

Attachment B



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-82-17-7
December 29, 2017

South Mountain Village Planning Committee Meeting Date: January 9, 2018

Planning Commission Hearing Date: February 1, 2018

Request From: C-2 SPVTABDO (2.56 acres)

Request To: PUD (Planned Unit Development)
SPVTABDO (South Phoenix Village and Target Area B Design Overlay)
(2.56 acres)

Proposed Use: Planned Unit Development to allow Multi-family senior housing

Location: Southeast corner of Sunland Avenue and Central Avenue

Owner: Mazahr & Shahinda Siddiqui

Applicant: Bethel Development, Inc.

Representative: Ben Graff, Aday Graff, PC

Staff Recommendation: Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Designation		Commercial and Residential 15+ du/acre	
Street Map Classification	Sunland Avenue	Local	Varies – 0 feet – 40 feet south half
	Central Avenue	Arterial	46-feet east 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 provide a new housing option on a parcel which currently has an older commercial building (former residence), some pavement for parking, and most of which is vacant. The site is adjacent to Central Avenue and the planned South Central light rail corridor.			

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 adjacent to the planned South Central light rail corridor and within walking distance of two of the planned platforms. The Roeser Road and Southern Avenue platforms are planned approximately 1,000 feet north and south of the site, respectively. Bus stops exist north and south of the Sunland Avenue intersection on Central Avenue.

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.

A predominantly vacant parcel in an older part of the City will be developed in a manner compatible with viable existing conditions. The proposed residential land use will help provide a desired mix of housing types adjacent to a high capacity transit corridor.

TOD Strategic Policy Framework

Policy E.1. – Increase heights and intensities on applicable properties within a 1/4 mile radius of light rail stations within the parameters of the station's Place Type:

The property is within a 1/4 mile of two light rail stations and meets the parameters of the Neighborhood Center place type.

Policy E.2. – Increase heights and intensities only for proposals that meet or exceed the standards of the Walkable Urban (WU) zoning district.

The PUD proposes to meet, and in some cases exceed, all standards of the Walkable Urban (WU) Code.

Policy E.6. – Do not apply Place Types to single family zoned properties, historic or historic-eligible properties, or properties determined to be incompatible due to size, adjacent land uses, a VPC Specifying Action or when not in conformance with an adopted District Plan.

The subject property is not zoned for single family, and it is not historic or historic-eligible. The size of the proposal is compatible with adjacent land uses.

Applicable Plan and Overlays
South Phoenix Village and Target Area B Design Overlay (SPVTABDO) – see Background Item #3, below.
Transit Oriented Development Strategic Policy Framework – see Background Item #7, below.
Complete Streets Guiding Principles – see Background Item #9 below.
Tree and Shade Master Plan – see Background Item #10 below.
Bicycle Master Plan – see Background Item #12 below.

Surrounding Land Uses/Zoning		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Commercial, vacant	C-2 SPVTABDO
North	Commercial and multifamily residential	C-2 SPVTABDO, R-4 SPVTABDO
South	Commercial and multifamily residential	C-2 SPVTABDO, R-4 SPVTABDO
East	Multifamily residential	R-4 SPVTABDO
West (across Central Avenue)	Commercial	C-2 SPVTABDO

PUD per Walkable Urban Code T4:3 <i>*if variance required</i>		
<u>Standards</u>	<u>Requirements</u>	<u>Provisions on the Proposed site Plan</u>
Gross Acreage	N/A	2.56 gross
Total Number of Units	N/A	80
Density	No cap required	31.25 du/acre (total)
Building Height	40-foot maximum	Met – 40 feet
Parking – Affordable Housing	.50 per x 80 unit = 40 spaces required	Met - 40 provided
Bicycle Parking (1307.H.6.d.)	0.25 per x 80 = 20 spaces required (Minimum 4 visitor spaces)	Met – 4 visitor spaces 16 (or more) secured spaces

Streetscape Standards (Section 1312.D.1.)		
Arterial Streets – Light Rail Corridor (Central Avenue)	Sidewalk width – minimum 8 feet Landscape width – minimum 5 feet	Met – 8 foot sidewalk 5 foot landscape width
Minor Collector and Local Streets (Sunland Avenue)	Sidewalk width – minimum 5 feet Landscape width – minimum 5 feet	Met – 5 foot sidewalk 5 foot landscape width
Section 1303.2 TRANSECT T4		
<i>Main Building Setbacks</i>		
Primary Frontage	20-foot maximum	Met – <20 feet
Secondary Frontage	8-foot maximum	Met - < 8 feet
Side Lot Line (south)	0-foot minimum	Met – > 0 feet
Rear Lot Line (east)	0-foot minimum	Met – > 0 feet
<i>Parking Setbacks</i>		
Primary Frontage	30-foot minimum or behind building	Met – behind building
Secondary Frontage	8-foot minimum	Met – behind building
Side Lot Line (east and west)	0-foot minimum	Met – 5 feet
Rear Lot Line	0-foot minimum	Met – 0 feet
<i>Lot Requirements</i>		
Lot Coverage	70% maximum	Met – 38%
Primary Building Frontage	60% minimum	Met – >60%
Secondary Building Frontage	50% minimum	Met - >50%
<i>Frontage Types Allowed</i>		
Primary Frontage	Porch, patio, stoop, forecourt or alternative frontages	To be determined
Secondary Frontage	Porch, patio, stoop, forecourt or alternative frontages	To be determined
Entry Requirements	Building entries are optional along secondary frontages.	N/A

<i>Minimum Glazing Standards</i>		
Ground Floor (office)	25%	Unknown
Second Floor (<i>residential per T4</i>)	25%, 10% east and west	Unknown
Upper Floors (<i>residential per T4</i>)	N/A	N/A

Background/Issues/Analysis

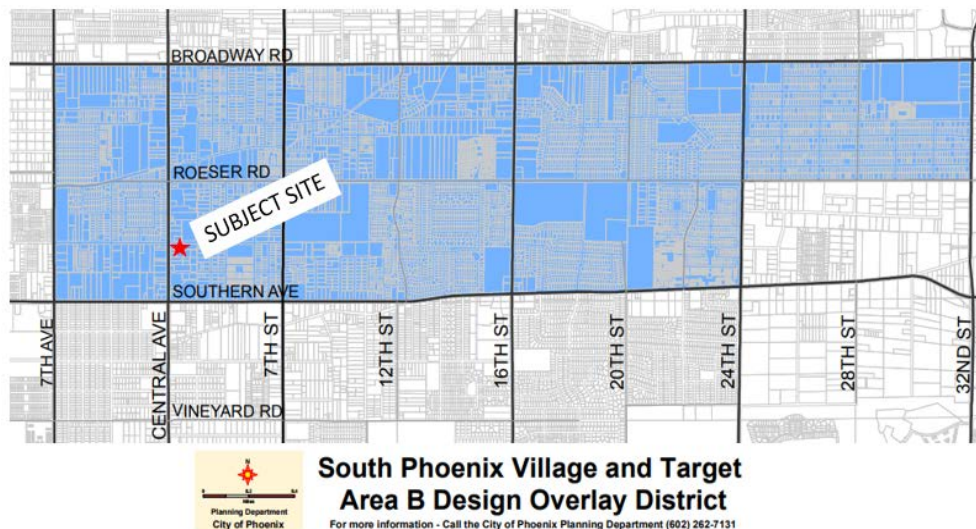
1. This request is to rezone a rectangular 2.56-acre site located at the southeast corner of Sunland Avenue and Central Avenue, from C-2 SPVTABDO (South Phoenix Village Target Area B Design Overlay) (2.56 acres) to PUD (Planned Unit Development SPVTABDO) (2.56 acres), to allow a PUD to allow multi-family senior housing. The subject site is currently occupied with a small commercial building (former residence). There is a small paved area for parking and the rest of the site is vacant. To the north are commercial and multifamily uses. To the east are several two-story multifamily buildings. Across Central Avenue to the west are commercial uses. Commercial development fronting Central Avenue exists to the south, along with a few mobile homes further east on that parcel, which are remnants of a trailer park.



Source: City of Phoenix, Planning & Development Department

2. The General Plan Land Use Map designation is Commercial and Residential 15+ du/acre. Although the proposal is not wholly consistent with the General Plan designation, an amendment is not required as the subject parcel is less than 10 acres.

3. The site falls within the South Phoenix Village and Target Area B Design Overlay. This overlay addresses the development of one and two residences per lot and provides development standards to further the protection of investments previously undertaken to revitalize the area. As the proposed development is for multifamily with 80 units, the provisions of the overlay are not applicable.



Source: City of Phoenix, Planning and Development Department

4. The site is located within the planned South Central light rail corridor. At the time of this application, the design of the light rail is in its early stages. It is anticipated that there will be a signalized crossing at the Sunland Avenue and Central Avenue intersection. The developer, in anticipation of the coming light rail construction, has ensured that the conceptual building design will accommodate the required right-of-way dedication for placement of traffic signal poles at the southeast corner of the intersection. This segment of the light rail is slated to open in 2023.
5. In 2018 planning will commence with the community to develop a Transit Oriented Development (TOD) District policy plan. Once adopted, the policy plan will be a community-led blueprint for fully achieving the transformative potential of light rail in a sustainable manner. Potential policies could 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. Where policy plans have been adopted in areas with existing light rail, one key recommendation of those plans is the implementation of a form-based zoning code.

6. The Walkable Urban (WU) Code (Chapter 13, City of Phoenix Zoning Ordinance) is a form-based code. At present, the WU Code applicability is limited to the TOD Districts established along the existing light rail. Anticipating the implementation of the South Central light rail corridor, the applicant for the subject site desires to develop a senior multifamily project consistent with the WU Code development standards. The development standards in the proposed PUD mirror those of the WU Code.
7. The Transit Oriented Development Strategic Policy Framework is part of the City's General Plan which identified planning typologies to describe urban environments, specifically along existing and planned light rail corridors. The identified environments for the Roeser Road and Central Avenue, and the Southern Avenue and Central Avenue light rail station areas is Neighborhood Center. Neighborhood Center is a place type characterized primarily by residential and neighborhood serving retail. This environment type may have some limited employment. Building heights may range from two to five stories with the ability to achieve five stories by meeting some incentives. The types of residential typical to a Neighborhood Center include: apartments, town/row homes; live/work; duplexes or triplexes; single units. The PUD proposal for three stories of senior multifamily housing is consistent with the Neighborhood Center place type.
8. The applicant is applying to the Low-income Housing Tax Credit (LIHTC) program through the Arizona Department of Housing which requires properties to remain affordable for at least 30 years. Proposed development of affordable senior housing units at this location will help address an unmet need for attainable housing for seniors in the community. Additionally, development of affordable housing supports the TOD Strategic Policy Framework policies.
9. The conceptual site plan proposal shows one building with surface parking behind it to the south. A vehicular entry to the site is proposed at the east end of the property, aligned with 2nd Street to the north, and a second vehicular entry is proposed from Central Avenue. Sidewalks are detached from the curb, allowing trees to be planted between the curb and the sidewalk and 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. The detached sidewalks are addressed in the PUD section G. Development Standards.
10. The Tree and Shade Master Plan has a goal of treating the urban forest as infrastructure to ensure that trees are an integral part of the city's planning and development process. Toward that end, development of this site will contribute to the urban forest infrastructure through the provision of trees along the rights-of-way. Further, the sidewalks will be detached from the curbs, allowing trees to

be planted to shade and separate pedestrians from vehicles on the street. These provisions are addressed in the PUD section G. Development Standards.

11. The submitted conceptual site plan reflects a limited number of parking spaces. The applicant intends to develop the site with affordable housing for seniors and will provide parking at a ratio of .50 spaces per unit. A total of 40 vehicular parking spaces will be provided. National research indicates that as parking supply goes up, much of it sits empty; apartment buildings near frequent transit need less parking; and the opportunity costs associated with the excess parking add up. Providing the right amount of parking rather than an excess allows for more space to be devoted to people than to cars and offers the possibility of lower rents. The reduced parking ratio is addressed in the PUD section G. Development Standards.

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. Twenty bicycle parking spaces are required however the applicant proposes to provide 32 spaces. 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 publicly-accessible entrances to the property. The property is near two planned light rail transit stations and major bus routes.



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

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 review process to determine locations for both types of bicycle parking as well as for 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 Walkable Urban Code. These provisions are addressed in the PUD section G. Development Standards.

AVIATION

12. The developer 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 (PHX) to future owners or tenants of the property. This is addressed in stipulation #2.

FIRE

13. Fire prevention does not anticipate any problems with this case. The site or/and building(s) shall comply with the Phoenix Fire Code. The water supply (gpm and

psi) is unknown at this site. Additional water supply may be required to meet the required fire flow per the Phoenix Fire Code. A fire flow test per NFPA 291 should be done as soon as possible and submitted with the additional information to ensure that fire flow is available. See Phoenix Fire Code Section 508 and Appendix B.

STREETS

14. The Street Transportation Department has provided the following comments:

- a. Development of the parcel will require that all improvements are required to comply with all Americans with Disabilities Act (ADA) standards. This is addressed in stipulation #3.
- b. A 33' x 33' visibility triangle at the public intersection at Central Avenue & Sunland Avenue and a 10' X 20' visibility triangle at each driveway are required per City of Phoenix Zoning Ordinance. This is addressed in stipulation #4.
- c. A 25 foot by 25 foot right-of-way triangle shall be dedicated at the southeast corner of Central Avenue and Sunland Avenue. This is addressed in stipulation #5.
- d. Dedication of right-of-way totaling 55 feet is necessary for the east half of Central Avenue. This is addressed in stipulation #6.
- e. Dedication of right-of-way totaling 25 feet is necessary for the south half of Sunland Avenue. This is addressed in stipulation #7.
- f. The developer will need to provide a minimum of 24 feet of paving for Sunland Avenue. Improvements will include paving, curb, gutter, sidewalk, street lights and other necessary incidentals as required. This is addressed in stipulation #8.
- g. Contact the Street Transportation Department at 602-256-3409, to determine the Sunland Avenue geometric alignment of the road connections. This is addressed in stipulation #9.

- h. Per the requirements of a PUD, a traffic impact statement is required. The traffic impact statement will need to be submitted to the Street Transportation Department and the Planning and Development Department concurrent with the Development Preapplication Submittal. The traffic impact statement will need to be reviewed and approved prior to Development Preliminary Site Plan Review. The applicant is responsible for any dedications and required improvements as recommended by the approved Traffic Impact Statement, as approved by the Planning and Development, and Street Transportation Departments. This is addressed in stipulation #10.

WATER

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. The developer is advised 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 infrastructures.

ARCHAEOLOGY

16. The site is located in an area identified as being archaeologically sensitive. If no previous archaeological projects have been conducted within this project area, it is recommended that archaeological Phase I data testing of this area be conducted. Phase II archaeological data recovery excavations may be necessary based upon the results of the testing. A qualified archaeologist must make this determination in consultation with the City of Phoenix Archaeologist. In the event archaeological materials are encountered during construction, all ground disturbing activities must cease within a 33-foot radius of the discovery and the City of Phoenix Archaeology Office must be notified immediately and allowed time to properly assess the materials. This is addressed in stipulations #11, #12 and #13.

OTHER

17. 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 not wholly consistent with the General Plan map designations, however a General Plan amendment is not required.

2. The proposal is consistent with the Neighborhood Center place type identified in the TOD Strategic Framework Policy.
3. This infill proposal provides a new housing option to contribute to the mix of housing types in the area.

Stipulations

1. An updated Development Narrative for the Sunland Senior Living PUD reflecting the changes approved through this request shall be submitted to the Planning and Development Department within 30 days of City Council approval of this request. The updated Development Narrative shall be consistent with the Development Narrative date stamped December 29, 2017, as modified by the following stipulations:
 - a. Page 7: Add new Section C.4 as follows: “Archaeology: The site is identified as being in an archaeologically sensitive area. Data testing of the area may be necessary if no previous archaeological projects have been conducted in this area.”
2. 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.
3. The developer shall update all existing off-site street improvements (sidewalks, curb ramps and driveways) to current ADA guidelines, as approved by the Planning and Development Department.
4. The developer shall show a 33' x 33' visibility triangle at the public intersection at Central Avenue & Sunland Avenue and a 10' X 20' visibility triangle at each driveway per City of Phoenix Zoning Ordinance.
5. A 25 foot by 25 foot right-of-way triangle shall be dedicated at the southeast corner of Central Avenue and Sunland Avenue.
6. Right-of-way totaling 55 feet shall be dedicated for the east half of Central Avenue.
7. Right-of-way totaling 25 feet shall be dedicated for the south half of Sunland Avenue.

8. The developer provide paving for Sunland Avenue. Improvements shall include paving, curb, gutter, sidewalk, street lights and other necessary incidentals as required, as approved by the Street Transportation and Planning and Development Departments.
9. Prior to submittal of the site plan for a Development Preapplication review, the developer shall contact the Street Transportation Department at 602-256-3409, to determine the Sunland Avenue geometric alignment of the road connections.
10. The developer shall submit a traffic impact statement to the Street Transportation Department and the Planning and Development Department concurrent with the Development Preapplication Submittal. Review and approval of the traffic impact statement is required prior to Development Preliminary Site Plan Review. The developer shall be responsible for any dedications and required improvements as recommended by the approved Traffic Impact Statement, as approved by the Planning and Development and Street Transportation Departments.
11. 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.
12. 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.
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.

Writer

Katherine Coles

December 29, 2017

Team Leader

Joshua Bednarek

Staff Report: Z-82-17-7 – Sunland Senior Living PUD

December 29, 2017

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Attachments

Sketch Map

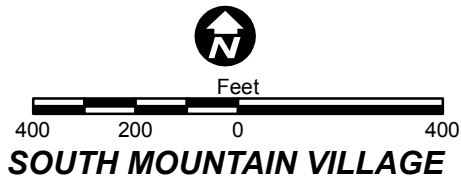
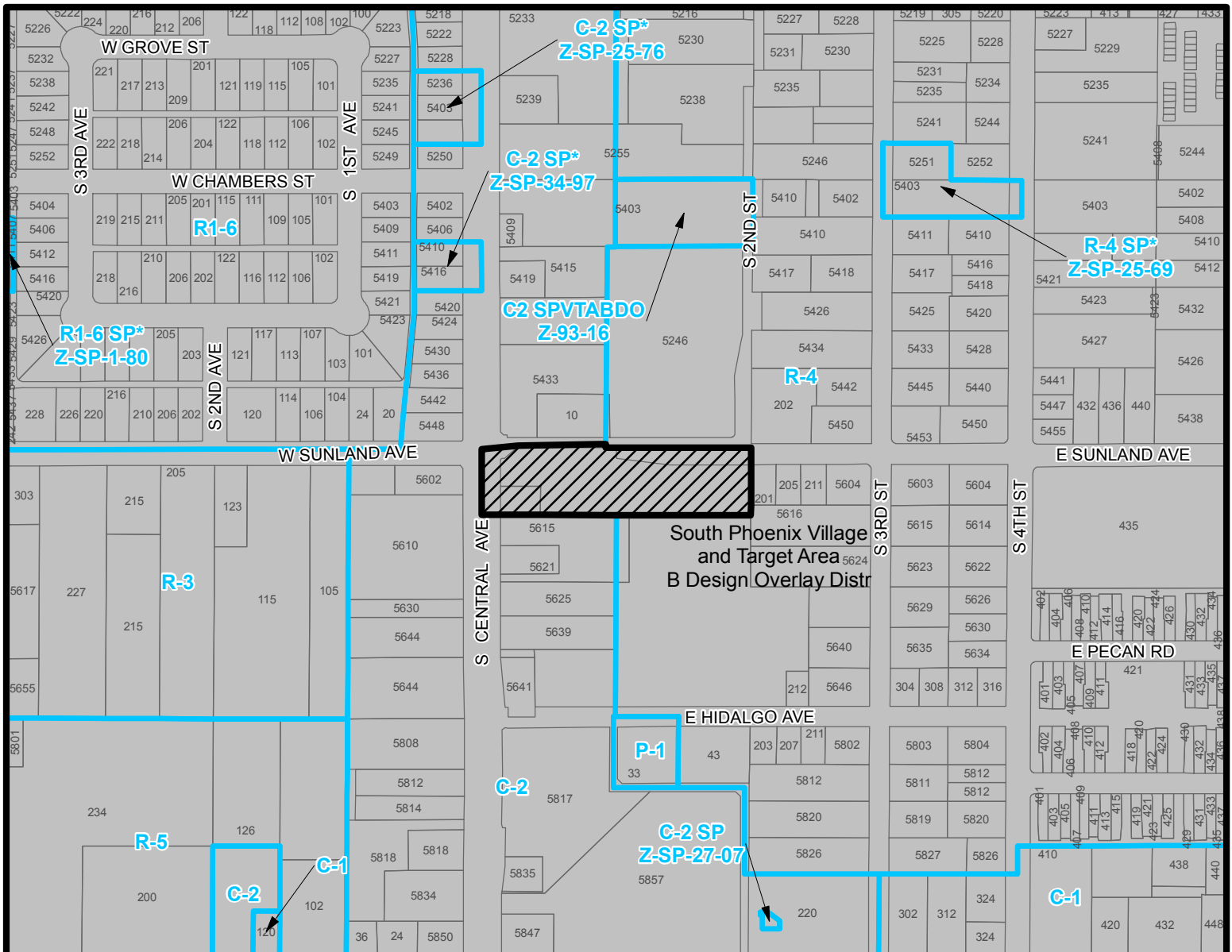
Aerial

Site Plan date stamped December 18, 2017

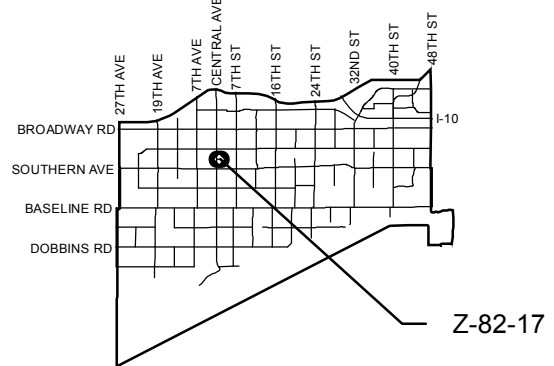
Elevations date stamped December 18, 2017 (2 pages)

Sunland Senior Living PUD Development Narrative date stamped December 29, 2017

<https://www.phoenix.gov/pddsite/Documents/PZ/Z-82-17n.pdf>



CITY COUNCIL DISTRICT: 7



APPLICANT'S NAME: **Bethel Development, Inc.**

APPLICATION NO. **Z-82-17**

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

2.56 Acres

DATE: **12/19/2017**
REVISION DATES:

AERIAL PHOTO &
QUARTER SEC. NO.

QS 3-28

ZONING MAP

D-8

REQUESTED CHANGE:

FROM:

C-2 SPVTABDO (2.56 a.c.)

TO:

PUD SPVTABDO (2.56 a.c.)

MULTIPLES PERMITTED

C-2 SPVTABDO

PUD SPVTABDO

CONVENTIONAL OPTION

37

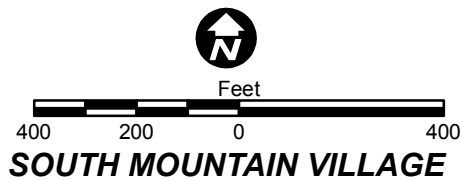
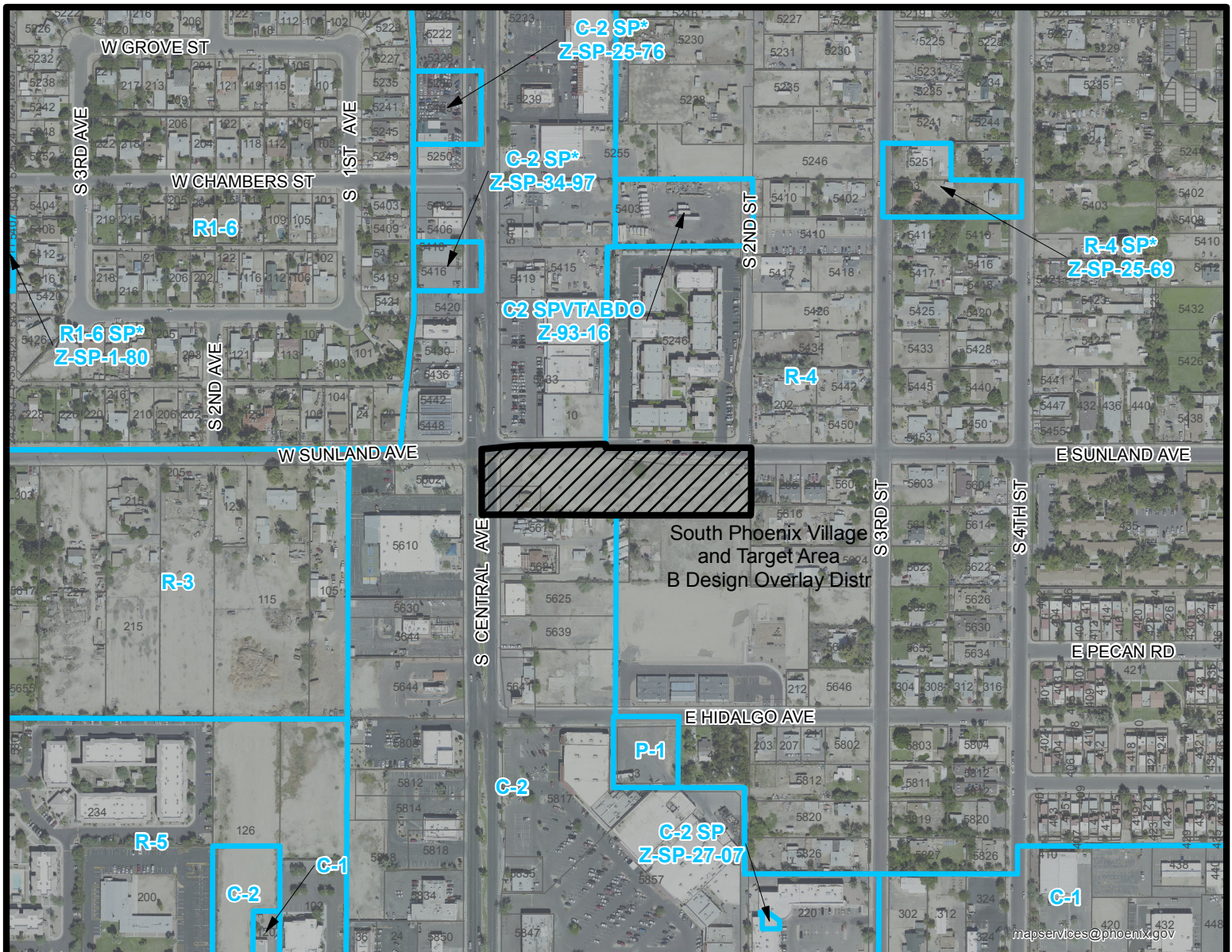
No maximum

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

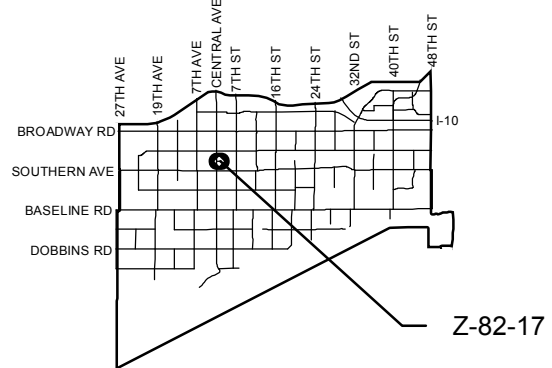
44

N/A

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



CITY COUNCIL DISTRICT: 7



APPLICANT'S NAME: Bethel Development, Inc.

APPLICATION NO. Z-82-17

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

2.56 Acres

DATE: 12/19/2017
REVISION DATES:

AERIAL PHOTO & QUARTER SEC. NO.

QS 3-28

ZONING MAP

D-8

REQUESTED CHANGE:

FROM:

C-2 SPVTABDO (2.56 a.c.)

TO:

PUD SPVTABDO (2.56 a.c.)

MULTIPLES PERMITTED

C-2 SPVTABDO

PUD SPVTABDO

CONVENTIONAL OPTION

37

No maximum

* UNITS P.R.D. OPTION

44

N/A

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



COMMON AREA NORTH ELEVATION
SCALE: 1/10"=1'-0"



WING 1 WEST ELEVATION
SCALE: 1/10"=1'-0"



WING 1 SOUTH ELEVATION
SCALE: 1/10"=1'-0"



WING 1 NORTH ELEVATION
SCALE: 1/10"=1'-0"

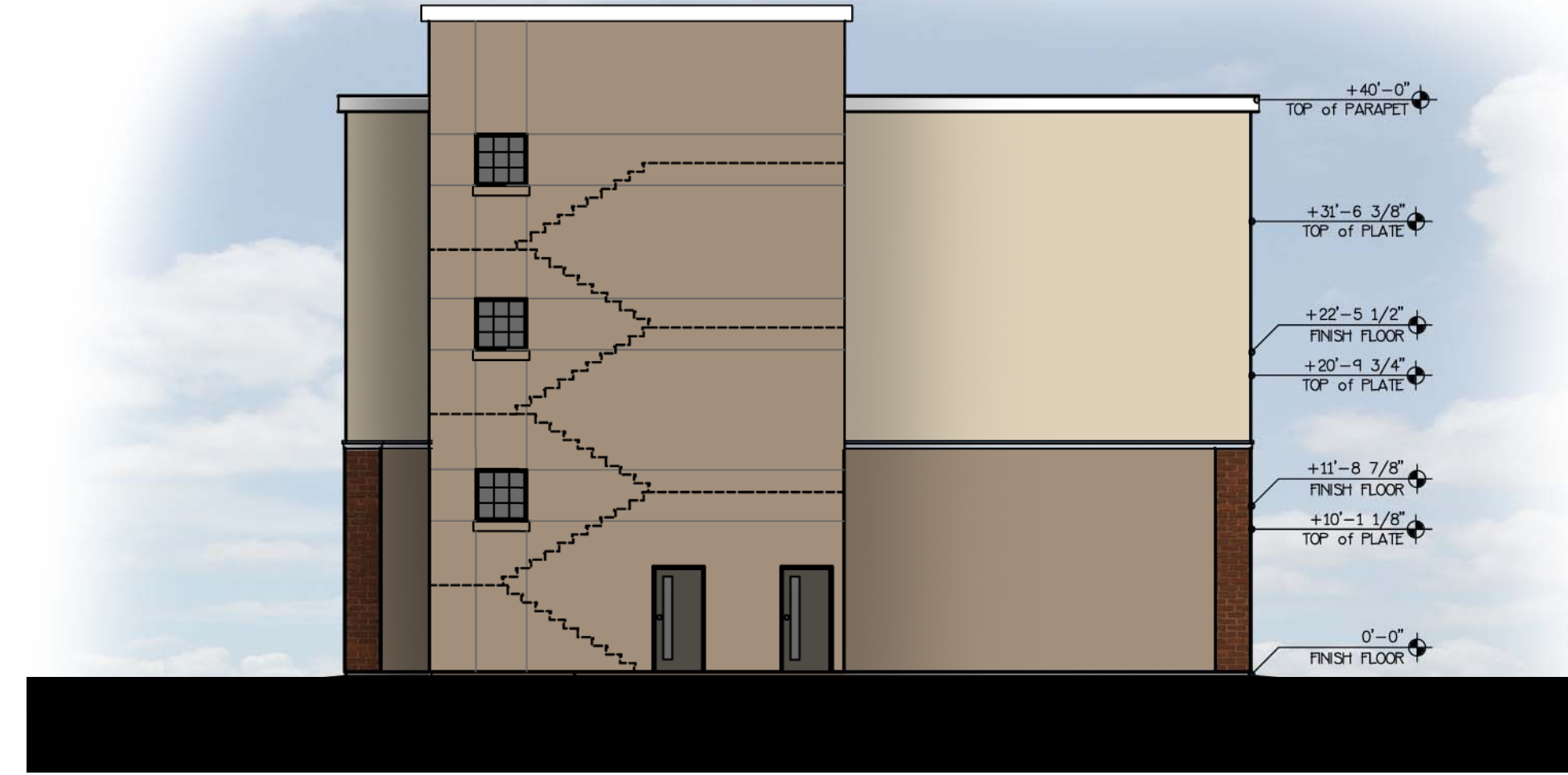
SEE COMMON AREA
SOUTH ELEVATION

CITY OF PHOENIX
DEC 18 2017
Planning & Development
Department

Revisions:	
Issue Date:	
12-14-2017	
ATHENA NUMBER	
1626.1	
DRAWN BY	
FS/MR	
REVIEWED BY	
FS	
START DATE	
SEP 5, 2017	
DATE PLOTTED	
12/15/17	
CADD FILE NAME	
1714.1-ELV	
EL.1	
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COMMON AREA SOUTH ELEVATION
SCALE: 1/10"=1'-0"



WING 2 EAST ELEVATION
SCALE: 1/10"=1'-0"



WING 2 SOUTH ELEVATION
SCALE: 1/10"=1'-0"



WING 2 NORTH ELEVATION
SCALE: 1/10"=1'-0"

CITY OF PHOENIX
DEC 18 2017
Planning & Development
Department

Sunland Senior Apts
SEC/N. Central Ave and E. Sunland Ave
Bethel Development, Inc.

Revisions:	
Issue Date:	
12-14-2017	
ATHENA NUMBER	
1626.1	
DRAWN BY	
PS/HR	
REVIEWED BY	
PS	
START DATE	
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DATE PLOTTED	
12/15/17	
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1714.1-ELV	
EL.2	
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