



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report: Z-1-21-7
Dobbins Industrial and Tech Park PUD
August 3, 2021

Laveen Village Planning Committee Meeting Date August 9, 2021

Planning Commission Hearing Date September 2, 2021

Request From: S-1 (Approved R1-8 PCD) (229.68 acres), S-1 (Approved R-2 PCD) (15.51 acres), and S-1 (Approved C-1 PCD) (4.99 acres)

Request To: PUD (250.18 acres)

Proposed Use PUD to allow industrial and technology business park that will allow warehouse and office uses

Location Southwest corner of 63rd Avenue and the South Mountain Avenue alignment

Owner Williams Family Living 1996 Trust

Applicant/Representative Adam Baugh, Withey Morris, PLC

Staff Recommendation Approval, subject to stipulations

<u>General Plan Conformity</u>			
<u>General Plan Land Use Map Designation</u>		Current: Residential 3.5 to 5 dwelling units per acre (180.24 acres), Residential 5 to 10 dwelling units per acre (24.96 acres), and Mixed Use (Parks / Open Space / Residential 3.5 to 5 dwelling units per acre) (44.99 acres)	
		Proposed (GPA-LV-1-21-7): Mixed Use (Industrial / Commerce / Business Park) (250.18 acres)	
<u>Street Map Classification</u>	63rd Avenue	Collector	0-foot west half street
	Dobbins Road	Arterial	33-foot north half street 33-foot south half street
	South Mountain Avenue	Local	0-foot south half-street

	Olney Avenue	Local	25-foot north half street
	67th Avenue	Local	0-foot half street

STRENGTHEN OUR LOCAL ECONOMY CORE VALUE; EMPLOYERS (JOB CREATION); LAND USE PRINCIPLE: Support General Plan Land Use Map and zoning changes that will facilitate the location of employment generating uses in each of the designated employment centers.

The proposed PUD is designed to put in place land use entitlements intended to attract a variety of employers to the Laveen area. The City of Phoenix Community and Economic Development Department has designated the Loop 202 freeway as a high technology employment corridor, and this PUD will help further the goal of bringing high tech and manufacturing companies to this area.

CONNECT PEOPLE AND PLACES CORE VALUE; CORES, CENTERS & CORRIDORS; LAND USE PRINCIPLE: Locate land uses with the greatest height and most intense uses within village cores, centers and corridors based on village character, land use needs, and transportation system capacity.

The subject site is in close proximity to the Loop 202 freeway corridor and is located on both the north and south side of Dobbins Road, which is an arterial street. The property is also directly adjacent to the Laveen Village Core to the east.

CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS CORE VALUE; CERTAINTY & CHARACTER; DESIGN PRINCIPLE: Create new development or redevelopment that is sensitive to the scale and character of the surrounding neighborhoods and incorporates adequate development standards to prevent negative impact(s) on the residential properties.

The proposed PUD includes development standards intended to provide an appropriate transition from existing and planned residential developments surrounding the site and any new commerce park or industrial uses that will locate on the site. These standards include enhanced design guidelines, robust landscaping requirements, large buildings and landscape setbacks where the site abuts residential zoning, and height restrictions.

CONNECT PEOPLE & PLACES CORE VALUE; COMPLETE STREETS; DESIGN PRINCIPLE: *In order to balance a more sustainable transportation system, development should be designed to include increased amenities for transit, pedestrian and bicyclists such as shade, water, seating, bus shelters, wider sidewalks, bike racks, pedestrian scale lighting and way-finding.*

The development narrative sets forth extensive development standards and additional project requirements that will help create a pedestrian-friendly environment. Standards include detached sidewalks along all street frontages (perimeter and interior streets), several multi-use trail connections, tree planting standards to provide shade along pedestrian pathways, bicycle parking standards, and hitching posts for equestrian users. These standards will help ensure an enhanced multi-modal street environment.

BUILD THE SUSTAINABLE DESERT CITY CORE VALUE; TREE AND SHADE; DESIGN PRINCIPLE: *Integrate trees and shade into the design of new development and redevelopment projects throughout Phoenix.*

This PUD sets forth extensive landscaping standards designed to provide robust tree shade cover along its street frontages, as well as within and throughout the overall development site.

Applicable Plan, Overlays, and Initiatives

[Laveen Southwest Growth Study](#) – See Background Item No. 4.

South Mountain Freeway Technology Corridor – See Background Item No. 5.

[Tree and Shade Master Plan](#) – See Background Item No. 13.

[Complete Streets Guiding Principles](#) – See Background Item No. 14.

[Comprehensive Bicycle Master Plan](#) – See Background Item No. 15.

[Zero Waste PHX](#) – See Background Item No. 16.

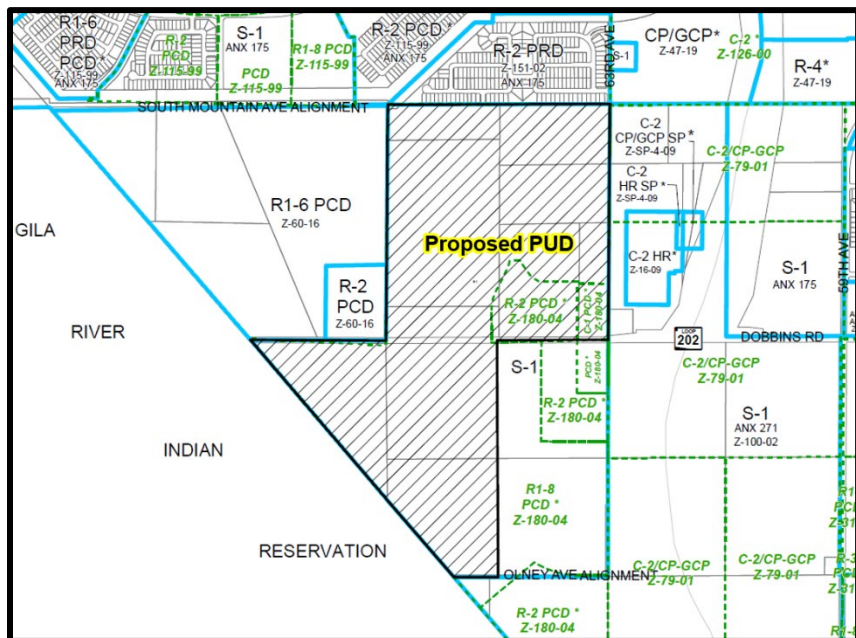
2003 Dobbins Road Design Concept Report – See Background Item No. 21.

Surrounding Land Uses/Zoning		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Agricultural land	S-1 (Approved R1-8 PCD), S-1 (Approved R-2 PCD), and S-1 (Approved C-1 PCD)
North	Single-family residences under construction	R-2
South	Agricultural land	S-1 (Approved R1-8 PCD), S-1 (Approved R-2 PCD)
East (north of Dobbins Road)	Dairy farm and vacant land	S-1 (Approved C-2/CP-GCP), C-2 HR, C-2 HR SP, C-2/CP-GCP SP
East (south of Dobbins Road)	Agricultural land	S-1 (Approved R1-8 PCD), S-1 (Approved R-2 PCD)
West (north of Dobbins Road)	Single-family residences under construction	R1-6 PCD and R-2 PCD
West (South of Dobbins Road)	Vacant land previously used for agriculture	Gila River Indian Community

Background/Issues/Analysis

GENERAL PROPOSAL

- This request is to rezone a 250.18-acre site located at the southwest corner of 63rd Avenue and the South Mountain Avenue alignment from 229.68 acres of S-1 (Approved R1-8 PCD) (Ranch or Farm Residence District, Approved Single-Family Residence District, Planned Community District), 15.51 acres of S-1 (Approved R-2 PCD) (Ranch or Farm Residence District, Approved



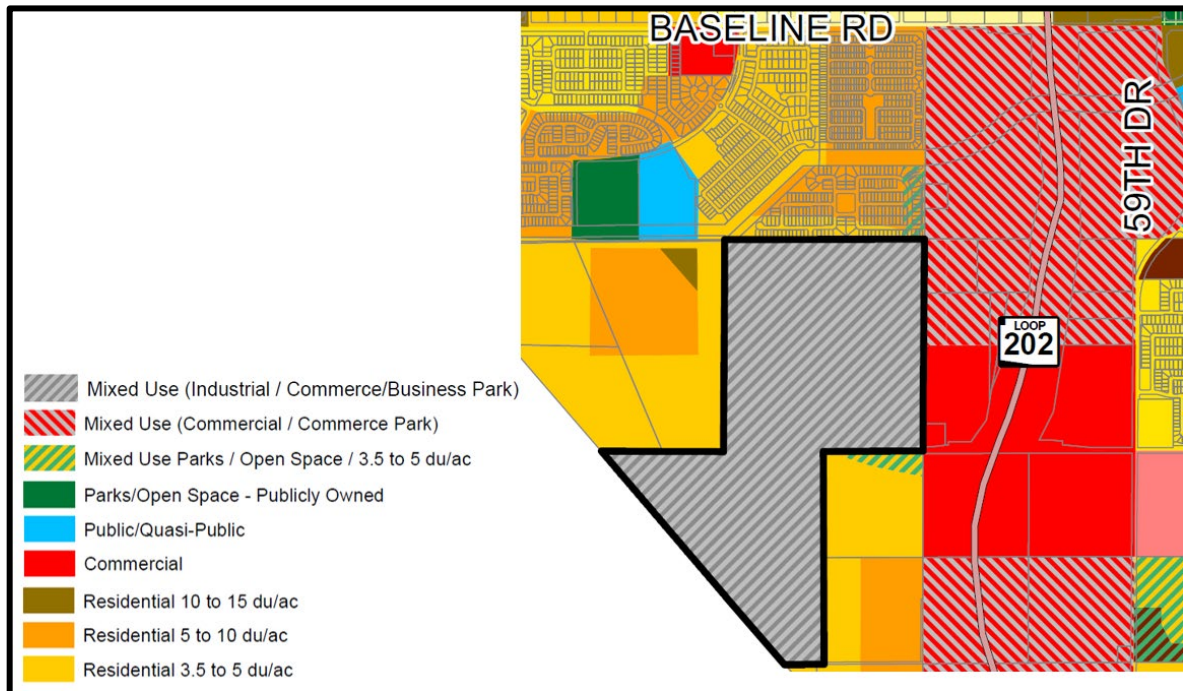
Zoning Sketch Map

Source: City of Phoenix Planning and Development Department

Multifamily Residence District, Planned Community District), and 4.99 acres of S-1 (Approved C-1 PCD) (Ranch or Farm Residence District, Approved Neighborhood Retail District, Planned Community District) to PUD (Planned Unit Development) to allow an industrial and technology business park that will allow warehouse and office uses.

GENERAL PLAN LAND USE MAP DESIGNATIONS

- The site has General Plan Land Use Map designations of Residential 3.5 to 5 dwelling units per acre, Residential 5 to 10 dwelling units per acre, and Mixed Use (Parks / Open Space / 3.5 to 5 dwelling units per acre). The proposal is not consistent with these designations and, as the site exceeds 10 acres in size, therefore the applicant has filed a General Plan Amendment (GPA-LV-1-21-7) as a companion case to this rezoning request. The GPA request is for Mixed Use (Industrial / Commerce / Business Park) General Plan Land Use Map designation.



General Plan Land Use Map

Source: City of Phoenix Planning and Development Department

To the north of the northern boundary of the site, there are General Plan Land Use Map designations of Residential 3.5 to 5 dwelling units per acre, Residential 5 to 10 dwelling units per acre, and Mixed Use (Parks / Open Space / 3.5 to 5 dwelling units per acre).

West of the site, north of Dobbins Road, there are General Plan Land Use Map designations of Residential 3.5 to 5 dwelling units per acre, Residential 5 to 10 dwelling units per acre, and Residential 10 to 15 dwelling units per acre. The area

to the west of the site, south of Dobbins Road, does not fall within the City of Phoenix General Plan Map area and is within the jurisdictional boundaries of the Gila River Indian Community.

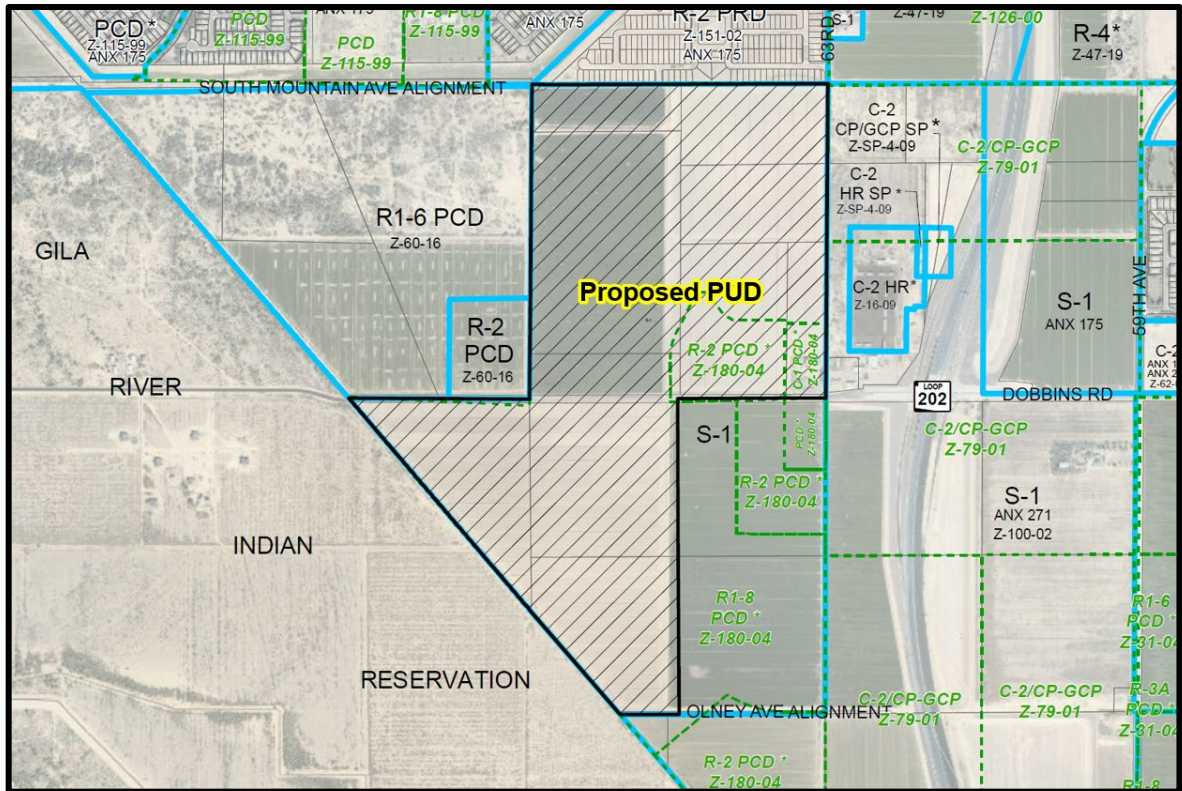
To the south of the southernmost boundary of the site, the General Plan Land Use Map designation of Residential 3.5 to 5 dwelling units per acre extends south to the City of Phoenix jurisdictional boundary line.

East of the site, south of Dobbins Road, there are General Plan Land Use Map designations of Residential 3.5 to 5 dwelling units per acre, Residential 5 to 10 dwelling units per acre, and Mixed Use (Parks / Open Space / 3.5 to 5 dwelling units per acre). North of Dobbins Road, to the east of the site, are Commercial and Mixed Use (Commercial / Commerce Park) designations. Also to the east of the site is the Laveen Village Core, which is intended to be the clearly discernible town center and should consist of a mix of medium to high intensity uses. Further, entitlements for Commercial or Commerce Park zoning have been established along both sides of the Loop 202 freeway corridor to facilitate the creation of a high technology employment corridor once the freeway was completed.

The proposed PUD is appropriate given the site's close proximity to the Loop 202 freeway and the availability of land to create a high technology employment corridor in the area. Further, the development narrative sets forth extensive development standards that provide appropriate transitions from potential commerce park and industrial uses to existing and future residential developments adjacent to the site. The uses contained in this PUD are also compatible with the General Plan Land Use Map designations to the east of the site along the Loop 202 freeway, which are intended to facilitate commercial, commerce park and business park uses similar to those proposed for the subject site.

EXISTING CONDITIONS & SURROUNDING ZONING

3. The subject site is currently used for farming and is zoned S-1 (Approved R1-8 PCD) (Ranch or Farm Residence District, Approved Single-Family Residence District, Planned Community District). The surrounding zoning and land uses are as follows:



Aerial Sketch Map
Source: City of Phoenix Planning and Development Department

NORTH

North of the northern boundary of the subject site is land currently under construction for single-family homes. This area is zoned R-2 (Multifamily Residence District).

SOUTH

Active farm uses extend south of the southernmost boundary of the subject site and are zoned S-1 (Approved R1-8 PCD) (Ranch or Farm Residence District, Approved Single-Family Residence District, Planned Community District) and S-1 (Approved R-2 PCD) (Ranch or Farm Residence District, Approved Multifamily Residence District, Planned Community District).

EAST

To the east of the project site, south of Dobbins Road, are active farms zoned S-1 (Approved R1-8 PCD) (Ranch or Farm Residence District, Approved Single-Family Residence District, Planned Community District) and S-1 (Approved R-2 PCD) (Ranch or Farm Residence District, Approved Multifamily Residence District, Planned Community District). North of Dobbins Road, east of the site, is vacant land and an active dairy farm zoned S-1 (Approved C-2 CP/GCP) (Ranch or Farm Residence District, Approved Intermediate Commercial District and/or Commerce Park District, General Commerce Park option), C-2 HR (Intermediate Commercial

District, High-Rise District), C-2 HR SP (Intermediate Commercial District, High-Rise District, Special Permit), and C-2 CP/GCP SP (Intermediate Commercial District, Commerce Park District, General Commerce Park option, Special Permit).

WEST

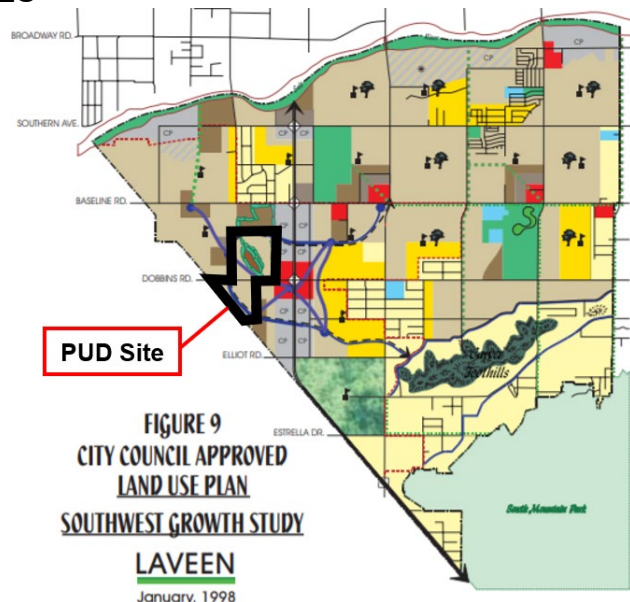
West of the site, north of Dobbins Road, is land that is under construction for single-family homes. This land is zoned R1-6 PCD (Single-Family Residence District, Planned Community District) and R-2 PCD (Multifamily Residence District, Planned Community District). South of Dobbins Road, the land to the west of the site is outside of the City of Phoenix jurisdictional boundaries and falls within the Gila River Indian Community. This area consists of vacant land previously used for agriculture.

AREA PLANS, OVERLAYS, AND INITIATIVES

4. **Laveen Southwest Growth Study**

The site is located within the boundaries of the Laveen Southwest Growth Study, which was developed in 1997 to analyze the existing conditions of the Laveen Village. It provides a land use and design planning framework to help shape the growth in Laveen, while accounting for newly annexed farmland as well as the future development of the South Mountain Freeway Loop, which has since been completed.

The Land Use Plan contained within this study placed the following designations on this site: Residential 2 to 5 dwelling units per acre, Residential 5 to 10 dwelling units per acre, and Parks/Open Space. Immediately to the east of the site, this plan designates the area along the Loop 202 freeway as Commercial and Commerce Park.



LEGEND	
0-1 DU/ACRE	PARKS/OPEN SPACE
0-2 DU/ACRE	CONSERVATION COMMUNITY
2-5 DU/ACRE	SCHOOL
5-10 DU/ACRE	WATER COURSE/MULTI-USE TRAIL
10-15 DU/ACRE	PARKWAY
COMMERCIAL	PLANNED COMMUNITY
COMMERCE PARK	MULTI-USE TRAIL
PUBLIC/QUASI-PUBLIC	Existing Sand & Gravel to transition to Residential
HILLSIDE	OPEN SPACE FEATURE

Land Use Plan, Laveen Southwest Growth Study
Source: City of Phoenix Planning and Development Department

The proposed PUD does not conform to the land use designations placed on the site but is consistent with the designations along the freeway and would provide an appropriate expansion of envisioned commerce park and light industrial uses.

The Laveen Southwest Growth Study also outlines specific design policies and standards for various types of developments that will enhance Laveen’s built environment while remaining respectful of its agricultural heritage. The study encourages all new developments to use durable, high-quality building materials and to provide enhanced building design that will contribute to the character of the area. The Dobbins Industrial and Tech Park PUD sets forth design standards that far exceed those required by the Phoenix Zoning Ordinance and also incorporates requirements for building materials and design features that invoke the agricultural history of the Laveen area.

5. **South Mountain Freeway Technology Corridor**

The City of Phoenix Community and Economic Development Department launched an initiative to market the newly constructed segment of the Loop 202 freeway (South Mountain Freeway) as a high technology employment corridor. This \$1.77 Billion, 22-mile stretch of freeway links the East Valley and West Valley workforces and provides a new gateway into southwest Phoenix. This area is quickly emerging as an ideal location for high tech manufacturing and other advanced industries.

Large land parcels with freeway frontage, robust infrastructure, and mountain views provide ideal opportunities for corporate campuses, Class “A” office settings and light industrial parks. The proposal is consistent with this vision and will help attract a variety of manufacturers and businesses to the area.

To facilitate marketing of the site to high technology employers, staff is recommending limitations to distribution uses. These limitations are addressed in Stipulation No. 1.b.



Source: City of Phoenix Community and Economic Development Department

PUD PROPOSAL

- 6. The proposal was developed utilizing the PUD zoning designation. The Planned Unit Development (PUD) is intended to create a built environment that is superior to

that produced by conventional zoning districts and design guidelines. Using a collaborative and comprehensive approach, an applicant authors and proposes standards and guidelines that are tailored to the context of a site on a case by case basis. Where the PUD Development Narrative is silent on a requirement, the applicable Zoning Ordinance provisions will be applied.

7. **Land Use Plan:** The PUD proposes an overall land use concept for the entire project that is designed for Commerce Park and Industrial Uses. This will provide the flexibility needed for specific users to locate on any portion of the site depending on their operational needs.
8. **Permitted Uses:** The PUD proposes to permit all uses listed in the Commerce Park District, General Commerce Park Option of the Phoenix Zoning Ordinance (Section 626.F), with some additional uses such as manufacturing (which may include basic processing and compounding of raw materials), restaurants, veterinary hospitals and offices, and recreational assembly uses. Temporary and accessory uses are to comply with their respective Sections in the Phoenix Zoning Ordinance, and Special Permit uses are prohibited.

This PUD further proposes to prohibit distribution uses along Dobbins Road that do not store products. Distribution as an accessory to a manufacturing or warehouse facility where a product is made or packaged will be permitted.

Staff is recommending that the PUD narrative include provisions to ensure that the entirety of the site does not develop solely with distribution uses, as this would not align with the intent of a high technology employment corridor. These provisions will also give the Community and Economic Development Department an opportunity to market the site to high technology companies within the first few years of the project's development. To achieve this, staff is recommending that no distribution uses be permitted within 500 feet of Dobbins Road, which is a thoroughfare of scenic and historical importance in the community. Staff is also recommending that no distribution uses be permitted in the Phase 1 area (as depicted in Exhibit 7 of the PUD narrative) in the first three years from the certificate of completion of the first building completed within this development area. After these first three years, a maximum of 50 percent of the total building area may be utilized as a distribution facility as a primary use. The same limitation is recommended in the Phase 2 area (as depicted in Exhibit 7 of the PUD narrative), with the additional provision that after six years from the first building's certificate of completion, the balance of the Phase 2 building area may be utilized for distribution as a primary use. These recommendations are addressed in Stipulation No. 1.b.

9. **Development Standards:** The PUD sets forth several development standards designed to enhance street frontages and the pedestrian environment, promote multi-modal transportation options, and provide superior buffering from existing and future residential uses adjacent to the site. The development narrative also outlines

standards for detached sidewalks along all street frontages, and multi-use trails along the southwestern property line, the north side of Dobbins Road, and along the east side of 67th Avenue. These trails will provide key connection points to the city’s overall parks and trails system. Parking, lighting, and fences and walls shall adhere to the standards set forth in the Phoenix Zoning Ordinance. Standards for bicycle parking in this PUD have been duplicated from Section 1307.H of the Zoning Ordinance, which outlines enhanced bicycle parking requirements per the Walkable Urban (WU) Code. The WU Code is a form-based zoning code that aims to enhance the pedestrian environment and promote multi-modal transportation options.

The PUD proposes open storage standards that limit outdoor storage to a maximum height of eight feet within 50 feet of a residential district, which shall be screened by a solid eight-foot wall and shall not exceed 30 percent of individual development parcels.

Below is a summary of the main development standards proposed in the PUD development narrative. A full list of standards can be found on pages 5 through 7 of the PUD development narrative.

<u>Standard</u>	<u>Proposed</u>
<i>Building Height</i>	<p>Maximum 56 feet</p> <p>Maximum 75 feet for rooftop building appurtenances; minimum 20 feet from roof edge; maximum 15 percent of roof area</p> <p>Maximum 75 feet for materials silos or similar ground mounted elements; minimum 150 feet from property line adjacent to residential</p>
<i>Building Setbacks</i>	
Dobbins Road and 67th Avenue	Minimum 50 feet
Streets	Minimum 30 feet
Perimeter and Interior	<p>Adjacent to residential: Minimum 100 feet</p> <p>Not adjacent to residential: Minimum 20 feet</p> <p>Interior: 0 feet</p>
<i>Maximum Lot Coverage</i>	Maximum 50 percent
<i>Open Space</i>	Minimum 8%

10. **Landscape Standards:** The PUD outlines extensive landscaping standards that exceed the requirements contained in the Zoning Ordinance. The proposed landscape standards are intended to create a robust tree shade cover along the

streetscapes and throughout the development parcels, as well as to help combat the urban heat island effect. All trees along the streetscapes shall be single-trunk, large canopy shade trees, and Dobbins Road and 67th Avenue street landscape areas shall contain minimum 75 percent live groundcover. All other landscape areas shall contain minimum 50 percent live groundcover. All publicly accessible sidewalks and trails along arterial and collector roadways shall be shaded to a minimum of 75 percent. All other walkways shall be shaded at a minimum of 50 percent. Below is an outline of some of the proposed landscape standards. A full list of standards can be found on pages 7 through 8 of the PUD development narrative.

<u>Standard</u>	<u>Proposed</u>
<i>Landscape Setbacks</i>	
Streetscape Dobbins Road and 67th Avenue Other streets	Minimum 30 feet Minimum 20 feet
Perimeter and Interior Adjacent to residential Not adjacent to residential Interior	Minimum 50 feet Minimum 20 feet 0 feet
<i>Planting Standards</i>	
Dobbins Road	Minimum 2-inch caliper (25%) Minimum 3-inch caliper (50%) Minimum 4-inch caliper (25%) Accent palm trees at primary entrances of individual development parcels
Other streets	Minimum 2-inch caliper (50%) Minimum 3-inch caliper (50%)
Interior property lines adjacent to residential	Minimum 3-inch caliper (60%) Minimum 2-inch caliper (40%) Double row of triangulated large canopy single trunk shade trees One additional 2-inch caliper tree for every 500 square feet of landscape area.
Between curb and sidewalk, and along multi-use trails	Minimum 2-inch caliper (100%)
Surface parking areas	Minimum 5% of surface parking shall be landscaped Minimum 2-inch caliper trees, dispersed to provide minimum 25% shade

11. **Design Guidelines:** The PUD sets forth an extensive list of design requirements for building architecture, site layout, walls and fences, landscaping, and design features specific to the Dobbins Road frontage. These standards exceed those required by the Phoenix Zoning Ordinance by solidifying requirements that are “Presumptions” in the ordinance and adding several new design requirements that will ensure a high-quality development that will be a visual benefit to the community. Standards for building design include color palette and building style consistency throughout the development, building materials that are historically appropriate in relation to Laveen’s agrarian heritage (for example stone masonry, common brick, and corrugated steel panels), and guidelines to ensure appropriate breaking up of building massing and aesthetically pleasing building entrances and overall facades.

The PUD also includes requirements for the placement of outdoor storage, orientation of loading and service bays, and location of parking garage structures to ensure that any high impact or unsightly uses are shielded from public view. This will ensure that any street-facing portions of the development enhance the surrounding streetscape instead of negatively impacting it.

12. **Signs:** Signage shall comply with the Phoenix Zoning Ordinance.

AREA PLANS, OVERLAY DISTRICTS, AND INITIATIVES

13. **[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 proposed PUD narrative includes standards for large tree plantings along all street frontages, throughout all landscape areas, and within surface parking lots. The primary streetscape landscape areas shall contain minimum 75 percent live groundcover, and all other landscape areas shall contain minimum 50 percent. The landscaping standards in the PUD will provide significant shade for pedestrians and will help reduce the urban heat island effect within the development and in the greater Laveen area.

14. **[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. The proposed PUD sets forth several standards that will help improve the pedestrian environment and create streets conducive to multi-modal transportation options. Such standards include detached sidewalks, robust tree shade cover, multi-use trails, shaded pedestrian amenity areas, hitching posts for equestrian users, and bicycle parking infrastructure.

15. **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 proposal incorporates requirements for bicycle parking that follows standards set forth in the Walkable Urban Code, which is the city's form-based zoning code intended to enhance the pedestrian realm and encourage multi-modal transportation.

16. **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 Section 716 of the Phoenix Zoning Ordinance expand its recycling and other waste diversion programs. The PUD requires that trash and recycling containers be placed at an interval of every 600 feet along its Dobbins Road Street frontage. Further, the use of recycling collection throughout the site shall be encouraged and the implementation of a recycling and materials management plan shall be developed during construction.

COMMUNITY INPUT SUMMARY

17. At the time this staff report was written, staff received one letter from a community member outlining concerns with the compatibility of the project with adjacent residential properties and with the lack of activation along the Dobbins Road Frontage.

This PUD has been presented to the Laveen Village Planning Committee for informational presentations twice, on March 15, 2021 and on June 14, 2021. During these meetings, members of the committee raised concerns with allowing distribution as a primary use, the proposed design guidelines, and the treatment along Dobbins Road. In response to these concerns, the applicant worked with Planning and Development Department staff to craft regulatory language that will ensure high quality architectural and site layout design, as well as historically appropriate streetscape treatments along Dobbins Road. The applicant also included a provision to prohibit distribution uses that are not part of a primary use that either manufactures or stores products. Staff is further recommending that the PUD narrative include provisions to ensure that the entirety of the site does not develop with distribution as a primary use, and to allow for the Community and Economic Development Department to market the site to high technology employers within the first few years of development. These provisions are addressed in Stipulation No. 1.b.

INTERDEPARTMENTAL COMMENTS

18. **Fire Prevention Division, Fire Department**

Fire Prevention does not anticipate problems with the referenced case. However,

the site and or buildings shall comply with the 2018 Phenix Fire Core. If the building(s) cannot meet first responder radio coverage requirements once they are constructed, they will require a signal booster system (see PFC Section 510).

19. **Floodplain Management Division, Public Works Department**

Floodplain Management determined that this parcel is not in a Special Flood Hazard Area (SFHA), but is located in a Shaded Zone X, on panel 2655 L of the Flood Insurance Rate Maps (FIRM) dated October 16, 2013.

20. **Public Transit Department**

The Public Transit Department has required that clearly defined, accessible pedestrian pathways be provided to connect all main site elements and public sidewalks, and, where they intersect drive aisles, they be constructed of materials that visually contrast with parking surfaces. These standards have been incorporated into the PUD narrative as regulatory standards. The department further required that all pedestrian sidewalks be shaded to 75 percent at tree maturity. This is addressed in Stipulation No. 1.c.

21. **Street Transportation Department**

The Street Transportation Department has required that the developer dedicate and construct the right-of-way along Dobbins Road with 55 feet of right of way along the south side, west of 67th Avenue, per Cross Section C Standards, 55 feet of right-of way for the north and south half between 67th Avenue and the southeastern property boundary per Cross Section C standards; and that these be consistent with the approved Traffic Impact Study and Master Street Plan. This is addressed in Stipulation No. 2. The Street Transportation Department has also required that the developer dedicate and construct right-of way along the east side of 67th Avenue for the full limits of the project, and rights-of-way for 63rd Avenue, and Olney Avenue, as addressed in Stipulation Nos. 3, 4, and 5. A Master Street Plan, Phasing Plan, Trails Plan, and a Traffic Impact Study shall also be required, per Stipulation Nos. 6 and 7. The developer shall be responsible for the installation of traffic signals and or escrow funds as identified in the traffic study and approved Master Street Plan, per Stipulation No. 8. Any existing irrigation facilities along the right-of-way are to be undergrounded or relocated to outside the city right-of-way, as required in Stipulation No. 9. Trails shall connect to collector streets through clearly defined bicycle and pedestrian routes and shall be addressed through the Trails Master Plan, per Stipulation No. 10. Finally, the developer shall be responsible for constructing all streets within and adjacent to the development, and all improvements shall comply with ADA accessibility requirements. This is addressed in Stipulation No. 11.

Dobbins Road Design Concept Report (2003)

In 2003, the City of Phoenix commissioned a consultant to prepare a Design Concept Report (DCR) for Dobbins Road from Central Avenue to 67th Avenue. The purpose of this report was to identify a conceptual footprint for Dobbins Road that

moves traffic safely and efficiently through the area in a way that maintains the character of the community to the extent possible within the known constraints. This report also includes a set of design criteria for the historic and rural enhancement of roadway improvements on Dobbins Road. The Dobbins Industrial and Tech Park PUD incorporates several of the design recommendations from this report into its design guidelines for the Dobbins Road street frontage. This includes elements such as historically relevant light fixtures, pedestrian street furniture with a cohesive design, and use of building materials that were identified in the report as being of historic importance, such as common brick, river run masonry, wire mesh, galvanized steel panels, and heavy timber such as salvaged wood from creosoted wood telephone poles.

22. **Water Services Department**

The Water Services Department does not have any comments for the proposed rezoning and noted that the property will need water and sewer mains that can serve this development. The department further noted that capacity is a dynamic condition that can change over time due to a variety of factors. It is the City's intent to provide water and sewer service. However, the requirements and assurances for water and sewer service are determined during the site plan application review. For any given property, water and sewer requirements may vary over time to be less or more restrictive depending on the status of the City's water and sewer infrastructure.

OTHER

23. The site is not designated as archaeologically sensitive. However, should archaeological materials be 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. This is addressed in Stipulation No. 13.
24. Development and use of the site is subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements. Other formal actions such as, but not limited to, zoning adjustments and abandonments, may be required.

Findings

1. The PUD provides a framework for the development of the site and positions the area for future investment. It will also help further the goal of the city's Community and Economic Development Department of creating a high technology employment corridor along the Loop 202 freeway.
2. The PUD will help establish the site as a destination for employment uses that maximize the site's proximity to existing transportation infrastructure.
3. The PUD contains standards that ensure development on the site will be consistent with the area's character and compatible with surrounding uses. Additionally, it sets forth design standards for the Dobbins Road frontage that pays homage to Laveen's agricultural heritage.

Stipulations

1. An updated Development Narrative for the Dobbins Industrial and Tech Park 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 July 13, 2021, as modified by the following stipulations:
 - a. Front cover: Revise the submittal date information on the bottom to add the following: Hearing draft submittal: July 13, 2021; City Council adopted: [Add adoption date].

- b. Page 4, List of Uses, Not Permitted: Replace existing verbiage with the following:

For the purposes of this PUD a distribution facility is defined as a business that receives packages, sorts, and delivers them without product storage. Distribution as an accessory use is permitted when it occurs from a manufacturing facility or a warehouse where a product is made, assembled or packaged.

Distribution facilities as a primary use shall not be permitted within 500 feet of the property line along Dobbins Road.

For the remainder of the Phase 1 area, as depicted in Exhibit 7 – Phasing Plan, distribution facilities as a primary use are permitted as follows:

- No distribution facilities as a primary use are permitted for a time period of 3 years from the certificate of completion of the first building completed within the Phase 1 area.
- After 3 years from the first building's certificate of completion, a maximum of 50% of the total building area for the Phase I area may be utilized for distribution facility as a primary use.

For the remainder of the Phase 2 area, as depicted in Exhibit 7 – Phasing Plan, distribution facilities are permitted as follows:

- No distribution facilities as a primary use are permitted for a time period of 3 years from the certificate of completion of the first building completed within the Phase 2 area.
- After 3 years from the first building's certificate of completion, a maximum of 50% of the total building area for the Phase 2 area may be utilized for distribution facility as a primary use.
- After 6 years from the first building's certificate of completion, the balance of the Phase 2 building area may be utilized for distribution facility as a primary use.

- c. Page 11, Site Design/Development: Please include the following as an additional bullet point: "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."

2. The developer shall dedicate and construct the following along Dobbins Road:
- a. Fifty-five feet of right-of-way for the south side, west of 67th Avenue, per Cross Section C Standards.

- b. Fifty-five feet of right-of-way for the north and south half between 67th Avenue and the south eastern development boundary (65th Avenue alignment), per Cross Section C Standards. Development shall be responsible for any dedication and improvements for intersection designs.
 - c. Right-of-way dedication and construction to be consistent with the approved Traffic Impact Study and Master Street Plan for the north side of Dobbins Road between 65th Avenue alignment and 63rd Avenue.
3. The developer shall dedicate right-of-way and construct the east half of 67th Avenue for the full limits of the project, in accordance with the approved Traffic Impact Study and associated Master Street Plan.
4. The developer shall dedicate right-of-way and construct 63rd Avenue in accordance with the approved Traffic Impact Study and associated Master Street Plan. Development will be responsible for associated General Plan Amendment to the Street Classification Map.
5. The developer shall dedicate right-of-way and construct Olney Avenue in accordance with the approved Traffic Impact Study and associated Master Street Plan.
6. The developer shall submit Master Street Plan, Phasing Plan and Trails Plan as required by the Planned Community District (PCD), Section 636 of the Phoenix Zoning Ordinance, as approved by the Street Transportation Department and Planning and Development Department.
7. The applicant shall submit a Traffic Impact Study (TIS) to the City for this development. No preliminary approval of plans shall be granted until the study is reviewed and approved by the City. Contact the Street Transportation Department to set up a meeting to discuss the requirements of the study. The TIS shall include signal warrant analysis of abutting and nearby intersection effected as part of this development. The developer shall be responsible for any additional dedications and cost of improvements as required by the approved TIS.
8. The developer shall be responsible for the installation of traffic signals and or escrow funds as identified within the traffic study and approved Master Street Plan.
9. Existing irrigation facilities along any existing and or proposed right-of-way are to be undergrounded and relocated outside of City right-of-way. Contact SRP to identify existing land rights and establish the appropriate process to relocate facility. Relocations that require additional dedications or land transfer require completion prior to obtaining plat and/or civil plan review approval.

10. Connection of trails shall be made to collector streets through clearly defined bicycle and pedestrian routes. Local street connections alone are insufficient to provide this connectivity. This connectivity shall be addressed through the Trails Master Plan.
11. The developer shall construct all streets within and adjacent to the development with paving, curb, gutter, sidewalk, curb ramps, streetlights, landscaping and other incidentals, as per plans approved by the Planning and Development Department. All improvements shall comply with the current ADA Guidelines.
12. 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.

Writer

Sofia Mastikhina

August 3, 2021

Team Leader

Samantha Keating

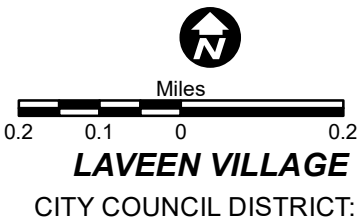
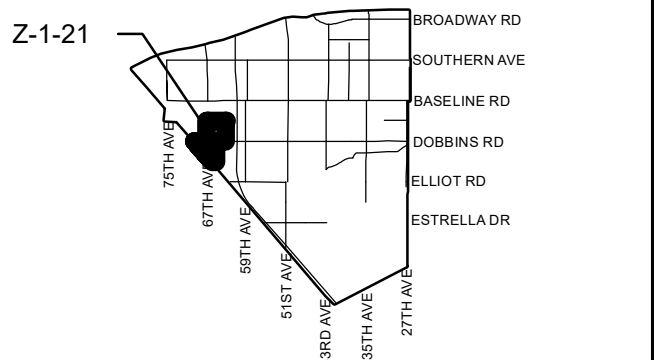
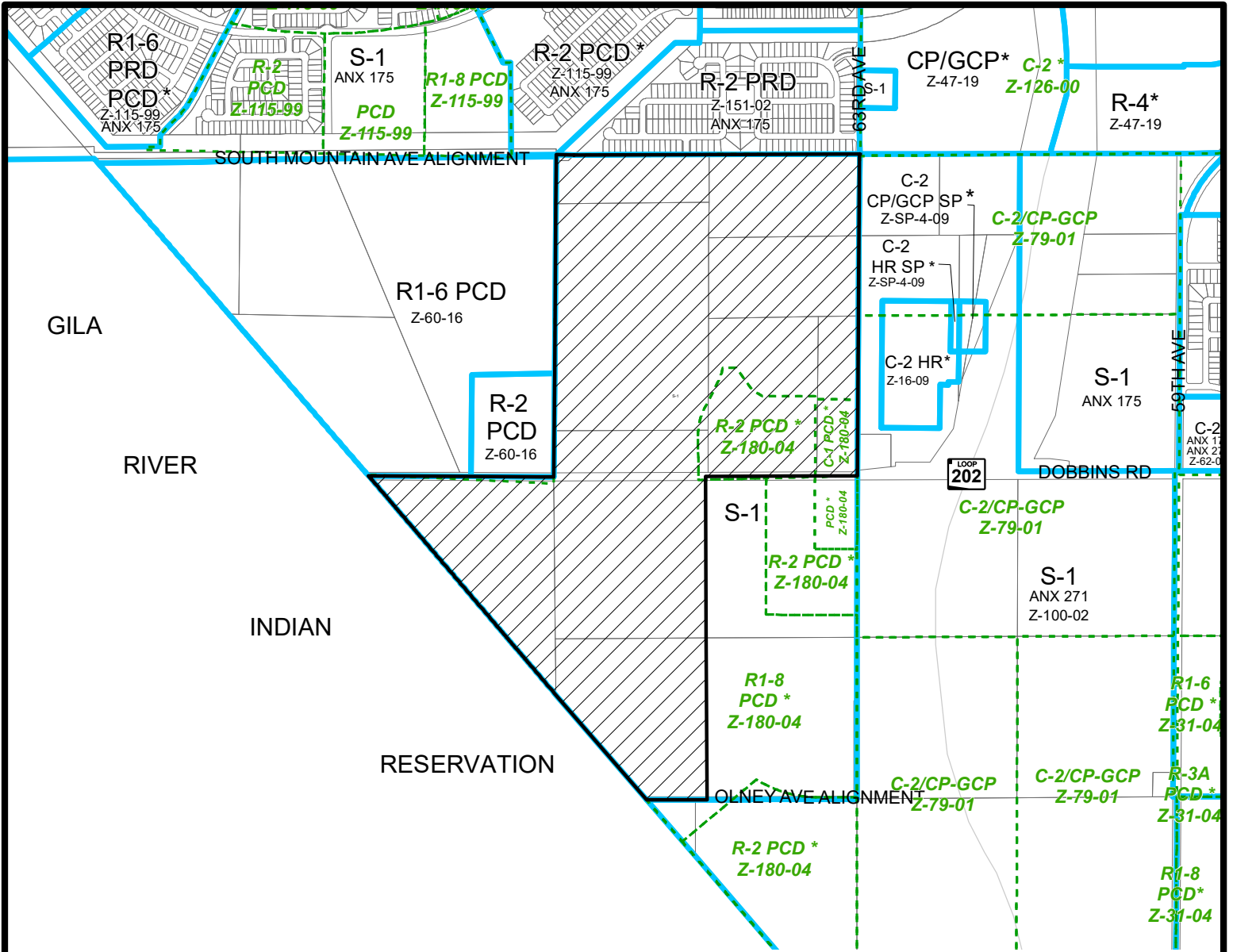
Exhibits

Sketch map

Aerial sketch map

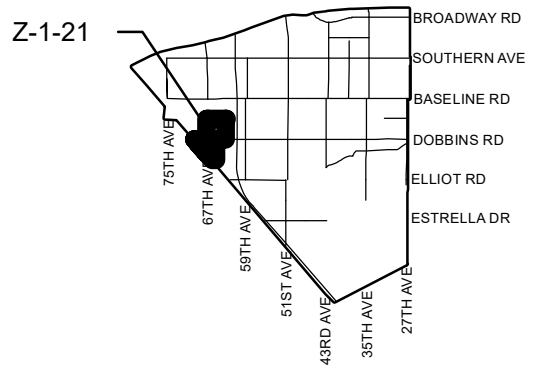
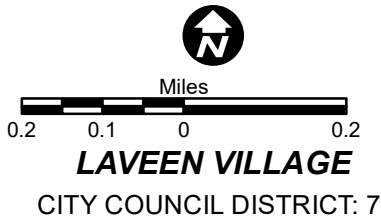
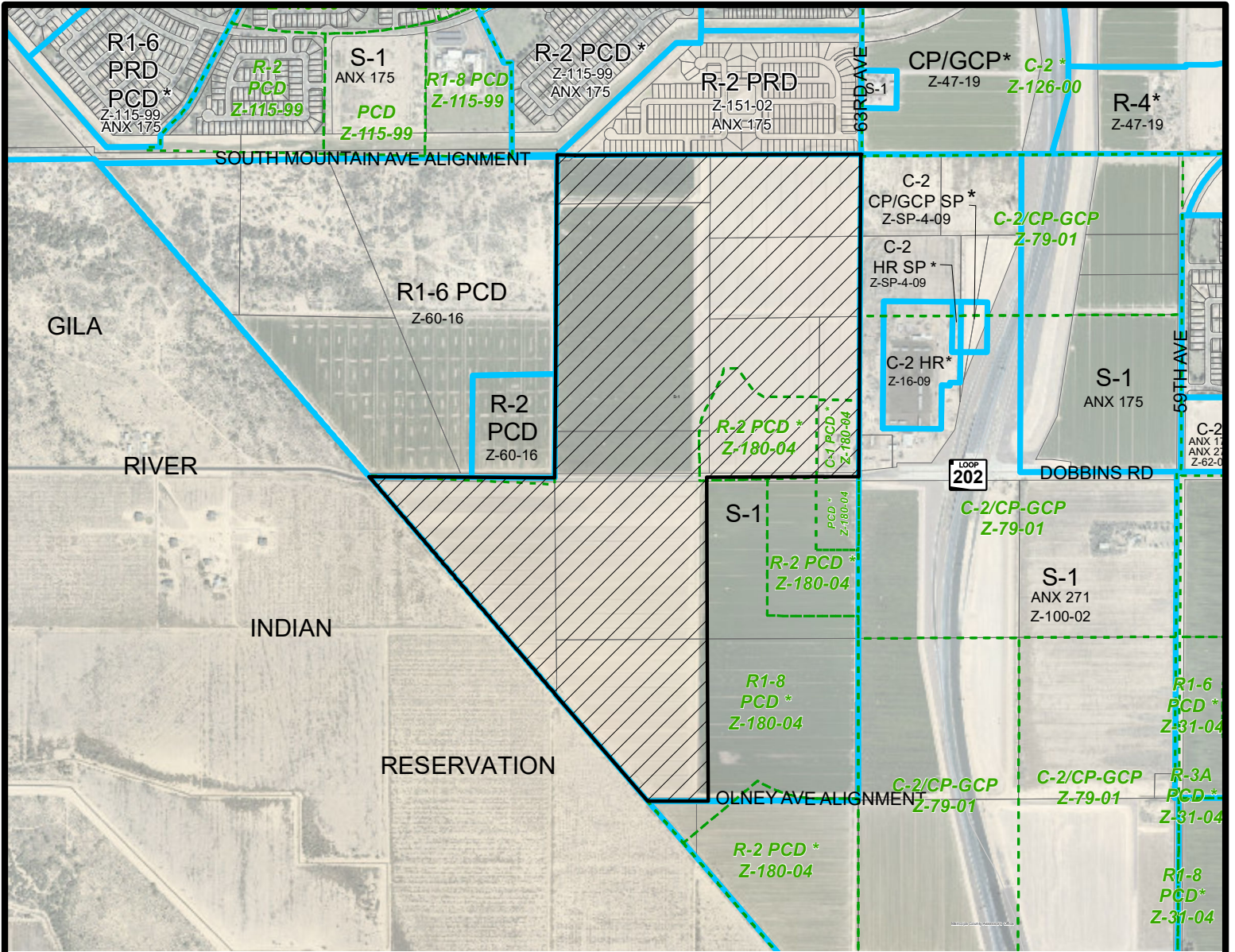
Community Correspondence (2 Pages)

[Dobbins Industrial and Tech Park PUD](#) date stamped July 13, 2021



APPLICANT'S NAME: Adam Baugh, Withey Morris, PLC		REQUESTED CHANGE:	
APPLICATION NO. Z-1-21	DATE: 1/15/2021 REVISION DATES:	FROM: S-1 (Approved R1-8 PCD) (229.68 a.c.) S-1 (Approved R-2 PCD) (15.51 a.c.) S-1 (Approved C-1 PCD) (4.99 a.c.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 250.18 Acres	AERIAL PHOTO & QUARTER SEC. NO. QS 03-12, 03-13, 02-13	ZONING MAP C-4	TO: PUD (250.18 a.c.)
MULTIPLES PERMITTED S-1 (Approved R1-8 PCD), S-1 (Approved R-2 PCD), S-1 (Approved C-1 PCD) PUD	CONVENTIONAL OPTION 229 (987), 15 (155), 4 (72) N/A	* UNITS P.R.D. OPTION N/A (1,263), N/A (186), N/A (87) N/A	

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



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

Sofia Mastikhina

From: Dan Penton <dpenton85339@gmail.com>
Sent: Monday, March 15, 2021 10:59 AM
To: Tonya Glass; Linda Abegg; Robert Branscomb; Sofia Mastikhina; Sandy Hamilton; Samantha Keating; Phil Hertel
Cc: hannah@withey.com; Jennifer Rouse; Stephanie Hurd; lisaperez5@cox.net
Subject: Dobbins Industrial and Tech Park PUD Z-1-21N /GPA-LV-1-21-7
Attachments: mcClellanRanch_StaffReport.pdf; McClellan SitePlan revised.pdf; MCCLELLAN RANCH PLANNED COMMUNITY DISTRICT DEVELOPMENT NARRATIVE _Z-60-16n.pdf; received_811873326065987.webp; received_906024206816048.webp

Follow Up Flag: Follow up

Flag Status: Flagged

I AM ALL FOR BRINGING HIGH PAYING JOBS AND THE TECH CORRIDOR TO LAVEEN!

But at what cost?

Two BRAND NEW residential communities under construction, 179 Unit Estrella Vista to the north, and 611 unit McClellan Ranch to the west aren't even completed yet, and I fear that we will set a dangerous precedent if this proposed PUD isn't given the thoughtful and deliberate attention it requires.

I realize the site plan is conceptual, but that is what alarms me the most. The concept. This can't be your everyday, run of the mill concept. The McClellan Ranch PCD was finally approved after three revisions over three years. The Dove Ranch PCD (the previous planned development for this site) was on the books for nearly 20 years or more. Both of them were planned with each other in mind. None of them anticipated an industrial complex literally on their doorstep.

I'm proposing a 200-ft setback along Dobbins to preserve the scenic corridor and to allow for a more compatible use along Dobbins that will serve as a transition between two land uses that are polar opposites. Within that 200 feet could be a scenic trail easement, commercial uses more conducive to neighborhood services, mixed use with commercial/retail on ground floor with live/work lofts or co-working units on second and third floors provided they are stepped back. Create a "Main Street" along Dobbins.

I said this to Adam and Hannah previously, This development is the first one in so whatever the outcome of this project is we'll set the tone for future development along the freeway corridor. There's an opportunity here to set a great example to make something that the community can really be proud of and stand behind. Let's not squander it. Let's be thoughtful and deliberate about how this project comes together; And how we can make it truly represent the character and uniqueness of Laveen.

I created two maps to show the compatibility of the Tech Park next to the residential and the access routes to and from the 202 for residents of the both communities. On one map you'll see the Tech Park PUD conceptual site plan and the other map you will notice the previous development for Dove Ranch.

The zoning case numbers for McClellan and Estrella Vista are noted, as are the entry points to both communities as indicated by the black dots. The streets are in white, and the Laveen Area Conveyance Channel is in Blue. .

Please keep in mind that the only access across the conveyance channel will be at 63rd Avenue, South Mountain Avenue will end at 65th Ave, and 67th Avenue will end just north of the main entrance to McClellan Ranch. All vehicular traffic will be directed to Dobbins Road, where a driver can turn left on to 63rd Ave or continue to the Loop 202.

Children who happen to be enrolled at Desert Meadows can take the Conveyance Channel, but others who go to either Betty Fairfax or Estella Foothills Global Academy will likely take Dobbins Road (or the Conveyance for BFHS) requiring them to travel through an Industrial Park just to get to school. What kind of safety does that offer, and how does that reduce their risk to harmful air quality?

Thank you for your time. I look forward to seeing you all at tonight's VPC meeting

All My Best
Dan Penton