



Village Planning Committee Meeting Summary

Z-56-20-4

Date of VPC Meeting	January 26, 2021
Request From	R-3 and R-5
Request To	WU Code T5:5 UT
Proposed Use	Multifamily Residential
Location	Southeast corner of 3rd Avenue and Coolidge Street
VPC Recommendation	Approve per staff recommendation
VPC Vote	15-1-0 , motion passes with Farina, Ammon, Ender, Fitzgerald, Adams, Keyser, Kreitor, LeBlanc, Sanchez, Jones, Solorio, McCabe, Bryck, Vice Chair Williams, and Chair Shore in favor; Smith in dissent; and none in abstention.

VPC DISCUSSION & RECOMMENDED STIPULATIONS:

One speaker card was received on this item from an individual wishing to speak in opposition to the request.

During this item, Becker was unavailable by audio or video and did not vote on the item. For the purpose of the vote, he is considered absent reducing the quorum to 16 members (10 being needed for a quorum).

STAFF PRESENTATION

Klimek, staff, provided an overview of the site, the request, the proposal, and the recommendation. Located at the southeast corner of 3rd Avenue and Coolidge Street, the site is currently occupied by an office complex, and the request is to rezone the property from R-3 and R-5 to the Walkable Urban Code Transect 5:5 Uptown to allow for multifamily redevelopment. The site is within 0.25 miles of light rail, multiple schools, and immediately adjacent to both the Phoenix Sonoran Bikeway (3rd Avenue) and the Grand Canal which position the property at the junction of two major bicycle routes.

The request is consistent with the General Plan Land Use Map designation of Residential 15+ dwelling units per acre and with the Transit Oriented

Development Strategic Policy Framework which is identified as supporting intensity of 2 to 5 stories and up to 7 when certain bonus criteria are met. Further, the proposal will advance the Canalscape Catalyst Project identified in the Uptown Transit Oriented Development Policy Plan.

The proposal for a 4 story multifamily complex with 218 units includes shaded and detached sidewalks along 3rd Avenue and Coolidge Street and “frontage types” to activate the streetscape environment. The elevations and conceptual site plan depict measures to engage and activate the Grand Canal including frontage types oriented to the canal, plazas and amenities between the building and the canal, and low walls designed to embrace the waterfront.

Staff is recommending approval, subject to 13 stipulations, on the basis of the request being consistent and aligned with the recommendations of the Phoenix General Plan, the TOD Strategic Policy Framework, the Uptown TOD Policy Plan, and the Housing Phoenix Plan.

Stipulation Nos. 1 – 5 seek to promote a strong interface with the Grand Canal. Stipulations Nos. 6 – 8 seek to promote a safe and comfortable environment for pedestrians and bicyclists. Stipulation Nos. 9 – 13 include standard language pertaining to street improvements, removing the site from the special flood hazard area, aviation disclosures, and archaeology.

APPLICANT PRESENTATION

Jason Morris, of Withey Morris, introduced himself, his client, the project, and the change happening in this area. Trinsic Residential has done many projects throughout the region and their investment model is to hold their properties long term due, in large part to their ownership structure which includes the Texas Teachers’ Retirement Fund.

The property is currently an office complex but its tenant, the Donor Network of Arizona, has relocated to Tempe. There is a concentration of multifamily development here because of the urban core, because of the transit overlay, and because of the transportation patterns in the area. The developer views this location as an excellent opportunity for multi-modal transportation with the adjacency to the Grand Canal, the Phoenix Sonoran Bikeway, and the light rail along Central Avenue. Unlike the nearby multifamily residential projects, these projects did not embrace the canal nor their street frontages. The subject site currently is entitled for 4 story multifamily development, the developer is seeking to transition this entitlement to the Walkable Urban Code to yield a better and more context-appropriate project.

Multiple city adopted policies call for this level of intensity at this location including the General Plan, the Transit Oriented Strategic Policy Framework, and the Uptown Transit Oriented Development Policy Plan. The location is ideal to

leverage the city's investment in the light rail and in the Canalscape improvements and the project is designed to embrace these policies and investments.

The Walkable Urban Code is a newer zoning category that is much more restrictive or directive in terms of the types of things that should be done in the project while also being more flexible in other ways. He then provided an overview of the site plan and renderings focusing on the street environment, the canal interface designed to create more eyes and interaction onto this waterfront, and the building architecture which includes offsets, recesses, and a variety of materials to break up the mass of the building. The project is designed with units wrapped around the parking structure which will not be visible from the perimeter.

Through the neighborhood outreach efforts which included an additional meeting with the Pierson Place Historic Neighborhood, stakeholders raised a series of concerns and the plan responds to these as follows:

- On Street Parking. Parking is provided in excess to the amount required by code. To reduce the likelihood of street parking, the project was designed to make street parking less convenient than garage parking for future tenants. As a buy-hold builder, tenant retention is important to the ownership group they are therefore conscious that parking must be sufficient. Further, the applicant has agreed to work with the city to prohibit on street parking along the 3rd Avenue and Coolidge Street frontages.
- Traffic. The development is served by a single-point of vehicular access located at the far northeast corner of the site to reduce westbound traffic through the neighborhood and to reduce vehicle conflicts with the bikeway.
- Height. The site is currently permitted to build 48 feet and four stories and the request for 56 feet and four stories is intended to allow for higher ceiling heights. The increase in height from 48 to 56 feet will be imperceptible from ground level and produce a significantly better project.
- Publicly Accessible Open Space. The plan includes a public amenity area in the southwest corner of the site with a bicycle fix-it station, bike racks, seating, and shade. The plan also includes publicly accessible lawn areas and seating along the canal frontage with lush landscaping and a pedestrian connection into the project.
- Trash Collection. Waste collection will be provided by a private contractor with all dumpsters located within the parking structure which will reduce noise.

He concluded by reiterating that the site is permitted for high density multifamily currently, how the project embraces alternative transportation as an amenity in a manner consistent with city policy and investments, and will create an enhanced canalscape including an active interface with publicly accessible open space and amenities.

QUESTIONS FROM THE COMMITTEE

Solorio: Does the project include affordable units?

- **Morris:** No, while there is a need in the region, there is currently no affordable housing program which would provide an even approach. If such a program were in place, the applicant would participate.

Adams: What are the price-points for units, the size of units, and the projected impact on nearby property values?

- **Morris:** The units will rent from \$1,300 – \$2,000. The project includes a mix of unit sizes. Trinsic has studied the issue of property values in the vicinity of their projects and has found that their projects produce an increase in values beyond the increase projected by the market baseline. He added that this trend is not universal for all multifamily projects but because Trinsic is in it for the long-haul, their projects are well-designed, well-managed, and well-maintained long term.
- **Adams:** Expressed concern over how the landscaping and architectural design elements will likely be unsuccessful in breaking up the mass of the building in reality.

Smith: Is this a 4 or 5 story building, is there an opportunity to reduce the height of the building, and are they concerned about security with the site being so open to the canal? She added concern that parking does not seem sufficient and noted that it will likely spill over into the neighborhood.

- **Morris:** There will be a limited number of premium units that have an interior staircase to a mezzanine level; that the applicant recognizes that parking is an important consideration for long-term tenant retention and has therefore studied the topic extensively; and that, while the project does place more eyes on the canal, security measures include a perimeter fence, access controlled gates, and all perimeter doors to the building being locked.

The site is zoned for high-intensity multifamily, identified for high-intensity residential in the General Plan, located nearly adjacent to the light rail, and along two major alternative-transportation routes and the proposal embraces these concepts utilizing the Walkable Urban Code which is recommended for these types of circumstances. Change can be challenging especially when it comes from “left field” but all publicly accessible policy points to this being an area to accommodate growth. He concluded this point by sharing that there are no single-family, owner occupied homes north of Coolidge, and that the applicant has worked extensively with owners west of the subject site to resolve concerns.

The development will include security measures such as a perimeter fence, access-controlled gates, and all perimeter doors to the building being locked.

Ammon: What improvements are proposed at the 3rd Avenue bridge over the canal, do the ground floor units have direct street access, is open space being provided beyond code requirements, and does the project include photovoltaic energy productions?

- **Morris:** There will be an open masonry portal that will further enhance and complement the canalscape improvements. The ground floor units along 3rd Avenue and Coolidge Street have stoop and doorwell frontages and the lobby will be a storefront. The project will have 12 percent open space compared to the 5 percent required by code. To reduce the potential for overflow parking and interference with the bikeway, they will work with the city to prohibit on street parking.
- **Gosselink:** Todd Gosselink introduced himself as the developer and explained that they are proud to include a photovoltaic array on the building. One of their earlier projects, Aura Watermark, on the north shore of Tempe Town Lake included a \$150,000 solar array and was the first market-rate, multifamily project, in Arizona to include solar energy. They currently have a project at Central Avenue and Indianola Avenue with a \$750,000 solar array. Trinsic recognizes the value of solar as long term investors and this project will have a \$750,000 – \$1,000,000 solar array on the rooftop in addition to other efficiency enhancements.

PUBLIC COMMENTS

Frank Paoletti introduced himself and state that he lives on Coolidge Street west of the subject site and has lived there for 22 years and knew some of the original owners. He expressed concerns related to parking, safety, and traffic noting that Coolidge does not have sidewalks west of 3rd Avenue. He asked whether the streets, sewers, and other infrastructure can accommodate another 218 units and 436 cars daily.

APPLICANT RESPONSE

Morris responded that traffic and on street parking had been early concerns from the neighborhood and the plan had been revised to address these issues. He added that code could have required less parking but, given its importance to retaining tenants, the plan includes structured parking in excess of that required by code. Regarding traffic, the site is zoned for high-intensity development and is developed as an office complex, and therefore, the proposed multifamily complex will replace traffic and infrastructure impacts already present on the site.

FLOOR/PUBLIC COMMENT CLOSED: DISCUSSION, MOTION AND VOTE

Motion

Bryck moved to approve the request per staff recommendation. **McCabe** seconded the motion.

VOTE: 15-1-0, motion passes with Farina, Ammon, Ender, Fitzgerald, Adams, Keyser, Kreitor, LeBlanc, Sanchez, Jones, Solorio, McCabe, Bryck, Vice Chair Williams, and Chair Shore in favor; Smith in dissent; and none in abstention.

VPC RECOMMENDED STIPULATIONS

1. The south facing mass of the building(s) oriented to the Grand Canal shall incorporate Walkable Urban Code Frontage Types described in Section 1305 for a minimum 40 percent of the building face(s), as approved by the Planning and Development Department. For the purpose applying the above provisions, the above shall be treated as a Secondary Frontage with regard to glazing.
2. The south facing mass of the building(s) oriented to the Grand Canal shall contain architectural embellishments, design detailing, and / or space programming to activate and provide visual access onto the canal, as approved by the Planning and Development Department. Examples of appropriate enhancements may include textural changes, offsets, recesses, variation in window size and location, overhang canopies, balconies with a depth greater of than 3 feet, and amenities such as gathering spaces.
3. Between the southern mass of the building and the south property line (the Grand Canal right-of-way), the developer shall plant minimum 3-inch caliper, large canopy shade trees, at a minimum frequency of 25 feet on center or in equivalent groupings, as approved or modified by the Planning and Development Department.
4. The provisions of Section 1310.A.2 of the Phoenix Zoning Ordinance shall apply to require shaded open space of which a minimum 50 percent shall be situated adjacent to the south property line (the Grand Canal right-of-way), as approved or modified by the Planning and Development Department.
5. No solid perimeter wall greater than 36 inches in height shall be oriented to and located within 30 feet of the south property line (the Grand Canal right-of-way), as approved by the Planning and Development Department.
6. The developer shall provide traffic calming to slow vehicle traffic exiting the property with specific regard to pedestrian safety on the public sidewalk, as approved by the Planning and Development Department.
7. The developer shall provide a minimum of two direct and accessible pedestrian connections from the amenity areas located south of the building mass to the shared use path along the Grand Canal Trail, as approved by the Planning and Development Department.
8. The developer shall provide and maintain the following bicycle infrastructure as

described below and as approved by the Planning and Development Department.

- a. A bicycle repair station (fix-it station) along the southern edge of the site, visible, and accessible from the public sidewalk and / or the Grand Canal Trail. The station shall include but not limited to: standard repair tools affixed to the station; a tire gauge and pump; and a bicycle repair stand which allows pedals and wheels to spin freely while adjusting the bike.
 - b. All required bicycle parking for multifamily use, per Section 1307.H.6.d of the Phoenix Zoning Ordinance, shall be secured parking.
 - c. Guest bicycle parking for multifamily residential use shall be provided at a minimum of 0.05 spaces per unit with a maximum of 50 spaces near entrances of buildings and installed per the requirements of Section 1306.H. of the Phoenix Zoning Ordinance.
9. 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.
10. This parcel is in a Special Flood Hazard Area (SFHA) called Zone A, on panel 1740 L of the Flood Insurance Rate Maps (FIRM) dated October 16, 2013. The following requirements shall apply, as approved by the Planning and Development Department:
 - a. The Architect/Engineer is required to show the floodplain boundary limits on the Grading and Drainage plan and ensure that impacts to the proposed facilities have been considered, following the National Flood Insurance Program (NFIP) Regulations (44 CFR Paragraph 60.3); this includes, but not limited to provisions in the latest versions of the Floodplain Ordinance of the Phoenix City Code.
 - b. A copy of the Grading and Drainage Plan shall be submitted to the Floodplain Management section of Public Works Department for review and approval of Floodplain requirements.
 - c. The developer shall provide a FEMA approved CLOMR-F or CLOMR prior to issuance of a Grading and Drainage permit.
11. The property owner shall record documents that disclose the existence, and operational characteristics of Phoenix Sky Harbor Airport to future owners or tenants of the property. The form and content of such documents shall be

according to the templates and instructions provided which have been reviewed and approved by the City Attorney.

12. The developer shall grant and record an avigation 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.
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.