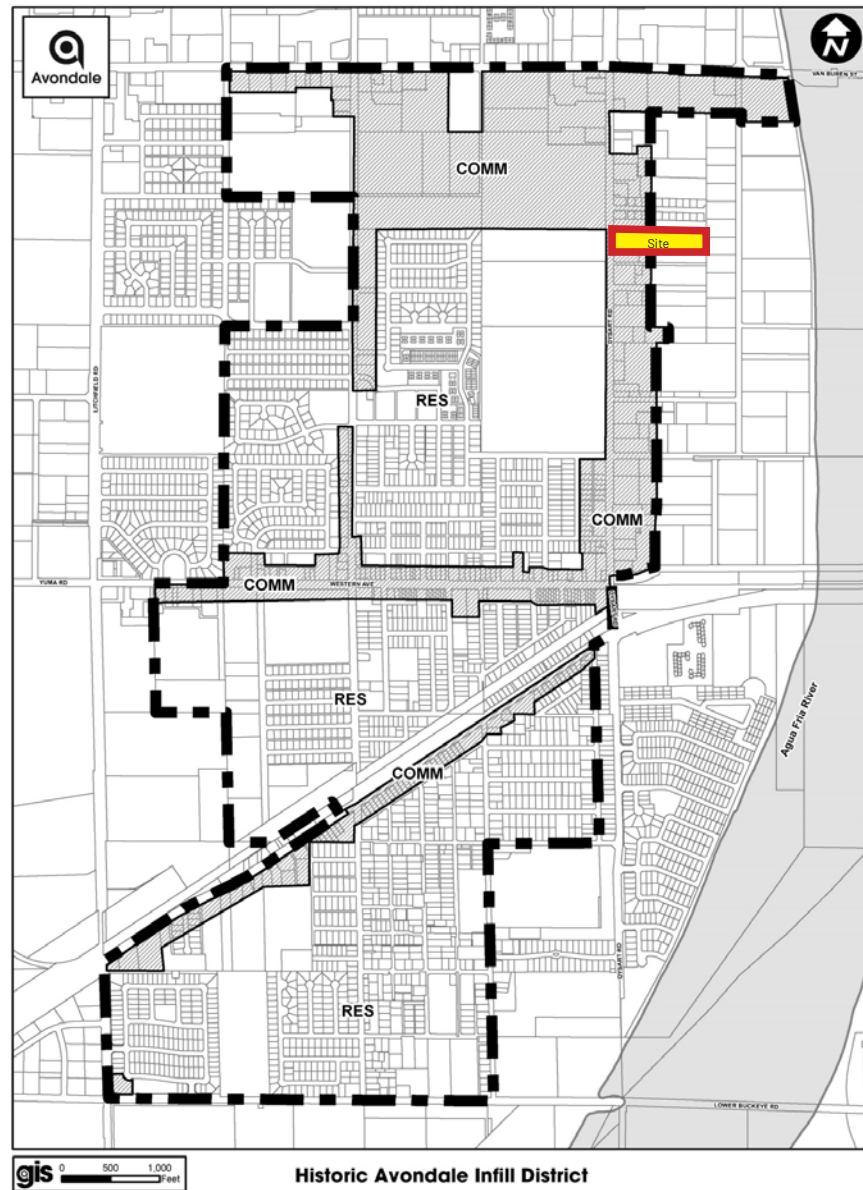
The western portion of the Site is called out on the Avondale General Plan 2030 on the Infill Districts/Revitalization Areas as an Infill Incentive District with the category of Commercial District. The City of Avondale Infill Incentive Program is:

"...designed to reinvigorate existing neighborhoods in Avondale's most historic areas and to support new, compact, mixed-use development that recaptures the "sense of place" in those neighborhoods. Investment in these infill areas increase economic mobility, encourage residential in-migration, and contribute to the City's rich historic, cultural, and artistic heritage."

The area to the west of the across Dysart Road is designated also as Infill Incentive District with the category of Residential District One.

The design of the Site builds upon the City of Avondale's goals of the Infill Incentive Program and responds to the current market trends. It offers a high quality residential development that captures the "sense of place" through the architectural and landscape character and increases economic mobility by providing attainable housing options for renters who are on the road towards home ownership within the next few years. See **Figure 1: Historic Avondale Infill District Map**.

Figure 1: Historic Avondale Infill District Map



Source: City of Avondale Infill Incentive Program (2015)

1.4 Proposed Zoning

The applicant proposes to modify the existing zoning of C-2 to PAD with maximum density of 14.07DU/AC in order for the Site to respond to current market trends and the growing need for attainable rental housing. See **Exhibit 4: Existing and Proposed Zoning**. The Site is currently surrounded by existing commercial and residential development and the addition of multi-family housing to the area conforms with the City of Avondale Infill Incentive Program to “reinvigorate existing neighborhoods in Avondale’s most historic areas and to support new, compact, mixed-use development that recaptures the ‘sense of place’ in those neighborhoods”.

2. Project Description

2.1 Findings

A. The proposed PAD is in conformance with the General Plan and applicable specific plan(s) through meeting the requirements of the following Goals and Policies from the General Plan.

1. 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.

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.

Policy D: Enhance the attractiveness of infill parcels as an option for new development throughout Avondale.

Policy F: Support higher density/urban land uses to support future transit and rail.

Response: The design of the Site draws together multiple land use goals through the implementation of high-density housing to a crucial infill location within Avondale. The additional residences will support the surrounding commercial areas, particularly those to the north of Van Buren which are within a half-mile walking distance. The Site's proximity to elements such as dedicated bike lanes and the Avondale ZOOM bus (which has stops north of the Site at Van Buren and south of the Site at Riley Drive), provides convenient access to multi-modal transportation. The Avondale ZOOM Circulator bus provides free transit service to employment, entertainment, and commercial throughout Avondale and more. Building residential housing near multi-modal transportation options is more important now than ever, as the cost of gasoline continues to rise at a rate that burdens many of Avondale's residents.

Goal 3: Promote a strong balance of high quality residential, employment, recreation, and educational land uses.

Policy D: Ensure adequate transitions and/or buffers are provided when adjacent land uses vary in character and intensity.

Response: Open space tracts at all four sides of the Site help to buffer the residences and the adjacent land uses, providing a visual and spatial shift from the existing character. Locating the entry drive along the north portion of the Site creates a gentle transitioning buffer between the less dense existing single-family residences and the multi-family residences proposed in this PAD request.

Goal 8: Support mixed-use land use patterns that increase transit and pedestrian oriented development within specific and appropriate areas of the City.

Policy C: Take alternative methods of transportation, including transit, bus, and walking into account when considering all proposals for development.

Response: The additional residences will support the surrounding commercial areas, particularly those to the north of Van Buren which are within a half-mile walking distance. The Site's proximity to elements such as dedicated bike lanes and the Avondale ZOOM bus (which has stops north of the Site at Van Buren and south of the Site at Riley Drive), provides convenient access to multi-modal transportation.

2. Neighborhoods Theme, Housing Element

Goal 1: Provide a variety of safe housing opportunities and neighborhoods for all current and prospective Avondale residents.

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

Policy B: Encourage the development of condominiums and townhomes which appeal to people seeking to own their residence, but who may not want maintenance responsibilities.

Response: Modification of the zoning and land use of the Site to allow for high density residential creates opportunities for development that is attainable to renters of diverse price points. In the current market the demand for retail space has diminished and many businesses have shifted to home delivery over in-person shopping. These trends are expected to persist, creating challenges for the development of existing commercial parcels that do not enjoy premium locations somewhat obsolete. Rezoning some of these parcels to residential will bring in an influx of residents and incomes that will support the existing commercial, rather than competing with it. It is also important to have a diversity of housing options for renters of varying incomes and demographics. Though the City has done an exceptional job attracting single-family for sale homes and traditional multi-family, such as apartments, there is still significant demand among Avondale's residents for asset classes like this one, which produces attainably priced rental units that still provide the appearance and feel of a single-family home.

3. Sustainability Theme, Energy Element

Goal 1: Integrate energy efficiency measures and renewable energy sources into all aspects of Avondale planning.

Policy C: Encourage "walkable" communities, vertical development where appropriate, transit, and efficient land use patterns to minimize fuel consumption and energy usage.

Response: The Site has appropriately scaled one and two-story product offering adjacent to a variety of transit options, which encourages the minimization of fuel consumption. 100% of garages will include Level 2 EV charging capabilities for renters to be able to install a charging station that is compatible with their vehicle.

4. Community Mobility Theme, Circulation Element

Goal 4: Promote and support an integrated transportation system that mitigates congestion, fosters a sense of community, and preserves the environment.

Policy A: Provide and support opportunities for all modes of travel for all ages and abilities.

Policy C: Develop adequate links to arterial roadways from new residential, recreation, and employment areas.

Response: The Site's internal pedestrian connections and proximity to elements such as dedicated bike lanes and the Avondale ZOOM bus, promotes and supports an integrated transportation that mitigates congestion. The Avondale ZOOM Circulator bus provides free transit service to employment, entertainment, and commercial throughout Avondale and more.

5. Transit Oriented Development Element

Goal 2: Require development and redevelopment within areas designated as TOD on the General Plan Land Use Map to facilitate and encourage the use of transit by visitors and residents.

Policy A: Increase residential densities and mixed uses within ½ mile of transit facilities, at transit stops, and along bus routes.

Policy C: Emphasize accessibility for pedestrians and bicyclists by providing direct and linked access internally as well as to adjacent residential and non-residential areas.

Policy D: Consider a range of housing types that will encourage a mix of residents, such as families, singles, and seniors, and allow for a mix of income levels.

Response: The Site is an ideal location for transit-oriented development as residents can easily access multi-modal transportation options such as the Avondale ZOOM Circulator bus which has stops located to the north and south of the Site, less than a half-mile in either direction. Dysart Road has dedicated bike lanes on both sides of the street providing options for residents to travel to nearby employment areas as well as access to the north to the Sun Circle Trail.

6. Quality of Life Theme, 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.

Response: The proposed high-density Site will maximize housing options in locations within a half-mile of transit, access to employment areas, neighborhood services, and public facilities in order to promote a healthy community both sustainably and economically. The Site is located in close proximity to multiple commercial areas such as Coldwater Plaza, Baldrige Commons, and Palm Valley Cornerstone to the north.

B. 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.

1. Response: Deviations from the Zoning Ordinance made by this PAD can be found in **Section 3: Land Uses and Development Standards**. Deviations to the City's Multi-family Design Manual can be found within **Section 4: Design Guidelines**.

C. 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.

1. Response: Existing public infrastructure services are discussed in several locations within this PAD. Information regarding the existing infrastructure can be found in **Section 2.4: Circulation** and more in-depth information on other infrastructure services such as utilities and utility providers can be found within **Section 5: Infrastructure**.

D. The proposed PAD will result in compatible land use relationships within the proposed development and with adjacent properties.

1. Response: The proposed PAD land use of Multi-Family is compatible with the existing surrounding uses as it is in keeping with the residential uses to the west of the Site across Dysart Road and the increase in residences will in turn support the surrounding commercial uses in the area as residents utilize services and patronize businesses. See **Section 2.5 Density and Land Use Justification** for more information.

E. The development standards of the proposed PAD are consistent with or exceed the desired character of development for the area.

1. Response: The Development Standards proposed within this PAD are in conformance with the desired character development for the area save for some deviations that are necessary due to the unique constraints of the Site. These deviations and areas of exceeding are explained in more detail in **Section 3: Land Use and Development Standards**.

2.2 Development Plan

The Site has been planned to concentrate the multi-family residences towards the southern half of the property to allow for landscape tracts and the entry drive to buffer the single-family residences towards the north and concentrate the activity on the southern portion of the Site. Along the southern edge of the Site, an area of open space includes a community trail and transitions from the multi-family housing to the mobile home community to the south. Internal to the Site is a community pool, a clubhouse with a fitness center, small leasing office, and entertainment room, and an activity lawn with benches where tenants can congregate and recreate. For more information see **Exhibit 5: Conceptual Land Use Development Plan**.

2.3 Project Character and Theme

Touching on the historical roots of Avondale that blended the architectural styles of small western towns in the early 1900's, the primary theme for the Site blends the influence of contemporary architecture with Spanish influences. This is established through the materials and architectural forms of the residences, see **Section 4.2 Architectural Character**. Covered overhangs at the carports incorporate painted steel beams into the colors and textures of the buildings to create a shaded entryway into the one-story residences. Two-story residences include enclosed garages. Landscape materials are organized to compliment and accentuate the architecture, see **Section 3.3 Open Space, Theming, and Landscaping** for more information.

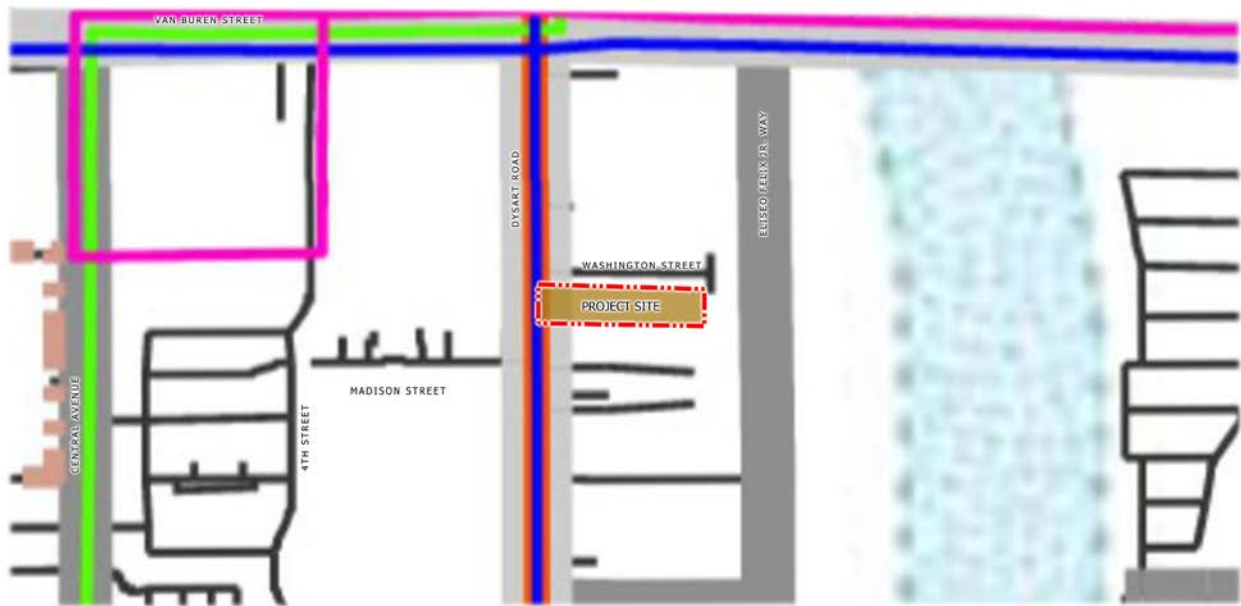
2.4 Circulation

The project is located along Dysart Road which provides the main access point to the Site. Dysart Road is classified as a four-lane arterial road with bike lanes on either side according to the Avondale General Plan 2030 ("General Plan"). According to the City of Avondale 2017 Transportation Plan Update, Dysart Road is also designated as a Road of Regional Significance (RRS). The Site also includes an emergency access route at the northeast corner connecting to Washington Street. See **Figure 2: General Plan Circulation Map**.

The Site includes a four-foot (4') sidewalk connecting pedestrians in the community to the central amenity area and the four-foot (4') wide community trail that runs along the southern edge of the Site. The sidewalk will include five-foot (5') turn around areas to comply with ADA requirements. See **Exhibit 9: Circulation Plan**.

Figure 2: General Plan Circulation & Streets Classification Map

Source: Avondale General Plan 2030



CIRCULATION AND STREETS CLASSIFICATION

	ARTERIAL ROAD		ROAD OF REGIONAL SIGNIFICANCE		FUTURE BIKE LANES
	COLLECTOR ROAD		AVONDALE ZOOM COORIDOR		PLANNED BOUNDARY
	LOCAL ROAD		BUS TRANSIT CORRIDOR		FLOOD AREA

2.5 Density and Land Use Justification

The proposed modification of land use from Local Commercial to High Density Residential permits a density of 12 to 30 du/ac. In accordance with the General Plan:

“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.”

The Site is designed to accommodate 65 villa dwelling units offering two housing options: 40 one-story units and 25 two-story units. The maximum density proposed by this PAD request is 14.07 du/ac, well within the density range for High Density Residential and is justified for purposes of the General Plan.

As part of the PAD zoning, the Site is deviating from the standard R-3 of one (1) unit for every 3,630 square feet of net Site area which calculates to a target density of 12 du/ac. The PAD Ordinance includes stipulations for a density bonus:

“Providing Open Space in excess of the minimum amount may be used as justification and mitigation for exceeding the Target Density. The density bonus should be in proportion to the amount of Open Space provided.”

The Site exceeds the minimum open space by 7.6%. Furthermore, the Site utilizes the target density of one (1) unit for every 3,000 square feet of net Site area which calculates to a density of 14.52 du/ac. This justifies the proposed density of 14.07 du/ac for the purposes of the Zoning Ordinance.

3. Land Uses and Development Standards

The requirements of the Zoning Ordinance, as amended shall apply to the Site except where explicitly stated otherwise in this PAD. This PAD sets forth the development standards and uses for the Site. 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. The sections below detail the permitted and conditionally permitted uses and applicable development standards for the Site. Deviations are noted in bold lettering and all uses not specifically provided for herein are prohibited unless a subsequent determination by the Zoning Administrator finds a specific use to be analogous to a permitted or conditionally permitted use.

3.1 Residential Permitted Uses

Table 2: Residential Land Uses

Table 2: Permitted Uses (R-3)	
Land Use	Designation
Assisted Living Facility	C
Boarding House	C
Child care in the home for four (4) or fewer children not related to the residents, as an accessory to the primary residential use of a dwelling.	P
Child care in the home for five (5) to ten (10) children not related to the residents, as an accessory to the primary residential use of a dwelling.	C
Child Care Center in conjunction with a Place of Worship	C
Community Garden, one acre or less	P
Convalescent Home	C
Group Home	P
Home Occupation, as an accessory to the primary residential use of a dwelling.	PC
Manufactured or Mobile Home	N
Multi-Family dwelling	P
Nursing Home	C
Park and recreation areas, public	P
Place of Worship	C
Public utility facility required for local service	PC
Public utility facility with the exception of those allowed as a Use Permitted with Conditions above	C
School, public	P
Single-Family attached dwelling	P
Single-Family detached dwelling	P

P - Permitted Use

C - Conditional Use Permit required

PC - Permitted with Conditions

N - Not Permitted

3.2 Residential Development Standards

The Residential Development Standards below, **Table 3: Residential Development Standards** shall replace the development standards as shown in the City of Avondale Zoning Ordinance. Deviations from the City's standard are shown in bold lettering. In the case where no development standard is provided in this PAD, the Zoning Administrator shall determine the applicable development standard to apply.

Table 3: Residential Development Standards

DESCRIPTION	AVONDALE C-2	AVONDALE R-3	PROPOSED PAD
Maximum units allowed	NA	1 unit for every 3,630 sf net site area	1 unit for every 3,000 sf net site area
Minimum lot width	None	50'	50'
Minimum lot depth	None	100'	100'
Maximum height	30'	30'	30'
Maximum building coverage	None	45%	60% **
Minimum setbacks: front yard	20'	25'	25' *
Side yard	15'	15'	15'
Rear yard	20'	15'	10'
Street side and/or private vehicle tract	20'	20' *	20'
Minimum 3-story setback adjacent to SF	NA	75'	75'

* May be reduced to eight (8) feet for buildings with individual dwelling units that front onto a residential street and that provide direct access from residential units to the public sidewalk (e.g. villas or walk-up apartments). As it relates to this provision, direct access shall be defined as the shortest feasible paved connection to the public sidewalk from the entrance of a residential unit(s). Direct access shall not require pedestrians to navigate through internal sidewalks and exit through a centralized location in order to access the public right-of-way.

** Building coverage to be calculated by dividing the total building ground floor area from the total net site area (minus the private street).

3.3 Open Space, Theming, and Landscaping

3.3.1 Open Space, Trails, and Parks

The design of the Site strikes a careful balance between general open space areas and private open space. The thin linear shape of the Site presented challenges in allocating open space areas that would provide meaningful benefits to all of the residents without fragmenting. Allotting larger private open space to backyard patios benefitted every resident and built on the Site's design intent of rental villas having the appearance and feel of living in a single-family home. The site contains the following open space: 0.80 acres (17.3%) of general, usable open space; 0.23 acres (5%) of open space that is not defined as usable but provides for landscaping and a more spacious feeling on the Site; and 0.36 acres (7.8%) of private open space for residents. The total combined open space is 1.39 acres (30.1%). Importantly, the Design Guidelines for this site only require 80 square feet of private open space for each balcony or patio unit. This project provides over 200 square feet of private open space per unit, which is more than twice the minimum required size. This site requires total open space of 20%. At 30.1%, this Site exceeds that requirement significantly.

Centrally located is a communal amenity area which is envisioned to include a pool, fitness center, and open activity area. Each cluster of homes also have an access path south to the trail along the southern portion of the Site. Traveling beyond the Site, residents can travel north towards Van Buren and connect to the Sun Circle Trail which provides convenient linkages to larger parks and open space areas such as Friendship Park. See **Exhibit 6: Open Space Plan**.

3.3.2 Character and Theme

The Site utilizes a blend of modern materials coupled with a soft landscape palette of native and desert adapted vegetation to create an inviting community. Residents will be greeted upon arrival by the faceted entry monument and the tree lined entry drive. The landscape and open space areas are designed to complement the contemporary architecture with Spanish influences.

3.3.3 Walls and Monumentation

Organized landscape forms visually frame the architecture and emphasizes the arrival and amenity areas. The entry monument is designed to be solid, low scale, and directs the eye up into the community. At night soft lights illuminate the signage providing visual wayfinding. See **Exhibit 11: Entry Monument** and **Exhibit 12: Wall Details**.

3.4 Landscape

3.4.1 Site landscaping

The landscape programming complements the architecture, shading walking paths throughout the community, and softening the scale of the two-story elements. Locations of shrubs, groundcover, and trees have been carefully chosen to visually buffer the Site and the adjacent properties. Landscape along Dysart Road will be in accordance with the City of Avondale Street Tree Master plan and applicable landscaping requirements of the City of Avondale. See **Exhibit 8: Landscape Plan**.

In recognition of the increased private open space and constrained nature of the site from a connectivity and size standpoint, the following deviations from the Avondale Zoning Ordinance are specifically permitted in this PAD.

1204.B.3. "For all development within the Multi-Family Residential Zoning District (R-4, R-3, R-2) a minimum of one and one-half (1 ½) trees per dwelling or guest unit shall be provided. This number of trees shall not include the trees required in a landscape buffer, parking lot, landscape setback or right-of-way planting as specified in this Section 12."

In lieu of this, this standard shall be replaced with: "The Site shall provide a minimum of threequarters (.75) trees per dwelling unit. This number of trees shall not include the trees required in a landscape buffer, parking lot, landscape setback or right-of-way planting as specified in Section 12."

Response: The reason for this deviation is that a majority of the trees for the Site lay within the landscape buffers and setbacks. Trees are incorporated into the Site design, where possible, to provide shade, soften and compliment the built environment, and enhance the character of the area.

1204.C.5.a.i. Minimum Landscape Buffer: "Fifteen (15) feet where any Multi-Family Residential Zoning District or use abuts a Single-Family Residential Zoning District or use."

In lieu of this, this standard shall be replaced with: "Eight feet (8') where any Multi-family Residential Zoning District or use abuts a Single-Family Residential Zoning District or use."

Response: In addition to locating the private entry drive towards the north to buffer the existing single-family units from the proposed multi-family units, a minimum of 8' landscape buffer has been provided. This layout creates approximately 50' of separation from the proposed units and the existing single-family homes.

4. Design Guidelines

4.1 Residential

As is acknowledged under the City's Multi-family Design Manual, the Zoning Administrator has latitude to interpret the qualitative and quantitative standards to provide flexibility so long as projects meet the intent of the Manual, which is guided by the over-arching goal of creating sustainable neighborhoods which promote walkable communities with plentiful open space amenities. The configuration of the Site lends itself to a linear layout that logically arranges building forms and the amenity area located centrally.

Multi-family Residential Design Manual – Site Design

The following multi-family design standards are listed followed by how the Site complies with or is deviating from the Multi-Family Residential Design Manual.

4.1.1 Site Design:

- A. Design entrances with a strong sense of arrival and place incorporating decorative gates, walls, pavement, landscape planters, and the like.
 - **Response:** The entry monument creates a sense of arrival at the Site's main entry on Dysart Road. The solid low scale form of the monument directs the eye up into the community and at night soft lights illuminate the signage providing a sense of visual wayfinding.
- B. Streets should be designed to contain entry landscape medians at all collector/arterial, collector/collector, and collector/local intersections.
 - **Response:** The small linear nature of the Site leaves room for one private road with small stub drives for residents to access carports and garages. The Site does not include any larger category streets so landscape medians would not be needed.
- C. Maximize the number of units that front onto common open spaces and maximize opportunities for view corridors.
 - **Response:** Due to the narrow nature of the Site and adjacent developments, there are limited view corridors available from within the Site. The units along Dysart Road will have views of the White Tank Mountains to the west while the units along the southern edge of the Site have views south towards the Estrella Mountains. Within the Site, units are oriented towards the common open space/amenity area at the center when possible.
- D. When siting buildings, highlight view corridors of prominent natural features, such as the Estrella Mountains, from streets, backyards, and open space.

- **Response:** The residences along Dysart have views of the White Tank Mountains to the west while the units along the southern edge of the Site have views south towards the Estrella Mountains.
- E. Stagger buildings throughout a development to avoid a monotonous streetscape and incorporate patios, courtyards, porches, and other design features.
- **Response:** The layout of the Site incorporates visual variety through the placement of one and two-story units, with varying planes on the front elevations. Back patios, carports, and garages also serve to create breaks and changes in the architectural mass.
- F. Site buildings within the City Center planning area to strongly interface with streets and provide direct pedestrian access to plazas, open spaces, retail, office, and activity areas.
- **Response:** The Site is not located within the City Center planning area.
- G. Locate activity centers, parks, or plazas central to the project allowing for a short walk to the City of Avondale's Zoom service, transit bus stop and/or bus shelter.
- **Response:** The nearest transit stop is in close proximity to the Site, less than a half mile from the central amenity area.
- H. Plan streets to efficiently connect all parts of the neighborhood, integrate all modes of transportation, simplify circulation patterns, and connect with adjacent streets through shaded corridors.
- **Response:** Due to the constraints of the Site, the simplest and most efficient circulations patterns have been laid out according to **Exhibit 9: Circulation Plan**. The orientation of the structures and placement of trees on Site create shaded pedestrian pathways connecting the community and the adjacent Dysart Road.
- I. Provide direct vehicular, bicycle, and pedestrian connections to adjacent residential and non-residential areas through trail development and buffered bike lanes.
- **Response:** As the Site is an infill development, existing constraints limit the creation of additional connections. The Site connects to the existing vehicular, bicycle, and pedestrian connections from Dysart Road.
- J. Use traffic calming measures such as islands or traffic circles to slow vehicular speeds.
- **Response:** In lieu of this standard, the primary private road though the Site has been narrowed by including on street parking which promotes reduced vehicular speeds. The private road provides access to short stub drives for residents to reach the carports and garages of each home. Due to the shallow depth and linear nature of the Site, additional traffic calming features are not needed.

- K. Provide trash receptacles, benches, and pedestrian scale lighting along trails, near barbecues, playgrounds, sports courts, and other active open spaces.
- **Response:** The central amenity area will include trash receptacles, seating, and both ground and pole lighting. Final placement and quantity of trash receptacles and seating to be determined by the building management.
- L. Incorporate residentially-scaled LED streetlights and accent paving at entries and crosswalks throughout the development and incorporate LED lights in all common areas.
- a. Provide decorative lighting on all buildings and pedestal lighting throughout the project.
- **Response:** Entries and porches include decorative lighting in a style complimenting the architectural theme.
- b. Design site lighting and parking area lighting so that it does not shine on adjacent uses.
- **Response:** Lighting within the Site will comply with City of Avondale lighting requirements. Lights will consist of appropriately sized LED lights and other equivalent approved lights.
- M. Provide direct access for pedestrians to parks, commercial centers, and schools without exiting onto the main roadway. Place pedestrian gates appropriately to ensure safe pedestrian access. Discretion and flexibility in choosing how and where to install pedestrian connections will be provided.
- **Response:** Due to the existing constraints and the infill nature of this project, the only access route for residents to nearby parks, commercial centers, and schools are via Dysart Road.
- N. Incorporate accent paving material at all entrances and auto courts.
- **Response:** Due to the small intimate nature of the Site, The entry drive into the community at Dysart Road will provide visual enhancement through painting or stamped ashplant. No additional locations will be provided within the community.
- O. Enhance the transition between multi-family residential and existing single-family residential areas to achieve maximum compatibility through height transitions, setbacks, buffers, and screening.
- **Response:** The Site enhances the transition between the multi-family villas and existing single-family residences by locating the entry drive along the northern border. This increased distance between new structures and the existing homes as well as 6' perimeter wall and landscape tracts create a more harmonious sense of compatibility. In total, there is a separation of fifty (50') feet between any new buildings proposed on the Site and the existing single-family residential to the north.

- P. Provide amenities such as community centers, pools, splash pads, sports activities, internal trails, event spaces, dog parks, and other unique features.
- a. Centrally locate multi-purpose buildings, community swimming pools, and other amenities so all units are in close – proximity and allow residents ease of access.
- **Response:** The amenity area is centrally located and features a pool, a clubhouse with a fitness center, a small leasing office, and an entertainment room, and outdoor activity lawn with benches for residents to come enjoy.
- Q. Incorporate trees with wide canopies in close proximity to pedestrian seating areas.
- **Response:** Pedestrian seating areas will be shaded where appropriate via tree canopy, shade umbrella, or other method.
- R. Provide appropriate guest parking spaces and parking areas for useable open space areas in addition to required parking for individual units.
- **Response:** The Site includes ample on-street parking spaces along the private entry street for guests, all within a short walking distance of the amenity area.
- S. Provide loading and/or delivery areas for package deliveries, mobile order deliveries, and ride sharing services.
- **Response:** Loading and delivery areas are provided via the on-street parking that is allowed on the primary private drive.
- T. Screen parking areas from street views with solid masonry screen walls. Screening needs to include walls a minimum of three (3) feet up to four (4) feet in height, three (3) foot high berms, or a combination of both.
- **Response:** Guest parking areas within the Site is limited to on-street parking. The architecture and perimeter walls screen the visibility of the on-street parking from all locations other than looking directly down the street from Dysart Road.
- U. Perimeter walls on property lines around the development need to be a minimum of six (6) feet up to eight (8) feet in height.
- **Response:** All perimeter walls are designed to be six (6) feet in height. See **Exhibit 12: Wall Details**.
- V. All walls need to be architecturally integrated with the development's architectural style through materials, paint colors, form, and character.
- **Response:** The perimeter wall complements the architectural style of the residences and complies with all wall requirements set forth by the City of Avondale Zoning Ordinances.

W. Provide covered parking canopies designed with colors, forms, and/or materials consistent with the building architecture.

- **Response:** Parking for residents consists of enclosed garages for the two-story units and covered carports for the one-story units. The design of these utilizes colors and materials to complement the architectural character.

X. Provide garages for developments with more than 100 units. Garages should be attached and account for a minimum of twenty-five (25) percent of the required parking, excluding guest parking. Incorporate a portion of the garages under the living quarters to minimize standalone, long garage buildings.

- **Response:** While the Site does not include more than 100 units, it has provided enclosed garages for all of the two-story units. The garages are attached to the living quarters minimizing the standalone, long garage buildings.

4.1.2 Landscape:

A. All new developments need to be designed in accordance with the Street Tree Master Plan and provide full canopy coverage over walkways.

- **Response:** Canopy coverage over the walkway at Dysart Road will comply with the requirements of the Street Tree Master Plan.

B. Provide enhanced landscaping including six (6) large specimen trees, and landscaped medians at entries.

- **Response:** Six (6) large trees are provided at the entry to the Site along Dysart Road. Due to the small intimate design of the community, a landscape median is not included in the design of the Site.

C. To ensure effective management of stormwater and healthy growth of native vegetation, all landscape areas should, to the extent practicable, be part of the drainage infrastructure and make all conveyance features landscape amenities utilizing LID design.

- **Response:** Due to the intimate nature of the combined landscape and pedestrian areas, onsite drainage will drain into the underground drainage network to keep the landscape areas from being dirtied by the typical oils, dirt and debris associated with rainstorms that occur after long periods between precipitation.

D. Provide a minimum twelve (12) foot wide landscape tract, inclusive of public utility easement, along buildings adjacent to a street side yard.

- **Response:** Due to the constraints to the Site and in lieu of the twelve (12') foot wide landscape tracts, all internal streets are private drives, with a minimum of 8' of landscape being provided along the perimeter property boundary from any building or private drive.

- E. Provide a variety of planting palettes that soften the development, reinforce the building design and add variety to the streetscape.
- **Response:** Due to the small size of the Site (less than 5 gross acres) only one unifying plant palette has been developed in order to create a cohesive visual character. The palette complements the architectural style while utilizing native and drought tolerant species, all of which will conform to low water use species list.
- F. For greater shading and cooling, plant a multi-layered composition of shrubs and small trees with a minimum height of ten (10) feet and a width of four (4) feet next to buildings.
- **Response:** The landscape for the Site is comprised of groundcovers, shrubs, cacti/accents, and trees which will comply with the ten (10) feet height and four (4) feet width at maturity.

4.1.3 Open Space

- A. A multi-generational approach should be considered when designing open space to promote resident interaction and recreation for all age groups. Co-locating physical activity spaces for children and parents or guardians can simultaneously promote physical activity in different age groups.
- **Response:** The amenity area with pool, fitness center, and activity lawn are centrally located within the Site to allow for convenient access for all residents.
- B. Devote a minimum of twenty (20) percent of the site area to usable open space.
- **Response:** The Site exceeds the 20% requirement and provides 22.3% usable open space. This is comprised of 0.80 acres (17.3%) of useable public open space and 0.36 acres (7.8%) of useable private open space. Though it is not defined as "usable", the Site also features 0.23 acres (5%) additional open space that features lush desert landscaping.
- C. Preserve or create natural terrain in children's outdoor play areas.
- **Response:** While there is not an outdoor play area specifically for children, the central amenity area includes an open activity lawn for residents and their families to enjoy.
- D. Aggregate open space in one large area rather than dispersing into smaller pieces and provide residents with access to open space within a 5-minute walk.
- **Response:** The amenity area with pool, fitness center, and activity lawn are centrally located within the Site to allow for convenient access for all residents within less than a 5-minute walk.

- E. Provide drinking fountains to encourage the consumption of tap water for rehydration.
- **Response:** The small nature of the Site allows residents to be within a few minutes walking distance from their homes from any portion of the community, therefore a drinking fountain will not be included in the Site.
- F. New playgrounds should also be designed to reflect the changing knowledge about injury prevention.
- **Response:** The Site does not include any playgrounds.
- G. Turf should only be used in open space areas and not used on slopes greater than four feet of horizontal distance per one-foot vertical change (4:1).
- **Response:** Turf is utilized only in open space areas and has not been included in any location where the slope is greater than four feet or horizontal distance per one-foot vertical change (4:1).
- H. Locate tree plantings adjacent to all roadways throughout a development in common areas to soften the streetscapes.
- **Response:** Trees are located along roadways in common areas.
- I. Usable open space may include:
1. Community pools and splash pads
 2. Clubhouses/community center
 3. Play areas
 4. Private parks and trails
 5. Community gardens
 6. Dedicated park sites
 7. Multi-use paths
 8. Improved utility corridors
 9. Sports courts
 10. Seating areas
 11. Picnic ramada areas with barbecues outside of retention areas
 12. Pickle ball, putting greens, or other similar sports amenities
 13. Tot lots
 14. Resort-style amenities, entertainment areas
 15. Rooftop entertainment spaces
- **Response:** The Site includes the following useable open space amenities; community pool, activity lawn, and community trail along the south.

- J. Provide a clubhouse and community pool for developments over 50 units.
- **Response:** The Site includes a community pool and a club house with a fitness center, small leasing office, and entertainment room for residents to gather and enjoy.
- K. Provide parking in proximity to a main, centralized community open space.
- **Response:** On-street parking spaces have been located in close proximity to the main central community amenity area.
- L. Design multi-use trails a minimum of (ten) 10 feet in width, lighted with low level security lights, and connect through the neighborhood as a greenbelt.
- **Response:** Due to the constraints of the Site it does not include a multi-use trail. In lieu of the multi-use trail, the Site does include a four (4) foot wide decomposed granite community trail along the south.
- M. Site buildings at a maximum of one-quarter of a mile from a park or usable open space amenity.
- **Response:** All residences are within a quarter mile of the central amenity area.
- N. Provide pedestrian amenities such as benches, trash receptacles, bicycle racks, and pedestrian scale lighting along trails and near the tot lots, sport courts, and other active open spaces.
- **Response:** Due to the small intimate nature of the Site, it does not include tot lots, and sport courts. The Site will include a trash receptacle and pet waste station along the trail at the south. At the activity lawn and pool area, the Site includes seating, trash receptacle, bicycle racks, and pedestrian scale lighting. See **Exhibit 7: Amenity Enlargement**.
- O. Plant tree species with wide canopies near pedestrian seating to provide cover from the sun and cover all playground areas with shade structures.
- **Response:** Tree species planted at the community amenity area shall be a wide canopy species to provide shade where possible.
- P. Locate LED decorative lighting throughout the development in open space areas.
- **Response:** Low voltage lighting is included along the trail and other areas of sidewalk adjacent to open space areas where appropriate.

4.1.4 Building Design

- A. Design buildings with multiple unit square footages and number of bedrooms that accommodate a variety of choices for the prospective homeowner or renter.
- **Response:** The Site includes a single bedroom floorplan for the single-story homes and a two bedroom floorplan for the two-story homes.
- B. Articulate all façades, including variation in massing, roof forms, and wall planes, as well as surface articulation with a separation of twenty (20) feet or more between buildings.
- **Response:** The architecture of the Site includes varying articulation on the front elevations and maintains a minimum separation of twenty (20) feet or more between buildings.
- C. Multi-family units need to step-down/step-back in height when adjacent to detached single-family residential subdivisions.
- **Response:** In lieu of step-down/step-back in height, the Site enhances the transition between the multi-family villas and the existing single-family residences to the north by locating the entry drive along the northern border. This increased distance between new structures and the existing homes as well as 6' perimeter walls and landscape tracts create a more harmonious sense of compatibility.
- D. Carriage style garages or tuck under designs are encouraged to reduce standalone, long garage buildings.
- **Response:** The Site does not include any standalone or long garage buildings. Garages with the two-story units are incorporated into the livable space under the second floor.
- E. Incorporate architectural elements and details that add visual interest, scale, and character to all four-sides of buildings.
- **Response:** Architectural elements have been incorporated to all four sides of the buildings as shown on architectural elevations on **Exhibit 13: Conceptual Architectural Elevations**.
- F. Vary building elevation designs having differences in the horizontal and vertical massing elements, building composition, building elements, building materials, and paint colors; however, design theme and architectural style may warrant more similar looking buildings.
- **Response:** The Site is comprised of attached one and two-story villas where the architectural style blends the forms of contemporary design with Spanish influence. While the style across all units is unified, the varying massing and elements such as the enclosed garages and covered carports give create visual interest and variety.

- G. Design buildings within the City Center planning area to be attractive and present contemporary and modern style architectural designs using materials appropriate for this style of architecture. Natural materials, vertical and horizontal elements, unique forms, and vibrant colors are encouraged.
- **Response:** The Site is not located within the City Center planning area.
- H. Incorporate pavers or other similar treatments to all driveways.
- **Response:** No pavers or other treatments will be provided at the driveways of the homes.
- I. Utilize high-quality, durable, natural materials. Synthetic materials are acceptable if they are sustainable products.
- **Response:** The trail along the southern edge of the Site is comprised of a decomposed granite which retains less heat than asphalt or concrete while incorporating a more naturalized feeling to the open space. Steel accents included with the entry monument and at the single-story unit carports are comprised of a recycled steel.
- J. Utilize contrasting, but complementary, colors for trim, windows, doors, and key architectural elements.
- **Response:** The pop of color from features such as doors, carport covers, windows, and red clay roof tiles all contrast with the white stucco of the building as part of the contemporary design with Spanish influence.
- K. Roof materials and colors need to be consistent with the desired architectural style and may include clay tile, slate, barrel, flat, or cool roof tile.
- a. The colors of roofing materials need not be altered by staining or painting.
 - b. Roof materials need to exhibit earth-tone colors and be non-reflective in muted tones. Acceptable roof materials include: clay tile, slate tile, barrel tile, flat tile, cool roof tile.
- **Response:** Roof tiles for the project are red clay tiles.
- L. The roofline may be changed by the following options:
- a. Alternating the ridgeline between parallel and perpendicular to the street.
 - b. Alternating the roof type between gable and hip.
 - c. Alternating the roofline pitch by a minimum of three units vertical, for example 3:12 to 6:12.
 - d. Alternating between two- to three-story units.

- **Response:** The rooflines within the Site are designed to create a complex village feeling with the mixture of one and two-story units. A variety of rooflines such as flat, pitched, and gabled add depth and texture to the planes of the buildings.
- M. The design, color, and materials of accessory structures needs to be architecturally tied to the main structure.
 - **Response:** The Site does not include any accessory structures.
- N. Metal flashing, vents, pipes, gutters, electrical panels and other exposed metal must be painted to match the color of the house and avoid exposed metal flues.
 - **Response:** All exposed metal shall be painted to match the color of the residences, except where intentionally left unfinished to create a rustic finish to match the architectural design style of the and community theme.
- O. Design chimneys as an architectural element.
 - **Response:** The Site does not include any chimneys.
- P. Buildings located along public streets need to be designed to give prominence to the street frontages, especially at the corner of two street frontages. This prime exposure warrants greater architectural design.
 - **Response:** The design to the leading building will have enhanced design.
- Q. Design entries as the dominant feature, clearly articulated, with enhanced pedestrian space that reflects the style of the building.
 - **Response:** The entry to each unit is a private entry rather than the typical apartment style of one entry leading to a long hallway. This gives the appearance and feel of single-family home ownership. It is anticipated individual tenants will enjoy adding decorative potted plants to their individual front door entry for instance to create greater texture and color.
- R. Wrap balconies and porches around corner units to enhance the side elevations.
 - **Response:** Due to the type of attached homes within the Site, porches have not been wrapped around the end units. In lieu of this, the size of private open space has been enhanced with larger porches for all units.

- S. Mixed-use buildings with multi-family residential and commercial uses should include first floor window fenestration with greater amounts of glazing, and floor heights should be at least 15 feet or greater floor- to-floor.
- **Response:** The Site consists entirely of multi-family residential units and does not include any commercial areas.
- T. Compose a building to appear as multiple buildings or units through use of different building materials and paint colors to emphasize the appearance that smaller buildings were built next to one another rather than a single building.
- **Response:** Due to the small intimate natural of the site and the design of the attached residential units, differing paint colors and materials does not the fit the architectural theme. In lieu of this to create the visual sense of multiple-separate units within a multi-family setting, the design of the architecture makes use of variations in the massing, wall planes, and roof lines. Enclosed garages and carports also create a sense of a joined village of units rather than one singular building.
- U. Make stairs wide enough to accommodate travel in groups and in two directions and incorporate appealing finishes, and LED lighting.
- **Response:** The Site does not include any external stairs. All stairs for the two-story units is contained within the residence.
- V. Increase stair use by locating a highly visible and appealing stair within the building orientation areas and points of decision and along the principal paths of travel.
- **Response:** The Site does not include any external stairs. All stairs for the two-story units is contained within the residence.
- W. Provide for fire-rated glass enclosures for stairs instead of traditional opaque enclosures.
- **Response:** The Site does not include any external stairs. All stairs for the two-story units is contained within the residence.
- X. For attached multi-family housing types such as townhomes and condominiums, locate units' primary entrance on front elevations.
- **Response:** All primary entrances to both the one and two-story units are located on the front elevation on the ground floor.
- Y. Incorporate balconies, porches, and patios onto or within the building form, providing a minimum of eighty (80) square feet for each balcony or patio per unit.
- **Response:** All units within the Site enjoy patios that exceed 200 square feet which is more than twice the minimum required size.

- Z. Incorporate stylized garage doors reflecting the building's architectural style.
- **Response:** Garage doors will be selected in a style that compliments the architectural style of the building.

4.1.5 Walls and Entry Area

- A. Entry features need to reflect the overall architectural identity, character, and theme of the development.
- **Response:** The entry monument for the Site incorporates materiality from the architecture and walls to feel cohesive.
- B. Design entry landscape medians at a minimum of seven (7) feet wide to accommodate planting of trees, LID design, and stormwater retention.
- **Response:** Due to the entry street width, a landscape median is not required nor included in the design of the Site.
- C. Design entry gates and walls to be compatible with overall design intent of the development and create a dramatic identity for the community.
- **Response:** The Site does not include entry gates. Varying materials are provided for the entry monument which echo those incorporated in the architecture. See **Exhibit 11: Entry Monument**.
- D. Include enhanced wall materials such as stone, brick, tile, metal, cladding, or other sustainable materials on entry features and perimeter walls.
- **Response:** The existing walls surrounding this small community feature predominantly grey CMU therefore the community walls will provide CMU of similar character. The side of the existing walls on the Site and the proposed walls will be painted to compliment the community architecture. Additionally, the entry feature will include steel and CMU materials.
- E. Other unique identifying features may be proposed subject to approval by the Zoning Administrator.

4.1.6 City of Avondale Zoning Code Section 206: Multi-Family Districts

The following design standards are listed followed by how the Site complies with or is deviating from the City of Avondale Zoning Code for multi-family districts.

A. Multi-Family Districts

1. Open Space: Open Space that is attractive shall be an integral part of a multiple family development. Open Space shall be provided in an amount comparable to the size of the development, subject to the applicable Design Manual.
 - a. Open Space areas shall be the central focus of the development. Open space should link recreation facilities with the dwellings and be uninterrupted by vehicular circulation or parking areas.

Response: Due to the linear nature of the Site, the amenity area is located centrally in the development so that all residents are within a few minutes' walk. All residents can traverse the uninterrupted community trail along the southern end to reach the pool amenity area. Vehicular circulation and parking do interrupt the access to the amenity area from the north and several configurations were considered but locating the entry drive along the northern side allowed for additional buffer space between the units and existing single-family homes north of the Site.

- b. Storm water detention basins shall not occupy more than fifty (50) percent of any landscaped area front on a public street if maximum basin depth exceeds three (3) feet below grade. Where maximum basin depth is less than or equal to three (3) feet and exceptional design is exhibited through contouring and landscaping, as determined by the Zoning Administrator or designee, a greater use of the frontage landscaped area may be allowed.

Response: The Site is utilizing subsurface retention rather than traditional basins.

- c. Required yards and landscaped setback areas fronting on a public street shall be entirely landscaped except for necessary driveways and walkways. Parking is not permitted within the required setback area.

Response: The frontage along Dysart Road will meet the landscape requirements.

- d. Private outdoor space shall be provided in the form of patios or balconies with a minimum size of eighty (80) square feet per unit.

Response: The Site provides backyard patio spaces exceeding the minimum size of eighty (80) square feet.

2. Building Separation.

- a. The minimum separation between the principal entrance or exit of a multi-family building and any other building shall be as follows:

Building Height	Minimum Separation
1 story	20 feet
2 story	30 feet

Response: The Site exceeds this requirement as building separation has been increased above thirty (30) feet to accommodate pedestrian walkways and drives for both the single-story and two-story buildings.

- b. The minimum separation between buildings on a multi-family site shall be fifteen (15) feet.

Response: The Site exceeds this requirement as building separation has been increased above thirty (30) feet to accommodate pedestrian walkways and drives. Where the back yards of units abut one another, the separation between buildings also exceeds fifteen (15) feet.

3. Relationship of Project to Surrounding Uses.

- 4. Particular sensitivity shall be displayed to the relationship between a multi-family project and adjacent residential uses of lesser density to minimize the impact on those less-dense areas.

- a. Multi-Family buildings two (2) stories or greater in height shall not be placed within seventy-five (75) feet of a Single-Family Residential area or Zoning District.

Response: Multi-family buildings two (2) stories or greater in height shall not be placed within sixty (60) feet of a Single-Family Residential area or Zoning District.

- b. Individual design situations may dictate additional conditions or considerations to minimize the impact of a multi-family development on adjacent residential uses through the imposition of one (1) or more of the following design considerations:
 - i. Use of one (1) story buildings;

Response: The majority of the units proposed are single-story.

- ii. Additional landscaping to serve as buffer area;

Response: The entry drive is located along the northern portion of the Site to provide additional buffer area between the existing residences and the multi-family units. All units within the Site are oriented to minimize the impact on the adjacent residential uses. Six (6) foot perimeter walls and six (6) foot rear yard walls provide additional visual and noise screening. See **Exhibit 12: Wall Details**.

- iii. Wider setbacks from property line;

Response: In lieu of wider setbacks from the property line along the north, the Site locates landscape buffers and the entry drive along the northern boundary so that buildings are located towards the south.

- iv. Modifying the orientation of buildings;

Response: Units have been oriented to minimize the impact for existing residents on the north and south.

- v. Modifying the orientation of windows and balconies;

Response: All windows that offer views are oriented to the east and west in order to minimize impact on the existing residents to the north and south. Sides facing existing homes have some high windows that are located to provide light and ventilation for end units but are placed in such a way that they will not offer views into the neighboring properties. See **Exhibit 13: Conceptual Architectural Elevations**.

- vi. Providing screen walls.

Response: The Site provides screen walls. See **Exhibit 12: Wall Details**.

- c. Common recreation facilities in a project shall be located to minimize the intrusion of noise into adjacent residential area.

Response: The pool amenity area is centrally located in the Site and provides a minimum buffer of fifty-five (55) feet from the adjacent residential area.

- d. Pedestrian and visual linkages shall be made between a project and off-site amenities.

Response: Due to the infill nature of the Site, pedestrian and visual linkages to off-site amenities are limited to the pedestrian path that connects the Site to Dysart Road. Pedestrians utilizing this path have a clear view towards Dysart Road. The nearest off-site amenities via Dysart Road are Agua Fria High School to the south and Sun Circle Trail north of the Site.

- e. The project shall be designed to minimize negative traffic impacts on the surrounding uses.

Response: The design of the Site endeavors to minimize negative traffic impacts on the surrounding uses by minimizing vehicular circulation, buffering the existing adjacent residential uses through landscape buffers, landscape tracts, and walls.

5. Parking.

- a. All parking lots shall be screened from public streets by masonry walls or earth berms or combination thereof to a height of at least three (3) feet above the grade of the parking lot or adjacent street, whichever is higher in elevation. Such walls shall be designed and colored to complement the main buildings on and provided architectural features throughout the site.

Response: All designated parking spaces are located within the community and screened from the public. On-street parking is not considered a parking lot.

- b. A minimum of one (1) covered parking space per unit shall be provided.

Response: All single-story units include a covered carport, and all two-story units include garages. See **Exhibit 14: One-Story Unit Plan** and **Exhibit 15: Two-Story Unit Plan**.

- c. Garage parking shall be provided for a minimum of twenty (20) percent of parking, excluding visitor parking, in apartment developments with one hundred (100) or more dwelling units. Single-Family attached, townhomes and condominiums shall provide a garage at a ratio of one (1) per dwelling unit, the same as a single-family detached dwelling unit.

Response: All single-story units include a covered carport, and all two-story units include garages. See **Exhibit 14: One-Story Unit Plan** and **Exhibit 15: Two-Story Unit Plan**.

4.2 Architectural Character

The architectural character of the Site blends clean contemporary shapes with touches of Spanish influence through sanded white stucco walls that contrast with a pop of color from the rounded red roof tiles. Covered overhangs at the carports incorporate painted steel beams into the colors and textures of the buildings and create a shaded entryway into the one-story residences. See **Exhibit 13: Conceptual Architectural Elevations**, **Exhibit 16: Architectural Materials**, and **Exhibit 17: Conceptual Architectural Renderings**.

4.3 Site Design

The Site accommodates sixty-five (65) dwelling units with ninety (90) garage/carport parking space, and fifty-two (52) surface parking spots. The design of the garages compliments the roofline and scale of the single and two-story homes. Site parking was designed to be ample enough to ensure that all residents and guests would be able to park on-site without overflow disturbing the neighborhoods to the north or south.

To accommodate future residents access to EV Parking Spaces according to Avondale Zoning Ordinance Section 802.G requirements, Level 2 EV charging capability will be provided in 100% of the garages for all two-story units. Due to the variety of vehicles with varying charging requirements and plugs, this will allow renters to be able to install a charging station that is compatible with their vehicle for the duration that they reside there. The foregoing standards may be amended by the Zoning Administrator in recognition of any applicable technological advancements that justifies an alteration of these requirements.

5. Infrastructure

5.1 Roadway Improvements

Dysart Road is fully improved with curb, gutter, sidewalk, paving and street lighting. No offsite roadway improvements are needed other than modifications for the driveway entrance into the project from Dysart Road. The secondary access to the Site is at the northeast corner at the southern termination of the 25-foot right-of-way of 9th Street as recorded on the Plat of Cielos Patricia Unit 1, MCR 155-31. This area will be improved as necessary to provide for fire truck access to the Site. See **Exhibit 10: Street Sections**.

5.2 Utilities

See **Table 5** below detailing the utility providers for Ascend.

Table 5, Utility Providers

Utility	Provider
Water	City of Avondale
Wastewater	City of Avondale
Electric	SRP
Natural Gas	Southwest Gas
Phone	Cox/CenturyLink
Cable	Cox/CenturyLink

5.3 Water

The Site is served by a 12-inch ductile iron water line located in Dysart Road. There is an 8" stub-out to the Site from this 12-inch water line. The design will include this connection as well as an additional 8" tap to provide a fire line loop through the Site. This private fire line loop will include the necessary backflow prevention devices at the street to separate the onsite from the public offsite water line. Private fire hydrants will be located throughout the Site and fed from the looped fire line. The domestic portion of the water line will be installed in the same trench as the fire line loop with the fire line sitting at a depth of 4 feet of cover and the domestic water line installed with 3 feet of cover. This provides a clear pathway for water and fire line crossings as necessary with no conflicts. The domestic system will consist of two taps off the 12-inch water main in Dysart Road. Each tap will have a domestic water meter and backflow preventer and will connect to a 4-inch onsite loop.

5.4 Wastewater

The Site slopes at a rate of +/-1% across approximately 940 feet from west to east, resulting in an elevation differential of roughly 9 feet. An existing 8-inch VCP sewer is located in Dysart Road. According to the available records it is approximately 8 feet deep. There is an existing 6-inch sewer tap that serves the Site. Due to the elevation differential across the Site, it will be necessary to install a sanitary sewer lift station to provide sewer service to the Site.

5.5 Drainage

The Site slopes from the west (Dysart Road) to the northeast corner where a storm drain sump is located. This sump collects runoff from not only Dysart Commons, but also Cielo's Patricia Subdivision which is located north of and adjacent to the Site. The Site slopes at an average 1% with a total elevation difference of approximately 9 feet with the east property line lower than Dysart Road. Runoff is directed to the sump located in 9th Street where it is piped to the Agua Fria River. This existing storm drain system will continue to be utilized in the design of the Site which will allow for a reduction of the required runoff from the 100-year, 2-hour storm event. The flows will consist of roof runoff and overland sheet flows from individual units to the adjacent drive aisles where it will be conveyed to either surface retention basins or underground storage tanks. The requirement for emptying storm water storage facilities within a 36-hour period will be achieved by basin infiltration and the installation of Drywells.

5.6 Phasing

The project will be constructed in a single phase.

6. Maintenance of Common Areas and Facilities

Maintenance of common areas, open space, and the amenity areas of the Site will fall under the responsibility of the building management. Ownership has extensive experience owning and managing various residential property types and will use professional, third-party management companies. Such companies will not just maintain the property to a Class A standard but will ensure a high quality of tenant through a thorough screening process that will include financial and criminal background checks.

7. Conformance with City Plans

7.1 General Plan Conformance

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.

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.

Policy D: Enhance the attractiveness of infill parcels as an option for new development throughout Avondale.

Policy F: Support higher density/urban land uses to support future transit and rail.

Response: The design of the Site draws together multiple land use goals through the implementation of high-density housing to a crucial infill location within Avondale. The additional residences will support the surrounding commercial areas, particularly those to the north of Van Buren which are within a half-mile walking distance. The Site's proximity to elements such as dedicated bike lanes and the Avondale ZOOM bus (which has stops north of the Site at Van Buren and south of the Site at Riley Drive), provides convenient access to multi-modal transportation. The Avondale ZOOM Circulator bus provides free transit service to employment, entertainment, and commercial throughout Avondale and more. Building residential housing near multi-modal transportation options is more important now than ever, as the cost of gasoline continues to rise at a rate that burdens many of Avondale's residents.

Goal 3: Promote a strong balance of high quality residential, employment, recreation, and educational land uses.

Policy D: Ensure adequate transitions and/or buffers are provided when adjacent land uses vary in character and intensity.

Response: Open space tracts at all four sides of the Site help to buffer the residences and the adjacent land uses, providing a visual and spatial shift from the existing character. Locating the entry drive along the north portion of the Site creates a gentle transitioning buffer between the less dense existing single-family residences and the multi-family residences proposed in this PAD request.

Goal 8: Support mixed-use land use patterns that increase transit and pedestrian oriented development within specific and appropriate areas of the City.

Policy C: Take alternative methods of transportation, including transit, bus, and walking into account when considering all proposals for development.

Response: The additional residences will support the surrounding commercial areas, particularly those to the north of Van Buren which are within a half-mile walking distance. The Site's proximity to elements such as dedicated bike lanes and the Avondale ZOOM bus (which has stops north of the Site at Van Buren and south of the Site at Riley Drive), provides convenient access to multi-modal transportation.

Neighborhoods Theme, Housing Element

Goal 1: Provide a variety of safe housing opportunities and neighborhoods for all current and prospective Avondale residents.

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

Policy B: Encourage the development of condominiums and townhomes which appeal to people seeking to own their residence, but who may not want maintenance responsibilities.

Response: Modification of the zoning and land use of the Site to allow for high density residential creates opportunities for development that is attainable to renters of diverse price points. In the current market the demand for retail space has diminished and many businesses have shifted to home delivery over in-person shopping. These trends are expected to persist, creating challenges for the development of existing commercial parcels that do not enjoy premium locations somewhat obsolete. Rezoning some of these parcels to residential will bring in an influx of residents and incomes that will support the existing commercial, rather than competing with it.

It is also very important to have a diversity of housing options for renters of varying incomes and demographics. Though the City has done an exceptional job attracting single-family for sale homes and traditional multi-family, such as apartments, there is still significant demand among Avondale's residents for asset classes like this one, which produces attainably priced rental units that still provide the appearance and feel of a single-family home.

Sustainability Theme, Energy Element

Goal 1: Integrate energy efficiency measures and renewable energy sources into all aspects of Avondale planning.

Policy C: Encourage "walkable" communities, vertical development where appropriate, transit, and efficient land use patterns to minimize fuel consumption and energy usage.

Response: The Site has appropriately scaled one and two-story product offering adjacent to a variety of transit options, which encourages the minimization of fuel consumption. 100% of garages will include Level 2 EV charging capabilities for renters to be able to install a charging station that is compatible with their vehicle.

Community Mobility Theme, Circulation Element

Goal 4: Promote and support an integrated transportation system that mitigates congestion, fosters a sense of community, and preserves the environment.

Policy A: Provide and support opportunities for all modes of travel for all ages and abilities.

Policy C: Develop adequate links to arterial roadways from new residential, recreation, and employment areas.

Response: The Site's internal pedestrian connections and proximity to elements such as dedicated bike lanes and the Avondale ZOOM bus, promotes and supports an integrated transportation that mitigates congestion. The Avondale ZOOM Circulator bus provides free transit service to employment, entertainment, and commercial throughout Avondale and more.

Transit Oriented Development Element

Goal 2: Require development and redevelopment within areas designated as TOD on the General Plan Land Use Map to facilitate and encourage the use of transit by visitors and residents.

Policy A: Increase residential densities and mixed uses within ½ mile of transit facilities, at transit stops, and along bus routes.

Policy C: Emphasize accessibility for pedestrians and bicyclists by providing direct and linked access internally as well as to adjacent residential and non-residential areas.

Policy D: Consider a range of housing types that will encourage a mix of residents, such as families, singles, and seniors, and allow for a mix of income levels.

Response: The Site is an ideal location for transit-oriented development as residents can easily access multi-modal transportation options such as the Avondale ZOOM Circulator bus which has stops located to the north and south of the Site, less than a half-mile in either direction. Dysart Road has dedicated bike lanes on both sides of the street providing options for residents to travel to nearby employment areas as well as access to the north to the Sun Circle Trail.

Quality of Life Theme, 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.

Response: The proposed high-density Site will maximize housing options in locations within a half-mile of transit, access to employment areas, neighborhood services, and public facilities in order to promote a healthy community both sustainably and economically. The Site is located in close proximity to multiple commercial areas such as Coldwater Plaza, Baldrige Commons, and Palm Valley Cornerstone to the north.

8. Conclusion

The proposed PAD request will provide for development of a long-awaited infill parcel with access to transit, employment, entertainment, and recreation. The transition to PAD from C-2 will contribute to both Avondale's population and revenue bases to create a sustainable mixture of residential opportunities in an area where reduced reliance on vehicles is possible.

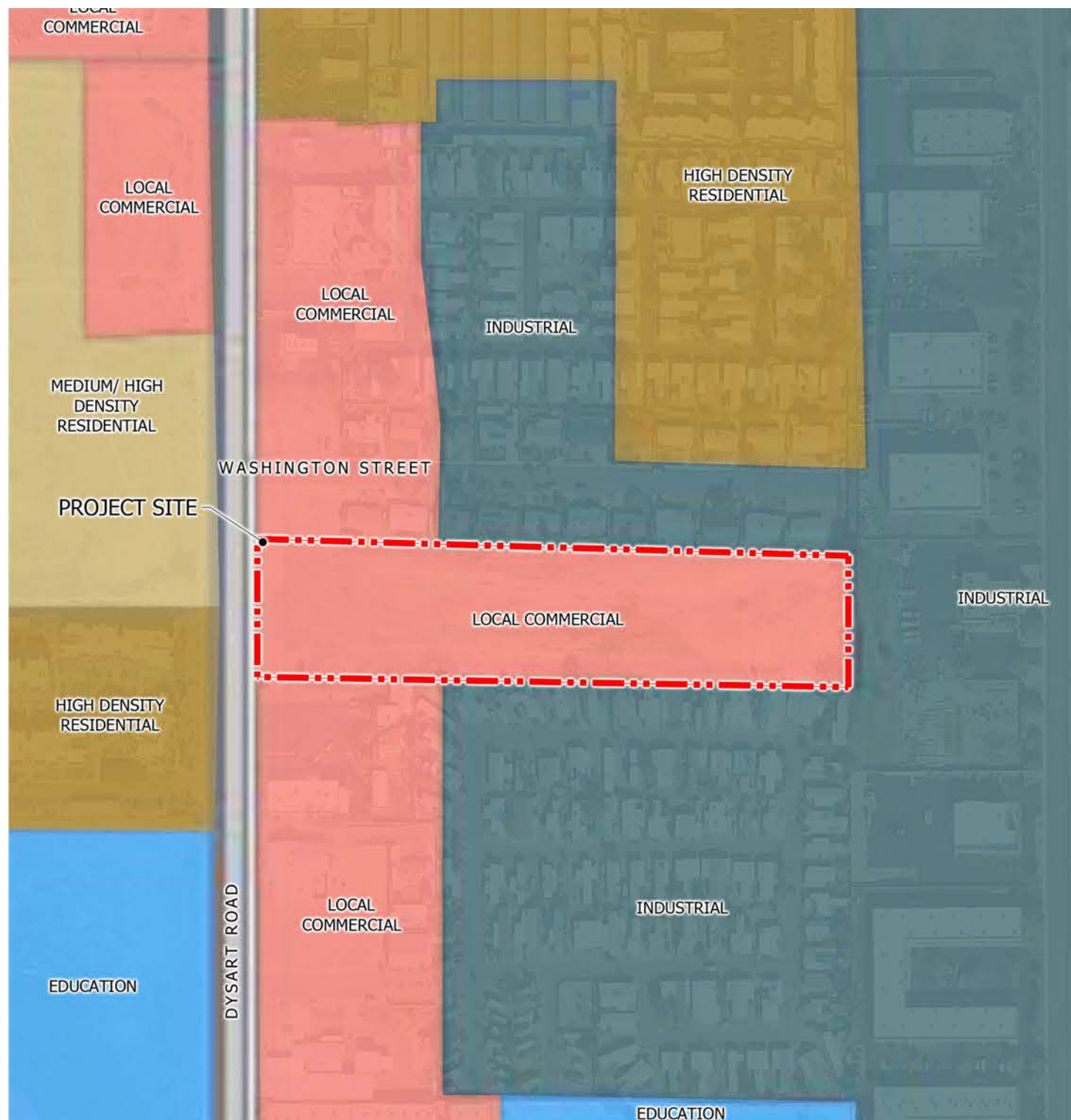




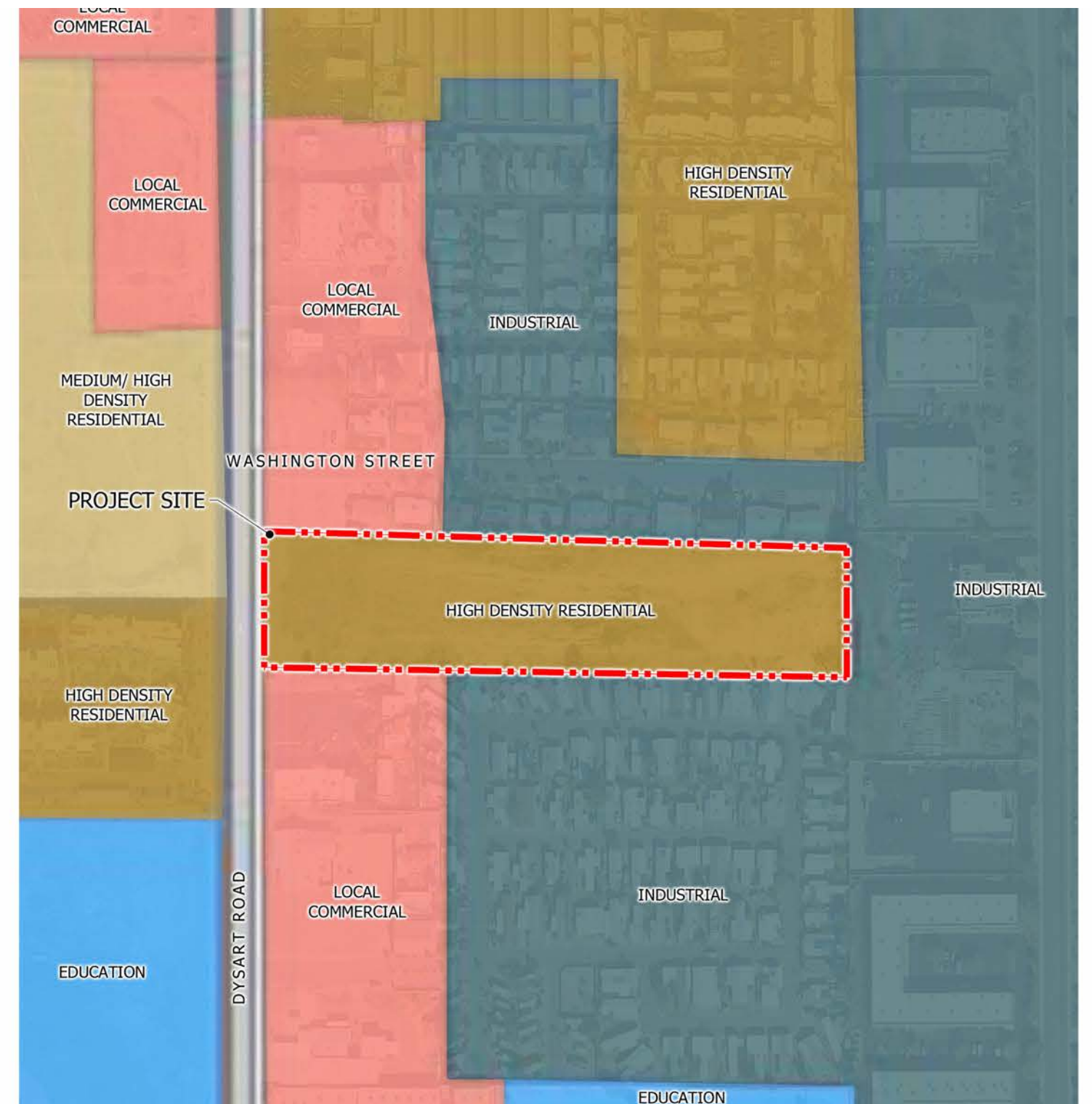
Exhibit 1: Vicinity Map





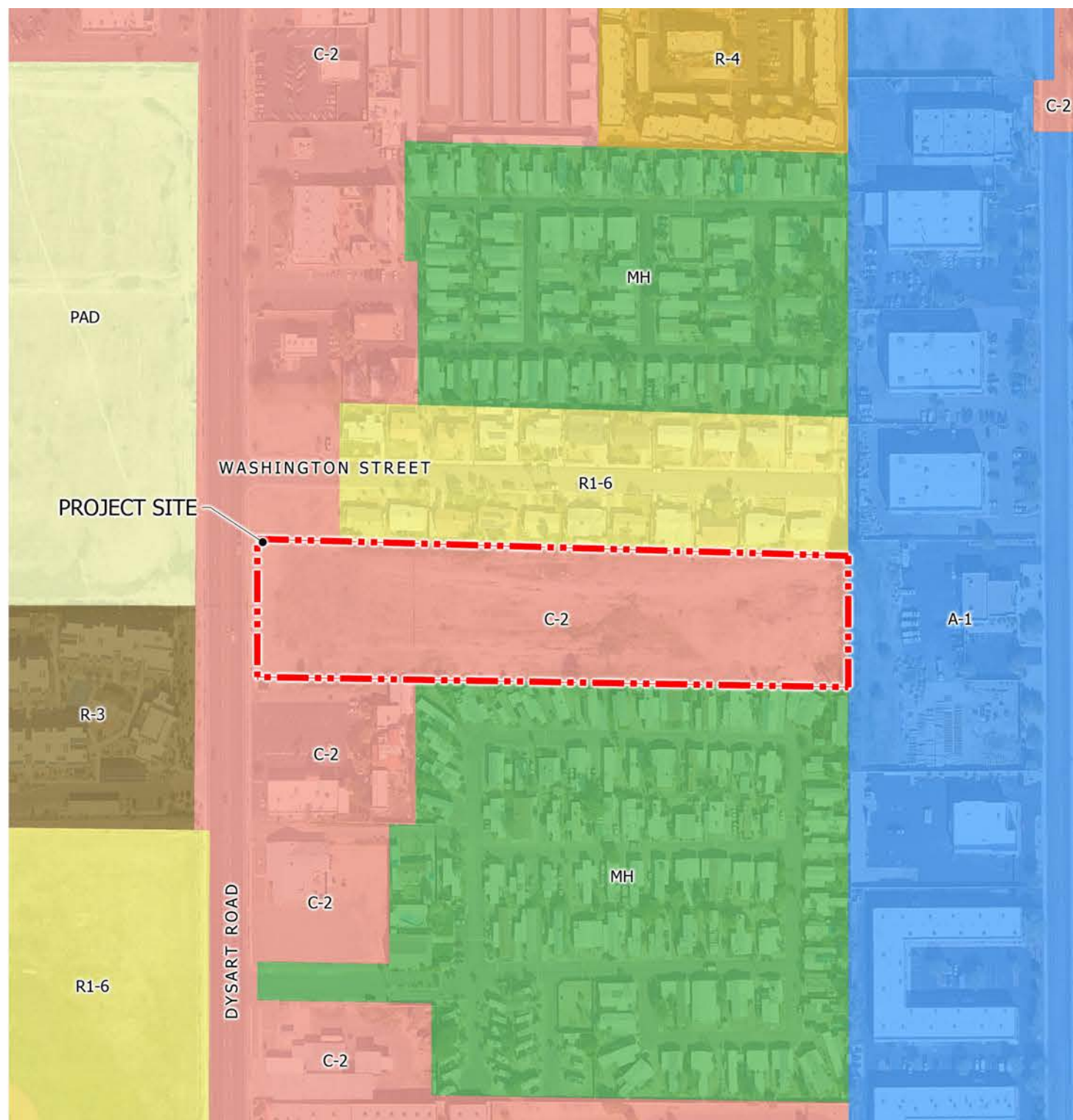


EXISTING GENERAL PLAN



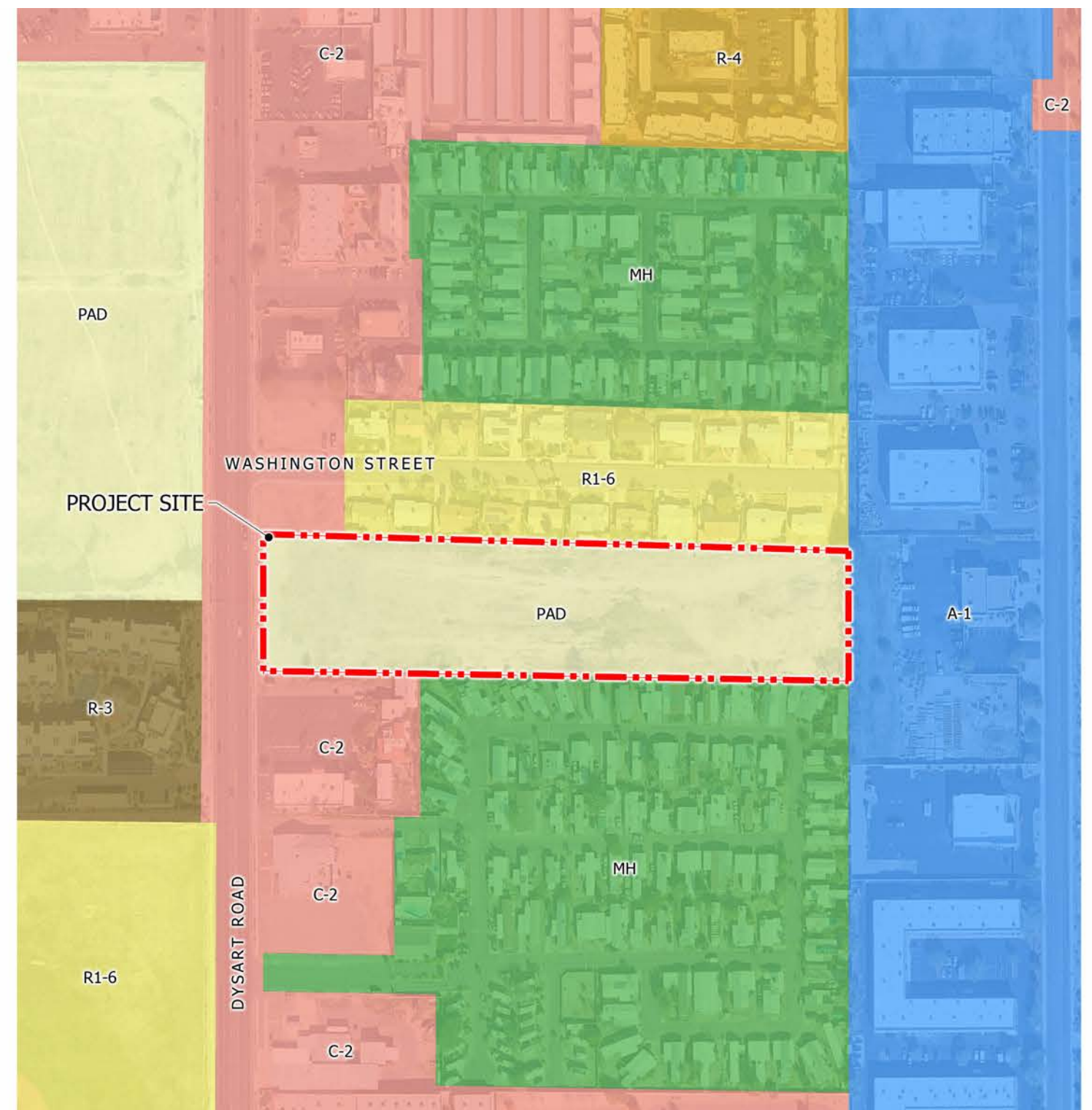
PROPOSED GENERAL PLAN





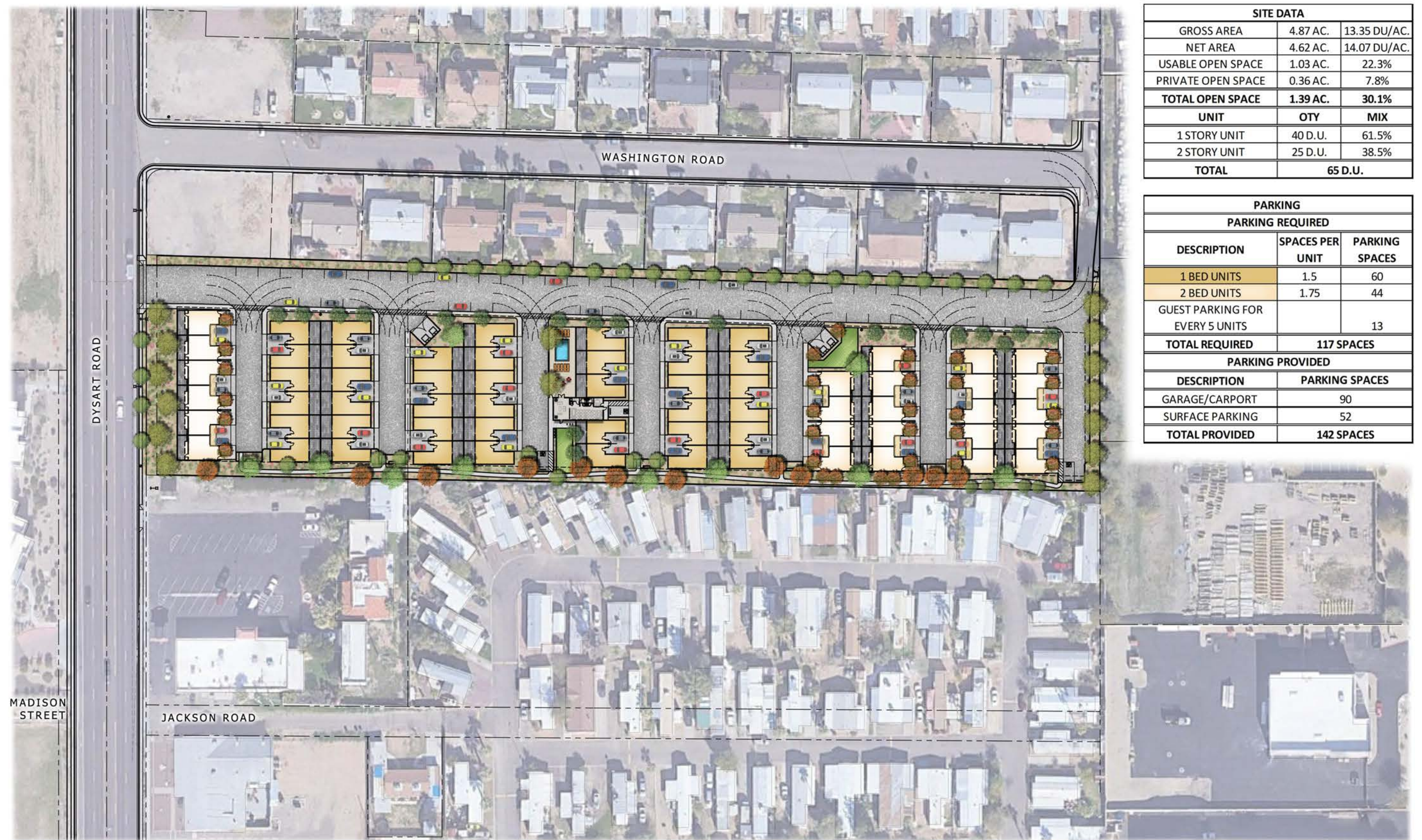
EXISTING ZONING

■ A-1	GENERAL INDUSTRIAL	■ R-3	MULTI-FAMILY RESIDENTIAL-3
■ C-2	COMMUNITY COMMERCIAL	■ R-4	MULTI-FAMILY RESIDENTIAL-4
■ MH	MANUFACTURED HOME PARK	■ PAD	PLANNED AREA DEVELOPMENT
■ R1-6	URBAN RESIDENTIAL-6		



PROPOSED ZONING

■ A-1	GENERAL INDUSTRIAL	■ R-3	MULTI-FAMILY RESIDENTIAL-3
■ C-2	COMMUNITY COMMERCIAL	■ R-4	MULTI-FAMILY RESIDENTIAL-4
■ MH	MANUFACTURED HOME PARK	■ PAD	PLANNED AREA DEVELOPMENT
■ R1-6	URBAN RESIDENTIAL-6		



SITE DATA		
GROSS AREA	4.87 AC.	13.35 DU/AC.
NET AREA	4.62 AC.	14.07 DU/AC.
USABLE OPEN SPACE	1.03 AC.	22.3%
PRIVATE OPEN SPACE	0.36 AC.	7.8%
TOTAL OPEN SPACE	1.39 AC.	30.1%
UNIT	QTY	MIX
1 STORY UNIT	40 D.U.	61.5%
2 STORY UNIT	25 D.U.	38.5%
TOTAL	65 D.U.	

PARKING		
PARKING REQUIRED		
DESCRIPTION	SPACES PER UNIT	PARKING SPACES
1 BED UNITS	1.5	60
2 BED UNITS	1.75	44
GUEST PARKING FOR EVERY 5 UNITS		13
TOTAL REQUIRED	117 SPACES	
PARKING PROVIDED		
DESCRIPTION	PARKING SPACES	
GARAGE/CARPORT	90	
SURFACE PARKING	52	
TOTAL PROVIDED	142 SPACES	

Exhibit 5: Conceptual Land Use Development Plan





OPEN SPACE DATA									
SITE GROSS AREA		4.87 AC.							
SITE NET AREA		4.62 AC.							
OPEN SPACE REQUIRED									
DESCRIPTION	OPEN SPACE		USABLE OPEN SPACE		USABLE PRIVATE OPEN SPACE		TOTAL OPEN SPACE		
COMMON OS			0.92 AC.						
1 STORY UNITS					0.07 AC. *				
2 STORY UNITS					0.05 AC. *				
SUBTOTAL REQUIRED			0.92 AC.	20%	0.12 AC.	2.6%	1.04 Ac.	22.5%	
OPEN SPACE PROVIDED									
DESCRIPTION	OPEN SPACE		USABLE OPEN SPACE		USABLE PRIVATE OPEN SPACE*		TOTAL OPEN SPACE		
COMMON OS	0.23 AC.		0.80 AC.						
1 STORY UNITS					0.22 AC. **				
2 STORY UNITS					0.14 AC. ***				
SUBTOTAL PROVIDED	0.23 AC.	5.0%	0.80 AC.	17.3%	0.36 AC.	7.8%	1.39 AC.	30.1%	

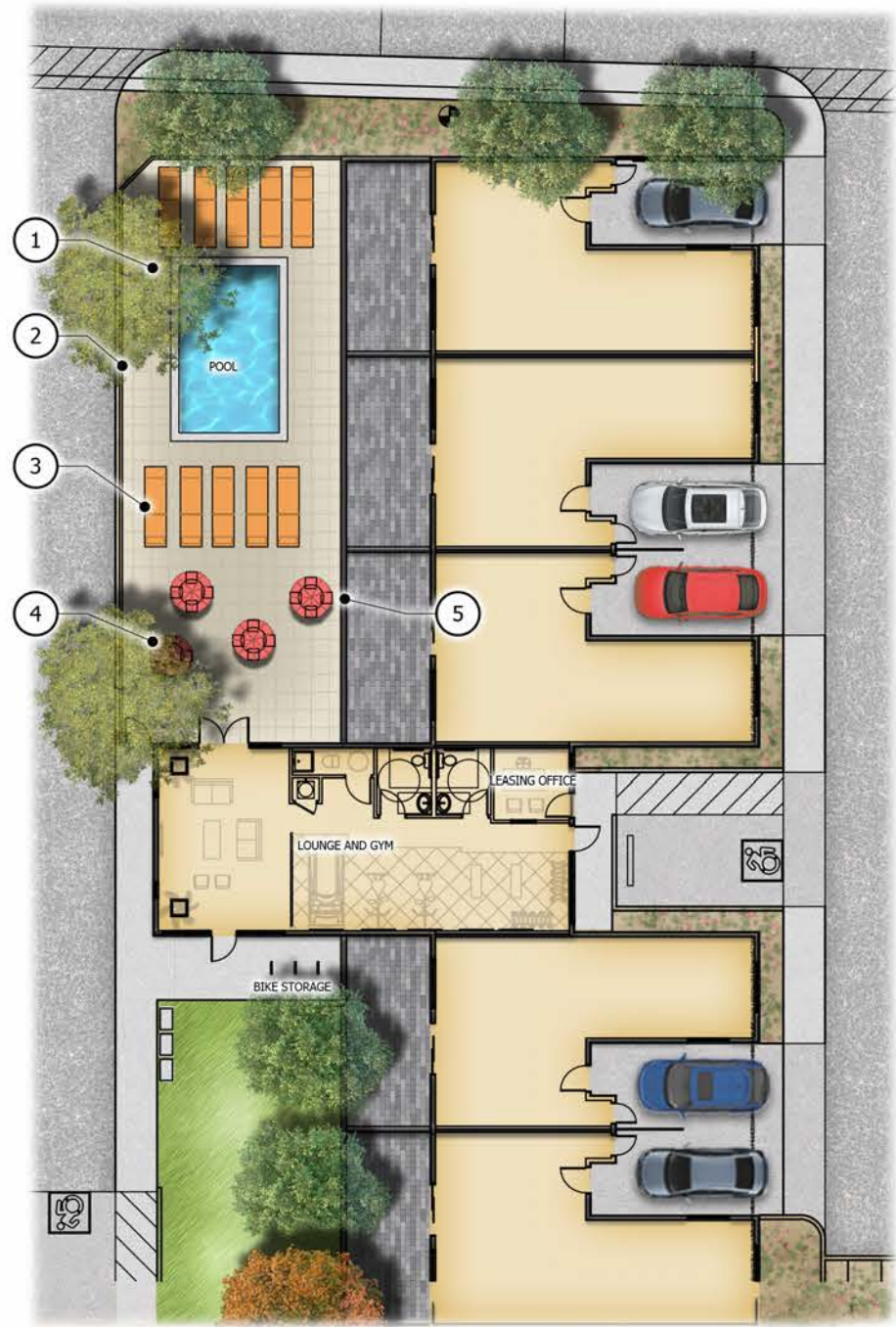
* 80 SF PER UNIT REQUIRED
** 243 SF PER UNIT PROVIDED
*** 247 SF PER UNIT PROVIDED

Exhibit 6: Open Space Plan



KEYNOTE LEGEND

- 1 POOL DECKING
- 2 POOL FENCE, SEE EXHIBIT "WALL ELEVATIONS"
- 3 LOUNGE FURNITURE
- 4 36" TABLES AND CHAIRS WITH UMBRELLAS
- 5 RESIDENTIAL SECONDARY THEME WALLS, 6' TALL WHITE STUCCO -SEE EXHIBIT "WALL ELEVATIONS"



POOL AND AMENITIES



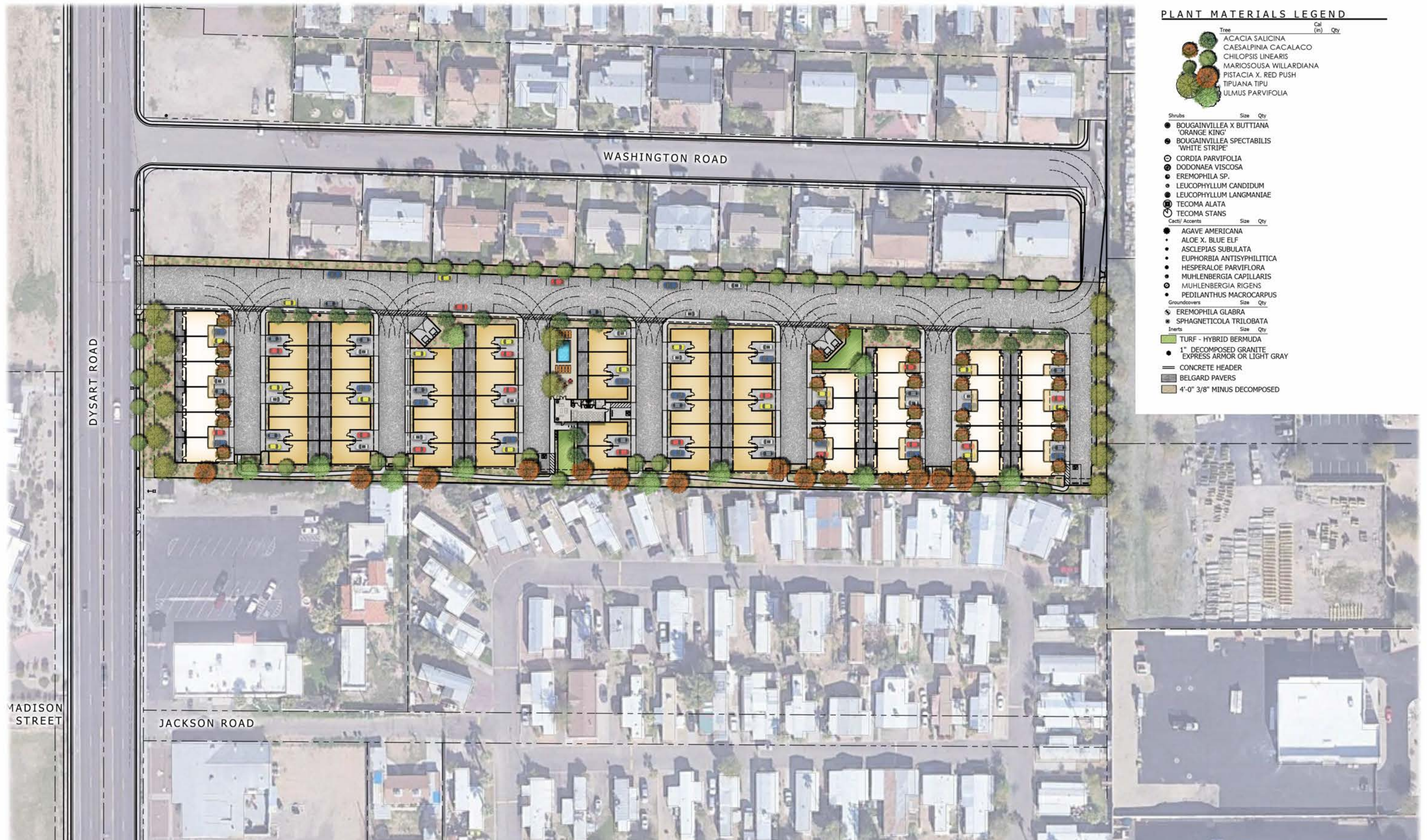
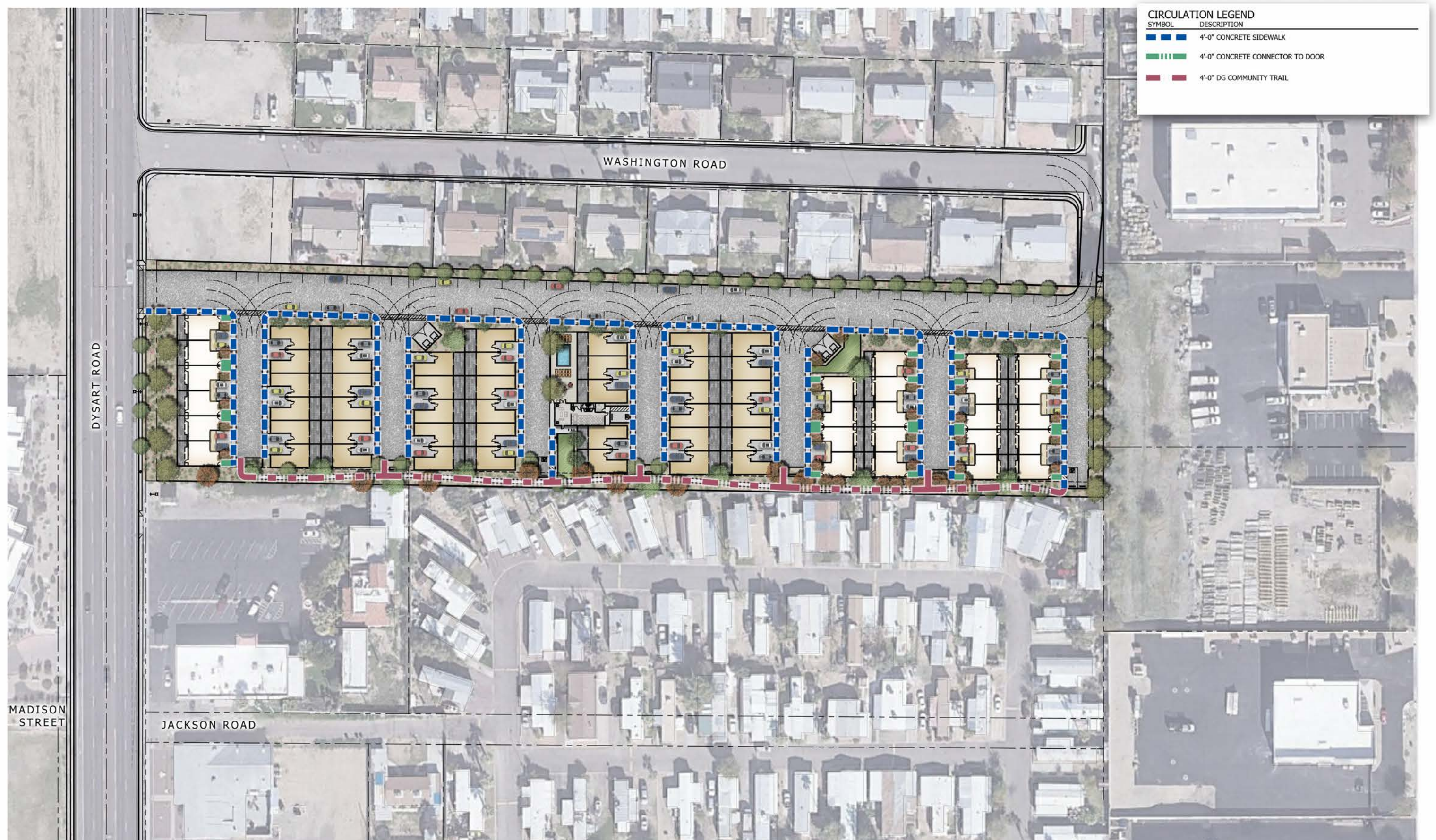
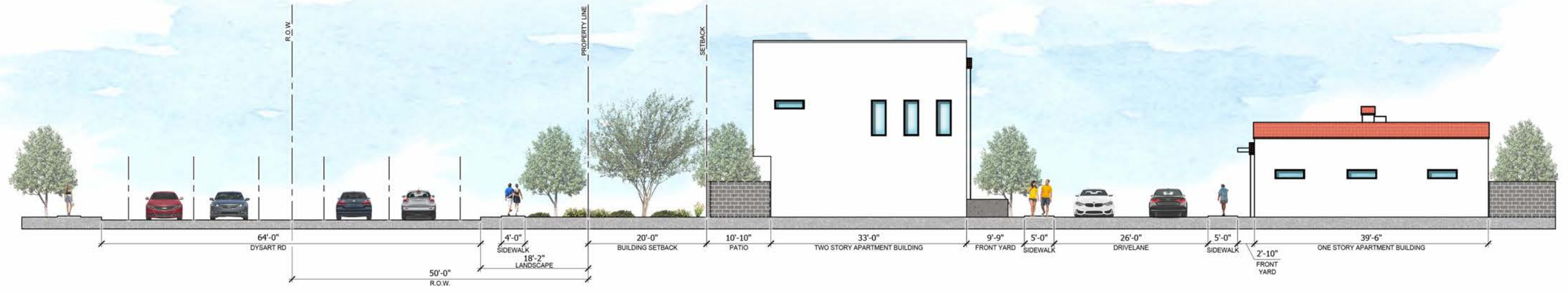


Exhibit 8: Landscape Plan







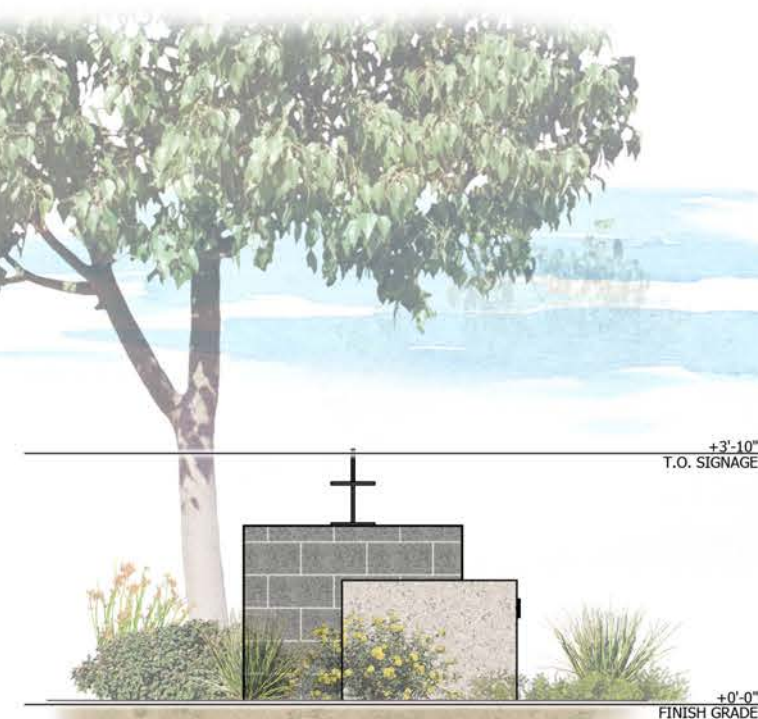
1 STREET SECTION AT DYSTART ROAD
SCALE: 1/8"=1'-0"



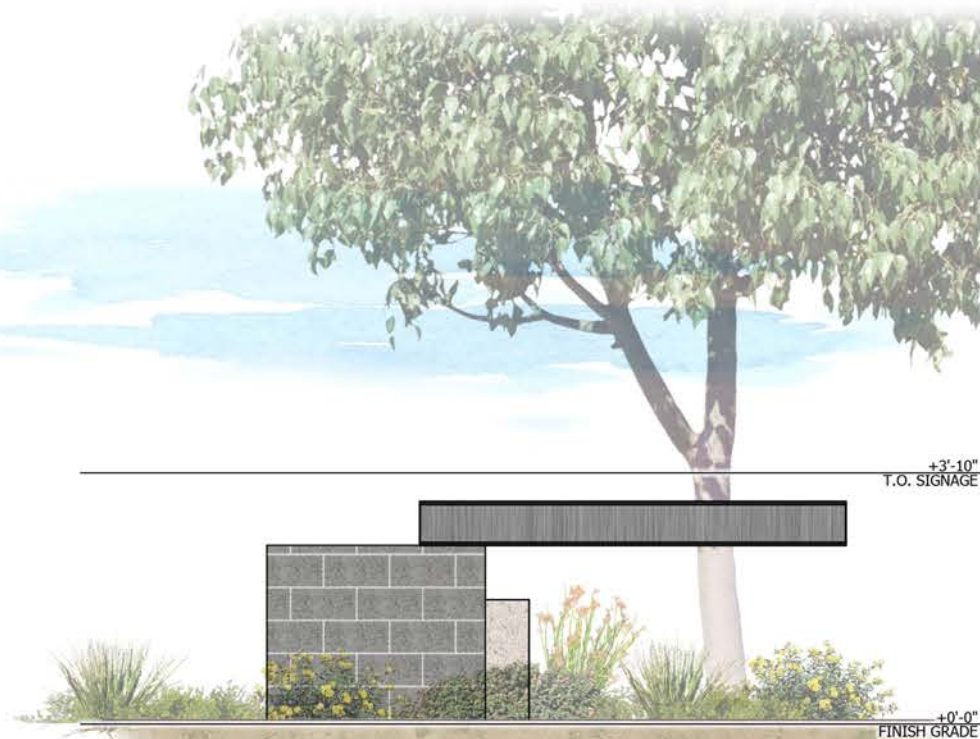
2 FRONT BUILDING AND 38'-0" WIDE PRIVATE STREET SECTIONS
SCALE: 1/8"=1'-0"



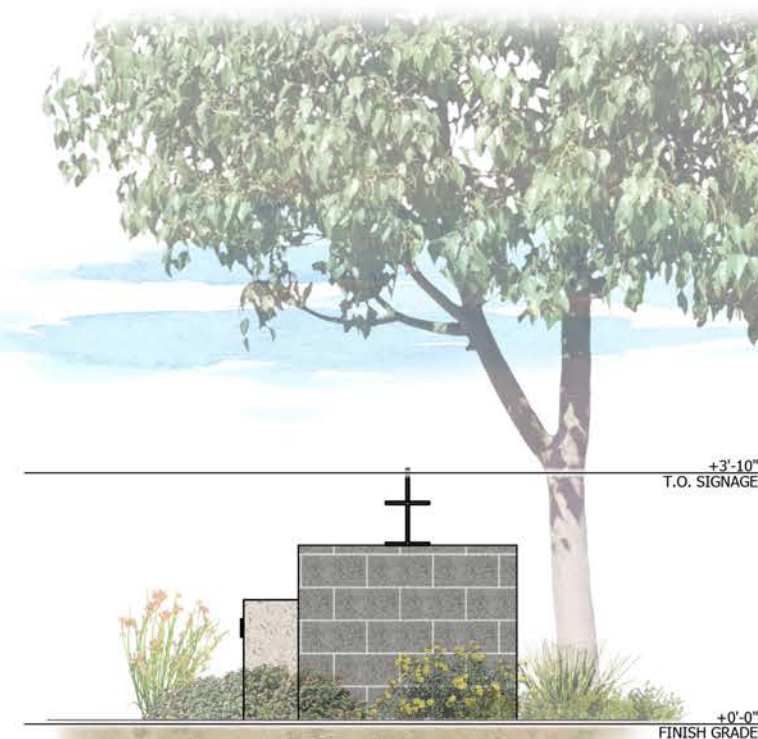
1 FRONT VIEW
SCALE: 3/4"=1'-0"



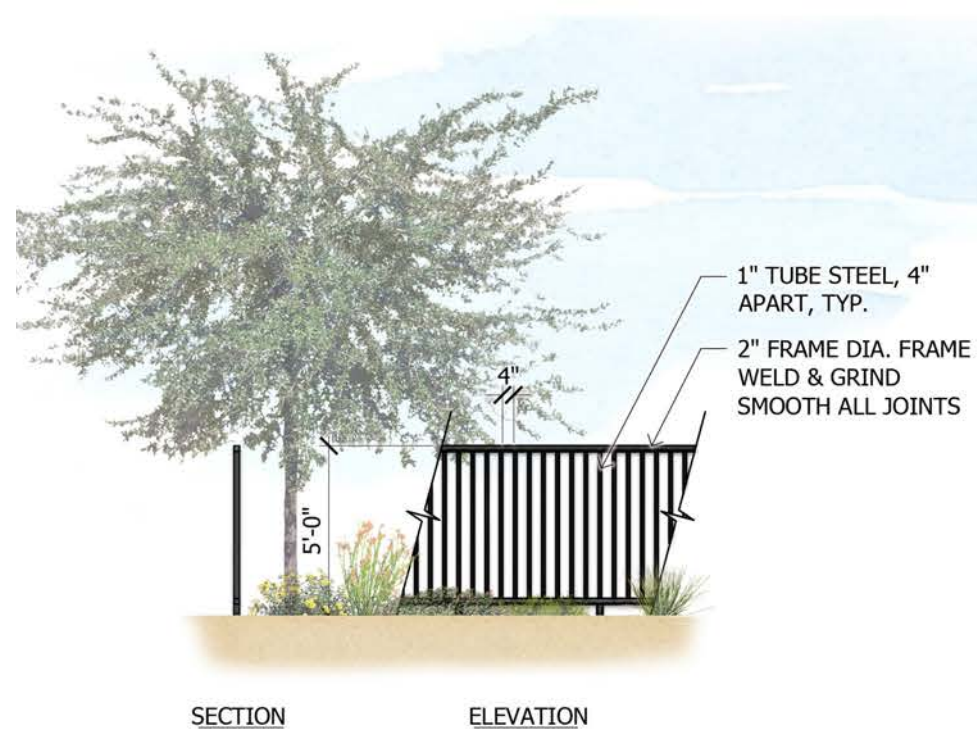
2 SIDE VIEW
SCALE: 3/4"=1'-0"



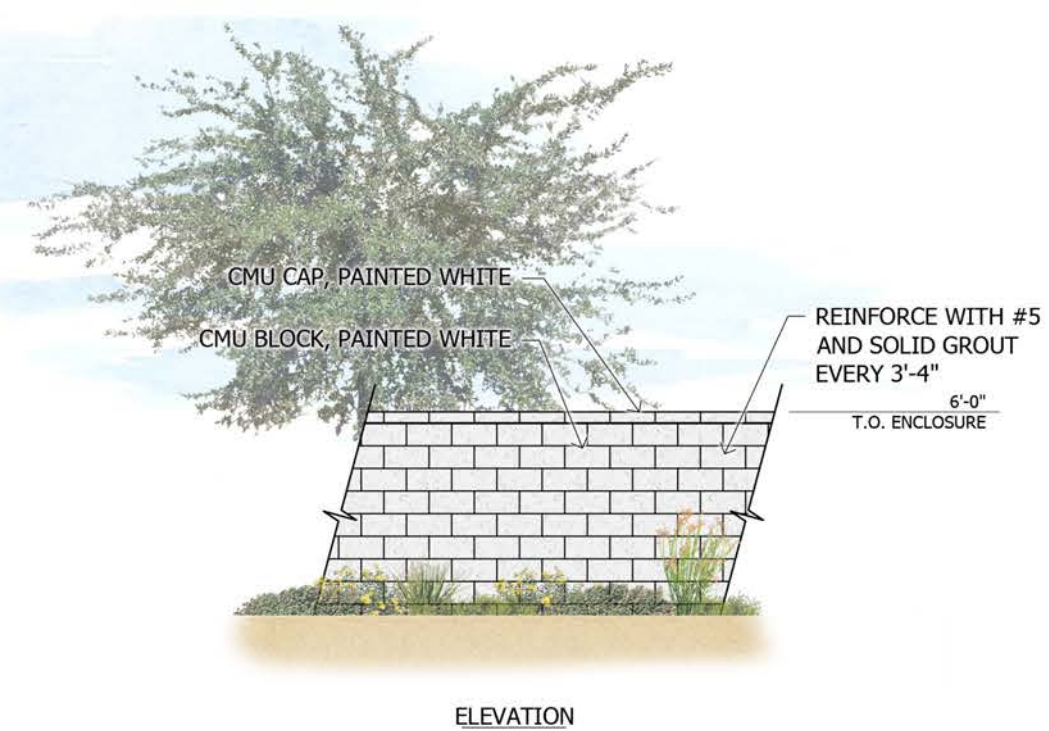
3 REAR VIEW
SCALE: 3/4"=1'-0"



4 SIDE VIEW
SCALE: 3/4"=1'-0"

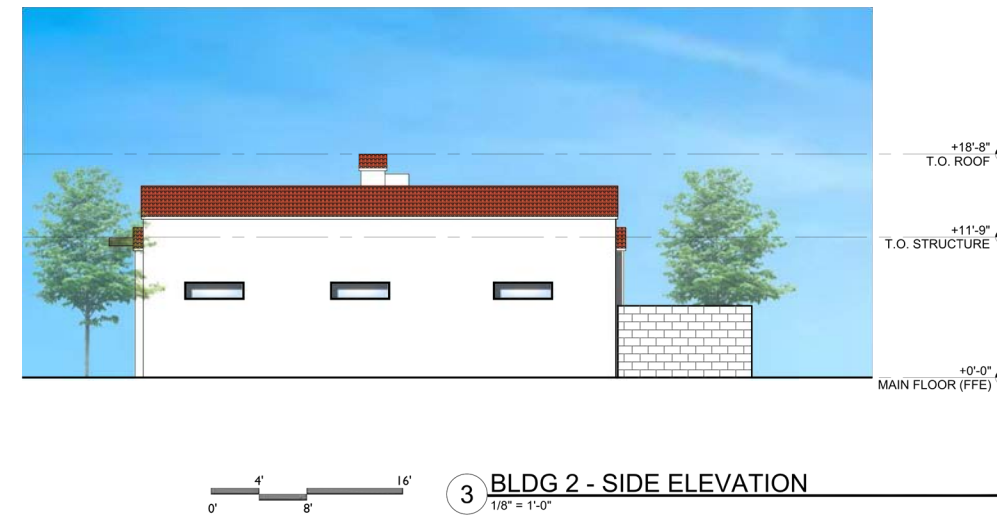
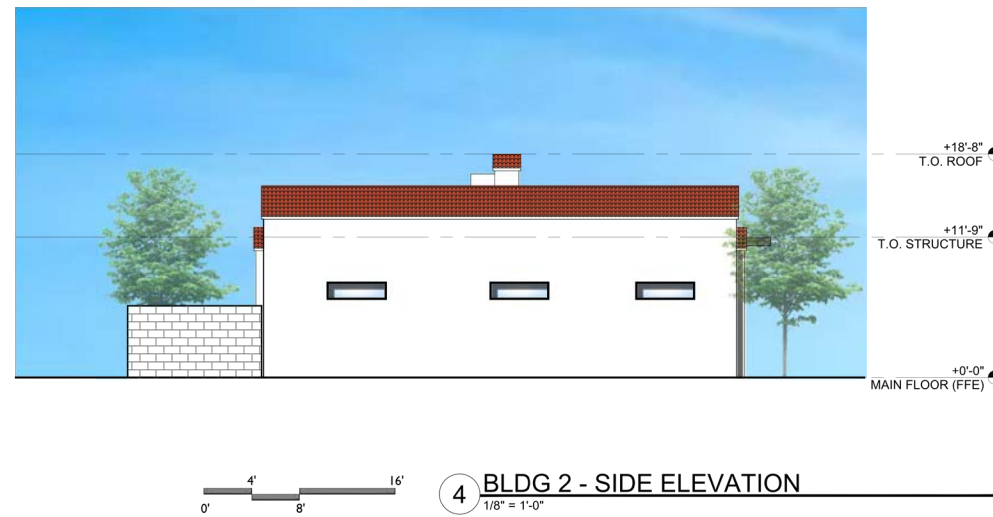


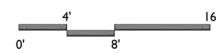
1 POOL FENCE
SCALE: 3/8"=1'-0"



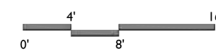
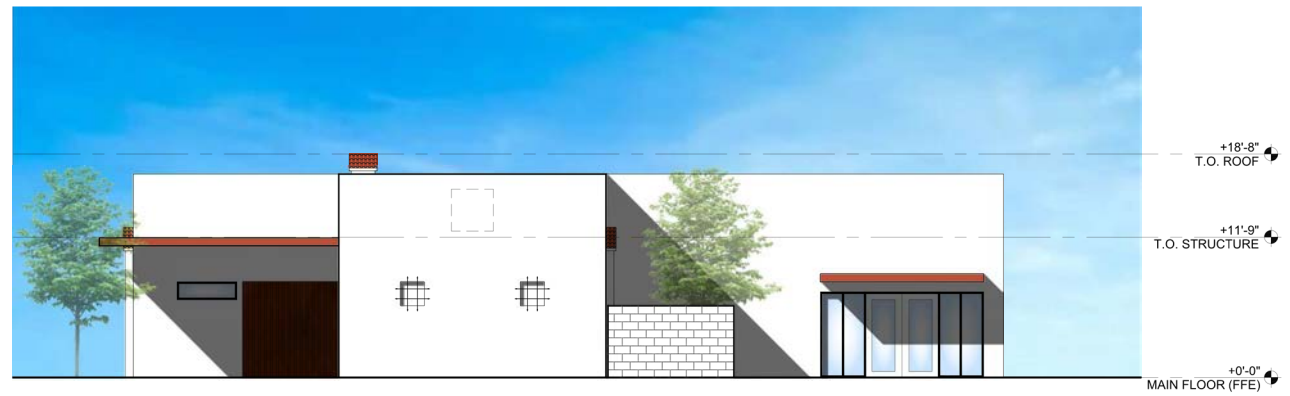
2 PERIMETER FENCE & BACKYARD PATIO WALLS
SCALE: 3/8"=1'-0"



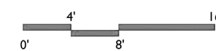




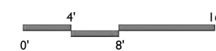
4 BLDG 3 - SIDE ELEVATION
1/8" = 1'-0"



3 BLDG 3 - SIDE ELEVATION
1/8" = 1'-0"

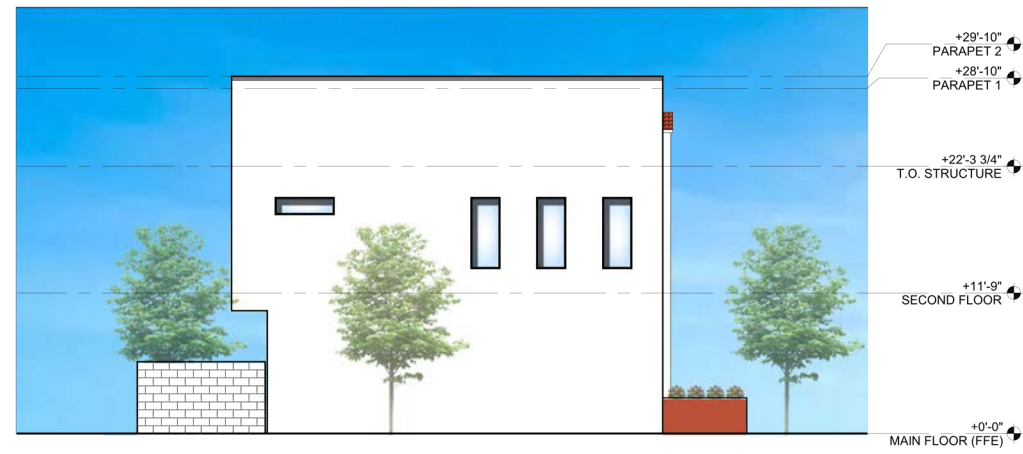


2 BLDG 3 - REAR ELEVATION
1/8" = 1'-0"



1 BLDG 3 - FRONT ELEVATION
1/8" = 1'-0"





4 BLDG 4 - SIDE ELEVATION
1/8" = 1'-0"



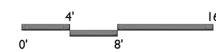
3 BLDG 4 - SIDE ELEVATION
1/8" = 1'-0"



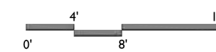
2 BLDG 4 - REAR ELEVATION
1/8" = 1'-0"



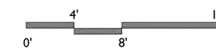
1 BLDG 4 - FRONT ELEVATION
1/8" = 1'-0"



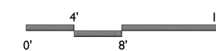
4 BLDG 5 - SIDE ELEVATION
1/8" = 1'-0"



3 BLDG 5 - SIDE ELEVATION
1/8" = 1'-0"

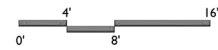
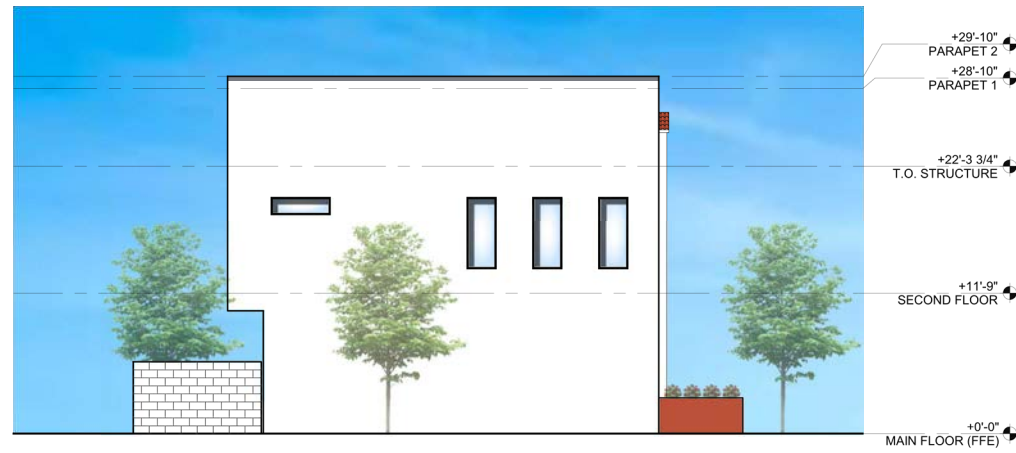


2 BLDG 5 - REAR ELEVATION
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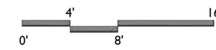


1 BLDG 5 - FRONT ELEVATION
1/8" = 1'-0"

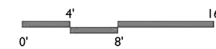




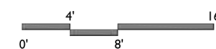
4 BLDG 6 - SIDE ELEVATION
1/8" = 1'-0"



3 BLDG 6 - SIDE ELEVATION
1/8" = 1'-0"

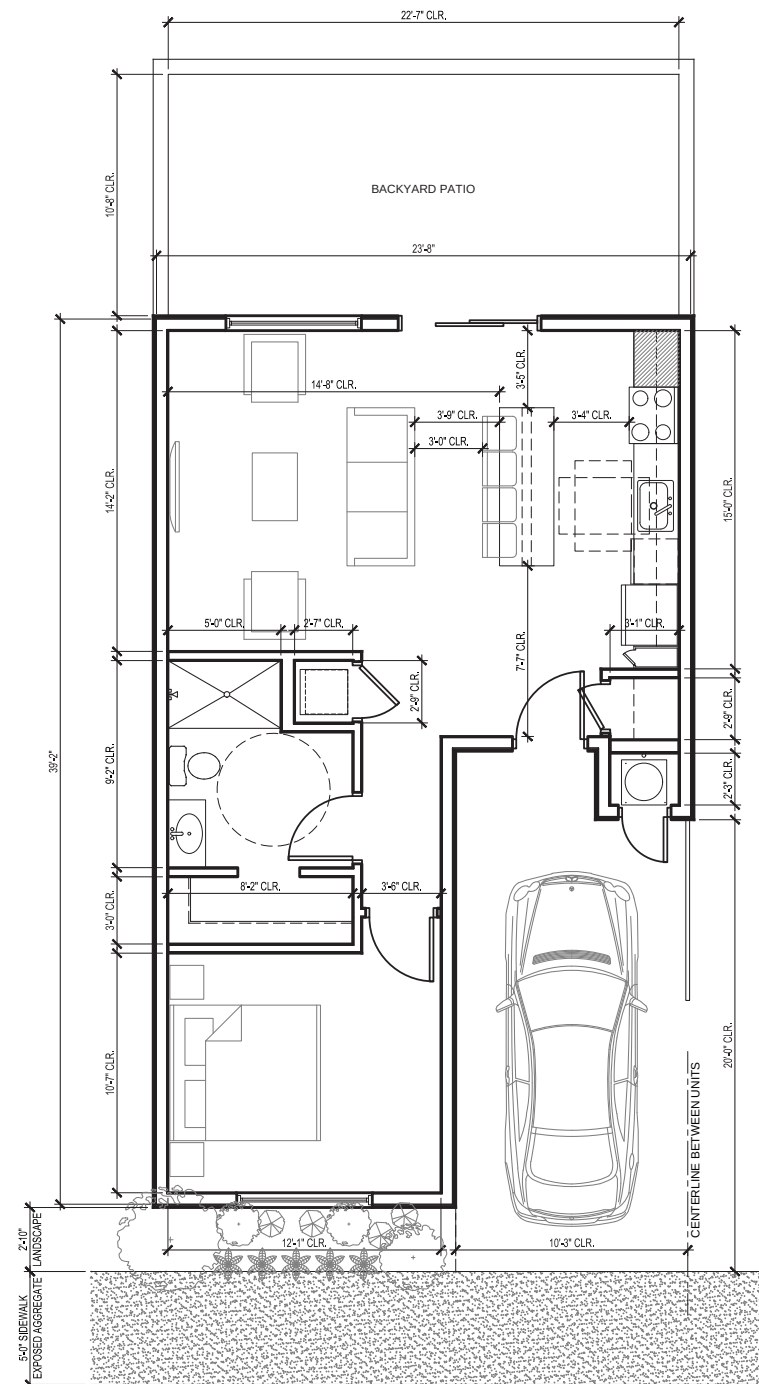


2 BLDG 6 - REAR ELEVATION
1/8" = 1'-0"



1 BLDG 6 - FRONT ELEVATION
1/8" = 1'-0"





1 ONE-STORY UNIT PLAN
1/8"=1'-0"

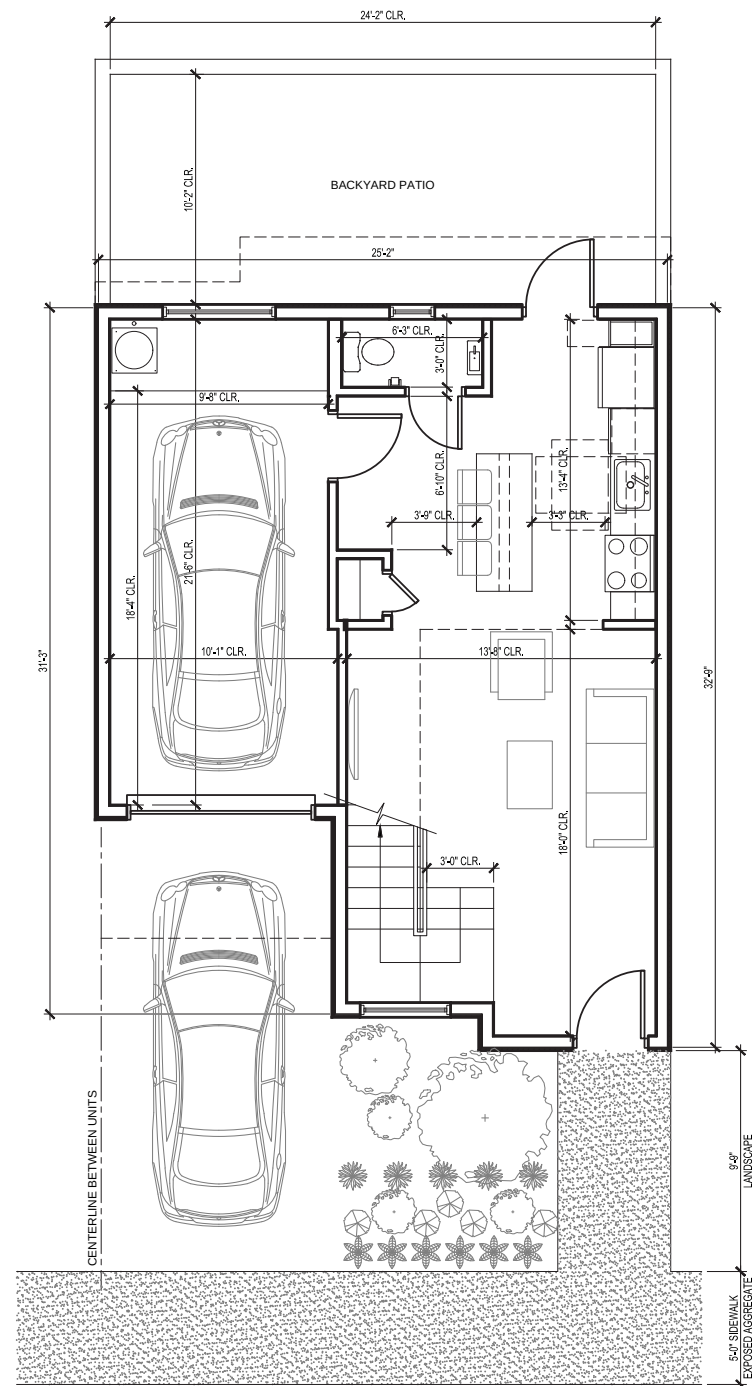
FLOOR AREA 726 SF
PATIO 242 SF

DYSART
UNIT PLAN
APRIL 19, 2022



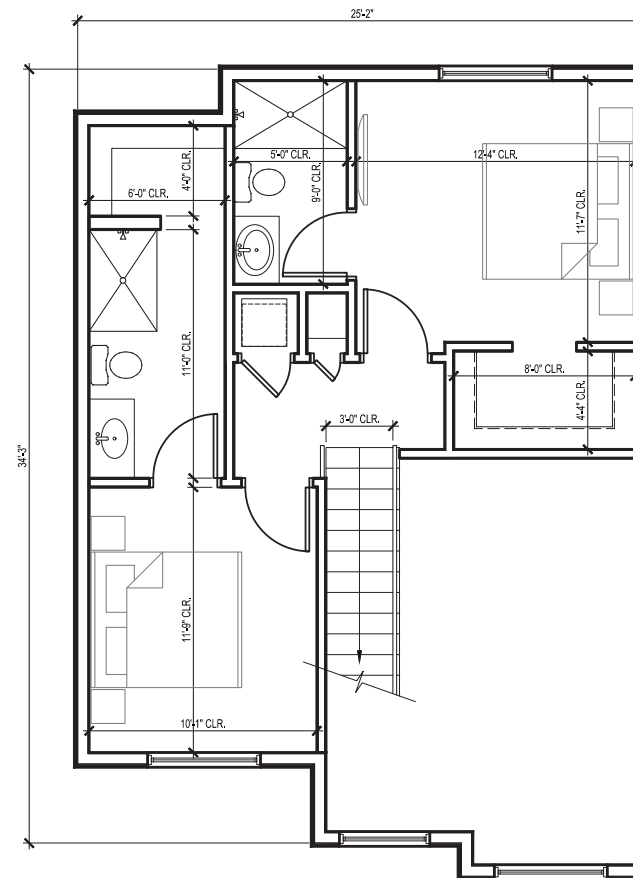
ONE-STORY UNIT PLAN





1 FIRST FLOOR
1/8"=1'-0"

1ST FLOOR	471 SF
2ND FLOOR	607 SF
TOTAL	1,031 SF
GARAGE	235 SF
PATIO	246 SF



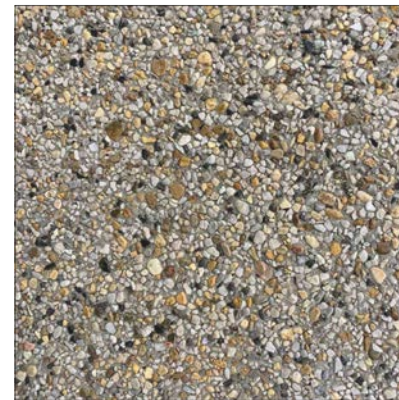
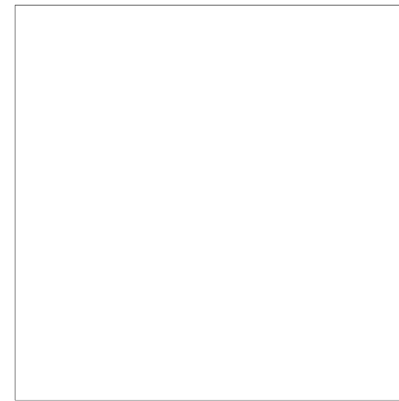
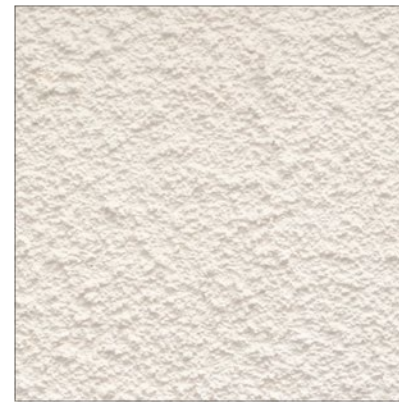
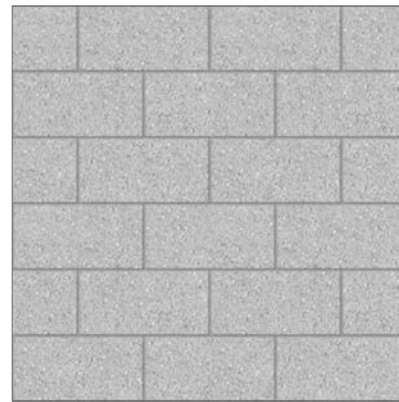
2 SECOND FLOOR
1/8"=1'-0"

DYSART
UNIT PLANS
APRIL 19, 2022



TWO-STORY UNIT PLAN





**PRELIMINARY
NOT FOR
CONSTRUCTION**

APARTMENT VILLAS
RIO POINTE

DYSART ROAD & WASHINGTON STREET
AVONDALE, AZ 85323

ISSUE		
DATE	REV	FOR
10.18.2021		PRE APP SITE PLAN
05.12.2022		REZONING SUBMITTAL

Drawn _____
 VRS RL _____
 Checked _____
 VRS _____
 Job Number _____
 Drawing _____
 MATERIAL SAMPLE BOARD
 Sheet _____

A6.0

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Front Elevation



Front Elevation



Driveway



Two-Story Driveway



Main Entry



Backyard



Rio Pointe Minor GPA & Rezone
Summary of Neighborhood Meeting
August 30, 2022 at 6:00 pm
Case No. PL-22-0153 & PL-22-0154

RIO POINTE

Minor General Plan Amendment (PL-22-0153) and Rezone (PL-22-0154)

Modificación menor del Plan General y Rezonificación

Neighborhood Meeting // *reunión vecinal*: August 30, 2022



August 30, 2022, Neighborhood Meeting

Rio Pointe Minor GPA & Rezone

PL-22-0153 & PL-22-0154

The virtual meeting opened to the public at 6:00 PM and the presentation began at 6:03 PM. Carolyn Oberholtzer instructed participants in both English and Spanish before she introduced the Rio Pointe Development on the east side of Dysart Road just south of Washington Street. Members of the Development Team and City Staff that attended the meeting are provided in Appendix A to this Summary. Approximately 8 members of the public attended.

Ms. Oberholtzer began the presentation with an aerial of the site, indicating that the proposed development would only impact the outlined 4.62-acre property. Ms. Oberholtzer showed the City's General Plan map and noted that the site was classified as Local Commercial. She then explained the Current and Proposed Zoning Map, adding that the applicant planned to replace the current C-2 Zoning to Planned Area Development (PAD) Zoning. Ms. Oberholtzer explained, using the color-coded Conceptual Development Plan, the proposed project would consist of 65 one-bedroom and two-bedroom units. These would be 1-story and 2-stories respectively. She emphasized the driveway access onto Dysart would be the only resident access into and out of the development. Ms. Oberholtzer showed the site plan, indicating that the resort-style community would likely cater to smaller households.

Ms. Oberholtzer showcased the proposed elevations, noting architectural features, perspectives, and structural heights. She indicated that the existing on-site and adjacent zoning allowed 30 feet structures by right and the proposed two-story units would not exceed this. Ms. Oberholtzer then covered the Open Space Plan and noted the on-site amenities, private open space, and landscape setbacks on the north/south sides of the project.

Lastly, Ms. Oberholtzer explained what the next steps in the hearing process would be, noting that the Planning Commission Hearing date was set for September 21st at 6 pm and the City Council Hearing Date was set for October 17th at 6 pm.

Ms. Oberholtzer opened the meeting up for questions

A citizen asked if the property was zoned commercial.

Ms. Oberholtzer affirmed that the property was zoned Community Commercial.

A citizen asked what Community Commercial meant.

Ms. Oberholtzer responded that this zoning category included restaurants, retails, auto services and was one of three commercial zoning classifications in the city.

A citizen asked where residents would access the development.

Ms. Oberholtzer responded that there would be a driveway onto Dysart for resident access.

A citizen asked if the emergency access at the end of Washington would be gated?

Ms. Oberholtzer responded that if it is gated, that would be decided during the site planning process. The City Fire Department would be required to have access, but residents would not have the codes for that gate.

A citizen asked if the units would be provided with at least 2 or more parking spaces.

Ms. Oberholtzer explained the City's parking ratio requirements for residential units and that there would be 142 spaces provided for 65 units. This would average out to about 2 spaces per unit.

A citizen asked if the project would become Section-8 Housing?

Ms. Oberholtzer responded this was a market-rate project, with rents between \$1,600 and \$2,000. It was not government subsidized. Residents would have to be income qualified and pass background checks to secure a lease at Rio Pointe.

A citizen asked what the construction process would be like.

Ms. Oberholtzer explained the time frame of construction might be around 18 months or less with construction likely to start next year. She added that a dust permit would be required, and a sign would be installed for neighbors to report any complaints.

A citizen asked about privacy.

Ms. Oberholtzer explained the two-story units face east-west and no units peer down into neighboring properties. She added the landscape setback on the north side contain Desert Willow trees which would grow to 30 feet in height, providing a screen. The south side setback would contain Pistache and Chinese Elm trees to further increase screening.

A citizen asked if there would be a fence.

Ms. Oberholtzer responded there would be a perimeter wall anywhere one did not already exist.

A citizen asked if anyone on the call represented the city.

Ms. Oberholtzer explained the required process for the applicant leading up to the upcoming city hearings in September and October. She added that if members of the public had City-related questions that could direct them to Ms. Wertin, the case planner present on the call.

A citizen asked what the draw was for the project location.

Ms. Oberholtzer explained the site was part of both a revitalization area and Opportunity Zone, created to incentivize development in underserved communities. Due to the site dimensions, viable commercial development would be challenging. Due to existing surrounding residences, residential development was seen as a more compatible land use for the property. She added that the feedback received at these meetings would be taken into consideration in the public hearing process with the City and could inform the final product.

A citizen asked if the project doesn't succeed and becomes subsidized housing.

Ms. Oberholtzer responded that the project was ill-configured to become Section-8 housing and the property owner intended to manage and hold the property.

Mr. Howard, the applicant, introduced himself and responded that he had no intention of this development becoming subsidized housing. He explained the property would be professionally maintained and prospective tenants would have background checks and financial screenings. He added the existing Opportunity Zone compelled him to hold the property for 10 years and he affirmed his commitment to bring more quality development to Avondale.

A citizen asked where all the parking spaces were on the site plan.

Ms. Oberholtzer used several graphics to demonstrate that many of the 142-parking spaces are garage units and could not be seen from one aerial.

A citizen asked if the on-site streets were public or private.

Ms. Oberholtzer responded the streets were private.

A citizen asked if they would receive notice of the next hearing and if would be in Spanish?

Ms. Oberholtzer responded that they would receive a notification and the upcoming hearing dates would also be posted in the newspaper and updated on the sign. Ms. Wertin added that the notification postcards had recently been sent in both English and Spanish.

A citizen commented on the lack of public notification in Spanish.

Both Ms. Oberholtzer and Mr. Howard explained the legal requirements by the State Statutes and the City for notifying the public for neighborhood meetings and how these standards were progressively changing. Mr. Howard invited members of the audience to sit down with him and discuss the project.

Between 6:45 PM and 7:00 PM, both Ms. Oberholtzer and Mr. Howard had an informal discussion with the remaining meeting participants, reiterating several points that were already discussed earlier in the meeting.

The meeting concluded at 7:00 PM.

Appendix A: List of Participants

Development Team	
Carolyn Oberholzter	Bergin, Frakes, Smalley & Oberholtzer
Fae Sowders	Bergin, Frakes, Smalley & Oberholtzer
Mitchell Willard	Bergin, Frakes, Smalley & Oberholtzer
Nico Howard	Applicant & Property Owner
Waseem Hamadeh	Applicant
City Staff	
Jani Wertin	Avondale City Planner
Citizens	
Paul Faith & 7 members of the public	

Jani Wertin

From: Gene G <genosaur1@gmail.com>
Sent: Tuesday, August 30, 2022 10:02 AM
To: coberholtzer@bfsolaw.com
Subject: City of Avondale-Notice of Neighborhood Meeting
Attachments: petition2.jpeg; petition1.jpeg

To whom it may concern,
This is a petition signed by all but 5 residents in our neighborhood. The other 5 were not home when the petition was circulated. We know many may not be able to attend the zoom meeting and since it was only sent in English many threw out your invite. A correction with the wrong date posted was no help as it too was only in English. Please see attached as we are very concerned with the city's plan involving our street.

Thank you,
Gene and Natasha Garcia

Petition to stop Access from E. Washington street to the "Rio Pointe" development project:

Petition para detener el acceso entre la calle Washington Este y el Fraccionamiento "Rio Pointe"

The Residents of Washington Street are OPPOSED to utilizing the end of Washington street as an access point to the Rio Pointe development. We as community wholeheartedly believe it will increase traffic, which can harm our children, and increase crime. A 12 Ft. Privacy wall would need to be placed Prior to the beginning of construction. The residents of this street have been here since the 70's and some are on fixed incomes. With most of our homes being paid for, this causes a lot of undue stress on our elderly residents. If this moves forward with the inclusion of an access point through E. Washington street we as a community will seek legal aid.

Los residentes de la calle Washington se an opuesto a que se utilize la termination de su calle como punto de acceso a el fraccionamiento Rio Pointe. Todos en un mismo acuerdo hemos llegado a la conclusion de que tal acceso incrementaría drásticamente el trafico por esta calle y como resultado pondría en riesgo la seguridad de nuestros hijos; y aparte incrementaría el crimen en esta zona. En si, una pared de privacidad de mínimo 12 pies de altura tendrá que ser erigida antes de el comienzo de construcción. Los residentes de esta calle an vivdi aquí desde la década de los 70's y muchos vienen de pensiones de apoyo básico o bajos recursos. Aun con la mayoría de casas ya pagadas, estos cambios traerían preocupaciones financieras Innecesarias a nuestros residentes de la 3ra Edad. Si este proyecto sigue en marcha e incluye el punto de acceso por la Calle Washington, todos como comunidad buscaremos apoyo leal en contra.

NAME: Print Nombre :Impresi on	Address: Dirección:	Signature: Firma:
Gene & Nestor Garcia	832 E. Washington St.	Nestor Garcia
WALTER PORGH	81 E. Washington St.	Walter Porgh
Rosa Gonzalez	827 E. Washington St.	Rosa Gonzalez
Yolanda Perez	823 E. Washington St.	Yolanda Perez
Ara Porez	819 E. Washington St.	Ara Porez
Tomila Perez	815 E. Washington St.	Tomila Perez
Tom & Estelle Perez	811 E. Washington St.	Estelle Perez
Freddie Perez	812 E. Washington St.	Freddie Perez
Ashley Bogacz	816 E. Washington St.	Ashley Bogacz
Julio	820 E. Washington	Julio

Karla Nunez, 839 E Washington St Avondale AZ *KL*
LIGUE SILVA 843 E WASHINGTON A AVONDALE AZ.

~~Das W...~~ 851 E. WASHINGTON ST. AVONDALE, AZ

Joana Norzagaray 848 E. Washington St. Avondale AZ.

Joann Pastrana 847 E. Washington St Avondale,

Andrea Ortiz 835 E Washington St Avondale AZ 85323 *Joan Perez*

CAROL PEREZ 836 E WASHINGTON Avondale *Carol Perez*



CERTIFICATE OF ADEQUATE SCHOOL FACILITIES

An application for Planned Area Development has been submitted to the City of Avondale, Development & Engineering Services Department, for review.

Project: Rio Pointe Project Manager: Carolyn Oberholtzer - Bergin Frakes, Smalley & Oberholtzer PLLC
 Request: PAD for multi-family housing Acreage/Parcel Size: 4.62 Acres
 Current Density Allowed: Approximately 30 units Density Proposed: 14.07 du/ac
 Total number of residential units proposed: 65

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: 6/16/22
 School District: Avondale ESD
 District Superintendent: Betsy Hargrove
 Phone #: 623-772-5000
 E-mail: bhargro @ choose avel.org
 Signature: Betsy Hargrove

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 meeting

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

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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:

THE DISTRICT REQUESTS THAT DEVELOPER/IMPACT FEES
BE PUT INTO PLACE.

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

Date Reviewed: 6/13/22
School District: AGUA FRIA HIGH SCHOOL
District Superintendent: TOM HUFFMAN (DEPUTY)
Phone #: 623 932 7000
E-mail: THUFFMAN@AGUAFRIA.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 meeting



AGENDA ITEM REPORT

SUBJECT: Three Rivers Ranch – Major General Plan Amendment – Application PL-22-0050

MEETING DATE: 9/21/2022

TO: Planning Commission

FROM: Jani Wertin, Planner

THROUGH: Eric Fitzer, Planning Manager

PURPOSE:

Planning Commission will hold a public hearing and consider a request by Alex Hayes of Withey Morris PLC for a Major Amendment to the Avondale General Plan 2030 Land Use Map for Three Rivers Ranch, a proposed 193.98 gross acre planned development west of the intersection of Broadway Road and Dysart Road. The proposed Major General Plan Amendment, if approved, will amend the General Plan 2030 Land Use Map designations for the property from Estate/Low Density Residential and Mixed-Use to Medium Density Residential and Medium/High Density Residential. As required by Arizona Statute for Major General Plan Amendments, the Commission will conduct two separate public hearings at different locations within the municipality 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 October 19, 2022, is another opportunity for public comment and the Commission will take action on the request.

BACKGROUND:

The 193.98-acre subject property (Exhibits A and B) is located west of the intersection of Broadway Road and Dysart Road, in the jurisdiction of Maricopa County. Due to the proximity of the site to the Agua Fria river and the Avondale Wastewater Treatment Facility, the majority of the site falls within the 100-year flood plain, a small portion to the northwest falling within the regulatory flood way, as well as encroaches into the 1,000-foot Odor Control Easement to the south. Additionally, Western Area Power Authority (WAPA) has a powerline easement with active powerlines bisecting the site.

The property is currently in the jurisdiction of Maricopa County and carries a zoning designation of Rural (RU-43). The RU-43 zoning allows for development of 1-acre single-family residential lots. Approval of this Major General Plan Amendment (GPA) request will revise the land use designation on the property as described later in this report. Presently, the property's Avondale General Plan 2030 land use category designation is Estate Low Density Residential (ELDR) and Mixed Use (Exhibit C). The ELDR category allows for development of detached single-family residential homes at a density of 1 to 2.5 dwelling units per acre. The target density in ELDR is 1 unit per acre. The Mixed Use category allows for a mixture of residential and commercial and does not have a density range or target density.

The existing uses and zoning of surrounding properties include:

North: Aqua Fria River, zoned General Industrial (A-1).

East: Dysart Road, an undeveloped school site owned by Tolleson Union High School District located in unincorporated Maricopa County. Phase 5 of Brookfield Alamar, a master planned community zoned Planned Area Development (PAD) and approved for 3,695 total single-family dwellings with 1,145 lots to be located in Phase 5. Phase 5 is currently undeveloped, and the construction timeline is unknown.

Northeast of site: Harvest HOC of Avondale Dispensary and single-family residential, zoned General Industrial (A-1). Vacant land, zoned Agricultural (AG).

South: Avondale Wastewater Treatment Facility, zoned Agricultural (AG).

West: Aqua Fria River, zoned General Industrial (A-1).

Separate applications to annex the subject property into the City of Avondale and rezone the site to Planned Area Development (PAD) have been filed and are in process. Because the General Plan Land Use Map encompasses all property within the City's Municipal Planning Boundary regardless of current jurisdiction, the proposed Major General Plan Amendment can be approved prior to annexation. The proposed rezoning; however, may not be approved until the annexation has been finalized.

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, upon approval of the rezoning case, of 530 single-family residential detached home lots, 120 townhomes (attached single-family residential homes), and 311 multi-family residential apartment units (referred to as build-to-rent single-family); however, these are 1-story individual apartment units.

As previously noted, the property has a General Plan land use designation of Estate/Low Density Residential (ELDR) and Mixed Use. The Mixed Use designation currently covers the northern two-thirds of the site, approximately 118.43 acres, while the Estate/Low Density Residential (ELDR) designation covers the southern third of the site, approximately 75.56 acres. This request for a Major GPA (Exhibit D) will revise the General Plan Land Use Map from Estate/Low Density Residential (ELDR) and Mixed Use to Medium Density Residential (MDR) and Medium/High Density Residential (MHDR). The Medium/High Density Residential (MHDR) designation will cover a strip along Dysart Road, approximately 37.15 acres, while the Medium Density Residential (MDR) designation will cover the remainder of the site, approximately 156.84 acres. The MDR category accommodates development of suburban detached single-family residential within a density range of 2.5 to 4.0 dwelling units per acre, with a target density of 2.5. The MHDR category accommodates development of a variety of housing choices in a planned and clustered setting unique to Avondale within a density range of 4.0 to 12.0 dwelling units per acre, with a target density of 8.

This proposed GPA is the first step in the development process for the site. There is a statutory requirement that Major General Plan Amendments be heard by the City Council during the same calendar year the application request is filed. The purpose of this first Planning Commission meeting is to conduct a public hearing for discussion on the project 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 October 19, 2022. This GPA request is scheduled for consideration by Council on November 21, 2022. The PAD rezone is scheduled to be heard before Planning Commission on October 19, 2022 and City Council on November 21, 2022. The proposed annexation City Council meetings are scheduled for the following 3 dates:

- October 17, 2022 – Council authorization to begin the annexation process.
- November 7, 2022 – Public hearing to discuss the proposed annexation.
- November 21, 2022 – Public hearing and vote on the adoption of the ordinance approving the annexation.

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) 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, 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 June 15, 2022. Sixteen cities, school districts, and other public entities were provided with a short summary of the proposal and a copy of the proposed amendment and asked to provide comments, if any, by August 15, 2022. Staff has not received comments from the agencies, jurisdictions, or districts on the proposal.

A neighborhood meeting (Exhibit E) to discuss the proposal with neighboring property owners and other interested parties was held on August 31, 2022. An overview of the discussion topics is outlined in the Neighborhood Meeting Summary, attached as Exhibit E. In addition to City Staff and the applicant's team, four (4) people attended the virtual meeting, two (2) of which were Planning Commissioners Arnette and Castillo.

The neighborhood meeting attendees had general questions regarding: (1) traffic; (2) adequate school capacity; and (3) adequate water and sewer facilities. The applicant responded to attendee questions, stating that a traffic impact analysis demonstrates that with the requested improvements the surrounding roadway network can adequately handle the increased trips, certificates of adequate school facilities have been acquired from the Tolleson and Littleton School Districts, and that sufficient water and sewer facilities exist with connections to the site. The applicant also offered to provide attendees with copies of the Traffic Impact Analysis and the Certificates of Adequate School Facilities.

All required notifications for the Planning Commission and City Council public hearings have been completed in accordance with notification requirements. To date, no public comments regarding this project have been received.

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).

LESD has provided the City with a Certificate of Adequate School Facilities signed by Superintendent Roger Freeman (Exhibit F) which states that the district does not have adequate capacity to accommodate the estimated enrollment from the proposed Three Rivers Ranch development and that the anticipated classroom impact will be addressed by the developer agreement in place.

TUHSD has provided the City with a Certificate of Adequate School Facilities signed by Superintendent Nora Gutierrez (Exhibit F) stating that the district has adequate capacity and no school site within the development is needed.

CONCLUSION:

Per the requirements of the State of Arizona, 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 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 October 19, 2022.

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.

The General Plan notes that as of 2010, only 4.41 percent of land uses in Avondale were developed as Medium High Density Residential, most of which are developed. The proposed amendment will allow the property to be rezoned to accommodate a combination of single-family (townhomes) and multi-family development (single-family detached, for-rent), which will further the goal of the General Plan to attract a diverse range of housing types that not currently available in the City to allow for a variety of socio-economic levels.

Approval of the proposed GPA would accommodate additional new residential development in southern Avondale.

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.

- This site has numerous development constraints. Due to the proximity of the site to the Agua Fria river and the Avondale Wastewater Treatment Facility, the majority of the site falls within the 100-year flood plain, a small portion to the northwest falling within the regulatory flood way, as well as encroaches into the 1,000 foot Odor Control Easement to the south. Additionally, Western Area Power Authority (WAPA) has a powerline easement with active powerlines bisecting the site.

Compared to Mixed Use and Estate/Low Density Residential (ELDR) designations, the MDR and MHDR designations are more viable use for the site and can be developed upon entitlement approval.

This amendment is an opportunity to bring this land use in alignment with the current needs and growth of the City, benefitting the community by allowing a development that will provide residents with greater housing options. Development of this site will also mean greater protection from lateral movement of the Agua Fria river, additional tax revenue, and 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.

- 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 enhance the area, as well as promote an active and healthy lifestyle by and community connection among residents. The proposed amendment will not significantly alter acceptable land use patterns in the area or impact nearby existing uses. Therefore, the amendment will not require larger or more expensive public infrastructure improvements beyond what would be expected for this property if it was developed under the existing land use designations.

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 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.”* Three Rivers Ranch will offer a variety of housing types that will accommodate a wide range of market segments and life stages. The single-family homes will provide more traditional housing opportunities for first time, move up, and empty nester buyers. The townhome product will offer the young professional the opportunity to live within a master planned community but with the ability to enter at a lower price point. The proposed single-family rental product provides homes with private backyards and lots, allowing for a “lock and leave” lifestyle which requires less maintenance and promotes the use of the neighborhood common and amenity areas. This increases a sense of place within the neighborhood and ultimately encourages more community interaction. This product type also creates density that supports surrounding employment, educational and commercial uses.
- General Plan Land Use Open Space Element Goal 1: *“Identify, protect, and preserve the natural amenities and environmental attributes that are unique to Avondale and contribute to a healthy lifestyle.”* Three Rivers Ranch will embrace the natural beauty of the surrounding area, including the Agua Fria River and the Estrella Mountains. Ample open space will be provided with parks and common areas that incorporate natural vegetation consistent with surrounding developments. The common open space areas will be linked with pedestrian connection to support a healthy lifestyle.
- General Plan Land Use Recreational Element Goal 1: *“Ensure every person has convenient access to safe public parks and affordable recreation opportunities.”* Primary circulation routes are planned from homes and courtyards to parks, common open spaces, and the trails in the surrounding area. The rental home community will include fitness amenities available to residents and feature landscaped walking paths that wind through the development. Creative play opportunities will include both manufactured playground elements as well as site specific design components. Small ramadas, picnic shelters and shade structures will also be incorporated into the design. A significant amount of open space is provided (including active areas for games (Bag Toss, etc.), barbecue stations, fire pits, dog park, and more. The community will be professionally managed and will provide amenities and recreation activities to the residents, furthering the City’s recreational goals. Thoughtfully located parks provide a robust system of paths and trails that provide safe and convenient alternative access.

DISCUSSION:

Staff finds that the proposal meets the four required findings for General Plan Amendments as detailed in the Analysis section above.

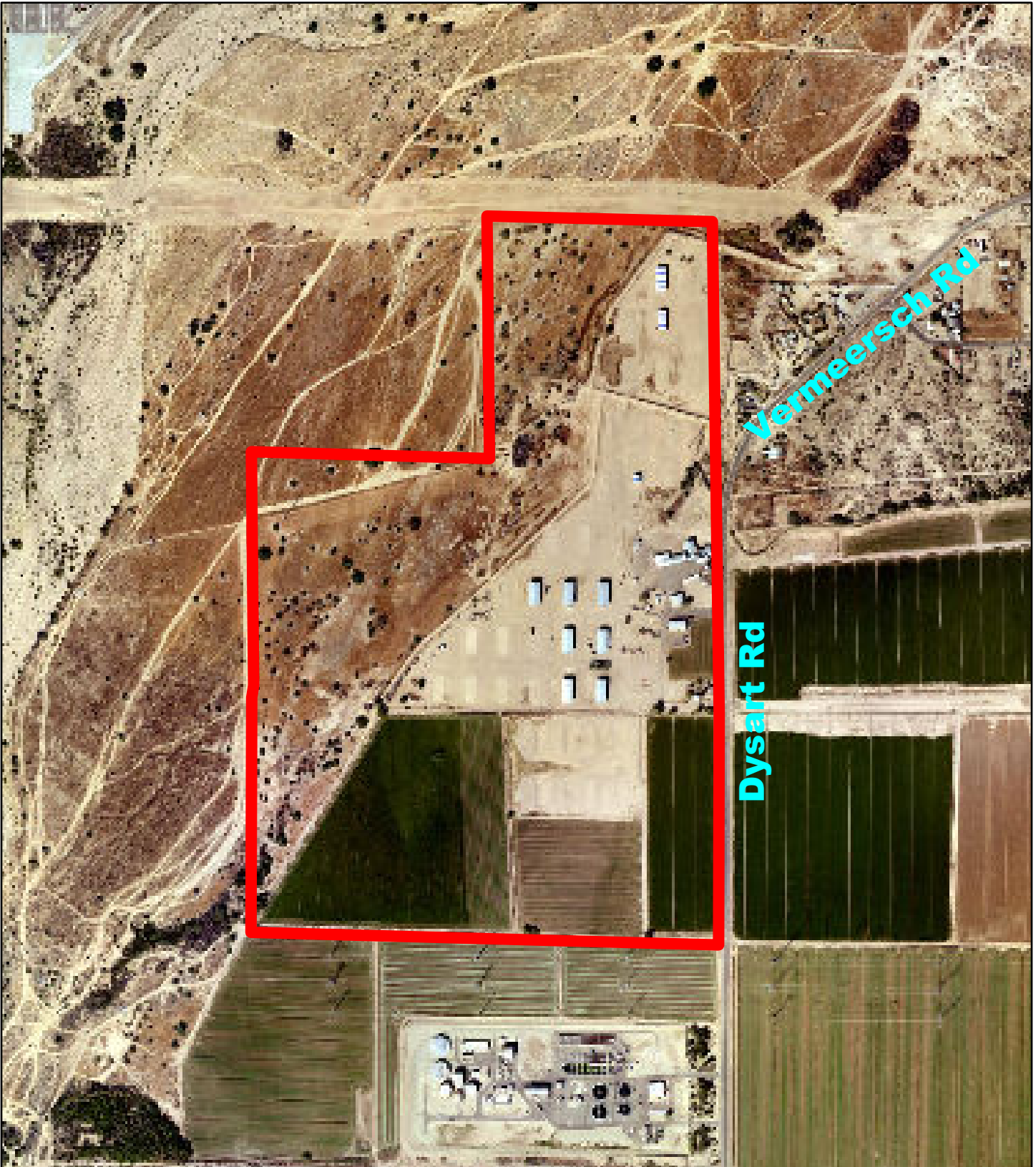
BUDGET IMPACT:

No budget impacts.

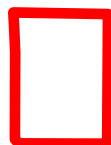
RECOMMENDATION:

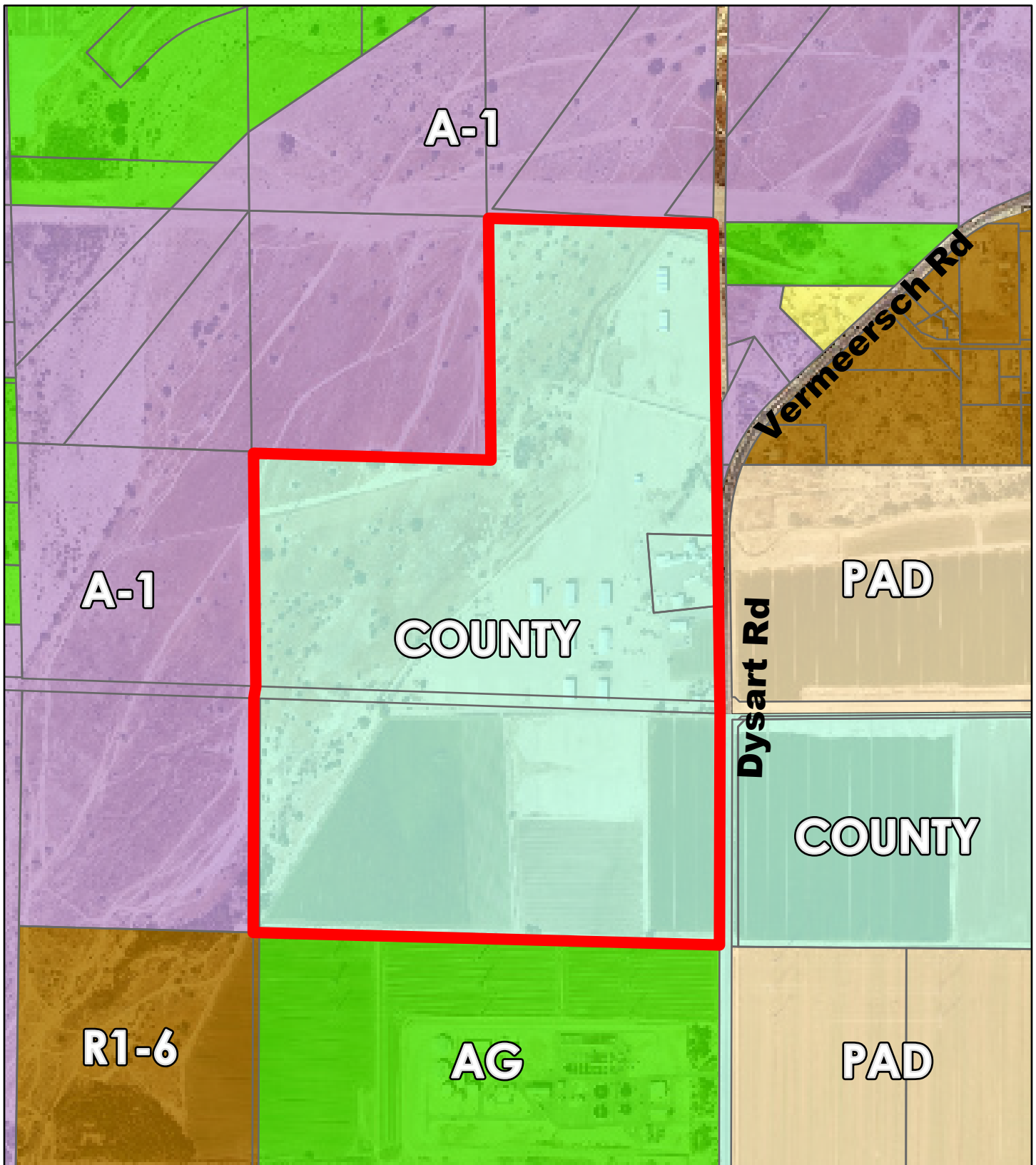
Planning Commission will conduct a public hearing for public comment; no action will be taken by the

Commission, as that will occur at the second public hearing on October 19, 2022. Staff will provide a recommendation for the second hearing.

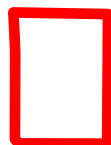


Aerial Photograph



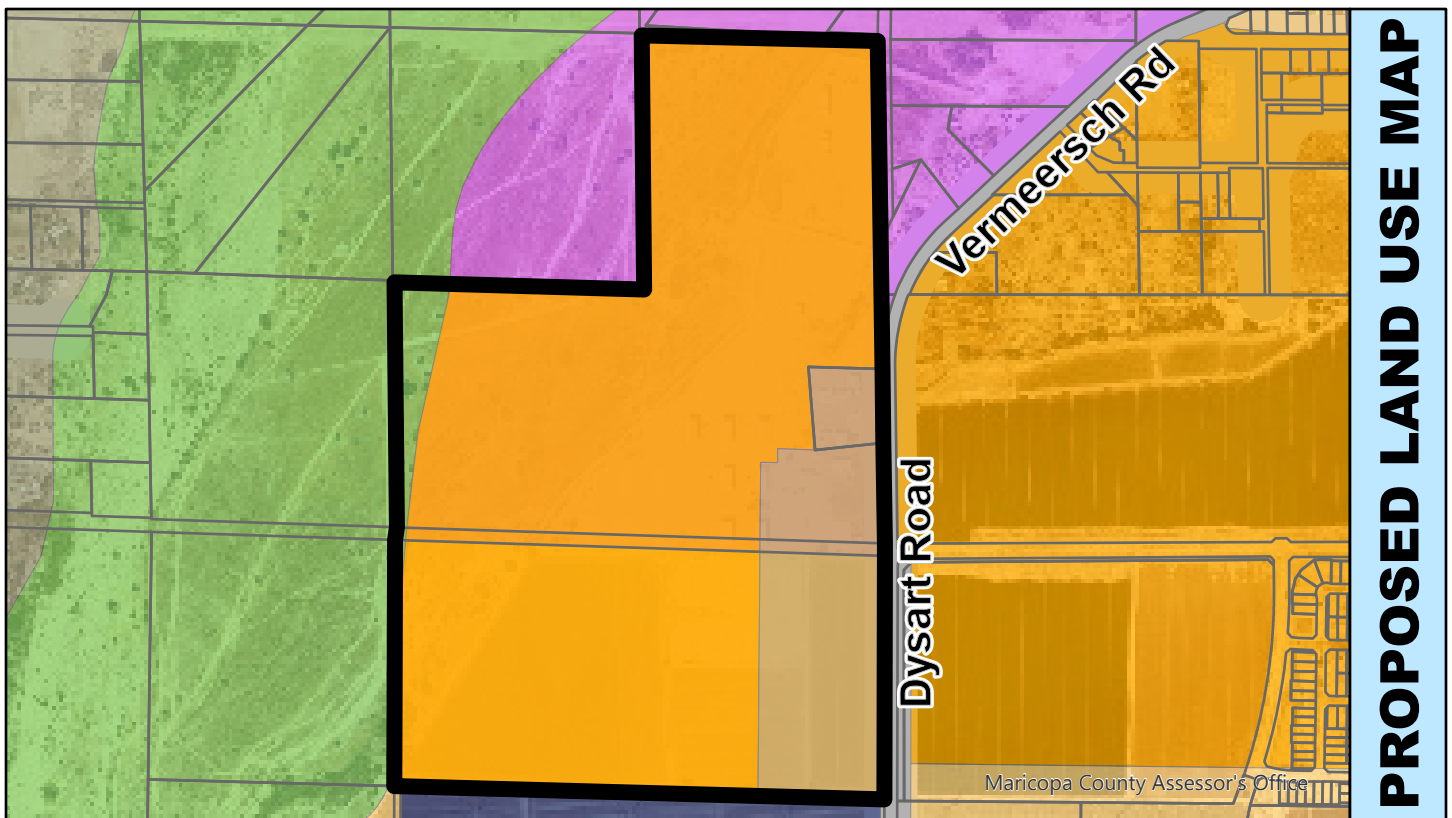
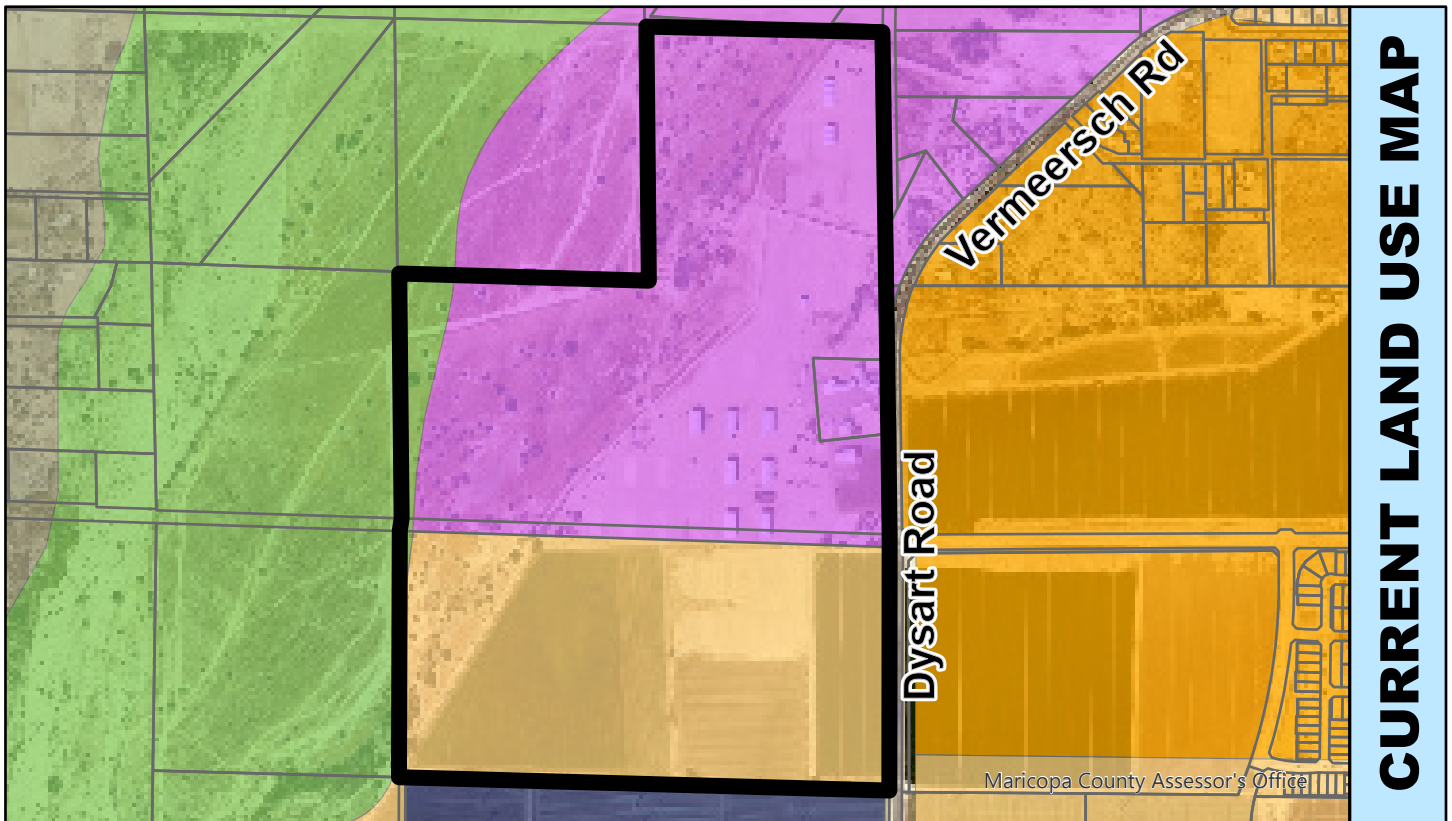


Zoning Vicinity



Subject Property

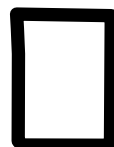




General Plan Land Use



- Low Density Residential
- Medium Density Residential
- Medium/High Density Residential
- Mixed Use
- Open Space / Parks



Subject Property





Three Rivers Ranch

Major General Plan Amendment Narrative

1st Submittal: February 28, 2022

2nd Submittal: June 6, 2022

3rd Submittal: August 24, 2022

Development Team

Applicant



Withey Morris, PLC
2525 E. Arizona Biltmore Circle Ste. A-212
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Email: adam@witheymorris.com
Phone: (602) 230-0600

Developer



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Contact: Jim Stockwell
Email: jstockwell@clydecap.com
Phone: (602) 777-0505

Architect



Felten Group
18325 North Allied Way, Ste. 200
Phoenix, AZ 85054
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Email: paul.knitter@feltengroup.com
Phone: (602) 867-2500

Landscape Architect



McGough/Adamson
535 East McKellips Road, Ste. 131
Mesa, AZ 85201
Contact: Nick Adamson, RLA
Email: nicka@MG-AZ.com
Phone: (602) 997-9093

Engineer



Kimley-Horn
1001 W. Southern Avenue, Ste 131
Mesa, AZ 85210
Contact: Jason Burm
Email: jason.burm@kimley-horn.com
Phone: (480) 207-7443

Flood and Hydrology Engineer



JE Fuller
8400 S Kyrene Rd, Suite 201
Tempe, AZ 85284
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Phone: (480) 250-9842

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TABLE OF EXHIBITS

EXHIBIT A – SITE AERIAL
EXHIBIT B – EXISTING GENERAL PLAN LAND USE MAP
EXHIBIT C – PROPOSED GENERAL PLAN LAND USE MAP

Location

The Property is approximately 193.98 gross acres located west of the intersection of Dysart Road and Broadway Road, as shown on the attached aerial map (**Exhibit A**). The Property is currently in unincorporated Maricopa County, but within the Avondale planning area.

The property is surrounded by the Agua Fria River to the west and north, vacant and residential land (Brookfield Alamar) to the east and an Avondale wastewater treatment facility to the south.

Request

This is a proposal to amend the Avondale General Plan 2030 Land Use Map for approximately 193.98 net acres. The proposed amendment would change the following:

- 25.70 acres *from* Estate/Low Density Residential *to* Medium/High Density Residential (Parcel 7)
- 11.45 acres *from* Mixed-Use *to* Medium/High Density Residential (Parcel 6)
- 49.86 acres *from* Estate/Low Density Residential *to* Medium Density Residential (Parcels 4 and 5)
- 106.98 acres *from* Mixed-Use *to* Medium Density Residential (Parcels 1, 2, and 3)

See **Exhibit B, Existing General Plan Land Use Map** and **Exhibit C, Proposed General Plan Land Use Map**.

The Medium Density Residential category contemplates residential density ranging from 2.5 dwelling units per acre to 4 dwelling units per acre with a target density of 2.5 dwelling units per acre.

The Medium/High Density Residential category contemplates residential density ranging from 4 dwelling units per acre to 12 dwelling units per acre with a target density of 8 dwelling units per acre.

The residential portion of the proposed development provides for an overall net density of approximately 5.05 dwelling units per acre.

Major GPA Review and Analysis

1. Availability of Current and Future Water Supplies

The Project is proposed to tie into the existing City of Avondale water system. A 16-inch water main is proposed in Dysart Road and is being constructed as part of the Alamar subdivision improvements. The Three Rivers Ranch subdivision will loop a 12-inch water main and connect to the proposed 16-inch water main in Dysart Road. An existing 12-inch water main continues in Dysart Road north into Vermeersch Road where it transitions to an existing 6-inch water line.

It is the Applicant's understanding that the Project will not create any issues for current or future water supplies. The companion zoning case includes further information related to water infrastructure and

supports that the existing or planned water infrastructure will be adequate for the Project.

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

A Traffic Impact Analysis is being provided with the companion zoning case. The project is expected to widen Dysart Road to meet the City's half-street improvement requirements. Dysart Road will result in a four-lane cross section along the project frontage. The proposed cross section will be striped to provide one through lane in the northbound direction and two through lanes in the southbound direction, separated by a two-way center left turn lane. Additionally the project will construct the Collector Road system from the Broadway Road alignment for internal access to the single family home portions of the development. The collector road will be renamed Three Rivers Parkway and will provide one through lane in each direction of travel separated by a two-way center left turn lane that will serve as a number of primary access points directly into the neighborhood. The intersection at Broadway Road/Dysart Road will offer westbound vehicles entering the site an exclusive left turn lane and a dedicated right turn lane. Secondary access will be provided both north and south of the Collector Road alignment to provide access to Dysart Road. It is not anticipated that the change of land use will have any negative impact on the City transportation system. The project Traffic Impact Analysis addresses the proposed project demands as well as future traffic operations for the project.

The Broadway Road alignment is currently 33' of existing right-of-way internal to the property and under the jurisdiction of Maricopa County. It is not anticipated to extend access west of the property and crossing the Agua Fria River. This project proposes abandonment of the existing Maricopa County right-of-way in coordination with the new Collector Road and City right-of-way dedications to serve the development.

The applicant will comply with the City's current engineering policies and standards and work to provide solutions that will enhance the City's transportation networks as applicable for the development.

3. Impact on the natural environment, including, but not limited to, hillsides, riparian areas, and floodways

The property is currently impacted by existing Agua Fria Floodway easements known as the Floodway Flowage and Floodway Fringe easements. The project intends to relinquish the existing fringe easements with the Flood Control District of Maricopa County (FCDMC) by elevating the site above the Standard Project Flood elevations of the Agua Fria River. These easements are being addressed concurrently with the proposed General Plan Amendment and accompanying zoning cases for the project with the FCDMC right-of-way department. Additionally, an existing Zone AE floodplain encumbers the site. Through the site fill and embankment protection, the project proposes a Conditional Letter of Map Revision (CLOMR) with FEMA and the City to re-map the floodplain and protect the site for development. Improvements to the property will remove a significant portion of the property from flood hazard. Overall, the Project will provide significant improvements to the Property with quality and aesthetically pleasing features, including a meaningful amount of private open space, furthering several goals of the General Plan.

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 the GP2030

The proposed General Plan Amendment will not have an overall negative impact on the City's current job-to-population ratio as over half of the Property's designation is already Mixed Use, which has a target density of 20 du/ac. Because the proposed land use categories have a lower target du/ac, the total du/ac

available in the GP2030 will likely decrease.

Additionally, it is anticipated that with the addition of new residential options, support for existing and future employment and commercial uses will occur. The re-designation of the Property will be in accordance with the City's goals and policies and will be aimed at furthering additional diverse residential housing opportunities in Avondale, which are currently limited.

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. It is our understanding there are adequate facilities and/or connections to serve the Project, which will be improved by the developer, as required. Exact infrastructure improvements for the Property will be determined during the platting and/or site plan and design review application phase.

6. *Extent to which the goals of the GP2030 are accomplished*

The proposed development furthers several goals and policies of the General Plan 2030, as further detailed below.

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.

Three Rivers Ranch will offer a variety of housing types that will accommodate a wide range of market segments and life stages. The single-family homes will provide more traditional housing opportunities for first time, move up, and empty nester buyers. The townhome product will offer the young professional the opportunity to live within a master planned community but with the ability to enter at a lower price point. The proposed single-family rental product provides homes with private backyards and lots, allowing for a "lock and leave" lifestyle which requires less maintenance and promotes the use of the neighborhood common and amenity areas. This increases a sense of place within the neighborhood and ultimately encourages more community interaction. This product type also creates optimal density to support surrounding employment, educational and commercial uses.

GOAL 4: Require excellence and innovation in residential design and construction.

Policies:

B. Support creatively designed subdivision layouts, particularly layouts in which open space and recreation areas containing amenities are thoughtfully integrated throughout.

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.

E. Endorse the use of Crime Prevention through Environmental design (CPTED) principles when designing residential communities.

Three Rivers Ranch will incorporate a number of the City's Design Manual policies to create a layout with ample open space and recreation areas that contain amenities throughout the project. It also ensures quality architecture and will endorse CPTED design.

Open Space Element

GOAL 1: Identify, protect, and preserve the natural amenities and environmental attributes that are unique to Avondale and contribute to a healthy lifestyle.

Three Rivers Ranch will embrace the natural beauty of the surrounding area, including the Agua Fria River and the Estrella Mountains. Ample open space will be provided with parks and common areas that incorporate natural vegetation consistent with surrounding developments. The common open space areas will be linked with pedestrian connection to support a healthy lifestyle.

Recreational Element

GOAL 1: Ensure every person has convenient access to safe public parks and affordable recreation opportunities.

Policies:

A. Continue to ensure that private development provides local, accessible neighborhood parks and tot lots under the management of a Home Owners Association.

Three Rivers Ranch is designed to cater to active lifestyles. The community incorporates some pocket park/courtyard planning techniques into its site plan which will contribute to a more livable environment. Primary circulation routes are planned from homes and courtyards to parks, common open spaces, and the trails in the surrounding area. The rental home community will include fitness amenities available to residents and feature landscaped walking paths wind through the development.

Creative play opportunities will include both manufactured playground elements as well as site specific design components. Small ramadas, picnic shelters and shade structures will also be incorporated into the design. A significant amount of open space is provided (including active areas for games (Bag Toss, etc.), barbecue stations, fire pits, dog park, and more. The community will be professionally managed and will provide amenities and recreation activities to the residents, furthering the City's recreational goals.

Thoughtfully located parks provide a robust system of paths and trails that provide safe and convenient alternative access. Each trail has been carefully considered within the context of the community. Trees and planting will be incorporated to provide shade, visual appeal, and character, in a manner that does not block views to and from the parks.

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 to continuing on the path to Avondale's vision to create a community that is both family friendly and economically robust. A city that is Aspiring, Achieving and Accelerating.

Three Rivers Ranch provides the opportunity to develop a challenged site along Dysart Road that is compatible with existing development and supports housing diversity opportunities for the area. With the increase of employment, commercial and educational opportunities that are anticipated in the area in the near future, this site will provide a prime location for new residences which will support other land uses. This will complement and support the economic vision of the Strategic Five-Year Plan.

Additionally, the following goals of the Strategic Five-Year Plan will be met with Three Rivers Ranch:

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

With its variety of housing offerings, ranging from townhomes with a modern design focused on an urban living experience and high-quality amenities to traditional single-family homes, the Project will provide a unique and diverse housing opportunity for a wide spectrum of prospective residents. From young, single professionals to families to empty nesters, Three Rivers Ranch will offer a desirable and accommodating product. Three Rivers Ranch 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.*

Three Rivers Ranch will provide connectivity and pedestrian access to the surrounding area with trail linkages and enhanced open spaces. The Developer will ensure access to the surrounding sidewalks and promote connectivity to the larger trails master plan for Avondale, as well as the Tres Rios Specific Plan.

Major GPA Findings Analysis

This request for a Major General Plan Amendment meets or exceeds the required findings established by the City of Avondale, as detailed below.

1. *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.*

Three Rivers Ranch offers a development and land use plan that is generally holistically consistent with the overall designation for the Property in the GP2030. However, the Land Use Plan does not provide the appropriate flexibility to allow the proper variety of housing products proposed in the proper locations. The proposed development will not increase the overall targeted residential density for the Property, but rather will provide the highest density where it is most appropriate. In this case, that is in the southwest corner of the Property adjacent to the Avondale Wastewater Treatment Facility. By changing the land use map to Medium/High Density Residential at this location, it provides the perfect opportunity to address the site challenges and provide a unique housing development with a variety of offerings and price points that would otherwise not generally be available here. Additional changes will accommodate the integrated master plan and best allocate appropriate densities and uses.

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

Three Rivers Ranch will provide a variety of housing that attracts new residents ranging from young professionals to families to empty nesters who are looking for a “lock and leave” lifestyle. The Applicant is excited to provide this array of products, especially those that are underrepresented in the City of Avondale.

This GPA will allow the Applicant to efficiently allocate the proposed densities to their most appropriate locations.

3. *The amendment will not adversely impact the community as a whole and/or a portion of the community by:*
 - a. *Significantly altering the acceptable land use patterns;*
 - b. *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*
 - c. *Adversely impacting the existing land uses.*

The amendment will not significantly alter acceptable land use patterns in the area or impact nearby existing uses. The residential community will be developed with lot sizes, product types, and densities that are compatible with and complementary to the Brookfield Alamar master planned community immediately east of Dysart Road. Over half the Property was already designated Mixed-Use, for which the target density of 20 du/ac exceeds the densities of the proposed designations. The proposed land use pattern does not significantly alter the existing land use plan. Rather, it enables the Applicant to respond to market demands in Avondale by providing a greater variety of housing options.

Public infrastructure exists for this development and it will not be a significant burden on the existing systems that are in place.

Lastly, the proposed amendment does not adversely impact existing land uses. With adequate existing infrastructure and additional improvements, the proposed development will be complementary to existing uses and will positively contribute to the economic dynamism of the area.

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

The proposed land use pattern is compatible with the existing land use plan for the Property and is consistent with the overall intent of the GP2030. The amendment does not significantly alter the designated residential densities for the Property but allows for greater flexibility and the ability to offer more variety to prospective residents.

Overall, the amendment consists of an improvement to the General Plan with the overall enhancements as outlined below:

- The Project will create a dynamic and vibrant community that will attract additional investment.

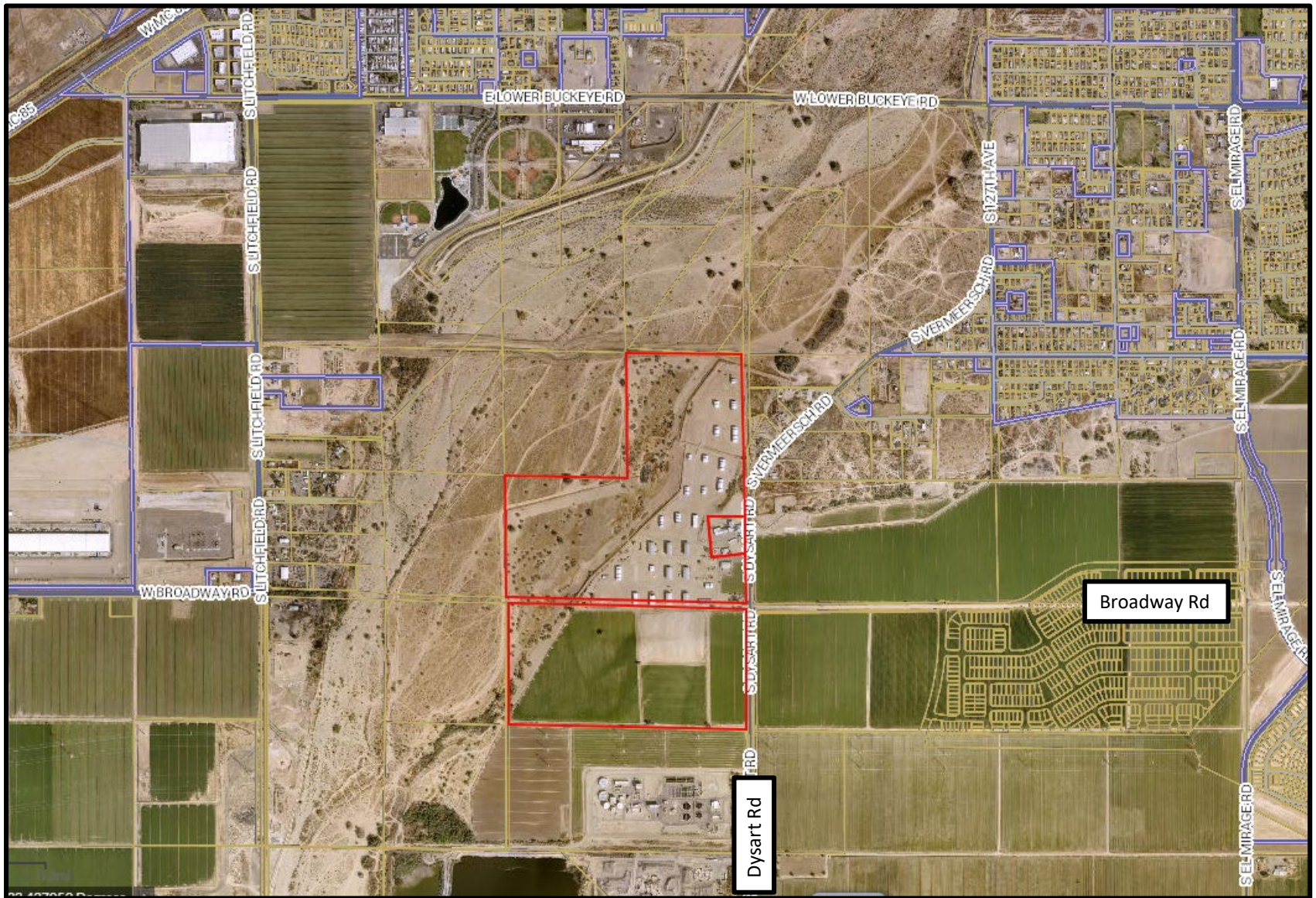
- The Project will provide a variety of quality housing options to accommodate the demographics and market demands of Avondale.
- The Project will foster economic vitality and support future employment uses.
- The Project provides for abundant open space, pedestrian connectivity, and trail linkages and enhancements in furtherance of the Tres Rios Specific Plan, which will positively impact the mental and physical well-being of Three Rivers Ranch residents.

Conclusion

Three Rivers Ranch will provide diverse, high quality housing products that are needed and in high demand within the City of Avondale. This Major General Plan Amendment is intended to provide a framework for development of a complementary land use in this evolving area that is compatible with existing uses and will drive further investment in this corner of Avondale. The proposed amendment is consistent with the overall goals and objectives of the General Plan and will be a positive addition to the area.

EXHIBIT A

Aerial Map

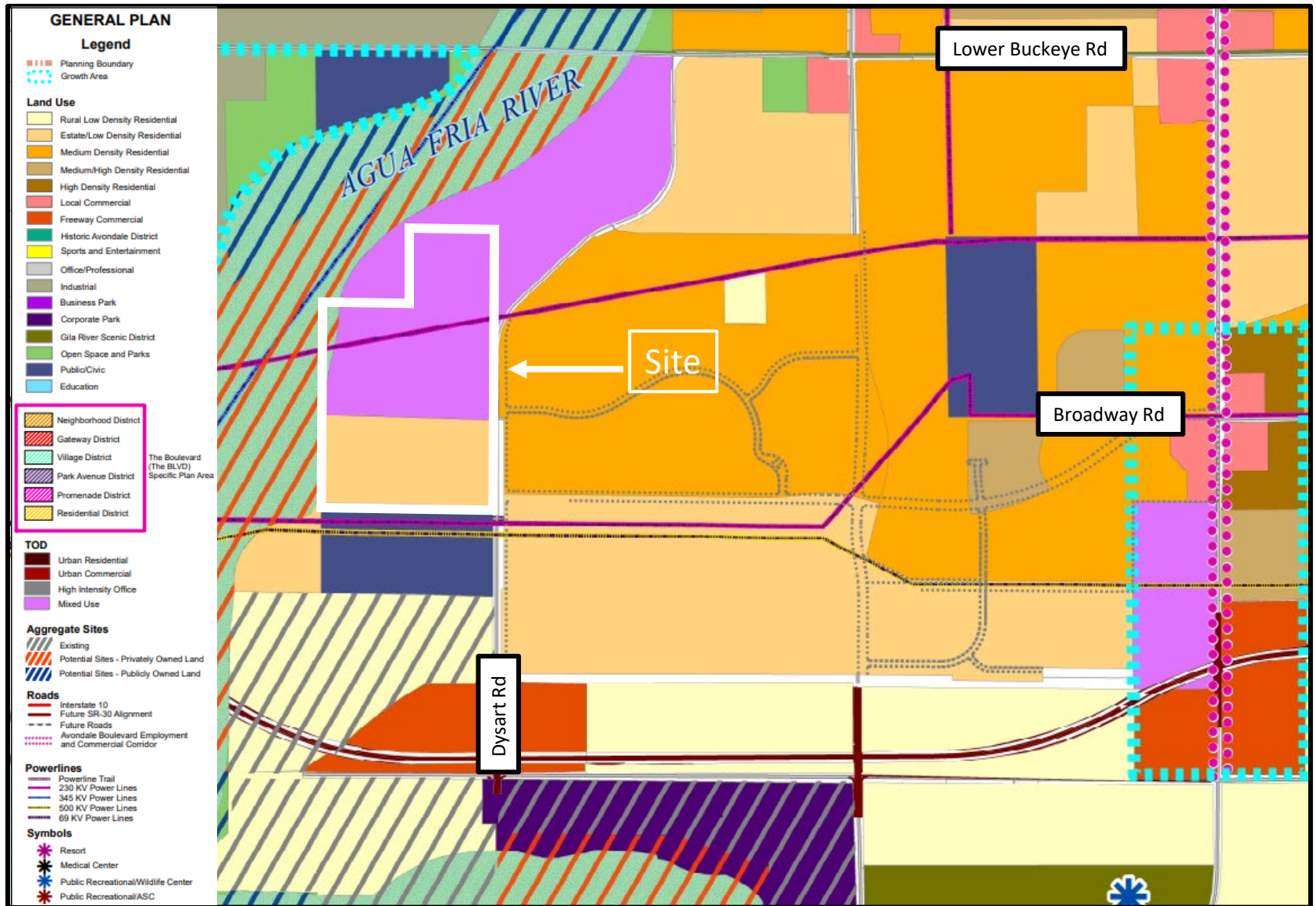


West of Intersection of Dysart Road and Broadway Road, Maricopa County



EXHIBIT B

Avondale General Plan Map

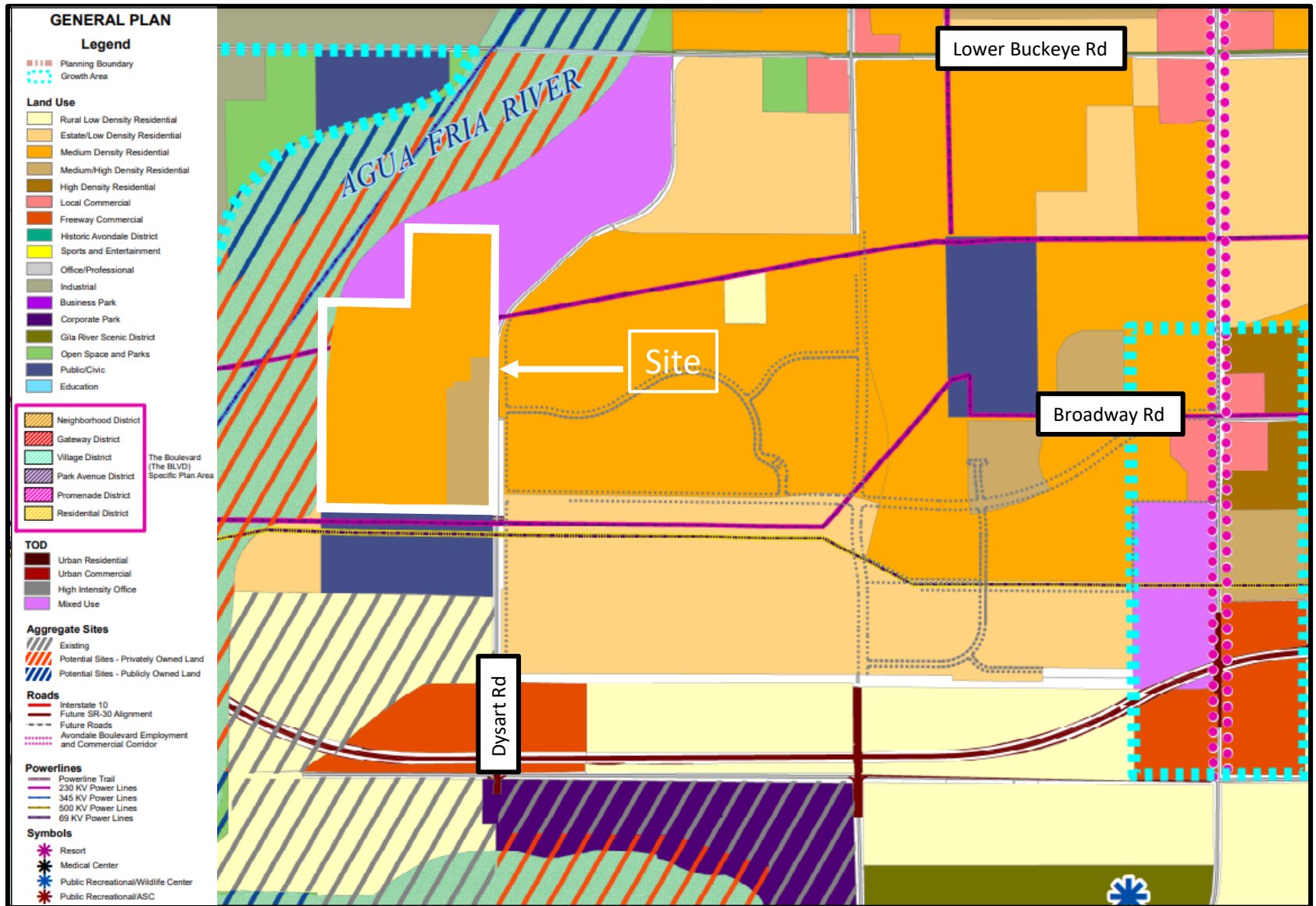


West of Intersection of Dysart Road and Broadway Road, Maricopa County



EXHIBIT C

Avondale Proposed General Plan Map



West of Intersection of Dysart Road and Broadway Road, Maricopa County





Three Rivers Ranch

**Neighborhood Meeting Summary
PL-22-0050/PL-22-0110**

Submitted August 30, 2022

A. Date, Time, and Location of the Meeting

The required neighborhood meeting for Case No. PL-22-0050/PL-22-0110 was held on Monday, August 29, 2022 at 6:00 PM. Due to the COVID-19 pandemic, the meeting was held virtually via Zoom.

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 August 10, 2022 edition of the Southwest Valley Arizona Republic newspaper. Additionally, the applicant posted a public notice sign on August 10, 2022 and mailed notice letters to property owners within 1,000 feet. The affidavits are enclosed at **Tab A**.

B. Number of Participants

The applicant, along with the project development team, and a City of Avondale Planning representative attended the virtual neighborhood meeting. Commissioners Arnette and Castillo also attended the meeting in addition to two (2) interested neighbor.

C. Summary of Presentation, Questions and Applicant Responses

The applicant commenced the neighborhood meeting with introductions of the development team followed by an overview of the application request. The applicant provided a description of the surrounding area context, existing land use designations, site challenges and constraints, and specifics regarding the proposed community. The applicant also shared the proposed community plans. The applicant then offered an opportunity for questions and comments.

The neighborhood meeting attendees had general questions regarding: (1) traffic; (2) adequate school capacity; and (3) adequate water and sewer facilities. The applicant responded to attendee questions, stating that a traffic impact analysis demonstrates that with the requested improvements the surrounding roadway network can adequately handle the increased trips, certificates of adequate school facilities have been acquired from the Tolleson and Littleton School Districts, and that sufficient water and sewer facilities exist with connections to the site. The applicant also offered to provide attendees with copies of the Traffic Impact Analysis and the Certificates of Adequate School Facilities.

The Applicant will continue to be available to discuss the proposal with interested parties throughout the application process.

D. Summary

The feedback received regarding the proposed project was generally neutral with no significant concerns raised. The applicant will continue to be available to discuss the proposal with interested parties throughout the process.



CERTIFICATE OF ADEQUATE SCHOOL FACILITIES

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

Project: <u>Three Rivers Ranch</u>	Project Manager: <u>Jani Werlin</u>
Request: <u>Rezone to PAD</u>	Acreage/Parcel Size: <u>194 +/-</u>
Current Density Allowed: <u>1 du/ac</u>	Density Proposed: <u>5.05 du ac</u>
Total number of residential units proposed: <u>961</u>	

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 X

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

One times capital cost of adding estimated students is \$4.5M. Additional ongoing operational costs to adding estimated students is \$824K.

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

If answered yes, please explain below:

The developer has signed the standard impact agreement.

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

Date Reviewed: 09.06.2022

School District: Littleton Elementary School District #65

District Superintendent: Dr. Roger Freeman

Phone #: (623)759-2628

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
<https://www.avondaleaz.gov/government/departments/development-engineering-services>



CERTIFICATE OF ADEQUATE SCHOOL FACILITIES

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

Project: Three Rivers Ranch Project Manager: Jani Wertin
Request: Rezone to PAD Acreage/Parcel Size: 224.41
Current Density Allowed: 194 +/- Density Proposed: 4.43
Total number of residential units proposed: 961

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****

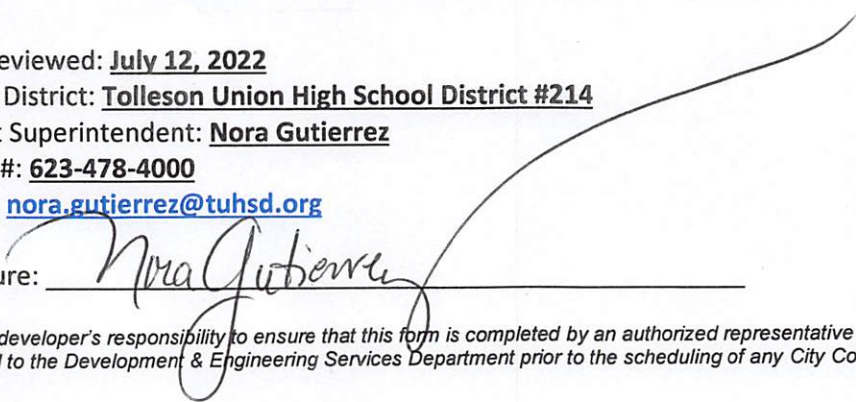
Date Reviewed: July 12, 2022

School District: Tolleson Union High School District #214

District Superintendent: Nora Gutierrez

Phone #: 623-478-4000

E-mail: nora.gutierrez@tuhisd.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

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