



City of Phoenix
PLANNING & DEVELOPMENT DEPARTMENT

Staff Report Z-21-22-2
Alta Dove Valley PUD
April 7, 2023

North Gateway Village Planning Committee Meeting Date: April 13, 2023

Planning Commission Hearing Date: May 4, 2023

Request From: [PCD NBCOD](#) (Approved [C-2](#) or [CP M-R PCD NBCOD](#)) (Planned Community District, North Black Canyon Overlay District) (Approved Intermediate Commercial or Commerce Park District, Mid-Rise District, Planned Community District, North Black Canyon Overlay District) (7.53 acres)

Request To: [PUD NBCOD](#) (Planned Unit Development, North Black Canyon Overlay District) (7.53 acres)

Proposed Use: Multifamily residential

Location: Approximately 170 feet west of the southwest corner of North Valley Parkway and Dove Valley Road

Owner: JD Real Estate Holding, LLC

Applicant/Representative: Brian Greathouse, Burch & Cracchiolo

Staff Recommendation: Approval, subject to stipulations

<u>General Plan Conformity</u>			
<u>General Plan Land Use Map Designation</u>		Mixed-Use (Commercial / Commerce/ Business Park), Village Core	
<u>Street Map Classification</u>	Dove Valley Road	Major Arterial	28.58 to 50.41-foot south half street
	Commitment Way	Collector Street	0-foot north half street
<i>CONNECT PEOPLE AND PLACES CORE VALUE; OPPORTUNITY SITES; LAND USE PRINCIPLE: Promote and encourage compatible development and</i>			

General Plan Conformity

redevelopment with a mix of housing types in neighborhoods close to employment centers, commercial areas, and where transit or transportation alternatives exist.

The proposal is for a multifamily residential development located in the North Gateway Village Core that will add to the mix of housing types in the area, close to commercial areas, and will be located adjacent to a multi-use path that will serve as a transportation alternative.

CONNECT PEOPLE AND PLACES CORE VALUE; CANALS AND TRAILS; LAND USE PRINCIPLE: Plan, design and develop pedestrian linkages between parks, open spaces, village cores, neighborhood shopping centers, neighborhood schools, and neighboring municipalities.

The proposed PUD will provide a direct pedestrian pathway that will connect the proposed commercial center directly to the west of the subject site to this multifamily residential site. The PUD will also be connected to the village core through the multi-use trail that the development will construct along Dove Valley Road and will be connected with a shaded sidewalk to the existing neighborhood shopping center across the street.

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

The PUD proposes standards that integrate trees and shade in the design, including enhanced landscaping around the perimeter of the site, shaded detached sidewalks, shaded walkways and multi-use trail, and the integration of a shaded courtyards.

Applicable Plans, Overlays, and Initiatives

[North Gateway Village Core Plan](#) – See Background Item No. 4.

[North Black Canyon Corridor Plan](#) – See Background Item No. 5.

[North Black Canyon Overlay District](#) – See Background Item No. 6.

[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.

[Housing Phoenix Plan](#) – See Background Item No. 16.

[Zero Waste PHX](#) – See Background Item No. 17.

[Transportation Electrification Action Plan](#) – See Background Item No. 18.

Surrounding Land Uses/Zoning		
	Land Use	Zoning
On Site	Vacant	PCD NBCOD (Approved C-2 or CP M-R PCD NBCOD)
North (across Dove Valley Road)	Commercial center	C-2 HGT/WVR PCD NBCOD
South	Vacant (proposed Gore company expansion)	CP/GCP M-R NBCOD
East	Car wash	C-2 M-R NBCOD
West	Vacant (proposed commercial development)	C-2 M-R NBCOD

Background/Issues/Analysis

SUBJECT SITE

1. This request is to rezone a 7.53-acre site located approximately 170 feet west of the southwest corner of North Valley Parkway and Dove Valley Road. The request is to rezone from PCD NBCOOD (Approved C-2 or CP M-R PCD NBCOD) (Planned Community District, North Black Canyon Overlay District) (Approved Intermediate Commercial or Commerce Park District, Mid-Rise District, Planned Community District, North Black Canyon Overlay District) to PUD (Planned Unit Development) to allow multifamily residential.

GENERAL PLAN LAND USE MAP DESIGNATION

2. The General Plan Land Use Map designation for the subject site is Mixed Use (Commercial / Commerce/Business Park). The multifamily residential proposal is consistent with the General Plan Land Use Map designation since that designation accommodates multifamily residential uses. Additionally, the PUD proposes land uses allowed in the C-1 (Neighborhood Retail) commercial zoning district as permitted accessory uses to a multifamily residential primary use, which makes the PUD consistent with the Mixed-Use land use designation. Although the applicant is currently only proposing multifamily residential, permitting commercial uses within the PUD narrative will allow a

vertical mixed-use project should the opportunity for commercial uses on this property arise in the future.

The General Plan Land Use Map designations to the east, south and west of the site are also Mixed Use (Commercial / Commerce/Business Park). The General Plan Land Use Map designation to the north of the site (across Dove Valley Road) is designated as Commercial.



General Plan Land Use Map
Source: Planning and Development Department

SURROUNDING ZONING AND LAND USES

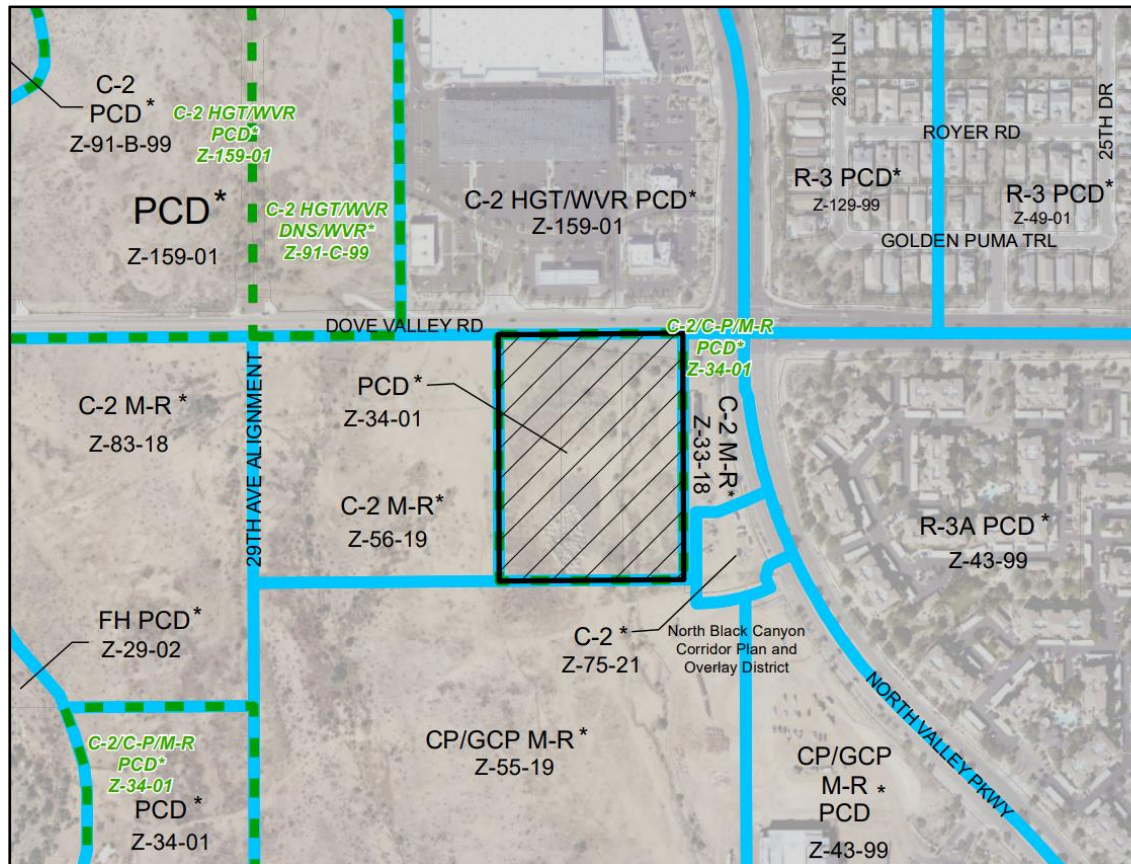
3. The subject site is vacant land zoned PCD NBCOD (Approved C-2 or CP M-R PCD NBCOD) (Planned Community District, North Black Canyon Overlay District) (Approved Intermediate Commercial or Commerce Park District, Mid-Rise District, Planned Community District, North Black Canyon Overlay District) and is primarily surrounded by vacant land.

North of the site (across Dove Valley Road) is a commercial shopping center zoned C-2 HGT/WVR PCD NBCOD (Intermediate Commercial, Height Waiver, Planned Community District, North Black Canyon Overlay District).

East of the site is a car wash zoned C-2 M-R NBCOD (Intermediate Commercial, Mid-Rise District, North Black Canyon Overlay District).

South of the site is vacant land (proposed Gore company expansion) zoned CP/GCP M-R NBCOD (Commerce Park, General Commerce Park Option, Mid-Rise District, North Black Canyon Overlay District).

West of the site is vacant land (proposed commercial development) zoned C-2 M-R NBCOD.



Zoning Aerial Map
Source: Planning and Development Department

ADOPTED AREA PLANS

4. [North Gateway Village Core Plan](#)

The subject site is within the North Gateway Village Core. Phoenix City Council adopted the North Gateway Village Core Plan in 2008 to provide guidance in creating a high density, urban environment with Skunk Creek Wash and Bronco Butte as major natural amenities.

This request aligns with the plan's principles of providing a mixture of uses, including multifamily residential, in the Village Core. The North Gateway Village Core Plan envisioned the site as Commercial Center/Commerce Park, which accommodates the primary employment activity for the North Gateway

Village Core – including commercial services, retail, entertainment, recreational, and mixed residential uses. The rezoning request proposes residential uses in close proximity to future and existing commercial and employment opportunities.

All parcels within the North Gateway Village Core were originally rezoned to include a Mid-Rise District overlay to promote high-intensity development that furthers the vision of the Village Core. The maximum height allowed with the Mid-Rise District overlay is 190 feet. The North Gateway Village Core Plan recommends restricting height further to a maximum height of 10 stories (approximately 120 feet). There are elements in the North Gateway PCD (Z-34-01) that require master infrastructure plans and master street circulation plans, with the assumption that the parcels would operate together as a functional unit. The applicant is proposing to remove the Mid-Rise overlay on this property and will be restricting building height to a maximum of 4 stories and 48 feet for the residential buildings, and 6 stories and 60 feet for the parking garage. The reduced height is consistent with the North Gateway Village Core Plan and would reduce infrastructure demands from this property compared to a taller development.

5. **North Black Canyon Corridor Plan**

The subject site is within the North Black Canyon Corridor Plan. The Phoenix City Council adopted the Corridor Plan in 1999 to guide growth and development within the planned area. The proposal is consistent with the intent of the following goals from the plan:

- *Goal 2: Achieve a balance between employment and housing.*
The proposed development is located adjacent to a proposed commercial shopping center to the west and across the street from an existing commercial shopping center. Housing adjacent to these sites will help these commercial areas thrive and will add to the balance between employment and housing.
- *Goal 3: Concentrate growth within a defined corridor.*
The site is located within the North Gateway Village Core, which is envisioned as a high-density, mixed use urban environment and is located within the Infrastructure Limit Line. The proposed development will be a higher-density housing development that will concentrate growth within the Village Core.

6. **North Black Canyon Overlay District**

The subject site is within the North Black Canyon Overlay District (NBCOD). The City Council adopted the NBCOD in 2001 in order to implement the designs and concepts of the North Black Canyon Corridor Plan. The NBCOD ensures development is compatible with the desert environment by providing

comprehensive design guidelines. The development will be consistent with the NBCOD guidelines by developing buildings with a desert color palette, as depicted in the building elevations submitted by the applicant. The PUD Narrative indicates in the Development Standards, Landscape Standards and Design Guidelines sections that the development will conform with the NBCOD.

PROPOSAL

7. The proposal was developed utilizing the PUD zoning district. 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.
8. The PUD proposes standards that support the vision of a high-quality multifamily residential development, including all parking located within a parking garage wrapped by residential units, two large courtyard areas for amenities, and enhanced landscaping surrounding the site. The conceptual site plan, landscape plan, open space plan, circulation plan and building elevations are attached as exhibits.

The subject site is adjacent to a multi-use trail designated by the General Plan along the south side of Dove Valley Road. The developer will be responsible for constructing a 10-foot-wide multi-use trail (MUT) within a 30-foot-wide multi-use trail easement (MUTE). This is addressed in Stipulation No. 2.

9. **Land Use**

The PUD proposes a multifamily residential development to include residential amenities, including food preparation and the sale and consumption of alcohol for residents and guests. The proposed development narrative also lists all uses permitted by the C-1 zoning district accessory to multifamily residential uses, should the opportunity arise in the future to create a vertical mixed-use development, as governed by the PUD standards.

10. **Development Standards**

The PUD proposes development standards consistent with the vision of a higher-density pedestrian-oriented development. It proposes a maximum height of 48 feet for the residential buildings and 60 feet for the parking garage, which will be wrapped on a minimum of two sides by residential units, including the side facing Dove Valley Road. The PUD proposes amenity standards including a minimum of five amenities with a minimum of one indoor

residential amenity and a minimum of two outdoor amenities, and minimum area standards for each indoor amenity area to be a minimum of 5,000 square feet and each outdoor amenity area to be a minimum of 20,000 square feet, similar to the sizes of the courtyards shown on the open space plan.

To ensure the development standards are also in compliance with the North Black Canyon Overlay District, staff recommends adding language in the first paragraph of the development standards section that the PUD shall comply with the North Black Canyon Overlay District. This is addressed in Stipulation No. 1.b.

Staff recommends a formatting correction so the second table column for the “Pedestrian Connection Pathway to Commercial Center to the West of this Site” standard is aligned properly with the columns above it. Additionally, staff recommends changing the language from “sidewalk” to “pathway” since it would be a pedestrian pathway and not a sidewalk. This is addressed in Stipulation No. 1.e.

Below are additional development standards from the PUD Narrative:

Maximum Density:	53.12 dwelling units per acre
Minimum Lot Width/Depth	No Minimum
Minimum Building Setbacks	North (Dove Valley Road): 30 feet South (Commitment Way): 20 feet West: 30 feet East: 50 feet
Minimum Building Separation	No Minimum
Maximum Building Height	Residential Buildings: 48 feet (4 stories) Parking Garage: 60 feet (6 levels) The parking garage shall be wrapped on a minimum of two sides by residential units. One of the wrapped sides shall be the side facing Dove Valley Road.
Maximum Lot Coverage	52 percent
Fences/Walls	All Site fences and walls shall comply with Section 703 of the Phoenix Zoning Ordinance and shall use materials and decorative accents so the fences and walls complement or are compatible with the design of the primary building.

Minimum Common Open Space	25% of gross acreage
Minimum Common Open Space/Amenity Areas	<p><u>Minimum Square Footage of Each Common Open Space/Amenity Area:</u> 5,000 square feet (indoor) 20,000 square feet (outdoor)</p> <p><u>Minimum Number of Amenities:</u> 5 – minimum of 1 indoor amenity space and a minimum of 2 outdoor amenity spaces</p>
Residential Parking	<p><u>Vehicles</u> Parking requirements shall comply with Section 702 of the Zoning Ordinance</p> <p>Except for the parallel parking on the private drive west of the building, surface parking shall not be allowed</p> <p><u>Electric Vehicles (EVs)</u> Minimum 2% of required spaces shall be EV Installed spaces</p>
Bicycle Parking	<p><u>Bicycles:</u> Minimum of 40 spaces located near entrances of buildings and installed per the requirements of Section 1307.H of the Phoenix Zoning Ordinance</p> <p>Bicycle repair station (“fix it station”) shall be provided and maintained by the developer near the main secured bicycle parking areas</p> <p><u>Electric Bicycles:</u> 120-volt outlets for a minimum 10% of required bicycle parking spaces shall be installed for bicycle owners’ charging capabilities</p>
Lighting	All lighting shall comply with Section 704 and Section 507 Tab A.II.A.8 of the Phoenix Zoning Ordinance and Section 23-100 of the Phoenix City Code.

	<p>Lighting fixtures shall complement and be compatible with the design and character of the primary building.</p> <p>Pedestrian-scale lighting shall be provided along all sidewalks, multi-use trails and pedestrian walkways to maintain a minimum of one foot candle illumination throughout the pathway.</p>
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11. **Landscape Standards**

The PUD proposes landscape setbacks along the perimeter, except for the west side due to space needed to build the drive aisle necessary for proper vehicular, fire and refuse circulation around the site. The proposed landscape setbacks are 10 feet along the north to allow room for the multi-use trail, 30 feet along the east, and an average of 20 feet along the south inclusive of areas necessary for access from the sidewalk and fire lane. The Phoenix Zoning Ordinance would require minimum 20-foot-wide landscape setbacks adjacent to public street right-of-way and minimum 5-foot-wide landscape setbacks adjacent to interior property lines if the site developed using R-5 zoning district multifamily standards. The PUD proposes enhanced landscape standards for streetscape landscape areas, perimeter setbacks, adjacent to buildings, parking areas, common and retention areas, multi-use trail areas, private sidewalks, and rooftop terrace areas. The PUD also proposes enhanced shading requirements, including a minimum 75 percent shade requirement for public and private sidewalks, public and private internal walkways, and multi-use trails and paths, a minimum 50 percent shade requirement for internal open space areas, a minimum 50 percent shade requirement for any rooftop terrace areas, and a minimum 75 percent shade requirement for bicycle parking areas. The PUD also proposes minimum 75% living vegetative ground coverage in all landscape areas, larger canopy trees within the streetscape and a minimum number of tree species, shrub species, groundcover species and cactus/succulent species in order to enforce a biodiverse plant palette. The proposed shade and landscape planting standards are an enhancement compared to the Phoenix Zoning Ordinance minimum standards.

In order to correct a formatting issue, staff recommends the Common Open Space/Amenity Areas header be moved to the next page. This is addressed in Stipulation No. 1.c.

12. **Design Guidelines and Standards**

The PUD proposes design standards that promote pedestrian connectivity and quality architecture. A list of exterior materials is provided, including textured brick, refined smooth stucco, non-reflective coated metals, concrete, masonry, paint or stained wood, and tile. The PUD proposes a requirement of a minimum of three of the listed accent materials to be used to decorate the exterior building elevations. Minimum glazing requirements along the first-floor walls are also proposed with a minimum of 30 percent along the north, a minimum of 18 percent along the south, and a minimum of 28 percent along the west. The PUD also requires the following:

- Exposed areas of the parking garage walls shall be decoratively screened.
- A minimum of five colors shall be used throughout the building elevations that comply with the North Black Canyon Overlay District.
- Vertical and horizontal architectural articulation
- Assorted detailing with textural changes, pilasters, offsets, recesses, balconies, window fenestration and overhead canopies
- A minimum of five cornice types that range in height and elevation
- All windows shall have a decorative head and sill
- A minimum of two types of headers/sills and doors/windows
- Visible sides of the building to all have the same treatments and detailing to provide four-sided architecture
- Changes in the façade plane a minimum of three feet in depth every 50 linear feet
- Parapets that are varied in height with a minimum of one foot change in height every 50 linear feet
- A main entry with two stories of glass flanked by brick columns and other entries with overhead canopies

Staff recommends that the applicant add a requirement in the PUD Design Guidelines to only permit an average maximum of 60 percent of stucco material for the exterior perimeter elevations in order to further enforce high-quality architecture. This will be calculated by adding the percentages of stucco on each side of the building together and dividing it by the number of sides of the building to obtain the percentage average, not to exceed 60 percent. This is addressed in Stipulation No. 1.f.

Staff also recommends that exposed areas of the parking garage be fully screened using an architectural decorative screening that is both functional and aesthetically pleasing. This is addressed in Stipulation No. 1.g.

A design guideline for pavement material where pedestrian pathways cross vehicular paths is provided underneath the “Exterior Materials” section. To ensure this information can be found easier, staff recommends adding a new

header above this paragraph named “Pedestrian Crossing Pavement Material”. This is addressed in Stipulation No. 1.h.

The PUD requires a minimum 5-foot-wide east-west pedestrian connection on a concrete or similar hard surface pathway to connect to the proposed commercial shopping center located directly to the west of the subject site. The proposed design guidelines within the PUD build on the existing design guidelines in Section 507 Tab A of the Phoenix Zoning Ordinance and will create a built environment that is superior to that produced by conventional zoning districts and design guidelines. Staff recommends that this connection be located near the center of the west property line. This is addressed in Stipulation No. 1.i.

Many cells in the “R-5 (Subdivision)” Column in the Comparative Zoning Standards Table were left blank when the Phoenix Zoning Ordinance does have standards that a multifamily residential development would be subject to using the R-5 zoning district. The blank cells should be filled with information on what the R-5 multifamily standards are, even if those standards are not located specifically within the R-5 zoning district section (Section 618) of the Phoenix Zoning Ordinance. There are several different chapters and sections of the Phoenix Zoning Ordinance that a multifamily residential development would be subject to. This table allows an easy comparison of what the Phoenix Zoning Ordinance standards are to what the PUD is proposing. This table shows public viewers of the PUD what zoning standards are being enhanced versus which are being reduced or eliminated. Where a standard does not exist in the Phoenix Zoning Ordinance, the cell should state “None” for the “R-5 (Subdivision)” column. This is addressed in Stipulation No. 1.j.

PLANS, OVERLAY DISTRICTS, AND INITIATIVES

13. [Tree and Shade Master Plan](#)

The Tree and Shade Master Plan encourages treating the urban forest as infrastructure to ensure the trees are an integral part of the City’s planning and development process. Sidewalks on the street frontages should be detached from the curbs to allow trees to be planted on both sides of the sidewalk to provide thermal comfort for pedestrians and to reduce the urban heat island effect. The PUD includes standards for detached sidewalks along Dove Valley Road, Commitment Way, and adjacent to the west private drive with a requirement for a minimum of 75 percent shade along all public and private sidewalks, public and private walkways, and multi-use trails and paths, in addition to shaded open spaces areas, bicycle parking areas, and a parking garage. The PUD also requires enhanced landscaping standards with larger minimum tree caliper sizes along the streetscape and a requirement for a minimum number of trees per average tree spacing adjacent to detached sidewalks and the multi-use trail.

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. To promote safety and connectivity for all users, the PUD proposes standards for bicycle parking, shaded pedestrian connections to the street, and detached shaded sidewalks along Dove Valley Road and Commitment Way.

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 and amenities to encourage multi-modal transportation.

In order to provide consistent language for the bicycle repair station (“fix it station”), staff recommends including standard language on what should be included in the bicycle repair station (“fix it station”). This is addressed in Stipulation No. 1.d.

16. **Housing Phoenix Plan**

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, which will be located adjacent to a commercial shopping center, while using vacant or underutilized land in a more sustainable fashion.

17. **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 expand its recycling and other waste diversion programs. The applicant’s submittal materials indicated that a recycling container will be provided for each apartment home with valet trash

collection and that recycling areas will be located on each level of the garage.

18. **Transportation Electrification Action Plan**

In June 2022, the Phoenix City Council approved the Transportation Electrification Action Plan. The current market desire for the electrification of transportation is both a national and global phenomenon, fueled by a desire for better air quality, a reduction in carbon emissions, and a reduction in vehicle operating and maintenance costs. Businesses, governments and the public are signaling strong future demand for electric vehicles (EVs), and many automobile manufacturers have declared plans for a transition to fully electric offerings within the coming decade. This Plan contains policy initiatives to prepare the City for a future filled with more EVs, charging infrastructure and e-mobility equity, and outlines a roadmap for a five-step plan to prepare for the EV infrastructure needs of 280,000 EVs in Phoenix by 2030. One goal of the Plan to accelerate public adoption of electric vehicles through workplace, business, and multifamily charging infrastructure recommends a standard stipulation for rezoning cases to provide EV charging infrastructure. The PUD proposes a minimum of 2 percent of the required vehicle parking to be EV Installed spaces and a minimum of 10 percent of the required bicycle parking spaces to be installed with minimum 120-volt outlets to allow electric bicycle charging capabilities.

COMMUNITY INPUT SUMMARY

19. At the time the staff report was written, staff has received one letter of opposition to this case. Concerns shared include high concentration of multifamily residential development south of Carefree Highway and north of Sonoran Desert Drive, impact on education, and increase in concentration of transient population.

INTERDEPARTMENTAL COMMENTS

20. The Street Transportation Department requested the following:
- Dedications of right-of-way with minimum dimensions and minimum dimensions for detached sidewalks and landscape strips along Dove Valley Road and Commitment Way.
 - That the developer contribute a proportional amount to fund a traffic control device along Dove Valley Road prior to final site plan approval.
 - That the developer extend the existing median island to the west full access location with minimum dimensions and minimum planting requirements for the median.
 - That all streets within and adjacent to the development shall be constructed with all required elements, including meeting ADA requirements.

- That no preliminary approval of plans shall be granted until a Traffic Impact Study is reviewed and approved by the City, and the developer shall be responsible for all mitigation identified through the analysis.

These are addressed in Stipulation Nos. 3 through 9.

In light of recent requests to remove properties from the PCD, the Street Transportation Department in partnership with the Planning and Development Department has commenced a study of the street network for the North Gateway Village Core. A master street plan for the PCD was never developed and as a result, no corresponding street alignments or cross sections were incorporated into the Street Classification Map. Previous requests to remove properties from the PCD have been coupled with stipulations for street dedications and improvements.

The study is aimed at providing the Street Transportation Department with an analysis related to the necessary alignments and cross-sections for the roadway network within the Core. Ultimately, results of the study will be utilized for a General Plan Amendment to the Street Classification Map that will could add street alignments and cross sections for the North Gateway Core. The study has not been completed at the time of this report. In lieu of the completed study Stipulation Nos. 3 through 9 have been provided by the Street Transportation Department to ensure the necessary street improvements are provided.

21. 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 Phoenix Fire Code.
22. The Water Services Department commented that the property has existing water and sewer mains that will need to be extended, upsized, or that new infrastructure will need to be installed in order to serve the development. The Water Services Department provided the infrastructure improvement requirements that the developer would be responsible for. In addition, the Water Services Department commented that capacity is a dynamic condition that can change over time due to a variety of factors.

OTHER

23. 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.

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 proposed development is consistent with the General Plan Land Use Map designation, the North Gateway Village Core Plan, and will concentrate development within the Infrastructure Limit Line in the Village Core.
2. The proposed development will add to the mix of housing within the North Gateway Village and will provide a higher density of housing within the Village Core.
3. The proposed PUD sets forth design and development standards that will enhance connectivity in the immediate vicinity by providing shaded detached sidewalks, a multi-use trail, and a connection to the commercial center located to the west.

Stipulations

1. An updated Development Narrative for the Alta Dove Valley 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 March 28, 2023, as modified by the following stipulations:
 - a. Front cover: Revise the submittal date information on the bottom to add the following: City Council adopted: [Add adoption date].
 - b. Page 9, Development Standards, 1st paragraph: Change paragraph to read "Except where modified below, this PUD shall comply with the North Black Canyon Overlay District (Section 654), the R-5 Multifamily Residence District, Table B, (a) Subdivision Development Option outlined in Section 618, the parking standards outlined in Section 702, and the landscaping and open space standards outlined in Section 507 Tab A and Section 703 of the Phoenix Zoning Ordinance. Any commercial uses provided shall be located on the ground floor of the multifamily residential building and shall comply with the same development standards as the multifamily residential building."

- c. Page 9, Development Standards, Common Open Space/Amenity Areas: Start the header on the next page.
- d. Page 10, Development Standards, Parking Standards, Parking Spaces (bicycles), 2nd paragraph: Replace the paragraph as follows:
A bicycle repair station (“fix it station”) shall be provided and maintained on site within an amenity area or near a primary site entrance. The bicycle repair station (“fix it station”) shall be provided in an area of high visibility and separated from vehicular maneuvering areas, where applicable. The repair station shall include, but not be limited to:
 - i) Standard repair tools affixed to the station
 - ii) A tire gauge and pump affixed to the base of the station or the ground
 - iii) A bicycle repair stand which allows pedals and wheels to spin freely while making adjustments to the bike
- e. Page 14, Development Standards, Sidewalk and Pedestrian Pathway Standards, Pedestrian Connection Pathway to Commercial Center to the West of this Site: Align second column with columns above and change “sidewalk” to “Pathway”.
- f. Pages 14-15, Design Guidelines, Exterior Materials: Add “The exterior perimeter building elevations shall be finished with an average maximum of 60% stucco material”.
- g. Page 15, Design Guidelines, Exterior Materials, 3rd paragraph (Exposed areas of the parking garage walls...): Replace the third paragraph as follows:
Exposed areas of the parking garage walls shall be decoratively screened with metal trellises, architectural metal panels and extrusions, translucent glazing, decorative lighting, and/or other architectural screening materials that will add texture, depth, shadow lines, create visual interest for pedestrians, and enhance the public right of way.
- h. Page 15, Design Guidelines, Exterior Materials, 4th paragraph (Where pedestrian walkways cross...): Add a new header for this paragraph named “Pedestrian Crossing Pavement Material”.

- i. Page 17, Pedestrian Circulation and Connectivity, 2nd paragraph (An east-west minimum 5-foot-wide concrete...): Add at the end of the last sentence “, located near the center of the west property line.”
 - j. Pages 38-44, Development Standards Comparison Table: Update the R-5 (Subdivision) column to include information for each standard on what the minimum Phoenix Zoning Ordinance requirements would be to compare to what the PUD is providing.
2. A 30-foot-wide multi-use trail easement (MUTE) shall be dedicated along the north property line, adjacent to Dove Valley Road, and a minimum 10-foot-wide multi-use trail (MUT) shall be constructed within the easement in accordance with the MAG supplemental detail and as approved by the Planning and Development Department.
3. The developer shall dedicate a minimum of 70-feet of right-of way and construct the south side of Dove Valley Road, including detached sidewalks, as required by the approved Canyon Crossroads Master Street Plan.
4. The developer shall dedicate a minimum of 30-feet of right-of-way and a minimum 10-foot-wide sidewalk easement and construct the north side of the new collector street (Commitment Way) along the property’s southern boundary, as approved by the Planning and Development Department.
5. The developer shall construct minimum 5-foot-wide detached sidewalk and minimum 8-foot-wide landscape area located between the back of curb and sidewalk for the north side of the new collector street (Commitment Way), as approved by the Planning and Development Department.
6. The developer shall provide \$115,000 in escrow to fund a traffic control device along Dove Valley Road to serve the property, prior to final site plan approval and as approved by the Street Transportation Department.
7. The developer shall extend the existing median island west to the west full access location at the western edge of this development. Landscaping shall be provided in the 24-foot-wide median island with minimum 3-inch caliper, large canopy, drought-tolerant shade trees planted 20 feet on center or in equivalent groupings and shrubs, accents and vegetative ground covers to achieve a minimum of 75% live coverage at maturity, as approved by the Planning and Development Department and Street Transportation Department.

8. The applicant shall submit a Traffic Impact Study to the City for this development. The developer shall be responsible for cost and construction of all mitigation identified through the analysis. No preliminary approval of plans shall be granted until the study is reviewed and approved by the Street Transportation Department.
9. 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.
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 Archeologist, and allow time for the Archeology Office to properly assess the materials.

Writer

Adrian Zambrano

April 7, 2023

Team Leader

Racelle Escolar

Exhibits

Sketch Map

Aerial Map

Site Plan date stamped March 28, 2023 (1 page)

Conceptual Landscape Plan date stamped March 28, 2023 (1 page)

Renderings date stamped March 28, 2023 (1 page)

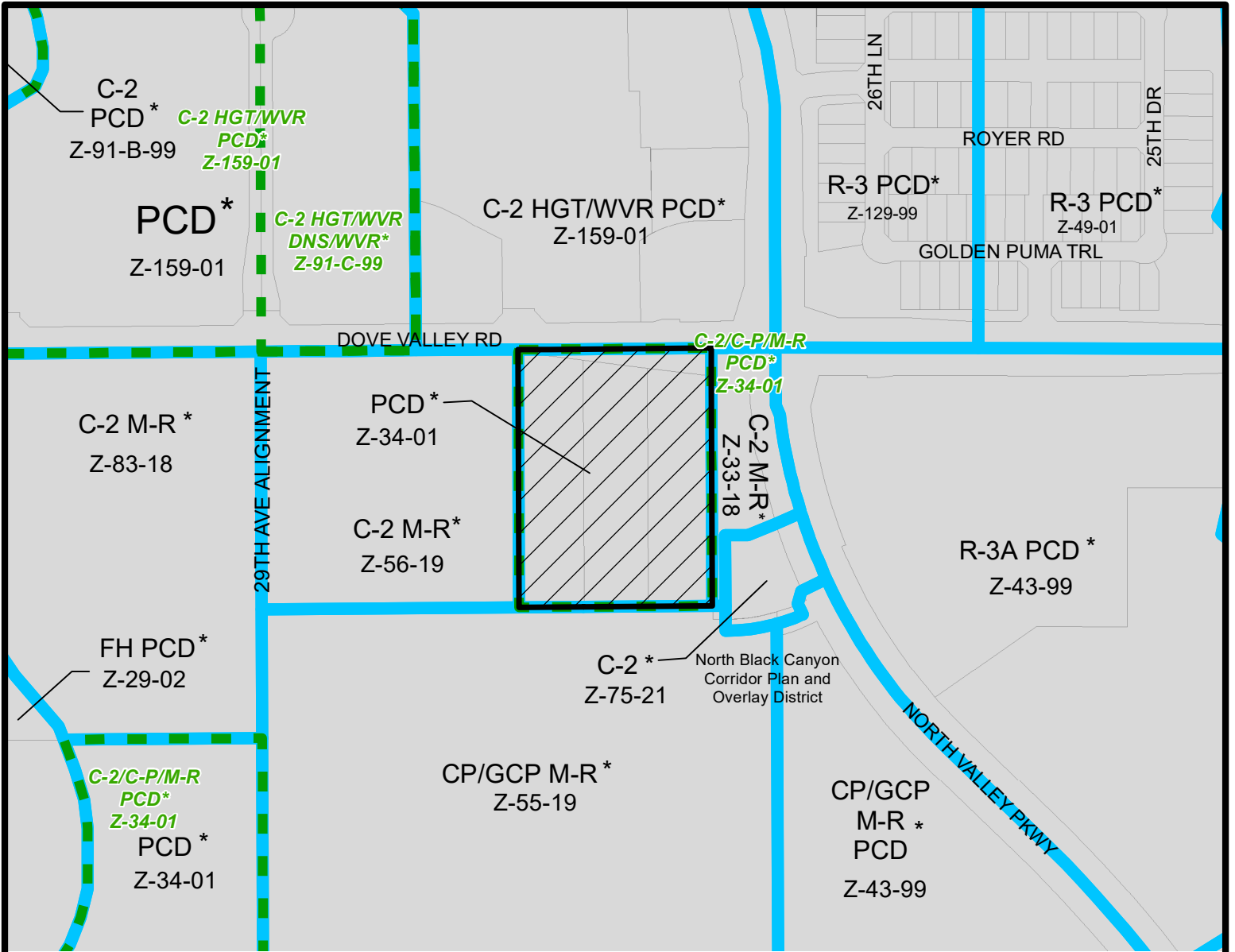
Building Elevations date stamped March 28, 2023 (2 pages)

Conceptual Open Space Plan dated stamped March 28, 2023 (1 page)

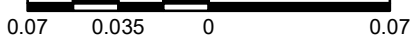
Conceptual Circulation Plan date stamped March 28, 2023 (1 page)

Community Correspondence (1 page)

[Alta Dove Valley PUD Development Narrative](#) date stamped March 28, 2023

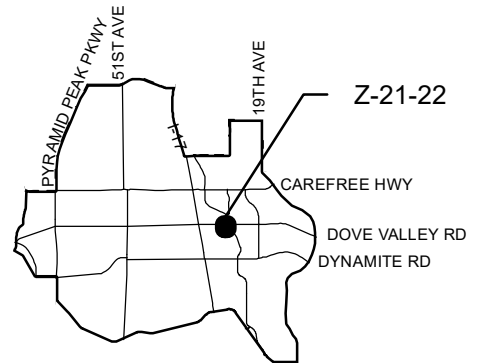


Miles



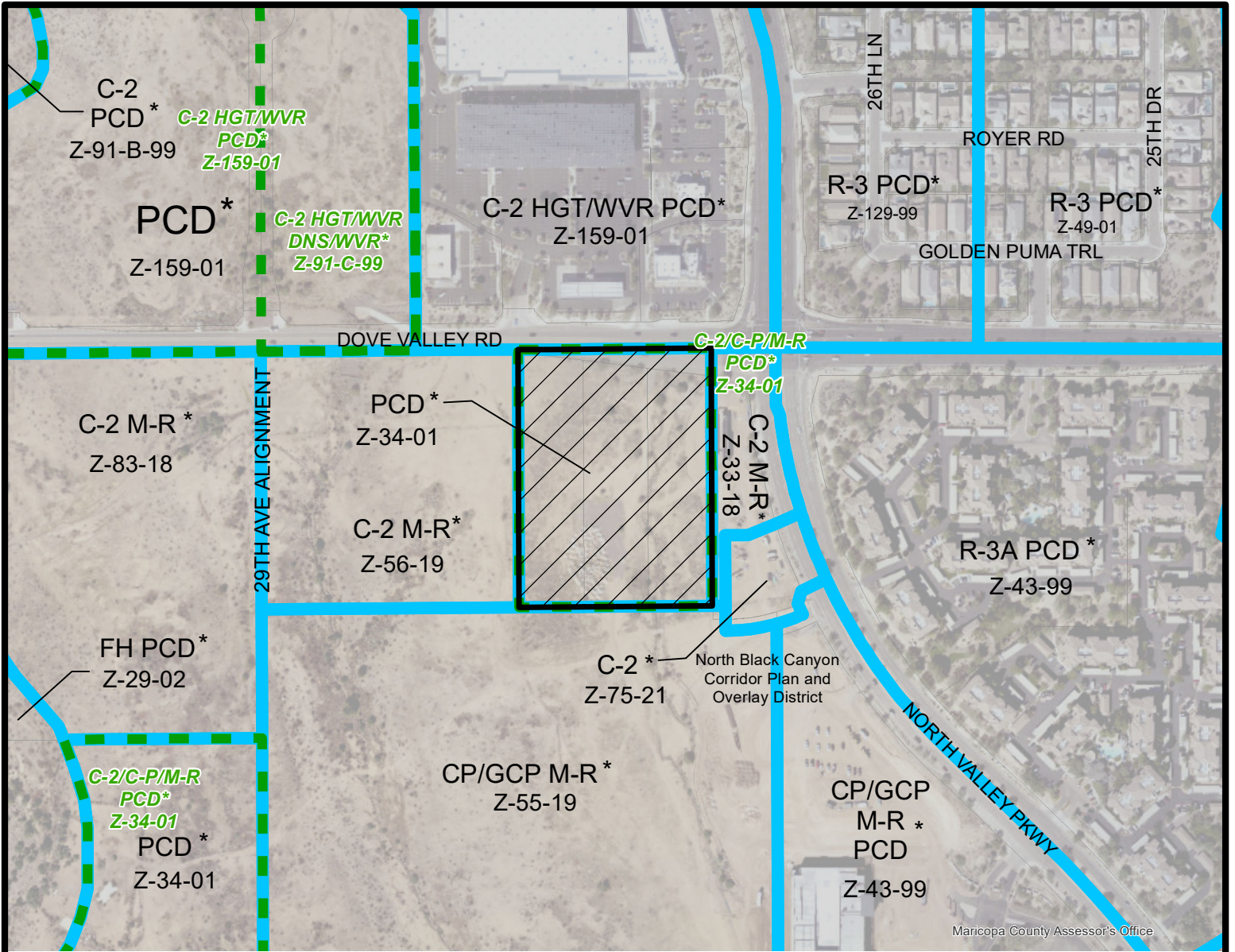
NORTH GATEWAY VILLAGE

CITY COUNCIL DISTRICT: 2



APPLICANT'S NAME: Brian Greathouse		REQUESTED CHANGE: FROM: PCD NBCOD (Approved C-2/CP M-R PCD NBCOD) (7.53 a.c.) TO: PUD NBCOD (7.53 a.c.)	
APPLICATION NO. Z-21-22	DATE: 4/14/2022 REVISION DATES: 3/09/2023	AERIAL PHOTO & QUARTER SEC. NO. QS 56-22 ZONING MAP R-7	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 7.53 Acres	MULTIPLES PERMITTED PCD NBCOD (Approved C-2/CP M-R PCD NBCOD) PUD NBCOD		
CONVENTIONAL OPTION N/A (109 / N/A) 400		* UNITS P.R.D. OPTION N/A (131 / N/A) N/A	

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



Maricopa County Assessor's Office



Miles

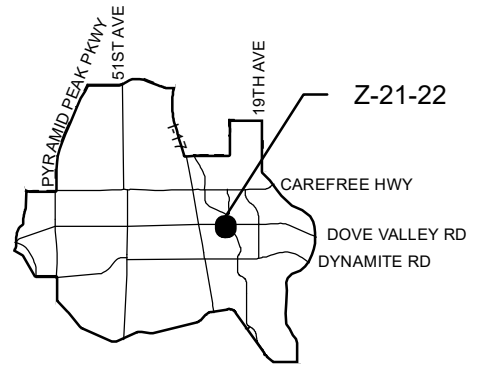
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NORTH GATEWAY VILLAGE

CITY COUNCIL DISTRICT: 2



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT



APPLICANT'S NAME: Brian Greathouse		REQUESTED CHANGE: FROM: PCD NBCOD (Approved C-2/CP M-R PCD NBCOD) (7.53 a.c.) TO: PUD NBCOD (7.53 a.c.)	
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MULTIPLES PERMITTED PCD NBCOD (Approved C-2/CP M-R PCD NBCOD) PUD NBCOD	CONVENTIONAL OPTION N/A (109 / N/A) 400	* UNITS P.R.D. OPTION N/A (131 / N/A) N/A	

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CITY OF PHOENIX

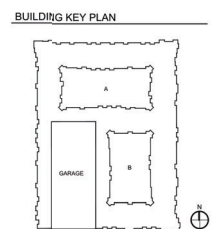
MAR 28 2023

**Planning & Development
Department**





PRELIMINARY NOT FOR CONSTRUCTION



GENERAL NOTES
- ALL ROOF MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED BY PARAPET WALLS EQUAL TO, OR GREATER THAN, THE HIGHEST POINT ON THE MECHANICAL EQUIPMENT.
- SOLID MASONRY WALLS AND GATES EQUAL TO, OR GREATER THAN, THE HIGHEST POINT ON THE MECHANICAL EQUIPMENT SHALL SCREEN ALL GROUND MOUNTED EQUIPMENT.
- ANY ROOF ACCESS LADDERS SHALL BE LOCATED INSIDE THE BUILDING. ROOF DRAINAGE SHALL UTILIZE INTERIOR ROOF DRAINS OR BE ARCHITECTURALLY INTEGRATED INTO THE BUILDING DESIGN. ARCHITECTURALLY INTEGRATED ROOF DRAINS SHALL REQUIRE ADDITIONAL ARTICULATION BEYOND PAINT ACCENTS. SECTION 35-1902 (B)(E)13, ZONING CODE.
- SCREENING SHALL BE ARCHITECTURALLY INTEGRATED FOR THE SERVICE ENTRANCE SECTION (SES) AND ALL UTILITIES. ALL GROUND MOUNTED EQUIPMENT SHALL BE SCREENED FROM PUBLIC VIEW BY A CONCRETE OR MASONRY WALL WITH SOLID GATES, EQUAL OR GREATER IN HEIGHT THAN THE MECHANICAL EQUIPMENT. SECTION 35-1902 (B)(E)13, ZONING CODE.
- SIGNS REQUIRE A SEPARATE SUBMITTAL AND PERMIT.

MATERIAL/COLOR KEY
1 - BRICK - MCNEAR TOWN SERIES - HACIENDA
2 - ACCENT BRICK - MCNEAR SANDMOLD SERIES - EMBARCADERO
3 - STUCCO - SW 7009 PEARLY WHITE
4 - STUCCO - SW 7014 EIDER WHITE
5 - STUCCO - SW 7015 REPOSE GRAY
6 - STUCCO - SW 7016 MINIFUL GRAY
7 - HORIZONTAL TRIM / HEAD / SILL - SW 7005 PURE WHITE
8 - DOOR / WINDOW TRIM - DARK BRONZE
9 - METAL GUARDRAILS / CANOPIES - DARK BRONZE

NEW APARTMENT BUILDING
ALTA DOVE VALLEY
WOOD PARTNERS
DOVE VALLEY & NORTH VALLEY PARKWAY
PHOENIX, AZ 85085

ISSUE
DATE REV FOR
3.16.2022 INITIAL PUD SUBMITTAL

Drawn
JF
Checked
JF
Job Number
2168
Drawing
EXTERIOR ELEVATIONS
Sheet

A4.1.0

PRELIMINARY
NOT FOR
CONSTRUCTION

NEW APARTMENT BUILDING
ALTA DOVE VALLEY
WOOD PARTNERS
DOVE VALLEY & NORTH VALLEY PARKWAY
PHOENIX, AZ 85008

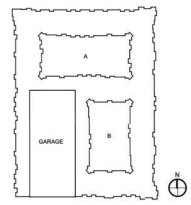
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ELEVATIONS -
COURTYARD
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BUILDING KEY PLAN



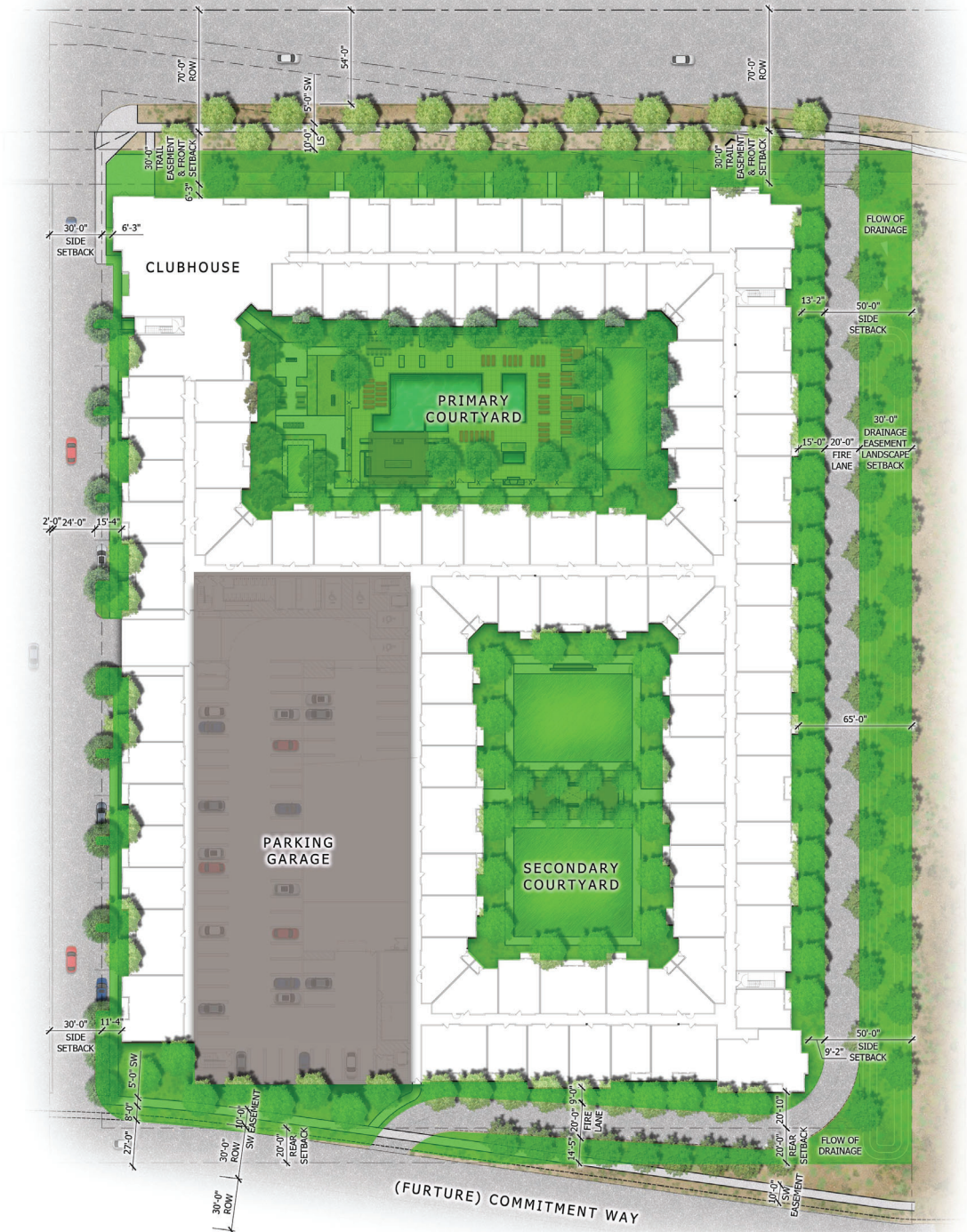
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MATERIAL/COLOR KEY

- | | |
|---|---|
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| 9 | - METAL GUARDRAILS / CANOPIES - DARK BRONZE |

WEST DOVE VALLEY ROAD



OPEN SPACE LEGEND
SYMBOL DESCRIPTION PROVIDED

COMMON OPEN SPACE 99,418 S.F.

CITY OF PHOENIX

MAR 28 2023

**Planning & Development
Department**



ALTA DOVE VALLEY
Conceptual Open Space Plan

Plan Scale 1:30 Date: 03-27-2023

ABLASTUDIO.COM





CIRCULATION LEGEND

SYMBOL	DESCRIPTION
	5'-0" CONCRETE WALKWAY
	PROPOSED 5' CONCRETE (OR SIMILAR) PEDESTRIAN CONNECTION (FINAL LOCATION TO BE DETERMINED), AS APPROVED BY THE PLANNING AND DEVELOPMENT DEPARTMENT
	4'-0" CONCRETE WALKWAY
	MULTI-USE TRAIL

From: [PDD Long Range Planning](#)
To: [Julianna Pierre](#)
Cc: [Sarah Stockham](#)
Subject: FW: North Gateway Village planning
Date: Monday, July 11, 2022 7:24:26 AM

For you Julianna

Thank you,
Geno Koman
Secretary II
City of Phoenix Planning and Development Department
200 West Washington Street, 3rd Floor
Phoenix, Arizona 85003
Phone: 602-495-2076
geno.koman@phoenix.gov

-----Original Message-----

From: Melanie Pennell <pennellteacher@gmail.com>
Sent: Saturday, July 9, 2022 10:27 AM
To: PDD Long Range Planning <pdd.longrange@phoenix.gov>
Subject: North Gateway Village planning

To Whom it May Concern:

I am concerned with the high concentration of multi family units specifically within south of Carefree Highway and north of the Sonoran Desert Drive. Encompassing these 2 miles running north and south and adding in another 2 miles running east and west, these 4 mi.² have a larger than average ratio over single family units. As a schoolteacher of 22 years, this is going to have a negative impact on education. Study after study proves that multi family units tend to be more transient. This impacts the dynamics in any classroom. I am opposed to The North Gateway Village being resounded to allow multi family units.

Sincerely,
Melanie Pennell