



Planning Commission
Agenda
Thursday, July 18, 2019

CITY COUNCIL CHAMBERS | 11465 WEST CIVIC CENTER DRIVE | AVONDALE, AZ 85323

REGULAR MEETING

6:00 PM

1. CALL TO ORDER

2. ROLL CALL

3. OPENING STATEMENT

4. APPROVAL OF MINUTES

Planning Commission to approve the April 18, 2019 meeting minutes.

5. PUBLIC HEARING ITEMS

1. PARKSIDE VILLAGE – MAJOR PLANNED AREA DEVELOPMENT (PAD) AMENDMENT - APPLICATION PL-18-0296

Planning Commission will hold a public hearing and consider a request by Ms. Jordan Rose, Rose Law Group, for approval of a Major Amendment to the Parkside Village Planned Area Development (PAD). The current Parkside Village PAD zoning allows for a mix of uses, including single-family detached homes, attached townhomes, apartments, retail/commercial, and office on approximately 163 gross acres of property located at the southwest corner of Indian School Road and 99th Avenue. The amendment, if approved, will reconfigure open space within the proposed development, modify single-family residential lot sizes and product types, modify development and design standards, and revise project phasing. The Commission will take appropriate action.

Staff Contact: Ken Galica, Division Lead Planner

6. ACTION ITEMS

1. COMMERCIAL AND INDUSTRIAL DESIGN MANUAL (APPLICATION PL-19-0074)

The Planning Commission will consider a request to approve the Commercial and Industrial Design Manual. This Manual is intended to refine development design guidelines reflecting local best practices in design standards, new development trends, increased attention to sustainability in the development process, and changes to industry standards as well as to reflect the City's current level of expectation for quality development in Avondale. The Commission will take appropriate action.

Staff Contact: Jodie Novak, Planning Manager

7. DISCUSSION ITEMS

8. COMMISSION ANNOUNCEMENTS

9. PLANNING DIVISION REPORT

10. CALENDAR

August 15, 2019

11. ADJOURNMENT

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

Los miembros asistirán en persona o vía teleconferencia.

Individuals with special accessibility needs, including sight or hearing impaired, large print, or interpreter, should contact the City Clerk at 623-333-1200 or TDD 623-333-0010 at least two business days prior to the meeting.

Personas con necesidades especiales de accesibilidad, incluyendo personas con impedimentos de vista u oído, o con necesidad de impresión grande o intérprete, deben comunicarse con la Secretaría de la Ciudad al 623-333-1200 o TDD 623-333-0010 cuando menos dos días hábiles antes de la junta del Concejo.

CITY COUNCIL CHAMBERS
11465 W CIVIC CENTER DRIVE
AVONDALE, AZ 85323

Thursday, April 18, 2019
6:00 P.M.

I. CALL TO ORDER

Chair Van Leuven called the Regular Meeting to order at approximately 6:00 p.m.

II. ROLL CALL

The following members and representatives were present:

COMMISSIONERS PRESENT

Rusty Van Leuven, Chair
Lisa Amos – Vice Chair
Maribel Guerrero, Alternate
David Iwanski, Commissioner
Lisa Osborne, Commissioner

COMMISSIONERS UNEXCUSED

Linda Warren, Commissioner
Christopher Thompson, Commissioner
Denise Stanfield, Commissioner

CITY STAFF PRESENT

Jodie Novak, Planning Manager
Rick Williams, Senior Planner
Ken Galica, Lead Planner
Michelle Pelishek, Planner
Michael Wawro, City Attorney

III. OPENING STATEMENT

Chair Van Leuven read the Opening Statement.

IV. **APPROVAL OF MINUTES**

Chair Van Leuven invited a motion to approve the minutes. Commissioner Iwanski moved to accept the minutes from the March 21, 2019, regular meeting as presented. Vice Chair Amos seconded the motion.

ROLL CALL VOTE

Russell Van Leuven	Aye
Lisa Amos	Aye
David Iwanski	Aye
Lisa Osborne	Aye

The motion was approved 4 to 0.

V. **PUBLIC HEARING ITEMS:**

1. **PL-18-0079 Cerro Vista Minor General Plan Amendment**

The Planning Commission will hold a public hearing and consider a request by Shaine Alleman with Tiffany & Bosco P.A. on behalf of QUYP Development for a Minor General Plan Amendment on approximately 11.4 acres located east of the northeast corner of Fairway Drive and Van Buren Street. The Minor General Plan Amendment request is from Urban Residential (UR) to High Density Residential (HDR) land use. Staff contact: Rick Williams

Chair Van Leuven invited a motion to continue the hearing. Vice Chair Amos moved to continue matter PL-18-0079 Cerro Vista Minor General Plan Amendment. Commissioner Osborne seconded the motion.

ROLL CALL VOTE

Russell Van Leuven	Aye
Lisa Amos	Aye
David Iwanski	Aye
Lisa Osborne	Aye

The motion was approved 4 to 0.

2. **PL-18-0080 Cerro Vista Rezoning**

The Planning Commission will hold a public hearing and consider a request by Shaine T. Alleman with Tiffany & Bosco P.A., on behalf of QUYP Development for Rezoning of approximately 11.4 acres located east of the northeast corner of Fairway Drive and Van Buren Street. The Rezoning request is from Agriculture (AG) and Community Commercial (C-2) to Planned Area Development (PAD). Staff contact: Rick Williams

Chair Van Leuven invited a motion to continue the hearing. Vice Chair Amos moved to continue matter PL-18-0080 Cerro Vista Rezoning. Commissioner Iwanski seconded the motion.

ROLL CALL VOTE

Russell Van Leuven	Aye
Lisa Amos	Aye
David Iwanski	Aye
Lisa Osborne	Aye

The motion was approved 4 to 0.

3. **PL-18-0201 BioLife Plasma Center**

The Planning Commission will hold a public hearing and consider a request by Mr. Paul E. Gilbert with Beus Gilbert PLLC for a Conditional Use Permit (CUP) to allow a plasma center in the C-2 (Community Commercial) and PAD (Planned Area Development) zoning districts. The subject property is located west of the southwest corner of Van Buren Street and Avondale Boulevard.

Staff contact: Ken Galica

(APPLICANT REQUESTS WITHDRAWAL OF THIS ITEM)

Chair Van Leuven invited a motion to continue the hearing. Commissioner Iwanski moved to withdraw PL-18-0201 BioLife Plasma Center. Commissioner Osborne seconded the motion.

ROLL CALL VOTE

Russell Van Leuven	Aye
Lisa Amos	Aye
David Iwanski	Aye
Lisa Osborne	Aye

The motion was approved 4 to 0.

4. **PL-18-0322 Alamar Phase 2 Preliminary Plat**

The Planning Commission will consider a request by Frank Koo with Wood, Patel & Associates for approval of the Alamar Phase 2 Preliminary Plat. The plat includes approximately 122.4 acres located at the southwest corner of Broadway Road and the Alamar Parkway alignment, El Mirage Road. The proposed plat subdivides the land into 346 single-family residential lots, common open space, and landscape areas. Staff contact: Rick Williams

Mr. Williams noted that the official groundbreaking for the Alamar Project had occurred two weeks prior. He stated that although the presentation would cover both Phase 2 and Phase 3 Preliminary Plats (PL-18-0322 and PL-18-0323), they would each need their own motion.

Mr. Williams provided the following highlights:

- Phase 1 was through the final plat stage
- Phase 2 and Phase 3 (boundaries outlined in presentation)
- Phase 2 contains 122.4 acres, three lot sizes ranging from 5,175 square feet up to 7,200 square feet
- Three formative parks associated with Phase 2 (about ½ acre in size) and contain specific amenities such as in turf areas, shaded ramadas, and other types of small scale amenities
- Phase 3 has 317 lots, four lot from 5,175 square feet up to 9,100 square feet – the largest lot in the development

- Phase 3 contains four parks
- Development conforms to the General Plan 2030 but more specifically to the PAD (development standards are reasonable and not detrimental to anyone in surrounding area)
- Conditions of approval of both Phase 2 and 3 are reasonable to ensure conformance with provisions as outlined by the development agreement, the PAD, and City code and ordinances
- Staff recommends approval of Phase 2, subject to conditions of approval in staff's report, and staff recommends approval of Phase 3, also subject to conditions of approval in staff's report
- First neighbourhood park will be developed in conjunction with Phase 1, in addition to the community park, which includes swimming pool, playground splash pad and other amenities; the formative park within each of the communities is more passive (diagram shown): Formative park #5 and although each of the 7 parks are a little bit different, they are all similar, with mailboxes, shaded ramadas, open space lawn (small scale)

Chair Van Leuven invited a motion to approve PL-18-0322. Vice Chair Amos moved to approve matter PL-18-0322 Alamar Phase 2 Preliminary Plat, subject to conditions of approval in staff's report. Commissioner Osborne seconded the motion.

ROLL CALL VOTE

Russell Van Leuven	Aye
Lisa Amos	Aye
David Iwanski	Aye
Lisa Osborne	Aye

The motion was approved 4 to 0.

5. **PL-18-0323 Alamar Phase 3 Preliminary Plat**

The Planning Commission will consider a request by Frank Koo with Wood, Patel & Associates for approval of the Alamar Phase 3 Preliminary Plat. The plat includes approximately 99.4 acres located north of Sunland Avenue and east of the Alamar Parkway Alignment, El Mirage Road. The proposed plat subdivides the land into 317 single-family residential lots, common open space, and landscape areas.

Staff contact: Rick Williams

Chair Van Leuven invited a motion to approve PL-18-0323. Commissioner Iwanski moved to approve matter PL-18-0323 Alamar Phase 3 Preliminary Plat, subject to conditions of approval in staff's report. Commissioner Osborne seconded the motion.

ROLL CALL VOTE

Russell Van Leuven	Aye
Lisa Amos	Aye
David Iwanski	Aye
Lisa Osborne	Aye

The motion was approved 4 to 0.

VI. DISCUSSION OF MATTER PL-19-0075 CITY CENTER SPECIFIC PLAN UPDATE

PL-19-0075 City Center Specific Plan Update This is a work session item before Planning Commission to discuss application PL-19-0075, a request by the City's Planning Division to update the City Center Specific Plan. The update is to reflect evolving conditions impacting the implementation of the adopted Vision for the Avondale City Center. The intent of the update is to reflect the City's current level of expectation for a quality, unique, and pedestrian-friendly City Center that will create a place of significance in Avondale. Staff contact: Jodie Novak

Ms. Novak provided a status update of on the City Center Plan's update with our Planning Staff and Matrix Design Group consultant, noting that the plan had been in existence since 2008. She added that it was a great time in our community to look at revising the plan and coming up with a current vision that meets the level of expectation of a quality development in our 402-acre City Center area. Ms. Novak stated that the city was actively working with a consultant, with some ad hoc meetings already held. She added that re-establishing the land use categories, which are being calling districts, what uses will occur and where they will be occurring. She noted we're also looking at the overall land area. There is a component on the west side of Avondale Boulevard, on the far west end of that area that is an employment area that might not be included. There is an area at the eastern edge of the City Center that we might be add a little more land to accommodate high density residential to support the retail and residential that would be developing in that area. Ms. Novak stated that staff was also looking at economic development factors and working to have a market analysis to look at what is needed for the area. She presented a draft plan with the overall land use categories which include six districts.

Ms. Novak stated that an area just west of 117th Avenue extending to 119th Avenue, had originally been planned for potential employment/retail/office, but is considering letting that remain separate from the City Center. She there is a core area called the Park Avenue District that would be the core of the area, we are working with consultant further on this plan.

Ms. Novak provided next steps and noted that a neighborhood meeting would be held on May 7th, she noted that this would go before Council on May 6th as a work session. She added that after presenting with a consultant, and gaining Council's feedback, staff would return to the Commission with a formal draft on May 16, 2019, with the hope of completing final plan and adoption by June 17, 2019. Ms. Novak noted some items being considered would be to rename the plan. She added that once the actual draft was available, it would be posted on the website for the public. She added that she would also keep the Commission informed as the project unfolded.

VII. COMMISSION ANNOUNCEMENTS

None.

VIII. PLANNING DIVISION REPORT

None.

IX. ADJOURNMENT

Chair Van Leuven noted that next meeting would be held May 16, 2019, and invited a motion to adjourn the meeting. Commissioner Iwanski moved to adjourn the meeting at 6:25 p.m. Commissioner Osborne seconded the motion.

ROLL CALL VOTE

Russell Van Leuven	Aye
Vice Chair Amos	Aye
David Iwanski	Aye
Lisa Osbourne	Aye

The motion was approved 4-0.

With no further business, the meeting concluded at approximately 6:35 p.m.

FOR SPECIAL ACCOMMODATIONS

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.

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Staff Signature

Date



AGENDA ITEM REPORT

SUBJECT: Parkside Village – Major Planned Area Development (PAD) Amendment - Application PL-18-0296

MEETING DATE: 7/18/2019

TO: Planning Commission

FROM: Ken Galica, Division Lead Planner

THROUGH: Jodie Novak, Planning Manager

PURPOSE:

Planning Commission will hold a public hearing and consider a request by Ms. Jordan Rose, Rose Law Group, for approval of a Major Amendment to the Parkside Village Planned Area Development (PAD). The current Parkside Village PAD zoning allows for a mix of uses, including single-family detached homes, attached townhomes, apartments, retail/commercial, and office on approximately 163 gross acres of property located at the southwest corner of Indian School Road and 99th Avenue. The amendment, if approved, will reconfigure open space within the proposed development, modify single-family residential lot sizes and product types, modify development and design standards, and revise project phasing. The Commission will take appropriate action.

BACKGROUND:

The 163-acre subject property (Exhibits A and B) is located at the southwest corner of Indian School Road and 99th Avenue. The site, which is undeveloped and is presently being farmed, was annexed in two segments, on May 26, 1981 and October 21, 1989, and was rezoned from Agricultural (AG) to Planned Area Development (PAD) for a development called Entorno on October 1, 2007. The planned Entorno development included single-family and multi-family residential and commercial uses, but did not develop. On June 16, 2014, Council approved a rezoning from Entorno PAD to Parkside Village PAD.

The approved Parkside Village PAD Master Development Plan (Exhibit E) allows for development of a master planned community consisting of 247 traditional single-family residential detached homes on lots ranging from 4,950 square feet to 8,400 square feet, 101 alley-loaded detached single-family homes, and 64 attached townhomes. Additionally, a 15.1-acre, 272-unit garden-style apartment complex and 100 urban lofts (second-story apartments located over ground-floor retail or office space) are permitted. Overall, the current PAD allows for development of 412 single-family homes and 372 multi-family residences for a total of 784 dwelling units on the property. The PAD provides for 18 percent open space with amenities including a splash pad, community swimming pool, basketball courts, multi-use paths, ramadas, swings, and an adventure play area.

In addition to the residential uses noted above, the approved PAD designates a 33.0-acre commercial mixed-use parcel at the southwest corner of Indian School Road and 99th Avenue and a 10.3-acre office parcel at the northwest corner of 99th Avenue and the Osborn Road alignment.

The subject property features three General Plan land use designations, as follows (Exhibit C):

- The Medium/High Density Residential (MHDR) designation is applied to the majority of the western half of the site, extending further eastward near the southeast corner of the property, covering approximately 85 acres in total. The MHDR designation allows for development of single-family detached, single-family attached, townhomes, condominiums, patio homes and casitas in a density range of 4.0 to 12.0 dwelling units per acre (4.0 du/acre target density).
- The Mixed Use designation is applied to the majority of the eastern half of the site, extending further westward immediately adjacent to Indian School Road, covering approximately 65 acres in total. The Mixed Use category allows for a mixture of residential and commercial uses reflective of a village concept where residents can live, work, and recreate within the same development or nearby.
- The Office/Professional designation is applied to approximately 10-acres at the southeast corner of the site. The Office/Professional category allows for professional offices, medical offices, and office support services.

The property is also located within the boundary of the Freeway Corridor Specific Plan (FCSP) which guides physical design and character of the site's development.

Surrounding uses and zoning include:

- **North of Indian School Road:** Multiple parcels located in City of Phoenix's jurisdiction that have developed with a mix of uses including a gas station with convenience store, a drive-through restaurant, medical offices, a single-family detached residential neighborhood, and a single-family attached condominium complex. In addition to the developed parcels, there is an 11.1-acre undeveloped parcel in the City of Phoenix zoned C-2 (Intermediate Commercial).
- **East of 99th Avenue:** An undeveloped 133.8-acre property located in City of Phoenix's jurisdiction. The property is zoned Planned Unit Development (PUD) which allows for high-intensity office development on the site. The property is currently being farmed and a time frame for development is unknown.
- **South:** A 148.5-acre property located in the City of Avondale and zoned C-2 (Community Commercial). The C-2 district allows for a range of commercial uses, including office, retail, restaurant, and personal services. The property is currently being farmed and a time frame for development is unknown.
- **West:** Westwind, a 132-acre single-family residential community located within the City of Avondale, zoned Planned Area Development (PAD). The community is fully developed with 534 detached single-family residences built between 1997 and 2000 at a density of 4.0 units per acre.
- **Southwest:** Glenarm Farms, a 150-acre large lot single-family residential subdivision located in the City of Avondale and zoned RR-18 (Rural Residential, Minimum 18,000 S.F. lot area). The community is fully developed with 150 detached single-family residences, some featuring accessory structures for the keeping of horses and livestock, at a density of 1.0 unit per acre.

SUMMARY OF REQUEST:

The applicant is requesting approval of a major amendment to the Parkside Village PAD (Exhibit F). The

primary purpose of the proposed amendment is to redesign and reconfigure the residential portions of the project to accommodate housing products offered by William Lyon Homes, a homebuilder in process to purchase and develop the residential components of the project. Though Parkside Village's overall concept and layout as a walkable urban village remains largely the same, several changes are proposed by the homebuilder. The most significant changes to the PAD include the following:

Single-Family Residential

- **Existing PAD:** The current Parkside Village PAD provides four lot sizes for traditional single-family detached residences ranging from 4,950 square feet (45'x110') to 8,400 square feet (70'x120'). In addition, the current PAD provides for 101 alley-loaded single-family residences and 64 attached single-family townhouses. In total, the current PAD allows for the development of 412 single-family residences on approximately 104.6 acres of the site for a single-family density of 3.9 dwelling units per acre.
- **Proposed Amendment:** The proposal expands the site area that will be developed with single-family residences from 104.6 acres to 131.7 acres and provides for three lot sizes of traditional detached single-family residences. The proposed plan provides for 415 of these traditional single-family lots with areas ranging from 4,500 square feet (45'x100') to 6,600 square feet (55'x120'). In addition, the proposal allows 247 rear-loaded "villas", a compact single-family detached home where garages will be accessed from common driveways and fronts of homes will face onto common open space corridors. The attached townhouse component of the existing PAD is eliminated in the proposed amendment. In total, the proposed PAD allows for the development of 662 single-family residences on approximately 131.7 acres of the site for a single-family density of 5.0 dwelling units per acre, in conformance with the General Plan's Medium/High Density Land Use.

Multi-Family Residential

- **Existing PAD:** The current PAD designates a 15.1-acre parcel adjacent to 99th Avenue for development of 272 garden-style apartments. Additionally, the PAD allows for up to 100 urban lofts, essentially multi-family residential apartments located on the second floor above ground-floor commercial space at the southwest corner of Indian School Road and 99th Avenue. In total, the existing PAD allows for 373 multi-family residential units.
- **Proposed Amendment:** The proposal eliminates the standalone garden-style apartment component from the development, instead using the 15.1 acres currently reserved for that use to accommodate additional single-family residences. The amendment does maintain the ability to provide multi-family in the form of the urban lofts if located on the second floor above a ground floor commercial use and increases the allowance for those types of units from 100 to 300. In total, the maximum number of multi-family units is reduced in the proposed amendment, from 373 to 300.

Mixed Use (Commercial) and Office Acreages

- **Existing PAD:** The current PAD reserves a 33.0-acre parcel at the southwest corner of 99th Avenue and Indian School for "Mixed Use" commercial/urban loft development. Additionally, a 10.3-acre parcel at the northwest corner of 99th Avenue and the Osborn Road alignment is planned for Office development.
- **Proposed Amendment:** The proposal reduces the "Mixed Use" commercial/urban loft area from 33.0 acres to 21.3 acres. The land subtracted from the "Mixed Use" area is used in the revised plan for additional single-family residences. The portion of the site to be developed as Office remains

consistent between the current PAD and proposed amendment.

Commercial Uses

- **Existing PAD:** The current PAD contains a customized use list specifying what commercial uses are permitted in the Mixed Use portion of the PAD. Uses in the Mixed Use portion of the PAD are generally consistent with the City's C-2 (Community Commercial) zoning district but more restrictive. For example, the following uses are allowed in C-2 but prohibited in the existing PAD: Automobile, boat, RV, and motorcycle sales and leasing; Body piercing studio (with Conditional Use Permit), Cigar bar, tobacco lounge or smoke shop; Funeral home; Laundromat; Mini-storage warehouse and personal storage; Non-chartered financial services (with CUP); Pawn shop (with CUP); Plasma centers (with CUP); Surplus store; Tanning salon; Tattoo parlor (with CUP); Thrift store; and Truck, trailer and equipment rental (with CUP).
- **Proposed Amendment:** The proposal eliminates customized use lists from the PAD and instead specifies that uses within the Mixed Use portion of the site will be in accordance with the City's C-2 district. The uses currently prohibited, listed above, will be allowed, some subject to approval of a Conditional Use Permit.

Open Space

- **Existing PAD:** The current PAD provides for a total of 21.75 acres of open space, 18.82 acres of in the form of private parks or other active, usable areas (e.g. trail corridors). From a percentage standpoint, this amounts to 20.8 percent total open space and 18.0 percent usable open space. The size of the community's central park is 4.98 acres.

In regard to amenities, the current PAD envisioned the following amenities would be provided in the community's central park and four smaller neighborhood parks: splash pad, community pool, cabanas, volleyball court, basketball courts, ramadas, play structures, swing sets, gardens, multi-use trails, and turf areas for open play.

- **Proposed Amendment:** The proposal increases the project's open space, providing for a total of 26.55 acres of open space, 24.28 acres in the form of private parks or other active, usable areas. Because the single-family residential area has increased by 27.1 acres, open space percentages remain relatively constant with the current PAD, with 20.0 percent of the site being total open space and 18.4 percent being usable open space. The size of the community's central park has been increased by approximately 1.34 acres to 6.32 acres.

The proposed amendment would provide for the following amenities within the community's central park and four smaller neighborhood parks: community pool, restroom/changing room facility, outdoor movie theater, basketball court, sand volleyball court, ramadas, fitness circuit training, turf areas for open play, lawn game areas (e.g. bocce ball, cornhole, etc.), a yoga lawn, interconnected multi-use trails, swing sets, play structures, and slides.

Unless discussed above, the proposed PAD amendment remains largely consistent with the current PAD. For example, the proposal's sections on development standards (e.g. setbacks, building heights, etc.), design standards, and architectural styles are similar to the equivalent sections within the current PAD. Likewise, the off-site improvements required to be constructed, including street improvements to 99th Avenue and Indian School Road and the undergrounding (tiling) of SRP irrigation canals adjacent to both streets, are essentially unchanged. While the phasing of those off-site improvements may be modified by the City Council through an amendment to the Development Agreement, the nature of the improvements will not change.

A Development Agreement between the City and the property owner, AG/RW - Entorno, LLC, was approved by City Council on June 16, 2014. The approved Agreement establishes the development phasing of Parkside Village, requiring the developer to complete Indian School Road improvements in the first phase of the project. Construction of 99th Avenue improvements were deferred to a later phase. The Agreement also contributed a portion of the City's Salt River Project (SRP) aesthetic funds towards the tiling of the 99th Avenue canal. However, because the developer did not obtain SRP approval prior to January 1, 2015, as required by the Agreement, that provision is no longer valid, and the City has since utilized those funds for unrelated projects.

An Amendment to the approved Development Agreement is currently being processed and will be reviewed by City Council at the same meeting that this PAD Amendment is presented. If approved, the Amendment would allow for alternative phasing of off-site improvements, allowing for limited permitting and Certificate of Occupancy issuance before either 99th Avenue or Indian School Road off-site improvements are completed.

PUBLIC PARTICIPATION:

The project applicant conducted the required neighborhood meeting to discuss the proposed PAD Amendment at 6:00 P.M. on Tuesday, June 4, 2019 (Exhibit G). The meeting was held in the Library/Media Center of Rio Vista Elementary School, about one mile south of the Parkside Village property. The meeting was advertised in the May 18, 2019 edition of the Arizona Republic. Two notification signs, which include information on the request along with details of the neighborhood meeting date, time, and location, were erected on the Parkside Village site on May 18, 2019. Additionally, all property owners within 1,000 feet of the subject property were notified of the neighborhood meeting via postcards sent on May 16, 2019. Only one resident, a homeowner in the Westwind community, attended the neighborhood meeting and had general questions as to development timing and project monumentation. The resident did not indicate support or opposition to the project.

No comments related to the proposal have been posted on the City's aVOICE digital forum. Eight persons have viewed the information about the request on that site.

All required notification for this Planning Commission hearing have been completed. All property owners within 1,000 feet of the subject site were notified of the time, date, and location of the Planning Commission meeting via postcards sent on June 25, 2019. The meeting notification signs on the property were updated to include the time, date, and location of this Planning Commission meeting on June 26, 2019. Lastly, the meeting was advertised in the Wednesday, July 3, 2019 edition of the Arizona Republic. No additional feedback on the proposal has been provided.

Certificates of Adequate School Facilities

The property is in the service areas of the Pendergast Elementary School District (PESD) and the Tolleson Union High School District (TUHSD).

Elementary age students living in the future Parkside Village community will attend Pendergast Elementary School located approximately one mile west, in Phoenix, on 91st Avenue south of Indian School Road. High school aged students will attend Westview High School located south of the southwest corner of Indian School Road and 107th Avenue, approximately 1 mile west of the Parkside Village site.

Both PESD and TUHSD have provided the City with signed certificates stating that each district has adequate school facilities to accommodate the estimated enrollment of new students to be generated by the proposed Parkside Village development (Exhibit H).

ANALYSIS:

All applicable regulatory requirements, including but not limited to, the Zoning Ordinance, Freeway Corridor Specific Plan, Subdivision Regulations, Design Manuals, General Engineering Requirements Manual, shall apply to development of Parkside Village unless specifically stated otherwise in the PAD Development Plan. Where modifications from typical standards have been proposed, Staff believes that alternative standards that further City objectives for high quality development are included.

Conformance with the General Plan 2030 and Freeway Corridor Specific Plan

The proposed PAD Amendment conforms to the General Plan Land Use Map, which designates a combination of the Medium/High Density Residential, Mixed Use, and Office/Professional land uses on the site. The proposed residential density, approximately 5.0 dwelling units per acre, is within the range allowed in the MHDR land use that covers over half of the site. Office development is proposed on the portion of the site designated as Office/Professional. Finally, a proportionate combination of rear-loaded single-family villas and commercial uses are proposed on the Mixed Use portion of the property.

In addition to conforming with the Land Use Map, the proposal furthers several General Plan and Freeway Corridor Specific Plan goals and objectives:

- **General Plan Land Use Goal #1:** *“Establish an Avondale identity based on a healthy lifestyle that promotes land uses which foster an economically sustainable and socially dynamic community.”* Parkside Village will be a horizontally-integrated mixed-use community that allows residents to live, work, shop, and play in a well-connected, walkable area.
- **General Plan Land Use Goal #1, Policy C:** *“Diversify Avondale’s housing stock by providing for varied residential types...”* The proposed PAD provides for three different traditional single-family detached lot sizes as well as a rear-loaded “villa” product that is not currently offered in Avondale north of I-10. The variety of residential types provided should appeal to varying demographics.
- **General Plan Open Space Goal #2, Policy C:** *“Link community parks to open spaces, other community facilities and each other as a means to providing further physical activity for one’s well-being.”* Parkside’s neighborhood parks, including the large central park, connect to open space paseos, trails, and active open spaces that lead to other parks within the development, provide easy access from any residential lot, and also connect future commercial and office areas.
- **Freeway Corridor Specific Plan Goal #6:** *“Further develop the Freeway Corridor’s sense of place through street treatments, entry gateways, and other aesthetic treatments within the public realm.”* Monuments located at points of entry to the Parkside Village community as well as the development’s perimeter theme walls utilize high quality design and materials that will convey to residents and visitors that they are entering a premier development, establishing a strong gateway into the City.

Residential Uses

The majority of the property will be developed with single-family residences and associated open space and amenities. The uses proposed for these single-family areas are consistent with the City’s Zoning Ordinance and the same as all single-family residential development within the City.

Standalone multi-family residential uses, such as apartments, have been eliminated from the project as part of the proposed amendment. However, urban lofts, which are apartments that are located on upper floors of buildings featuring ground-floor commercial uses, remain as part of the PAD in the event that market conditions will warrant vertical mixed-use development.

Open Space

The proposed PAD Amendment will increase the acreage of open space provided on the property, both in terms of total open space and usable open space. Included amongst the 24.28 acres of usable open space will be a 6.32-acre central park (increased from 4.9 acres) featuring a large community pool with restroom and changing room facilities, an outdoor movie theater/amphitheater, basketball court, sand volleyball court, large turf area for open play, and multiple ramadas for community use. Four smaller parks ranging in size from 0.99 acres to 2.48 acres and featuring amenities such as ramadas, children's play structures and equipment (e.g. slides, swings), fitness equipment, and expansive turf areas, are distributed around the site to ensure all residents have a park in proximity to their home. A significant trail system is also provided, offering residents excellent north/south and east/west connectivity throughout.

As the Mixed Use and Office areas are planned, additional open space in those areas will be provided in accordance with City requirements.

Single-Family Lot Sizes

The proposed amendment revises the single-family residential lot sizes and lot mix from the currently approved PAD. In general, the proposed new lot sizes are smaller than the lot sizes contained in the current PAD approved in 2014. As the Loop 101 freeway corridor continues to develop, this area is envisioned as a more urbanized setting conducive to a denser form of suburban development. The proposed lot mix will result in a development that is more compatible with the anticipated future conditions in the area.

Smaller lot sizes can pose challenges, particularly in regard to ensuring that streetscapes are not dominated by homes that are homogeneous in appearance and where the garage door becomes the focal point of the neighborhood. To alleviate these concerns, the amended PAD requires conformance with the City's Single-Family Residential Design Manual, updated in 2018. Adherence to the updated Manual will ensure that streetscapes are interesting and provide for ample variety.

Commercial Uses

The proposed amendment specifies that commercial uses in the 21.3-acre Mixed Use corner will conform to the City's C-2 (Community Commercial) zoning district. The C-2 district is intended to accommodate businesses that provide goods and services to a community-wide trade area, not just the adjacent neighborhood. While the current PAD is more restrictive, given the location of the site at the intersection of two major streets and its proximity to the Loop 101 freeway, Staff believes that uses in accordance with the C-2 district are appropriate on the property. More intense uses, such as gas stations, will require Conditional Use Permit approval to ensure any potential negative impacts are mitigated.

Uses occurring in the 9.9-acre Office area will conform to the City's C-O (Commercial Office) zoning district. This district allows for professional office, medical office, and related business support services (e.g. copy shops). The proposed uses are consistent with the City's desires for office development.

Off-Site Improvements

As is standard, the developer will be required to construct adjacent off-site improvements to 99th Avenue and Indian School Road and all on-site improvements within the community. The timing for when those improvements must be completed is governed by a Development Agreement (DA) for the property approved by City Council in 2014. The 2014 Development Agreement requires improvements to Indian School Road to be completed with the first phase of development and 99th Avenue improvements deferred to a later phase. Any modifications to the phasing of off-site improvements from what is specified in the current DA will require City Council approval of a Development Agreement Amendment; an application for an amendment has been submitted, to switch 99th Avenue to the first phase, defer Indian School Road, and allow issuance of a limited

number of permits and Certificates of Occupancy. The requested DA Amendment is scheduled to be presented to City Council in August along with this PAD Amendment request.

Conclusion:

Staff recommends approval of the requested PAD Amendment.

DISCUSSION:

- The proposed PAD Amendment with Staff recommended conditions of approval is in conformance with the General Plan Land Use Map.
- The proposed PAD Amendment meets the PAD requirements contained within Section 6 of the Zoning Ordinance.
- The proposed development and design standards are consistent with the desired character of development for this area.

STRATEGIC PLAN:

INITIATIVE: Foster sustainable community development

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

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

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

BUDGET IMPACT:

No budget impacts.

RECOMMENDATION:

Staff recommends approval of this request subject to seven (7) conditions of approval, as follows:

1. Development shall conform to the Parkside Village PAD Amendment Narrative date stamped, July 1, 2019, except as modified by these conditions.
2. Grandfathered groundwater rights for the property must be extinguished and pledged to the City of Avondale's designated account (26-002003.0000) prior to issuance of any construction permits for any portion of the project.
3. City and County approval of Traffic Impact Analysis (TIA) to include an analysis of the recommended phasing of off-site improvements will be required prior to approval of a Preliminary Plat or Site Plan.
4. Indian School Road shall be built to Maricopa County standard, except that the developer shall install street lights to City of Avondale standards along the south side of Indian School Road from 99th Avenue to the project's western boundary.
5. The developer shall be responsible for a portion of the cost of traffic signals as identified by the Traffic Impact Analysis. The developer's proportionate share of the cost shall be based upon the total number

of corners of the adjacent signalized intersections that are located within the Parkside Village development. For example, at the corner of 99th Avenue and Clarendon Avenue, the developer's proportionate share of the cost would be 50 percent. For signals on Indian School Road, all signal contributions will be made to Maricopa County.

6. The developer shall be responsible for fiber conduit installation within the City's public right-of-way in accordance with the City's Transportation Plan and development codes.
7. The developer shall install a City of Avondale Wayfinding Sign, design and location in accordance with the City's Wayfinding Master Plan, near the intersection of 99th Avenue and Indian School Road during the first phase of development.

PROPOSED MOTION:

I move that Planning Commission accept the findings and recommend **APPROVAL** of application PL-18-0296 Parkside Village, a request for a Major Amendment to the Parkside Village Planned Area Development (PAD), subject to seven (7) conditions of approval as listed in the Staff report.

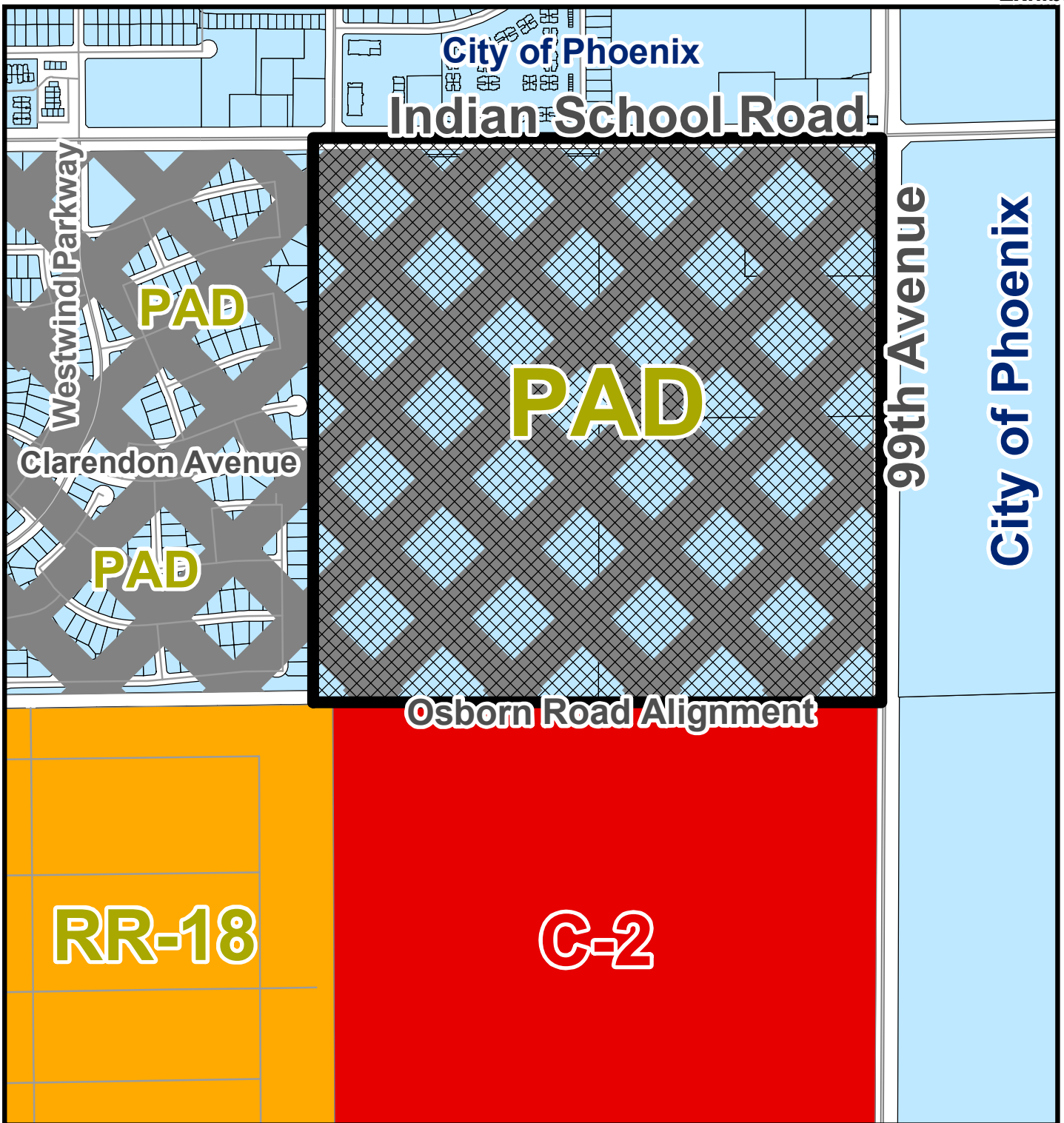


Aerial Photograph



 Subject Property



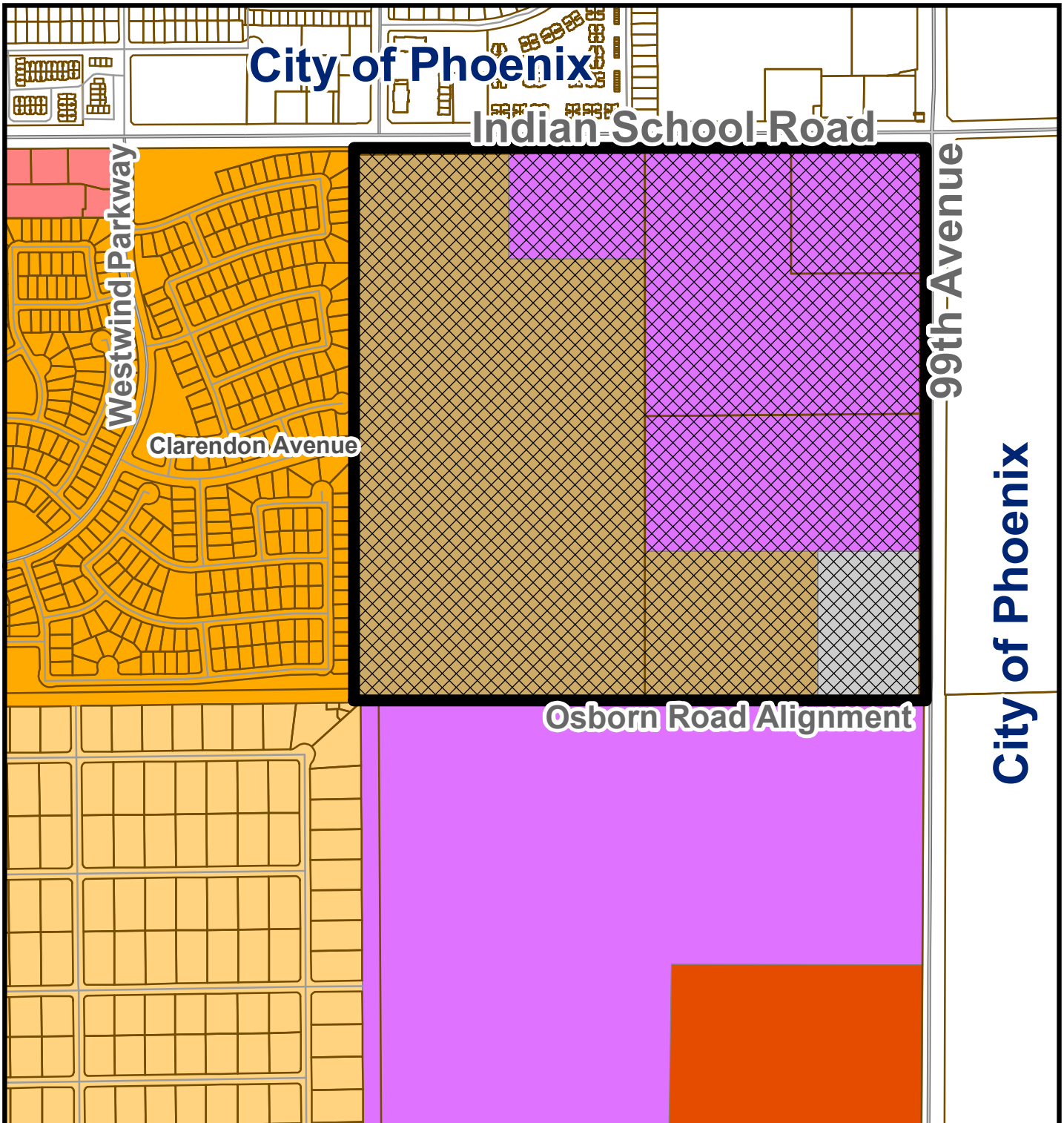


Zoning Vicinity Map



 Subject Property





General Plan Land Use Map

- | | |
|---|---|
|  Mixed Use |  Freeway Commercial |
|  Office/Professional |  Medium/High Density Residential |
|  Local Commercial |  Medium Density Residential |
|  Subject Property |  Estate/Low Density Residential |



*SUMMARY OF RELATED FACTS
APPLICATION PL-18-0296*

<i>THE PROPERTY</i>	
PARCEL SIZE	Approximately 163 gross acres
LOCATION	SWC of Indian School Road and 99 th Avenue
PHYSICAL CHARACTERISTICS	Flat rectangular property with irrigation canals running along 99 th Avenue, Indian School Road, and the western property line.
EXISTING LAND USE	Agricultural
EXISTING ZONING	Planned Area Development (PAD) for Parkside Village
ZONING HISTORY	The property was annexed in two segments on May 26, 1981 and October 21, 1989 and rezoned from Agricultural (AG) to Planned Area Development (PAD) for “Entorno” on October 1, 2007. The property was rezoned from Entorno PAD to Parkside Village PAD by action of City Council on June 16, 2014.
DEVELOPMENT AGREEMENT	A Development Agreement (“the Agreement”) between the City and the property owner, AG/RW – Entorno, LLC was approved by City Council on June 16, 2014. The approved Agreement established the phasing for development of Parkside Village, requiring the developer to complete Indian School Road improvements in the first phase of the project, deferring construction of 99th Avenue improvements to a later phase. The Agreement also contributed a portion of the City’s Salt River Project (SRP) aesthetic funds towards the tiling of the 99th Avenue canal. However, because the developer did not obtain SRP approval prior to January 1, 2015 as required by the Agreement, that provision is no longer valid. An Amendment to the approved Development Agreement is currently being processed and will be reviewed by City Council at the same meeting that this PAD Amendment is presented. If approved, the Amendment would allow for alternative phasing of off-site improvements, allowing for limited permitting and Certificate of Occupancy issuance before either 99th Avenue or Indian School Road off-site improvements are completed.

<i>SURROUNDING ZONING AND LAND USE</i>	
NORTH OF INDIAN SCHOOL ROAD	Multiple parcels located in City of Phoenix’s jurisdiction that have developed with a mix of uses including a gas station with convenience store, a drive-through restaurant, medical offices, a single-family detached residential neighborhood, and a single-family attached condominium complex. In addition to the developed parcels, there is an 11.1-acre undeveloped parcel in the City of Phoenix zoned C-2 (Intermediate Commercial).
EAST OF 99 TH AVENUE	An undeveloped 133.8-acre property located in City of Phoenix’s jurisdiction. The property is zoned Planned Unit Development (PUD) which allows for high-intensity office development on the site. The property is currently being farmed and a time frame for development is unknown.
SOUTH	A 148.5-acre property located in the City of Avondale and zoned C-2 (Community Commercial). The C-2 district allows for a range of commercial uses, including office, retail, restaurant, and personal services. The property is currently being farmed and a time frame for development is unknown.

WEST	Westwind, a 132-acre single-family residential community located within the City of Avondale, zoned Planned Area Development (PAD). The community is fully developed with 534 detached single-family residences built between 1997 and 2000 at a density of 4.0 units per acre.
SOUTHWEST	Glenarm Farms, a 150-acre large lot single-family residential subdivision located in the City of Avondale and zoned RR-18 (Rural Residential, Minimum 18,000 S.F. lot area). The community is fully developed with 150 detached single-family residences, some featuring accessory structures for the keeping of horses and livestock, at a density of 1.0 unit per acre.

GENERAL PLAN

The subject property features three General Plan land use designations, as follows:

- The **Medium/High Density Residential (MHDR)** designation is applied to the majority of the western half of the site, extending further eastward near the southeast corner of the property, covering approximately 85 acres in total. The MHDR designation allows for development of single-family detached, single-family attached, townhomes, condominiums, patio homes and casitas in a density range of 4.0 to 12.0 dwelling units per acre (4.0 du/acre target density).
- The **Mixed Use** designation is applied to the majority of the eastern half of the site, extending further westward immediately adjacent to Indian School Road, covering approximately 65 acres in total. The Mixed Use category allows for a mixture of residential and commercial uses reflective of a village concept where residents can live, work, and recreate within the same development or nearby.
- The **Office/Professional** designation is applied to approximately 10-acres at the southeast corner of the site. The Office/Professional category allows for professional offices, medical offices, and office support services.

PUBLIC SCHOOLS

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

99th Avenue

Classification	Arterial
Existing half-street ROW	55 feet
Standard half-street ROW	70 feet (City of Phoenix standard)
Existing half-street improvements	2 travel lanes and ½ center turn lane
Standard half-street improvements	3 travel lanes, deceleration lane (when warranted), ½ landscaped median, bike lane, sidewalk, curb, gutter, street lights, landscaping, and undergrounding of above-ground utilities and irrigation channels.

Indian School Road

Classification	Urban Collector (Maricopa County section)
Existing half-street ROW	55 feet
Standard half-street ROW	55 feet
Existing half-street improvements	2 travel lanes and ½ center turn lane
Standard half-street improvements	2 travel lanes, deceleration lane (when

	warranted), ½ center turn lane, bike lane, sidewalk, curb-and-gutter, street lights, landscaping, and undergrounding of above-ground utilities and irrigation channels.
--	---

Clarendon Avenue	
Classification	Minor Collector (modified)
Existing full-street ROW	None
Standard full-street ROW	80 to 95 feet (varies by location)
Existing full-street improvements	None
Standard full-street improvements	1 travel lane in each direction, parallel parking (one side only), landscaped median (striped median immediately adjacent to Westwind), bike lanes, sidewalk, curb, gutter, street lights, and landscaping.

100th Avenue	
Classification	Minor Collector (modified)
Existing full-street ROW	None
Standard full-street ROW	80 feet
Existing full-street improvements	None
Standard full-street improvements	1 travel lane in each direction, landscaped median (striped median immediately adjacent to Westwind), bike lanes, sidewalk, curb, gutter, street lights, and landscaping.

Osborn Road	
Classification	Minor Collector (modified)
Existing half-street ROW	None
Standard half-street ROW	40 feet
Existing half-street improvements	None
Standard half-street improvements	1 travel lane in each direction, ½ center turn lane, sidewalk, curb, gutter, street lights, and landscaping.

UTILITIES	
There is an existing 12" water line in Clarendon Avenue (Westwind) that will be extended east into the development. Additional water will be provided by extending the existing 16" water line in Indian School Road west from 107th Avenue to 99th Avenue. Furthermore, the developer will construct a new 16" water line in 99th Avenue from Indian School Road to Osborn Road. There is an existing 10" sewer line in Clarendon Avenue that will be extended east into the development. Additionally, the developer proposes to construct a new 8" sewer line in the Westwind landscape tract south of Orange Blossom Lane, pending approval by the Westwind HOA. A private sewer lift station may be needed to serve the future Mixed Use portion of the site.	

Exhibit E

Approved Master Development Plan

Parkside Village PAD

PARKSIDE VILLAGE

Planned Area Development

MASTER DEVELOPMENT PLAN

Legend

- Mixed Use
- Multi-Family Residential - 272 Units
- Office
- SFR - Townhouse (25' x 110') - 64 Units
- SFR - Rear Loaded - 101 Units
- SFR - 45' x 110' - 87 Units
- SFR - 50' x 115' - 47 Units
- SFR - 60' x 120' - 62 Units
- SFR - 70' x 120' - 51 Units
- Park - 13.53 Total Ac.
- Open Space / Landscape Area

Site Plan Summary					
Use	Area	Area Net	Percentage ⁽¹⁾	Density ⁽²⁾	Units
Mixed Use	33.0 Ac.	29.0 Ac.	20.3%		
Office (O)	10.3 Ac.	9.5 Ac.	6.3%		
Multi-Family Residential (MFR)	15.1 Ac.	14.0 Ac.	9.3%	18.0 to 22.0	272
Single Family Residential (SFR)	104.6 Ac.	71.0 Ac.	64.1%	4.0 to 12.0	412
Townhouse (25' x 110')					
				9.8 Du's/Ac.	64
SFR - Rear Loaded (45' x 116.5')					
				5.5 Du's/Ac.	101
SFR - 45' x 110'					
				5.5 Du's/Ac.	87
SFR - 50' x 115'					
				4.7 Du's/Ac.	47
SFR - 60' x 120'					
				3.7 Du's/Ac.	62
SFR - 70' x 120'					
				3.2 Du's/Ac.	51
Open Space / Landscape Area ⁽³⁾					
	18.82 Ac.		18.0%		
Parks					
	13.51 Ac.				
Active Open Space					
	5.31 Ac.				
Additional Landscape Area					
	2.93 Ac.		2.8%		
Total Open Space / Landscape Area ⁽³⁾					
	21.75 Ac.		20.8%		
Totals	163.0 Ac.	123.4 Ac.			684

(1) Based on Gross Area.
(2) Based on Net.
(3) based on SFR area.

NOTE: ALL LOT SIZES ARE AVERAGE SIZES

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plan scale 1:300'

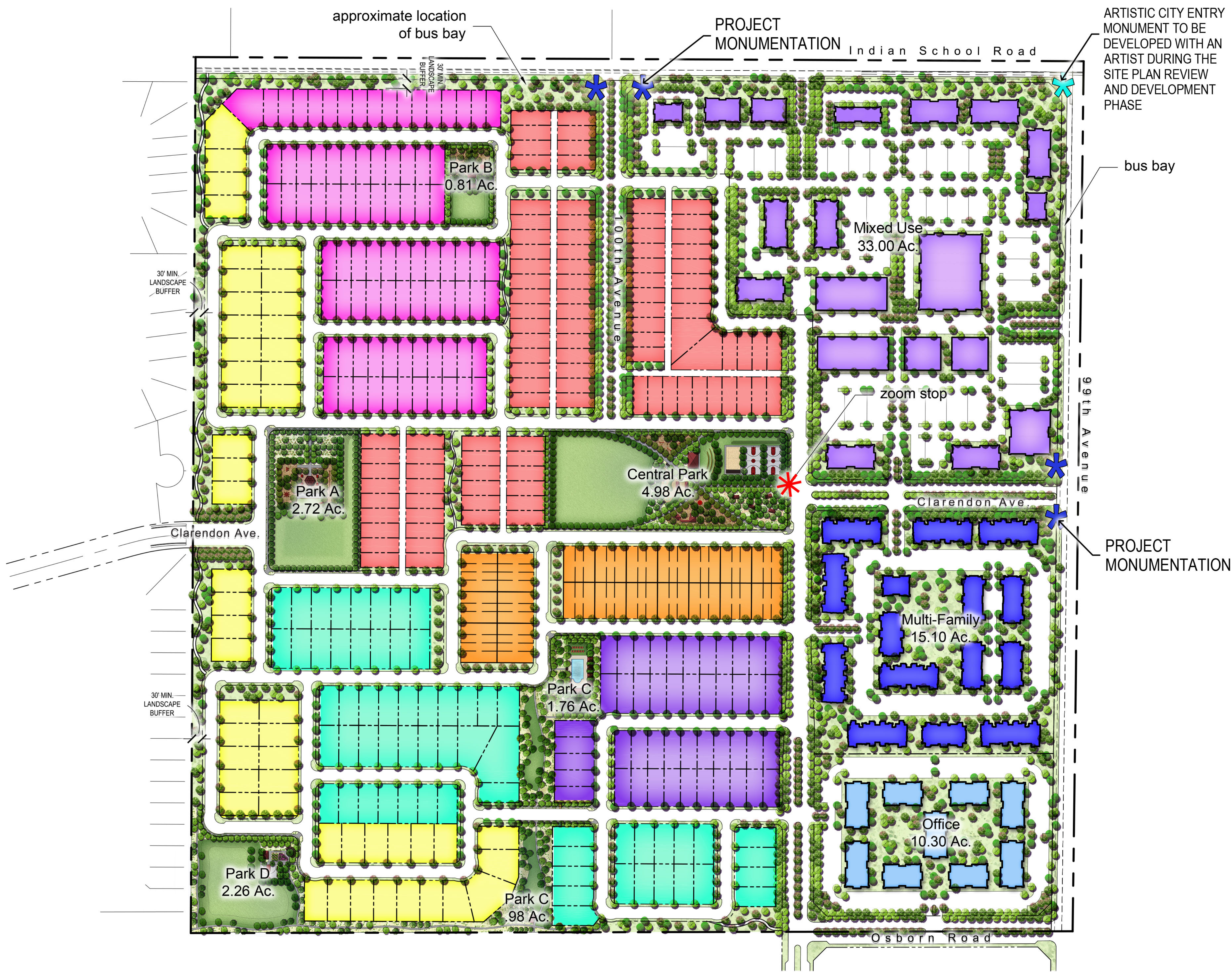


Exhibit F

Proposed Amended Planned Area Development

Parkside Village

Submitted July 1, 2019

PARKSIDE VILLAGE

Planned Area Development



SWC 99th Avenue and Indian School Road :: Avondale, Arizona :: Amended June, 2019



Parkside Village

A Planned Area Development

May 2019

Southwest Corner of 99th Avenue and Indian School Road
Avondale, Arizona

Originally Submitted November, 2013

Revised January, 2014

Revised March, 2014

Revised April, 2014

Revised March, 2019

Revised April, 2019

Revised May, 2019

Revised June, 2019

Parkside Village

Project Data Sheet

Project Location:	SWC 99th Avenue and Indian School Road
Request:	Amendment to 2014 Parkside Village PAD
Existing General Plan Land Use:	Mixed Use, Office, Medium/High Density Residential
Proposed General Plan Land Use:	Mixed Use, Office, Medium/High Density Residential
Existing Zoning:	Planned Area Development
Proposed Zoning:	Planned Area Development
Existing Use:	Agriculture
Total Gross Area:	163 acres
Total Residential Area:	131.70 acres
Total Mixed-Use Area:	21.33 acres
Total Office Area:	9.99 acres
Maximum SFR Density:	12 DU/AC
Minimum SFR Density:	4 DU/AC
Proposed SFR Density:	5.24 DU/AC
SFR Open Space:	20.0%
Park Acreage:	13.98 acres
SFR Dwelling Units:	662 units
Urban Loft Units:	300 units
Roadway Improvements:	Indian School Road Osborn Road Clarendon Road 99th Avenue
Water / Wastewater Provider:	City of Avondale

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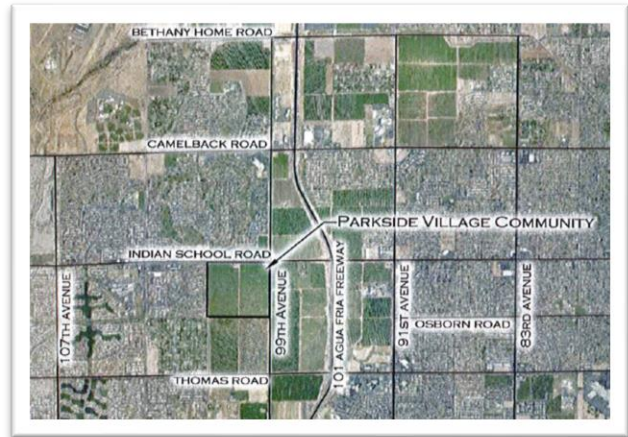
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1. PROPERTY DESCRIPTION

1.1. Location of the Property

Parkside Village is located at the southwest corner of 99th Avenue and Indian School Road (the “Property” or “Parkside”) as shown on **Exhibit A, Vicinity Map**.

Parkside is planned for a mix of residential, mixed use/commercial and office uses that will benefit the City of Avondale by providing homes, retail, and employment at the far northeast boundary of Avondale City limits. Parkside is designed to accommodate residents with a walkable neighborhood offering access to Mixed Use, Office and an interior park system not found elsewhere in Avondale. Parkside residents are able to live, work, shop and enjoy outdoor recreation. There are two primary and two secondary access points



in and out of Parkside. The primary access points are designed along 99th Avenue and Indian School Road. The secondary access points are located along Clarendon, connecting from the Westwind community to the west, and Osborn Road. The proposed mix of uses, as a part of Parkside, provides for employment, retail, and homes in close proximity to major freeways (101 Agua Fria Freeway and Interstate 10) as well as, the Glendale Sports and Entertainment District, and Downtown Avondale. Parkside will also include a new bus stop at the intersection of 99th Avenue and Indian School Road, which combined with the community design, will encourage multi-modal connectivity to the rest of Avondale and the Phoenix Metro Area.

1.2. Boundaries and Size of Property

The property consists of approximately 163 gross acres and borders 99th Avenue to the east, Indian School Road to the north, Osborn Road alignment to the south, and the 103rd Avenue alignment to the west. (**Exhibit B, Aerial Map**).

1.3. Existing and Proposed Zoning

The current General Plan for this site has three components: Medium/High Density Residential, Mixed Use, and Office/Professional (**Exhibit C, General Plan Map**). The current zoning is Planned Area Development “PAD”, and the proposed zoning will remain PAD (**Exhibit D, Existing Zoning Map**).

1.4. Land Use and Zoning on Adjacent and Nearby Properties

A mix of agricultural, residential and commercial properties surround Parkside. With close proximity to the Loop 101 Agua Fria Freeway, Parkside will provide residents and users of the office and mixed use facilities access to a major traffic corridor. This location, with its proximity to freeway access, will attract residents who commute to area employment, retail, and other destinations. The current adjacent property uses will not be adversely impacted by the development of Parkside, but rather enjoy the benefits of extended utilities, improved roadways, and have access to new retail and employment opportunities from future office and mixed use planned areas.

The property located to the west is an existing single-family residential development within the City of Avondale. To the north is a mix of uses within the City of Phoenix that include a medical plaza, commercial uses (both existing and proposed), residential condominiums, and the entrance to a single-family residential development known as “The Vineyards”. To the east (City of Phoenix) and south (City of Avondale) is the future site of the approximate 1,000-acre Master Planned Business and Commerce Park known as the Algodon Center.

NORTH (PHOENIX)	
Current Use	Retail, Agriculture, Multi-family, Office
Land Use Designation	Commercial, High-Density Residential (15+ DU/AC), Medium Density Residential (2 to 3.5 DU/AC).
Current Zoning	C-1, C-2, C-3, R-2, R-4A

EAST (PHOENIX)	
Current Use	Agriculture
Land Use Designation	Commercial, Commerce/Business Park
Current Zoning	C-2 PCD, GCP PCD,

SOUTH	
Current Use	Agriculture
Land Use Designation	Mixed Use
Current Zoning	C-2

WEST	
Current Use	Residential
Land Use Designation	Medium Density Residential
Current Zoning	Planned Area Development

1.5. Topography

The Property is relatively flat and is currently, and has been historically, used for agricultural purposes. The Property is surrounded on two sides by SRP Irrigation facilities that require underground relocation in order to develop the property (Indian School Road, 99th Avenue). The SRP irrigation canal along the western border will remain intact, with the exception that a crossing of Clarendon Road will occur creating the western connection into the Westwind community. There are no natural water courses that traverse the site. The site has been designed to accommodate gravity wastewater flows into City of Avondale infrastructure.

2. PROJECT DESCRIPTION

2.1. Description of Project, Theme, and Character

This request is for a PAD amendment to the Parkside Village PAD last approved April, 2014. The necessity for a PAD amendment was due in part to a new residential vision that incorporates four lot sizes and their associated configuration. These new lot sizes offer Avondale residents the opportunity to live in lifestyle-designed floorplans with modern housing attributes. From higher density detached homes designed in a villa courtyard setting, to traditional single-family detached lots with front and back yards allowing for outdoor use and enjoyment.

The Parkside community is planned for a mix of Single-Family Residential, Mixed-Use, and Office uses (**Exhibit G, Land Use Plan**). The Single-Family Residential component consists of 131.70 acres of the entire property, Mixed-Use consists of 21.33 acres, and the 9.99 acre balance of the property is designated for Office use (**Exhibit E, Master Development Plan**).

The Parkside community design provides for a diverse open space and park system (**Exhibit H.1 Conceptual Open Space Plan**). The main park includes a community centralized amenity center referred to as Central Park (**Exhibit H.2 Central Park**). Central Park is a major component of the Parkside identity. The design for this park allows for a large community pool, restrooms, basketball and volleyball courts, large playground, outdoor movie theater, ramadas and shade structures. Four additional parks within the community provide residents with a theme of outdoor activities designed to promote outdoor living and recreation. (**Exhibit H.3, H.4, H.5, H.6, Park A through D**). Some of the amenities within these parks will include, outdoor playgrounds with exploratory features, an outdoor exercise circuit, community gathering locations, dog training, intercommunity trail system, and vast open space to enjoy various outdoor activities. The community parks are connected by open space corridors and the intercommunity trail system that include, lighting, seating, exercise and landscaping features.

2.2. Justification for Density or Land Use Increase

The residential density within Parkside Village is currently estimated at 5.19 DU/AC and is well below the maximum 12 DU/AC allowed by the General Plan designation of Medium/High Density Residential and density contemplated in the Mixed-Use designation. The current approved Parkside Village PAD has a 5.80 DU/AC design, where now the current request lowers the single-family residential density to 5.19 DU/AC.

2.3. Total Number of Dwelling Units and Density

The total number of proposed dwelling units within the residential portion of Parkside Village is planned for 662 units with dwelling unit per acre density calculated at 5.19 DU/AC.

2.4. Environmental Impacts

The proposed PAD amendment will remain primarily a residential community and will not generate excess air pollution, noise, or other impacts greater than the current approved PAD uses. The general public and the City of Avondale will benefit from the development of Parkside through improved regional infrastructure including roadways, significant SRP underground irrigation relocation, as well as extending the city water system from 107th Ave along Indian School Road to 99th Ave, then south along 99th Ave to the Osborn Road alignment. The extension of the water system improves the regional system pressure, allows connectivity with the City of Phoenix and opens the 99th Ave corridor to future development to benefit the City of Avondale.

2.5. Data Tables

Listed below are several data tables that display the details of the site plan design. Parkside allows for a diverse mix of uses while attaining a highly desired residential destination within Avondale. The design utilizes the General Plan designations and provides area residents, office, retail, commercial and residential opportunities within appropriate concentrations.

Parkside (Community Distribution)

USE	GROSS AREA (AC)	NET AREA (AC)	% GROSS ACREAGE	DENSITY (NET AC.)	DENSITY UNITS
Mixed Use	21.33	18.41	13.1%	-	-
Office	9.99	9.08	6.1%	-	-
SFD Residential	131.70	127.64	80.8%	5.19 DU/AC	662 DU
TOTAL	163.02	155.13	100.0%	5.19 DU/AC	662 DU

Parkside (Residential Distribution)

PRODUCT	UNITS	% OF TOTAL
Villa's	247	37.3%
45'x100'	148	22.4%
50'x110'	145	21.9%
55'x120'	122	18.4%
TOTAL	662	100.0%

Parkside (Open Space Distribution)

OPEN SPACE	NET ACRES (AC)	% OPEN SPACE	% RESIDENTIAL
Parks	13.98	52.9%	10.6%
Active Open Space	10.30	39.0%	7.8%
Additional Landscape Area	2.13	8.1%	1.6%
TOTAL	26.41	100.0%	20.0%

3. PROPOSED LAND USE DEVELOPMENT MAP

3.1. Proposed Land Use Map

The existing City of Avondale approved land uses will continue with this PAD Amendment and remain a combination of Medium/High Density Residential, Mixed-Use, and Office/Professional (see Exhibit C, General Plan Map).

3.2. Traffic Analysis Supporting Access Points and Circulation Patterns

The access points and internal circulation patterns were established with the approval of the Parkside Village PAD in 2014. At that time, a traffic study was provided to justify the proposed layout. With the current PAD Amendment, the access points remain constant however, a new traffic study is warranted due to a significant reduction in residential density and a different internal street circulation, thus reducing area and community traffic counts. A new traffic study will be completed and submitted to the city with other masterplan drainage, wastewater, and water reports at time of the preliminary plat submittal.

3.3. Phasing Plan

Parkside will require extensive and sequential regional infrastructure development that requires the coordination of multiple governmental agencies and semi-governmental agencies. The City of Avondale and the Owner/Developer will need to work together to accommodate the development of this site; otherwise, without phasing the development of certain offsite regional improvements, the development of this site is economically prohibitive. The phasing plan allows Parkside to be developed efficiently and in the most expedited manner (Exhibit F, Phasing Plan).

The specific details regarding phasing of off-site improvements are addressed in the accompanying Development Agreement.

3.4. Circulation System

The revised circulation system for Parkside Village is designed with pedestrian and vehicular perspectives in mind. The pedestrian circulation is designed to have a linear connectivity internal to Parkside as well as direct access to the mixed-use amenities, office location and public transportation at the intersection of 99th Avenue and Indian School Road. The trail system will facilitate pedestrian traffic to the various parks, retail, employment and public transportation without the need for vehicular transportation. (**Exhibit I, Conceptual Pedestrian Circulation Plan**).

The vehicular circulation is improved over the previous PAD approval in that the circulation is more efficient (**Exhibit J, Conceptual Street Circulation Plan**). Connections to Clarendon East, Clarendon West, 100th Avenue and Osborn Road are designed to help Avondale meet its General Plan Circulation Element Goal of providing a “transportation system that is complimentary to the existing and planned uses” by adding a balanced mix of uses with appropriate connections to adjacent streets and a transit stop to enhance the City’s transit network. It also helps the City achieve its goal by providing “a transportation system that serves the public in a safe, efficient, and cost-effective manner.”

4. LAND USES

4.1. Permitted, Conditional, Accessory, and Prohibited Uses

The residential component of Parkside is approximately 131.70 gross acres and offers four distinct lot configurations. The traditional single-family lots are designed as 45'x100', 50'x110' and 55'x120', while the Villas, single-family detached lots, offer an HOA dedicated shared driveway allowing first and second home buyers a smaller, limited maintenance lifestyle (**Exhibit E, Master Development Plan**).

The uses allowed within the single-family portions of Parkside Village shall be those allowed within the City of Avondale Zoning Ordinance zoning district for each of the proposed product types as shown below.

- Uses allowed for the 50' and 55' wide lots shall be those allowed in the R1-6 district.
- Uses allowed for the 45' wide lots and Villas shall be those allowed in the R1-5 district.

Those uses permitted within the City's Commercial Office (C-O) district shall be allowed in the Office portions of Parkside Village.

Those uses allowed within the City's Community Commercial (C-2) district shall be allowed within the Mixed-Use portion of Parkside Village. Upper floor residential (Urban Lofts) shall be limited to 300 units maximum.

4.2. Lot Mix Table

PRODUCT	WIDTH	DEPTH	LOT AREA	LOTS	TOTAL %
Villa's	49'	53'	2,279	247	37.3
SFD 45	45'	100'	4,500	148	22.4
SFD 50	50'	110'	5,500	145	21.9
SFD 55	55'	120'	6,600	122	18.4
TOTAL	-	-	-	662	100.0

4.3. Purpose, Improvement, Ownership, and Maintenance of Common Areas and Facilities

The purpose of the common areas and facilities are to provide amenities, open space, and landscaping that serves the interest of the residents and visitors to Parkside. Common areas will be designed, constructed and dedicated to the Homeowners' Association ("HOA"). Once dedicated to the HOA, the maintenance cost will be allocated to property owners. The street areas (Right-of-Way "ROW") will be dedicated to the City of Avondale in accordance with City standards. Public Utility Easements will be dedicated to the public as a method for obtaining utility connectivity throughout Parkside.

5. DEVELOPMENT STANDARDS

5.1. Proposed Development Standards

Parkside utilizes development standards unique to each product type. The regulations and provisions for land uses along with the development standards including density, intensity, and types of uses are contained within this document and will take precedence over regulatory standards for land use and development within the Avondale Zoning Ordinance. Administrative procedures and development standards contained in the Ordinance, not covered by the PAD shall remain applicable to development within the PAD. In the event of a conflict between the provisions of the PAD and its development standards and the aforementioned Ordinance, the PAD shall govern. The development of Parkside will substantially comply with the Master Development Plan, and amendment of the Plan shall conform to the Minor and Major PAD Amendment requirements of the Zoning Ordinance. Based on final engineering requirements, deviations from the approved lots, tracts, or open space may be necessary and shall be considered in conformance with this plan and shall not require an amendment to this PAD.

5.2. Residential Development Standards

The following tables list the residential development standards in detail.

Single Family Residential - 45'		Parkside Village Development Standards	
STANDARDS		USE TYPE	
<i>(Setbacks shown are minimum requirements)(1)</i>		SINGLE FAMILY DETACHED	
Lot Area, Minimum (Sq. Ft.)		4,500 Sq. Ft. per lot	
Lot Width, Minimum (Ft.)		45'	
Lot Depth, Minimum (Ft.)(3)		100'	
Lot Coverage, Maximum (%)		60%	
Front Setback, Minimum (Ft.)(2) <i>(Measured from property line or back of sidewalk when the property line/ROW is between the sidewalk and</i>		10' to Living 20' to Garage	
Corner Side Setback, Minimum (Ft.)(2) <i>(Measured from property line or back of sidewalk when the property line/ROW is between the sidewalk and</i>		10' to Living (or 5' when adjacent to minimum 8' wide common element)	
Interior Side Setback, Minimum (Ft.) <i>(Measured from property line)</i>		5'	
Rear Setback, Minimum (Ft.) <i>(Measured from property line)</i>		15' To Living	
BUILDING STANDARDS			
Building Height, Maximum (Ft.)		30'	
Building Separation, Minimum (Ft.)		10'	
Notes:		(1) Final building footprints and layout will vary. (2) All permanent structures are to remain outside of Public Utility Easements (PUE). (3) Lot Depths may be reduced by up to 10' at cul-de-sacs, knuckles, and other locations where necessary due to street geometry as long as minimum lot area is met.	

Single Family Residential - 50'		Parkside Village Development Standards	
STANDARDS		USE TYPE	
<i>(Setbacks shown are minimum requirements) (1)</i>		SINGLE FAMILY DETACHED	
Lot Area, Minimum (Sq. Ft.)		5,500 Sq. Ft. per lot	
Lot Width, Minimum (Ft.)		50'	
Lot Depth, Minimum (Ft.)(3)		110'	
Lot Coverage, Maximum (%)		60%	
Front Setback, Minimum (Ft.)(2) <i>(Measured from property line or back of sidewalk when the property line/ROW is between the sidewalk and</i>		10' to Living 20' to Garage	
Corner Side Setback, Minimum (Ft.)(2) <i>(Measured from property line or back of sidewalk when the property line/ROW is between the sidewalk and</i>		10' to Living (or 5' when adjacent to minimum 8' wide common element)	
Interior Side Setback, Minimum (Ft.) <i>(Measured from property line)</i>		5' 24' Face of Side Loaded Garage to lot line	
Rear Setback, Minimum (Ft.) <i>(Measured from property line)</i>		15' To Living	
BUILDING STANDARDS			
Building Height, Maximum (Ft.)		30'	
Building Separation, Minimum (Ft.)		10'	
Notes:		(1) Final building footprints and layout will vary. (2) All permanent structures are to remain outside of Public Utility Easements (PUE). (3) Lot Depths may be reduced by up to 10' at cul-de-sacs, knuckles, and other locations where necessary due to street geometry as long as minimum lot area is met.	

Single Family Residential - 55'		Parkside Village Development Standards	
STANDARDS		USE TYPE	
<i>(Setbacks shown are minimum requirements) (1)</i>		SINGLE FAMILY DETACHED	
Lot Area, Minimum (Sq. Ft.)		6,600 Sq. Ft. per lot	
Lot Width, Minimum (Ft.)		55'	
Lot Depth, Minimum (Ft.)(3)		120'	
Lot Coverage, Maximum (%)		60%	
Front Setback, Minimum (Ft.)(2) <i>(Measured from property line or back of sidewalk when the property line/ROW is between the sidewalk and</i>		10' to Living 20' to Garage	
Corner Side Setback, Minimum (Ft.)(2) <i>(Measured from property line or back of sidewalk when the property line/ROW is between the sidewalk and</i>		10' to Living (or 5' when adjacent to minimum 8' wide common element)	
Interior Side Setback, Minimum (Ft.) <i>(Measured from property line)</i>		5' 24' Face of Side Loaded Garage to lot line	
Rear Setback, Minimum (Ft.) <i>(Measured from property line)</i>		15' To Living	
BUILDING STANDARDS			
Building Height, Maximum (Ft.)		30'	
Building Separation, Minimum (Ft.)		10'	
Notes:		(1) Final building footprints and layout will vary. (2) All permanent structures are to remain outside of Public Utility Easements (PUE). (3) Lot Depths may be reduced by up to 10' at cul-de-sacs, knuckles, and other locations where necessary due to street geometry as long as minimum lot area is met.	

Single Family Villa's Parkside Village Development Standards	
STANDARDS	USE TYPE
<i>(Setbacks shown are minimum requirements) (1)</i>	SINGLE FAMILY DETACHED
Lot Area, Minimum (Sq. Ft.)	2,279 Sq. Ft. per lot
Lot Width, Minimum (Ft.)	49'
Lot Depth, Minimum (Ft.)	53'
Lot Coverage, Maximum (%)	75%
Front Setback, Minimum (Ft.)(2) <i>(Measured from property line or back of sidewalk when the property line/ROW is between the sidewalk and</i>	8' to Living
Corner Side Setback, Minimum (Ft.)(2) <i>(Measured from property line or back of sidewalk when the property line/ROW is between the sidewalk and</i>	8' to Living
Interior Side Setback, Minimum (Ft.) <i>(Measured from property line)</i>	5'
Rear Setback, Minimum (Ft.) <i>(Measured from property line)</i>	2' to Living
BUILDING STANDARDS	
Building Height, Maximum (Ft.)	30'
Building Separation, Minimum (Ft.)	10'
Notes:	(1) Final building footprints and layout will vary. (2) All permanent structures are to remain outside of Public Utility Easements (PUE).

5.3. Additional Residential Development Standards

Standard	Parkside PAD
Walls and Fences	Complies with City of Avondale Zoning Ordinance
Lighting	Parkside will design and comply with current City of Avondale specifications for street lights as well as trail lighting. The design shall be similar to other area communities.
Screening	Complies with City of Avondale Zoning Ordinance
Parking Standards	Exceeds City of Avondale Zoning Ordinance (Villas). Villas will provide two garage spaces with accommodation for more than 270 additional on-street spaces (see Exhibit K.4 Villa Parking).
Proposed screening, buffers and transitions to uses on adjacent property and overall compatibility with existing and future land uses in the area	Complies with City of Avondale Zoning Ordinance

6. ARCHITECTURAL DESIGN CRITERIA

6.1. Architectural Character

Parkside will represent a wide variety of architectural styles and character. The use of color in conjunction with architectural design elements provide a visual experience and identity. A few of the design elements are as follows: Interior courtyards, entry towers, mixed gable and hip roof lines, arched windows and doors, rafter tails, wrought iron details, masonry accents, wide trim, large windows, horizontal banding, and multiple exterior finishes all using high quality building materials. Architectural themes at Parkside will offer residents diverse and distinct design opportunities. This PAD amendment presents the following residential themes: Modern Mediterranean, Craftsman, Contemporary, Prairie, Ranch/Farmhouse, and Spanish Mission. All these themes offer four sided architectural elements, varied roof designs, masonry accents, window diversification, style enhancements, and many color options. The Office theme will reflect many of the residential elements as well as take into account the community monument and wall theme. Representations of these proposed architectural elements are displayed in Exhibit M.1 through M.8 for all uses within Parkside.

6.2. Style

Residential architectural style elements are generally represented in Exhibit M.1 through M.6 and display features associated with Modern Mediterranean, Craftsman, Contemporary, Prairie, Ranch/Farmhouse, and Spanish Mission.

6.3. Required features and common design elements

This PAD amendment will abide by new design standards contained in the *Single Family Residential Design Manual* approved July 2018 with the exception of the items discussed in Section 6.7 of this PAD amendment.

6.4. Building Mass

For the non-residential parcels, building massing should be mitigated by varying the planes of the exterior walls in depth and direction. Roof forms and roof lines should be broken into a series of smaller building components. Buildings should step down in height to pedestrian plazas and open spaces responding to human scale. Rooflines should include regular, or frequent, offsetting and jogging of the roof plan and/or parapet height. Roofline enhancements shall wrap around the entire building perimeter.

6.5. Building Materials

Building materials will consist of high-quality energy efficient elements incorporated into modern designs. The City of Avondale requires compliance with the 2018 International Building Code, therefore building materials will meet or exceed this requirement.

6.6. Color Palette

At the time of specific design review, a color palette will be submitted for review and subsequent approval.

6.7. Discussion of How Design Guidelines Exceed City Standards

While the Parkside PAD was approved April 2014, it is agreed Parkside will now be subject to the *Single Family Residential Design Manual*, approved July 16th 2018 with the following exceptions that either exceed the design criteria or better represent the architectural themes and styles of the community. After several meetings with Avondale Staff, the following deviations were supported.

1.1(E) "Group wider side yard together on some adjoining lots to provide a separation of 20 feet or more between houses.

Wider separation will be incorporated into parcel design where possible. It may not necessarily reach 20 feet but will achieve the goal of varying the separation between homes and providing open spaces between homes.

1.1(G) "Stagger front setbacks throughout a neighborhood to avoid a monotonous streetscape and, incorporate courtyards, porches and other design features."

The goal of varying the streetscape and creating multiple planes within the front yards will be achieved through alternate means such as porches, architecture variety, landscaping, and trees.

1.1(H) "Avoid the placement of lots centered on "T" intersections and avoid driveways opposite a "T" intersection to limit headlight intrusion."

It is impossible to place open space or landscaped tracts at all "T" intersections; however, the goal will be met by doing so wherever possible and, where not possible, placing the home on the lot such that the home is positioned away from potential light intrusion.

1.1(L) "Provide direct vehicular, bicycle, and pedestrian connections to adjacent residential and non-residential areas through trail development and buffered bike lanes."

Pedestrian connections will be provided to allow residents connectivity to all parks, mixed use and office locations. The Parkside design has exceeded this requirement.

1.1(S) "Incorporate accent paving material into each alley/auto court."

Accent paving will be provided, but newer technology may be implemented to give the look and feel of a different material. This may include stamped asphalt and/or dyed concrete.

1.3(N) "Provide a minimum 12' wide landscape tract (inclusive of PUE) on the side of the lot adjacent to the street."

A 10' wide landscape tract is proposed in this situation for Parkside. Overall by allowing less landscape tract in the community, trail corridors are increased with the additional footage. The street design and landscaping will still achieve the same goal of creating open landscaped areas at the end of blocks.

1.4(E) "Contour sides and bottoms of the basins to create a natural looking appearance. Use varied slopes and curvilinear edges to create a more natural looking facility instead of a rectangular forms and long stretches.

As a method to expedite drainage recovery, turf will be used in larger basins where appropriate. Smaller basins may use a turf-less treatment where erosion concerns are minimal. Parkside is based on a rectilinear design and will design basin shapes to be complimentary to that overall design theme of the community.

1.4(H) "Maximize water permeability by reducing paved areas (hardscape), using permeable paving materials, and preserving open space drainage ways when feasible."

Pavers in ROW require a non-permeable base, therefore stamped asphalt will be used in lieu of pavers to create the same appearance but have much higher durability and lower installation and maintenance costs.

1.5(G) "Parking is required for parks over 4 acres."

Parking will be provided for Central Park and will be counted in the open space area calculation.

2.1(D) “Incorporate pavers or other similar treatments to driveways.”

As discussed with Staff, this can add significant maintenance costs to homeowners, but decorative enhancement shall be included by default on at least one elevation in the form of colors, finishes, textures, exposed aggregate or other decorative enhancement for the driveway.

2.2(A) “Developers should provide a purchase option for homes that can be built with a section reserved for the future installation of a solar photovoltaic or solar thermal system. [Per IECC 2018]’

As discussed with Staff, all homeowners will have the right and are encouraged to install solar energy systems; however, the location, solution, and technology should not be limited by this PAD amendment, or the builder. Instead, the appropriate location and type of solar installation shall be determined by the homeowner.

2.3(A) “Each home should use a variety of the following elements to enhance the home’s character: recessed or projecting balconies, driveway pavers, trellises, awnings, porches, columns, decorative doors and windows, exterior moldings, roof overhangs, stucco, masonry, wood or metal accents, decorative lighting, ledges, arched windows, and shutters.

The residential architectural themes presented in Exhibit M.1 through M.6 represent the required variety. As discussed with Staff, with the exception of the Villa’s, one elevation per lot product (45’, 50’, 55’) shall provide for a paver application.

2.5 Table 1.1 “Single-Family subdivisions shall include a diversity of architectural types as set forth in Table 1-1...”

Instead of four elevations per plan, three elevations per plan shall be provided. Three, not four, roof styles shall be provided with additional variation added on those three styles in other ways such as trim, colors, materials, etc. 12 color schemes shall be available for the project and available to all plans.

6.8. Sample of Conceptual Elevations

Please see **Exhibit M.1 through M.6** for residential themes and design elements. Please see **Exhibit M.7, M.8** for mixed use and office concepts.

7. SITE DESIGN CRITERIA

Regarding non-residential design, the following table describes the applicable response.

Standard	Parkside PAD
Walls and Fences	Complies with City of Avondale Zoning Ordinance
Lighting	Complies with City of Avondale Zoning Ordinance
Screening	Complies with City of Avondale Zoning Ordinance
Parking Standards	Complies with City of Avondale Zoning Ordinance
Proposed screening, buffers and transitions to uses on adjacent property and overall compatibility with existing and future land uses in the area	Complies with City of Avondale Zoning Ordinance

8. LANDSCAPING, PEDESTRIAN OPEN SPACE AND AMENITIES

8.1. Landscape Theme and Details

Parkside will be designed with a drought tolerant plant palette (see **Exhibit L.5 Plant List**) replacing any previous approved plant palette. During the preliminary plat approval process, an acceptable plant palette that the City will endorse will be presented for approval at that time. The current vision is to incorporate shade and appropriate landscaping features to beautify the community and create a sense of balance with nature so that outdoor activity is encouraged.

8.2. Open Space

The current open space for the residential portion of the property is approximately twenty percent (20%). The Mixed-Use and Office areas will need to conform to the City of Avondale open space requirements for those areas when designed.

8.3. Design Concept for entry features

The Parkside monuments will be set apart from other communities in Avondale in that the entry monuments for the community are more vertical than horizontal. Due to the 70' half-street ROW, then 35' SRP easement, then 8' PUE along 99th Avenue, it makes sense to create a vertical monument to identify the community entrance (Exhibit L.3, Site Amenities – Monument Signage). The lettering is cutout from a steel box with an acrylic LED backlit panel, illuminating the sign at night. In addition, tiered planters soften the monument providing elevated planting which provides interest. Consistent with the general theme in Parkside of brick masonry, brick will break up both vertical and horizontal lines by use of pilaster and cap methods providing an artistic flair.

8.4. Design Concept for Perimeter Walls

Parkside will have masonry walls with brick or brick veneer pilasters with a brick cap. The brick will provide horizontal and vertical relief to the wall. View and Pool walls will have a wrought iron aspect that enhances the classic look of iron and brick. Caps will be brick or acceptable masonry.

8.5. Landscape Tract Table

USE	GROSS AREA	% GROSS AREA
PARKS	13.98 AC	10.6%
ACTIVE OPEN SPACE	10.30 AC	7.8%
TOTAL ACTIVE OPEN SPACE	24.28 AC	18.4%
ADDITIONAL LANDSCAPE/OPEN SPACE	2.13 AC	1.6%
TOTAL LANDSCAPE/OPEN SPACE	26.41 AC	20.0%
ON-LOT OPEN SPACE (VILLA's)	1.87 AC	-
* EXHIBIT H.1, Conceptual Open Space Plan		

9. INFRASTRUCTURE

9.1. Road Improvements, Rights-of-way, Easements

Significant offsite regional road improvements are required for Parkside. These improvements are sequential and require specific governmental approvals that are time sensitive and time consuming. As a result of the SRP challenges associated with this property, flexibility in the phase completion of offsite roadways is requested. While these improvements will be bonded for, assuring the financial ability for completion, the timing of these improvements are dependent on quasi-governmental processes and approvals outside of the control of the property owner and the City of Avondale. Rights of way will be granted and designed according to jurisdictional requirements. Parkside has potentially three jurisdictional roadway approval authorities (MCDOT, City of Phoenix, City of Avondale) adding to the complexity of this project. The largest unknown timing factor is the SRP-Bureau of Reclamation, which could take between 12-14 months to process the easement relocation. During this time period no disturbance, no plat processing, no changes in title, and limited crossings can occur making this issue the top priority and the top challenge to develop the interior of Parkside while waiting for this process to complete. Because of the sequential nature of the SRP approvals and subsequent relocation of the irrigation facility, the SRP 12kV conversion then must take place, then the power poles and the concrete canal can be removed, which allows the 16' water line to be installed in the former canal alignment, and then the road paving can occur.

9.2. Utilities

Utilities for Parkside are as follows:

PROVIDER	CATEGORY
CITY OF AVONDALE	WATER
CITY OF AVONDALE	WASTEWATER
CITY OF AVONDALE	TRASH SERVICE
CITY OF AVONDALE	PUBLIC STREET MAINTENANCE
SRP	POWER
SOUTHWEST GAS	NATURAL GAS
COX	COMMUNICATION
CENTURY LINK	COMMUNICATION

9.3. Grading and Drainage

The grading plan for Parkside is to be mass graded, with the exception of SRP easement areas until the easement relocation process is complete. The site will drain in accordance with City of Avondale specifications for onsite and offsite drainage. With the approval of this amendment to the Parkside Village PAD, the previous approved preliminary water, sewer, and drainage reports shall be nullified and eliminated from the PAD. New preliminary water, sewer, and drainage reports shall be submitted as a part of the pre-plat process.

9.4. Required off-site improvements and Phasing.

As stated in Section 9.1, the largest and most complex challenge to develop Parkside will be the SRP improvements. The entire project is dependent on the timing of these approvals and improvements. In addition to the canal relocation along Indian School Road and 99th Avenue, Clarendon will require a siphon crossing into the Westwind community. Sewer connectivity is also a challenge. The Phase 2 sewer connection is underneath the SRP canal to the west and through an HOA area in the Westwind community, which then connects into the Westwind community sewer system. Phase 1 of Parkside is segmented based on the sewer allowance via the Clarendon Road collection. With the exception of the Model Phase, all of Parkside is dependent on the SRP 12kV conversion, which can't occur until after the relocation of the 99th Avenue SRP canal is installed. Indian School Road cannot be completed until the SRP canal is relocated along its southern border as well.

10. OWNERSHIP AND MAINTENANCE

10.1. Purpose, Improvement, Ownership and Maintenance of Common Areas and Facilities

A homeowners' association ("HOA") is planned for the residential components of Parkside. All community open space, amenities, landscape tracts and private drives within the residential components will be owned and maintained by the HOA. Open Space areas shall be identified and reserved as tracts or parcels on a plat, or as easements when no plat is necessary. Private drives shall be identified as tracts on a plat or as private access easement on site plans. All private drives and private access easements will also be subject to public utility easements (PUE) for water, sewer and all other forms of public utilities. Maintenance of these areas shall be provided for by the HOA. A statement shall also be placed on the approved site plan or plat, as appropriate, stating that landscaping in adjacent rights-of-way areas shall be maintained by the Owners' Association. The master HOA or a separate HOA shall maintain certain portions of the front and side yards of the Villas product.

10.2. General descriptions of CCR's

One or more declarations of Covenants, Conditions, and Restrictions ("CC&R") shall be created to include all property within Parkside and recorded with the Maricopa County Recorder. These CC&Rs shall be designed to protect, preserve, and enhance the community.

10.3. Discussion of plans for ownership.

It is the intent for all of the residential portion of Parkside Village to be constructed by a single homebuilder; however, certain parcels may be sold to additional builders. All development shall follow approved or amended phasing regardless of ownership. All builders will abide by the City of Avondale *Single Family Design Manual* subject to the limits provided within this PAD amendment.

11. CONFORMANCE WITH PLANS

11.1. Conformance with General Plan Land Use Designations

The existing land use designation for Parkside is a combination of Mixed-Use, Medium/High Density Residential (M/HDR), and Office as shown on **Exhibit C, General Plan Map**. The proposed uses in Parkside comply with each of the requirements of these land uses.

11.1.1. "M/HDR is land that will contain densities that will range from 4 to 12 dwelling units per acre and should include a combination of single-family attached, detached, and townhomes, or condominiums, patio homes, casita housing choices. The variety of housing choices a specific development should be in a planned and clustered setting unique to Avondale with substantial open space for recreational amenities to service the residents and encourage resident interaction and outdoor activities. This level of intensity should promote a village environment with easy access to services and

recreation. Churches, parks, and open spaces, and public facilities are permitted in this land use category.”

Parkside provides four different residential housing options (including upper floor residential in the Mixed-Use area and the option for upper floor residential within the Office Component) designed around a Central Park with direct access well within a quarter mile walking distance, generally accepted as the ideal distance to promote a walkable community, to a variety of commercial and office uses. Additionally, Parkside will be integrated into the local and regional transit network along 99th Avenue providing easy access to services and entertainment in other parts of Avondale and the Phoenix Metro Area. The residential density as shown on the Master Development Plan is 4.16 DU/AC for that portion that is within the M/HDR land use area.

- 11.1.2. “Mixed Use is a land-use for a mixture of residential and commercial. This category encourages innovatively designed developments, which create a core living environment reflective of a village concept where residents can live, work, and recreate within the same development or close by. Basic criteria for development include reasonable scale to the surrounding neighborhoods, proportionate ratios for each use, and encouragement of alternative modes of transportation (such as bicycling or walking) and a well-conceived plan with access to and integration of transit facilities.”

The Mixed-Use area of Parkside is in line with the General Plan’s definition of the use category in every way. The design guidelines outlined for this land use in Parkside ensures that the building massing, scaling, and allowed uses will be balanced within itself as well as with the surrounding neighborhoods. Residents in Parkside as well as those in existing and future nearby residential developments will be able to walk or ride bikes to and within the Mixed-Use areas of Parkside thereby truly encouraging multi-modal transportation.

- 11.1.3. “Office land use category allows for professional office and medical office services/practices associated with hospitals and niche medical industries, such as sports medicine, physical therapy, and associated office support services that are generally quiet with moderate traffic volumes. Office sites are to be integrated through design with adjacent residential developments. Typical office developments have their own access and circulation, identification signs, and landscaping. Developments with more than one building share a common architectural and landscape theme to include identification signs, covered parking and driveways with pedestrian amenities and shaded outdoor areas.”

The Office land use within Parkside is in full compliance with the General Plan as it is designed through layout, allowed uses, and design guidelines to compliment the adjacent Residential Uses. A common architectural theme including all signage will be used throughout the Office land use area of Parkside. Given the mixed-income nature

of the residential product offerings, the offices will be able to provide employment or service opportunities to residents in any of the Parkside housing types.

11.1.4. Conformance with General Plan Vision and Goals

The proposed Parkside PAD is supported by numerous provisions of the 2030 General Plan. Below are some of the Goals and Policies supporting the development of Parkside.

Vision Statement: “Avondale is committed to promoting the health and well-being of all its residents and plans to be an active, inclusive, and responsive place, where healthy habits are encouraged rather than discouraged by environments we build.”

Parkside provides an environment that fosters a healthy and active community. The Park programming and trail system promote active outdoor activity. The Central Park allows for community gathering opportunity of greater scale than the other four planned parks.

Guiding Principles - Community Mobility: “We emphasize development of a balanced, integrated, multi-modal circulation system (streets, trails, sidewalks, bikeways, transit, light rail, and river corridors) that is efficient and safe, and which connects neighborhoods to jobs, schools, services, local attractions, and open space.”

The Master Development Plan integrates a Central Park, pedestrian paseos, a transit facility along 99th Avenue, active open spaces, and neighborhood parks, creating a healthy lifestyle and neighborhoods that are connected to their surroundings.

Land Use Goal 1: “Establish an Avondale identity based on a healthy lifestyle that promotes land uses which foster an economically sustainable and socially dynamic community.”

Parkside residents will be able to live, work, shop and play within a healthy and livable community with appropriate connectivity to neighboring properties.

Land Use Goal 1 Policy C: “Diversify Avondale’s housing stock by providing for varied residential types...”

Parkside provides a minimum of five different residential uses of varying densities providing diversity to Avondale’s housing stock (including upper floor residential in the Mixed-Use Area).

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

Land uses, landscape buffers, trail corridors, building setbacks, and screen walls are some of the features used to ensure an adequate transition and buffer between Parkside and the neighboring properties as well as between uses within Parkside.

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.”

Parkside has a diverse mix of non-residential uses and intensities and of residential types and densities. Parkside’s Development Master Plan provides pedestrian and bicycle connectivity to transit options along 99th Avenue. The amenitized boulevards create an active street scene in this pedestrian oriented development.

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.”

Parkside is a development unlike any other in Avondale, particularly for a project of this size. The diverse housing types, transitioning densities and land uses create an integrated village that will allow for a variety of socio-economic levels. Higher Density housing located in the Villa’s area will accommodate a different homeowner lifestyle than those living in traditional single-family homes, allowing for a diverse community. Urban Lofts within the Mixed Use area are another element allowing for additional diversity.

Housing Element Goal 2 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.”

Parkside incorporates Villas and multifamily options (upper floor residential in Mixed-Use areas). These housing types account for half of the product types in Parkside and provide ample opportunity for people looking to purchase a home without the traditional single-family home configurations and lifestyles.

Housing Element Goal 4 Policy B: “Support creatively designed subdivision layouts, particularly layouts in which open space and recreation areas containing amenities are thoughtfully integrated throughout.”

Parkside is an innovatively designed community that incorporates an integrated village concept where residents can live, work, shop and play within the same development and all within an eighth of a mile of the Central Park. No point within Parkside is more than an eighth of a mile or three-minute walk from a park. This is a truly unique design that provides active open space to every resident and visitor within Parkside. A clever designed trail system promotes park usage and outdoor activities.

Housing Element Goal 4 Policy D: “Encourage subdivision design that promotes non-vehicular access to trails and transit routes/centers as a component of a healthy lifestyle.”

Parkside’s Central Park (**Exhibit H.1, Conceptual Open Space Plan**) is connected to other neighborhood parks through a series of landscaped, safe and inviting pedestrian paseos and active open spaces that are spread throughout the Site. Each of the four residential product types is designed to be within an easy walk of the Central Park and other neighborhood parks.

Open Space Element Goal 2 Policy C: “Link community parks to open spaces, other community facilities, and each other as a means to providing further physical activity for one’s well-being.”

Parkside’s neighborhood parks and Central Park connect to open space paseos, trails, and active open spaces that lead to other parks within the development (**Exhibit H.1 through H.6, Conceptual Open Space Plan and associated Parks**). The Park programming allows for a diverse outdoor experience with some overlap and other elements unique to the specific location. Parkside is designed to provide outdoor workout stations, dog training, community outdoor movie and pool facility, organized sport facilities, traditional shaded playgrounds, and other outdoor amenities.

Transit Oriented Development Goal 2 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.”

Parkside’s residential uses include a diverse mix of traditional Single-Family Detached alternatives: Villas, upper floor residential in the Mixed-Use location (convenient commercial access), and traditional single-family housing (backyards and proximity to parks). This diverse range of product types in a development of this size will create housing opportunities for a wide range home buyers and renters. The thoughtful layout of Parkside allows this mix of product types to coexist naturally and facilitate a thriving mixed income neighborhood with a single identity.

Transit Oriented Development Goal 3: “Promote and support the incorporation of commercial uses as a component of transit-oriented development.”

The Mixed Use and Office is designed to be equally accessible from the adjacent arterial streets as the adjacent neighborhoods with a transit stop along 99th Avenue that fully supports and promotes the goals of transit-oriented development. Within these Non-Residential uses there are a number of retail and office business opportunities.

11.2. Density and Open Space Balance

The Ordinance contemplates a balance between a residential density within a PAD and the amount of Open Space provided in that PAD, such that as the residential density of the PAD increases so too should the Open Space.

The residential density proposed for Parkside exceeds the required density as specified in the Ordinance and General Plan. The amount of Open Space exceeds the 15% that is required. Within the single-family residential areas of Parkside, 26.41 acres (20%) of open space are provided (**Exhibit H.1, Conceptual Open Space Plan**). This amount of open space is being provided via parks, paseos, and landscaped areas to achieve the level of walkability, interconnectedness, and outdoor engagement desired by the developers of this project.

11.3. Conformance with the Freeway Corridor Specific Plan

The Freeway Corridor Specific Plan ("FCSP") was amended on September 16, 2013 to revise language and to expand the boundaries to include areas along the Loop 101 Agua Fria Freeway. With this amendment, Parkside is now within the FCSP. Parkside is governed by the FCSP and therefore all of the applicable design guidelines and regulations therein shall be considered a part of this PAD.

The FCSP specifically identifies the intersection of 99th Ave and Indian School Road as a priority for development, infrastructure improvement, and increased aesthetics as this location announces entry into Avondale. Parkside will help achieve all of these priorities for at least the southwest corner of the intersection.

Parkside supports all of the goals of the FCSP. Each of these goals is listed below with a description of how the development of Parkside will help Avondale reach these goals.

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

While not directly adjacent to the Loop 101 Agua Fria Freeway, Parkside is still a freeway corridor project that represents the City to travelers along the freeway and announces entry into the City. As such, Parkside shall conform to all of the design guidelines within the FCSP and includes additional measures to ensure it will be an aesthetically pleasing. The Mixed Use and Office uses in Parkside are located on the eastern edge of the project to maintain the sophisticated corporate/business appearance outlined by the FCSP. As an entrance point to the City of Avondale, an entry monument will be constructed at the corner of Indian School Road and 99th Avenue to announce entry into the City to visitors travelling on these roads. Because this monument will encroach into the Mixed Use property, the design and scope of the entry monument shall be provided at the

same time a site plan is presented for the Mixed Use property that will coordinate with the Mixed Use design and layout.

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

The design requirements for Parkside include all of the applicable requirements found in the Ordinance, FCSP, and General Plan. These are incorporated in a way so as to provide a balance of flexibility and regulation that will place the proper amount of emphasis on key criteria specific to the land use. For example, per the FCSP, the Mixed-Use land use area has an emphasis on connectivity to transit and residential uses while the Office land use area has an emphasis on the parking and landscaping guidelines.

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

The FCSP designates this area as having maximum building heights of two and eight stories on the west and east halves of the property respectively. Parkside is in conformance with this regulation, which encourages the construction of commercial buildings that stand out and compete with other Phoenix properties located at the corner of 99th Avenue and Indian School Road.

- 11.3.4. Goal #4: “The Freeway Corridor will be the southwest valley’s premier job center.”

The Office and Mixed-Use land uses included in Parkside will offer a variety of employment opportunities and help to fill in undeveloped land along the Freeway Corridor which are not storage or distribution uses and do not do as much to increase employment within the City. The variety of uses in Parkside will assist in the diversification of the employment opportunities in the area by providing spaces including large corporate office, medical office, professional services and retail.

- 11.3.5. Goal #5: “Ensure new development in the Plan area is pedestrian/bicyclist friendly and contributes to a walkable community.”

Like the City, Parkside encourages active lifestyles for its residents by providing ample opportunity to take advantage of multi-modal transportation and recreational opportunities. By providing an extensive non-vehicular circulation system (**Exhibit I, Conceptual Pedestrian Circulation Plan**), Parkside has provided a comprehensive system of trails, sidewalks, paths, paseos, and parks that connect to every component of the community. Within a short walk or ride (less than one quarter of a mile), residents can visit friends, get exercise, enjoy programmed multi-generational

activities, shop, work, or reach transit facilities that will connect them with the rest of Avondale or the City of Phoenix Metro Area, all without having to use a vehicle.

- 11.3.6. Goal #6: “Further develop the Freeway Corridor’s sense of place through street treatments, entry gateways, and other aesthetic treatments within the public realm.”

Great care has been taken to design a streetscape and public spaces that are inviting and pedestrian friendly. Additionally, the points of entry to Parkside and perimeter walls are designed to instantly let residents and visitors know that they are entering a premier development that is a point of pride for the City of Avondale (**Exhibit L.2, Site Amenities – Community Walls, L.3 Site Amenities – Monument Signage**).

12. ADMINISTRATION

12.1. Amendments

Amendments shall be processed in accordance with Section 603(E) of the Ordinance and determination between minor and major amendments made by the Zoning Administrator except as provided herein. The Zoning Administrator or authorized designee may authorize relief of up to ten (10) percent of the setback requirements.

12.2. Applicability

The requirements of the Ordinance, as amended, Avondale Subdivision Regulations, as amended, *Single-Family Residential Design Manual*, as amended, and *Commercial/Industrial/Multi-Family Design Manual*, as amended, shall apply except where explicitly stated otherwise by this PAD.

13. PAD APPROVAL

- 13.1. “The proposed PAD is in conformance with the General Plan and applicable specific plan(s).”

As described in Sections 1(D) and 1(E) of this PAD narrative, the Parkside PAD conforms with the goals and policies of the City of Avondale’s General Plan and the Freeway Corridor Specific Plan.

- 13.2. “The proposed PAD meets the PAD requirements of the Zoning Ordinance, Subdivision Regulations, Design Manuals and other applicable regulations and requirements, unless otherwise modified by the PAD Narrative.”

The Parkside PAD meets or exceeds the PAD requirements of Section 6 of the City of Avondale’s Zoning Ordinance and Subdivision Regulations, except as modified by this PAD narrative. The Parkside PAD also meets the intent of the *Single-Family Residential Design Manual* and the *Commercial/Industrial/Multi-Family Design Manual*.

- 13.3. "That either there exists adequate public infrastructure and services to serve the proposed development or all necessary public infrastructure and services to serve the proposed development will be completed in connection with the development within the PAD."

All necessary public infrastructure and services to serve the proposed development will be completed in connection with the phased development within the PAD. Although phased regional improvements are absolutely required to develop Parkside, the City of Avondale will have financial assurances in the form of performance bonds to ensure completion.

- 13.4. "The proposed PAD will result in compatible land use relationships within the proposed development with adjacent properties."

This Parkside PAD includes an appropriate transition of more intense non-residential uses along the eastern portion of the community to less intense residential uses along the western border.

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

As presented in the Residential and Non-Residential Development Standards sections above, Parkside's proposed development standards are compliant with the standards and reflect the desired new urban character that meet the needs of a live, work, shop and play environment.

14. CONCLUSION

This Parkside PAD amendment is in conformance with the City's General Plan, provides an improved variety of diverse, high-quality residential options, and continues to provide for mixed-use and office uses to serve Parkside and the surrounding area. The new design for Parkside will provide residents with an enhanced live, work and play environment at an important gateway location within the City of Avondale. Approval is requested.

List of Exhibits

- A. Vicinity Map
- B. Aerial Map
- C. General Plan Map
- D. Existing Zoning Map
- E. Master Development Plan
- F. Phasing Plan
- G. Land Use Plan
- H.1 Conceptual Open Space Plan
- H.2 Central Park
- H.3 Park A
- H.4 Park B
- H.5 Park C
- H.6 Park D
- I. Conceptual Pedestrian Circulation Plan
- J. Conceptual Street Circulation Plan
- K.1 Street Sections
- K.2 Street Sections
- K.3 Street Sections
- K.4 Villa Parking
- L.1 Conceptual Landscape Plan
- L.2 Site Amenities – Community Walls
- L.3 Site Amenities – Monument Signage
- L.4 Site Amenities – Bus Shelter & Cluster Mailbox
- L.5 Plant List
- M.1 – M.8 Architectural Theming

Parkside Village

Planned Area Development

EXHIBIT A

VICINITY MAP



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EXHIBIT B

AERIAL MAP



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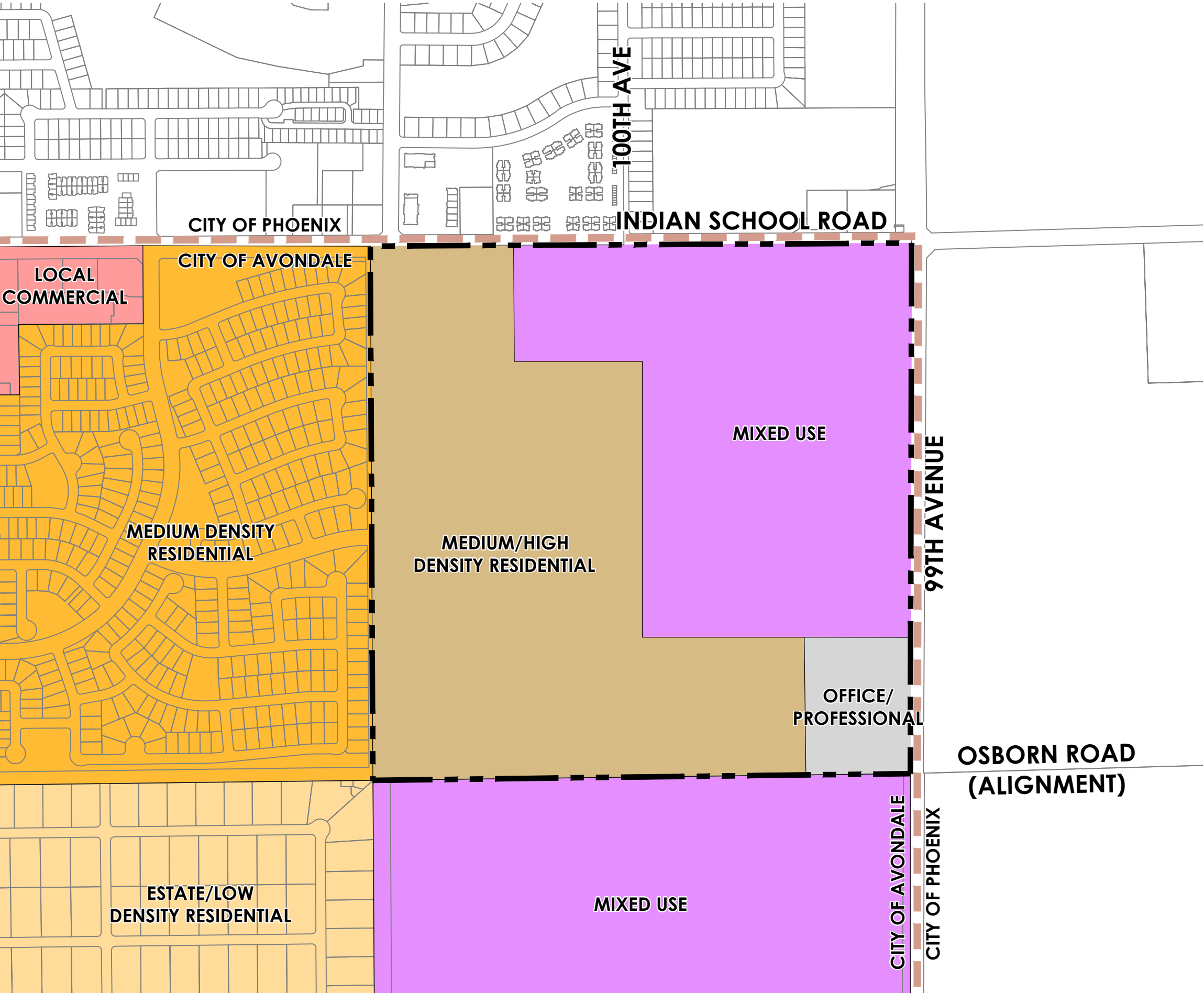
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EXHIBIT C

GENERAL PLAN MAP



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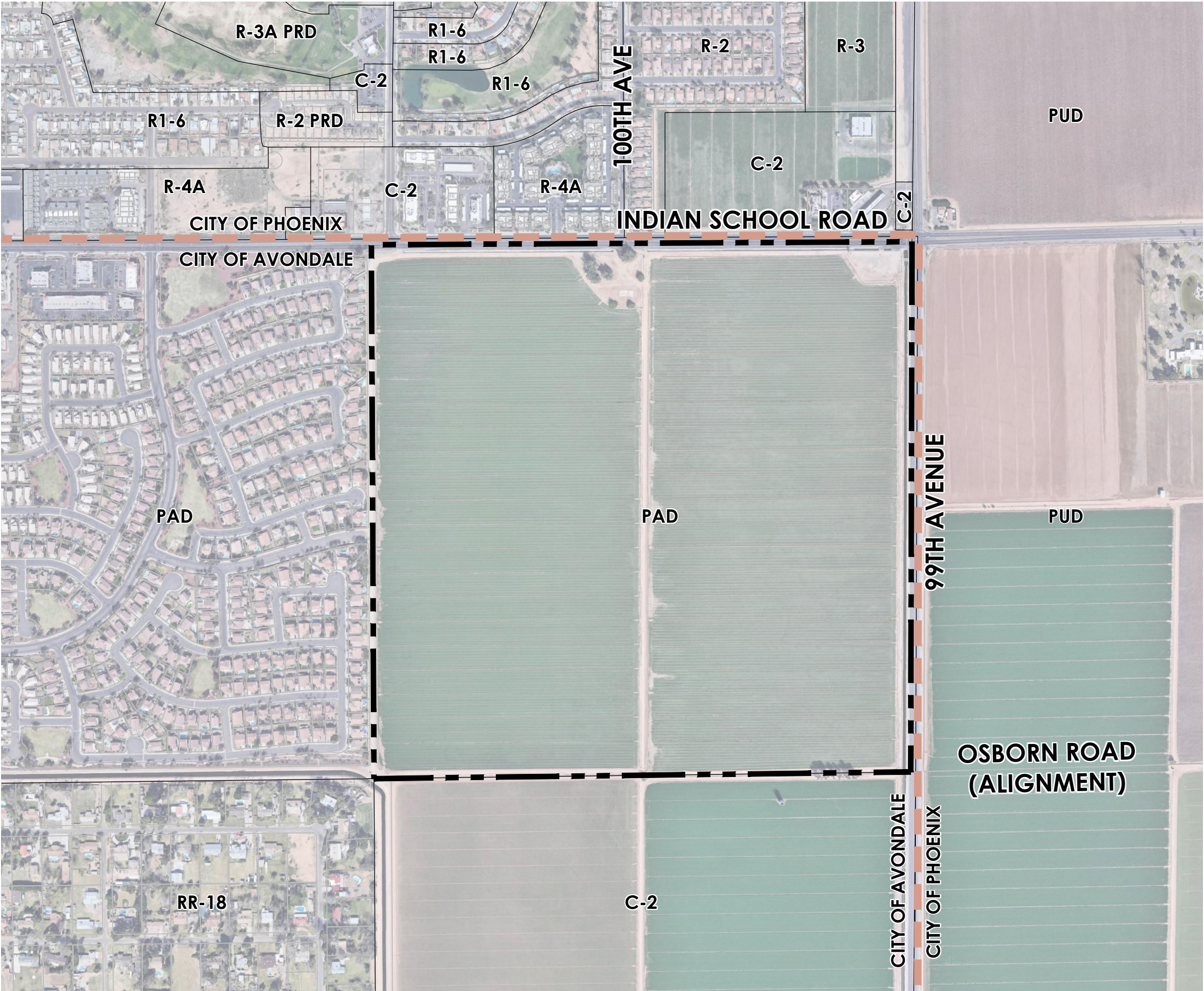
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0 250' 500'

SCALE: 1" = 500'-0"

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EXHIBIT D

EXISTING ZONING MAP

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250'

500'

SCALE: 1" = 500'-0"

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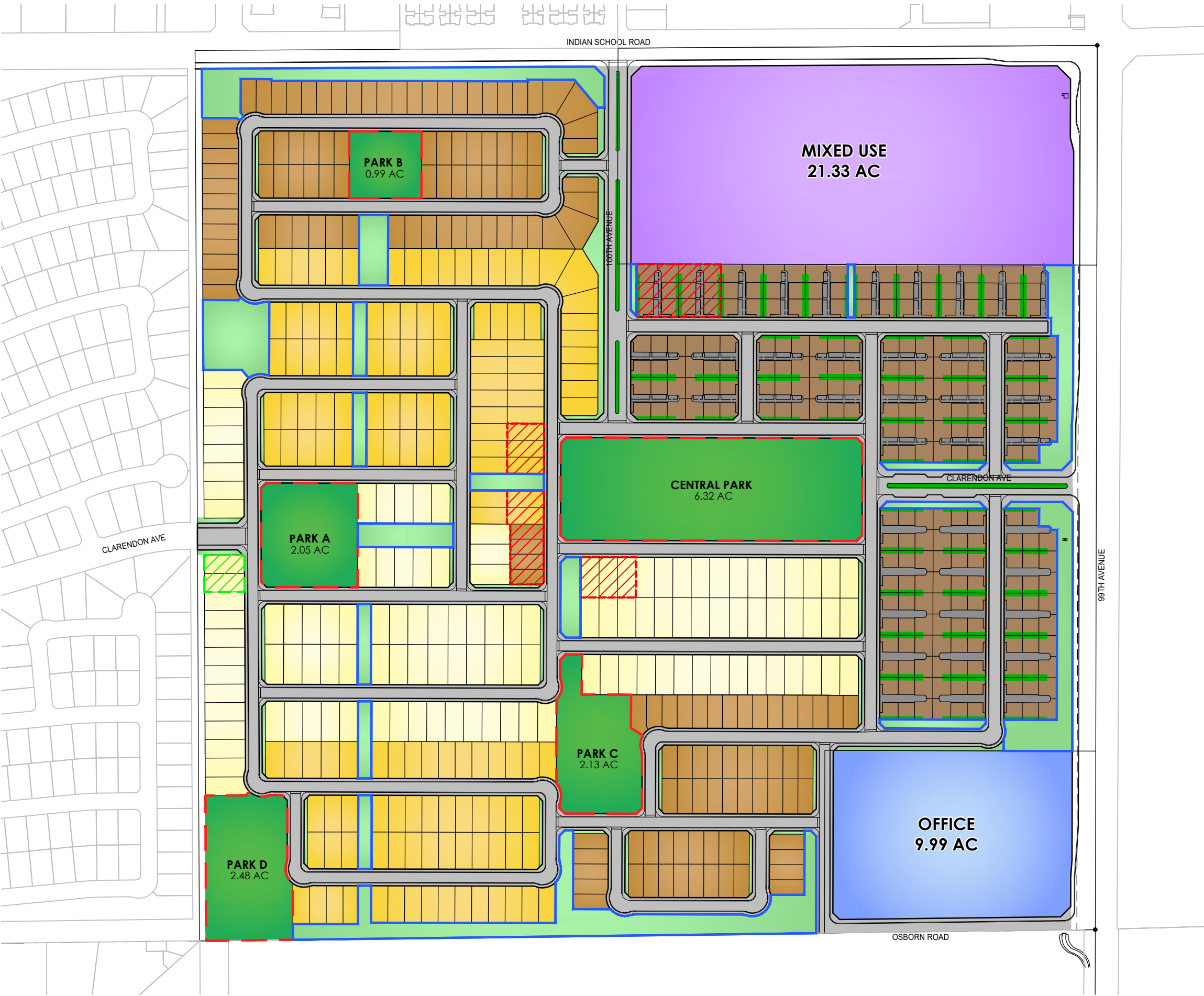
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EXHIBIT E

MASTER DEVELOPMENT PLAN

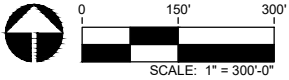


USE	GROSS AREA	NET AREA	PERCENTAGE (GROSS AC)	DENSITY (NET AC)	UNITS
MIXED USE (MU)	21.33 AC	18.41 AC	13.1%		
OFFICE (O)	9.99 AC	9.08 AC	6.1%		
SINGLE FAMILY RESIDENTIAL (SFR)	131.70 AC	127.64 AC	80.8%	5.19 DU/AC	662
TOTAL	163.02 AC	155.13 AC	100.0%		
OPEN SPACE/LANDSCAPING	24.28 AC		18.4%		
PARKS	13.98 AC				
ACTIVE OPEN SPACE	10.30 AC				
ADDITIONAL LANDSCAPE AREA	2.13 AC		1.6%		
TOTAL	26.55 AC		20.0%		

RESIDENTIAL	UNITS	PERCENTAGE
VILLA'S	247 D.U.	37.3%
45'X100'	148 D.U.	22.4%
50'X110'	145 D.U.	21.9%
55'X120'	122 D.U.	18.4%
TOTAL	662 D.U.	100.00%

- POSSIBLE SEWER LIFT STATION LOCATION IF NEEDED
- MODEL COMPLEX

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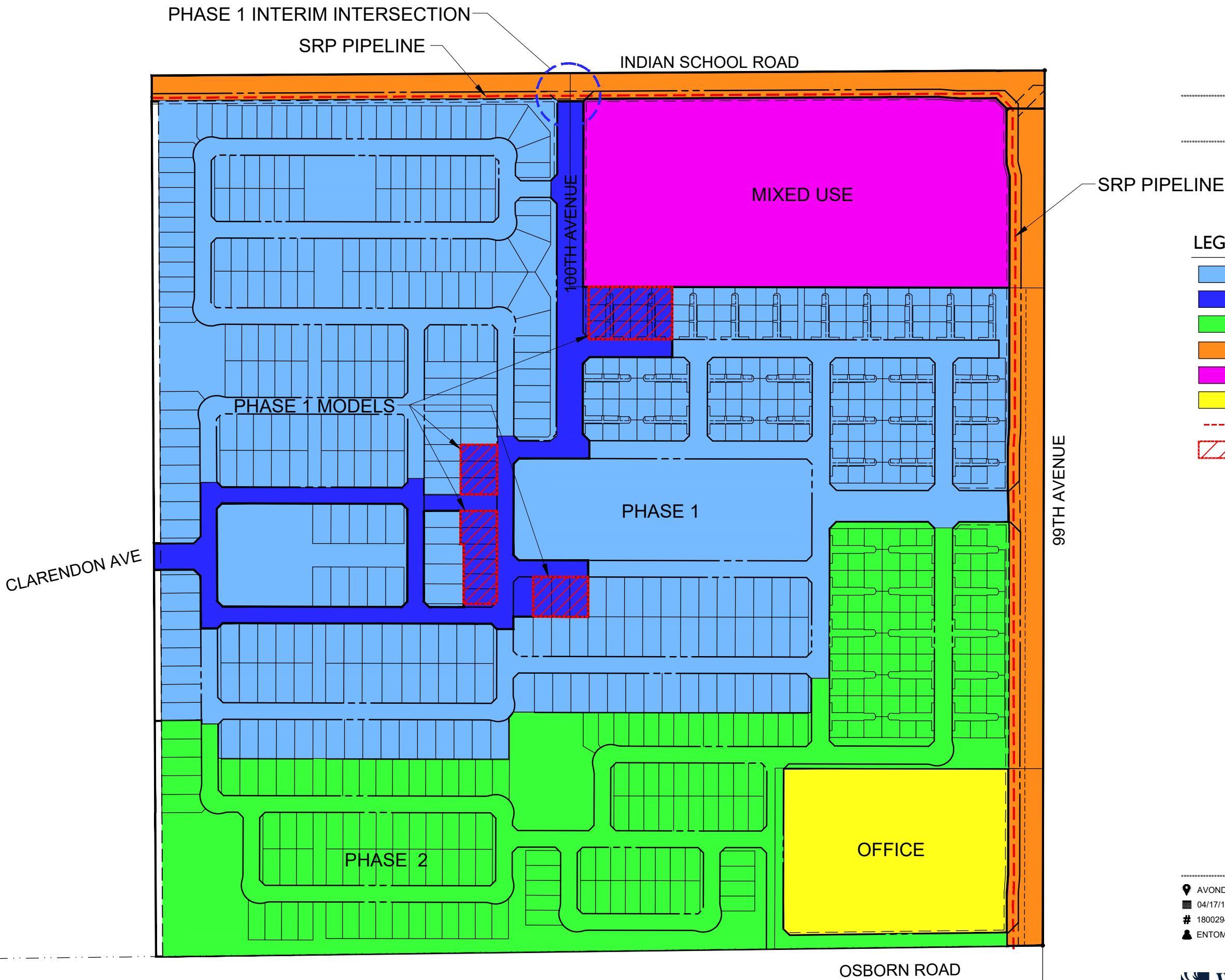
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EXHIBIT F

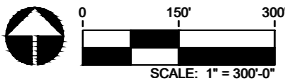
PHASE PLAN



LEGEND

- PHASE 1
- PHASE 1 MODEL PHASE
- PHASE 2
- OFFSITE ROAD IMPROVEMENTS
- MIXED USE
- OFFICE
- SRP PIPELINE
- MODEL COMPLEX

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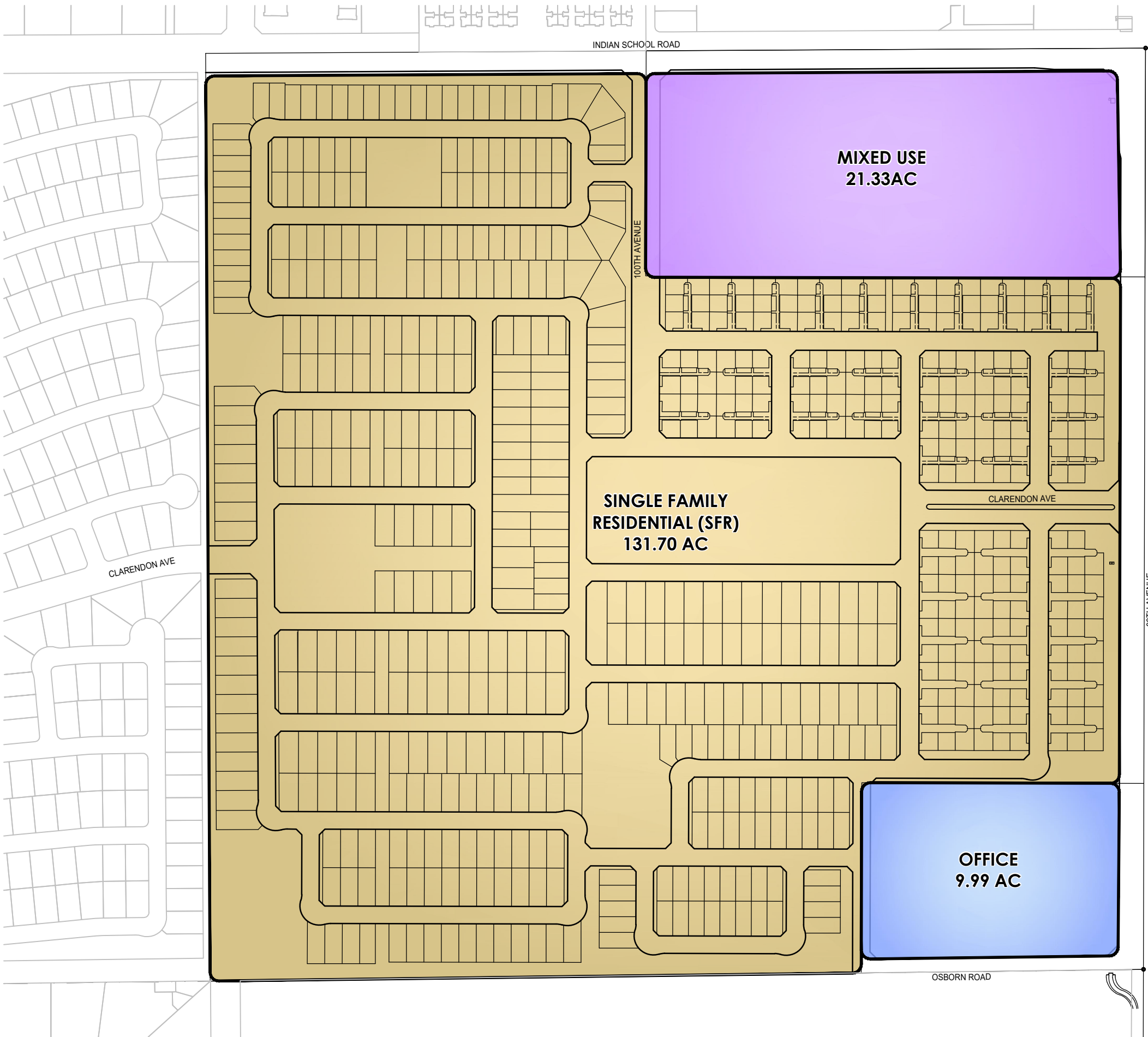
Parkside Village

Planned Area Development

EXHIBIT G

LAND USE MAP

USE	GROSS AREA (AC.)	NET ACRES	% GROSS (AC.)	DENSITY NET (AC.)	UNITS
MIXED USE (MU)	21.33	18.41	13.1%		
OFFICE (O)	9.99	9.08	6.1%		
SINGLE FAMILY RESIDENTIAL (SFR)	131.70	127.64	80.8%	5.19 DU/AC	662
TOTAL	163.02	155.13	100%		



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150'

300'

SCALE: 1" = 300'-0"

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EXHIBIT H.I

CONCEPTUAL OPEN SPACE PLAN



USE	GROSS AREA	% GROSS ACRES
PARKS	13.98 AC	
ACTIVE OPEN SPACE	10.30 AC	
TOTAL ACTIVE OPEN SPACE	24.28 AC	18.4%
ADDITIONAL LS/OS	2.13 AC	1.6%
TOTAL LANDSCAPE / OS	26.41 AC	20.0%
ON-LOT OPEN SPACE	1.87 AC	

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150'

300'

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EXHIBIT H.2

"CENTRAL PARK" CORE AMENITY



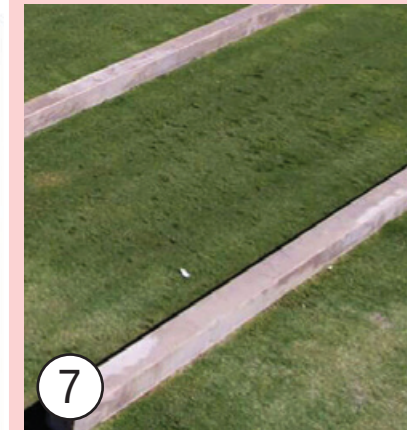
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16



1



7



12

PROGRAM ELEMENTS:

1. BASKETBALL COURT
2. SAND VOLLEYBALL
3. SIDEWALK
4. CONCRETE HEADER
5. POOL FENCE
6. POOL GATE
7. SEATWALL
8. POOL
9. POOL DECK
10. ARBOR
11. SYNTHETIC TURF
12. TURF
13. SHADE CANOPY
14. RESTROOM FACILITY w/ BUTTERFLY ROOF / OVERHANG
15. PLAY AREA
16. RAMADA
17. PARKING
18. POOL EQUIPMENT ENCLOSURE
19. MOVIE LOCATION

* IMAGES ARE CONCEPTUAL IN NATURE AND ARE INTENDED TO CONVEY THE TYPES OF AMENITIES AND NOT SPECIFIC PRODUCTS OR DESIGN.

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3



2



15

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EXHIBIT H.3

PARK A



PROGRAM ELEMENTS:

- RAMADA
- FITNESS CIRCUIT TRAINING
- ACTIVE PLAY STRUCTURES
- GROUP FITNESS OPPORTUNITIES
- OPEN TURF AREAS

 FITNESS EQUIPMENT STATION



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EXHIBIT H.4

PARK B

PROGRAM ELEMENTS:

- RAMADA
- PLAZA
- RAISED PLANTERS
- SWINGS
- YOGA LAWN
- ACTIVE PLAY STRUCTURES
- OPEN TURF AREAS



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EXHIBIT H.5

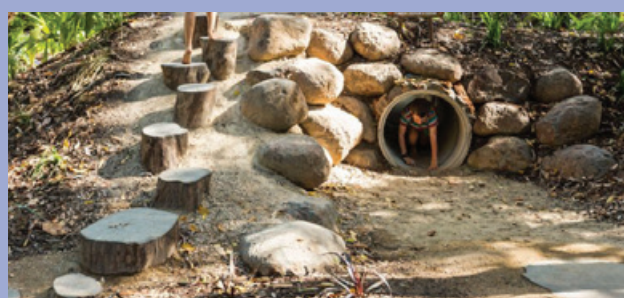
PARK C

PROGRAM ELEMENTS:

- RAMADA
- ACTIVE PLAY STRUCTURE
- FREE-PLAY EXPLORATORY STRUCTURES
- TUNNELS
- TURF MOUND AND SLIDE
- LAWN GAME AREAS
- OPEN TURF AREAS

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EXHIBIT H.6

PARK D

PROGRAM ELEMENTS:

- RAMADA
- BASKETBALL COURT
- SAND VOLLEYBALL
- OPEN TURF AREAS



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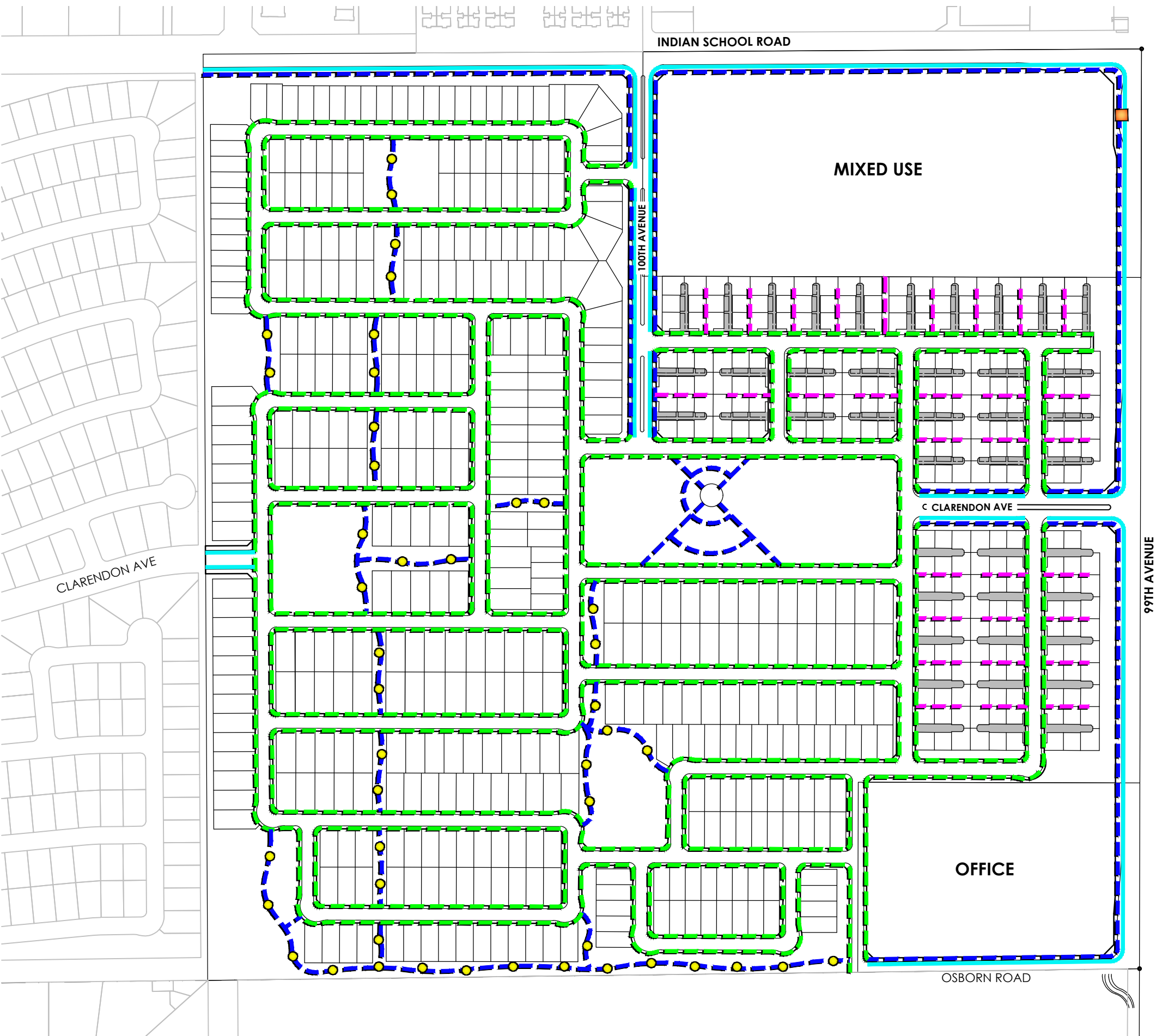


Parkside Village

Planned Area Development

EXHIBIT I

CONCEPTUAL PEDESTRIAN CIRCULATION PLAN



LEGEND

- 4' SIDEWALK
- 5' SIDEWALK
- 6' SIDEWALK
- BIKE LANE
- TRAIL LIGHTING
NOTE: (80'-100' O.C., SEE LIGHTING SPECIFICATIONS FOR FIXTURE DETAILS)
(STREET ADJACENT TRAILS WILL BE LIT BY STREET LIGHTS)
- BUS BAY

- NOTES:
- DIRECT PEDESTRIAN CONNECTIONS FROM THE RESIDENTIAL AREAS INTO THE FUTURE MIXED USE AND OFFICE AREAS SHALL BE PROVIDED. SPECIFIC LOCATIONS OF PEDESTRIAN CONNECTIONS SHALL BE DETERMINED WHEN SITE PLAN/DESIGN REVIEW APPLICATIONS FOR THE MIXED USE AND OFFICE AREAS ARE SUBMITTED, SUBJECT TO APPROVAL BY THE CITY. ALL CONNECTIONS SHALL BE SHADED AND LOCATED SUCH THAT VEHICULAR/PEDESTRIAN CONFLICTS ARE MINIMIZED TO THE EXTENT POSSIBLE. WHERE CONNECTIONS ARE PROVIDED, NON-RESIDENTIAL DEVELOPMENT SHALL INCORPORATE BUILDING BREAKS, ARCADES OR PASS THROUGH DESIGNS THAT ALLOW PEDESTRIANS TO MORE EASILY ACCESS THE FRONT ACCESS OF ALL BUILDINGS.
 - TRAILS MAY BE ILLUMINATED BY EITHER BOLLARD, PARK OR STREET LIGHTING METHODS. LED LIGHTING IS PREFERRED.

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0

150'

300'

SCALE: 1" = 300'-0"

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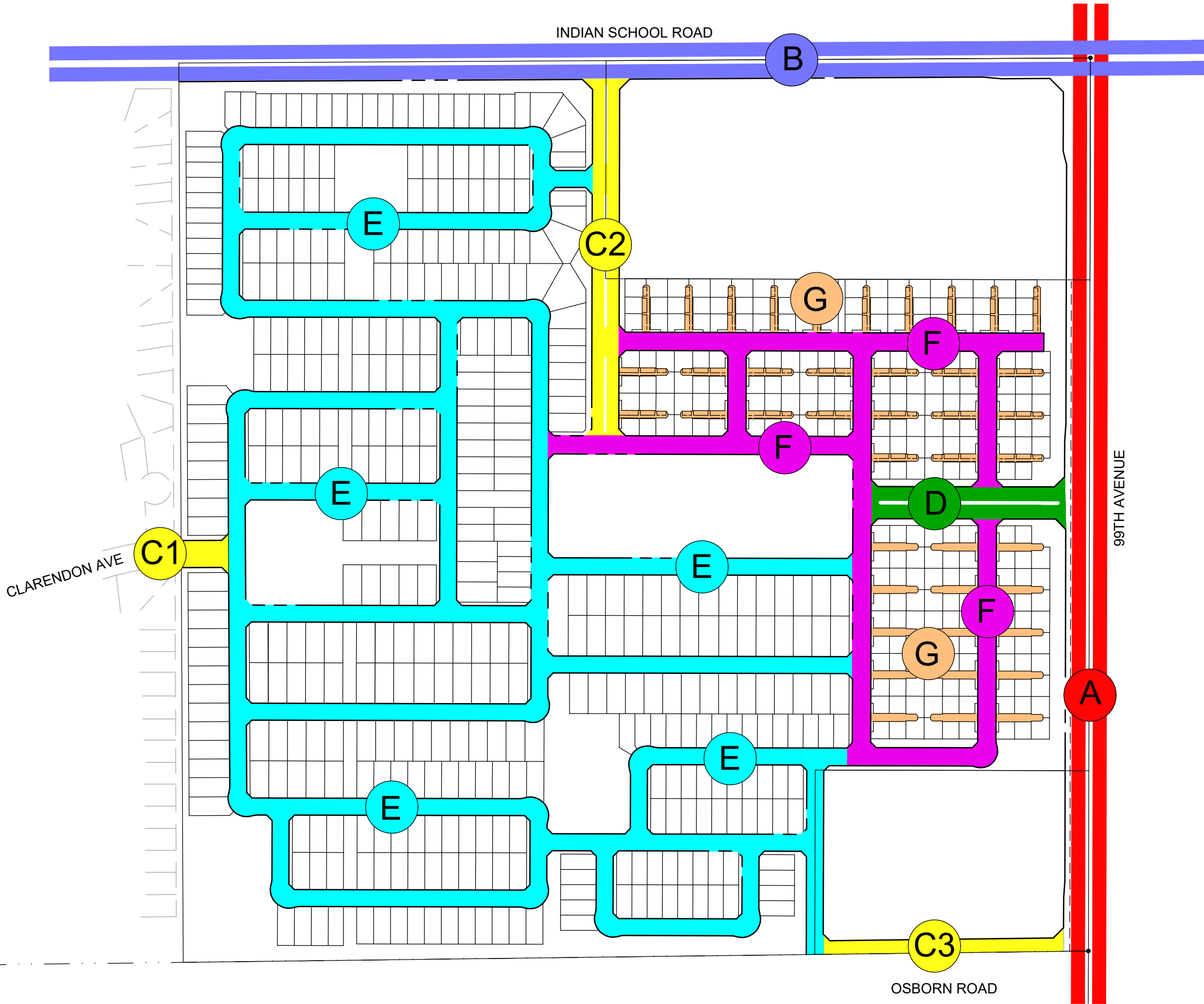
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EXHIBIT J

CONCEPTUAL STREET CIRCULATION PLAN



LEGEND

- (A) 6 LANE ARTERIAL
- (B) *5 LANE MAJOR COLLECTOR
- (C) MODIFIED MINOR COLLECTOR
- (D) MODIFIED MINOR COLLECTOR
- (E) LOCAL RESIDENTIAL
- (F) MODIFIED LOCAL RESIDENTIAL
- (G) PRIVATE DRIVE

*DEVELOPER TO CONSTRUCT SOUTHERN HALF TO STANDARD MAJOR COLLECTOR STREET CROSS SECTION, PER SECTION B. R/W WIDTH TO BE 55' FOR HALF STREET.

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0 150' 300'
SCALE: 1" = 300'-0"

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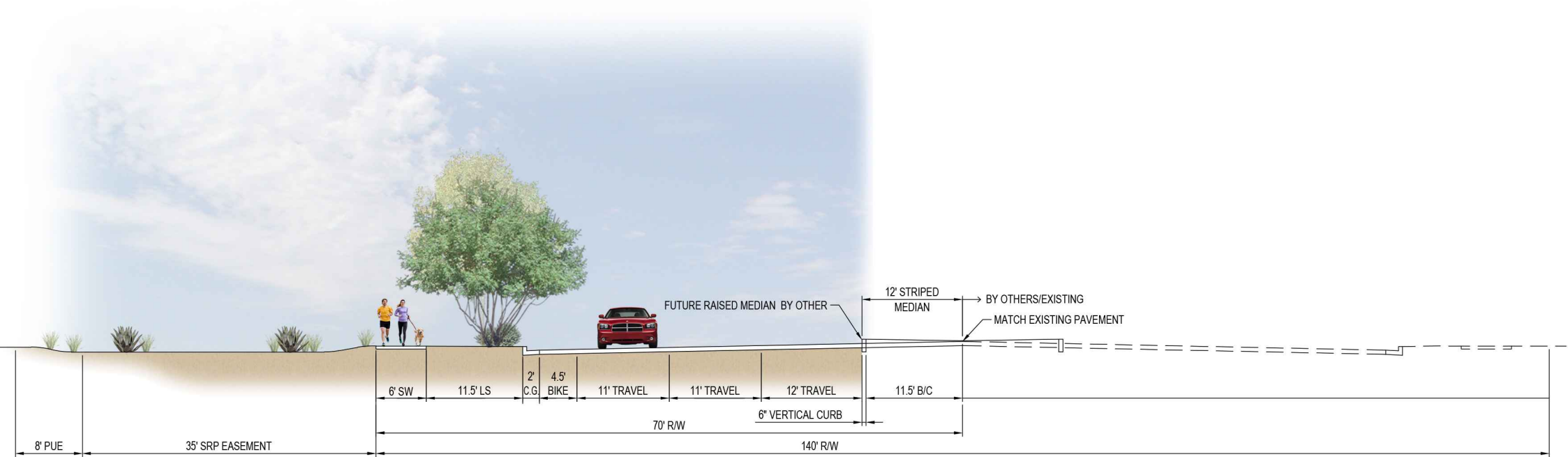
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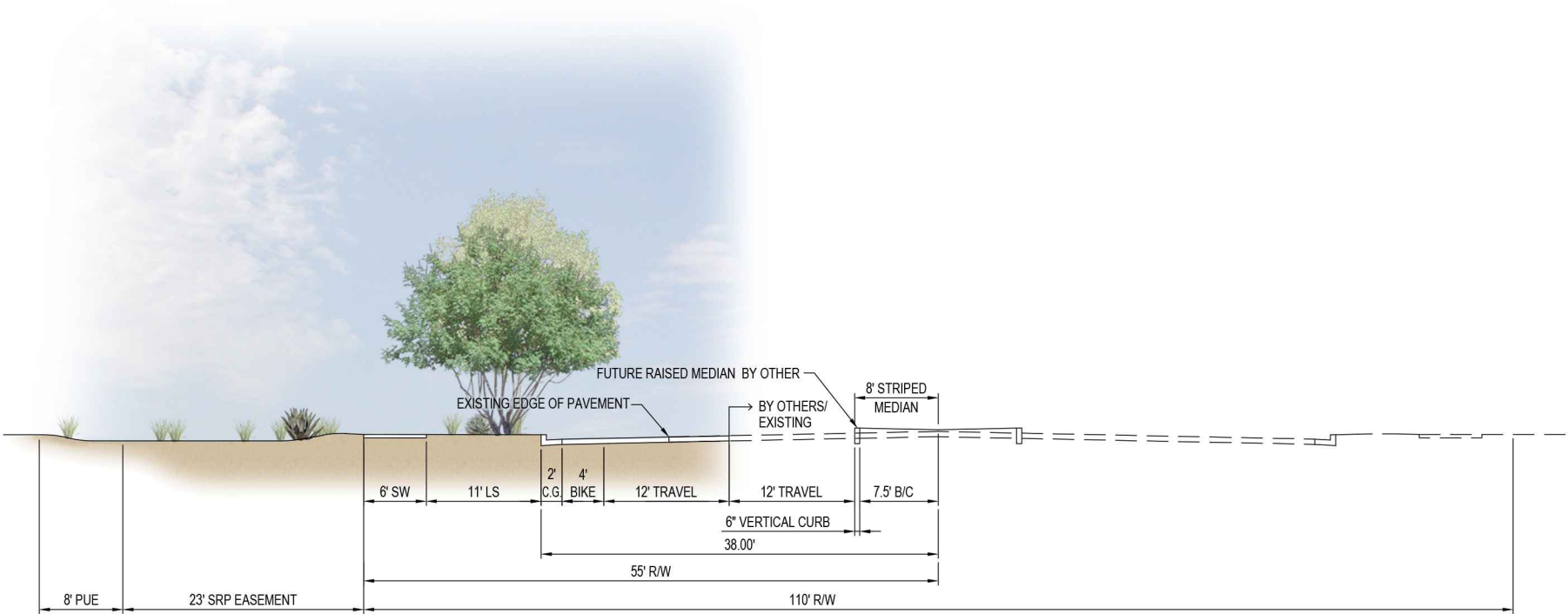
Planned Area Development

EXHIBIT K.I

STREET SECTIONS



A - 6 - LANE ARTERIAL CROSS SECTION - 99TH AVE.



B - 5 - LANE MAJOR COLLECTOR CROSS SECTION WITH 55' HALF R/W - INDIAN SCHOOL RD

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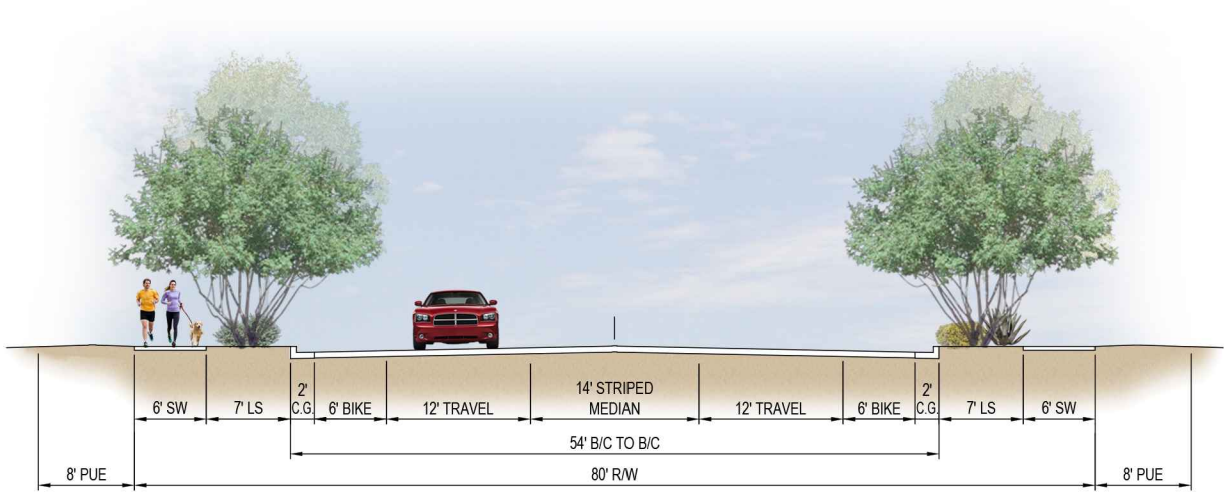


Parkside Village

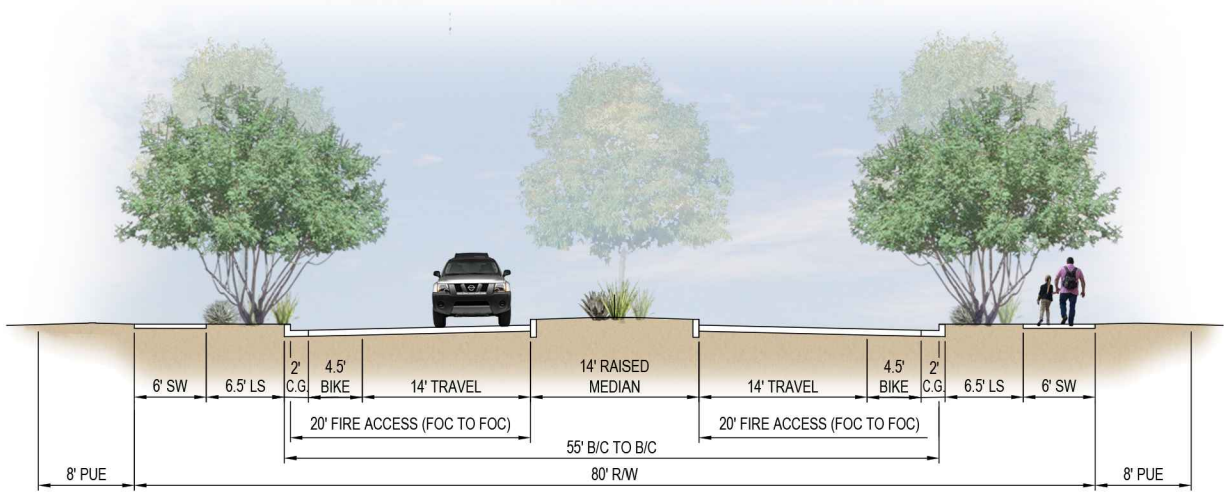
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EXHIBIT K.2

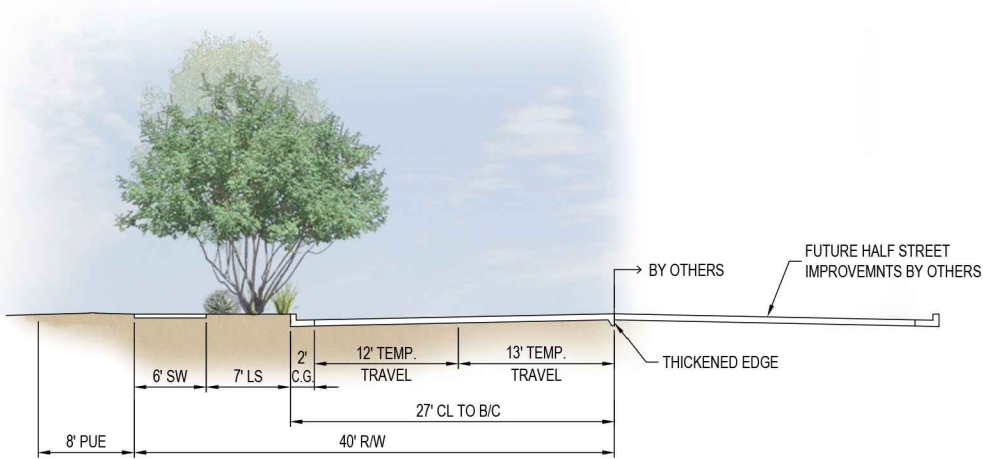
STREET SECTIONS



C1 - MODIFIED MINOR COLLECTOR 80' R/W
CLARENDON AVE (WEST CONNECTION)



C2 - MODIFIED MINOR COLLECTOR 80' R/W
100TH AVE



C3 - MODIFIED MINOR COLLECTOR 80' R/W
OSBORN ROAD (LOOKING EAST)

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ENTOMO

NOT TO SCALE

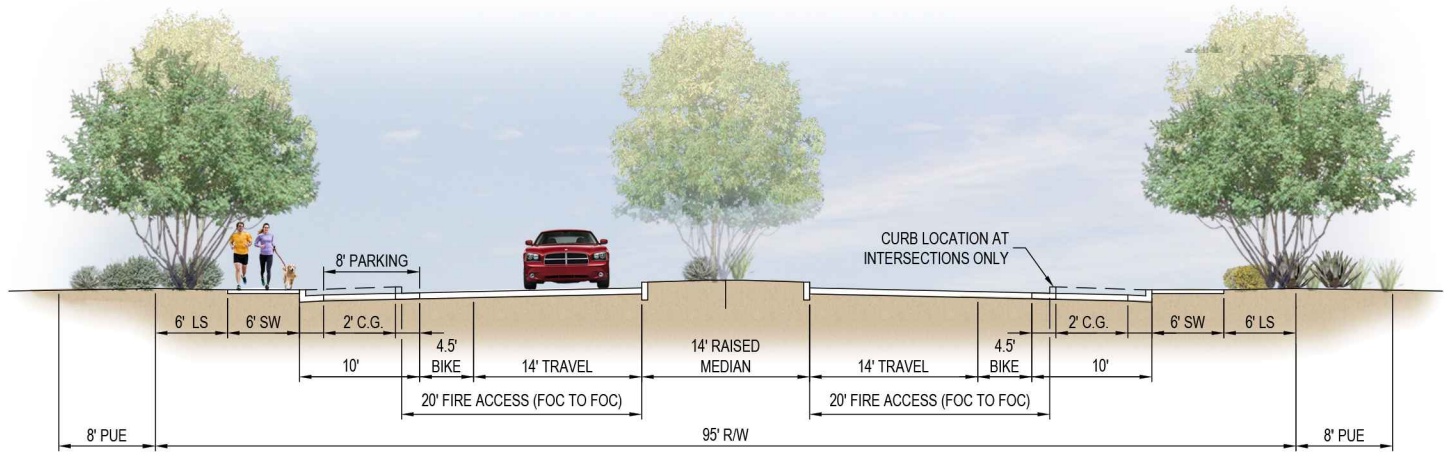


Parkside Village

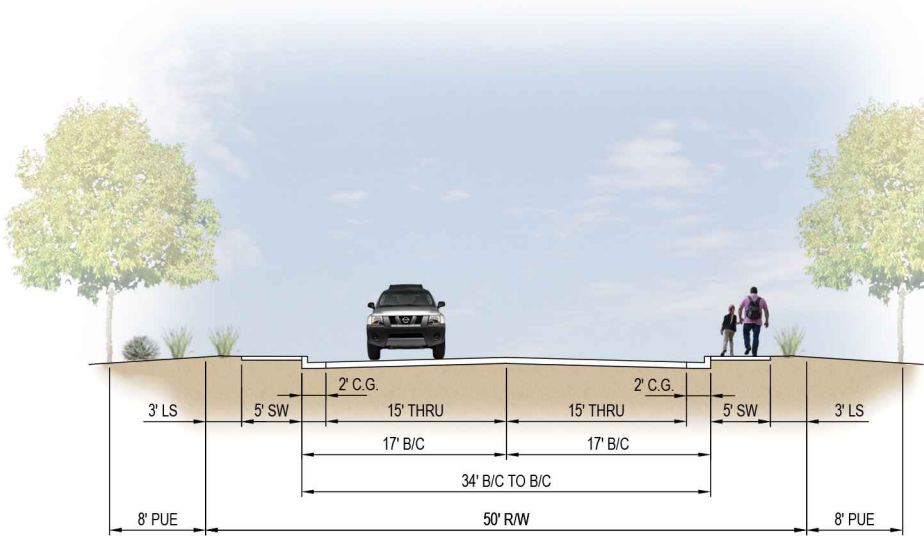
Planned Area Development

EXHIBIT K.3

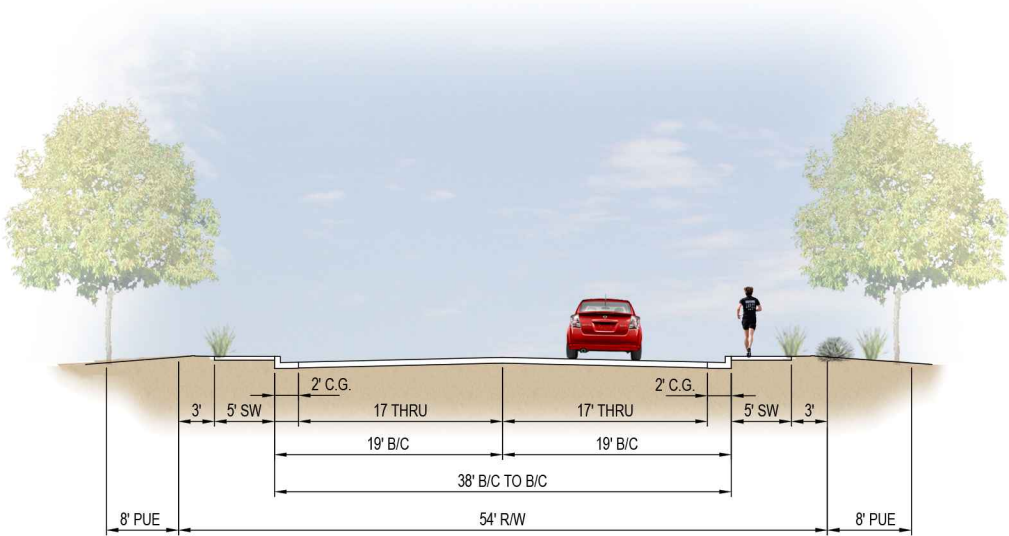
STREET SECTIONS



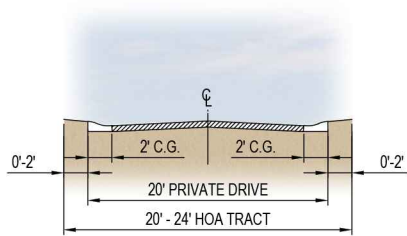
D - MODIFIED MINOR COLLECTOR 95' R/W
CLARENDON AVE (EAST CONNECTION)



E - LOCAL STREET



F - MODIFIED LOCAL STREET



G - PRIVATE DRIVE

AVONDALE, AZ.
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18002942
ENTOMO

NOT TO SCALE



Parkside Village

Planned Area Development

EXHIBIT K.4

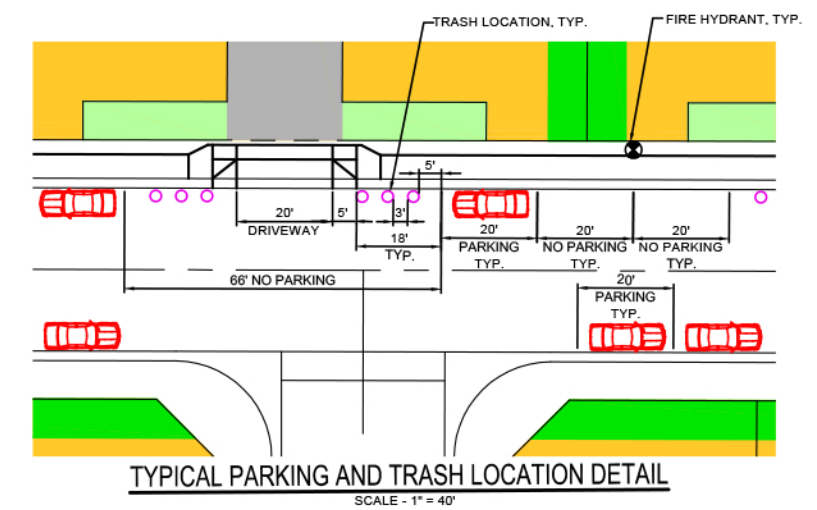
VILLA PARKING

LEGEND

- 1 PARKING SPOT (268 SHOWN)
- 1 TRASH LOCATION (247 SHOWN)
- FIRE HYDRANT LOCATION
- 54' RIGHT OF WAY STREET SECTION

VILLAS PARKING CALCULATIONS

PROVIDED RESIDENT PARKING = 247 UNITS x 2 SPACES
= 494 PARKING SPACES
REQUIRED GUEST PARKING = 494 RESIDENT SPACES x 1/10
= 50 PARKING SPACES
PROVIDED GUEST PARKING = 268 PARKING SPACES



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Parkside Village

Planned Area Development

EXHIBIT L.I

CONCEPTUAL LANDSCAPE PLAN

LEGEND

- PERIMETER PARKWAY
- PERIMETER / OPEN SPACE LANDSCAPE
- PARKS



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0 150' 300'
SCALE: 1" = 300'-0"

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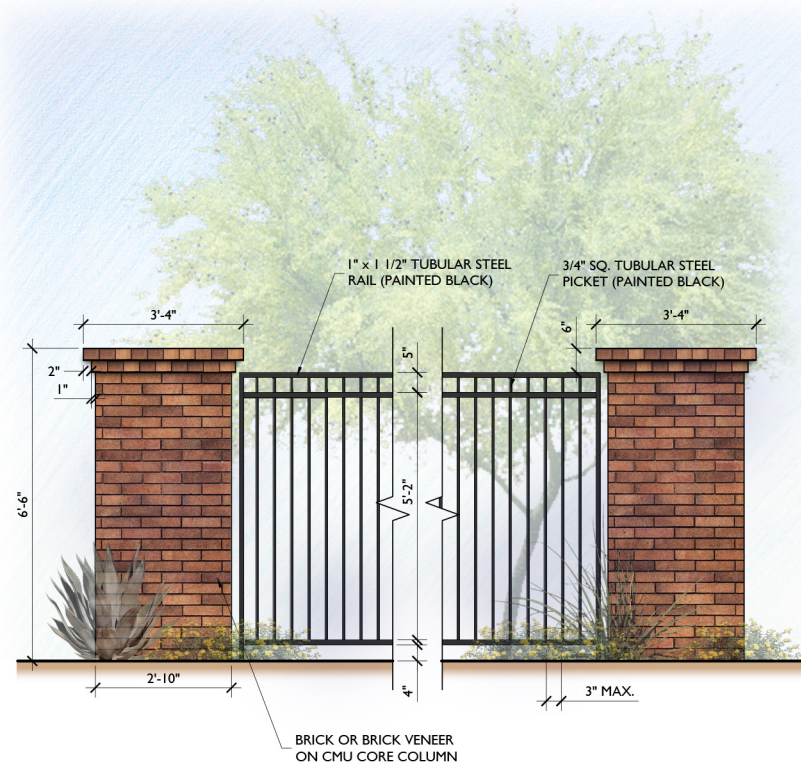
ATWELL

Parkside Village

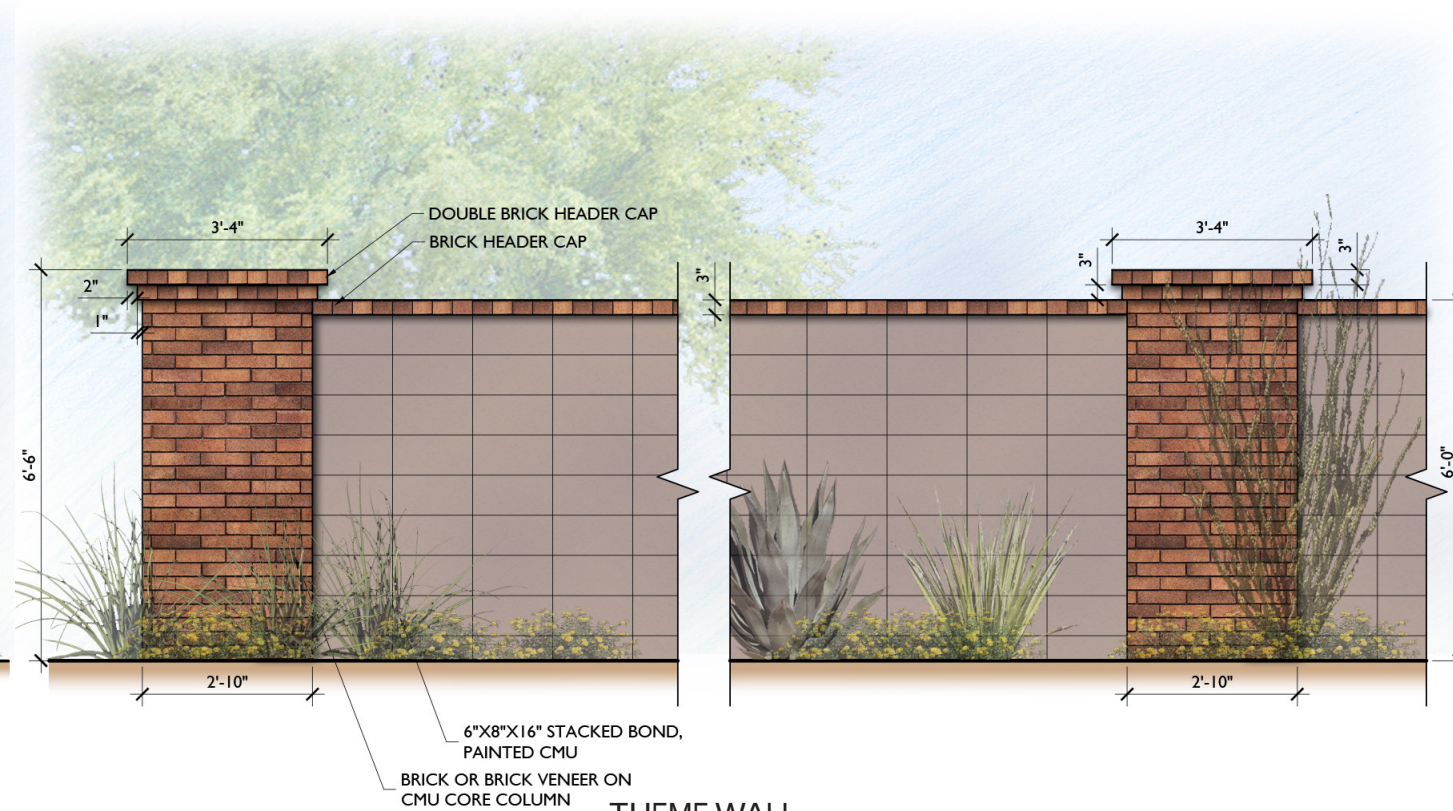
Planned Area Development

EXHIBIT L.2

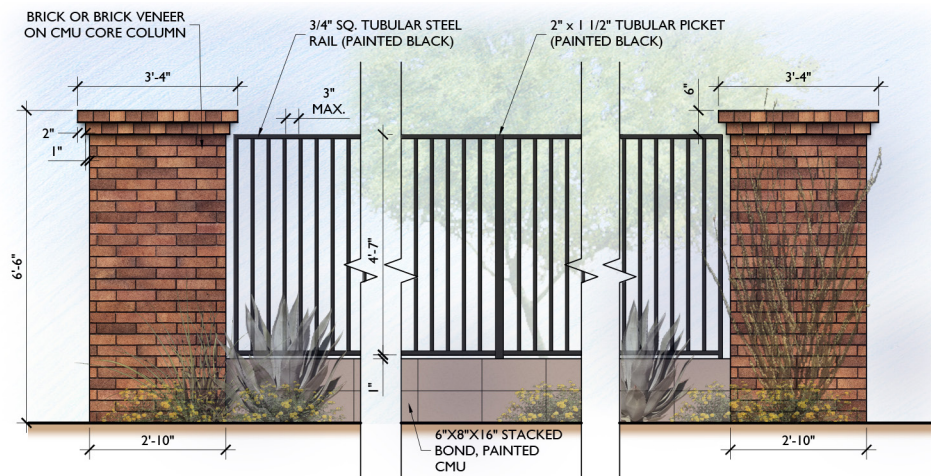
SITE AMENITIES - COMMUNITY WALLS



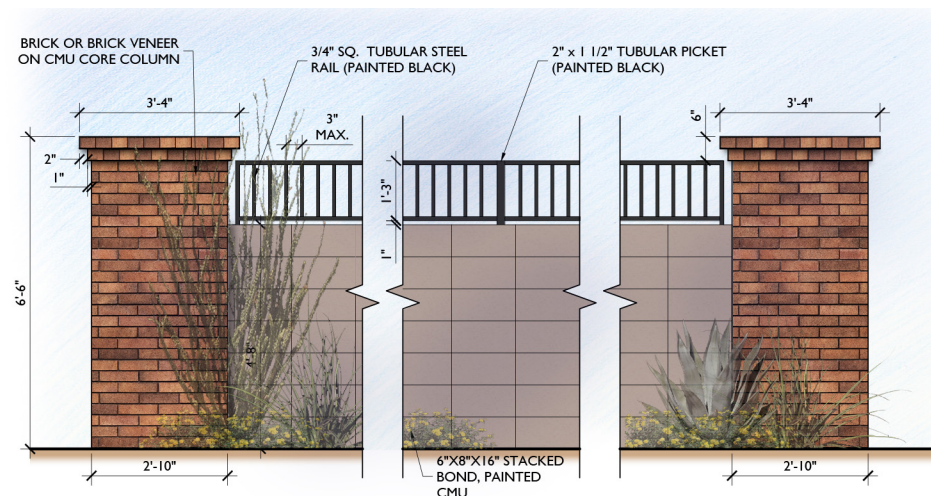
POOL / PLAY AREA FENCE



THEME WALL



FULL VIEW FENCE



PARTIAL VIEW FENCE



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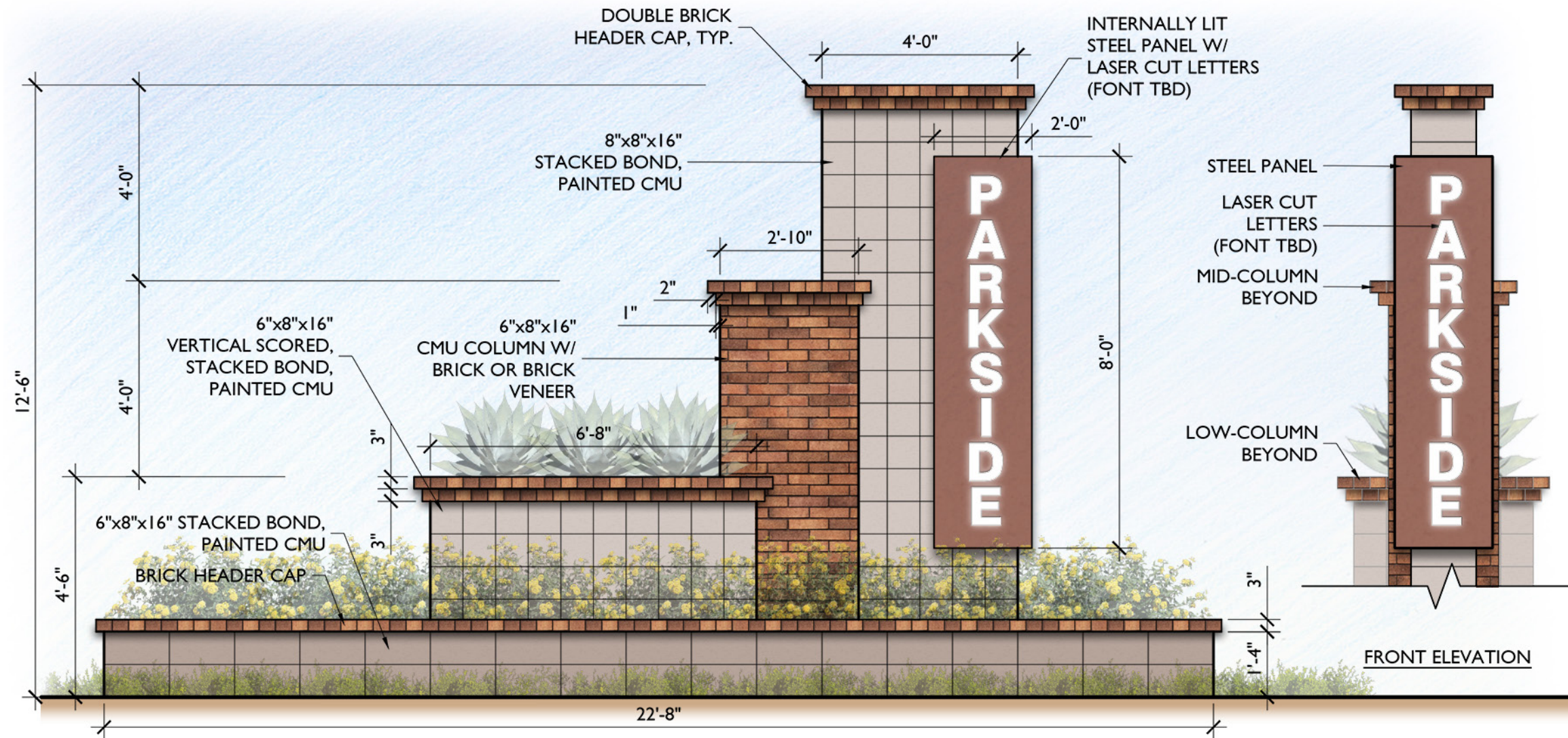


Parkside Village

Planned Area Development

EXHIBIT L.3

SITE AMENITIES -
MONUMENT SIGNAGE



* IMAGES ARE CONCEPTUAL IN NATURE AND ARE INTENDED TO CONVEY THE DESIGN CHARACTER AND NOT SPECIFIC PRODUCTS OR DESIGN.

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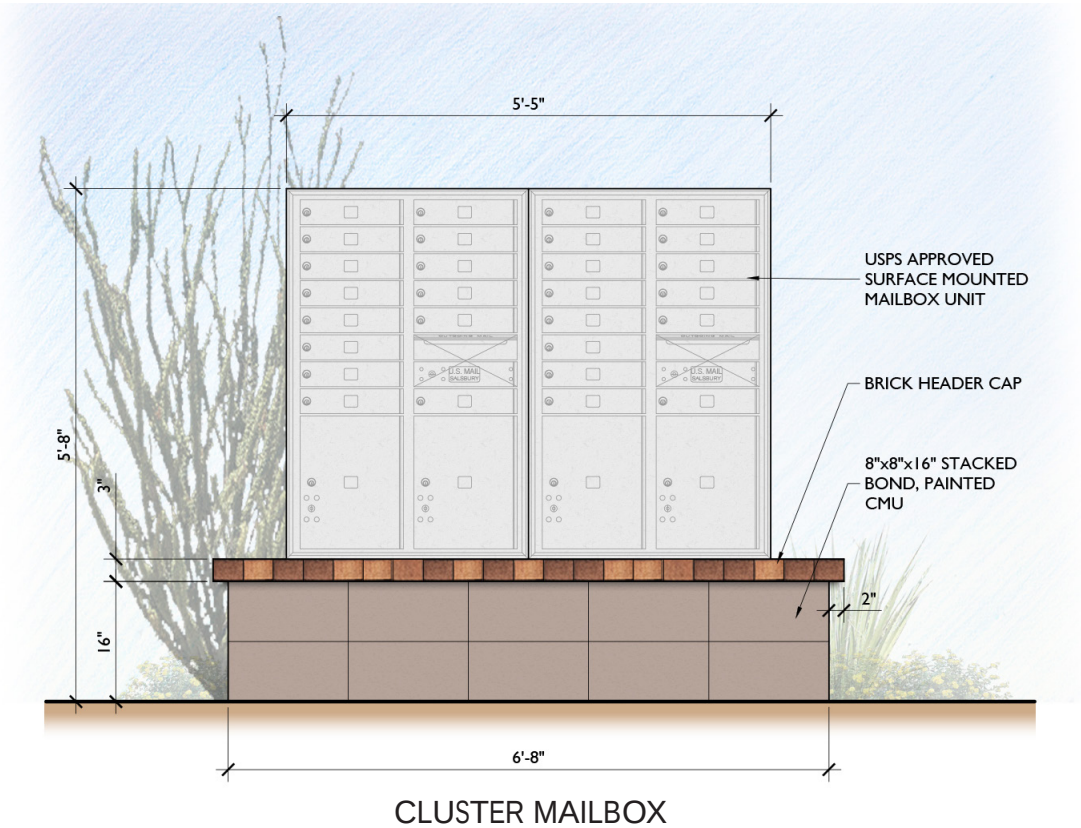
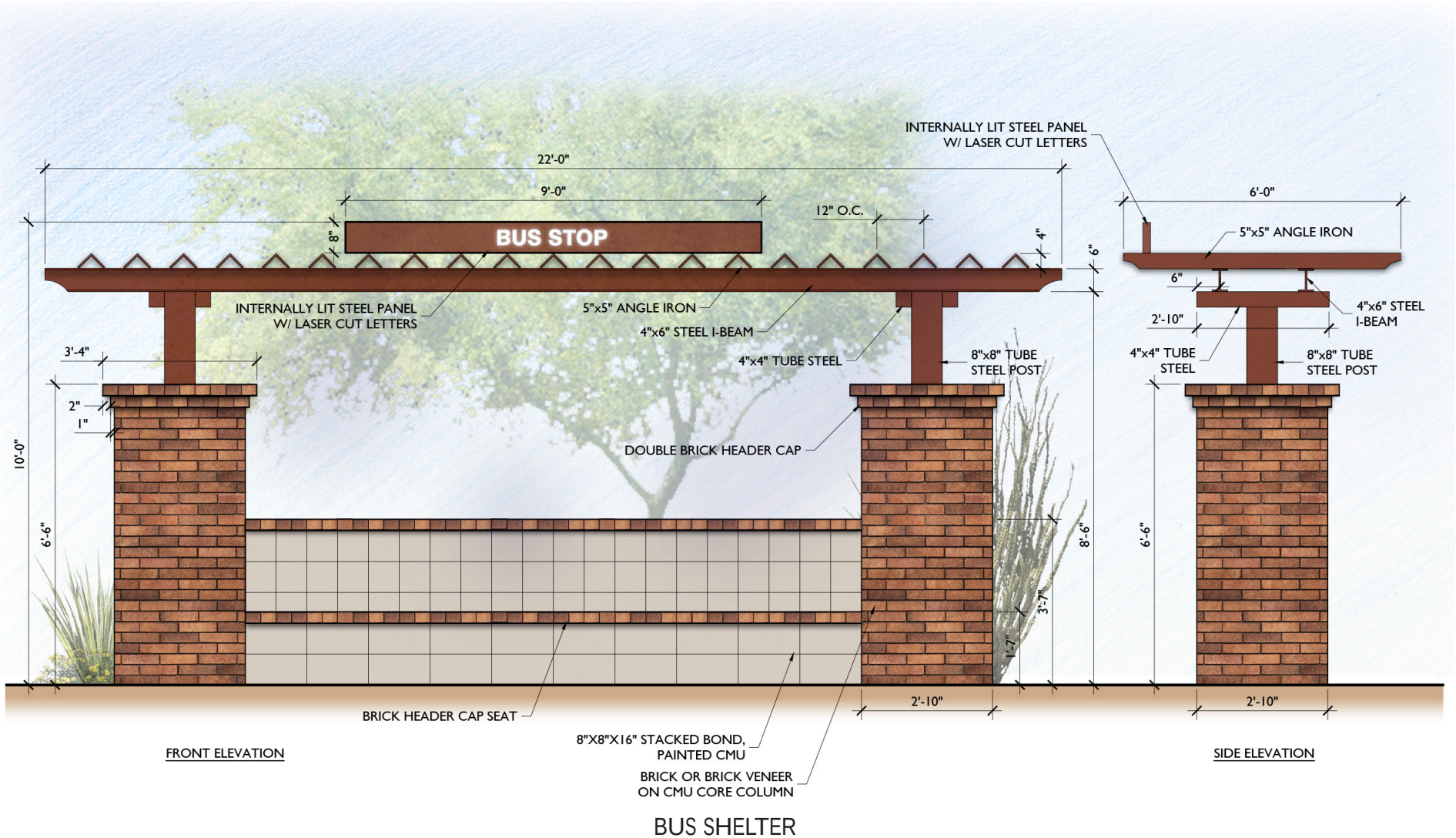


Parkside Village

Planned Area Development

EXHIBIT L.4

SITE AMENITIES - BUS SHELTER & CLUSTER MAILBOX



* IMAGES ARE CONCEPTUAL IN NATURE AND ARE INTENDED TO CONVEY THE DESIGN CHARACTER AND NOT SPECIFIC PRODUCTS OR DESIGN.

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Planned Area Development

EXHIBIT M.1

RESIDENTIAL ARCHITECTURAL
THEMING

MODERN MEDITERRANEAN

STYLE ELEMENTS:

- INTERIOR COURTYARDS
- ENTRY TOWERS
- MIXED GABLE & HIP ROOFS
- ARCHED DOORS & WINDOWS
- STUCCO BODY
- RAFTER TAILS
- CLAY ROOF VENT PIPES
- WROUGHT IRON DETAILS
- SHUTTER

* IMAGES ARE CONCEPTUAL IN NATURE AND ARE INTENDED TO CONVEY THE TYPES OF ARCHITECTURAL STYLE AND NOT SPECIFIC PRODUCTS OR DESIGN.

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Planned Area Development

EXHIBIT M.2

RESIDENTIAL ARCHITECTURAL
THEMING

CRAFTSMAN

STYLE ELEMENTS:

- RAISED FRONT PORCHES
- GABLE W/ ROOF DETAILING
- HORIZONTAL LINES
- BATTERED COLUMNS
- RAFTER TAILS
- STONE VENEER
- WIDE TRIM



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EXHIBIT M.3

RESIDENTIAL ARCHITECTURAL
THEMING

CONTEMPORARY

STYLE ELEMENTS:

- SIMPLE BUILDING MASSES
- FLAT/PARAPET OR SINGLE ROOFS
- RIGHT ANGLES
- LARGE WINDOWS
- NATURAL ACCENT MATERIALS (STONE, METAL, WOOD)
- MUTED COLORS WITH BOLD ACCENTS
- ASYMMETRY



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Planned Area Development

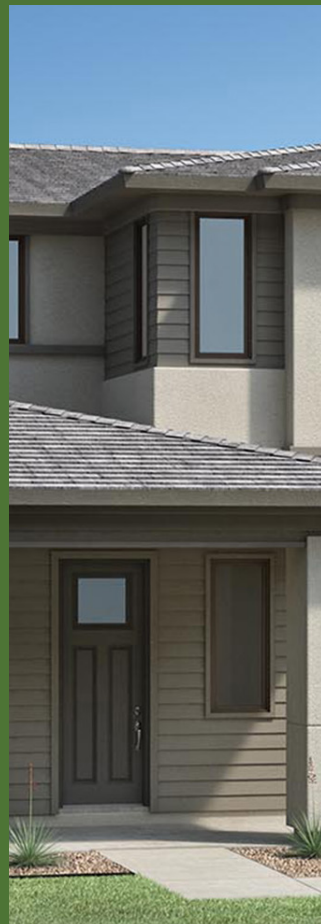
EXHIBIT M.4

RESIDENTIAL ARCHITECTURAL
THEMING

PRAIRIE

STYLE ELEMENTS:

- HORIZONTAL LINES & MASSING
- LOW HIPPED ROOFS
- ROWS OF WINDOWS
- DIVIDED WINDOW PANES
- UNIQUE WINDOW DETAILS
- WIDE EAVES & DEEP OVERHANGS
- HORIZONTAL BANDING
- STONE VENEER



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Parkside Village

Planned Area Development

EXHIBIT M.5

RESIDENTIAL ARCHITECTURAL
THEMING

RANCH/FARMHOUSE

STYLE ELEMENTS:

- FRONT PORCH
- LOW-PITCHED HIPPED ROOF
- WIDE EAVES & OVERHANGS
- SHUTTERS
- LAP OR BOARD & BATTEN SIDING
- 2 OVER 2 WINDOWS
- MASONRY ACCENTS

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Planned Area Development

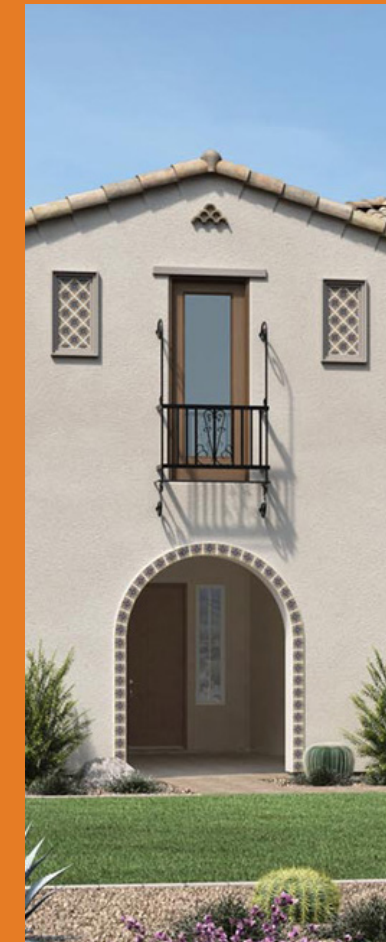
EXHIBIT M.6

RESIDENTIAL ARCHITECTURAL
THEMING

SPANISH MISSION

STYLE ELEMENTS:

- HEAVY TIMBER DETAILS
- GABLE W/ ROOF DETAILING
- ARCHED ENTRIES
- STUCCO
- RAFTER TAILS
- CLAY ROOF VENT PIPES
- WROUGHT IRON DETAILS
- TALAVERA TILES



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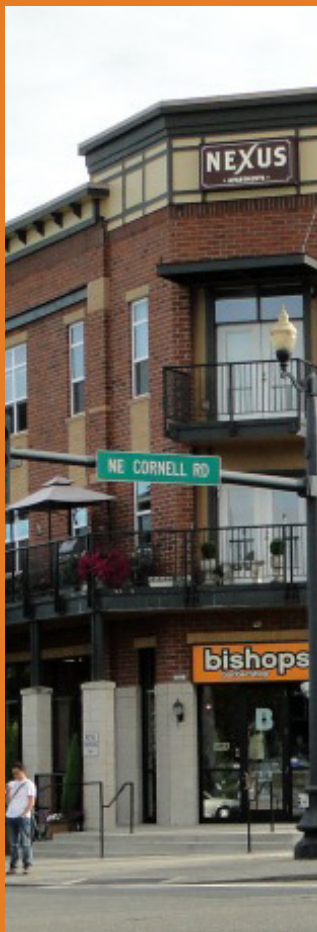


Parkside Village

Planned Area Development

EXHIBIT M.7

COMMERCIAL / MIXED USE
ARCHITECTURAL THEMING



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Parkside Village

Planned Area Development

EXHIBIT M.8

OFFICE
ARCHITECTURAL THEMING



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Exhibit G

Neighborhood Meeting Summary

Tuesday, June 4, 2019

6:00 P.M.

Rio Vista Elementary School – Media Center/Library

Neighborhood Meeting

SUMMARY

JUNE 4, 2019 6:00 PM

PARKSIDE VILLAGE
PAD AMENDMENT

MEETING CALLED BY	Rose Law Group – Applicant Representative on behalf of William Lyon Homes
TYPE OF MEETING	Neighborhood Meeting to discuss the proposed amendment to PAD
LOCATION	Rio Vista Elementary School Media Center 10237 W Encanto Blvd Avondale, AZ 85392
NOTE TAKER	Jennifer Hall, Rose Law Group
ATTENDEES	<u>Project Team:</u> Mark Bitteker, William Lyon Homes Troy Wahlberg, William Lyon Homes Jennifer Hall, Rose Law Group Ken Galica, City of Avondale (please see sign in sheet for attendees from general public)

SUMMARY	Notification postcards were mailed to property owners by Staff per the City’s requirements and the meeting was advertised in the local newspaper. There was only one neighbor in attendance, Phil Sanchez who resides at 3613 N 103rd Drive – directly across Clarendon Street. The Project Team waited until 6:10pm before beginning their presentation in an attempt to wait for other neighbors to attend. Troy Wahlberg began the meeting with the background of William Lyon Homes and then turned it over to Mark Bitteker to provide an overview of the project. <u>Project Details</u> Mr. Bitteker explained that this project will consist of Single Family detached homes with some office and a mixed use element. This amendment is actually reducing the amount of Single Family from the previously approved PAD with total of 662 units, no apartments. Parkside will offer 4 lot sizes including villas, 45x100, 50x100 and 55x120 yielding the largest lots. There is currently no plan for the office or mixed use components as they will develop in the future.
----------------	---

Community Features

Parkside will have 5 generous parks that will be managed and cared for by a Home Owners Association. The largest park is over 6 acres and will have a community pool and other high end amenities. Mr. Bitteker showed an exhibit with the locations of all of the parks throughout the community.

Street Circulation

There are 4 access points into the community: Clarendon East and West, 100th Street and Osborn.

Area Improvements

The development of Parkside will also bring benefits to the surrounding community. William Lyon Homes will be extending the city's water line as well as piping the canal on 99th Avenue and on Indian School. They will also be undergrounding the electrical lines that run along 99th Avenue.

Questions

Phil asked if a copy of the plans were available online and mentioned that some of his neighbors who didn't attend would, perhaps, like to review them.

-Ken Galica, City of Avondale, told him that he would email the project information to him.

Phil asked if there will be any monuments.

-William Lyon Homes explained that there would be community signage on the corner and at the entrances. There will also be a bus bay on the corner.

Phil asked when they expected to start moving dirt on the project.

-Mr. Wahlberg explained that they are eager to begin and will most likely break ground by early to mid 2020.

-Ken Galica explained that the project still needs to be heard by Planning Commission and final approval by City Council.

William Lyon Homes thanked Mr. Sanchez for attending, provided him with contact information and asked him to reach out if he or any of his neighbors should have additional questions about the project.

Approximately 6:20PM there were no further questions and Mr. Sanchez left the meeting. The Project Team remained in the room to ensure no other neighbors showed up.

Parkside Village PAD Amendment | Neighborhood Meeting Sign-in Sheet

Tuesday, June 4, 2019

[illegible]

Exhibit H

Certificates of Adequate School Facilities

Pendergast Elementary School District

Tolleson Union High School District



CERTIFICATE OF ADEQUATE SCHOOL FACILITIES

An application for a minor PAD amendment has been submitted to the City of Avondale, Development & Engineering Services Department, for review.

Project: Parkside Village PAD Project Manager: Nick Labadie
Request: Removing uses and reducing number of units Acreage/Parcel Size: 163.02
Current Density Allowed: 4.20 Density Proposed: 4.09
Total number of residential units proposed: 667

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 X 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 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 No X

If answered yes, please explain below:

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

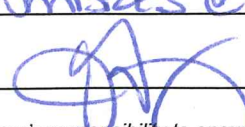
Date Reviewed: 11/16/18

School District: Bendergast Elem School District

District Superintendent: Dr. Lily Matos-DeBlieux

Phone #: 623-778-2200

E-mail: jfimbres@desd92.org

Signature: 

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

Development & Engineering Services Department

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



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Total number of residential units proposed: 667

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: **December 11, 2018**

School District: **Tolleson Union High School District #214**

District Superintendent: **Nora Gutierrez**

Phone #: **623-478-4001**

E-mail: **nora.gutierrez@tuhsd.org**

Signature: Nora Gutierrez

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

Development & Engineering Services Department

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

SUBJECT: Commercial and Industrial Design Manual (Application PL-19-0074)

MEETING DATE: 7/18/2019

TO: Planning Commission

FROM: Jodie Novak, Planning Manager

THROUGH: Jodie Novak, Planning Manager

PURPOSE:

The Planning Commission will consider a request to approve the Commercial and Industrial Design Manual. This Manual is intended to refine development design guidelines reflecting local best practices in design standards, new development trends, increased attention to sustainability in the development process, and changes to industry standards as well as to reflect the City's current level of expectation for quality development in Avondale. The Commission will take appropriate action.

BACKGROUND:

This Manual is intended to refine development design guidelines reflecting local best practices in design standards, new development trends, increased attention to sustainability in the development process, and changes to industry standards as well as to reflect the City's current level of expectation for quality development in Avondale.

The City's Commercial/Industrial/Multi-Family Design Manual was adopted in February 2008 serving as a policy document with guidelines for the City's building architecture and site design expectations. This manual supplements the City's Zoning Ordinance site development standards. With new development coming forth in Avondale, it is an appropriate time to update the Design Manual with new development design expectations in alignment with current building and site design practices.

The proposed design guidelines are divided into two separate manuals; the Commercial and Industrial Design Manual and the Multi-Family Residential Design Manual. The guidelines include criteria from environmental sustainability, such as green building, and low impact development, to building design and crime prevention.

This Manual went to the June 17, 2019 City Council Work Session. Council provided feedback which included increasing the number of facade treatments for industrial buildings. A design item for hotels was also added

PUBLIC PARTICIPATION:

Planning Staff provided a copy of the draft Commercial and Industrial Design Manual to Valley Partnership. They reached out to their contacts; however, no feedback was received. In addition, a copy of the draft Manual has been posted on the City's website on the Development and Engineering Services Department page and on aVOICE. Interested development clientele have also received a copy of the draft Manual.

DISCUSSION:

The Commercial and Industrial Design Manual (this “Manual”) is intended to promote physical activity and health in the design of Commercial and Industrial projects. The City of Avondale encourages the creative and innovative use of current and emerging development practices and seeks to strike a balance between the needs of the commercial and industrial industry, the employer, employee, City, consumer, and the resident. This Commercial and Industrial Design Manual seeks to provide project designers the City’s expectations for commercial and industrial development.

STRATEGIC PLAN:

Avondale’s Strategic Plan outlines the desire to foster sustainable community development that creates a sense of place for residents and local businesses that are unified by pride and common values. This Manual provides a framework so that commercial and industrial developments offer a variety of diverse and attractive building architecture, site design, and functionality; encouraging uniquely designed developments throughout the City; eliminating redundancy by encouraging a variety of architectural styles and site design elements; and promote architectural variety and diversity with contextualism for mass, scale, and material. In addition, design criteria include providing shaded areas and a pedestrian-oriented environment.

This Manual furthers the goals and policies in the City’s General Plan 2030 and Strategic Plan. This includes emphasizing visual character, health, environmentally conscious design, and pedestrian-friendly opportunities to establish a healthy sustainable community. This Manual encourages environmentally-sensitive green building and site design. Compliance with this Manual is required and will be evaluated during the entitlement and design review process.

BUDGET IMPACT:

No budget impacts.

RECOMMENDATION:

Staff recommends Planning Commission **APPROVE** Application PL-19-0074, the Commercial and Industrial Design Manual.

PROPOSED MOTION:

I move that Planning Commission **APPROVE** Application PL-19-0074, the Commercial and Industrial Design Manual.



DRAFT

Commercial & Industrial Design Manual

Promoting Physical Activity and Health in Design

DRAFT VERSION AS OF 06/25/19

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DRAFT

RESOLUTION NO. _____

DRAFT

INTRODUCTION

The Commercial and Industrial Design Manual is intended to promote physical activity and health in the design of development projects. The City of Avondale encourages the creative and innovative use of current and emerging development practices and seeks to strike a balance between the needs of the commercial and industrial industry, the employer, employee, City, consumer, and the resident. The Commercial and Industrial Design Manual (this “Manual”) seeks to provide project designers the City’s expectations for commercial and industrial development.

PURPOSE AND INTENT

This Manual is designed to further the goals and policies in the City of Avondale’s General Plan 2030 and Strategic Plan. This includes emphasizing visual character, health, environmentally conscious design, and pedestrian-friendly opportunities to establish a healthy sustainable community. Avondale’s Strategic Plan outlines the desire to foster sustainable community development that creates a sense of place for residents and local businesses that are unified by pride and common values. Compliance with the Manual is required and will be evaluated during the entitlement and design review process.

Serving in conjunction with the General Plan, Strategic Plan, Zoning Ordinance, Subdivision Regulations, and General Engineering Requirements, this Manual was prepared to promote and create a sense of community, livability, and unique identity for the residents of Avondale. The intent of this Manual is to provide a set of specific criteria that will achieve the City’s design expectations by:

- Providing a framework so that commercial and industrial developments offer a variety of diverse and attractive building architecture, site design, and functionality.
 - Encouraging uniquely designed developments throughout the City.
 - Eliminating redundancy by encouraging a variety of architectural styles and site design elements.
 - Promote architectural variety and diversity with contextualism for mass, scale, and material.
- Providing an innovative commercial or industrial site layout that creates walkable, safe, pedestrian-friendly, and sustainable commercial centers, industrial and business park developments with usable amenities, open space, and sustainable features.
- Ensuring streets follow the City's hierarchy of classifications and are designed to conform to the City's General Engineering Requirements, maintaining arterial and collector grid systems that are designed to meet the half-mile and one-mile spacing standards.

- Master planning phased projects so that circulation and other on-site considerations can be addressed such as grading and drainage, parking, building arrangement, and landscape.

Discretionary Decision Making

City staff will review all site and building design review applications to determine conformance with this Manual, the Zoning Ordinance, and any other applicable City development code requirements. Every project is unique and requires some decisions to be made on a case-by-case basis. While some provisions of this Manual include quantitative standards, most require qualitative interpretation. The Zoning Administrator has the latitude to interpret this Manual and to permit flexibility so long as proposed projects meet the intent of this Manual.

DESIGN REVIEW

An applicant who desires to change only a portion of their existing building should comply with all design guidelines related to the portion changed. If proposed modifications affect more than fifty (50) percent of any facade visible to public parking areas or public right-of-way, or City staff determines that the proposed changes are significant, the project will be evaluated to determine if all items discussed in this Manual have been considered.

All the following will require a submittal of a site plan and design review application:

- Exterior building alterations, including paint color changes
- Changes to landscape design, except for dead plant replacement
- Installation of new or changes to existing site or building lighting
- Re-configuration or modifications of parking and circulation areas
- New fences and walls
- Changes to a site's grading and drainage

Appeals

An appeal of the City's Development Review Committee's design review decision may be submitted to the Planning Division within fifteen (15) business days of the Committee's decision and accompanied by a nonrefundable application fee. Upon written request of the applicant, the Zoning Administrator shall schedule the appeal hearing for a regularly scheduled Planning Commission meeting. The Planning Commission shall review the site plan and design review application and decide as to whether the required findings have been met and approve, approve with stipulations, or deny the appeal. A majority vote of the Planning Commission is necessary to make a finding on the appeal.

SUSTAINABLE AND HEALTHY DESIGN

The City of Avondale has a commitment to protecting the environment, improving the quality of life, and promoting sustainability. Through the City's General Plan 2030 and the Strategic Plan, sustainable development is a priority as well as promoting physical activity and health through design. Conventional design and construction methods produce buildings that can negatively impact the environment as well as occupant health and productivity. These buildings are expensive to operate and contribute to excessive resource consumption, waste generation, and pollution. Architects and designers can help to significantly improve the health and well-being of the City of Avondale's population through design. Avondale encourages environmentally sensitive green building and site design.

The City promotes the following criteria designed to encourage the development of "green" buildings without forcing excessive costs or other burdens upon developers, building owners, or occupants. It is recommended that all projects utilize energy-efficient components and building materials to conserve energy, promote sustainability, and meet the goals and objectives of the City's Strategic Plan and General Plan 2030.

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

All businesses that are registered with the City as a Certified Green Business will receive expedited review.

Green Building Strategies

Most of the location, orientation, and massing decisions made in the early stages of design have a profound effect on the energy and environmental impacts of buildings. This is particularly the case for solar-responsive, daylighting, and natural cooling design where early decisions establish the potential for passive renewable energy use. Other environmental strategies such as stormwater management are also greatly influenced by site planning.

Daylight, Views, and Natural Cooling

Examples of design elements to include that encourage passive renewable energy use are as follows:

- Floor plan depth is the most important single consideration that affects the potential for daylighting, exterior views, and natural ventilation. Floor plans with relatively narrow wings, such as I-, H-, U-, or T-shaped plans ensure that most interior spaces have good access to natural light and winds. Courtyards and atriums can also be used to bring light and air to surrounding narrow spaces.
- Incorporate light shelves, prismatic glazing, and other reflective systems to redirect daylight and extend naturally lit interior space to 30 to 35 feet deep.

- Bring outdoor air into one side of a space and exhausting it on an adjacent or opposite side for narrow floor plans to increase the potential for effective cross-ventilation and achieve a well-designed natural cooling strategy.

Solar

Where site conditions permit, provide landscaping or other shade structures to reduce the amount of sun on the building as an effective method of solar control.

Locate buildings toward the southwest, south, or west sides of a site to provide shade for lower floors from neighboring buildings.

Orient buildings so that the short wall, narrowest portion of the building, faces west or southwest for the least solar gain in the summer.

Place vertical space used for circulation and services such as staircases, elevators, electrical cables, water pipes, and risers at the southwest or west ends to buffer interior spaces from afternoon solar gain.

Consider solar generation products designed to be incorporated into wall and roof assemblies such as “solar shingles”, panels designed to integrate into curtain walls, and etching techniques designed to be used as sunshades.

LOW IMPACT DEVELOPMENT

Low Impact Development (LID) is an approach to land development or redevelopment that works with nature to manage stormwater as close to its source as possible. LID looks at stormwater as a resource rather than a waste product and employs strategies such as bioretention facilities, rain gardens, vegetated rooftops, rain barrels, and permeable pavements to create functional and appealing site drainage. By implementing LID principles and practices, water can be managed in a way that reduces the impact of built areas and promotes the natural movement of water within an ecosystem or watershed.



GI/LID Practices	REDUCES STORM-WATER RUNOFF		INCREASES AVAILABLE WATER SUPPLY		IMPROVES COMMUNITY LIVABILITY			
	Reduces Flooding	Improves Stormwater Quality	Reduces Potable Water Demand	Provides Storage for Future Use	Reduces Urban Heat Island	Provides Vegetation for Shade	Improves Aesthetics	Provides Wildlife Habitat
STORMWATER HARVESTING BASINS	☒	☒	☒	☐	☒	☒	☒	☒
SWALES	☒	☒	☒	☐	☒	☒	☒	☒
BIORETENTION SYSTEMS	☒	☒	☒	☐	☒	☒	☒	☒
INFILTRATION TRENCHES	☒	☒	☐	☐	☐	☐	☐	☐
DRY WELLS	☒	☒	☐	☐	☐	☐	☐	☐
CISTERNS	☐	☐	☒	☒	☐	☐	☐	☐
PERVIOUS PAVEMENT	☒	☒	☐	☐	☐	☐	☐	☐

☒ Yes
 ☐ In Some Cases
 ☐ No

LID practices provide multiple benefits for the environment and the community to maximize mutual environmental, social, and economic benefits. A LID feature may benefit property values and increase customer attraction, provide services which contribute to ecosystem health, and can be utilized as a community gathering or recreational space for residents.

Design Features

Meander retention areas paired with recreational pathways through the development to create a connected green-space amenity such as a greenbelt to encourage maximum recreational use.

Contour the sides and bottoms of the basins to create a natural looking appearance. Use varied slopes and curvilinear edges to create a more natural looking facility instead of rectangular forms and long stretches.



Design water features specifically for rainwater harvesting to reduce on-site potable water demands.

Incorporate plants and design themes to support naturalistic landscapes that provide a sense of place in concert with the local natural environment.

Utilize low water use native or desert-adapted drought tolerant plants incorporating at least seventy-five (75) percent of selected plants being local native species.



Maximize water permeability by minimizing soil disturbance and compaction in planned landscape areas, reducing paved areas, using permeable paving materials, and preserving open space drainageways when feasible.



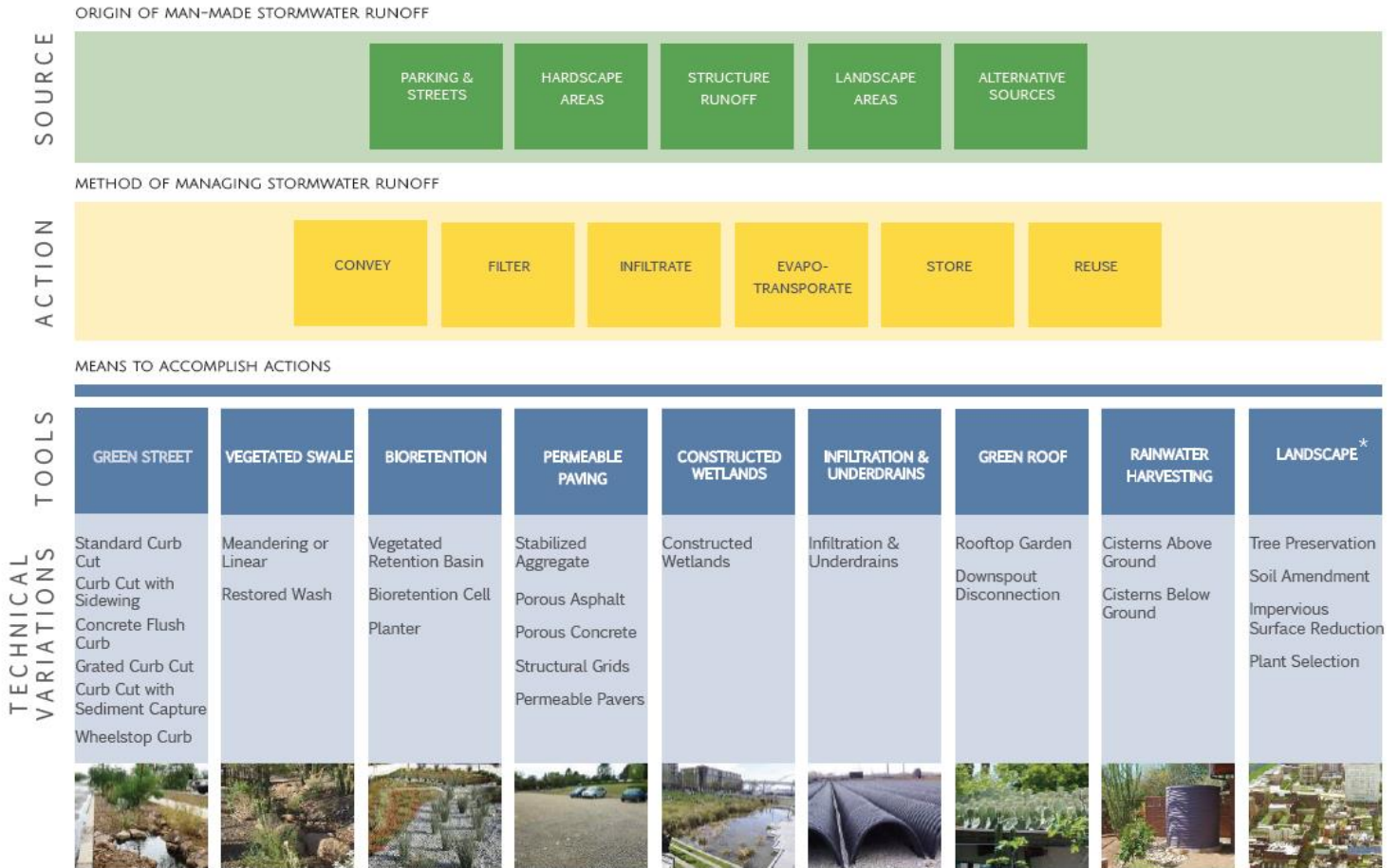
WATER INFRASTRUCTURE FINANCE AUTHORITY OF ARIZONA (WIFA) GREEN PROJECT RESERVE

WIFA's green criteria are based on EPA's Clean Water and Drinking Water State Revolving Fund Green Project Reserve criteria. While many traditional projects are intended to protect the environment, they do not necessarily meet the criteria to be considered green. Green projects may be for planning, design, and/or construction activities. Either the entire project or only a component of the project can be identified as green. Commercial and industrial developments are highly encouraged to incorporate green stormwater elements. WIFA's Green Stormwater Project examples include:

- Green infrastructure, low impact development, porous pavement, green roofs, stormwater reuse, harvesting, bioretention, curb cuts, riparian improvements, and planter boxes. For more information visit the Environmental Protection Agency (EPA) Green Infrastructure website for design and implementation tools, <https://www.epa.gov/green-infrastructure>
- Limited water resources can be a barrier to green infrastructure in arid and semiarid regions. Projects should include the following Xeriscape principles to conserve water resources:
 - **Create a plan** that balances water usage, rainwater supply, and demand such as an annual and monthly water budget for native and exotic plant maintenance.
 - **Install low water use plants** to reduce, if not eliminate, the irrigation requirements of green infrastructure practices by using native and drought-tolerant plants.
 - **Install efficient irrigation systems** and group plants according to their water needs, adjusting the frequency and depth of irrigation according to plant type, plant maturity, and season.
 - **Consider soil** amendments by adding organic material to poor soil to aide in retaining soil moisture, sustaining vegetation, and treating stormwater runoff.
 - **Install organic mulches** to increase water retention and pollutant removal while building soil structure and suppressing weeds for desert plantings that are mulch tolerant.

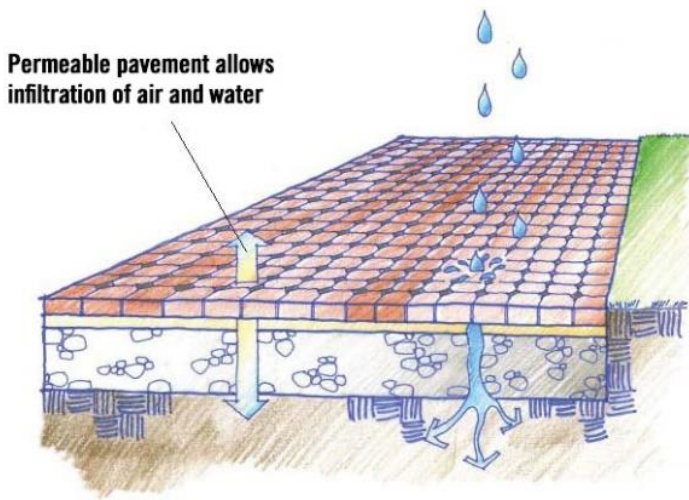
Green Stormwater Infrastructure

Green stormwater infrastructure (GSI) is a cost-effective, resilient approach to manage stormwater by reducing and treating stormwater at its source while delivering environmental, social, and economic benefits. Projects that incorporate GSI, which is a low impact development application, further the City of Avondale's sustainability goals.

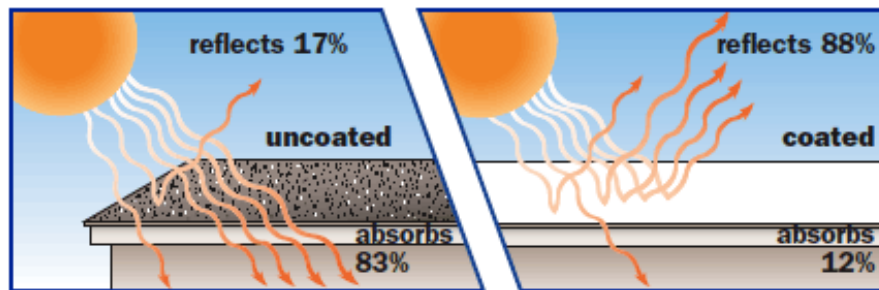


Examples of GSI in commercial and industrial site design include the following:

- Porous pavement/permeable pavers



- Green roofs



- Right-of-way design features



- Bioretention



- Bioswales



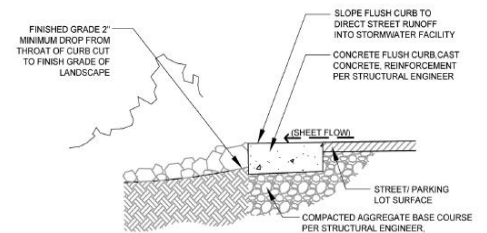
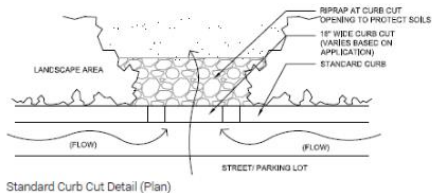
University of Arizona retrofitted their parking lot landscape buffer with a swale to capture runoff.



- Curb cuts or flush curbs



A Standard Curb Cut allows runoff to enter a lower landscaped area.



CONCRETE FLUSH CURB - SECTION VIEW

- Riparian improvements
- Active rainwater harvesting

For more information visit the Environmental Protection Agency (EPA) Green Infrastructure website for design and implementation tools.

Green Pavement Surfaces

Utilize impervious pavement, concrete and asphalt, only where regular car, bus, and/or truck traffic is expected. In other locations, install surfaces that encourage non-automobile traffic and allow stormwater infiltration.

For parking and highly used bicycle and pedestrian areas, utilize porous asphalt, paver blocks, or large aggregate concrete. Crushed stone or brick is recommended for lightly used pedestrian paths.

Where impervious surfaces are required, recycled asphalt and recycled concrete are encouraged.

Provide curb cuts and slope hardscape landscaping features to allow water flow to permeable surfaces.

Sustainable Roof

Consider the following parameters for designing a sustainable roof:

For a minimum of seventy-five (75) percent of the total roof surface, a Solar Reflectance Index (SRI) of 78 or higher for a roof with a slope of 2:12 or less, or 29 or higher for a roof with a slope greater than 2:12.

For a minimum of seventy-five (75) percent of the total roof surface, provide a combined vegetated roof with rainwater collection system and SRI compliant roof.

For a minimum of fifty (50) percent of the total roof surface, a vegetated roof.

For a minimum of fifty (50) percent of the total roof surface, a rainwater collection system connected to an irrigation system or other building system through piping.

COMMERCIAL SITE DESIGN

Providing a unique sense of place with each commercial development should be taken into consideration during the design process. Appropriately scaled buildings that avoid strip development patterns and concentrate on the natural environment and outdoor venues that promote pedestrian interaction is the priority. Commercial centers that incorporate creative design, outdoor activity centers, water play, turf areas with amenities such as chess games, Wi-Fi, charging stations, open markets, pedestrian shade with connectivity, and ease of access to bike paths are all elements to a good development plan.



The following site and building design elements include written and illustrated design concepts related to the basic quality of site layout and building architecture to achieve high quality commercial development. This portion of the Manual addresses each of these elements in general terms and establishes the basic principles for good design which should be incorporated into all projects throughout the City. Items contained in this chapter should not be viewed as standing alone but rather in concert with the more specific guidelines found in the subsequent sections of this Manual.

Site Design

- A. Employ an overall project theme including walls, entry areas, and landscaping in line with a mutually sustainable and aesthetic character.
 1. Carry a distinct entrance theme throughout the development.
 2. Design primary and secondary entrances to a development to create a sense of arrival with landscaping, decorative walls, lighting, pavement, art, or other elements.
 3. Accentuate corner developments along collector and arterial streets with lush landscape, pedestrian entrance into the site, and public art where appropriate to serve as a gateway to the development.
- B. Provide enhanced landscaping including large specimen trees and landscaped medians at entrances utilizing LID stormwater harvesting features and graded to accept stormwater from adjacent hardscapes.
- C. Design entry landscape medians at a minimum of seven (7) feet wide to accommodate planting of trees, LID design, and stormwater retention.
- D. Utilize pervious surfaces, such as permeable pavers and concrete, wherever possible instead of conventional concrete and asphalt to reduce stormwater runoff and heat adding to urban

heat island.

- E. Avoid large, open un-shaded paved pedestrian areas on all sides of buildings prone to summer sun exposure throughout the afternoon and evening.
- F. Incorporate active design elements to promote physical activity.
- G. Locate common plazas and seating areas in a central location within the development avoiding a site's perimeter.



- H. When designing offices and commercial spaces, provide exercise facilities or walking paths nearby.
- I. For sites containing more than one building, structures should be clustered to create usable pedestrian plazas and outdoor spaces. For sites where clustering may not be practical, visual linkages between buildings should be established through the introduction of arcade systems, trellises, or other similar features.
- J. Outdoor spaces should have clear, recognizable shapes that reflect careful planning and should not appear as a remnant between buildings. These spaces should be designed to maximize shaded pedestrian areas using shade tree canopies or shade structures. Pedestrian seating should be provided where appropriate.



- K. Circulation and building layout should promote comfortable, convenient, and safe movement within and through the site. This includes maintaining and enhancing pedestrian and bike access and access to existing or planned public transportation features both adjacent to and on site.
- L. Provide decorative bike racks throughout the development and locate buildings and entrances near public transit stops and along transit corridors.
- M. Utilize a site's natural and/or constructed stormwater drainage features to serve as landscape amenities such as along recreational pathways or near building fronts and entrances to help add to site green design and cooling capacity.
- N. Drive-through pads along entryways and along arterial and collector streets need to be designed

to minimize drive-through lane views. The drive-through and awnings need to be integrated with the building's design.

- O. Rear service areas, fire exit doors, service entrance section cabinets (SES), trash containment, and the like along and visible from entryways need to be integrated with the building's design. Recessing a SES cabinet into building wall planes is preferred. Screening elements should include solid walls, decorative gates, and materials and paint colors to match the building's architecture.
- P. Locate trash enclosures in close proximity to buildings in order to allow convenient access by employees.

COMMERCIAL BUILDING DESIGN

- A. Incorporate active design elements to promote physical activity and health in design.
- B. Provide multiple entries and maximum transparency along the street to help enliven the pedestrian environment.
- C. Incorporate canopies and awnings into building façades.
- D. Design building massing to enhance nearby parks, plazas, and open spaces.
- E. Maximize variety, detail, and continuity on the lower one-to-two floors of the building exterior for multi-story buildings.
- F. Build for biophilic design to support people's health and well-being in the built environment such as the following:
 - 1. Orient buildings to provide view of rain, natural daylight, and shading.
 - 2. Incorporate living green walls, gardens, and natural materials such as wood, stone, flowers, and plants from the local area.
 - 3. Provide metal products such as raw steel for a natural element.



G. New buildings proposed in areas that have a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of nearby buildings.

H. New buildings proposed in other areas should reinvigorate the area by introducing more desirable features. Features that should be used to integrate new buildings include fenestration patterns, building proportions, roof forms, and/or building materials.



I. Create a well-proportioned and unified building form and exhibit an overall architectural concept of design elements, details, and massing

J. Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, and a high quality of detailing are expected.

K. Avoid large blank walls facing the street and incorporate four-sided architecture.

L. Incorporate recessed windows, curtain walls, wall plane elements, to break up wall plane massing at appropriate intervals.

M. Provide convenient, identifiable, and attractive access to the building's entry with seating areas. To ensure comfort and security along paths provide lighted areas that are protected from the weather.



N. Design hotel developments with a dramatic entrance, pool and barbeque areas, outdoor patio areas for dining, seating areas near the entrance, screened air conditioning units integrated into the building's design, internal roof drain downspouts, and a porte-cochere at the entrance to shelter those getting in and out of a vehicle.

O. Design prominent and attractive stairs for everyday use and exercise in the form of a grand staircase or fire stairs that also serve as a principle means of travel.

P. Locate stairs near the building's entrance to encourage use of them versus elevators and make them wide enough to accommodate travel in groups in two directions.

- Q. Use articulated and unique stair compositions such as a grand, sculptural staircase and exciting stair construction incorporating artwork into the stair environment, natural ventilation, and select bright and inviting colors.
- R. Where possible, landscaping should reinforce the character of the development and abutting streetscape while enhancing the architecture of the building project. Possibilities include special pavements, trellises, screen walls, fountains, planters, and site furniture.
- S. To reduce the perceived scale of buildings, façades need to include treatments for every fifty (50) feet of building length. In addition, vary rooflines including parapet heights and widths, and wall plane massing to provide horizontal design variation.

INDUSTRIAL SITE DESIGN

Employ an overall project theme including walls, entry areas, and landscaping in line with a mutually sustainable and aesthetic character. Building placement and orientation, open space, landscaping, access, circulation, parking, grading, and lighting are all important components of designing a functional, aesthetically pleasing site.

A. Criteria that needs to be considered when designing a site in Avondale includes:

- Entry features reflect the overall architectural identity, character, and theme of the development creating a sense of arrival.
- For sites containing more than one building, cluster structures to create usable pedestrian plazas and outdoor spaces; provide a campus-setting site layout. For sites where clustering may not be practical, establish visual linkages between buildings through the introduction of arcade systems, trellises, or other similar features to achieve a campus-like atmosphere. Site furniture, lighting, and signage should be integrated throughout the development, creating an overall development theme.



- Outdoor spaces should have clear, recognizable shapes that reflect careful planning and should not appear as a remnant between buildings. These spaces should be designed to maximize shaded pedestrian areas using shade tree canopies or shade structures. Pedestrian seating and/or employee outdoor spaces should be provided where appropriate. Locate seating areas contiguous to buildings for convenient access by employees.



- Design the spatial relationship of buildings on a site providing for safe pedestrian access.
 - Rear service areas, fire exit doors, service entrance section cabinets (SES), trash containment, and the like along and visible from entryways need to be integrated with the building's design. Recessing a SES cabinet into building wall planes is preferred. Screening elements should include solid walls, decorative gates, and materials and paint colors to match the building's architecture.
- Provide enhanced landscaping including large specimen trees and landscaped medians at entrances utilizing LID stormwater harvesting features and graded to accept stormwater from adjacent hardscapes.
 - Design entry landscape medians at a minimum of seven (7) feet wide to accommodate planting of trees, LID design, and stormwater retention.
 - Integrate LID features and apply Xeriscape and water conservation practices to the greatest extent possible in all design features.
 - Utilize pervious surfaces, such as permeable pavers and concrete, wherever possible instead of conventional concrete and asphalt to reduce stormwater runoff and heat adding to urban heat island.
 - Include enhanced wall materials such as stone, brick, tile, or other sustainable materials, other than ordinary block walls to create an integrated design. Short screen walls should be minimized where landscape and shrubs can be provided in lieu of the wall.
 - Incorporate LED street lights, landscaping, and accent paving at entries and crosswalks throughout the development.
 - Entries to industrial buildings should portray a high-quality office appearance while being architecturally tied into the overall building mass and building composition. Windows and doors are key elements and should relate to the scale of the elevation on which they appear.

Windows and doors can establish character by the placement and variety.

- I. Recessed openings to provide depth and contrast to elevation planes. Enhance primary and secondary entrances with landscaping, decorative walls and pavement, lighting, art, or other elements.
- J. Truck dock and loading areas need to be screened by decorative wall systems, landscaping, and away from pedestrian connections.
- K. Design warehouse roll-up doors to be architecturally integrated with the building design through style and/or paint colors.
- L. Along freeways and major arterial street frontages, bay doors, truck docks, cross-dock areas, and the like need to be internal to the site's design; not along the site's perimeter.
- M. Where allowed, locate outdoor storage and service yards in areas least visible from public rights-of-way or view. Completely enclose outdoor storage yards shall by a decorative block wall that is at least eight (8) feet in height.
- N. Install mature landscaping at the base of long building walls to help break up façades.
- O. Include internal gyms with changing rooms, showers, and lockers to allow employees the year-round opportunity to bicycle or jog to work, and exercise during the day within buildings greater than 50,000 square feet.
- P. Provide bike racks, exercise stations, and outdoor eating areas for employees.
- Q. Provide indoor or outdoor bicycle parking/storage for use by visitors or employees. All required outdoor bicycle parking should be located closer to main building entrances than automobile parking spaces.

INDUSTRIAL BUILDING DESIGN

Industrial and commerce park buildings are expected to utilize quality materials in their design. The use of various materials, whether masonry, concrete texturing or block used as an accent, glass, stucco, stone, or marble can produce effects of texture and relief that provide character. Buildings should include vertical and horizontal building wall plane relief including projecting and recessed wall plane elements,



fin façade systems, metal awnings, asymmetrical design, paint color and building material variation, and enhanced covered front entry design through glazing, recessed elements, lighting, and like elements.

- A. Incorporate active design elements to promote physical activity and health in design such as the following:
 - 1. Provide multiple entries and maximum transparency along the street to help enliven the pedestrian environment.
 - 2. Incorporate canopies and awnings into building façades to provide shade and encourage outdoor work areas.
 - 3. Carefully incorporate stairs and ramps as building design features.
 - 4. Maximize variety, detail, and continuity on the lower one-to-two floors of the building exterior for multi-story buildings.
- B. Build for biophilic design to support people's health and well-being in the built environment such as:
 - 1. Design buildings that mimic places in nature that make us feel good, incorporating natural light and views.
 - 2. Orient buildings to provide view of rain, natural daylight, and shading.
 - 3. Incorporate living green walls, gardens, natural materials such as wood, stone, flowers, and plants from the local area.
 - 4. Provide metal products such as raw steel for a natural element.
- C. Projects should be compatible with the scale of nearby existing and anticipated development and should provide a sensitive transition to existing development.
- D. Long, blank wall planes often associated with industrial projects to be broken up by varying the wall plane at a minimum of one variation per fifty (50) linear feet. Varying the front setback of a building façade is strongly encouraged.

- E. Provide roofline height variation to add building interest from streets and adjacent properties.
- F. Building design elements, details, and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept.
- G. Construct exteriors of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, and a high quality of detailing are greatly encouraged. Avoid large blank walls facing the street and design buildings to achieve four-sided architecture.
- H. Provide convenient, identifiable, and attractive access to entry. To ensure comfort and security, light paths and entry areas and ensure they are protected from the weather.
- I. Design prominent and attractive stairs for everyday use and exercise in the form of a grand staircase or fire stairs that also serve as a principle means of travel, are close to natural light and are visible.
- J. Locate stairs near the building's entrance to encourage use of stairs versus elevators and construct wide enough to accommodate travel in groups in two directions.
- K. Use articulated and unique stair compositions such as a grand, sculptural staircase and exciting stair construction incorporating artwork into the stair environment, natural ventilation, and select bright and inviting colors.
- L. Where possible, landscaping should reinforce the character of the development and abutting streetscape while enhancing the architecture of the building project. Possibilities include special pavements, trellises, screen walls, fountains, planters, and site furniture.
- M. To reduce the perceived scale of buildings, façades need to include treatments from the list below for every fifty (50) feet of building length as appropriate, per Table 1-2 below.

Table 1-2:

Building Length (feet)	Number of Façade Treatments Required
0-50	4
51-80	6
81-110	8
Greater than 110	10

Include each of the façade treatments into a building's design where necessary:

1. Reveals and projections
2. Offsets, measuring at least four (4) feet in depth
3. A vertical architectural treatment, a minimum of twelve (12) inches
4. Color, texture, or material change
5. Architectural banding
6. Awnings and trellis'
7. Decorative parapet, such as arched, arched gabled, stepped, or cornice treatments
8. Covered walkways

- 9. Variations in roof forms/heights
- 10. Deep-set windows with mullions or decorative glazing
- 11. Ground-level arcades or upper balconies or galleries

- 12. Columns or pillars with stone/rock
- 13. Fin façade systems
- 14. Marble, brick, stone, tile accents
- 15. Artwork

CIRCULATION

Transportation and on-site circulation effects almost every aspect of a site, overall project design, convenience, and livability. Each project must take into consideration the adjacent parcels, ingress and egress, ease of the consumer, safety of the pedestrian, and overall success of the business.

Developments need to be proactive in addressing traffic impacts with new developments in relation to growth in surrounding areas. A Traffic Impact Study or Traffic Impact Analysis may be required to address existing and future traffic demands related to a project as well as surrounding areas. The following design items should be used in conjunction with the general concepts found within this Manual.

- A. Provide direct and safe pedestrian access to adjacent or nearby transit.
- B. Encourage a walkable, pedestrian-friendly environment that is devoid of large, unoccupied spaces and promotes mobility equity for all ages and abilities.
- C. Design mobility networks in conjunction with shade tree canopy landscaping.
- D. Incorporate and expand alternative transportation networks including bike lanes, shared use paths, enhanced public transportation access points, bike share facilities, and park and ride areas.
- E. Phase projects must provide an overall phasing plan of future connections or driveways and on-site access to all potential/future development within the overall site.
- F. All parking areas need to be designed in accordance with ADA guidelines, Fire Department standards, and the Avondale's Zoning Ordinance.
- G. Identify conflict points with on-site circulation and service vehicle zones and mitigate
- H. Keep vehicular circulation away from direct pedestrian connections where possible.
- I. Angled parking is highly encouraged for larger parking lots which can accommodate one-way aisles or neo-traditional developments which provide parking along public or private streets.

Multimodal streets elements can be incorporated into development design and layout by considering the multimodal streets guiding principles with emphasis given to sustainable, alternative transportation modes. Commercial and industrial development should follow established design standards that provide guidance on multimodal mobility design to support and connect to multimodal streets. These may include, but are not limited to, the following:



- Institute of Transportation Engineers (ITE), *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*
- National Association of City Transportation Officials (NACTO), *Urban Street Design Guide*
- National Association of City Transportation Officials (NACTO), *Urban Bikeway Design Guide*

Multimodal streets are a way of designing and building streets that focus on creating a safe and welcoming experience for all people regardless of their age, ability, income, race, or ethnicity, whether they are walking, biking, driving, or taking public transit.

There is no singular design prescription for multimodal streets; each one is unique and responds to its community context. A multimodal street may include sidewalks, bike lanes, wide paved shoulders, special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.

Multimodal streets design elements, such as bike paths and pedestrian-friendly sidewalks, may be integrated with LID and GSI strategies to provide further sustainable performance and social benefits to site users. The following guiding multimodal street principles provide a framework for integrating multimodal streets approach into new development.

- **Safety:** Provide a safe travel experience to all and design for safety strategies to eliminate preventable traffic fatalities.
- **Accessibility, Equity, Diversity, and Inclusivity:** Implement multimodal streets elements equitably and inclusively throughout the development and in connection to City elements.
- **Land Use:** Incorporate context sensitive, flexible design approaches and consider the surrounding community's current and expected land use and transportation needs in an interconnected manner.
- **Environment and Health:** Support the health and well-being of residents, visitors, and employees, and the natural environment by enhancing sustainable travel options, providing opportunities for physical activity through active transportation such as walking and

biking, improving air quality through reduced vehicle emissions, mitigating urban heat island effect, utilizing stormwater runoff and decreasing stormwater pollutants, and maximizing shade trees and vegetation.

- **Economic Vitality:** Help stimulate economic development by supporting business and job creation and fostering a more resilient workforce that has greater access to employment opportunities through improved travel options.

Shared Transportation Facilities

- For all commercial and industrial buildings, or complexes larger than 50,000 square feet, reserve ten (10) percent of required automobile parking spaces for carpooling, vanpooling, and alternative fuel vehicles, including hybrid vehicles.
- Carpool, vanpool, and alternative vehicle spaces should be located closer to main building entrances than single-user automobile parking.
- Provide covered parking and charging stations throughout the development.
- Utilize prominent signage to draw attention to parking and pick-up areas for carpool and vanpool parking.
- Provide attractive and comfortable waiting areas to encourage carpool and vanpool commuters. Waiting areas should be designed with sunshades, shade trees, and seating.
- Ensure commuter safety by designing lobby space in buildings that view waiting, pick-up and drop-off areas, good lighting, and if necessary, prominent surveillance cameras.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

Crime Prevention Through Environmental Design, or CPTED (pronounced sep-ted), is a crime prevention philosophy based on the theory that proper design and effective use of the built environment can lead to a reduction in the fear and incidence of crime. It focuses on the positive use of a space and natural elements to maintain a sustainable quality of life for intended users, while offering a sense of security by increasing the difficulty for criminal or abnormal activities. The principles of CPTED, which are natural access control, natural surveillance, territoriality, and maintenance, when integrated with the principles of physical security present a unique approach to minimizing crime opportunities. This may be accomplished through the design elements described in this Manual.

Natural Surveillance

Design the placement of physical features and design for informal and/or programmed activities in such a way as to maximize visibility and foster positive social interaction and activity among legitimate users of the space. Creating environments that allow the opportunity for people to engage in their normal behavior and to observe the space around them limits the potential for crime to occur.

Natural Access Control

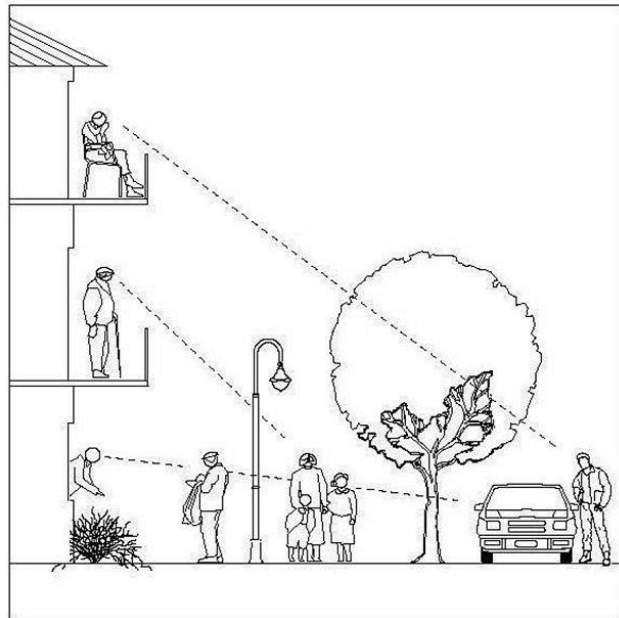
Strategically locate entrances and exits, fencing, lighting, and landscaping to control or limit the flow of or access. Most criminal intruders will try to find a way into an area where they will not be easily observed. Limiting access and increasing natural surveillance keeps them out altogether or marks them as an intruder.

Natural Territorial Reinforcement

Design buildings, fences, pavement, signs, lighting, and landscaping to express ownership and define public, semi-public and private spaces, so that natural territorial reinforcement occurs. An environment designed to clearly delineate private space does two things. First, it creates a sense of ownership. Owners have vested interest and are more likely to challenge intruders or report them to the police. Second, the sense of ownership within a community or space creates an environment where “strangers” or “intruders” stand out and are more easily identified.

Maintenance

CPTED and the "Broken Window Theory" suggests that one "broken window" or nuisance, if allowed to exist, will lead to others, and ultimately to the decline of an entire neighborhood. Neglected and poorly maintained properties, lighting, landscaping, or open space areas can increase the level for criminal activity.



Site features within a commercial and industrial development must be maintained always to include paving surfaces, landscaping, walls, gates, entry features, light poles, signs, paint, stone or brick, seating furniture, and other related items typically found within commercial and industrial developments.

The best time to apply this philosophy is in the design phase before a building is constructed. These elements can be successfully applied later but retrofitting an existing environment can sometimes be costly. The use of CPTED standards will deter crime and reduce fear by minimizing criminal opportunity and fostering positive social interaction throughout a community.

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