Chairman	Vice-Chairman	Secretary	Member	Member	Member	Member	Alternate Member
Jeff Nelson	Jay Otlewski	Bryan Patterson	Shawn Hutchinson	Linda Grice	Clay Allsop	Tony Feiter	Vacant

Amendment #1, October 15, 2020

Planning and Zoning Commission Meeting Notice & Agenda

Thursday, October 15, 2020
City Council Chamber
8401 West Monroe Street
Peoria, AZ 85345

PUBLIC NOTICE REGARDING PEORIA PLANNING AND ZONING MEETING

As part of the city's phased approach to reopening buildings and facilities amid the COVID-19 pandemic, public meetings will resume in the Peoria Council Chamber with facial coverings, strict sanitation and moderate physical distancing protocols in place. The public is required to wear facial coverings in the building. In Phase Two, capacity will be restricted to 50 people or less. When the capacity level is reached, members of the public will be redirected to a separate viewing room to watch the meeting remotely. These measures are in place to ensure the health and safety of residents while discussions, deliberations and actions of the Planning and Zoning Commission remain transparent.

The Thursday, October 15, 2020, Peoria Planning and Zoning Commission meeting will be held with these measures in place but the public can also access the meeting remotely through technological means, as permitted by Arizona law. A live stream of the meeting will be broadcast through Cox Channel 11, CenturyLink Channel 8509, Facebook (www.facebook.com/CityofPeoriaAz) and YouTube (Digital Peoria).

Members of the public can submit comments and questions regarding items on the meeting agenda by emailing planning@peoriaaz.gov no later than 6 p.m. on the day of the meeting.

For additional questions, please contact the Peoria Planning Department at (623) 773-7200

Regular Meeting
6:30 PM

Convene
Roll Call
Opening Statement
Final Call to Submit Speaker Request Forms

Consent Agenda

CONSENT AGENDA: All items listed on the Consent Agenda are considered to be routine or have been previously reviewed by the Commission, and will be enacted by one motion. There will be no separate discussion of these items unless a Commission member so requests; in which event the item will be removed from the General Order of Business, and considered in its normal sequence on the Agenda.

Consent

1 C **Minutes**

Discussion and possible action to approve the minutes of the Planning and Zoning Commission meetings held on September 17, 2020 and October 1, 2020.

Regular Agenda

REGULAR AGENDA: All items listed on the Regular Agenda are considered public hearing items subject to separate discussion and action by the Commission unless indicated otherwise by the Commission Chair or by the agenda item description. The order in which the following items are heard may be altered at the discretion of the Commission Chair.

New Business

2 R **Prescott at Park West: Planned Area Development (Z19-09)**

Discussion and possible action on Case Z19-09 to rezone approximately 5.4 acres of land, located at 8128 N 99th Avenue, from Intermediate Commercial (C-2) to Planned Area Development (PAD) to allow a ninety-five (95) unit townhome community.

Staff Report
Open Public Hearing
Public Comment
Close Public Hearing
Commission Action

3 R **Thunderbird West Estates: Planned Area Development Amendment (Z97-10A.2)**

Discussion and possible action on Case Z97-10A.2 to amend the Thunderbird West Estates Planned Area Development (PAD) pertaining to permitted land uses for "Parcel

3" (approximately 3 acres) located south and west of 75th Avenue and Thunderbird Road.

Staff Report
Open Public Hearing
Public Comment
Close Public Hearing
Commission Action

4 R **Grand Commons: General Plan Amendment (GPA20-04) and Rezone (Z20-06)**

A request to amend the Old Town Specific Area Plan land use designation on approximately 7.5 acres from Flex Mixed-Use to Old Town Commercial Mixed-Use. The request also includes a proposed rezone for the same site from Central Commercial (C-3) to Planned Area Development (PAD) to allow for the development of a mixed-use project with commercial and retail along Grand Avenue integrated with multi-family along 85th Avenue, on property located at 8455 NW Grand Avenue.

Staff Report
Open Public Hearing
Public Comment
Close Public Hearing
Commission Action:

1. Discussion and possible action on Case GPA20-04
2. Discussion and possible action on Case Z20-06

Call To The Public (Non-Agenda Items)
Your comments pertaining to the Planning and Zoning Commission business are welcome. However, if you wish to address the Planning and Zoning Commission, please complete a Speaker Request Form and return it to the clerk before the call to order for this meeting. Boards and Commissions are not authorized by state law to discuss or take action on any issue raised by public comment until a later meeting.

Reports from Staff

5 R **Reports**

A. **Upcoming Planning and Zoning Commission Meeting Dates**

Planning and Zoning Commission Updates and Report of Current Events:

Planning and Zoning Commission members will give updates on relevant events and activities they have attended since the last meeting. These items are for information only - no action will be taken.

Adjournment

NOTE:
Documentation (if any) for items listed on the Agenda is available for public inspection, a

minimum of 24 hours prior to the Board/Commission Meeting, at any time during regular business hours in the Office of the City Clerk, 8401 W. Monroe Street, Room 150, Peoria, AZ 85345.

Accommodations for Individuals with Disabilities. *Alternative format materials, sign language interpretation and assistive listening devices are available upon 72 hours advance notice through the Office of the City Clerk, 8401 West Monroe Street, Peoria, Arizona 85345 - Phone: (623) 773-7340 or FAX (623) 773-7304. To the extent possible, additional reasonable accommodations will be made available within the time constraints of the request. The City has a TDD line where accommodations may be requested at: (623) 773-7221.*

Public Notice

In addition to the Board/Commission members noted above, one or more members of the Peoria City Council or various other Boards and Commissions may be present to observe this meeting as noticed on this agenda.

Planning and zoning commission meetings can be viewed live on Channel 11 (Cox Cable) and are available for viewing on demand at https://www.peoriaaz.gov/government/departments/planning-and-zoning/planning-and-zoning-videos.

PLANNING AND ZONING COMMISSION MINUTES
CITY OF PEORIA, ARIZONA
COUNCIL CHAMBERS
SEPTEMBER 17, 2020

A Meeting of the Planning and Zoning Commission of the City of Peoria, Arizona, convened at 8401 W. Monroe Street, Peoria, AZ in open and public session at 6:30 p.m.

Members Present: Chair Jeff Nelson, Vice-Chair Jay Otlewski, Commissioner Shawn Hutchinson, Commissioner Linda Grice, Commissioner Tony Feiter, and Commissioner Clay Allsop

Members Absent: Secretary Bryan Patterson

Others Present: Chris Jacques – Planning Director, Lorie Dever – Planning Manager, David Benton – Chief City Attorney via telephone, Rick Buss – Economic Development Director, David Valenzuela – Chief Business Attraction Officer and Della Ernest – Executive Assistant

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Opening Statement: The Opening Statement was read by Chair Nelson.

Audience: 2

Note: The order in which items appear in the minutes is not necessarily the order in which they were discussed in the meeting.

CONSENT AGENDA

All items listed with a "**C**" are considered to be routine by the Planning and Zoning Commission, and were enacted by one motion.

1C **Disposition of Absence**

Discussion and possible action to approve/excuse the absence of Secretary Bryan Patterson from the Planning and Zoning Commission meeting held on August 20, 2020.

2C **Minutes**

Discussion and possible action to approve the minutes of the Planning and Zoning Commission meeting held on August 20, 2020.

DRAFT

COMMISSION ACTION: Commissioner Allsop moved to approve the Consent Agenda as presented. The motion was seconded by Vice-Chair Otlewski and upon vote, passed 6-0.

REGULAR AGENDA

NEW BUSINESS

3R **Economic Development Services Tour of Peoria**

Staff presentation and possible discussion regarding Economic Development Services' Tour of Peoria.

Mr. Chris Jacques introduced Mr. Rick Buss, Economic Development Director. Mr. Buss provided an overview of the services provided by his department including:

- Business Attraction
- Concierge Program and Entrepreneurship
- Business Retention and Expansion
- Marketing and Networking
- Agreement Monitoring

Mr. Buss then informed the Commission of the Department's targeted industries including:

- Advanced Business and Financial Services
- Advanced Manufacturing
- Aerospace and Defense
- Bioscience and Healthcare
- Film and Digital Media
- Hospitality and Tourism
- Research and Development
- Technology and Innovation

Mr. Buss introduced Mr. David Valenzuela, Chief Business Attraction Officer. Mr. Valenzuela provided the Commission key locations of the city and sites that are being marketed including:

- Park West
- Peoria Logistic Park (Rovey Family)
- Peoria Place (Conceptual Plan)
- CoreWest
- Empire Business Park
- Thunderbird Medical
- Stadium Point at P83
- Project Casper
- Medical Office on Lake Pleasant

DRAFT

- Peoria Opportunity Triangle
- Quintero Golf Club
- Vistancia Technology Park (Commercial Core)
- North Peoria Growth Area

COMMISSION COMMENTS:
In regards to property that the city owns, Commissioner Allsop asked what incentives the city has to offer potential developers, is it waiver of impact fees, taxes, partnerships with developers or selling the property.

Mr. Valenzuela confirmed yes to all; those are all things that potential developers look at. More specifically, Mr. Valenzuela stated that it all starts with labor force and workforce availability. Mr. Buss followed up with incentives the city has is similar to City of Phoenix and in general is the same across all cities. Mr. Buss stated that the city does not lead with incentives, but rather targeted industries and vision.

On the topic of workforce development and utilizing local labor, Commissioner Hutchinson commented that Peoria is deprived of a skilled workforce when it comes to the construction sector. Commissioner Hutchinson commented that with the exciting new prospects on the horizon, a component needs to be where we will get the workers because they are still commuting outside of the city.

In regards to North Peoria Growth Area, Commissioner Feiter asked what the relationship looks like with State Land Department, what are the regulations they have to abide by to bring product out to the market, should we have a demand for it, how fast can they execute their requirements in order to release land if the city finds a user.

Mr. Buss stated over the last several years, staff has developed a strong and collaborative relationship with the Arizona State Land Department (ASLD). ASLD is constrained by two major things: 100 years of law, as well as resources. More specifically, how many employees they actually have working, and their availability. They are not as nimble in some respects, as they don't have the resources to turn projects quickly. However, they have a mandate to sell the land at its maximum value, and in order to get that, you need an appraisal and a series of studies which our Economic Development Service Department already has. Working with ASLD is critical, along with having a solid relationship and understanding what they can and cannot do. Thus, the approach the city takes is how and where can we expedite the process by simply doing some of the study work that is required of them.

4R **Reports from Staff**

A. **Upcoming Commission Meeting Dates**
Next meetings are on October 1st and October 15th.

PLANNING AND ZONING COMMISSION UPDATES AND REPORT OF CURRENT EVENTS:
None

ADJOURNMENT: There being no further business to come before the Planning and Zoning Commission, the meeting adjourned at 8:02pm.

_____	_____
Jeff Nelson, Chair	Submitted by Della Ernest
_____	_____
Date	Date

DRAFT

PLANNING AND ZONING COMMISSION MINUTES
CITY OF PEORIA, ARIZONA
COUNCIL CHAMBERS
OCTOBER 1, 2020

A Meeting of the Planning and Zoning Commission of the City of Peoria, Arizona, convened at 8401 W. Monroe Street, Peoria, AZ in open and public session at 6:30 p.m.

Members Present: Chair Jeff Nelson, Vice-Chair Jay Otlewski, Commissioner Shawn Hutchinson, Commissioner Linda Grice, Commissioner Tony Feiter, and Commissioner Clay Allsop, via telephone Secretary Bryan Patterson

Members Absent: none

Others Present: Chris Jacques – Planning Director, Lorie Dever – Planning Manager, David Benton – Chief City Attorney, Chris Lemka – City Traffic Engineer, Cody Gleason – Principal Planner and Della Ernest – Executive Assistant

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Opening Statement: The Opening Statement was read by Chair Nelson.

Audience: 6

Note: The order in which items appear in the minutes is not necessarily the order in which they were discussed in the meeting.

CONSENT AGENDA

All items listed with a "**C**" are considered to be routine by the Planning and Zoning Commission, and were enacted by one motion.

1C **Disposition of Absence**

Discussion and possible action to approve/excuse the absence of Secretary Bryan Patterson from the Planning and Zoning Commission meeting held on September 17, 2020.

2C **Biscuit's Café Outdoor Patio: Conditional Use Permit (CU20-06)**

A request to obtain a Conditional Use Permit to construct a 560 square foot outdoor dining patio at the Biscuit's Café restaurant located at 8877 W Thunderbird Road.

DRAFT

COMMISSION ACTION: Commissioner Hutchinson moved to approve the Consent Agenda as presented. The motion was seconded by Commissioner Allsop and upon vote, passed 7-0.

REGULAR AGENDA

NEW BUSINESS

3R **Arrowhead RV and Boat Storage: Planned Area Development (Z19-08)**

Discussion and possible action on Case Z19-08 to rezone approximately 21.2 gross acres of land from Suburban Ranch (SR-43) to the Arrowhead RV and Boat Storage Planned Area Development (PAD). The site is located at 11150 W Beardsley Road.

The staff report for item 3R was presented by Mr. Rick Williams, Senior Planner.

PUBLIC COMMENTS:

Mr. Jason Morris, with Withey Morris for the applicant presented to the Commission, a quick overview of the site location and some history on the proposed project. The applicant is in agreement with the stipulations outlined in the staff report.

COMMISSION COMMENTS:
Vice-Chair Otlewski asked staff what the main complaint was for the proposed project.

Mr. Williams stated the overwhelming, reoccurring instance is that RV's will be parked on the other side of the wall.

Commissioner Allsop confirmed the PAD amendment request tonight was for a rezone, and next will be a site plan.

Mr. Williams stated the site plan will not come before the Commission, but the request tonight is for a rezone to a PAD.

Chair Nelson asked if the area will be paved and if there are any restrictions or ordinances that speak to idling or odors/nuisance of diesel fuel.

Mr. Williams confirmed the site will be paved. Mr. Williams is not aware of any ordinances within the City of Peoria.

Commissioner Feiter asked what the spacing is between the residential property line to the wall of the proposed development and asked about potential odors issues when dumping waste.

DRAFT

Ms. Dever stated it is approximately 70-80 feet give or take.

Mr. Morris stated the dump station is centrally located in the site. It is a hose connection and there is no smell outside of the immediate 2-3 foot area because the hose is sealed on both ends.

Commissioner Grice asked the applicant what the accessory uses are.

Secretary Patterson asked the applicant to address fire safety.

Mr. Morris stated there are two access points and both would have fire lock boxes for ingress/egress for public safety personnel. Signage will be required during the Site Plan process.

COMMISSION ACTION: Commissioner Allsop moved to approve item 3R Case Z19-08. The motion was seconded by Vice-Chair Otlewski and upon vote, passed 7-0.

4R **Reports from Staff**

A. **Upcoming Commission Meeting Dates**
Next meetings are on October 15th and November 5th.

PLANNING AND ZONING COMMISSION UPDATES AND REPORT OF CURRENT EVENTS:
Vice-Chair Otlewski informed the Commission he is moving out of the city and will be resigning from the Commission in the next several weeks.

ADJOURNMENT: There being no further business to come before the Planning and Zoning Commission, the meeting adjourned at 7:32pm.

_____ _____
Jeff Nelson, Chair Submitted by Della Ernest

_____ _____
Date Date

DRAFT

PLANNING AND ZONING COMMISSION REPORT

Meeting Date: October 15, 2020

Agenda Item: 2R

Case Name: Prescott at Park West: Planned Area Development (Z19-09)

General Application Information

Proposal:
Rezone approximately 5.4 acres of land, located at 8128 N 99th Avenue, from Intermediate Commercial (C-2) to Planned Area Development (PAD) to allow a ninety-five (95) unit townhome community.

Location:
8128 N 99th Avenue

Project Acreage:
5.4-acres

Applicant:
Mr. Taylor Earl, Earl & Curley

Recommendations:

Recommend approval of Case Z19-09 to the City Council subject to the attached Conditions of Approval in Exhibit 1.

ATTACHMENTS:

Description

Staff Report
Exhibit 1 - Conditions of Approval
Exhibit 2 - Vicinity Map
Exhibit 3 - Context Map
Exhibit 4 - General Plan Map
Exhibit 5 - Zoning Map
Exhibit 6 - PAD Narrative and Justification
Exhibit 7 - PAD Standards and Guidelines Report
Exhibit 8 - Neighbor Letter of Support
Exhibit 9 - Color Elevations
Exhibit 10 - Themed Entry

Exhibit 11 - Neighborhood Meeting Summary

PLANNING AND ZONING COMMISSION
STAFF REPORT

Date	**October 15, 2020**
To	**Planning and Zoning Commission**
From	**Jennifer Fostino** Planner
Subject	**Prescott at Park West**

PROPOSAL

The applicant is seeking to rezone the subject property to accommodate the development of a 95-unit two-story multi-family residential community.

APPLICATION INFORMATION

Case Number	Rezoning (Z19-09)
Applicant	Taylor Earl with Earl & Curly, PC, on behalf of Porter Kyle Builders LLC
Request(s)	Rezone the subject property from Intermediate Commercial (C-2) to the proposed *Prescott at Park West Planned Area Development* (PAD) zoning district.

LOCATION AND CONTEXT

SUBJECT SITE

The subject site consists of three vacant parcels, which are approximately 5.39 acres in size located north of the northwest corner of 99th Avenue and Northern Avenue, as depicted on Exhibits 2 and 3.

CONTEXT

Directly to the east, across 99th Avenue, is the Park West mixed-use development. To the north is a single-family residence followed by an approximately 325 foot wide SRP power line corridor. To the west is the New River, which contains a regional trail connection on the west bank of the river. South of the subject site are two vacant parcels followed by a City of Peoria pump station.

APPLICANT'S PROPOSAL

The applicant is proposing a gated 95 unit, two-story multi-family townhome development on approximately 5.39 acres, known as *Prescott at Park West*. (Exhibit 6, Project Narrative) The proposed density is approximately 17.6 dwelling units per acre (du/acre). The Prescott at Park West will be a townhome-type rental community, under one ownership, with modern architecture inspired by Park West, which is across 99th Avenue.

The layout of the proposed development will be clustered in three, four, and five unit buildings. As proposed, the current configuration is contemplated as thirty (30) one-bedroom units, forty-one (41) two-bedroom units, and twenty-four (24) three-bedroom units. While this mix may be refined as the project moves through in the development process, it provides a representative reflection of the proposed development. All units are two-story, ranging in height from 28 feet to 30 feet, with a two-car garage and a balcony. The vast majority of the units would contain backyard space in addition to the balcony and patio areas. As proposed, the average backyard space will be approximately 250 square feet with amenities such as artificial turf, doggy door, tree, and barbeque areas.

There are several amenities interspersed throughout the community that provide both passive and active recreation options for residents. The proposed active amenities could include a pool, outdoor kitchen, splash pad, gym, co-working space, dog park, and playground equipment. In terms of passive recreation, a pedestrian pathway within the project's landscaped area would be activated with benches. It is proposed to run north and south through the middle of the community, providing connectivity and convenient access for the residents. A 15-ft landscape buffer has been provided, as well, along the northern property line to accommodate the single-family residence to the north (Exhibit 8).

The Prescott at Park West PAD Standards and Guidelines Report (Exhibit 7) identifies site-specific development standards, which are customized for the proposed development.

DEVELOPMENT INFORMATION

Existing Use:	Vacant/undeveloped
Proposed Use:	95 unit, two-story multi-family development
Property Size:	5.39 gross/net acres
General Plan Designation:	Mixed Use Main Street
Density Proposed:	17.6 du/ac
Building Height:	2-Story (ranging from 28 to 30 feet)

Common Useable Open Space	
Standard Requirement:	150-square feet per bedroom

PAD Required / Provided:	140-square feet per bedroom (6.7% decrease)
Private Open Space	
Standard Requirement:	113-square feet per unit
PAD Required / Provided:	147-square feet minimum per unit, with a 400-square feet per unit average for the project (254% increase)

STAFF ANALYSIS

GENERAL PLAN

ANALYSIS

The subject property, as well as the single-family residence to the north, Park West to the east, and the vacant property to the south are designated on the PlanPeoriaAZ 2040 General Plan Land Use Map as Mixed Use Main Street (Exhibit 4). The Mixed-Use land use categories within the General Plan are intended to provide a wide range of commercial, office, employment, and compatible residential uses integrated into a single development either vertically (floor area-intense) or horizontally (land area-intensive). Mixed Use Main Street areas are intended to be a unique blend of housing, shopping, and employment uses that serve as the social and commercial hub for the surrounding neighborhoods. The focus within this land use is internal and external connectivity with adjacent development to provide a walkable urban environment, residential densities of 12-20 du/acre, and contextually sensitive architecture built to suit the scale of the surrounding area.

Prescott at Park West works in conjunction with Park West to meet the intent of Mixed Use Main Street land use category, as the developments will have a symbiotic relationship through design and accessibility. Park West is a mixed-use development consisting of horizontally integrated uses including entertainment, shopping, restaurants, employment, and multi-family. Pedestrian connectivity is a prominent feature throughout Park West with the use of a main street concept along the primary entry. As a result, that focus on pedestrian activity is a theme that is by extension carried through to the Prescott at Park West project.

The development is proposing internal connectivity throughout the site via a trail system with integrally spaced benches. The trail system would be situated within the middle of the development, connecting the north and south residents. Additionally, sidewalks will be provided along all building frontages, and wide sidewalks are strategically located to create east to west linkages along the building frontages. The internal pedestrian experience continues throughout the community eastward to the adjoining Park West project through a high-intensity activated

crosswalk beacon (HAWK) that will connect the residents safely. Thus, encouraging the walkable environment intended by the Mixed Use Main Street land use designation.

Conformance to Goals and Policies

As part of the General Plan analysis, staff identified that the proposal met or exceeded the following General Plan goals and polices as noted below. By extension, the Proposed PAD also complies with these same goals and policies.

- Smart Growth Concept – Array of Housing Options: Provide an array of high-quality housing types and price points that are built in a sustainable manner and meet the varied needs of segments of the community
- Smart Growth Concept – Walkable Neighborhoods: Goods, services and employment are located within a walkable distance from housing. Walkable communities provide alternatives to driving a car, resulting in reductions to traffic congestion and air pollution.
- Policy CN – 4: Encourage residential developments to incorporate design features that encourage walking within neighborhoods by:
    - Creating a highly connected block and street network.
    - Designing new streets with wide sidewalks, planting strips, street trees, and pedestrian-scaled lighting.
    - Locating parking facilities below or behind apartment and condominium buildings.
    - Enhancing the front façade of homes, townhomes, and apartment and condominium buildings with porches, stoops, balconies, and/or front patios.
- Policy SC – 3: Require development to design their frontage so that it focuses on the pedestrian experience and continues any streetscape theming design in place for the area.

KEY FINDINGS

1. The proposed PAD is in keeping with the character and intent of the Mixed-Use Main Street Land Use Designation.
2. The subject site will be regulated in a manner consistent with the proposed land use designation and will support the goals and policies of the Peoria General Plan.
3. At a proposed density of 17.6 du/ac, the proposal is aligned to the Mixed Use Main Street land use designation range of 12-20 units per acre;
4. The proposed multi-family development provides additional residents to support the existing commercial properties within walking distance.

ZONING

The site is currently zoned Intermediate Commercial (C-2). The existing zoning was approved through case Z08-03.

ANALYSIS

LAND USE AND ZONING HISTORY

On November 22, 2008, The Mayor and City Council adopted *Ordinance 08-33*, rezoning the subject property from Agricultural (AG) to Intermediate Commercial (C-2) for the purposes of developing a commercial shopping center. The accompanying site plan (PR08-06), known as 99th Ave Shopping Center, was withdrawn due to inactivity on March 19, 2010.

PLANNED AREA DEVELOPMENT ANALYSIS

The City of Peoria Zoning Ordinance requires all properties being rezoned to PAD be between ten (10) and six-hundred (600) acres in size; however, the minimum acreage can be waived if it is in the public's best interest, and if specific conditions exist on the property. Staff believes that granting the waiver for this application is in the best interest of the public because it will enable the development of a constrained parcel in a manner that is more compatible with the surrounding area.

PROPOSED PAD STANDARDS ANALYSIS

The Prescott at Park West PAD proposes amended development standards that are similar to the standard Multi-family Residential RM-1 Zoning District found within the Zoning Ordinance. The PAD designation allows deviation from the existing development standards in order to better respond to contextual circumstances in the area, design characteristics of the development, and/or otherwise promote a creative and efficient approach to land development. Contained below is a comparison of the RM-1 Zoning District standard vs the proposed Prescott at Park West PAD standard.

Development Standards	Zoning Ordinance RM-1	(Proposed) Prescott at Park West PAD
Maximum Lot Coverage by all structures (%)	50	50
Minimum Lot Width	N/R	N/R
Maximum Density (du/ac)	18[1]	18[1]
Maximum Principal Building Height	48-ft[2]	48-ft[2]
Minimum Building Setbacks		
Front Setback	20-ft	20-ft

Rear Setback	15-ft	15-ft
Side Setback	20-ft[3]	**15-ft[3]**
Corner Side	15-ft	15-ft

[1]Maximum density may be increased up to seven (7) additional units per acre based on a finding that the project incorporates additional amounts of open space, recreational amenities, enhances landscaping, enhanced project amenities, and/or pedestrian corridors.

[2]Maximum thirty (30) feet high within thirty (30) feet of any Single-Family Residential District. The height may be increased by (1) foot per each three (3) feet of additional setback to a maximum of forty-eight (28) feet.

[3]For condominium and attached housing types, only building separation applies. No minimum building separation is required along common wall.

Development Standards

With the exception of the side setback being reduced by 5 feet to a minimum of 15 feet, all building development standards remain in conformance with the RM-1 Zoning District. Though the building height allowance according to the proposed PAD is in alignment with the RM-1 Zoning District and would allow taller buildings, the proposed buildings illustrated in the applicant's site plan identify a maximum height of 30 feet. The proposed density of 17.6 du/acre is under the maximum allowed within the RM-1 Zoning District and towards the middle of the range identified within the Mixed-Use Main Street land use category.

Parking

The parking standards for the PAD simply defer to the RM-1 Zoning District which calls for 1.5 spaces per 1 bedroom unit and 2 spaces per 2+ bedroom units, as well as 1 space per 10 units for guest parking. Each unit will have a two-car garage on the ground floor in addition to the seventeen (17) guest parking spaces that are proposed. Eight (8) additional parking spaces would also be available for the leasing office/club house. In total, the development is required to have 185 parking spaces. The current site plan under review provides 215 parking spaces including garage, guest, and leasing office spaces.

Open Space / Amenity Requirements

Multi-family open space requirements are generally allocated within two categories: common useable open space, and private open space. Traditionally private open space within multi-family communities is limited in favor of providing access to centralized open space throughout the community. In an effort to create a rental community with an abundance of both private and common, the proposed development provides alternative open space formulas compared to the standards identified within the City of Peoria Design Review Manual.

The City's current multi-family residential common useable open space requirement calls for 150 square feet of open space to be provided per bedroom. The proposed development standards within the PAD identify a minimum of 140 square feet per bedroom, which is an approximately 6.7% reduction. The minimum private open space within the PAD identifies a range of 147 square feet to 770 square feet, averaging 400 square feet per unit. The proposed

standards represent a 254% increase of private open space. Overall, the proposed standards result in a total net positive of approximately 28,798 square feet of open space additional open space beyond minimum requirements when taking in to account common and private open space standards.

Development Standards	Design Review Manual Multi-Family	(Proposed) Prescott at Park West PAD
Minimum Common Open Space per Bedroom	150-sf	140-sf
Minimum Private Open Space per Unit	113-sf	147-sf
Amenities Required per Total Units (20-99 units)	3	7

The development provides several amenities for community residents within the common open spaces areas. The primary amenity area is centered along the eastern boundary of the development and features a pool, outdoor kitchen, patio area, splash pad, co-working space/clubhouse. On the northwest portion of the property is a dog park and to the east, a park with playground equipment. Both areas contain benches, shade trees, and lighting. All open space areas are connected by an illuminated wide paseo with a pathway and benches that runs north and south through the center of the community. The amenities demonstrated within the proposed development exceed the minimum amenity requirements identified within the City of Peoria Design Review Manual.

Design Review Standards

The architectural theme of the development is expressed vividly at the entrance of the community with an oversized overhang trellis, monument sign, landscaping planters, and lighting (Exhibit 10). The location of the entry feature is proposed along the southern portion of the main entrance. This placement allows for a thematic entry, and grand sense of arrival while still accommodating alignment with the full access driveway to Park West.

Prescott at Park West has taken a modern approach that is in harmony with the architecture of Park West without duplicating it. This is done through the use of similar vertical trellises, a simplistic light color palette with a grey-blue accent color, the use of metal and wood materials, and variation in height and pop-outs create a strong building mass. These elements have been selected to create uniformity of character within this area (Exhibit 9).

TRAFFIC CIRCULATION

The 99th Avenue driveway for the Prescott at Park West will be full access and allow for one lane entering the site, and two exiting the site (one left turn only lane, and a combination through / right turn lane). A deceleration lane would be required on 99th Avenue into the development. While the community is gated, there is a sufficient turnaround area to allow

vehicles to enter and make a turn around without entering the gated portion of the site or backing on to 99th Avenue.

A HAWK will be installed near the entrance of the Prescott at Park West and is required to ensure the safety of pedestrians crossing 99th Avenue to enter Park West. The HAWK will also serve as a connection point between Park West and any future development on the west side of 99th Avenue to the north or south of this site. The final alignment of the HAWK will be determined by separate permit and coordination with the Peoria Traffic Engineering Division.

WATER / SEWER

Water and sewer facilities exist adjacent to the site and have available capacity to serve the property.

PUBLIC SAFETY

There are no anticipated impacts to public safety due to this proposal.

COMMUNITY INVOLVEMENT

Public Noticing

The application was properly noticed pursuant to Section 21-315 of the Peoria Zoning Ordinance, which includes notification to all property owners within 600 feet of the site and registered HOAs within one (1) mile, posting of a sign on the site, and placing an ad in the Peoria Times at least 15 days prior to the Public Hearing.

Outreach Efforts

As a requirement of the rezoning application processes, the applicant conducted a neighborhood meeting and provided a Citizen Participation Report detailing the results of the meeting. The applicant notified all property owners within a 600-foot radius of the site and all registered Homeowners' Associations within one (1) mile for the required neighborhood meeting.

A neighborhood meeting was held on September 9, 2020, in an empty tenant suite at Park West. Three (3) residents attended the meeting, along with city staff. At the meeting, the development team presented the details of the project and answered resident's questions. No direct opposition or concerns regarding the subject proposal were raised. Rather, questions from the meeting focused on the price point of the units, the height of the buildings, and timeframe of completion. (Exhibit 11)

Support / Opposition

At the time of this writing, Staff has not received any support or opposition to this proposal.

KEY FINDINGS

1. The proposed PAD zone is in conformance with the goals and objectives set forth in the City of Peoria General Plan;
2. This rezoning request constitutes an overall improvement and will result in a development that is contextually sensitive to the surrounding area;
3. The proposal demonstrates appropriate allocations of open space for a multi-family development, and is anticipated to provide more than the minimum required number of community amenities; and
4. The applicant/owner has submitted a signed and notarized a Proposition 207 waiver, which will be recorded with the conditions outlined in Exhibit 1.

SCHOOL DISTRICT INFORMATION

This property is within the Peoria Unified School District (PUSD) boundary. PUSD has participated in the review of this project and has been in communication with the applicant regarding the proposal and school facilities in the area.

PROPOSITION 207

The voters of Arizona approved Proposition 207, which among other things requires municipalities to compensate property owners for actions which have the effect of diminishing the value of property. The City Attorney's Office has drafted an agreement which waives the applicant's rights to future Proposition 207 claims against the City. Accordingly, the applicant has furnished a signed and notarized Proposition 207 Waiver.

RECOMMENDATION

Staff recommends that the Planning and Zoning Commission take the following action:

1) **Recommend approval of Rezoning Case Z19-09 to the City Council, subject to the attached conditions of approval in Exhibit 1.**

STAFF CONTACT

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The amendment to the zoning district(s) for the above mentioned property is subject to the following Conditions of Approval in order to protect the public health, safety, welfare, and the City of Peoria:

1. The development shall substantially conform to the *Prescott at Park West* Planned Area Development (PAD) Standards and Guidelines Report, and Project Narrative contained within the 10/15/20 Planning and Zoning Commission staff report, except as modified herein.

2. The development shall be designed and constructed in conformance with the City of Peoria Engineering Standards Manual (PESM) and other specified policies and requirements.

3. The Developer shall provide a Traffic Impact Study/Analysis with the Civil Improvement Plans.

4. The Developer shall be required to design and construct a HAWK on 99th Avenue. The location of the HAWK shall be as determined by the TIA and the City Traffic Engineer. The HAWK will be required prior to the issuance of a Certificate of Occupancy. Plans for the HAWK must be submitted with the first submittal of the civil improvement plans. Upon completion of the HAWK, the City will reimburse the Developer for 50% of the construction costs.

5. The Developer shall construct a right turn deceleration lane into the primary site driveway access point from 99th Avenue. The turn lane storage shall extend past the existing residential driveway to the north, with the taper beginning immediately after the existing driveway.

Z19-09
Prescott at Park West
Northwest Corner of Norther and 99th Avenue



Exhibit 2 | Vicinity Map

Z19-09
Prescott at Park West
Northwest Corner of Norther and 99th Avenue



Exhibit 3 | Context Map

Z19-09
Prescott at Park West
Northwest Corner of Norther and 99th Avenue

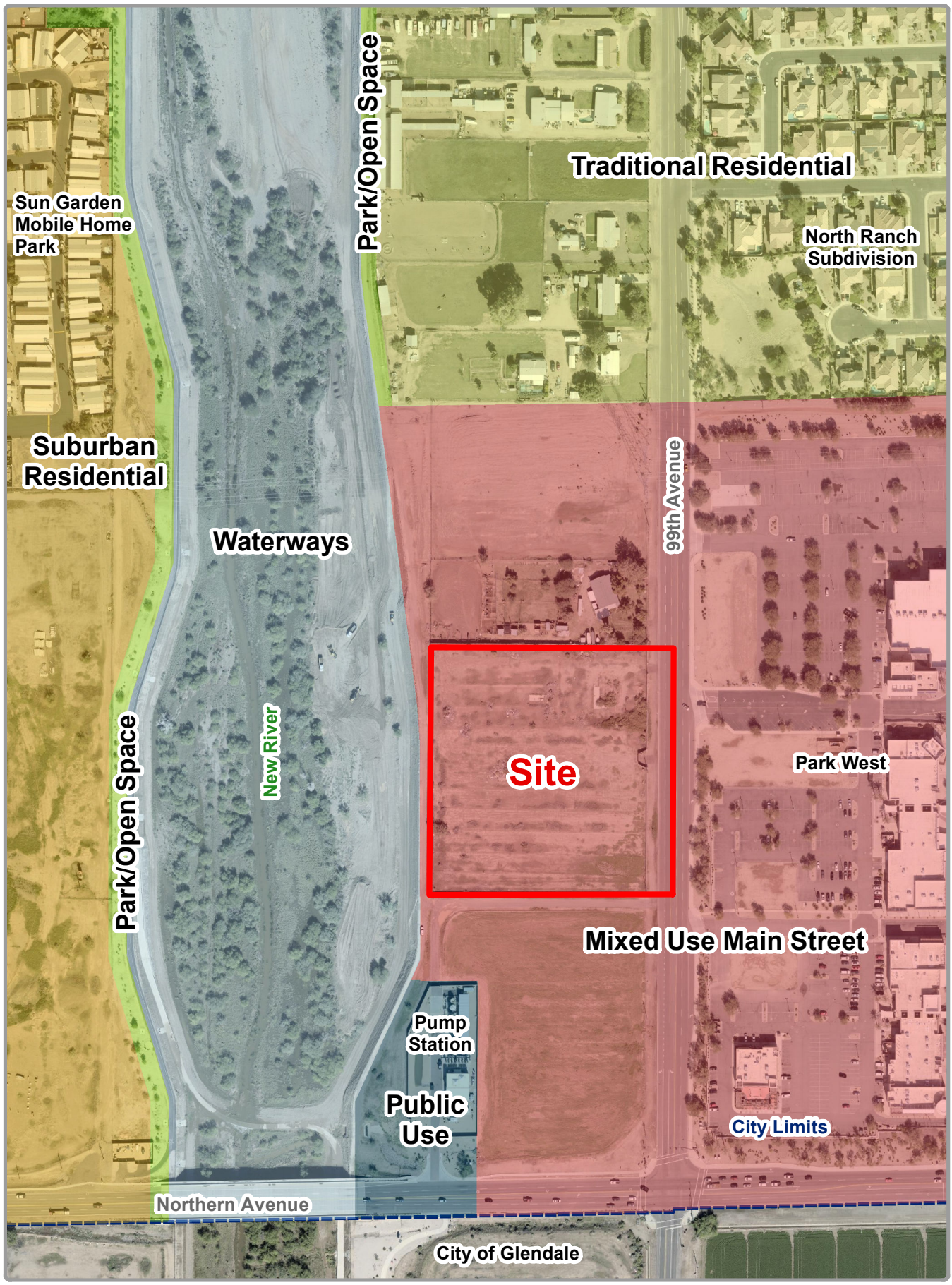


Exhibit 4 | General Plan Map

Z19-09
Prescott at Park West
Northwest Corner of Norther and 99th Avenue

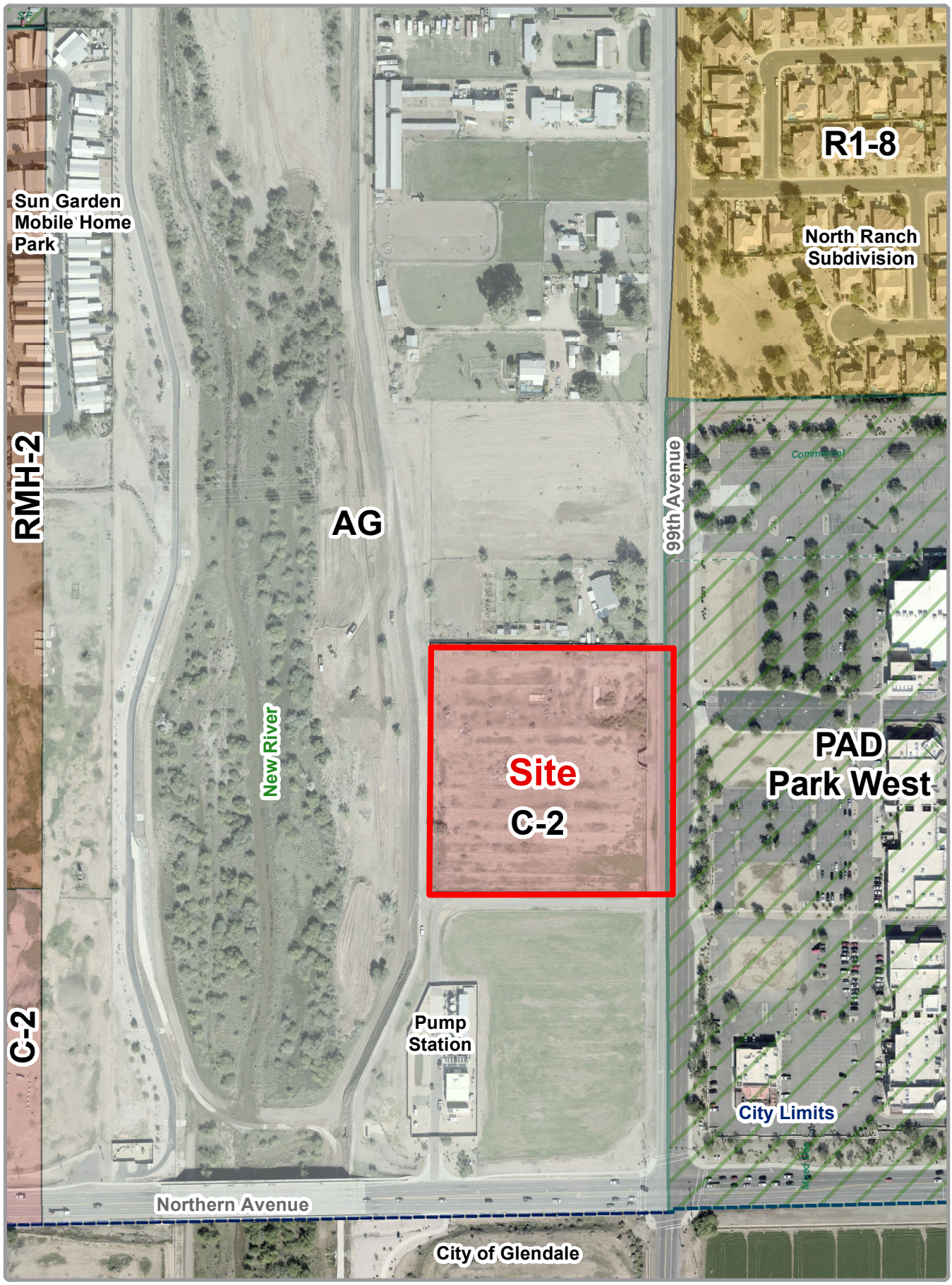


Exhibit 5 | Zoning Map

Project Narrative

The Prescott at Park West PAD



Originally Submitted: **December 26, 2020**
1st Resubmittal: **July 15, 2020**
2nd Resubmittal: **September 4, 2020**

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Introduction & Project Overview

This Project Narrative is provided in support of a request to rezone a vacant 5.39-acre (net) property across from Park West (north of the northwest corner of 99th Avenue and Northern Avenue) from C-2 (Intermediate Commercial) to PAD (Planned Area Development) to develop a 95-unit luxury residential community.

The developer is Porter Kyle, a Scottsdale-based developer with a well-earned reputation for creating high-end residential communities. The community will be known as "The Prescott at Park West" because of complimentary design and architecture to Park West and because it will both support and be supported by Park West's retail, entertainment and dining. The two developments will be truly symbiotic in that regard.

Introduction

The Prescott at Park West will be a mix of one-bedroom (30 units), two-bedroom (41 units) and three-bedroom (24 units) units. The actual building heights will be 2-stories (ranging from 28-feet to 30-feet). The proposed density is approximately 17.6 du/acre, which will greatly support the existing commercial in the area.

The Prescott at Park West will be a townhome-type rental community (under common ownership). Based on its experience with its similar communities in other valley cities, Porter Kyle anticipates renters here being higher income individuals that are renters by choice. This anticipated demographic of residents will provide great support to the retail, entertainment, and dining at Park West.

As indicated on the Preliminary Site Plan included with this rezoning submittal, the 95 units will be clustered in 5-unit, 4-unit, and 3-unit buildings. Consistent with the high-end living experience being created, the community will feature 2-car garages, private backyards, and balconies. The community will feature high-end amenities such as a pool, outdoor kitchen, splash pad, gym, co-working space, dog park/relief area, and park with playground equipment.

Architectural Style

Conceptual elevations will be included with the related companion Site Plan submittal. These have been architecturally enhanced in response to input from the City. The elevations are truly first-rate, with a high-end modern appearance that is in harmony with the architecture of Park West without duplicating it.



At Park West the large commercial building massings are complemented by steel and wood overhangs at individual storefronts. At The Prescott at Park West strong building forms are complemented with lighter accent elements including shade canopies, vertical trellis, decorative railing and fencing and wood shade overhangs. A gray-blue color was added to the front and back elevations, which helps to provide depth and movement. Variation in the building elevations detach the townhome entries from the streetscape, drawing the eye to windows and balcony openings that are accentuated with metal and wood accent materials.

The architectural design of the project is eye-catching and gives the project a sophisticated and modern aesthetic that we believe will place it among the finest residential projects in the City.

Interactions with Park West

We believe this community will be a valued asset for the City for many reasons, one of which is how it will support for Park West. Not only will this community provide needed housing density near Park West, but it provides *high-end* housing with spacious units, private yards, private garages, and upgraded interior finishes that will attract and retain higher income individuals with more expendable income to spend at Park West. It will serve as a valuable housing alternative to the more typical apartment buildings on the east side of Park West. This diversity of housing is an important element to ensuring long-term stability for Park West.

To facilitate pedestrian interaction between our community and Park West, we are proposing a HAWK across 99th Avenue. We see this as a critical element for activating the west side of 99th Avenue, which is something the City envisioned in its new General Plan. By installing a HAWK that connects this high-end residential community to Park West, the City's vision will take a giant leap forward. Not only will this development become a horizontally mixed-used development with Park West, but it will be a stimulus for further development on the west side of 99th Avenue. Indeed, our neighbor to the north of this site is in full support of our development because she wants her property to develop as part of the Mixed Use Main Street concept, and she understands that our development moving forward is what will push hers forward as well.

It is envisioned that the tenants of The Prescott at Park West will come from various demographic groups, but one target in particular would be young professionals looking for a luxury residential experience, convenient access to Park West, and close proximity to Loop 101. These young professionals may work at one of the many nearby employment areas, including Westgate, the Glendale Airport and surrounding Glen Harbor Business Park, Dignity Health hospital, the Peoria Crossings Commerce Park, the Peoria Square Commercial development and others, or who simply like the proximity to area entertainment, shopping options and/or regional access via Loop 101.

The Prescott at Park West will help to not only avoid vacancies at Park West, but will support high quality commercial tenants because of the higher-income individuals likely to live in the community and patronize Park West. We have already had several meetings with the Park West ownership and they are extremely supportive of our proposed community. They understand the benefit our community provides to Park West.

Narrative Questions & Project Justification

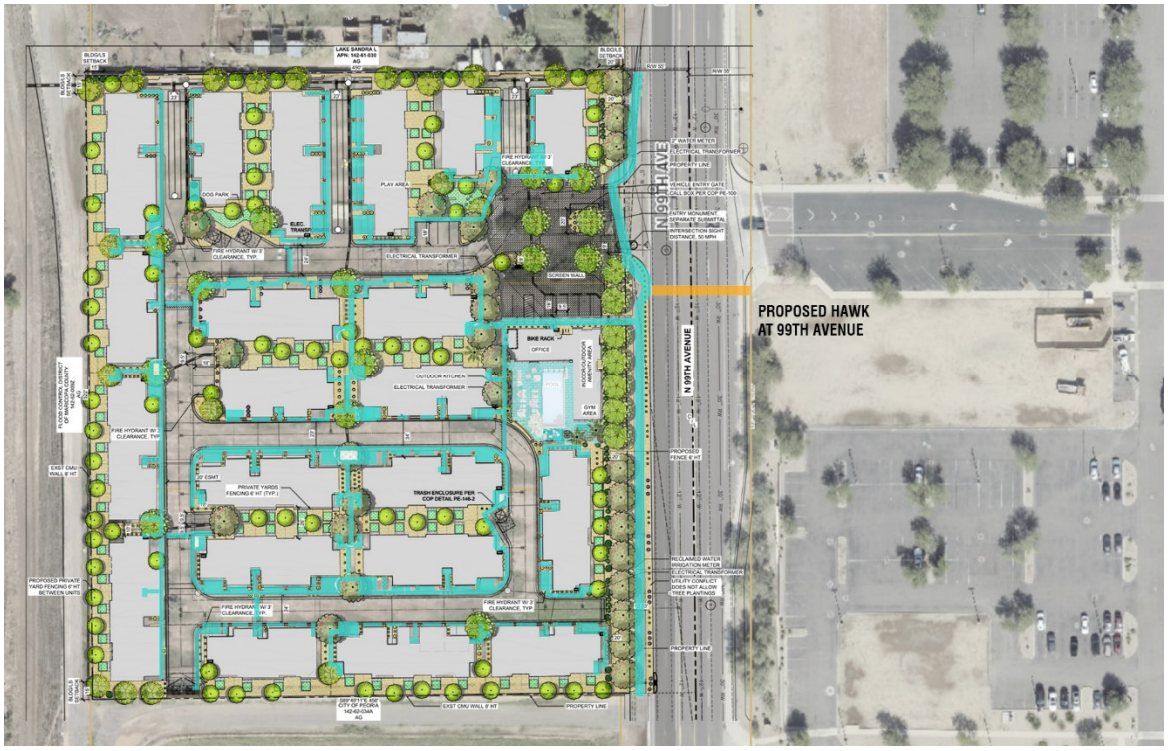
1. What type of development and uses are proposed by the rezoning request?

   This project proposes a 95-unit, two-story townhome-type multi-family residential rental development. The 95 units will be clustered in 5-unit, 4-unit and 3-unit buildings. The community will feature private backyards, 2-car garages, and balconies. Many multi-family projects require residents to park in a common surface parking lot, sometimes with shade. Each of our residents will have their own private 2-car garage. Similarly, multi-family projects typically rely on common open space only as a means of providing open space to their residents. We will provide *both* private open space and common open space. Our private space will consist of balconies on every unit. Private back yards will feature artificial grass, a tree, a BBQ area, and doggie door for our furry residents. Nearly every unit will have its own private back yard. In those few instances where site planning constraints have prevented the addition of a private back yard, we have provided a private porch instead. Common open space will include a pool, splash pad, clubhouse, co-working space, gym, dog park, and outdoor kitchen area.

2. State how your proposal is consistent with the Land Use Plan and other goals, policies and objectives (list each goal, policy and objective and how they are met) of the Peoria General Plan.

   This site is designated in the new General Plan as "Mixed-Use Main Street." Mixed use can be both vertically integrated (such as first floor retail with residential or office above) or horizontally integrated (such as commercial next to residential). The Prescott at Park West, in conjunction with Park West itself, is an example of horizontal mixed use. The two projects will work together. Without Park West, this community would not move forward. And without adjacent residential to support Park West, it will not reach its highest potential.

As good as Park West is now, it can be even better—with less vacancies, more high-end tenants, and with development on its west side, next to the proposed community. For example, on the east side of Park West's retail component is multi-family housing. This housing is part of the mixed use concept of Park West. The Prescott at Park West will serve the same function, only on the west side of Park West where development within Park West has lagged behind.



It is not necessary, or even advisable, for retail or other uses to be incorporated within The Prescott at Park West itself, especially when the greater goal is to strengthen Park West. Retail or office at this location would not be successful because development on the west side of 99th Avenue is not strong enough yet. This approach of creating a horizontally mixed use concept with Park West will be far more successful. The Prescott at Park West will support and bolster the mix of uses within Park West by offering a new and upscale residential opportunity at a density of 17.6 du/ac.

This interaction to Park West will be greatly facilitated by the HAWK that we are proposing to install, which will provide a direct connection between the community and the west side of Park West. Just like the multi-family on the east side of Park West, our proposed community will be an extension of the mixed-use environment of Park West.

As will be discussed in more detail elsewhere in our materials, the design of the proposed community is being done to further connect the two sites together. Without copying Park

West's design, we have drawn upon its design aesthetic for both our pedestrian experience and our architectural design.

Park West has a great pedestrian environment with sidewalks next to shops and landscaping. We are providing the same experience for our residents. The site includes a walkable environment that is surrounded by landscaping and first-rate modern architecture. These walkways will connect the entire site and will convey pedestrians to the proposed HAWK that will connect them to Park West. The internal streets are broken up with sidewalks on the side to keep speeds low and encourage pedestrian activity.

As for building architecture, we have incorporated strong building forms that are complemented with lighter accent elements including shade canopies, vertical trellises, decorative railing and fencing and wood shade overhangs. Variation in the building elevations provide variety and interest in the streetscape and draw the eye to windows and balcony openings that are accentuated with metal and wood accent materials.

The general plan references "market sensitive infill developments." That is an accurate characterization of this proposed community. The market at this location is looking for more than just a simple apartment experience. High-end renters want more. They want better design, their own private outdoor space, their own garage, and high-end community amenities. They are renters by choice, and they want a rental experience that provides high-end living that is similar to a single-family experience but still has the conveniences and simplicity of renting.

The general plan refers to gathering spaces within Mixed Use developments. Certainly Park West has many of its own gathering spaces, which our residents will use. But our community will have its own internal gathering space such as the pool and outdoor kitchen area, the dog run, and the gym. These will provide moments of community interaction for residents and their guests.

Our community is also consistent with the following elements of the 2040 General Plan.

Smart Growth - Sense of Identity: Development and redevelopment should build on and enhance the identity and character of the community. Both public and privately-owned areas should be designed to maximize available opportunities to promote a sense of identity.

The sense of identity in this area is clearly Park West. Rather than turn our back to it and become an isolated development, we have done everything we can to embrace Park West, to complement it, and to enhance it. We have drawn upon architecture and site design to be compatible with it. This connection starts with the entry way that is enhanced and reflective of Park West design and it continues into the site itself with our

walkable network and our building design. We have even gone to the extent of naming our community "The Prescott at Park West" to enhance this sense of identity.

Smart Growth - Connectivity: Look for ways to enhance connectivity throughout the community and beyond, making it easier for residents and visitors to access nearby goods and services, community amenities, and key destinations.

An important element of this project is the proposed HAWK that will connect our community to Park West. This will give our residents direct access to all of the amenities, retail, and entertainment that Park West offers. But this HAWK will not just benefit our community, but will also provide pedestrian access to our existing residential neighbors and the future developments that are sure to follow us.

Smart Growth - Walkability: Create walkable neighborhoods, commercial corridors and mixed-use districts that stimulate increased pedestrian activity and make alternative transportation more viable.

Consistent with this policy, we have given special attention to ensuring there is a walkable network throughout our site to give our residents a convenient and pleasant pedestrian experience around the site but to also make sure they have the same type of access to the HAWK and to Park West. Our walkway is up against buildings, for a building-forward, urban design. The pathway will also be adorned with shrubs and trees to provide interest and shading. The pathway not only provides a functional connection around the site but it also provides an opportunity for our guests to take evening strolls for leisure and exercise. We have added seating along the path to give areas of respite. Finally, we have added a 19'-wide paseo through the middle of the project to give convenient access through the two main residential blocks.

Smart Growth – Distribute a variety of housing types throughout the City to expand the choices available to meet the financial and lifestyle needs of Peoria's diverse population.

The units at The Prescott at Park West provide a unique, upscale and enhanced residential experience that is consistent with a luxury community. The City has many single-family residential communities, many apartments, and even casitas like those built by Christopher Todd but the City has very few, if any, of the type of community we are providing, which features high-end townhomes for rent that feature modern design, balconies, private garages, and private backyards. As the General Plan principle above states, it is important for the City to have residential choices for its many residents. This community provides choice.

Healthy Neighborhoods - OS-3 Protect and preserve view sheds within open space areas

wherever possible to enhance the resident and visitor's experience and provide a further visual connection with nature.

The Prescott at Park West has been designed as a compact development, with buildings arranged in 5-unit, 4-unit and 3-unit clusters to provide view sheds through the buildings.

3. Discuss your proposal's compatibility with the surrounding land use and zoning patterns. Include a list of surrounding zoning designations, land uses and conditions.

As stated above, directly across 99th Avenue from this site is Park West, a 46-acre master-planned retail, dining and entertainment commercial development. Park West is anchored by a Harkins Theater, and includes a number of major restaurants and retailers, and also hosts various events throughout the year, including a farmer's market on selected weekends. Park West is zoned PAD (Planned Area Development).

Our proposal will attract and retain higher income individuals as a luxury housing community. This will bring more individuals to patron the retail of Park West and ensure Park West can attract and maintain high quality tenants.

To the west is New River, which is owned by the Flood Control District of Maricopa County and is zoned AG (Agricultural). Directly to the south are four City of Peoria-owned properties and two vacant / privately-owned properties—all zoned AG. To the north is a single-family residence that is currently zoned AG. However, the owner has issued a letter of support in this case because she wants her property to develop as part of the City's Mixed-Use Main Street designation. She has professional experience in planning and development and thus she understands how valuable our proposed community is in helping her reach her objective to develop in this manner. Nevertheless, in the meantime, our project respects that property by installing landscaping on the north side of our proposed buildings. Additionally, the majority of our development will occur west of the house on that property. Finally, that house is angled toward 99th Avenue and is located a substantial distance from the property line.



4. Indicate why the current zoning is not appropriate given the surrounding land use, zoning, and factors which have changed since the current zoning was established.

The dominant land use in the area is commercial, primarily because of the Park West development located to the east of the subject site. Although Park West has been in existence for over 10 years, there remain a number of vacant pad sites and storefronts within it. This also holds true for the Peoria Crossings development located on the east side of Loop 101.

Simply put, there is an overabundance of commercially-zoned and available property in the area, most of which has been vacant for well over 10 years. What is needed is to support not only all of the existing commercial land/storefronts, but to also increase demand for the vacant commercial. To do that, more residential density is needed, particularly density near Park West. This proposed development helps to meet that need. It also provides housing for employment opportunities in the area.

In addition, the site itself has been zoned C-2 (commercial) for over 11 years, with no resulting commercial development. This is likely, in part, due to not only the overabundance of other commercially-available land, but also because the subject site lacks frontage or visibility from Northern Avenue. Northern Avenue carries approximately 45,000 trips per day while 99th Avenue carries only approximately 3,400 trips per day. This massive difference is traffic is a major reason why this site has never

developed commercially and why this rezoning is necessary. We will bring a viable development that can move forward right away and will immediately be successful.

5. Describe any proposed unique design considerations, beyond Zoning Ordinance requirements, which create compatibility between the proposed use and adjoining developments.

The proposed development provides for a unique upscale aesthetic that will be compatible with and complement Park West. In addition, this community will feature a visually-appealing landscaping treatment along 99th Avenue, an enhanced entry experience, architecture and pedestrian connectivity that is reflective of and complementary to Park West, and a proposed HAWK, all of which will serve to tether the community to Park West.

The Zoning Ordinance lists 6 possible elements to incorporate into an entry design and only requires 3 to be selected. Our proposal includes 5 of them.

1. A 20' landscape median is provided at the entry to split the traffic and provide an enhancement to the aesthetic of the entrance.
2. We are proposing an attractive vertical structure that supports a metal trellis and is grounded in a median planter.
3. Accent lighting in the landscape median is provided to highlight the signage and vertical elements of the monument sign that states "The Prescott at Park West."
4. A trellis structure is proposed that cantilevers over a portion of the drive aisle, consistent with the awnings utilized at Park West and on the buildings of the proposed community.
5. Ornamental gates are included that incorporate the same composite wood accent materials used throughout the project.

Additionally, though not one of the 6 listed items, the entryway also features stamped concrete that further enhance the design aesthetic.



This attractive entry feature will not only underscore and further the connection to Park West but will also provide a high-end entry aesthetic to our residents and guests and to all passersby on 99th Avenue. This will establish an important message about the quality of the development on the west side of Park West. Thus, this community will serve both as a catalyst for development on 99th Avenue and a benchmark for quality.

6. Provide general site information and describe unusual physical features or characteristics of the site which present opportunities or constraints for development.

   The site is relatively flat, with no significant drainage, topographic or vegetative features. Its location along 99th Avenue (away from Northern Avenue) limits the property's desirability for development as commercial.

7. Other than the requested rezoning approval, what other approval processes are required to accomplish the development proposal, i.e., variances, site plans, subdivision plats, conditional use permits, comprehensive master plan amendments, State or County licensing or permits, etc.?

   Parallel to this rezoning request we are also seeking site plan approval.

Additional Project Justifications

As stated above, Porter Kyle is proposing a high-end residential community that will not only provide needed density in the area but will also provide luxury housing to attract and retain higher income individuals. It will also provide needed diversity of housing to complement the more typical apartment developments on the other side of Park West.

Section 21-602.B requires PAD's to be a minimum of ten acres, which this site is not. However, the Planning Commission can recommend this requirement be waived if one or more of three conditions exist. Although only one is required, this development satisfies each of the three conditions. Those conditions are listed below along with an explanation of how this community satisfies each condition.

Before discussing each condition, it is important to highlight that unlike many PADs, we have only adjusted a few development standards. We have largely followed the standards of the underlying zoning district. So although we still must meet one of the conditions below, our requested modifications are minor.

a. Unusual physical features of the property itself or of the surrounding area are such that development under the standard provisions of this Ordinance would not be appropriate in order to conserve a physical or terrain feature of importance to the neighborhood or community.

In the general plan for Mixed Use-Main Street, the City is calling for heighted residential densities to support non-residential uses that are adjacent to or underneath the residential. Here, the City is anxious to bring residential density to this immediate area because of Park West. One area in particular where Park West needs additional support is on its west side, where it has empty pad sites. Right now, the west side of Park West appears to be too far outside of the spine to support viable commercial development. Our development will bring residential density and disposable income to the west side of Park West.

Our modification of the side yard setback, the minor wall encroachment in the front yard setback, and the landscape zones for parking have the direct effect of supporting more units on the property. This in turn serves the City's desire to have more density in this area to better support Park West. Our modification of the open space requirement assures the City and our own residents that this will be a community of superior quality, which in turn helps to bring residents of greater income.

The need for increased density to support Park West and the City's desire for a Mixed Use Main Street becomes an unusual physical feature of the area that our community, and our proposed modifications, would address.

b. The property is adjacent to or across the street or alley from property which has been developed under the provisions of this Section and will contribute to the amenities of the area.

Our community is directly across from Park West. Our community is similar to the apartments on the east side of Park West in that we function as a horizontal mixed use development and contribute to the amenities of Park West by providing additional residential density. This density is an essential component of the calculus for commercial viability. The owners of Park West are very supportive of our development because they understand that adjacent residential density is one of the primary drivers for Park West's ability to attract and retain high-quality commercial tenants.

c. The use of the PAD concept will encourage the use of otherwise undevelopable property, particularly in the case of small undeveloped parcels surrounded or partially surrounded by developed property.

Rather than develop at the edge of the City, we are developing in the heart of the City, directly across from one of the City's most important commercial assets. Although we are not the final parcel in the area to develop, this property still qualifies as infill because development is present within a short distance in all four directions. The parcel is also small at only 5 acres. While something could certainly be developed on 5 acres, the key is that the type of density the City wants is difficult on such a small parcel without some type of PAD relief. We are only asking for a minor amount of relief under the PAD, but it is important relief to achieve the density proposed. Thus, the PAD is facilitating the creation of the type of density the City needs, and with the type of product that will attract high income residents, but which would be difficult to develop under standard zoning.

Justifications for Deviations in PAD

Side Setbacks

Our proposed PAD reduces side yards setbacks from 20' to 15' on the north and south of the community. On the north, we have a letter of support from that property owner specifically endorsing the use of a reduced setback because she wants her property to develop as Mixed Use Main Street and she understands that our project will act as a catalyst to development on this west side of 99th Avenue. On the south, we abut the City's property, which will be used for utilities. Thus, there is no harm. Additionally, this small adjustment supports the addition of density at this location, which benefits the Park West, the neighbor to the north, and the project.

Regarding landscaping, note that the tree and shrub calculation were calculated as if this setback were 20'. In other words, we have proposed to plant the same amount of trees and

shrubs code would require us to plant if this setback had been included in the calculations as a 20' wide strip. That means that our reduction from 20' to 15' has not resulted in a reduction in the number of shrubs and trees we were otherwise required to plant. To the extent this density of planting is more than the 15'-wide setback area will support, we will spread that landscaping around the site.

Allowance for Perimeter wall in Front Setback

We have only a minor section of our perimeter fencing that encroaches into the front yard setback on 99th Avenue. This is done for the sole reason of providing access to the residential unit directly behind it. Moreover, this encroachment occurs only for a small portion of the 99th Avenue frontage. We see this as a "no-harm" modification.

Modification of Parking Landscaping

The Zoning Ordinance requires landscape islands at the ends of parking rows. Generally this requirement for landscape islands is for parking lots and long rows of parking to avoid the aesthetic of a "sea of asphalt." We have only pockets of parking throughout the site, and those pockets are surrounded by buildings and landscaping. The same needs for landscape islands do not apply. To be clear, we are still proposing landscaping, but we do need to adjust and clarify the standard slightly. Each parking area is next to landscaping, and in most instances that landscaping is the dimension of a parking space and thus meets the letter or spirit of this requirement. We have modified the standard to provide flexibility on the north parking spaces, which are single spaces. We have also provided flexibility in our PAD for the two spaces on the west. As for the parking pockets with three spaces or more, we can meet the general requirement for landscape islands, but we need to allow tapering of the landscape island to accommodate rounded street corners. Thus, landscaping will still be provided, but will be merely adjusted to meet the circumstances of this compact site.

Modification to Open Space Standard

Peoria requires 150 square feet of community usable open space per bedroom. We meet that standard with amenities such as a pool, outdoor kitchen, splash pad, gym, co-working space, dog park/relief area, and park with playground equipment. This community open space will also include a network of walking paths that feature landscaping and seating. We have provided detail within our PAD regarding community usable open space to clarify that these beautiful walking paths will be counted toward the 150-square-foot requirement.

We have also provided detail regarding our private open space requirement because we far exceed the standard, and we wish to codify this into the PAD. The private open space requirement is 113 square feet per unit, and we are providing a minimum of 400 square feet

per unit. That is an increase in the standard by +/- 254%. We have also made clear that each unit must have a balcony and either a private back yard or front patio.

Conclusion

The Prescott at Park West will be a premium community for the City and will both benefit from and provide benefit to Park West. This community will not only provide higher income individuals to support Park West, but it will act as a catalyst, and guiding benchmark, for quality development on 99th Avenue. The Park West owners are in full support of our community because they understand the benefit it will have to Park West. The modifications under the PAD are minor and promote the development of a premier community that features first-rate amenities, private open space, and sophisticated modern design.

Planned Area Development
Standards and Guidelines Report

The Prescott at Park West

North of the Northwest Corner of 99th Avenue and Northern Avenue

By:

PORTER KYLE
multifamily developers & builders

1st Submittal: December 26, 2019
2nd Submittal: July 15, 2020
3rd Submittal: September 4, 2020
Revised 3rd Submittal: September 28, 2020

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Exhibit 7

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Introduction

This Development Plan is for a 95-unit luxury residential community proposed for a vacant 5.39-acre property across from Park West (north of the northwest corner of 99th Avenue and Northern Avenue). The community will be known as “The Prescott at Park West.”

The proposed PAD is based on the Multi-Family Residential zoning district, with minor deviations to support the development of a high-end townhome community with 17.6/du ac. The community is being designed with an enhanced modern architectural style that will complement the design and architecture of Park West without copying it. The community will feature quality community amenities, including a pool, splash pad, outdoor kitchen, and gym. Private community amenities will include backyards, balconies, and 2-car garages.

This luxury community will be gated and will feature an attractive entry experience to provide residents and guests with a sense of arrival.

Architectural style

The relationship to Park West Mall has been a driving influence for the design of this community. Several form factors and architectural relationships have served as influence and organizational cues to establish a strong connection between Park West Mall and The Prescott at Park West.

Park West Mall incorporates landscaping, pedestrian circulation, parking and vehicle circulation organized around a main street spine. The large commercial building massings are complemented by steel and wood overhangs at individual storefronts. The secondary scale of lighter elements of shade overhangs contrast the heavy massing of the connected buildings.

At The Prescott at Park West the design concept breaks down any large building volumes into smaller masses for 5-unit, 4-unit and 3-unit building types to allow generous landscaping and a pedestrian scale that contributes to a luxurious residential experience. Strong building forms are complemented with lighter accent elements including shade canopies, vertical trellis, decorative railing and fencing and wood shade overhangs. Landscape and walkway corridors separate buildings to allow light to enter all parts of the building. Variation in the building elevations detach the townhome entries from the streetscape, drawing the eye to windows and balcony openings that are accentuated with metal and wood accent materials.





5 side elevation



2 private yard elevation



4 side elevation



1 5-unit building elevation

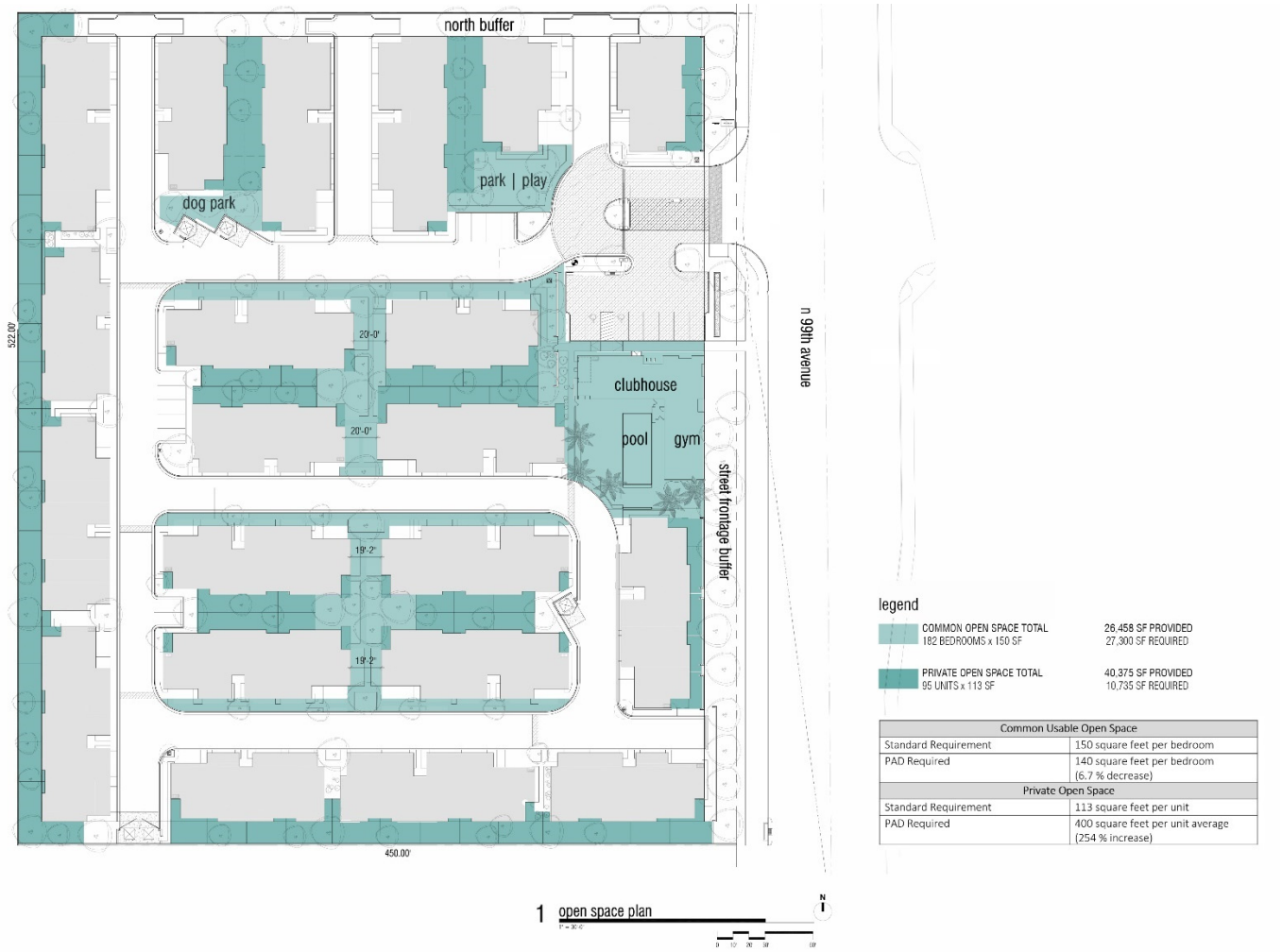
Conceptual Elevations



Open Space and Amenities

Open space in the community will be provided by means of common usable open space and private open space. The table below breaks down the amount of each that is required under this PAD:

Common Usable Open Space	
Standard Requirement	150 square feet per bedroom
PAD Required	140 square feet per bedroom (6.7% decrease)
Private Open Space	
Standard Requirement	113 square feet per unit
PAD Required	400 square feet per unit average (254 % increase)



Community Usable Open Space and Amenities

Community Usable Open Space in the community shall be provided at a rate of a minimum of 140 square feet of open space per bedroom and shall include the following amenities and immediately surrounding areas:

- Pool
- Outdoor Kitchen
- Splash Pad
- Gym
- Co-Working Space
- Dog Park/Relief Area
- Park with Playground Equipment



Community Usable Open Space may include internal community walkways so long as the walkways are landscaped with plants and trees, create a network that can convey pedestrians throughout the inside of the community, and include seating.



This network of walkways shall include a minimum 19'-wide pedestrian paseo that shall run north-south through the approximate middle of the two main blocks of the community. This paseo will serve as part of the overall pedestrian network through the community and will provide a means of convenient access through the middle of the site. This paseo shall be landscaped with plants and trees to provide a beautiful experience for the community. The surface material of the paseo may be an alternate surface to concrete, such as a ¼" decomposed granite.

Private Open Space and Amenities

Private open space shall be provided at a rate of an average of 400 square feet per unit, which is 254% above the standard City of Peoria requirement. This private open space shall be provided through balconies, backyards, and front patios. Every unit shall have a balcony with a width of at least 8'. Additionally, every unit shall have either a backyard or front patio. For those units containing a backyard, the following elements shall be provided in the backyard at a minimum: artificial turf, doggy door, tree, and bbq area. Private backyards throughout the community must have an average size of 250 square feet.

In addition to the balcony for each unit, all units that do not have a backyard shall have a front porch of at least 75 square feet. Other units may have a backyard and a front porch. In

those instances, the front porch shall also be at least 75 square feet. This shall satisfy the intent of Section 20-78-4.A.6.d of the Zoning Ordinance.

Each unit shall have its own 2-car garage.

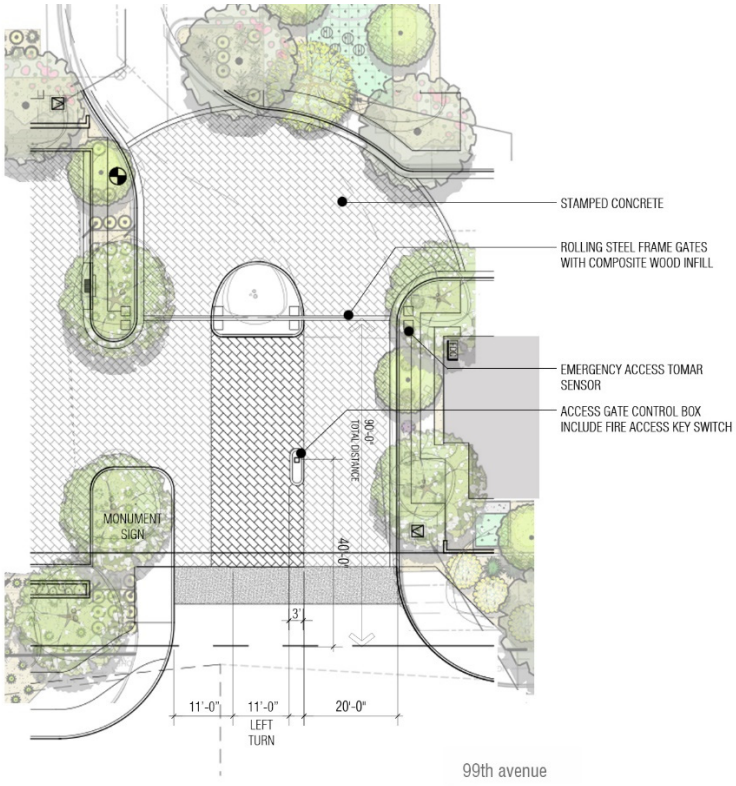


2 private yard elevation

Conceptual Elevations

Entry Experience

The Prescott at Park West is a luxury-level residential community with upgraded architecture that reflects a modern and sophisticated design. As such, we have created an entry experience that sets the tone for that level of quality upon arrival. The design of the entry experience will create a sense of arrival.

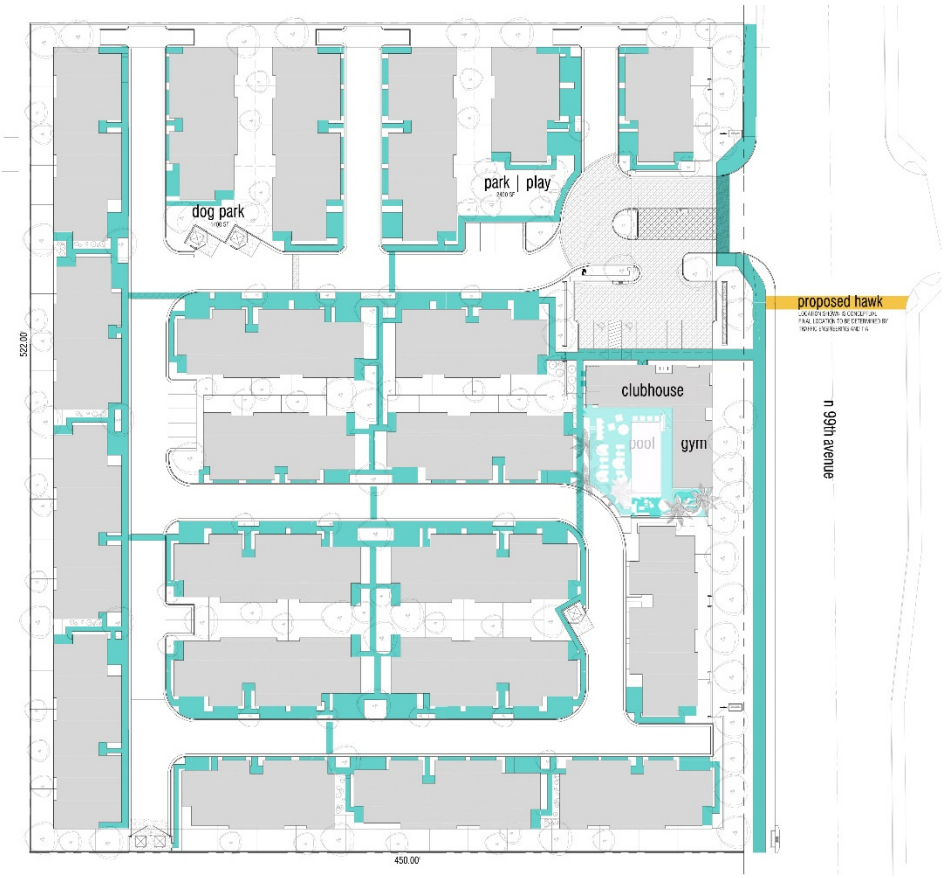




A lushly landscaped, illuminated, and decorated raised monument structure and planter on 99th Avenue will signify arrival at The Prescott at Park West. The driveway itself is a decorative stamped concrete designed to differentiate it from the asphalt driveways throughout. Lighting at the monument planter will illuminate the signage and address plates. Vertical monoliths rise out of the monument planter, visually framing the monument signage as well as supporting a steel shade canopy that provides verticality to the entry statement. The separated entry and exit rolling gates will incorporate the composite wood material used throughout the site as an accent material.

Walkability

Walkability for residents at The Prescott at Park West is a primary focus of the site layout. The walkability is designed to encourage use of high-end amenities on-site and to provide convenient access to the world class shopping, dining and entertainment at Park West. We have taken cues from Park West regarding its connectivity. Park West features sidewalks adjacent to the buildings and landscaping, which creates an urban pedestrian experience. Park West also features a network of sidewalks that give pedestrians access throughout the site. We have done the same with the design of The Prescott at Park West.



The main drive aisle entering the community has been enhanced to provide a 10'-wide pedestrian zone with detached planters, additional trees and relief from the building façade. This walkway will serve as a main circulation path for all of the community's residents. Secondary drive aisles are provided with an 8'-wide landscape and walkway zone with enhanced walkways focused on one side of the streetscape.

As stated above under community open space, a minimum 19'-wide paseo will be provided to divide up the two middle blocks and provide a convenient and beautiful north-south pedestrian connection between the buildings.

Another important feature of Park West's pedestrian connectivity is the feel of the experience. Pedestrians in this community will be surrounded by modern and sophisticated architecture that uses front to back movement to vary the pedestrians' interaction with the building. They will also enjoy plants, trees, and opportunities for seating along the path to enrich the experience.



Conceptual Rendering

Additionally, we are working with the City and Transportation to include a HAWK near the entry of the community as a means of crossing 99th Avenue to Park West. This would connect residents of our community to Park West. It would also serve as a connection point between Park West and future development on the west side of 99th Avenue as well as existing residential development. The proposed alignment is shown on the Conceptual Sidewalk

Connectivity Plan above. Final alignment of the HAWK will be determined by separate permit and coordination with Traffic Engineering and the project TIA.

Permitted Uses

Within the proposed PAD zoning, permitted uses will be limited to the following:

Permitted Principal Uses:

- Attached Single-family dwellings
- Multi-family dwellings

Permitted Accessory Uses:

- Any accessory use customarily incidental to a permitted use
- Day care for four (4) or less children

Permitted Conditional Uses:

The following uses may be permitted subject to Conditional Use Permit approval by the Planning and Zoning Commission:

- All permitted conditional uses listed in Section 21-426 of the Peoria Zoning Ordinance

Standards and Guidelines Report (proposed Development Standards)

The Prescott at Park West proposes development standards that are in keeping with the character of the area. The proposed development standards are noted below. Development standards that vary from those otherwise required by the Peoria Zoning Ordinance are noted in **bold**.

Standard	**Multi-Family Residential Standard; 5+ dwellings** (from the Peoria Zoning Ordinance)	**Proposed Standard**
Maximum Lot Coverage of All Structures (%)	50%	50%
Minimum Lot Width (FT)	N/R	N/R

Maximum Density (d.u./acre)	18[1]	18[1]
Maximum Principal Building Height (FT)	48[2]	48[2]
Front Setback (FT)	20	20
Rear Setback (FT)	15	15
Side Setback (FT)	20[3]	**15[3]**
Corner Side Setback (FT)	15	15

[1] Maximum density may be increased up to seven (7) additional units per acre based on a finding that the project incorporates additional amounts of open space, recreational amenities, enhanced landscaping, enhanced project amenities, and/or pedestrian corridors

[2] Maximum thirty (30) feet high within thirty (30) feet of any Single-Family Residential District. The height may be increased by one (1) foot per each three (3) feet of additional setback to a maximum of 48-feet

[3] For condominium and attached housing types, only building separation applies. No minimum building separation is required along common wall.

No land use buffer shall be required on the west and south sides of the site due to the adjacent uses of New River and the City's utility parcel. A 15' shall be required on the north, and drive aisles and parking are permitted within this buffer.

Site Plan / Conceptual Development Plan

Concurrently to this PAD rezoning submittal, a request for Site Plan / Conceptual Development Plan will be submitted for the development of the site itself.

Details regarding this proposed development, and the characteristics associated with the Site Plan / Conceptual Development Plan process, are noted below.

Parking

Parking requirements shall be in accordance with Sections 21-823 through 21-826 except as otherwise stated in this document.

As noted above, each unit will have its own 2-car garage. Additional parking is provided throughout the site to accommodate additional guests—beyond those that would be allowed to park in the individual garages. Parking is permitted within the side yard setback.

Design Guidelines

Development within the PAD shall comply with the City of Peoria Design Review Manual for Residential Uses, as utilized and implemented for this development at this location—subject to the modifications to the standards contained herein.

Signage

All signage shall be in accordance with Sections 21-827 through 21-855 of the Zoning Ordinance.

Lighting

All lighting shall be in accordance with to Section 21-802 of the Zoning Ordinance.

Landscaping

Landscaping will be provided in accordance with Sections 21-815 through 21-822 of the Zoning Ordinance except as otherwise stated in this document. A Preliminary Landscape Plan is included with the Site Plan submittal.

All landscaping required in the northern landscape buffer will be provided throughout the site.



Private yard landscape and maintenance is the responsibility of the management, and it will not rely on renters to maintain private yard landscaping. Individual access gates into the private yards will be incorporated into the design of the final site design. Common area landscaping is likewise the responsibility of management.

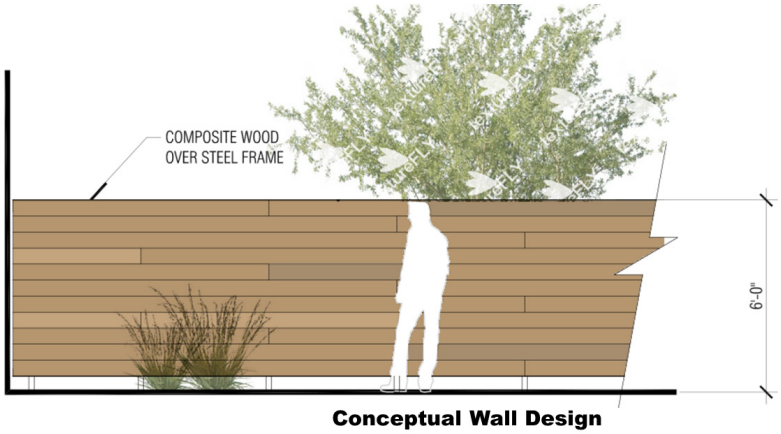
As parking is provided in pockets throughout the project, and is not contained in a parking lot or in long rows of parking, landscape islands shall not be required at the end of parking areas that are two spaces are fewer. Landscape islands that occur at the end of parking rows of three spaces or more must be 7’ in width and 18’ in length, but they may taper to accommodate rounded street corners. Only one end-cap landscape island is required for parking rows of 8 spaces or fewer.

Walls

Various wall types will be incorporated into the development to provide variety and to serve distinct functions, as outlined below. A wall plan is attached to this development plan showing the location of each type of wall.

The perimeter wall shall consist of an 8’ tall painted CMU wall. The basic wall exists on the site today and shall be painted and incorporated into the future design on the north, west, and south property lines.

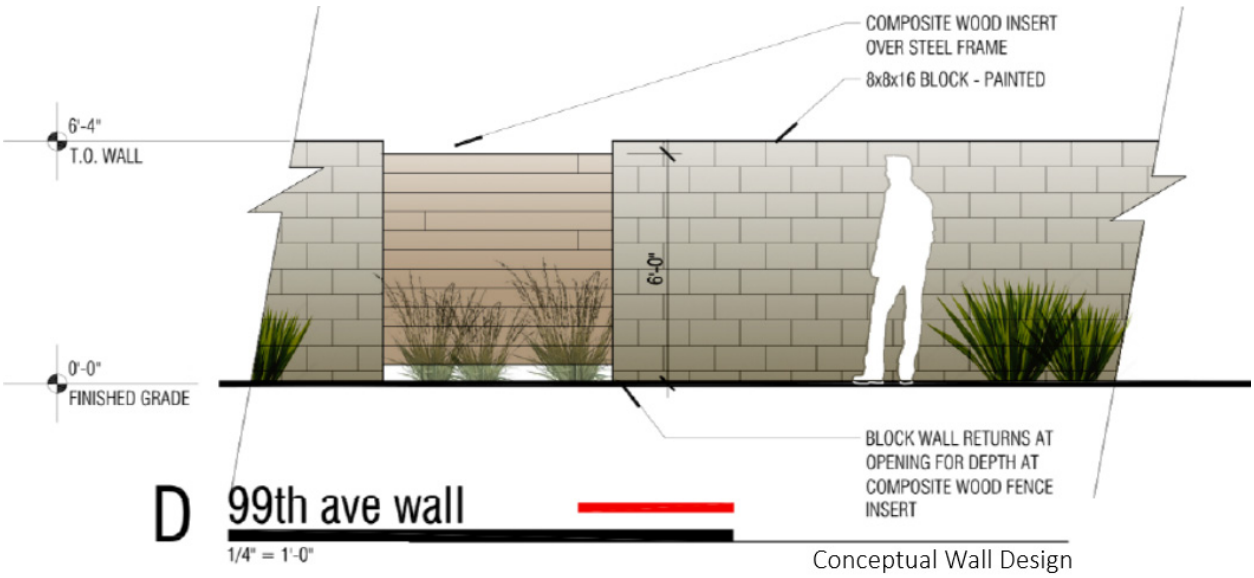
The prevailing wall type within the project shall be the privacy yard fence separating the private backyard spaces within the project. This fence shall have an enhanced aesthetic of composite wood over steel frame at a height of 6’. This enhanced wall aesthetic will provide an attractive back yard setting for residents.



Conceptual Wall Design

A 6’ tall, steel view fence with 24” masonry columns shall be utilized near the entrance to provide an open view into the community. It will also be used around the pool area to provide a view into the amenity while still providing safety around the pool. Finally, it will be used briefly in the southeast corner as a return.

A 6’ 4” CMU wall with 6’-high inset panels of composite wood over steel frame will be utilized on the eastern side of the project. The CMU portion of the wall will be painted and will provide security and noise dampening from 99th Avenue while the composite wood insets will break up the plane of the wall and provide an enhanced aesthetic design along 99th Avenue. This wall is permitted to be located within the project’s front setback on 99th Avenue in order to allow sufficient space behind the wall for access to the east side of the adjacent building.



Conceptual Wall Design

A 3’ tall painted CMU wall planter will be utilized on the east side of the parking lot to screen the cars from 99th Avenue.

Access & Circulation

Principal access to the site will be a gated entry/exit onto 99th Avenue. Based on preliminary discussions with the City’s Engineering Department, this will be a full-access driveway (left in / left-out), but this is subject to modification following the review process. This driveway has been aligned with an existing driveway from Park West. It is not expected that this new intersection/driveway will be signalized.

A Traffic Impact Analysis (TIA) is included with this PAD submittal.

Standards Not Addressed and Administrative Relief

Modifications to the Standards and Guidelines Report must follow the amendment process as stated in the Zoning Ordinance.

Site Characteristics

This infill site is currently vacant and is zoned C-2 (Intermediate Commercial).

The site is approximately 5.39 net acres in size. The site is relatively flat, with no significant drainage, topographic or vegetative features. 99th Avenue runs along the eastern-side of the site. New River runs along the western-side of the site.

The site consists of three adjoining properties (Lots 16, 17 and 18 of the Johnsons River Addition subdivision; MCR 126-30).

Grading and Drainage

The site is flat with no significant onsite drainage features. On-site retention and drainage will comply with City of Peoria requirements. Additional drainage concerns not addressed during this rezoning process will be addressed during site plan review.

Public Utilities and Services

There are existing water and sewer lines available to the site. The developer will provide street and utility improvements when the site is developed as required by the City.

Sewer	City of Peoria
Water	City of Peoria
Electricity	Arizona Public Service
Telecommunications	Cox Communications or CenturyLink
Gas	Southwest Gas Company
Refuse	City of Peoria
Fire and Emergency	City of Peoria
Police	City of Peoria
Schools	Peoria Unified School District

Legal Description

The site is legally described as Lots 16, 17 and 18 of the Johnsons River Addition subdivision (Book 126, Page 30, Maricopa County Recorder).

The site is located in a Portion of Section 32, T3N-R1E, G&SRM, Maricopa County, AZ.

Site & Project Details

APN's:	142-61-031, 032 & 033
Addresses:	8128 N. 99th Avenue (APN 031) 8116 N. 99th Avenue (APN 032) 8102 N. 99th Avenue (APN 033)
Legal Description:	Lots 16 (APN 031), 17 (APN 032) & 18 (APN 033) of Johnsons River Addition (MCR 126-30) A Portion of Section 32, T3N-R1E
Size:	Net: 5.4 acres / 235,225 square feet
Zoning (existing):	C-2
Zoning (proposed):	PAD
General Plan Land Use Designation (existing):	Mixed Use Mainstreet
Proposed Development:	95-lot residential development
Proposed Overall Density:	+/- 17.6 d.u./acre

Sandra Lake

[redacted]

June 16, 2020

To whom it may concern,

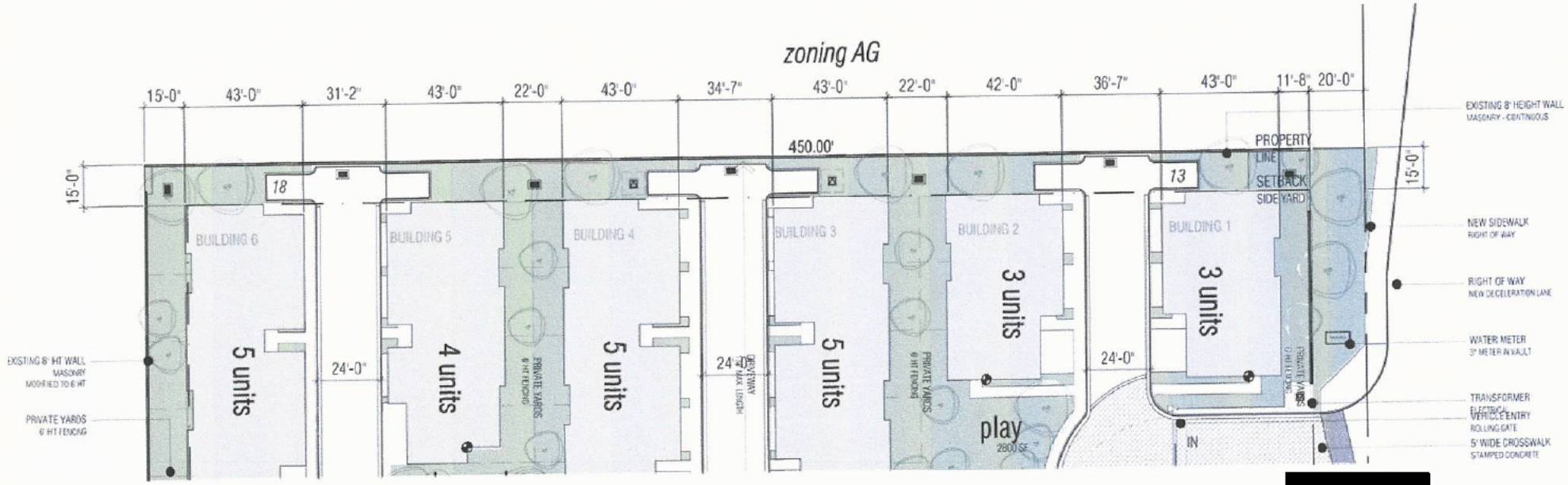
I own the property located at [redacted] which is located directly to the north of the proposed development called The Prescott at Park West. I support this project and its setbacks along our shared property line as shown in the attached exhibit because it is my intention that my land eventually be developed in accordance with the general plan as a commercial mixed-use/high density residential property.

Thank you,

[redacted]

Sandra Lake

Exhibit 8



[redacted]

4

NORTH PROPERTY LINE SETBACK

MAY 01 2020
PRELIMINARY SITE PLAN

THE PRESCOTT AT PARK WEST 8102 N. 99TH AVENUE PEORIA ARIZONA 85345
PORTER KYLE BUILDERS LLC 5149 E. EVANS ROAD SUITE 8 SCOTTSDALE ARIZONA 85260

the prescott at park west

Exhibit 9





5 side elevation



2 private yard elevation



4 side elevation



1 5-unit building elevation

SEPTEMBER 1 2020
PRELIMINARY ELEVATIONS

THE PRESCOTT AT PARK WEST 8102 N. 99TH AVENUE PEORIA ARIZONA 85345
PORTER KYLE BUILDERS LLC 8149 E. EVANS ROAD SUITE 8 SCOTTSDALE ARIZONA 85260

the prescott at park west





BALCONY OVERHANGS:
DARK ANNODIZED METAL WRAPPED OVER GLULAM WOOD BEAMS - SECONDARY FRAMING EXPOSED WOOD MEMBERS

PAINTED STUCCO

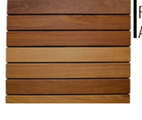
SW 7656
Rhinestone
Interior / Exterior
Location Number: 257-C4

PAINTED STUCCO

SW 7614
St. Bart's
Interior / Exterior
Location Number: 280-C7

MECHANICAL EQUIPMENT SCREENS:
FIBERON COMPOSITE DECKING FASTENED TO STEEL STRUCTURE
COLOR: IPE





BALCONY GUARD RAILS
FIBERON COMPOSITE DECKING OVER STEEL ANGLE FRAME

EXTERIOR DOORS | GARAGE DOORS

SW 9100
Umber Rust
Interior / Exterior
Location Number: 202-C7

BUILDING ACCENTS
FIBERON COMPOSITE DECKING
COLOR: IPE



DUAL PANE ALUMINUM FRAME WINDOWS

DARK ANODIZED EXTERIOR LIGHT





Exhibit 10

Citizen Participation Summary Report
Neighborhood Meeting Summary
Porter Kyle – Park West
September 9, 2020 at 6:00 p.m.
9744 W Northern Ave (at Park West splash pad), Peoria, AZ 85345

The Citizen Participation Summary Report was prepared in accordance with the City of Peoria Citizen Participation Process (CPP). As prepared, the Final Report meets the City's CPP requirements and the recommended notification area as identified by the Planning Department.

OVERVIEW OF ELEMENTS OF CITIZEN NOTIFICATION

- A Neighborhood Meeting was deemed to be the most appropriate notification technique to inform the adjacent property owners/residents and/or interested parties of the requests.

- On August 28, 2020, Earl and Curley, P.C. mailed the required Neighborhood Meeting Notification/Invitation letters. There were a total of 34 letters mailed to: all property owners within 600-feet of the subject site (utilizing the Maricopa County Assessor data base) and all HOA's within 1-mile of the subject site, to advise them of the proposed applications and to notify them of the neighborhood meeting to discuss the applications. A copy of the list of property owners within 600-feet of the subject site and HOAs along with assessor's maps which shows which property owners were notified is provided in the Appendix.

- The notification letter invited residents and interested parties to attend a neighborhood meeting at Park West, 9744 W Northern Ave (at Park West splash pad), Peoria, AZ 85345, on Wednesday, September 9, 2020 at 6:00 PM. The letter provided a brief explanation of the proposed applications and explained the purpose of the meeting and included an aerial exhibit, site plan and elevations. A copy of the Neighborhood Meeting Notification/Invitation letter and exhibits are provided in the Appendix.

- The neighborhood meeting letter also included the applicant's contact information, such as address, phone number, and e-mail address, so if anyone wanted to express concerns, issues, or problems, they could also do so by calling, writing, or emailing the applicant. The letter also provided the name, phone number, and email of the City's Planner handling this case.

- A neighborhood meeting was held on Wednesday, September 9, 2020 at 6:00 PM to inform those in attendance of the proposed development north of the northwest corner of 99th Avenue and Northern Avenue, to be known as The Prescott at Park West. For convenience of the residents, we held the neighborhood meeting at Park West in one of the empty tenant suites. We had the residents meet at the splash pad and then we directed them to the empty tenant suite. This made it easy for the residents to find the location of the meeting room.

- Several image boards were set up around the room to make it easy for us to share information with the neighbors.

Exhibit 11

- Three neighbors came to the meeting, all of whom live in the community north of Park West. All three of the residents appeared to be supportive, and at least one of them specifically said so and indicated a willingness to execute a letter of support.

- Upon their arrival, the developer Michael Stephan, gave an overview of the proposed community to the neighbors. He walked them through the location of the property, the site plan, and the elevations. He explained the outdoor space, the amenities of the community and the walking trail. He also explained how the architecture of the proposed community was modeled after the architecture of Park West, to be consistent with, but not duplicate of Park West.

Question: How much will these sell for?
Answer: It is too early to tell. We cannot predict what the market will look like when these eventually open.

Question: How tall are they?
Answer: All of our units are two story.

Question: How wide are the buildings and how many units in each?
Answer: There are between 3 and 5 units in every building.

Question: When do you foresee opening these units?
Answer: That somewhat depends on getting through our plan approval, but I would like to be breaking ground by next year. Unlike some developments that are approved and then they sit, we are actively ready to pursue and develop this community. The entity processing the entitlements is the same entity that is going to develop this community and so we have a great interest in moving forward as quickly as possible.

The question was asked about the ownership of the surrounding properties. The development team explained how it planned to expand its utilities onto the parcel south of the subject property.

The development team also explained that the woman who owned the property north of the subject property was supportive of the development, as she hoped to develop her property consistent with the City's General Plan in the future.

There have been no other no concerns, issues or problems expressed by any of the participating individuals. Since there were no concerns, issues, or problems raised by the adjacent property owners and other interested individuals, there was no need to hold a 2nd meeting to address public concerns.

Should any adjacent property owners and/or other interested individuals raise any concern between now and the hearings, the Project Team will make every effort to address those concern in the appropriate manner, such as but not limited to personal visits, phone calls, or other acceptable means. Members of the Project Team are committed to working with the City of Peoria, surrounding neighbors, and any interested parties to ensure the compatibility and success of this application.

This concludes the Citizen Participation Final Report for the proposed Prescott at Park West property located north of the northwest corner of 99th Avenue and Northern Avenue.

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APPENDIX

Earl & Curley
ZONING & LAND USE LAW

August 28, 2020

RE: 95-Unit Luxury Townhome Community – The Prescott at Park West – Neighborhood Meeting

Dear Neighbor or HOA President,

We are writing you on behalf of our client Porter Kyle, who is proposing to rezone a vacant 5.39-acre property just west of Park West across 99th Avenue (8102, 8116 & 8128 North 99th Avenue; APN's 142-61-031, 032 & 033). The request is to rezone the subject property from C-2 (Intermediate Commercial) to PAD (Planned Area Development) (Case no. Z19-09). There is also a companion site plan application for the same site (Case no. SP19-26).

The proposal is to develop a 95-unit luxury townhome community. Porter Kyle is a Scottsdale-based developer with a well-earned reputation for creating high-end residential communities. The community will be known as "The Prescott at Park West" because of complimentary design and architecture to Park West and because it will both support and be supported by Park West's retail, entertainment, and dining. The community will feature high-end amenities such as a pool, splash pad, clubhouse, gym, dog park, and outdoor kitchen. We are attaching an aerial map identifying the property, a site plan showing the project layout, and elevations showing the modern architecture of the buildings.

We will be holding a neighborhood meeting on **September 9th at 6pm at Park West (9744 W. Northern Ave, Peoria, AZ 85345**. We will be meeting inside one of the empty tenant suites at Park West. To make it easy to find, we will meet at the splash pad at Park West and then guide you to the indoor tenant suite. We are attaching a map of Park West to this letter to make it easy to find the splash pad. If you are interested, you may attend this meeting to learn more about the project, ask questions, and provide input.

If you have questions or would like to provide input outside of the meeting, please reach out to me at 602-265-0094 or tearl@earlcurley.com. You may also contact the City Planner assigned to this case, Jennifer Fostino, at 623-773-7565 or jennifer.fostino@peoriaaz.gov.

Sincerely,

[redacted]

Taylor C. Earl
Partner
o (602) 265-0094
tearl@earlcurley.com


W NORTHERN AVE
W Las Palmaritas Dr
Park West
N 99TH AVE
Subject Property
W NORTHERN AVE
W NORTHERN AVE



AUGUST 28 2020
SITE PLAN

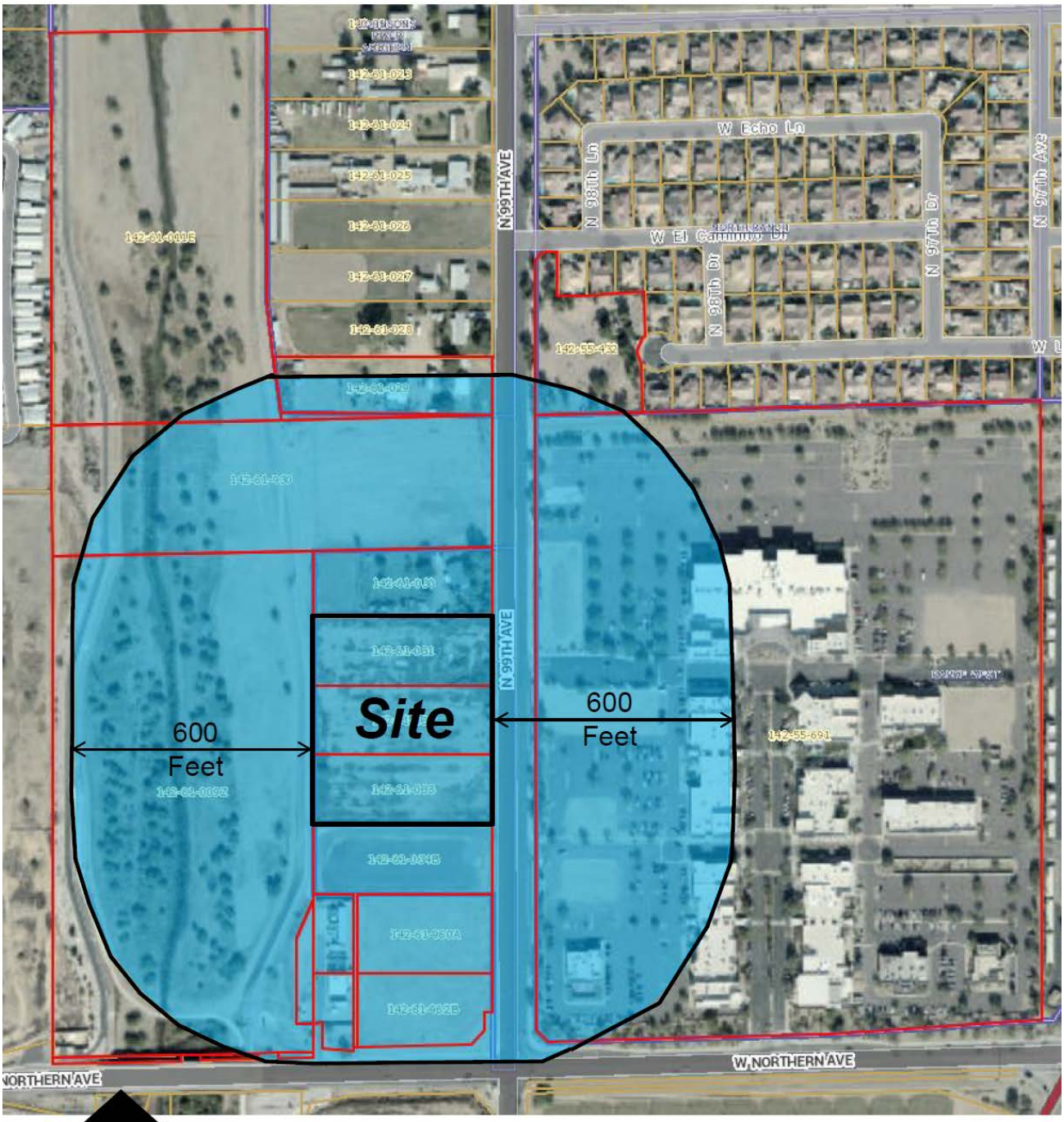
THE PRESCOTT AT PARK WEST 8102 N. 99TH AVENUE PEORIA ARIZONA 85345
PORTER KYLE BUILDERS LLC 8149 E. EVANS ROAD SUITE 8 SCOTTSDALE ARIZONA 85260

the prescott at park west


the prescott
at park west
AUGUST 28 2020
PRELIMINARY UNIT PLANS
THE PRESCOTT AT PARK WEST 8102 N. 99TH AVENUE PEORIA ARIZONA 85345
PORTER KYLE BUILDERS LLC 8149 E. EVANS ROAD SUITE B SCOTTSDALE ARIZONA 85260
1 5-unit building elevation
2 private yard elevation


DIRECTORY
PARK WEST
Harkins THEATRES
LEGEND
ATM
Management
Splash Pad Area
Coca-Cola Machine
Restrooms/Family Restrooms
Security
Water Fountain
Jalapeño Inferno
Pita Jungle
C
Cold Beer & Cheeseburgers
Vans
Living Room
Grimaldi's
Koibito Poke
Brighton
D
Orange Theory Smart Gym
Splash Pad
Meet here and we will direct you to the indoor suite for meeting
Merle Norman
B
Mary Mountain Cookies
Creamistry
See's Candies
Luxe Nails
Chico's
E
Bath & Body Works
Victoria's Secret
Pleasant Pediatrics
Boss Barber
The Joint
Massage Envy
F
Vivaldi Salon Suites
Olive Gourmet
Ideal Image
A
Lens Crafters
G
The Cabin
Spirit Halloween
Sicilian Bakery
Sicilian Butcher
Hash Kitchen
Fleming's

Maricopa County



NORTH

The Prescott at Park West
PAD and Site Plan Applications (Case Nos. Z19-09 and SP19-26)
Just west of Park West across 99th Avenue
600 Feet Property Ownership

http://maps.mcassessor.maricopa.gov/ Date: August 28, 2020

PO's (600 feet) – 19
HOA's & IP's – 15
TOTAL – 34

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PARCEL 142-61-009X
FLOOD CONTROL DISTRICT OF MARICOPA COUNTY
2801 W DURANGO ST
PHOENIX, AZ 85009

PARCEL 142-61-011E
FLOOD CONTROL DISTRICT OF MARICOPA COUNTY
2801 W DURANGO ST
PHOENIX, AZ 85009

[redacted]

PARCEL 142-61-034B
PEORIA CITY OF
8401 W MONROE
PEORIA, AZ 85345

PARCEL 142-61-959
PEORIA CITY OF
8401 W MONROE ST
PEORIA, AZ 85345

PARCEL 142-61-962B
[redacted]

[redacted]

[redacted]

[redacted]

PARCEL 142-55-691
PARK WEST RETAIL I LLC
530 B ST SUITE 2050
SAN DIEGO, CA 92101

PARCEL 142-61-009Y
PEORIA CITY OF
8401 W MONROE STE 340
PEORIA, AZ 85345

[redacted]

[redacted]

[redacted]

PARCEL 142-55-432
NORTH RANCH ESTATES HOMEOWNERS ASSOCIATION
8765 W KELTON LN BLDG A-1 STE 102
PEORIA, AZ 85382

[redacted]

[redacted]

[redacted]

PARCEL 142-61-009P
FLOOD CONTROL DISTRICT OF MARICOPA COUNTY
2801 W DURANGO ST
PHOENIX, AZ 85009

PARCEL 142-61-009Z
FLOOD CONTROL DISTRICT OF MARICOPA COUNTY
2801 W DURANGO ST
PHOENIX, AZ 85009

[redacted]

[redacted]

PARCEL 142-61-930
S R P A I & P D
PO BOX 1980
PHOENIX, AZ 85001

PARCEL 142-61-961
PEORIA CITY OF
8401 W MONROE ST
PEORIA, AZ 85345

[redacted]

[redacted]

[redacted]

[redacted]

RIO ESTATES HOA
1600 W BROADWAY RD, SUITE 200
TEMPE, AZ 85285

[redacted]

[redacted]

[redacted]

[redacted]

PLANNING AND ZONING COMMISSION REPORT

Meeting Date: October 15, 2020

Agenda Item: 3R

Case Name: Thunderbird West Estates: Planned Area Development Amendment (Z97-10A.2)

General Application Information

Proposal:
A request to amend the Thunderbird West Estates Planned Area Development (PAD to modify the permitted land uses for "Parcel 3" to facilitate the development of a single drive-through restaurant.

Location:
South and west of 75th Avenue and Thunderbird Road. The vacant site is located between Peoria Church of the Nazarene and UMB Bank.

Project Acreage:
Parcel 3 is approximately 3.04 gross acres and includes the vacant site (1.63 acres) and UMB Bank site. The proposed drive-through would be located on the vacant 1.63 acre vacant site.

Applicant:
John Gerdes of Texas Land Engineers Inc.

Recommendations:

Recommend APPROVAL of Case Z97-10A.2 to the City Council subject to the attached Conditions of Approval (Exhibit 1).

ATTACHMENTS:

Description

Staff Report
Exhibit 1 - Conditions of Approval
Exhibit 2 - Vicinity Map
Exhibit 3 - Context Map
Exhibit 4 - General Plan Land Use Map
Exhibit 5 - Zoning Map
Exhibit 6 - Narrative
Exhibit 7 - Proposed PAD Amendment Page

Exhibit 8 - Existing PAD Standards and Guidelines Report
Exhibit 9 - Citizen Participation Plan
Exhibit 10 - Letters of Opposition
Exhibit 11 - Letter of Support

PLANNING AND ZONING COMMISSION
STAFF REPORT

Date	**October 15, 2020**
To	**Planning and Zoning Commission**
From	**Cody Gleason, AICP** Principal Planner
Subject	**Thunderbird Estates West Planned Area Development**

PROPOSAL

The applicant is seeking to amend the Thunderbird Estates West Planned Area Development (PAD) to accommodate the development of a drive-through restaurant within Parcel 3 of the development.

APPLICATION INFORMATION

Case Numbers	Rezoning (Z97-10A.2)
Applicant	John Gerdes of Texas Land Engineers on behalf of STRR Investments LLC
Request(s)	1. Amend the existing Thunderbird Estates West PAD to allow for a drive-through restaurant within *Parcel 3* of the PAD.

LOCATION AND CONTEXT

SUBJECT SITE

The proposed development would occur on a vacant pad within Parcel 3 of the Thunderbird Estates West development which is located west of the southwest corner of 75th Avenue and Thunderbird Road, as depicted in Exhibits 2 and 3.

CONTEXT

The approximately 3-acre development parcel ("Parcel 3" in the PAD) that is the subject of the request contains an existing commercial site (UMB Bank) as well as a vacant 1.63-acre pad site, which is the subject of the request.

The site is located approximately 1,000 feet west of the southwest corner of 75th Avenue and Thunderbird Road, and fronts directly on Thunderbird Road. The vacant pad is a part of a larger development known as Thunderbird Estates West, of which all other parcels have been developed. The Thunderbird Estates West project area includes the exiting commercial to the east, up to 75th Avenue, as well as the residential subdivision to the south of the subject site.

Within the commercial portion of Thunderbird Estates West that lies to the east of the subject site is UMB Bank followed by Phoenix Children's Academy Pre-School, and a multi-tenant shops building. In total within the commercial center, there are four (4) existing drive-through uses, two (2) of which are drive-through restaurants. West of the subject site is the existing Peoria Church of the Nazarene, and then single-family residences continuing west along Thunderbird Road. Across Thunderbird Road to the north and north west is the Shavano single family residential subdivision. Northeast across Thunderbird Road is the Bashas' Thunderbird Village Shopping Center which contains a mix of retail and restaurant uses along with Bashas' Grocery Store as the anchor tenant.

APPLICANT'S PROPOSAL

The applicant is proposing to amend the PAD standards for what is referred to in the PAD as Parcel 3. Parcel 3 according to the PAD would include the UMB Bank parcel as well as the subject vacant pad site. The focus of the proposed PAD amendment is to accommodate a drive through restaurant use within Parcel 3 of the PAD.

Currently Parcel 3 of the PAD can be developed utilizing modified Intermediate Commercial (C-2) Zoning District *development standards*; however, it then refers to the Office Commercial (O-1) Zoning District for allowed land uses, which is further described in more detail below. The O-1 Zoning District is the least intense commercial zoning district. The proposed amendment would add an allowance for a singular drive-through restaurant use within Parcel 3. That allowance would contain use-specific operational (or performance) standards beyond those found within the C-2 development standards that are referenced by the PAD. (Exhibit 7) Those use specific standards are as follows:

1. Any component of the use shall be setback at least 75 feet from the residential property line to the south.
2. The hood system for the restaurant shall include an odor control system that receives regular maintenance to ensure proper odor control measures.
3. The drive through speaker shall contain automatically adjusting volume controls to allow adjustment based on ambient noise levels as well as volume output maximums in compliance with City of Peoria City Code noise limitations.
4. The drive through speaker shall be oriented in a manner that faces perpendicular to the southern property line.
5. All lighting on site shall contain a full cut-off and contain shielding when necessary to prevent light transmission to the residential properties to the south.

6. No signage shall be placed on the south side of the building.

Should the PAD amendment be approved, the developer would need to submit a site plan and subsequently construction documents that demonstrated compliance with all relevant operational standards and design guidelines.

DEVELOPMENT INFORMATION

Existing Use:	Vacant/undeveloped
Proposed Use:	Approximately 2,129 square foot drive through restaurant
Property Size:	Parcel 3 of the PAD – Approximately 3 acres Vacant pad within Parcel 3 – Approximately 1.6 acres
General Plan Designation:	Commercial
Building Height:	Single-Story (Associated site plan identifies proposed approximately 21-foot high building)

STAFF ANALYSIS

GENERAL PLAN

The General Plan is the City's fundamental policy document guiding future development and growth in the City. Each Rezone and/or PAD Amendment is evaluated for its conformance to the Peoria General Plan. The Thunderbird Estates West Planned Area Development (PAD) – including Parcel 3 – is designated on the Peoria General Plan Land Use Map as *Commercial*. Within this designation, developments are frequently located along arterial streets and auto-oriented in character. Typical uses include retail, grocery stores, hospitality or entertainment uses. The proposed use, including the existing commercial center, is in conformance with the Commercial land use designation in the Peoria General Plan.

ZONING

The site is currently zoned Thunderbird Estates West Planned Area Development (PAD). The existing zoning was approved through Case Z97-10. The uses allowed within the PAD for Parcel 3 accommodate those found within the O-1 Zoning District ("Office Commercial") within the City of Peoria Zoning Ordinance. The O-1 Zoning District does not allow drive-through restaurants; hence, the PAD would need to be modified to accommodate the proposed use.

ANALYSIS

LAND USE AND ZONING HISTORY

On November 5, 1997, the Mayor and City Council adopted *Ordinance 97-106,* rezoning the subject property from Intermediate Commercial (C-2), Multi-Family Residential (RM-1) and Single Family Residential (R1-8) to Thunderbird Estates West Planned Area Development for the purposes of a proposed mixed-use development containing single-family residential and non-residential uses divided up into three distinct parcels. Parcel 1, the largest of the three parcels within the PAD, allowed for and developed as the single-family residential subdivision of Thunderbird Estates West. This subdivision contained no integration with the adjacent commercial parcels. Parcels 2 and 3 allowed for development as non-residential commercial pads, largely in keeping with the Intermediate Commercial (C-2) Zoning District within the City of Peoria Zoning Ordinance. The only substantive difference between Parcels 2 and 3 was that Parcel 3 had additional development limitations such as specific landscape buffer requirements and uses in alignment with the O-1 Zoning District rather than the C-2 uses allowed in Parcel 2. Further, both Parcels 2 and 3 of Thunderbird Estates West share property boundaries with the residential subdivision component of the PAD.

The prior amendment to the PAD (case Z97-10A.1) reduced the landscape buffer requirement for Parcel 3 from the typical 30-foot buffer requirement found between C-2 parcels and single-family residential zoning districts to 15 feet. Additionally the setback from the western property boundary was reduced to 15 feet from the typical 30-foot requirement.

PROPOSED PAD STANDARDS ANALYSIS

The subject rezoning request would maintain the delineation between the single family residential (SFR) and non-residential components of the PAD; however, it would accommodate a use within Parcel 3 that is found elsewhere within the commercial portions of the development (e.g. Parcel 2). Though a new use would be allowed within Parcel 3, proposed use limitations (or operational standards) would assist in minimizing impact, if any, on the adjacent single-family residential by reducing or eliminating what would otherwise be potential points of conflict, such as proximity, odor, noise, and light transmission.

Parcel 3 refers to development standards within the C-2 Zoning District. As noted above, the district would typically require a 30-foot building setback and a 30-foot landscape buffer adjacent to single-family residential zoning districts. In this instance, the prior amendment reduced the landscape buffer from 30 feet to 15 feet along the southern boundary, but did not address the 30-foot building setback. To further protect the single family residential from any potential impacts that may result from the proposed drive-through use, the subject amendment increases the setback from 30 feet to 75 feet, and is applicable to any component or appurtenance associated with the use. More specifically, any speaker boxes, menu boards, and even the drive through portion of the use (not just the building) must be at least 75 feet away from the single-family residential use. Contained below is a table illustrating the differences between the C-2 development standards, the current PAD standards, and the proposed development standards:

Development Standards Comparison			
	C-2	**Current PAD**	**Proposed PAD**
Building Setback to Single-Family Residential	30	30	30
Landscape Setback to Single-Family Residential	30	15	15
Building Setback from any part of drive-through "use" to Single-Family Residential to the south	30	15	**75**

Other use limitations that provide protections to the adjacent properties include automatic volume controls that adjust based on ambient noise levels, lighting controls that further enhance standards for zero foot-candle light emissions at the property line, and odor emission control systems within the hood of the restaurant kitchen. These limitations will allow for development of a drive-through use, which is in alignment with other pads within the same commercial center with similar proximity to residential; however, these limitations will increase the protections for those adjacent single-family residential homes.

PROPOSED SITE IMPROVEMENTS

The proposed development seeks to provide a drive-through restaurant use, which shares access from Thunderbird Road with the adjacent UMB Bank. The proposed building will be oriented perpendicular to Thunderbird Road, similar to other drive-through restaurant uses within the same commercial center. The aforementioned development standards will require that the proposed restaurant be located at least 2.5 times further away from single-family residential compared to what would otherwise by allowed by typical C-2 development standards. Current iterations of the proposed site plan illustrate the use further away from the single family residential to the south than the enhanced 75-foot setback.

TRAFFIC / INTERNAL CIRCULATION

A traffic impact statement will be required at the time of site plan review to ensure compliance with City standards and the proposed operational limitations; however, the existing shared driveway access to Thunderbird and the proposed drive-through restaurant do not create significant traffic impacts beyond those present within the existing shopping center adjacent to two major arterial roadways.

WATER / SEWER

Water and sewer facilities exist adjacent to the site and have available capacity to serve the property.

PUBLIC SAFETY

There are no anticipated impacts to public safety due to this proposal.

COMMUNITY INVOLVEMENT

Public Noticing

The application was properly noticed pursuant to Section 21-315 of the Peoria Zoning Ordinance, which includes notification to all property owners within 600 feet of the site and registered HOAs within one (1) mile, posting of a sign on the site, and placing an ad in the Peoria Times at least 15 days prior to the Public Hearing.

Outreach Efforts

As a requirement of the rezoning application process, the applicant conducted a neighborhood meeting and provided a Citizen Participation Report detailing the results of the meeting. The applicant notified all property owners within a 600-foot radius of the site, all registered Homeowners' Associations within one (1) mile, and adjacent jurisdictions for the required neighborhood meeting.

In addition to the required neighborhood meeting, an introductory meeting was held on May 18, 2020 at 6:00pm via the Zoom meeting platform. Three representatives for the applicant were in attendance at this meeting, three City of Peoria representatives including the Vice Mayor and his assistant participated, along with two citizens. Questions during this meeting centered on noise mitigation, nuisance activity, tree species, and site configuration related to privacy and noise.

The official neighborhood meeting was held on June 15, 2020, at 6:00pm via the Zoom meeting platform. Three representatives for the applicant were in attendance at this meeting, along with one City of Peoria representative, and one member of the public. The resident in attendance identified appreciation for the considerations that were illustrated on the site plan; however, he would still prefer not to have the use within a close proximity to his home.

Support / Opposition

At the time of this writing, staff has received opposition from three respondents, as well as subsequent communications from some of those same persons. The concerns identified focused on items such as traffic generation, noise, proximity to the adjacent residential to the south, light, and odor.

In an attempt to mitigate potential impacts on the adjacent residential uses, limitations on a drive through restaurant use were added to the proposed PAD amendment to address proximity to the residential homes south of the subject site, while also implementing operational limitations to mitigate potential odor, light, and noise transmission. Each area of concern and staff's response is noted below:

Proximity:

The proposed limitations would require 75 feet from the southern property boundary before any component of the use could be located on site (that includes even the drive through lane, not just the building).

Odor:

Requirements have also identified the need for odor scrubbers on the restaurant hood system to help prevent odor transmission to adjacent properties.

Light:

To prevent light transmission onto the adjacent residential area, all lighting will be full cut or have shielding as necessary so light emission does not extend beyond the property line.

Noise:

To address noise transmission to adjacent properties the speaker box for the drive through shall not be directed towards the adjacent residential homes and shall contain automatic volume adjustment controls to coincide with ambient noise levels as well as volume maximum controls.

Traffic:

The Traffic Engineering Division had identified that the proposed development is within acceptable levels for traffic generation and has direct access to a major arterial roadway via an existing shared driveway. As a result, it is not anticipated to negatively impact the level of service for the adjacent arterial roadways.

City staff has also received one letter of support regarding the proposed amendment. The letter of support comes from the commercial property owner to the northeast identifying that viable business operations in the area help the surrounding businesses.

KEY FINDINGS

1. The proposed PAD zone is in conformance with the goals and objectives set forth in the City of Peoria General Plan;
2. This rezoning request and specific development standards will result in a development that allows for a context sensitive transition between the adjacent single-family residential and the proposed drive-through restaurant;
3. The applicant/owner has submitted a signed and notarized Proposition 207 waiver, which will be recorded with the conditions outlined in Exhibit 1.

PROPOSITION 207

The voters of Arizona approved Proposition 207, which among other things requires municipalities to compensate property owners for actions which have the effect of diminishing the value of property. The City Attorney's Office has drafted an agreement which waives the applicant's rights to future Proposition 207 claims against the City. Accordingly, the applicant has furnished a signed and notarized Proposition 207 Waiver.

RECOMMENDATION

Staff recommends that the Planning and Zoning Commission take the following action:

1) **Recommend approval of Rezoning Case Z97-10A.2 to the City Council, subject to the attached conditions of approval in Exhibit 1.**

STAFF CONTACT

Cody Gleason, AICP
Principal Planner
623-773-7645
Cody.Gleason@peoriaaz.gov

Thunderbird Estates West PAD

Southwest corner of 75th Avenue and Thunderbird Road
Case Z97-10A.2

The amendment to the zoning district for the above mentioned property is subject to the following Conditions of Approval in order to protect the public health, safety, welfare, and the City of Peoria:

1. The development shall substantially conform to the *Thunderbird Estates West* Planned Area Development (PAD) Standards and Guidelines Report, and Project Narrative contained within the 10/15/20 Planning and Zoning Commission staff report, except as modified herein.

2. The Developer shall comply with all City of Peoria engineering design standards, policies, and requirements at the time of development and final engineering submittal.

3. The Developer shall provide a Final Traffic Impact Statement with the Site Plan submittal.

Exhibit 1 | Conditions of Approval

Z97-10A.2
Thunderbird Estates West
West of the Southwest Corner of 75th Avenue and Thunderbird Road

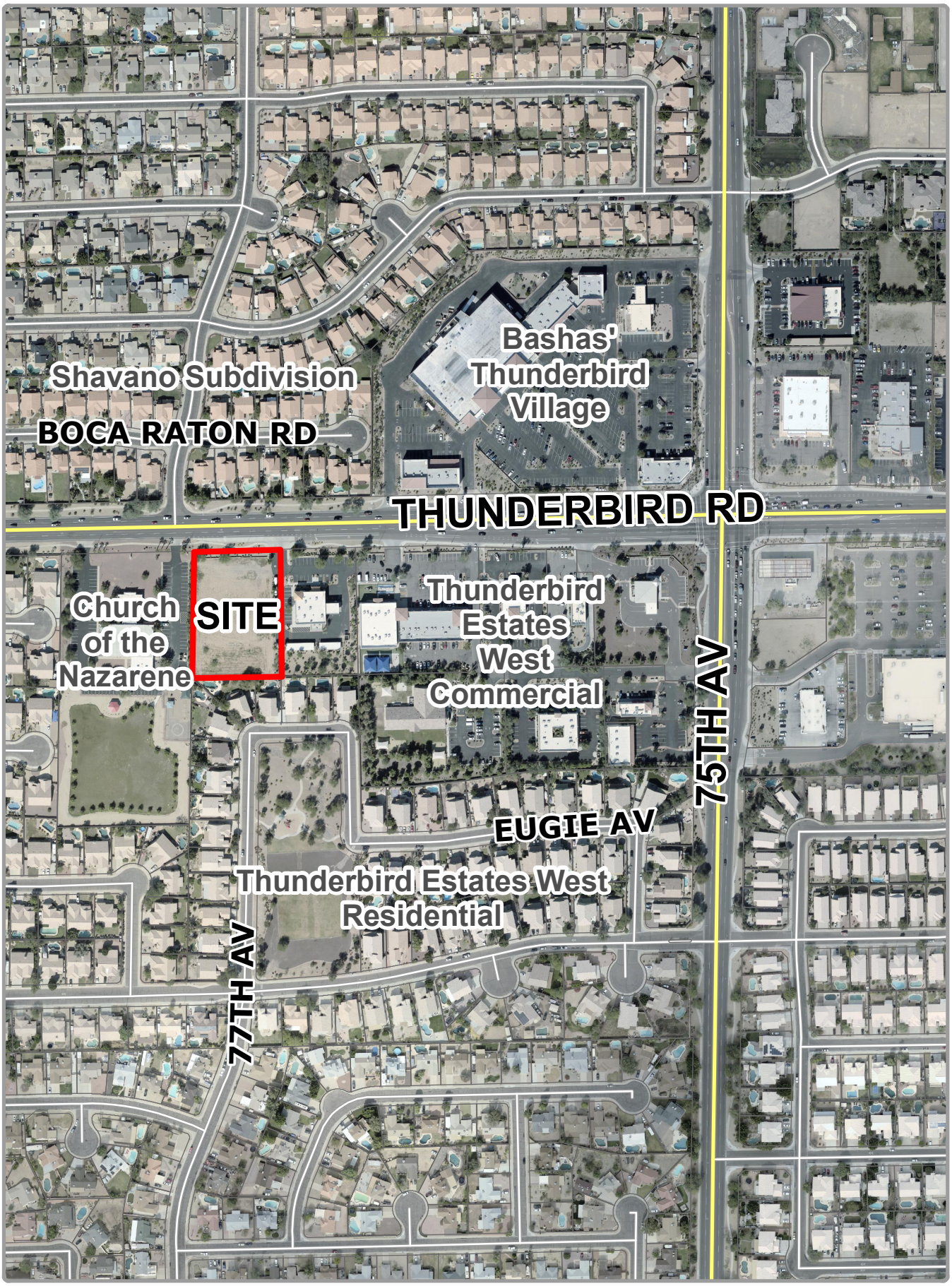


Exhibit 2 | Vicinity Map

Z97-10A.2
Thunderbird Estates West
West of the Southwest Corner of 75th Avenue and Thunderbird Road

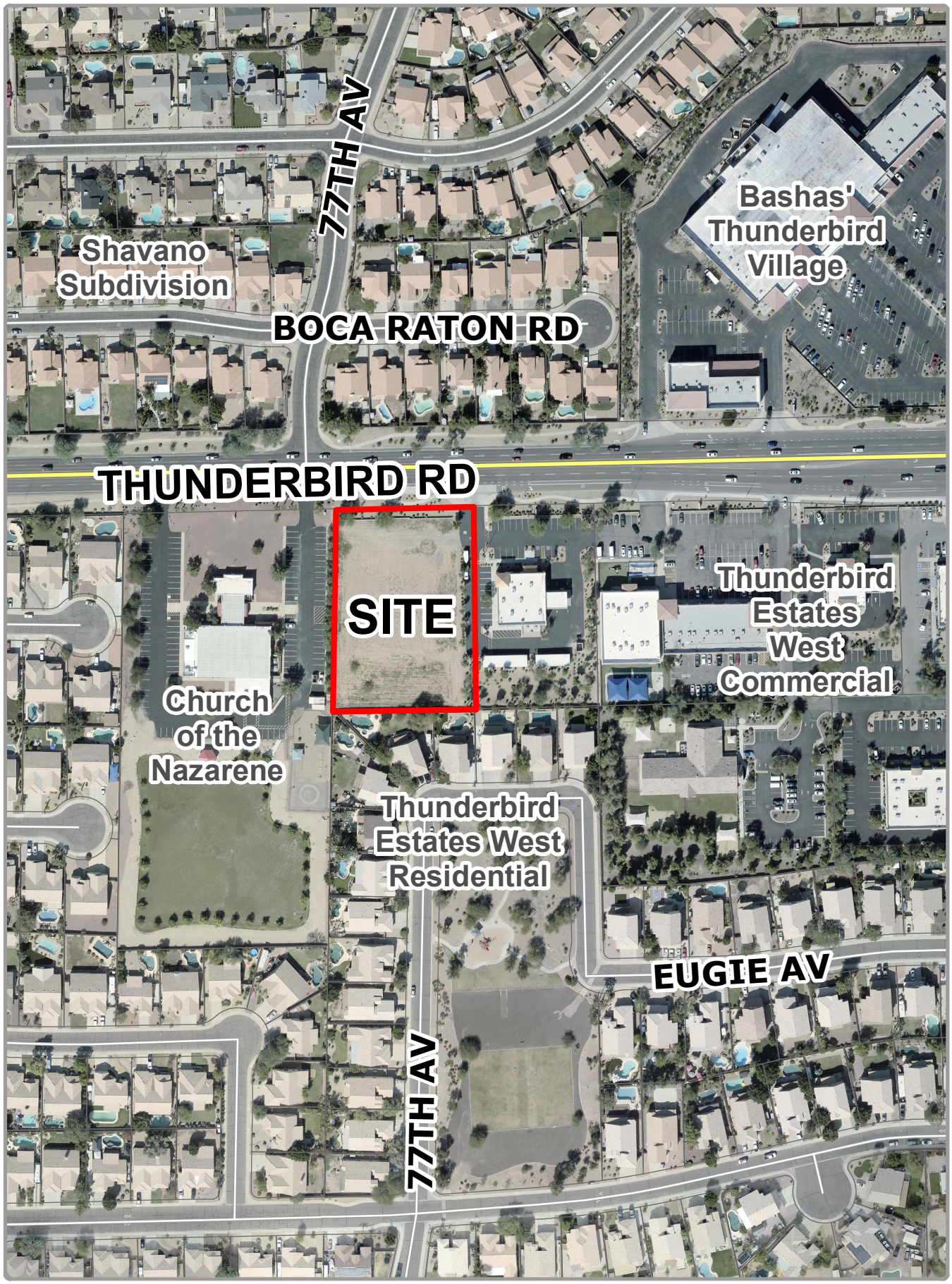


Exhibit 3 | Context Map

Z97-10A.2
Thunderbird Estates West
West of the Southwest Corner of 75th Avenue and Thunderbird Road

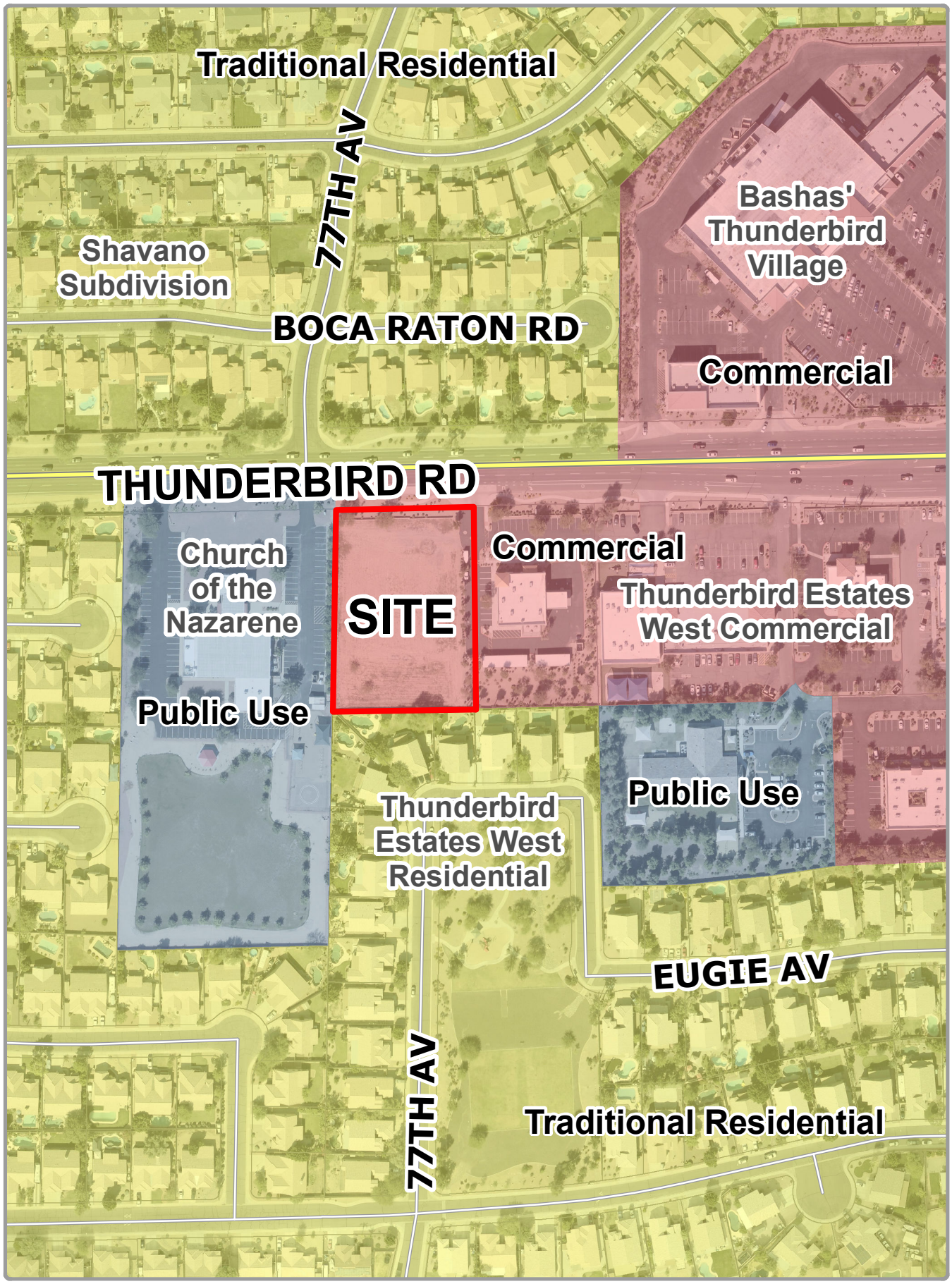


Exhibit 4 | General Plan Land Use Map

Z97-10A.2
Thunderbird Estates West
West of the Southwest Corner of 75th Avenue and Thunderbird Road



Exhibit 5 | Zoning Map

Texas Land Engineers, Inc.

7102 W. Sam Houston Pkwy N. #230

Houston, Texas 77040

713.955.0145 office

www.texaslandengineers.com

August 25, 2020

City of Peoria
Attn: Jason Cleghorn
Planning and Zoning
9875 North 85th Avenue
Peoria, Arizona 85345

Project.: Taco Bell (Relocation)
Pre-App Number PA19-0115
Rezoning (Z97.10A.2)
Deed Number: 120213075
Lot 7A of W. Thunderbird Rd.
Peoria, Arizona
Tax Parcel No. 231-15-615

Owner: STRR Investments, LLC / Tanweer Ahmed
17154 Butte Creek Road
Houston, Texas 77090
Phone: (281) 569-4637

RE: Re-Zoning of Parcel 3 of Thunderbird Estates West

Dear Mr. Cleghorn,

In regards, to the re-zoning on the referenced project, Texas Land Engineers has completed the Citizen Participation Meetings. The meetings went well, and the items asked to be looked into as potential issues and/or items of concern have been addressed in the Construction Plans prepared by Texas Land Engineers.

The rezoning request is to allow for the re-location of a Taco Bell that currently exists 4 lots over as a combination KFC / Taco Bell. Taco Bell Corporate has formally requested for the existing Taco Bell be relocated, as it is no longer allowed to be combined with KFC at the location of 7541 W. Thunderbird Road.

The existing KFC/Taco Bell combo store has done well in this community and feels they have added a value to the surrounding area. Corporates' desire for the new Taco Bell is to stay in close-proximity of the current location and continue to be a positive influence in this area.

The Parcel our client is proposing to develop has zoning as stated below:

> ***Parcel 3 - The development on Parcel 3 shall conform to the development standards of the Intermediate Commercial (C-2) Zoning District, except that building will be limited to one story in height and the building setback along the west boundary of the subject parcel shall be 15 feet. A 15-foot landscaping buffer shall be permitted along the southern boundary of the parcel. Uses shall be limited to those allowed within the O-1 Office District.***

At this time, TLE has requested that the zoning be clarified as stated below:

> MODIFIED STATEMENT:
>
> Parcel 3 - The development on Parcel 3 shall conform to the development standards of the Intermediate Commercial (C-2) Zoning District, except that building will be limited to one story in height and the building setback along the west boundary of the subject parcel shall be 15 feet. A 15-foot landscaping buffer shall be permitted along the southern boundary of the parcel. ~~Uses shall be limited to those allowed within the O-1 Office District.~~

The proposed zoning change would remove the requirement that Parcel 3 be limited to 0-1 (offices) and allow the use of a Restaurant with a Drive-Thu. This is compatible with the existing Commercial Land Use in general and would follow the pattern along the Thunderbird Road corridor as well as within the Thunderbird Estates West Planned Area Development. It is also understood that the Site Plan for this parcel will be done in accordance with the Conditional Use Permit guidelines and will be satisfactory to the adjacent neighborhood.

In addition to the provisions listed above, the landscaped buffer zone has been doubled along the residential border as well the proposal of a sound absorption screen wall to help minimize the sound of the restaurant's daily operations.

Should you have any questions or comments, please feel free to call me at my office.

Sincerely,

[redacted]

John D. Gerdes, P.E.
President

Attachments:
Thunderbird Estates West P.A.D. (Amendment)
Citizen Participation Report

Exhibit 6

Parcel 1 – (continued) The homeowners association shall be responsible for maintenance of all tracts and adjacent rights-of-way landscaping for the project. A Maintenance Improvement District (M.I.D.) shall be formed in conjunction with the Final Plat to maintain the landscaping in the event the H.O.A. fails.

Parcel-2- Principal, conditional and accessory uses shall be as provided in the Intermediate or Neighborhood Commercial Zoning District Standard of the Peoria Zoning Ordinance at the time of development. The development on Parcel 2 shall conform with the development standards of the Intermediate or Neighborhood Commercial Zoning District Standards. The building design will be residential in nature.

Parcel 3 - The development on Parcel 3 shall conform to the development standards of the Intermediate Commercial (C-2) Zoning District, except that building will be limited to one story in height and the building setback along the west boundary of the subject parcel shall be 15 feet. A 15-foot landscaping buffer shall be permitted along the southern boundary of the parcel. Uses shall be limited to those allowed within the O-1 Office Commercial District as well as a maximum of 1 drive-through restaurant for Parcel 3.

The following special limitations shall apply to any drive through restaurant within Parcel 3:

1. Any component of the use shall be setback at least 75 feet from the residential property line to the south.
2. The hood system for the restaurant shall include an odor control system that receives regular maintenance to ensure proper odor control measures.
3. The drive through speaker shall contain automatically adjusting volume controls to allow adjustment based on ambient noise levels as well as volume output maximums in compliance with City of Peoria City Code noise limitations.
4. The drive through speaker shall be oriented in a manner that faces perpendicular to the southern property line.
5. All lighting on site shall contain a full cut-off and contain shielding when necessary to prevent light transmission to the residential properties to the south.
6. No signage shall be placed on the south side of the building.

Thunderbird Estates West
Planned Area Development Standards and Guidelines Report

Prepared by:

Commerce Realty Advisors

5070 N. 40th Street #240

Phoenix, AZ 85018

Exhibit 8

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LEGAL DESCRIPTION

The northeast quarter of the northeast quarter of Section 14, Township 3 north, Range 1 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona.

OWNERSHIP

This ± 37 acres is owned by Triple B Farms and was purchased in 1917. The tax parcel number is 200-78-020. The parcel was annexed into the City of Peoria on November 13,1973. The property is currently zone C-2, RM-1 and R1-8.

OVERVIEW

Purpose

The purpose of this document is to establish the uses and development standards for the ± 37 acres to be known as "Thunderbird Estates West". The property is currently being farmed in cotton by the land owners. The layout will allow for larger lots to buffer the subdivision directly south of the subject property.

Project Location

The project is located at the southwest corner of 75th Avenue and Thunderbird Road in the City of Peoria. (See Vicinity Map - Page 14.)

Zoning History

The existing zoning is C-2, RM-1 and R1-8. The proposed P.A.D. consists of single family residential lots and commercial uses on the corner and the Thunderbird Road frontage.

Comprehensive Master Plan Conformance

The proposed PAD is in conformance with the City of Peoria's Comprehensive Land Use Master Plan. The proposed residential density will be 3.09 units per acre. The Low Density land use designation permits neighborhood commercial uses at arterial street intersections.

SITE CONDITIONS

Surrounding Land Uses

The ± 23 acres of residential conforms with the Comprehensive Master Plan for the low density designation of 1.5 to 4.0 units per acre. The Finisterra West Two subdivision is adjacent along the south boundary with lots sizes of 70'x115' minimum. The property adjacent to the west is the Peoria Church of the Nazarene and adjacent to this is Ryland's "Homestead" subdivision with average lot sizes of 70'x120'. The vacant property to the north of the subject property is zoned commercial, and directly west of that property is a subdivision built by Continental Homes called "Shavano", which consists of 45'x110' lots. The property to the east directly across 75th Avenue contains 48'x110' lots located in Sweetwater Place. Three points of access have been designed for the residential parcel. See Adjacent Land Use Exhibit on Page 8 for the location of surrounding developments.

Existing and Proposed Area Circulation

Primary transportation corridors in the area include 75th Avenue running north and south and Thunderbird Road, which runs east and west. The 101 Agua Fria Freeway which runs north and south is essentially on the 85th Avenue alignment and is approximately 1.5 miles to the west of this parcel. The developer shall prepare a traffic impact analysis and revised neighborhood street plan during the preliminary platting process. The developer shall dedicate additional rights-of-way to accommodate a 65 ft. half-street for Thunderbird and for 75th Avenue.

Community Services

Fire and police protection will be provided by the City of Peoria.

Schools in the area are administered and operated by the Peoria School District. Paseo Verde Elementary School (K-8) is located at 7880 West Greenway Road. Centennial High School (9-12) is located at 75th Avenue and Greenway Road. Contact was made with the Peoria School District regarding this proposal. Comments are included with this application.

Drainage

The subject property is relatively flat, sloping southwesterly. There are no washes on this site that need to be preserved. This property is not in the flood plain.

UTILITIES

(See Utility Plan Exhibit - Page 11.)

Sewer

There is a 12" sanitary sewer line on 75th Avenue that runs the length of the property, and there is a 15" line to the west of the property on the north side of Thunderbird Road.

Water

There is a 12" water line in 75th Avenue that runs the length of the property and a 12" water line on Thunderbird that runs to the property.

Natural Gas

Natural gas is supplied by Southwest Gas Company.

Telephone

U.S. West Communication will be supplying the telephone service to the area.

Electric Power

Electric power will be supplied by Salt River Project.

Land Use Plan

The development plan for the Thunderbird Estates West P.A.D. is intended to provide for residential densities and commercial users that are compatible with the requirements and demands of today's market place, while complying with the long range goals of the City of Peoria's Comprehensive Master Plan.

Thunderbird Estates West is a P.A.D. having a total net area of 37 acres. The Project Master plan can be found on Page 6. A full size version of the Master Plan is attached in Pocket #1 at the back of this report. The project is proposed as a single-family residential and commercial use development with an open space amenity. Table 1 below, is a Land Use Summary by parcel. The table reflects the use, the acreage, and the total number of residential units for the parcel. Additional development standards are discussed in later sections of this report.

Table 1
Land Use Summary

PARCEL	USE	ACRES	UNITS	DU/ACRE	PERCENT
1	SF-LOW	22.64	67	2.96	61.2
2	Intermed. Com.	11.32	NA	NA	30.6
3	Limited Com.	3.04	NA	NA	8.2

Architectural Character

At this time, no home builders have been selected. However, floor plans and elevations from Morrison Homes have been included in this report (enclosed in Packet #1). Morrison Homes is interest in purchasing the residential portion (Parcel 1). Thunderbird Estates West is envisioned as a grouping of carefully designed homes which blend with the character of the area. The product will be a mix of one and two story homes with tile roofs and stucco exteriors. Roof mounted equipment will be prohibited.

Phasing

The residential portion of the project will be developed in one phase.

SINGLE FAMILY RESIDENTIAL DEVELOPMENT

Development Standards

Unless otherwise specified herein, all properties within Thunderbird Estates West shall conform with all City of Peoria codes, ordinances and regulations for single family residential districts and C-2 for the commercial uses. The lots adjoining the existing residential acres on the south and west boundaries of the PAD area shall be a minimum of 8,000 s.f. The front setback for side entry garages shall be a minimum of 15 ft.; the front setback for front entry garages, front/side entry garages on corner lots and living areas of the home shall be a minimum of 20 ft. Further, all lots adjacent to the non-entry side of a side entry garage, the driveway shall be located on the opposite side from the side entry lot. Recreational vehicles shall not be stored within the front 10 ft. of any lot unless stored in an enclosed garage. Further, any recreational vehicle stored in a side or rear yard shall be screed from view.

Table 2 below represents the minimum development standards for single family residential lots based on the following categories:

Parcel 1 - Uses: As provided in the R-1 Single Family residential district of the Peoria Zoning Ordinance

Minimum standards for all single family parcels will conform to Table 2.

TABLE 2
SINGLE FAMILY RESIDENTIAL DEVELOPMENT STANDARDS

DEVELOPMENT STANDARDS	SF LOW	TOTAL
Parcel(s)	1	
Total Area (acres)	22.64	22.64
Percent to Total Site	59%	59%
Min. Lot Size	7,702 sf*	
Max. Lot Size	17,108	
Avg. Lot Size	9,027	
Min. Lot Width	65'	
Min. Lot Depth (1)	115'	
Front Setback ~~(2)~~	20'	
Side Setback (Min)	5'	
Side Setback (Total)	15'	
Rear Setback	15'	
From P.A.D. Boundary	20'	
Max. Lot Coverage	45%	
Max. Bldg. Height	25'	
Number of Lots	74	74

(1) May be decreased by 10' at knuckle lots.

~~(2) May be decreased to 10' for side entry garages.~~

* Lot adjoining southern & western boundary shall be 8,000 s.f. minimum

Parcel 1- (continued) The homeowners association shall be responsible for maintenance of all tracts and adjacent rights-of-way landscaping for the project. A Maintenance Improvement District (M.I.D.) shall be formed in conjunction with the Final Plat to maintain the landscaping in the event the H.O.A. fails.

Parcel 2- Principal, conditional and accessory uses shall be as provided in the Intermediate or Neighborhood Commercial Zoning District Standard of the Peoria Zoning Ordinance at the time of development. The development on Parcel 2 shall conform with the development standards of the Intermediate or Neighborhood Commercial Zoning District Standards. The building design will be residential in nature.

Parcel 3 – The development on Parcel 3 shall conform to the development standards of the Intermediate Commercial (C-2) Zoning District, except that buildings will be limited to one story in height and the building setback along the west boundary of the subject parcel shall be 15 feet. A 15 foot landscape buffer shall be permitted along the southern boundary of the parcel. Uses shall be limited to those allowed within the O-1 Office District.

Exhibit 8

Design Specifications

Thunderbird Estates West will be developed under the design criteria contained in this document, and that which will be included in Covenants, Conditions and Restrictions (CC&R's). The CC&R's will be utilized to control the type and quality of development, to require property maintenance, to eliminate activities that may be objectionable to neighbors, to protect values and enhance community appeal. The master homeowner's association (Thunderbird Estates West Homeowner's Association) will be established to administer the CC&R's and provide further maintenance and quality control through the development. All landscaping shall conform with Article 14-35 (Landscaping Requirements) of the Peoria City Code., with the exception that a landscape buffer with a minimum width of 15 feet shall be permitted along the west boundary of Parcel 3.

General / Overall Character

The streetscape and landscape image for Thunderbird Estates West will play a major role in the aesthetics of the community. Landscape will be used to soften architectural elements, enhance open spaces, provide continuity and a distinct image for Thunderbird Estates West, and to create interest and detail at a pedestrial scale as well as vehicular (see Open Space Exhibit on Page 16. Note - Exhibit has been revised for the interim to show the expanded open space area required by the Planning Staff. Upon submission of preliminary plats, the Open Space Exhibit shall be modified and expanded to encompass the entire 3.14 acre open space area).

The flavor of the development characteristics of the streetscape and landscape will be determined and drafted by the landscaping engineer, including location of trees, flowers, shrubs, perimeter walls, entry monumentation, signage, and use of color in the landscape to create pedestrian-scale interest and detail.

Theme Elements

Theme elements will include project perimeter walls, and an entry monument, will be developed with common materials and forms to reinforce them and project image. All theme elements within Thunderbird Estates West P.A.D. shall conform with the Wall and Fence Ordinance provisions of the Peoria City Code.

Exhibit 8

Signage

Project signage will reflect the overall project theme and will occur as entry monuments and directional signage monuments. All signage will include materials complementary to the theme elements such as perimeter walls, and architecture and shall conform with the provisions of the Peoria City Code.

Landscape Philosophy

All planting proposed, with the exception of turf, are taken from the Arizona Department of Water Resources approved plant list. This applies to all streetscape, paths, and entry treatments to Thunderbird Estates West.

Table 3
LANDSCAPE PALETTE

PLANT NAME	SIZE
TREES	
Willow Acacia	15 Gallon
Chilean Mesquite	24" Box
Blue Palo Verde	24" Box
SHRUBS and GROUNDCOVER	
Red Yucca	1 Gallon
Trailing Purple Lantana	1 Gallon
Trailing Yellow Lantana	1 Gallon
"Green Cloud" Texas Sage	5 Gallon
Bougainvillea 'B. Karst	5 Gallon
R. Bird of Paradise	5 Gallon
"Petite Pink" Oleander	5 Gallon
Feathery Cassia	5 Gallon
Desert Ruellia	5 Gallon
Octopus Agave	5 Gallon
Yellow Oleander	15 Gallon

Maintenance

A Homeowner's Association will be formed with the P.A.D. when there are a sufficient number of residents. Prior to the formation of the association and the land being deeded to the association, the builder will be responsible for the maintenance of the common areas. These maintenance areas include the landscaping adjacent to special entry features (i.e. signage and walls), and other common areas. Upon sufficient population, the master developer will deed the land and the maintenance responsibility to the Homeowner's Association.

OPEN SPACE

A significant amount of open space will be provided within Thunderbird Estates West. All open space described below will be maintained by the Homeowner's Association.

A private neighborhood park will serve as a gathering place for active play, and community recreational activities within Thunderbird Estates West. The park is located to the southwest of the project, just west of the main entrance of the community. The park will be landscaped, and will include a tot lot, ramada and barbecue grills. The total area of this private park/retention is 3.1467 acres. The project amenity package is shown on the Open Space Exhibit on Page 16.

As a P.A.D., the developer is required and will provide the following useable open space areas:

Parcel 1 14%

A summary of the open space provided within Thunderbird Estates West is as follows in Table 4.

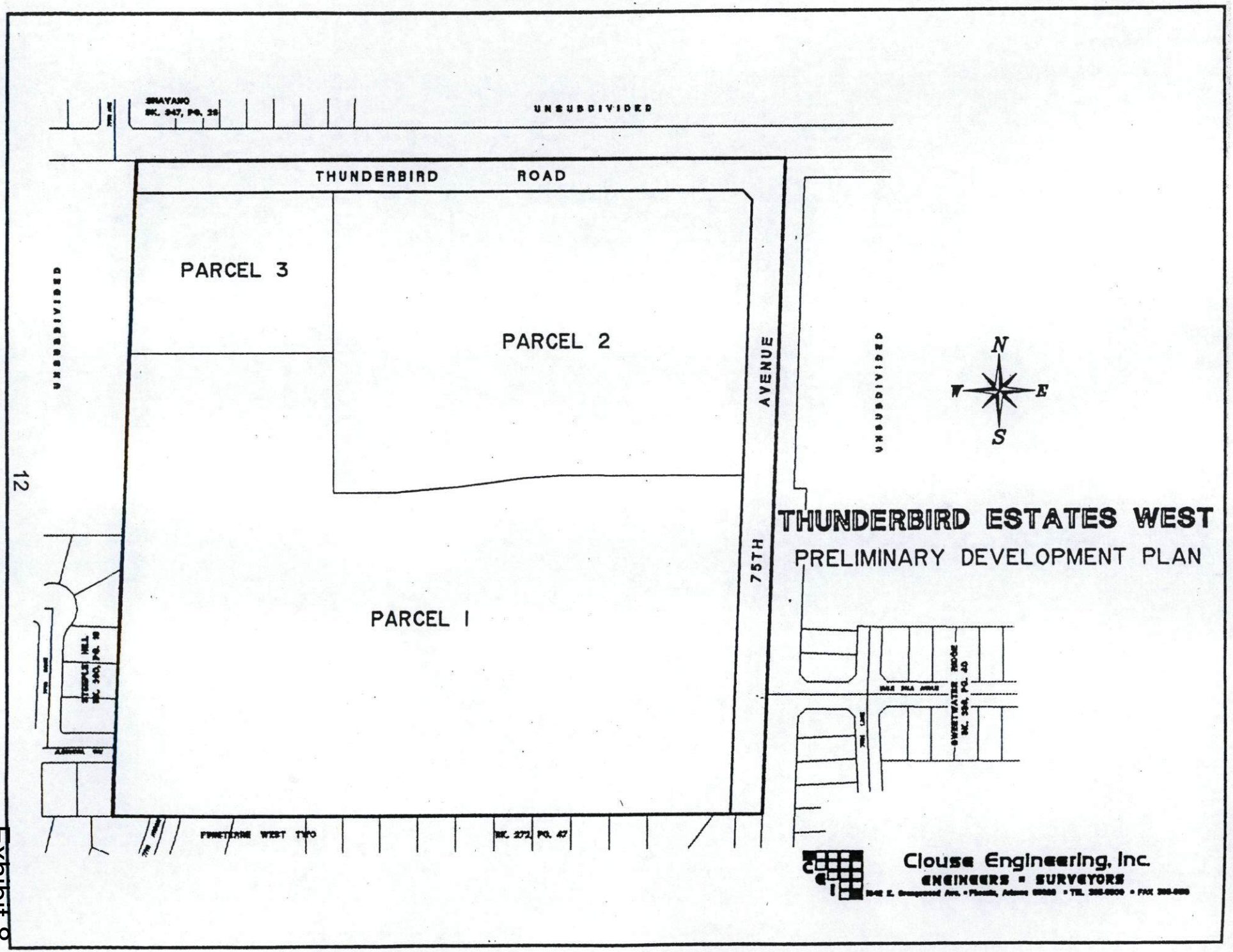
Table 4
OPEN SPACE SUMMARY

DESCRIPTION	OPEN SPACE (AC)
Neighborhood Park & Retention	3.1467
Total Open Space Provided	3.1467
Percentage of Thunderbird Estates West as open space	14%

SUMMARY

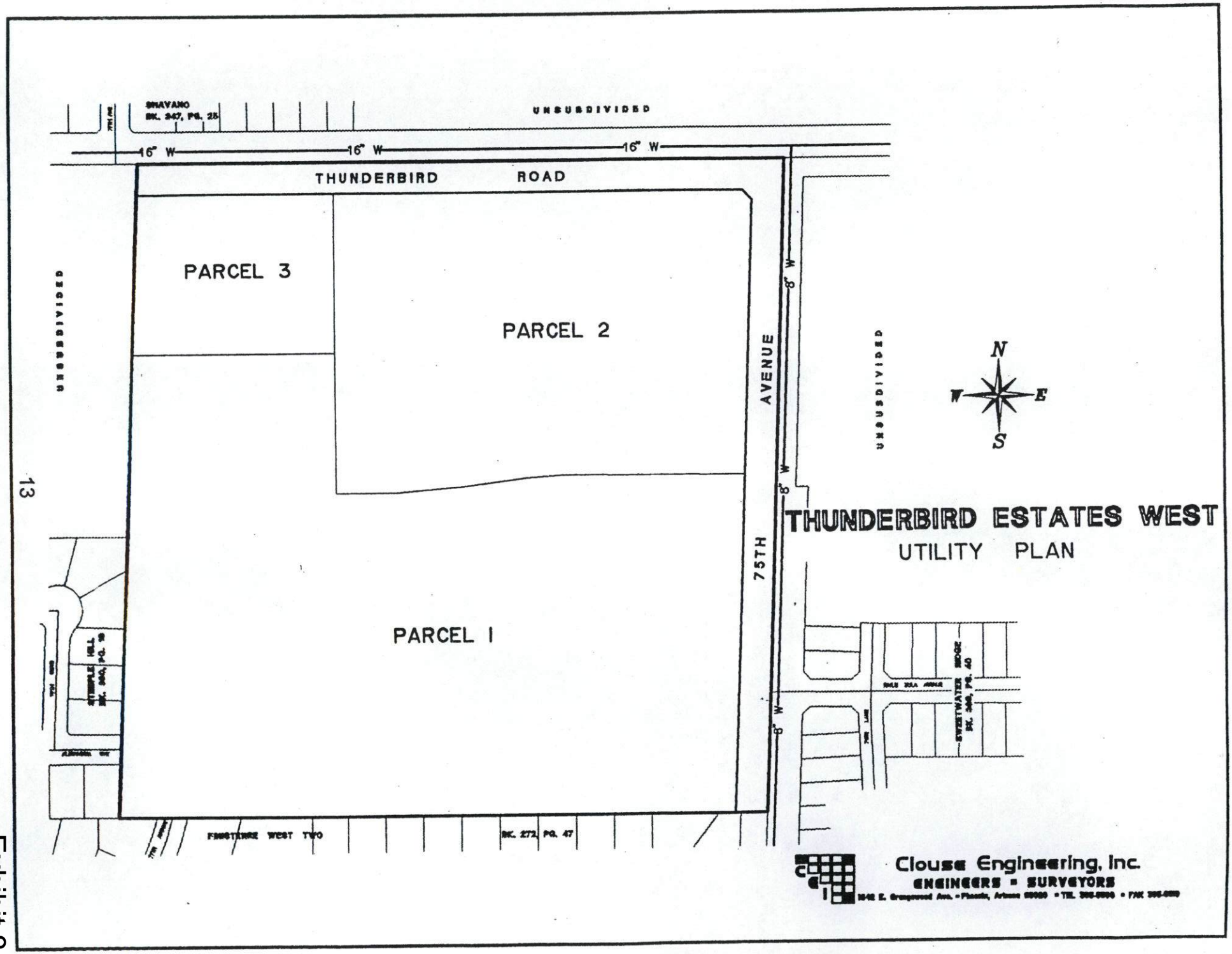
The masterplanned community Thunderbird Estates West has been planned with a concerted effort to develop a community around the existing lot sizes of the neighboring sites. The P.A.D. has incorporated open space, recreational amenities and a visual cohesiveness of landscaping. This combination of creativity, amenity and diversity will create an attractive and desirable community that will compliment and enhance the City of Peoria.

Exhibit 8


UNSUBDIVIDED
THUNDERBIRD ROAD
PARCEL 3
PARCEL 2
PARCEL 1
75TH AVENUE
UNSUBDIVIDED
UNSUBDIVIDED
N
W
E
S
THUNDERBIRD ESTATES WEST
PRELIMINARY DEVELOPMENT PLAN
FRIETERRE WEST TWO
Clouse Engineering, Inc.
ENGINEERS • SURVEYORS

12

Exhibit 8


SHAVANO
BK. 347, PG. 25
UNSUBDIVIDED
16" W
16" W
16" W
THUNDERBIRD ROAD
PARCEL 3
PARCEL 2
PARCEL 1
UNSUBDIVIDED
75TH AVENUE
8" W
8" W
8" W
UNSUBDIVIDED
N
W
E
S
THUNDERBIRD ESTATES WEST
UTILITY PLAN
FIRESTONE WEST TWO
BK. 272, PG. 47
SWEETWATER RIDGE
BK. 348, PG. 40
Clouse Engineering, Inc.
ENGINEERS ▪ SURVEYORS

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Exhibit 8

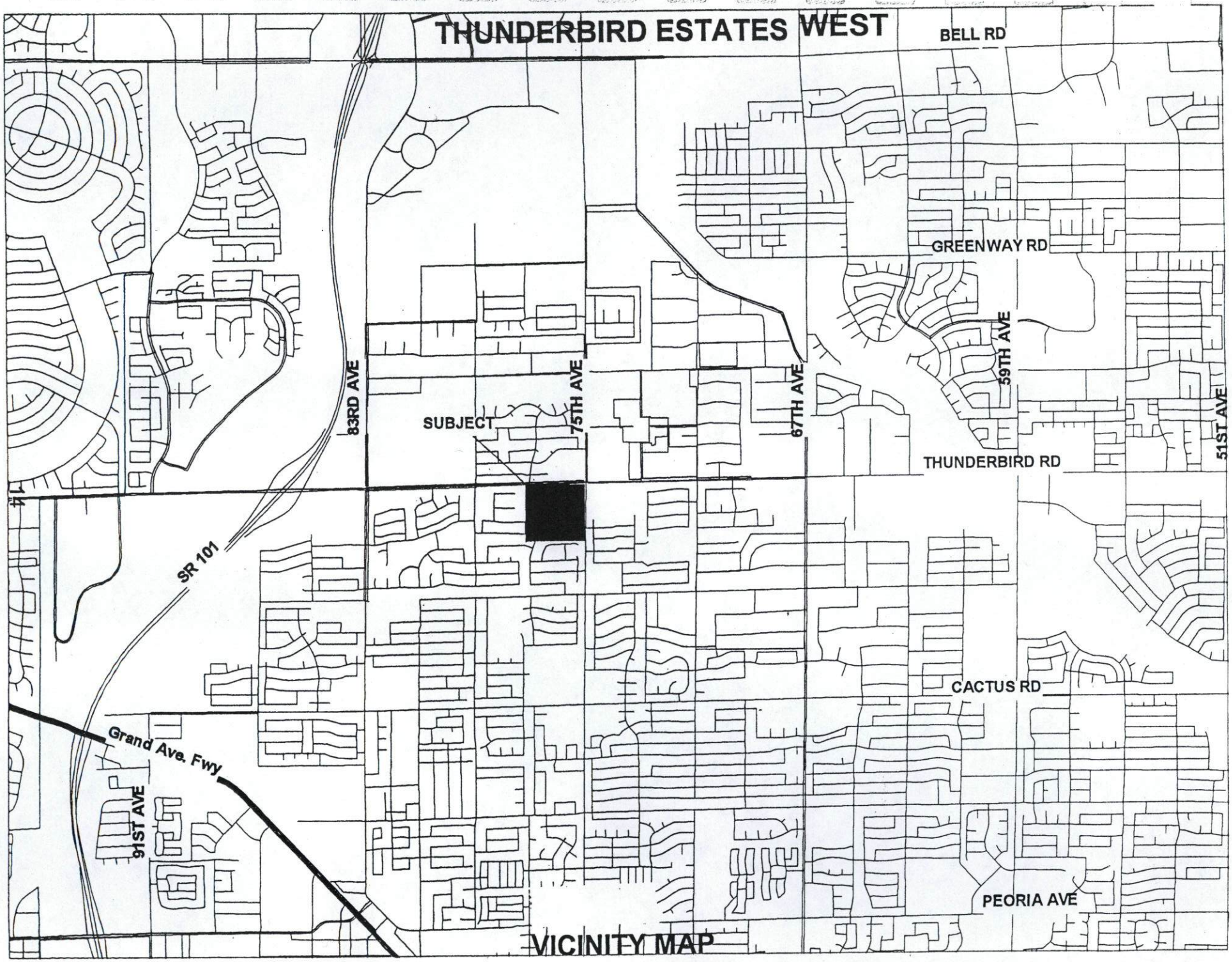

THUNDERBIRD ESTATES WEST
BELL RD
GREENWAY RD
THUNDERBIRD RD
CACTUS RD
PEORIA AVE
SUBJECT
83RD AVE
75TH AVE
67TH AVE
59TH AVE
51ST AVE
SR 101
Grand Ave. Fwy
91ST AVE
VICINITY MAP

Exhibit 8

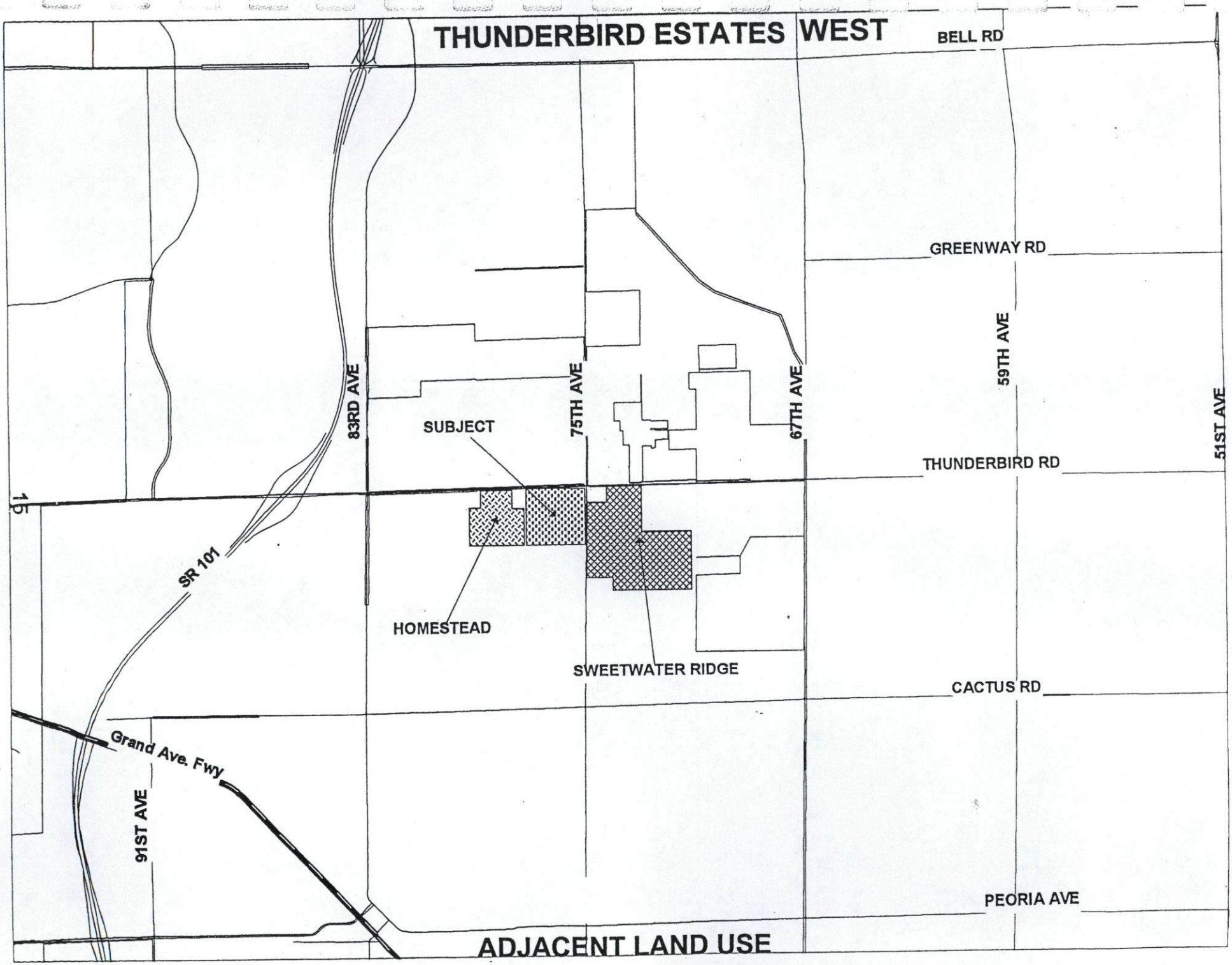

THUNDERBIRD ESTATES WEST
BELL RD
GREENWAY RD
THUNDERBIRD RD
CACTUS RD
PEORIA AVE
83RD AVE
75TH AVE
67TH AVE
59TH AVE
51ST AVE
SUBJECT
HOMESTEAD
SWEETWATER RIDGE
SR 101
Grand Ave. Fwy
91ST AVE
ADJACENT LAND USE

Exhibit 8

Parcel 1 - (continued) The homeowners association shall be responsible for maintenance of all tracts and adjacent rights-of-way landscaping for the project. A Maintenance Improvement District (M.I.D.) shall be formed in conjunction with the Final Plat to maintain the landscaping in the event the H.O.A. fails.

Parcel 2 - Principal, conditional and accessory uses shall be as provided in the Intermediate or Neighborhood Commercial Zoning District Standard of the Peoria Zoning Ordinance at the time of development. The development on Parcel 2 shall conform with the development standards of the Intermediate or Neighborhood Commercial Zoning District Standards. The building design will be residential in nature.

Parcel ,3 - The development on Parcel 3 shall conform with the development standards of the Intermediate or Neighborhood Commercial Zoning District Standards, but shall be limited to the following uses shown within the 0-1 Office District, but will be limited to one story in height. ~~(The land owner is currently in negotiations with a Day Care Center on this parcel.)~~

Exhibit 8

Landscaping

Design Specifications

Thunderbird Estates West will be developed under the design criteria contained in this document, and that which will be included in Covenants, Conditions and Restrictions (CC&R's). The CC&R's will be utilized to control the type and quality of development, to require property maintenance, to eliminate activities that may be objectionable to neighbors, to protect values and enhance community appeal. The master homeowner's association (Thunderbird Estates West Homeowner's Association) will be established to administer the CC&R's and provide further maintenance and quality control through the development. All landscaping shall conform with Article 14-35 (Landscaping Requirements) of the Peoria City Code, with exception that a 15-foot landscape buffer shall be permitted along the west boundary of Parcel 3.

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The flavor of the development characteristics of the streetscape and landscape will be determined and drafted by the landscaping engineer, including location of trees, flowers, shrubs, perimeter walls, entry monumentation, signage, and use of color in the landscape to create pedestrian-scale interest and detail.

Theme Elements

Theme elements will include project perimeter walls, and an entry monument, will be developed with common materials and forms to reinforce them and project image. All theme elements within Thunderbird Estates West P.A.D. shall conform with the Wall and Fence Ordinance provisions of the Peoria City Code.

Exhibit 8

PRELIMINARY CONCEPTUAL OPEN SPACE PLAN
THUNDERBIRD ESTATES WEST

PREPARED FOR : NEW RIVER INC.
LOCATED IN : PEORIA, ARIZONA

DESIGN plus WEST
LANDSCAPE ARCHITECTS & CIVIL ARCHITECTS & PLANNERS

DATE: JULY 11, 1997

AMOUNT OF LANDSCAPE ON PROJECT

LANDSCAPING ON-SITE-	115,605	S.F.
LANDSCAPING IN PUBLIC RIGHT OF WAY-	7,040	S.F.
TOTAL LANDSCAPING-	122,645	S.F.

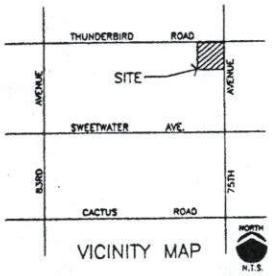
NOTE:
IRRIGATION SYSTEM TO CONSIST OF LAWN SPRAY HEADS AND DRIP EMITTERS CONNECTED TO AUTOMATIC VALVES AND TIED INTO A CENTRAL AUTOMATIC CONTROLLER.

NOTE:
LANDSCAPE AREAS PROPOSED FOR GRANITE ARE TO BE PLANTED IN VEGETATIVE GROUND COVER. DETAILS TO BE APPROVED BY STAFF IN FINAL LANDSCAPE PLANS.

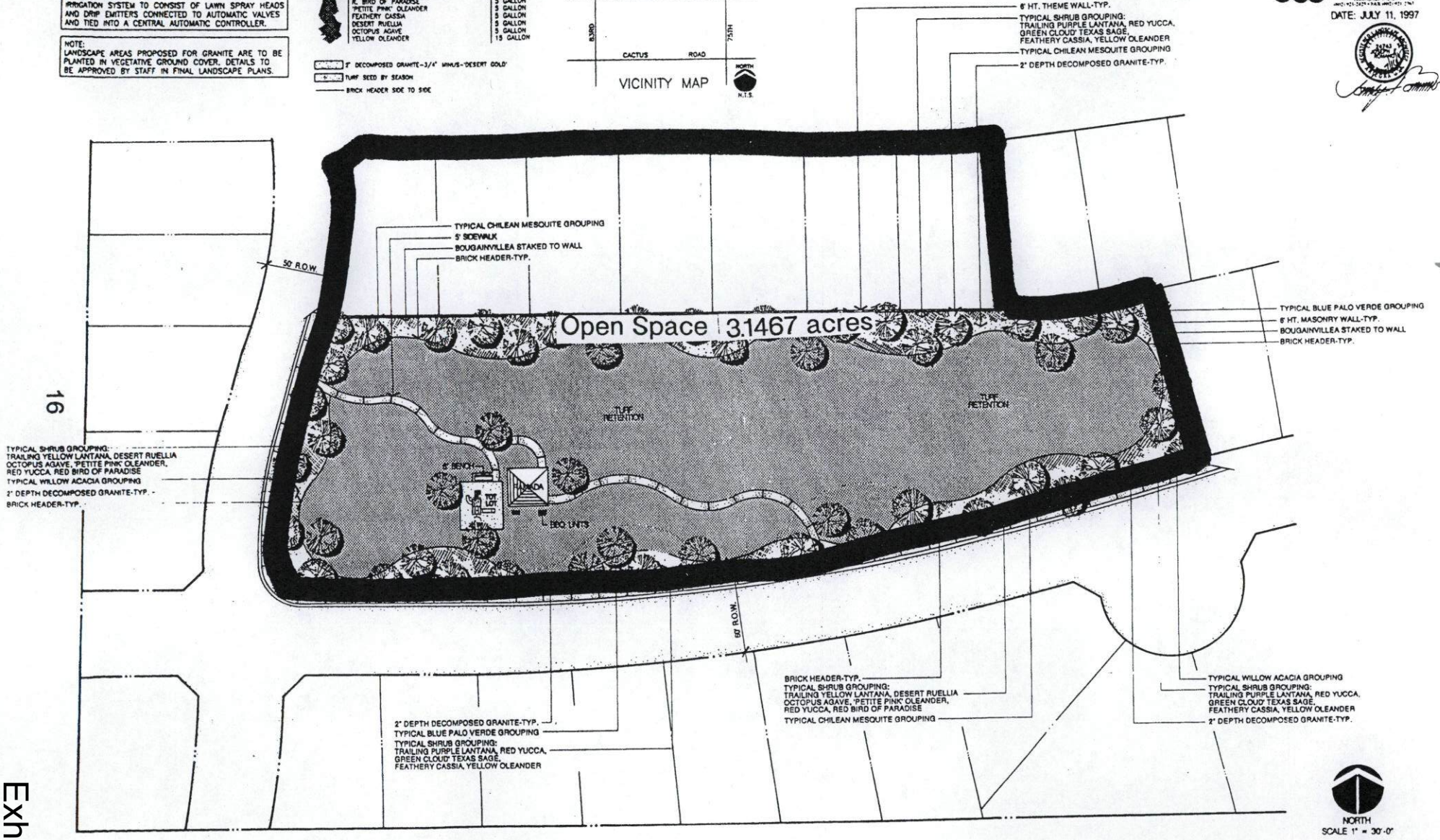
PLANT LIST

SYMBOL	PLANT NAME	SIZE
	TREES	
	WILLOW ACACIA	15 GALLON
	CHILEAN MESQUITE	24" BOX
	BLUE PALO VERDE	24" BOX
	SHRUBS and GROUNDCOVER	
	RED YUCCA	1 GALLON
	TRAILING PURPLE LANTANA	1 GALLON
	TR. YELLOW LANTANA	1 GALLON
	"GREEN CLOUD" TEXAS SAGE	5 GALLON
	BOUGAINVILLEA "B. KARST	5 GALLON
	R. BIRD OF PARADISE	5 GALLON
	"PETITE PINK" OLEANDER	5 GALLON
	FEATHERY CASSIA	5 GALLON
	DESERT RUELLIA	5 GALLON
	OCTOPUS AGAVE	5 GALLON
	YELLOW OLEANDER	15 GALLON

2" DECOMPOSED GRANITE-3/4" MINUS-"DESERT GOLD"
TURF SEED BY SEASON
BRICK HEADER SIDE TO SIDE



VICINITY MAP



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Exhibit 8

PO Box 15271
Phoenix, AZ 85060

VIA: eMail

July 20, 2020

City of Peoria Community Development Department
9875 North 85th Avenue
Peoria, AZ 85345

Attn: Mr. Cody Gleason

RE: Final *Citizen Participation Report*
Thunderbird Estates West (Taco Bell) Rezoning
7685 W. Thunderbird Rd. **- Z97-10A.2**

PURPOSE:
The purpose of this Citizen Participation Report is to summarize the Neighborhood Meetings held to inform nearby citizens, property owners and neighborhood associations of our proposed zoning text change. This report demonstrates that those affected by the development have had an adequate opportunity to learn about and to comment on the plan.

SUMMARY:

A. Project Introduction Meeting invitations (EXHIBIT "A") sent via first-class mail on May 2nd for a town-hall style Zoom neighborhood meeting.

- Invitation offered landscape details and a conceptual site plan with vicinity map to best acquaint stakeholders to the proposed project.
- Interested citizens / all properties within 600' of site.
- Deer Valley Unified School District AND Peoria Unified School District.
- Neighborhood associations, condominium associations, home owner associations and apartment management offices affiliated with the neighborhood that have registered with the city within one (1) mile of the site.
- Vice Mayor Finn and Council Assistant Irene Charlez
- Notification list provided for reference (EXHIBIT "C").
- Planner requested an additional, formal neighborhood meeting with a revised notification.

B. Zoom Neighborhood virtual *informal* meeting was held on May 18th at 6:00PM .

- Attendees: Vice Mayor Finn; Council Assistant Irene Charlez, Jeff Muckerman, John Gerdes and Bethel Del Riego from Texas Land Engineers (applicant); Cody Gleason from City of Peoria Planning Department and neighbor Phillip and Brian James.
- Concerns voiced: noise, headlight glare, refuse area, tree species, cactus for south-part of lot

C. Formal Neighborhood Meeting invitations (EXHIBIT "B") sent via first-class mail on June 3 for Zoom neighborhood meeting.

- Interested citizens / all properties within 600' of site.
- Deer Valley Unified School District AND Peoria Unified School District.

- Neighborhood associations, condominium associations, home owner associations and apartment management offices affiliated with the neighborhood that have registered with the city within one (1) mile of the site.
- Vice Mayor Finn, Council Assistant Irene Charlez and Planner Cody Gleason
- Notification list provided for reference (EXHIBIT "C").

D. Zoom Neighborhood virtual meeting was held on June 15th at 6:00PM
    - Attendees: Jeff Muckerman, John Gerdes and Bethel Del Riego from Texas Land Engineers (applicant); Cody Gleason from City of Peoria Planning Department and neighbor Phillip.
    - Project summary provided and exhibits offered to assure that the purpose of the meeting was clear and that our development plans were well conveyed.
    - Redesigns were provided as a result of comment received in informal meeting.
    - Our analysis of headlight spillover was presented along with landscape redesign.
    - Neighbor appreciated buffering efforts to mitigate sound and light and approved of tree species.

C. Direct correspondence was made by the following neighbors – both neighborhood meetings had direct contact info AND city of Peoria Planning Department representative contact info:
    - Jeannie Stafford – 7665 W. Boca Raton: Opposed because she is a vegeterian. During discussion cited traffic and noise from grocery store at the end of her street and her displeasure in the grocery store deceleration lane (because west-bound road goes from three lanes to two).
    - Frank – Wouldn't divulge any additional information: Opposed because of traffic impact and argued that we should develop the Taco Bell on 79th Avenue and Thunderbird.

In summary we very much appreciate the opportunity to learn what is important to our neighbors. The neighborhood meeting process worked very well in this case: with direct communication and having the ability to receive real-time feedback we made this project better. The landscape improvements will protect the residential use to the south from damaging roots and offer screening. In this case specific trees were selected based upon the neighbor input. Screen wall and the distance will help protect the neighborhood from noise and glare. Wa are glad to have participated in the neighborhood meeting.

Respectfully,

Jeff Muckerman

From: [redacted]
To: Jason Cleghorn
Subject: Thunderbird Estates West Rezoning
Date: Wednesday, March 11, 2020 6:22:10 PM

Jason

We received the notice about application submitted by Taco Bell.

When will the public, specifically adjacent home owners be provided an opportunity to provide comments on this application?

This is a huge change that has the potential to have a huge impact on our property. In addition to the noise created from having a 24 hour drive thru in our backyard, we will also have additional lights shining in or house. This will also impact our ability to enjoy or outdoor living space (patio, bbq, swimming pool , yard, etc). These are all impacts that were not even a consideration when we purchased the property.

It will also impact resell value of the homes that are adjacent to the lot because of these issues.

In addition , there are other potential issues that have not been identified. Where would the trash and grease traps be located? Typically these are located behind restaurants. Which in this case would be behind my back fence. Again, impacted the ability to enjoy or outdoor living space.

The current location of the Taco Bell is separated farther from houses than it would be if the change is approved.

Please let me know how we can officially be involved in this process to protect our current (and future) living situation and home values.

Philip Cooley
Home Owner

Sent from my T-Mobile 4G LTE Device

Exhibit 10

From: [redacted]
To: Jason Cleghorn
Subject: Taco Bell relocation
Date: Tuesday, April 21, 2020 1:01:56 PM

Hello Mr. Cleghorn,
We received a notice a while back that the City of Peoria is considering rezoning to allow the Taco Bell at approx. 75th Ave & Thunderbird to relocate to around 79th Ave and Thunderbird. If a decision has not yet been made, we would like to formally submit our disapproval for this.

We live directly behind this empty lot that is being considered. Our master bedroom directly faces this location and this would increase the amount of traffic noise at night right to our room, not to mention the lights from all the cars. Also, when we are in the backyard this affect our ability to enjoy our outdoor space. It will not only increase the noise, but the smells of the grease and garbage from a fast food restaurant are not all all pleasing.

Lastly, and most importantly, this will directly affect the re-sale value of my home. I cannot imagine that potential buyers would like to see that directly behind the home they are looking at. Buying a home is a major investment and I believe all the properties around this location would be adversely affected by this change as it would cause a decreased value in their homes. Not what you would want for a Peoria neighborhood.

When we moved to this house we were assured that based on the zoning there would never be a fast food restaurant developed in the empty lot behind the house. We absolutely do not want to see this take place.

Thank you,
Kristie & Bryan James
[redacted]

Exhibit 10

From: [redacted]
To: Jason Cleghorn
Cc: [redacted]
Subject: Taco Bell Relocation on Thunderbird Rd
Date: Wednesday, May 13, 2020 9:01:06 AM

Hello,

I contacted Lou at Dev services via phone on March 25, 2020 to inquire about the status of the planned relocation of Taco Bell. She informed me that no permit was issued, just a preliminary permit PA# 19-0115.

I was shocked to receive a letter on May 11, 202 from Jeff Muckerman who is the Project Coordinator for Taco Bell (I am assuming this) announcing that Taco Bell is relocating to 7685 W Thunderbird

I thought commercial property movements adjacent to residential area required public input. I am opposed to their moving and I am sure many of my neighbors (who I will be contacting as soon as I figure a safe method) are.

Is the move a fait acompli - already decided? How can I and my neighbors contest the move?

Respectfully,

Don Ware
[redacted]

Exhibit 10

From: [redacted]
To: Cody Gleason
Cc: [redacted]
Subject: Re: Taco Bell Relocation on Thunderbird Rd
Date: Thursday, May 14, 2020 6:50:40 PM

Mr. Gleason,
Please take a moment to look at the attached map of Thunderbird Rd and right before 77th Ave. The road narrows from 3 lanes to 2. It is obvious from the size a the lot that Taco Bell intends to build a much bigger building. This will increase the traffic going in and out of there. The traffic speed is always well above the posted speed level on Thunderbird and I suggest that the move will create a bigger traffic hazard.
Our home at [redacted] is strong evidence that the loss of the third lane is dangerous. Just 2 years ago a car was run off the road as it tried to turn back in from the third lane. The car smashed through our outer stucco fence wall on the east side. Thankfully no one was injured badly.

Robin Ware

On Wed, May 13, 2020 at 4:43 PM Cody Gleason <Cody.Gleason@peoriaaz.gov> wrote:

> Mr. Ware,
>
> Thank you for your correspondence. I am now the planner assigned to this case so you can provide any future correspondence to me. We have received a formal submittal for this proposal under case Z97-10A.2.
>
> The notification that you received was for an introductory meeting with neighbors to discuss the proposal. I certainly understand your concern regarding the language identified in the letter provided by the applicant. I would like to reassure you that this proposal is just a proposal at this point in time; no approval has been granted.
>
> The case must go to both the Planning and Zoning Commission and City Council. Ultimately, City Council will vote on whether or not the case will be approved or denied. I will note your opposition in the case file, and it will be included in my staff report to the Planning and Zoning Commission and City Council so that they are aware of the concerns. The Planning and Zoning Commission and City Council cases have not yet been scheduled. Public comment can be provided to both the Planning and Zoning Commission as well as City Council. If this case is heard at a public hearing during a time of social distancing requirements and limited physical public access, comments can be provided to Planning@peoriaaz.gov or to my email directly. I will ensure that any comments

are included in my staff report, or are provided to the commission and council as supplemental materials if they are received after the staff report is written.

I would always encourage residents to attend neighborhood meetings so that they can gain additional information on the case, the applicant can hear the concerns from the neighborhood, and the surrounding residents hopefully obtain a deeper understanding of the specifics of the proposal. If you have any further questions or comments, I would be happy to discuss this with you over the phone or via email.

Thank you for your time.

Cody Gleason, **MBA, AICP**

Principal Planner

City of Peoria | Planning and Community Development

9875 N. 85th Avenue Peoria, AZ 85345

623.773.7645 | cody.gleason@peoriaaz.gov | peoriaaz.gov

City offices are closed to the public.

I am in the office on Wednesday and Thursday, 7am to 6pm

Telecommuting Monday and Tuesday, 7am to 6pm

Voicemail will only be returned on Wednesdays and Thursdays



From: Don Ware[redacted]
Sent: Wednesday, May 13, 2020 9:01 AM
To: Jason Cleghorn <Jason.Cleghorn@peoriaaz.gov>
Cc: Rob[redacted]

Subject: Taco Bell Relocation on Thunderbird Rd

Hello,

I contacted Lou at Dev services via phone on March 25, 2020 to inquire about the status of the planned relocation of Taco Bell. She informed me that no permit was issued, just a preliminary permit PA# 19-0115.

I was shocked to receive a letter on May 11, 202 from Jeff Muckerman who is the Project Coordinator for Taco Bell (I am assuming this) announcing that Taco Bell is relocating to 7685 W Thunderbird

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Is the move a fait acompli - already decided? How can I and my neighbors contest the move?

Respectfully,

Don Ware

[redacted]

[redacted]

[redacted]

Exhibit 10

From: Scott Gerrity
To: jamaz72@gmail.com; Cody Gleason
Subject: Z97-10A.2
Date: Monday, June 8, 2020 2:51:32 PM

Mr. Gleason,

I am the property manager of the Thunderbird Plaza located on the NWC of 75th and Thunderbird (the Basha's center). I am in receipt of the notice of development application for the Taco Bell referenced above, and wanted to provide my support for this project. Having vibrant retail synergy at this corner is advantageous to all of my tenants, who rely on travelers to drive by our center and shop locally. Please accept my support of the rezoning to allow this Taco Bell drive-thru.

Regards,

Scott

Scott Gerrity, CRRP, CSM
Vice President
ACP Management
3720 S Susan Street, Suite 100
Santa Ana, CA 92704
(714) 668-8888 (t)
(714) 668-8889 (f)

Exhibit 11

PLANNING AND ZONING COMMISSION REPORT

Meeting Date: October 15, 2020

Agenda Item: 4R

Case Name: Grand Commons: General Plan Amendment (GPA20-04) and Rezone (Z20-06)

General Application Information

Proposal:
The applicant is seeking to amend the Old Town Specific Area Plan land use designation, and to rezone the subject property to accommodate the development of a mixed-use project integrating commercial and multi-family uses.

Location:
8455 NW Grand Avenue

Project Acreage:
Approximately 7.5 gross acres

Applicant:
Scott Whyte, City of Peoria Real Estate Development Officer

Recommendations:

Staff recommends that the Planning and Zoning Commission take the following action:

1. Recommend approval of General Plan Amendment Case GPA20-04 to the City Council; and
2. Recommend approval of Rezoning Case Z20-06 to the City Council, subject to the attached conditions of approval in Exhibit 1.

ATTACHMENTS:

Description

Staff Report
Exhibit 1 - Conditions of Approval
Exhibit 2 - Vicinity Map
Exhibit 3 - Context Map
Exhibit 4 - Old Town SAP Map.pdf
Exhibit 5 - Zoning Map.pdf
Exhibit 6 - Minor GPA Narrative and Justification

Exhibit 7 - PAD Narrative and Justification
Exhibit 8 - Grand Commons PAD Standards
Exhibit 9 - Conceptual Development Plans
Exhibit 10 - Pedestrian Connectivity
Exhibit 11 - Citizen Participation Report
Exhibit 12 - PUSD Correspondence

PLANNING AND ZONING COMMISSION
STAFF REPORT

Date	**October 15, 2020**
To	**Planning and Zoning Commission**
From	**Amanda Beck** Senior Planner
Subject	**Grand Commons General Plan Amendment and Rezoning**

PROPOSAL

The applicant is seeking to amend the Old Town Specific Area Plan land use designation, and to rezone the subject property to accommodate the development of a mixed-use project integrating commercial and multi-family uses.

APPLICATION INFORMATION

Case Numbers General Plan Amendment (GPA20-04) and Rezoning (Z20-06)

Applicant Scott Whyte, City of Peoria Real Estate Development Officer

Request(s)

1. Amend the Old Town Specific Area Plan land use designation on approximately 7.5 acres from Flex Mixed-Use to Old Town Commercial Mixed-Use; and
2. Rezone approximately 7.5 acres from Central Commercial (C-3) to Planned Area Development (PAD) to allow for the development of a mixed-use project with commercial uses along Grand Avenue integrated with multi-family along 85th Avenue, on the property located at 8455 NW Grand Avenue.

LOCATION AND CONTEXT

SUBJECT SITE

The subject site is located south of the southeast corner of Grand Avenue and 85th Avenue, more precisely addressed as 8455 NW Grand Avenue, as depicted on Exhibit 2. Formerly the site was a Smitty's grocery store, which has since been demolished.

CONTEXT

Contextually, the approximately 7.5 acre site is located within the four (4) square-mile area in and surrounded by Old Town Peoria. The site is situated within the Central District of the Old

Town Specific Area Plan (OTSAP), which is the one of the core areas of focus for redevelopment and revitalization of Old Town Peoria.

The site is bordered on the northeast by Grand Avenue, and to the north by several commercially zoned parcels, with businesses such as K-May Donuts and Bagels. To the west are the Cedar Meadows and Villas at Montebella Apartments. The site shares a southern boundary with Wagoner Plaza II, which features several local businesses such as Brother's Restaurant and A Glowing Smile Dental. The site is also bordered on the south by Peoria Avenue, and the parcels containing Cactus Chiropractic and Don Lencho's restaurant. The location of the site is shown in more detail on Exhibit 3.

Just outside of the Old Town commercial core, the site is positioned less than a ¼ mile from Osuna Park and the Peoria Center for the Performing Arts. Additionally, the subject site is located within a ¼ mile of several Valley Metro bus routes. The parcel is just northwest of the new Peoria Park and Ride facility at 83rd Avenue and Peoria Avenue, which begins the Grand Avenue Limited bus route that extends to the Phoenix Central Station. The 83rd Avenue route also has a stop at the aforementioned Park and Ride site, and travels north to south from Arrowhead Mall to Van Buren Street. Along Peoria Avenue, the site also has access to the Peoria Avenue route that travels from Sun City, east to the Sunnyslope Transit Center.

APPLICANT'S PROPOSAL

The applicant is proposing a mixed-use development, known as *Grand Commons*, which will allow for commercial and / or vertical mixed-use land uses sited along Grand Avenue, to be integrated with a multi-family component that will be sited with access from 85th Avenue. Detailed in the Planned Area Development Narrative, the applicant notes that the proposed project is intended to further the City's economic development goals for the Grand Avenue corridor by "facilitating a catalytic mixed use development that spurs the revitalization of the corridor" (Exhibit 7). Grand Commons is envisioned to further revitalization of Old Town by redeveloping the vacant site with a mix of commercial, retail, office, and residential uses with a distinctly urban density.

To facilitate development of the vacant site, the applicant is seeking to amend the Old Town Specific Area Plan (OTSAP) land use category. Currently, the site is called out as Flex-Mixed Use (FMU), a category that is intended for large regional uses such as convention centers, hotels, or higher education institutions.(Exhibit 4) As the applicant notes in the Specific Area Plan Amendment Narrative (Exhibit 6), the existing long-term vacancy of the property indicates that the FMU category is not appropriate or viable based on market conditions. Instead, the applicant proposes to amend the OTSAP land use category to Old Town Commercial Mixed Use (OTCMU), as this category is intended to facilitate a mixture of uses including office, service, retail and medium to high-density residential uses.

Building upon the proposed OTCMU land use category for neighborhood-serving commercial and residential, the proposed Grand Commons Planned Area Development outlines two potential development options. The first, known as the "Commercial" option, distributes the

different uses horizontally with non-residential uses along Grand Avenue, and the multi-family accessed from 85th Avenue. The second option, referred herein as the "Mixed Use" option, would vertically integrate non-residential and residential uses into the same building or buildings along Grand Avenue, with residential-only uses sited along 85th Avenue. The two conceptual development plans outline how the site could be developed in the future under each option within the Grand Commons PAD as shown in Exhibit 9.

To ensure a truly mixed use development, the PAD establishes a land plan that denotes two development parcels. Parcel 1 and Parcel 2, delineate the commercial/mixed use parcel (Parcel 1) and the multi-family use parcel (Parcel 2). The land plan prohibits standalone multi-family within Parcel 1, in order to preserve the mixed use vision for the development. The commercial/mixed use parcel (Parcel 1) refers back to the Intermediate Commercial (C-2) Zoning District, and the multi-family use parcel (Parcel 2) refers back to the Multi-Family (RM-1) Zoning District within the City of Peoria Zoning Ordinance.

Within Parcel 1, under the "Commercial" option, approximately 14,400 square feet of neighborhood-serving non-residential uses are proposed in the form of two (2) commercial buildings fronting Grand Avenue, and the PAD would provide flexibility to develop the site for a potential third building that could include a drive-through use. Alternatively, for Parcel 1 under the "Mixed Use" option, two (2) vertically integrated mixed-use buildings with approximately 9,075 square feet of commercial space are proposed. Both conceptual development plans incorporate a site design that limits the multi-family density to 25 dwelling units per acre. The Grand Commons Planned Area Development Standards and Guidelines Report (Exhibit 8) notes that the entire site would be limited to a maximum residential density of 25 dwelling units per acre when taking in to account the acreage of the entire PAD.

Outlined in the PAD are several unique design guidelines to achieve cohesive placemaking elements such as signage, and compatible architecture across both non-residential and residential uses. This is an essential factor in promoting non-residential uses that emulate a "Main Street" feel with wide sidewalks and patio spaces engaging the circulation network. Embodying true mixed-use, the Mixed-Use option within the PAD allows for future development to be vertically integrated so that the buildings along Grand Avenue would feature ground-floor retail with multi-family units above.

To achieve the urban density desired, the applicant has requested several modifications to the standard requirements outlined within the Peoria Zoning Ordinance, and the reasoning supporting the modifications is detailed in the Planned Area Development Narrative (Exhibit 7). Because this project is infill development and within the downtown area, the applicant has noted that complying with some of the more typical suburban-focused requirements of the Zoning Ordinance hamper the potential to creatively develop the site with attractive and modern uses to attract a range of businesses and working professionals. A highlight of the site-specific development standards are noted further in the staff report and within Table 1.

DEVELOPMENT INFORMATION

Existing Use:	Vacant
Proposed Use:	Mixed-Use Development
Property Size:	7.5 gross acres
Existing General Plan Land Use Category:	Master Planned Area Old Town Specific Area Plan Flex Mixed-Use
Proposed General Plan Land Use Category:	Master Planned Area Old Town Commercial Mixed Use
Density Proposed:	Maximum of 25.0 du/ac for the entire site
Building Height:	
Non-Residential	60 feet
Residential	48 feet within 30 feet of 85th Avenue, 60 feet elsewhere within the development
Open Space:	150 square feet per bedroom of common useable open space, plus private balconies as outlined in the Peoria *Design Review Manual*

Refer to Table 1 within this report for the proposed development standards.

STAFF ANALYSIS

GENERAL PLAN

The subject property is designated on the PlanPeoriaAZ 2040 General Plan Land Use Map as Master Planned Area and further detailed through the Old Town Specific Area Plan (OTSAP). A Specific Area Plan is a "general plan related" planning tool used by the City in a manner similar to its zoning counterpart, the Planned Area Development (PAD). A Specific Area Plan further refines the high-level goals and policies identified within the General Plan through proposed goals, policies, design guides, and action items for a specific geographic location. The OTSAP provides the vision for redeveloping Old Town Peoria, and outlines the policies and actions to revitalize the area. This strategic area plan serves as an implementation tool that underscores the City's intended course of action for public investments in Old Town, and communicates the City's expectations to the development community regarding the type and quality of private development that is appropriate for Old Town.

OLD TOWN SPECIFIC AREA PLAN

The Old Town Peoria Specific Area Plan provides the vision for the redevelopment and revitalization of the four square-mile area located in and around Old Town Peoria, centered near

the intersection of Grand Avenue with 83rd Avenue and Peoria Avenue in the southern area of the City. The overall area is envisioned as an accessible and inviting urban center that will support a wide-range of uses to attract residents and visitors to businesses and events, supported by an appealing pedestrian environment that is enhanced by quality urban design.

In December 2011, Peoria City Council approved the Old Town Specific Area Plan. Like the Peoria General Plan, the purpose of a specific area plan (or SAP) is to be a strategic long-range planning tool. More specifically, the SAP allows additional refinement in implementing the otherwise broad-based policies and General Plan land use designations for a defined area. For example, the Peoria General Plan land use designations can be further defined within the SAP through the use of narrowing the allowed density / intensity ranges for a particular area in order to achieve the desired character, or alternatively to better respond to specific environmental conditions.

Recognizing that the four (4) square-mile planning area of the OTSAP is large and contains sections with distinct physical and land use characteristics, the document divides the planning area into smaller units or “Districts.” The district methodology tailors specific guidelines and actions to targeted areas based upon their distinct environments, opportunities, and revitalization objectives. The subject site is located within the Central District, which is intended to facilitate redevelopment following transit oriented development (also known as “TOD”) design principles. The revitalization intent is for this section of Old Town to become a hub with multimodal transit, compact and integrated activities, and attractive open space and public gathering spaces.

The subject site’s designation within the Old Town SAP currently identifies the property as Flex-Mixed Use (FMU) as shown on Exhibit 4. The FMU category is intended to facilitate the development of amenities that are regional attractions, such as entertainment, convention, and hospitality uses with physically large scale structures (up to 100 feet in height), similar to the P83 District. The proposed mixed-use development does not meet the stated design intent or the intensity of the existing land use designation, and as such, the applicant has proposed a Specific Area Plan Amendment (GPA20-04).

The applicant is requesting the Specific Area Plan Amendment to change the land use category to extend the mix of commercial and residential uses seen within the commercial core of Old Town along Grand Avenue. The proposed land use designation is the Old Town Commercial Mixed Use (OTCMU), which is intended to develop office and retail uses that attract vehicular, public transit, and pedestrian users along with integrated medium to high-density residential uses. The Old Town SAP stresses that residential uses should be vertically integrated above ground floor non-residential uses to create a variety of live-work units. Horizontal integration should use residential uses as a buffer to adjacent lower density residential. To achieve the mix of uses and provide more interaction with the street, architecturally enhanced parking structures should incorporate street level office, business, or community uses.

ANALYSIS

Any proposed amendment to the Old Town Specific Area Plan must demonstrate the proposed use or uses are compatible with the character of the area and would create an appropriate "transition" with the surrounding area. The subject site is an existing vacant, infill property along a regional transportation corridor. The site is adjacent to several regional bus routes, and the recently completed park and ride. The surrounding land uses are a mix of predominantly commercial, multi-family, and then single-family across Grand Avenue and the BNSF Railroad.

Within the newly adopted Peoria General Plan, several goals and policies aim to promote a diversity of housing types to meet the needs of residents of all income levels, ages, and lifestyles. Many of the residential land use designations within the Old Town Specific Area Plan have higher targeted densities than anywhere else in the City. The intent of those heightened densities is to create a catalyst of activity and demand within the Old Town area that will drive redevelopment and allow businesses within the area to flourish. The proposed land use designation to Old Town Commercial Mixed Use (OTCMU) would allow the subject site to develop with an urban density and compact mix of uses, including high-density residential. The proposed development would extend the existing development patterns from the Old Town main street north along Grand Avenue. The proposal has the potential to be the first infill project to achieve a stated goal of both the Old Town SAP and the General Plan—a urban, walkable development that has a defined streetscape and signals a clear sense of place for residents and visitors.

Based upon the aforementioned factors, staff believes the Old Town Commercial Mixed Use land use category is appropriate for this site, and furthers the stated goals of the Old Town Central District.

Upon review of the submitted General Plan Amendment Narrative (Exhibit 6), staff believes the proposal meets or exceeds the following General Plan goals, policies and objectives as well as the Old Town SAP principles:

- Economic Prosperity – Policy EP-21: Protect the City's primary commercial corridors and mixed use activity centers from conversion to uses that would limit employment or active uses, such as single-family residential, warehousing, storage, and auto-oriented uses.

- Balanced Land Uses – Policy LUC-4: Encourage infill and redevelopment opportunities that place residential, work, and retail land uses in proximity to each other to maximize walking, bicycling, and transit opportunities.

- Growth and Sustainable Development – Policy GS-2: Direct dwelling unit density, and employment growth toward infill development sites within the city, especially catalyst and opportunity sites identified within Economic Development related strategic plans or programs.

- Smart Growth Goal – Sustainable Development: Promote local growth patterns and sustainable development practices that improve quality of life, celebrate culture, protect open space and natural resources, and reduce traffic congestion.

- Old Town Specific Area Plan Principle – Increase Economic Vitality: Promote mixed-use development, neighborhood serving uses, an assortment of housing types, and a variety of transportation modes.

- Old Town Specific Area Plan Principle – Foster Character & A Sense of Place: Create a safe and pedestrian-friendly environment that enhances the "Old Town experience" for all user groups.

- Old Town Specific Area Plan Principle – Development Objectives: Boost activity in Old Town by increasing the population of Old Town area employees, who can frequent area businesses.

KEY FINDINGS

1. The amendment is in conformance with the Goals and Policies of the City of Peoria General Plan and the Old Town Specific Area Plan;
2. A proposed maximum density of 25.0 du/ac aligns with the Old Town medium-high density residential range of 18.0-25 dwelling units per acre while integrating the residential use with non-residential uses;
3. The proposed design standards for the mixed-use development would prevent surface parking from interrupting the urban fabric of Old Town and create a node of activity; and
4. The subject site is an infill development concept that provides additional residents to support the existing small businesses within the Old Town commercial core.

ZONING

The site is currently zoned Central Commercial (C-3) Zoning District as shown in Exhibit 5. The current zoning district only allows for non-residential uses. The proposed rezoning request to Planned Area Development (PAD) would allow for a mixed-use development featuring high-density residential.

ANALYSIS

LAND USE AND ZONING HISTORY

The subject site is now vacant, but was the former site of the 91,000 square foot Smitty's Grocery. In the years following the closure of Smitty's, the building hosted various other businesses until 1997. The building then sat vacant from 1997 until September of 2020, at which time it was demolished due to health and safety concerns.

PROPOSED PAD STANDARDS ANALYSIS

The Grand Commons Planned Area Development (PAD) Standards and Guidelines Report (Exhibit 8) proposes development standards that are similar to both the Intermediate Commercial (C-2) and Multi-family Residential (RM-1) Zoning Districts found within the Zoning Ordinance. The City does not have a zoning district that would allow for a truly mixed-use development; therefore, the applicant is applying for a rezoning to change the parcel zoning to Planned Area Development (PAD).

The PAD designation allows deviation from the existing development standards to better respond to contextual circumstances in the area, design characteristics of the development, and to otherwise promote a creative and efficient approach to land development. Additionally, the PAD proposes site-specific design guidelines for the architectural cohesion of the community, placemaking, monumentation, and common open space and amenities for gathering areas to address this mix of uses integrated into one site, which are supplement the requirements outlined in the Peoria Design Review Manual.

Table 1 – *Proposed Development Standards*

Standards	Proposed Grand Commons PAD
Site Orientation	Commercial / mixed-use buildings shall front on Grand Avenue
	Multi-family uses shall take access from 85th Avenue; Buildings along 85th should be parallel to the street
Connectivity	The site shall feature a minimum of one (1) primary pedestrian connection between the commercial and multi-family
Multi-family Standards	
Maximum Residential Density	25.0 du/ac
Open Space	150 square feet per bedroom *plus* a private balcony per unit
Maximum Building Height	48 feet within 30 feet of 85th Avenue, 60 feet elsewhere in the project
Minimum Building Setbacks 85th Avenue Exterior Side / Rear Interior Side	 10 feet None required None required
Commercial Standards	
Maximum Building Height	60 feet
Minimum Commercial Square Footage	7,000 square feet
Outdoor Seating or Gathering Space	200 square feet per building; 35% of amenity space shall be shaded
Minimum Building Setbacks Grand Avenue Exterior Side / Rear Interior Side	 10 feet None required None required

In addition to the above site-specific standards, the Grand Commons PAD proposes reductions in parking standards for the multi-family use and also specific non-residential uses. As explained in the Grand Commons PAD Narrative (Exhibit 6), reduced parking standards are proposed to respond to the constraints of this infill site. The applicant has utilized industry data that analyzed peak parking demand for various types of uses, and provides industry guidelines on appropriate reductions. The intent with the parking reduction is to avoid using suburban parking standards for an infill site that is located within a subarea of the City that both the General Plan and the Old Town Specific Area Plan note should be revitalized and redeveloped for density, walkability, and complementary uses that keep streets activated. Additionally this site has close proximity to several public transit options as noted earlier in this report which help diminish the reliance on single user vehicles. As a result, the Grand Commons PAD proposes options through which shared parking can be constructed on-site to serve the commercial, retail, and office uses during business hours, while serving the multi-family for off-peak hours when residents would be returning home.

Section 6 of the Grand Commons PAD Standards and Guidelines Report (Exhibit 8) identifies that one (1) parking space shall be required per one (1) bedroom unit, two (2) spaces per unit with two or more bedrooms, and one (1) parking space per ten (10) units for visitor parking. This is a minor modification from the standards outlined in Section 21-825 of the Zoning Ordinance, which requires 1.5 parking spaces per one (1) bedroom unit, two (2) spaces per two or more bedroom unit, and one (1) space per 10 units for visitors.

A specific parking reduction is called out for the non-residential uses of office, retail, and restaurant uses. Other uses permitted or conditionally permitted under the Intermediate Commercial (C-2) zoning that are not expressly prohibited by the PAD, shall follow have a reduced parking ratio of four (4) spaces per 1,000 square feet of gross floor area. The PAD requires the following parking space ratios: one (1) space per 250 square feet of office gross floor area; one (1) space per 250 square feet of retail gross floor area; and one (1) space per 70 square feet of restaurant gross floor area.

PROPOSED SITE IMPROVEMENTS

The proposed development seeks to provide several pedestrian connections throughout the overall site. Particularly, the PAD requires that the non-residential uses along Grand Avenue shall be designed such that the primary entry into each commercial building be designed to create a “Main Street” feel, either through entry plazas, patio spaces, pedestrian-oriented streetscapes, or building massing. A main pedestrian “spine” is proposed to run through the site perpendicular to Grand Avenue, connecting the non-residential uses and the multi-family use to 85th Avenue. This main “spine” would be accessed through a connection point that will utilize the theming and placemaking guidelines of the PAD to provide a sense of arrival and attractiveness for that primary pedestrian connection. A secondary network of sidewalks and pedestrian connections would link the non-residential parking areas with the sidewalks in the multi-family component, sidewalks within the public right-of-way, and a connection to Peoria Avenue and the future transit stop for the Peoria Avenue Route (Exhibit 10).

The Grand Commons PAD prohibits parking between the buildings and Grand Avenue to ensure parking fields do not puncture holes in the urban fabric. Similarly, for multi-family

buildings along 85th Avenue, they shall be oriented parallel to the street and provide greater activation of the area between the right-of-way and ground floor units through façade articulation, stoops or porches, primary entries, and window placement. Multi-family buildings should be sited to front or cluster around amenities and open spaces to encourage use of outdoor living spaces.

AMENITIES AND OPEN SPACE

Multi-family open space requirements are generally allocated within two categories: common useable open space, and private open space. Private open space within multi-family communities is typically limited in favor of providing access to centralized open space and high-quality amenities throughout the community. The City's current multi-family residential common useable open space requirement calls for 150 square feet of open space to be provided per bedroom. The applicant has not proposed deviations for the multi-family open space and amenity requirements outlined in the Design Review Manual. Utilizing the maximum number of dwelling units the site could develop, the multi-family component of the project could require four (4) amenities, though this will be determined at the time of Site Plan review to ensure compliance with City standards. Since the project site is an infill development, the applicant is not proposing minimum amenities above what is required, though staff will work with a developer at the time of Site Plan review to find creative and high-quality amenities for future residents' benefit that fit within the more urban character of the development and meet minimum requirements. Additionally, given the walking distance to Osuna Park and the Peoria Center for the Performing Arts, the applicant intends for residents to utilize these public amenities as well.

TRAFFIC / INTERNAL CIRCULATION

Grand Avenue is a 4-lane major arterial roadway, and a part of the National Highway System. Therefore it is under the jurisdiction of the Arizona Department of Transportation (ADOT). Vehicular access from Grand Avenue will be subject to approval from ADOT and will need to comply with the US 60 / Grand Avenue Corridor Optimization, Access Management, and System (COMPASS) Study, which limits the number of curb cuts along the Grand Avenue right-of-way. The proposed site orientation of Grand Commons has taken this into consideration, and will comply with ADOT requirements. The ultimate configuration of access may be a ¾ (right-in, right-out, and left-in) access from Grand Avenue, or may only allow for right-in and right-out. Also following the recommendations of the COMPASS Study, the eventual reconfiguration of 84th Avenue has been factored into the site orientation for Grand Commons. The 84th Avenue right-of-way would be maintained for local parcel access dead-ending in a roundabout, only allowing for emergency access from Grand Avenue. Ultimately, the portion 84th Avenue adjacent to Grand Avenue would be landscaped, similar to the greenway outside City Hall that doubles as a fire lane.

The main access for the multi-family will be from 85th Avenue. While the site in its current state has a curb cut on Peoria Avenue, future development of the site will remove this curb cut to increase traffic safety. Since the intent is for Grand Commons to be a more urban and walkable development, the general site orientation is such that shared parking will connect the two uses so that residents or their visitors may utilize it, and patrons of the commercial, retail, and offices may utilize it during business hours. As such, on-site circulation highlights that main drive aisles should function to circulate vehicles and pedestrians throughout the site (Exhibit 9).

WATER / SEWER

Water and sewer facilities exist adjacent to the site and have available capacity to serve the property.

PUBLIC SAFETY

There are no anticipated impacts to public safety due to this proposal.

COMMUNITY INVOLVEMENT

Public Noticing

The application was properly noticed pursuant to Section 21-315 of the Peoria Zoning Ordinance, which includes notification to all property owners within 600 feet of the site and registered HOAs within one (1) mile, posting of two signs on the site (along Grand Avenue and 85th Avenue), and placing an ad in the Peoria Times at least 15 days prior to the Public Hearing.

Outreach Efforts

As a requirement of the rezoning application processes, the applicant conducted a neighborhood meeting and provided a Citizen Participation Report detailing the results of the meeting. The applicant notified all property owners within a 600-foot radius of the site, all registered Homeowners' Associations within one (1) mile, adjacent jurisdictions, and affected school districts for the required neighborhood meeting.

The neighborhood meeting was held on August 25, 2020. Due to the effects of Covid-19, the virtual meeting was held virtually via the app GoTo Meeting. Twenty-nine (29) property owners attended, along with the City Councilor, council assistant, city staff, and the developer team. At the meeting, the applicant presented the details of the project and answered resident's questions. General feedback from residents included concerns about the following: 1) sufficient parking for a mixed-use development due to the proximity to Old Town where there are no parking minimums, 2) ensuring that the multi-family component is responsive to the character of the area, and 3) that the development not negatively impact the level of service for the existing roadways. As this is one of the larger sites near Old Town that is ripe for redevelopment, residents expressed concern in evaluating other uses on site such as a community and recreation center. The applicant team addressed questions of how this development could fit within the larger revitalization and redevelopment plans for Old Town by stressing this development would act as a catalyst to bring more businesses downtown, as well as the residents to support businesses after hours.

To make the project easily accessible so that residents could learn more without having to leave the safety of their homes, the applicant team has hosted a project website at https://grand-commons-dps-abq.hub.arcgis.com/.

Support / Opposition

At the time of this writing staff has not received any opposition to the proposal. Staff did receive a resident's support and enthusiasm for the Grand Commons redevelopment, which is included in Exhibit 11, Citizen Correspondence.

KEY FINDINGS

1. The proposed PAD zoning is in conformance with the goals and objectives set forth in the City of Peoria General Plan and the Old Town Specific Area Plan as well as the proposed Specific Area Plan Amendment;
2. This rezoning request when coupled with the specific property development standards and design guidelines will result in a development that achieves a mixed-use and walkable environment while being contextually sensitive to existing development within Old Town Peoria;
3. The proposal demonstrates appropriate allocations of open space for a multi-family development, and will provided the minimum number of community amenities;
4. In addition to meeting requirements for multi-family amenities, the Grand Commons PAD proposes additional open space adjacent to the non-residential buildings to create an inviting pedestrian environment; and
5. The applicant/owner has submitted a signed and notarized a Proposition 207 waiver, which will be recorded with the conditions outlined in Exhibit 1.

SCHOOL DISTRICT INFORMATION

This property is within the Peoria Unified School District (PUSD) boundary. PUSD has participated in the review of this project and has been in communication with the applicant regarding the proposal and school facilities in the area. The School District has noted they will enter into a Voluntary Assistance Agreement with the developer, though one has not been executed prior to this meeting.

PROPOSITION 207

The voters of Arizona approved Proposition 207, which among other things requires municipalities to compensate property owners for actions which have the effect of diminishing the value of property. The City Attorney's Office has drafted an agreement which waives the applicant's rights to future Proposition 207 claims against the City. Accordingly, the applicant has furnished a signed and notarized Proposition 207 Waiver.

RECOMMENDATION

Staff recommends that the Planning and Zoning Commission take the following action:

1) **Recommend approval of General Plan Amendment Case GPA20-04 to the City Council; and**

2) **Recommend approval of Rezoning Case Z20-06 to the City Council, subject to the attached conditions of approval in Exhibit 1.**

STAFF CONTACT

Amanda Beck
Senior Planner
623-773-7128
amanda.beck@peoriaaz.gov

Z20-06: Grand Commons

8455 Grand Avenue

The requested rezoning for the above referenced property is subject to the following Conditions of Approval in order to protect the public health, safety, welfare, and the City of Peoria:

1. The development shall substantially conform to the Grand Commons Planned Area Development (PAD) Standards and Guidelines Report, and the Project Narrative included with the Staff report to the Planning and Zoning Commission dated 10/15/2020, except as modified herein.
2. The Developer shall comply with all City of Peoria engineering design standards, policies, and requirements at the time of final engineering submittal.
3. The Developer shall provide a Traffic Impact Study/Analysis at time of development and final engineering submittal.
4. Access onto Grand Avenue is subject to Arizona Department of Transportation (ADOT) approval, as this deviates from the approved Corridor Optimization, Access Management, and System (COMPASS) Study.
    a. At the time a user and specific site plan are identified, the Traffic Impact Analysis must be updated.
    b. The City shall coordinate the access with ADOT. Should ADOT approve ¾ (right in, right out, left in) access to and from Grand Avenue, the Developer shall reconstruct the median in Grand Avenue to accommodate ¾ access. The developer shall obtain all necessary off-site permits from ADOT.
5. The Developer shall reconfigure 84th Avenue to terminate north of Peoria Avenue, with emergency only access provided to Grand Avenue from 84th Avenue. The site plan shall be designed to ensure that non-emergency vehicular traffic cannot use this emergency access. The geometrics will be approved at final engineering submittal.
6. The Developer shall construct a bus pull out and shelter or other infrastructure in the Peoria Avenue right-of-way, as approved by the City Engineer at the time of site plan approval.
7. Non-residential and/or mixed-use buildings along Grand Avenue shall be designed with 4-sided architecture such that “back of house” operations are integrated into the building, minimized through façade articulation, or otherwise screened from the right-of-way, as approved by the Planning Director.

Exhibit 1 | Conditions of Approval

8. Should the Developer elect to enter into a shared parking agreement, or seek a parking reduction as outlined with the Grand Commons PAD, the Developer shall demonstrate the reduction shall not result in the spillover of parking onto other properties.
9. As each parcel and/or use is developed, the Developer shall provide a updated parking analysis for the project.

GPA20-04 and Z20-06: Grand Commons

8455 Grand Avenue



Exhibit 2 | Vicinity Map

GPA20-04 and Z20-06: Grand Commons

8455 Grand Avenue



Exhibit 3 | Context Map

GPA20-04 and Z20-06: Grand Commons

8455 Grand Avenue

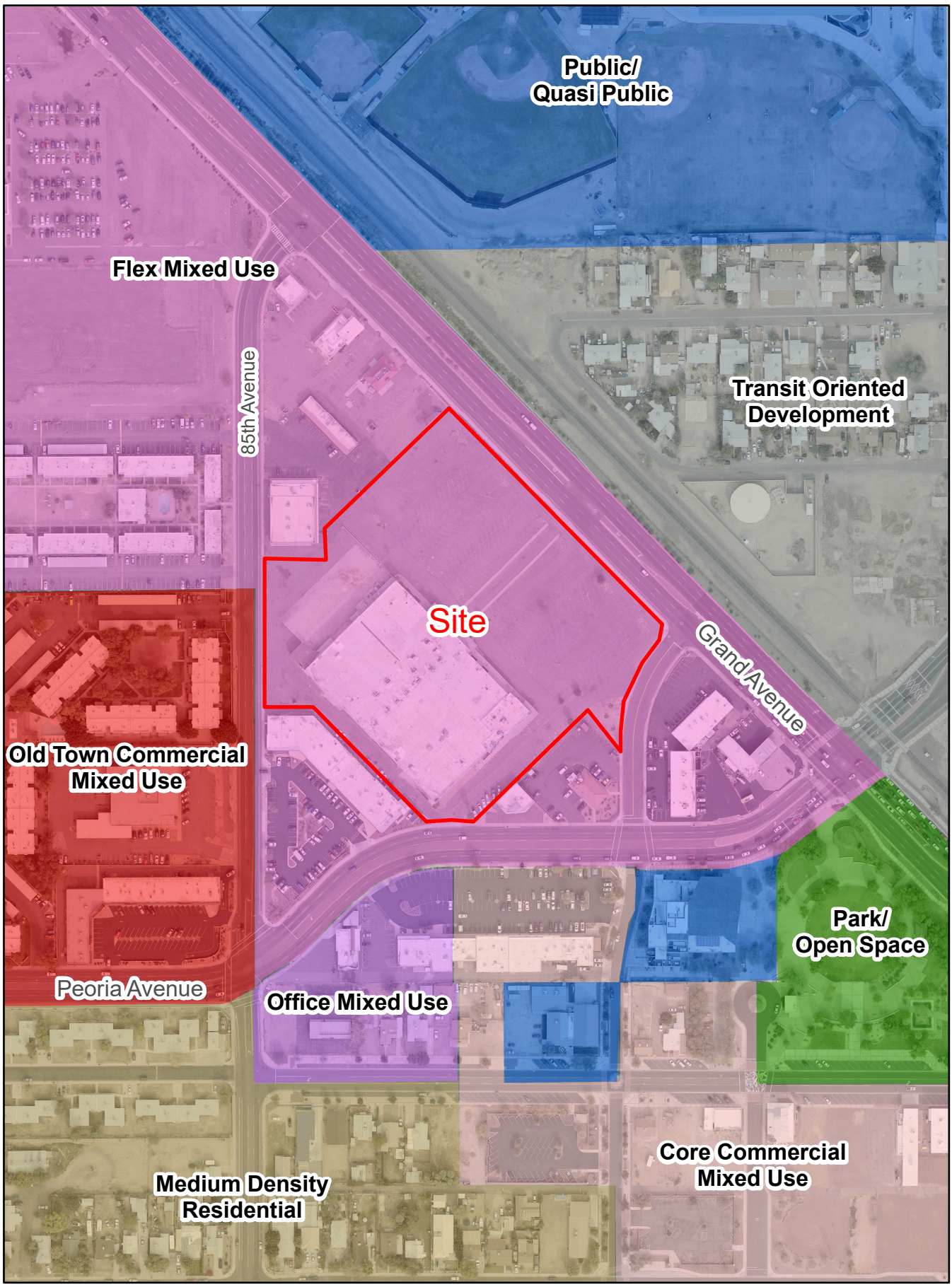


Exhibit 4 | Old Town SAP Map

GPA20-04 and Z20-06: Grand Commons

8455 Grand Avenue

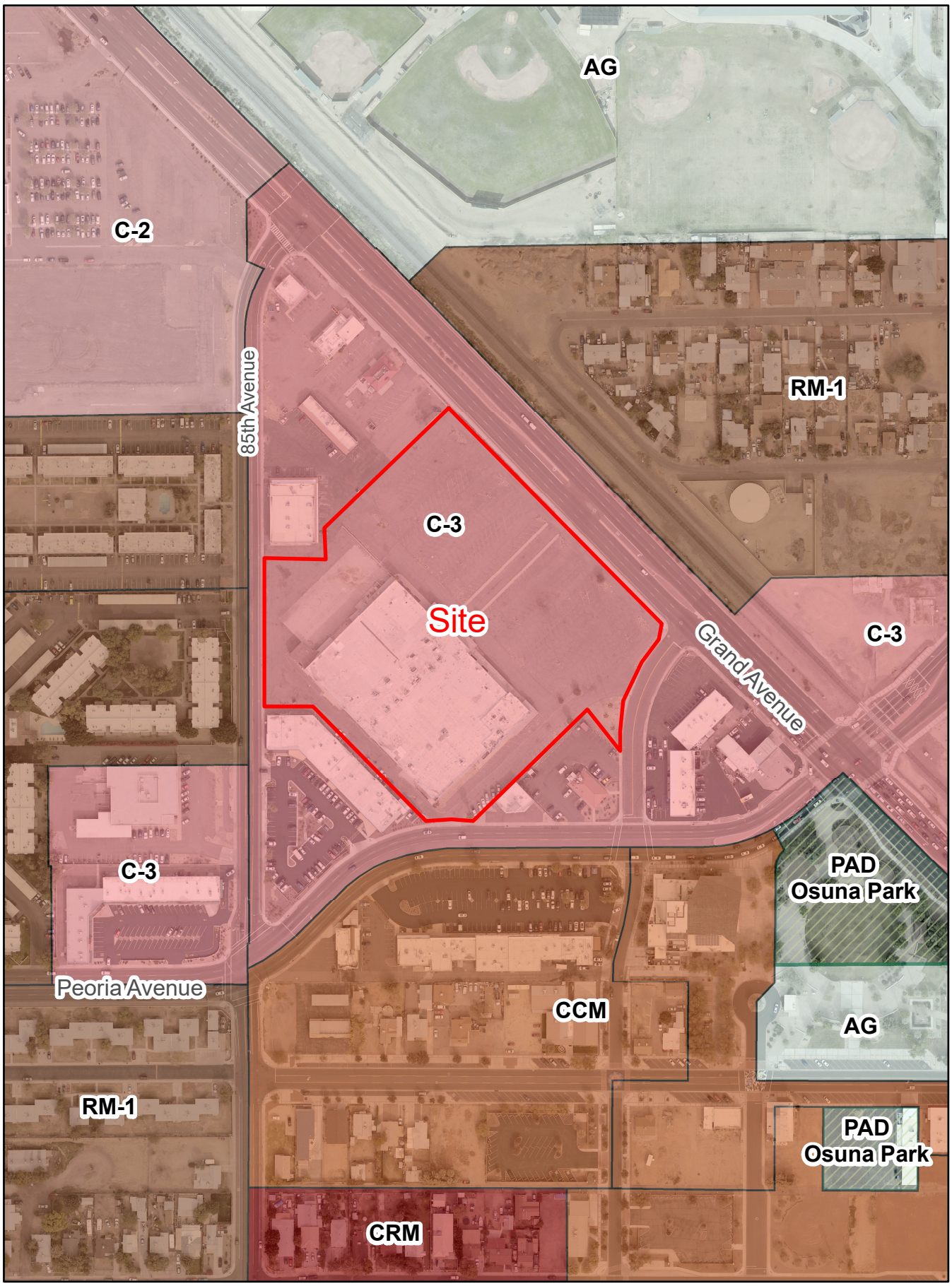


Exhibit 5 | Zoning Map

grand Commons

GENERAL PLAN AMENDMENT
JUSTIFICATION FOR REQUEST

OCTOBER 2020

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1. INTRODUCTION

This is a request for an amendment to the Old Town Specific Area Plan designation for the development of a proposed mixed use project referred to as Grand Commons, located along Grand Avenue between North 84th and North 85th Avenues.

2. LOCATION & CONTEXT

The subject property, approximately 7.5 acres in size, is bordered by Grand Avenue and North 84th Avenue on the east, West Peoria Avenue on the south, and North 85th Avenue on the west (see **Exhibit 1: Vicinity Map**). It is located within the boundaries of the Grand Avenue Central District of the Old Town Specific Area Plan (SAP). Current conditions of the properties along the Grand Avenue corridor north of Old Town are characterized by vacant buildings and large expanses of parking fields with little landscaping or pedestrian amenities.

Various commercial uses immediately surround the subject property to the north and south with multi-family apartments to the west (see **Exhibit 2: Existing Conditions Map**). The subject property is one of many vacant and underutilized parcels within the Grand Avenue corridor. It was the former site of the Smitty's grocery store. The approximately 91,000 square foot building has been vacant since Smitty's closed its doors over twenty years ago, during which time the property has fallen into a severe state of disrepair resulting in the demolition of the building. The site's main access is off Grand Avenue with multiple curb cuts. Access also exists from North 84th Avenue, West Peoria Avenue, and North 85th Avenue. No pedestrian infrastructure exists on site and the multitude of curb cuts along Grand Avenue creates conflicts for pedestrians.

Given the derelict state of the Grand Avenue Corridor, the City of Peoria is currently exploring revitalization options for this corridor through the ongoing development of a Grand Avenue Corridor Plan. The preliminary recommendations of the Corridor Plan identify the subject site as a key area for redevelopment, particularly for a mixed use development that combines multi-family and commercial uses.

3. PROPOSED DEVELOPMENT

The proposed project, fully detailed in the companion request to rezone to a Planned Area Development Zoning District, is for an urban, mixed use development just north of historic Peoria Old Town that creates new commercial and housing uses along the Grand Avenue corridor. The proposed development will feature approximately 14,400 square feet of neighborhood-serving commercial space, within either stand-alone commercial pads or mixed use buildings. The multi-family component would allow for a density of 25 dwelling units per acre. As the existing land use category for the site doesn't accommodate the range of uses appropriate for mixed use development, the applicant is therefore seeking a General Plan / SAP amendment to accompany the concurrent application for the Grand Commons Planned Area Development (PAD) rezoning. The Grand Commons PAD request details the conceptual development plan for the site. General Plan Amendment Request

A. General Plan Designation.

As noted on the Future Land Use Map of the 2040 General Plan (see **Exhibit 3: 2040 General Plan Future Land Use Map**), the site is designated as a Master Planned Area. The City of Peoria approved the Old Town Specific Area Plan in 2011 to provide a vision for the redevelopment and revitalization of the four square miles encompassing the historic Old Town and outlying areas.

B. Old Town Specific Area Plan Designation.

The Old Town SAP currently designates the subject site as Flex-Mixed Use, which is intended to facilitate the development of land uses that are a regional draw including entertainment, hospitality, convention and/or higher education.

C. General Plan Amendment Request

The Old Town SAP Flex-Mixed Use land use designation is intended for larger regional facilities. The existing long-term vacancy of the property indicates that the current Flex-Mixed Use land use designation is not appropriate nor viable based on market conditions. The applicant is therefore requesting to change the Specific Area Plan land use designation from Flex-Mixed Use to Old Town Commercial Mixed Use (OTCMU) (see **Exhibit 5: SAP Land Use Category Maps**). The Old Town Commercial Mixed Use category is intended to facilitate a mixture of uses including office, service, retail and medium to high density residential uses, either integrated vertically or horizontally. The uses included in the OTCMU land use category are more aligned with the City's adopted policies for the subject parcel. The proposed General Plan amendment will allow for the redevelopment of the long vacant site with more appropriate land use designations that align with the City's vision for the revitalization of the Grand Avenue corridor.

4. JUSTIFICATION

1. Provide a brief description and reason for the requested change. Provide supporting data.

The requested proposal is for an amendment to the General Plan for a site that is approximately 7.5 acres in size and bordered by Grand Avenue and North 84th Avenue on the east, West Peoria Avenue on the south, and North 85th Avenue on the west. As noted above, the current Old Town SAP land use designation for the property is Flex-Mixed Use. This request proposes to change the subject site to Old Town Commercial Mixed Use, which is intended to facilitate a mixture of uses including office, service, retail, and medium to high density residential uses, either integrated vertically or horizontally. This proposed change would facilitate the development of a mixed use project comprised of multi-family residential and neighborhood-serving commercial uses. This type of development supports greater goals of the General Plan, the Old Town Specific Plan, as well as City goals for the corridor-wide redevelopment vision of the Grand Avenue Corridor Plan. The proposed land use designation change would further General Plan goals for Smart Growth and healthy community design. The General Plan identifies key components of healthy and complete neighborhoods as walkable neighborhoods in which residents have safe and convenient access to the goods and services needed in daily life. The plan also aims to facilitate Smart Growth development patterns that promote efficient and sustainable land development patterns that optimize prior infrastructure investments and consume less land. If approved, this request would change the land use designation

for the site to one that could accommodate walkable, mixed use projects that would further major General Plan goals.

The subject site is located within the Central District of the Old Town Specific Area Plan, which was envisioned as a transit-oriented development (TOD) to support integrated activities in an urban environment with employment, residential, commercial and entertainment uses in close proximity. Transit-oriented development refers to compact, walkable, mixed use development types within walking distance of public transit. This proposed change to the Old Town Commercial Mixed Use land use designation provides for uses that are more appropriate to facilitate TOD developments. Lastly, the City of Peoria has been exploring the revitalization of Grand Avenue, the draft Grand Avenue Corridor Plan that resulted from this effort identifies the subject site as a prime location to accommodate a catalytic mixed-use development project, which could not be implemented under the current land use designation. As demonstrated above, this proposal to change the land use designation will advance the vision of the General Plan, Old Town SAP and will encourage new investment on a site that has sat vacant for over two decades.

2. If map amendment, indicate the existing and the proposed General Plan Land Use designation(s).

The existing General Plan designation is Master Planned Area, with the underlying Old Town Specific Area Plan that categorizes the property as Flex-Mixed Use, which is intended to accommodate regional amenities such as entertainment, hospitality, convention and/or higher education. The proposed map amendment would keep the General Plan Master Planned Area designation, but change the Old Town SAP designation to the Old Town Commercial Mixed Use land use category to allow a more appropriate mix of uses including office, service, retail and medium to high density residential uses (see **Exhibit 5**). This designation is more in line with the City's vision for the revitalization of the subject project as identified within the General Plan, the Old Town SAP, and the City's draft Grand Avenue Corridor Plan.

3. In what way does the existing plan inadequately provide suitable alternatives for this request?

The dilapidated condition of the existing site and the lack of investment in the Grand Avenue Corridor likely have discouraged the redevelopment of this site. The existing Flex Mixed use category proposes large scale developments that have a regional draw, similar in scale to P83. Since the Plan's adoption, these types of regional developments have failed to gain any traction in this part of Peoria. Given the specificity of the existing plan, there are few, if any, viable projects that would fit the plan's criteria.

The recent 2040 update to the General Plan identifies the envisioned character of the Old Town Activity Center, within which the subject site resides, as a vibrant, walkable, mixed use area for civic, historic, residential, commercial, and employment uses. This desired character is further strengthened by the City's recent visioning efforts to explore viable options for the revitalization of the Grand Avenue Corridor, which have identified the subject site as a key area for mixed use redevelopment. The desire for a greater mix of uses and the long-term vacancy of the site indicate that an amendment to the SAP land use designation that allows a greater mix of uses and compact development is suitable for this area. Under the new designation, the redevelopment of this key site would be facilitated. The Grand Commons project proposes to integrate a desired mix of residential and neighborhood-serving commercial uses, which are compatible with the City's vision for the area. The project has the potential to become a catalyst for the greater revitalization of the area.

4. ***How will this amendment affect property values and neighborhood stability? Provide supporting data and/or case studies.***

The subject site is one of many vacant and underutilized parcels along the Grand Avenue corridor. Like many aging retail corridors, the demand for retail space has decreased significantly, leaving many commercial spaces underutilized or vacant. For many corridors dominated by vacant/underutilized retail space, the introduction of new residential projects has helped to transform the area, both by reinvesting in vacant properties and by creating a new demand for services by increasing the number of residents in the area. This SAP Amendment was initiated due to interest in redeveloping the site for residential and neighborhood-serving commercial uses. This redevelopment proposal will bring more multi-family housing options and neighborhood services to the long vacant, derelict site thereby improving the property values of surrounding properties. Locating multi-family housing options along a major street, in close proximity to existing public transit and employment opportunities provide workforce housing options that bring workers closer to their jobs. This siting of denser, multi-family housing along major corridors also ensures the stability of single-family neighborhoods by placing higher density housing in appropriate locations. As demonstrated by the historic vacancy of the property, the current Flex-Mixed Use land use designation is not appropriate nor aligned with market trends. The proposed General Plan / SAP amendment will allow for the development of land with a desirable land use in support of a stable and diverse community.

5. ***How will this amendment contribute to compatible neighborhood patterns? Provide supporting data.***

As discussed in more detail under Section 2 Location and Context, various commercial uses immediately surround the subject property to the north and south with multi-family apartments to the west. The conceptual land use plan of the Grand Commons PAD that accompanies this SAP request is informed by the surrounding existing neighborhood patterns. It places new residential uses in proximity to existing residential along North 85th Avenue. It proposes new commercial uses that are appropriate along Grand Avenue, where other non-residential uses are concentrated. The proposed Planned Area Development will contribute to the adjoining residential areas while helping to reinvigorate the nearby commercial areas.

6. ***How will this amendment contribute to an increased tax base, economic development, and employment opportunities? Provide supporting data.***

The site is currently severely underutilized with no active uses. The area is considered as the urban core of Peoria and is therefore integral to shaping and promoting economic development within the City. The amendment to the Old Town Specific Area Plan to the Old Town Commercial Mixed Use land use category will allow a mix of residential and commercial uses that will contribute to an increased tax base in the form of new construction and reinvestment in a vacant parcel. In addition to construction jobs associated with the development, there is the potential for new employment associated with the commercial uses. New residents to the area will increase demand for neighborhood-serving retail, restaurants, and services.

7. ***How will this amendment contribute to the City's goal of achieving balanced housing, shopping, employment, and recreational opportunities?***

This amendment will directly contribute to the City's goal of achieving balanced housing, shopping, employment, and recreational opportunities as the Old Town Commercial Mixed Use allows a variety of uses integrated in either

a vertical or horizontal fashion. Old Town Commercial Mixed Use land use category enables a wider range of land uses that help to create a community where residents can work, live, and play in place. This reduces the need for people to commute and contributes to a greater balance of housing, shopping, and employment. New residential uses could leverage the proximity to Old Town Peoria and the range of civic and recreational amenities, which would also support the local small businesses already within the historic Old Town area.

8. ***How will this amendment affect existing infrastructure of the area, specifically, the water, wastewater, and street systems?***

The subject site is located within the urban core of the City that is well served by existing water, wastewater, and street systems. The site lies within the City of Peoria Water Pressure Zone 1E. An 8-inch water main exists along the Grand Avenue project frontage with valves at the corners of the parcel line fronting Grand Avenue, providing water main access to the project site. Public fire hydrants exist at the northern corner of the parcel fronting Grand Avenue. Along North 85th Avenue, there is a 6-inch water main with valves on the opposite side of the street that serve the adjacent multi-family housing with fire hydrants at regular intervals. Existing sanitary sewer facilities in the vicinity include an 8-inch main in North 85th Avenue and an 8-inch main in North 84th Avenue. The main in North 85th Avenue is on the project side of the street while the North 84th Avenue main is on the opposite side of the street. The infrastructure and traffic analysis that accompanies this submission indicate that the proposed development will have minimal impacts on the existing infrastructure due to the adequate capacity of the existing infrastructure. Allowing redevelopment of a vacant, urban site advances the City's Smart Growth goals that aim to promote efficient and sustainable land development patterns to optimize prior infrastructure investments.

9. ***How will this amendment affect the ability of the school district to accommodate children? Indicate the specific schools to be attended and provide attendance and other data reflecting impacts to the specified schools, and district comments.***

The Grand Commons project allows for a maximum of 25 dwelling units per acre, which is in line with the densities outlined within the Old Town SAP. The applicant has been in contact with Peoria Unified School District (PUSD) to determine the impact of the proposed development on the specific schools within the area, including Cheyenne Elementary, Peoria Elementary, Santa Fe Elementary, Alta Loma Elementary, and Peoria High School. The school district has confirmed the COVID-19 pandemic will have an adverse effect on the enrollment of the area schools and may require the district to repurpose certain locations based upon future enrollment. The district recognizes the importance of growth within the central Peoria area and will support the rezoning of the area to include the multi-family housing units.

10. ***Specifically, what Elements, Goals, Objectives, and Policies of the General Plan will be affected?***

2040 GENERAL PLAN

The following section outlines compliance with the goals, policies, and objectives of the Peoria General Plan. Goals and policies are bolded and responses are italicized.

Economic Prosperity Goals and Policies

EP-21 Protect the City's primary commercial corridors and mixed use activity centers from conversion to uses that would limit employment or active uses, such as single-family residential, warehousing, storage, and auto-oriented uses.

The Old Town Commercial Mixed Use designation that would enable the development of Grand Commons would facilitate the redevelopment of the Grand Avenue Corridor. This area is in need of revitalization with many derelict and abandoned commercial properties. The Old Town Commercial Mixed Use designation would provide a wider range of uses that are more appropriate for the transit-oriented development patterns envisioned for the Central District of the Old Town Specific Area Plan in which the subject site is located.

Smart Growth Goals and Policies

Goal 1. Balanced Land Uses: Promote a balanced mix of land uses that support a broad range of housing and lifestyle choices, business and employment opportunities, and cultural and entertainment spaces.

The current Flex-Mixed Use Category is intended to facilitate the development of amenities that are a regional draw. The proposed Old Town Commercial Mixed Use designation allows for the integration of office, business, retail, and medium to high density residential uses. This mix of uses is more appropriate for creating a balanced mix of land uses that supports a broad range of housing and employment opportunities. The uses allowed within the Old Town Commercial Mixed Use designation is more appropriate for the proposed mixed use development that would allow a mix of residential and neighborhood-serving commercial uses in close proximity to the urban core of Peoria.

Goal 2. Focused Growth: Strategically focus new growth into areas of Peoria that enable the achievement of City goals for economic growth, fiscal sustainability, and environmental stewardship, and support the development of new, attractive neighborhoods.

Approving the proposed amendment would accommodate the appropriate uses needed for mixed-use development to occur on a currently derelict infill site, thereby advancing the City's Smart Growth goals to promote efficient and sustainable land development patterns that optimize prior infrastructure investment and require less land.

Goal 4. Sustainable Development: Promote local growth patterns and sustainable development practices that improve quality of life, celebrate culture, protect open space and natural resources, and reduce traffic congestion.

The proposed amendment would change the land use designation of the site to allow a greater and more balanced mix of land uses within the core of Peoria. These uses would encourage mixed use infill that fulfills the vision of the Old Town SAP and larger goals of the Comprehensive Plan for healthy communities and Smart Growth development patterns. The current land use designation only accommodates large regional facilities. The long vacancy of the site indicates that such uses are not supported by the area's market. The proposed land use category would allow for a wider range of uses that are supported by the current market as indicated by the development interest for mixed use development on the site. If

approved, the proposed amendment would create the opportunity for redevelopment of an abandoned site that has been vacant for decades.

Goal 5. Complete Neighborhoods: Offer a range of neighborhoods that offer distinctive, special places to live that are safe and well served by community amenities and gathering spaces.

Complete neighborhoods are defined within the General Plan as follows: "refers to a neighborhood where residents have safe and convenient access to the goods and services needed in daily life." (2040 General Plan, pg.5-10) The proposed Old Town Commercial Mixed Use designation accommodates the range of uses needed to create complete neighborhoods within the core of the City.

Goal 6. Array of Housing Options: Provide an array of high-quality housing types and price points that are built in a sustainable manner and meet the varied needs of segments of the community.

The existing Flex Mixed Use category does not allow for residential uses, only regional facilities that include entertainment, hospitality, convention, and/or higher education land uses. The proposed amendment to OTCMU would allow residential uses, as either standalone units or within vertical mixed use buildings. This would fulfill General Plan goals for providing a larger array of housing options at varying price points.

Balanced Land Uses Policies

LUC-3 Integrate a variety of compatible land uses into new and established neighborhoods to provide residents with convenient access to goods, services, and other community amenities.

The proposed amendment to Old Town Commercial Mixed Use provides a wider range of uses than those allowed within the Flex-Mixed Use category. The mix of uses within the OTCMU accomplishes General Plan goals for more balanced land uses and complete neighborhoods by allowing residential uses to occur in close proximity or vertically integrated with commercial, office or entertainment uses. Such a mixed use category would facilitate the creation of complete neighborhoods that provide residents convenient access to goods, services and other community amenities. As the Old Town area already holds a large number of community assets, it is an appropriate location for more mixed use land use categories that would facilitate the development of complete neighborhoods.

LUC-4 Encourage infill and redevelopment opportunities that place residential, work, and retail land uses in proximity to each other to maximize walking, bicycling, and transit opportunities.

The Grand Commons development includes an attractive public space network throughout the residential and commercial components that facilitates pedestrian movement within the development and connects to adjacent properties. The mix of uses within the development and its adjacency to the City's core creates a framework in which residents can conveniently access goods and services by foot, bicycle, or transit, thereby reducing automobile dependency. The site will create good pedestrian and bicycle connections to Old Town. Public spaces within the development will provide signature landscaping and pedestrian amenities that enhance the character with Old Town.

LUC-6 Locate commercial and employment uses in proximity to adequate transportation and utility infrastructure.

The subject site is located close to existing bus routes (Routes 83 and 106) and within an area with established infrastructure of sufficient capacity. If approved, this amendment would allow more residential, commercial and employment activities in the core of the City, thereby leveraging established transit and infrastructure.

Complete Neighborhoods Policies

CN-1 Promote efforts to make complete neighborhoods by encouraging the development of a mix of complementary uses and amenities that meet the daily needs of residents.

Complete neighborhoods refers to those with convenient access to the goods and services needed in daily life. The proposed land use category would facilitate the infill development of residential housing and neighborhood-serving commercial uses along a corridor in need of revitalization. This will increase the mix of complementary uses along the corridor and aid in the creation of a more complete neighborhood by locating residential use with convenient access to commercial, entertainment and institutional uses.

CN-4 Encourage residential developments to incorporate design features that encourage walking within neighborhoods by:

- **Creating a highly connected block and street network.**
- **Designing new streets with wide sidewalks, planting strips, street trees, and pedestrian scaled lighting.**
- **Orienting homes, townhomes, and apartment and condominium buildings toward streets or public spaces.**
- **Locating garages for homes and townhomes along rear alleys (if available) or behind or to the side of the front façade of the home.**
- **Locating parking facilities below or behind apartment and condominium buildings.**
- **Enhancing the front façade of homes, townhomes, and apartment and condominium buildings with porches, stoops, balconies, and/or front patios.**
- **Ensuring that windows are provided on façades that front streets or public spaces.**

The multi-family portion of the development is designed with an extensive network of pedestrian walkways that connect residential and commercial buildings with the array of open space amenities to adjacent developments. These walkways directly connect to the public sidewalks along North 85th Avenue and Grand Avenue and feature planting strips, street trees and pedestrian-scaled lighting. Residential buildings are oriented towards North 85th Avenue to engage the street frontage and acknowledge the established development pattern on the opposite side of the street. Parking facilities are located to the sides and behind the buildings, screened from the street. The façades of the residential buildings will feature a four-sided architecture design with varying façade articulations and careful compositions of entryways, windows, balconies, and patios.

CN-5 Require new commercial and mixed-use developments to have a pedestrian-scale and orientation by:

- **Placing the building and outdoor gathering spaces along or near the sidewalk.**
- **Locating parking to the rear of the building or internal to the property.**
- **Designing the building with ground floor retail frontages or storefronts that front the street.**
- **Enhancing the property with landscaping, lighting, seating areas, bike racks, planters, and other amenities that encourage walking and biking.**

The Grand Commons PAD that accompanies this SAP amendment establishes site orientation standards that ensure buildings engage public streets and define/enhance public gathering spaces. The project will feature a network of interconnected public spaces of varying scales that enhance the experience of both residents and commercial patrons and will be accessible through a series of pedestrian walkways. The highly amenitized nature of these spaces will create an elevated sense of identity within the development that can aid in attracting higher-quality commercial tenants as well as serving as a catalyst for the revitalization of the greater Grand Avenue corridor. Walkways will connect the residential and non-residential areas of the site, as well as link to existing public sidewalks surrounding the property. Parking is located in the interior of the property while buildings are oriented towards the street and public gathering areas. Commercial uses will feature ground floor retail frontages that front the street to provide an enhanced pedestrian-scale experience along Grand Avenue.

Growth and Sustainable Development Policies

GS-2 Direct dwelling unit density, and employment growth toward infill development sites within the city, especially catalyst and opportunity sites identified within Economic Development related strategic plans or programs.

Grand Commons is a mixed use development featuring both multi-family residential and commercial uses on an infill site along the Grand Avenue corridor. The City is currently exploring revitalization options for this corridor through the Grand Avenue Corridor Plan. The preliminary Corridor Plan identifies this site as a key area for redevelopment. Grand Commons will act as a catalyst for this redevelopment by activating a derelict property within a commercial corridor that adds dwelling units and employment opportunities to the area.

GS-7 Accommodate land use proposals that target growth in the area of existing or planned infrastructure and services.

The proposed development is located along Grand Avenue in a critical infill site that is currently underutilized. This portion of Grand Avenue is in need of substantial redevelopment. Since this area is already designated as a commercial corridor, infrastructure and services are in place to serve the Grand Commons development.

Housing Stock Policies

HS-2 Focus high density residential developments and the residential component of mixed use developments in areas of higher employment to provide workforce housing opportunities near employment nodes.

Grand Commons is located in the urban core with many employment opportunities within walking and biking distance. Old Town Peoria and the City of Peoria Municipal Complex provide a range of employment options located within walking distance of Grand Commons. If approved, an amendment to the General Plan would allow Grand Commons to provide workforce housing options near these established employment nodes.

Placemaking & Community Policies

PC-4 Seek out opportunities to activate passive space through programming or physical placemaking installations that facilitate social interaction.

Grand Commons features activated public spaces in both the residential and commercial areas of the development. The multi-family residential portion features linear green spaces in between buildings that incorporate ample pedestrian amenities. These amenities may include but are not limited to seating, shade elements, play equipment, enhanced landscaping, and pedestrian lighting intended to elevate the user experience and facilitate social interaction. Gathering space in the commercial area may feature elements including but not limited to wide, shaded walkways with seating, enhanced landscaping and pedestrian lighting. Outdoor dining areas will add to the activation of these spaces to contribute to the overall success of the project as a distinctive destination.

Streetscape & Corridors for People

SC-3 Require development to design their frontage so that it focuses on the pedestrian experience and continues any streetscape theming design in place for the area.

The Grand Commons development spans between North 85th Avenue and Grand Avenue. Along North 85th Avenue, residential buildings front the street and feature façade articulations including but not limited to windows, balconies and/or patios. Landscape buffers are provided between the buildings and the street frontage to enhance the pedestrian experience. This site orientation and landscape strategies reflect the pattern of the existing residential developments along North 85th Avenue. Along Grand Avenue, the commercial or mixed use buildings are located next to the street with enhanced landscaping and pedestrian connections in accordance with the City's preliminary Grand Avenue Corridor Plan that encourages revitalization through infill development and streetscape improvements.

SC-4 Maximize opportunities for shade and appropriate pedestrian refuge while minimizing the potential for nuisance activity.

Ample shade is provided through a combination of landscaping and shade structures throughout the development. The shade amenities are located along walkways, at storefront entrances, and at gathering spaces.

SC-6 Plan future public and direct private open space areas and connections to act as links and nodes for a larger network of open space connectivity.

The Grand Commons development incorporates an attractive public space network that facilitates pedestrian movement within the site and connects to adjacent properties. The mix of uses within the development and its adjacency to the City's core creates a framework in which residents can conveniently access goods and services by foot, thereby reducing automobile dependency. Both public spaces within the development and adjacent streets provide signature streetscaping and pedestrian amenities that enhance the character of the Grand Avenue corridor.

Healthy Neighborhoods Goals and Policies

Goal 2. Active Lifestyle Choices: Creation and expansion of convenient and safe opportunities to incorporate physical activity into everyday activities of residents, employees, and visitors.

The variety of open space amenities accommodated within the Grand Commons PAD ensures the creation of convenient and safe opportunities for residents, employees and visitors to incorporate a variety of social and recreational activities into their everyday activities.

Goal 7. Variety of Housing: A diversity of housing types and prices that are high quality, built in a sustainable manner, and meet the varied housing needs of residents for all stages of life.

The residential component of Grand Commons will provide a quality multi-family residential product with rental rates that will be competitively priced to attract a wide demographic range. This project expands the range of housing types and prices within the urban core to meet the varied housing preferences within the city, particularly for the subset of the population which may have a desire for more urban, walkable alternatives.

Community Wellness Policies

CW-8 Advocate for more complete, healthy communities that provide access to a range of daily goods and services, and recreational resources within comfortable walking distance of homes.

As mentioned in the responses above, the approval of the General Plan Amendment would facilitate the mixed use redevelopment of a vacant site that would aid in the development of a more complete, healthy community in which residents can conveniently access a range of service, employment, and recreational resources within walking distance of their homes.

CW-10 Facilitate social interaction and foster a sense of identity and community pride by providing attractive, safe walkways, and linked community gathering spaces.

Grand Commons will feature a network of community gathering spaces linked by safe pedestrian walkways that allow residents and commercial patrons a variety of social and recreational opportunities. The PAD standards ensure that the design of these spaces includes both pedestrian amenities and placemaking elements so that these spaces become destinations within the development that foster a strong project identity and community pride.

CW-13 Support and promote development and redevelopment that reduces automobile dependency through more efficient and varied use of lands.

The Grand Commons PAD provides housing and commercial uses on a piece of land in the heart of the City in close proximity to established employment, service, and entertainment opportunities. This project supports sustainable development patterns that help create a complete community in which residents have convenient access to employment and services that are within walking distance or a short bus ride, thereby reducing the need for automobiles.

OLD TOWN SPECIFIC AREA PLAN

The following section outlines compliance with the goals, policies and objectives of the Old Town Specific Area Plan Goals and policies are bolded and responses are italicized.

Old Town Specific Area Plan Guiding Principles

Increase Economic Vitality

- **Promote mixed-use development, neighborhood serving uses, an assortment of housing types, and a variety of transportation modes.**
- **Recruit businesses such as restaurants, retail stores, services, and entertainment that will serve the local market and also attract visitors.**

The proposed amendment and accompanying PAD request would permit a larger assortment of residential and commercial uses to occur on the property. Allowing a truer mix of uses to be developed on the subject property would fulfill the goal of the Old Town SAP to increase the economic vitality of the area as it would permit a mixed use development on the subject property that increases the assortment of housing and neighborhood-serving uses within the Grand Avenue Corridor District. Further, the commercial spaces within the development could be utilized to recruit a mix of restaurants, retail stores, services, and entertainment uses to serve the local market and attract visitors to the development.

Foster Character & Sense of Place

- **Establish a vibrant environment that lends to a dynamic, exciting, and welcoming atmosphere that defines the "Old Town experience".**
- **Integrate new development into the established scale, architectural and historical contexts of Old Town.**
- **Create a safe and pedestrian-friendly environment that enhances the "Old Town experience" for all user groups.**
- **Promote "Main Street" architectural character with buildings fronting pedestrian sidewalks and on-street parking.**
- **Promote design standards for development and construction that respond to community values of quality architectural design and distinctiveness.**

The proposed SAP amendment and the accompanying PAD request would facilitate the development of a quality mixed use project that is in line with the SAP principle to foster character and a unique sense of place within the Old Town area. If approved, the Grand Commons mixed use project would create a more defined urban character and sense of place along the Grand Avenue Corridor. The PAD standards for

Grand Commons establish a development framework that ensure the project will create a vibrant, walkable pedestrian environment that enhances the Old Town experience while integrating itself into the established context of the area. Site layout standards are utilized to orient commercial buildings to emulate a "Main Street" feel with wide sidewalks and patio spaces engaging the street. Architectural standards are in place so that buildings respond to community values of quality architectural design and distinctiveness. Other standards that address elements like placemaking, signage, open space and landscaping aim to create a distinctive, vibrant destination that enhances the Old Town experience.

Develop Connectivity & Walkability

- **Coordinate land use and transportation to increase the efficiency and performance of the existing road network.**
- **Foster a mix of land uses that are accessible by all modes of transportation.**
- **Encourage mixed land uses and compact development with a variety of neighborhood services such as salons, grocery stores, coffee shops, restaurants, dry cleaners, medical offices, and banks within a 10-minute walk of residential and employment uses.**
- **Encourage complete neighborhoods that provide appropriate streets, public spaces, and pedestrian-oriented retail to ensure safe and inviting pedestrian conditions.**
- **Create shaded and comfortable pedestrian routes.**
- **Develop an environment free of barriers and offer safe and convenient routes between uses.**

This SAP amendment would support sustainable development patterns that help create a complete community in which residents have convenient access to employment and services that are within walking distance or a short bus ride. If approved, this SAP amendment would facilitate the development of compact, mixed use development that is conveniently accessible by a variety of transportation methods and aid in the development of the area as a more complete community that increases the efficiency and performance of the existing road network.

The Grand Commons project is also proposed to include a series of commercial and residential gathering spaces connected by a network of onsite pedestrian pathways. Approval of the SAP amendment would therefore also implement several of the objectives within the Old Town SAP regarding the development of safe and inviting pedestrian environments.

Promote Sustainability

- **Promote sustainable development principles, including the reuse of existing buildings and infrastructure, the use of energy efficient designs and materials, as well as the use of drought tolerant/native plants, permeable paving and surface treatments, and the incorporation of solar heating and solar energy-generating technologies.**

The proposed amendment is needed to facilitate the Grand Commons PAD, which proposes to infill a mixed use development on a long vacant site that is well served by existing infrastructure, thereby promoting sustainable development practices with the Old Town area that leverage the City's existing infrastructure investments.

Grand Avenue Corridor District Development and Urban Design Objectives

Development Objectives

- **Boost activity in Old Town by increasing the population of Old Town area employees, who can frequent area businesses.**

Grand Commons is located directly to the north of Old Town and is well-positioned to boost activity in Old Town through increasing the population of the area and adding viable commercial uses that complement Old Town businesses. This project features pedestrian connections that easily link the development to the existing land uses surrounding the site so as to encourage walkability and improve access to Old Town.

Urban Design Objectives

- **Redevelopment projects should include improved site design, better access management techniques, attractive building façades, and landscaping.**
- **Establish safe and effective pedestrian connections along Grand Avenue to the Old Town core.**

The site is located within the Grand Avenue Corridor District of the Old Town SAP. The proposed development furthers the development and urban design objectives of the district by redeveloping a severely underutilized property at the urban core of the City with multi-family housing and commercial uses. The project is designed in such a way as to restrict access to one curb cut along Grand Avenue and two curb cuts along North 85th Avenue. This improves upon the existing access that includes multiple curb cuts. Buildings are designed with four-sided architecture and feature varying facade articulations including but not limited to windows, patios and balconies. Enhanced signature landscaping throughout the property includes landscape strips, street trees, and gathering areas for residents and shoppers.

A network of pedestrian walkways within the site and connecting to adjacent properties allows a high level of mobility. Connections to the public sidewalk along Grand Avenue include appropriate crosswalk treatments and enhanced landscaping that allow for a safe and effective pedestrian experience.

11. ***How will this amendment support the overall intent and/or constitute an overall improvement to the General Plan?***

The 2040 General Plan seeks to retain the character and values that make Peoria special, while accommodating population growth in a better way than simply continuing to expand the city outward. The plan states that it seeks to accomplish this goal by "incorporating the principles of Smart Growth and healthy community design, and reinvesting in areas to create vibrant centers, providing housing close to jobs, promoting transit use and walking, and minimizing traffic congestion." This SAP amendment and accompanying PAD request for the Grand Commons project supports the overall intent of the General Plan. If approved, the SAP amendment would facilitate the smart growth vision for inward growth through the redevelopment of an urban infill site within the Old Town Activity center, additionally aiding in the reinvestment of the core and the revitalization of the Grand Avenue corridor as desired by the City. As a mixed use development, Grand Commons would provide quality housing and neighborhood-serving commercial uses in close proximity to the established amenities and transit system of Old

Town. This would further ensure that the Old Town area functions as a complete community where residents can conveniently access a variety of housing, service, and employment opportunities. Based on this rationale, we believe that the proposed SAP amendment and the accompanying PAD would support the overall intent of the General Plan.

5. CONCLUSION

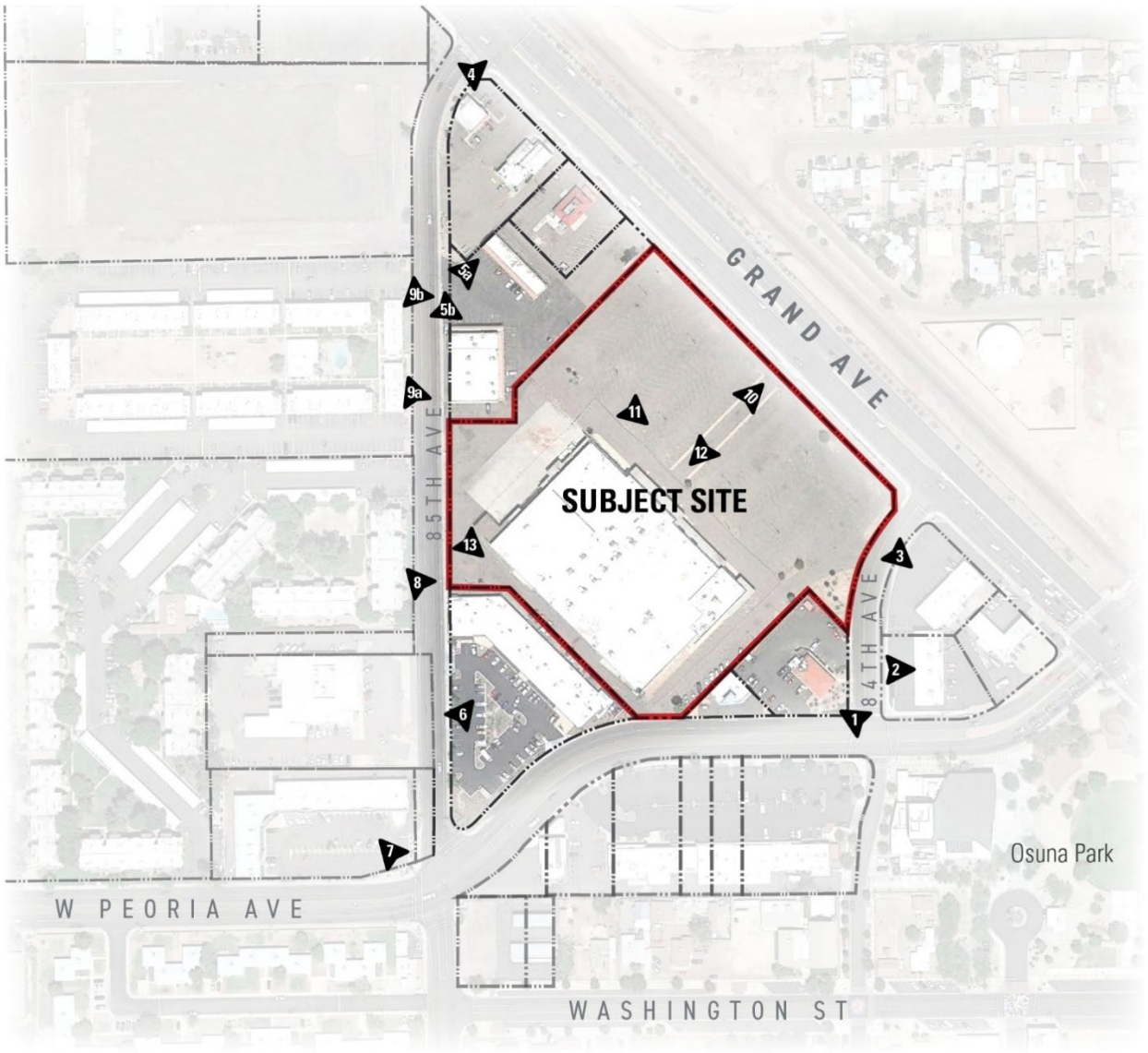
Based upon the rationale presented in this document, the requested General Plan Amendment is reasonable and necessary to facilitate the redevelopment of a long vacant infill parcel with a quality mixed use development project that would benefit the community and implement several City goals for the area. The subject site's inability to be developed in accordance with its designated Flex-Mixed Use category has been validated by the continuing vacant status of the parcel. We respectfully request approval of the General Plan Amendment to facilitate the development of a mixed use project that offers quality housing and commercial opportunities along a derelict corridor in close proximity to the heart of Peoria. The proposed residential and commercial uses align with the objectives of the Old Town Commercial Mixed Use land use designation under the Old Town SAP and the requested General Plan Amendment is supported by the Goals and Policies of the 2040 General Plan as well as the Old Town SAP.

D. EXHIBITS

EXHIBIT 1: Vicinity Map



EXHIBIT 2: Existing Conditions Map



Mixed commercial
The Grand Avenue Corridor is characterized by a mix of commercial and retail uses suburban in character.



1. Don Lencho's Restaurant



2. Firestone Complete Auto Care



3. Various commercial tenants



4. K-May Donuts & Bagels



5. Adobe Plaza



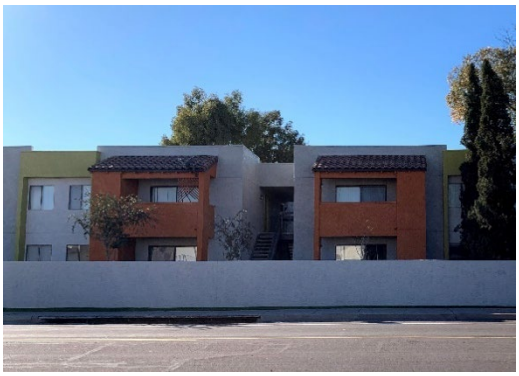


6. Wagoner Plaza 2



7. Mike Market

Multi-family Housing
The area to the east and west of the site is predominantly characterized by medium density multi-family housing that serves as a transition to single-family subdivisions beyond.



8. Cedar Meadows Apartments



9. Villas at Montebella

Existing Site Conditions
The existing site housed a vacant building that was formerly the Smitty's grocery store.

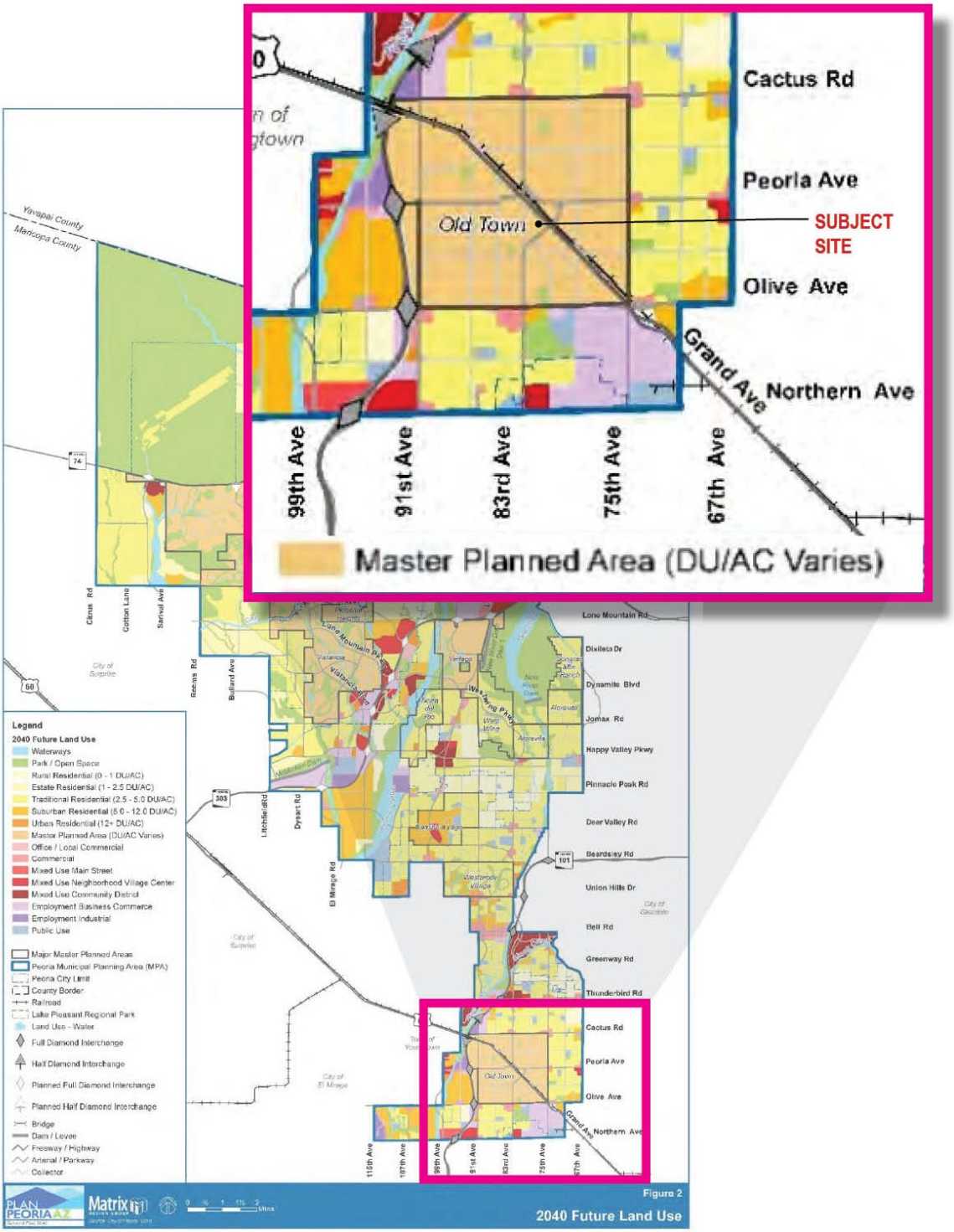

10. Entrance


11. Parking field


12. Former Smitty's building

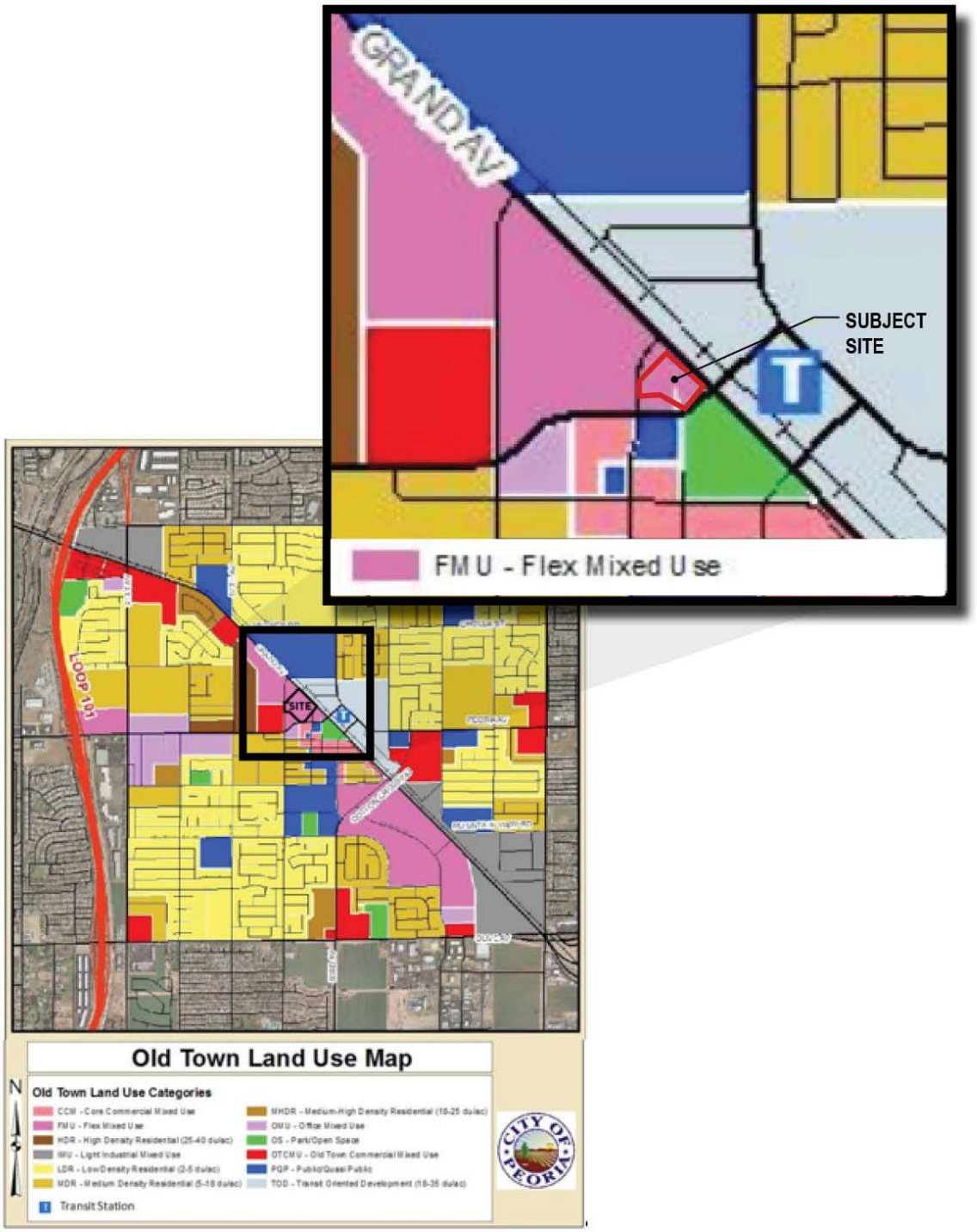

13. Alley

EXHIBIT 3: **2040 General Plan Future Land Use Map**



The 2040 Future Land Use Map of the General Plan indicates the subject site as Master Planned Area (MPA). The Old Town Specific Area Plan therefore provides the appropriate land use category, see Exhibits 4 and 5.

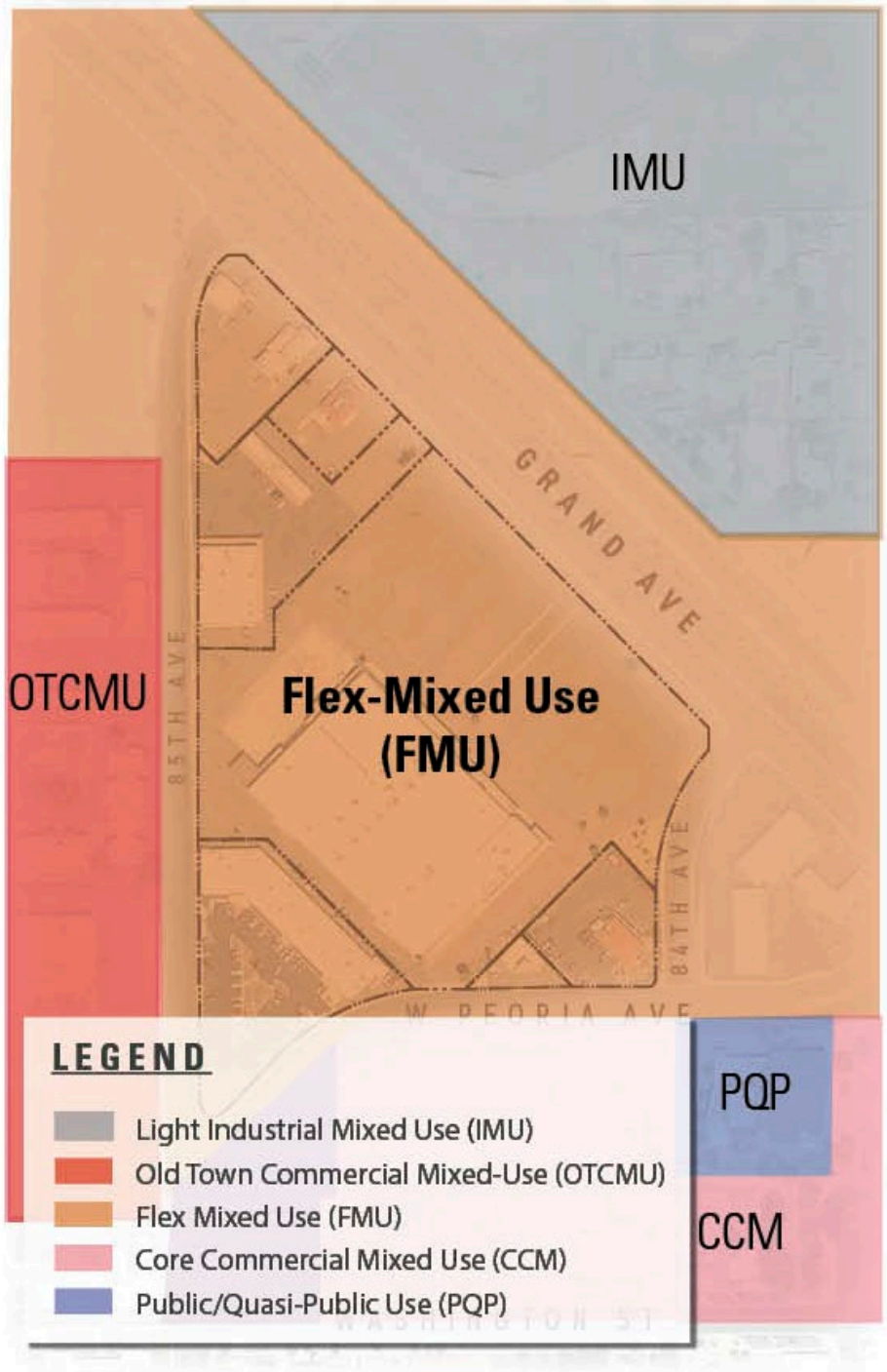
EXHIBIT 4: Old Town SAP Map



The existing Old Town SAP Land Use Map, prior to the adoption of the PAD, indicates the site as Flex-Mixed Use. See Exhibit 5 for proposed category.

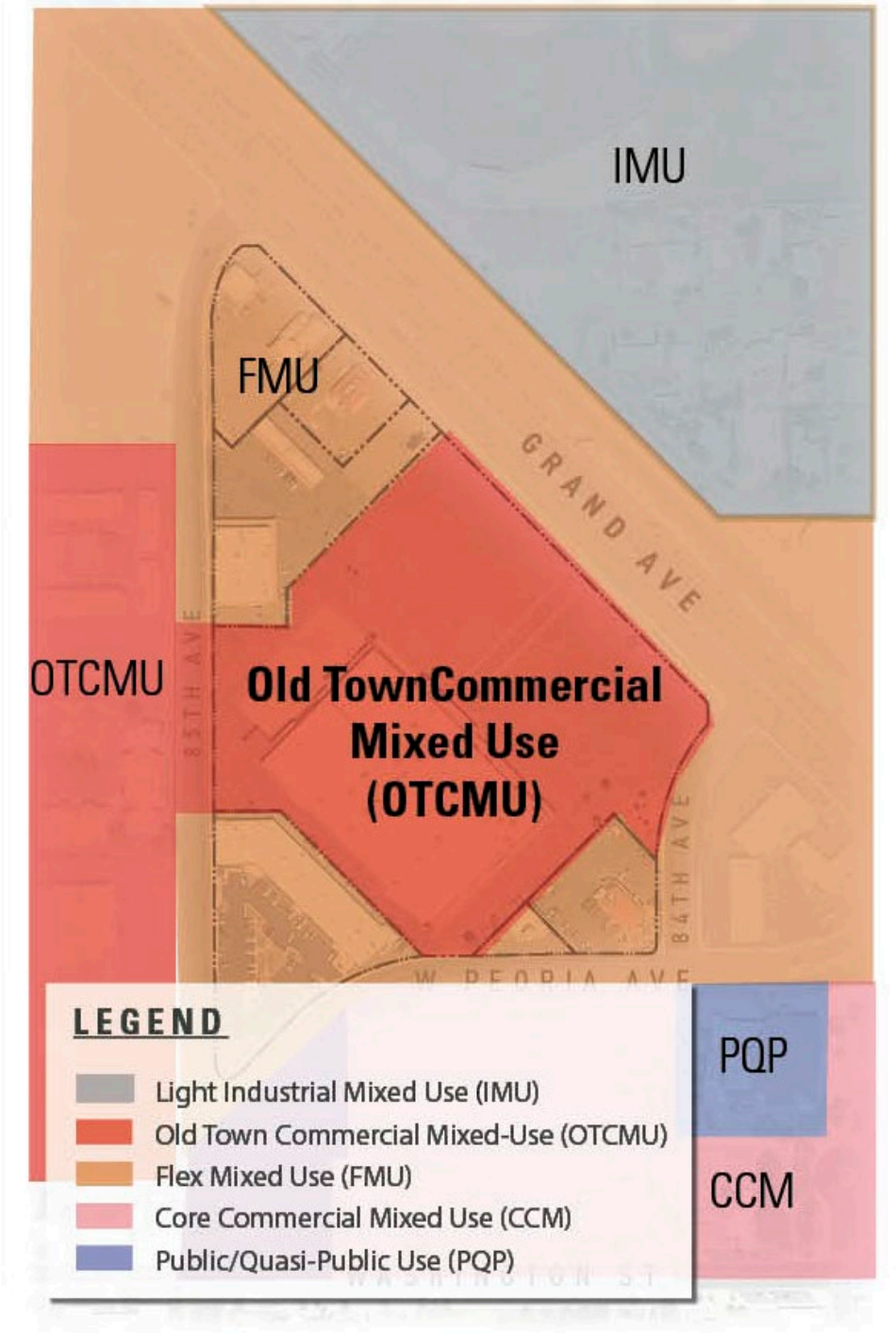
EXHIBIT 5: SAP Land Use Category Maps

Exhibit 5.1: Existing SAP Land Use Category



Existing SAP Land Use Category for the site is Flex-Mixed Use.

Exhibit 5.2: Proposed SAP Land Use Category



This amendment proposes to change the site to the Old Town Commercial Mixed Use (OTCMU) category.

EXHIBIT 6: Legal Description

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF MARICOPA, STATE OF ARIZONA, AND IS DESCRIBED AS FOLLOWS:

That portion of the East half of the Southeast quarter of Section 22, Township 3 North, Range 1 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, lying Southwesterly of the Southwesterly right-of-way line of U. S. Highway 60-70-89 (Grand Avenue), being more particularly described as follows:

BEGINNING at the Southwest corner of the East half of the Southeast quarter of said Section 22;

Thence North 00 degrees 10 minutes 17 seconds East (assumed bearing) 510.24 feet along the West line of said East half of the Southeast quarter to the TRUE POINT OF BEGINNING for the herein described parcel of land;

Thence continuing North 00 degrees 10 minutes 17 seconds East, 270 feet along the said West line of the East half of the Southeast quarter;

Thence South 89 degrees 49 minutes 43 seconds East, 140 feet;

Thence North 00 degrees 10 minutes 17 seconds East, 56.16 feet;

Thence North 45 degrees 42 minutes 42 seconds East, 327.22 feet to a point on the Southwesterly right-of-way line of U. S. Highway 60-70-89 (Grand Avenue) as recited in Book 590 of Deeds, Page 508, of Official Records;

Thence South 44 degrees 17 minutes 18 seconds East, 555 feet along said Southwesterly right-of-way line of U. S. Highway 60-70-89 (Grand Avenue) to a point that is the Northwesterly end of the Westerly right-of-way line of 84th Avenue (Peach Street) as dedicated in Docket 7752, Page 520, of Official Records;

Thence along a curve, concave right, having a radius of 20.63 feet and a central angle of 86 degrees 28 minutes 45 seconds 31.14 feet to the Southerly end of said curve and the beginning a curve, concave left, having a radius 315.32 feet and a central angle of 42 degrees 00 minutes 09 seconds;

Thence 231.16 feet along the arc of said curve and the Westerly right-of-way line of 84th Avenue (Peach Street) to the end of said curve;

Thence North 41 degrees 15 minutes 45 seconds West, 94.54 feet;

Thence South 45 degrees 42 minutes 42 seconds West, 292.64 feet to a point on the Northerly right-of-way line of Peoria Avenue as described in Docket 7141, Page 363, of Official Records;

Thence South 89 degrees 59 minutes 26 seconds West, 43.91 feet along said Northerly right-of-way line of Peoria Avenue to the beginning of a curve, concave left, having a central angle of 4 degrees 55 minutes 50 seconds and a radius of 326.33 feet;

Thence 28.08 feet along the arc of said curve and the said Northerly right-of-way line of Peoria Avenue;

Thence North 44 degrees 17 minutes 18 seconds West, 302.01 feet along a line that is parallel with and 565 feet Southwesterly of the above said Southwesterly right-of-way line of U. S. Highway 60-70-89 (Grand Avenue);

Thence North 89 degrees 49 minutes 43 seconds West, 126.91 feet to the TRUE POINT OF BEGINNING for the herein described parcel of land;

EXCEPT that portion as condemned by the State of Arizona Department of Transportation by the Final Order of Condemnation recorded December 20, 2010 as Document No. 2010-1104400, of Official Records, described as follows:

That portion which lies between the existing Southwesterly right-of-way line of U. S. Highway 60 (Wickenburg – Phoenix Highway) and the following described New Right of Way line:

Commencing at PK nail with tag LS21080 marking the Southeast corner of said Section 22, being South 00 degrees 09 minutes 00 seconds East 2638.04 feet from a 3 inch City of Peoria brass cap that is flush marking the East quarter corner of said Section 22;

Thence along the East line of said Section 22 North 00 degrees 09 minutes 00 seconds West 213.62 feet to the existing right-of-way centerline of said U. S. Highway 60;

Thence along said existing right-of-way centerline North 44 degrees 39 minutes 15 seconds West 690.94 feet;

Thence South 45 degrees 20 minutes 45 seconds West 111.33 feet to the POINT OF BEGINNING on the existing Westerly right-of-way line of 84th Avenue;

Thence North 00 degrees 25 minutes 32 seconds West 30.00 feet;

Thence North 44 degrees 05 minutes 53 seconds West 515.24 feet;

Thence North 44 degrees 39 minutes 15 seconds West 424.06 feet;

Thence South 88 degrees 48 minutes 32 seconds West 23.12 feet;

Thence South 47 degrees 39 minutes 09 seconds West 20.00 feet to the POINT OF ENDING on the existing Easterly right-of-way line of 85th Avenue.

grand Commons

PROJECT NARRATIVE

OCTOBER 2020

Exhibit 7 | Grand Commons PAD Narrative and Justification

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Technical Reports (submitted separately)

A. Parking Study
B. Preliminary Water and Wastewater Report

INTRODUCTION

This is a request to rezone the subject property to a Planned Area Development (PAD) designation for the development of a proposed mixed use project referred to as Grand Commons, located along Grand Avenue between North 84th and North 85th Avenues.

LOCATION & CONTEXT

The subject property, approximately 7.5 acres in size, is bordered by Grand Avenue and North 84th Avenue on the east, West Peoria Avenue on the south and North 85th Avenue on the west (see **Exhibit A: Vicinity Map**). It is located within the boundaries of the Central District of the Old Town Specific Area Plan (SAP). Current conditions of the properties along the Grand Avenue corridor north of Old Town are characterized by vacant buildings and large expanses of parking fields with little landscaping or pedestrian amenities.

Various commercial uses immediately surround the subject property to the north and south with multi-family apartments to the west (see **Exhibit B: Existing Conditions Map**). The subject property is one of many vacant and underutilized parcels within the Grand Avenue corridor. It was the former site of the Smitty's grocery store. The approximately 91,000 square foot building has sat vacant since Smitty's closed its doors nearly twenty years ago, during which time the property has fallen into a severe state of disrepair resulting in the demolition of the building. The site's main access is from Grand Avenue with multiple curb cuts. Access also exists from North 84th Avenue, West Peoria Avenue and North 85th Avenue. No pedestrian infrastructure exists on site and the multitude of curb cuts along Grand Avenue creates conflicts for pedestrians.

CONFORMANCE WITH REGULATORY DOCUMENTS

The site is designated as a Master Planned Area within the General Plan and falls under the purview of the Old Town Specific Area Plan (SAP).The General/SAP Amendment that accompanies this PAD request, proposes to change the Old Town SAP land use designation of the subject site from Flex Mixed Use to Old Town Commercial Mixed Use (OTCMU) land use category. The Old Town Commercial Mixed Use land use category is intended to facilitate a mixture of uses including office, service, retail, and medium to high density residential uses, either integrated vertically or horizontally. This project is in alignment with the desired uses as it establishes the framework for a mixed use development with residential and commercial uses (see **Exhibit C: Old Town SAP Map** and **Exhibit D: Zoning Maps**).

DEVELOPMENT PROPOSAL

The Grand Commons project and associated PAD is intended to further the City's economic development goals for the Grand Avenue corridor by facilitating a catalytic mixed use development that spurs the revitalization of the corridor. The following development proposal outlines the site plan for the PAD that is envisioned to further these goals.

Grand Commons is an urban, mixed use development just north of historic Peoria Old Town that creates new commercial and housing uses along the Grand Avenue corridor. The PAD's development plan establishes a

high-quality design framework with consistent architectural and landscape elements and offers strong pedestrian linkages between the residential and non-residential portions of the site.

The Conceptual Site Plans in Exhibit E illustrate two potential site framework options for Grand Commons. The first option, the "Commercial" option (**Exhibit E.1: Conceptual Site Plan - Commercial Option**), distributes the mix of uses horizontally while the "Mixed Use Building" option (**Exhibit E.2: Conceptual Site Plan – Mixed Use Option**) vertically integrates non-residential and residential uses into the same building along Grand Avenue, with additional residential along North 85th Avenue. These conceptual site plans illustrate two alternatives that are in compliance with the General Plan designation of Old Town Commercial Mixed Use, and are appropriate for the site and the surrounding context. The conceptual site plans shown in Exhibit E.1 and Exhibit E.2 are subject to change as the project continues into the design phase; however, the overall density, mix of uses and intent will remain the same. The final site plan will be determined through the City of Peoria's site plan review process.

The conceptual site plan in Exhibit E.1 illustrates approximately 14,400 square feet of neighborhood-serving commercial space in the form of two free-standing commercial pads fronting Grand Avenue and the multi-family portion, which would allow for a maximum density of 25 dwelling units per acre, is located at the rear of the site. In this conceptual plan, the non-residential portion of the site consists of two buildings oriented along the primary entrance off of Grand Avenue to emulate a "Main Street" feel with wide sidewalks and patio spaces engaging the street. The alternative site configuration in Exhibit E.2 replaces the commercial buildings with mixed use buildings that feature ground-floor retail with multi-family housing above.

The residential portion of the site is located behind the commercial uses and engages the established multi-family housing located on the west side of North 85th Avenue. The vision is to create an urban living environment that provides convenient access to an array of services, employment opportunities, and amenities near the heart of Peoria. The proposed plan would allow for a maximum density of 25 dwelling units per acre and create a contemporary urban community designed to appeal to a diversity of households. It will feature a variety of amenities, which may include a swimming pool, a tot lot / jungle gym, a community plaza area, and a dog park.

As a mixed use development, the site design is intended to create strong connections between the commercial and residential uses. To enhance connectivity, the hardscaped plaza space directly to the south of the primary commercial entrance will be shared by the commercial and residential uses. The onsite pedestrian circulation network shall provide a minimum of one (1) connection between the residential and commercial uses, potentially accessed at the shared plaza. Additionally, placemaking through coordinated site elements such as architectural character, signage, and landscaping are utilized to create a strong identity for the overall development.

DEVELOPMENT STANDARD DEVIATIONS

The Planned Area Development (PAD) zoning designation is intended to provide an alternative zoning district to the conventional zoning and development standards in the City. Grand Commons proposes four (4) deviations from City standards within the PAD standards report:

a. **Reductions to the front setback requirements for the multi-family and commercial or mixed use buildings fronting major streets**, particularly the multi-family buildings directly fronting North 85th Avenue and the commercial/mixed use buildings fronting Grand Avenue. Reducing the required front or exterior setback to 10 ft. and the rear / interior setback to 5 ft. accomplishes the desired compact mixed use development. The reduced rear setback is also necessary to create the desired integration of

the commercial and residential uses. Similarly, reducing the setback for the commercial uses benefits the compact design. The setback from Grand Avenue or any other exterior side is proposed to be reduced from 15 ft. to 10 ft. and the interior setback is 5 ft. The reduced front setback promotes National Best Practices by creating a "street wall" of building facades that begin to activate the roadway and enhance the pedestrian experience.

b. **Increases to the maximum building height for the commercial/mixed use buildings along Grand Avenue.** The Grand Commons PAD provides increased maximum building height of 60' from the 48' currently allowed within the C-2 zoning district, as the City's zoning ordinance does not accommodate the typical construction practices required for vertical mixed use. The table below outlines typical floor-to-floor heights for vertical mixed use development, which indicated that in order to accommodate a 4 story vertical mixed use building a minimum range of 52-54' is needed, e.g.16'+11'+11'+12'+4'=54'. The PAD proposes a maximum building height of 60' for the commercial/mixed use buildings along Grand Avenue to ensure that vertical mixed use building construction is feasible along this major corridor, which is an appropriate location for increased height.

TABLE 1: Typical Floor-to-Floor Heights for Vertical Mixed-Use	
First Floor Height	14'-16'
Upper Floor Height (if any)	11'
Top Floor, including roof structure	12'
Parapet Height	4'

c. **Reductions to the minimum parking standards for the commercial and residential uses.** The Grand Commons PAD is proposing parking rates which differ from the typical City of Peoria parking requirements, but were based on national best practice provided within the Urban Land Institute (ULI) Shared Parking, 3rd Edition. The existing City requirements are most often applied to individual developments which incorporate a single use on a parcel. The existing parking code rates are applied to developments throughout the City and do not provide a mechanism to reflect the unique characteristics of a specific location. The strict application of the existing code requirements for parking has the potential to result in parking fields which are underutilized. The impact of providing excess parking spaces can negatively impact the character of proposed development due to increased areas of unneeded paved surfaces which could be better utilized for site amenities. The PAD parking provisions attempts to "right-size" the parking field based on the project location and the mixed-use characteristics of the proposed development.

The refinements to the PAD parking provisions generally fall into three main categories:

1. Update to the peak parking demand based on most current observed peak parking rates (ULI).
2. Refinements to the parking demand to account for enhanced opportunities for pedestrian and transit utilization.
3. Evaluation of the synergistic nature of the proposed mix of uses related to variations in parking demand by time of day, day of the week, and month of the year.

The required parking for the ultimate development plan will be dependent on the final mix of uses. The precise mix of uses that will be developed, from the list of permitted uses in the PAD, will not be known until the final site plan is developed. In order to review the off-street parking requirements, an assumption for the likely number of residential units and commercial uses, based on the Commercial

Option for the Conceptual Site Plan, was developed. The potential development land use assumptions include:

Grand Commons PAD Land Use Assumptions	
Residential	
Multi Family	62 One Bedroom Multi-family residential units 125 Two Bedroom Multi-family residential units
Total	**187 total residential units**
Commercial Uses	
Restaurant	1,500 square feet of serving area 1,000 square feet of preparation area
Subtotal	2,500 total square feet of restaurant space
Office	5,950 square feet of professional office space
Retail	5,950 square feet of unspecified retail use
Total	**14,400 total square feet of neighborhood serving commercial space**

The parking requirements outlined in Section 8 (Supplemental Regulations) of the zoning code - 21-825, Parking Requirements, for the potential land use assumptions, are summarized below:

Peoria Zoning Code Requirements		
Residential		
Multi-family	One Bedroom Multi-family residential units Two Bedroom Multi-family residential units Visitor Spaces	1.5 spaces / unit 2.0 spaces / unit 1.0 spaces / 10 units
Commercial		
Restaurant	Square feet of serving area Square feet of preparation area	1.0 spaces / 50 square feet 1.0 spaces / 200 square feet
Professional Office	Square feet of office space	1.0 spaces / 200 square feet
Unspecified Retail Use	Square feet of unspecified retail use	1.0 spaces / 250 square feet

The Urban Land Institute (ULI) Shared Parking, 3rd Edition was also reviewed to compare the most current observed peak parking rates to the PAD and Peoria Code rates. The ULI shared parking standards are recognized as an industry-standard that were developed by leading parking experts, in collaboration with parking professionals and developers. The peak parking rates identified by ULI, for the potential land use assumptions, are summarized below:

ULI Shared Parking Numbers		
Residential, Suburban		
Multi-family	One Bedroom Multi-family residential units Two Bedroom Multi-family residential units Visitor Spaces	0.9 spaces / unit 1.65 spaces / unit 1.0 spaces / 10 units
Mixed-Use / Commercial Space		
	Square feet of serving area	1.0 spaces / 70 square feet

Restaurant - Fast Casual / Fast Food	Square feet of preparation area	1.0 spaces / 70 square feet
Office (<25 ksf)	Square feet of office space	1.0 spaces / 262 square feet
Retail (<400 ksf)	Square feet of retail space	1.0 spaces / 278 square feet

The table below summarizes the differences between the requirements of the Peoria Zoning Code versus the shared parking standards of ULI. As the Peoria Zoning Code was written under the Euclidean zoning model that segregates of land uses into specified geographic districts, rather than allowing for mixed-use development, the Grand Commons PAD recommends utilizing the ULI industry-standards. :

Use	Retail	Office	Restaurant		1 BDR	2 BDR	Visitor	TOTAL
			Serving	Prep				
Quantity	5,950 sf	5,950sf	1,500 sf	1,000sf	62	125		
Peoria Code								
Rate	250 sf/sp	200 sf/sp	50 sf/sp	200 sf/sp	1.5 sp/unit	2 sp/unit	0.1 sp/unit	
Spaces	24	30	30	5	93	250	19	**451**
ULI Proposed for use within the Grand Commons PAD								
Rate	278 sf/sp	262 sf/sp	69 sf/sp	69 sf/sp	0.9 sp/unit	1.65 sp/unit	0.1 sp/unit	
Spaces	23	24	21	15	56	207	19	**365**

The table shows that the peak parking demand determined from the ULI rates is 86 spaces or 19% less than the City of Peoria Code requirement. The reductions summarized in the table above only incorporate the variations in the peak parking calculations for the potential land use assumptions. The ULI Shared Parking calculations further refine the parking evaluation by considering the number of reserved space for the residential and office portions of the development as well as the anticipated percentage of office, retail, and restaurant users that would park at the site verses arriving via transit or as pedestrians from adjacent walkable areas. Further evaluation of the variations in parking demand by time of day, day of the week, and month of the year for the proposed uses at the site allows for the most efficient utilization of parking without requiring surplus spaces.

Based on the number of residential units, it is expected that 263 spaces would be reserved at all times for the multi-family residential users. Similarly, under the current assumptions for office space, parking for office uses would have 24 parking spaces reserved spaces on weekdays. The overall percentage of office, retail, and restaurant users that would park at the site is expected to be 85% with the remaining 15% arriving via transit or as pedestrians from adjacent walkable areas.

Based on the application of the specific parking characteristics of potential land use assumptions outlined in the PAD, the projected peak parking demand is more than 30% less than the number of spaces required under the current City Code. The PAD parking requirements would provide parking that is adequate compared to the projected peak parking demand.

This parking analysis has shown that the projected peak parking demand for the potential land use assumptions will be less than the parking requirements outlined in the PAD. The PAD parking standards are expected to more appropriately reflect the actual parking demand specific to the site location and mix of uses. Utilizing the standard Code requirements for the proposed development outlined in the PAD would result in the construction of a significant number of unneeded parking spaces. The final evaluation

of parking for the site should be developed utilizing the specific uses included in the final site plan for the project.

C. **Parking Reductions to the minimum parking standards.** The PAD provides additional parking reductions to the required off-street parking spaces within the Grand Commons project if the final site plan includes facilities that reduce the overall parking demand for the site. The PAD provides the opportunity for additional parking reductions based on guidance from the American Planning Association resources on appropriate on best practices for efficient parking management. The Parking Management issue of Zoning Practice[1], a APA publication that provides professional planners guidance on writing and administering smart development codes, was utilized to determine appropriate parking demand adjustment factors that affect parking demand as outlined below.

Factor	Description	APA guidance on Typical Adjustment*	Proposed PAD Adjustment	Within APA range
Shared Parking	Parking spaces that serve multiple users and destinations	10-30%	20 % for multifamily and 10% for non-residential	✓
Transit Accessibility	Nearby transit service frequency and quality	Reduce requirements 10% for housing and employment within 0.25 mile of frequent bus service	10 percentage of overall parking requirement	✓
Car-Sharing	Whether a car-sharing service is located on site or nearby	Reduce residential requirements 5–10% if a car-sharing service is located on site or nearby, or reduce 4–8 parking spaces for each car-share facility	For one rideshare drop-off area, up to five (5) required parking spaces can be deducted from the total non-residential parking requirement	✓
Bicycle Facilities	Provide bicycle storage and changing facilities	5-15%	For every six (6) bicycle parking spaces provided, one (1) vehicular parking space can be deducted, up to a maximum of five (5) vehicular spaces	✓
* Todd Litman (2009). "Parking Management Best Practices: Making Efficient Use of Parking Resources." Parking Management. Zoning Practice, Issue 6, American Planning Association, June 2009				

JUSTIFICATION

1. <u>What type of development and uses are proposed by the rezoning request?</u>

Grand Commons is a mixed use development that accommodates commercial, retail, and multi-family residential uses. Commercial/retail uses are sited to front Grand Avenue in either two (2) stand-alone commercial buildings or on the ground floor of two (2) mixed use buildings. The multi-family residential buildings, restricted to a maximum of 25 du/ac over the entire project site, are located behind the commercial component and oriented to contribute to the established residential nature of North 85th Avenue.

[1] Todd Litman (2009). "Parking Management Best Practices: Making Efficient Use of Parking Resources." Parking Management. Zoning Practice, Issue 6, American Planning Association, June 2009

2. State how your proposal is consistent with the Land Use Plan and other goals, policies, and objectives (list each goal, policy, and objective and how they are met) of the Peoria General Plan.

The following section outlines compliance with the goals, policies, and objectives of the Peoria General Plan. Goals and policies are bolded and responses are italicized (see **Exhibit F: Commercial / Mixed Use and Multi-Family Design Guidelines**).

Economic Prosperity Goals and Policies

EP-21 Protect the City's primary commercial corridors and mixed use activity centers from conversion to uses that would limit employment or active uses, such as single-family residential, warehousing, storage, and auto-oriented uses.

Grand Commons is located along Grand Avenue, one of the City's primary commercial corridors. This area is in need of revitalization with many derelict and abandoned commercial properties. Grand Commons, as a mix of residential multi-family housing and commercial uses, will add employment and active uses to this corridor and contribute to the revitalization of the area.

Smart Growth Goals and Policies

1. Balanced Land Uses: Promote a balanced mix of land uses that support a broad range of housing and lifestyle choices, business, and employment opportunities and cultural and entertainment spaces.

The Grand Commons development provides a mix of residential and neighborhood-serving commercial uses in close proximity to the urban core of Peoria. Infilling residential and commercial uses along a corridor that is in need of revitalization, this development increases the mix of land uses within the area and supports a broader range of housing, business, and employment opportunities.

2. Focused Growth: Strategically focus new growth into areas of Peoria that enable the achievement of City goals for economic growth, fiscal sustainability, and environmental stewardship, and support the development of new, attractive neighborhoods.

The subject site is located within the General Plan designation of Old Town Activity Center, which is envisioned to have a vibrant and walkable mixed use character that includes civic, historic, residential, commercial, and employment uses. Approving the Grand Commons PAD would facilitate a high-quality mixed use development to occur on a currently derelict infill site within the Old Town Activity Center, thereby advancing the City's smart growth goals to promote efficient and sustainable land development patterns that optimize prior infrastructure investment and require less land.

4. Sustainable Development: Promote local growth patterns and sustainable development practices that improve quality of life, celebrate culture, protect open space, and natural resources, and reduce traffic congestion.

The Grand Commons PAD is facilitating the redevelopment of an abandoned site that has been vacant for decades. The project will provide commercial/retail and employment opportunities on an urban infill site that is serviced by existing infrastructure and has excellent vehicular and pedestrian access. Infilling high-quality housing units in close proximity to established employment, service, and entertainment opportunities within the Old Town area creates compact, sustainable development patterns that encourage walkability and reduce the need for vehicular trips. Subsequently, these development patterns improve air quality, increase the mix of uses near the city core, and leverage public infrastructure

investment by infilling more dense development into areas with established infrastructure that are located near existing commercial and institutional uses.

5. Complete Neighborhoods: Offer a range of neighborhoods that offer distinctive, special places to live that are safe and well served by community amenities and gathering spaces.

As mentioned above, the Grand Commons project would create a mixed use development within the heart of the city to provide quality, urban living options with internal gathering spaces and in close proximity to existing community amenities.

6. Array of Housing Options: Provide an array of high-quality housing types and price points that are built in a sustainable manner and meet the varied needs of segments of the community.

Grand Commons provides high-quality multi-family housing opportunities within the core of the City. Rental rates will be competitively priced to attract a wide demographic range.

8. Placemaking: Foster distinctive destinations and gathering spaces that promote health, happiness, and the well-being of residents, employees, and visitors.

The Grand Commons development provides a variety of residential amenities and commercial/mixed use gathering spaces at varying scales. The PAD also includes a set of development standards that utilizes placemaking strategies and design standards to ensure the project becomes a distinctive destination.

Balanced Land Uses Policies

LUC-3 Integrate a variety of compatible land uses into new and established neighborhoods to provide residents with convenient access to goods, services, and other community amenities.

The multi-family residential and neighborhood-serving commercial uses proposed within the PAD will enhance the variety of land uses that currently exist along the corridor and provide residents with more convenient access to goods and services. The project will include a variety of gathering spaces for both residents and commercial patrons to increase the quality of life and experience within the development. Through its development standards, the Grand Commons PAD creates a framework that ensures the development of well-designed, high-quality multi-family products in appropriate locations. Multi-family buildings will be oriented to engage North 85th Avenue and designed to enhance the established residential character of the corridor. The commercial component will be located adjacent to Grand Avenue to aid in the revitalization of the commercial corridor.

LUC-4 Encourage infill and redevelopment opportunities that place residential, work, and retail land uses in proximity to each other to maximize walking, bicycling, and transit opportunities.

The Grand Commons development includes a pedestrian network that facilitates pedestrian movement within the development and connections to adjacent properties. The mix of uses within the development and its adjacency to the City's core generate a framework in which residents can conveniently access goods and services by foot, bicycle, or transit, thereby reducing automobile dependency. The site will create good pedestrian and bicycle connections to Old Town and provide a dedication to accommodate a transit stop along West Peoria Avenue. Public spaces within the development will provide signature landscaping and pedestrian amenities that enhance the character of the Grand Avenue corridor.

LUC-6 Locate commercial and employment uses in proximity to adequate transportation and utility infrastructure.

The mixed use component of the project will locate commercial and employment uses in proximity to the existing bus systems (Routes 83 and 106). The developer has agreed to provide a dedication to accommodate a site adjacent transit stop for the routes along West Peoria Avenue. Additionally, redevelopment of the vacant site would leverage public infrastructure investment by infilling more dense development into an area with established infrastructure of sufficient capacity, further promoting the smart growth policies of the General Plan.

Complete Neighborhoods Policies

CN-1 Promote efforts to make complete neighborhoods by encouraging the development of a mix of complementary uses and amenities that meet the daily needs of residents.

Complete neighborhoods refers to those with convenient access to the goods and services needed in daily life. The proposed PAD will infill quality multi-family housing and neighborhood-serving commercial uses along a corridor in need of revitalization. This will increase the mix of complementary uses along the corridor and aid in the creation of a more complete neighborhood by locating residential use with convenient access to commercial, entertainment, and institutional uses.

CN-4 Encourage residential developments to incorporate design features that encourage walking within neighborhoods by:

- **Creating a highly connected block and street network.**
- **Designing new streets with wide sidewalks, planting strips, street trees, and pedestrian scaled lighting.**
- **Orienting homes, townhomes, and apartment and condominium buildings toward streets or public spaces.**
- **Locating garages for homes and townhomes along rear alleys (if available) or behind or to the side of the front façade of the home.**
- **Locating parking facilities below or behind apartment and condominium buildings.**
- **Enhancing the front façade of homes, townhomes, and apartment and condominium buildings with porches, stoops, balconies, and/or front patios.**
- **Ensuring that windows are provided on façades that front streets or public spaces.**

The multi-family portion of the development is designed with an extensive network of on-site pedestrian walkways that will, at minimum, provide one primary pedestrian connection between the multi-family residential and commercial/mixed use building. Connections to adjacent developments and City sidewalks will also be provided as appropriate. Residential buildings are oriented towards North 85th Avenue to engage the street frontage and acknowledge the established development pattern on the opposite side of the street. Parking facilities are located along the drive aisles that connect throughout the development with more parking available in the interior of the property, away from the street. The façades of the residential buildings will feature a four-sided architecture design with varying façade articulations such as windows, balconies, and patios.

CN-5 Require new commercial and mixed-use developments to have a pedestrian-scale and orientation by:

- **Placing the building and outdoor gathering spaces along or near the sidewalk.**
- **Locating parking to the rear of the building or internal to the property.**
- **Designing the building with ground floor retail frontages or storefronts that front the street.**
- **Enhancing the property with landscaping, lighting, seating areas, bike racks, planters, and other amenities that encourage walking and biking.**

The Grand Commons PAD establishes site orientation standards that ensure buildings engage public streets or are utilized to define and enhance open spaces. The project will feature a variety of open spaces of varying scales that enhance the experience of both residents and commercial patrons. Open spaces will include placemaking elements and pedestrian amenities to create an elevated sense of identity within the development that can aid in attracting higher-quality commercial tenants as well as serving as a catalyst for the revitalization of the greater Grand Avenue corridor. A minimum of one (1) primary pedestrian connection will be provided to connect the residential and non-residential areas of the site. Onsite walkways will also link to existing public sidewalks and adjacent developments surrounding the property as appropriate. Parking is located in the interior of the property while buildings are oriented towards the major public streets. Commercial uses set a minimum standard for glazing along Grand Avenue to ensure activation of the street, helping to provide a better pedestrian-scale experience along Grand Avenue.

Growth and Sustainable Development Policies

GS-2 Direct dwelling unit density, and employment growth toward infill development sites within the city, especially catalyst and opportunity sites identified within Economic Development related strategic plans or programs.

Grand Commons is a mixed use development featuring both multi-family residential and commercial uses on an infill site along the Grand Avenue corridor. The City is currently exploring revitalization options for this corridor through the Grand Avenue Corridor Plan. The preliminary Corridor Plan identifies this site as a key area for redevelopment. Grand Commons will act as a catalyst for this redevelopment by activating a derelict property within a commercial corridor that adds dwelling units and employment opportunities to the area.

GS-7 Accommodate land use proposals that target growth in the area of existing or planned infrastructure and services.

This development is located along Grand Avenue in a critical infill site that is currently underutilized. This portion of Grand Avenue is in need of substantial redevelopment. Since this area is already designated as a commercial corridor, infrastructure and services are in place to serve the Grand Commons development.

The site lies within the City of Peoria Water Pressure Zone 1E. An 8-inch water main exists along the Grand Avenue project frontage with valves at the corners of the parcel line fronting Grand Avenue, providing water main access to the project site. Public fire hydrants exist at the northern corner of the parcel fronting Grand Avenue. Along North 85th Avenue, there is a 6-inch water main with valves on the opposite side of the street that serve the adjacent multi-family housing with fire hydrants at regular intervals. Existing sanitary sewer facilities in the vicinity include an 8-inch main in North 85th Avenue and an 8-inch main in North 84th Avenue. The main in North 85th Avenue is on the project side of the street while the North 84th Avenue main is on the opposite side of the street.

Placemaking & Community Policies

PC-4 Seek out opportunities to activate passive space through programming or physical placemaking installations that facilitate social interaction.

Grand Commons features activated public spaces in both the residential and commercial areas of the development. The multi-family residential portion features a swimming pool, a tot lot / jungle gyms, a community plaza, and a dog park. These amenities may include but are not limited to seating, shade elements, play equipment, enhanced landscaping, and pedestrian lighting intended to elevate the user experience and facilitate social interaction. Outdoor dining areas will add to the activation of these spaces to contribute to the overall success of the project as a distinctive destination. Gathering spaces in the commercial area may feature elements including but not limited to wide, shaded walkways with seating, enhanced landscaping, and pedestrian lighting.

Streetscape & Corridors for People

SC-3 Require development to design their frontage so that it focuses on the pedestrian experience and continues any streetscape theming design in place for the area.

The Grand Commons development spans between North 85th Avenue and Grand Avenue. Along North 85th Avenue, multi-family buildings front the street and will provide a combination of staggered setbacks, fenestration, façade articulation, varied roof planes, and material, texture or color changes to create design interest and visual relief. This site orientation and architectural design reflects and enhances the pattern of the existing residential developments along North 85th Avenue. Along Grand Avenue, the commercial or mixed use buildings located next to the street are designed with four-sided architecture to create a pleasant pedestrian experience along the corridor.

SC-4 Maximize opportunities for shade and appropriate pedestrian refuge while minimizing the potential for nuisance activity.

Ample shade is provided through a combination of landscaping and shade structures throughout the development. The shade amenities are located along walkways, at storefront entrances, and within residential open spaces and commercial/mixed use gathering spaces.

SC-6 Plan future public and direct private open space areas and connections to act as links and nodes for a larger network of open space connectivity.

The Grand Commons development incorporates a variety of residential open spaces/amenities and commercial/mixed use gathering spaces. Pedestrian pathways will provide connections between the on-site uses and to adjacent developments and Old Town as appropriate. The mix of uses within the development and its adjacency to the City's core creates a framework in which residents can conveniently access goods and services by foot, thereby reducing automobile dependency. Public gathering spaces within the development and adjacent streets provide signature streetscaping and pedestrian amenities that enhance the character of the Grand Avenue corridor.

Healthy Neighborhoods Goals and Policies

2. Active Lifestyle Choices: Creation and expansion of convenient and safe opportunities to incorporatephysical activity into everyday activities of residents, employees, and visitors.

The variety of open space amenities within the Grand Commons PAD ensures that residents, employees, and visitors can integrate a variety of social and recreational activities into their everyday activities. As an infill site, Grand Commons offers convenient, walkable access to numerous sites in Old Town Peoria.

7. Variety of Housing: A diversity of housing types and prices that are high quality, built in a Sustainable manner, and meet the varied housing needs of residents for all stages of life.

The residential component of Grand Commons will provide quality multi-family residential units with rental rates that will be competitively priced to attract a wide demographic range. This project expands the range of housing types and prices within the urban core to meet the varied housing preferences within the City, particularly for the subset of the population which may have a desire for more urban, walkable alternatives.

Community Wellness Policies

CW-8 Advocate for more complete, healthy communities that provide access to a range of daily goods and services, and recreational resources within comfortable walking distance of homes.

As mentioned in the responses above, the approval of the Grand Commons PAD would facilitate the mixed use redevelopment of a vacant site that would aid in the development of a more complete, healthy community in which residents can conveniently access a range of service, employment, and recreational resources within walking distance of their homes.

CW-10 Facilitate social interaction and foster a sense of identity and community pride by providing attractive, safe walkways, and linked community gathering spaces.

Grand Commons will feature a variety of residential open space amenities and commercial/mixed use gathering spaces linked by safe pedestrian walkways that allow residents and commercial patrons a variety of social and recreational opportunities. The PAD standards ensure that the design of these spaces includes both pedestrian amenities and placemaking elements so that these spaces become destinations within the development that foster a strong project identity and community pride.

CW-13 Support and promote development and redevelopment that reduces automobile dependency through more efficient and varied use of lands.

The Grand Commons PAD provides housing and commercial uses on a piece of land in the heart of the City in close proximity to established employment, service, and entertainment opportunities. This project supports sustainable development patterns that help create a complete community in which residents have convenient access to employment and services that are within walking distance or a short bus ride, thereby reducing the need for automobiles.

3. Discuss your proposal's compatibility with the surrounding land use and zoning patterns. Include a list of surrounding zoning designations, land uses, and conditions.

As an urban redevelopment site, it is surrounded by existing development on all sides. The conceptual land use plan for the site was designed to coordinate with the surrounding context of the site. Commercial/retail uses within standalone buildings, or on the ground floor of mixed use buildings, will front Grand Avenue. Multi-family residential buildings are located behind the commercial uses with the buildings closest to North 85th Avenue oriented to enhance the established residential character of the corridor. This orientation responds to and sites uses based on ensuring compatibility with their neighboring parcels.

	Land Use	Zoning District	Old Town SAP Designation
Subject Site	Commercial	Central Commercial (C-3)	Old Town Commercial Mixed-Use
North	Commercial	Central Commercial (C-3)	Flex Mixed-Use
West	Multi-Family	Multi-Family Residential (RM-1)	Flex Mixed-Use, Old Town Commercial Mixed-Use
South	Commercial	Core Commercial Mixed-Use (CCM)	Office Mixed-Use, Core Commercial Mixed-Use
East	Commercial	Central Commercial (C-3)	Flex Mixed-Use

4. Indicate why the current zoning is not appropriate given the surrounding land use, zoning, and factors which have changed since the current zoning was established.

The subject site was occupied by a former 91,000 square foot building that had been vacant since the last tenant, Smitty's Supermarket, closed its doors in 1997. During the 20-year vacancy, the building's continued deterioration has caused it to become an eyesore along the corridor. This PAD has been initiated due to interest in redeveloping the site under a mixed use framework, which would include commercial, retail, and multi-family uses. The site is currently zoned C-3, which does not permissively allow residential uses. As the City of Peoria Zoning Ordinance does not contain any mixed use zoning districts, PAD zoning is necessary as it is the only option to achieve a mixed use development. Multi-family residential uses, based on the R-M-1 zone, will be sited along North 85th Avenue, while commercial uses, based on the C-2 zone, will be sited along Grand Avenue. As a quality mixed use project, Grand Commons will replace a long-standing eyesore and has the potential to be a catalyst for the greater revitalization of the Grand Avenue corridor.

5. Describe any proposed unique design considerations, beyond Zoning Ordinance requirements, which create compatibility between the proposed use and adjoining developments.

As a redevelopment site, Grand Commons provides a variety of standards to ensure compatibility between the proposed uses and adjoining development as outlined below:

- Compatible land uses. The careful siting of residential and commercial uses in the PAD promotes compatibility with existing uses on adjacent parcels.
- Four-sided architecture is required for all mixed use and non-residential buildings to ensure a high-quality aesthetic to all neighboring developments.
- Placemaking elements including gateway treatments, cohesive architecture, and pedestrian amenities are required to create a unified project identity as well as increase the experience for residents, commercial patrons, and visitors.

- Screening of service areas and mechanical equipment is required by the PAD to minimize the visual impact on adjoining developments.

6. Provide general site information and describe unusual physical features or characteristics of the site which present opportunities or constraints for development.

As an infill site, Grand Commons is constrained by the existing platting and network of thoroughfares that surround it, which limit the subsequent platting and /or lot organization that can occur. At 7.5 acres, the site is relatively small and irregularly shaped, which requires innovative and efficient site design to allow for a quality mixed use product. Additionally, ADOT has completed the Compass Study which proposes to limit access along Grand Avenue.

7. Other than the requested rezoning approval, what other approval processes are required to accomplish the development proposal, i.e., variances, site plans, subdivision plats, conditional use permits, comprehensive master plan amendments, State or County licensing or permits, etc.?

The PAD document lays out the vision and development framework for the Grand Commons development. The project will need to obtain subdivision approval if a lot split is necessary between the residential and commercial component of the project along with final site plan approvals. These final review/ approval processes will ensure compliance with City and PAD standards and determine the final location, size, and design for items such as buildings, parking, and open space amenities.

CONCLUSION

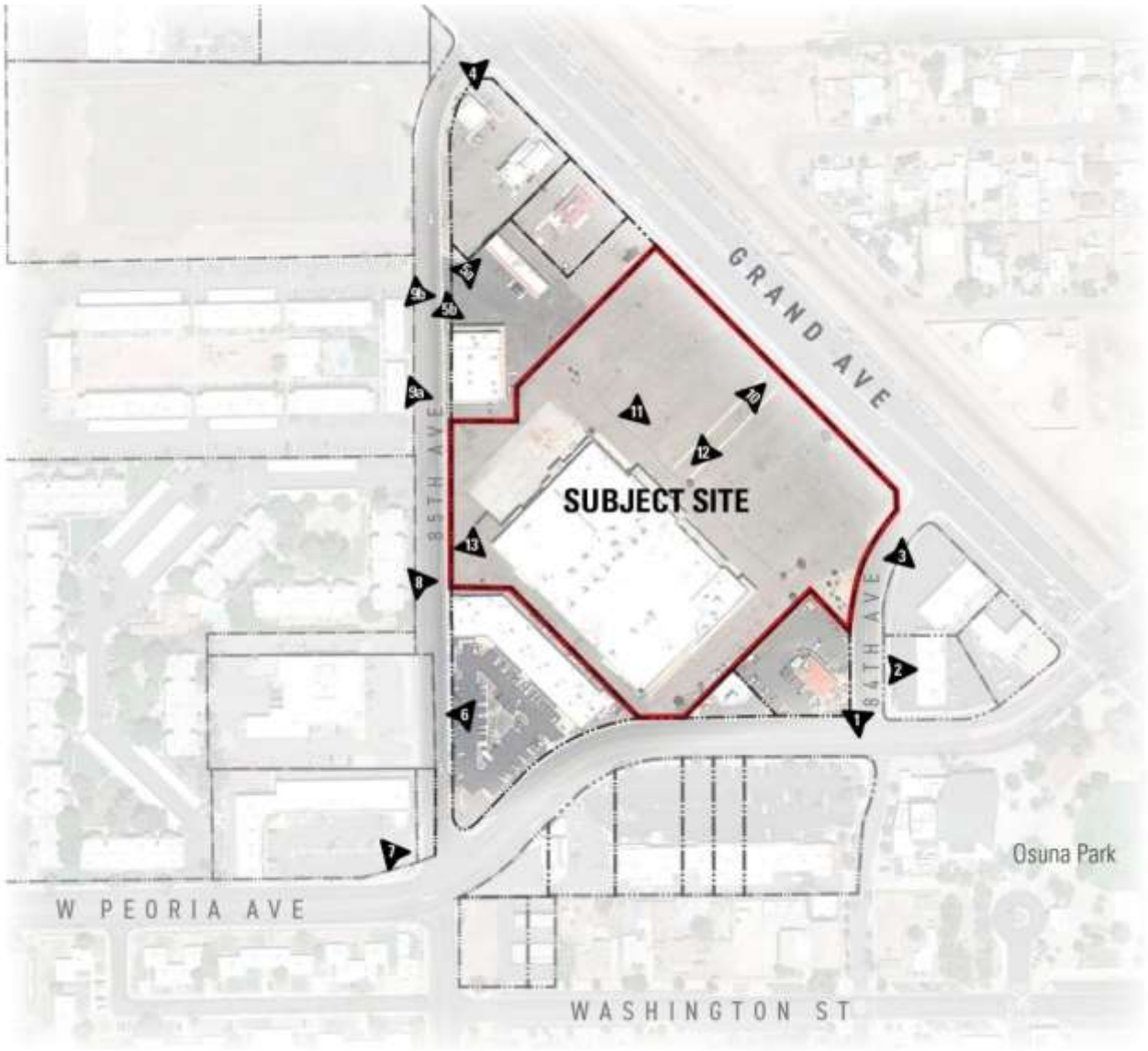
Based upon the rationale presented in this letter, we respectfully request approval of the Grand Commons PAD to facilitate the development of a mixed use project that offers quality housing and commercial opportunities along a derelict corridor in close proximity to the heart of Peoria. This project will contribute to many of the goals and growth policies of the General Plan and serve as a catalyst for the revitalization of the greater Grand Avenue corridor.

EXHIBITS

Exhibit A: Vicinity Map



Exhibit B: Existing Conditions Map



Mixed commercial

The Grand Avenue Corridor is characterized by a mix of commercial and retail uses suburban in character.



1. Don Lencho's Restaurant



2. Firestone Complete Auto Care



3. Various commercial tenants



4. K-May Donuts & Bagels



5. Adobe Plaza





6. Wagoner Plaza 2



7. Mike Market

Multi-family Housing

The area to the East and West of the site is predominantly characterized by medium density multi-family housing that serves as a transition to single-family subdivisions beyond.





8. Cedar Meadows Apartments





9. Villas at Montebella

Existing Site Conditions

The existing site housed a vacant building that was formerly the Smitty's grocery store.



10. Entrance



11. Parking field

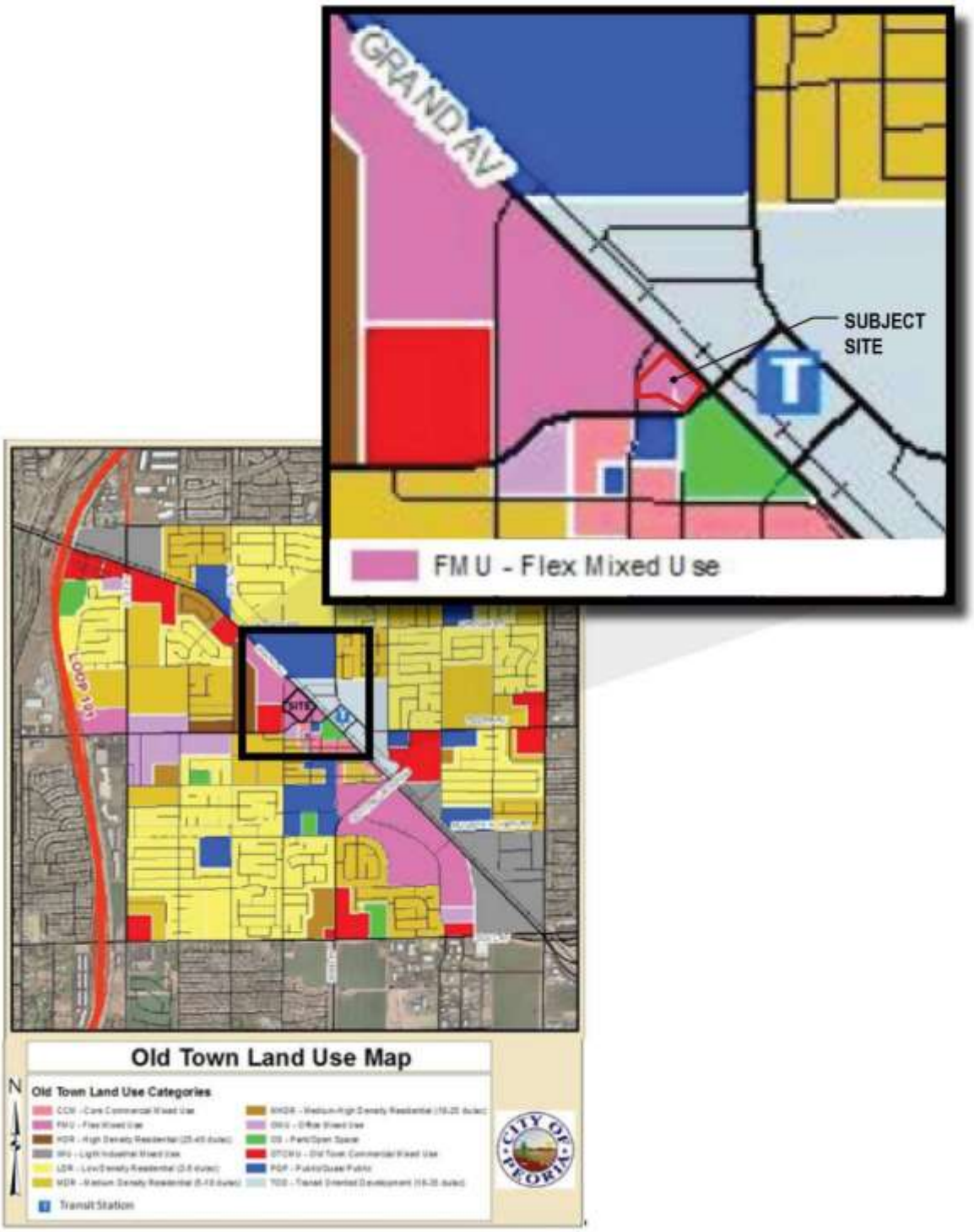


12. Former Smitty's building



13. Alley

Exhibit C: Old Town SAP Map

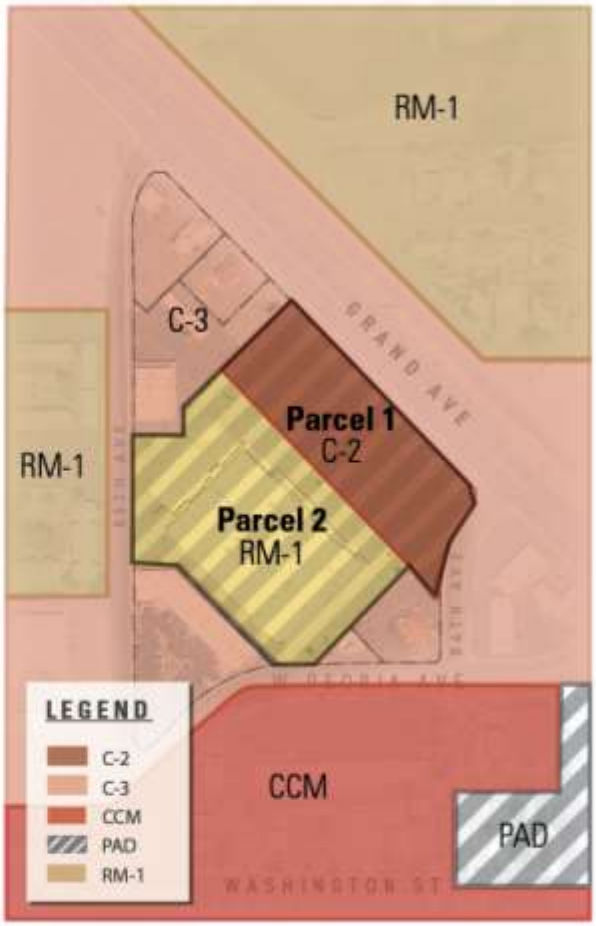


The existing Old Town SAP Land Use Map, prior to the adoption of the PAD, indicates the site as Flex-Mixed Use. See Exhibit 5 for proposed category.

Exhibit D: Zoning Map (with underlying zoning designations, e.g. commercial mixed-use, multi-family.)



Existing zoning shows the site zoned as C-3.



Proposed zoning shows the underlying zoning of the PAD as C-2 on parcel 1 and RM-1 on parcel 2.

Exhibit E: Conceptual Development Plan

Exhibit E.1: *Conceptual Site Plan - Commercial Option*

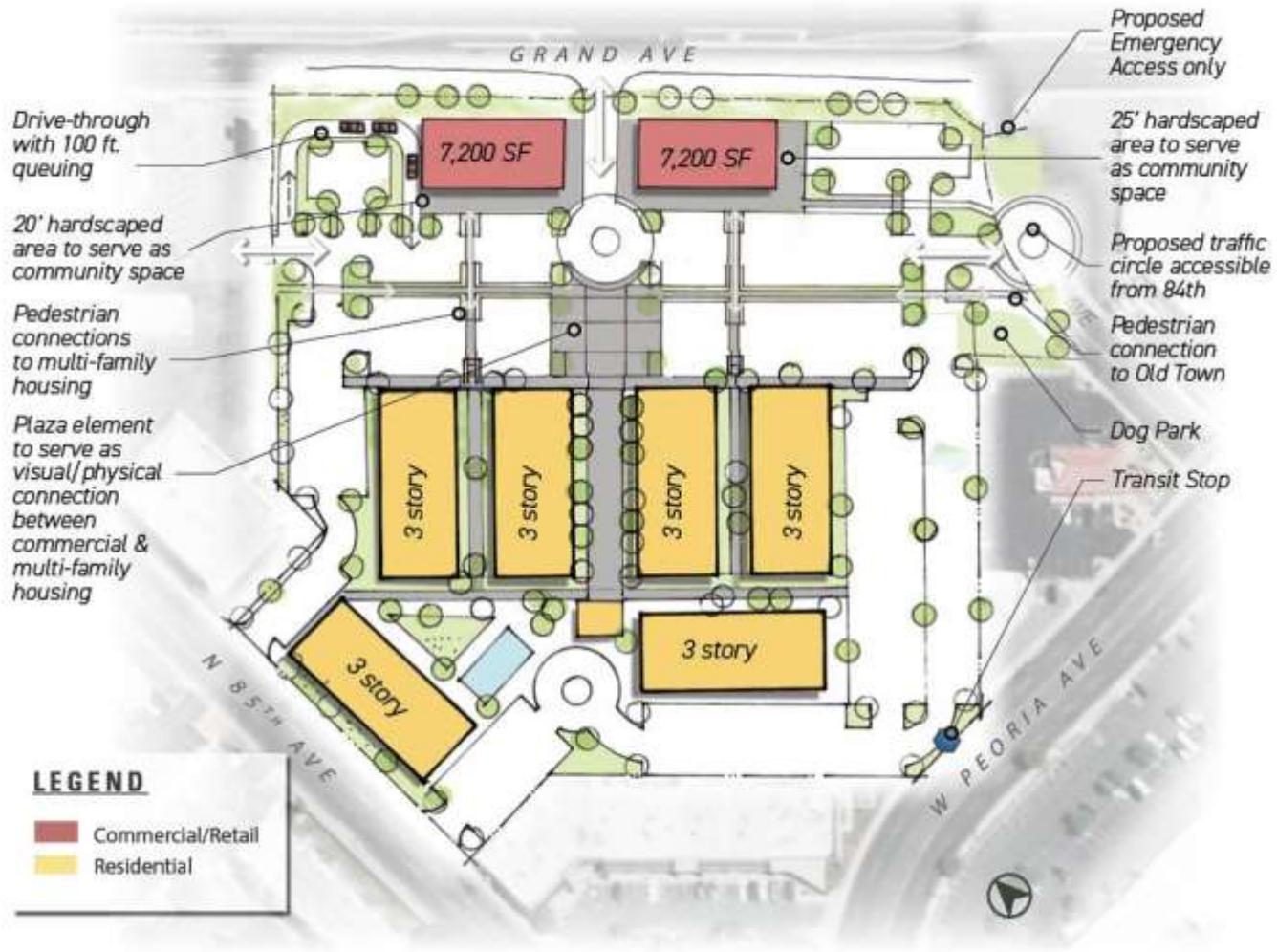


Exhibit E.1 illustrates one of the conceptual site plan options that meets the vision established by this PAD and responds to the site's surrounding context. The final site configuration will be determined through the City of Peoria site plan review process.

Exhibit E.2: *Conceptual Site Plan – Mixed Use Option*

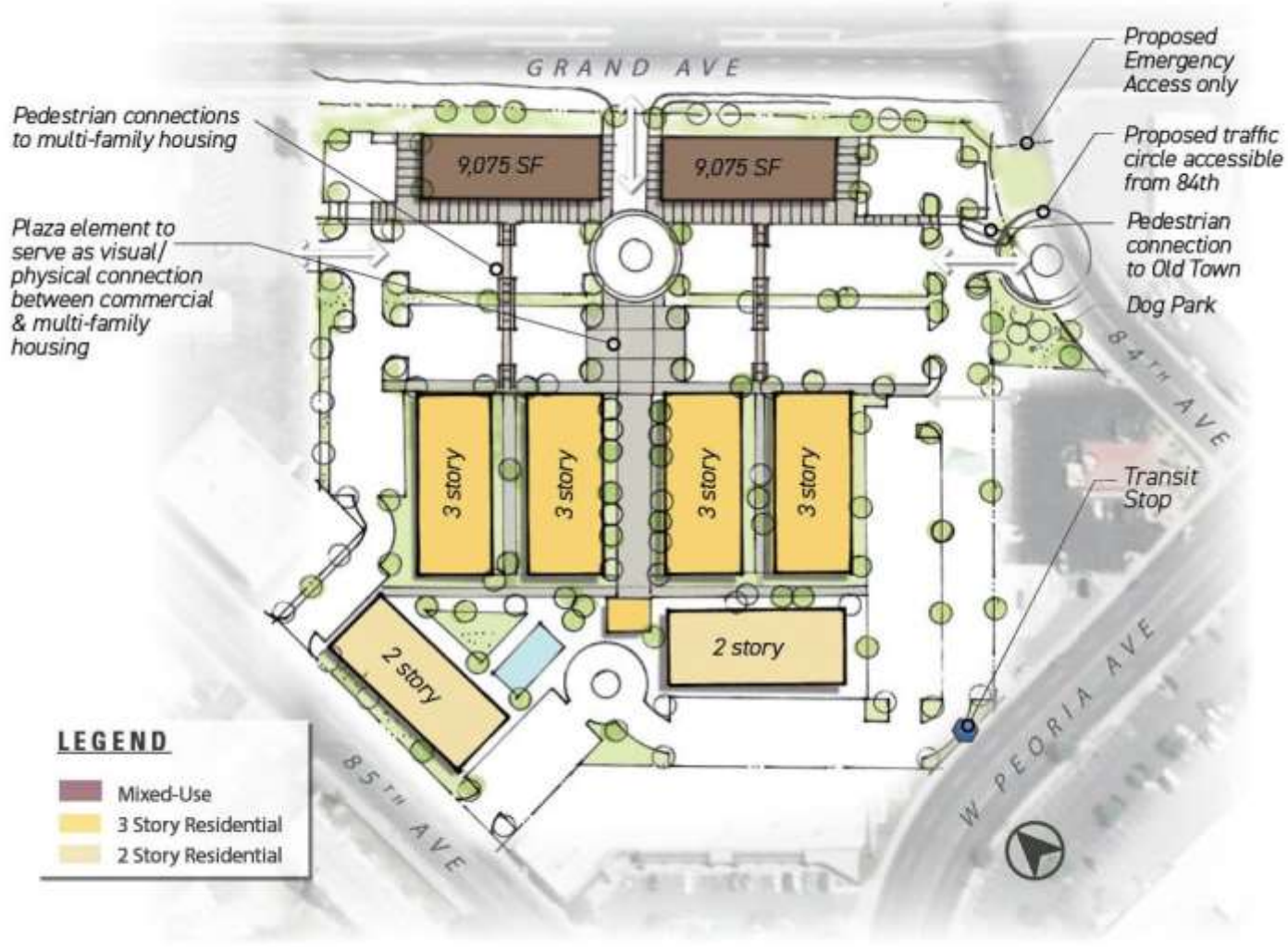


Exhibit E.2 illustrates one of the conceptual site plan options that meets the vision established by this PAD and responds to the site's surrounding context. The final site configuration will be determined through the City of Peoria site plan review process.

Exhibit F: Legal Description

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF MARICOPA, STATE OF ARIZONA, AND IS DESCRIBED AS FOLLOWS:

That portion of the East half of the Southeast quarter of Section 22, Township 3 North, Range 1 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, lying Southwesterly of the Southwesterly right-of-way line of U. S. Highway 60-70-89 (Grand Avenue), being more particularly described as follows:

BEGINNING at the Southwest corner of the East half of the Southeast quarter of said Section 22;

Thence North 00 degrees 10 minutes 17 seconds East (assumed bearing) 510.24 feet along the West line of said East half of the Southeast quarter to the TRUE POINT OF BEGINNING for the herein described parcel of land;

Thence continuing North 00 degrees 10 minutes 17 seconds East, 270 feet along the said West line of the East half of the Southeast quarter;

Thence South 89 degrees 49 minutes 43 seconds East, 140 feet;

Thence North 00 degrees 10 minutes 17 seconds East, 56.16 feet;

Thence North 45 degrees 42 minutes 42 seconds East, 327.22 feet to a point on the Southwesterly right-of-way line of U. S. Highway 60-70-89 (Grand Avenue) as recited in Book 590 of Deeds, Page 508, of Official Records;

Thence South 44 degrees 17 minutes 18 seconds East, 555 feet along said Southwesterly right-of-way line of U. S. Highway 60-70-89 (Grand Avenue) to a point that is the Northwesterly end of the Westerly right-of-way line of 84th Avenue (Peach Street) as dedicated in Docket 7752, Page 520, of Official Records;

Thence along a curve, concave right, having a radius of 20.63 feet and a central angle of 86 degrees 28 minutes 45 seconds 31.14 feet to the Southerly end of said curve and the beginning a curve, concave left, having a radius 315.32 feet and a central angle of 42 degrees 00 minutes 09 seconds;

Thence 231.16 feet along the arc of said curve and the Westerly right-of-way line of 84th Avenue (Peach Street) to the end of said curve;

Thence North 41 degrees 15 minutes 45 seconds West, 94.54 feet;

Thence South 45 degrees 42 minutes 42 seconds West, 292.64 feet to a point on the Northerly right-of-way line of Peoria Avenue as described in Docket 7141, Page 363, of Official Records;

Thence South 89 degrees 59 minutes 26 seconds West, 43.91 feet along said Northerly right-of-way line of Peoria Avenue to the beginning of a curve, concave left, having a central angle of 4 degrees 55 minutes 50 seconds and a radius of 326.33 feet;

Thence 28.08 feet along the arc of said curve and the said Northerly right-of-way line of Peoria Avenue;

Thence North 44 degrees 17 minutes 18 seconds West, 302.01 feet along a line that is parallel with and 565 feet Southwesterly of the above said Southwesterly right-of-way line of U. S. Highway 60-70-89 (Grand Avenue);

Thence North 89 degrees 49 minutes 43 seconds West, 126.91 feet to the TRUE POINT OF BEGINNING for the herein described parcel of land;

EXCEPT that portion as condemned by the State of Arizona Department of Transportation by the Final Order of Condemnation recorded December 20, 2010 as Document No. 2010-1104400, of Official Records, described as follows:

That portion which lies between the existing Southwesterly right-of-way line of U. S. Highway 60 (Wickenburg – Phoenix Highway) and the following described New Right of Way line:

Commencing at PK nail with tag LS21080 marking the Southeast corner of said Section 22, being South 00 degrees 09 minutes 00 seconds East 2638.04 feet from a 3 inch City of Peoria brass cap that is flush marking the East quarter corner of said Section 22;

Thence along the East line of said Section 22 North 00 degrees 09 minutes 00 seconds West 213.62 feet to the existing right-of-way centerline of said U. S. Highway 60;

Thence along said existing right-of-way centerline North 44 degrees 39 minutes 15 seconds West 690.94 feet;

Thence South 45 degrees 20 minutes 45 seconds West 111.33 feet to the POINT OF BEGINNING on the existing Westerly right-of-way line of 84th Avenue;

Thence North 00 degrees 25 minutes 32 seconds West 30.00 feet;

Thence North 44 degrees 05 minutes 53 seconds West 515.24 feet;

Thence North 44 degrees 39 minutes 15 seconds West 424.06 feet;

Thence South 88 degrees 48 minutes 32 seconds West 23.12 feet;

Thence South 47 degrees 39 minutes 09 seconds West 20.00 feet to the POINT OF ENDING on the existing Easterly right-of-way line of 85th Avenue.

grand Commons

PLANNED AREA DEVELOPMENT
STANDARDS & GUIDELINES REPORT

OCTOBER 2020

Exhibit 8 | Grand Commons Standards and Guidelines Report

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SECTION 1. INTRODUCTION AND PURPOSE OF REQUEST

The Grand Commons Planned Area Development (PAD) is a mixed use development located near Old Town Peoria. The property, approximately 7.5 acres in size, is bordered by Grand Avenue and North 84th Avenue on the East, West Peoria Avenue on the South, and North 85th Avenue on the West (see **Section 8 Exhibit 1: Vicinity Map**). It is located within the Central District of the Old Town Specific Area Plan (SAP).

Several of the properties along the Grand Avenue corridor north of Old Town are derelict and characterized by large swaths of parking fields with little landscaping or pedestrian amenities. The subject property was one of many vacant and underutilized parcels within the Grand Avenue Corridor. The site contained an approximately 91,000 square foot building that sat vacant since the previous tenant, the Smitty's Supermarket, closed its doors (see **Section 8 Exhibit 2: Existing Site Conditions and Context**). The intent of this PAD is to further the City's economic development goals for the Grand Avenue Corridor by facilitating a catalytic mixed use development that contributes to the revitalization of the corridor and the greater Old Town area.

The Grand Commons project creates a new dynamic, mixing residential and non-residential uses on the site, introducing the opportunity for a more urban experience near the historic core of Peoria. Project enhancements include orienting the new commercial buildings towards Grand Avenue and connecting the residential components with landscaping, outdoor public gathering spaces, and pedestrian connections. The PAD creates an integrated mixed use development along the Grand Avenue corridor (see **Section 8 Exhibit 3: Existing and Proposed Zoning Map**).

SECTION 2. CONSISTENCY WITH ADOPTED PLANS

The General Plan Future Land Use Map designates the site as a Master Planned Area. This site falls under the purview of the Old Town Specific Area Plan (SAP), which designates the subject site as the Old Town Commercial Mixed Use (OTMU) land use category (see **Section 8 Exhibit 4: Old Town SAP Map**). The Old Town Commercial Mixed Use land use category is intended to facilitate a mixture of uses including office, service, retail, and medium to high density residential uses, either integrated vertically or horizontally. This project is in alignment with the desired uses as it establishes the framework for a mixed use development with residential and commercial uses.

SECTION 3. PRELIMINARY DEVELOPMENT PLAN

Grand Commons is an urban, mixed use development just north of historic Old Town Peoria. It creates new commercial and multi-family housing activity in an area that is in need of new investment and redevelopment. The PAD's development plan establishes a high-quality design framework with consistent architectural and landscape elements, providing strong pedestrian linkages between the multi-family and commercial portions of the site.

CONCEPTUAL DEVELOPMENT PLANS

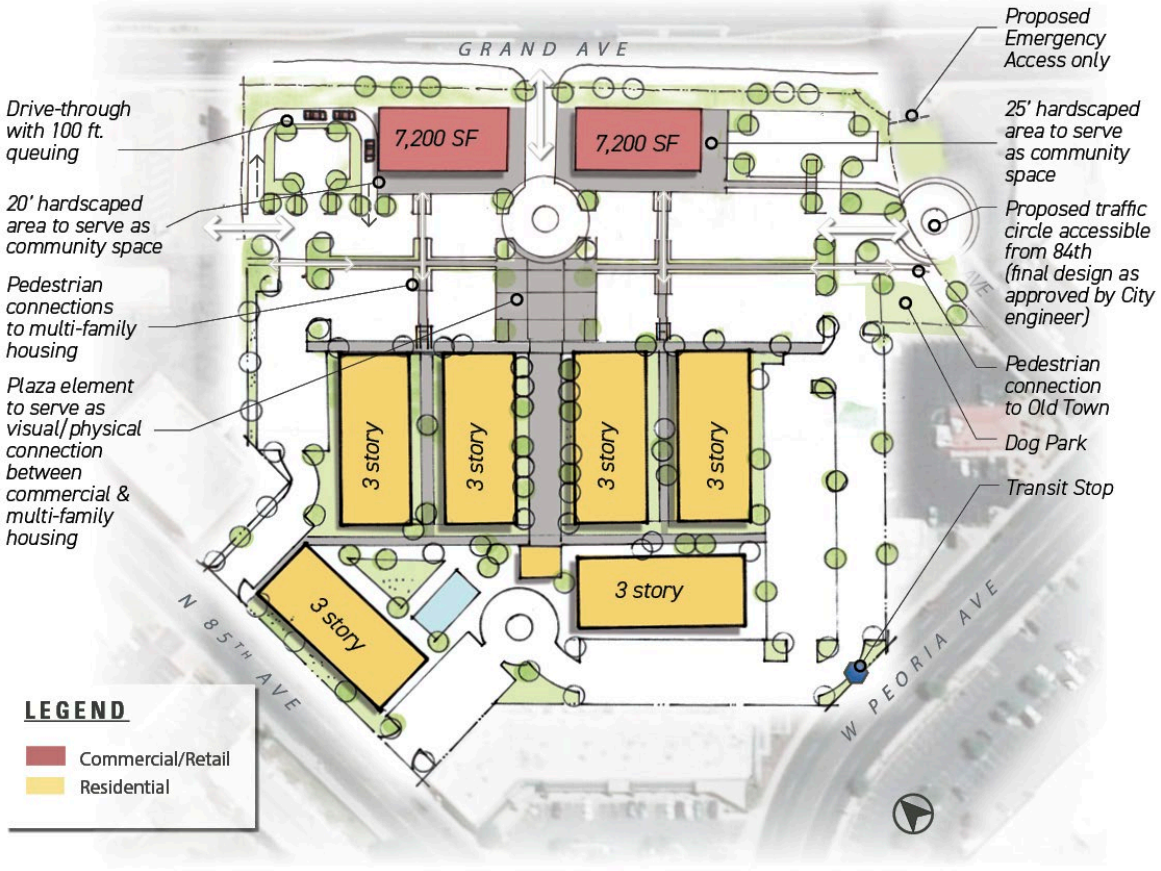
The Conceptual Development Plans in Figure 1 and Figure 4 illustrate two possible site options, allowing future developers flexibility in meeting the intent and requirements of the PAD. The first and preferred concept, the "Commercial Option" (Figure 1) distributes the mix of uses horizontally, while the "Mixed Use Option" (Figure 4) vertically integrates commercial and multi-family uses along Grand Avenue. These conceptual plans and the associated vignettes located throughout this PAD illustrate alternatives that are intended to convey a consistent character and scale of development.

The commercial buildings are oriented along Grand Avenue to resemble a "Main Street" feel while acknowledging that Grand Avenue is a state highway and major transportation corridor. To enhance the safety and comfort of pedestrians along this site, a wide sidewalk and landscaping will be installed. The commercial buildings will feature wide sidewalks around the buildings, patio spaces, and plazas to activate the site.

The multi-family component of the site is located behind the commercial area and engages the established multi-family uses located on the west side of North 85th Avenue. The vision is to create an urban living environment that provides convenient access to an array of services, employment opportunities, and amenities near the heart of Peoria Old Town that caters to a variety of households. The proposed plan allows a minimum of 25 du/ac of residential.
The conceptual site plans as shown in Figure 1 and Figure 4 will be refined during the site plan review process; however, the overall density, mix of uses, and intent is to remain the same. The "Commercial Option" is utilized as a base map for site illustrations within this PAD document, but the ideas depicted in the PAD can be applied to the mixed use option, or a future alternative (also see Section 8 **Exhibit 5: Conceptual Development Plans**).

To establish the intensity and minimum mix of uses within the project the Grand Commons land plan, as shown in Section 8 **Exhibit 3: Existing And Proposed Zoning Map**, highlights areas within the site with a primary use either as commercial or multi-family. Residential units shall be limited in number and are required to be vertically integrated with commercial, retail, or restaurant uses within Parcel 1. Stand-alone residential units are prohibited, and in no case shall the square footage of residential exceed the combination of commercial, retail and restaurant uses in Parcel 1.

FIGURE 1: ***Conceptual Development Plan - Commercial Option***



The preferred commercial option in Figure 1 illustrates approximately 14,400 square feet of neighborhood serving commercial space in the form of two free-standing commercial pads fronting Grand Avenue, integrated horizontally with multi-family residential units located at the rear of the site. To accommodate future development of the site this PAD allows one drive-through, with different configurations such as being attached to the main commercial building or as a standalone kiosk configuration. The final drive-through configuration will be determined at final site plan review.

FIGURE 2: **Drive - Through Option within Building**

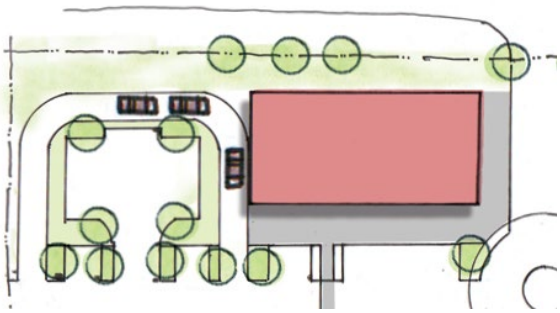
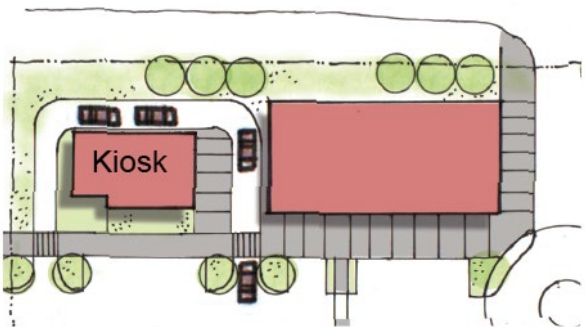


FIGURE 3: **Drive - Through Option Standalone Kiosk**



The alternative site configuration in Figure 4 replaces the primary commercial buildings with mixed use buildings that feature ground-floor retail with multi-family housing above.

FIGURE 4: **Conceptual Site Plan - Mixed Use Option**

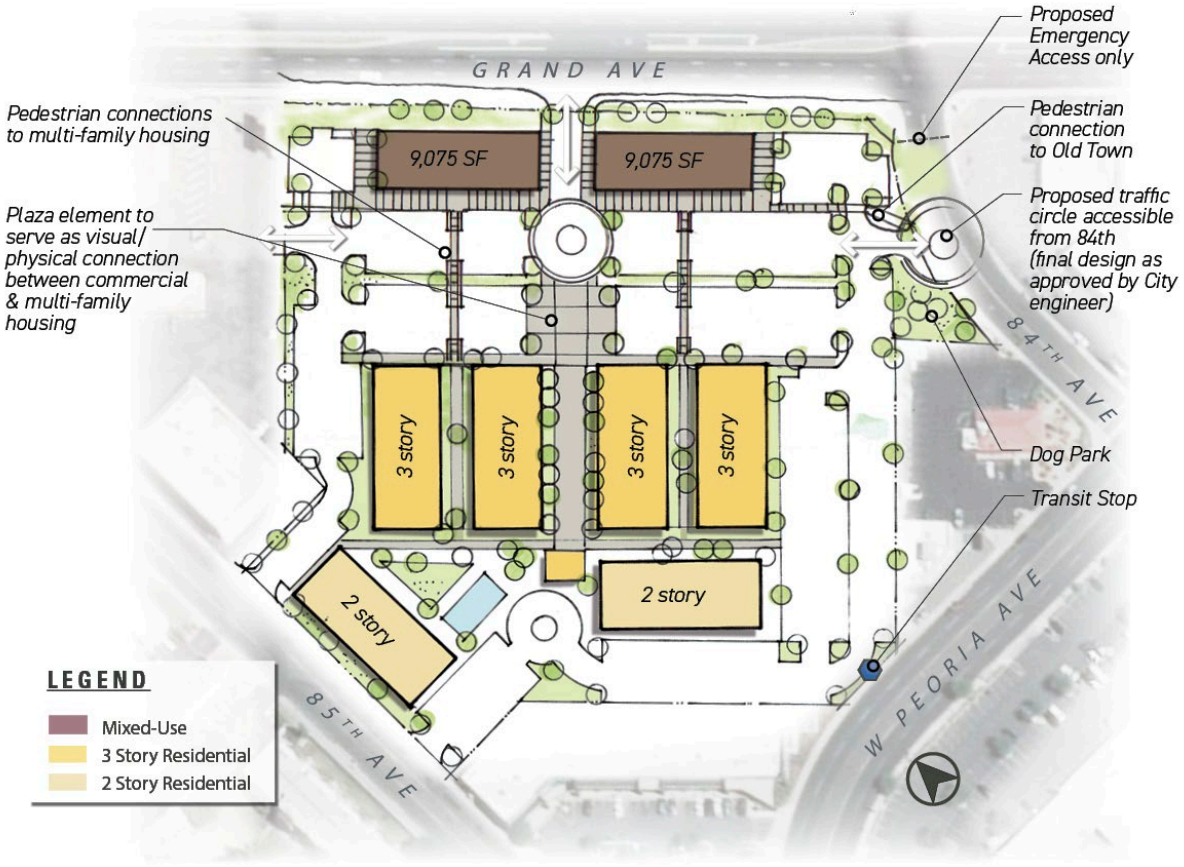
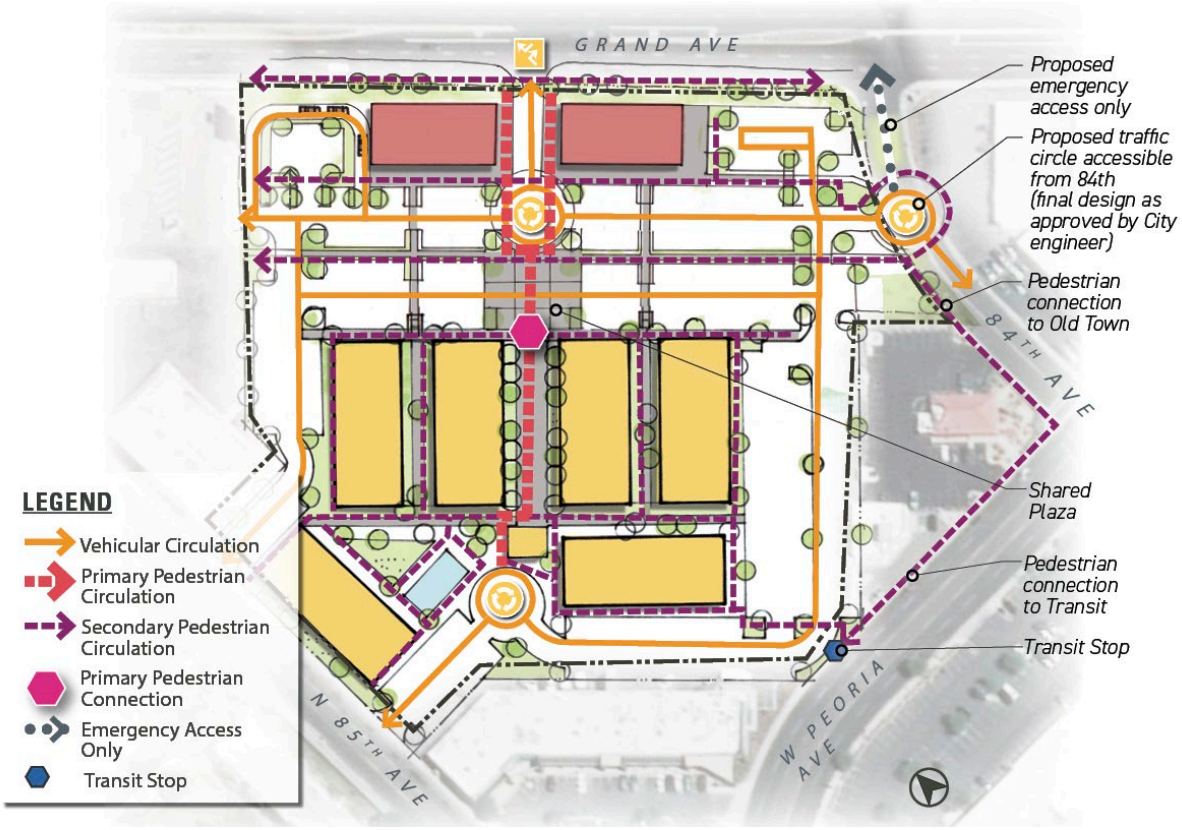


FIGURE 5: **Pedestrian Connectivity**



As a mixed use development, the site design is intended to create strong connections between the multi-family and commercial uses. To enhance that connectivity, the hardscaped plaza space directly to the south of the primary commercial entrance should be shared by the commercial and residential uses. The onsite pedestrian circulation network shall provide at a minimum one thematic connection between the residential and commercial uses, potentially accessed at the shared plaza, as illustrated in Figure 5. Key pedestrian entrances shall be enhanced to create a focal point through gateway elements such as decorative gates or trellises and enhanced pavement treatments.

SECTION 4. DEVELOPMENT STANDARDS

The Development Standards for Grand Commons are intended to create an aesthetically pleasing, pedestrian friendly, mixed use project. All development within the Grand Commons site shall comply with the standards listed below. Where the PAD is silent on a development standard, applicable City regulations shall apply. If there are conflicts between specific provisions of this PAD and the applicable City regulation, the terms of this PAD shall govern.

SITE ORIENTATION

The Grand Commons PAD envisions a mixed use development with the commercial uses fronting along Grand Avenue. The final site orientation, which will be determined through the site plan review process, shall at a minimum achieve the following site orientation standards:

Site Orientation Standards	
1.	Commercial and/or mixed use buildings shall be oriented to front Grand Avenue. Parking should be located either to the rear or side of the building, but not between the building and Grand Avenue.
2.	Multi-family uses shall take access from 85th Street, and be oriented behind the commercial/mixed uses that front on Grand Avenue.
3.	Multi-family buildings closest to 85th Street should be oriented so that they front parallel onto 85th Street.
4.	Multi-family buildings should be organized around site amenities referenced in this PAD to the maximum extent feasible.
5.	The Grand Commons site shall feature a minimum of one (1) thematic pedestrian connection point between the commercial/mixed uses and the multi-family uses.

GRAND COMMONS COMMERCIAL / MIXED USE COMPONENT

The commercial component of Grand Commons is based on the Intermediate Commercial (C-2) Zoning District, as outlined in of the Peoria Zoning Ordinance. Where this PAD is silent regarding the commercial or vertical mixed use component, the regulations related to C-2 zoning in the Zoning Ordinance shall govern.

GRAND COMMONS MULTI-FAMILY COMPONENT

The multi-family component of Grand Commons is based on the Multi-Family Residential (RM-1) Zoning District, as outlined in the Peoria Zoning Ordinance. Where this PAD is silent, the regulations related to RM-1 zoning in the Zoning Ordinance shall govern.

LAND USES

Commercial / Mixed Use Land Uses

The uses within the commercial / mixed use component of Grand Commons shall include all permitted principal, conditional and accessory uses listed under the City's C-2 zoning district, except for the following modifications:

1) Permitted Principal, Conditional, and Accessory Uses
   a) Outdoor dining and seating areas shall be a permitted as an accessory use
   b) A drive-through is permissive as an accessory. This use is limited to one (1) drive-through for the entire site
   c) Health and Exercise Center and Indoor Recreation Uses are limited to <10,000 square feet in size

2) Prohibited Uses -
    i) All “Automobile Related” uses, except Auto Parts and Accessory Store
    ii) All “General Industrial & Manufacturing” uses
    iii) All “Transportation Uses”
  b) Adult Uses
  c) Tobacco retailer, a Medical Marijuana Dispensary, or a retailer of e-cigarettes or a “Vape” shop

Multi-Family Component

Uses within the multi-family component of Grand Commons shall include all permitted principal, conditional and accessory uses listed under the City’s RM-1 zoning district, except for the except as modified by this PAD.

DIMENSIONAL STANDARDS

TABLE 3: Multi-Family Residential Dimensional Standards

		PAD Standard
Maximum Building Height		60’ 48’ along 85th Avenue*
Maximum Density		25 du/ac**
Setbacks	From 85th Avenue	10’
	PAD Exterior***	None required
	PAD Interior ***	None required

* Within Parcel 2, buildings 30 feet from the property line along 85th Avenue shall be 48’. See Exhibit 3 for land plan parcels

** Minimum density is calculated based upon the total acreage of the entire PAD. Within Parcel 1, residential units are required to be vertically integrated with commercial, retail, or restaurant uses and the square footage of residential uses within Parcel 1 should not exceed the combination of commercial, retail and restaurant uses.

*** Applies to property lines comprising the exterior boundaries of the PAD (e.g. Peoria Avenue or property boundaries with adjacent parcels).

TABLE 4: Commercial / Mixed Use Dimensional Standards

		PAD Standard
Maximum Building Height		60’
Setbacks	Grand Avenue*	10’
	PAD Exterior *	None required
	PAD Interior	None required

* Applies to property lines comprising the exterior boundaries of the PAD (e.g.84th Avenue or property boundaries with adjacent parcels).

MULTI-FAMILY OPEN SPACE AND AMENITY STANDARDS

The requirements outlined in the Multi-family section of the Peoria Design Review Manual shall apply unless otherwise modified by the Grand Commons PAD. It is the intent of the Grand Commons PAD to meet the standards of the City of Peoria Design Review Manual to provide open space and amenities, while developing this site with a more urban footprint. Minor PAD amendments may be considered to accommodate amenity packages that meet the unique design intent of the community.

Multi-Family Standards	
Open Space	
1.	Residential open space may include, but are not limited to: lawns or gardens; community plazas; courtyards; and multi-use paths.
2.	Shade provided within the multi-family component may include shade sails, pergolas, trellises or other free-standing shade structures, trees, or planting materials significant enough to provide shade and refuge from the sun.
3.	Should open space be provided outside of the multi-family component, it shall be centrally located, as much as feasibly possible, to ensure resident access.
Amenities	
4.	Residential amenities may include, but are not limited to: swimming pools and spas, rooftop decks, tot lots / jungle gyms, plazas, dog parks, and exercise / stretching stations along a multi-use path.
5.	A community plaza shall be distinguished from on-site pedestrian walkways and drive aisles through an alternative hardscape material such as pavers, Streetprint ™, and patterned, stamped, or colored concrete.
6.	The community plaza should include pedestrian amenities including, but not limited to: seating, shade elements outlined in Item 2 above, fountains, lawn games, thematic landscaped planters, and art installations.

The Grand Commons PAD includes several vignettes that are illustrative in nature while establishing an intent and quality for the future multi-family and community amenities. Figure 6 below provides examples of courtyards between buildings being amenitized as an “outdoor room,” which could take advantage of Peoria’s climate.

FIGURE 6: **Conceptual Multi-family Open Spaces**



FIGURE 7: **Conceptual Multi-Family Amenity Space**











SECTION 5. GRAND COMMONS DESIGN STANDARDS

PLACEMAKING DESIGN STANDARDS

Placemaking elements including thematic gateways, signature entry streetscaping, signage, and site furnishings are utilized throughout the Grand Commons development to establish the project identity and create a distinct destination for residents, employees, and visitors.

To create inviting spaces that provide unique experiences, placemaking elements shall be utilized within gathering areas with the commercial component, and within open spaces and amenities in the multi-family component. Unless otherwise modified within this PAD, placemaking elements shall meet the requirements of the Multi-family and Old Town sections of the Design Review Manual.

Placemaking Standards	
1.	To reinforce the overall project, all placemaking elements shall be coordinated.
2.	The first development phase, whether multi-family or commercial, shall set the overall theme for the project's placemaking features.

3. Individual placemaking features such as gateway elements, site furnishings, and signage within the multi-family and mixed use/commercial components of the project shall have common features such as color, material, and design to provide a cohesive environment and a more identifiable character for the entire project.

FIGURE 8: ***Conceptual Placemaking Elements***

Figure 8 illustrates placemaking elements such as paving, shade structures, and enhanced ornamental landscaping utilized to create an unique identity and experience within the Grand Commons development.



Project Entries

The development is anticipated to have two major entries - one to access the commercial portion component of the site from Grand Avenue and the primary access for the multi-family component from 85th Avenue.

Secondary entries shall continue the coordinated monumentation, landscaping, color and materials palette, and hardscaping materials as the primary project entries. Figure 11 includes an illustrative image of a secondary project entry.

Project Entry Standards
1. Each primary entrance of the development shall include one (1) major placemaking element at the project entries. Acceptable major placemaking elements include, but are not limited to: an architectural gate or monument, a trellis or arbor, decorative wall, or fountain. The major placemaking element shall be in addition to the project entry requirements outlined in the Design Review Manual.
2. Monument signage, enhanced landscaping, streetscape and/or median landscaping shall be installed at the primary multi-family and commercial/mixed use entrances.
3. Landscaping utilized for the project entry streetscaping and/or hall feature a coordinated landscape palette and theme. This theme will be established during the site plan process for the first phase of development.
4. Sidewalks along Grand Avenue shall be a minimum of 8 ft. in width to create a more walkable pedestrian environment along this right-of-way.
6. Sidewalks adjacent to the commercial/mixed use buildings shall be 10 feet in width to accommodate patio spaces, entry plazas, and pedestrian amenities.
7. Call boxes for vehicular or pedestrian access to the multi-family component shall be designed within a landscape planter, or be sited within a landscaped island at least 7 feet in width.

FIGURE 9: ***Conceptual Multi-Family Entries***

These illustrative examples of the primary multi-family entrance include a gateway component such as an architectural gate or monument, a decorative wall, decorative gates or monument signage. The project entry will meet the requirements of the Design Review Manual.









FIGURE 10: **Conceptual Commercial / Mixed Use Entries**

The commercial/mixed use entries should be designed to create a "Main Street" feel. Pedestrian plazas with pedestrian amenities including decorative paving treatments, plantings, and site furnishings should be employed.











FIGURE 11: ***Conceptual Secondary Project Entry at 84th Avenue***

The commercial / mixed use entry along North 84th Avenue features a proposed traffic circle and pedestrian connections to Old Town and the transit stop.





ARCHITECTURAL CHARACTER

General Character

The development establishes and maintains a consistent architectural vocabulary through the use of architectural styles that have complementary forms, materials, and color. The requirements of the Design Review Manual shall be met, in addition to the site specific requirements of the Grand Commons PAD outlined below.

General Architectural Standards

1. All buildings within the multi-family and commercial/mixed use components of the development shall utilize a consistent architectural design, building materials, and color palettes to promote a cohesive architectural identity for the overall Grand Commons development.
2. The building materials and color palette utilized within the Grand Commons development shall be complementary to the established character of the surrounding area, including icons like the Peoria Center for the Performing Arts and Wagner Plaza shopping centers.
3. High-quality building materials and details shall be used on all building facades to promote four-sided architecture.
4. Buildings shall utilize a combination of staggered setbacks, fenestration, façade articulation, varied roof planes, and material, texture, or color changes to create design interest and visual relief. Building façades along Grand Avenue and 85th Avenue as well as those fronting prominent open space and amenities shall not extend more than 80 horizontal feet without an offset of a minimum of one foot in façade articulation, a change in building materials, or inclusion of a defined architectural detail/pattern.

Multi-Family Architectural Standards

Multi-family buildings shall be oriented around public gathering spaces and residential amenities which engage these spaces through a combination of architectural articulation and fenestration (see **Section 8 Exhibit 7: Multi-Family Architectural Precedents**).

Multi-Family Residential Architectural Standards

1. Multi-family buildings along 85th Avenue shall activate the street-facing façade through variations in the building form related to the scale of individual dwelling units through use of façade articulation, placement of window and primary entrances, or elements such as stoops, porches, canopies, or awnings over windows.
2. Residential buildings should consist of three (3) carefully integrated parts: a building base, middle, and top. The building base shall employ the greatest variation of architectural detailing, color palette, and building materials to enhance the pedestrian experience.
3. Façades longer than 100 feet should include a combination of staggered setbacks, fenestration, façade articulation, varied roof planes, and material, texture or color changes

to create design interest and visual relief. Color changes alone will not satisfy this requirement. The highest level of color / materials variations and detailing should be applied on the building base, corners, and near primary pedestrian entrances.

4. Carport and garages shall architecturally integrate with the established design theme of the Grand Commons development. Innovative architectural elements, such as solar panels, are encouraged to be utilized within the design of carports.

FIGURE 12*:* ***Multi-Family Architecture Precedents***



Commercial / Mixed Use Architectural Standards

The commercial / mixed use portion of the site engages Grand Avenue and the primary project entrance by siting buildings closer to this frontage and engaging it through a combination of architectural articulation and fenestration, and gathering spaces such as patios or building plazas (see **Section 8 Exhibit 7: Commercial / Mixed Use Architectural Precedents**).

Commercial / Mixed Use Architectural Standards

1. Commercial / Mixed Use buildings shall be designed to have four sided architecture to ensure that the architectural concept is articulated on all sides of the buildings.
2. Buildings façades along Grand Avenue shall contain a minimum of 20 percent glazing (i.e. transparent windows, doors, or storefronts). Any portion of the building façade along Grand Avenue that cannot accommodate the installation of windows due to interior uses shall be utilize the strategic application of façade articulation, varied roof planes, and selection and use of colors and materials to provide interest along the frontage.

3. Utility and mechanical equipment shall be appropriately integrated into the building and/or screened so that it is not visible from Grand Avenue.
4. Building corners near the intersection of Grand Avenue and the primary commercial/mixed use entry should emphasize the corner through an architectural (i.e. massing, height or other façade treatment) or pedestrian-oriented feature at the corner.

FIGURE 13: **Commercial Architecture Precedents**

Commercial buildings engage Grand Avenue and the primary project entrance through a combination of architectural articulation and fenestration.





Commercial / Mixed Use Public Gathering Spaces

The commercial portion of the site features enhanced patio and/or gathering spaces for patrons located adjacent to the commercial uses along. These spaces are designed to enhance and create visual interest and overall ambiance through cohesive shade elements, site furnishings, lighting, and landscaping. These amenities are accessible through pedestrian connections that link the commercial uses with each other, as well as the multi-family residential. The location, size, and associated amenities for all gathering spaces shall be identified through the site plan review process. For the multi-family design standards concerning open spaces and amenities, see Section 4 of the PAD.

Commercial / Mixed Use Amenity Standards

1. A minimum of 200 square feet of public space shall be provided for each commercial / mixed use building to accommodate outdoor seating or gathering.
2. Areas designated for outdoor seating or gathering shall be defined with landscape elements, low seat walls, benches, planters, paving patterns, or other materials distinguishable from the pedestrian sidewalk and parking areas.
3. At least one (1) shade element covering 35 percent of the gathering space shall be provided for each public area.
4. Shade elements may include shade sails, canopies, awnings, canvas umbrellas at tables, trees, or planting materials significant enough to provide shade and refuge from the sun.

FIGURE 14: **Conceptual Theming of Commercial / Mixed Use Outdoor Seating or Gathering Spaces**









SECTION 6. PARKING AND LOADING REQUIREMENTS

Grand Commons is intended to support the revitalization of the core Old Town Peoria area through compact, pedestrian-centered design. To create a mixed use center where citizens can live, work, and play, deviations from Section 21-823 Parking and Loading Standards are noted below, which better balance parking demand by land use type.

PARKING REQUIREMENTS

TABLE 5: MULTI-FAMILY PARKING REQUIREMENTS

PAD Parking Stall Dimensions	**9' x 20'**
Land Use	PAD Standards
Multi-Family Residential	1 space / 1 Bedroom 1.65 spaces / 2 Bedroom
Visitor parking	1 space / 10 Units
Leasing Office	1 space / 200 Square Feet

TABLE 6: COMMERCIAL/ MIXED USE PARKING REQUIREMENTS

PAD Parking Stall Dimensions Land Use	9' x 20'
Land Use	PAD Standard
Office	1 space/ 262 Square Feet
Retail	1 space / 278 Square Feet
Restaurant	1 space / 69 Square Feet
Other non-residential Use*	4 spaces / 1,000 Square Feet

* Other Unspecified Financial, Entertainment & Recreation, Institutional, Medical, or Personal Service Use as permitted by this PAD, noted in Section 4 Commercial / Mixed Use Land Uses.

Shared Parking and Parking Reductions

As a mixed use development, Grand Commons PAD allows the residential and non-residential uses on site to share some of the off-street parking spaces as indicated below.

1. Up to 20 percent of the required parking for the multi-family residential use may be shared by the daytime parking demand of the commercial land uses.

2. The commercial uses of the project may share up to 10 percent of the total required parking spaces for the total spaces required for all non-residential uses.

3. Conditions required for Shared Parking:
    a. The developer shall show that there is no substantial parking conflict during the operating hours of the land uses for which a shared parking agreement is proposed.
    b. A legally binding agreement, executed by all property owners directly impacted by shared parking, shall be filed with the Peoria City Clerk and recorded with the Maricopa County Recorder. The agreement shall be finalized during the site plan approval process.

The minimum amounts of off-street parking required by Table 6 above may be adjusted by the factors shown in Table 7 as applicable. These reductions take into consideration the site's proximity to the historic core of Peoria, which results in an anticipated 15 percent of patrons to arrive via transit or as pedestrians from adjacent walkable areas.

TABLE 7: APPLICABLE PARKING REDUCTIONS FOR NON-RESIDENTIAL

Type of Reduction	Applicability	Reduction
Proximity to Transit Stop	Provision for adjacent transit stop designation	10 percentage of overall parking requirement
Bicycle Parking	Provision of bicycle parking within the project	For every six (6) bicycle parking spaces provided, one (1) vehicular parking space can be deducted, up to a maximum of five (5) vehicular spaces
Vehicle Drop-off Area	Provision of rideshare pick up / drop-off areas within the project	For one rideshare drop-off area, up to five (5) required parking spaces can be deducted from the total non-residential parking requirement

SECTION 7. FENCE AND WALL REQUIREMENTS

Fences and Walls

The multi-family component of the project shall provide a minimum of one (1) primary thematic pedestrian connection, sited at a key location such as a primary onsite pedestrian pathway or public open space. Fences and/or walls should provide pedestrian access points between the uses in appropriate locations, to the maximum extent feasible.

Fence and Wall Standards

1. A minimum of 50 percent of the fencing along property line(s) internal to the site shall consist of view fencing that is at least 50 percent opaque
2. View fencing may employ materials such as, but not limited to: wood, painted or coated pipe, wrought iron, or smooth wire pasture fence material, rather than solid walls.
3. View fencing shall be utilized in areas where key visual corridors are desired.

FIGURE 15: **Illustrative Theming of Wall/Fences**

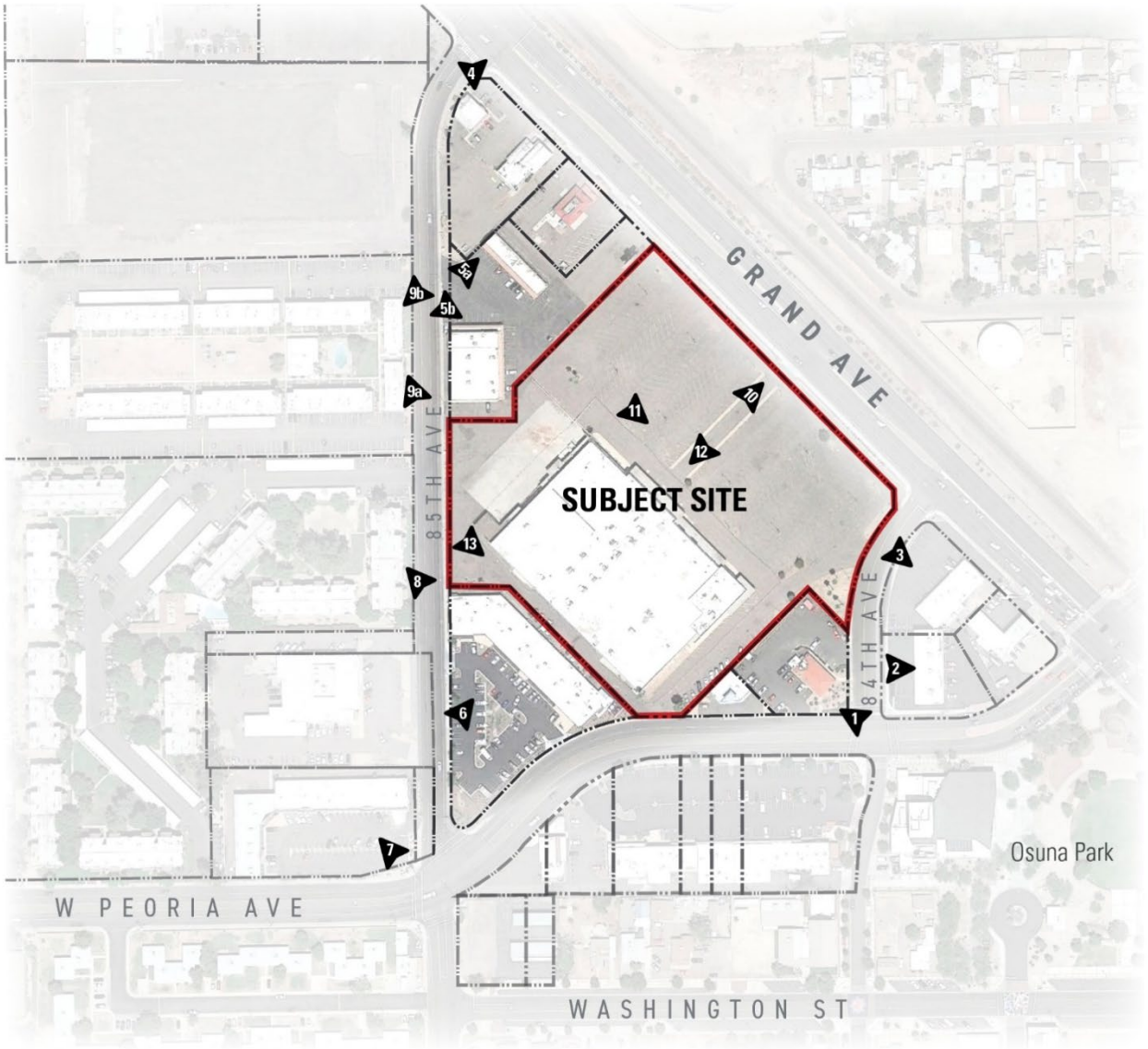


SECTION 8. EXHIBITS

EXHIBIT 1: VICINITY MAP



EXHIBIT 2: EXISTING SITE CONDITIONS AND CONTEXT



Mixed commercial
The Grand Avenue Corridor is characterized by a mix of commercial and retail uses suburban in character.



1. Don Lencho's Restaurant



2. Firestone Complete Auto Care



3. Various commercial tenants



4. K-May Donuts & Bagels



5. Adobe Plaza





6. Wagoner Plaza 2



7. Mike Market

Multi-family Housing

The area to the East and West of the site is predominantly characterized by medium density multi-family housing that serves as a transition to single-family





8. Cedar Meadows Apartments

subdivisions beyond.





9. Villas at Montebella

Existing Site Conditions

The existing site housed a vacant building that was formerly the Smitty's grocery store.



10. Entrance



11. Parking field

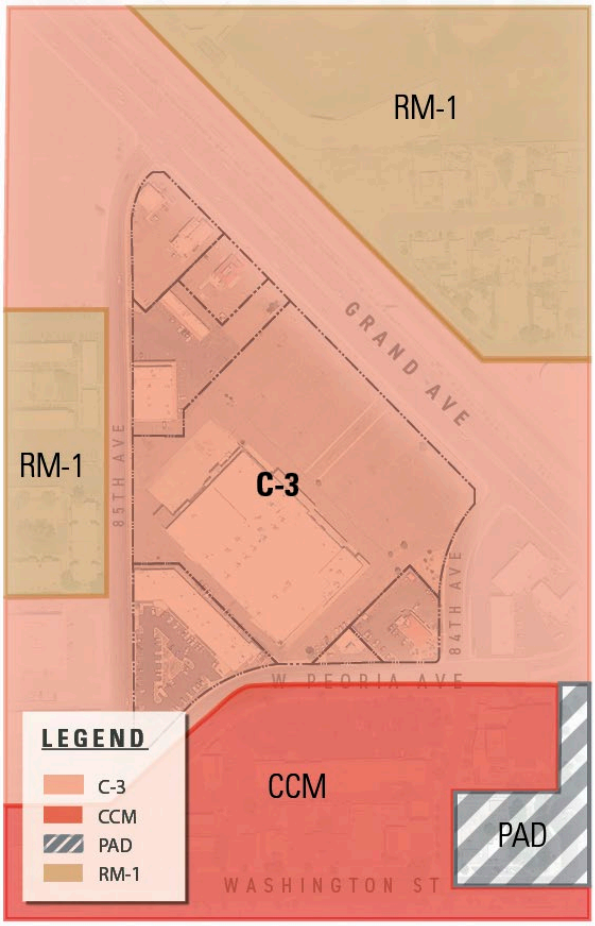


12. Former Smitty's building

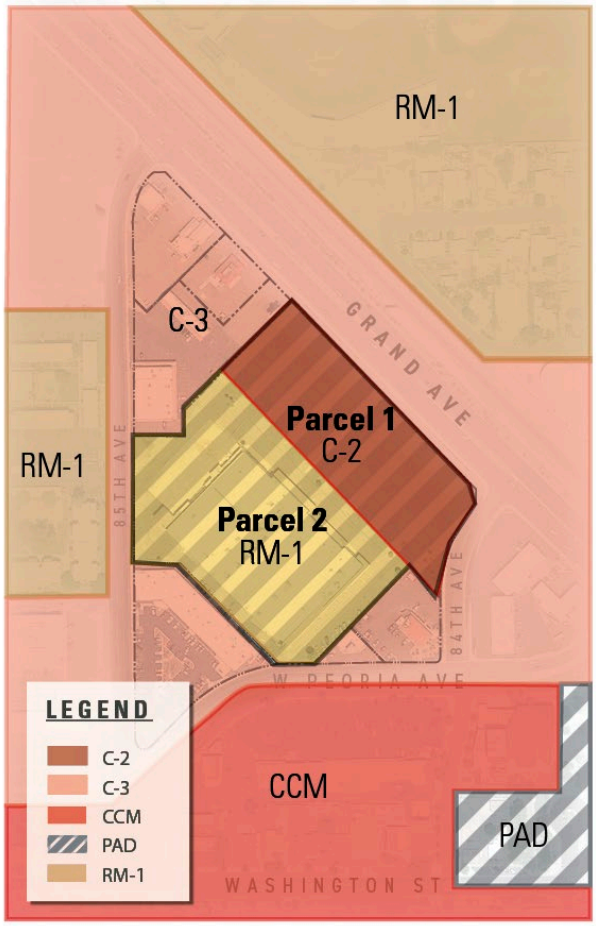


13. Alley

EXHIBIT 3: EXISTING AND PROPOSED ZONING MAP

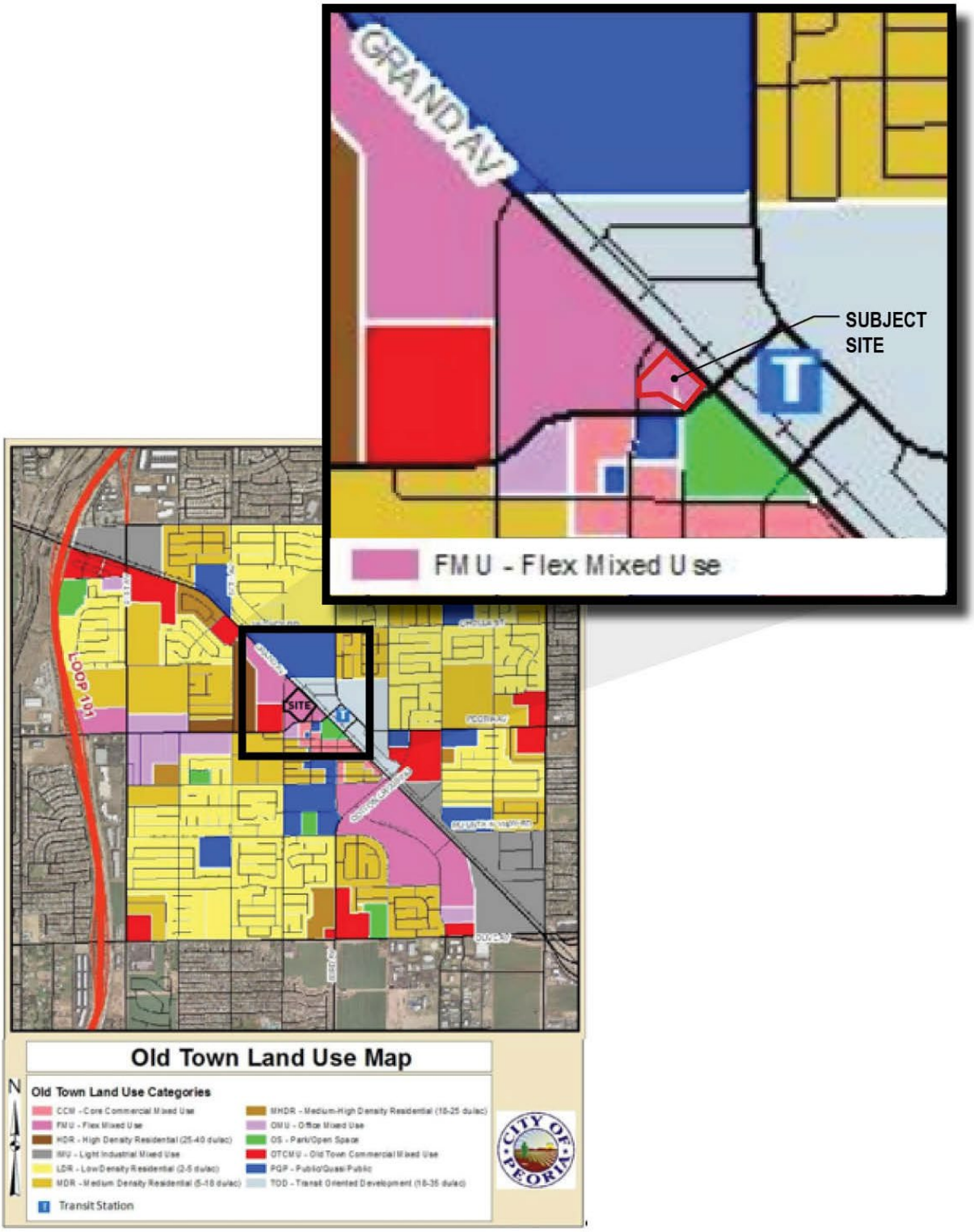


Existing zoning shows the site zoned as C-3.



Proposed zoning shows the underlying zoning of the PAD as C-2 on parcel 1 and RM-1 on parcel 2.

EXHIBIT 4: OLD TOWN SPECIFIC AREA PLAN LAND USE MAP



The existing Old Town SAP Land Use Map, prior to the adoption of the PAD, indicates the site as Flex-Mixed Use. See Exhibit 5 for proposed category.

EXHIBIT 5: CONCEPTUAL DEVELOPMENT PLAN – COMMERCIAL OPTION

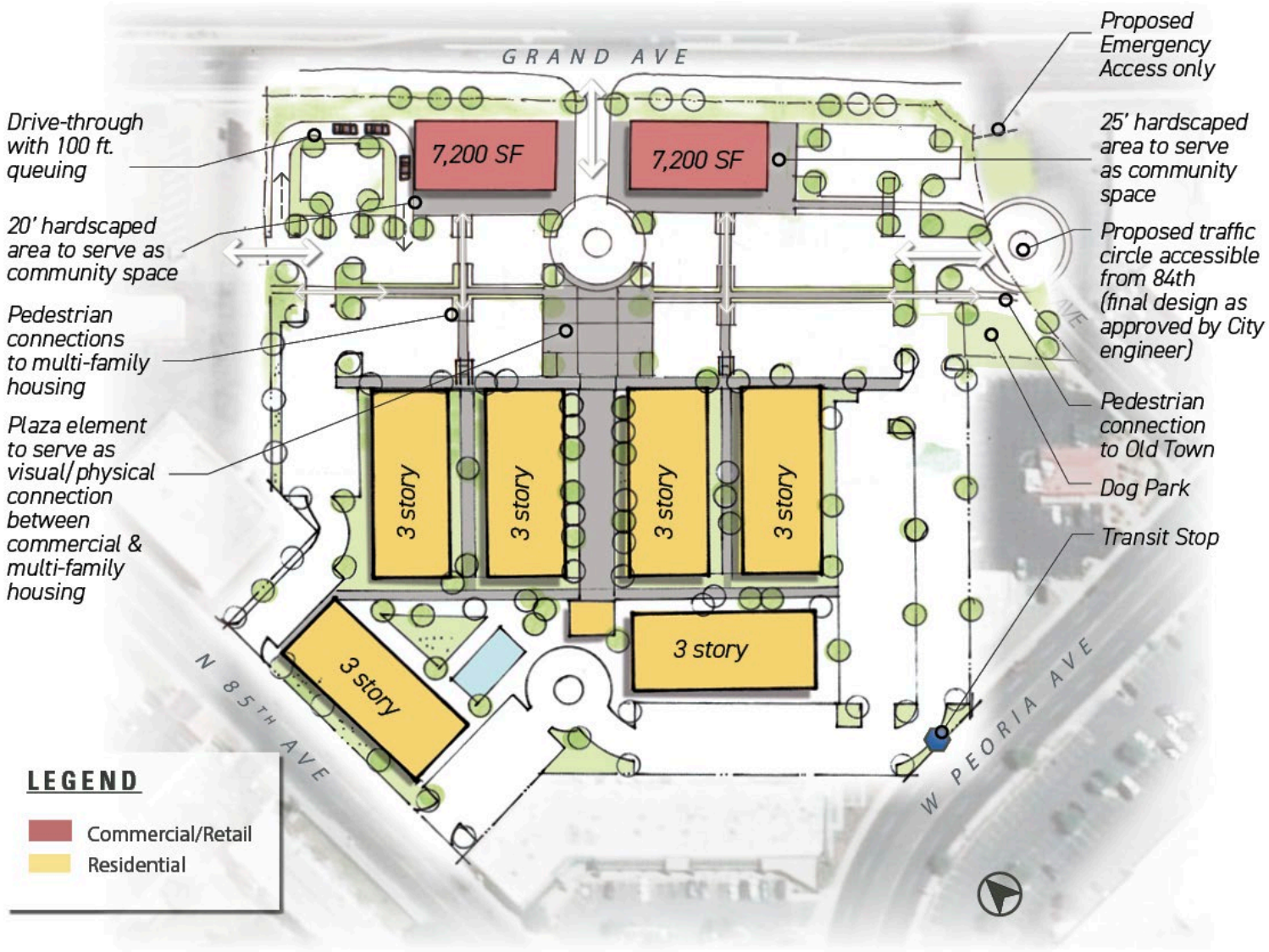


Figure 5 illustrates one conceptual site plan option that meets the vision established by this PAD and responds to the site's surrounding context. The final site configuration will be determined through the City of Peoria site plan review process.

EXHIBIT 6: CONCEPTUAL DEVELOPMENT PLAN – MIXED USE OPTION

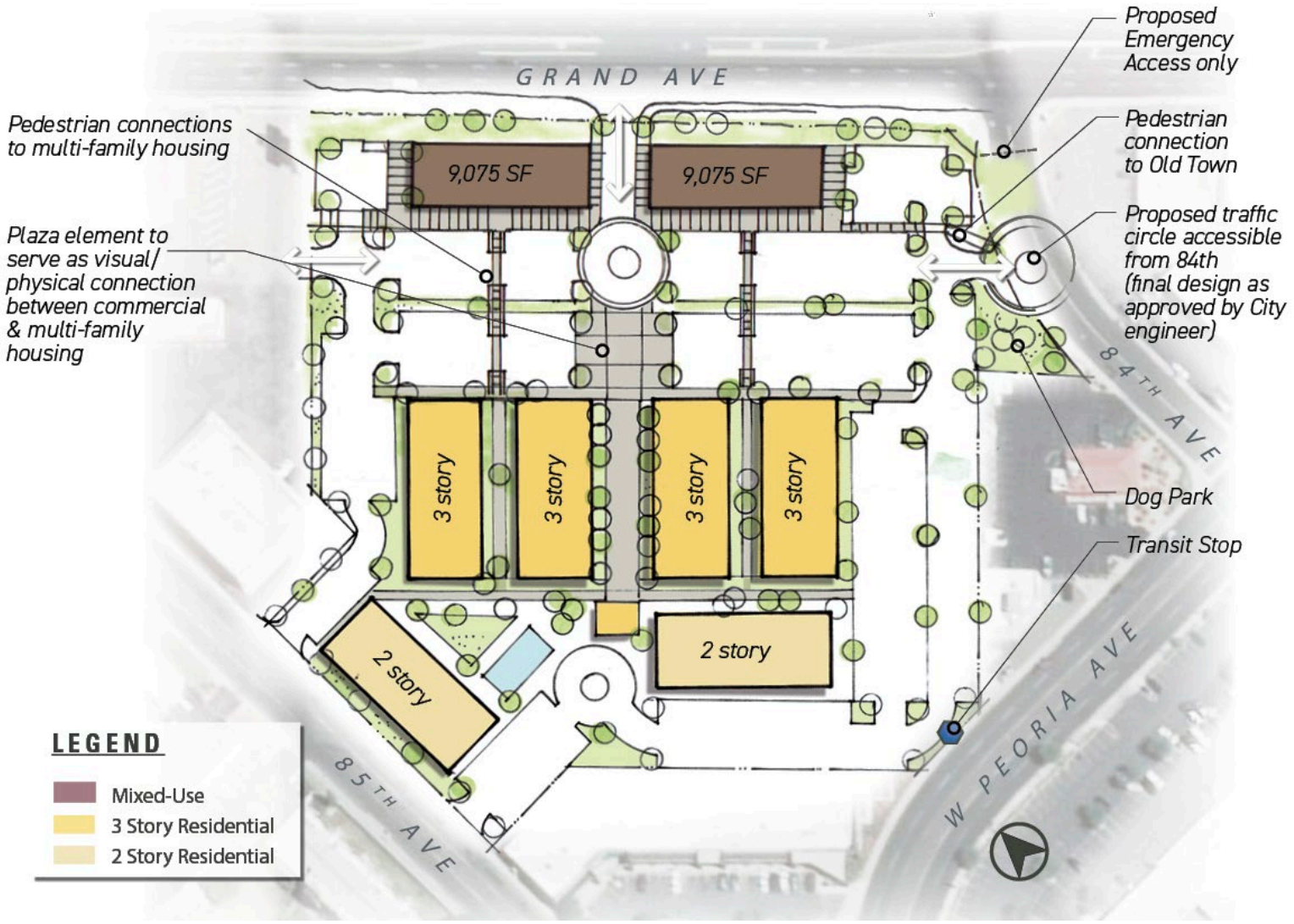


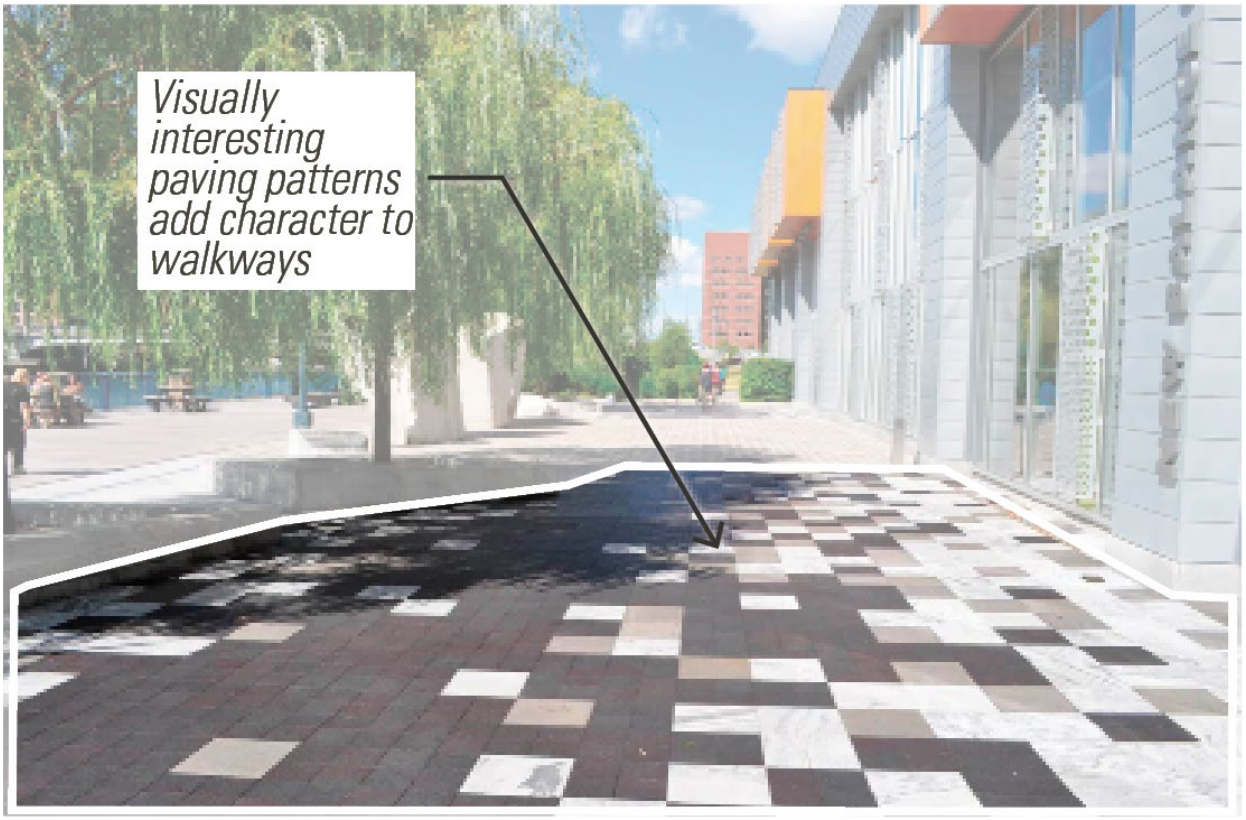
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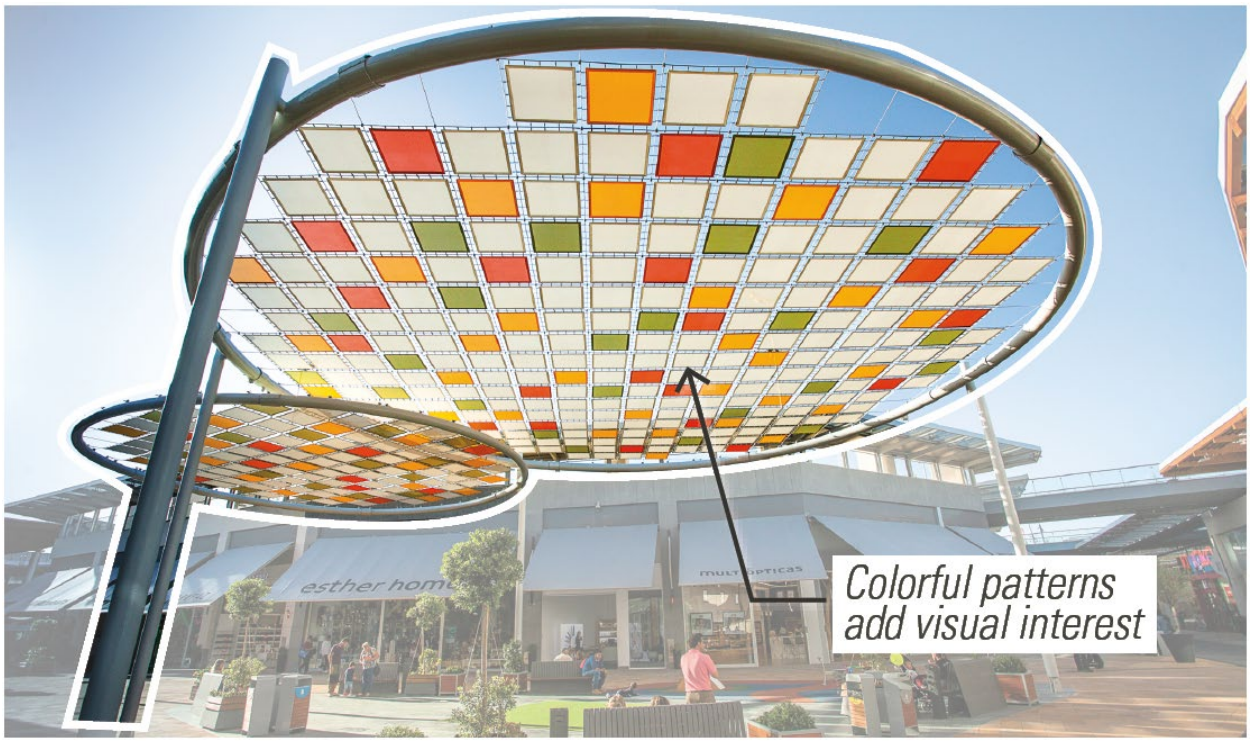
EXHIBIT 7 COMMERCIAL AND MULTI-FAMILY DESIGN GUIDELINES EXHIBITS

Figure 7.A: Illustrative Theming Placemaking Elements

Figure 7.A illustrates residential entrance signage consisting of smaller monuments that are lower to the ground. The choice of colors, materials, and scale establishes and emphasizes the identity of this project. Combined with enhanced landscape elements, signs highlight the entrance and create a sense of arrival.




Visually interesting paving patterns add character to walkways


Colorful patterns add visual interest


CHICO'S
Natural materials with metal slats softens appearance


Landscaping softens views and benches provide rest areas


Naturally shaded walkways and seating to protect users from the elements

Figure 7.B: Illustrative Theming for Multi-Family Entries



Figure 7.B illustrates the conceptual design for the multi-family entries of the project, which may or may not be gated and will include a gateway component with monument signage and landscaping treatments, sidewalks, and signature streetscaping. This figure is illustrative, final designs will be determined at site plan review.




Gated residential entrance with gateway features
The Gates
Anstey

Figure 7.C: Illustrative Theming for Commercial Entries



Figure 7.C illustrates the conceptual design for commercial entry designed to create a "Main Street" feel. Pedestrian entrance plazas with pedestrian amenities including decorative paving treatments, plantings, and site furnishings. This figure is illustrative, final designs will be determined at site plan review.




Landscaping, paving and site furnishing is utilized to create a unique identiy


Entry plaza creates a sense of arrival

Figure 7.D: Illustrative Theming for Secondary Project Entry at 84th



Figure 7.D illustrates the conceptual design for the secondary project entry off of North 84th Avenue and nearby residential amenities such as the dog park. This figure is illustrative, final designs will be determined at site plan review.

Figure 7.E: Illustrative Theming for Multi-Family Architecture Precedents

Figure 7.E illustrates the architectural character intended for the multi-family portion of the Grand Commons development.






Design interest and visual relief using popouts, varied wall planes, canopies, and color changes.


Facade articulation to avoid monotonous appearance

Figure 7.F: Illustrative Theming for Commercial Architecture Precedents

Figure 7.F illustrates the architectural character intended for the commercial portion of the Grand Commons development. Commercial buildings engage Grand Avenue and the primary project entrance through a combination of architectural articulation and fenestration.





Figure 7.G: Illustrative Theming for Multi-Family Open Spaces – Plaza / Garden

Figure 7.G illustrates the conceptual design for the large, amenitized gathering spaces in between the residential buildings. This space is open for residents to gather and recreate, but also provides opportunities to cater larger-scale events in coordination with the multi-family and commercial components of the project. This figure is illustrative; final designs will be determined at site plan review.

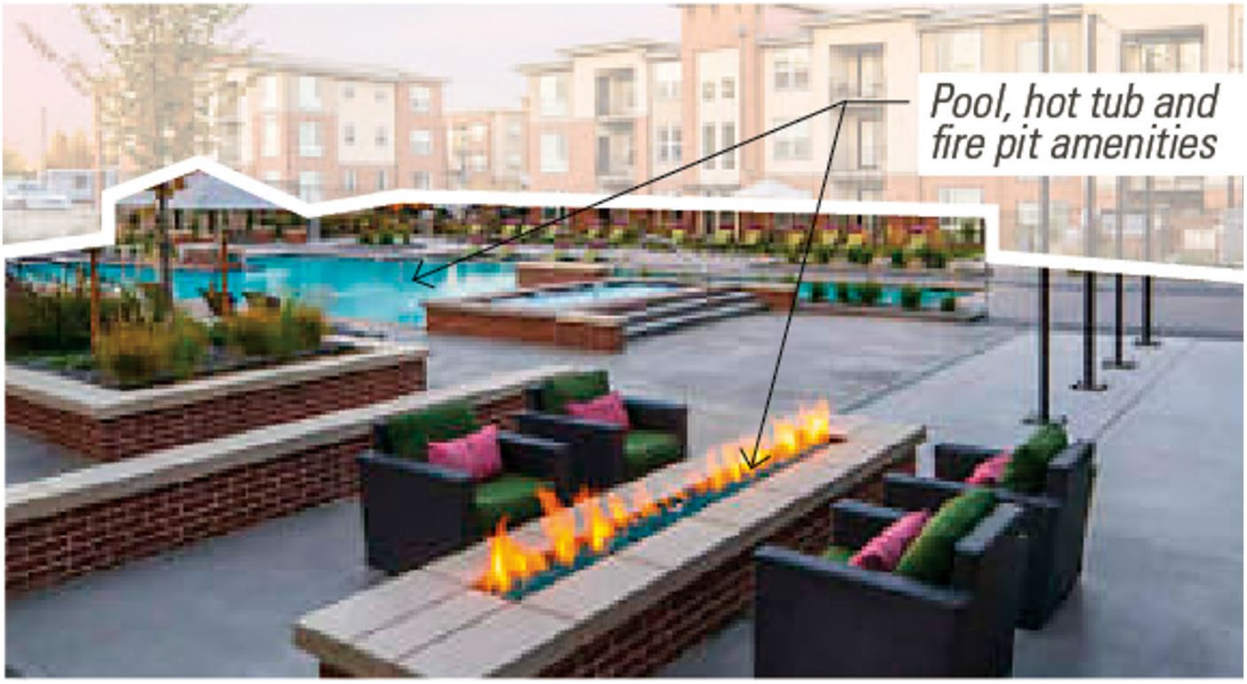



Amenitized residential
gathering space

Figure 7.H: Illustrative Theming for Multi-Family Open Space – Community Pool / Playground



Figure 7.H illustrates the conceptual design for the outdoor multi-family amenities, which may include playgrounds and dog parks within open spaces that accommodate a variety of users in the community. This figure is illustrative; final designs will be determined at site plan review.




Playground engages young residents


Multi-use Trails

Figure 7.I: Illustrative Theming for Commercial / Mixed Use Open Spaces



Figure 7.I illustrates the conceptual design for the commercial outdoor patio spaces with pedestrian amenities to enhance the experience of commercial users. This figure is illustrative, final designs will be determined at site plan review.




Covered patios provide patrons relief from the elements
Bar Louie

EXHIBIT 8: LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF MARICOPA, STATE OF ARIZONA, AND IS DESCRIBED AS FOLLOWS:

That portion of the East half of the Southeast quarter of Section 22, Township 3 North, Range 1 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, lying Southwesterly of the Southwesterly right-of-way line of U. S. Highway 60-70-89 (Grand Avenue), being more particularly described as follows:

BEGINNING at the Southwest corner of the East half of the Southeast quarter of said Section 22;

Thence North 00 degrees 10 minutes 17 seconds East (assumed bearing) 510.24 feet along the West line of said East half of the Southeast quarter to the TRUE POINT OF BEGINNING for the herein described parcel of land;

Thence continuing North 00 degrees 10 minutes 17 seconds East, 270 feet along the said West line of the East half of the Southeast quarter;

Thence South 89 degrees 49 minutes 43 seconds East, 140 feet;

Thence North 00 degrees 10 minutes 17 seconds East, 56.16 feet;

Thence North 45 degrees 42 minutes 42 seconds East, 327.22 feet to a point on the Southwesterly right-of-way line of U. S. Highway 60-70-89 (Grand Avenue) as recited in Book 590 of Deeds, Page 508, of Official Records;

Thence South 44 degrees 17 minutes 18 seconds East, 555 feet along said Southwesterly right-of-way line of U. S. Highway 60-70-89 (Grand Avenue) to a point that is the Northwesterly end of the Westerly right-of-way line of 84th Avenue (Peach Street) as dedicated in Docket 7752, Page 520, of Official Records;

Thence along a curve, concave right, having a radius of 20.63 feet and a central angle of 86 degrees 28 minutes 45 seconds 31.14 feet to the Southerly end of said curve and the beginning a curve, concave left, having a radius 315.32 feet and a central angle of 42 degrees 00 minutes 09 seconds;

Thence 231.16 feet along the arc of said curve and the Westerly right-of-way line of 84th Avenue (Peach Street) to the end of said curve;

Thence North 41 degrees 15 minutes 45 seconds West, 94.54 feet;

Thence South 45 degrees 42 minutes 42 seconds West, 292.64 feet to a point on the Northerly right-of-way line of Peoria Avenue as described in Docket 7141, Page 363, of Official Records;

Thence South 89 degrees 59 minutes 26 seconds West, 43.91 feet along said Northerly right-of-way line of Peoria Avenue to the beginning of a curve, concave left, having a central angle of 4 degrees 55 minutes 50 seconds and a radius of 326.33 feet;

Thence 28.08 feet along the arc of said curve and the said Northerly right-of-way line of Peoria Avenue;

Thence North 44 degrees 17 minutes 18 seconds West, 302.01 feet along a line that is parallel with and 565 feet Southwesterly of the above said Southwesterly right-of-way line of U. S. Highway 60-70-89 (Grand Avenue);

Thence North 89 degrees 49 minutes 43 seconds West, 126.91 feet to the TRUE POINT OF BEGINNING for the herein described parcel of land;

EXCEPT that portion as condemned by the State of Arizona Department of Transportation by the Final Order of Condemnation recorded December 20, 2010 as Document No. 2010-1104400, of Official Records, described as follows:

That portion which lies between the existing Southwesterly right-of-way line of U. S. Highway 60 (Wickenburg – Phoenix Highway) and the following described New Right of Way line:

Commencing at PK nail with tag LS21080 marking the Southeast corner of said Section 22, being South 00 degrees 09 minutes 00 seconds East 2638.04 feet from a 3 inch City of Peoria brass cap that is flush marking the East quarter corner of said Section 22;

Thence along the East line of said Section 22 North 00 degrees 09 minutes 00 seconds West 213.62 feet to the existing right-of-way centerline of said U. S. Highway 60;

Thence along said existing right-of-way centerline North 44 degrees 39 minutes 15 seconds West 690.94 feet;

Thence South 45 degrees 20 minutes 45 seconds West 111.33 feet to the POINT OF BEGINNING on the existing Westerly right-of-way line of 84th Avenue;

Thence North 00 degrees 25 minutes 32 seconds West 30.00 feet;

Thence North 44 degrees 05 minutes 53 seconds West 515.24 feet;

Thence North 44 degrees 39 minutes 15 seconds West 424.06 feet;

Thence South 88 degrees 48 minutes 32 seconds West 23.12 feet;

Thence South 47 degrees 39 minutes 09 seconds West 20.00 feet to the POINT OF ENDING on the existing Easterly right-of-way line of 85th Avenue.

APN: 142-42-042Q

EXHIBIT 5: CONCEPTUAL DEVELOPMENT PLAN – COMMERCIAL OPTION

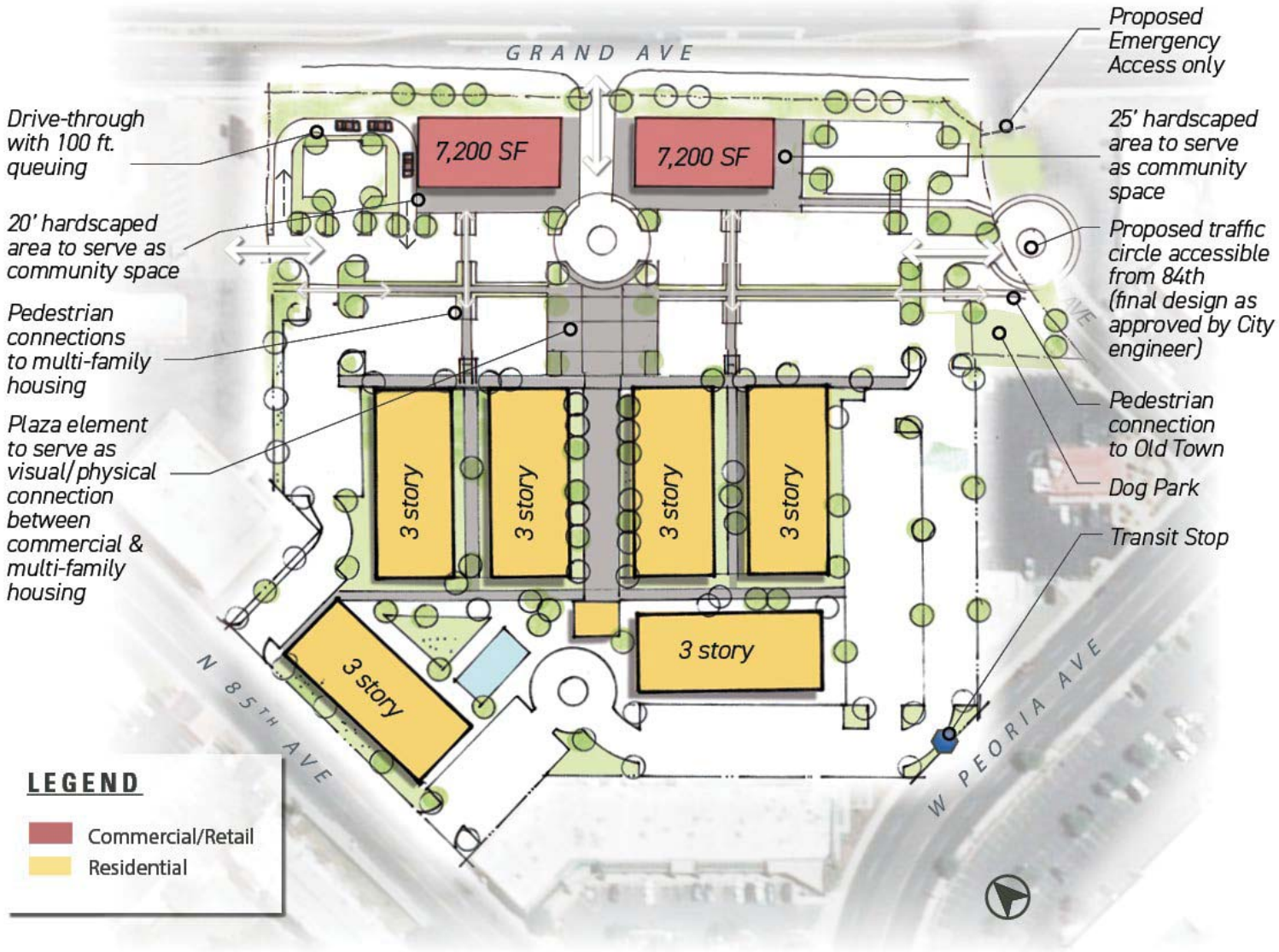


Figure 5 illustrates one conceptual site plan option that meets the vision established by this PAD and responds to the site's surrounding context. The final site configuration will be determined through the City of Peoria site plan review process.

EXHIBIT 6: CONCEPTUAL DEVELOPMENT PLAN – MIXED USE OPTION

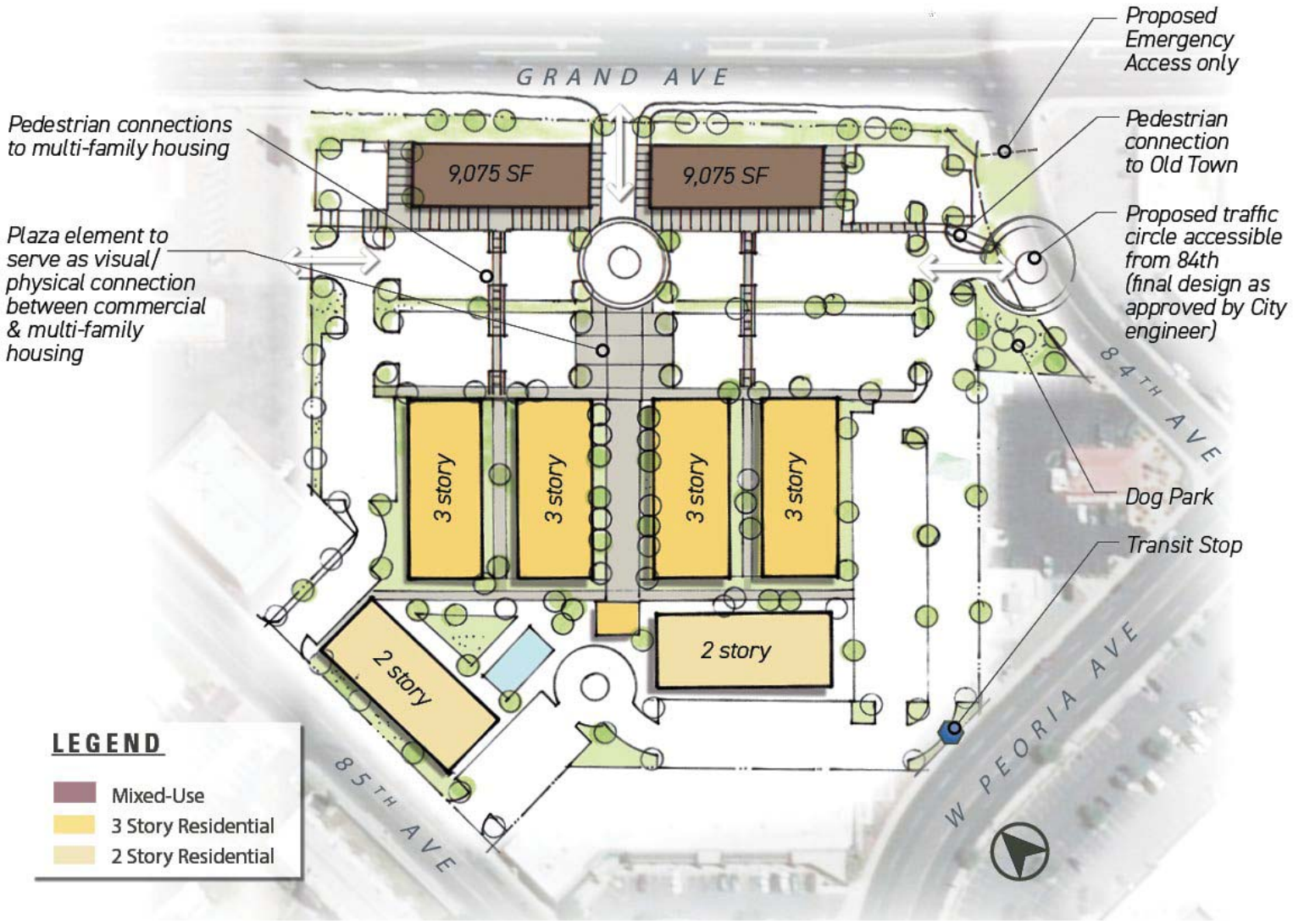
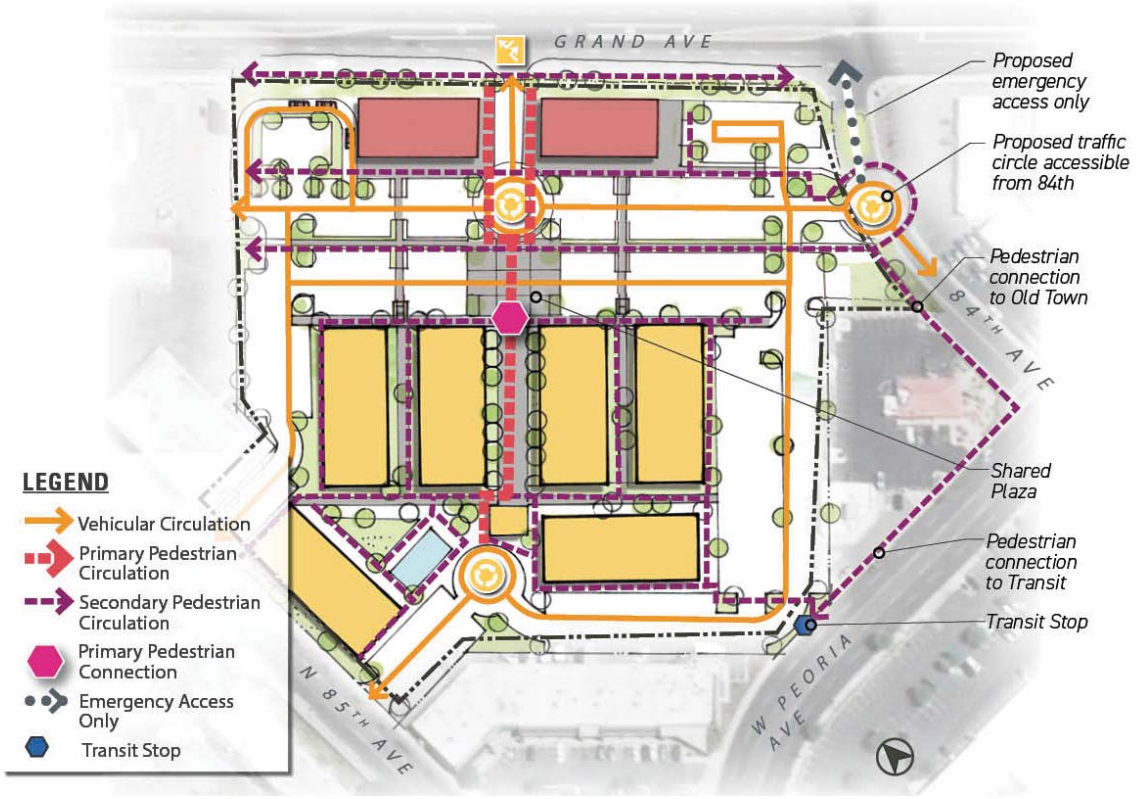


Figure 6 illustrates one conceptual site plan option that meets the vision established by this PAD and responds to the site's surrounding context. The final site configuration will be determined through the City of Peoria site plan review process.

FIGURE 5: **Pedestrian Connectivity**



GRAND COMMONS PAD AMENDMENT

Planned Area Development Standards and Guidelines Report for the
7.5-acre property located to the 8455 W. Grand Avenue
Rezoning Case No. Z20-06

Neighborhood Meeting Minutes
City of Peoria Virtual Meeting via GoToMeeting
(recording available https://youtu.be/3W1uUZpTM3o)
August 25, 2020 – 5:00-6:00 PM

On August 25, 2020, the City of Peoria Real Estate Development Office, in conjunction with the development team, SJ Acquisitions – Steve Addison and Jon de Fiebre, held a Virtual Neighborhood Meeting via GoToMeeting from 5:00-6:00 PM.

The purpose of this meeting was to allow the public the opportunity to review and comment on the rezoning application to amend the existing development standards on a project known as *Grand Commons (former Smitty's site)*. Conceptual site plans were included in the presentation and representatives from the development team and city were present to discuss the proposed amendments.

The subject property, approximately 7.5 acres in size, is bordered by Grand Avenue and North 84th Avenue on the east, West Peoria Avenue on the south, and North 85th Avenue on the west. It is located within the boundaries of the Grand Avenue Central District of the Old Town Specific Area Plan (SAP). Current conditions of the properties along the Grand Avenue corridor north of Old Town are characterized by vacant buildings and large expanses of parking fields with little landscaping or pedestrian amenities.

The proposed project is a request to rezone to a Planned Area Development Zoning District, for an urban, mixed-use development just north of historic Peoria Old Town that creates new commercial and housing uses within the Grand Avenue corridor. The proposed development will feature approximately 14,400 square feet of neighborhood-serving commercial space, within either stand-alone commercial pads or mixed-use buildings. The multi-family component would allow for a maximum density of 25 dwelling units per acre. As the existing land use category for the site doesn't accommodate the range of uses appropriate for mixed use development, the applicant is therefore seeking a General Plan / SAP amendment to accompany the concurrent application for the Grand Commons Planned Area Development (PAD) rezoning. The Grand Commons PAD request details the conceptual development plan for the site, as well as the General Plan Amendment Request.

There were 29 attendees in total at the meeting. The letter and postcard notices went to all properties within 1320 feet, HOAs within a one-mile radius and the Peoria Unified School District. See attached for the attendee sheet, presentation, notice of application postcard and neighborhood meeting notification letter.

Discussion Items:

1. **Plan Presentation Overview**

a. Site Images
    i. Site images pre site demo
    ii. Multi-jurisdictional project. Project requirements have to be mindful of various jurisdiction requirements. ADOT controls access to Grand Ave. ADOT is looking to the restrict access to Grand Ave. This project will limit direct access to Grand Ave.
    iii. This project will provide population support for existing and future businesses.

b. Site Plans
    i. Commercial Option
        1. Conceptual land use plan. Design will be addressed in later project phases.
        2. Proposed emergency access only will not allow through-traffic.
        3. A proposed traffic circle will allow full access into project site and existing businesses from 84th into the site, to Grand Ave it will be emergency access only.
        4. Commercial fronting Grand Ave with one (1) possible drive-through facility
        5. Interior traffic circle to distribute onsite traffic
        6. Market rate multi-family housing to the back of commercial uses, maximum of 188 dwelling units.
        7. Connectivity within site and to surrounding developments/destinations
    ii. Mixed-Use Option
        1. Vertical mixed-use buildings replacing commercial IF the market will support such an option. Commercial uses on the ground-floor residential uses above.
        2. Unique opportunity for Peoria, the City doesn't have true vertical mixed-use buildings
        3. In this scenario, Residential buildings along 85th are two stories in height vs three. The residential density has moved to the mixed-use buildings along Grand Ave.

c. Design / Architectural Precedents
    i. Give the basic design intent
    ii. This level of design is appropriate in Old Town
    iii. Precedents indicate how this has been done elsewhere and how vibrancy can be created within these spaces

d. Secondary entrance off of traffic circle

e. Placemaking
    i. How do we treat public spaces so they feel interesting so people want to gather and spend time there
    ii. Precedent images show how this can be accomplished in terms of colors, materials, patterns etc.
    iii. How can we create intimate spaces through landscaping and street furniture- how do we create a place that people want to be?

iv. These elements become important as we look at connectivity throughout the site, to adjacent properties and destinations like old towns

f. Commercial Architectural Precedents
    i. Intended for inspiration, the final product may not look exactly like this
    ii. Corner elements, intimate spaces facing the interior of the site
    iii. Double entry building design is something that we will be looking at

g. Commercial Patio Vignette
    i. Commercial patio looking toward the residential areas

h. Parking
    i. Are looking at reducing parking requirement as this is intended to be walkable project that is close to a transit stop

i. Commercial Vignette
    i. Mini Main Street feel among entry
    ii. Architectural detailing on the corner

j. Next Steps
    i. Project requires PAD zone change and SAP amendment – work has been done and submitted to the City, DPS will respond to City comments and resubmit
        1. Planning Commission Meeting – October 2020
        2. City Council Meeting - November 2020

    ii. Developer would complete their due diligence and finish the acquisition of the land by the end of the year and then move toward development of the site

The development team received a variety of comments and questions. The main points are as follows:

2. <u>Citizen Comments/Concerns/Q&A</u>

a. Will there be sufficient parking with mixed use?
    i. Yes, one of the studies that we are doing right now is a parking study. Two objectives 1) appropriately park the site so it can be financed, built and leased, and, 2) want to look at opportunities there are due to mixed-use nature of the project and proximity to transit.

b. Concern – the amount of multi-family housing and how it impacts traffic and the feel/character of the area. How does this project tie into the plan for the area and the Old Town? Arizona isn't walkable due to the temperatures most of the year, so while walkability is important the site needs to have adequate parking.
    i. Shade within the project design is very important. The City is undertaking a "shade master plan" for how to implement shade within the City. Shade / shade elements are very important.
    ii. In order to support the businesses that we have and for other retail commercial opportunities additional bodies are needed in old town- need more demand to

help supply existing business and new business looking to located here want to know existing demographics, so infusing some of those elements into Old Town is important. It is important to have the residential portion for the economic component of Old Town.

iii. It is important to recognize that we haven't had positive private investment within the Old Town area, this is the first impactful project by the private sector within the area and we have to be mindful of what the market will support. This project is an opportunity to redevelop a blighted condition.

iv. How does it tie into the long-term economic development plan for the city? Three discrete submarkets in old town 1) people place those are likely to see significant footprint/ employment generating uses and coupled with residential component help with the demographic portion of the greater Old Town area. 2) Vintage Old Town plans creates a new vibrancy within a niche application 3) Grand Avenue is a different opportunity but the three areas need to have continuity within them, but each of them will likely attract a different market share

c. Concerns over the residential ends, looking at the parking and the traffic. Has there been a study of how this will impact the neighborhood and that this will really attract people to the Old Town area? How are you going to attract the existing community that is here? Existing residents likely won't walk there? The existing neighborhoods need to be considered when we bring in commercial, but the City needs to be mindful of the type of commercial development that is brought in. Need a civic center / event center within the area- if the scope of the project changes this would be a good opportunity on the site.

   i. We aren't focusing on one project over another – they are all happening at the same time. All of the projects mentioned above are important. This is the most interest in the area that has occurred in a long time.

   ii. True vertical mixed use is harder for the market to support, that is why the commercial option is the preferred, but if the market supports it the PAD wants to provide the option for it.

   iii. On the multi-family side the project is in compliance with the residential parking requirements.

   iv. Traffic study indicated 80 max trips in the AM 136 trip in the PM hour for the site. That is considered a low traffic generating use. Plenty of capacity on existing roadways to accommodate the anticipated traffic generated from this proposed development.

   v. When you are in a blighted environment, you first must stop the blight to bring in private investment, and then you can make larger scale changes.

   vi. What size of civic center are you looking for? The one in Glendale is too big, Real Vista to far, but something in between the two size wise.

d. Will the drive thru options drop out on the high capacity mixed-use building?

e. Why does ADOT not want access to Grand at 84th Ave., but allows access directly off Grand into the complex? The road system is already crazy with 83rd Avenue not being straight. People avoid Peoria Ave. and 83rd at this intersection because it is confusing. Wouldn't the traffic circle and cutting off 84th access be an additional confusing road?

i. ADOT wants to limit direct access, we have to have direct access otherwise development doesn't work. Now we have a right-in/right-out. To show compliance with ADOT we are eliminating public access at 84th. To improve traffic flow, limit the access. Access is best at signalized intersections.
ii. ADOT did a study with MAG, the compass study, purpose to promote safety and increase progression, anytime when you promote drive cuts you decrease progression and increase opportunities for conflicts between users. 84th is a cut-through route to Grand.

f. I am the owner of Cactus Chiropractic Clinic. Where will property line end? Will there be an easement between that property and mine?
   i. Not sure, we will need to find out.

g. So you could have the access be at 84th rather than in the center of the complex?
   i. Don't have that data handy, but the City counts all collectors and they have the volumes / speeds on an interactive map on the traffic webpage. Not able to collect data currently because COVID has impacted traffic volumes. Traffic volumes are not collected when school is out of session. We don't have recent counts from 2020 due to these factors. 2019 data is accessible on City website.
   ii. The latest traffic count on 85th Avenue was in 2019 with a 24-hour volume of 2,222 vehicles. This volume is within the range of a collector road. (via Chris Lemka from city website)

h. Curious if there has been a study done in area when additional multi-family units are created?
   i. The City doesn't require this, but the neighborhood would like to see such impacts.
   ii. If this project goes through it would have positive impact on the area.
   iii. Multi-family units are assessed differently than single-family products, but there isn't anything that shows such units have negative impacts on SF houses.

i. I'm wondering if the residential buildings will definitely be apartment units vs. owner occupied condo units.
   i. Yes, they will be apartments.

j. Has PUSD been involved in the planning for students and what schools they will attend and be accommodated?
   i. Yes, this is a standard requirement
   ii. PUSD has sufficient capacity from the likely student population stemming from this project

k. Where will people park during City events like summer fest?
   i. We would need to talk with neighborhood service dept. to understand what their parking management plan is.
   ii. The City needs to do a better job to direct traffic; they aim to park people at the city campus where the garages area, but people look for the convenient parking. City staff will pass this concern on with the neighborhood services dept.

l. What will the connectivity plan to old town look like? Will roads turn into walk paths? 84th Avenue?
    i. In terms of the site, we will be using existing streets / sidewalks.
    ii. To get from this center to old town, how will people get there?
        1. Matter of connecting to the existing infrastructure, 84th avenue, 83rd and Peoria Avenue, etc.

3. Closing Comments

Councilmember Hunt is available for any questions/concerns the public has.

a. She is personally excited about this project. Past developers haven't had the capital to finance actual development on the site. This developer does.

The remaining questions/comments were from meeting participants:

b. There are existing businesses in place and the City hasn't offered assistance to them to get facelifts, etc. This may be a beautiful development, but the participant is wondering how it will be accepted considering what is abounded it currently. Not sure how this will work out
c. Need to focus on the existing businesses and how to help them.
    i. Katie Gregory advised that if anyone knows of businesses owners who are struggling due to COVID, the City of Peoria just opened a grant program to help businesses struggling due to pandemic. The City has reached out to the 3,500 businesses through email system and businesses that have indicated wanting to be kept informed on City info.
    ii. City would love to see the whole corridor flourish, but the City isn't in control of development. This is a great opportunity to start seeing reinvestment come into the area and could be the start of something bigger. This project could start to get reinvestment into the area.
d. What I can say is lets work together to make this successful.
e. If there a specific question needs addressed, whom would be the appropriate person to reach out to for this project? Scott Whyte, scott.whyte@peoriaaz.gov or 623-773.7738.

Meeting Summary:

Meeting participants were generally favorable towards the development plan. Some expressed concerns noted above, but overall the responses were positive. The development team will continue to communicate with interested parties to provide updates about the project, as requested. The next opportunity for public comment is at the planning commission meeting on October 15, 2020.

Public Noticing - Application:

The following items went out via USPS mail:

- The Notice of Application (NOA) postcard on July 28, 2020
- The neighborhood meeting notification letter on August 6, 2020

Grand Commons Virtual Community Meeting Attendees

Aug 25, 2020 - MEETING ID: 974574909

City of Peoria:

1. Amanda Beck
2. Chris Jacques
3. Chris Lemka
4. Cody Gleason
5. Councilmember Vicki Hunt
6. Dina Mathias
7. Karen Calivas
8. Katie Gregory
9. Lorie Dever
10. Scott Whyte
11. Terri Smith

Development Team:

1. Jon de Fiebre
2. Steve Addison

Dekker/Perich/Sabatini:

1. Jessica Lawlis
2. Will Gleason

Kimley-Horn:

1. Chuck Wright
2. Eric Whitehurst

Neighborhood Participants:

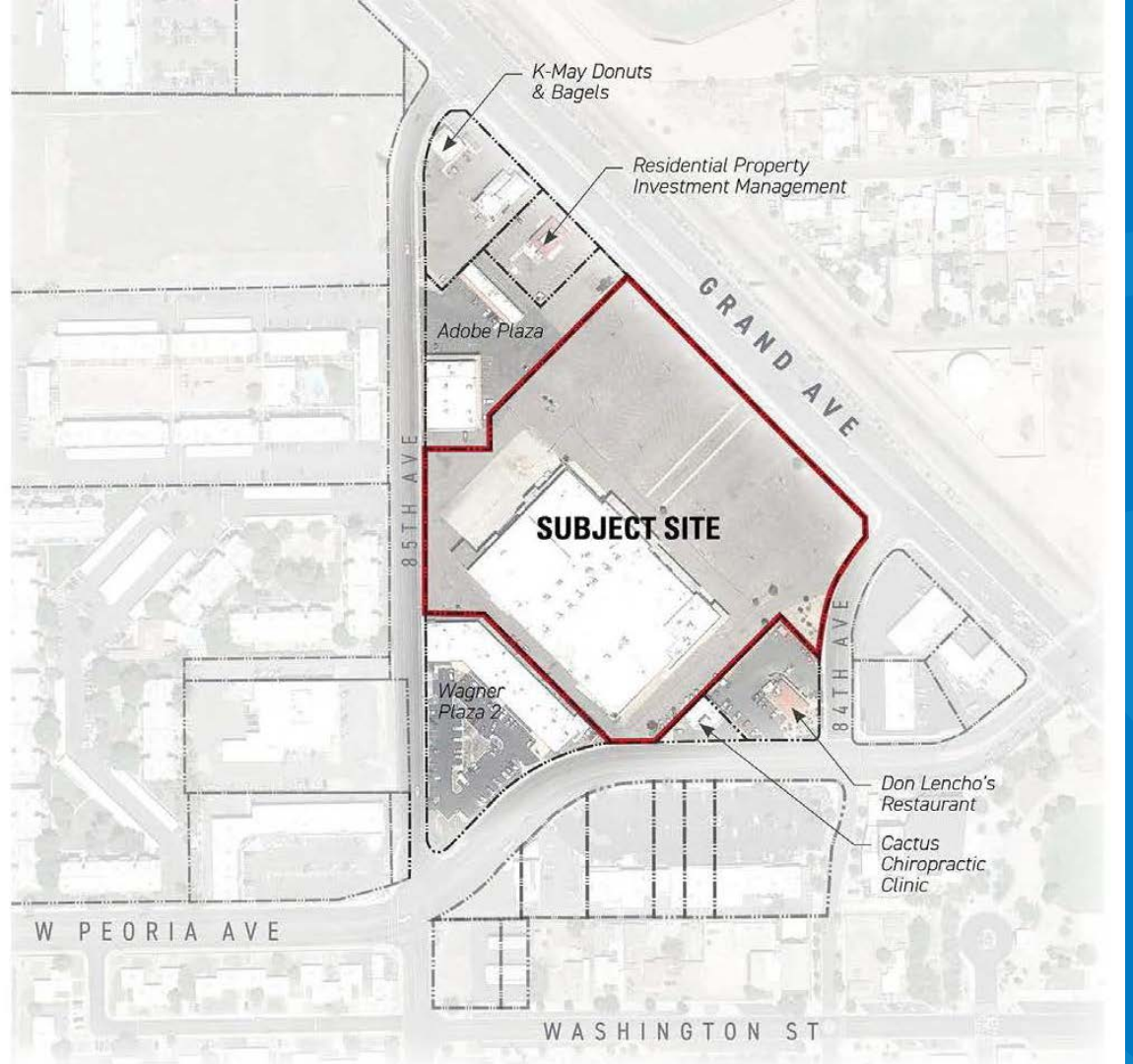
1. Art Sandoval
2. Aww
3. Cathy Meehan
4. Eric Hult
5. Eva Osuna
6. Jeff Wan
7. Kacie Franklin
8. Kathleen Wolcott
9. Mike Heath
10. Mike's Market
11. Mike's Market
12. Tara Fitzgerald

Real Estate Development Office (REDO)
Grand Commons Project (Former Smitty's)
August 25, 2020

Please mute your microphone when not in use!

This meeting is being recorded for record-keeping purposes.

Site Context – Figure 1



Former Smitty's Property Drone Imagery (Pre-Demo)



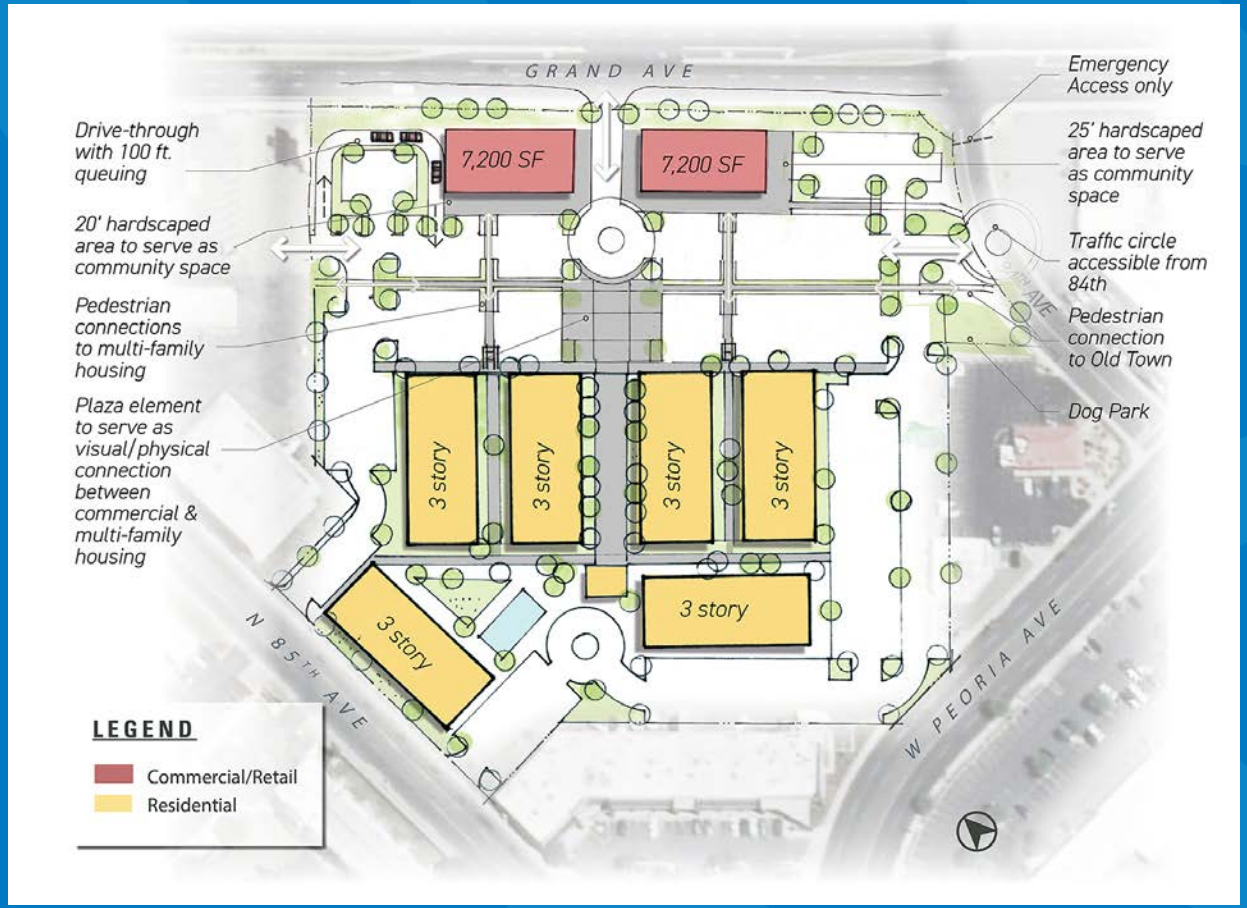
Former Smitty's Property Drone Imagery (Pre-Demo)



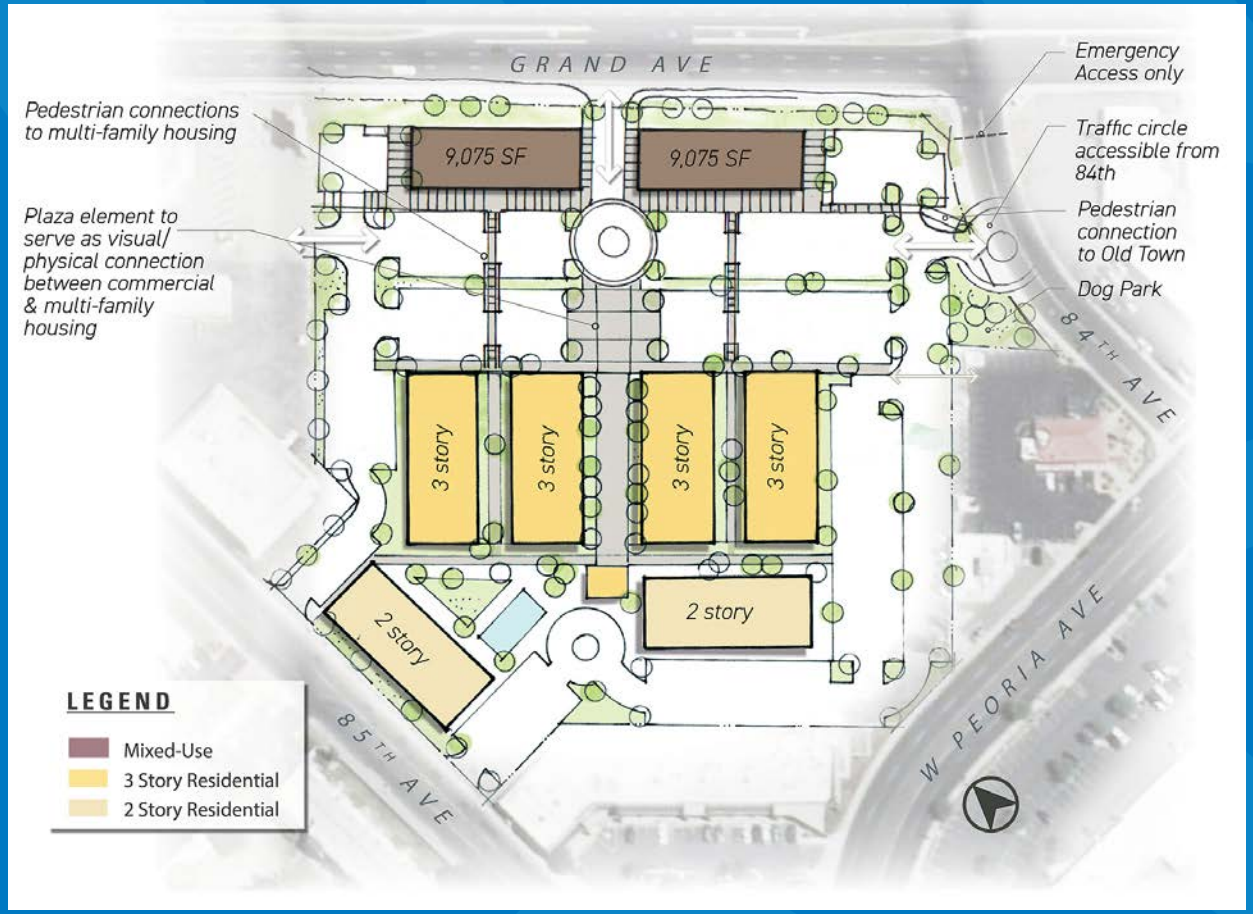
Former Smitty's Property Drone Imagery (Pre-Demo)



Conceptual Site Plan – Figure 2



Conceptual Site Plan – Figure 3



Multi-Family Architecture Precedents



Precedent Placemaking Elements



Commercial Architecture Precedents





Commercial Patio Space Precedents






GRAND
COMMONS
TENANT A
TENANT B
TENANT C
TENANT D
TENANT E


BAR & GRILL
RESTAURANT
GRAND COMMONS
TENANT A
TENANT B
TENANT C
TENANT D
TENANT E



Next Steps

- Planning Commission Meeting – October 2020
- City Council Meeting – November 2020

Q and A

Thank you!

PROJECT INFORMATION

Project Name and Case Number(s)
Grand Commons
General Plan Amendment (GPA20-04)
Rezoning Request (Z20-06)

Applicant Representative
City of Peoria Real Estate Development Office
Attn: Scott Whyte
623-773-7738
scott.whyte@peoriaaz.gov

Location and Project Size
8455 Grand Avenue
Approximately 7.5 acres

Project Description
The applicant has submitted two applications, a General Plan Amendment and Rezoning request, to allow for a mixed-use development with commercial and multi-family uses known as Grand Commons. The site is located at 8455 Grand Avenue. Each application is described in more detail below:

- The General Plan Amendment (GPA20-04) request would change the Old Town Specific Area Plan designation from Flex Mixed-Use to Old Town Commercial Mixed-Use (OTMU).
- The OTMU category is intended for a mixture of uses including office, service, retail, and medium- to high-density residential uses.
- The Rezoning (Z19-06) request would amend the site from Old Town Commercial Center (C-3) to Planned Area Development (PAD). The PAD would allow for:
  - Commercial, retail, and multi-family uses integrated either horizontally or vertically.
  - Commercial uses will be sited along Grand Avenue, and multi-family will be adjacent to Peoria Avenue and 85th Avenue.
  - The residential density would be limited to 25 dwelling units per acre.

How to learn more and comment

Project application materials may be viewed in person at:

Development and Community Services Building
9875 N. 85th Avenue
Peoria, AZ 85345

Planning and Community Development is located on the 1st Floor.

If you have an interest in this request, contact the following Planning and Community Development Department staff member:

Amanda Beck
623-773-7128
amanda.beck@peoriaaz.gov

NOTICE OF DEVELOPMENT APPLICATION

This notice is being sent to you because you own or represent property located within the required notification area for the following project:

Vicinity Map



Project Name and Location

Grand Commons
8455 Grand Avenue

Case Number(s)

General Plan Amendment: GPA20-04
Rezoning Request: Z20-06

Turn over for more information

Planning and Community Development Department

City of Peoria

REAL ESTATE DEVELOPMENT OFFICE

9875 North 85th Avenue
Peoria, Arizona 85345
T 623.773.7781
F 623.773.7245

August 6, 2020

Notice of Neighborhood Meeting

Dear Property Owner:

The City of Peoria would like to invite you to participate in a virtual community meeting to discuss a proposed rezone on approximately 7.5 acres of property located at 8455 Grand Avenue, formerly the site of Smitty's grocery store.

The Rezone Case Z20-06 also has a companion General Plan Amendment (GPA20-04), to amend the Old Town Specific Area Plan. Please see the enclosed map showing the location of the site.

The proposed project located just north of Peoria's Old Town area comprises an urban mixed-use development, entitled Grand Commons. The proposed development will create new commercial and multi-family housing uses on the former Smitty's site. In order to accomplish this, an application request has been submitted to change the Old Town Specific Area Plan designation from Flex Mixed-Use to Old Town Commercial Mixed-Use (OTMU). In addition, the property needs to be rezoned from Old Town Commercial Center (C-3) to Planned Area Development (PAD). The PAD would allow for commercial and retail uses along Grand Avenue, complemented by a multi-family community along 85th Avenue and Peoria Avenue.

The PAD's development plan establishes a high-quality design framework with consistent architectural and landscape elements and offers strong pedestrian linkages between the residential and non-residential portions of the site. The flexibility of a PAD will allow the site to develop in phases through one of two configurations proposed in the PAD document, and included with this letter. To view additional information online, please visit https://grand-commons-dps-abq.hub.arcgis.com/.

As part of our public outreach, we are hosting a virtual neighborhood meeting where you will have an opportunity to learn more about the project and ask any questions. The details are as follows:

Tuesday, August 25, 2020, at 5:00 p.m.

GoToMeeting Info

Please join my meeting from your computer, tablet or smartphone.
https://global.gotomeeting.com/join/974574909

You can also dial in using your phone:

- One-touch: tel:+15713173122,,974574909#
- Or Dial: 1-571-317-3122
- Enter Access Code: 974-574-909
- Audio Pin: press # sign

The City of Peoria Planner assigned to these applications is Amanda Beck. Amanda is available at 623.773.7128 or amanda.beck@peoriaaz.gov. If you cannot attend the virtual neighborhood meeting, or have any questions regarding the development proposal, please contact Dina Mathias at 623.773.7781 or Dina.Mathias@peoriaaz.gov.


K-May Donuts & Bagels
Residential Property Investment Management
Adobe Plaza
GRAND AVE
85TH AVE
SUBJECT SITE
84TH AVE
Wagner Plaza 2
Don Lencho's Restaurant
Cactus Chiropractic Clinic
W PEORIA AVE
WASHINGTON ST

Figure 2: *Conceptual Site Plan - Commercial Option*

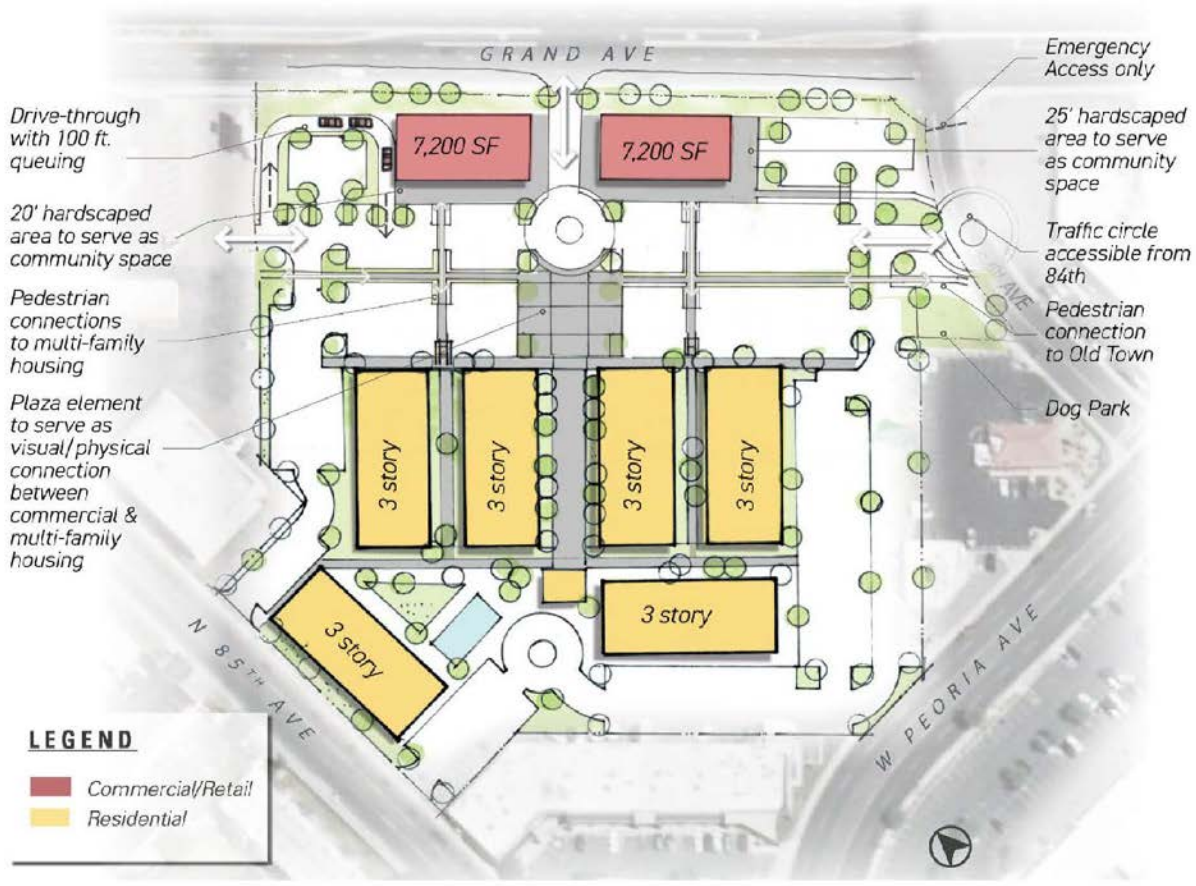


Figure 2 illustrates one of the conceptual site plan that meets the vision established by this PAD and responds to the site's surrounding context. The final site configuration will be determined through the City of Peoria site plan review process

Figure 3: *Conceptual Site Plan - Mixed Use Option*

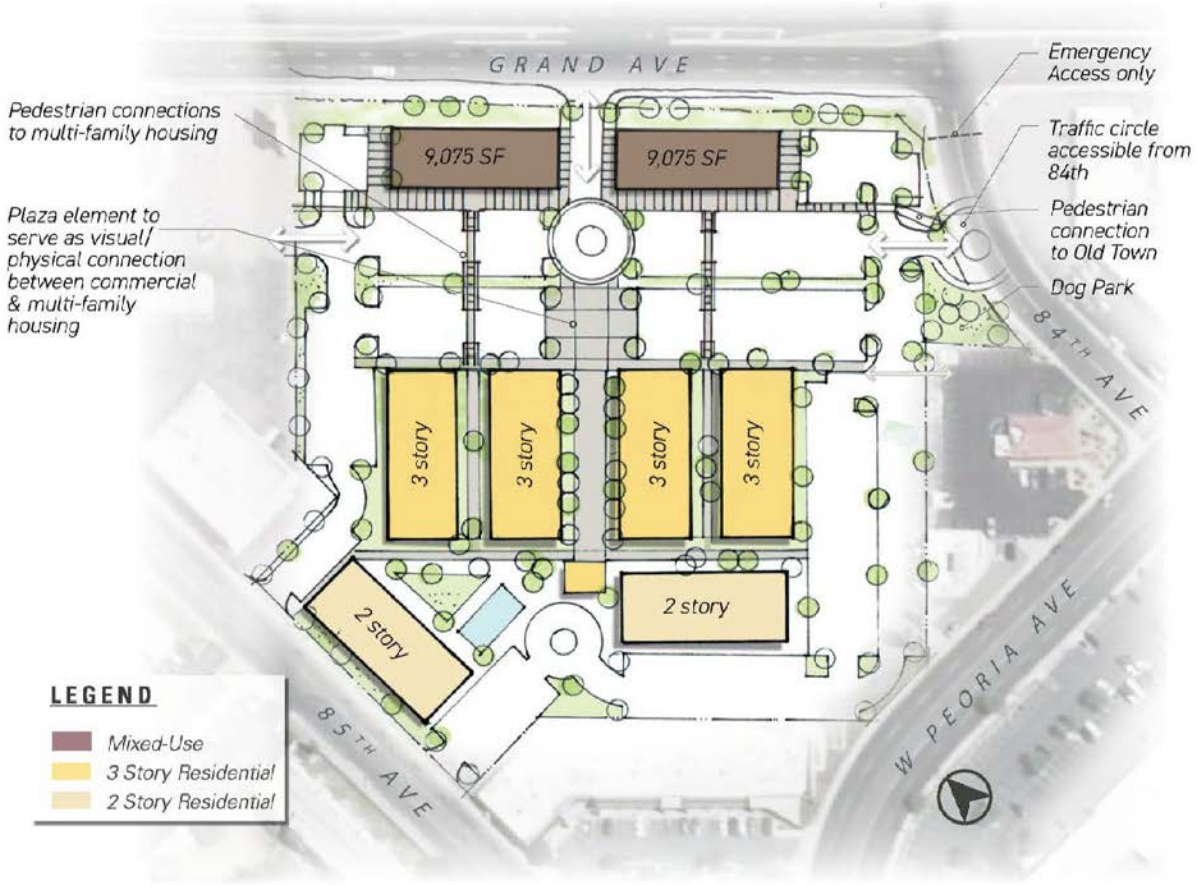


Figure 3 illustrates one option of the conceptual site plan that meets the vision established by this PAD and responds to the site's surrounding context. The final site configuration will be determined through the City of Peoria site plan review process.

PEORIA
UNIFIED SCHOOL DISTRICT

August 14, 2020

Amanda Beck
City of Peoria
9875 North 85th Ave.
Peoria, AZ 85382

(o) 623.773.7128
(e) Amanda.Beck@peoriaaz.gov

RE: Grand Commons GPA20-04, Z20-06

Dear Ms. Beck,

This letter is intended to convey the support of the Peoria Unified School District for the approval of the Grand Commons project.

The District enrollment has been negatively impacted by the COVID pandemic, which may result in the repurposing of area schools. This repurposing may impact the future residents of this property. However, we recognize the importance of this project to long term development of the City.

As the project moves forward the District would like to create a partnership with the Developer that will serve the future residents of the City and students of the District. Please feel free to contact me if you have any questions or need additional information

Respectfully,

Michael Maas

Michael Maas
Director of Research, Planning and Assessment
Peoria Unified School District

Exhibit 12 | PUSD Correspondence