

Attachment B



City of Phoenix PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-18-19-4

June 19, 2019

Encanto [Village Planning Committee](#) Hearing Date July 1, 2019
[Planning Commission](#) Hearing Date August 1, 2019

Request From: [C-3 TOD-1](#) (10.39 acres)

Request To: WU Code [T5:5 UT](#) (Walkable Urban Code, Transect 5:5 District, Transit Uptown Character Area) (10.39 acres)

Proposed Use: Multifamily Residential

Location: Northwest corner of Central Avenue and Indian School Road

Owner: Bayless Investment and Trading Co

Applicant/Representative: Stephen C Earl - Earl, Curley & Lagarde, PC

Staff Recommendation: Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Map Designation		Commercial	
Street Map Classification	Central Avenue	Arterial/ Light Rail	50-foot west half
	Indian School Road	Major Arterial	50 to 60-foot north half
	3rd Avenue	Local	30-foot 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 new housing options in the village. The site is adjacent to two arterial streets, along light rail transit and is surrounded by multifamily or commercial zoning is to the north, south, east and west.			

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 Uptown Transit Oriented Development (TOD) District on Central Avenue and adjacent to a light rail transit station. The Uptown TOD Policy Plan identified the site to be suitable for redevelopment and the TOD Strategic Policy Framework assigns a Major Urban Center place type designation for the Central Avenue and Indian School Road station area. The proposal is consistent with the redevelopment vision identified in the Uptown TOD Policy Plan and the Major Urban Center designation identified in the TOD Strategic Policy Framework Plan.

BUILD THE SUSTAINABLE CITY; TREE AND SHADE; DESIGN PRINCIPLE: *Integrate trees and shade into the design of new development and redevelopment projects throughout Phoenix.*

This proposal will contribute to the tree and shade design principal as the proposed WU Code district promotes shaded pedestrian environments and requires that 75 percent of pedestrian pathways and sidewalks be shaded. In addition, and as stipulated, the development will integrate shade into the public open space areas and provide shaded walkways throughout the parking lot area to the building entrances.

Applicable Plans, Overlays and Initiatives

[Transit Oriented Development Strategic Policy Framework](#) – see item No. 5 below.

[Uptown Transit Oriented Development Policy Plan](#) – see item Nos. 6 and 7 below.

[Central Avenue Beautification Plan](#) – see item No. 9 below

[Tree and Shade Master Plan](#) – see item No. 10 below.

[Complete Streets Guiding Principles](#) – see item No. 11 below.

[Comprehensive Bicycle Master Plan](#) – see item No. 12 below.

[Reimagine Phoenix](#) – see item No. 21 below.

Surrounding Land Uses/Zoning		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Vacant land and off-premise sign (billboard)	C-3 TOD-1
North	Multifamily residential	R-4A TOD-1
South	Vacant lot, surface parking lot and multifamily residential	C-3 TOD-1 and C-2 SP TOD-1
West	Pawn shop and multifamily residential	C-2 and R-4
East	Vacant lot	R-5 TOD-1 PISSP (Approved C-2 H-R TOD-1 PISSP), Pending WU Code T6:HWR UT

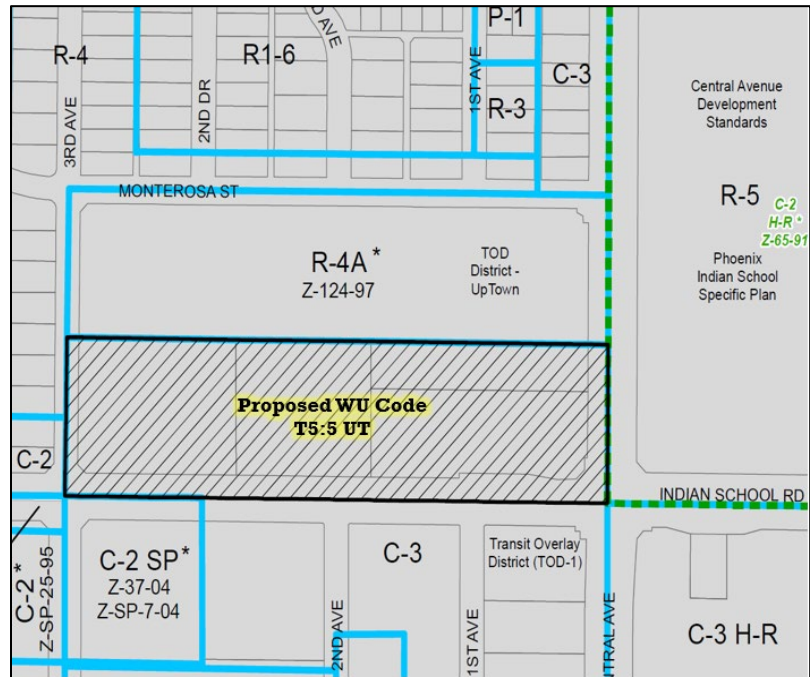
Walkable Urban Code T5:5			<i>*if variance required</i>
<u>Standards</u>	<u>Requirements</u>	<u>Provisions on the Proposed site Plan</u>	
Gross Acreage	N/A	10.39	
Total Number of Units	N/A	402	
Density	No Maximum	38.69 dwellings per acre	
Building Height	56-foot maximum	49 feet (Met)	
Parking Structure	Cannot exceed building height	Surface parking	
Parking (25% reduction permitted for properties within 1,320 feet of light rail station)	799 required (25% reduction permitted w/in 1/3 mile of light rail)	628 provided (Met - approximately 21% reduction)	
Bicycle Parking (1307.H.6.d.)	50 spaces maximum	See background item No. 13 (50 secured spaces and 4 guest parking spaces)	
Public Open Space (Section 1310)	5% minimum of gross area over one acre	6% (Met)	
Central Avenue Streetscape	Per adopted plans	Per adopted plans (see background item No. 9)	
Streetscape Standards Indian School Road and 3rd Avenue (Section 1312.C.1.c)	<u>Indian School Road:</u> Sidewalk width – 6 feet minimum / Landscape width – 5 feet minimum <u>3rd Avenue:</u> Sidewalk width - 5 feet minimum Landscape Width –5 feet minimum	<u>Indian School Road:</u> Minimum 8-foot wide landscape strip (Met) <u>3rd Avenue:</u> 5-foot sidewalk and landscape (Met) (See background item No.11)	

Section 1303.2 TRANSECT T5		
Main Building Setbacks		
Light Rail Frontage (Central Avenue)	12-foot maximum	10 feet (Met)
Secondary Frontage (Indian School Road and 3rd Avenue)	10-foot maximum	<u>Indian School Road:</u> 10 feet (Met) <u>3rd Avenue:</u> 10 feet (Met)
Rear Lot Line (north)	0-foot minimum	5-foot (Met)
Parking Setbacks		
Primary Frontage (Central Avenue)	30-foot minimum or behind building	Behind building (Met)
Secondary Frontage	20-foot minimum	<u>Indian School Road:</u> not provided, behind the building (Met) <u>3rd Avenue:</u> Approximately 15 feet (Not Met)
Rear Lot Line	0-foot minimum	5 feet (Met)
Lot Requirements		
Lot Coverage	80% maximum	48.1 (Met)
Primary Building Frontage (Central Avenue)	70% minimum	84.9 (Met)
Secondary Building Frontage (Indianola Avenue and Clarendon Avenue)	50% minimum	80 (Met)
Frontage Types Allowed		
Light Rail Frontage (Central Avenue)	All frontages permitted	Stoop and storefront (Met)
Secondary Frontage (Indian School and 3rd Avenue)	All frontages permitted	<u>Indian School Road:</u> Storefront, stoop (Met) <u>3rd Avenue:</u> Not provided
Entry Requirements	One per 50 feet of primary building frontage and one per 80 feet of secondary frontage	Not provided
Glazing Standards (per T4)		
Ground Floor	25%	Not provided
Second Floor	25%, 10% east and west	Not provided

Background/Issues/Analysis

REQUEST

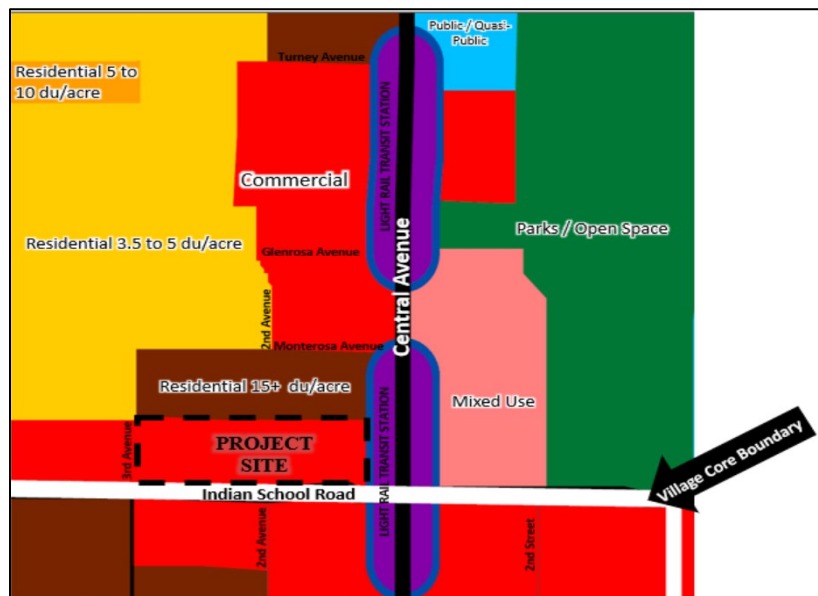
1. This request is to rezone a 10.39-acre site located at the northwest corner of Central Avenue and Indian School Road from C-3 TOD-1 (General Commercial District, Interim Transit-Oriented Zoning Overlay District One) to WU Code T5:5 UT (Walkable Urban Code, Transect 5:5 District, Transit Uptown Character Area) to allow a multifamily residential development. The subject site consists of four parcels under the ownership of Bayless Investment and Trading Co.



Source: City of Phoenix Planning and Development Department

GENERAL PLAN

2. The General Plan Land Use Map designation is Commercial. The proposal for WU Code and multifamily residential is consistent with the General Plan Land Use Map designation. The surrounding General Plan Land Use Map designations are Commercial, Residential 15+ dwelling units per acre and Mixed Use.



Source: City of Phoenix Planning and Development Department

SURROUNDING LAND USE AND ZONING

3. The subject site is vacant with an off-premise sign (billboard) located at the southeast corner of the site.

NORTH

North of the subject site is a multifamily residential development zoned R-4A TOD-1 (Multifamily Residence District, Interim Transit-Oriented Zoning Overlay District One).

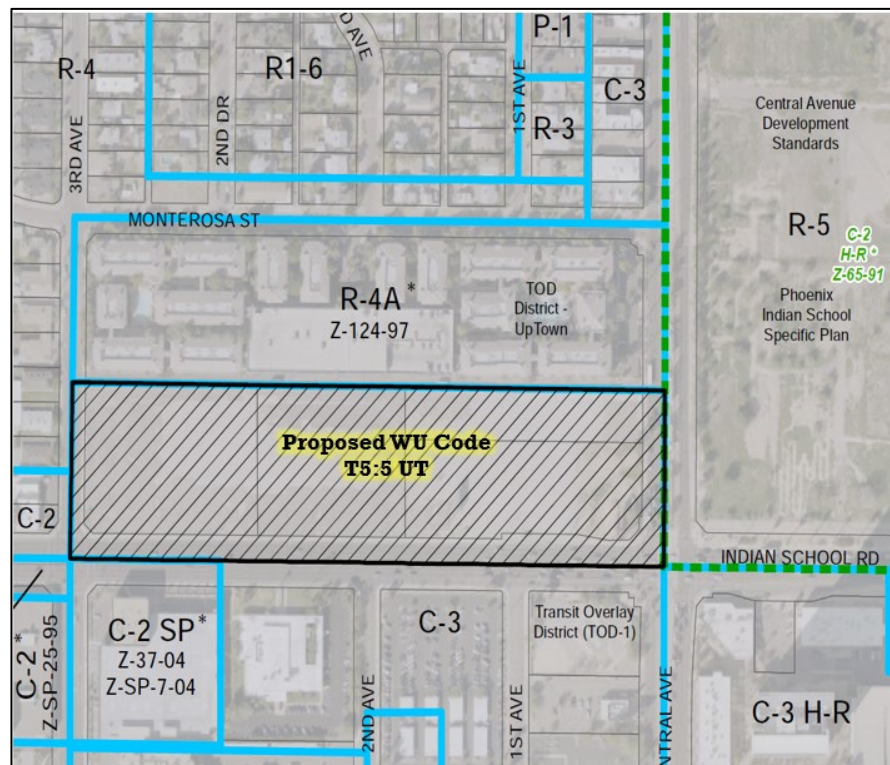
SOUTH

South of the subject site, across Indian School Road, is a vacant lot, surface parking, and office zoned C-3 TOD-1 (General Commercial District, Interim Transit-Oriented Zoning Overlay District One) and multifamily residential development zoned C-2 SP TOD-1 (Intermediate Commercial District, Special Permit, Transit-Oriented Zoning Overlay District One).

EAST

East of the subject site, across Central Avenue, is a vacant lot zoned R-5 TOD-1 PISSP (Approved C-2 H-R TOD-1 PISSP) (Multifamily Residence District, Interim Transit-Oriented Zoning Overlay District One, Phoenix Indian School Specific Plan)

(Approved Intermediate Commercial District, High Rise and High Density District, Interim Transit-Oriented Zoning Overlay District One, Phoenix Indian School Specific Plan)). The site is Pending a rezoning to WU Code T6:HWR UT (Walkable Urban Code, Transect T:6 Height Waiver District, Transit Uptown Character Area) for a mixed-use development.



Source: City of Phoenix Planning and Development Department

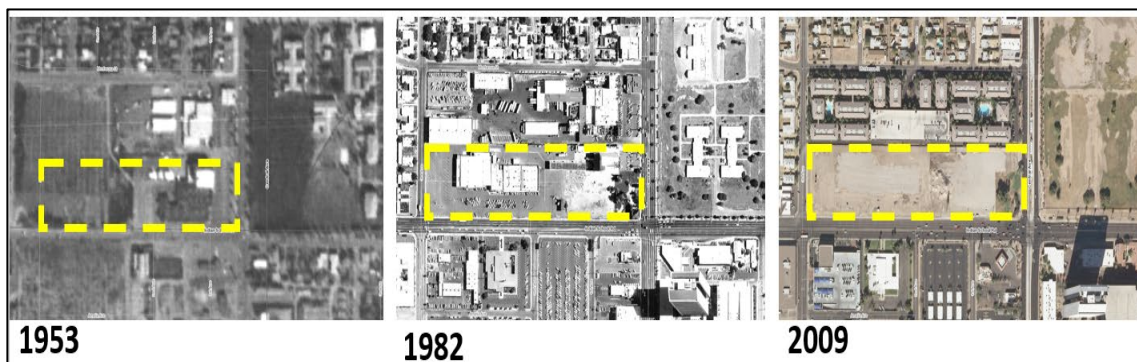
WEST

West of the subject site, across 3rd Avenue, is a pawn shop zoned C-2 (Intermediate Commercial District) and multifamily residences zoned R-4 (Multifamily Residence District).

4. The subject site was annexed into the city of Phoenix on December 9, 1952. During that time, a portion of the subject site at the northeast corner was developed with a Bekins Storage Facility. Later, Bayless Market was developed on the western side of the site. The surrounding area consisted of vacant land, low-scale commercial, crop land and single family residential. Both buildings were demolished by 2009 while an off-premise sign remains at the southeast corner of the site.

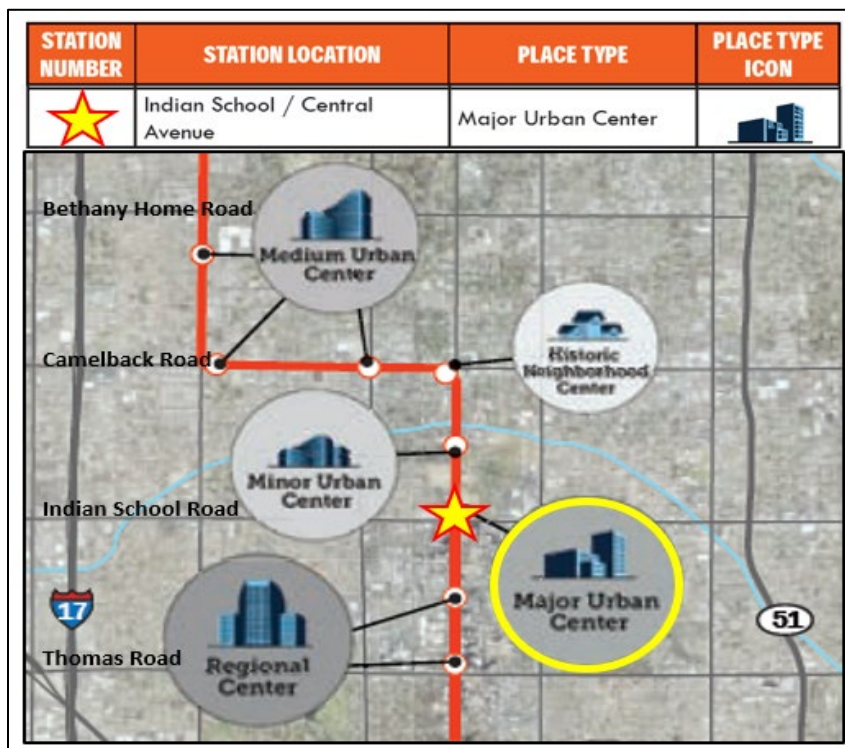


Source: Arizona Republic, Bekins Storage Building



Source: Maricopa County, Historical Aerials

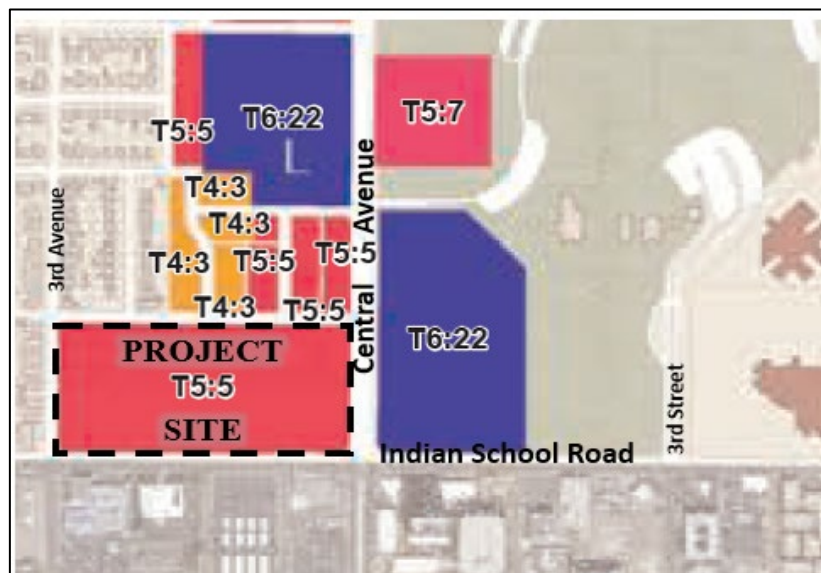
5. The Transit Oriented Development Strategic Policy Framework is part of the city's General Plan which identified planning typologies to describe urban environments. The identified environment for the Central Avenue and Indian School Road light rail station area is Major Urban Center. Major Urban Center is a place type



Source: City of Phoenix Planning and Development Department

characterized by medium-high intensity with building heights typically from four to eight stories with incentive heights of up to 15 stories. Land uses may include retail, mid-rise living, entertainment and office employment. The proposed project is consistent with the the Major Urban Center parameters.

6. The site is located within the Uptown TOD (Transit Oriented Development) District, the boundaries for which are Indian School Road on the south, Missouri Avenue on the north, 7th Street on the east and 15th Avenue on the west. The policy plan adopted for the Uptown TOD District



Conceptual Zoning Map; Uptown TOD Policy Plan

Source: City of Phoenix Planning and Development Department

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 Uptown TOD District, one key recommendation is the implementation of a form-based zoning code. The proposal to Walkable Urban Code furthers that vision. In addition, the proposed transect is consistent with the conceptual zoning map in the Uptown TOD District Plan.

7. The Uptown TOD Policy Plan's conceptual master plan identified multiple buildings near street frontages, parking and landscape treatments along the perimeter boundaries and throughout the site. This design was intended to break up the site into three blocks to create an internal street network with active uses near public or private streets to provide greater pedestrian



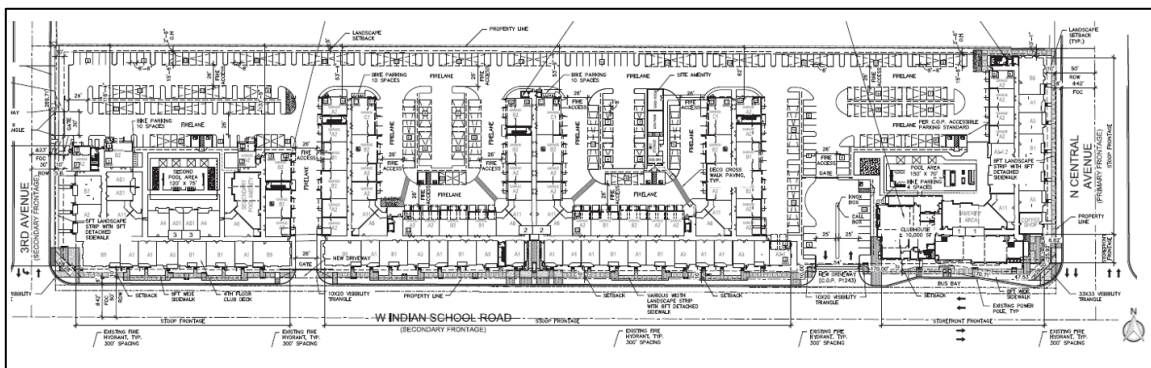
**Source: City of Phoenix Planning and Development Department
Conceptual Master Plan for Park Central Uptown TOD Plan**

access along streets or paseos and buildings wrapped around garages. The proposed site plan proposes detached buildings separated by driveways that are gated, landscaping throughout the development with publicly accessible open space along Indian School Road, which includes three forecourt areas at the eastern and western intersections and at the center of the site. Because added density and accessibility to light rail furthers the vision of the TOD policy plan, staff has requested that entrances into the building be provided at the intersection of Central Avenue and Indian School Road and at the northern end of the site along Central Avenue. These entrances will serve to increase pedestrian accessibility near the light rail transit station. This is addressed in Stipulation No. 1.

PROPOSAL

8. The proposed site plan depicts a multifamily development with buildings near street frontages wrapped around surface parking to the north. Staff has requested that 25 percent of the parking lot be shaded and that pedestrian pathways from the parking lots to building entrances be shaded and constructed of decorative materials to improve pedestrian comfort and to provide safe and delineated pedestrian pathways. These are addressed in Stipulation Nos. 3 and 4. The development proposes individual unit garages in addition to the surface parking lot. The initial elevations demonstrated garage frontages along 3rd Avenue. The Walkable Urban Code requires that street frontages be activated to increase safety and improve the pedestrian environment. Staff has requested that individual unit garages not be permitted to be accessed from 3rd Avenue. This is addressed in Stipulation No. 5.

The development proposes a total of 402 dwelling units and private amenities that include a clubhouse, pool and dog park. The development proposes three forecourt areas, one at the intersection of Central Avenue and Indian School Road, one at the center of the site along Indian School Road and one at the corner of 3rd Avenue and Indian School Road. The forecourt areas will be open to the public and are counted toward the publicly accessible open space area. Staff has recommended that the open space areas contain seating areas, art, shade elements and bike parking. These are addressed in Stipulation Nos. 2 and 8.



Source: Builtform architecture group, LLC

AREA PLANS, OVERLAY DISTRICTS, AND INITIATIVES

Central Avenue Beautification Plan

9. In 1989 the Central Avenue Beautification Project was adopted by the City Council. In recognition of Central Avenue development as an ongoing process, the Central Avenue Beautification Plan and the Central Avenue Development Standards were created and are applicable to all construction and new modifications on properties bordering Central Avenue from Culver Street to Camelback Road. The subject site falls under the purview of these standards for

the Central Avenue frontage. Staff has recommended that the applicant comply with the Central Avenue Development Standards. This is addressed in Stipulation No. 13.

Tree and Shade Master Plan

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, staff is requesting that 25 percent of the parking lot area be shaded, pedestrian pathways from parking lot to building entrances be shaded, and that shade elements be provided in the publicly accessible open space areas. The general development standards of the WU Code require that 75 percent of sidewalks or pedestrian ways be shaded. WU Code standards will require shade and add to the tree canopy in the Village. The recommendation for 25 percent shaded parking lot and shaded pedestrian pathways is addressed in Stipulation Nos. 2, 3 and 4.

Complete Streets Guiding Principles

11. In 2014, 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. To this end, developments should offer connected and shaded pedestrian walking paths. The Uptown Character area of the WU Code requires detached sidewalks along arterial streets, limited block lengths and clear separation of pedestrian and vehicular traffic areas. In addition, staff has requested larger landscape areas along Indian School Road and delineated pedestrian pathways in the parking lot area. Staff has also requested that palm trees be planted between shade trees along Indian School Road and 3rd Avenue as palm trees are significant to the character of the area and adjacent streets. These requirements are addressed in Stipulation Nos. 6 and 7.

Comprehensive Bicycle Master Plan

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 depicts that bicycle parking will be provided on-site. It is recommended that two types of parking be provided on the property: secured parking for residents, and short-term rack parking for guests. 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 via garage entry into each unit. 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. This provision is addressed in Stipulation No. 8.



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

Secured bicycle parking can be accomplished through the use of individual lockers and/or the establishment of secure bicycle rooms.

COMMUNITY INPUT SUMMARY

13. At the time this staff report was written, staff received correspondence from one member of the public regarding the request and addressed concerns regarding the inclusion of vehicular gates, low-scale nature of the development and lack of commercial businesses along the ground floor.

INTERDEPARTMENTAL COMMENTS

14. The City of Phoenix Water Services Department has noted the property has existing water and sewer mains that can potentially serve the proposed development. However, there is a potential need to up size existing water and sewer infrastructure mains so that any remodels or new buildings will be able to meet domestic and fire code requirements.
15. The Fire Department does not anticipate any problems with this case. However, they noted that the site and/or buildings shall comply with the Phoenix Fire Code.
16. The Street Transportation Department has noted that the development shall abide by the Central Avenue Beautification Standards, dedicate a 10-foot sidewalk easement along Indian School Road and Central Avenue, provide a 6-foot detached sidewalk along Indian School Road, provide restricted access to 3rd Avenue, a Traffic Impact Study prior to preliminary site plan approval and update all adjacent street improvements to current ADA standards. These are addressed in Stipulation Nos. 9, 10, 11, 12, 13 and 14.
17. The Public Transit Department has requested dedication of right-of-way along westbound Indian School Road, west of Central Avenue, and the reconstruction of a bus bay and bus stop pad per City of Phoenix Details P1258 and P1256. This is addressed in Stipulation No. 15.
18. The Aviation Department has noted that the developer shall provide notice to prospective purchasers of the existence and operational characteristics of the Phoenix Sky Harbor International Airport (PHX). This is addressed in Stipulation No. 16.

19. The City of Phoenix Floodplain Management division of the Public Works 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 2205 L of the Flood Insurance Rate Maps (FIRM) dated October 16, 2013.

OTHER

20. The site has not been identified as being archaeologically sensitive. However, in the event archaeological materials are encountered during construction, all ground disturbing activities must cease within 33-feet of the discovery and the City of Phoenix Archaeology Office must be notified immediately and allowed time to properly assess the materials. This is addressed in Stipulation No. 17.
21. 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 proposal does not address recycling as part of the proposal.
22. Development and use of the site is subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements. Zoning Adjustments, abandonments or other formal actions may also be required.

Findings

1. The proposal is consistent with the Commercial General Plan Land Use Map designation and the TOD Strategic Policy Frameworks Major Urban Center placetype designation.
2. Utilization of the Walkable Urban Code will facilitate the development of a pedestrian oriented project along the light rail corridor.
3. The proposal will allow additional housing options for the significant number of residents in the Uptown TOD District.

Stipulations

1. There shall be enhanced pavement, in the form of brick or stamped or colored concrete, for pedestrian entrances into the building at the intersection of Central Avenue and Indian School Road and at the northern end of the site along Central Avenue, as approved by the Planning and Development Department.

2. The required public open space areas shall include seating areas and art and shade elements, as approved by the Planning and Development Department.
3. The parking lot area shall have shaded pedestrian pathways consisting of decorative materials such as brick, stamped or colored concrete or similar material that connects residents into the buildings, as approved by the Planning and Development Department.
4. A minimum 25% of the parking lot area shall be shaded, as approved by the Planning and Development Department.
5. Parking garages or individual unit garages shall not front onto or have direct access to and from 3rd Avenue.
6. The sidewalk along Indian School Road shall be detached with a minimum 50 percent 8-foot wide and minimum 50 percent 6-foot-wide landscape strip located between the sidewalk and back of curb. The streetscape landscaping shall be in compliance with the WU-Code standards for planting, type, size and quantity per section 1309 of the Phoenix Zoning Ordinance and palm trees shall be planted between shade trees, as approved by the Planning and Development Department.
7. The sidewalk along 3rd Avenue shall be detached with a minimum 5-foot wide landscape strip located between the sidewalk and back of curb. The streetscape landscaping shall be in compliance with the WU-Code standards for planting, type, size and quantity per section 1309 of the Phoenix Zoning Ordinance and palm trees shall be planted between shade trees, as approved by the Planning and Development Department.
8. The developer shall provide secured bicycle parking for the required bicycle parking spaces up to a maximum of 50 spaces. In addition, a minimum of four inverted U-bicycle racks for guests located near entrances to the building and a minimum of two inverted U-bicycle racks at each forecourt area shall be installed per the requirements of Section 1307.H of the Zoning Ordinance, as approved by the Planning and Development Department.
9. The applicant shall submit a Traffic Impact Study to the Street Transportation Department and the Planning and Development Department prior to preliminary site plan review. The applicant shall be responsible for any dedications and required improvements as recommended by the approved traffic study, as approved by Planning and Development Department and the Street Transportation Department.
10. A 10-foot sidewalk easement shall be dedicated on the north side of Indian School Road and on the west side of Central Avenue, as approved by the Planning and Development Department.

11. The developer shall construct a 6-foot wide detached sidewalk along the north side of Indian School Road. The required setback shall be determined by the Planning and Development Department.
12. Vehicular access to the site from 3rd Avenue shall be limited to a maximum of one shared access driveway. No vehicular driveways to individual units or garages shall be allowed for the entire site frontage.
13. The Central Avenue frontage shall comply with the Central Avenue Development Standards.
14. 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.
15. Dedication of right-of-way and reconstruction of a bus bay and bus stop pad along westbound Indian School Road west of Central Avenue shall be provided. The bus bay shall be spaced from the intersection of Central Avenue and Indian School Road according to the City of Phoenix Standard Detail P1258. The bus bay shall be constructed according to City of Phoenix Standard Detail P1256 with a connected bus stop pad constructed according to City of Phoenix Standard Detail P1261 with a minimum depth of 10 feet. The entirety of the bus bay shall remain outside of any and all right-hand turn deceleration lanes.
16. 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 to future owners or tenants of the property.
17. 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

Maja Brkovic

June 19, 2019

Team Leader

Samantha Keating

Staff Report: Z-18-19-4

June 19, 2019

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Exhibits

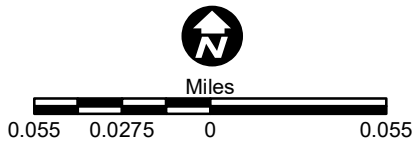
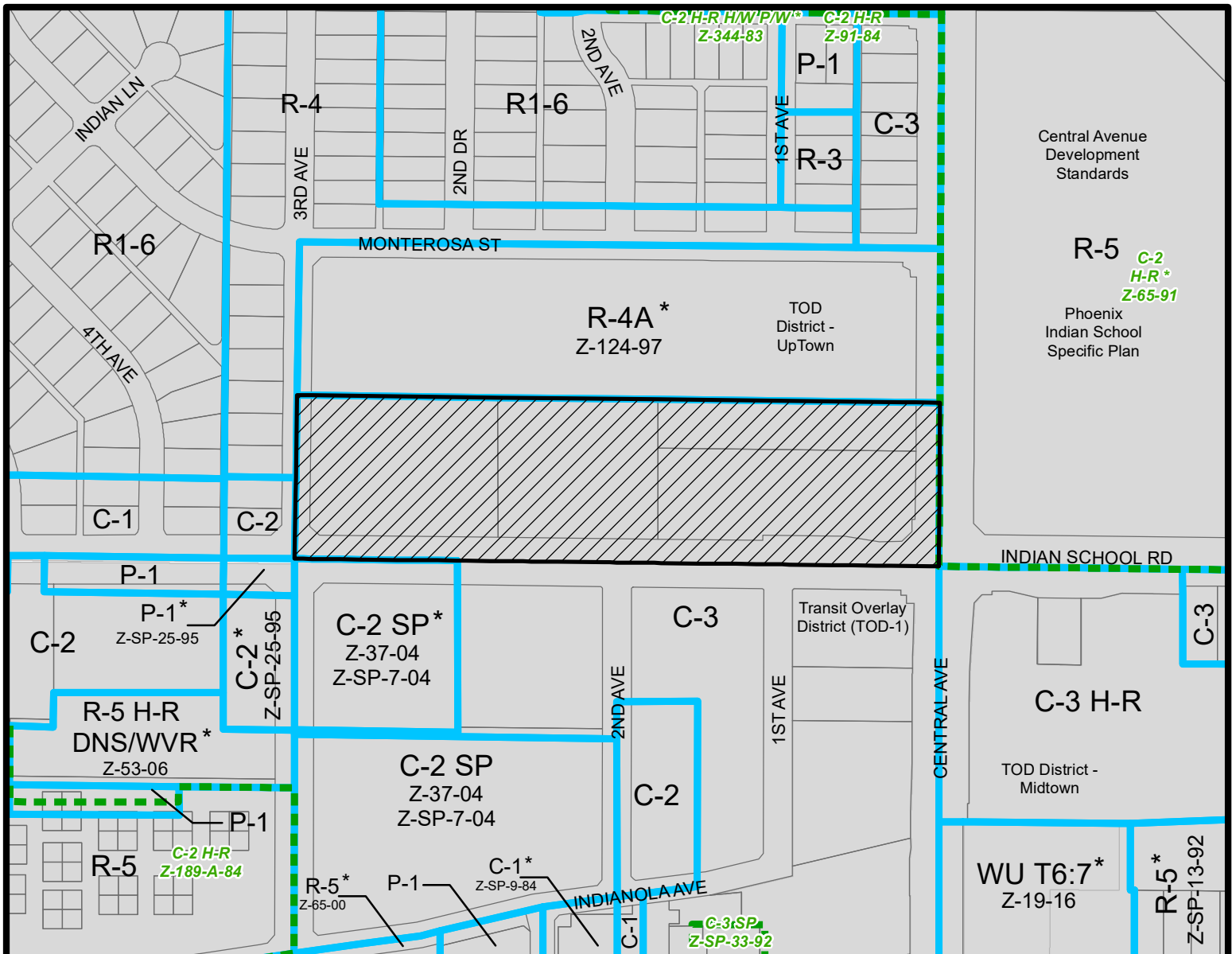
Sketch Map

Aerial Map

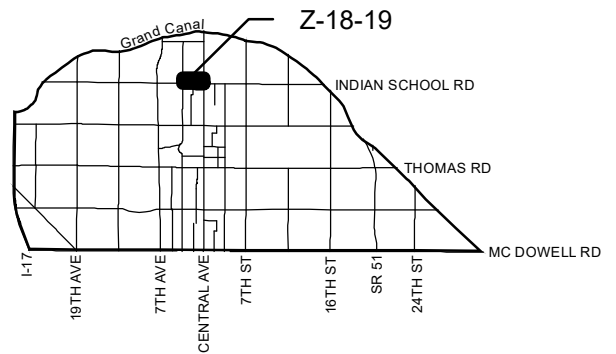
Conceptual Site Plan date stamped June 19, 2019

Conceptual Elevations date stamped May 22, 2019 (2 pages)

Community Correspondence

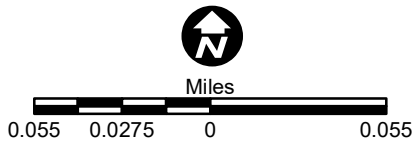
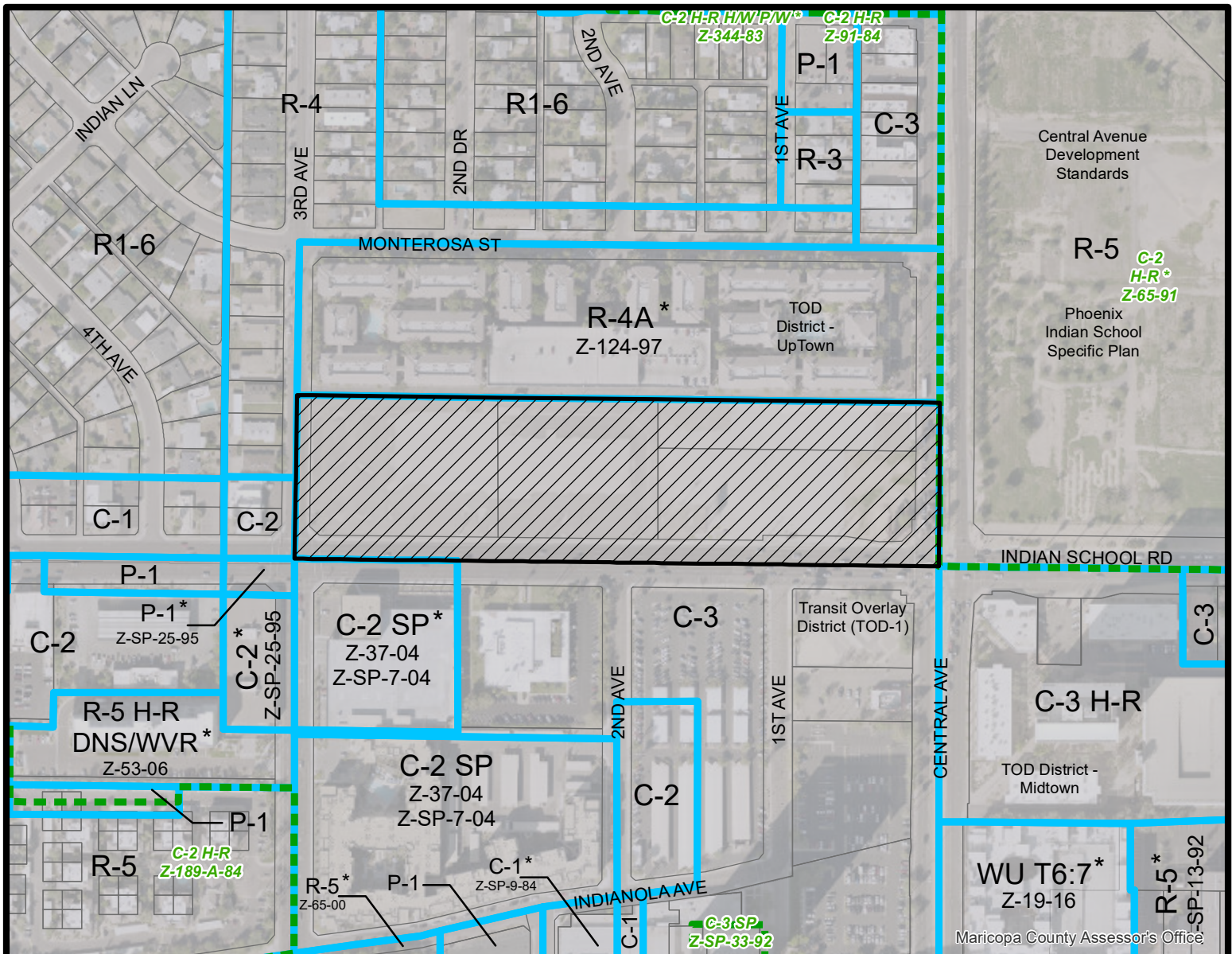


ENCANTO VILLAGE
CITY COUNCIL DISTRICT: 4

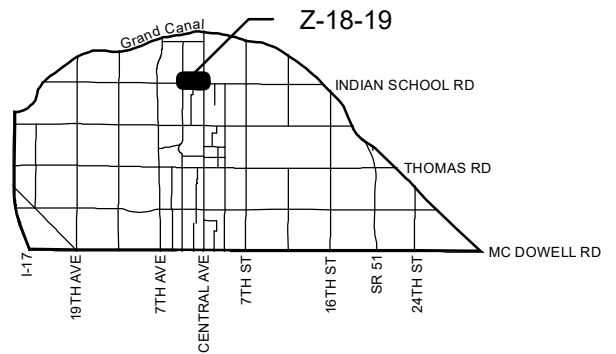


APPLICANT'S NAME: Stephen C Earl, Earl, Curley & Lagarde		REQUESTED CHANGE:	
APPLICATION NO. Z-18-19		FROM: C-3 TOD-1 (10.39 a.c.)	
DATE: 4/25/2019 REVISION DATES: 5/7/2019		TO: WU Code T5:5 UT (10.39 a.c.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 10.39 Acres		AERIAL PHOTO & QUARTER SEC. NO. QS 17-27 ZONING MAP H-8	
MULTIPLES PERMITTED C-3 TOD-1 WU Code T5:5 UT		CONVENTIONAL OPTION 150 No Maximum	
* UNITS P.R.D. OPTION 181 N/A			

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



ENCANTO VILLAGE
CITY COUNCIL DISTRICT: 4



APPLICANT'S NAME: Stephen C Earl, Earl, Curley & Lagarde		REQUESTED CHANGE:	
APPLICATION NO. Z-18-19		FROM: C-3 TOD-1 (10.39 a.c.)	
DATE: 4/25/2019 REVISION DATES: 5/7/2019		TO: WU Code T5:5 UT (10.39 a.c.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 10.39 Acres		AERIAL PHOTO & QUARTER SEC. NO. QS 17-27 ZONING MAP H-8	
MULTIPLES PERMITTED C-3 TOD-1 WU Code T5:5 UT		CONVENTIONAL OPTION 150 No Maximum	
* UNITS P.R.D. OPTION 181 N/A			

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

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OWNER
TOLL BROTHERS APARTMENT LIVING
1000 N. GAVIN AVE., SUITE 300
SCOTTSDALE, AZ 85258
PHONE: (602) 617-2359
FAX: (602) 617-2359
E-MAIL: broed@tollbrothers.com

ARCHITECTURAL
BILTON ARCHITECTURE GROUP, INC.
11400 N. CAVE CREEK RD., STE. 110
SCOTTSDALE, AZ 85258
PHONE: (602) 285-8000
FAX: 314 0911010
E-MAIL: jb@biltoninc.com

1. GATES SHALL REQUIRE PERMITS AND SHALL BE A SEPERATE SUBMITTAL.
2. AN EMERGENCY ACCROSS SHALL BE REQUIRED AND SHALL BE SEPERATE SUBMITTAL.

#10-62 — BORE SITE FOR AN URBAN STYLE, MULTI-LEVEL, MALL-FAMILY HOUSING DEVELOPMENT OF 402 UNITS, THE 4-STORY + ATTIC-TYPE TOWNHOUSE LUGER WOOD FRAME BUILDINGS HAVE INTERNAL CORRIDORS AND TUNNELER DOWNSTAIRS, PRIVATE GARAGES, THE ANTICIPATED BREAKDOWN OF BEDROOMS IS 86-33; BEDROOM/STUDIO, 31-22; 2 BEDROOMS, AND 2 STUDIOS, CLOSEST TO THE CENTRAL DRIVE INTERSECTION, WITH A PRONOUNCED COMMON PEDESTRIAN ENTRY AT THE CORNER, THE BUILDING'S ARCHITECTURE IS INTENDED TO CONTEMPORARY, WITH VARED ROUTINES AND AN IMPACTFUL PRESENCE SEEN FROM THE LIGHT RAIL STATION.

[illegible]

VICINITY MAP

W Indian School Rd

3rd Ave

N 2nd Ave

N 1st Ave

W Montecross

Central Ave

STEELE INDIAN SCHOOL PARK

NORTH

CITY OF PHOENIX
JUN 19 2019
Planning & Development
Department

Kiva Project #:
SDEV #:
PAP# :

16-598
1900123
1901404

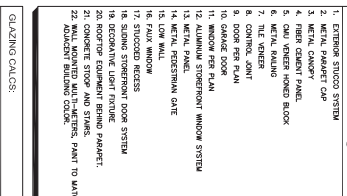


biltform
architecture

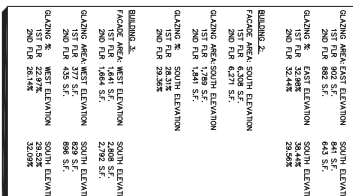
REVISIONS:	1	
2	=	
3	=	
4	=	
JOB NO:	104	
DATE	February 18, 20	
SCALE:	1" = 50'	
SHEET NO:		

A1.1

BLT FOUND ARCHITECTURE GROUP INC.
 10000 15th Avenue, Suite 100
 Denver, CO 80202
 Tel: 303.733.8800
 Fax: 303.733.8801
 Email: info@bltfound.com
 Website: www.bltfound.com



GLAZING CALCUS:	
REQUIREMENTS PER TABLE 1303.2	
1ST FLOOR: 25%	
2ND FLOOR: 25%, 10% EAST AND WEST	
BUILDING 1:	
FACADE AREA: EAST ELEVATION	SOUTH ELEVATION
1ST FLR 2,735 S.F.	2,188 S.F.

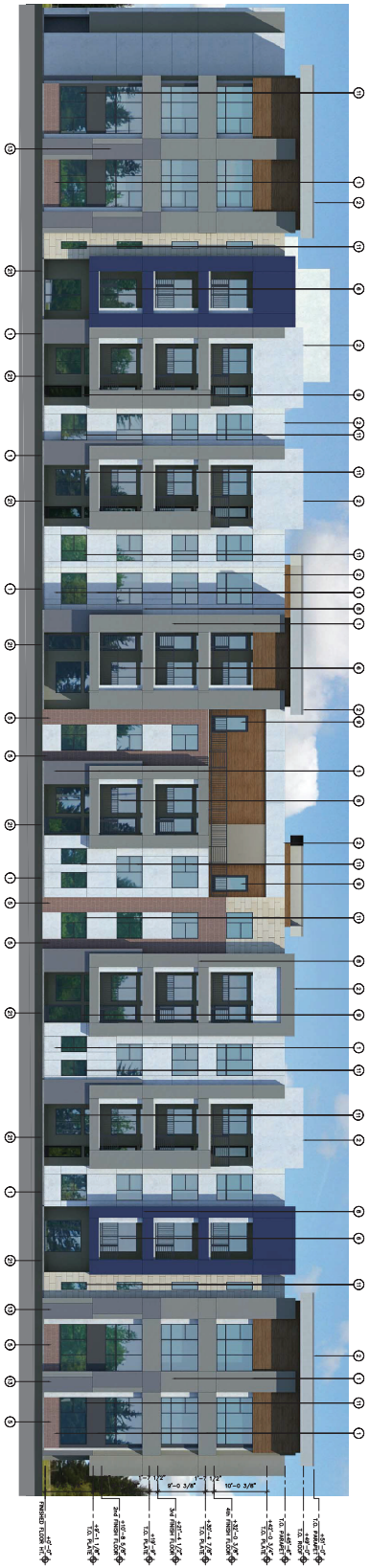


A6.3.1

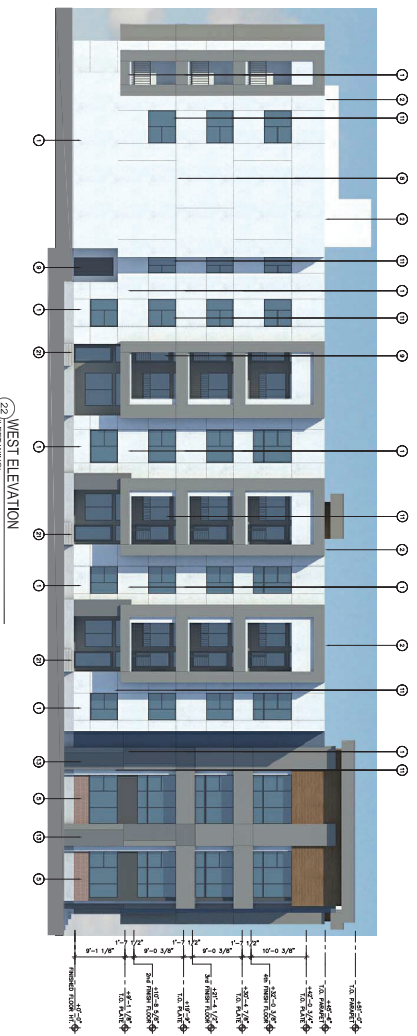
8767 E. VIA DE VENTURA, SUITE 390, SCOTTSDALE, AZ. 85258

b i l t f o r m
a r c h i t e c t u r e

Phosnik - attinea 85020
Phosnik 602.285.9200 Fax 602.285.9222



21 SOUTH ELEVATION



22 WEST ELEVATION

ELEVATION KEY NOTES: ①

1. EXTERIOR STUCCO SYSTEM
2. METAL PARAPET CAP
3. METAL PARAPET
4. BRICK CORNER PANEL
5. CHU VENER HONED BLOCK
6. METAL RAILING
7. DOWN ROOF SCANT
8. DOWN ROOF PLUM
10. GARAGE DOOR
11. WINDOW FOR PLUM
12. METAL PANEL
13. METAL PANEL
14. METAL PEDESTAL GATE
15. LOW WALL
16. DOWN ROOF SCANT
17. DOWN ROOF PLUM
18. SLABING STAIRDOWN DOOR SYSTEM
19. RECOGNITIVE LIGHT FIXTURE
20. ROOF TOP EQUIPMENT BRIDGE PARAPET
21. DOWN ROOF PLUM
22. WALL MOUNTED MULTI-METERS. PAINT TO MATCH ADJACENT BUILDING COLOR.

CITY OF PHOENIX

MAY 22 2019

Planning & Development
Department



billform architecture
Group, Inc.
11460 North Central Expressway, Suite 110
Phoenix, Arizona 85028
Phone: 602.285.9200
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CENTRAL AND INDIAN SCHOOL TOLL BROTHERS APARTMENT LIVING

BUILDING 3
COLOR
ELEVATIONS

A6.3.1C

preliminary not for construction

05/20/2019

From: [Margaret Dietrich](#)
To: gking@ecllaw.com
Cc: [Maja Brkovic](#); [Susan Thompson](#)
Subject: NWC Central & Indian School Z-18-19
Date: Thursday, April 18, 2019 8:12:29 AM

Dear Gary,

At our community meeting last night we had a presentation about the NE corner of Central and Indian School. That will be quite an amazing development. We also discussed the NW corner.

Central and Indian School has the potential to become a world class intersection. The whole intersection needs to be wonderful and amazing - including the Toll Brothers project. It needs to be complimentary to the grand entrance to Steele Park. Even the developers of the NE corner want the whole intersection to be interesting and exciting.

The property manager of the Muse at Central and McDowell was at the meeting and I asked about their open campus. She said at the beginning it was a problem but they soon resolved the issues and after two years they are fine with other-than-residents walking through the property. *(Those people are usually dog walkers who are nosy and help with security.)* All residential and parking areas are secure but the complex is open and welcoming.

Please talk to your client and see if they could do an eight to ten story totally unique building at the corner with some activity at ground level. *(We see enough people working out - or at least the equipment - all along Central.)* Toll could probably produce something worthy of that location for a lower cost than the folks on the NE corner, which Toll could then offer to their residents the excitement of the location at a lower cost. Everyone wins.

Margaret Dietrich
602-758-3129