



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-87-18-4

January 25, 2019

Encanto [Village Planning Committee](#) Hearing Date February 4, 2019

[Planning Commission](#) Hearing Date March 7, 2019

Request From: [C-2 TOD-1](#) (2.45 acres) and [C-3 TOD-1](#) (1.25 acres)

Request To: WU [T5:6 MT](#) (Walkable Urban Code, Transect 5:6 District, Transit Midtown Character Area) (3.70 acres)

Proposed Use: Multifamily Residential

Location: Southeast corner of Central Avenue and Indianola Avenue

Owner: MAC Property, LTD

Applicant/Representative: Jason Morris, Withey Morris, PLC

Staff Recommendation: Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Map Designation		Commercial	
Street Map Classification	Central Avenue	Arterial	50-foot east half
	Indianola Avenue	Local	25-foot south half
	Clarendon Avenue	Local	30-foot north half
<p><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></p> <p>The proposed development will provide a new housing options in the village. The site is adjacent to an arterial street with light rail transit. The Central Avenue and Indian School light rail transit station is approximately 950 feet to the north.</p>			

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 Midtown Transit Oriented Development (TOD) District on Central Avenue, near a light rail station and adjacent to numerous bus routes on Central Avenue. In addition, the Midtown TOD Policy Plan indicates that the area will have a housing shortage by 2035, the proposal will add to the housing stock in the area.

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 compatible infill development on a property that is currently underutilized. The proposal will be compatible with nearby uses. This housing type contributes to the mix of housing types in the area and in close proximity to employment centers and commercial areas.

Applicable Plans, Overlays and Initiatives

[Transit Oriented Development Strategic Policy Framework](#) – see item No. 6 below.

[Midtown Transit Oriented Development Policy Plan](#) – see item No. 7 below.

[Tree and Shade Master Plan](#)– see item No. 8 below.

[Complete Streets Guiding Principles](#)– see item No. 9 below.

[Comprehensive Bicycle Master Plan](#) – see item No. 10 below.

[Reimagine Phoenix](#) – see item No. 20 below.

Surrounding Land Uses/Zoning

	<u>Land Use</u>	<u>Zoning</u>
On Site	Auto Repair, Restaurant and Surface Parking	C-3 TOD-1 and C-2 TOD-1
North	Multifamily Residential and Medical Facility	WU T6:7 MT, R-5 SP TOD-1
South	Commercial Business, Restaurant, Surface Parking, Multifamily Residence and Vacant Lot	C-2 TOD-1 and R-4 TOD-1 and P-1 TOD-1

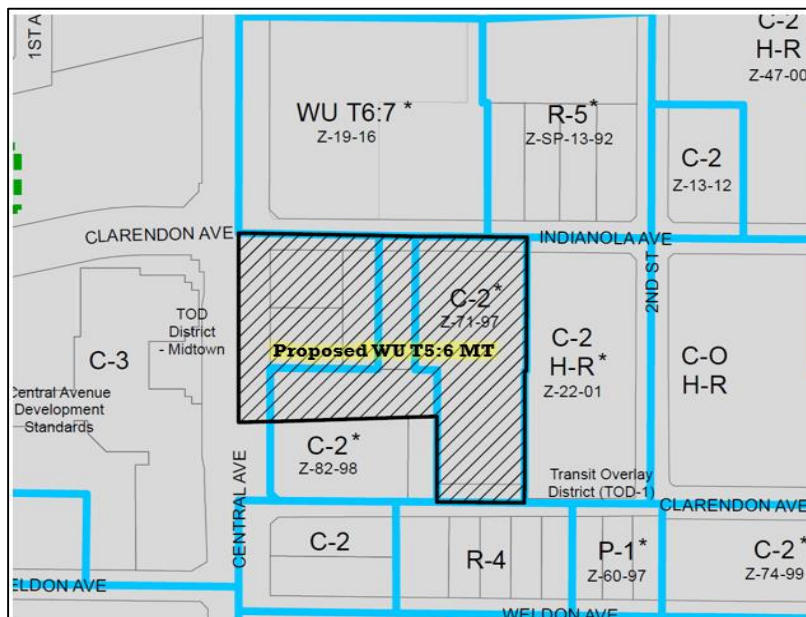
East	Vacant	C-2 HR TOD-1
West	Across Central Avenue, Office Complex	C-3 TOD-1

Walkable Urban Code T5:6		<i>*if variance required</i>
<u>Standards</u>	<u>Requirements</u>	<u>Provisions on the Proposed site Plan</u>
Gross Acreage	N/A	3.70
Total Number of Units	N/A	252
Density	No Maximum	68 dwellings per acre
Building Height	80-foot maximum	57 feet (Met)
Parking Structure	Cannot exceed building height	
Parking	389 required – 25% = 234 required (25% reduction permitted for properties within 1,320 feet of light rail station)	360 provided (Met)
Bicycle Parking (1307.H.6.d.)	50 spaces minimum	See background item No. 10 (50 secured spaces and 5 guest parking spaces)
Public Open Space (Section 1310)	5% of gross area over one acre	11% (Met)
Central Avenue Streetscape	Per adopted plans	Per adopted plans, see background item No. 5
Streetscape Standards Indianola Avenue and Clarendon (Section 1312.C.1.c)	Sidewalk width – minimum 5 feet Landscape width – minimum 5 feet	See background item Nos. 5,8 and 9 (Minimum 5-foot wide landscape strip and Minimum 5-foot wide sidewalk)
Section 1303.2 TRANSECT T5		
<i>Main Building Setbacks</i>		
Light Rail Frontage (Central Avenue)	12-foot maximum	12 feet (Met)
Secondary Frontage (Indianola Avenue and Clarendon Avenue)	10-foot maximum	Indianola Avenue: 10 feet (Met) Clarendon Avenue: 7 feet (Met)
Side Lot Line	0-foot minimum	Not provided
Rear Lot Line	0-foot minimum	0-foot (Met)

<i>Parking Setbacks</i>		
Primary Frontage (Central Avenue)	30-foot minimum or behind building	Met
Secondary Frontage	20-foot minimum	Met
Side Lot Line	0-foot minimum	Met
Rear Lot Line	0-foot minimum	Met
<i>Lot Requirements</i>		
Lot Coverage	80% maximum	68% (Met)
Primary Building Frontage (Central Avenue)	70% minimum	Met
Secondary Building Frontage (Indianola Avenue and Clarendon Avenue)	50% minimum	Indianola Avenue: 70% (Met) Clarendon Avenue: 50% (Met)
<i>Frontage Types Allowed</i>		
Light Rail Frontage (Central Avenue)	All frontages permitted or alternative frontages	Storefront
Secondary Frontage (Indianola Avenue and Clarendon Avenue)	All frontages permitted or alternative frontages	Indianola Avenue: stoop and door well Clarendon Avenue: Stoop and door well
Entry Requirements	One per 50 feet of primary building frontage and one per 80 feet of secondary frontage	Two entrances shown on Central Avenue (Not met)
<i>Glazing Standards (per T4)</i>		
Ground Floor	25%	25% (Met)
Second Floor	25%, 10% east and west	25% and 10% (Met)

Background/Issues/Analysis

1. This request is to rezone a 3.70-acre site located at the southeast corner of Central Avenue and Indianola Avenue from C-3 TOD-1 (General Commercial, Interim Transit-Oriented Zoning Overlay District One) and C-2 TOD-1 (Intermediate Commercial, Interim Transit-Oriented Zoning Overlay District One) to WU T5:6 MT

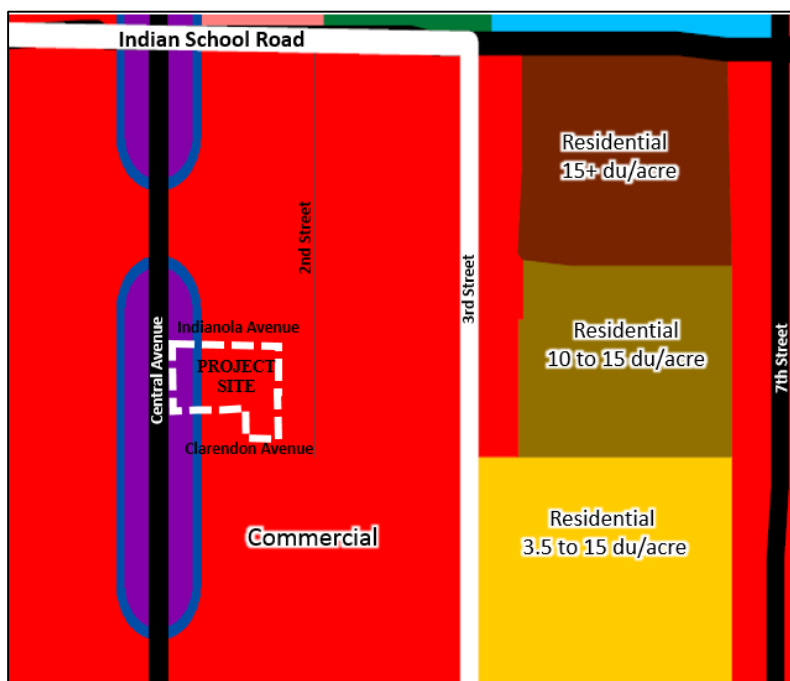


Source: City of Phoenix Planning and Development Department

(Walkable Urban Code, Transect 5:6 District, Transit Midtown Character Area) to allow development of approximately 252 multifamily apartments. The subject site consists of 6 parcels under the ownership of MAC Property, LTD.

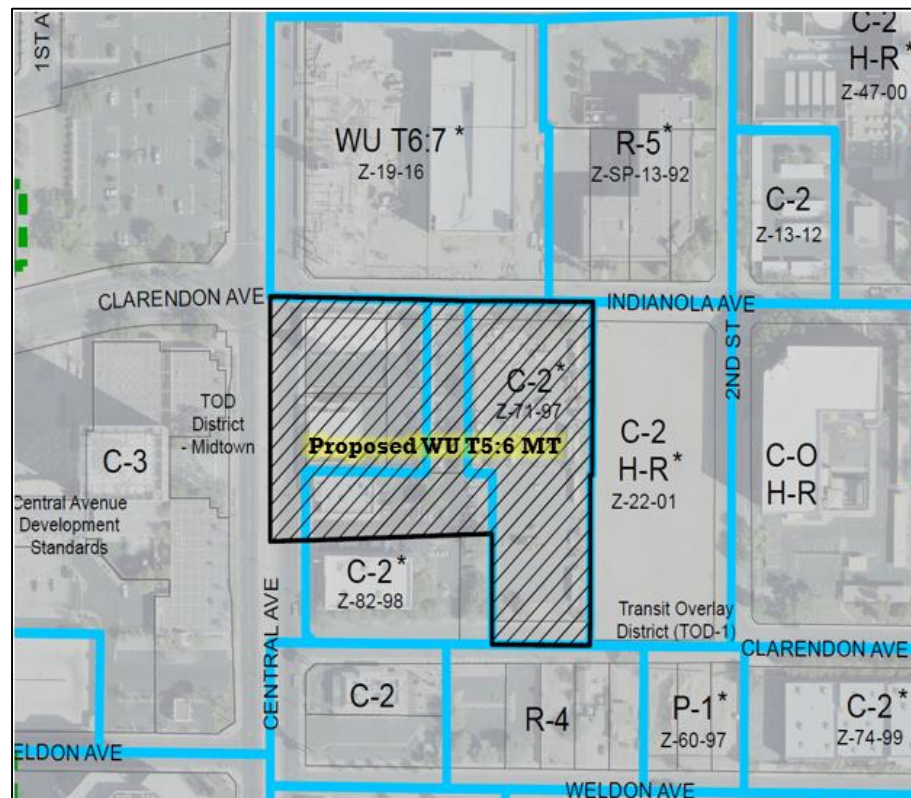
2. The General Plan Land Use Map designation is Commercial. Although the proposal is not consistent with the General Plan designation, an amendment is not required as the subject parcel is less than 10 acres.

The surrounding General Plan Land Use Map designations are Commercial.



Source: City of Phoenix Planning and Development Department

3. There is an existing auto repair business on the northwestern portion of the site, restaurant on the southwestern portion of the site and surface parking on the eastern portion of the site.



Source: City of Phoenix Planning and Development Department

NORTH

North of the subject site is a multifamily development zoned WU T6:7 (Walkable Urban Code, Transect District T6:7) and a medical care facility zoned R-5 SP (Multifamily Residence District, Special Permit)

SOUTH

South of the subject site is a FedEx office and shipping center zoned C-2 TOD-1 (Intermediate Commercial, Interim Transit-Oriented Zoning Overlay District One) and a parking lot, vacant lot and multifamily residence zoned R-4 TOD-1 (Multifamily Residence District, Interim Transit-Oriented Zoning Overlay District One).

EAST

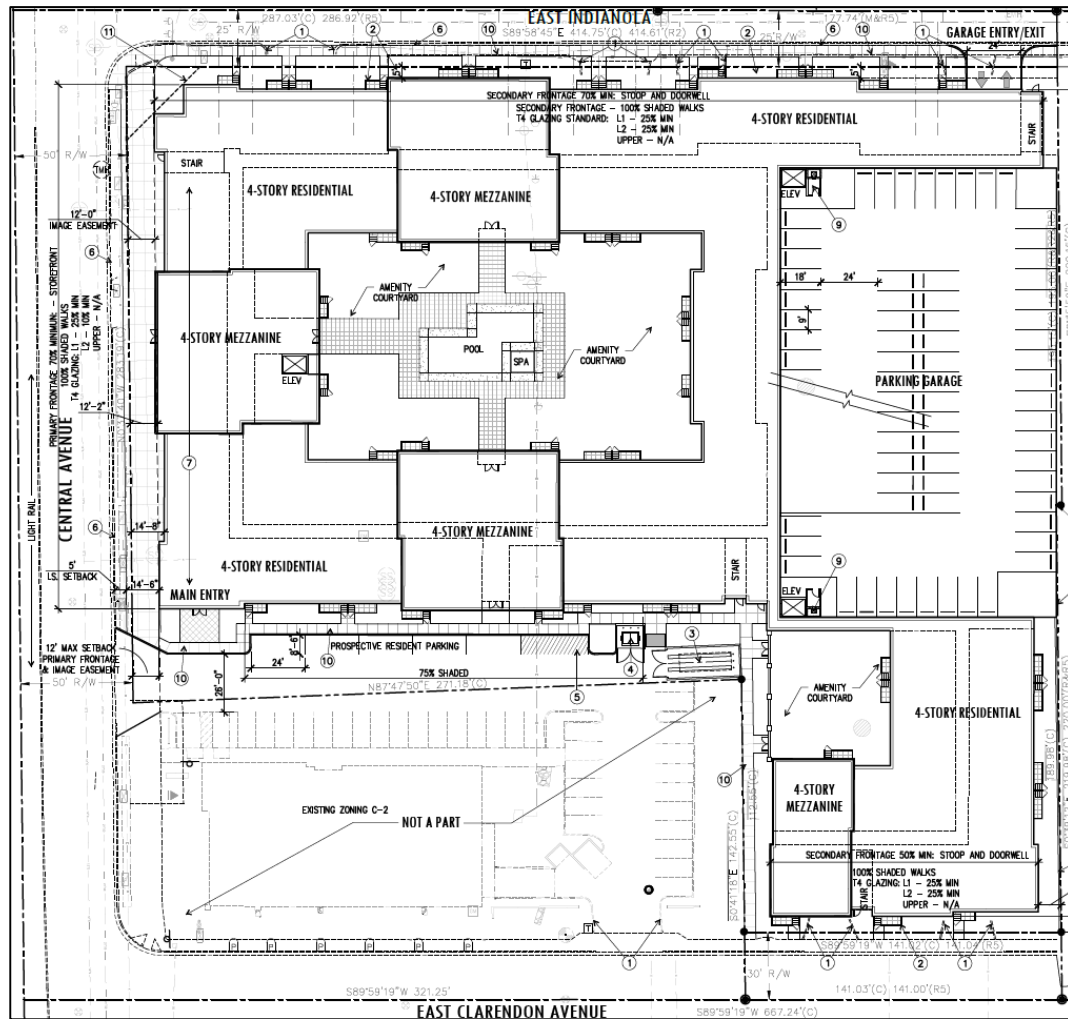
East of the subject site is a vacant lot zoned C-2 HR TOD-1 (Intermediate Commercial, High-Rise, Interim Transit-Oriented Zoning Overlay District One).

WEST

West of the subject site, across Central Avenue is an office complex zoned C-3 (General Commercial, Interim Transit-Oriented Zoning Overlay District One).

PROPOSAL

4. The conceptual proposal shows units with ground floor entrances to the building with stoop and door well frontages along Indianola Avenue and Clarendon Avenue. The primary frontage proposed along Central Avenue is storefront and the main entry is at the southwest corner of the site. A vehicular entrance is shown on Indianola Avenue. A 4-story parking garage is being proposed on the eastern end of the site and six tandem parking spaces are being proposed along the southern end of the site. Two amenity areas are internal to the project for resident use at the center of the site and at the southern end of the site.



Source: ORB Architecture, LLC; Conceptual Site Plan

5. 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 Development (image-design) standards were created and are applicable to all construction and new modification 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 requested that the applicant comply the Central Avenue Development Standards. This is addressed in Stipulation No. 2.

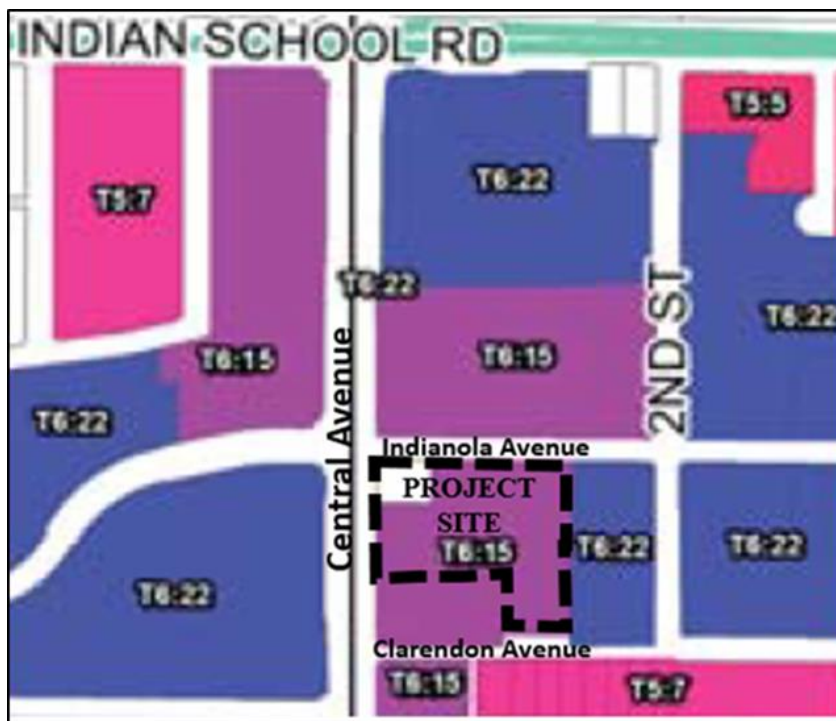
AREA PLANS, OVERLAY DISTRICTS, AND INITIATIVES

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

The Transit Oriented Development Strategic Policy Framework is part of the city's General Plan which identified planning typologies to describe urban environments. The 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 characterized by medium to high intensity with building heights typically from four to eight stories with incentive heights of up to 15 stories. Land uses may include entertainment, retail, mid-rise living and office employment. The proposed project falls within the parameters of the Major Urban Center place type.

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

The site is located within the Midtown TOD (Transit Oriented Development) District, the boundaries for which are McDowell Road on the south, Indian School Road on the north 7th Street on the east and 7th Avenue on the west. The policy plan adopted for the Midtown TOD District provides a blueprint for fully achieving the transformative potential of light rail in



Source: City of Phoenix Planning and Development Department

a sustainable manner. Changes advocated in the plan can lower transportation costs for residents, create new business opportunities, encourage active, healthy lifestyles, ensure Phoenix increases its competitive advantage in the global marketplace, and improve prosperity by growing the economy in locations with

existing infrastructure and public services. In order to realize the implementation of the Vision and Master Plan for the Midtown TOD District, one key recommendation is the implementation of a form-based zoning code. The proposal to Walkable Urban Code furthers that vision.

The Midtown TOD Policy Plan utilized the Major Urban Center place type to determine the recommended scale and character of the area around the Central Avenue and Indian School Road light rail station 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 T6:15 with a maximum building height of 180 feet. The applicant has proposed a transect of T5:6 which allows a maximum height of 80 feet. The proposed project is 4-stories and 57 feet in height.

8. **Tree and Shade Master Plan**

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 along Indianola Avenue are encouraged to be detached from the curbs, allowing trees to be planted to shade and separate pedestrians from vehicles on the street. If utility conflicts in the right-of-way, the applicant may consider structural shade elements, trellises or covered walkways. This is addressed in Stipulation No. 1.

9. **Complete Streets Guiding Principles**

In 2014, the City of Phoenix City Council adopted the Complete Streets Guiding Principles. The principles are intended to promote improvements that provide an accessible, safe, connected transportation system to include all modes, such as bicycles, pedestrians, transit, and vehicles. To this end, developments should offer connected and shaded pedestrian walking paths. Staff has requested that a pedestrian connection be made from Central Avenue to Clarendon Avenue that is shaded at a minimum of 75%. This requirement is addressed in Stipulation No. 3.

10. **Comprehensive Bicycle Master Plan**

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. 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 adjacent to a light rail transit station, several major bus routes and the Sonoran Bike Boulevard on 3rd Avenue. 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 Stipulation No. 4.

COMMUNITY INPUT SUMMARY

11. At the time this staff report was written, staff had not received any public correspondence regarding the request.

HISTORIC PRESERVATION OFFICE COMMENTS

12. The proposal calls for removing the existing buildings on site one of which is eligible for historic designation. The Greater Arizona Savings and Loan building is located along Central Avenue at the southwest corner of the subject site. The property was built in 1965 and encompasses mid-century modern architectural features.

The Historic Preservation Office has reviewed the application and the demolition application for the Greater Arizona Savings and Loan Association building located on the site. The Historic Preservation Department has requested that the applicant complete documentation of the building as required by Arizona Reporting Standards of Cultural Resources prior to the demolition of the building. This is addressed in Stipulation No. 5.



Source: Google Maps; Great Arizona Savings and Loan Association building

INTERDEPARTMENTAL COMMENTS

13. 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.

14. 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. 8.
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 provide a 15-foot by 15-foot right-of-way triangle at the southeast corner of Central Avenue and Indianola Avenue, shall abide by the Central Avenue Beautification standards and shall update all off-site street improvements to current ADA guidelines. This is addresses in Stipulation Nos. 2, 6 and 7.
17. 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

18. 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. 9.
19. 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.
20. 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.

Findings

1. The proposal is consistent with the surrounding land use pattern.
2. This infill proposal provides a new housing option to contribute to the mix of housing types in the area, and addresses the Midtown TOD Policy Plan's goals for more housing in the district.

3. Utilization of the Walkable Urban Code will facilitate the development of another pedestrian oriented project along the light rail corridor.
4. Proposal will provide additional housing options for the significant number of employers/employees in the Midtown TOD District.

Stipulations

1. The developer shall (re)construct sidewalk and landscape improvements to comply with Section 1312.C.1.c of the Zoning Ordinance, as approved by the Planning and Development Department.
2. The development shall comply with the Central Avenue Development Standards, as approved by the Planning and Development Department.
3. The development shall provide a minimum 75% shaded pedestrian connection minimum 5-feet in width across the site to connect from Central Avenue to Clarendon Avenue, as approved by the Planning and Development Department. Shade calculations shall be based on the summer solstice at 12:00 p.m.
4. The development shall install, as approved by the Planning and Development Department:
 - a. All required bicycle parking spaces for the multifamily use, per Section 1307.H.6.d of the Zoning Ordinance, as secured bicycle parking.
 - b. A minimum of 5 inverted-U style bicycle racks for guests, placed near entrances to the building and installed per the requirements of Section 1307.H.4. of the Zoning Ordinance.
5. The applicant shall complete documentation of the eligible historic property (former Greater Arizona Savings & Loan Association building, 3825 N. Central Avenue), prior to the approval of any demolition or building permits for the new development. Documentation shall be completed consistent with Part IV of the Arizona Reporting Standards for Cultural Resources and as approved by the Historic Preservation Office.
6. A 15 foot by 15 foot right-of-way triangle shall be dedicated at the southeast corner of Central Avenue and Indianola Avenue, as approved by the Planning and Development Department.
7. 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.

8. 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.
9. 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

January 25, 2019

Team Leader

Samantha Keating

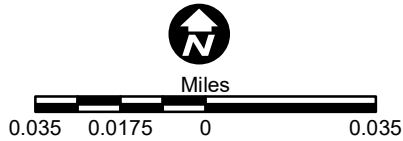
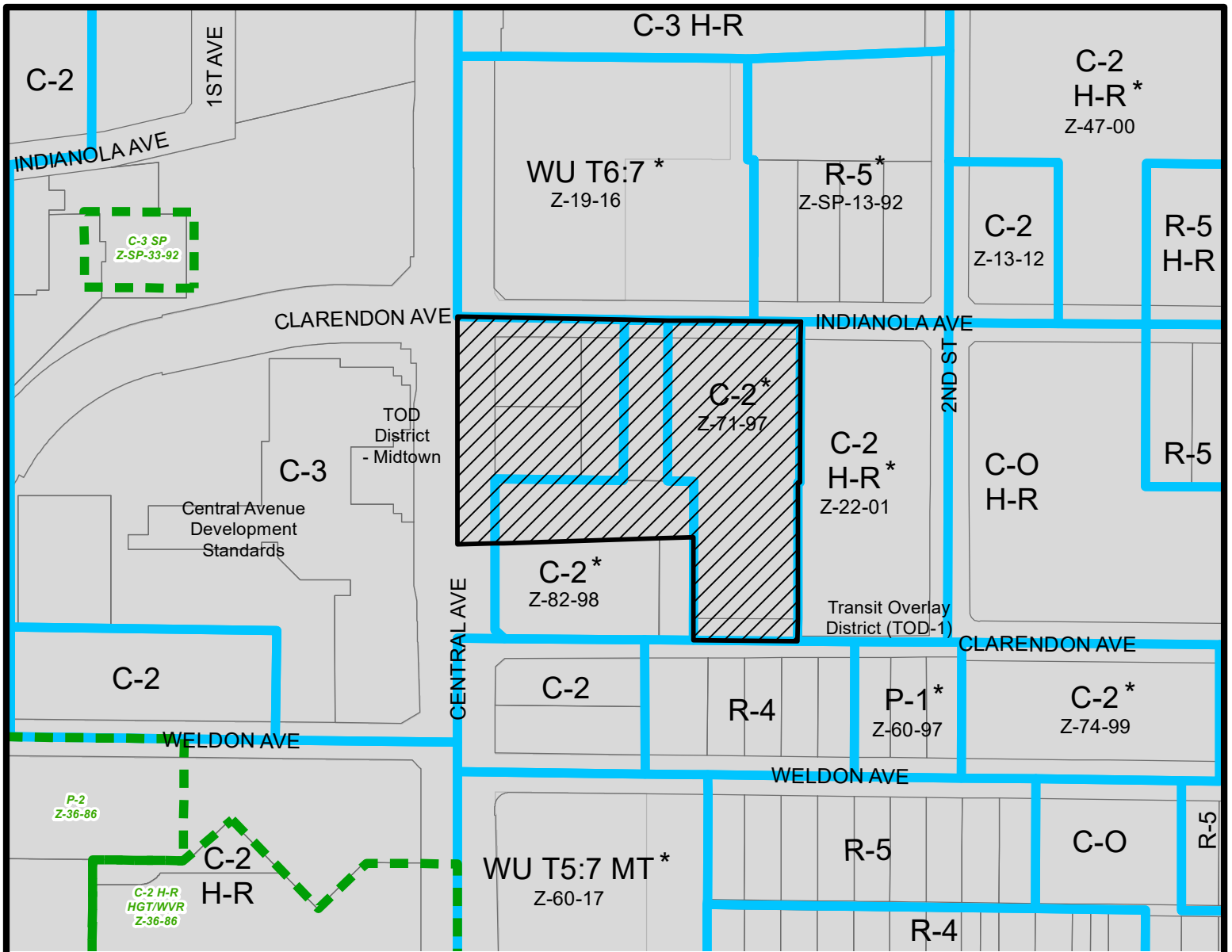
Exhibits

Sketch Map

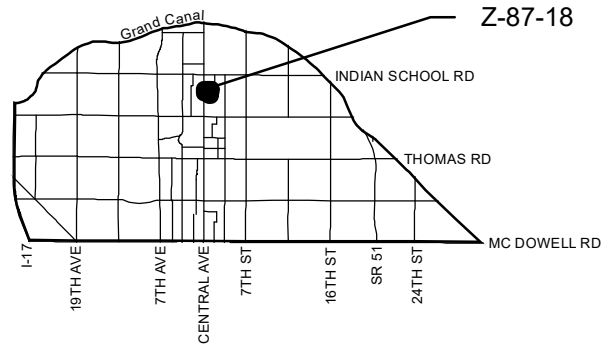
Aerial Map

Site Plan date stamped December 4, 2018 (1 page)

Elevations date stamped December 4, 2018 (1 page)

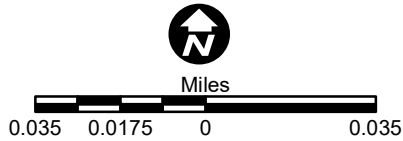
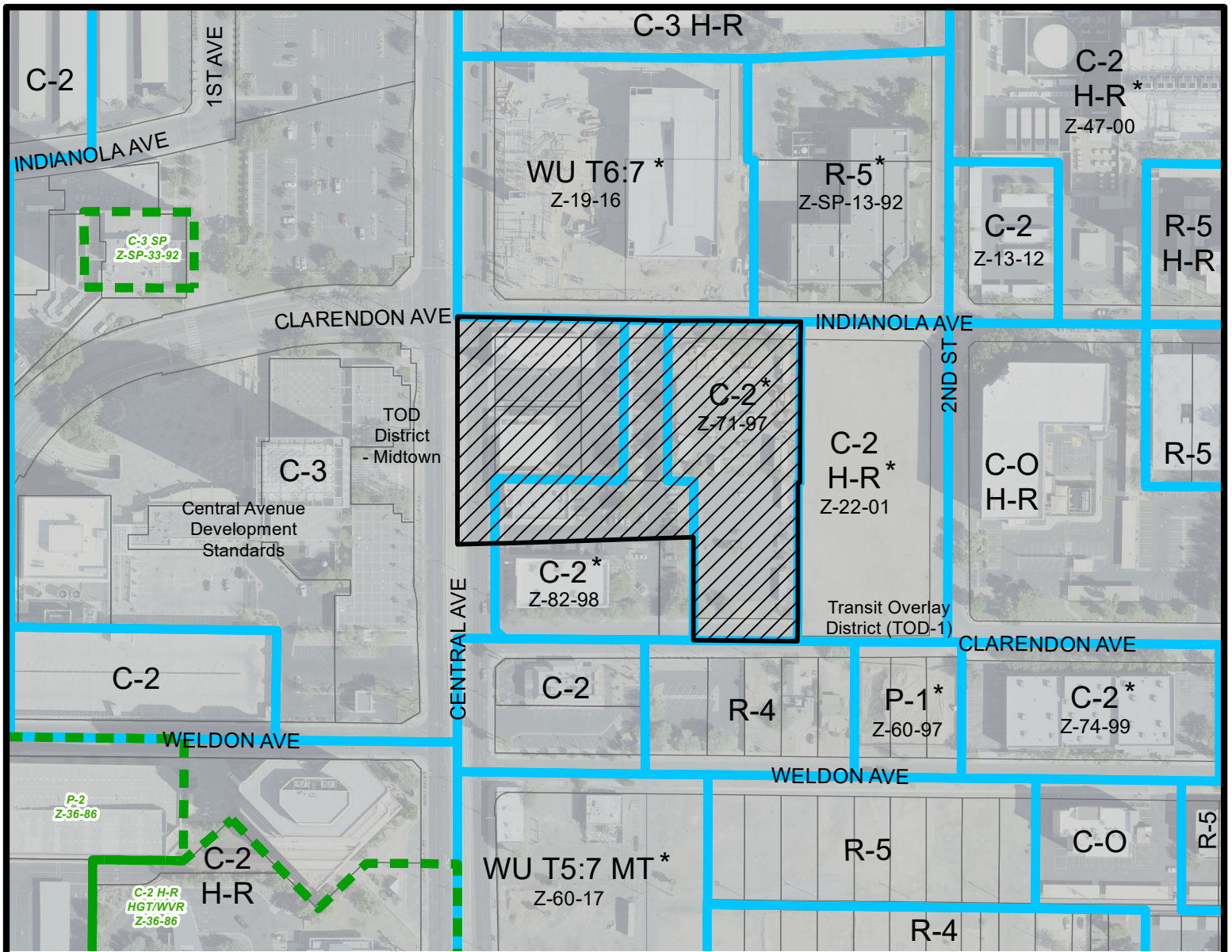


ENCANTO VILLAGE
CITY COUNCIL DISTRICT: 4

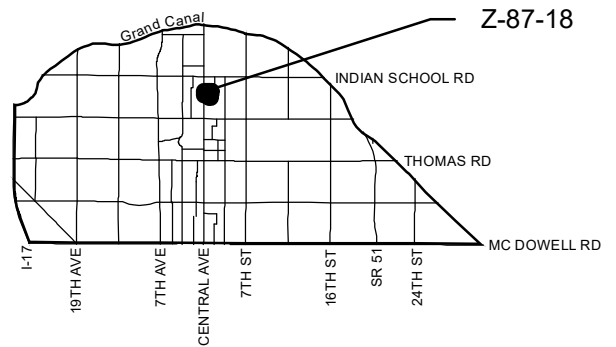


APPLICANT'S NAME: Jason Morris, Withey Morris PLC		REQUESTED CHANGE:	
APPLICATION NO. Z-87-18	DATE: 12/31/2018 REVISION DATES:	FROM: C-2 TOD-1 (2.45 a.c.) C-3 TOD-1 (1.25 a.c.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 3.70 Acres	AERIAL PHOTO & QUARTER SEC. NO. QS 16-28	ZONING MAP H-8	TO: WU Code T5:6 MT (3.70 a.c.)
MULTIPLES PERMITTED C-2 TOD-1, C-3 TOD-1 WU Code T5:6 MT	CONVENTIONAL OPTION 53 No Maximum		* UNITS P.R.D. OPTION 64 N/A

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



ENCANTO VILLAGE
CITY COUNCIL DISTRICT: 4



APPLICANT'S NAME: Jason Morris, Withey Morris PLC		REQUESTED CHANGE:	
APPLICATION NO. Z-87-18	DATE: 12/31/2018 REVISION DATES:	FROM: C-2 TOD-1 (2.45 a.c.) C-3 TOD-1 (1.25 a.c.)	
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MULTIPLES PERMITTED C-2 TOD-1, C-3 TOD-1 WU Code T5:6 MT	CONVENTIONAL OPTION 53 No Maximum		* UNITS P.R.D. OPTION 64 N/A

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

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF MARICOPA, STATE OF ARIZONA, AND IS DESCRIBED AS FOLLOWS:

PARCEL NO. 1:
LOT 7, BLOCK 5, INDIANOLA PLACE, ACCORDING TO BOOK 3 OF MAPS, PAGE 69, ACCORDING TO RECORDS OF MARICOPA COUNTY, ARIZONA

PARCEL NO. 2:
ALL THAT PORTION OF THE WESTERLY 271 FEET OF LOT 6, T.M. EARNHART'S SUBDIVISION, A ACCORDING TO BOOK 3 OF MAPS, PAGE 43 RECORDS OF MARICOPA COUNTY, ARIZONA, LYING NORTHERLY OF THE FOLLOWING DESCRIBED LINE;

COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 6;

THENCE SOUTHERLY 88 FEET UPON THE WEST LINE OF SAID LOT 6 TO THE POINT OF BEGINNING;

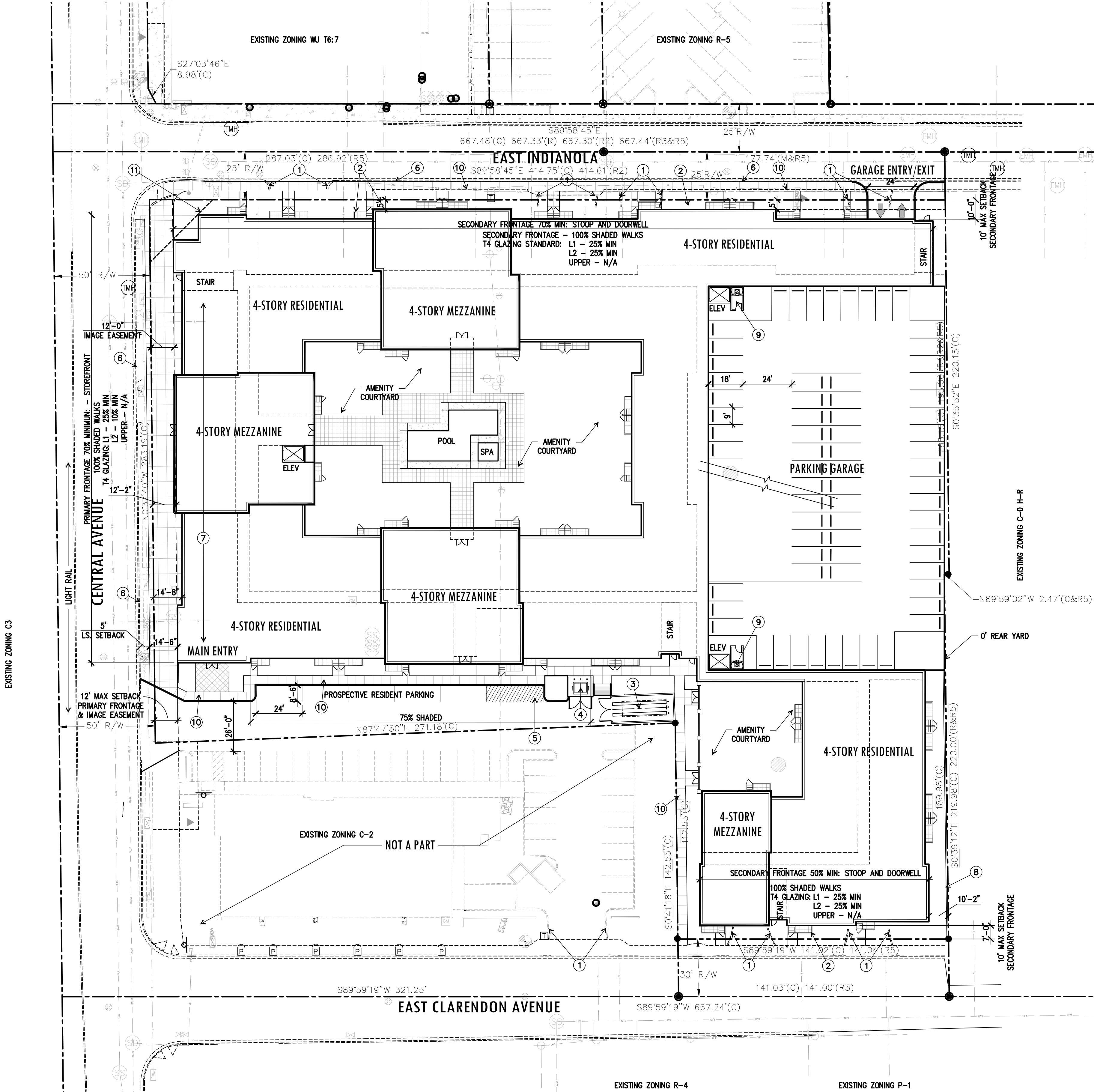
THENCE EASTERLY 271 FEET TO A POINT WHICH IS 77.5 FEET SOUTHERLY OF A POINT IN THE NORTH LINE OF SAID LOT 6 WHICH IS 271 FEET EASTERLY OF SAID NORTHWEST CORNER (POINT OF COMMENCEMENT) THEREOF.

PARCEL NO. 3:
LOT 9 AND THE SOUTH 100.00 FEET OF LOTS 9 AND 10, INDIANOLA PLACE, ACCORDING TO BOOK 3 OF MAPS, PAGE 69, ACCORDING TO RECORDS OF MARICOPA COUNTY, ARIZONA

PARCEL NO. 4:
THE NORTH 95 FEET OF LOTS 9 AND 10, BLOCK 5, INDIANOLA PLACE, ACCORDING TO BOOK 3 OF MAPS, PAGE 69, ACCORDING TO RECORDS OF MARICOPA COUNTY, ARIZONA

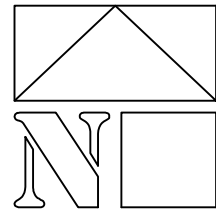
PARCEL NO. 5:
LOT 1, MAC PHOENIX, ACCORDING TO BOOK 456 OF MAPS, PAGE 19, RECORDS OF MARICOPA COUNTY, ARIZONA

118-25-039A, 118-25-040A, 118-25-006, 118-25-041B, 118-25-042A, 118-25-979



SITE PLAN - PRELIMINARY

0' 10' 20' 40'
SCALE: 1" = 20'-0"



KEYNOTES ①

1. EXISTING CURB CUT/DRIVE.
2. EXTENDED PATIO/STOOPS.
3. TRASH COMPACTOR
4. RECYCLE BIN
5. 8.5'x30' LOADING ZONE
6. EXISTING CURB
7. LEASING OFFICE/FITNESS/CLUB AT GROUND LEVEL
8. NEW SITE WALL
9. TRASH CHUTE
10. 5' SIDEWALK
11. 33'x33' SIGHT VISIBILITY TRIANGLE
12. EXISTING SIDEWALK

PROJECT DESCRIPTION

TRINISIC RESIDENTIAL GROUP INTENDS TO DEVELOP AN EXCEPTIONAL MULTI-FAMILY RESIDENTIAL (FOR RENT) PROPERTY LOCATED ON THE SOUTHEAST CORNER OF INDIANOLA AND CENTRAL AVENUE.

NOTES

1. UPDATE ALL EXISTING OFF-SITE IMPROVEMENTS (SIDEWALKS, CURB RAMPS AND DRIVEWAYS) TO CURRENT ADA GUIDELINES.
2. REMOVE ALL UNUSED DRIVEWAYS AND REPLACE ANY BROKEN OR OUT OF GRADE CURB, GUTTER AND SIDEWALK.

UNIT MIX :	# OF UNITS
STUDIO	59
ONE BEDROOM	132
TWO BEDROOM	25
TOTAL	252 UNITS

ZONING :

EXISTING: C-2
PROPOSED: T5:6

LOT AREA :

GROSS: 160,181 S.F. / 3.677 ACRES
NET: 130,171 S.F. / 2.988 ACRES

UNIT DENSITY :

PROPOSED: 68.5 UNITS PER ACRE

CONSTRUCTION TYPE :

RESIDENTIAL: VA
GARAGE: IA

BLDG HEIGHT :

57 FT. - 4 STORIES

OPEN SPACE :

REQUIRED: 5% OF GROSS = 8,009 SF
PROVIDED: 18,795 S.F. / 160,181 S.F. = 11.7%

LOT COVERAGE:

MAX ALLOWABLE: 80%
PROVIDED: (88,902/130,171) 68%

PARKING :

REQUIRED:	
1.3 SPACES PER STUDIO	59 UNITS x 1.3 = 77
1.5 SPACES PER 1&2 BED	193 UNITS x 1.5 = 290
TOTAL	367 P.S.

REDUCTION:
25% REDUCTION FOR PROXIMITY TO LIGHT RAIL STATION (1,130)
367 P.S./75 = 276 REQUIRED SPACES

PROVIDED (GARAGE: 4 STORY PLUS ROOF):	
GARAGE:	355 PS
OPEN:	5 PS
TOTAL:	360 PS

SQUARE FOOTAGE DATA :

BUILDING PER LEVEL	81,950 X 4 = 327,600 SF
GARAGE PER LEVEL	24,600 X 5 = 123,000 SF
TOTAL	450,600 SF
COURTYARD AREA	16,864 SF

KIVA NUMBER: 18-3013
SDEV: 1800625
PAPP: 1806059
Q.S.: 16-28

CITY OF PHOENIX

DEC 04 2018

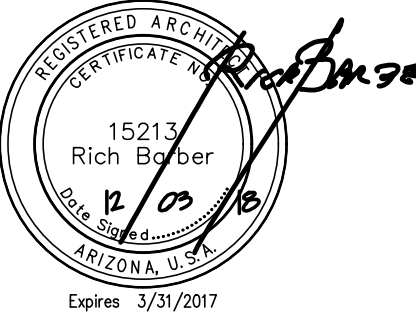
Planning & Development
Department

AURA MIDTOWN
APARTMENTS

CENTRAL AND INDIANOLA
PHOENIX, ARIZONA

Office of Rich Barber
ORB
Architecture, LLC

WorldHQ@ORBArch.com



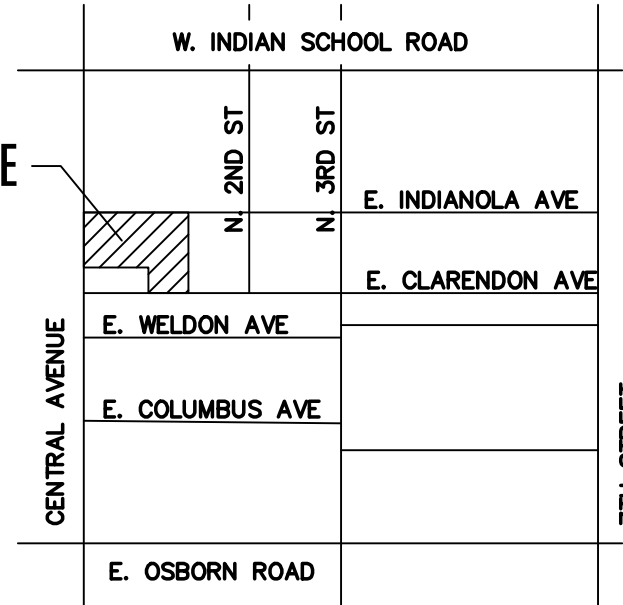
OWNER :

TRINISIC RESIDENTIAL GROUP
6902 E. 1ST STREET, STE. 100B
SCOTTSDALE, ARIZONA 85251
TEL. 480.448.0985
CELL. 512.771.5942
CONTACT: TODD GOSSELINK

ARCHITECT :

ORB ARCHITECTURE
2944 NORTH 44TH STREET,
STE. 101
PHOENIX, ARIZONA 85018
TEL. 602.957.4530
FAX 480.717.4038
CONTACT: RICHARD ALVAREZ

SITE



VICINITY MAP

NOT TO SCALE



REVISIONS

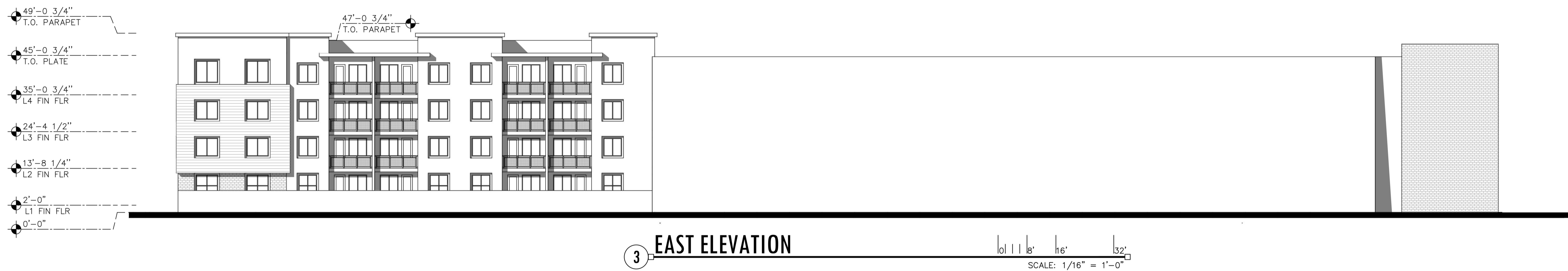
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DATE: DECEMBER 03, 2018 ORB # 17-232

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SITE PLAN

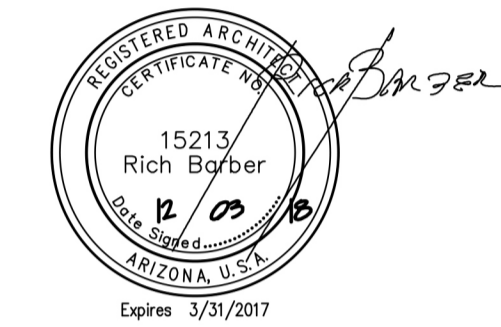
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AURA MIDTOWN APARTMENTS

CENTRAL AND INDIANOLA
PHOENIX, ARIZONA

Office of Rich Barber
ORB
Architecture, LLC
WorldHQ@ORBArch.com



CITY OF PHOENIX

DEC 04 2018

Planning & Development
Department

REVISIONS

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DATE: DECEMBER 3RD, 2018 ORB # 17-232

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BUILDING ELEVATIONS