

ATTACHMENT B



City of Phoenix PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-29-22-4 July 27, 2022

Encanto <u>Village Planning Committee</u>	August 1, 2022
Meeting Date:	
<u>Planning Commission</u> Hearing Date:	September 1, 2022
Request From:	<u>P-1</u> (Passenger Automobile Parking, Limited) (0.92 acres), <u>C-2</u> (Intermediate Commercial) (1.37 acres), and <u>R-5</u> (Multifamily Residence District) (1.77 acres)
Request To:	<u>WU Code T5:6 MT</u> (Walkable Urban Code, Transect 5:6, Transit Midtown Character Area) (4.06 acres)
Proposed Use:	Multifamily Residential
Location:	Northwest corner of 4th Avenue and Osborn Road
Owner:	Masyno Osborn, LLC
Applicant:	Subtext Living
Representative:	Nick Wood, Esq; Snell and Wilmer, LLP
Staff Recommendation:	Approval, subject to stipulations

<u>General Plan Conformity</u>			
<u>General Plan Land Use Map Designation</u>		Residential 15+ dwelling units per acre	
<u>Street Map Classification</u>	Osborn Road	Collector Street	Varies. 40 foot north half street
	4th Avenue	Local Street	35 foot west half street
<i>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.</i>			
The proposal, as stipulated, will benefit from the proximity to light rail through reduced transportation costs to its residents and convenient access to the many destinations along the transit line. The proposal will support the vitality of Midtown Phoenix by adding housing units near the Encanto Village Core, the North Central Employment Center, and the light rail station at Central Avenue and Osborn Road.			

CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS CORE VALUE; HEALTHY NEIGHBORHOODS; DESIGN PRINCIPLE: Establish design standards and guidelines for parking lots and structures, setback and build-to lines, blank wall space, shade, and other elements affecting pedestrians, to encourage pedestrian activity and identify options for providing pedestrian-oriented design in different types of development.

The proposal includes design and development standards to encourage walking, bicycling, and transit use. These standards include a shaded streetscape, units fronting onto the public sidewalk, parking situated away from the public street, and on-site amenities.

CONNECT PEOPLE AND PLACES CORE VALUE; BICYCLES; DESIGN PRINCIPLE: Development should include convenient bicycle parking.

The proposal includes bicycle facilities to encourage bicycling and transit use to become a way of life by leveraging its proximity to the light rail station at Central Avenue and Osborn Road and the Phoenix Sonoran Bikeway on 3rd Avenue. Features include secure bicycle parking for residents, convenient racks for guests, and a bicycle repair station for residents.

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

The proposal includes robust tree plantings between the back of curb and the building fronts and a detached sidewalk that will be shaded to 75 percent as stipulated. These improvements will serve create a comfortable pedestrian environment along Osborn Road and 4th Avenue to make the walk from the adjacent neighborhood to the light rail and other nearby amenities more comfortable.

CONNECT PEOPLE AND PLACES CORE VALUE; OPPORTUNITY SITES; LAND USE PRINCIPLE: Promote and encourage compatible development and redevelopment with a mix of housing types in neighborhoods close to employment centers, commercial areas, and where transit or transportation alternatives exist.

The proposal will introduce ownership housing opportunities in Central Phoenix with close access to two light rail stations, a major community park, and the Encanto Village Core. These additional housing opportunities supports goals contained in the Housing Phoenix Plan to preserve and create 50,000 units by 2030. Further, the proposal supports the redevelopment and revitalization of the Encanto Village Core by adding housing units near major redevelopment sites such as the Park Central Mall, major employment centers such as Dignity Health St. Joseph Medical Center, major resident amenities such as nearby grocery stores, and the light rail station at Central Avenue and Osborn Road. The proposal, as stipulated, will support the continued growth continued vitality of Midtown Phoenix and the North Central Employment Center.

Applicable Plans, Overlays, and Initiatives

[TOD Strategic Policy Framework](#): Background Item No. 5.

[Midtown Transit Oriented Development Policy Plan](#): Background Item No. 6.

[Encanto Village Character Plan](#): Background Item No. 7.

[Tree and Shade Master Plan](#): Background Item No. 10.

[Complete Streets Guidelines](#): Background Item No. 11.

[Housing Phoenix](#): Background Item No. 12.

[Zero Waste PHX](#): Background Item No. 13.

Surrounding Land Uses and Zoning

	<u>Land Use</u>	<u>Zoning</u>
On Site	Medical office, vacant land, and open storage	P-1, C-2, and R-5
North	Medical center	C-2
West (south 400 feet)	Office, commercial building	R-5
West (north 325 feet)	Multifamily residences	R-4
East (across 4th Ave.)	Two commercial buildings, medical office, and surface parking	R-5, P-1
South (across Osborn Rd.)	Commercial office	R-5

Walkable Urban Code Transect 5:6 MT		
<u>Standards</u>	<u>Requirements</u>	<u>Site Plan Provisions</u>
Gross Acres		4.06 acres
Total Dwelling Units	No maximum	387 units
Density		95.32 units per acre
Building Height	80 feet maximum	74 feet
Parking Structure Height	Less than building height	Not depicted
<i>Building Setbacks</i>		
Primary Frontage (Osborn Rd.)	12 foot maximum	12 feet (Met)
Secondary Frontage (4th Ave.)	10 foot maximum	10 feet from public utility easement (Met)
Rear (west)	0 foot minimum	10 feet (Met)
<i>Parking</i>		
Parking Minimums 1.0 space per unit of less than 600 square feet regardless of number of bedrooms; 1.3 spaces per efficiency unit; 1.5 spaces per 1 or 2 bedroom unit; and 2 spaces per 3 or more bedroom unit, When the required parking is reserved for residents, additional unreserved parking is required as follows: 0.3 spaces for each efficiency unit and 0.5 spaces per each 1 or 2 bedroom unit and 1.0 space per each 3 or more bedroom unit.	Proposed unit mix: <ul style="list-style-type: none">1.3 spaces per 89 efficiency units = 116 spaces required1.5 spaces per 200 one bedroom units = 300 spaces1.5 spaces per 96 two bedroom units = 144 spaces2 spaces per six three bedroom units = 12 spaces. Base requirement: 572 spaces	The by-right parking reduction due to light rail proximity is 10 percent. 572 spaces x 0.90 adjusted requirement = 515 spaces 591 spaces (Met)
Primary Frontage Setback (Osborn Rd.)	30 foot minimum or behind building	Behind building (Met)
Secondary Frontage Setback (4th Ave.)	20 foot minimum with a 10 foot landscape setback	Behind building (Met)
Rear (west) Setback	0 foot minimum	N/A
<i>Streetscape Standards</i>		
Primary Frontage (Osborn Rd.)	Minimum sidewalk width of 5 feet and a minimum landscape width of 5 feet	5 foot sidewalk, 5 foot sidewalk detachment (Met)
Secondary Frontage (4th Ave.)		8 foot sidewalk, 5 foot sidewalk detachment (Met)

Walkable Urban Code Transect 5:6 MT		
Standards	Requirements	Site Plan Provisions
<i>Lot Requirements</i>		
Lot Coverage	80 percent maximum	86.1 percent (Not Met)
Primary Frontage (Osborn Rd.)	70 percent minimum	Not depicted
<ul style="list-style-type: none"> • Frontage Types • Entry Requirements 	All frontages One per 50 feet of primary building frontage	Storefront Not depicted
Secondary Frontage (4th Ave.)	50 percent minimum	Not depicted
<ul style="list-style-type: none"> • Frontage Types • Entry Requirements 	All frontages One per 80 feet of secondary building frontage	Patio, Stoop & Doorwell (Met) Not depicted
Private Open Space	0 percent of gross required	Not measurable
Public Open Space (1304.G.)	Minimum 5 percent of gross required	5 percent (Met)
Pedestrian Accessway (1305.G - H.)	Provided at any point along a frontage that is more than 300 feet from a thoroughfare intersection or existing pedestrian way	Depicted (Met)
<i>Glazing Requirements</i>		
Primary Frontage (Osborn Rd.)		
<ul style="list-style-type: none"> • Ground Floor • Second Floor • Upper Floors 	For commercial frontage types, 75 percent minimum 25 percent, 10 percent East and West N/A	Not depicted Not depicted Not depicted
Secondary Frontage (4th Ave.)		
<ul style="list-style-type: none"> • Ground Floor • Second Floor • Upper Floors 	25 percent minimum 25 percent, 10 percent East and West N/A	Not depicted Not depicted Not depicted
*Site plan revision, variance, or administrative relief required.		

Background/Issues/Analysis

SUBJECT SITE

1. This request is to rezone 4.06 acres located at the northwest corner of Osborn Road and 4th Avenue from 0.92 acres of P-1 (Passenger Automobile Parking, Limited), 1.37 acres of C-2 (Intermediate Commercial), and 1.77 acres of R-5 (Multifamily Residence District) to 4.06 acres of WU Code T5:6 MT (Walkable Urban Code, Transect 5:6, Transit Midtown Character Area) for the purpose of multifamily residential.

The site is located within 0.33 miles from light rail, within 0.25 miles from Dignity Health – St. Joseph Medical Center, and within less than 0.125 miles from the Encanto Village Core which has long been envisioned for the greatest intensity in the Village.

SURROUNDING LAND USES AND ZONING

2. The subject site contains one medical office building with surface parking and the remainder is vacant land. The Zoning Sketch Map, included as an exhibit to this report, depicts zoning entitlements for the subject site and the surrounding area. The surrounding area includes a concentration of offices, multifamily developments, and surface parking.

To the north of the subject site is a two-story medical office zoned C-2 which allows a maximum height of two-stories and 30 feet, or up to 48 feet and four stories for multifamily, subject to setbacks.

To the west of the subject site are two distinct land uses, commercial for the southern 400 feet and multifamily for the northern 325 feet. The multifamily portion includes multiple two-story buildings constructed in the 1960s and zoned R-4 which allows a maximum height of 48 feet and four stories, subject to setbacks.

- The commercial portion includes two medical / commercial buildings that range in height from three to five- stories. The five-story building, referred to as the “5th Avenue Medical Building” in Mid-Century Marvels, was designed by Al Beadle, constructed in 1967, and is eligible for historic protections but is not presently protected.
- The multifamily portion contains two multifamily complexes with mid-century aesthetics that were constructed between 1961 and 1969 per historic aerial photographs. While the sites have not been studied for historic eligibility, Historic Preservation staff indicated that they have merit and could be part of a larger midcentury apartment district in the vicinity.

Map and photos of adjacent sites to the west; Source: Planning and Development Department, Google Earth, Mid-Century Marvels.



To the east of the subject site across 4th Avenue are several commercial buildings with associated surface parking areas. The commercial building at the northwest corner of 3rd Avenue and Osborn Road is approximately four-stories in height and zoned R-5 which allows for a maximum height of 48 feet and four stories, subject to setbacks; immediately north of the aforementioned site is a surface parking lot zoned P-1 which does not allow vertical development. The sites north of the P-1 zoned surface parking lot are developed with two medical office uses ranging in height from one- to two-stories and zoned R-5 which allows for a maximum height of 48 feet and four stories, subject to setbacks.

To the south of the subject site across Osborn Road is a two-story historic office located immediately east of a four-story multifamily residential complex. Both are zoned R-5 which allows a maximum height of 48 feet and 4 stories, subject to setbacks. The two-story office building, referred to as the "Lescher and Mahoney Office" in Mid-Century Marvels, was designed by local architect Leslie Mahoney, constructed in 1963, and is eligible for historic protections but is not presently protected.

Photos of the Lescher & Mahoney Office; Source: [Mid-Century Marvels](#).



GENERAL PLAN LAND USE MAP

3. The General Plan Land Use Map depicts a designation of Residential 15+ dwelling units per acre. The proposed density of 95 dwelling units per acre is consistent with the designation.

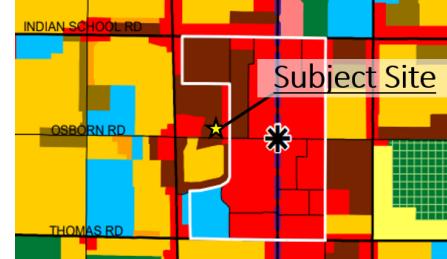
The subject site is adjacent to Residential 15+ dwelling units per acre designations to the north, west, and south. The subject site is adjacent to Commercial designations east of the subject site, which also permits multifamily. The subject site is consistent with its General Plan Land Use Map designation and compatible with adjacent designations.

General Plan Land Use Map; Source: Planning and Development Department



4. The subject site is near the Encanto Village Core on the east, to the north, and to the south. Since the 1980s, the village cores were where the greatest intensity was envisioned in these core areas and this concept remains central to the Connected Oasis vision contained in the 2015 Phoenix General Plan. While just outside of the formal boundary of the Encanto Village Core, by 290 feet and 320 feet from its epicenter at Park Central Mall, the proposal is designed in a manner that complements broader vision for Midtown Phoenix as articulated through adopted policies, as described in this staff report.

Encanto Village Core; Source: Planning and Development Department



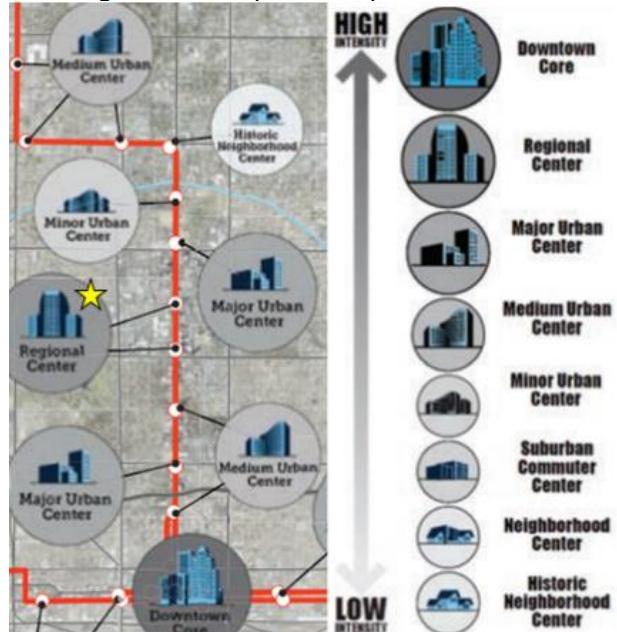
5. **Transit Oriented Development Strategic Policy Framework:**

The Transit Oriented Development Strategic Policy Framework is part of the City's General Plan. The framework identifies planning typologies to describe urban environments.

The subject site is located within 0.33 miles (approximately a six minute walk) from the light rail station located at Osborn Road which is identified as a Regional Urban Center Place Type.

The Regional Urban Center Place Type is characterized by high intensity with building heights typically from five to 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 proposal for six stories is consistent with the intensity envisioned by the Regional Urban Center Place Type.

Transit Oriented Development Strategic Policy Framework, Place Type Map Excerpt; Source: Planning and Development Department



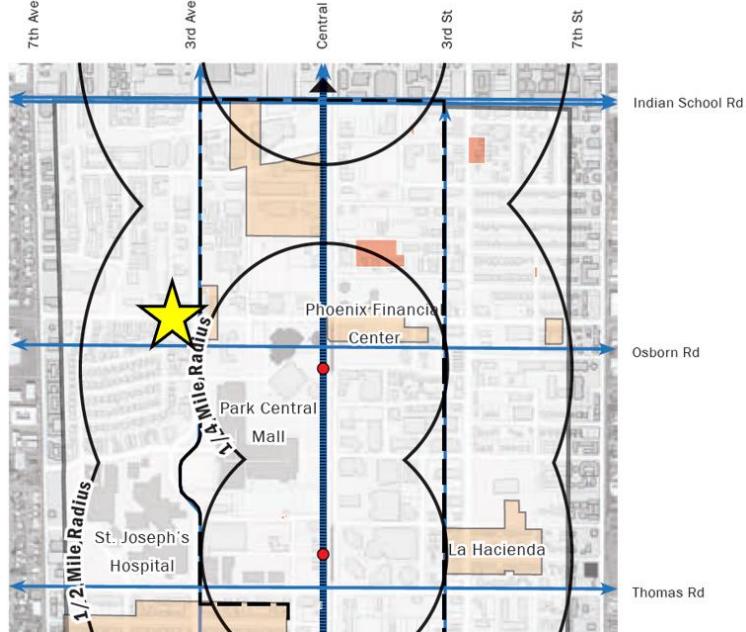
6. **Midtown TOD Policy Plan:**

The site is located within the Midtown TOD Planning Area which is bound by 7th Avenue on the west, 7th Street on the east, McDowell Road on the south, and Indian School Road on the north. The policy plan 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.

The Midtown TOD District Plan projects a shortfall of 17,520 housing units by 2035 and articulates a goal for more housing and employment in proximity to high-capacity transit. The proposed project will produce 387 housing units, adjacent to existing multifamily on the west, near light rail and the major employment node at Park Central Mall and Dignity Health St. Joseph Medical Center.

*Midtown TOD Policy Plan, Walk-Shed Map from Light Rail Excerpt;
Source: Planning and Development Department*



7. Encanto Village Character Plan:

The Encanto Village Character Plan was approved and adopted into the Phoenix General Plan through General Plan Amendment GPA-1-19. The project advances the following items identified in the Encanto Village Character Plan:

- Land Use Principle: Include a mix of housing types and densities where appropriate within each village that support a broad range of lifestyles.
- Design Principle: Enhance the compatibility of residential infill projects by carefully designing the edges of the development to be sensitive to adjacent existing housing. Create landscape buffers and other amenities to link new and existing development.
- Land Use Principle: Locate land uses with the greatest height and most intense uses within village cores, centers and corridors based on village character, land use needs, and transportation system capacity.

The proposal is for new multifamily units in close proximity to the Encanto Village Core, within a short walk of light rail and a grocery store, and, as stipulated, will create an exceptional pedestrian oriented streetscape along both Osborn Road and 4th Avenue.

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PROPOSAL

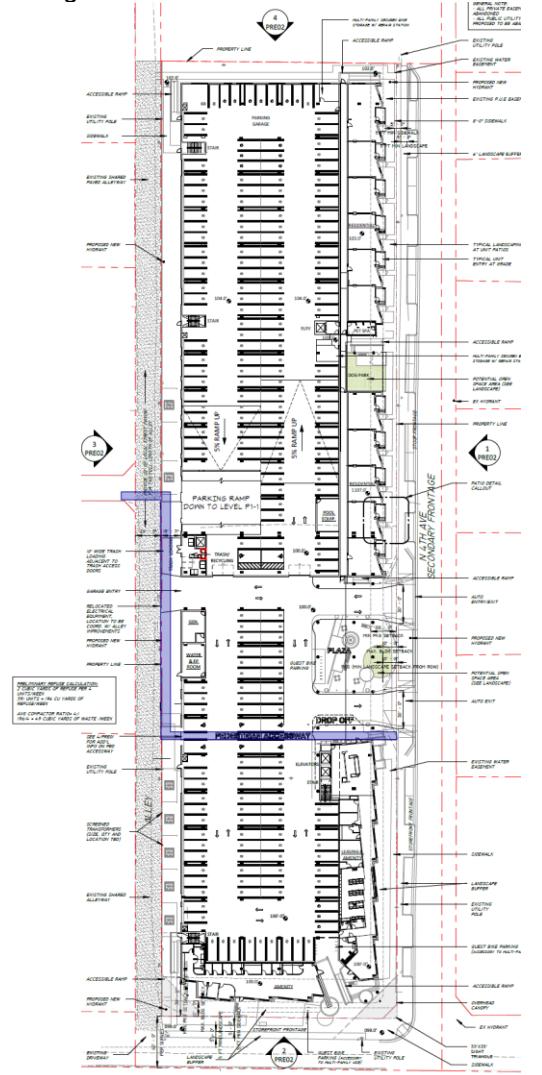
8. Site Plan

The applicant is proposing 387 dwelling units in a six-story configuration with parking wrapped by the residential buildings. The site plan depicts vehicle ingress/egress only from 4th Avenue and from the alley and public sidewalks along the east and south property lines that are both shaded and detached. The streetscape along 4th Avenue is especially enhanced with an eight-foot sidewalk, five-foot landscape detachment, generous building setback to accommodate streetscape features, and the addition of landscape planters in the public right-of-way to provide shade the pedestrian and street environments while also calming traffic.

As described in the applicant's narrative, the proposed development "will include a mix of studio, 1-bedroom, 2-bedroom, and 3-bedroom units ranging in size from approximately 600 square feet to 1,600 square feet in size", will "provide a number of different amenities for its residents", and "due to the significant length of the Property, the design team has also incorporated a landscaped, pedestrian throughfare ..., which creates permeability through the Property around a mid-block location on 4th Avenue and allows for better through the Property."

To promote compatibility with the adjacent historically eligible and notable sites to the west, staff is recommending Stipulation No. 1 which requires a minimum 10-foot building setback along the west property line to buffer the proposed development.

Conceptual Site Plan; Source: Collaborative Design Studio

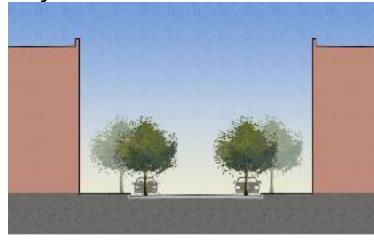


The Street Transportation Department has proposed a series of stipulations to promote an exceptional streetscape environment and to codify their coordination with the applicant. The stipulations are as follows:

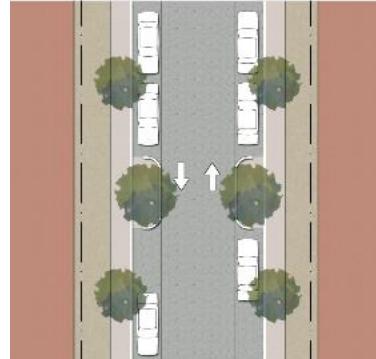
- Stipulation No. 3 to require the sidewalk along Osborn Road to be detached from the back-of-curb by a minimum 10 foot-wide landscape area to align with the cross section on the Street Classification Map. Additionally, this stipulation aligns with goals contained in the Midtown TOD Policy Plan.
- Stipulation No. 6 to require that all existing electrical utilities within the right-of-way that are impacted by the development be placed underground.

Of special note, is the collaboration between the applicant and the Street Transportation Department to add landscape islands within the city right-of-way. These improvements, required by Stipulation No. 4, are align well with the conceptual Walkable Urban Street Cross Section contained in the Midtown TOD Policy Plan. The stipulation requires the developer to construct the west side of 4th Avenue in general conformance to the TOD Retrofit Exhibit developed in collaboration between the applicant and the Street Transportation Department.

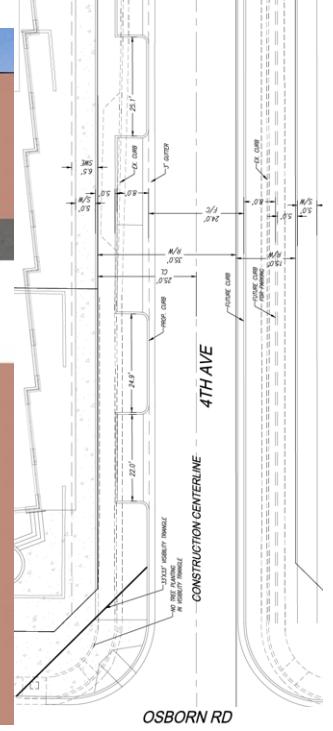
Typical TOD (WUD) Retrofit Cross Section; Source: Midtown TOD Policy Plan, City of Phoenix



*VAR 30'-38' VAR
SW R' PK TL TL PK R' SW*



TOD Retrofit Exhibit (Stipulated); Source: Collaborative Design Studio



Due to the length of the parcel exceeding 600 feet, the development will be required to comply with the provisions of Section 1304.G. Large Scale Development of the Walkable Urban Code which, among other things, will 1) require a pedestrian accessway (paseo) to bisect the development and 2) to provide five percent of its gross acreage as publicly accessible open space. The conceptual site plan depicts a pedestrian accessway running east-west through the center of the development and connecting to an alley to facilitate convenient public access toward Safeway grocery store.

The conceptual site plan depicts a public “pedestrian accessway” in blue that will bisect the parcel to provide a public access from 4th Avenue toward 5th Avenue. The conceptual site plan depicts publicly accessible open space through perimeter enhancements and a dog park. The above described requirements will be refined and implemented through the City’s development review process.

9. *Conceptual Building Elevations*

The applicant is proposing a six-story residential development that wraps a parking structure and that places amenity spaces near the intersection of 4th Avenue and Osborn Road to serve as a focal point. The conceptual building elevations depict a maximum height of 74 feet with building materials including masonry, stucco, glazing, and several frontage types.

As described in the applicant’s narrative, the proposed development’s “compatibility with the surrounding area will be notably enhanced through its architectural detailing, which features a variety of colors and materials that are respectful of and pay homage to the midcentury modern design vernacular of other nearby developments, including the Melrose on 5th and the Park Royal apartment communities.... The Project also proposes to locate its leasing and resident amenity space near the 4th Avenue and Osborn Road intersection, as well as locate residential units with direct ground level access along the 4th Avenue frontage. This design will further enhance the pedestrian experience adjacent to Osborn Road and 4th Avenue by providing active uses at the ground level (which are currently lacking).”

Conceptual Elevation Renderings; Source: esg Architecture & Design



VIEW AT OSBORN & 4TH
VIEW ALONG 4TH AT ENTRY PLAZA

STUDIES AND POLICIES

10. *Tree and Shade Master Plan:*

The Tree and Shade Master Plan encourages treating the urban forest as infrastructure to ensure the trees are an integral part of the City’s planning and development process. Sidewalks on the street frontages should be detached from the curbs to allow trees to be planted on both sides of the sidewalk to provide

thermal comfort for pedestrians and to reduce the urban heat island effect.

The proposal aligns with the Tree and Shade Master Plan in the following ways. First, the Walkable Urban Code requires that all public sidewalks be shaded to a minimum of 75 percent at maturity. Second, as required by Stipulation No. 4, the applicant will be required to construct and maintain landscape planters within the 4th Avenue right-of-way which will reduce the total surface area of the street while also shading the remainder with vegetation.

11. **Complete Streets Guidelines:**

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.

The Walkable Urban Code is designed to facilitate pedestrian, bicycle, and transit-oriented development and includes provisions to advance the goals of the policy guide. Further, as required by Stipulation No. 4, the applicant will be required to construct the 4th Avenue TOD Retrofit improvements which add landscape planters for shade trees and vegetation which will further buffer the detached sidewalks from vehicular traffic while also calming traffic and adding thermal comfort to the street environment. Additionally, as required by Stipulation No. 2, the applicant will be required to incorporate bicycle facilities on their site including secure parking and a bicycle repair station (fix-it station); the purpose of these amenities is to encourage residents to utilize a bicycle for recreation and transportation including on the Phoenix Sonoran Bikeway (3rd Avenue), for multimodal trips on the light rail, and others.

12. **Housing Phoenix:**

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 the vision of creating a stronger and more vibrant Phoenix through increased housing options for residents at all income levels and family sizes. Phoenix's rapid population growth and housing underproduction has led to a need for over 163,000 new housing units. Current shortages of housing supply relative to demand are a primary reason why housing costs are increasing.

The proposed development supports the Plan's goal of preserving or creating 50,000 housing units by 2030 by contributing to a variety of housing types that will address the supply shortage at a more rapid pace while using vacant or underutilized land in a more sustainable fashion.

13. **Zero Waste Phoenix PHX:**

The City of Phoenix is committed to its waste diversion efforts and has set a goal to become a zero waste city, as part of the city's overall 2050 Environmental Sustainability Goals. One of the ways Phoenix can achieve this is to improve and expand its recycling and other waste diversion programs.

Section 716 of the Phoenix Zoning Ordinance 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.

COMMUNITY CORRESPONDENCE

14. As of the writing of this report, one letter of community correspondence was received by staff from the owner of the Shorewood Apartments adjacent to the subject site to the west in support of the request.

INTERDEPARTMENTAL COMMENTS

15. The Fire Department commented that the site plan must comply with the Phoenix Fire Code, indicated there are no problems anticipated with the case, but noted that the applicant should be aware of requirements for fire apparatus access of appropriate height and width at the back of the building and along 4th Avenue. Further, the Department commented that they do not know the water supply at this site and noted that additional water supply may be required to meet the required fire flow per the Phoenix Fire Code.

16. The Street Transportation Department provided a series of stipulations related to the perimeter conditions of the proposed development including the following: Stipulation No. 3 to require a shaded and detached sidewalks along Osborn Road with specifications to comply with the cross section in the Street Classification Map; Stipulation No. 4 to require the west side of 4th Avenue be constructed in general conformance to the TOD Retrofit exhibit which will add tree pockets within the public right-of-way; Stipulation No. 5 to require that 20 feet of the alley be paved to city standards; Stipulation No. 6 to require that any affected overhead electrical utilities be relocated underground; and Stipulation No. 7 to require all improvements in the right-of-way be constructed to ADA standards.

17. The Historic Preservation Division of the Planning and Development Department commented on historic properties in the vicinity of the subject site. Of note, they indicated that the 5th Avenue Medical Office designed by Al Beadle located to the immediate west of the site is historically eligible but does not currently have any protections. Additionally, they commented that the apartments north of the 5th Avenue Medical Office have not been researched but would likely be eligible for

recognition as part of a larger midcentury apartment district in the area. The division notes that the proposal would not necessarily affect the eligibility of adjacent properties, the proposal may put more development pressure on the Al Beadle designed 5th Avenue Medical Office. In recognition of the eligibility and potential eligibility of the adjacent properties to the west, staff is recommending Stipulation No. 1 to require a building setback of 10 feet along the west property line beginning at the south edge of the 5th Avenue Medical Office site; this stipulation language mirrors a requirement that would apply if the sites already had Historic Preservation (HP) zoning.

OTHER

18. The site has not been identified as being archaeologically sensitive. However, in the event archaeological materials are encountered during construction, all ground disturbing activities must cease within 33-feet of the discovery and the City of Phoenix Archaeology Office must be notified immediately and allowed time to properly assess the materials. This is addressed in Stipulation No. 8.
19. The Aviation Department requires the existence and operational characteristics of Phoenix Sky Harbor Airport be disclosed to tenants and buyers, an aviation agreement be recorded, and that a no-hazard determination be obtained from the FAA. These are addressed in Stipulation Nos. 9 through 11.
20. Staff has not received a completed form for the Waiver of Claims for Diminution in Value of Property under Proposition 207 (A.R.S. 12-1131 et seq.), as required by the rezoning application process. Therefore, a stipulation has been added to require the form be completed and submitted prior to preliminary site plan approval. This is addressed in Stipulation No. 12.
21. Development and use of the site are 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 development is consistent with the General Plan Land Use Map designation of Residential 15+ dwelling units per acre.
2. The proposal, as stipulated, will create a strong pedestrian environment along Osborn Road and 4th Avenue with shaded and detached sidewalks to convey residents safely and comfortably to the Encanto Primary Core and the Osborn Road Light Rail Station.

3. The proposal will create additional housing options in line with the Housing Phoenix Plan's goal of preserving or creating 50,000 housing units by 2030.

Stipulations

1. There shall be a minimum landscape area of 10 feet in width measured from the west property line (adjacent to alleyway) and beginning 215 feet north of the north right-of-way line of Osborn Road and extending to the northern edge of the subject site. The area shall be planted with minimum 3-inch caliper shade trees placed 20 feet on center or in equivalent groupings, except where utility conflicts and conflicts with building egress such as ramps exist. The conditions of this stipulation shall be approved by the Planning and Development Department.
2. The developer shall incorporate bicycle infrastructure as described below and as approved by the Planning and Development Department.
 - a. All required bicycle parking for multifamily use, per Section 1307.H.6.d of the Phoenix Zoning Ordinance, shall be secured parking.
 - b. Guest bicycle parking for multifamily residential use shall be provided at a minimum of 0.05 spaces per unit with a maximum of 50 required spaces near entrances of buildings and installed per the requirements of Section 1307.H of the Phoenix Zoning Ordinance.
 - c. One bicycle repair station shall be provided and maintained by the developer in areas of high visibility and near secure bicycle parking areas.
3. The developer shall construct a minimum 5-foot-wide detached sidewalk and minimum 10-foot-wide landscape strip located between the back of curb and sidewalk along the north side of Osborn Road, as approved by the Planning and Development Department.
4. The developer shall construct the west side of 4th Avenue for the length of the project, in general conformance with the 4th Avenue TOD Retrofit exhibit date stamped June 21, 2022, as approved or modified by the Street Transportation Department. The developer shall dedicate necessary sidewalk easement to accommodate the on-street parking and detached sidewalk design. The development project shall be responsible for all landscape and irrigation maintenance located in the right-of-way and sidewalk easement area.

5. The developer shall pave the 20-foot-wide alley per the City of Phoenix “local street” standards, as approved by the Planning and Development Department.
6. The developer shall underground all existing electrical utilities within the public right-of-way that are impacted or require relocations as part of the project. Coordinate with the affected utility company for their review and approval prior to Final Site Plan approval.
7. The developer shall construct all streets within and adjacent to the development with paving, curb, gutter, sidewalk, curb ramps, streetlights, median islands, landscaping, and other incidentals as per plans approved by the Planning and Development Department. All improvements shall comply with all ADA accessibility standards.
8. 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.
9. Developer to record a Notice to Prospective Purchasers of Proximity to Airport, as required by the State, prior to final site plan approval.
10. The developer shall provide documentation to the City prior to final site plan approval that Form 7460-1 has been filed for the development and that the development received a “No Hazard Determination” from the FAA. If temporary equipment used during construction exceeds the height of the FAA and a “NO Hazard Determination” obtained prior to the construction start date.
11. 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.
12. Prior to preliminary site plan approval, the landowner shall execute a Proposition 207 waiver of claims form. The waiver shall be recorded with the Maricopa County Recorder's Office and delivered to the City to be included in the rezoning application file for record.

Writer

Nick Klimek

July 27, 2022

Team Leader

Racelle Escolar

Exhibits

Zoning sketch map

Aerial sketch map

Conceptual Site Plan date stamped July 15, 2022

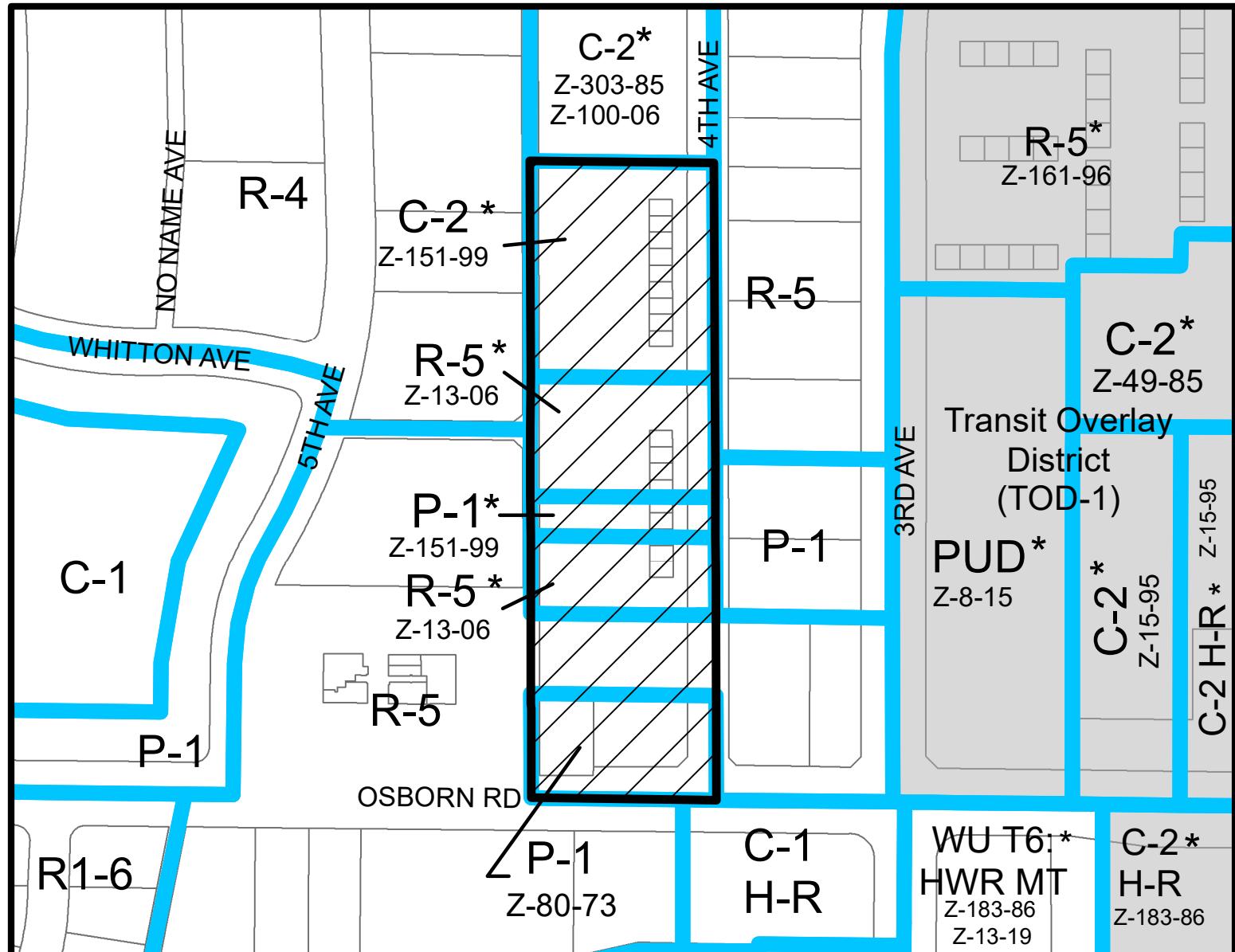
Conceptual Building Elevations date stamped July 15, 2022

Conceptual Renderings date stamped July 15, 2022

4th Avenue TOD Retrofit exhibit date stamped June 21, 2022

North Central Employment Center Profile (2 pages)

Community Correspondence (1 page)



Miles

CITY COUNCIL DISTRICT: 4



City of Phoenix

APPLICANT'S NAME:

Subtext Living

APPLICATION NO

3.00.00

DATE: 5/4/2022

REVISION DATES:

GROSS AREA INCLUDING 1/2 STREET
AND ALLEY DEDICATION IS APPROX.

AERIAL PHOTO &
QUARTER SEC. NO.

ZONING MAP

FROM: P-1 (0.92 a.c.)
C-2 (1.37 a.c.)
R-5 (1.77 a.c.)

TO: WU Code T5:6 MT (4.06 a.c.)

4.06 Acres

CONVENTIONAL OPTION

*** UNITS P.R.D. OPTION**

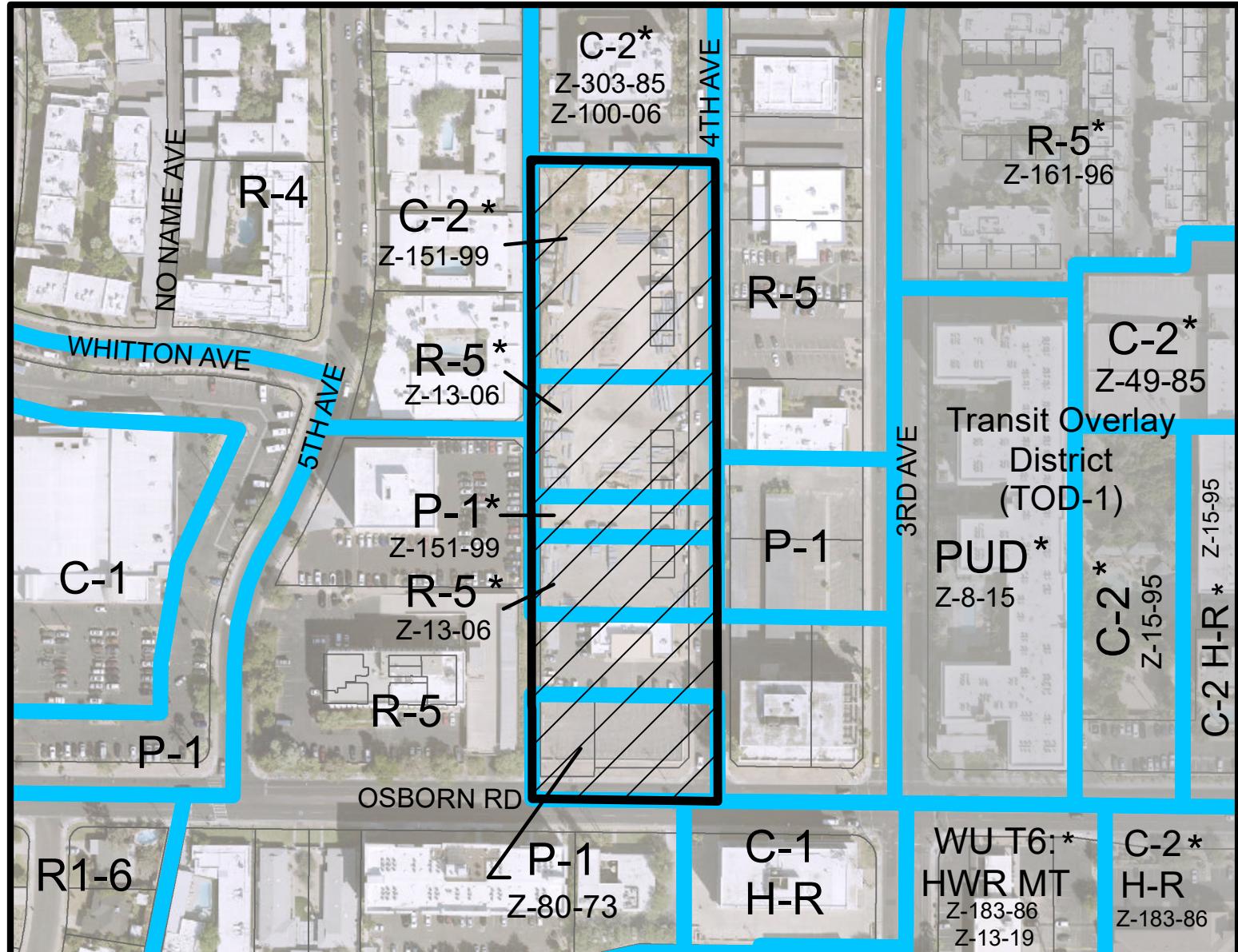
P-1 C-2 R-5

N/A 20 77

N/A 24 92

N/A, 24

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



Miles

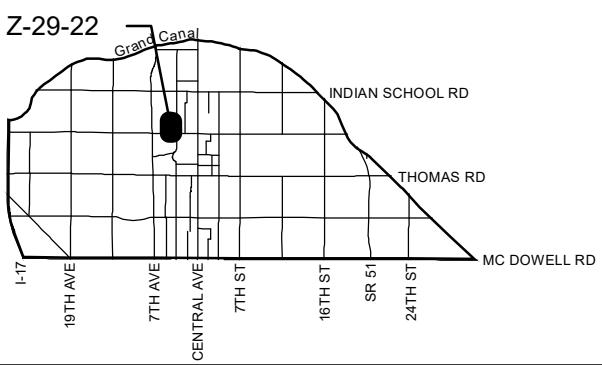
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ENCANTO VILLAGE

CITY COUNCIL DISTRICT: 4



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT



APPLICANT'S NAME:		Subtext Living		REQUESTED CHANGE:	
APPLICATION NO.		Z-29-22		FROM: P-1 (0.92 a.c.) C-2 (1.37 a.c.) R-5 (1.77 a.c.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.		AERIAL PHOTO & QUARTER SEC. NO.		TO: WU Code T5:6 MT (4.06 a.c.)	
4.06 Acres		QS 16-27		* UNITS P.R.D. OPTION	
MULTIPLES PERMITTED		CONVENTIONAL OPTION		N/A, 24, 92	
P-1, C-2, R-5		N/A, 20, 77		N/A	
WU Code T5:6 MT		No Maximum		N/A	

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

GENERAL ELEVATION NOTES:

BUILDING HEIGHT:
ALLOWED: 80 FT MAX (T5:6; T.O. FLAT ROOF SURFACE)
• BUILDING HEIGHT TAKEN FROM TOP OF CURB AT W. OSBORN ROAD TO TOP OF ROOF SURFACE

CITY OF PHOENIX

JUL 15 2022

Planning & Development
Department

2 BUILDING ELEVATION - OVERALL SOUTH
PRE02 1" = 30'-0"



1 BUILDING ELEVATION - OVERALL EAST
PRE02 1" = 30'-0"



4 BUILDING ELEVATION - OVERALL NORTH
PRE02 1" = 30'-0"



NOT FOR
CONSTRUCTION

ORIGINAL ISSUE: 03/15/22		
REVISIONS		
No.	Description	Date

222506	PROJECT NUMBER
Author	Checker
DRAWN BY	CHECKED BY
KEY PLAN	

LOCAL PHOENIX

JUL 15 2022

Planning & Development
Department

SW CORNER VIEW AT OSBORN & 4TH



AERIAL VIEW ALONG ALLEY



AERIAL VIEW ALONG 4TH AT MOTOR COURT & LEVEL 2 AMENITIES



VIEW ALONG 4TH LOOKING NW



VIEW ALONG 4TH AT DOG PARK



NE CORNER VIEW ALONG 4TH

3404 N 4th Ave,
Phoenix, AZ 85013
esg
 ARCHITECTURE & DESIGN
500 Washington Avenue South, Suite 1080
Minneapolis, MN 55415
p 612.339.5508 | f 612.339.5382
www.esgarch.com

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed architect under the laws of the State of Arizona

Signature

Typed or Printed Name

License # Date

**NOT FOR
CONSTRUCTION**

ORIGINAL ISSUE: 03/30/22

REVISIONS

No.	Description	Date
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222506
PROJECT NUMBER

Author	Checker
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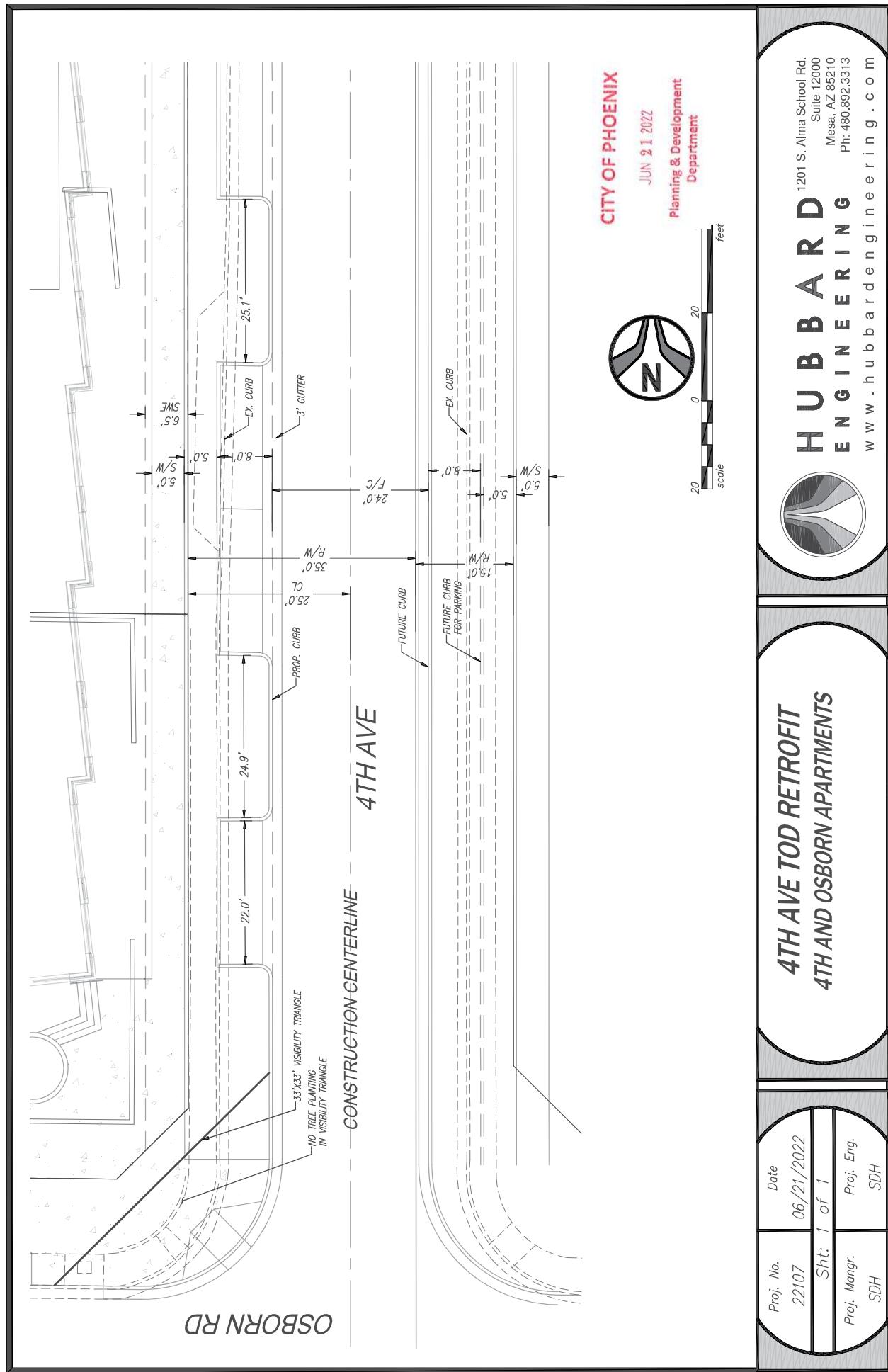
CHECKED BY

KEY PLAN

LOCAL PHOENIX

RENDERINGS

PRE03



Proj. No. 22107	Date 06/21/2022
Sht: 1 of 1	Proj. Eng. SDH
Proj. Mgr. SDH	



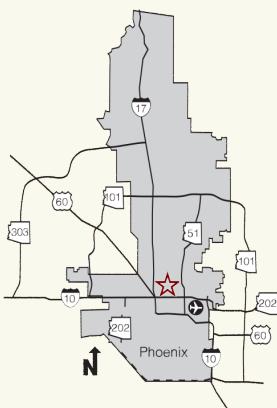


City of Phoenix Employment Center Profile

NORTH CENTRAL

The North Central employment center offers an exceptional location in one of the city's premier office corridors.

This employment center extends from McDowell Road north to Camelback Road between Seventh Street and Seventh Avenue. The North Central area includes high-rise office and residential buildings surrounded by historic single family neighborhoods, parks and cultural amenities.



- Access to a large executive and professional workforce
- Advanced telecommunications infrastructure
- Large inventory of office space
- Competitive lease rates
- Superior accessibility to key business and financial services

Labor Force Accessibility and Skills

The North Central employment center offers excellent access to a large portion of the metro area's 1.7 million workers. Approximately 770,000 young, well-educated workers reside within a 30 minute drive time.¹ High concentrations of service and health care workers live within 10 to 20 minutes. In addition, about 16 percent of the workforce living within a 20 minute drive time is made up of executives, managers and technical professionals.²

Projected growth for this area will result in close to 170,000 new residents within a 30 minute drive time by 2020, providing a continually expanding labor pool.³

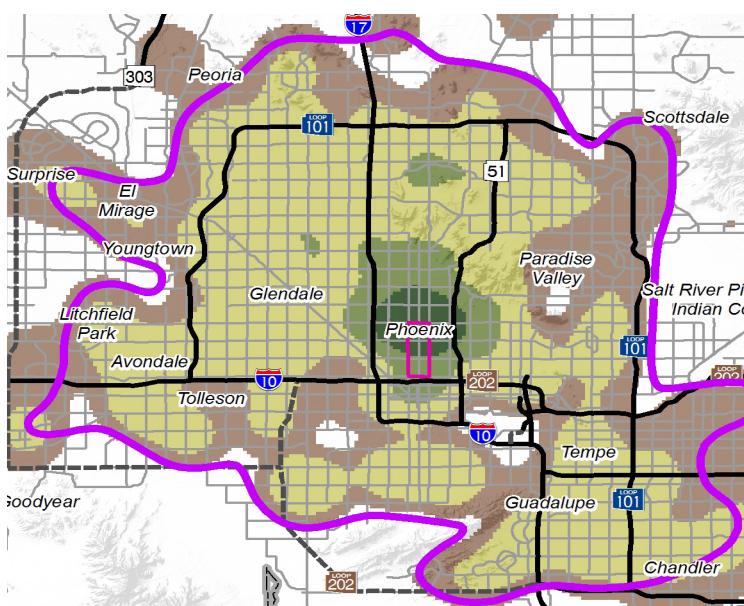
1, 2, 3 Claritas, 2015.

Employment by Occupation

Workforce	10 Min. Drive		20 Min. Drive		30 Min. Drive	
	Number	%	Number	%	Number	%
Management	7,416	7	57,595	8	131,498	9
Engineering & Science	2,224	2	16,777	2	36,046	3
Healthcare & Education	11,089	10	82,493	11	170,387	12
Service	16,173	15	109,119	15	195,911	14
Sales	10,112	9	81,075	11	167,369	12
Clerical & Admin. Support	15,143	14	117,524	16	219,346	16
Construction	8,978	8	48,001	6	71,611	5
Production	6,210	6	39,874	5	64,441	5
Trans./Material Mover	6,373	6	46,614	6	76,283	5
Total	83,718		599,072		1,132,892	

Source: Claritas, 2015.

Commute Shed



Source: Maricopa Association of Governments, TRP Reduction Database, 2013

Sites and Buildings

The North Central employment center offers a **large inventory of office and commercial space** mixed with a variety of hotel and residential developments. From high-rise office buildings and condominiums to palm tree-lined streets of historic single-family neighborhoods, diversity enhances the appeal of this conveniently located area.

The area has about **14.5 million square feet of existing office space** in close proximity to downtown. For companies that require build-to-suit space, there are prime commercial high-rise parcels available.⁴

The map to the right highlights the type of community real estate in the North Central area. Our team can provide more detail, custom information based on your requirements.

4 CoStar Realty Information Inc., 2015

Connectivity

The North Central employment center features modern, **reliable telecommunications infrastructure** that is supported by multiple providers. These providers are able to offer specialized capabilities such as complete digital infrastructure, T-1 (DS1) lines, T-3 (DS3) lines, self-healing fiber ring architecture and high-speed data communications. Local exchange carriers with service in the North Central area include CenturyLink and Cox Communications.

Infrastructure

Abundant and reliable power sources are available from a highly advanced network system that provides redundant feeds from multiple sub-stations.

The North Central employment center enjoys easy access to a **modern network of urban freeways and arterial streets**. This employment center has excellent transit service and is located along the **METRO light rail** transit line that connects the area to downtown Phoenix, Phoenix Sky Harbor International Airport and surrounding cities.

For businesses that require convenient air access, **Phoenix Sky Harbor International Airport** is located just 15 minutes away. The airport is one of the busiest in the U.S. based on passenger traffic and offers more than **830 daily non-stop flights** to nearly 80 domestic destinations and 13 international destinations.⁵

5 Phoenix Sky Harbor International Airport, 2015.

Existing and Planned Development

- 1. Century Link Tower**
586,403 sq. ft.
Office
- 2. Viad Tower Phase II**
478,488 sq. ft.
Office - Proposed
- 3. Phoenix Corporate Tower**
445,811 sq. ft.
Office
- 4. Phoenix Plaza Tower II**
419,453 sq. ft.
Office
- 5. Phoenix Plaza Tower I**
418,613 sq. ft.
Office
- 6. Younan Central Plaza**
405,693
Office
- 7. 2800 Tower**
364,533 sq. ft.
Office
- 8. 3550 Tower**
287,269 sq. ft.
Office
- 9. Park Central - Bldg 7**
224,953 sq. ft.
Office
- 10. Security Title Plaza**
219,032 sq. ft.
Office

Source: CoStar Realty Information Inc., 2015



Amenities and Attractions

The exciting **Phoenix Arts District** includes the Phoenix Art Museum and Theater, the Playhouse on the Park and the internationally renowned Heard Museum of Native American Art. Steele Indian School Park, located at the northeast corner of Central Avenue and Indian School Road, features an expansive 15-acre entry garden, several historical buildings depicting the history of Phoenix Indian School, an amphitheater with seating for 1,500, a 2.5-acre bird-shaped lake and waterfall and a 15-acre neighborhood park. Located in the heart of the North Central employment center, Park Central is a 500,000 square foot mixed-use redevelopment featuring offices, retail, restaurants and business-oriented hotels. In addition, there are a number of **new luxury apartment developments** in the area that provide a variety of housing options for workers and support continued office and retail development.

Major Area Employers

CenturyLink
Telecommunications

Deloitte LLP
Accounting and Management Consulting

Fennemore Craig
Law Firm

SCF Arizona
Direct Property and Casualty Insurance - HQ

Viad Corporation
Business Services - HQ

PricewaterhouseCoopers
Accounting and Management Consulting

Dignity Health
Hospital Administration

IBM Corporation
Administrative Operations

U-Haul International
Leasing Services - Corp. HQ

Xerox Corporation
Copiers and Office Products

BMO Harris Bank
Banking and Financial Services

Source: Maricopa Association of Governments, 2013

**PHOENIX IS DESIGNED
TO WORK.**



City of Phoenix
Community and Economic Development Department
200 W. Washington St., 20th Floor | Phoenix, AZ 85003
www.phoenix.gov/econdev | 602-262-5040

To: Nick Klimek
Village Planner at City of Phoenix

July 22, 2022

From: Robert Meyers
Owner of Shorewood Apartments
3601 N. 5th Avenue
Phoenix, Arizona 85103

Nick

I am writing this letter in support of the proposed project at the Northwest Corner of 4th and Osborn Road in Phoenix, Arizona which consists of 387 units and 586 parking spaces. My property backs up to the proposed project and borders the alley that runs North to South intersecting Osborn Road.

I received a notification of proposed rezoning regarding the proposed project in April of this year. The proposal included repaving of the alley mentioned above. However, there is an alley that runs perpendicular (East/West) to the North/South alley from North 5th Avenue that intersects the North/South alley which is not part of the proposed project and therefore not part of the repaving scope of work. This alley borders the south side of the Shorewood apartments.

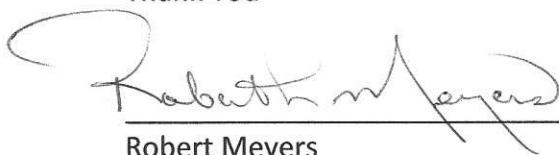
I contacted the project to discuss whether they would be willing to repave the alley running East/West. The proposed project will have an entrance to the parking garage off the North/South alley as well as access to all the trash bins. My concern was the East/West alley is in poor condition and not able to accommodate the potential additional traffic of 387 units and 586 parking spaces. Tenants of the new project may find it easier to enter the parking garage using the 5th Avenue alley rather than accessing the North/South alley off Osborn. Also, there is commercial shopping located off North 5th Avenue at the intersection of Osborn. Even if only 10% to 20% of the cars used the alley it could mean an additional 120 to 240 exits and entrances every day.

I called the project, to express my concerns, and was referred to one of the project representatives. She listened and advocated for me with project management. By July 1, she responded that the developer had agreed to repave the East/West alley at their expense.

I want to express my appreciation to the developer for listening to my concerns and be willing to modify their plans at considerable expense. I think this shows a genuine commitment to working for the benefit of the community. On a personal note, it will benefit my tenants at Shorewood and I believe will benefit the tenants of the proposed project.

If you would like to discuss further, my e-mail is rlmeyers1@cox.net and my telephone is (702)897-5577.

Thank You



Robert Meyers
Owner Shorewood Apartments