



City of Phoenix

PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-138-F-83-5 (Aldea Centre PUD) May 10, 2022

Maryvale [Village Planning Committee Meeting](#) Date May 11, 2022

[Planning Commission](#) Hearing Date June 2, 2022

Request From: [PUD PCD](#) (125.30 Acres)

Request To: [PUD PCD](#) (125.30 Acres)

Proposed Use Major Amendment to the DC Ranch PCD to allow an amendment to the Aldea Centre PUD to allow multifamily residential

Location Northwest corner of 99th Avenue and Missouri Avenue

Owner John F. Long Family Revocable Living Trust

Applicant/Representative Brian Greathouse, Burch and Cracchiolo

Staff Recommendation Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Map Designation		Mixed Use	
Street Map Classification	Bethany Home Road	Alignment	0-foot south half street (northern property boundary)
	99th Avenue	Arterial	33-foot west half street (City of Glendale)
	Montebello Avenue	Minor Collector	70-foot full street
	Missouri Avenue	Minor Collector	35-foot north half street

	101st Avenue	Minor Collector	30-foot east half street (south portion) and 60-foot full street (north portion)
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CONNECT PEOPLE AND PLACES CORE VALUE; CORE, CENTERS AND CORRIDORS; CODES TOOL: Support healthy urban villages, with a balance mix of housing, employment opportunities and services as a principal means to reduce vehicle trip length and associated emissions.

The site is in close proximity to the Algodón Major employment center. The request to amend the PUD to increase multifamily residential density adds to a mix of employment and housing uses in the Maryvale village.

CONNECT PEOPLE AND PLACES CORE VALUE; OPPORTUNITY SITES; LAND USE PRINCIPLE: Support reasonable levels of increased intensity, respectful of local conditions and surrounding neighborhoods.

The proposed multifamily residential development would be compatible with the surrounding land uses. The existing land uses include multifamily residential development to the south of the subject site and single-family residences to the southwest.

CERTAINTY AND CHARACTER CORE VALUE; HEALTHY NEIGHBORHOODS; DESIGN PRINCIPLE: Encourage bicycle and pedestrian amenities in new major development projects in high-density, mixed-use, areas or near transit stations or employment centers.

The subject site is in close proximity to an employment center and the PUD narrative requires pedestrian amenities such as connections to the canal to enhance pedestrian connectivity throughout the site.

Applicable Plans, Overlays and Initiatives

[Housing Phoenix Plan](#) – See Background Item No. 8.

[Comprehensive Bicycle Master Plan](#) – See Background Item No. 9.

[Complete Streets Guiding Principles](#) – See Background Item No. 10.

[Tree and Shade Master Plan](#) – See Background Item No. 11.

[Zero Waste PHX](#) – See Background Item No. 12.

Surrounding Land Uses/Zoning		
	Land Use	Zoning
On Site	Vacant land, multifamily residential, office, warehouse	PUD PCD
North	Vacant land, agricultural, Grand Canal	A-1, PAD (City of Glendale)
South	Elementary school and multifamily residential	R-3A PCD, R1-10 PCD
East (across 99th Avenue)	Commercial uses and warehousing	PAD (City of Glendale)
West	Single-family residential	R1-10 PCD, RE-35

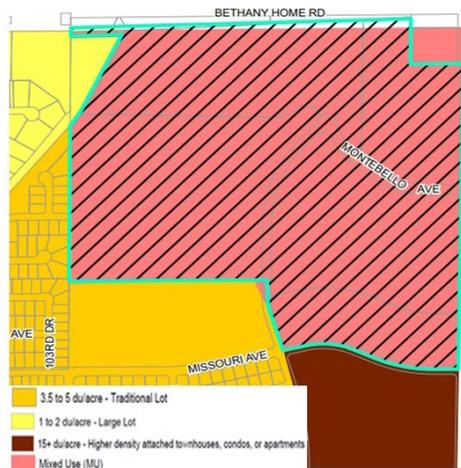
Background/Issues/Analysis

SUBJECT SITE

1. This is a request to rezone a 125.30-acre site located at the northwest corner of 99th Avenue and Missouri Avenue from PUD PCD (Planned Unit Development, Planned Community District) to PUD PCD (Planned Unit Development, Planned Community District). The request is a Major Amendment to the Aldea Centre PUD to increase multifamily residential density and the overall unit maximum allowed within the PUD area.

The PUD area is within the DC Ranch PCD. The DC Ranch PCD includes the square-mile area from Camelback Road on the south, Bethany Home Road on the north, 99th Avenue on the east, and the Roosevelt Irrigation District canal on the west. The PCD is divided into west and east sections along 103rd Avenue. The Aldea Centre PUD is in the DC Ranch East PCD.

2. The subject site has a General Plan Land Use Map designation of Mixed Use. The proposal to increase multifamily residential units and density in the PUD is consistent with this designation.



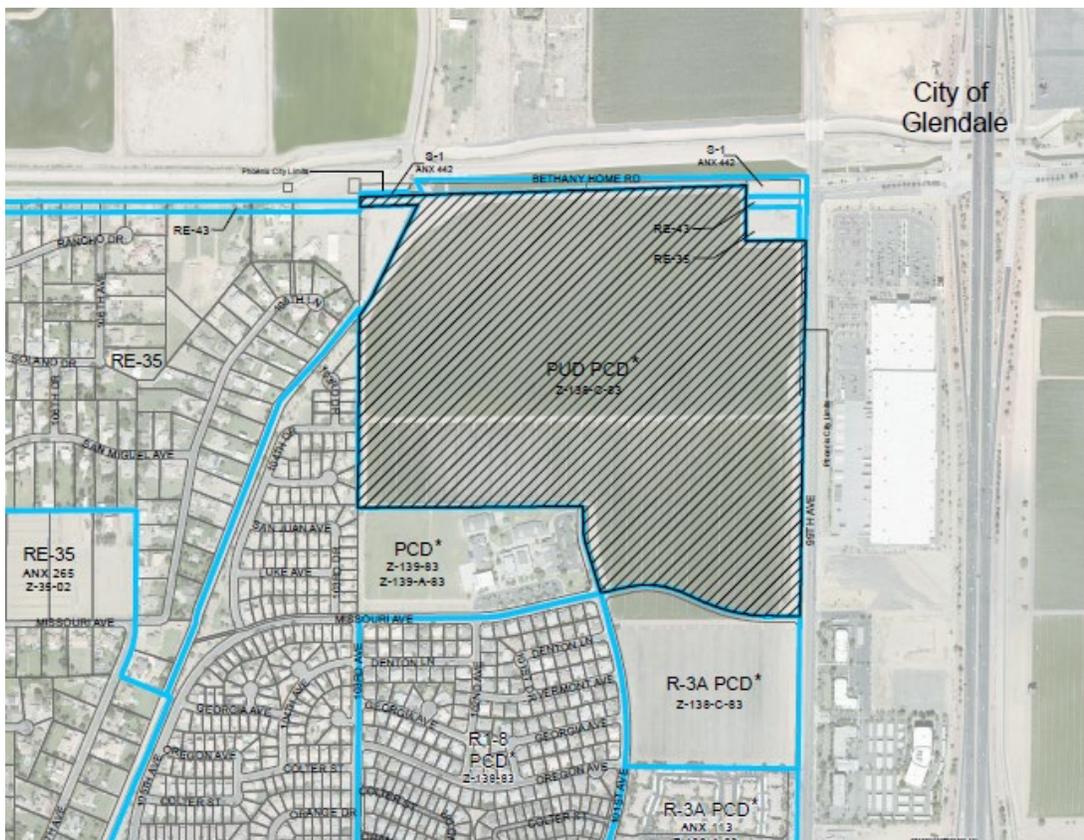
General Plan Land Use Map, Source: Planning and Development Department

The surrounding designations to the west are Residential 1 to 2 dwelling units per acre and Residential 3.5 to 5 dwelling units per acre. The General Plan Land Use Map designation to the south is Residential 3.5 to 5 dwelling units per acre and Residential 15+ dwelling units per acre. The designation to the north is Business Park (City of Glendale) and to the east is Planned Commercial (City of Glendale).

EXISTING CONDITIONS & SURROUNDING ZONING

3. The subject site is bound by the Grand Canal at the Bethany Home Road alignment on the north; Missouri Avenue and the northern boundary of the Sonoran Sky Elementary School property on the south; 99th Avenue on the east; and 101st Avenue and the 103rd Avenue alignment, north of the school property, on the west. The northwest corner of the property is defined by a Roosevelt Irrigation District canal that cuts from southwest to northeast.

There is a Salt River Project (SRP) substation located at the southwest corner of 99th Avenue and the Bethany Home Road alignment that is not a part of the PUD area, which is zoned S-1 (Ranch or Farm Residence), RE-43 (One Family Residence) and RE-35 (One-Family Residence).

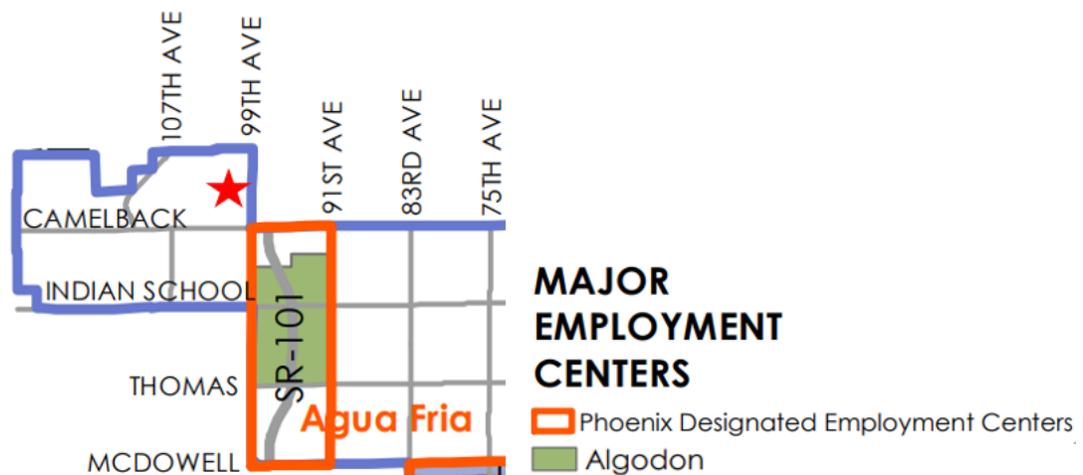


Source: City of Phoenix Planning and Development Department

The PUD area contains vacant land, agricultural land, multifamily residences, office and warehouse uses. To the south is an elementary school zoned R1-10 PCD (Single-Family Residence District) and multifamily residences zoned R-3A PCD (Multifamily Residence District). To the east, in the City of Glendale, is a furniture

store and warehouse zoned PAD (Planned Area Development). To the north, also in Glendale, is agricultural land zoned A-1 (Agricultural) and PAD (Planned Area Development). To the west are single-family residences zoned RE-35 (One-Family Residence) and R1-10 PCD (Single-Family Residence District). The proposed development site for the multifamily residential project is located on the northwest corner of 99th Avenue and Montebello Avenue. The proposed development would be permitted throughout the PUD area and is subject to the performance and development standards as proposed in this amendment.

4. The PUD is approximately a quarter mile from the Loop 101 Freeway and approximately half a mile from the Agua Fria Employment Center, a City of Phoenix designated Employment Center, and the Algodón Major Employment Center as designated by the Maricopa Association of Governments and as listed in the City of Phoenix General Plan.



Source: City of Phoenix General Plan 2015

APPROVAL AND AMENDMENT HISTORY

5. The PUD area is the last development phase of the DC Ranch PCD, an approximately 425-acre master planned community, initially approved by City Council on August 5, 1983 via Rezoning Case Nos. Z-138-83 and Z-139-83.

In 1985 City Council approved a Major Amendment to the DC Ranch PCD with Rezoning Case Nos. Z-138-A-83 and Z-139-A-83 for approximately 35 acres along Camelback Road for a mix of residential and commercial zoning designations.

In June of 1987 City Council approved a subsequent Major Amendment for approximately 131 acres of the PCD to allow a mix of residential and commercial uses, via Rezoning Case No. Z-138-B-83-5.

In December of 2009 City Council approved the Aldea Centre PUD PCD for 125.30 acres of the PCD to allow a mix of uses to including retail, office and multifamily residential uses via Rezoning Case No. Z-138-C-83-5.

A Minor Amendment to the Aldea Centre PUD was administratively approved

August of 2017 for revisions to Section G.1.b. of the Performance Standards for Amusement Parks hours of operations and Section G.8. of the Development Standards for Walls and Fencing.

In July of 2019 City Council approved a Major Amendment to the Aldea Centre PUD via Rezoning Case No. Z-138-D-83-5 to allow a mix of uses including commercial, commerce park, and high-density multifamily residential.

On December 1, 2021 the Phoenix City Council approved a Major Amendment to the Aldea Center PUD via Rezoning Case No. Z-138-E-83-5 to allow recreational vehicle sales, service and showroom.

PROPOSAL

6. The proposal was developed utilizing the PUD zoning district, which allows an application to propose uses, development standards and design guidelines for a site. One of the goals of this process is to allow the applicant to develop standards that respond to the surrounding environment more so than conventional zoning districts allow. The end result is property rezoned with standards crafted specifically for the site. Where a PUD narrative is silent on a requirement, the applicable Zoning Ordinance provisions will be applied.
7. Below is a summary of the proposed modified and additional standards for the subject site, as described in the attached Aldea Centre PUD Narrative date stamped April 26, 2022. The primary addition proposed in the Major Amendment includes an update to the density permitted for multifamily developments. This proposal does not change any other permitted uses or development standards as previously listed in the PUD.

Currently, the Aldea Centre PUD has a maximum residential density of 25 dwelling units per gross acre for any residential use within the PUD in addition to a maximum of 288 overall units based on the remaining units in the DC Ranch PCD. The standards contained in the current proposal will increase the permitted density to 37 dwelling units per acre for any residential use within the Aldea Centre PUD. The proposed multifamily residential development would add 537 new units to the PCD; as a result, the proposal would increase the maximum number of residential units within the PUD area to 827 and within the DC Ranch PCD to 2,407 units. This is addressed in Stipulation No. 1.f and Stipulation No. 12.

The proposed building height standards remain unchanged and are subject to the Building Height Standard exhibit contained within the Development Narrative. Permitted building heights range from a maximum of 15 feet within 75 feet of single-family zoned property to a maximum of 100 feet for hotel and amusement park uses. The maximum height permitted for the majority of the site is 56 feet.

Building standards for the development area remain unchanged. Building setbacks ranging from 15 to 30 are to be provided along all public streets within and surrounding the development. Parking canopies would be able to be setback a minimum of seven

feet from the SRP Substation. Similarly, landscape setbacks ranging from 10 to 25 feet will also be provided adjacent to any public street. Additionally, a seven-foot minimum landscape setback adjacent to the SRP Substation applies only to parking spaces and parking canopies. Otherwise, the minimum landscape setback shall be 15 feet.

Currently, the Aldea Centre PUD proposes a gateway entry located along the eastern 300 feet of the northern perimeter. The standard contained in the current proposal would create a pedestrian gateway entry located 400 feet along the northern perimeter of the PUD. The standards contained in the current proposal would also require the gated multifamily development north of Montebello Avenue to construct pedestrian pathways along the west boundary of the multifamily development that would connect sidewalks on Montebello Avenue to the canal. In addition to a connection to the canal, Stipulation 1.e requires a portion of residential units facing the canal to include balconies, in order to activate the area long the canal.

AREA PLANS, OVERLAY DISTRICTS, AND INITIATIVES

8. [Housing Phoenix](#)

In June 2020, the Phoenix City Council approved the Housing Phoenix Plan. This Plan contains policy initiatives for the development and preservation of housing with a vision of creating a stronger and more vibrant Phoenix through increased housing options for residents at all income levels and family sizes. Phoenix's rapid population growth and housing underproduction has led to a need for over 163,000 new housing units. Current shortages of housing supply relative to demand are a primary reason why housing costs are increasing. The proposed development supports the Plan's goal of preserving or creating 50,000 housing units by 2030 by contributing to a variety housing types that will address the supply shortage at a more rapid pace while using vacant land in a more sustainable fashion.

9. [Comprehensive Bicycle Master Plan](#)

The City of Phoenix adopted the Comprehensive Bicycle Master Plan in 2014 to guide the development of its Bikeway System and supportive infrastructure. The Comprehensive Bicycle Master Plan supports options for both short- and long-term bicycle parking as a means of promoting bicyclist traffic to a variety of destinations. The PUD contains existing standards for bicycle parking for commercial and multifamily residential uses which remain unchanged for this request.

10. [Complete Streets Guiding Principles](#)

In 2014, the City of Phoenix City Council adopted the Complete Streets Guiding Principles. The principles are intended to promote improvements that provide an accessible, safe, connected transportation system to include all modes, such as bicycles, pedestrians, transit, and vehicles. To support these principles related to pedestrian connectivity and safety, Stipulation No. 1.c requires that where pedestrian pathways cross drive aisles, they shall be constructed of decorative pavers, stamped or colored concrete, or other pavement treatments that visually contrast with the adjacent parking and drive aisle surfaces. Stipulation No. 1.b requires that pedestrian pathways utilize the most direct route in order to provide an accessible connected pedestrian system.

11. **Tree and Shade Master Plan**

The Tree and Shade Master Plan has a goal of treating the urban forest as infrastructure to ensure that trees are an integral part of the city's planning and development process. By investing in trees and the urban forest, the city can reduce its carbon footprint, decrease energy costs, reduce storm water runoff, increase biodiversity, address the urban heat island effect, clean the air, and increase property values. In addition, trees can help to create walkable streets and vibrant pedestrian places. The proposal includes greater planting standards than otherwise required by the Zoning Ordinance. In addition, the proposal requires 50 percent shade cover at maturity be provided over all public and private pedestrian pathways.

12. **Zero Waste PHX**

The City of Phoenix is committed to its waste diversion efforts and has set a goal to become a zero-waste city, as part of the city's overall 2050 Environmental Sustainability Goals. One of the ways Phoenix can achieve this is to improve and expand its recycling and other waste diversion programs. Section 716 of the Phoenix Zoning Ordinance establishes standards to encourage the provision of recycling containers for multifamily, commercial and mixed-use developments meeting certain criteria. The proposed project will be subject to the City of Phoenix waste collection and recycling requirements. Stipulation 1.d requires refuse bins to be fully screened as a method to improve waste management within the PUD.

COMMUNITY INPUT

13. At the time the staff report was written, staff received one letter of opposition regarding the request. The stated concerns are the new proposed density within the PUD, possible commercial development adjacent to the existing school, and an increase in traffic congestion within the area.

INTERDEPARTMENTAL COMMENTS

14. The Phoenix Fire Department has noted that they do not anticipate any problems with this case and that the site and/or buildings shall comply with the 2018 Phoenix Fire Code.
15. The Public Transit Department requested the construction of two bus stop pads along southbound 99th Avenue one at Montebello and the other at the northern entrance of the multifamily development located on 99th Avenue. These requirements are addressed in Stipulation No. 2.
16. The Street Transportation Department requested that all street improvements be made to current ADA guidelines, and that any cross access agreements, include pedestrian access. Furthermore, the applicant is required to provide a Traffic Impact Study, and that a Master Street Plan be submitted. These requirements are addressed in Stipulation Nos. 3 through 5 and 14.

17. The City of Phoenix Aviation Department has indicated that due to the proximity of the Glendale Airport and potential for noise from airport related activity, stipulations have been included regarding disclosure of the airport's operations, a requirement that the applicant receive a No Hazard Determination from the FFA and that the applicant dedicate aviation easements to the City of Glendale. An additional stipulation has been included requiring the applicant to disclose the proximity of the Glendale Municipal Airport to prospective renters or purchasers within the leasing office of any multifamily development. These are addressed in Stipulation No. 6 through 9.

OTHER

18. As a condition of the site's original DC Ranch PCD zoning approval in 1983 and subsequent amendments, all remaining PCD zoning stipulations and conditions will still apply and be carried forward with this approval, including the cap on the number of units permitted to be developed. The original PCD requirements are detailed in Stipulation Nos. 12 through 14.
19. The site has not been identified as being archaeologically sensitive. However, in the event archaeological materials are encountered during construction, all ground disturbing activities must cease within 33-feet of the discovery and the City of Phoenix Archaeology Office must be notified immediately and allowed time to properly assess the materials. This is addressed in Stipulation No. 10.
20. Development and use of the site is subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements. Zoning adjustments, abandonments or other formal actions may also be required.

Findings

1. The request is consistent with the General Plan Land Use designation of Mixed Use and supports multiple General Plan Goals and Policies.
2. The proposed increase in residential density is consistent with the goals of the Aldea Centre PUD to promote healthy urban villages with a balance mix of housing, employment and services.
3. The proposal introduces several new development standards, that include increasing pedestrian pathways and increase canal usage that will contribute to a more pedestrian-friendly development.

Stipulations

1. An updated Development Narrative for the Aldea Centre PUD reflecting the changes approved through this request shall be submitted to the Planning and Development Department within 30 days of City Council approval of this request. The updated Development Narrative shall be consistent with the Development Narrative date stamped April 26, 2022, as modified by the following stipulations:

- a. Front cover: Revise the date information on the cover page to the following:

Major Amendment Z-183-F-83
Submitted: November 3, 2021
2nd Submittal: February 1, 2022
Hearing Draft: April 26, 2022
City Council Adopted: [Add Adoption Date]
 - b. Page 60, Page 61, Section 7 City Administered Design Guidelines: Add the following language applicable to all uses: Clearly defined, accessible pedestrian pathways shall be provided to connect building entrances and public sidewalks, using the most direct route for pedestrians, as approved by the Planning and Development Department.
 - c. Page 60, Page 61, Section 7 City Administered Design Guidelines: Add the following language applicable to all uses: Where pedestrian pathways cross drive aisles, they shall be constructed of decorative pavers, stamped or colored concrete, or other pavement treatments that visually contrast with the adjacent parking and drive aisle surfaces, as approved by the Planning and Development Department.
 - d. Page 61, Section 7 City Administered Design Guidelines, Design Guidelines applicable to Multifamily uses north of Montebello Ave: Add additional bullet point with the following language: "Refuse bins shall be fully screen from view by a 6-foot-tall masonry block wall and metal gate, or other high-quality materials."
 - e. Page 61, Section 7 City Administered Design Guidelines, Design Guidelines applicable to Multifamily uses north of Montebello Ave: Add additional bullet point with the following language: "A minimum of 75% of residential units facing the canal shall contain balconies."
 - f. Page 37, Section G Performance and Development Standards, Section s) Residential Multifamily, First Bullet Point: Modify existing bullet point with the following language "The aggregate development of residential multifamily uses including residential multifamily apartment, condominium, and/or loft uses within the PUD area shall not exceed 827 units. This will increase the DC Ranch (East) PCD unit maximum to 2,407 units.
2. The developer shall construct two bus stop pads along southbound 99th Avenue: one south of Montebello Avenue and the other near the northern entrance of the multifamily development along 99th Avenue. The bus stop pads shall be constructed according to City of Phoenix Standard Detail P1260 with a minimum depth of 10 feet and shall be spaced from each intersection according to City of Phoenix Standard Detail P1258.
 3. The developer shall construct all streets within and adjacent to the development

with paving, curb, gutter, sidewalk, curb ramps, streetlights, median islands, landscaping and other incidentals, as per plans approved by the Planning and Development Department. All improvements shall comply with all ADA accessibility standards.

4. Any cross-access agreements shall include a pedestrian pathway, as approved by the Planning and Development Department.
5. A traffic impact study shall be reviewed and approved by the Street Transportation Department prior to preliminary site plan approval. The applicant shall be responsible for any dedications and required improvements as recommended by the approved study, as approved by the Planning and Development Department.
6. The property owner shall record documents that disclose the existence, and operational characteristics of the Glendale Municipal Airport to future owners or tenants of the property. The form and content of such documents shall be according to the templates and instructions provided which have been reviewed and approved by the City Attorney.
7. For Multifamily Development
Prior to issuance of a final certificate of occupancy, the developer must install a sign (approximately 8 inches by 11 inches in size) within the development's sales/leasing office that is visible to prospective renters or purchasers which discloses the proximity of the Glendale Municipal Airport and increased frequency of overflight and related aircraft noise, as approved by the Planning and Development Department.
8. The developer shall provide a No Hazard Determination for the proposed development from the FAA pursuant to the FAA's Form-7460 obstruction analysis review process, prior to construction permit approval, as per plans approved by the Planning and Development Department.
9. The developer shall grant and record an aviation easement to the City of Glendale for the site, per the content and form prescribed by the City Attorney prior to final site plan approval.
10. In the event archaeological materials are encountered during construction, the developer shall immediately cease all ground-disturbing activities within a 33- foot radius of the discovery, notify the City Archaeologist, and allow time for the Archaeology Office to properly assess the materials.
11. Prior to preliminary site plan approval, the landowner shall execute a Proposition 207 waiver of claims form. The waiver shall be recorded with the Maricopa County Recorder's Office and delivered to the City to be included in the rezoning application file for record.

PCD Stipulations

12. The development master plan shall be updated to reflect that the maximum total number of residential units within the DC Ranch (East) PCD shall not exceed 2,407 units.

13. The DC Ranch PCD master plans for the PCD shall be updated to reflect approval of this amendment if applicable, as approved by the Planning and Development Department.

14. A Master Street Plan showing all public arterial and collector streets shall be submitted to the Street Transportation and Planning and Development Departments for review and approval.

Writer

Nayeli Sanchez Luna

May 10, 2022

Team Leader

Racelle Escolar

Exhibits

Sketch Map

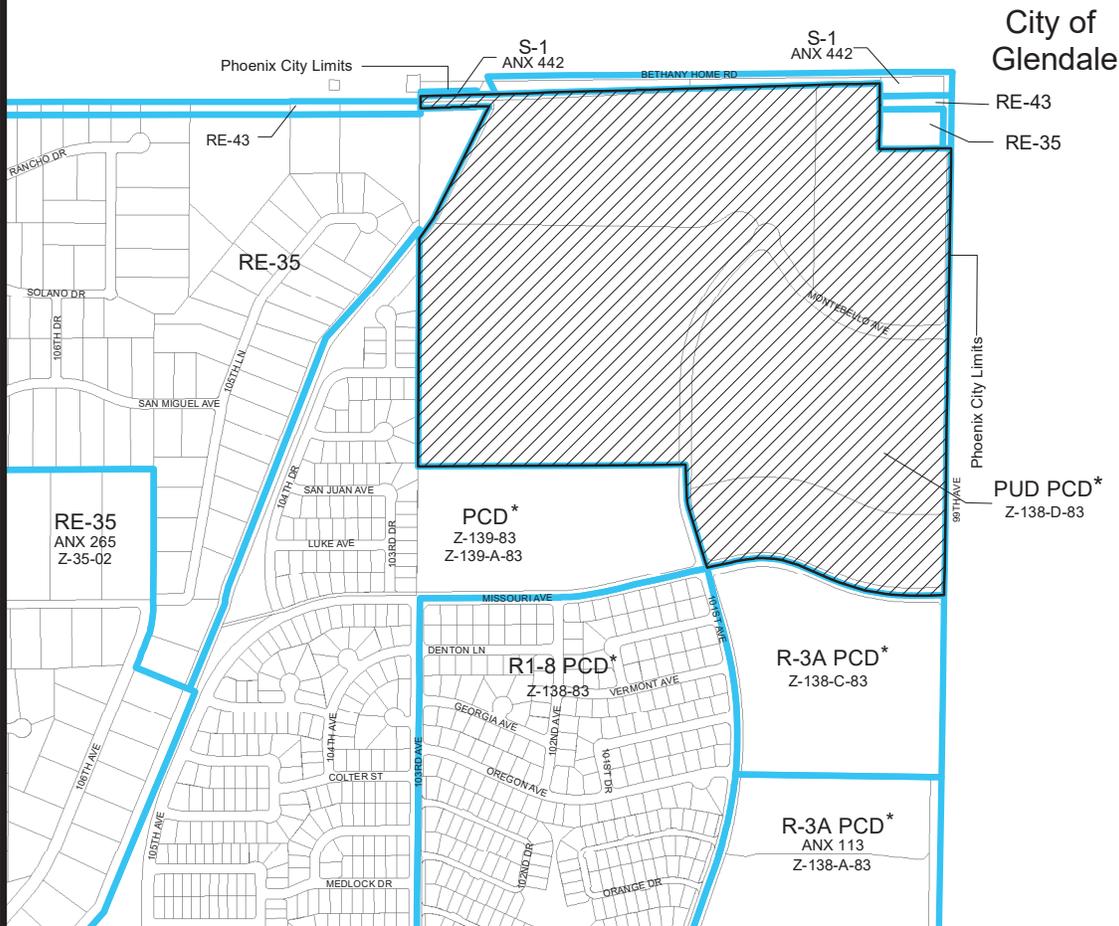
Aerial Map

Conceptual Site Plan date stamped April 15, 2022 (4 pages)

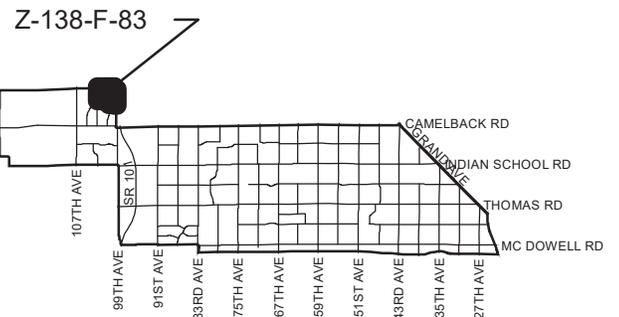
Conceptual Elevations date stamped April 15, 2022

Community Correspondence (2 pages)

[Aldea Centre PUD Narrative](#) date stamped April 26, 2022

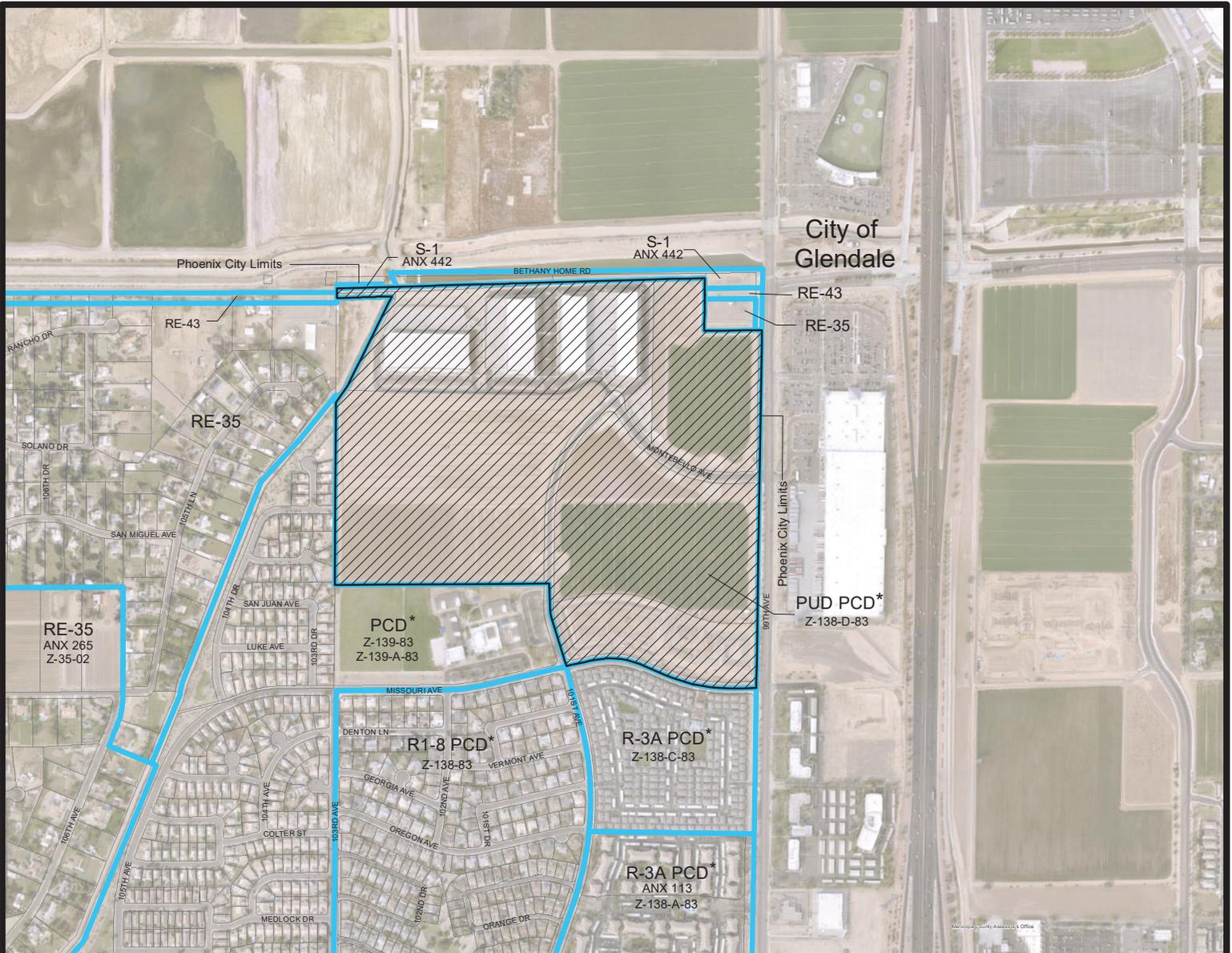


MARYVALE VILLAGE
CITY COUNCIL DISTRICT: 5



APPLICANT'S NAME: Brian Greathouse, Burch and Cracchiolo		REQUESTED CHANGE:	
APPLICATION NO. Z-138-F-83		FROM: PUD PCD (125.30 a.c.)	
DATE: 12/9/2021 <small>REVISION DATES:</small>		TO: PUD PCD (125.30 a.c.)	
<small>GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.</small> 125.30 Acres		<small>AERIAL PHOTO & QUARTER SEC. NO.</small> QS 20-4	<small>ZONING MAP</small> I-2
MULTIPLES PERMITTED		CONVENTIONAL OPTION	
PUD PCD		288	
PUD PCD		827	
* UNITS P.R.D. OPTION			
PUD PCD		N/A	
PUD PCD		N/A	

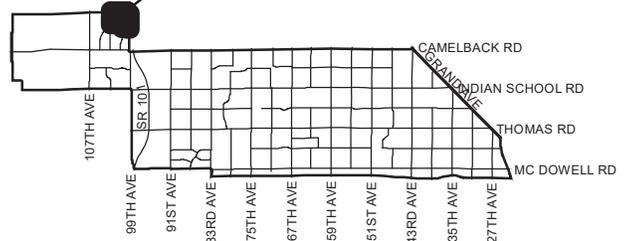
* Maximum Units Allowed with P.R.D. Bonus



MARYVALE VILLAGE
CITY COUNCIL DISTRICT: 5



Z-138-F-83



APPLICANT'S NAME: Brian Greathouse, Burch and Cracchiolo

APPLICATION NO. Z-138-F-83

DATE: 12/9/2021
REVISION DATES:

GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.

125.30 Acres

AERIAL PHOTO & QUARTER SEC. NO.

QS 20-4

ZONING MAP

I-2

REQUESTED CHANGE:

FROM: PUD PCD (125.30 a.c.)

TO: PUD PCD (125.30 a.c.)

MULTIPLES PERMITTED

PUD PCD

PUD PCD

CONVENTIONAL OPTION

288

827

* UNITS P.R.D. OPTION

N/A

N/A

* Maximum Units Allowed with P.R.D. Bonus

CITY OF PHOENIX
APR 15 2022
Planning & Development
Department

5,121,19
s.f.





CABANA ALDEA PROPOSED DEVELOPMENT

PROPOSED ZONING: PUD MAJOR AMENDMENT
 HEIGHT: 3 STORIES / 40'
 BUILDING SETBACKS: 30' @ 99TH AVENUE, 15' @ MONTBELLO AVENUE, 0' @ INTERIOR LOT LINE
 LANDSCAPING: 25' @ 99TH AVENUE, 15' @ MONTBELLO AVENUE, 0' @ INTERIOR LOT LINE
 OPEN SPACE: 116,519 S.F. (33.8%) - NON-PARKING, NON-BUILDING
 PARKING: CARPARK SIZE PROVIDED 8.5X18' STANDARD
 AISLES: PUD ALLOWS 24' AISLE WIDTH 26' TWO WAY FOR FIRE TRUCK
 DENSITY PROVIDED: 32.45 DU/NET ACRE PROVIDED = 257 UNITS (DEVIATION REQ.)
 UNITS / CARPARKS: 1 BDRM: 153 UNITS (60%) x 1 = 153, 2 BR: 104 UNITS (40%) x 1.5 = 156, TOTALS = 257 UNITS

CARPARKS PROVIDED: 273 PRIVATE UN-RESERVED SURFACE SPACES, 62 PRIVATE RESERVED GARAGES, 44 PRIVATE RESERVED TANDEM SPACES, 7 PUBLIC SPACES, 386 TOTAL CARPARKS
 ACCESSIBLE UNITS: IBC 11.07.6.2.1.1 2% OF THE UNITS ARE ACCESSIBLE TYPE 'A', 257 X .02 = 6 UNITS

ADA PARKING: ADA REQUIRED 8, ADA PROVIDED 8
 BIKE PARKING: .25 / UNIT = 65 BIKE SPACES, PER PUD MAX 50 SPACES REQ., TOTAL PROVIDED 50

LOADING: NA
 REFUSE: 257 DWELLING UNITS, 0.5 CY PER DU X 257 = 129 CY / 2X PER WEEK = 65 CY / 8 CY DUMPSTER = 8 DUMPSTERS REQ., 12 DUMPSTERS PROVIDED

LOT COVERAGE: CLUBHOUSE 5,500 S.F., BUILDING A-1 12,024 S.F., BUILDING A-2 13,508 S.F., BUILDING A-3 12,024 S.F., BUILDING A-4 12,024 S.F., BUILDING A-5 13,508 S.F., BUILDING A-6 13,508 S.F., BUILDING A-7 12,024 S.F., TOTAL 94,120 S.F. (27.3% OF NET)

CITY OF PHOENIX
 APR 15 2022
 Planning & Development Department



MONTBELLO APARTMENTS
 Forum Development

CONCEPTUAL SITE PLAN
04.13.2022



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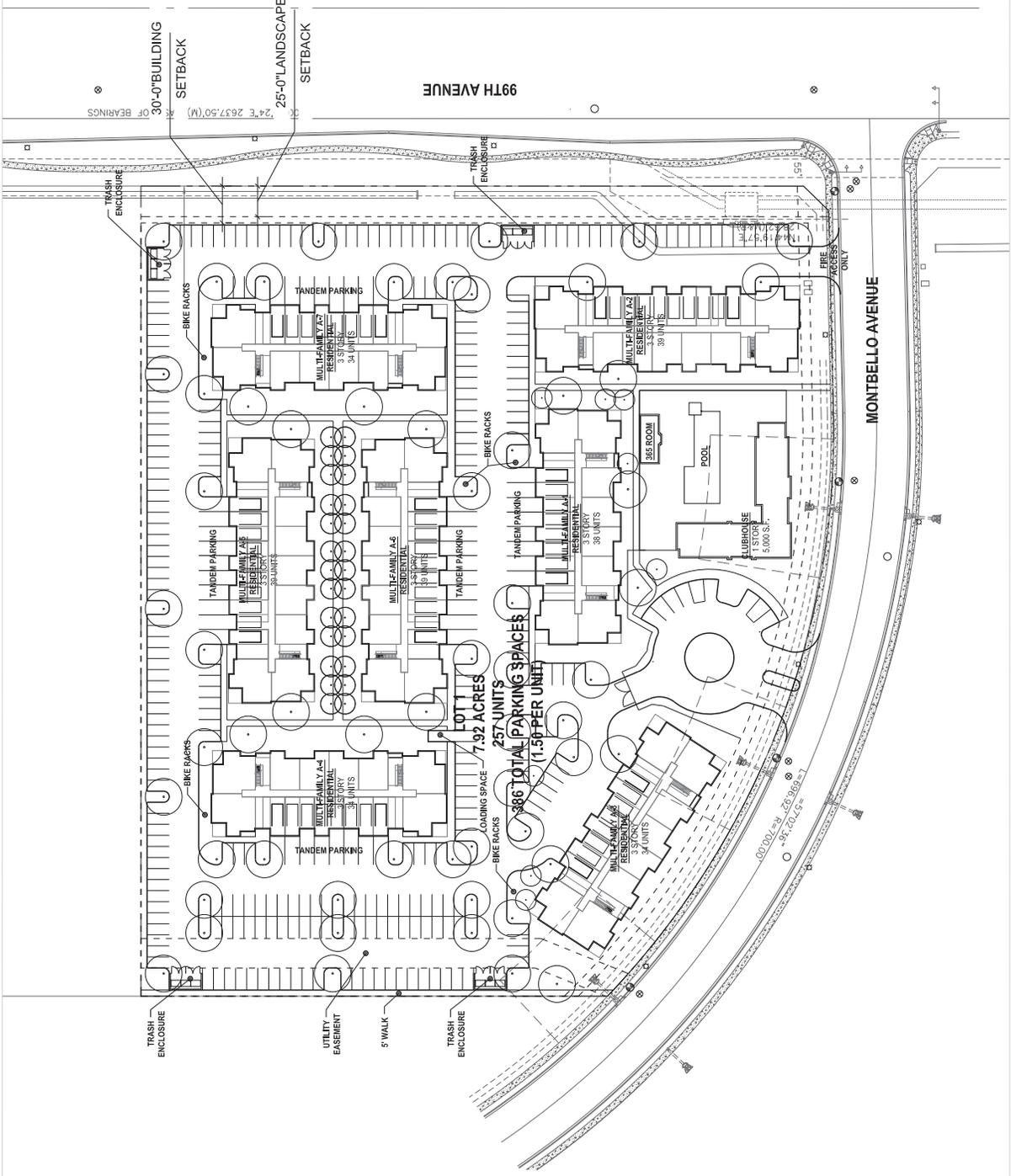


CABANA ALDEA PROPOSED DEVELOPMENT

PROPOSED ZONING:	PUD MAJOR AMENDMENT
HEIGHT:	3 STORIES / 40'
BUILDING SETBACKS:	30' @ 99TH AVENUE 15' @ MONTABELLO AVENUE 0' @ INTERIOR LOT LINE
LANDSCAPING:	25' @ 99TH AVENUE 15' @ MONTABELLO AVENUE 0' @ INTERIOR LOT LINE
OPEN SPACE:	116,519 S.F. (33.8%) - NON-PARKING, NON-BUILDING
PARKING:	CARPARK SIZE PROVIDED 8.5X18' STANDARD
ASILES:	PUD ALLOWS 24' ASILE WIDTH 26' TWO WAY FOR FIRE TRUCK
DENSITY PROVIDED:	32.45 DU/NET ACRE PROVIDED = 257 UNITS (DEVIATION REQ.)
UNITS / CARPARKS:	1 BDRM: 153 UNITS (60%) x 1 = 153 2 BR: 104 UNITS (40%) x 1.5 = 156 TOTALS 257 UNITS = 309
CARPARKS PROVIDED:	273 PRIVATE UN-RESERVED SURFACE SPACES 62 PRIVATE RESERVED GARAGES 44 PRIVATE RESERVED TANDEM SPACES 7 PUBLIC SPACES 386 TOTAL CARPARKS
ACCESSIBLE UNITS:	IBC 1107.6.2.1.1 2% OF THE UNITS ARE ACCESSIBLE TYPE 'A' 257 X .02 = 6 UNITS
ADA PARKING:	ADA REQUIRED 8 ADA PROVIDED 8
BIKE PARKING:	.25 / UNIT = 65 BIKE SPACES, PER PUD MAX 50 SPACES REQD. TOTAL PROVIDED 50
LOADING:	1 11' X 30' LOADING SPACE PROVIDED
REFUSE:	257 DWELLING UNITS 0.5 CY PER DU X 257 = 129 CY / 2X PER WEEK = 65 CY / 8 CY DUMPSTER = 8 DUMPSTERS REQD. 12 DUMPSTERS PROVIDED
LOT COVERAGE:	CLUBHOUSE 5,500 S.F. BUILDING A-1 12,024 S.F. BUILDING A-2 13,508 S.F. BUILDING A-3 12,024 S.F. BUILDING A-4 12,024 S.F. BUILDING A-5 13,508 S.F. BUILDING A-6 13,508 S.F. BUILDING A-7 12,024 S.F. TOTAL 94,120 S.F. (27.3% OF NET)

CITY OF PHOENIX

APR 15 2022
Planning & Development
Department





STC-3 BRICK, DARK BRICK TEXTURE WITH REVEALS AS SHOWN ON ELEVATIONS (ENCLOSED)



LS-1 LAP SIDING, HORIZONTAL LAP SIDING WITH REVEALS ON ELEVATION (ENCLOSED)



P-1 "MIDNIGHT GRAY" SHERWIN WILLIAMS, SW 7016



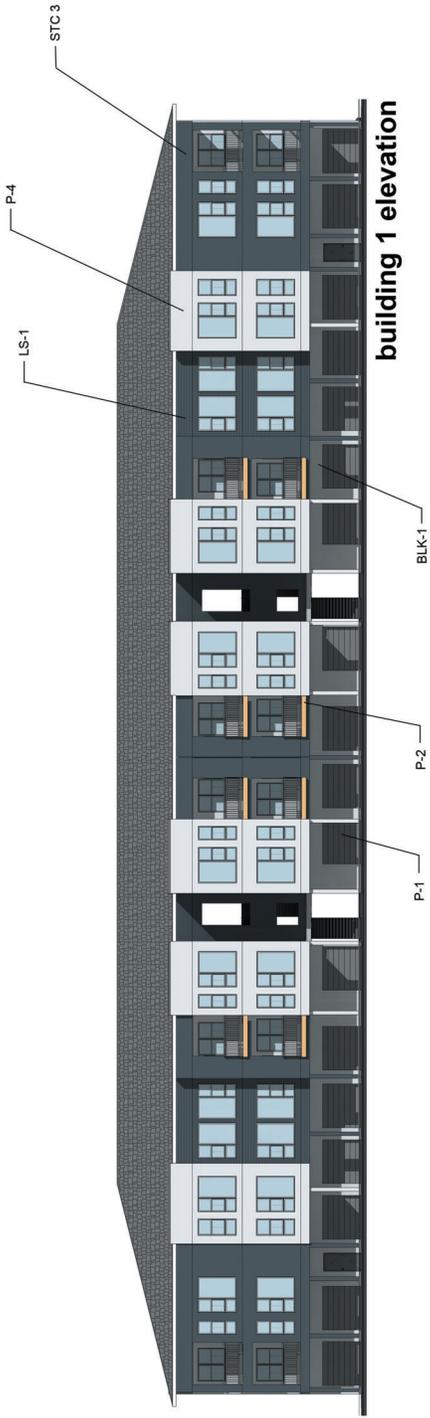
BLK-1 "BLACK" SHERWIN WILLIAMS, SW 7016



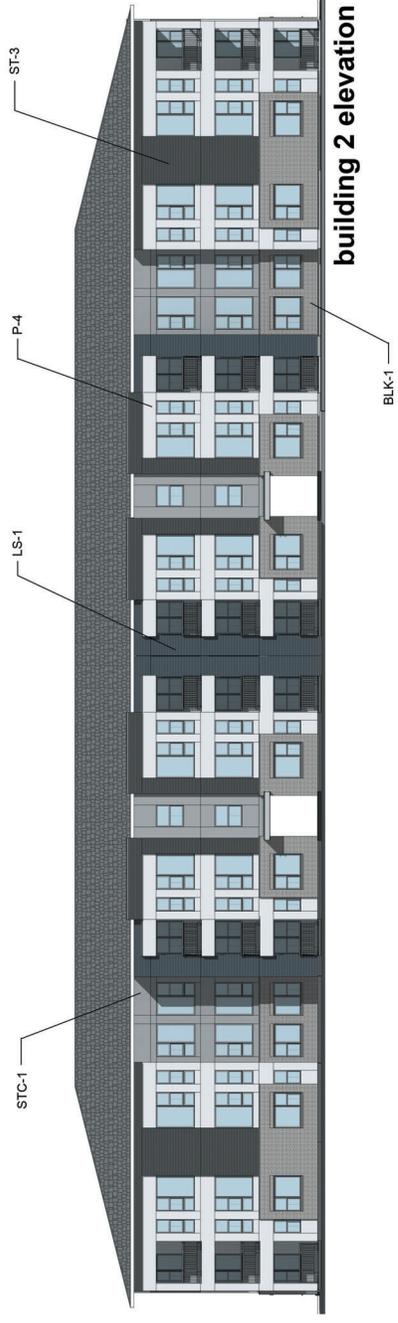
P-2 "AUGUST MOON" SHERWIN WILLIAMS, SW 7017



P-4 "EGG Y WHITE" SHERWIN WILLIAMS, SW 7009



building 1 elevation



building 2 elevation

CITY OF PHOENIX
APR 15 2022
Planning & Development
Department



CONCEPTUAL ELEVATIONS
04.13.2022

MONTBELLO APARTMENTS
Fourm Development

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City of Phoenix Planning and Development Dept., Zoning Division
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Hello All,

I am in opposition to the proposed case Z-138-F-83-5 Aldea Center development includes a mix of higher-density housing types that expands past the allotted amount while increasing density even further and reduces reasonable landscaping areas. This area has no need for such a project especially considering all the local developments that offer a variety of affordable housing options within the area. Throughout every narrative a limit of 1,868 dwelling unit has been held even though density changes. This development would be at the detriment to existing neighborhoods. It has been clearly shown that throughout almost every request of amending this PUD to allow developers access to build, local neighborhoods have paid the cost. The quality of life and my ability to enjoy my home and neighborhood has been adversely affected. It seems hardly any effort to discourage commercial development near the school and existing residential areas has been made. Even though staff reports and subsequent narratives recommend areas for development of housing be located towards the school and commercial use be away from the school and homes, surprisingly, ongoing Aldea Phase II construction is right next to the school and existing homes. Moreover, in documents related to the PUD an illustration is made that states it may be "more appropriate to locate permitted multi-family uses close(r) to the existing Sonoran Sky Elementary School, while placing Commerce Park uses away from the School and adjacent to the Canal, where, in this area, there are already open industrial uses to the northeast and northwest." This illustration was made to propose a need to alter Grand Canal recommendations where now pedestrians and cyclists using the Canal to access the New River Trail are bombarded by semi-truck and commercial fallout. The proposed project site consequently is surrounded by almost nothing but commercial property and will be bombarded by commercial semi-truck traffic and noise. Aldea Phase I and II total development is almost 1,000,000 square feet combined. The PUD has been designed in opposing fashion to maximize alternative commercial use at unnecessary costs to the community by putting Commerce Park uses next to the school.

Even the location of this project is empirical evidence that the quality of life of existing residents and especially potential future residents is not at the top of the list. The

development of Aldea Phase I and II has caused commercial traffic to funnel into local neighborhoods and school zones to the point that "No Through Truck" signs have been approved by the City of Phoenix along Missouri Ave and 101st, Camelback and 101st ave, 103rd Dr and 105th ave. I personally have spent over one hundred hours documenting and contacting multiple tenants and property owners of these projects and spent over a year's time trying to reconcile just the traffic issues. Despite multiple narratives stating the risk of negatively impacting residential areas and schools, and ways to mitigate such impacts, one can clearly see that these projects have lacked proper oversight or corporate responsibility to prevent negative impacts on our neighborhoods and residential districts.

Understandably, one would expect some sort of corporate responsibility especially when evidence shows that these projects are very profitable. We are seeing these projects being built just about anywhere possible. We hear there is a housing shortage which is true, but the deeper truth of the matter is we are in shortage of available affordable land. In the West Valley you will find that existing areas originally zoned for nonprofit agriculture are regularly being requested to be re-zoned to commercial/mixed use high density instead of less dense residential. Among other variables, constant re-zoning to allow these mixed use high density lots has caused corresponding lots to increase in value resulting in single unit housing developments to be less profitable or too costly to build. One would argue we should let the market control what is required of the area, but the area is being manipulated by large trusts and corporate endeavors to control the market. The answer to affordable housing is to build affordable houses. The market is being saturated by rentals.

According to the developer this area needs this development. Honestly, I live in this area and know it does not. My experience is that profit is the main motivator and everything else comes second. Without a doubt developers take risk when investing and should be rewarded with profit, but one must acknowledge that the local residential districts are not filled with million dollar homes but regular everyday people with a mortgage and families who have invested into the home and neighborhood. I ask you to not only acknowledge the impact this and other similar developments have, but to take action to prevent such occurrences.

Sincerely yours,
Erik Espinoza