

Attachment B



City of Phoenix

PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report: Z-26-21-4

July 22, 2021

[Camelback East Village Planning Committee Meeting Date](#)

August 3, 2021

[Planning Commission Hearing Date](#)

September 2, 2021

Request From:

[R-3](#) (0.64 acres)

Request To:

[R-4](#) (0.64 acres)

Proposed Use

Multifamily residential development

Location

Approximately 270 feet south of the southwest corner of 17th Street and Glenrosa Avenue

Owner/Applicant

Sanchez Partners LLC

Representative

Ashley Marsh, Gammage & Burnham PLC

Staff Recommendation

Approval, subject to stipulations

General Plan Conformity

[General Plan Land Use Map Designation](#)

Residential 10 to 15 dwelling units per acre

[Street Map Classification](#)

17th Street

Local

25-foot west half street

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

The proposal will create a new multifamily development on a property that has been vacant for many years. Its location near an arterial street, adjacent to a commercial corridor and alternative modes of transportation makes it a suitable development for the area. The proposed site plan and elevations also depict a development that is compatible in scale and character to the surrounding neighborhood.

CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS CORE VALUE; CLEAN NEIGHBORHOODS; LAND USE PRINCIPLE: Facilitate the acquisition of vacant, underutilized and blighted parcels for appropriate redevelopment, compatible with the adjacent neighborhood character and adopted area plans.

The request proposes to develop a multifamily lot that has been vacant and underutilized for many years. The subject site is surrounded by commercial and multifamily properties. As stipulated, the development will provide screening in the form of landscaping to abutting properties, thus ensuring that the project will be compatible with adjoining parcels.

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

As stipulated, the proposal will provide a detached sidewalk along 17th Street, shade trees along the sidewalk, and shade trees dispersed throughout the parking lot to provide thermal comfort and shade for pedestrians and residents entering and exiting their vehicles.

Applicable Plans, Overlays, and Initiatives

[Piestewa Peak Parkway Specific Plan](#) – See Background Item No. 7.

[Housing Phoenix Plan](#) – See Background Item No. 8.

[Tree and Shade Master Plan](#) – See Background Item No. 9.

[Complete Streets Guiding Principles](#) – See Background Item No. 10.

[Comprehensive Bicycle Master Plan](#) – See Background Item No. 11.

[Zero Waste PHX](#) – See Background Item No. 12.

Surrounding Land Uses/Zoning

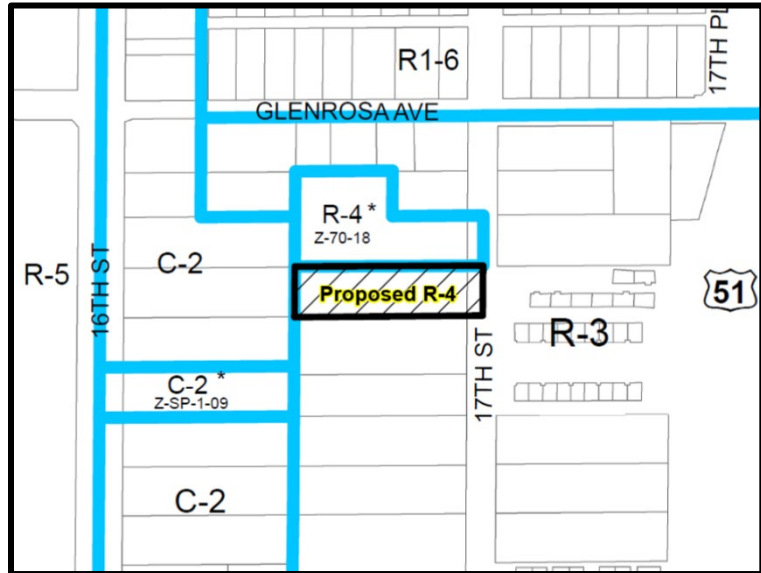
	<u>Land Use</u>	<u>Zoning</u>
On Site	Vacant lot	R-3
North	Multifamily residences (under construction)	R-4
South	Multifamily residences	R-3
East	Multifamily residences	R-3
West	Offices, church	C-2

R-4, Multifamily Residence District (Subdivision Development Option)		
<u>Standards</u>	<u>Requirements</u>	<u>Provisions on the Proposed Site Plan</u>
Gross Acreage	-	0.64
Total Number of Units	18 maximum	18 units (Met)
Dwelling Unit density (units/gross acre)	29 maximum	28.12 (Met)
Lot Coverage	50% Maximum	24.3% (Met)
Maximum Building Height	3 stories or 40 feet	2 stories, 28 feet (Met)
Building Setbacks	Front: 20 feet Rear: 15 feet Sides: 10 feet and 3 feet	Front: 20 feet (Met) Rear: 15 feet (Met) Side (north): 3 feet (Met) Side (south): 10 feet (Met)
Common Area/ open space	-	5.9%
Parking Requirements	1.5 spaces per 1 and 2- bedroom unit: 8 2-bedroom units proposed 1.0 space per unit of less than 600 square feet regardless of number of bedrooms: 10 units less than 600 square feet proposed 22 spaces required	23 (met)

Background/Issues/Analysis

SUBJECT SITE

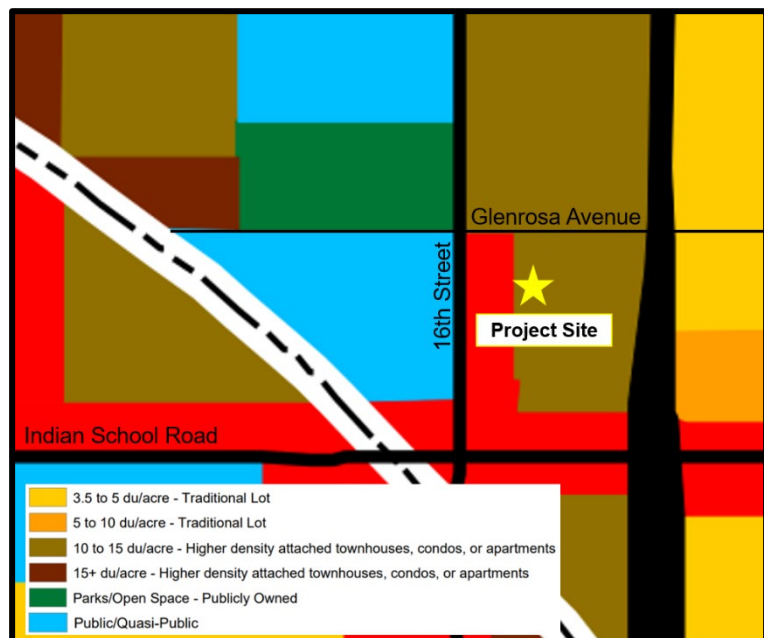
1. This request is to rezone 0.64 acres located approximately 270 feet south of the southwest corner of 17th Street and Glenrosa Avenue from R-3 (Multifamily Residence District) to R-4 (Multifamily Residence District) to allow a multifamily residential development. The proposal is consistent with the surrounding multifamily zoning to the north, east, and south of the site, and provides a transition from the commercial zoning to the west along 16th Street.



Zoning Sketch Map

Source: City of Phoenix Planning and Development Department

2. The subject site is designated Residential 10 to 15 dwelling units per acre on the General Plan Land Use Map. The proposed density is not consistent with this designation but, as the site is under 10 acres in size, a General Plan Amendment is not required.

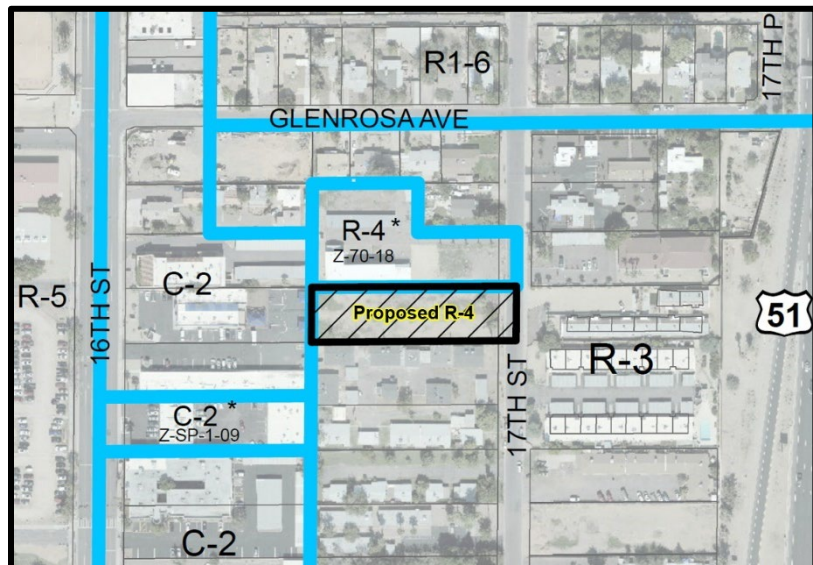


General Plan Land Use Map

Source: City of Phoenix Planning and Development Department

EXISTING CONDITIONS & SURROUNDING ZONING

3. The subject site is currently a vacant lot zoned R-3 (Multifamily Residence District). The request proposes to rezone the site to R-4 (Multifamily Residence District), which is consistent with the existing zoning of the multifamily residential property under construction to the north. There are multifamily residences to the east and south of the subject site, which are zoned R-3 (Multifamily Residence District). To the west, along 16th Street, there are offices and a church which are zoned C-2 (Intermediate Commercial District). The State Route 51 freeway is also located in close proximity to the west of the site.

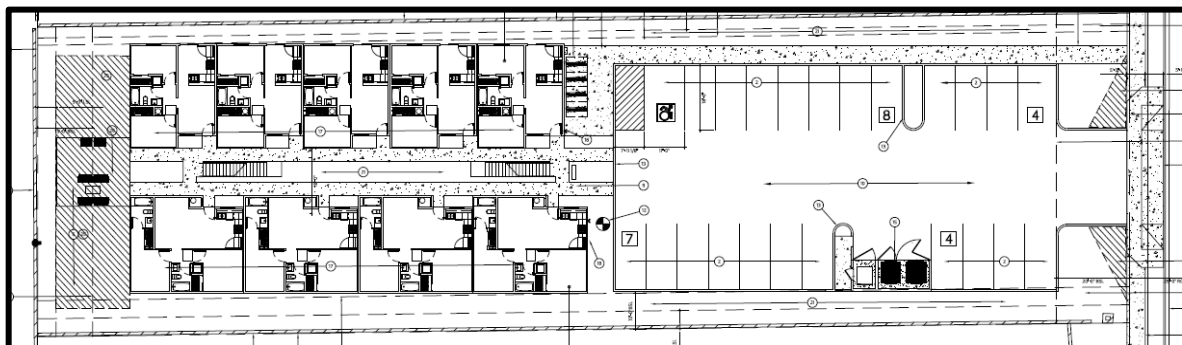


Zoning Aerial Map

Source: City of Phoenix Planning and Development Department

PROPOSAL

4. The conceptual site plan proposes an 18-unit multifamily development that is designed to align with the multifamily development currently under construction by the same owner on the property to the north. The site plan depicts a single vehicular entry point off of 17th Street, which leads into a surface parking lot. This parking lot is adjacent to planned single-story residential units on the site to the north, which was intentional by the applicant to ensure privacy for those residents. The two-story multifamily building proposed on this site also aligns with the two-story multifamily building on the property to the north, which is intended to provide continuity between the two properties.



Conceptual Site Plan

Source: Tomecak Design

The conceptual site plan also depicts a pedestrian pathway that connects the public sidewalk on 17th Street with the main building entry walkway, where the bicycle parking is located. Entry to individual units will be provided along an internal open walkway, which also leads to the open space amenity area on the western portion of the site. The proposed site plan depicts a development that is consistent in scale with the surrounding neighborhood and provides a transition between commercial uses to the west, along 16th Street, and multifamily residential uses to the east. As such, staff is recommending general conformance to the site plan, per Stipulation No. 1.

5. The conceptual building elevations depict midcentury modern architectural features that are consistent with the existing multifamily building on the property to the north. The elevations depict a maximum building height of two stories and 28 feet, and a sloped, angular roofline that adds visual interest. The variety of building materials, location and shape of windows, and color palette accents are consistent with a high-quality development. This proposal will be consistent with the design, scale, and character of the adjacent property and surrounding neighborhood and, as such, staff is recommending general conformance to the elevations submitted, per Stipulation No. 1.



6. Staff is recommending that detached sidewalks be provided along 17th Street, and that both sides of this sidewalk be landscaped with minimum two-inch caliper shade trees. This is addressed in Stipulation No. 2. Further, staff is recommending that minimum two-inch caliper trees be planted in the along all interior property lines (north, west, and south), to provide a buffer between the project and adjacent properties. Due to unknown utility conflicts in the area, staff is recommending flexibility in the abovementioned stipulations to account for any utility conflicts on the site.

PLANS, OVERLAYS, AND INITIATIVES

7. [Piestewa Peak Parkway Specific Plan](#)

The subject site is located within the boundaries of the Piestewa Peak Parkway Specific Plan. This policy plan was adopted by the Phoenix City Council on October 3, 1990. The policy plan does not contain specific restrictions on land use that differ from the existing regulations; therefore, is considered to be non-regulatory. The plan serves to provide statements of goals, standards and policies to mitigate freeway impacts on adjacent neighborhoods.

The proposed development is within Segment 4 of the policy plan. The subject site was identified for having commercial uses at the time the policy plan was written.

The plan does not make a specific recommendation on what the proposed land use should be if the subject site was to redevelop. In general, the plan indicates that the area west of the parkway, within Segment 4, contains a mixture of single-family, multifamily and commercial uses and indicated that the area outside of the core should be preserved. Since the subject site is outside of the core and the proposal preserves the multifamily character of the area, the proposal is generally consistent with the plan.

A policy in the specific plan is to plant trees and shrubs to soften the effect of noise walls and to screen views of the freeway. Although the subject site is not immediately adjacent to the freeway, staff is requesting increased landscape planting standards along 17th Street, within the side yards, and within the parking lot area. This is addressed in Stipulation Nos. 2, 3, and 5.

8. **Housing Phoenix Plan**

In June 2020, the Phoenix City Council approved the Housing Phoenix Plan. This Plan contains policy initiatives for the development and preservation of housing with a vision of creating a stronger and more vibrant Phoenix through increased housing options for residents at all income levels and family sizes. Phoenix's rapid population growth and housing underproduction has led to a need for over 163,000 new housing units. Current shortages of housing supply relative to demand are a primary reason why housing costs are increasing. The proposed development supports the Plan's goal of preserving or creating 50,000 housing units by 2030 by providing an opportunity for multifamily residential units near a major transportation corridor.

9. **Tree and Shade Master Plan**

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. By investing in trees and the urban forest, the city can reduce its carbon footprint, decrease energy costs, reduce storm water runoff, increase biodiversity, address the urban heat island effect, clean the air, and increase property values. In addition, trees can help to create walkable streets and vibrant pedestrian places. Staff is recommending robust tree plantings along the 17th Street frontage to provide minimum 75 percent shade on the sidewalk, along the perimeter landscape setbacks, and dispersed throughout the parking lot to help reduce the urban heat island effect created by the parking lot surface. These recommendations are addressed in Stipulation Nos. 2, 3, and 10. Staff is also recommending that all landscape areas include a minimum of 75 percent live groundcover and open space areas include minimum 50 percent live groundcover to help reduce the overall urban heat island effect, and that a minimum 50 percent shade be provided in all open space areas. These are addressed in Stipulations Nos. 4 and 6.

10. **Complete Streets Guiding Principles**

In 2014, the City of Phoenix City Council adopted the Complete Streets Guiding Principles. The principles are intended to promote improvements that provide an accessible, safe, connected transportation system to include all modes, such as bicycles, pedestrians, transit, and vehicles. In addition to the enhanced landscaping standards, staff is recommending that the sidewalks along 17th Street be detached, that accessible pedestrian pathways be provided to connect the building entrances to the public sidewalk, and that, where pedestrian paths cross drive aisles, they be constructed of a material or be treated so that it contrasts with the adjacent drive aisle surface. These are addressed in Stipulation Nos. 2, 8, and 9.

11. **Comprehensive Bicycle Master Plan**

The City of Phoenix adopted the Comprehensive Bicycle Master Plan in 2014 to guide the development of its bikeway system and supportive infrastructure. The Comprehensive Bicycle Master Plan supports options for both short- and long-term bicycle parking as a means of promoting bicyclist traffic to a variety of destinations. As stipulated, the development will provide bicycle parking spaces at a minimum rate of 0.25 bicycle parking spaces per residential unit. This is addressed in Stipulation No. 7.

12. **Zero Waste PHX**

The City of Phoenix is committed to its waste diversion efforts and has set a goal to become a zero-waste city, as part of the city's overall 2050 Environmental Sustainability Goals. One of the ways Phoenix can achieve this is to improve and Section 716 of the Phoenix Zoning Ordinance expand its recycling and other waste diversion programs. 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 applicant indicated in the application narrative that recycling containers will be provided on the site and weekly pick up will be provided.

COMMUNITY INPUT SUMMARY

13. At the time this staff report was written, staff received one letter of concern from a neighbor regarding traffic generation.

INTERDEPARTMENTAL COMMENTS

14. **Floodplain Management Division, Public Works Department**

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 2210 L of the Flood Insurance Rate Maps (FIRM) dated October 16, 2013.

15. **Fire Prevention Division, Fire Department**

Fire Prevention does not anticipate problems with the referenced case. However, the site and or buildings shall comply with the 2018 IFC with Phoenix Amendments. The water supply (gpm and psi) for the referenced case is unknown. The water supply is required to meet fire flow as defined by Appendix B of the 2018 IFC with Phoenix Amendments.

16. **Public Transit Department**

The Public Transit Department has required that clearly defined, accessible pedestrian pathways be provided to connect all main site elements and public sidewalks, and, where pathways intersect drive aisles, they be constructed of materials that visually contrast with parking surfaces. The department further required that all pedestrian sidewalks be shaded to 75 percent at tree maturity. These are addressed in Stipulation Nos. 8, 9, and 10.

17. **Street Transportation Department**

The Street Transportation Street Transportation Department has requested that a 5-foot wide sidewalk be provided along 17th Street, adjacent to the development, that all overhead utility lines adjacent to the parcel be undergrounded, and that all street updates be subject to ADA requirements. This is addressed in Stipulation Nos. 2, 11, and 12.

18. **Water Services Department**

The City of Phoenix Water Services Department has noted the property has existing water and sewer mains that can potentially serve the proposed development. However, there is a potential need to up size existing water and sewer infrastructure mains so that any remodels or new buildings will be able to meet domestic and fire code requirements.

OTHER

19. The site is located in an area identified as being archaeologically sensitive. If no previous archaeological projects have been conducted within this project area, it is recommended that archaeological Phase I data testing of this area be conducted. Phase II archaeological data recovery excavations may be necessary based upon the results of the testing. A qualified archaeologist must make this determination in consultation with the City of Phoenix Archaeologist. In the event archaeological materials are encountered during construction, all ground disturbing activities must cease within a 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 Nos. 16, 17, and 18.
20. This site is located within the noise contour area of Phoenix Sky Harbor International Airport (PHX). As such, staff is requesting that the developer provide notice to prospective purchasers or tenants regarding the existence and operational characteristics of this airport, that an aviation easement be granted and recorded for the City of Phoenix for the site, and that the developer provide a No Hazard determination from the FAA prior to construction permit approval. These requests are addressed in Stipulation Nos. 13, 14, and 15.
21. Development and use of the site is subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements. Other formal actions such as, but not limited to, zoning adjustments and abandonments, may be

required.

Findings

1. The proposed development is appropriate at this location given its proximity to the arterial streets and the State Route 51 Freeway and will create a buffer between the multifamily residential uses to the east, and commercial uses to the west.
2. The proposal will provide a high quality multifamily residential development which will help alleviate the housing shortage in Phoenix.
3. As stipulated, the proposal is consistent with the character of existing development in the surrounding area.

Stipulations

1. The development shall be in general conformance with the site plan and elevations date stamped May 5, 2021, as modified by the following stipulations and approved by the Planning and Development Department.
2. There shall be a minimum 5-foot-wide detached sidewalk along 17th Street with a minimum 5-foot-wide landscaped strip located between the sidewalk and back of curb that shall include minimum 2-inch caliper shade trees planted a minimum of 20 feet on center or in equivalent groupings along both sides of the sidewalk, as approved by the Planning and Development Department. Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.
3. Minimum 2-inch caliper trees, planted 20 feet on center or in equivalent groupings, shall be provided along the western, northern and southern perimeter property lines, as approved or modified by the Planning and Development Department.
4. All required landscape areas and setbacks shall have minimum 75 percent live groundcover in the form of shrubs, grasses, or groundcover plants.
5. All uncovered surface parking lot areas shall be landscaped with a minimum 2-inch caliper drought-tolerant shade trees. Landscaping shall be dispersed throughout the parking area as approved by Planning and Development Department.
6. Minimum 50 percent shade and a minimum of 50 percent live vegetative cover (shrubs, grasses, or groundcover plants) shall be provided in all open space areas.

7. Bicycle parking spaces at a minimum rate of 0.25 spaces per residential unit shall be provided through Inverted U and/or artistic racks (in adherence to the City of Phoenix Preferred Designs in Appendix K of the Comprehensive Bicycle Master Plan) or “Outdoor/Covered Facilities” for guests located near entrances or amenity areas and installed per the requirements of Section 1307.H. of the Phoenix Zoning Ordinance, as approved by the Planning and Development Department.
8. Clearly defined, accessible pedestrian pathways shall be provided to connect building entrances and public sidewalks, using the most direct route for pedestrians, as approved by the Planning and Development Department.
9. Where pedestrian pathways cross drive aisles, they shall be constructed of decorative pavers, stamped or colored concrete, or other pavement treatments that visually contrast with the adjacent parking and drive aisle surfaces, as approved by the Planning and Development Department.
10. Trees shall be placed to provide 75 percent shade coverage on all pedestrian paths and sidewalks at full maturity, as approved by the Planning and Development Department. Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.
11. The developer shall underground existing overhead utility lines adjacent to the parcel.
12. The developer shall construct all streets within and adjacent to the development with paving, curb, gutter, sidewalk, curb ramps, streetlights, landscaping and other incidentals, as per plans approved by the Planning and Development Department. All improvements shall comply with the current ADA Guidelines.
13. The property owner shall record documents that disclose the existence, and operational characteristics of Phoenix Sky Harbor International Airport (PHX) to future owners or tenants of the property. The form and content of such documents shall be according to the templates and instructions provided which have been reviewed and approved by the City Attorney.
14. The developer shall grant and record an aviation easement to the City of Phoenix for the site, per the content and form prescribed by the City Attorney prior to final site plan approval.
15. The developer shall provide a No Hazard Determination for the proposed development from the FAA pursuant to the FAA’s Form-7460 obstruction analysis review process, prior to construction permit approval, as per plans approved by the Planning and Development Department.

16. If determined necessary by the Phoenix Archaeology Office, the applicant shall conduct Phase I data testing and submit an archaeological survey report of the development area for review and approval by the City Archaeologist prior to clearing and grubbing, landscape salvage, and/or grading approval.
17. If Phase I data testing is required, and if, upon review of the results from the Phase I data testing, the City Archaeologist, in consultation with a qualified archaeologist, determines such data recovery excavations are necessary, the applicant shall conduct Phase II archaeological data recovery excavations.
18. In the event archaeological materials are encountered during construction, the developer shall immediately cease all ground-disturbing activities within a 33- foot radius of the discovery, notify the City Archaeologist, and allow time for the Archaeology Office to properly assess the materials.

Writer

Sofia Mastikhina

July 22, 2021

Team Leader

Samantha Keating

Exhibits

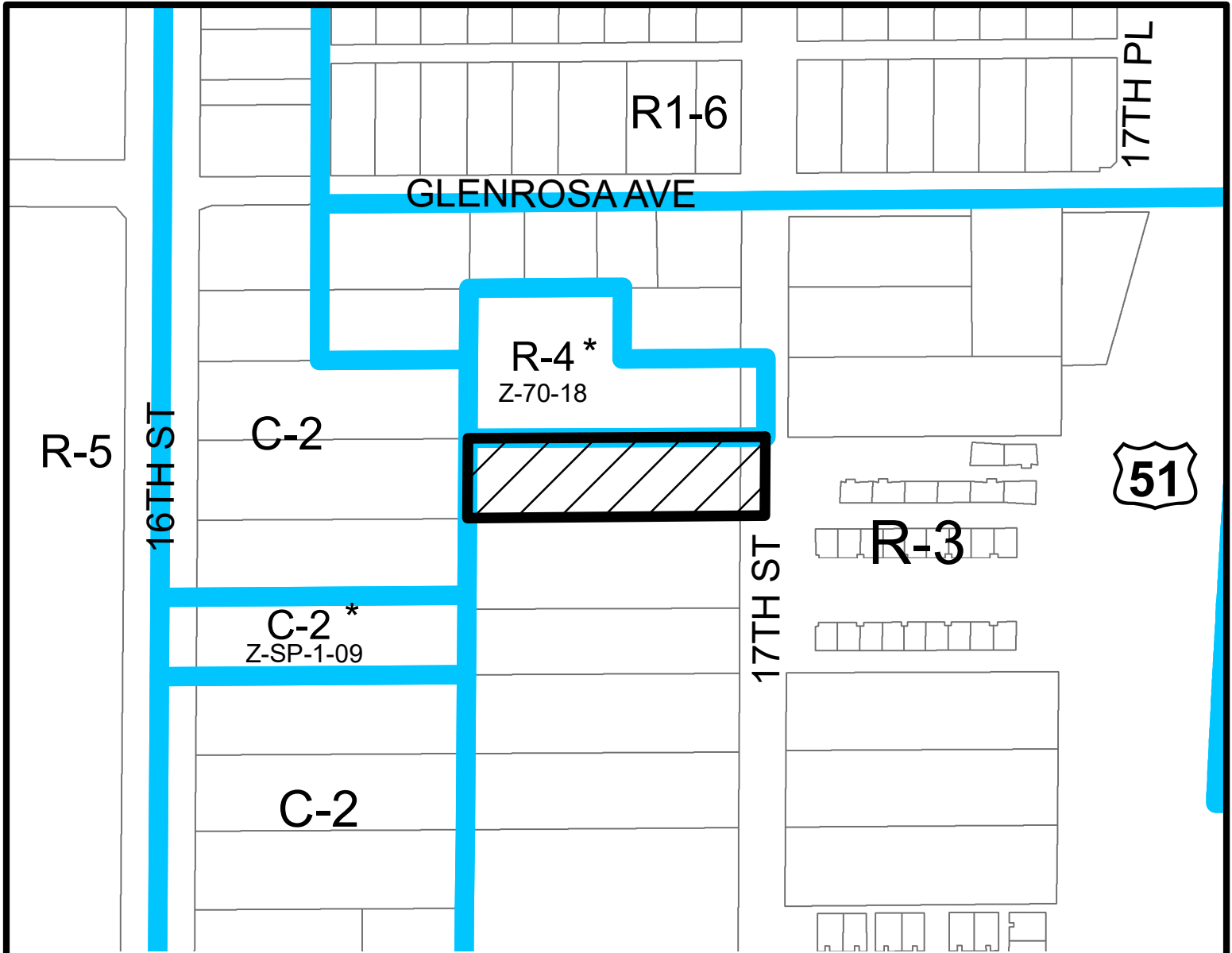
Sketch map

Aerial

Site plan date stamped May 5, 2021 (1 Page)

Building elevations date stamped May 5, 2021 (1 Page)

Community Correspondence (3 Pages)



Miles

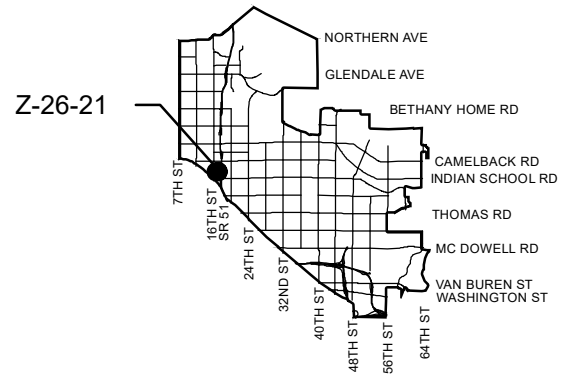
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CAMELBACK EAST VILLAGE

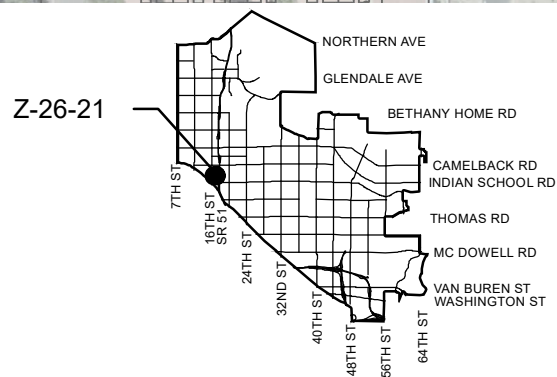
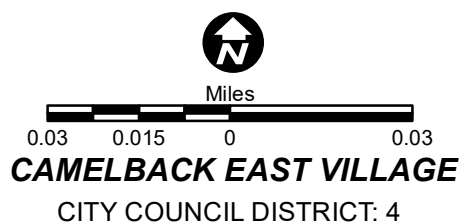
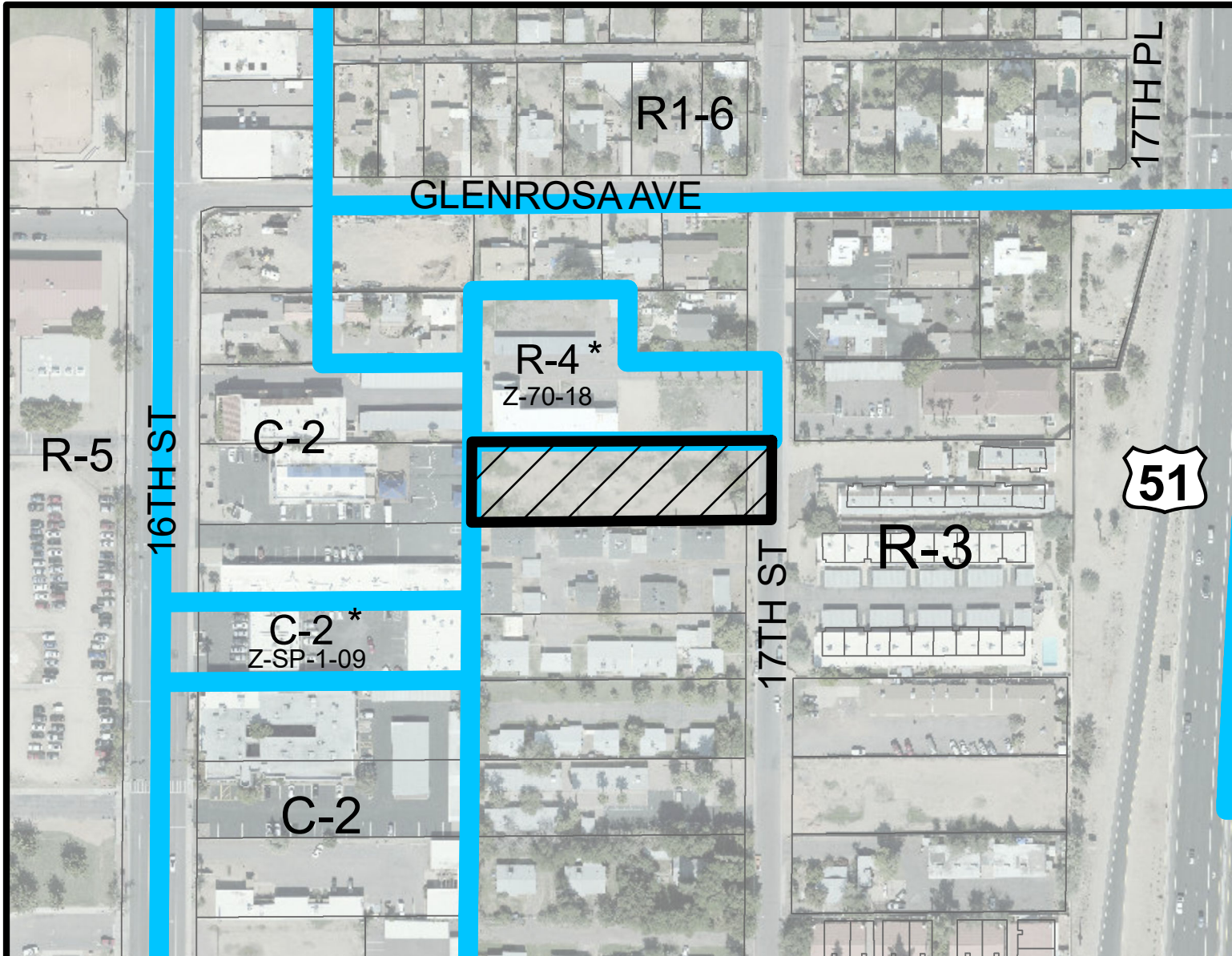
CITY COUNCIL DISTRICT: 4



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT



APPLICANT'S NAME: Sanchez Partners LLC		REQUESTED CHANGE:	
APPLICATION NO. Z-26-21		FROM: R-3 (0.64 a.c.)	
DATE: 6/10/2021 REVISION DATES:		TO: R-4 (0.64 a.c.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 0.64 Acres			
AERIAL PHOTO & QUARTER SEC. NO. QS 17-31		ZONING MAP H-9	
MULTIPLES PERMITTED		* UNITS P.R.D. OPTION	
R-3		11	
R-4		22	
* Maximum Units Allowed with P.R.D. Bonus			

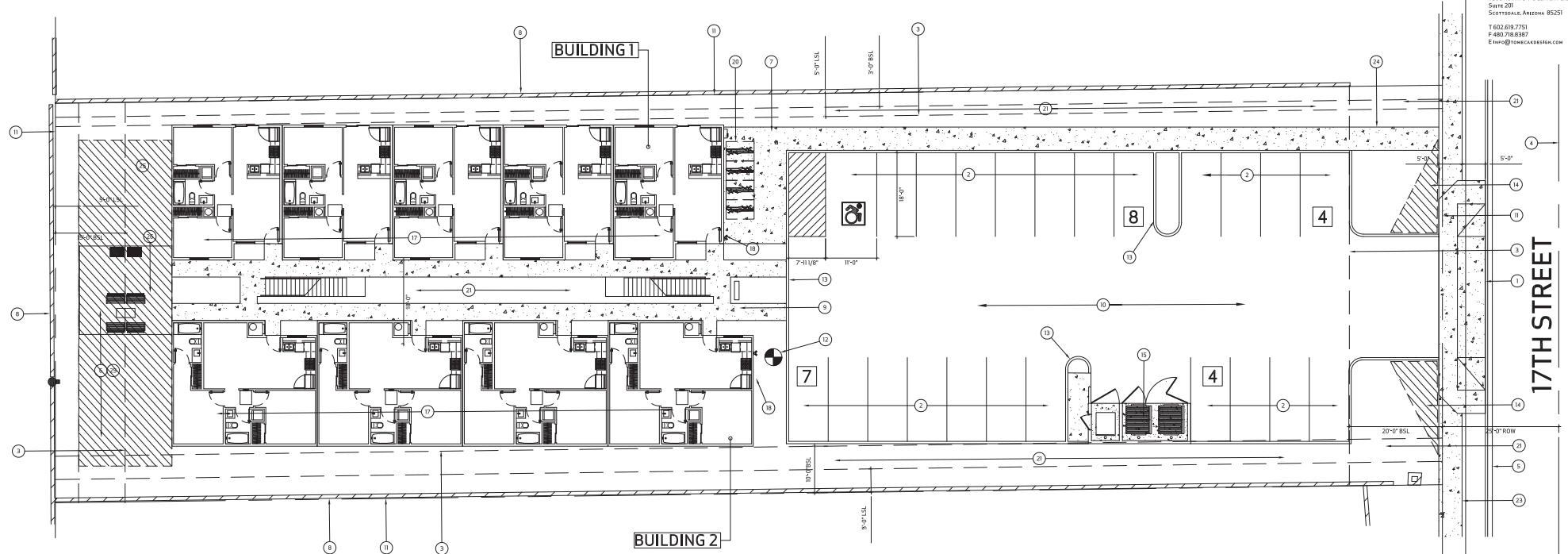


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MULTIPLES PERMITTED		* UNITS P.R.D. OPTION	
R-3		11	
R-4		22	
* Maximum Units Allowed with P.R.D. Bonus			

PRELIMINARY SITE PLAN FOR "FORTYTWO28" PROJECT



**TOMECAK
DESIGN**
4368 North Civic Center Plaza
Suite 201
Scottsdale, Arizona 85251
T 602.618.7751
F 480.718.6387
E info@tomecakdesign.com



SITE PLAN NOTES

- DRIVEWAY ENTRY PER CITY OF PHOENIX DETAIL P125-2.
- PARKING.
- BUILDING SETBACK LINE.
- CENTER LINE OF STREET.
- EXISTING CURB AND GUTTER REPLACE/REPAIR BROKEN OR OUT OF GRADE CURB AND SIDEWALK TO MEET CURRENT ADA GUIDELINES.
- OPEN SPACE AREA.
- INTERIOR COLOR OR DECORATIVE CONCRETE SIDEWALK PER ZONING STRIP AREA.
- EXISTING 6'-0" HIGH PERIMETER WALL, PAINT TO MATCH BUILDING.
- MAILBOXES.
- ASPHALT DRIVEWAY.
- PROPERTY LINE.
- PROPOSED FIRE HYDRANT.
- 6" VERTICAL CURB TYPICAL.
- VEHICLE TRAILER.
- NOT USED.
- PROPOSED BUILDING.
- FSC.
- NOT USED.
- BICYCLE PARKING.
- LANDSCAPE AREA, SEE LANDSCAPE PLAN FOR ADDITIONAL INFORMATION.
- 5'-0" WIDE DETACHED SIDEWALK WITH A 3'-0" LANDSCAPE STRIP.
- ADA PATH TO PUBLIC EASEMENT.
- TOUR TO COMPLY WITH ANENITY FOR OPEN SPACE.
- BARBECUE AND PICNIC AREA TO COMPLY WITH ANENITY FOR OPEN SPACE.

PROJECT DESCRIPTION

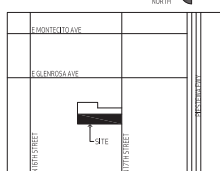
THIS PROJECT CONSISTS OF NEW 18 UNIT RESIDENTIAL APARTMENT COMMUNITY FOR RENT.

ACCESS TO THE SITE SHALL BE FROM 17TH STREET.

PARKING SUMMARY

PARKING REQUIRED: 14	10.0 SPACES
(10) UNITS LESS THAN 600 SF 10 X 10	12.0 SPACES
(8) UNITS 2018	15 X 8
TOTAL REQUIRED:	22.0 SPACES
PARKING PROVIDED:	22.0 SPACES
STANDARD SPACES	10 SPACES
ADA SPACES	23.0 SPACES
PROVIDED:	23.0 SPACES
ADA PARKING:	0.9 SPACES
REQUIRED (4%)	10 SPACES
PROVIDED:	10 SPACES
BICYCLE PARKING:	4.5 SPACES
REQUIRED (1.25%)	8.0 SPACES
PROVIDED:	8.0 SPACES

VICINITY MAP



PROJECT DIRECTORY

OWNER	SANCHEZ PARTNERS LLC 4228 NORTH 17TH STREET PHOENIX, ARIZONA 85016
CONTACT:	BARBARA LOPEZ PHONE: 480.309.2001
LEGAL	GAMMA & BURNHAM P.C. 401 CENTRAL AVE., 20TH FLOOR PHOENIX, ARIZONA 85004
CONTACT:	ASHLEY Z. MARSH PHONE: 602.254.4448
ARCHITECT	TOMECAK DESIGN P.C. 4368 NORTH CIVIC CENTER PLAZA ST. 201 SCOTTSDALE, ARIZONA 85251
CONTACT:	MARK TOMECAK PHONE: 602.618.7751
CIVIL ENGINEER	JACOBS WALLACE LLC 2233 WEST BETHANY HOME ROAD PHOENIX, ARIZONA 85015
CONTACT:	CHUCK JACOBS PHONE: 602.757.5964

CITY OF PHOENIX NOTES

- DEVELOPMENT AND USE OF THIS SITE WILL CONFORM WITH ALL APPLICABLE CODES AND ORDINANCES.
- STRUCTURES AND LANDSCAPING WITHIN A TRIANGLE MEASURING 33' X 33' ALONG THE PROPERTY LINES AT FOURWAY INTERSECTIONS OF PUBLIC AND/OR PRIVATE STREETS WILL BE MAINTAINED AT A MAXIMUM HEIGHT OF 3'.
- STRUCTURES AND LANDSCAPING WITHIN A TRIANGLE MEASURED BACK 10' FROM THE PROPERTY LINE AND 20' ALONG THE PROPERTY LINE ON EACH SIDE OF THE DRIVEWAYS ENTRANCES WILL BE MAINTAINED AT A MAXIMUM HEIGHT OF 3'.
- ANY LIGHTING WILL BE PLACED SO AS TO DIRECT LIGHT AWAY FROM ADJACENT RESIDENTIAL DISTRICTS AND WILL NOT EXCEED ONE FOOT CANDLE AT THE PROPERTY LINE. NO NOISE, ODOR, OR VIBRATION WILL BE EMITTED AT ANY LEVEL EXCEEDING THE GENERAL LEVEL OF NOISE, ODOR, OR VIBRATION EMITTED BY USES IN THE AREA OUTSIDE THE SITE.
- OWNERS OF THE PROPERTY ADJACENT TO THE PUBLIC RIGHT OF WAYS WILL HAVE THE RESPONSIBILITY FOR MAINTAINING ALL LANDSCAPING LOCATED WITHIN THE RIGHT OF WAY IN ACCORDANCE WITH APPROVED PLANS.
- ALL SIGNAGE REQUIRES SEPARATE REVIEWS, APPROVALS, AND PERMITS. NO SIGNS ARE APPROVED PER THE PLAN.
- ADDITIONAL INDIVIDUAL LOT REQUIREMENTS (I.E. SETBACKS, WALL ELEVATIONS) ARE LOCATED ON THE APPROVED FINAL SITE PLAN.

CONSENT TO THE REPRODUCTION OF THE SITE PLAN FOR THE PURPOSE OF FUTURE AMENDMENTS PROVIDED THAT IF MODIFICATIONS ARE MADE, THE ARCHITECTS WHO MAKE SUCH CHANGES ASSUME FULL RESPONSIBILITY AND LIABILITY FOR THE PLAN.

SIGNATURE OF COPYRIGHT OWNER DATE

PROJECT INFORMATION

PROJECT NAME:	FORTYTWO28
ADDRESS:	4228 NORTH 17TH STREET PHOENIX, ARIZONA 85016
APN:	163-28-044
ZONING:	R-4 (CURRENT R-3)
PROPOSED USE:	MULTIFAMILY
NUMBER OF UNITS:	18 UNITS
STORIES:	(2) TWO STORIES
BUILDING HEIGHT:	40'-0" HIGH
ALLOWED:	35'-0" HIGH
PROPOSED:	35'-0" HIGH
LOT SIZE:	6,750 SF
NET ACRES:	25,637 SF
GROSS ACRES:	27,765 SF
BUILDING FOOTPRINT:	6,750 SF
TOTAL BUILDING FOOTPRINT:	6,750 SF
LOT COVERAGE:	50.0%
ALLOWED:	24.3%
PROPOSED:	24.3%
SPRINKLERS:	YES (NFPA 13R)
FIRE ALARMS:	NO
DENSITY (20.45 UNITS/ACRE):	19.4 UNITS
ALLOWED:	18.0 UNITS
PROPOSED:	18.0 UNITS
OPEN SPACE:	1,390 SF
REQUIRED:	1,512 SF
PROPOSED:	1,512 SF
REFUSE:	TRASH ENCLOSURE PER C.O.P. STANDARDS
LOT SALES:	NO

CODE REVIEW

AUTHORITY	CITY OF PHOENIX, ARIZONA
CODE	2018 RESIDENTIAL BUILDING CODE 2018 INTERNATIONAL CONSERVATION CODE 2018 PHOENIX FIRE CODE
CONSTRUCTION TYPE	V-B

CITY OF PHOENIX
MAY 05 2021
Planning & Development
Department



PROJECT:
FORTYTWO 28
4228 NORTH 17TH STREET
PHOENIX, ARIZONA 85016

REVISION:
JOB # 2105
DATE: 02.22.2021
CONTENTS: SITE PLAN
SHEET NO: **A1.00**



NORTH ELEVATION

NOT TO SCALE



EAST ELEVATION

NOT TO SCALE



WEST ELEVATION

NOT TO SCALE



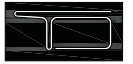
SOUTH ELEVATION

NOT TO SCALE



INTERIOR COURTYARD ELEVATION

NOT TO SCALE



**TOMECAK
DESIGN**

4368 North Civic Center Plaza
Suite 201
Scottsdale, Arizona 85251
T 602.618.7751
F 480.718.6387
E info@tomecakdesign.com



EXPIRES: 3.31.2023

PROJECT:
FORTY TWO 28
4228 NORTH 17TH STREET
PHOENIX, ARIZONA 85016

REVISION:

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CITY OF PHOENIX

MAY 05 2021

**Planning & Development
Department**

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Sofia Mastikhina

From: Sally Winter <sallyrae922@gmail.com>
Sent: Wednesday, June 2, 2021 5:13 PM
To: Ashley Z. Marsh
Cc: Sofia Mastikhina; Cheryl Y. Griemsmann
Subject: Re: Z-26-21-4

Thank you for your response.

On Wed, Jun 2, 2021, 4:02 PM Ashley Z. Marsh <amarsh@gblaw.com> wrote:

Good afternoon, Ms. Winter,

Thank you very much for the email and the feedback. We are very excited about this project and to develop this vacant lot. We are not proposing any deviations to the parking requirements under the Zoning Ordinance, and are actually providing an additional parking spot in excess of what is required by the Ordinance. I am happy to talk to you more about the project and development plans. Please feel free to give me a call at your convenience or email me directly.

Thank you again for the email and feedback!

Ashley Z. Marsh

Gammage & Burnham

602.256.4443 Direct

From: Sally Winter <sallyrae922@gmail.com>
Sent: Wednesday, June 2, 2021 1:57 PM
To: sofia.mastikhina@phoenix.gov
Cc: Ashley Z. Marsh <amarsh@gblaw.com>
Subject: Z-26-21-4

4228 N. 17th Street

Good afternoon,

My name is Sally Winter and I own a townhouse at 4135 N. 17th Street. I and a lot of the other homeowners in my complex (only 12 units) have a huge concern over the traffic that this is going to potentially cause on 17th street. I dont know if you have ever driven down this street, but it is narrow and there are many vehicles parked on the street on both sides.

There is a Rehabilitation facility on the west side of 17th street that creates a huge parking issue since there are not enough spots on their property, visitors end up using 17th Street. Sometimes they are there all day long. 2 cars can not go down the street at the same time.

Now we are looking at adding potentially 18 more vehicles to the neighborhood. What kind of parking is being allocated for this project? i.e. for the residents and their visitors.

If you haven't done a traffic study on this street yet it really needs to be addressed.

Commercial vehicles have a tight squeeze to say the least. The immediate area of concern is from Indian School heading North on 17th Street for about 1000 feet.

We are trying to improve the looks of our neighborhood but the cars are real issues.

There us a home across the street from our complex that parks at least 4 cars on the street at a time with another 2 to 3 in his driveway.

Thanks for listening to me and I hope that this will be taken into consideration before the development starts.

I love to see improvements being done to this area, but we dont want to create a traffic nightmare.

Sincerely

Sally Winter

602-909-2202

Sofia Mastikhina

From: C. L. Turner <c.l.turner@outlook.com>
Sent: Thursday, June 3, 2021 9:09 AM
To: Sofia Mastikhina
Subject: City of Phoenix Building Planner.

Follow Up Flag: Follow up
Flag Status: Flagged

This is in response to a letter received regarding a new project development at 4228 N. 17th Street.

I own a condo at 4135 N. 17th street unit 8.

It is good to the empty lot will be developed. However, I have concerns.

The complexes and residences already existing on 17th street, do not have sufficient parking for the people who live there. The result is a large number of vehicles are parked on 17th Street. This has increase dramatically in the past few months. The problems are:

1. It is difficult for me when I walk my dogs. It is hard on anyone walking in the street.
2. Many of the vehicle park up on the sidewalks. Also, unfortunately neither side of the street has a complete sidewalk from beginning to end.
3. It is hard to see when I pull out of my complex. I cannot always see the traffic on the street because of vehicles parked right up to the entrance of the complex.
4. 17th street is often one lane because of vehicles parked on it.

The new residents at 4228 N. 17th street will create more traffic.

If the new complex does not have enough parking, there will be more parking in the street.

These already existing conditions create safety hazards for drivers, bicyclers, and pedestrians. I would not want to see more hazards because of a new development.

Thank you for your time,

Coy "Luke" Turner
4135 N. 17th Street unit 8
602-321-6535