



mesa·az

Planning and Zoning Board

Case Information

CASE NUMBER: **Z16-004** (PLN2015-00504)
LOCATION/ADDRESS: 8200 to 8600 blocks of East Baseline Road (north side).
GENERAL VICINITY: Located west of Loop 202 San Tan Freeway on the north side of Baseline Road.
REQUEST: PAD Modification (52.4± acres) and Site Plan Review (16± acres).
PURPOSE: This request will allow for a multi-residence development.
COUNCIL DISTRICT: District 6
OWNER: Baseline Mesa LLC
APPLICANT: Susan E. Demmitt, Gammage and Burnham.
STAFF PLANNER: Wahid Alam, AICP Planner II

SITE DATA

PARCEL NUMBER(S): 21857006L, 21857006K, 21857006R and 21857006R
DEVELOPMENT AREA: 16± acres
EXISTING ZONING: Multi-Residence (RM-4)
GENERAL PLAN DESIGNATION: Neighborhood Suburban
CURRENT LAND USE: Vacant undeveloped

ZONING HISTORY/RELATED CASES:

November 7, 1983: Annexed into the City of Mesa (Ordinance 1752)
July 16, 1984: Established City of Mesa Zoning AG (Ordinance 1854)
October 15, 1984: Rezoned to R1-7 PAD (Z84-015, Ordinance # 1883)
November 18, 1985: Modification to DMP (Z85-026, Ordinance # 1939)
December 8, 1986: Modification to DMP (Z86-109, Ordinance # 2154)
June 15, 1992: Modification to DMP (Z92-021, Ordinance # 2702)
May 20, 2009: Rezoning to C-2, R-4 DMP (Z08-047, Ordinance 4941)
July 8, 2009: Rezone to C-2 and R-4 to establish Baseline Center DMP (Z08-047, Ord. #4941). Adopting an amendment to Mesa 2025 General Plan to change the MUR designation to HDR 15+ for 20± acres and NC for 34± acres (GPMinor13-09, Resolution # 9537). Also adopting the development agreement for the "Baseline Center" (Resolution # 9538)
October 28, 2013: GP amendment from HDR 15+ and NC to MDR 6-10, HDR 15+ and NC (GPMajor13-001, Resolution# 10352)
May 5, 2014: Rezoning to LC PAD, RSL-2.5 PAD and RM-4 PAD (Z14-021, Ordinance 5217)

STAFF RECOMMENDATION: Approval with conditions.

P&Z BOARD RECOMMENDATION: ☒ **Approval with conditions.** ☐ **Denial**

PROPOSITION 207 WAIVER SIGNED: ☐ Yes ☒ No

SITE CONTEXT

NORTH: Vacant – zoned AG and beyond US 60 Freeways.
EAST: Loop 202 San Tan Freeway
SOUTH: (across Baseline Road). Existing residential and office– zoned RS-6 and OC PAD
WEST: (across Hawes Road alignment) Vacant approved for residential RSL-2.5 and further west existing single residences – zoned RS-7

PROJECT DESCRIPTION/REQUEST

The applicant is requesting PAD Modification (52.4± acres) and Site Plan Review (16± acres) for a multi-residence development of 325 units on 16± acres north of Baseline Road just west of Loop 202 San Tan Freeway. The ramp configuration for Loop 202 only permits freeway access to/from the south direction.

The proposal is to build a gated apartment complex, called “Aviva,” located at the northwest corner of the Loop 202 San Tan Freeway and Baseline Road on approximately 16± acres. The proposed multi-residential development will be the first project of the “Baseline Mixed-Use Development” that was approved in 2014 (Z14-021) that consists of approximately 52.4 acres, of which, 31.5 acres is zoned RSL 2.5 for Medium Density Residential development; 15.8 acres is zoned RM-4 for High Density Residential development and 5.1 acres is zoned LC for Neighborhood Commercial development.

This proposed apartment complex consists of 325-units and is situated on 16 acres of the RM-4 portion of the overall development. The proposed density of this proposal is 20.3 units per acre, well within the maximum 30 du/ac allowed in the RM-4 zoning district.

NEIGHBORHOOD PARTICIPATION

Citizen Participation Plan included contact list for all property owners within 1000’ including registered neighborhoods and HOA’s within a one-mile radius of the site. To date, staff and applicant has not received any phone calls, e-mails or other inquiries regarding the application.

CONFORMANCE WITH THE GENERAL PLAN

Summary: The proposed site plan review is consistent with the High Density Residential HDR15+ du/ac portion of approved Baseline Mixed-Use Development. The proposed site plan is also consistent with the RM-4-PAD zoning on the site and is compatible with the overall site plan for the Mixed-Use Development approved in 2014 (Z14-021).

Mesa 2040 General Plan designates this area as Neighborhood with Sub-Urban sub-types. This is the predominant neighborhood pattern in Mesa. These neighborhoods are primarily single-residence in nature with most lots ranging in size from 6,000 sq. ft. to 18,000 sq. ft. As part of a total neighborhood area, this character type may also contain areas of duplexes and other multi-residence properties and commercial uses along arterial frontages and at major street intersections. The primary focus of the neighborhoods character type is to provide safe places for people to live where they can feel secure and enjoy their surrounding community. Quality of a development is also a key component of the plan. Typical uses are single-residence (attached and detached) duplex and multiple residence with small retail, restaurants, services in appropriate locations such as along arterials and collector streets. The proposed multi residence project is consistent with the General Plan.

The goal of Mesa 2040 General Plan is to establish and maintain neighborhoods and to build a

sense of place in neighborhoods and in commercial/employment areas of activity. Rather than focusing on individual land uses, the Plan focuses on the “character of development in different areas.” Character types combine concepts of land use with building form and intensity to describe the type of area being created through the development that occurs.

Criteria for review of development

The zoning ordinance requires that all site plans be consistent with the adopted General Plan. Determining consistency with the General Plan requires a review of the proposal against the character area requirements and the other goals and policies of the Plan and any adopted sub-area plans. The following criteria have been developed for use during the review process to determine whether the proposed development is achieving the vision and goals established in this Plan and thus meeting the statute requirements.

1. Is the proposed development consistent with furthering the intent and direction contained in the General Plan?

The General Plan focuses on creating land development patterns that emphasize the character of place and focusing on those principles that build neighborhoods, stabilize the job base, and improve the sense of place.

This proposal will develop the vacant land for multi-residence project as the first phase of development to create a small neighborhood with a mix of uses (single residence, multi residence and commercial). The proposed resort-type development will significantly improve the appearance of this NWC of Loop 202 San Tan Freeway and Baseline Road... The proposed use of this property is consistent with the guiding principles of the General Plan.

The Plan also describes 5 fundamentals to be considered with development to help move the City toward the goal of becoming a more complete, recognizable City. The five elements include:

1. High Quality Development
2. Changing Demographics
3. Public Health
4. Urban Design and Place-Making
5. Desert Environment

The proposal is a well design resort-style apartment complex. The proposed development has amenities that include a great central open space with pools on each end arranged in a resort-like setting. The site is design as a gated community with a layout that is focused internally with secondary importance to the street orientations along Baseline and Hawes, which limits its accessibility and street engagement, some of the qualities associated with Urban Design and Place-Making.

2. Is the proposed development consistent with adopted sub-area or neighborhood plans?

This area is not within any adopted sub-area plan.

3. Is the proposed development consistent with the standards and guidelines established for the applicable character type(s)?

The Character Area map of the Mesa 2040 General Plan defines this location as *Neighborhood Suburban* which is defined as follows:

Neighborhoods

Focus: The primary focus of the neighborhoods character type is to provide safe places for people to live where they can feel secure and enjoy their surrounding community. Neighborhoods can contain a wide range of housing options and often have associated nonresidential uses such as schools, parks, places of worship, and local serving businesses. The total area devoted to local serving businesses (commercial and office activities) in one location is generally less than 15 acres and these businesses would typically serve people within a mile radius of the area. Existing strip commercial areas along the border of a neighborhood are considered part of this character type. The goal is to redevelop these strip commercial areas over time to provide more of a mix of uses and to integrate better into the surrounding neighborhood. Nonresidential areas within neighborhoods should be designed and located to bring people together and to not disrupt the fabric and functioning of the neighborhood as a place where people live. The design, development, and maintenance of neighborhoods focuses on ensuring clean, safe, and healthy areas where people want to live and maintain their investments. Neighborhoods are also designed to provide opportunities for people to gain a sense of place and feel connected to the larger community.

The Sub-Types: Suburban

This is the predominant neighborhood pattern in Mesa. These neighborhoods are primarily single-residence in nature with most lots ranging in size from 6,000 sq. ft. to 18,000 sq. ft. As part of a total neighborhood area, this character type may also contain areas of duplexes and other multi-residence properties and commercial uses along arterial frontages and at major street intersections. Schools, parks, and religious institutions are frequently found in these neighborhoods. Streets are generally wide and contain sidewalks on both sides.

Form and Guidelines:

- The predominant building height is one- and two-stories, but there will be areas with three- and four-story buildings where higher density development is appropriate.
- Density is generally between two and 12 dwelling units per acre, but higher densities may occur along the arterial streets and at major intersections; changes in density should be gradual.
- Lot coverage is generally less than 40 percent but may be increased in small lot developments and Planned Area Developments.
- Homes are setback from the street to provide a front yard.
- Sidewalks are generally available on both sides of the street.
- In new subdivisions, use of cul-de-sacs is limited, block faces are typically less than 900 feet and block perimeters are typical less than 2400 feet.
- Some form of accessible, usable community space is spread throughout the community and provides a focus for smaller neighborhood areas.

Typical Uses:

- Single-residence, attached and detached
- Duplex and multiple residence
- Small, neighborhood scale office, retail, restaurants, services in appropriate locations such as along arterials or at the intersection of arterials and collector streets. Nonresidential lots are typically 3-acres or less in size and the aggregate of any cluster of non-residential uses is generally less than 15 acres.
- Compatible public, quasi-public, parks, and special uses such as schools, places of worship, etc.

The General Plan includes the following “form and guidelines” items that apply to this request:

- Small, neighborhood scale office, retail, restaurants, services in appropriate locations such as along arterials or at the intersection of arterials and collector streets.
- Nonresidential lots are typically 3-acres or less in size and the aggregate of any cluster of non-residential uses is generally less than 15 acres.

The existing surrounding development fits the description of the subtype: Suburban. The proposed multi-residence development at this location is appropriate to this subtype. The Baseline and Hawes Road street improvements along with landscaping will enhance the area and help improve this intersection.

4. Will the proposed development serve to strengthen the character of the area by:

- **Providing appropriate infill development;**

This site is an infill property within the existing neighborhood zoned RM-4. The proposed site plan is designed to provide connectivity with the arterial streets and rest of the neighborhood.

- **Removing development that is deteriorated and/or does not contribute to the quality of the surrounding area;**

The proposed development will demolish and replace existing deteriorating structures in the area and will definitely contribute to the quality of the surrounding area.

- **Adding to the mix of uses to further enhance the intended character of the area;**

Infilling with multi-residence developed within the existing neighborhood will enhance the intended character of the area.

- **Improving the streetscape and connectivity within the area;**

This request will provide a well landscaped streetscape appropriate to a "Neighborhood Suburban" district.

- **Meeting or exceeding the development quality of the surrounding area;**

The Design Review process (DR15-045) is being used to ensure this development meets or exceeds the quality of the surrounding area.

5. Does the proposed development provide appropriate transitions between uses? In more urban areas these transitions should generally be accomplished by design elements that allow adjacent buildings to be close to one another. In more suburban locations these transitions should be addressed through separation of uses and/or screening;

The approved PAD and the proposed site plan provides sufficient screening and separation from the neighboring facilities, which will help transition the new development with the existing surrounding uses.

STAFF ANALYSIS

SUMMARY:

Aviva, a multi-residence project consisting of 12 apartment buildings with a clubhouse facing Baseline Road. Six of the buildings are proposed for a height of two stories and the other six buildings are proposed to a height of three stories. There are 131 one-bedroom units (760-790 sq. ft.) and 180 two-bedroom units (1,049-1,074 sq. ft.) and 14 three-bedroom units (1,240 sq. ft.) for a total of 325 units. The clubhouse is designed as a single-story building consisting of 8,534 sq. ft.

The buildings are laid out in a linear direction (north south around a central open space with

three story buildings overlooking it. There are two infinity pools, one at either end of the open space with other amenities situated in between.

The main entry to Aviva is from Baseline Road with 2 carriage unit buildings (Building Type L1 and Bldg. # 1 & 2) on either side of the entry with garages underneath the units facing north towards the complex. A secondary entry is designed off of a new section of Hawes Road. Hawes Road will not be constructed until the single-residence area on the west side of Hawes is developed so this secondary entry will not be available for use until sometime in the future.

Setbacks for RM-4

Street/property line	Minimum Setback	Provided Setback
Baseline	20' (4 lanes) 30' (6 lanes)	35'
Hawes Road	20'	20'
North property line	20'	20'
East property line	45' (15'@ story)	98'
West property line	45' (15'@ story)	100'
Building Separation	35' between 3 story	Average 21' (15'-27') Does not meet code

Other Development Standards for RM-4:

	Minimum Req.	Provided
Detached covered parking canopies	20'	Some areas as little as 10' Does not meet code
Minimum Open Space sq. ft./unit	150 sq. ft.	507 sq. ft.
Balcony area and minimum dimension	60 sq. ft. min 8' wide or 6' deep	48 sq. ft. Dimensions Does not meet code
Patio/Deck Minimum Dimensions	10'	6' Does not meet code
Parking spaces	Ratio 2.1 per unit	Ratio 1.8 per unit Does not meet code

PAD MODIFICATIONS

The existing zoning includes a PAD overlay with a number of code modifications. The proposed apartment complex has some specific design issues that have resulted in them requesting additional code modifications. Each of the proposed modifications is described individually below. As with all code modifications through a PAD, the intent of the ordinance is that more creative, higher quality development will be provided as a result.

1. Private Open Space: Current City of Mesa Zoning code requires 60 sq. ft. per studio and 1 bedroom unit, 100 sq. ft. per 2 bed room unit and 120 sq. ft. per three bedroom unit. The applicant is requesting to reduce the private open space requirement to 48 sq. ft. irrespective of unit size. The proposal provides larger (110-338 sq. ft.) than required patios on the ground floor and the upper floors which are primarily one and two bed units will have 48 - 57 sq. ft. balconies. The overall development provides 507 sq. ft. combined public and private open space, which is significantly greater than code requirement (150 sq. ft. per unit).

Staff finds that the overall quality of the open space amenities has been well designed and provides for a high quality development. Staff supports the requested modification of private open space.

2. Building and parking canopy separation: Current city code requires 35 feet of building separation between three-story buildings within same lot zoned RM-4. The detached parking canopies require 20 feet of separation from adjacent buildings. The proposal provides various separation distances including a minimum of 16 feet adjacent to the clubhouse and 15 feet along the northern two buildings. There are only a few locations where the narrower dimensions occur and they are not for very big distances. In the applicant's justification statement for modification of the building and parking canopy separation they point to the fact that lesser setbacks are allowed in more urban designs through the "U" Urban designator.

Because of the overall quality of the development and the limited situations where the separation distances are reduced, staff is supportive of this requested modification.

3. Parking Reduction: Current city code parking for multi-residence development not within one-quarter mile of mass transit or light rail is 2.1 parking spaces per units irrespective of bedroom counts. The proposal is for 325 units (131 one bedroom, 180 two bedroom and 14 three bedroom), which requires 683 parking spaces. The site plan provides 585 parking spaces for 1.8 spaces per unit instead of 2.1. The applicant submitted the following points to justify their requested lower parking ratio:
 - a. A study that shows the average number of vehicles per rental housing unit in Mesa is 1.29 vehicles per unit.
 - b. That there will be 433 bedrooms in total, the proposal provides 585 spaces, which will accommodate 1 space per bedroom plus 52 for guest parking ($585 - 433 = 52$ spaces available for guest).
 - c. Census data with demographic trends with smaller household size suggesting that with smaller households there is less need for more than one vehicle per unit.
 - d. Comparison data with other Valley cities to show that Mesa has the highest minimum parking requirement 2.1 per unit and that we exceed the national median of 1.62 spaces per unit.
 - e. The applicant also states that they have been in the apartment business for 40 years and know how many spaces their developments need.
 - f. The applicant also cites the availability of bus service and the provision of bike parking to provide alternative means of transportation thus alleviating the need for cars.

Staff definitely supports not over parking properties. We agree with the applicant that it is better to use the land for active purposes than parking spaces that will not be used. However, in this case, staff is having a hard time justifying the amount of parking reduction being proposed by the applicant.

This project is in a very suburban location. There are no significant employment, shopping, or recreation opportunities in area that would allow residents to do much by bike or walking. The available transit service is very limited with the bus providing service only about four times a day. Residents of this complex are going to need to drive to get to anywhere. Our typical agreement to parking reductions is based on the availability of transit and/or services being located nearby.

Staff believes that it is reasonable to assume the need for two parking spaces per unit for the 2 and 3 bedroom apartments and two parking spaces for half of the one bedroom units. There is still a need for guest parking at one per unit. Using this approach result

in the need for approximately 620 spaces or approximately 1.9 spaces per unit. Staff could support this level of parking given the number of single bedroom units. (see Condition #4ii).

The site plan provided has maximized the amount of parking that can be placed on this property. To meet the zoning requirement it is likely the applicant will need to reduce the number of units.

DISCUSSION

In addition to the PAD modifications being requested, there are a few site plan issues that need to be addressed in the consideration of this proposal.

Site Access: A significant point of discussion throughout the review of the site plan has been adequate access to the site. While the development will ultimately have access to a future extension of Hawes Road north of Baseline, the proposal today is for the entire development to take access off Baseline. The site plan shows this one major entry in the middle of the site and leading directly to the club house/leasing office. There is also an emergency access location shown near the southeast corner of the property that provide a secondary route for emergency vehicles should the main access point be blocked.

There has been significant staff discussion with emergency services and transportation to determine if this level of access is acceptable. Staff has determined that the proposed access will work, provided that the applicant extend the median in Baseline, install a traffic signal at Hawes and Baseline, develop the plans for Hawes Road, pay an in-lieu fee for Hawes Road improvements, and (along with the other property owner to the north) enter into a development agreement consistent with these requirements. (Condition # 11)

Fire Access to Northeast Parcel: The previous PAD approval included a requirement that this property provide for emergency access to the property located just north of this site. This adjacent parcel is accessed only from Hawes Road. In the future, when it is developed, it will be impossible to get emergency services to this location if Hawes Road becomes blocked. Therefore, this property was required to include an emergency access location along its north property line. This still needs to be shown on the site plan. (Condition #4i)

Conformance with the approved PAD Overlay: The Baseline Mixed-Use PAD was approved in 2014 (Z14-021) with several conditions, two of which dealt directly with the multi-residence area:

- *The multi-residence area will utilize buildings lined along Hawes that engage this street and the central neighborhood open space.*
- *The design of the multi-residential area will be laid out in a pattern that simulates urban blocks.*

Staff appreciates the applicant's effort in submitting a well design, resort-style apartment complex. The proposed development amenities include a great central open space with pools on each end arranged in a resort-like setting. The site is designed with a layout that is focused internally with secondary importance to the street orientations along Baseline and Hawes. The applicant is proposing carriage units (buildings with garages on the ground floor and dwelling units above) along Baseline. This is not exactly what had been envisioned for this street frontage, but the design works well for this location.

The applicant's initial site plan also included carriage units along the future Hawes Road. Staff had a more significant concern with this proposal and its ability to meet the intent of the

stipulation for units that would engage the street. The desire is to have buildings that face the street allowing people to come and go, observe the street, and help activate the street and open space. At a minimum, the development through this area should not be hidden behind a wall or parking. A preferred design would be similar to the new apartments along the north side of University at Hibbert that have front entries along the street. The design of the applicant has come a long way in addressing the intent of the ordinance stipulation. Staff still has some concerns, the only doors that face Hawes are guest entries for the upstairs units and they are not conveniently located for use by guests. However, the designs do have outdoor spaces for each unit that face Hawes as well as windows on both floors.

The other stipulation in the previous case was that the apartment complex take on an urban form that simulates urban street frontages. This approach would have the drive aisle in front of the units look and function more like streets, possibly with some angled parking, and have the major parking located behind units. This request has not done that, but has provided a significant amenity package for a resort-style living. The buildings are laid out in an urban block style. While what is proposed is not exactly what was envisioned, staff believes the intent of the design stipulation has been met.

CONCLUSIONS:

The proposed project is compatible with the Baseline Mixed-Use PAD approved in 2014. Staff acknowledges applicant's effort to continuously improve the quality of the project.

Staff recommends approval of this project with the following stipulations:

1. Compliance with the basic development as described in the project narrative and as shown on the site plan, landscape plan and building elevations submitted.
2. Compliance with all City requirements except as modified by this PAD (Z16-004).
3. **Compliance with all conditions of approval for Zoning case Z14-021 except as modified by this approval (Z16-004) to include modification to Z14-021 condition #10 to allow phasing of off-site improvements as established in a development agreement. Conditions of Z14-021 include the following:**
 - i. **Site Plan Review through the public hearing process of future Specific Plans with the following minimum requirements:**
 - a. The single-residence area will utilize at least 3 building types.
 - b. The cluster product will not be used until it has been fully reviewed and details agreed upon.
 - c. The commercial area shall utilize an open design that functions as an extension of the open space along Hawes Road and allow easy access by residents of the single-residence area.
 - d. Connectivity will be provided directly between the multi-residential area and the commercial area so residents of the apartments can easily walk to the commercial area.
 - e. The design of the multi-residential area will be laid out in a pattern that simulates urban blocks.
 - f. The multi-residence area will utilize buildings lined along Hawes that engage this street and the central neighborhood open space.
 - ii. **Yard requirements as contained in the Design Booklet shall be modified as follows:**
 - a. **Setbacks along private lanes and alleys may be 5 feet;**
 - b. **For the grouping of individual properties that create the Mews and**

Cluster Homes pods, the sum of the length of the walls within 10-feet of the side property line for the grouping of home pods (whether this be the side or rear of the individual lots) shall not exceed 55% of the total length of the property lines that aggregately create that grouping (does not include the property line at the rear of the cluster opposite the private lane entry into the pod of homes). The remaining 45% may be setback as described in the PAD table;

- c. Driveways in front of garages must be 5 feet or less in length or 18 feet or longer in length, nothing in between.**
- iii. Provide at least three vehicular and pedestrian connections between this site and the balance of the property located at the northeast portion.**
- iv. Review and approval of a Preliminary Plat through the public hearing process.**
- v. Compliance with the Residential Development Guidelines as well as the building form standards established in the City of Mesa Zoning Ordinance.**
- vi. View fences shall comply with the City of Mesa pool fence barrier regulations.**
- vii. Full Compliance with all City development codes and regulations.**
- viii. Dedicate the right-of-way required under the Mesa City Code at the time of application for a building permit, at the time of recordation of the subdivision plat, or at the time of the City's request of dedication whoever comes first.**
- ix. All street improvements, street frontage landscaping, and perimeter theme walls to be installed with the first phase of development.**
- x. Compliance with all requirements of the Subdivision Technical Review Committee.**
- xi. Compliance with all requirements of the current City of Mesa Engineering and Design Standards Manual.**
- xii. Owner granting an Avigation Easement and Release to the City, pertaining to Phoenix-Mesa Gateway Airport.**
- xiii. Written notice be provided to future residents, and acknowledgment received that the project is within # miles of Phoenix-Mesa Gateway Airport.**
- xiv. Noise attenuation measures are incorporated into the design and construction of the homes to achieve a noise level reduction of 25 db.**
- xv. The use and benefit easements shown as optional will be required if necessary to meet the private open space requirements of the Zoning Ordinance.**
- xvi. Maximum density allowed in the RSL2.5 PAD zoned area shall not exceed 10 du/ acre.**
- 4. Revise site plan for acceptance by the Planning Director prior to submitting for building permits to:**
 - i. show an emergency access drive connected to the property to the north along the north property line of this development and construct such access with development of the site.**
 - ii. Provide a minimum parking ratio of 1.9 spaces per dwelling unit.**
- 5. Incorporate noise attenuation measures into the design and construction of the homes to achieve a noise level reduction of 25 db.**
- 6. Written notice be provided to future residents, and acknowledgement received that the project is within 5 miles of Phoenix-Mesa Gateway Airport.**
- 7. Owner granting an Avigation Easement and Release to the City of Mesa,**

pertaining to Phoenix-Mesa Gateway Airport.

- 8. Dedicate the right-of-way required under the Mesa City Code at the time of application for a building permit, at the time of recordation of subdivision plat, or at the time of the City's request of dedication whoever comes first.**
- 9. Landscape Plan shall comply with plant materials from the approved Conceptual Master Plant List (Z14-021).**
- 10. Street improvements, street frontage landscaping, and perimeter theme walls may be installed in phases as approved by the City. The Applicant and the City must enter into a development agreement that will address requirements for infrastructure, phasing, and off-site improvements.**

G:\P&Z Case folders\Z16\Z16-004 Aviva Apartments Baseline and 202PLN2015-00504\Staff Report Z16-004 PLN2015-00504 Aviva Apartments.docx