

Attachment B



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-60-17-4
October 30, 2017

Encanto Village Planning Committee Meeting Date: November 6, 2017

Planning Commission Hearing Date: December 7, 2017

Request From: C-2 (Intermediate Commercial) H-R (High Rise and High Density District) HGT/WVR (Height Waiver) TOD-1 (Interim Transit-Oriented Zoning Overlay District One) (2.61 acres) R-4 (Multifamily Residence District) TOD-1 (Interim Transit-Oriented Zoning Overlay District One) (0.08 acres), and R-5 (Multifamily Residence District) TOD-1 (Interim Transit-Oriented Zoning Overlay District One) (0.08 acres)

Request To: WU (Walkable Urban Code) T5:7 MT (Midtown Transit Oriented Development District) (2.77 acres)

Proposed Use: Mixed-Use (Multifamily and Commercial)

Location: Northeast corner of Central Avenue and Columbus Avenue

Owner: Ironline Partners -Central & Columbus, LLC

Applicant: Fore Green Development LLC, Jeff Kern

Representative: Gammage & Burnham PLC, Stephen W Anderson

Staff Recommendation: Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Designation		Commercial	
Street Map Classification	Central Avenue	Arterial / Light Rail Transit	50.8-foot east half

	Columbus Avenue	Local	27-foot north half
	Weldon Avenue	Local	27-foot south half

CONNECT PEOPLE AND PLACES CORE VALUE; OPPORTUNITY SITES; LAND USE PRINCIPLE: Support reasonable level of increased intensity, respectful of local conditions and surrounding neighborhood.

The proposal is a mixed-use development comprised of commercial and multifamily that is compatible with existing uses in the area and is respectful of the surrounding neighborhood.

CONNECT PEOPLE AND PLACES CORE VALUE; TRANSIT ORIENTED DEVELOPMENT; LAND USE PRINCIPLE: Encourage high-density housing and high intensity employment uses to locate adjacent or close to transit stations per adopted transit district plans.

The site is within the Midtown Transit Oriented Development (TOD) District and is within the 1/4 mile from the Osborn Road/Central Avenue light rail station.

Applicable Plans / Policies / Principles

- Transit Oriented Development Strategic Policy Framework – see #5 below.
- Midtown Transit Oriented Development Policy Plan – see #6, #7, #8 below.
- Tree and Shade Master Plan – see #10 below.
- Guiding Principles for Complete Streets – see #10 and #11 below.
- Central Avenue Development Standards – see #11 below.
- Bicycle Master Plan – see #12 and #13 below.
- Reimagine Phoenix – see #14 below.

Surrounding Land Uses/Zoning

	<u>Land Use</u>	<u>Zoning</u>
On Site	Vacant lots and buildings	C-2 H-R HGT/WVR TOD-1, R-4 TOD-1, R-5 TOD-1
North	Restaurant and surface parking lot	C-2 TOD-1, R-4 TOD-1
South	Commercial, office, and surface parking lot	C-2 TOD-1, P-1 TOD-1
East	Vacant Lots	R-4 TOD-1, R-5 TOD-1
West	Commercial and Office	C-2 H-R TOD-1

Walkable Urban Code T5:7		
<u>Standards</u>	<u>Requirements</u>	<u>Provisions on the Proposed Site Plan</u>
Gross Acreage	N/A	2.77 acres
Density	No cap required	N/A
Building Height	100-foot maximum	Met – 78 feet
Parking Structure	Cannot exceed building height	Met - parking is below grade and on first floor
Parking (Section 1307.B.2)	Residential: 1.3 spaces per efficiency unit 1.5 spaces per 1 and 2 bedroom units 2 spaces per 3 bedroom units General Retail: 1 space per 375 s.f. *Additional 25% parking reduction when off-street parking area is within 1,320 feet from a light rail station	Not yet determined
Bicycle Parking (Section 1307.H.6.d.)	0.25 stalls per residential unit 1 space per 25 vehicle parking for nonresidential use over 5,000 square feet	Not yet determined (See Stipulation #1)

Public Open Space (Section 1310)	Minimum open space of at least 5% of the gross lot area is required. Minimum 50% of all accessible public and private open space should be shaded, of which 50% of the shade should be provided by trees or trellised vines.	Not yet determined
Section 1303.2 TRANSECT T5		
<i>Main Building Setbacks</i>		
Primary Frontage	12-foot maximum	Met - Central Avenue: 0 feet
Secondary Frontage	10-foot maximum	Met – Weldon Avenue: 3 feet Columbus Avenue: 0 feet
Side Lot Line	0-foot minimum	Met – 29 feet
<i>Parking Setbacks</i>		
Primary Frontage	30-foot minimum or behind building	Met – Central Avenue: Behind building
Secondary Frontage	20-foot minimum, 10-foot landscape setback from street right-of-way	Met – Weldon Avenue: Varies, 20-foot building setback and 12-foot landscape setback Not Met – Columbus Avenue: Varies, 12-foot building setback and 4-foot landscape setback
Side Lot Line	0-foot minimum	Met – 29 feet
<i>Lot Requirements</i>		
Lot Coverage	80% maximum	Not Met – 84%

Primary Building Frontage	70% minimum	Met - Greater than 90%
Secondary Building Frontage	50% minimum	Not yet determined
<i>Frontage Types Allowed</i>		
Primary Frontage	Common entry, storefront, arcade, gallery or alternative frontages	Central Avenue: Common Entry and Storefront
Secondary Frontage	Common entry, storefront, arcade, gallery or alternative frontages	Weldon Avenue: Alternative Frontage to be determined Columbus Avenue: Alternative Frontage to be determined
<i>Glazing Standards (per T5)</i>		
Ground Floor	75%	Not yet determined
Second Floor	45%, 25% east and west	Not yet determined

Background/Issues/Analysis

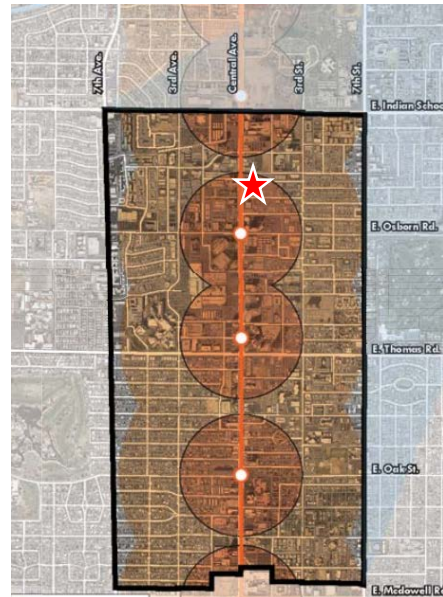
1. This request is to rezone a 2.77-acre site located at the northeast corner of Central Avenue and Columbus Avenue from C-2 (Intermediate Commercial) H-R (High Rise and High Density District) HGT/WVR (Height Waiver) TOD-1 (Interim Transit-Oriented Zoning Overlay District One), R-4 (Multifamily Residence District) TOD-1 (Interim Transit-Oriented Zoning Overlay District One), and R-5 (Multifamily Residence District) TOD-1 (Interim Transit-Oriented Zoning Overlay District One) to WU (Walkable Urban Code) T5:7 MT (Midtown Transit Oriented Development District) to allow mixed-use, including multifamily and commercial. Rezoning to the Walkable Urban Code T5:7 MT will allow additional density along the light rail corridor and development standards to enhance walkability that the previous zoning did not allow.

2. The site is currently a mix of vacant lots and two vacant buildings. A restaurant and surface parking lot are located to the north. Commercial, offices, and a surface parking lot are located to the south. Vacant lots are located east of the site. To the west, across Central Avenue, are commercial and office uses.



3. In the previous rezoning case, Z-171-05, the subject site was rezoned from C-2 TOD-1, R-4 TOD-1, and R-5 TOD-1 to C-2 H-R HGT/WVR TOD-1 to allow a residential condominium tower with 616 units and a height of 375 feet. This project was never constructed and the site has remained vacant.
4. The General Plan Land Use Map designation is Commercial. The proposal is consistent with the commercial designation, but it does not address the multifamily residential use. A General Plan Amendment is not required because the site is under 10 acres.
5. The Transit Oriented Development Strategic Policy Framework is part of the city's General Plan which identified planning typologies to describe urban environments. The identified environment for the Osborn Road and Central Avenue light rail station area is Regional Center. Regional Center is a place type characterized by high intensity with building heights typically from 5-10 stories with incentive heights of up to 20 stories. Land uses may include office employment, industry cluster, high and mid rise residential, and supportive retail and commercial uses. The proposed development is consistent with the height and uses outlined for the Regional Center placetype. However, given the close proximity to the light rail station, there is policy support for additional height and intensity at this location.

6. The site is located within the Midtown TOD (Transit Oriented Development) District, which is bordered by 7th Street on the east, 7th Avenue on the west, Indian School Road on the north and just north of McDowell Road on the south. The policy plan adopted for the Midtown TOD District provides a blueprint for fully achieving the transformative potential of light rail in a sustainable manner. Changes advocated in the plan can lower transportation costs for residents, create new business opportunities, encourage active, healthy lifestyles, ensure Phoenix increases its competitive advantage in the global marketplace, and improve prosperity by growing the economy in locations with existing infrastructure and public services.



Source: Midtown TOD Policy Plan, page 3

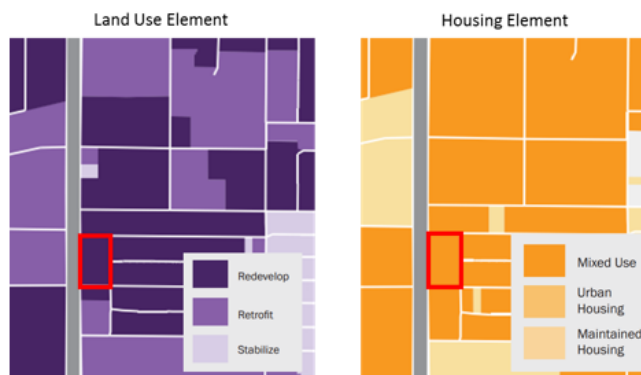
In order to realize the implementation of the Vision and Master Plan for the Midtown TOD District, one key recommendation is the implementation of the Walkable-Urban Code, a form-based zoning code. The proposed development meets the intent and policies outlined in the plan.

7. The location of the subject site within the Midtown TOD District makes it eligible to request zoning to a transect district within the Walkable Urban Code. The subject site has a suggested zoning designation of WU T6:22 with a maximum building height of 250 feet. The applicant is requesting WU T5:7, which has a maximum building height of 100 feet.



Source: Midtown TOD Policy Plan, page 103

8. The proposed development is consistent with the opportunities maps in the Land Use and Housing Elements of the Midtown TOD Policy Plan. The Land Use Opportunities map shows the site as being appropriate for redevelopment. The Housing Element Opportunities map shows the site as being appropriate for mixed-use development. This proposal is consistent with both the Land Use and Housing Elements.



Source: Midtown TOD Policy Plan, page 43 and 51

9. The Walkable Urban Code requires that all street frontages utilize a frontage type as outlined in Section 1305. The Planning and Development Department staff, during the site development process, may consider frontage design alternatives when the design meets the intent of pedestrian and transit oriented frontages and façades. The applicant is proposing an alternative frontage along Weldon Avenue and Columbus Avenue. While there are currently no conceptual designs for this alternative frontage, the applicant will work with Planning and Development Department staff during the site development process to evaluate the alternative frontage design.
10. The Tree and Shade Master Plan has a goal of treating the urban forest as infrastructure to ensure that trees are an integral part of the city's planning and development process. Toward that end, development of this site will contribute to the urban forest infrastructure through the provision of trees along the rights-of-way, which is a requirement in Section 1309 of the Walkable Urban Code. The provision of trees along the rights-of-way is also consistent with the goals of the Guiding Principles for Complete Streets, one tenet of which is to make Phoenix more walkable.
11. The site is located on Central Avenue and subject to the Central Avenue Development Standards. These standards were adopted in 1989 to beautify Central Avenue through consistent landscaping, lighting, and aesthetic along the sidewalk on Central Avenue from Culver Street to Camelback Road. These development standards are consistent with the goals of the Guiding Principles for Complete Streets, one tenet of which is to make Phoenix more walkable.
12. Bicycle parking is a requirement in Section 1307.H. of the Walkable Urban Code and is supported by the City of Phoenix Comprehensive Bicycle Master Plan. However, the Walkable Urban Code is silent on secured bicycle parking requirements. For this development, it is recommended that all required bicycle parking spaces for the multifamily use should be secured parking. Additionally,

there should be accommodation for cyclists who are guests. These requirements are addressed in Stipulation #2, requiring both secured parking for residents, as well as rack parking for guests, located near entrances to the property. The guest parking should be an inverted U-bicycle rack design. In addition, the property is near a light rail station and several major bus routes. Providing secure bicycle parking for residents and convenient bicycle parking for guests of the development is supportive of multimodal travel options. These provisions are addressed in Stipulation #2.



Secured bicycle parking can be accomplished through the use of individual lockers and/or the establishment of secured bicycle rooms.

13. The conceptual site plan does not depict on-street parking on Columbus or Weldon Avenues. It is recommended that there not be a future request for providing on-street parking at these locations. The local streets are narrow and in the case of Columbus Avenue, it would be at the expense of providing a good walking and bicycling environment. At present, Columbus Avenue is developed as a local street and provides direct connections to the 3rd Avenue Sonoran Bike Boulevard, and the 3rd Street Promenade. These streets offer direct North/South routes into downtown Phoenix. As part of the 3rd Street Promenade connecting Steele Indian School Park south to Roosevelt Street, bicycle facilities are planned per the adopted Bicycle Master Plan. There is a traffic signal at Central Avenue and Columbus Avenue which allows crossing of the light rail, and serves as a low stress crossing for both bicyclists and pedestrians. This is addressed in Stipulation #1.
14. As part of the Reimagine Phoenix initiative, the City of Phoenix is committed to increasing the waste diversion rate to 40 percent by 2020 and to better manage its solid waste resources. Section 716 of the Phoenix Zoning Ordinance establishes standards to encourage the provision of recycling containers for multifamily, commercial and mixed-use developments meeting certain criteria. The provision of recycling containers was not addressed in the applicant's submittals.
15. Fire prevention does not anticipate any issues with this request. But the site or/and building(s) shall comply with the Phoenix Fire Code. The water supply (gpm and psi) to this site is unknown. Additional water supply may be required to meet the required fire flow per the Phoenix Fire Code.
16. The City of Phoenix Water Services Department has noted that there are no water or sewer infrastructure concerns.

17. It has been determined that this parcel is not in a Special Flood Hazard Area (SFHA), but is located in a Shaded Zone X, on panel 2205 L of the Flood Insurance Rate Maps (FIRM) dated October 16, 2013.
18. No known archaeological work is necessary for this project. In the event archaeological materials are encountered during construction, all ground disturbing activities must cease within 33-foot radius of the discovery and the City of Phoenix Archaeology Office must be notified immediately and allowed time to properly assess the materials. This is addressed in Stipulation #3.
19. Development and use of the site is subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements. Zoning adjustments, abandonments or other formal actions may also be required.

Findings

1. The proposal is consistent with the General Plan Land Use map designations of Commercial, but does not address the multifamily residential use. However, a General Plan Amendment is not required because the site is under 10 acres.
2. The proposed development is adjacent to the light rail corridor, less than 1/4 mile from a light rail station, and is consistent with the Regional Center place type in the Transit Oriented Development Strategic Policy Framework.
3. The proposed development of the site contributes to the enhancement of the area by developing a vacant lot and expanding the housing options available along the light rail corridor.

Stipulations

1. The site shall be in general conformance to the site plan date stamped October 10, 2017 with specific regard to there being no provision for on-street parking on Columbus Avenue and Weldon Avenue.
2. The development shall install, as approved by the Planning and Development Department:
 - a. All required bicycle parking spaces for the multifamily use, per Section 1307.H.6.d of the Zoning Ordinance, shall be secured bicycle parking.
 - b. A minimum of 5 inverted-U style bicycle racks for guests, placed near entrances to the building and installed per the requirements of Section 1307.H.4. of the Zoning Ordinance.
3. In the event archaeological materials are encountered during construction, the developer shall immediately cease all ground-disturbing activities within a

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33-foot radius of the discovery, notify the City Archaeologist, and allow time for the Archaeology Office to properly assess the materials.

Writer

Hannah Oliver

October 30, 2017

Team Leader

Joshua Bednarek

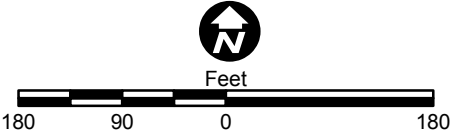
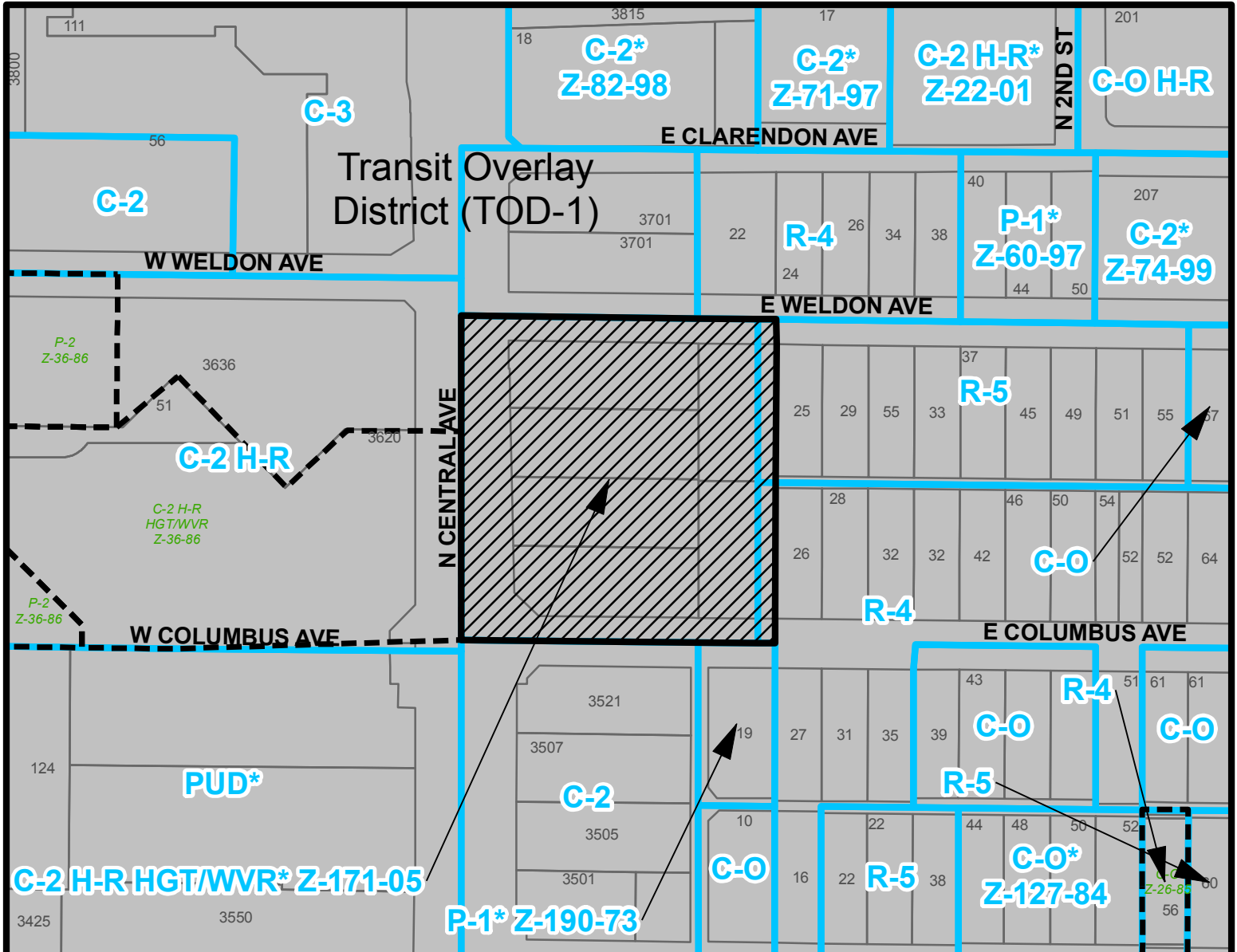
Attachments

Sketch Map

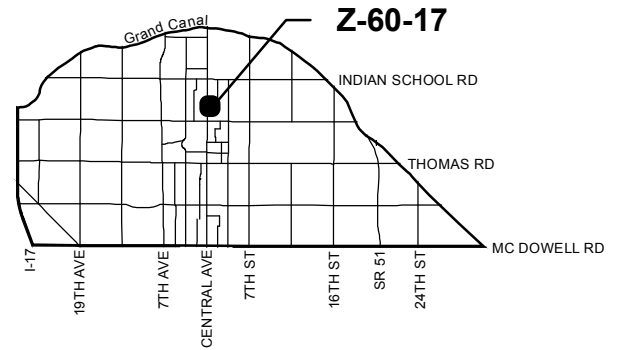
Aerial

Site Plan date stamped October 10, 2017 (6 pages)

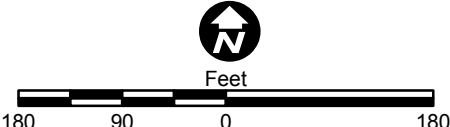
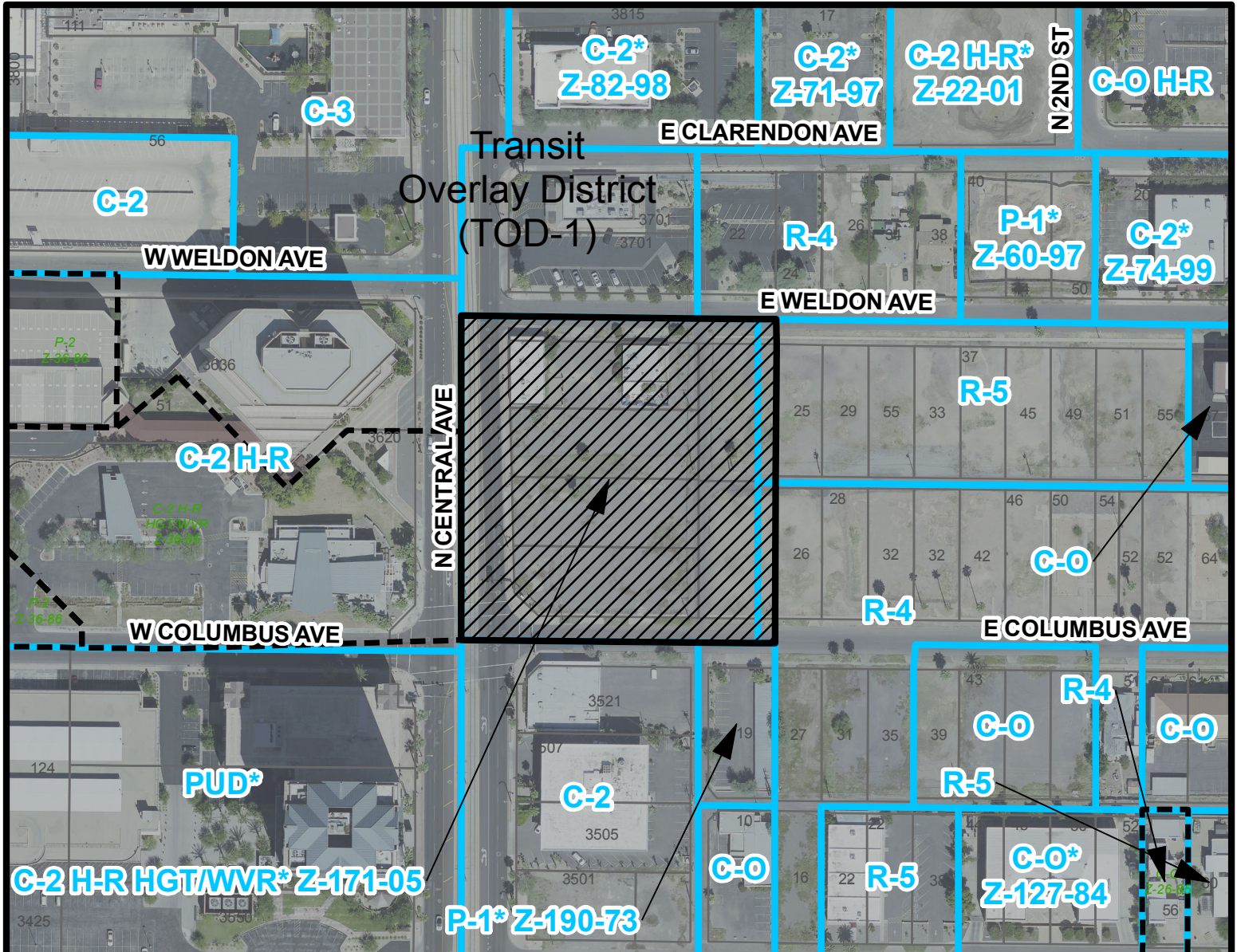
Elevations date stamped October 10, 2017 (2 pages)



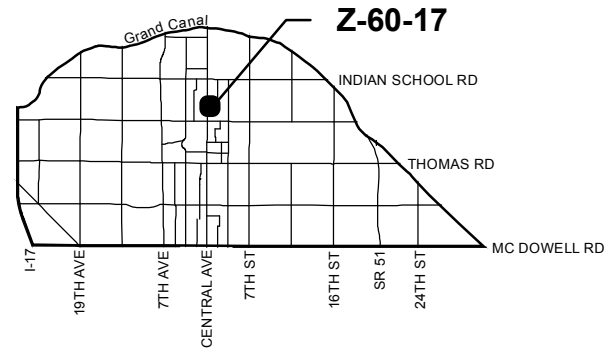
ENCANTO VILLAGE
CITY COUNCIL DISTRICT: 4



APPLICANT'S NAME: Fore Green Development LLC/Jeff Kern		REQUESTED CHANGE: FROM: C-2 H-R HGT/WVR TOD-1 (2.61 a.c.) R-4 TOD-1 (0.08 a.c.) R-5 TOD-1 (0.08 a.c.) TO: WU T5:7 MT (2.77 a.c.)	
APPLICATION NO. Z-60-17	DATE: 09/29/2017 REVISION DATES:	* UNITS P.R.D. OPTION N/A, 3, 4 N/A	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 2.77 Acres	AERIAL PHOTO & QUARTER SEC. NO. QS 16-28 ZONING MAP H-8		
MULTIPLES PERMITTED C-2 H-R HGT/WVR TOD-1, R-4 TOD-1, R-5 TOD-1, WU-T5:7 MT	CONVENTIONAL OPTION 379, 2, 3 No Maximum		
* Maximum Units Allowed with P.R.D. Bonus			



ENCANTO VILLAGE
CITY COUNCIL DISTRICT: 4



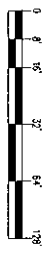
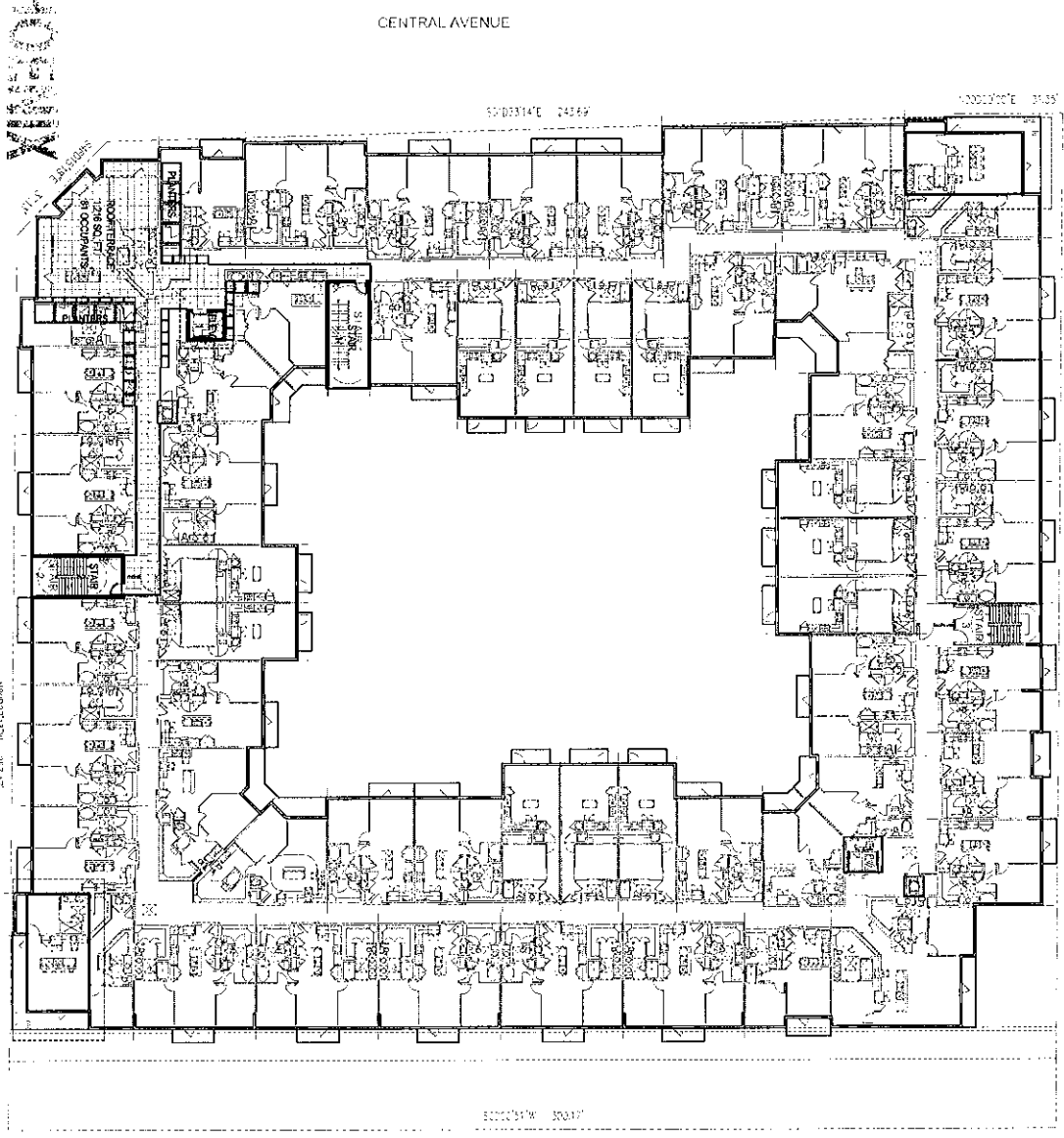
APPLICANT'S NAME: Fore Green Development LLC/Jeff Kern		REQUESTED CHANGE:	
APPLICATION NO. Z-60-17		FROM: C-2 H-R HGT/WVR TOD-1 (2.61 a.c.) R-4 TOD-1 (0.08 a.c.) R-5 TOD-1 (0.08 a.c.)	
DATE: 09/29/2017 REVISION DATES:		TO: WU T5:7 MT (2.77 a.c.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 2.77 Acres		AERIAL PHOTO & QUARTER SEC. NO. QS 16-28 ZONING MAP H-8	
MULTIPLES PERMITTED C-2 H-R HGT/WVR TOD-1, R-4 TOD-1, R-5 TOD-1, WU-T5:7 MT		CONVENTIONAL OPTION 379, 2, 3 No Maximum	
		* UNITS P.R.D. OPTION N/A, 3, 4 N/A	

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

OCT 10 2017

CITY OF PHOENIX

NOTE: ALTERNATE METHOD REQUESTS TO USE 2010 CODE WILL BE REQUIRED



ROOF PLAN

1

Project No.	17157-000
Client	FORE PROPERTY CO.
Location	CENTRAL AVENUE AND COLUMBUS, PHOENIX, ARIZONA
Scale	AS SHOWN
Drawn	AD
Checked	AD
Approved	AD
Date	10/10/17
Sheet	1
Total	1



CENTRAL AND COLUMBUS
 CENTRAL AVENUE AND COLUMBUS, PHOENIX, ARIZONA
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