



**City of Phoenix**  
PLANNING AND DEVELOPMENT DEPARTMENT

**Staff Report: Z-126-14-3**  
**(View 32 PUD)**  
April 23, 2015

**Paradise Valley Village Planning Committee Meeting Date**      May 4, 2015

**Planning Commission Hearing Date**      May 12, 2015

**Request From:**      C-O (Commercial Office), Approved C-2 (Intermediate Commercial): 1.96 acres; C-1 (Commercial – Neighborhood Retail): 1.67 acres; C-1, Approved C-2: 0.25 acre; and C-O: 0.18 acre

**Request To:**      PUD (Planned Unit Development): 4.06 Acres

**Proposed Use**      Planned Unit Development to allow multi-family residential

**Location**      Approximately 600 feet north of the northeast corner of 32nd Street and Shea Boulevard

**Representative**      Ed Bull, Burch & Cracchiolo, P.A.

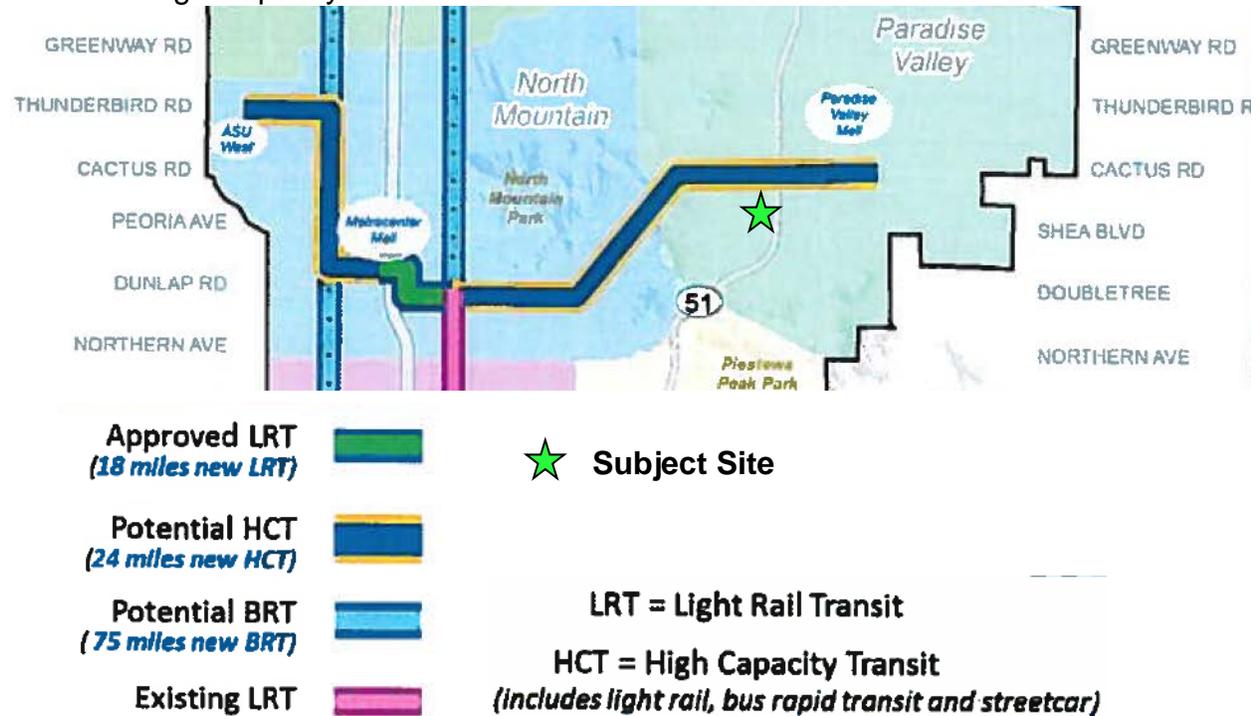
**Staff Recommendation**      Approval, subject to a stipulation

<b>GENERAL PLAN CONFORMITY</b>			
<b>General Plan Land Use Designation</b>		Commercial	
<b>Street Map Classification</b>	32nd Street	Arterial	50 foot half street width
<p><b>LAND USE ELEMENT: GOAL 2: EMPLOYMENT AND POPULATION BALANCE:</b> POLICY 14: LOCATE MULTI-FAMILY DEVELOPMENT NEAR SPECIALIZED PUBLIC FACILITIES, MAJOR TRANSPORTATION SERVICES AND EMPLOYMENT CENTERS.</p> <p>The subject site is within close proximity to the State Route-51 freeway and the Dreamy Draw Park and Ride. There are also public transportation options available off of 32<sup>nd</sup> Street and Shea Boulevard. Additionally, the area has been identified to potentially have high capacity transit in the future.</p>			
<p><b>LAND USE ELEMENT: GOAL 5: INTEGRATION OF LAND USE AND TRANSPORTATION SYSTEMS:</b> AN INTEGRATED LAND USE AND TRANSPORTATION SYSTEM, WHICH FURTHERS THE URBAN VILLAGE MODEL AND MINIMIZES THE ADVERSE IMPACTS OF THE TRANSPORTATION SYSTEM ON HOUSING, BUSINESSES AND PUBLIC USES, SHOULD BE ENCOURAGED.</p> <p><b>POLICY 2:</b> LOCATE MAJOR TRAFFIC-GENERATING LAND USES ON MAJOR STREETS IN AREAS PLANNED FOR SUCH USES, OR NEAR PARKWAY AND</p>			

**FREEWAY ACCESS AND TRANSIT CENTERS OR LIGHT RAIL TRANSIT STATIONS, AND AVOID USE OF LOCAL STREETS.**

The proposed PUD is located on an arterial street, and within close proximity to the State Route-51 freeway and the Dreamy Draw Park and Ride facility. The area has sufficient transportation options to support the development. Additionally, the area has been identified to potentially have high capacity transit in the future.

**Potential High Capacity Transit:**



Source: City of Phoenix, Public Transit Department, February 25, 2015

**BICYCLING ELEMENT: GOAL 2: RIDERSHIP: INCREASE BICYCLE RIDERSHIP WITHIN THE CITY OF PHOENIX. POLICY 1: PROVIDE A COMPATIBLE STREET SYSTEM AND REMOVE BARRIERS TO BICYCLING. BARRIERS INCLUDE MID-BLOCK CROSSINGS, FREEWAY CROSSINGS, CANAL CROSSINGS, DISCONNECTED BIKE LANES, ETC. RECOMMENDATION A: CONTINUE TO INCLUDE BICYCLE FACILITIES AS AN INTEGRAL PART OF FUTURE DEVELOPMENTS IN ALL AREAS THROUGHOUT THE CITY THAT CONNECT TO OTHER EXISTING AND PROPOSED BICYCLE FACILITIES.**

The proposed PUD will provide 30 bicycle parking spaces which will promote the use of bicycles for an alternative mode of transportation.

**HOUSING ELEMENT: GOAL 1: HOUSING DEVELOPMENT: ALL HOUSING SHOULD BE DEVELOPED AND CONSTRUCTED IN A QUALITY MANNER.**

The PUD proposes a high quality, gated, Class “A” multi-family development, with ample amenities and connectivity to the surrounding commercial uses and public trails system.

**GOAL 2: HOUSING CHOICE:** A DIVERSE CHOICE OF HOUSING SHOULD BE PROVIDED IN ALL VILLAGES OF THE CITY TO MEET THE NEEDS OF ALL HOUSEHOLDS.

**POLICY 1:** DEVELOP A RANGE OF HOUSING TYPES IN EACH URBAN VILLAGE. D. ENCOURAGE A BALANCE BETWEEN RENTAL AND OWNER-OCCUPIED MULTI-FAMILY HOUSING OPPORTUNITIES IN EACH VILLAGE.

The proposed development increases diversity in housing options for the area. The proposed project will provide a housing choice that is not available within the immediate area. The closest comparable development is the Cactus 42 development near the Paradise Valley Mall, which is approximately 2.20 miles away. The development supports either commuting, or allows people to live near work and support the village's economic viability.

**NEIGHBORHOOD ELEMENT: GOAL 4: CHARACTER AND IDENTITY:** NEIGHBORHOOD CHARACTER AND IDENTITY SHOULD BE ENCOURAGED AND REINFORCED.

Elements of the PUD that contribute to the character and identity of the area are the focus on the mountain preserve, connectivity to commercial uses and the public trails system, adding additional population in the area to support commercial businesses, the modern architectural theme to add to the varied architecture in the area, and lush low-water use/drought tolerant landscaping that will integrate nicely with the native vegetation of the preserve.

**CONSERVATION, REHABILITATION, & REDEVELOPMENT ELEMENT:**  
**GOAL 5: ELIMINATION OF DETERIORATION AND BLIGHT:** PREVENTION OR ELIMINATION OF DETERIORATION AND BLIGHT CONDITIONS SHOULD BE PROMOTED TO ENCOURAGE NEW DEVELOPMENT AND REINVESTMENT.  
**POLICY 2:** FACILITATE THE ACQUISITION OF VACANT, UNDERUTILIZED AND BLIGHTED PARCELS FOR APPROPRIATE REDEVELOPMENT, COMPATIBLE WITH THE ADJACENT NEIGHBORHOOD CHARACTER AND ADOPTED AREA PLAN.

The development is proposed on an underutilized, partially vacant lot that has been subject to blighted conditions. This is an opportunity to redevelop the lot in keeping with policy plans for the area that encourage "Redevelop/Change."

## ADOPTED PLANS AND STUDIES

### **SQUAW PEAK FREEWAY SPECIFIC PLAN**

See Item No. 3 in the Background/Issues/Analysis Section.

### **NORTH 32<sup>ND</sup> POLICY PLAN**

See Item No. 4 in the Background/Issues/Analysis Section.

### **ULI AzTAP Summary Report**

See Item No. 5 in the Background/Issues/Analysis Section.

## **Background/Issues/Analysis**

### **SUBJECT SITE**

1. This is a request to rezone a 4.06-gross acre site located approximately 600 feet north of the northeast corner of 32<sup>nd</sup> Street and Shea Boulevard from C-1, C-1 (Approved C-2), C-O and C-O (Approved C-2) to PUD (Planned Unit Development). The rezoning is proposed to allow a multi-family residential development beyond what would typically be permitted in the C-1, C-2, or R-5 (Multifamily Residence District).
2. The General Plan Land Use Map designation for the subject site is Commercial. The lots to the north, west and south are all also designated Commercial and the east is designated Transportation. While the proposal does not conform to the Land Use Map designation, a General Plan Amendment is not required because the site is less than 10 acres.

### **SQUAW PEAK FREEWAY SPECIFIC PLAN**

3. This is a policy plan which addresses the impacts of the freeway on adjacent neighborhoods and proposes ways to maximize compatibility of the freeway with adjacent and nearby land uses. The primary purpose of the plan is to provide recommendations for freeway mitigation. The Specific Plan was adopted by the Phoenix City Council July 3, 1991.

The proposed development is of an appropriate use, scale and character adjacent to the freeway and is in keeping with the specific plan. The development introduces a use that will be stable and workable in the presence of the freeway; will aide in retaining the village core as the commercial/office center of the village by discouraging inappropriate increases in land use intensity along the freeway corridor, and encourages economic development opportunities which are consistent with the neighborhood compatibility and the General Plan.

The land use element of the Specific Plan makes recommendations for land use changes. The Specific Plan recommends that any subsequent rezoning or development adjacent to the freeway should be designed to mitigate effects of the freeway. The PUD Narrative proposes the following features that will be in compliance with this recommendation:

- No ground floor units closest to the freeway.
- The east side of the site, adjacent to the freeway, includes a 10-foot landscape setback, two (2) rows of parking and a drive aisle. The total setback provided between the building and east property line is approximately 73 feet (based on the conceptual site plan).
- Use of double glazed Low-E windows.
- Extra insulation in the form of solid-core or insulated exterior doors and added insulation in the walls and roof.
- Self-closing damper on exhaust ducts on units near the freeway.

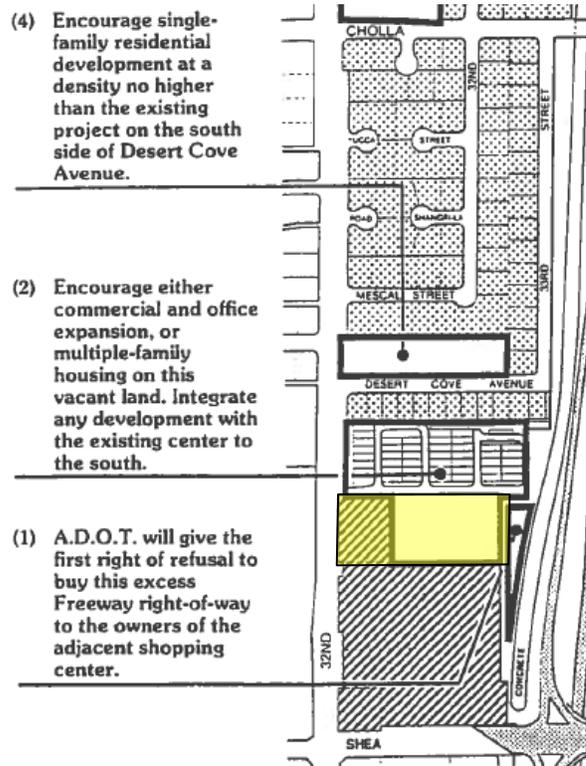
The Specific Plan states the following for the specific project area:

*“The general area surrounding the intersection of 32<sup>nd</sup> Street and Shea Boulevard is the main retail/office/employment center in the southwest quadrant of the Paradise Valley Village. All four corners of the 32<sup>nd</sup> Street/Shea Boulevard intersection make an important contribution to this center. Conduct a marketing study of this general area to facilitate its stabilization and expansion.*

*The existing development on the northeast corner should be upgraded and expanded to fill the vacant land to the north up to the rear of the lots on the south side of Desert Cove Avenue. This will stimulate and preserve the significance of this area.”*

The Specific Plan also goes on to state that multi-family development may be considered for the vacant land north of the Basha’s shopping center, if viable and per plans that adequately buffer the homes on the south side of Desert Cove.

The proposed development has little impact on nearby single-family residential because it is directly adjacent to commercial uses and the freeway; and the only vehicular ingress and egress from the site is off of 32<sup>nd</sup> Street, which is an arterial street. There is a buffer created by the existing self-storage facility as well an additional 10 feet of landscaping, a row of surface parking and a drive aisle. The self-storage facility property is approximately 277 feet wide. The total setback provided between the building and north property line is approximately 59 feet (based on the conceptual site plan). The total separation between the nearest residential property and the proposed building is approximately 336 feet.



An adequate buffer based on current Zoning Ordinance standards for multi-family development can be measured using the following method:

- *There shall be a 15-foot maximum height within ten feet of a single-family zoned district, which height may be increased one foot for each additional one foot of building setback to the maximum permitted height. (Source: Footnote under Table B provisions in the R-2 to R-5 multi-family zoning districts, Sections 614 to 618).*

Using this formula an adequate buffer between the proposed multi-family development and the nearest residential would be approximately 55 feet. Accordingly, the proposed 336 feet is considered an adequate buffer.

The PUD is consistent with the recommendations of the Squaw Peak Freeway Specific Plan.

#### NORTH 32<sup>ND</sup> POLICY PLAN

4. The subject site falls within the boundaries of the North 32<sup>nd</sup> Policy Plan area, which are from the Phoenix Mountain Preserve to the south, Loop 101 to the north, 28<sup>th</sup> Street to the west and 36<sup>th</sup> Street/State Route 51 to the east. Starting in early 2012 through more than 40 meetings, city staff worked closely with concerned property and business owners (known as the North 32<sup>nd</sup> Working Group) to develop the North 32<sup>nd</sup> Policy Plan. The purpose of the North 32<sup>nd</sup> Policy Plan is to provide direction to future decision makers in regards to where the community may support new development and property entitlement changes (rezoning) within the corridor. The Policy Plan was adopted by the Phoenix City Council on December 3, 2014.

City staff worked closely with the North 32<sup>nd</sup> Working Group to identify ways to improve the conditions within the corridor and spur revitalization in the area. A vision was established as well as three focus areas (Branding and Events, Transportation and Street Improvements, and Land Use) to promote positive change within the corridor. The Policy Plan includes the results of mapping exercises for all the major intersections within the corridor. To work towards implementing the community's vision for North 32<sup>nd</sup>, city staff needed to identify where the community would support stability, retrofitting and redevelop or change. Stability is those areas that would stay as they currently exist, such as single-family residential neighborhoods with an established density or restoration of existing buildings. Retrofitting would include additional landscaping within the right-of-way or parking lot, adaptive reuse of structures or adding new buildings to vacant properties or parking lots at the same scale as surrounding neighborhoods. Redevelop or change supports a significant new development that would completely redevelop the site by changing the scale and increasing the density or daily traffic. The unanimous results of the mapping exercise denoted the subject site as redevelop or change.

The proposed multi-family residential development is harmonious with the North 32<sup>nd</sup> Policy Plan, specifically the Vision Statement, a Land Use Focus Area and the results of the working group mapping exercise. The Vision Statement is as follows: "The group envisions North 32<sup>nd</sup> as a destination with a sense of place that encourages residential and commercial investment and welcomes those that wish to work, live and/or play in the area". The proposed development will bring in additional residents to the area that will work, live, shop and play in the area.

One of the Land Use Focus Areas is to "[b]uild off the unique character of the corridor and each major intersection." The residents of the proposed development will patronize the adjacent commercial uses and the nearby Phoenix Mountain Preserve. The proposed development could spur additional future investment in the area.

The results of the 32<sup>nd</sup> Street and Shea Boulevard Mapping Exercise identified the subject site as “Redevelop/Change” by the working group. As noted above, redevelop or change supports a significant new development that would completely redevelop the site by changing the scale and increasing the density or daily traffic. The proposed development will add density and traffic to North 32<sup>nd</sup> and could potentially spur additional future developments and/or improvements in the corridor.

#### CONFORMANCE WITH THE ULI AZTAP SUMMARY REPORT

5. The subject site is also within an area studied within the ULI AzTAP Summary Report. The report identified the need for a catalyst project that will encourage future development and investment in the area. The summary report specifically recommends introducing mixed use and higher density residential into commercial nodes, and expanding the demographics to introduce new housing products into the area that capture a younger, affluent market. The proposed PUD is consistent with the recommendations of the ULI AzTAP Summary Report.

#### APPROVED ZONING

6. The approved C-2 zoning on the east portion of the subject site was approved by the Phoenix City Council on May 4, 2005 through Rezoning Case Z-139-04 for small offices with retail and warehouses.

#### ON-SITE DEVELOPMENT

7. The subject site is partially developed with an office/retail building on the west portion and is vacant on the east portion. There has been an outdoor storage facility operating illegally on the vacant portion of the site.
8. The subject site has street frontage on 32<sup>nd</sup> Street to the west. North 32<sup>nd</sup> Street is designated as an Arterial Street on the city’s Street Classification Map. The site is in close proximity to Shea Boulevard (approximately 600 feet south) and the State Route-51 freeway (directly to the east, with access approximately 1,720 feet to the southeast).

#### SURROUNDING ZONING AND USES

9. **North**  
Directly north of the subject site is zoned C-2 SP (Special Permit). The Special Permit is for the self-storage facility that is currently an active use on the lot.

##### **West**

Directly across 32<sup>nd</sup> Street is zoned PSC (Planned Shopping Center). There are service and restaurant uses, and several other vacant commercial spaces.

##### **South**

Directly south of the subject site is zoned PSC (Planned Shopping Center). There is a Basha’s grocery store and other retail, service, and restaurant uses.

##### **East**

East of the subject site is an ADOT drainage feature and the State Route-51 freeway.

## PROPOSAL

10. The proposal, View 32, is a gated, 147-unit, multi-story, multi-family residential development. The proposed development will replace a commercial building and fill-in an underutilized lot. The modern architecture and low-water use/drought tolerant landscaping will complement and improve the surrounding area. The proposed development also offers ample amenities to the prospective tenants, as well as pedestrian connectivity to the adjacent commercial uses.
11. Below is a summary of the proposed standards for the subject site as described in the PUD Narrative dated April 22, 2015.

Where the PUD Narrative is silent on a requirement, the applicable Zoning Ordinance provision will be applied.

### **Land Use**

The PUD Narrative proposes to provide up to 147 residential dwelling units and also allow accessory uses that are applicable to multi-family uses in the R-5 Zoning District (Section 618 of the Phoenix Zoning Ordinance).

### **Development Standards**

Height: The maximum height proposed is 48 feet within the west 240 feet of the site, and 60 feet on the east portion of the site.

Density: The maximum number of dwelling units proposed is 147 units, which equates to 36.21 dwelling units per acre.

Building Setbacks: The minimum building setbacks are as follows:

- West (Street side): 25 feet from property line (includes 25 feet of right-of-way easement); and
- North, South and East: 10 feet.

Additionally, there is a provision for building setback projections as follows:

- Architectural pop-outs may extend a maximum of 3 feet; and
- Shade canopies may extend a maximum of 5 feet.

Lot Coverage: The maximum lot coverage proposed is 50%.

### **Landscape Standards**

The minimum landscape setbacks are as follows:

- West (Street side): 25 feet from property line (includes 25 feet of right-of-way easement); and
- North, South and East: 10 feet.

Within the parking area: Landscape planters shall be placed at the end of each row of parking.

### **Amenities**

The PUD narrative indicates that amenities include a pool and other courtyard amenities, spa, clubhouse, outdoor kitchens/barbeques, fire pits, dog park, fitness center, conference room, computer room, and other gathering/entertainment areas.

### **Signage**

The PUD Narrative permits two signs, one as entry monument signage with a maximum height of 9 feet, 6 inches, and the other will be a wall sign located on the southwest corner of the building. Any other signage proposed in the future will be per Section 705 of the Phoenix Zoning Ordinance.

### **Design Guidelines**

The standard design guidelines per Section 507.Tab A. of the Phoenix Zoning Ordinance will apply. Additionally the following features are also proposed:

- Articulated building façade with varied massing, substantial amount of pop-outs, architectural features and embellishments (general conformance to building elevations)
- Building to be oriented to maximize solar exposure
- Various shade features for protection from the sun
- Covered parking
- Various amenities as referenced above.
- Landscaping to blend with natural desert
- Pedestrian connectivity to adjacent commercial uses
- Bicycle parking

### **Sustainability**

The following features are proposed:

- Low flow lavatory faucets, shower heads and toilets
- Energy efficient HVAC system
- Low-E coating on windows
- Controllability of systems and thermal comfort features
- Freeway noise mitigations through sound attenuated double-pane windows, solid-core or insulated exterior doors; added insulation in the walls and roof; and self-closing damper on exhaust ducts near the freeway
- Pedestrian connectivity to adjacent commercial sites and proximity to recreational trails.
- Bicycle parking
- Green rooftop above the parking podium
- Low-water use/drought tolerant landscape
- Maintaining existing mature pine tree located along the southwest side of the property.

### **Phasing**

The development is proposed in one phase.

12. The proposed project will increase the allowed density and building height that is permitted in the current zoning designations on the property. However, there is support for this increase within the general neighborhood, as well as in the ULI AzTAP Summary Report and the North 32<sup>nd</sup> Policy Plan. There is sufficient distance between the single-family residences to the north and the proposed development (approximately 336 feet). Additionally, there is a varied roofline proposed, which will break-up the massing of the building and add visual interest.
13. Enhancements that the PUD offers beyond traditional zoning:
  - More amenities are provided than typically required of a multi-family development. The Zoning Ordinance requires a minimum of two (2) amenities per Section 703.B.4.b. The amenities proposed in the PUD Narrative include a pool, spa, clubhouse, outdoor kitchens/barbeques, fire pits, dog park, fitness center, conference room, computer room, and other gathering/entertainment areas.
  - Perimeter landscaping adjacent to other properties is more than required for multi-family development. The Zoning Ordinance requires a minimum 5-foot wide landscaping adjacent to other properties per Section 703.B.3.b.(3). The PUD Narrative proposes a minimum 10-foot wide landscaping adjacent to other properties.
  - Substantial amount of pop-outs, architectural features and embellishments. Section 507.Tab A.II.B.4.1 of the Zoning Ordinance requires that only buildings that are visible from public streets and adjacent to residential property that exceed 100-feet should contain architectural embellishments and detailing such as textural changes, pilasters, offsets, recesses, window fenestration, shadow boxes and overhead/canopies.
  - Bicycle parking provided in the parking garage as well in front of the lobby.
14. The Development Standards within the PUD Narrative proposes a 25-foot front building and landscape setback which includes a 25-foot right-of-way easement. Staff does not support the 25-foot front building and landscape setback since this would allow the building to be within 0 feet of the right-of-way easement. The Conceptual Site Plan (Exhibit 7) within the PUD Narrative depicts the building 35 feet from the property line which would provide a 10-foot buffer from the building front to the right-of-way easement line. Staff is recommending stipulations 1.a. and b. so that the front setbacks proposed on the Development Standards are consistent with what is depicted on the Conceptual Site Plan.

#### STREETS AND TRAFFIC

15. A Traffic Impact Statement has been submitted to and approved by the Street Transportation Department on March 26, 2015. There are no streets and traffic related concerns.

#### MISCELLANEOUS

16. The Water Services Department has stated that there are no water or sewer infrastructure concerns.

17. The Floodplain Management Division of the Street Transportation Department has determined that the parcel is not in a Special Flood Hazard Area (SFHA), but is located in Shaded Zone X, on panel 1735 L of the Flood Insurance Rate Maps (FIRM) dated October 16, 2013.
18. 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 proposed development is not in conformance to the General Plan Land Use Map designation of Commercial; however, a General Plan Amendment is not required because the site is less than 10 acres. The proposed PUD is in conformance with several General Plan goals and policies.
2. The proposed PUD is in conformance with the Squaw Peak Freeway Specific Plan and the North 32<sup>nd</sup> Policy Plan.
3. The development will provide additional housing choices for the area.
4. The proposal is compatible with the existing commercial and residential developments surrounding the site.

### **Stipulations**

1. An updated Development Narrative for the View 32 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 22, 2015, as modified by the following stipulations:
  - a. Page 8, Section G. Development Standards, Table 1: Applicant shall revise the front building and landscape setbacks from "25 feet (25 feet includes easement area)" to "35 feet (25 feet includes easement area)"
  - b. Exhibit 10, View 32 Column: Applicant shall revise the front building and landscape setbacks from "25 feet (25 feet includes easement area)" to "35 feet (25 feet includes easement area)"

### **Writer**

Racelle Escolar  
Craig Mavis  
4/23/15

Staff Report: Z-126-14-3

April 23, 2015

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**Team Leader**

Joshua Bednarek

**Attachments**

Attachment A: Sketch Map

Attachment B: Aerial Map

Attachment C: Site Plan

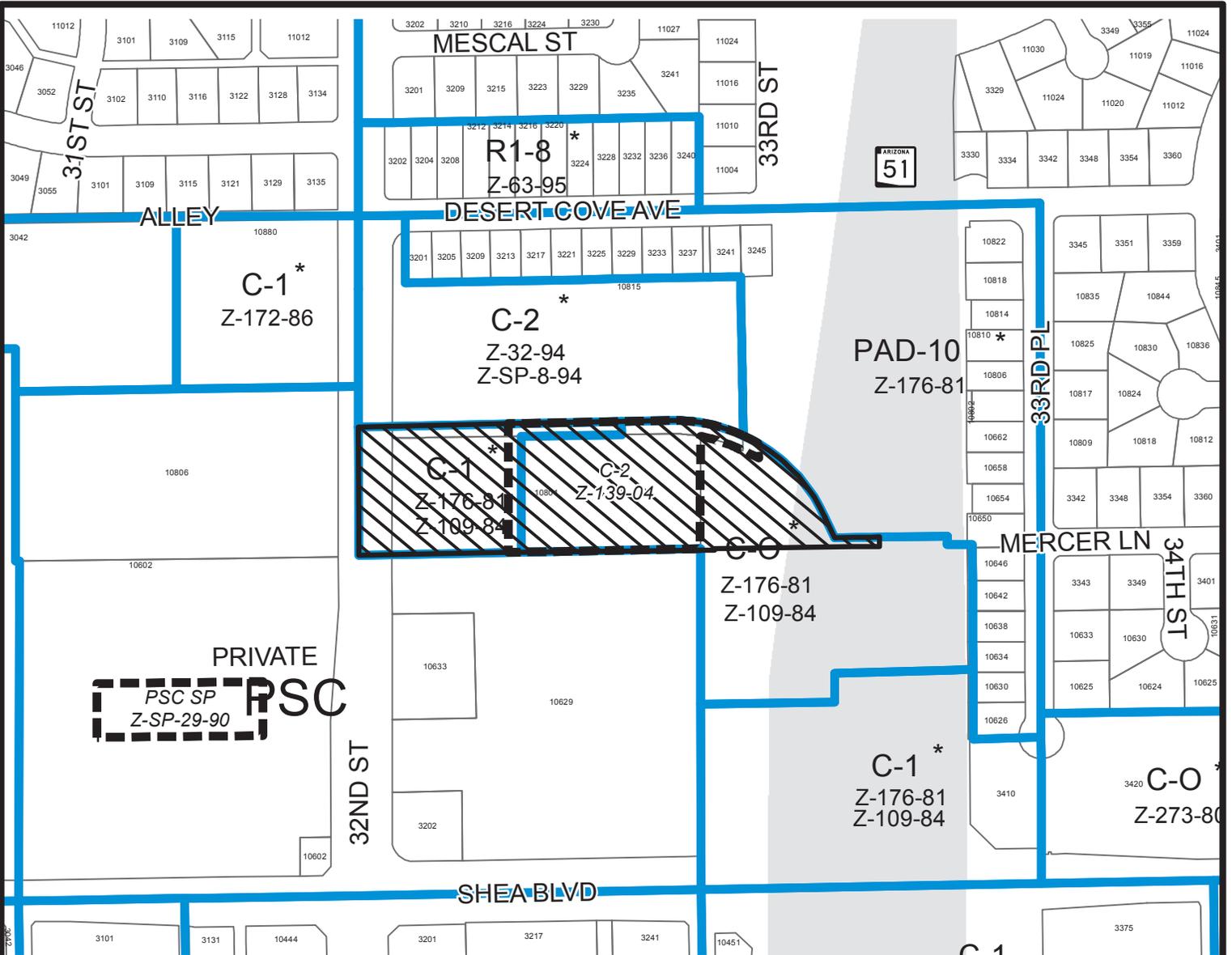
Attachment D: Elevations

Attachment E: View 32 Planned Unit Development Narrative date stamped April 22,

2015 (<https://www.phoenix.gov/pddsite/Documents/Z-126-14n.pdf> or

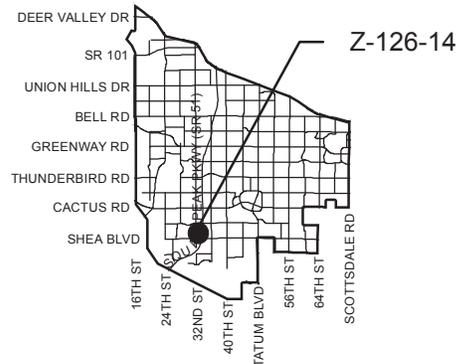
<https://www.phoenix.gov/pdd/pz/pzservices/pud-cases>)

# ATTACHMENT A



300 150 0 300 Feet

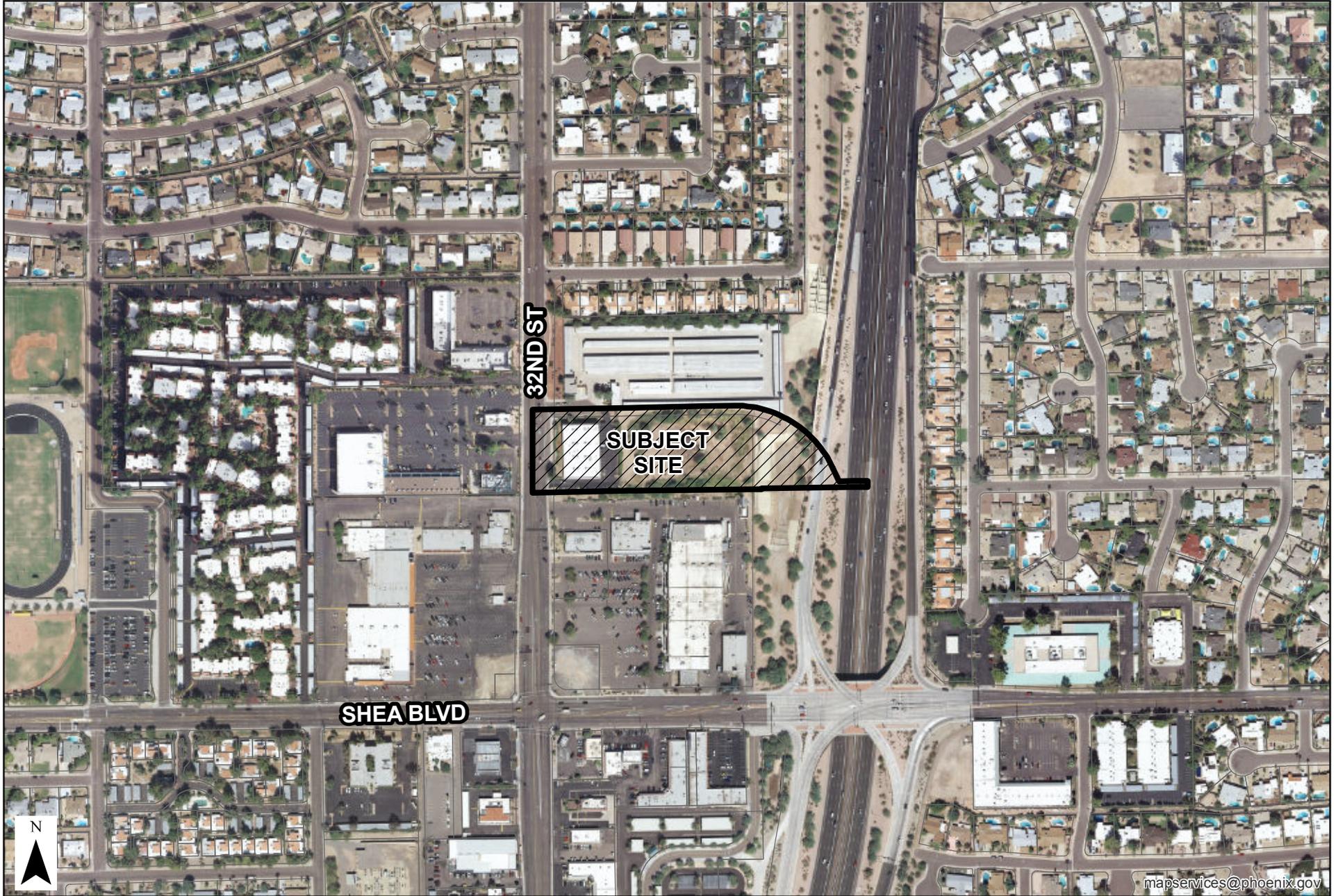
CITY OF PHOENIX PLANNING DEPARTMENT  
**PARADISE VALLEY VILLAGE**  
 CITY COUNCIL DISTRICT: 3



<b>APPLICANT'S NAME:</b> Ed Bull, Burch & Cracchiolo, PA		<b>REQUESTED CHANGE:</b>	
<b>APPLICATION NO.</b> Z-126-14		FROM: C-O (Approved C-2), (1.96 a.c.) C-1, (1.67 a.c.) C-1 (Approved C-2), (.25 a.c.) C-O, (.18 a.c.)	
DATE: 3/2/15 REVISION DATES: 4/8/15    4/9/15		TO: PUD, (4.06 a.c.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.  4.06 Acres		AERIAL PHOTO & QUARTER SEC. NO.    ZONING MAP QS 29-35    K-10	
<b>MULTIPLES PERMITTED</b> C-O (C-2), C-1, C-1 (C-2), C-O PUD		<b>CONVENTIONAL OPTION</b> N/A (28), 24, 3 (3), N/A 147	
		<b>* UNITS P.R.D. OPTION</b> N/A (34), 29, 4 (4), N/A 147	

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

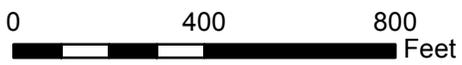
**ATTACHMENT B**



**32ND ST**

**SUBJECT SITE**

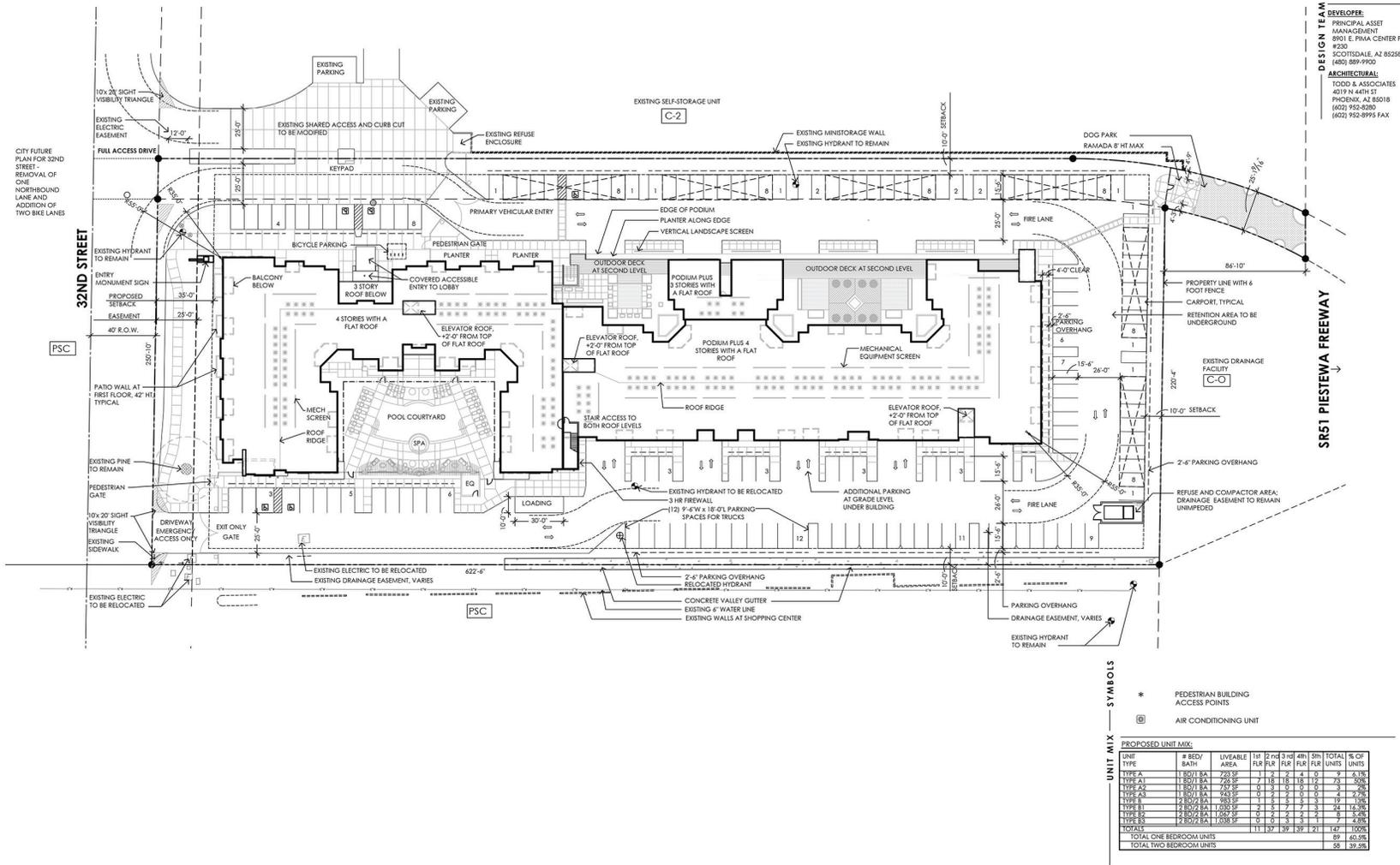
**SHEA BLVD**



mapservices@phoenix.gov

RE 4/20/2015 Aerial Date: 2010

# ATTACHMENT C



**DESIGN TEAM**  
 DEVELOPER:  
 PRINCIPAL ASSET  
 MANAGEMENT  
 8901 E. PIMA CENTER PKWY  
 P230  
 SCOTTSDALE, AZ 85258  
 (480) 889-9900

**ARCHITECTURAL**  
 TODD & ASSOCIATES  
 4019 N 44TH ST  
 PHOENIX, AZ 85018  
 (602) 952-8200  
 (602) 952-8995 FAX

**PROJECT DATA**  
**PROJECT NAME & ADDRESS:**  
 APARTMENTS NEAR NORTHEAST CORNER OF  
 32ND & SHEA BLVD PHOENIX, ARIZONA

**PROJECT DESCRIPTION:**  
 THE PROJECT PROPOSAL IS A 147 UNIT  
 DEVELOPMENT WHICH CONSISTS OF 4 STORES  
 RESIDENTIAL ON GRADE, WOOD FRAME  
 CONSTRUCTION (TYPE V) 1 HR AND 4 STORES  
 RESIDENTIAL ON PODIUM, WOOD FRAME  
 CONSTRUCTION. THE UNITS CONSIST OF 1 & 2  
 BEDROOM RESIDENCES RANGING FROM 1-773  
 TO 1-1047 SQUARE FEET. PARKING IS ON GRADE  
 UNDER PODIUM.

**GENERAL ZONING ANALYSIS:**  
 SITE AREA (PER ALTA SURVEY)  
 GROSS ACRES: 4.4662 ACRES (174,957 SF)  
 NET ACRES: 4.3,684 ACRES (158,317 SF)  
 ZONING: C-2(C)-1  
 PROPOSED: PUD  
 DENSITY:  
 1/38.19 DWELLING UNITS PER GROSS ACRE

**BUILDING HEIGHT:**  
 PROPOSED MAX BUILDING HEIGHTS  
 WITHIN 240 FEET OF THE WEST PROPERTY LINE: 48'-0"  
 ALL OTHER AREAS OF THE SITE: 60'-0"

**GROSS BUILDING AREA:** 59,729 SF  
**BUILDING AREA:** 59,729 SF  
**LOT COVERAGE:** 30%  
 PROPOSED TOTAL: 141,773 SF (158,317 SF)  
 COVERED PARKING: 11,702 SF X 6 = 70,212 SF  
 RAMADA AT DOG PARK: 256 SF

**SETBACKS:**  
 FRONT: 35'-0"  
 SIDE: 10'-0"  
 REAR: 10'-0"

**PARKING STANDARDS:**  
 PARKING STALL: 18'-0" X 8'-6"  
 ACCESSIBLE STALL: 18'-0" X 11'-0"  
 PODIUM PARKING AISLE WIDTH: 24'-0"  
 SINGLE LOADED AISLE WIDTH: 25'-0"  
 DOUBLE LOADED AISLE WIDTH: 30'-0" X 10'-0"

**REQUIRED PARKING:**  
 1 BEDROOM (1.5 PS X 89 DWELLING UNITS) 134 P.S.  
 2 BEDROOM (1.5 PS X 58 DWELLING UNITS) 87 P.S.  
**TOTAL 221 P.S.**

**PROVIDED PARKING:**  
 CARPORT PARKING 48 P.S.  
 SURFACE PARKING 99 P.S.  
 PODIUM PARKING 102 P.S.  
**TOTAL 249 P.S.**

**PROVIDED PARKING RATIO:**  
 (249 P.S./147 DWELLING UNITS) 1.699 P.S./D.U.

**ACCESSIBLE PARKING**  
 REQUIRED: (FOR 201 TO 300) 7 P.S.  
 PROVIDED SURFACE (2% OF 99) 2 P.S.  
 PROVIDED AT PODIUM (2% OF 102) 2 P.S.  
 PROVIDED AT CARPORT (2% OF 48) 1 P.S.  
**TOTAL PROVIDED: 7 P.S.**

UNRESERVED (147 X 0.5473) 80 P.S.  
 RESERVED: 173 P.S.  
**TOTAL PROVIDED: 249 P.S.**

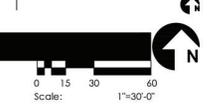
**BICYCLE PARKING:**  
 PROVIDED: 30 SPACES

**TRASH COLLECTION:**  
 THERE WILL BE 2 TRASH ROOMS WITH 2 TRASH  
 CHUTES. THE TRASH WILL BE TAKEN TO THE  
 COMPACTOR WHICH IS LOCATED IN THE  
 PARKING AREA.

**SYMBOLS**  
 \* PEDESTRIAN BUILDING ACCESS POINTS  
 AIR CONDITIONING UNIT

**UNIT MIX**

UNIT TYPE	# BED/ BATH	LIVEABLE AREA	1st FLOOR	2nd FLOOR	3rd FLOOR	4th FLOOR	5th FLOOR	TOTAL	% OF UNITS
TYPE A1	1/1	501 S.F.	1	2	2	4	0	9	4.1%
TYPE A2	1/1	501 S.F.	7	18	18	12	73	32%	
TYPE A3	1/1	501 S.F.	0	3	0	0	3	1.4%	
TYPE B1	2/2	651 S.F.	0	2	2	0	4	1.8%	
TYPE B2	2/2	651 S.F.	0	3	3	0	6	2.7%	
TYPE B3	2/2	651 S.F.	0	2	2	2	6	2.7%	
TYPE C	2/2	1,038 S.F.	0	0	0	0	0	0%	
<b>TOTALS</b>			<b>11</b>	<b>37</b>	<b>37</b>	<b>21</b>	<b>147</b>	<b>100%</b>	
<b>TOTAL ONE BEDROOM UNITS</b>			<b>89</b>	<b>60.9%</b>					
<b>TOTAL TWO BEDROOM UNITS</b>			<b>58</b>	<b>39.1%</b>					



## CONCEPTUAL SITE PLAN

## VIEW 32

**TODD & ASSOCIATES, INC.**  
 ARCHITECTURE PLANNING LANDSCAPE ARCHITECTURE  
 602.952.8200 www.toddtasoc.com

Phoenix, Arizona  
 3rd P.U.D. Submittal  
 Project No. 14-2028-01 Date April 21, 2015



# ATTACHMENT D



**CONCEPTUAL NORTH ELEVATION**



**CONCEPTUAL SOUTH ELEVATION**

0 8 16 32  
Scale: 1/16"=1'-0"



LOCATION	MATERIAL / COLOR
A	PRIMARY STUCCO AKAMINA CLW 1013W
B	ACCENT STUCCO ROSEMARY CL 1746D
C	AWNINGS ROLIFAB: SILVER METALLIC
D	METAL CLADDING ROLIFAB: SILVER METALLIC
E	WINDOW FRAMES ARCADIA: BRONZE
F	METAL RAILINGS ABALON CL 3174D

## VIEW 32

Phoenix, Arizona  
3rd P.U.D. Submittal  
Project No. 14-2028-01 Date April 21, 2015

**TODD & ASSOCIATES, INC.**

ARCHITECTURE PLANNING LANDSCAPE ARCHITECTURE  
402.932.8289p www.toddsassoc.com

# ATTACHMENT D



COLOR SCHEDULE	LOCATION	MATERIAL / COLOR
A	PRIMARY STUCCO	AKAMINA CLW 1013W
B	ACCENT STUCCO	ROSEMARY CL 1940
C	AWNINGS	ROLLFAB SILVER METALLIC
D	METAL CLADDING	ROLLFAB SILVER METALLIC
E	WINDOW FRAMES	ARCADIA BRONZE
F	METAL RAILINGS	ABALON CL 3174D

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