

Attachment B



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-88-17-8
February 26, 2018

Central City Village Planning Committee Meeting Date: March 12, 2018
Planning Commission Hearing Date: March 1, 2018
Request From: C-3 (1.07 acres)
R-5 (1.14 acres)
Request To: WU Code (Walkable Urban Code)
T5:3 GWY (2.21 acres)
Proposed Use: Multifamily housing
Location: Southwest corner of 29th Street and Van Buren Street
Owner/Representative: Cardinal Capital/Mark Klann
Applicant: Doug McCord, Architectural Resource Team
Staff Recommendation: Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Designation		Commercial, Residential 10 to 15 dwelling units/acre	
Street Map Classification	Van Buren Street	Arterial	33-foot south half and 7-foot ROW easement
	29th Street	Local	30-foot west half
	Monroe Street	Local	30-foot north half
<i>CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS CORE VALUE; DIVERSE NEIGHBORHOODS; LAND USE PRINCIPLE: Include a mix of housing types and densities where appropriate within each village that support a broad range of lifestyles.</i> The proposed development will redevelop a vacant site with an affordable housing option, contributing to the mix of housing types in the Gateway Transit Oriented Development District.			

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

The site is located within the Gateway Transit Oriented Development (TOD) District on Van Buren Street, approximately one-half mile from the 24th Street light rail station and adjacent to the bus route along Van Buren 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.

This proposal provides infill development compatible with nearby uses, on a site that is currently vacant. The proposed housing type contributes to the mix of housing types in the area. It is located close to employment and activity centers such as the St. Luke's Medical Center, the Gateway Core, Gateway Community College and downtown Phoenix.

Applicable Plans, Overlays and Initiatives

Transit Oriented Development Strategic Policy Framework – see analysis #s 4 and 7 below.

Gateway Transit Oriented Development Policy Plan – see analysis #s 5, 6, and 7 below.

Tree and Shade Master Plan – see analysis #9 below.

Complete Streets Guiding Principles – see analysis #11 below.

Bicycle Master Plan – see analysis #12 below.

Reimagine Phoenix Initiative – see analysis #18 below.

Surrounding Land Uses/Zoning

	<u>Land Use</u>	<u>Zoning</u>
On Site	Vacant	C-3, R-5
North	Multifamily Residential	C-3
South	Single and Multifamily Residential	R-3
East	Vacant and Multifamily Residential	C-3, R-5
West	Commercial and Single-Family Residential	C-3, R-5

Walkable Urban Code T5:3		<i>*if variance or use permit required</i>
<u>Standards</u>	<u>Requirements</u>	<u>Provisions on the Proposed site Plan</u>
Gross Acreage	NA	2.25
Total Number of Units	NA	148
Density	No maximum	61.67 du/ac
Building Height	48 feet maximum	Met – 48 feet
Parking – Affordable Housing	0.5 per unit 74 spaces	*Not Met – 54
Bicycle Parking (1307.H.6.d.)	0.25 space per residence = 37	To be determined
Streetscape Standards (Section 1312.A.1.)		
Arterial Street	Minimum sidewalk width of 6 feet	To be determined
Local Streets	Minimum sidewalk width of 5 feet	To be determined
<i>Section 1303.2 TRANSECT T5</i>		
<i>Main Building Setbacks</i>		
Primary Frontage (Van Buren Street)	12-foot maximum	Met – 10 foot
Secondary Frontage (29th Street)	10-foot minimum	Met – 5 foot
Secondary Frontage (Monroe Street)	10-foot minimum	Met – 6 foot
Side (West)	0-foot minimum	Met – >60 feet
<i>Parking Setbacks</i>		
Primary Frontage	30-foot minimum or behind building	Met – 30 feet
Secondary Frontage	20-foot minimum, 10- foot landscape setback from street right-of-way	Met – 20 feet
<i>Lot Requirements</i>		
Lot Coverage	80% maximum	Met – 32%
Primary Building Frontage	70% minimum	Met – 88%
Secondary Building Frontage	50% minimum	29th Street: Met – 95% Monroe Street: Met – 93%

<i>Frontage Types Allowed</i>		
Primary Frontage	All frontages or alternative frontages	To be determined
Secondary Frontage	All frontages or alternative frontages	To be determined
Common Entry Requirements	Minimum one per 50 feet of primary building frontage One per 80 feet of secondary frontage.	To be determined

Background/Issues/Analysis

1. This request is to rezone a 2.21-acre site located at the southwest corner of 29th Street and Van Buren Street from C-3 (General Commercial) and R-5 (Multifamily Residence District) to WU Code (Walkable Urban Code) T5:3 GWY (Transect 5:3 Gateway Character Area) to allow multifamily housing.
2. The subject site is vacant. Across Van Buren Street to the north is an old motor court motel. Vacant land and an adult use exist to the east across 29th Street. There is a mix of single and multifamily residential to the south along Monroe Street, and single-family residences to the west.



*Source: City of Phoenix
Planning and
Development Department*

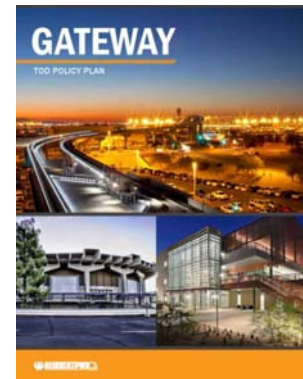
3. The General Plan Land Use Map designation is Commercial and Residential, 10 to 15 dwelling units per acre. Although the proposal is not fully consistent with the General Plan designations, an amendment is not required as the subject parcel is less than 10 acres.

4. The Transit Oriented Development Strategic Policy Framework is part of the city's General Plan which identified planning typologies to describe urban environments. The identified environment for the 24th Street and Washington Street/Jefferson Street light rail station area is Minor Urban Center. Minor Urban Center is a place type characterized by medium to low intensity with building heights typically from two to five stories, with incentive heights of up to seven stories. Land uses may include balanced commercial and residential, retail destination, entertainment destination, and some employment. The proposed project falls within the parameters of the Minor Urban Center place type.

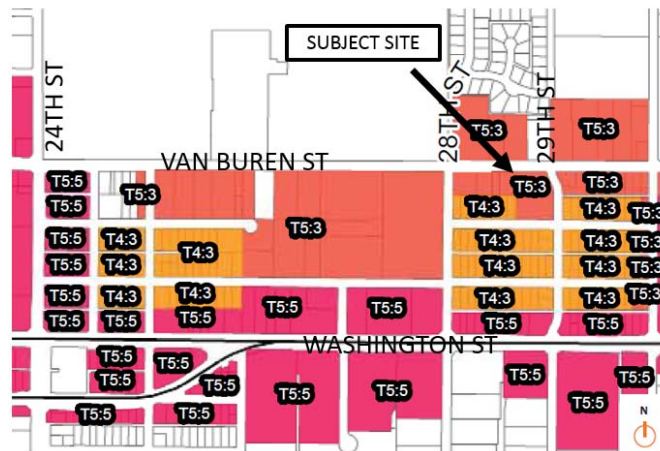


Source: City of Phoenix Planning & Development Department

5. The site is located within the Gateway TOD (Transit Oriented Development) District, the boundaries for which are the Union Pacific Railroad on the south, Loop 202 on the north, Interstate 10 on the west and State Route 143 on the east. The policy plan adopted for the Gateway 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 Gateway TOD District, one key recommendation is the implementation of a form-based zoning code.

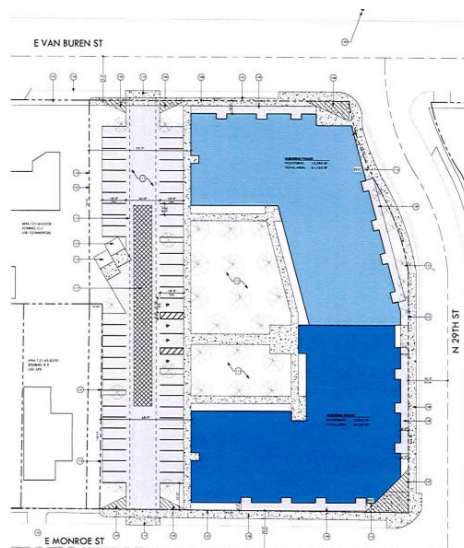


6. The Gateway TOD Policy Plan utilized the Minor Urban Center place type to determine the recommended scale and character of the area around the 24th Street and Washington/Jefferson Streets light rail stations, and this scale and character was illustrated in both the conceptual master plan and the conceptual zoning plan. The subject site has a suggested zoning designation of T5:3 with a maximum building height of 48 feet. The request is consistent with the conceptual master plan transect of T5:3.



Source: Gateway TOD District Policy Plan, City of Phoenix Planning and Development Department

7. The applicant is applying for Low Income Housing Tax Credits (LIHTC) from the Arizona Department of Housing, which requires properties to remain affordable for at least 30 years. The inclusion of affordable housing units in this proposal supports the TOD Strategic Policy Framework and the Gateway TOD Policy Plan.
8. The conceptual site plan proposes a four-story wood framed multifamily residence adjacent and oriented to three street frontages, with surface parking on the western interior of the site. An amenity space is proposed in the courtyard area of the building. Energy saving passive design strategies are being explored to ensure building performance is efficient and sustainable.



Conceptual Site Plan

Source: Architectural Resource Team

9. The Tree and Shade Master Plan has a goal of treating the urban forest as infrastructure to ensure that trees are an integral part of the city's planning and development process. Toward that end, future improvements of this site will contribute to the urban forest infrastructure through the provision of trees along the rights-of-way. Due to the location of existing water and sewer utilities, in a portion of 29th Street and in all of Monroe Street, a creative design solution is needed to incorporate the use of trees for future development along these frontages.

In order to provide an environment where trees can be placed without conflict with utilities, staff is recommending that root barriers be utilized for as much of the 29th Street frontage as possible. Use of root barriers will allow trees to be planted back of curb while maintaining at least a six-foot separation from the existing water line. The northern portion of the 29th Street frontage, where the water line conflict is greatest, may need a design solution that could include moving the sidewalk onto the subject site to gain the required tree planting separation from the existing water line. This is addressed in Stipulation 1.

10. A water line conflict has been identified running parallel with the sidewalk in the approximate seven-foot landscape area along the Monroe Street frontage, reducing the ability to plant shade trees in the landscape strip between the sidewalk and back of curb. This utility conflict will require the applicant to consider structural shade elements, trellises, or covered walkways attached to the primary building in order to meet the minimum building and shade requirements of the WU Code Section 1304.F. for this frontage. Projections in the right-of-way are permitted with a minimum 16-foot height clearance within six feet of public water/sewer lines, unless shade is retractable or an encroachment permit is secured as administered by the City of Phoenix. Additional Frontage Standards can be found in the WU Code Section 1305. The applicant is encouraged to continue working with staff to update their proposal as it proceeds through the site development review process. This is addressed in Stipulation 2.
11. Although dimensions are not provided, the sidewalks are shown to be detached from the curb providing a more comfortable environment for pedestrians. This design is consistent with the City Council adopted Guiding Principles for Complete Streets, one tenet of which is to make Phoenix more walkable. This is addressed in Stipulation 3.

12. 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. The conceptual site plan does not address bicycle parking at this time. It is recommended that two types of parking be provided on the property: secured parking for residents, and short-term rack parking for guests located near entrances to the building. The property is within one-half mile of a light rail transit station and adjacent to a bus routes. Providing secure bicycle parking for residents and parking for guests of the development is supportive of multimodal travel options. Secured bicycle parking can be provided in bicycle lockers or in locked bicycle rooms. The applicant will work with Planning and Development staff through the site development review process to determine locations for both types of bicycle parking as well as the manner in which the secured parking will be provided. The short-term bicycle racks should be an inverted-u design where both ends of the “U” are affixed to the ground and installed per the requirements of WU Code. These provisions are addressed in Stipulations 4 and 5.



Inverted-U bicycle rack, where both ends of the “U” reach the ground.

INTERDEPARTMENTAL COMMENTS

13. The site is adjacent to the Van Buren Corridor which is currently under design for bicycle and pedestrian improvements. This is addressed in Stipulation 6.
14. The conceptual site plan shows the possibility of curb lines being moved on street frontages, perhaps to provide on-street parking. The developer should work with the Street Transportation and Planning and Development Department staff to identify locations for any on-street parking, however the existing curb lines should be retained. This is addressed in Stipulation 7.
15. The City of Phoenix Street Transportation Department has indicated that the developer shall update and construct all streets adjacent to the development with paving, curb, gutter, curb ramps and other incidentals and all improvements shall comply with all ADA accessibility standards. This is addressed in Stipulation 8.
14. The City of Phoenix Floodplain Management division of the Street Transportation Department has 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. The City of Phoenix Water Services Department has noted the property has existing water and sewer mains that can potentially serve the proposed development. It is noted that capacity is a dynamic condition that can change over time due to a variety of factors. It is the City's intent to provide water and

sewer service. However, the requirements and assurances for water and sewer service are determined during the site plan application review. For any given property, water and sewer requirements may vary over time to be less or more restrictive depending on the status of the City's water and sewer infrastructure.

16. Fire prevention does not anticipate any issues with this request. The site or/and building(s) shall comply with the Phoenix Fire Code. The water supply (gpm and psi) to this site is unknown. Additional water supply may be required to meet the required fire flow per the Phoenix Fire Code.
17. The Aviation Department has provided comments regarding this request. The property is in the Public Airport Disclosure area. This area may be subject to overflights of aircraft operating at the Airport. People are often irritated by repeated overflights regardless of the actual sound level at the overflight site. Therefore, a Notice to Prospective Purchasers, which follows policy regarding properties in the City of Phoenix underlying the flight patterns of Phoenix Sky Harbor International Airport, is required. This is addressed in Stipulation 9.

OTHER

18. As part of the Reimagine Phoenix initiative, the City of Phoenix is committed to increasing the waste diversion rate to 40 percent by 2020 and to better manage its solid waste resources. Section 716 of the Phoenix Zoning Ordinance establishes standards to encourage the provision of recycling containers for multifamily, commercial and mixed-use developments meeting certain criteria. The provision of recycling containers was not addressed in the applicant's submittals.
19. The site is located in a larger area identified as being archaeologically sensitive. If further review by the City of Phoenix Archaeology Office determines the site and immediate area to be archaeologically sensitive, and 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 Stipulations 10, 11 and 12.
20. 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 proposal is consistent with the surrounding entitlements and approved policy plans.
2. This infill proposal provides a new housing option to contribute to the mix of housing types in the area.
3. The proposed increased scale and intensity is supported in proximity to the light rail corridor.

Stipulations

1. The developer shall utilize root barriers to facilitate planting of trees in the 29th Street landscape area.
2. The developer shall work with the Planning and Development Department to determine a frontage type appropriate for all street frontages which will also provide the shade required by the Walkable Urban Code.
3. Sidewalks on street frontages shall be detached from the curb by a minimum of five feet, as approved by the Planning and Development Department.
4. The required minimum bicycle parking spaces shall be secured and provided on site, as approved by the Planning and Development Department.
5. A minimum of four inverted-U bicycle racks for guests shall be provided on site, located near an entrance to the ground floor lobby, and installed per the requirements of Section 1307.H.4. of the Zoning Ordinance, as approved by the Planning and Development Department.
6. The developer shall construct Van Buren Street Corridor improvements which align with policies and objectives of the Complete Streets Ordinance (S-41094), the Comprehensive Bicycle Master Plan, and consistent with the Van Buren Corridor (24th Street to 40th Street) Bicycle and Pedestrian Improvements Design, as approved by the Street Transportation and Planning and Development Departments.
7. Any on-street parking which may be provided, shall be designated adjacent to existing curb lines on Van Buren Street, 29th Street and Monroe Street, as approved by the Street Transportation and Planning and Development Departments.

8. 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.
9. The property owner shall record a Notice to Prospective Purchasers of Proximity to Airport in order to disclose the existence, and operational characteristics of Phoenix Sky Harbor International Airport to future owners or tenants of the property.
10. If determined necessary, 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.
11. If determined necessary, the applicant shall conduct Phase II archaeological data recovery excavations 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.
12. 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

Katherine Coles

February 26, 2018

Team Leader

Samantha Keating

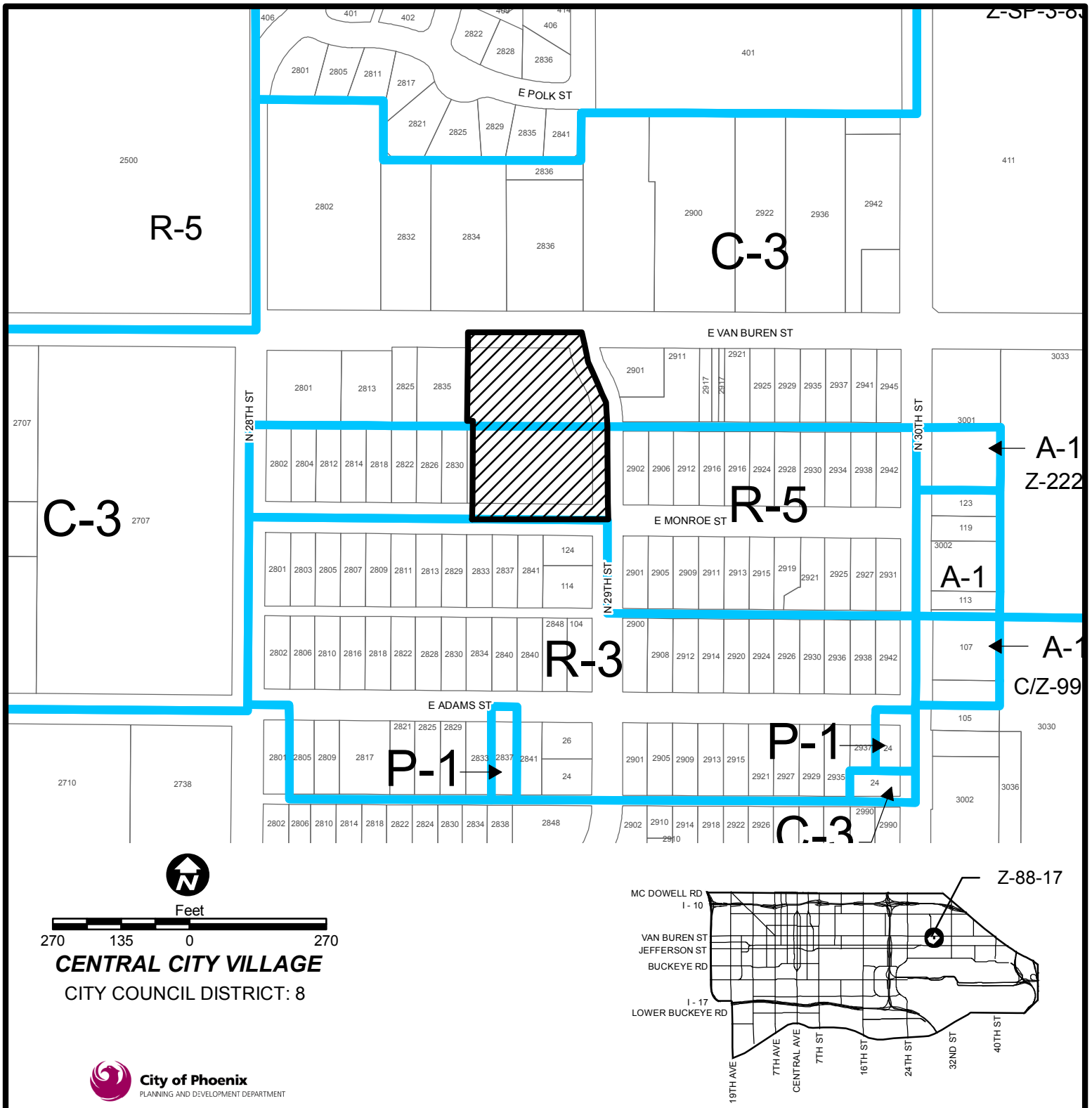
Attachments

Sketch Map

Aerial

Site Plan date stamped December 21, 2017

Elevations date stamped December 21, 2017



APPLICANT'S NAME: Architectural Resources Team/Doug McCord

APPLICATION NO. Z-88-17

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

2.21 Acres

DATE: 1/3/2018

REVISION DATES:

2/15/2018

AERIAL PHOTO &
QUARTER SEC. NO.

QS 10-34

ZONING MAP

F-10

REQUESTED CHANGE:

FROM: C-3 (1.07 a.c.)
R-5 (1.14 a.c.)

TO: WU Code T5:3 GWY (2.21 a.c.)

MULTIPLES PERMITTED

C-3, R-5

WU Code T5:3 GWY

CONVENTIONAL OPTION

15, 49

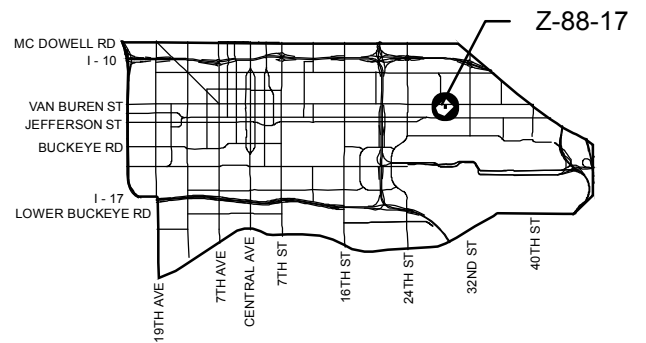
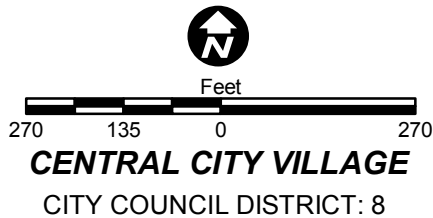
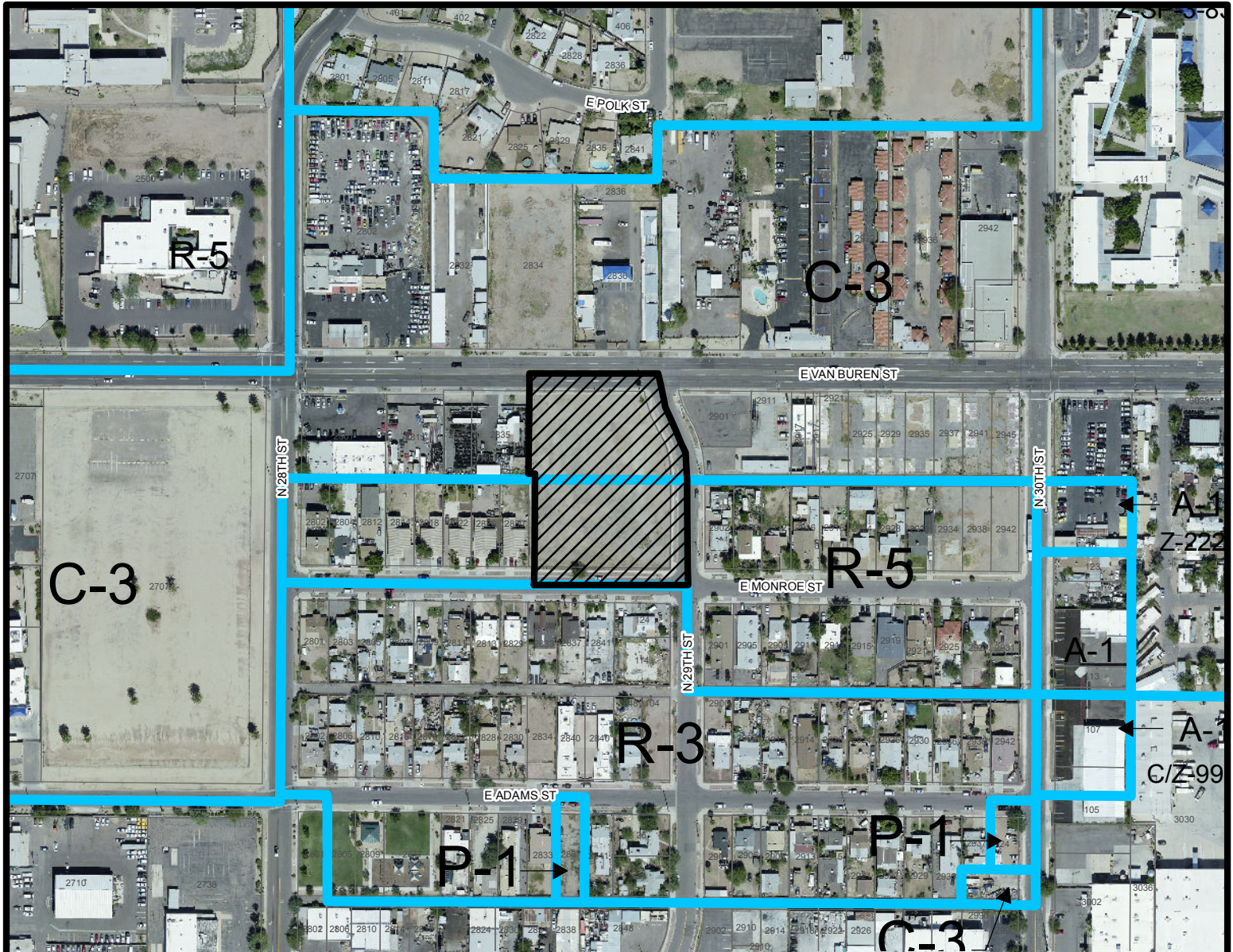
No Maximum

* UNITS P.R.D. OPTION

18, 59

N/A

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



APPLICANT'S NAME: Architectural Resources Team/Doug McCord		REQUESTED CHANGE:	
APPLICATION NO. Z-88-17	DATE: 1/3/2018 REVISION DATES:	FROM: C-3 (1.07 a.c.) R-5 (1.14 a.c.)	TO: WU Code T5:3 GWY (2.21 a.c.)
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 2.21 Acres	AERIAL PHOTO & QUARTER SEC. NO. QS 10-34	ZONING MAP F-10	
MULTIPLES PERMITTED C-3, R-5 WU Code T5:3 GWY	CONVENTIONAL OPTION 15, 49 No Maximum	* UNITS P.R.D. OPTION 18, 59 N/A	

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

Conceptual Design

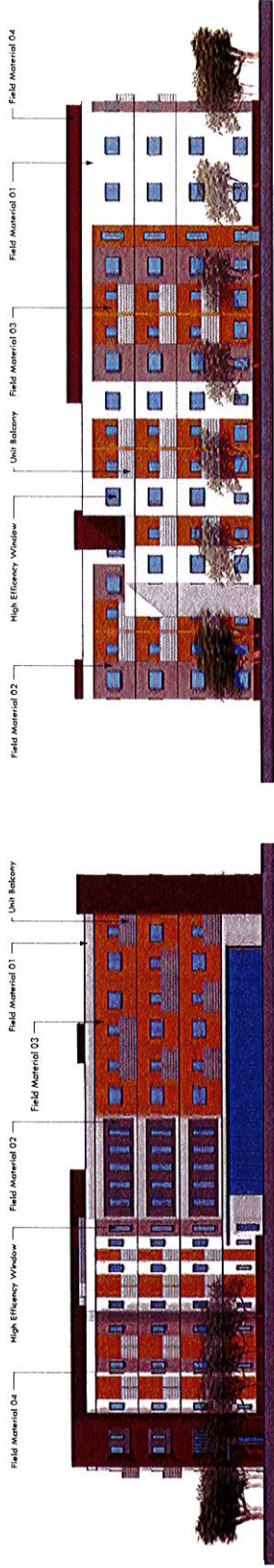
No.	Date	Description
17033	12.06.17	JC
17033	12.06.17	DW

17033	12.06.17	JC
17033	12.06.17	DW



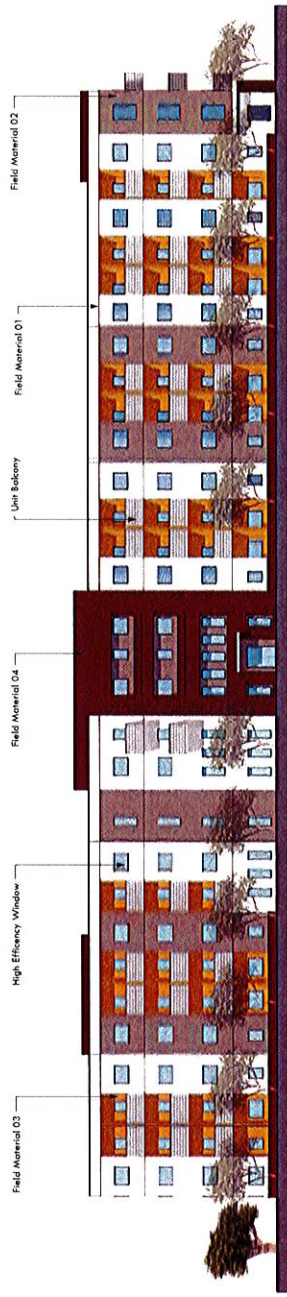
Building Elevations

A3.11

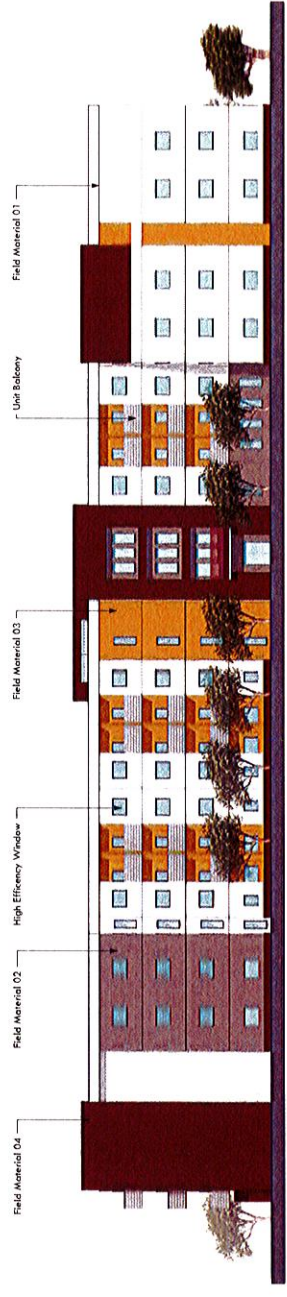


① North Elevation
N.T.S.

③ South Elevation
N.T.S.



② East Elevation
N.T.S.



④ West Elevation
N.T.S.