

ATTACHMENT B



City of Phoenix PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-167-24-4 June 30, 2025

Encanto [Village Planning Committee](#) Meeting Date: July 7, 2025
[Planning Commission](#) Hearing Date: August 7, 2025
Request From: [C-1 TOD-1](#) Neighborhood Retail,
(Interim Transit-Oriented Zoning Overlay District One) (0.57 acres)
Request To: [C-2 TOD-1](#) Intermediate Commercial,
(Interim Transit-Oriented Zoning Overlay District One) (0.57 acres)
Proposal: Bar/Restaurant
Location: Approximately 95 feet east of the
northeast corner of 2nd Avenue and
Osborn Road
Owner: 130 W Osborn Rd., LLC
Applicant/Representative: Huellmantel & Associates, Lauren
Proper Potter
Staff Recommendation: Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Map Designation		Commercial	
Street Map Classification	Osborn Road	Collector	40-foot north half street
CONNECT PEOPLE AND PLACES CORE VALUE; INFILL DEVELOPMENT; LAND USE PRINCIPLE: Promote and encourage compatible infill development with a mix of housing types in neighborhoods close to employment centers, commercial areas, and where transit or transportation alternatives exist.			
The site is located within the Midtown Transit Oriented Development (TOD) District and is approximately 700 feet west of the Osborn/Central Avenue light rail station. The proposed commercial development is appropriate at the location given that the site is near light rail.			

STRENGTHEN OUR LOCAL ECONOMY; LOCAL AND SMALL BUSINESS; LAND USE PRINCIPLE: *Facilitate adaptive reuse of older, underutilized properties to create mechanisms for new local and small businesses to operate, thrive and grow.*

The proposal is an adaptive use project that incorporates two vacant commercial buildings in an underutilized lot to create a new business that will provide an additional dining and entertainment use in an area where there are existing commercial and residential uses. The vacant commercial buildings will maintain their local character and foster a business that will contribute to the areas diversity and vitality.

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 is an adaptive reuse project that includes design and development standards to encourage walking and bicycling in an area that includes residences, hotels and commercial uses. The proposal, as stipulated will include bicycle parking, a detached sidewalk, and shaded parking located behind the building.

CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS CORE VALUE; CERTAINTY & CHARACTER; DESIGN PRINCIPLE: *Create new development or redevelopment that is sensitive to the scale and character of the surrounding neighborhoods and incorporates adequate development standards to prevent negative impact(s) on residential properties.*

The proposal to reuse the existing building is sensitive to the scale and character of the surrounding neighborhood. The inclusion of new landscaping and a detached sidewalk will promote connectivity with the adjacent residential developments and hotels.

Applicable Plans, Overlays, and Initiatives

[Transit Oriented Development Strategic Policy Framework](#) - Background Item No. 6.

[Midtown Transit Oriented Development Policy Plan](#) - Background Item No. 7.

[Shade Phoenix Plan](#) - Background Item No. 8.

[Complete Streets Guidelines](#) - Background Item No. 9.

[Transportation Electrification Action Plan](#) - Background Item No. 10.

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

[Phoenix Climate Action Plan](#) - Background Item No. 12.

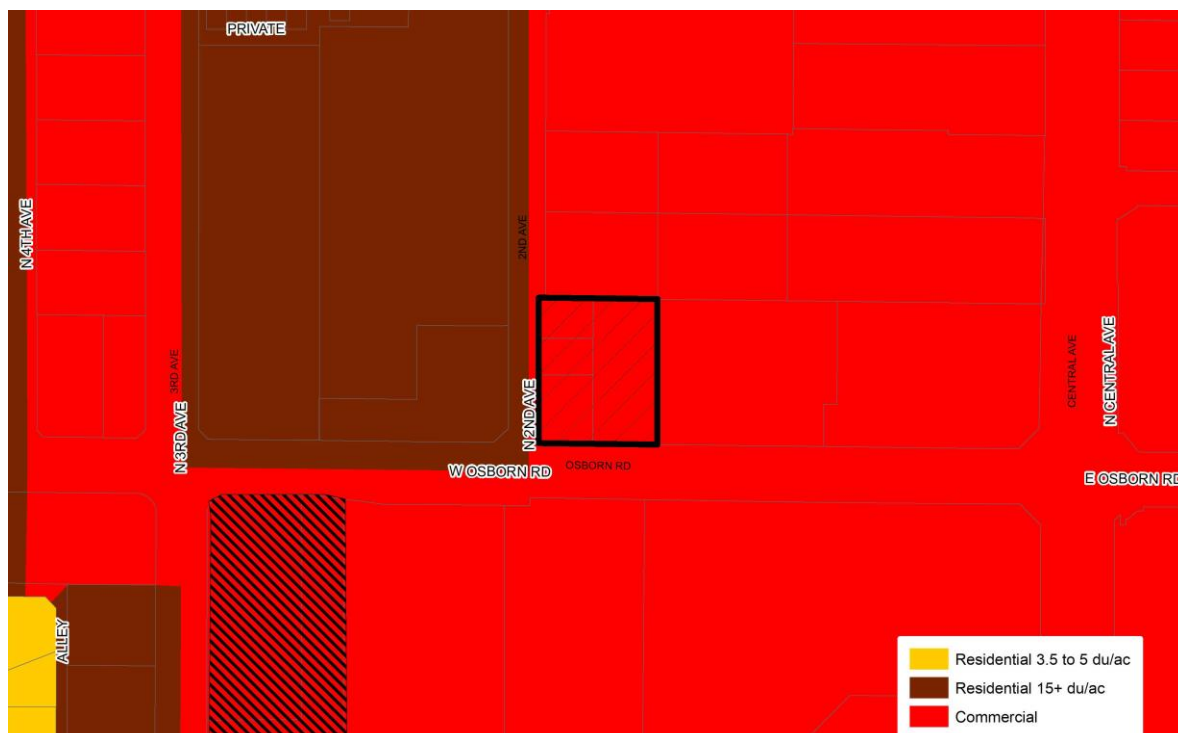
[Conservation Measures for New Development](#) - Background Item No. 13.

Surrounding Land Uses and Zoning		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Existing vacant commercial building	C-1 TOD-1
North	Parking lot	PUD
West	Existing vacant commercial building	C-2 TOD-1
East	Retail store	C-2 TOD-1
South (across Osborn Road)	Parking lot, office building	WU Code T6: HWR MT
C-2 TOD-1 (Intermediate Commercial Interim Transit-Oriented Zoning Overlay District One), within village core		
<u>Standards</u>	<u>Requirements</u>	<u>Provision on the Proposed Site Plan</u>
<i>Building Setbacks</i>		
South (Osborn Road)	Maximum 6 feet	6 feet (Met)
North	0 feet	146 feet (Met)
East	0 feet	12 feet (Met)
West	0 feet	15 feet (Met)
Maximum Lot Coverage	75 percent	11.9 percent (Met)
Maximum Building Height	4 stories, 56 feet	1 story, 15 feet (Met)
Minimum Parking	54 spaces (with 50 percent adaptive reuse reduction)	55 spaces (Met)

SUBJECT SITE

1. The request is to rezone a 0.57-acre site located approximately 95 feet east of the northeast corner of 2nd Avenue and Osborn Road from C-1 TOD-1 (Neighborhood Retail, Interim Transit-Oriented Zoning Overlay District One) to C-2 (Intermediate Commercial, Interim Transit-Oriented Zoning Overlay District One) to allow a bar/restaurant. The proposal will facilitate an adaptive reuse of an existing building and will join the adjacent parcel and building for commercial use. The subject site is located approximately one-half mile northwest of St. Joseph's Hospital and one-half mile north of the Public Art at Central Avenue and Thomas Road both of which are noted assets on the Encanto Village Character Plan Asset Map.

2. The General Plan Land Use Map depicts the subject site with a designation of Commercial. The properties to the east, north and south have a General Plan Land Use Map designation of Commercial. The area to the west is designated Residential 15+ dwelling units per acre. The proposal is consistent with the General Plan Land Use Map designation.



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

3. The subject site currently includes one vacant commercial building and a parking lot zoned C-1 TOD-1 (Neighborhood Retail, Interim Transit-Oriented Zoning Overlay District One). To the west is a vacant commercial building and parking lot zoned C-2 TOD-1 (Intermediate Commercial, Interim Transit-Oriented Zoning Overlay District One). North of the subject site is an existing parking lot for the adjacent office building along Central Avenue that is zoned PUD (Planned Unit Development). To the south across Osborn Road is a parking lot zoned WU Code T6:HWR MT (Walkable Urban Code Transect 6 District, Height Waiver, Midtown Transit Character Area). To the east is a retail store zoned C-2 TOD-1 (Intermediate Commercial, Interim Transit-Oriented Zoning Overlay District One).

4. The proposed site plan, attached as an exhibit, shows the two existing buildings, Building B is noted as the subject site and Building A is on the adjacent west parcel. The proposal shows the existing structures connected with a covered patio between the two buildings that will be part of the dining area. The patio area will be open to Osborn Road to the south and the parking lot to the north. Vehicle access for the site will be from 2nd Avenue with access to a redeveloped parking lot with 55 spaces and landscaping. The proposal will be one story with a building height not to exceed 15 feet. The site plan identifies a detached sidewalk along Osborn Road, landscaping and bicycle parking.
5. The building elevations attached as an exhibit show street frontage treatments with art elements and preserved architectural features that promote pedestrian continuity within the Transit Oriented District that promotes pedestrian access to the adjacent residential and commercial developments. Building A and Building B will be connected under one covered patio and have open access and an entry feature facing Osborn Road. Building A will maintain the south elevation masonry and will incorporate updated features, materials and colors. Building B will include an artistic mural as the primary streetscape element and updated exterior colors and textures.



AREA PLANS, OVERLAY DISTRICTS, AND INITIATIVES

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

The Transit Oriented Development Strategic Policy Framework is part of the city's General Plan which identified planning typologies to describe urban environments. The subject site is approximately 700 feet west of the Osborn Road/Central Avenue light rail station. The identified place type for the Osborn Road/Central Avenue light rail station area is a Regional Center. The Regional Center is a place type characterized by a variety of land uses, high intensity with building heights typically from five to 10 stories with incentive heights of up to 20 stories. Land uses may include supportive retail, high-rise and mid-rise living, industry cluster and office employment. The proposal is for a lower intensity building form in the Regional Center place type, however this is an adaptive reuse project that will preserve and enhance existing buildings.

Station Number	Station Location	Place Type
07	Osborn Road/Central Avenue	Regional Center

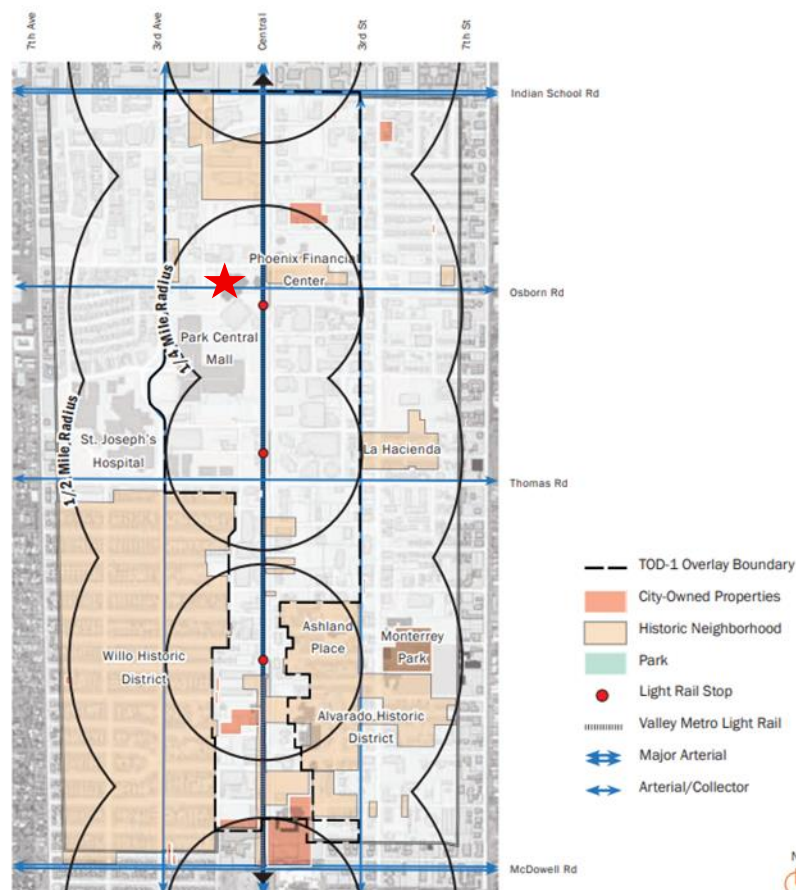


TOD Strategic Policy Framework Placetypes,
Source: Planning and Development Department

7. **Midtown Transit Oriented Development Policy Plan:**

The site is located within the Midtown TOD (Transit Oriented Development) District, the boundaries for which are McDowell Road on the south, Indian School Road on the north, 7th Street on the east, and 7th Avenue on the west. 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. In order to realize the implementation of the Vision and Master Plan for the Midtown TOD District, one key recommendation is the implementation of a form-based zoning code. While the proposal for conventional zoning does not

meet this recommendation, in the event the site is completely redeveloped or expanded, a Walkable Urban Code frontage type is required. This is addressed in Stipulation No. 1.



Midtown TOD Policy Plan Source: Planning and Development Department

8. Shade Phoenix Plan:

In November 2024, the Phoenix City Council adopted the Shade Phoenix Plan. The Shade Phoenix Plan prioritizes increasing shade coverage throughout the City to improve health and quality of life. Investing in shade can address the urban heat island effect, clean the air, preserve Sonoran vegetation, and prevent health complications related to prolonged exposure to heat. The Shade Phoenix Plan provides numerous strategies to increase shade including expanding and maintaining existing shade, strengthening tree code enforcement, and developing shade stipulations in rezoning cases. The proposal will provide enhanced shade in surface parking areas and along the sidewalk. These are addressed in Stipulation Nos. 4 and 9.

9. **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 proposed development, as stipulated, will support walking, bicycling, and transit-use by including bicycle parking on the site, delineating pedestrian walkways where they cross vehicular drive aisles, and by constructing a shaded and detached sidewalk along Osborn Road separated by a minimum eight-foot-wide landscape area. These are addressed in Stipulation Nos. 2, 3 and 9.

10. **Transportation Electrification Action Plan:**

In June 2022, the Phoenix City Council approved the Transportation Electrification Action Plan. The current market desire for the electrification of transportation is both a national and global phenomenon, fueled by a desire for better air quality, a reduction in carbon emissions, and a reduction in vehicle operating and maintenance costs. Businesses, governments and the public are signaling strong future demand for electric vehicles (EVs), and many automobile manufacturers have declared plans for a transition to fully electric offerings within the coming decade. This Plan contains policy initiatives to prepare the City for a future filled with more EVs, charging infrastructure and e-mobility equity, and outlines a roadmap for a five-step plan to prepare for the EV infrastructure needs of 280,000 EVs in Phoenix by 2030. One goal of the Plan to accelerate public adoption of electric vehicles through workplace, business, and multifamily charging infrastructure recommends a standard stipulation for rezoning cases to provide EV charging infrastructure. This is addressed in Stipulation No. 5 which requires a minimum of 3.5 percent of the required parking spaces to be EV capable.

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 per the requirements of Section 1307.H. of the Phoenix Zoning Ordinance. This is addressed in Stipulation No. 3.

12. **Phoenix Climate Action Plan:**

In October 2021, the Phoenix City Council approved the Climate Action Plan. The Climate Action Plan will serve as a long-term plan to achieve greenhouse gas emissions reductions and resiliency goals from local operations and community

activities as well as prepare for the impacts of climate change. This plan contains policy and initiatives regarding stationary energy, transportation, waste management, air quality, local food systems, heat, and water. Goal W2 (Water), Action W2.4, pertains to the implementation of the [Greater Phoenix Metro Green Infrastructure \(GI\) and Low Impact Development Details for Alternative Stormwater Management](#) to benefit the environment, promote water conservation, reduce urban heat, improve the public health, and create additional green spaces. This goal is addressed in Stipulation No. 6, which requires a minimum of two GSI techniques for stormwater management to be implemented in this development.

13. [Conservation Measures for New Development](#)

In June 2023, the Phoenix City Council adopted the Conservation Measures for New Development policy as part of a resolution addressing the future water consumption of new development (Resolution 22129). This resolution addresses the future water consumption of new development to support one of the City's Five Core Values in the General Plan which calls for Phoenix to - *Build the Sustainable Desert City*. The Conservation Measures for New Development policy includes direction to develop standards for consideration as stipulations for all rezoning cases that will address best practices related to water usage in nine specific categories. This is addressed in Stipulation Nos. 6 through 8.

COMMUNITY CORRESPONDENCE

14. At the time this staff report was written, one letter in support was received.

INTERDEPARTMENTAL COMMENTS

15. The Street Transportation Department requires the following:

- The existing sidewalk on the north side of Osborn Road to be detached with a minimum six-foot-wide sidewalk separated by a minimum eight-foot-wide landscaped area.
- All street improvements shall be constructed to City and ADA standards.
- All mitigation improvements shall be constructed and/or funded, as identified in the accepted Traffic Impact Analysis.

These are addressed in Stipulation Nos. 9 through 12.

The Street Transportation Department also indicated that the existing driveway does not meet corner clearance requirements, in accordance with the application for adaptive reuse, and the existing driveway may remain although it is recommended to provide a driveway further north on the parcel (as proposed on the site plan).

16. This site is not located in an area identified as being archaeologically sensitive.

However, in the event archaeological materials are encountered during construction, ground-disturbing must cease to allow the Archaeology Office time to assess the development. This is addressed in Stipulation No. 13.

17. 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 final site plan approval. This is addressed in Stipulation No. 14.
18. 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. This proposal is consistent with the General Plan Land Use Map designation.
2. The proposal will redevelop an underutilized property, adaptively reuse existing structures, and provide quality commercial redevelopment in close proximity to a light rail station.
3. As stipulated, the proposal provides enhanced pedestrian and bicycle amenities consistent with the Midtown TOD Policy Plan, Comprehensive Bicycle Master Plan, Shade Phoenix Plan and the Complete Streets Guiding Principles.

Stipulations:

1. Upon complete redevelopment or development that increases the cumulative floor area of the building by more than 15% from that depicted on the site plan date stamped March 11, 2025, the following shall apply:
 - a. The frontage facing Osborn Road shall use an allowable frontage type per the standards of Table 1303.2 Transect T6.
2. Where pedestrian walkways cross a vehicular path, the pathway shall incorporate decorative pavers, stamped or colored concrete, striping or other pavement treatments that visually contrast parking and drive aisle surfaces, as approved by the Planning and Development Department.
3. A minimum of six bicycle parking spaces shall be installed, as per the

requirements of Section 1307.H of the Phoenix Zoning Ordinance and as approved by the Planning and Development Department.

4. All uncovered surface parking lot areas shall be landscaped with minimum 2-inch caliper, large canopy, shade trees. Landscaping shall be dispersed throughout the parking area and achieve 25% shade, as approved by the Planning and Development Department.
5. A minimum of 3.5% of the required parking spaces shall include Electric Vehicle (EV) Capable infrastructure, as approved by the Planning and Development Department.
6. A minimum of two green stormwater infrastructure (GSI) elements for stormwater management shall be implemented, as approved or modified by the Planning and Development and/or Street Transportation departments. This includes but is not limited to stormwater harvesting basins, bioswales, permeable pavement, etc., per the Greater Phoenix Metro Green Infrastructure and Low Impact Development Details for Alternative Stormwater Management.
7. Pressure regulating sprinkler heads and/or drip lines shall be utilized in any turf areas to reduce water waste.
8. Prior to final site plan approval, documentation shall be provided that demonstrates a commitment to participate in the Phoenix Water Efficiency Checkup program for a minimum of 10 years, or as approved by the Planning and Development Department.
9. The existing sidewalk on the north side of Osborn Road shall be detached with a minimum 6-foot-wide sidewalk separated by a minimum 8-foot-wide landscape area and planted to the following standards:
 - a. Minimum 2-inch caliper, single-trunk, large canopy, drought-tolerant, shade trees planted 20-feet on center, or in equivalent groupings.
 - b. Drought tolerant shrubs, accents and vegetative groundcovers, maintained to a maximum height of 24 inches to provide a minimum of 75% live vegetative ground coverage.
10. Replace unused driveways with sidewalk, curb, and gutter. Also, replace any broken or out-of-grade curb, gutter, sidewalk, and curb ramps on all streets and upgrade all off-site improvements to be in compliance with current ADA guidelines.

11. All streets within and adjacent to the development shall be constructed 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.
12. All mitigation improvements shall be constructed and/or funded, as identified in the accepted Traffic Impact Analysis dated February 27, 2025.
13. 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.
14. Prior to final 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

John Roanhorse

June 30, 2025

Team Leader

Racelle Escolar

Exhibits

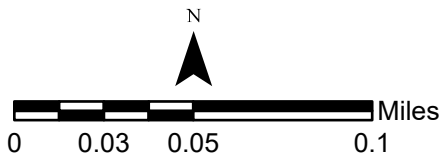
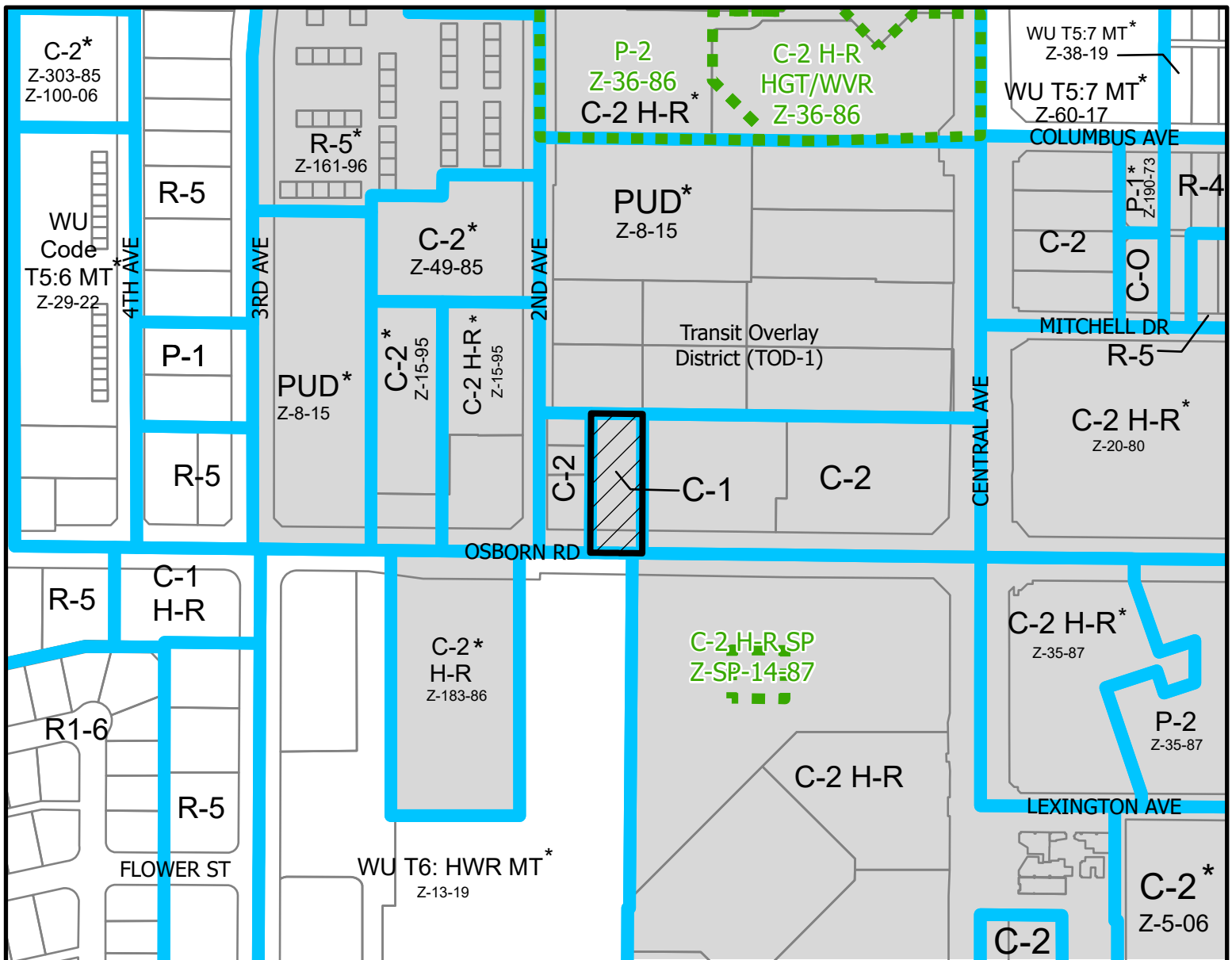
Zoning sketch map

Aerial sketch map

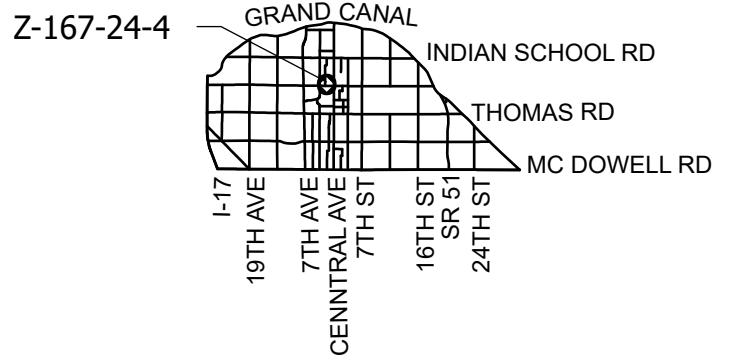
Conceptual Site Plan date stamped March 11, 2025

Conceptual Building Elevations date stamped March 11, 2025

Community Correspondence (1 page)

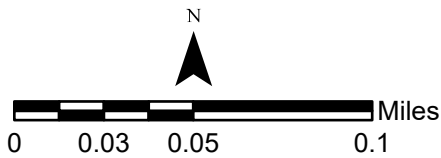
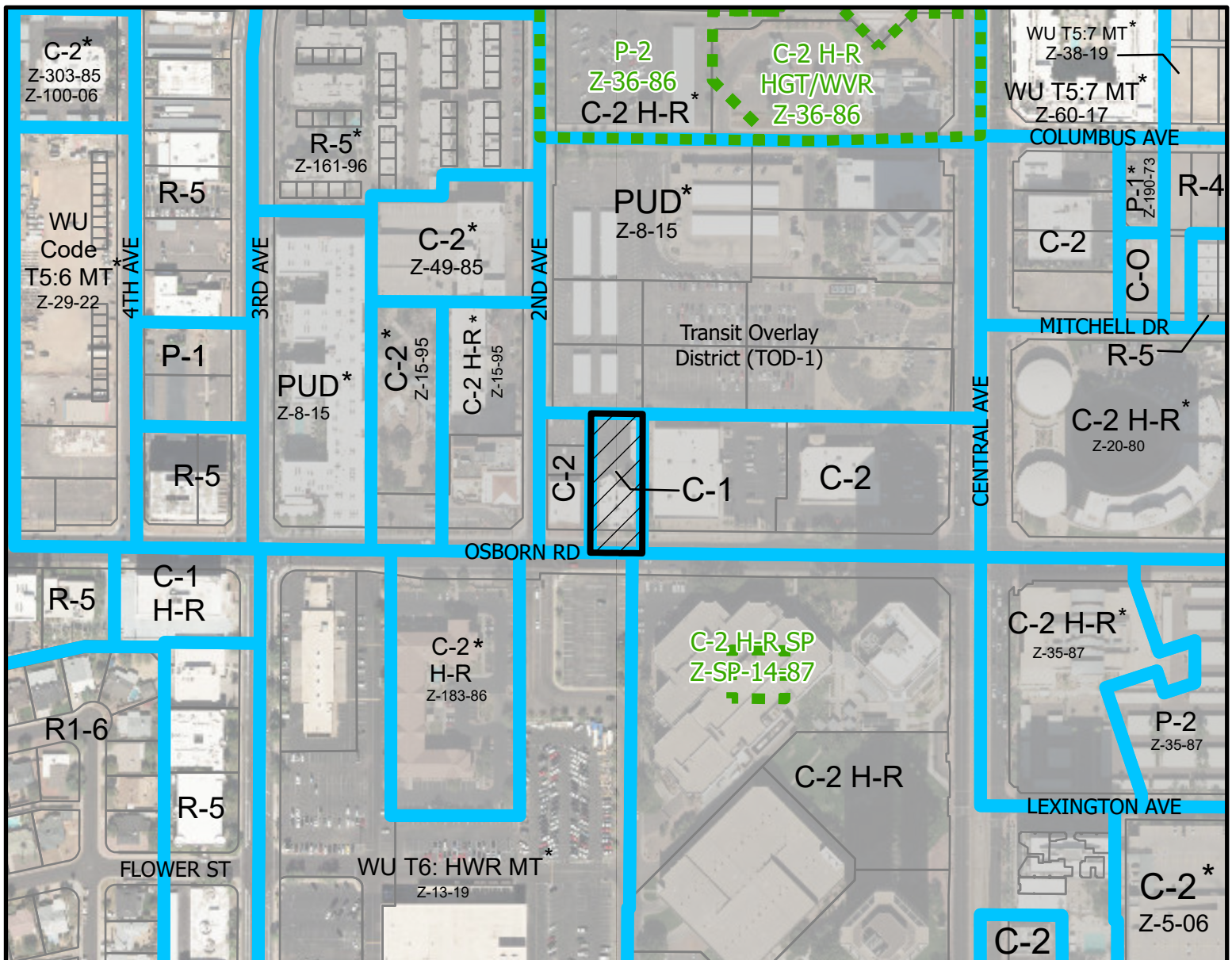


ENCANTO VILLAGE
COUNCIL DISTRICT: 4

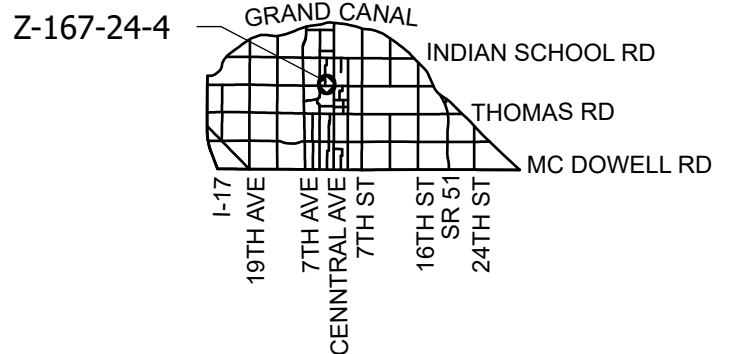


APPLICANT'S NAME: Huellmantel & Affiliates		REQUESTED CHANGE:	
APPLICATION NO: Z-167-24-4		FROM: C-1 TOD-1 (0.57 ac.)	
DATE: 4/17/2025		TO: C-2 TOD-1 (0.57 ac.)	
REVISION DATES:			
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.			
0.57 Acres		AERIAL PHOTO & QUARTER SEC. NO. QS 16-27	
MULTIPLES PERMITTED		ZONING MAP H-8	
C-1 TOD-1		CONVENTIONAL OPTION	
C-2 TOD-1		8	
		8	
		* UNITS P.R.D OPTION	
		10	
		10	

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



ENCANTO VILLAGE
COUNCIL DISTRICT: 4

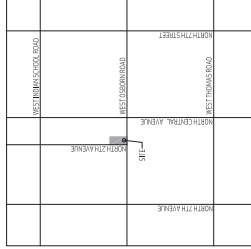


APPLICANT'S NAME: Huellmantel & Affiliates		REQUESTED CHANGE:	
APPLICATION NO: Z-167-24-4		FROM: C-1 TOD-1 (0.57 ac.)	
DATE: 4/17/2025		TO: C-2 TOD-1 (0.57 ac.)	
REVISION DATES:			
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.			
0.57 Acres		AERIAL PHOTO & QUARTER SEC. NO. QS 16-27	
		ZONING MAP H-8	
MULTIPLES PERMITTED		CONVENTIONAL OPTION	
C-1 TOD-1		8	
C-2 TOD-1		8	
		* UNITS P.R.D OPTION	
		10	
		10	

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

(AN ADAPTIVE REUSE PROJECT

Planning & Development
Department



1. DEVELOPMENT AND USE OF THIS SITE WILL CONFORM WITH ALL APPLICABLE CODES AND ORDINANCES.

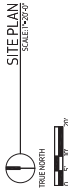
1. DEVELOPMENT AND USE OF THE SITE WILL CONFORM WITH APPLICABLE COUNTY ORDINANCES.
2. STRUCTURES AND LANDSCAPING WITHIN A TRINGLE MEASURED BY 3' ALONG THE PERIMETER OF THE TRINGLE SHALL BE PLACED WITHIN THE TRINGLE. ALL OTHER STRUCTURES WILL BE MAINTAINED AT A MINIMUM DISTANCE OF 3' FROM THE TRINGLE.
3. STRUCTURES WILL BE MAINTAINED WITHIN A TRANGLE MEASURED BACK BY THE PERIMETER OF THE TRINGLE. ALL OTHER STRUCTURES WILL BE MAINTAINED AT A MINIMUM DISTANCE OF 3' FROM THE TRINGLE.
4. AN ASSOCIATION, INCLUDING ALL PROPERTY OWNERS IN THE COMMON AREAS, SHALL BE FORMED AND HAVE RESPONSIBILITY FOR MAINTAINING ALL COMMON AREAS NOTED AS SUCH ON THE PLAT. THE ASSOCIATION SHALL BE RESPONSIBLE FOR MAINTAINING THE COMMON AREAS, INCLUDING THE TRINGLE, AND A MAINTENANCE FUND SHALL BE MAINTAINED IN ACCORDANCE WITH APPROVED PLANS.
5. ALL LOTTING SHALL BE PLACED SO AS TO DIRECT TRAFFIC AWAY FROM ADJACENT PROPERTIES. THE TRINGLE SHALL BE MAINTAINED AS A TRINGLE AND NOT BE USED FOR ANY OTHER PURPOSE. THE TRINGLE SHALL BE MAINTAINED AS A TRINGLE AND NOT BE USED FOR ANY OTHER PURPOSE. THE TRINGLE SHALL BE MAINTAINED AS A TRINGLE AND NOT BE USED FOR ANY OTHER PURPOSE.
6. RESPONSIBILITY FOR MAINTAINING ALL LANDSCAPING LOCATED WITHIN THE TRINGLE SHALL BE PLACED ON THE TRINGLE. ALL LANDSCAPING SHALL BE MAINTAINED IN ACCORDANCE WITH APPROVED PLANS.
7. ALL LANDSCAPING SHALL BE MAINTAINED IN ACCORDANCE WITH APPROVED PLANS.

AUTHORITY CODE	CITY OF PHOENIX, ARIZONA	200 INTERNATIONAL BUILDING CODE NAME/LEMENTS
		200 INTERNATIONAL FIRE CODE
		200 INTERNATIONAL MECHANICAL CODE
		200 INTERNATIONAL PLUMBING CODE
		200 NATIONAL ELECTRICAL CODE
		200 INTERNATIONAL ENERGY CONSERVATION CODE
		200 INTERNATIONAL SAFETY HAZARD HIGHS ACT

PARKING REQUIRED	USE	REQUIRED	AREA	TOTAL REQUIRED
	BUILDING			
	WOODS TRADING AREA	1/00	1,887 SF	37.74
	OUTDOOR DRIVING AREA	1/00	1,945 SF	38.90
	OUTDOOR RECREATION AREA	1/200	1,082 SF	5.50
	BUILDING			
	WOODS TRADING AREA	1/00	1,225 SF	24.50
	(WITH 50% CAPTIVE REDUCE REDUCTION)			54.00 SPACES
	PARKING PROVIDED			
	STANDARD SPACES			53.00
	ADA SPACES			2.00
	TOTAL PROVIDED			55.00 SPACES

PRE DEVELOPMENT IMPERVIOUS SURFACE	36.083 SF
POST DEVELOPMENT IMPERVIOUS SURFACE	34.747 SF
DELTA CHANGE	1.336 SF
PRE DEVELOPMENT PERVIOUS SURFACE	2,420 SF
POST DEVELOPMENT PERVIOUS SURFACE	3,756 SF
DELTA CHANGE	1,336 SF

A diagram of a rectangular property divided into two horizontal sections. The top section is labeled 'EAST PARCEL' and the bottom section is labeled 'WEST PARCEL'. A red rectangle is drawn around the 'EAST PARCEL' section, indicating it is the subject of the report.

[illegible]

AUTHORITY CODE	CITY OF PHOENIX, ARIZONA	200 INTERNATIONAL BUILDING CODE NAME/LEMENTS
		200 INTERNATIONAL FIRE CODE
		200 INTERNATIONAL MECHANICAL CODE
		200 INTERNATIONAL PLUMBING CODE
		200 NATIONAL ELECTRICAL CODE
		200 INTERNATIONAL ENERGY CONSERVATION CODE
		200 INTERNATIONAL SAFETY HAZARD HIGHS ACT

PROJECT NAME:	BOOKBOXES
ADDRESS:	128 WEST OSBORN ROAD PHOENIX, ARIZONA 85003
APN:	100-20-044, 100-20-044, 100-20-043A, 100-20-044
ZONING:	C-1 (C-2 TO DISREGARD)
PROPOSED USE:	RESTAURANT
STORIES: ALLOWED: PROPOSED:	(2) TWO STORES (1) ONE STORY
BUILDING HEIGHT: ALLOWED:	30'-0" HIGH

PARCEL NO. 1
THE SOUTHWEST CORNER OF THE WEST HALF OF LOT 10 OF LANE SUBDIVISION, ACCORDING TO THE PLAT OF RECORD IN THE OFFICE OF THE COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA, RECORDED IN BOOK 3 OF MAPS, PAGE 12.
EXCEPT THE SOUTH-WEST CORNER
EXCEPT THE WEST 1/2 SECTION THEREOF.

PARCEL NO. 2
THE SOUTHWEST CORNER OF THE NORTH 1/2 OF THE WEST 1/2 OF LOT 10 OF LANE SUBDIVISION, ACCORDING TO THE PLAT OF RECORD IN THE OFFICE OF THE COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA, RECORDED IN BOOK 3 OF MAPS, PAGE 12.
EXCEPT THE WEST 1/2 SECTION THEREOF.

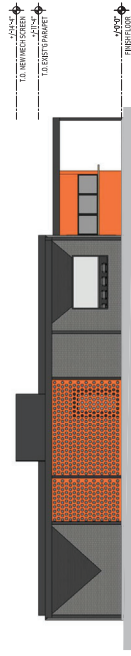
- UNDERGROUND FIRE LINE (UNDER SEPARATE PERMIT)
- ANSUL SYSTEM
- FIRE SPRINKLER SYSTEM (UNDER SEPARATE PERMIT)
- SIGN PERMIT (UNDER SEPARATE PERMIT)
- KITCHEN HOOD SUPPRESSION SYSTEM (UNDER SEPARATE PERMIT)
- CO2 BEVERAGE SYSTEM (UNDER SEPARATE PERMIT)
- EMERGENCY ACCESS (UNDER SEPARATE PERMIT)
- ASSEMBLY PERMIT (UNDER SEPARATE PERMIT)

PARKING LANDSCAPE REQUIRED:	18,782 SF
TOTAL PARKING SURFACE:	
REQUIRED:	5.0% (940 SF)
PROVIDED:	7.5% (4,363 SF)

OWNER	180 WEST OGDEN BLVD. 102 EAST BROADWAY ROAD TEMPLE, ARIZONA 85382
ARCHITECT	TOMECK DESIGN P.C. 4000 WESTER PLAZA, SUITE 201 SCOTTSDALE, ARIZONA 85251
	CONTACT: LUKE KORY PHONE: 480.259.7165
	CONTACT: MARK TOMECK PHONE: 602.593.7791

PROPOSED SITE PLAN CONSISTS OF AN ADAPTIVE REUSE OF THE EXISTING 4,200 SQUARE FOOT BUILDING (BUILDING A), AND A REMODEL OF 2,500-SQUARE-FOOT BUILDING (BUILDING B), AND CONVERTING THEM INTO A BONDING/CDS RESTAURANT. THE PROPOSED PROJECT ALSO INCLUDES ADDING A 2,200-SQUARE FOOT PATIO BETWEEN THE BUILDINGS.

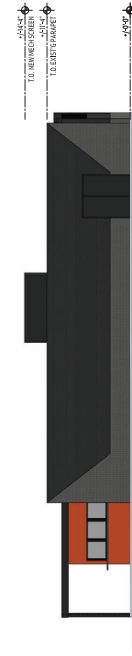
THE PROPERTY IS CURRENTLY ZONED AS C-2 ON THE WEST PARCEL, AND C-3 ON THE EAST PARCEL. THE PROPOSED PROJECT ALSO INCLUDES A REZONE OF THE EAST PARCEL TO C-2.



1 BLDG A - SOUTH ELEVATION
SCALE 1/8"=1'-0"



2 BLDG A - EAST ELEVATION
SCALE 1/8"=1'-0"



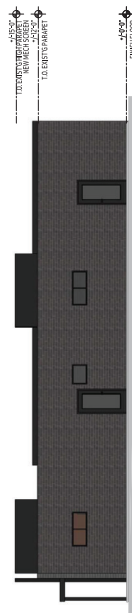
3 BLDG A - NORTH ELEVATION
SCALE 1/8"=1'-0"



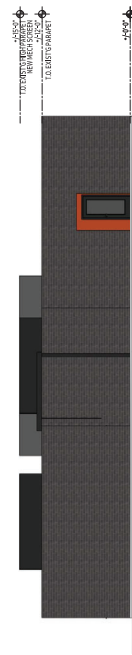
4 BLDG A - WEST ELEVATION
SCALE 1/8"=1'-0"



5 BLDG B - SOUTH ELEVATION
SCALE 1/8"=1'-0"



6 BLDG B - EAST ELEVATION
SCALE 1/8"=1'-0"



7 BLDG B - NORTH ELEVATION
SCALE 1/8"=1'-0"



8 BLDG B - WEST ELEVATION
SCALE 1/8"=1'-0"

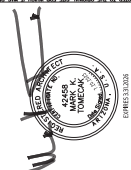
CITY OF PHOENIX
MAR 11 2025
Planning & Development
Department

NOA 22-259
SOP 200301
SOP 200301
SOP 200301
SOP 200301

Q.S. 09-27
P.M.C. 09-27
A.D.R. 09-27



TOMECAK
DESIGN
4400 North Central Expressway, Suite 201
Phoenix, Arizona 85018
Phone: 602.998.1111
Fax: 602.998.1112
Email: info@tomecakdesign.com



PROJECT: BOONICK'S PATIO AND GRILL
180 WEST CYPRESS ROAD
PHOENIX, ARIZONA 85005
REVISED: 03.11.2025
JOB #: 2007
DATE: 12.07.2023
CONTRACT: BUILDING ELEVATIONS
COLOR
SHEET NO: A2.00

From: [Tyler Johannsen](#)
To: lauren.proper@huellmantel.com; [John Roanhorse](#)
Subject: Z-167-24-3 - Adaptive reuse @ 2nd Ave & Osborn Rd.
Date: Tuesday, April 29, 2025 11:49:18 AM

CAUTION: This email originated outside of the City of Phoenix.

Do not click links or open attachments unless you know the sender and were expecting this email.

[Report Suspicious](#)

Hi Lauren and John,

As a 3rd Avenue Palms resident to the North at 3633 N 3rd Ave, Phoenix, AZ 85013, I am in FULL SUPPORT of this zone change to support a future C-2 zoned Boondocks Restaurant and Bar. Same with some of my neighbors I spoke with! Those office buildings have been abandoned for too long & we really like the wide sidewalks and shade trees depicted in the renderings. The sidewalk gets more use during the day than many realize. Ensure the landscape is well lit to deter the homeless.

I look forward to the day I can say, "Midtown, yeah, I live just North of the Boondocks at 2nd Ave & Osborn" in casual conversation.

One major concern: Exterior noise heading to the North.

Hey John,

Can you add a clause to the Conditional Use Permit (or whatever Phoenix calls it) to put a limit on the exterior noise levels of the establishment? Something to allow enforcement if repeated violations get out of hand? Sometimes I want to stay in on a Saturday night, you know....

If only we can turn the Staples into a Trader Joes....

Tyler Johannsen