

Attachment B



City of Phoenix PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-39-19-4 November 20, 2019

Alhambra Village Planning Committee Hearing Date November 26, 2019
Planning Commission Hearing Date December 5, 2019

Request From: C-2 HGT/WVR DNS/WVR TOD-1 (0.57 acres) and C-2 TOD-1 (3.78 acres)

Request To: WU Code T5:5 UT (Walkable Urban Code, Transect 5:5 District, Transit Uptown Character Area) (4.35 acres)

Proposed Use: Multifamily Residential

Location: Approximately 400 feet east of the northeast corner of 7th Avenue and Camelback Road

Owner: Seventh Camel, Inc.

Applicant/Representative: George Pasquel III, Withey Morris, PLC

Staff Recommendation: Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Map Designation		Commercial	
Street Map Classification	Camelback Road	Arterial/ Light Rail	40-foot north half street
	7th Avenue	Arterial	40-foot east half street
CONNECT PEOPLE AND PLACES CORE VALUE; INFILL DEVELOPMENT; LAND USE PRINCIPLE: Promote and encourage compatible infill development with a mix of housing types in neighborhoods close to employment centers, commercial areas, and where transit or transportation alternatives exist.			
The site is located within the Uptown Transit Oriented Development (TOD) District on Camelback Road 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 Medium Urban Center place type designation for the 7th Avenue and Camelback Road station area. The proposal is consistent with the redevelopment vision identified in the Uptown TOD Policy Plan and the Medium Urban Center designation identified in the TOD Strategic Policy Framework Plan.			

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.

The proposed development will provide new housing options in the village. This area was identified for mixed use housing and needing 861 units by 2035. The site is adjacent to two arterial streets, along light rail transit and is surrounded by multifamily and commercial zoning to the north, south, east and west.

CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS CORE VALUE; CLEAN NEIGHBORHOODS; LAND USE PRINCIPLE: Facilitate the acquisition of vacant, underutilized and blighted parcels for appropriate redevelopment, compatible with the adjacent neighborhood character and adopted area plans.

The site is currently home to an abandoned hotel property that has been vacant for several years, as well as surface parking lots that have been significantly underutilized in that time. The proposed development will transform these blighted parcels into a multifamily residential complex that is compatible with the surrounding character and land uses.

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

The proposed site plan depicts street trees along the Camelback Road frontage, in addition to additional shade trees throughout the property.

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.

[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. 20 below.

Surrounding Land Uses/Zoning		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Abandoned hotel building	C-2 HGT/WVR DNS/WVR TOD-1 and C-2 TOD-1
North	School	R-4
South	Park and ride	C-2 TOD-1
West	Retail – strip mall, liquor store, tattoo shop	C-2 TOD-1
East	Multifamily residential and hotel	R-4 and C-2 HP TOD-1

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	4.35	
Total Number of Units	N/A	284	
Density	No Maximum	65.29 dwellings per acre	
Building Height	56-foot maximum (T5:5)	56 feet	
Parking Structure	Cannot exceed building height	Surface parking, underground and ground floor garage	
Parking (25% reduction permitted for properties within 1,320 feet of light rail station)	413 required (25% reduction permitted within 1/4 mile of light rail) min	418 provided	
Bicycle Parking (1307.H.6.d.)	50 spaces maximum	50 spaces provided (6 public spaces, 18 secured spaces, and 26 storage spaces)	
Public Open Space (Section 1310)	5% minimum of gross area over one acre	16% (Met)	
Streetscape Standards Camelback Road and 7th Avenue (Section 1312.D.1.c)	<u>Camelback Road:</u> Sidewalk width – 8 feet minimum / Landscape width – 5 feet minimum <u>7th Avenue:</u> Sidewalk width – 6 feet minimum Landscape Width – 5 feet	Not Provided	

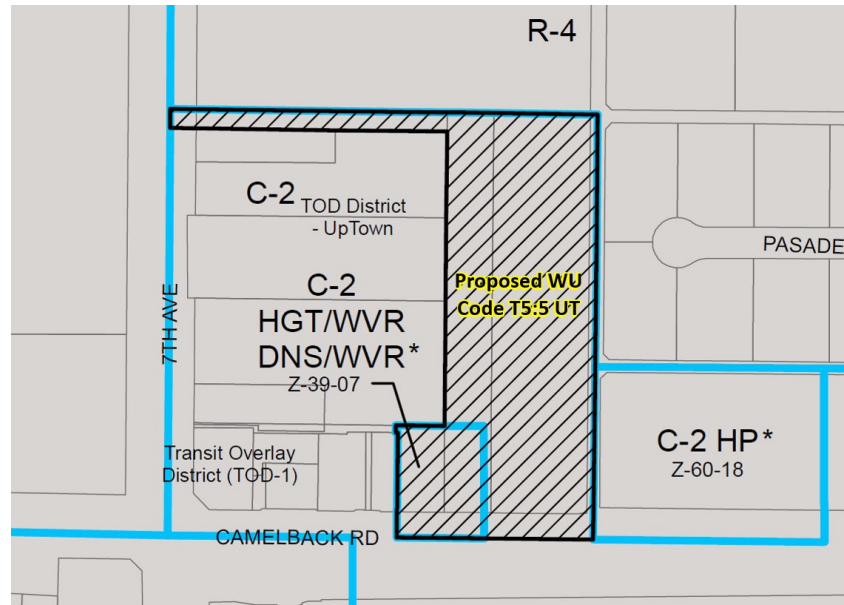
	minimum	
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Section 1303.2 TRANSECT T5		
Main Building Setbacks		
Light Rail Frontage (Camelback Road)	12-foot maximum	10 feet (Met)
Secondary Frontage (7th Avenue)	10-foot maximum	No building (Not met) *
Side Lot Line	0-foot minimum	12 feet and 9 feet (Met)
Rear Lot Line	0-foot minimum	2-foot (Met)
Parking Setbacks		
Primary Frontage (Camelback Road)	30-foot minimum or behind building	32-foot 5 inches and behind building (Met)
Secondary Frontage	20-foot minimum, 10-foot landscape setback from street right-of-way	Not Provided
Rear Lot Line	0-foot minimum	2 feet (Met)
Lot Requirements		
Lot Coverage	80% maximum	64% (Met)
Primary Building Frontage (Camelback Road)	70% minimum	70% (Met)
Secondary Building Frontage (7th Avenue)	50% minimum	0% (Not met) *
Frontage Types Allowed		
Light Rail Frontage (Camelback Road)	All frontages permitted	Storefront
Secondary Frontage (7th Avenue)	All frontages permitted	No frontage *
Entry Requirements	One per 50 feet of primary building frontage and one per 80 feet of secondary frontage	4 entries along 215 feet of primary frontage (Met). No secondary frontage provided. *
Glazing Standards (per T4)		
Ground Floor	25%	Not Provided
Second Floor	25%, 10% East and West	Not Provided

REQUEST

1. This request is to rezone a 4.35-acre site located approximately 400 feet east of the northeast corner of 7th Avenue and Camelback Road from C-2 HGT/WVR DNS/WVR TOD-1 (Intermediate Commercial District with a height waiver and density waiver, Interim Transit-Oriented Zoning Overlay District One) and C-2 TOD-1

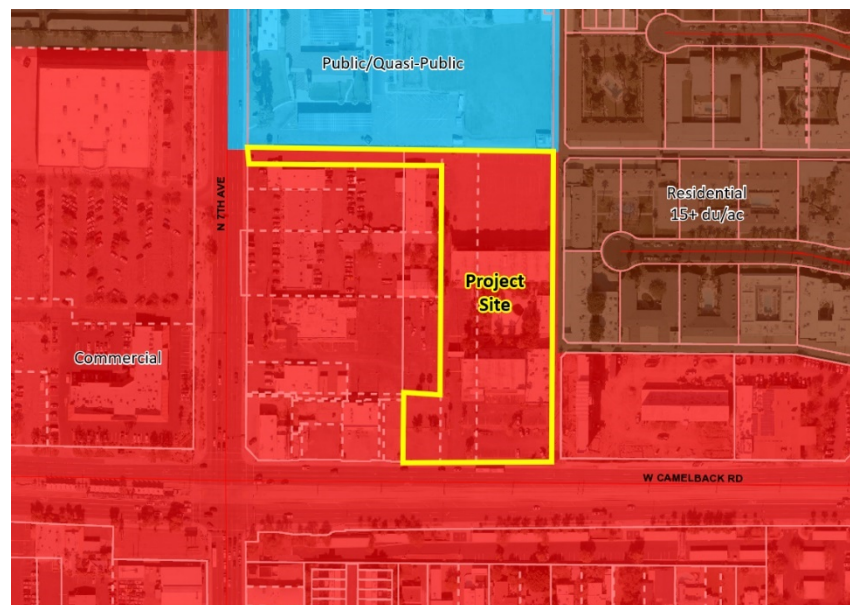
(Intermediate Commercial, Interim Transit-Oriented Zoning Overlay District One) to WU Code T5:5 UT (Walkable Urban Code, Transect 5:5 District, Transit Uptown Character Area) to allow a 284-unit multifamily residential development. The subject site consists of four parcels under the ownership of Seventh Camel Inc.



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 Public/Quasi-Public.



Source: City of Phoenix Planning and Development Department

SURROUNDING LAND USE AND ZONING

3. The subject site is an vacant hotel building (formerly Hotel 502 on Camelback).

NORTH

North of the subject site is a school zoned R-4 (Multifamily Residence District).

SOUTH

South of the subject site, across Camelback Road and the light rail line, is a park and ride site zoned C-2 TOD-1 (Intermediate

Commercial District, Interim Transit-Oriented Zoning

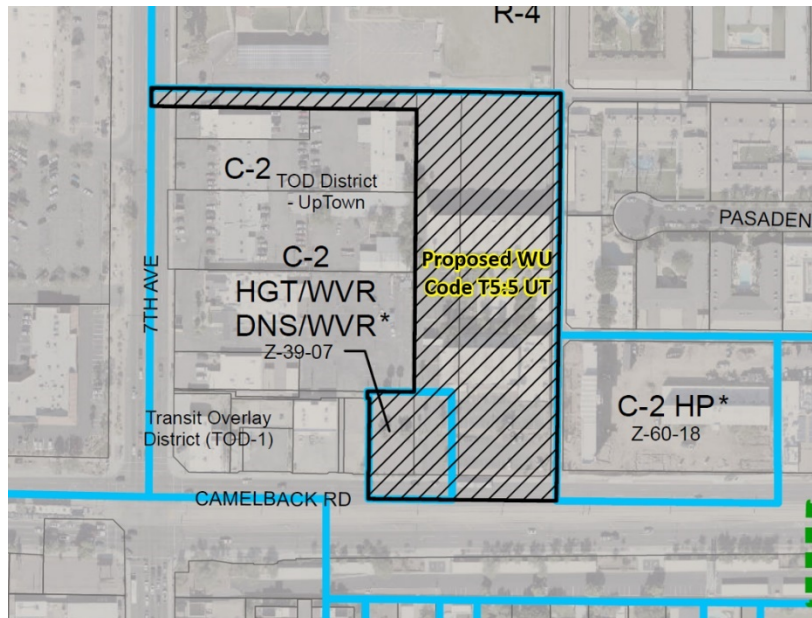
Overlay District One) and C-3 TOD-1 (General Commercial District, Interim Transit-Oriented Zoning Overlay District One).

EAST

East of the subject site is a historic mid-century modern hotel that has recently been remodeled and revitalized zoned C-2 HP TOD-1 (Intermediate Commercial, Historic Preservation, Interim Transit-Oriented Zoning Overlay District One). There are also multifamily development east of the site zoned R-4 HP (Multifamily Residence District, Historic Preservation).

WEST

West of the subject site is a liquor store, tattoo shop, mattress store and a strip mall zoned C-2 TOD-1 (Intermediate Commercial District, Interim Transit-Oriented Zoning Overlay District One).



Source: City of Phoenix Planning and Development Department

4. The site was annexed into the City of Phoenix on March 23, 1959, at which point it had been yet to be developed and consisted mostly of sparse vegetation, while the properties to the east and west of the site contained existing structures. By 1969, the site had been cleared of all landscaping, and, by 1976, the structure that occupies it today was erected. The site has not undergone any major changes since the initial construction. The light rail line along Camelback Road was constructed in 2007. The site has operated as a hotel since at least 2007 and has gone through multiple ownerships. The last known hotel operator on the site, Hotel 502 on Camelback, closed its doors in early 2018 and has remained vacant since.



November 2007
Red Roof Inn



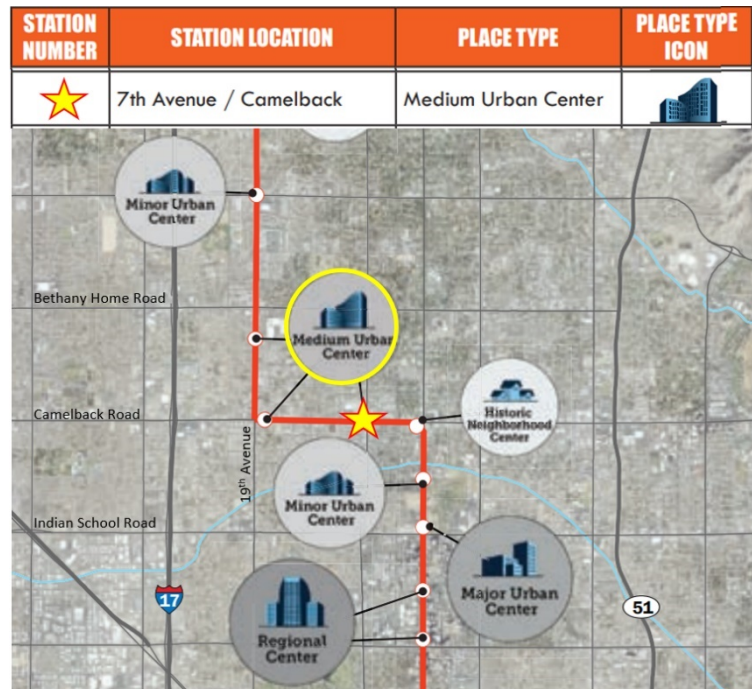
April 2011
Days Inn



May 2014
Hotel 502

Source: Google Streetview

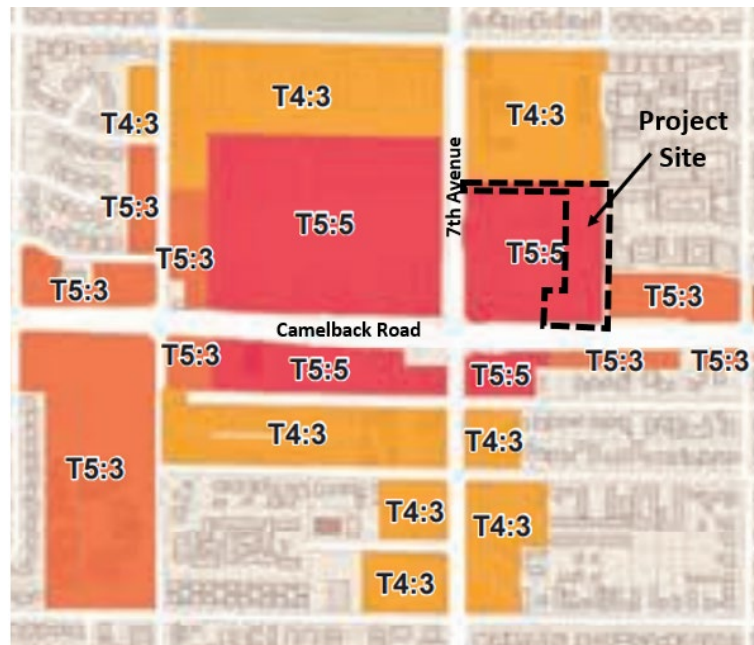
5. The Transit Oriented Development Strategic Policy Framework is part of the city's General Plan which identified planning typologies to describe urban environments. The identified environment for the 7th Avenue and Camelback Road light rail station area is Medium Urban Center. Medium Urban Center is a place type characterized by medium intensity with building heights typically from three to six stories with incentive heights of up to 10 stories. Land uses may include retail, mid-rise living, entertainment and office employment. The proposed project is consistent with the the Medium Urban Center parameters and encourages transit-supportive land use by increasing the density of housing provided in the area.



Source: City of Phoenix Planning and Development Department

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 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.



Conceptual Zoning Map; Uptown TOD Policy Plan

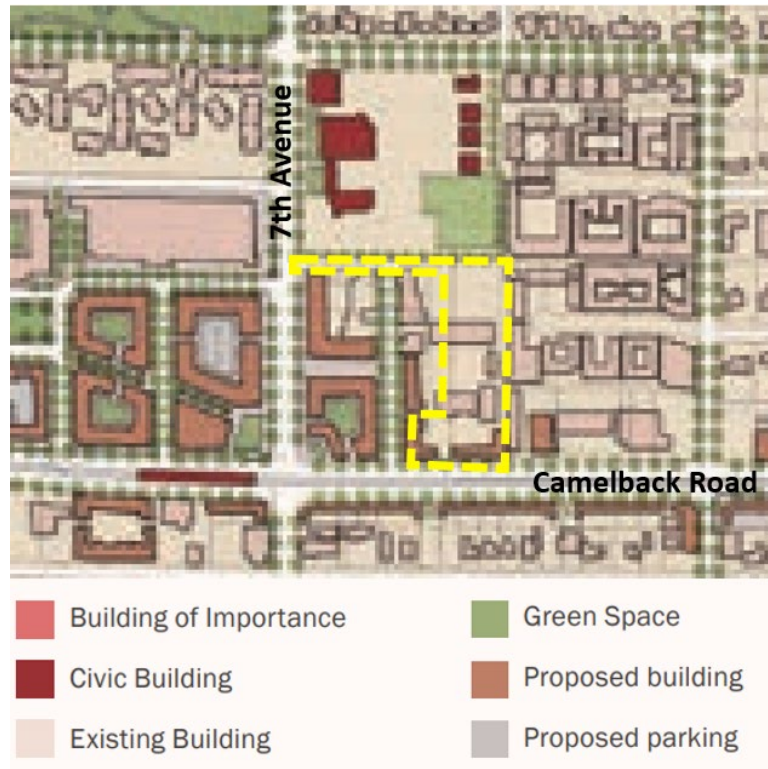
Source: City of Phoenix Planning and Development Department

7. The Uptown TOD Policy Plan's conceptual master plan identified multiple buildings near street frontages, with existing buildings and parking positioned in the interior of the site. A tree-lined paseo was depicted along the northern boundary of the property, connecting 7th Avenue and the alley to the east of the site. This design was intended to provide a pedestrian connection from the multifamily to the east to 7th Avenue.

The existing buildings on the site will be demolished to make way for the proposed project. The

proposed site plan depicts a single building that covers

most of the property and fronts onto Camelback Road. Due to the restrictive width of the parcel that connects the development to 7th Avenue, the provision of a tree-lined pedestrian paseo cannot be accomplished without eliminating the vehicular access lane. However, staff has requested that the developer provide a sidewalk along this lane so that residents may have safe pedestrian access to 7th Avenue. This is reflected in Stipulation No. 1.



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

This site is identified in the Uptown TOD Policy Plan as a priority development area that should be designed in such a way as to achieve certain measurable outcomes. This project achieves two of the key measurable outcome elements identified in the plan. First, it touches on the Housing Element, Diverse Neighborhoods measure, by adding to the diversity of housing stock in the area. Surrounded by medium-density multifamily and in close proximity to an established single-family residence neighborhood, this project will incorporate a new type of multifamily housing that will enhance the area and provide residents with more living options close to transit stations. Second, this project will help achieve the Mobility Element, Quality Transportation Choices measure by increasing the number of residents in the area that will have the option to walk, bicycle, or use public transit to get to work. With ample bike storage options and pedestrian access to the 7th Avenue and Camelback Road light rail station,

residents of this new development will be encouraged to use these alternative modes of transport in their daily commutes.

PROPOSAL

8. The site plan depicts a five-story building that covers most of the subject site. Open space amenities are mostly provided on the first level of the building, where green space and the pool and lounge area are located, and a dog park for residents located on the ground floor, at the far northeast corner of the site. Pedestrian connectivity is provided from 7th Avenue to the building entrances via a curbed sidewalk along the narrow northern boundary of the property, as well as from Camelback Road to the building entrances and to the commercial property to the west of the site. This is addressed in Stipualtion No. 1.



9. The elevations provided show a modern design with stucco and brick veneer. To ensure compatibility with the adjacent historic Medlock Place neighborhood, staff is recommending Stipulations Nos. 4 and 5. These stipulations will ensure high quality or architecture while utilizing building materials that are compatible with the surrounding area.



Source: ORB Architecture, LLC

AREA PLANS, OVERLAY DISTRICTS, AND INITIATIVES

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. 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.

Complete Streets Guiding Principles

- 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. Staff has requested that the developer construct a minimum 5-foot wide sidewalk along the northern boundary of the property to provide safe pedestrian access to

7th Avenue, as well as clearly defined pedestrian pathways that connect throughout the site. These are addressed in Stipulation Nos. 1 and 3.

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. The developer is providing several modes of bicycle storage solutions, including a 26-space bicycle storage room which is accessible from the Camelback Road frontage, 18 secured bicycle parking spaces in the garage, and 6 public bicycle parking spaces near the main building entrance. This variety of bicycle parking options will encourage residents to utilize biking as an alternative mode of transportation.



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 has received 5 emails from members of the public regarding the request. The neighbor's main concerns were regarding traffic generated from the site (specifically, that residents would cut through the neighborhood to the north to access 3rd and Central Avenues) and the lack of architectural compatibility of the proposal with the surrounding neighborhood character. The concerns with architectural interest are addressed in Stipulation Nos. 4 and 5.

INTERDEPARTMENTAL COMMENTS

14. 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.
15. The Street Transportation Department has requested that the developer replace all unused driveways with sidewalk and curb and gutter, as well as replace any broken or out-of-grade curb, gutter, sidewalk, and ramps on all streets, in compliance with current ADA guidelines. Additionally, the Department has requested that the developer provide a 30-foot-wide driveway at the proposed location on Camelback Road, and that a 10-foot-wide sidewalk easement be dedicated on the north side of Camelback Road, for the length of the property. These requirements are addressed in Stipulation Nos. 8, 9, and 10.
16. The Street Transportation Department Pedestrian Safety Division has requested that the developer maintain and enhance detached sidewalks and provide shade along both sides of the sidewalk with single-trunk trees, and alternate single trunk trees with other thick vegetation on the landscape strip along Camelback Road without blocking visibility triangles. These are addressed in Stipulation No. 7 and by standard Walkable Urban Code landscaping requirements.
17. The Public Transit Department has requested that clearly defined, accessible pathways be constructed connecting all building entrances and exits and at all vehicular entry and exit points utilizing the minimal possible distance and providing the most direct route. This is addressed in Stipulation No. 3.
18. 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 1740 L of the Flood Insurance Rate Map (FIRM) dated October 16, 2013.

OTHER

19. 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. 11.
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.

21. 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 Framework Medium Urban Center place type 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. A sidewalk shall be provided on-site from the apartment building to 7th Avenue and the sidewalk shall be a minimum of 5-feet in width, as approved by the Planning and Development Department.
2. There shall be a maximum of 418 parking spaces provided on site.
3. The developer shall provide clearly defined, accessible pedestrian pathways that connect all building entrances and exits and at all vehicular entry and exit points. These pathways shall be constructed of decorative pavers, stamped or colored concrete, or other decorative pavement that visually contrasts with the adjacent parking and drive aisles surfaces, as approved by the Planning and Development Department.
4. The development shall incorporate masonry elements into the primary exterior building materials and shall be reflective of the architectural style in the area, as approved by the Planning and Development Department.
5. All building elevations shall contain architectural embellishments such as textural changes, pilasters, offsets, recesses, variation in window size and location, and/or other overhang canopies, as approved by the Planning and Development Department.
6. All windows shall be shaded by architectural elements, awnings, canopies, etc., as approved by the Planning and Development Department.

7. The developer shall install traffic calming devices along the driveways of the property so that vehicles exercise caution prior to crossing the sidewalk when exiting and entering the property, as approved by the Planning and Development Department.
8. The developer shall construct all streets within and adjacent to the development with paving, curb, gutter, sidewalk, curb ramps, streetlights, median islands, landscaping and other incidentals, as per plans approved by the Planning and Development Department. All improvements shall comply with all ADA accessibility standards.
9. A 30-foot-wide driveway shall be provided at the proposed location on Camelback Road, in accordance with C.O.P Standard Detail P-1255-1, as approved by the Planning and Development Department.
10. A 10-foot-wide sidewalk easement shall be dedicated, on the north side of Camelback Road, for the length of the property, as approved by the Planning and Development Department.
11. 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.

Writers

Sofia Mastikhina and Kaelee Wilson

October 3, 2019

Team Leader

Samantha Keating

Exhibits

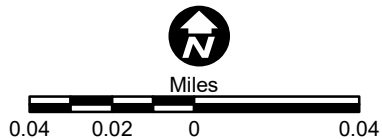
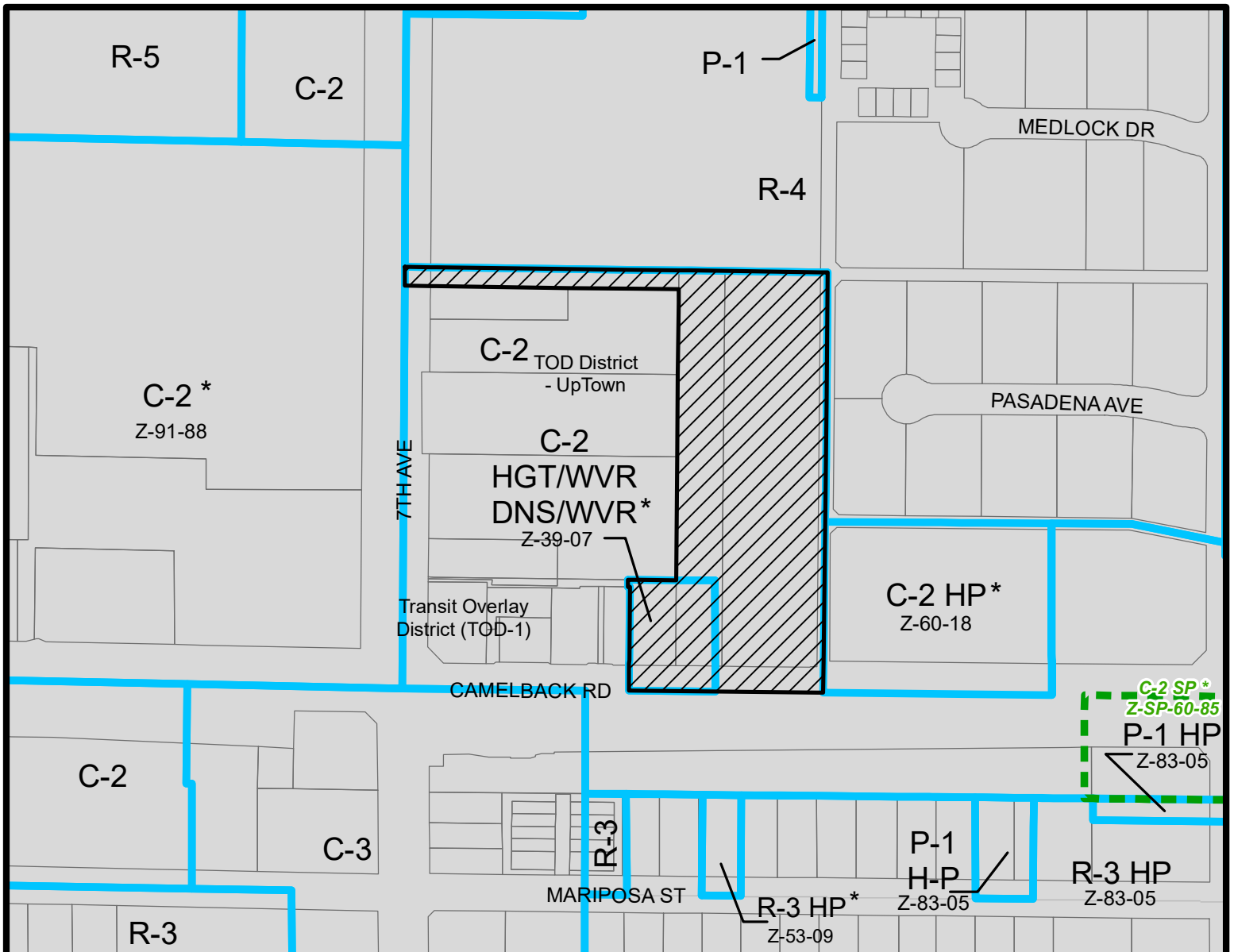
Sketch Map

Aerial Map

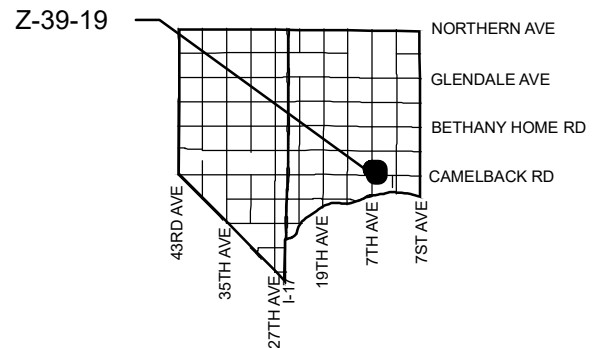
Conceptual Site Plan date stamped September 26, 2019

Conceptual Elevations date stamped November 15, 2019

Community Correspondence (5 pages)

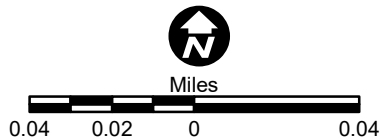
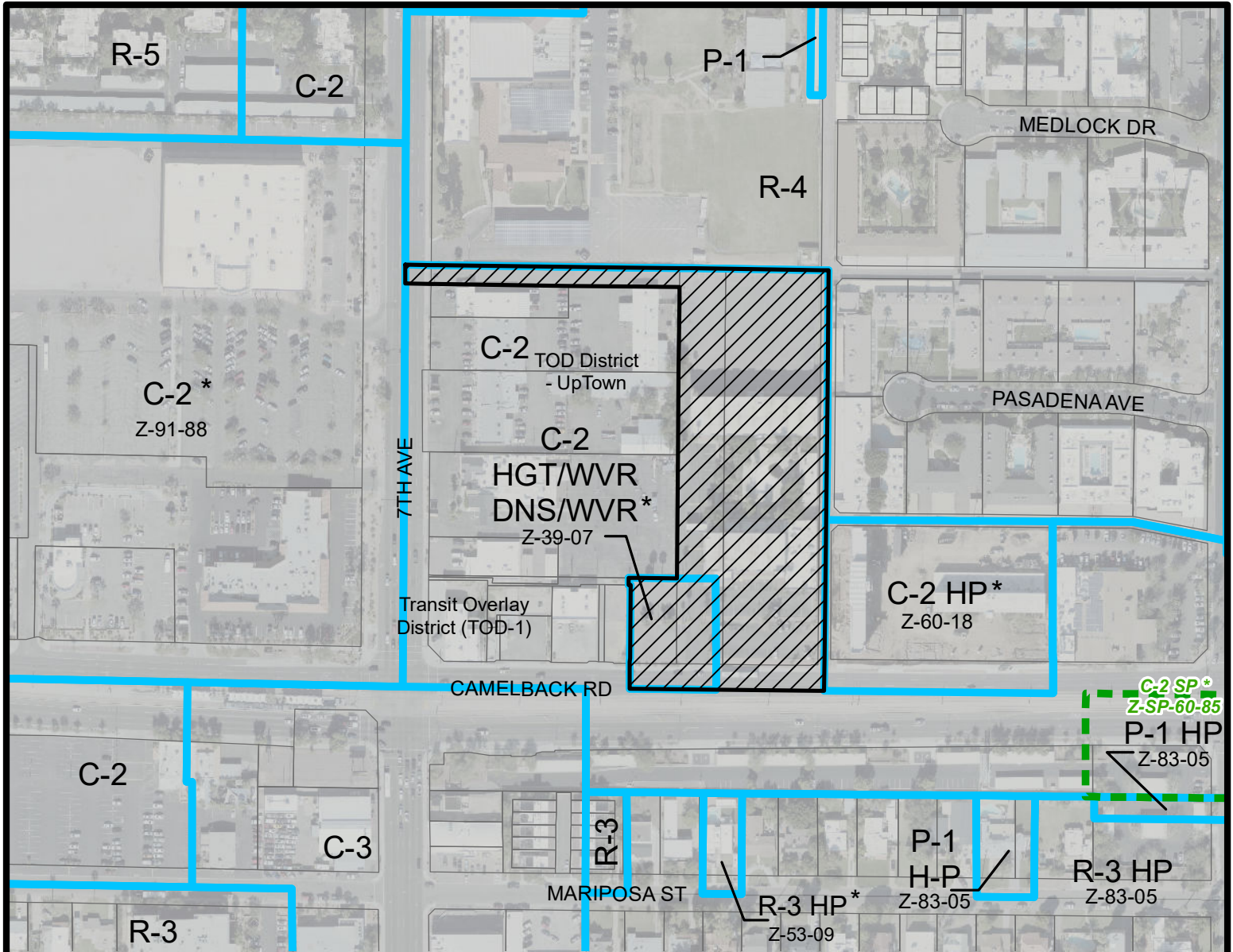


ALHAMBRA VILLAGE
CITY COUNCIL DISTRICT: 4

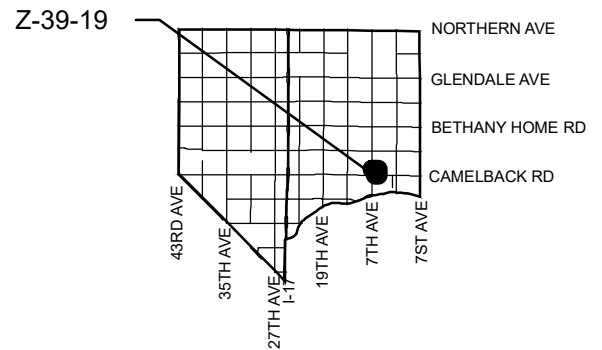


APPLICANT'S NAME: Withey Morris, PLC - George Pasquel III		REQUESTED CHANGE: FROM: C-2 HGT/WVR DNS/WVR TOD-1 (0.57 a.c.) C-2 TOD-1 (3.78 a.c.)	
APPLICATION NO. Z-39-19	DATE: 9/4/2019 REVISION DATES:	TO: WU Code T5:6 UT (4.35 a.c.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 4.35 Acres	AERIAL PHOTO & QUARTER SEC. NO. QS 19-27		
MULTIPLES PERMITTED C-2 HGT/WVR DNS/WVR TOD-1, C-2 TOD-1 WU Code T5:6 UT		CONVENTIONAL OPTION 25, 55 No Maximum	
		* UNITS P.R.D. OPTION 29, 66 N/A	

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



ALHAMBRA VILLAGE
CITY COUNCIL DISTRICT: 4



APPLICANT'S NAME: Withey Morris, PLC - George Pasquel III

APPLICATION NO. Z-39-19

DATE: 9/4/2019
REVISION DATES:

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

4.35 Acres

AERIAL PHOTO &
QUARTER SEC. NO.

QS 19-27

ZONING MAP

H-8

REQUESTED CHANGE:

FROM: C-2 HGT/WVR DNS/WVR TOD-1 (0.57 a.c.)
C-2 TOD-1 (3.78 a.c.)

TO: WU Code T5:6 UT (4.35 a.c.)

MULTIPLES PERMITTED

C-2 HGT/WVR DNS/WVR TOD-1, C-2 TOD-1

WU Code T5:6 UT

CONVENTIONAL OPTION

25, 55

No Maximum

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

29, 66

N/A

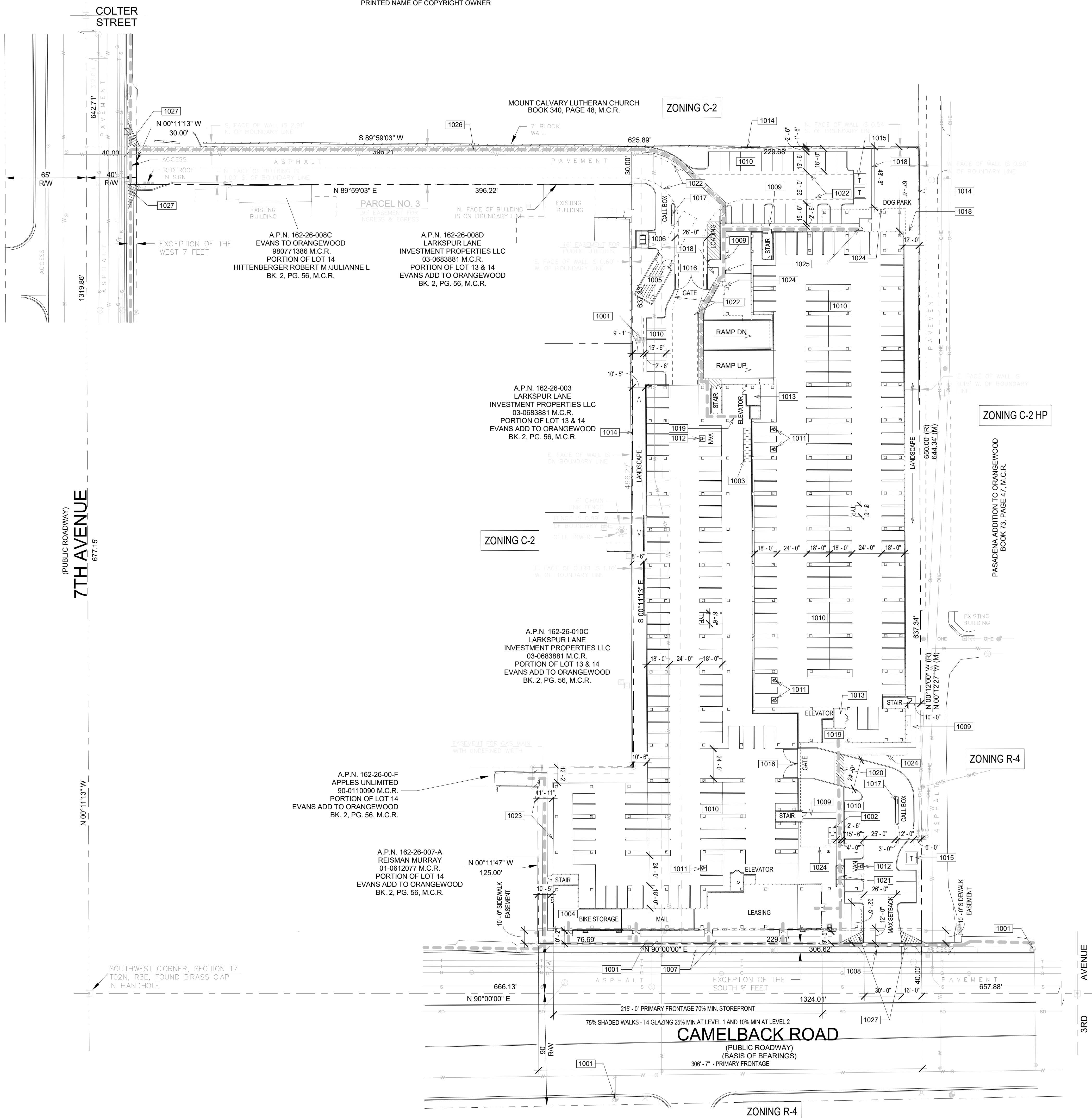
* Maximum Units Allowed with P.R.D. Bonus

SITE PLAN NOTES

1. DEVELOPMENT AND USE OF THIS SITE WILL CONFORM WITH ALL APPLICABLE CODES AND ORDINANCES.
2. ALL NEW OR RELOCATED UTILITIES WILL BE PLACED UNDERGROUND.
3. ANY LIGHTING WILL BE PLACED SO AS TO DIRECT LIGHT AWAY FROM ADJACENT RESIDENTIAL DISTRICTS AND WILL NOT EXCEED ONE FOOT CANDLE AT THE PROPERTY LINE. NO NOISE, ODOR, OR VIBRATION WILL BE EMITTED AT ANY LEVEL EXCEEDING THE GENERAL LEVEL OF NOISE, ODOR, OR VIBRATION EMITTED BY USES IN THE AREA OUTSIDE OF THE SITE.
4. OWNERS OF PROPERTY ADJACENT TO PUBLIC RIGHT-OF-WAY WILL HAVE THE RESPONSIBILITY FOR MAINTAINING ALL LANDSCAPING LOCATED WITHIN THE RIGHTS-OF-WAY, IN ACCORDANCE WITH APPROVED PLANS.
5. ALL ROOFTOP EQUIPMENT AND SATELLITE DISHES SHALL BE SCREENED TO THE HEIGHT OF THE TALLEST EQUIPMENT.
6. ALL SERVICE AREAS SHALL BE SCREENED TO CONCEAL TRASH CONTAINERS, LOADING DOCKS, TRANSFORMERS, BACKFLOW PREVENTERS AND OTHER MECHANICAL OR ELECTRICAL EQUIPMENT FROM EYE LEVEL ADJACENT TO ALL PUBLIC STREETS.
7. BARBED, RAZOR, OR CONCERTINA WIRE (OR SIMILAR) SHALL NOT BE USED ON THIS SITE WHERE VISIBLE FROM PUBLIC STREETS OR ADJACENT RESIDENTIAL AREAS.
8. ALL SIGNAGE REQUIRES SEPARATE REVIEWS, APPROVALS, AND PERMITS. NO SIGNS ARE APPROVED PER THIS PLAN.
9. I CONSENT TO THE REPRODUCTION OF THIS SITE PLAN PROVIDED THAT IF MODIFICATIONS ARE MADE, THE PROFESSIONALS WHO MAKE SUCH CHANGES ASSUME FULL RESPONSIBILITY AND LIABILITY FOR THE MODIFIED PORTIONS OF THIS PLAN.

SIGNATURE OF COPYRIGHT OWNER DATE

PRINTED NAME OF COPYRIGHT OWNER



PRELIMINARY SITE PLAN

CAMELBACK ROAD
(PUBLIC ROADWAY)
(BASIS OF BEARINGS)
306'-7" - PRIMARY FRONTAGE

ZONING R-4

SCALE: 1" = 40'-0"

DEVELOPMENT DATA

PROJECT DESCRIPTION:

ALLIANCE RESIDENTIAL COMPANY INTENDS TO DEVELOP AN EXCEPTIONAL MULTIFAMILY RESIDENTIAL (FOR RENT) PROPERTY LOCATED ON CAMELBACK ROAD JUST EAST OF 7TH AVENUE.

ZONING:

CURRENT: C-2 TOD-1, C-2 HGTONSWR TOD-1
PROPOSED: WU CODE 756 UT

LOT AREA:

GROSS: 190,983 S.F. (4.383 AC.)
NET: 169,210 S.F. (3.885 AC.)

CONSTRUCTION TYPE:

PARKING GARAGE: 1A
RESIDENTIAL: VA

BLDG HEIGHT:

ALLOWABLE: 80'
PROVIDED: 88' MAX

UNIT MIX:

	# OF UNITS
STUDIO	65
ONE BEDROOM	104
TWO BEDROOM	115
TOTAL	284

- ALL UNITS SHALL BE OF AT LEAST ANSI TYPE 'B' ACCESSIBILITY STANDARDS.
- 6% OF UNITS TO BE ANSI TYPE 'A' ACCESSIBILITY STANDARDS.

DENSITY:

PROPOSED: 64.80 D.U. / ACRE (284 UNITS)

AMMUNITIES:

POOL, SPA, FITNESS, RECREATION CLUB ROOM, BIKE STORAGE AND REPAIR, DOG PARK AND WASH, RIDESHARE CAFE.

SETBACKS:

	REQ	PROVIDED
FRONTAGE:	12'-0" MAX	9'-5"
SIDE (EAST):	0	10'-0"
SIDE (WEST):	0	2'-6"
REAR:	0	49'-2"

PARKING:

REQUIRED:
1.3 SPACES PER STUDIO 65 x 1.3 = 84.5
1.5 SPACES PER 162 BED 219 x 1.5 = 328.5
TOTAL REQUIRED 413 P.S.

PROVIDED:
GARAGE P1 245
GARAGE P2 138
ON SITE 35
TOTAL PROVIDED 418 P.S.

LOADING (10X30) PROVIDED 1 PS

PARKING RATIO: PROVIDED/UNIT COUNT 418/284 = 1.47

ACCESSIBLE PARKING (2% OF PARKING PROVIDED)
Per Chapter 7 (section 702 G.1.b.1)
REQUIRED: 423 x 0.02 = 8 PS
PROVIDED: 10 PS (2 VAN ACCESSIBLE)

BICYCLE PARKING:
REQUIRED: 50 (0.25/DU, max 50)
PROVIDED: SITE - (PUBLIC RACKS) 6
GARAGE P1 - (SECURE) 12
GARAGE P2 - (SECURE) 6
STORAGE 26
TOTAL PROVIDED 50

BUILDING AREAS:

LEVEL P1	101,338 S.F.
LEVEL P2	48,302 S.F.
LEVEL L1	77,818 S.F.
LEVEL L2	74,901 S.F.
LEVEL L3	74,901 S.F.
LEVEL L4	74,901 S.F.
TOTAL AREA	452,170 S.F.

LOT COVERAGE:

ALLOWED: 80% MAX.
PROVIDED: (108,368/169,210) 64%

OPEN SPACE:

REQUIRED: 5% MIN.
PROVIDED: (30,751/190,983) 16%
(OPEN SPACE IS PROVIDED AN LEVEL L1)

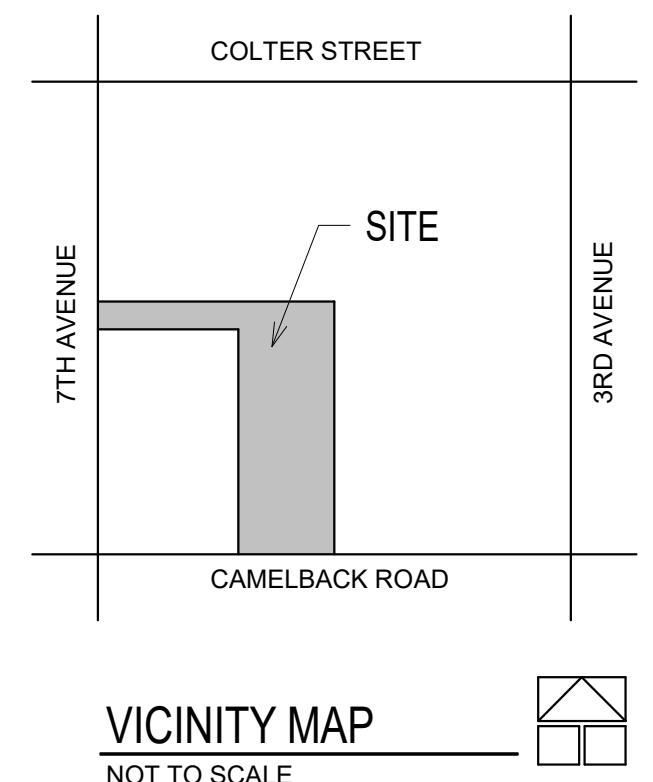
KEYNOTES

- 1001 EXISTING FIRE HYDRANT.
- 1002 PUBLIC BICYCLE RACKS PARKING LOCATION.
- 1003 SECURE BICYCLE RACKS PARKING LOCATION AT GARAGE.
- 1004 BICYCLE STORAGE ROOM.
- 1005 TRASH COMPACTOR.
- 1006 RECYCLE TRASH BIN.
- 1007 REMOVE ALL EXISTING DRIVEWAYS AND SIDEWALKS ON CAMELBACK AND REPLACE WITH NEW CURB AND GUTTER TO MATCH EXISTING AND NEW 8' SIDEWALK WITH A 5' LANDSCAPE DETACHED FROM CURB.
- 1008 NEW DRIVEWAY.
- 1009 CONCRETE SIDEWALK.
- 1010 8.5'X18' PARKING SPACE, TYP.
- 1011 11'X18' ACCESSIBLE PARKING SPACE.
- 1012 11'X18' VAN ACCESSIBLE PARKING SPACE.
- 1013 TRASH TERMINATION ROOM.
- 1014 EXISTING PERIMETER WALL TO REMAIN.
- 1015 TRANSFORMER LOCATION.
- 1016 VEHICULAR GATES.
- 1017 CALL BOX.
- 1018 WROUGHT IRON FENCE.
- 1019 PEDESTRIAN BUILDING ACCESS THROUGH ELEVATOR.
- 1020 RAISED TABLE PEDESTRIAN CROSSING.
- 1021 ACCESSIBLE CURB RAMP.
- 1022 FIRE TRUCK ACCESS LANE, 35' INSIDE RADIUS, 55' OUTSIDE RADIUS.
- 1023 SIDEWALK CONNECTING TO DEVELOPMENT TO THE WEST.
- 1024 LINE OF BUILDING ABOVE.
- 1025 PEDESTRIAN GATE.
- 1026 4 FEET WIDE STRIPING ON ASPHALT FOR ACCESSIBLE ROUTE TO 7TH AVENUE.
- 1027 10'X20' VISIBILITY TRIANGLE.

LEGEND

- - - DENOTES PROPERTY LINE
- DENOTES ACCESSIBLE PARKING
- FIRE HYDRANT
- - - DENOTES ACCESSIBLE ROUTE

VICINITY MAP



KIVA NUMBER: 19-304
SDEV NUMBER: 1900067
PAPP NUMBER: 1900673

CITY OF PHOENIX

SEP 26 2019

Planning & Development
Department

BROADSTONE
CAMELBACK

502 WEST CAMELBACK ROAD
PHOENIX, ARIZONA

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

PRELIMINARY
NOT FOR
CONSTRUCTION

ALLIANCE
RESIDENTIAL COMPANY

ARCHITECT
ORB Architecture, LLC
2944 North 44th St., Suite 101
Phoenix, Arizona 85018
tel. 602-957-4530
fax 480-717-4038
Contact: Rich Barber

OWNER
Alliance Residential CO.
2525 East Camelback Rd., Suite 500
Phoenix, Arizona 85016
tel. 602-778-2800
fax 602-778-2850
Contact: Tom Lewis

CIVIL
Kland Civil Engineers, LLC
7227 North 18th St., Suite 217
Phoenix, Arizona 85020
tel. 480-344-0480
fax 480-822-3739
Contact: Leslie Kland

LANDSCAPE
Collaborative V
7116 East First Avenue, Suite 103
Scottsdale, Arizona 85251
tel. 480-247-0590
fax 480-656-6012
Contact: Paul Vecchia

ATTORNEY
Withey Morris, PLC
2525 E Arizona Biltmore Circle, Suite A-212
Phoenix, Arizona 85016
tel. 602-230-0600
fax 602-212-1787
Contact: George A. Pissarel III

PROGRESS SET

DATE: SEPTEMBER 13, 2019 OR8 #: 18-233

A1.10

PRELIMINARY SITE PLAN

FILE: T:\Jobs\ORB\Job Files\18-233_Alt_502 West Camelback\CAD Files\preliminary\0213_Bldg 1 Elev.dwg USER: j DATE: Sep, 24 2019 TIME: 04:37 pm



1 - NORTH ELEVATION



2 - SOUTH ELEVATION



3 - EAST ELEVATION



4 - WEST ELEVATION

MATERIAL KEY NOTES:

- (A) STUCCO FINISH DUNN EDWARDS DE6367 "COVERED IN PLATINUM"
- (B) STUCCO FINISH DUNN EDWARDS DE6382 "FORMAL GRAY"
- (C) STUCCO FINISH DUNN EDWARDS DE6395 "FURNISHED SILVER"
- (D) STUCCO FINISH DUNN EDWARDS DE6378 "JET"
- (E) BALCONY RAILING, PAINTED DUNN EDWARDS DE6378 "JET" LRV 9
- (F) BRICK VENEER
- (G) METAL VERTICAL/HORIZONTAL SILING AEP SPAN COLOR "SLATE GRAY"
- (H) DALTILE -DECORATIVE TILE BLEND AND MIX OF 12X12, 6X12 AND 6X6 SIZES COLOR "CW34 - LEMON POPSOLE"
- (I) METAL PANELS AEP SPAN COLOR "REGAL WHITE"
- (J) CANOPIES, GARAGE SCREEN WALL PAINTED, COLOR DUNN EDWARDS DE6378 "JET"
- (K) WINDOW/STOREFRONT FRAME COLOR "BLACK" - TYP.
- (L) DOOR AND FRAME TO MATCH ADJACENT WALL COLOR
- (M) LIGHT FIXTURE.
- (N) EXPOSED CONCRETE COLUMN

BROADSTONE
CAMELBACK

502 WEST CAMELBACK ROAD
PHOENIX, ARIZONA 85013

Office of Rich Barber
ORB
Architecture, LLC

WorldHQ@ORBArch.com

15215
Rich Barber
09/24/19

PRELIMINARY
NOT FOR
CONSTRUCTION

ALLIANCE
RESIDENTIAL COMPANY

DATE: SEPTEMBER 24, 2019 ORB # 18-233

A3.40

PRELIMINARY BUILDING
ELEVATIONS

From: [Samantha Keating](#)
To: [Kaelee Wilson](#)
Subject: FW: Case #3919
Date: Wednesday, September 11, 2019 8:13:47 AM

Kaelee,

Please see below. Could you please add this to the case file and contact Bob regarding his comments?

Thank you!
Samantha Keating
Principal Planner
City of Phoenix Planning and Development Department
200 West Washington Street, 3rd Floor
Phoenix, Arizona 85003
Phone: 602-262-6823
samantha.keating@phoenix.gov

From: Bob Hittenberger <bob@bestglass.com>
Sent: Tuesday, September 10, 2019 11:28 AM
To: Samantha Keating <samantha.keating@phoenix.gov>
Subject: Case #3919

Hi Samantha,

I'm writing you in regards to the Broadstone Camelback project at 502 W. Camelback Rd. I know it's in the very beginning process of applying for re-zoning but wanted to share some information with you.

I currently own the building at 5049 N 7th Ave which houses Best Glass and is adjacent to the north driveway of the project. I've been advised to make you aware of our operational characteristics as an operating full service glass company. Best Glass provides glass installation, replacement and repair for automotive, home, retail and commercial applications. As such we run 12 glass trucks that load and unload in that driveway six days a week. In addition, we get multiple deliveries of glass and related products from suppliers who run everything from pickup trucks to semi's and while we attempt to keep the drive as clear as possible, there are times when only one lane of traffic can pass.

Some of the products we supply our customers are fabricated in our shop. That requires glass grinding, drilling and cutting. We also cut various types of aluminum extrusions which can be annoyingly loud.

My intention of sharing this with you is not to impede the progress of the project in any way but simply to inform you of our commercial operations as we have been here for 28 years.

It was suggest to me that I request the apartment owners post a notice in the leasing office and the county recorder's office acknowledging the existence of commercial

th

buildings on the 7 Avenue frontage. I know this is a long process and nothing is for sure but I wanted to be out front with our concerns for tenants and their potential inconvenience in the future.

Please feel free to call me with any questions or comments at 602-437-2378.

Thanks for your help.

All the best,

Bob Hittenberger

Best Glass, Inc.

602-437-2378

www.bestglass.com

<https://youtu.be/o2k9TQzKfu0>

Samantha Keating

From: Richard Mountjoy <rmountjoy@cox.net>
Sent: Sunday, July 21, 2019 10:41 AM
To: Samantha Keating
Cc: 'Ellen Bilbrey'; 'Brown Lisa'; 'Bruce Bilbrey'; Linda Longmire; Juanita G Jackson; Carl J Langford; Joseph Perez
Subject: Rezoning Application Z-39-19; 502 W. Camelback

Hi Samantha,

Last Thursday, on behalf of the Medlock Place Historic District Traffic Committee, I attended the “open house” for the proposed 502 W. Camelback apartment complex. I spoke at length with Jon Garshick, Alliance Residential’s Development Director, about our concerns regarding project impacts. Our primary concern is cut-thru traffic.

Eastbound residents exiting the complex will have three choices:

1. Exit right onto Camelback, cross lanes of traffic, enter the left turn lane at 7th Avenue, then make a U-turn (can’t turn directly left on Camelback due to Light Rail).
2. Exit left onto 7th Avenue crossing lanes of traffic, enter the left turn lane at Camelback, then make a left turn. While the reversible lane is active (5 hours per weekday), a left turn can’t be made onto Camelback; residents then must drive down to Campbell, make a U-turn, then a right turn onto Camelback.
3. Exit right onto 7th Avenue, then right onto Colter.

Obviously, Option 3 is the easiest. This will add cut-thru traffic into the neighborhood. Colter already has about four times the traffic as would be generated by the residents alone. A traffic study may be needed to assess this impact.

Mitigation will be needed on Colter St. and possibly Oregon St.

To discourage residents from driving to “the restaurants” on Central (Postino, Windsor, Churn, Federal Pizza, Mad Greens, Blaze Pizza, Shake Shack, etc.), easy pedestrian and bicycle access from the NE corner of the proposed complex to the adjacent alleyway would encourage walking or biking over a car trip.

These mitigations must be translated into detailed Stipulations.

I have scheduled a Medlock Place Traffic Committee meeting in early August to review this rezoning request with our residents. I will let you know should any further concerns emerge.

Best Regards,

Rick Mountjoy
Chairman, Medlock Place Historic District Traffic Committee



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From: [Samantha Keating](#)
To: [Kaelee Wilson](#)
Subject: FW: Z-39-19, "Broadstone Camelback"
Date: Monday, August 19, 2019 8:44:00 PM

Kaelee,

Can you make sure you add this to the case file please? I told Sofia she could shadow you on this case. She was taking a look at the case file today and will probably come chat with you regarding some questions.

Thank you!

Samantha Keating
Principal Planner
City of Phoenix Planning and Development Department
200 West Washington Street, 3rd Floor
Phoenix, Arizona 85003
Phone: 602-262-6823
samantha.keating@phoenix.gov

From: Richard Mountjoy <rmountjoy@cox.net>
Sent: Sunday, August 11, 2019 11:54 AM
To: Samantha Keating <samantha.keating@phoenix.gov>
Cc: 'Ellen Bilbrey' <ellenbilbrey2011@gmail.com>; Miguel Medrano <miguel.medrano@phoenix.gov>; Joseph Perez <joseph.perez@phoenix.gov>; Joel Carrasco <joel.carrasco@phoenix.gov>; Cooperlamps23@gmail.com; rciscel@hotmail.com; Ann Abraham <bolandaz@aol.com>; 'Barry Wong' <barry@barrywong.com>; becky worrall <beckyworrall@me.com>; Brian Kruckenberg <briankruckenberg@gmail.com>; 'Brown Lisa' <lbfancypantsranch@msn.com>; 'Bruce Bilbrey' <bilbreyman@gmail.com>; 'Chad Burggraf' <Chad.burggraf@gmail.com>; Cindy Schiller <synde.schiller@cox.net>; 'Doug Harter' <dharter@cox.net>; James Mullany <james.a.mullany@gmail.com>; Janice Paul <janice_s_paul@msn.com>; 'Jeff Mills' <jebbymeals@yahoo.com>; 'Jennifer Burggraff' <marialar77@yahoo.com>; Linda Longmire <lindalongmire@cox.net>; Linda Vincent <lindalv@cox.net>; Mark Krawczak <markjon78@gmail.com>; Michelle Meyers <michelle@mikeandmich.com>; Michelle Molberg <mmichelle@cox.net>; Michelle Ruiz <michelleruiz114@gmail.com>; 'pam woods' <pwoods46@hotmail.com>; Sarah Spencer <sarahspencer602@gmail.com>; Tim McLennan <t.mclennanphx@gmail.com>; Tim Paul <tjpaul00@msn.com>; Juanita G Jackson <Juanita.Jackson@phoenix.gov>
Subject: Re: Z-39-19, "Broadstone Camelback"

Hi Samantha,

I wanted to follow-up to my letter of July 21 regarding the 502 W. Camelback re-zoning petition. Last week, the Medlock Place Traffic Committee conducted a meeting of interested neighbors to discuss this project. From that meeting, additional concerns were raised, as detailed below.

As we understand it, the current C-2 zoning applies R-3 rules to multifamily residential occupancies, with the following limitations:

1. Density of 14.5 units per acre.
2. Two stories or 30 feet height.
3. Lot coverage limit of 45%.

The developer proposes an *expansion* of the entitlement to WU T5:6, with the following:

1. Density of 68 units per acre (284 units on 4.2 acres).
2. Height of 5 stories and 68 feet.
3. Lot coverage of 54% ?

Many Medlock Place Historic District residents have great concerns about the traffic impacts of the increased density. As you may know, a recent City traffic study shows that many areas in the District already suffer from cut-thru traffic far in excess of that generated by the residents.

Medlock Place was planned as a semi-rural large-lot neighborhood *without sidewalks*. Pedestrians must compete directly with cars for street space. Any increase to traffic in the neighborhood will create more safety risk for pedestrians and bicycles, and will contradict the “walkable urban” goal for the neighborhood. In addition, there is a school dropoff on Colter near 7th Avenue. Increased traffic on Colter will pose a safety risk to school children. The Walkable Urban Code states that: “an adequate level of access for automobiles should be maintained and their *use integrated safely* with pedestrians, bicyclists, and other users”. The General Plan also requires “appropriate transitions/buffers between neighborhoods and adjacent uses” and that “traffic, noise or other factors should not negatively impact adjacent residential areas”. We are also concerned about increased traffic crossing the 3rd Avenue Sonoran Bike Route.

The “Broadstone Camelback” project must mitigate the impact of the proposed density increase. “Half Closure Entry Chokers” at Colter and Oregon Streets near 7th Avenue are needed. There must also be egress from the project onto Camelback.

The District is also concerned about compatibility with District architecture and with the adjacent mid-century buildings. The proposed project must be compatible with the character and integrity of the neighborhood. Underdeveloped land in the older parts of the city should be redeveloped in a manner that is compatible with existing development and the long-term character and goals for the area. Specifically, the General Plan states:

1. Redevelopment should support and reinforce the character and identity of each unique community and neighborhood.
2. Protect and enhance the character of each neighborhood and its various housing lifestyles through new development that is compatible in scale, design, and appearance.
3. Create new development or redevelopment that is sensitive to the scale and character of the surrounding neighborhoods and incorporates adequate development standards to prevent negative impact(s) on the residential properties.
4. Ensure new development and infill that is responsive to the historic surroundings and is compatible in size, scale, massing, proportion and materials.

The Walkable Urban Code expands on the General Plan obligations:

1. All sides of a structure should exhibit design continuity and contain multiple exterior accent materials that exhibit quality and durability.
2. Visible side and rear building facades should have a level of trim and finish compatible with the front facade.
3. Monotonous building elevations should be avoided, building accents should be expressed through differing materials or architectural detailing rather than applied finishes such as paint, graphics, or forms of plastic or metal panels.

All of the historic homes in Medlock Place are constructed of masonry (brick, block, or adobe), as are

all of the adjacent “mid-century” apartment buildings (plain and decorative block). So too is the (now historically recognized) adjacent Arrive Hotel project building.

The proposed “Broadstone Camelback” project elevations must be of masonry or masonry veneer (not stucco).

The historic neighborhood character also includes many tall, mature trees. The project needs tall, leafy trees. Short “scrubby” desert trees are inappropriate in this area. The tall trees also help to mitigate the increased building height. Per the General Plan: “Promote neighborhood identity through planning that reinforces the existing landscaping and character of the area. Each new development should contribute to the character identified for the village”.

The Walkable Urban Code also states that:

1. People should be provided the opportunity to walk, ride a bicycle, or use transit.
2. People should be provided the opportunity to drive less, and to park once and walk to nearby destinations.
3. Outdoor pedestrian activities within public rights-of-way should be encouraged.

And from the General Plan: “Enhance the compatibility of residential infill projects by carefully designing the edges of the development to be sensitive to adjacent existing housing. Create landscape buffers and other amenities to link new and existing development”.

The project needs easy access to the alleyways to the east for direct bicycle and walking access to all the restaurants along Central Avenue. This will also help to discourage cut-thru driving into the neighborhood.

We sincerely appreciate the City’s help to preserve a safe, walkable, and compatible community in Uptown.

By the way, some of the project information detail provided by the developer as condensed PDF’s is unreadable. Would you please send us a copy of the developer’s “Project Information Form” from the Pre-App?

Sincerely,

Rick Mountjoy

Chairman, Medlock Place Historic District Traffic Committee



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From: [Richard Mountjoy](#)
To: george@witheymorris.com
Cc: "Ellen Bilbrey"; Cooperlamps23@gmail.com; rciscel@hotmail.com; Ann Abraham; "Barry Wong"; [becky worrall](#); [Brian Kruckenberg](#); [Brianna Wilkins](#); "Brown Lisa"; "Bruce Bilbrey"; "Chad Burggraf"; [Cindy Schiller](#); "Ellen Bilbrey"; [James Mullany](#); [Janice Paul](#); "Jeff Mills"; "Jennifer Burggraf"; [Larry Geare](#); [Linda Longmire](#); [Linda Vincent](#); [Mark Krawczak](#); [Michelle Meyers](#); [Michelle Molberg](#); "pam woods"; [Sarah Spencer](#); [Tim Paul](#); [Juanita G Jackson](#); [Samantha Keating](#); ernest.j@me.com; "Carol Kawell"; [Colleen Sparks](#); [Council District 4](#); [Bill Wyman](#); [Joseph Puplava](#); [Kaelee Wilson](#); [Rick DeGraw](#); [Sarah Spencer](#)
Subject: Broadstone Camelback project, 502 W. Camelback
Date: Sunday, September 8, 2019 4:32:31 PM
Attachments: [image002.png](#)

Mr. George Pasquel III
Entitlement Specialist
Withey-Morris Attorneys

Dear George,

Thanks for your recent invitation to provide input on "Broadstone Camelback". Based on the additional information provided at your recent open house, and consistent with our comments to Jon Garshick and Rich Barber at that time, we subsequently provided the following assessment to Samantha Keating at the City of Phoenix. We hope this communication will provide our perspective and save time at our upcoming meeting.

As we understand it, the current C-2 zoning applies R-3 rules to multifamily residential occupancies, with the following limitations:

1. Density of 14.5 units per acre.
2. Two stories or 30 feet height.
3. Lot coverage limit of 45%.

Alliance proposes an *expansion* of the entitlement to WU T5:6, with the following:

1. Density of 68 units per acre (284 units on 4.2 acres).
2. Height of 5 stories and 68 feet.
3. Lot coverage of 54%? (unclear on the drawings available to us).

Many Medlock Place Historic District residents have great concerns about the traffic impacts of this increased density. As you may know, a recent City traffic study shows that many areas in the District already suffer from cut-thru traffic far in excess of that generated by the residents. This is not sustainable!

Eastbound residents exiting the complex will have three choices:

1. Exit right onto Camelback, cross three lanes of traffic, queue into the left turn lane at 7th Avenue, then make a U-turn (can't turn directly left on Camelback due to Light Rail).
2. Exit left onto 7th Avenue crossing three or four lanes of traffic, queue into the left turn lane at Camelback, then make a left turn. While the reversible lane is active during "rush" hours (5 hours per weekday), a left turn can't be made onto Camelback; residents then must drive down to Campbell, make a U-turn, then a right turn onto Camelback.
3. Exit right onto 7th Avenue, then right onto Colter.

Obviously, Option 3 is the easiest. This will add cut-thru traffic into the neighborhood. Colter already has about four times the traffic as would be generated by the residents alone.

The Federal Transit Administration defines a TOD as a “walkable community that is close to frequent, reliable public transit service”. They further state that a “TOD is characterized by a concentration of development that supports walkability and transit use.” We expect this project (and all others in this area) to support a walkable community.

In addition, a 2008 study by ASU and the City of Phoenix, cited by the "Reinvent Phoenix Project", and funded by HUD's "Sustainable Communities" program, found that “The Camelback area lacks transition zones that blend high density uses with single family residential areas”.

Medlock Place was planned as a semi-rural large-lot neighborhood **without sidewalks**. Pedestrians and bicycles must compete directly with parked and moving cars for street space. Any increase to traffic in the neighborhood will create more safety risk for pedestrians and bicycles, and will imperil the “walkable urban” goal for the neighborhood. In addition, there is a school drop-off on Colter near 7th Avenue. Increased traffic on Colter will pose a safety risk to these kids. The Walkable Urban Code states that: “an adequate level of access for automobiles should be maintained and their *use integrated safely* with pedestrians, bicyclists, and other users”.

The “Broadstone Camelback” project must mitigate the impact of the proposed density increase. “Entry Chokers” (see details below) at Colter and Oregon Streets near 7th Avenue are needed. There must also be egress from the project onto Camelback. The General Plan requires “appropriate transitions/buffers between neighborhoods and adjacent uses” and that “traffic, noise or other factors should not negatively impact adjacent residential areas”.

A report from Smart Growth America released on July 10, has ranked Arizona’s 7th Congressional District — which encompasses much of central and west Phoenix — the most dangerous place to walk in America. From 2008 to 2017, 344 pedestrians were killed in the 7th District alone — 4.48 for every 100,000 citizens, and the highest of any U.S. congressional district, according to the report. We cannot add to this risk!

The District is also concerned about compatibility with District architecture and with the adjacent mid-century buildings. The proposed project must be compatible with the character and integrity of the neighborhood. Underdeveloped land in the older parts of the city should be redeveloped in a manner that is compatible with existing development and the long-term character and goals for the area. Specifically, the General Plan states:

1. Redevelopment should support and reinforce the character and identity of each unique community and neighborhood.
2. Protect and enhance the character of each neighborhood and its various housing lifestyles through new development that is compatible in scale, design, and appearance.
3. Create new development or redevelopment that is sensitive to the scale and character of the surrounding neighborhoods and incorporates adequate development standards to prevent negative impact(s) on the residential properties.
4. Ensure new development and infill that is responsive to the historic surroundings and is compatible in size, scale, massing, proportion and materials.

The Walkable Urban Code expands on the General Plan obligations:

1. All sides of a structure should exhibit design continuity and contain multiple exterior accent materials that exhibit quality and durability.
2. Visible side and rear building facades should have a level of trim and finish compatible with the front facade.
3. Monotonous building elevations should be avoided, building accents should be expressed through differing materials or architectural detailing rather than applied finishes such as paint, graphics, or forms of plastic or metal panels.

All of the historic homes in Medlock Place are constructed of masonry (brick, block, or adobe), as are all of the adjacent “mid-century” apartment buildings (plain and decorative block). So too is the (now historically recognized) adjacent Arrive Hotel project building.

The proposed “Broadstone Camelback” project elevations must be of masonry or masonry veneer (not stucco). The elevations shown at the open house don’t resemble anything in the adjoining neighborhood. Window treatment was unclear, but windows must be recessed (not flush with exterior surface).

The historic neighborhood character also includes many tall, mature trees. The project needs tall, leafy trees. Short “scrubby” desert trees are inappropriate in this area and don’t help to offset the building height. Per the General Plan: “Promote neighborhood identity through planning that reinforces the existing landscaping and character of the area. Each new development should contribute to the character identified for the village”.

The Walkable Urban Code also states that:

1. people should be provided the opportunity to walk, ride a bicycle, or use transit.
2. People should be provided the opportunity to drive less, and to park once and walk to nearby destinations.
3. Outdoor pedestrian activities within public rights-of-way should be encouraged.

And from the General Plan: “Enhance the compatibility of residential infill projects by carefully designing the edges of the development to be sensitive to adjacent existing housing. Create landscape buffers and other amenities to link new and existing development”.

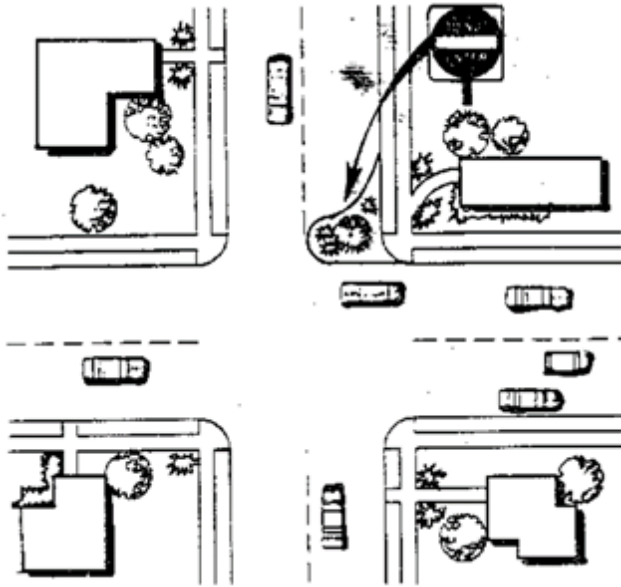
The project needs easy access to the alleyways to the east for direct bicycle and walking access to all the restaurants along Central Avenue. This will also help to discourage cut-thru driving into the neighborhood.

Ellen Bilbrey, myself, and other community representatives, look forward to productive discussions with you.

Best Regards,

Rick Mountjoy
Chairman, Medlock Place Historic District Traffic Committee

Entrance Barrier (Choker)



DESCRIPTION:

Physical barrier that restricts turns into a side street. Creates a one-way segment at the intersection while maintaining two-way traffic for the rest of the block. Will reduce neighborhood intrusion by non-local vehicles.

APPLICATION:

- Local streets where cut-through traffic is a concern.
- Local streets where non-resident vehicles circulate looking for parking or transit thru the neighborhood.

Other Advantages:

- Restricts entry into a street while maintaining full movement within the street block for residents
- Reduces cut-through traffic
- More self-enforcing and aesthetically pleasing than turn restriction signing
- Has little or no effect on speeds for local vehicles
- Minimal delay to emergency vehicles if no vehicle in the one-way segment

Disadvantages:

- May redirect traffic to other local streets
- May increase trip length for some drivers
- In effect at all times; even if cut-through or parking problem exists only at certain times of day

Considerations:

- Consider how residents will gain access to street
- May affect on-street storm drainage



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From: [Samantha Keating](#)
To: [Kaelee Wilson](#); [Sofia Mastikhina](#)
Subject: FW: Broadstone Camelback project, 502 W. Camelback
Date: Monday, September 9, 2019 3:08:33 PM

For the case file, please.

Thank you,

Samantha Keating
Principal Planner
City of Phoenix Planning and Development Department
200 West Washington Street, 3rd Floor
Phoenix, Arizona 85003
Phone: 602-262-6823
samantha.keating@phoenix.gov

From: Rick DeGraw <rdegrow3@cox.net>
Sent: Sunday, September 8, 2019 5:02 PM
To: Richard Mountjoy <rmountjoy@cox.net>
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Subject: Re: Broadstone Camelback project, 502 W. Camelback

This is an excellent piece. I am totally in support and will add my name to this if appropriate Thank you for all the good work

Sent by Rick DeGraw iPhone

On Sep 8, 2019, at 4:31 PM, Richard Mountjoy <rmountjoy@cox.net> wrote:

Mr. George Pasquel III
Entitlement Specialist

Withey-Morris Attorneys

Dear George,

Thanks for your recent invitation to provide input on "Broadstone Camelback". Based on the additional information provided at your recent open house, and consistent with our comments to Jon Garshick and Rich Barber at that time, we subsequently provided the following assessment to Samantha Keating at the City of Phoenix. We hope this communication will provide our perspective and save time at our upcoming meeting.

As we understand it, the current C-2 zoning applies R-3 rules to multifamily residential occupancies, with the following limitations:

1. Density of 14.5 units per acre.
2. Two stories or 30 feet height.
3. Lot coverage limit of 45%.

Alliance proposes an *expansion* of the entitlement to WU T5:6, with the following:

1. Density of 68 units per acre (284 units on 4.2 acres).
2. Height of 5 stories and 68 feet.
3. Lot coverage of 54%? (unclear on the drawings available to us).

Many Medlock Place Historic District residents have great concerns about the traffic impacts of this increased density. As you may know, a recent City traffic study shows that many areas in the District already suffer from cut-thru traffic far in excess of that generated by the residents. This is not sustainable!

Eastbound residents exiting the complex will have three choices:

1. Exit right onto Camelback, cross three lanes of traffic, queue into the left turn lane at 7th Avenue, then make a U-turn (can't turn directly left on Camelback due to Light Rail).
2. Exit left onto 7th Avenue crossing three or four lanes of traffic, queue into the left turn lane at Camelback, then make a left turn. While the reversible lane is active during "rush" hours (5 hours per weekday), a left turn can't be made onto Camelback; residents then must drive down to Campbell, make a U-turn, then a right turn onto Camelback.
3. Exit right onto 7th Avenue, then right onto Colter.

Obviously, Option 3 is the easiest. This will add cut-thru traffic into the neighborhood. Colter already has about four times the traffic as would be generated by the residents alone.

The Federal Transit Administration defines a TOD as a "walkable community that is close to frequent, reliable public transit service". They further state that a "TOD is characterized by a concentration of development that supports walkability and transit use." We expect this project (and all others in this area) to support a walkable community.

In addition, a 2008 study by ASU and the City of Phoenix, cited by the "Reinvent Phoenix Project", and funded by HUD's "Sustainable Communities" program, found that "The Camelback area lacks transition zones that blend high density uses with single family residential areas".

Medlock Place was planned as a semi-rural large-lot neighborhood **without sidewalks**. Pedestrians and bicycles must compete directly with parked and moving cars for street space. Any increase to traffic in the neighborhood will create more safety risk for pedestrians and bicycles, and will imperil the “walkable urban” goal for the neighborhood. In addition, there is a school drop-off on Colter near 7th Avenue. Increased traffic on Colter will pose a safety risk to these kids. The Walkable Urban Code states that: “an adequate level of access for automobiles should be maintained and their *use integrated safely* with pedestrians, bicyclists, and other users”.

The “Broadstone Camelback” project must mitigate the impact of the proposed density increase. “Entry Chokers” (see details below) at Colter and Oregon Streets near 7th Avenue are needed. There must also be egress from the project onto Camelback. The General Plan requires “appropriate transitions/buffers between neighborhoods and adjacent uses” and that “traffic, noise or other factors should not negatively impact adjacent residential areas”.

A report from Smart Growth America released on July 10, has ranked Arizona’s 7th Congressional District — which encompasses much of central and west Phoenix — the most dangerous place to walk in America. From 2008 to 2017, 344 pedestrians were killed in the 7th District alone — 4.48 for every 100,000 citizens, and the highest of any U.S. congressional district, according to the report. We cannot add to this risk!

The District is also concerned about compatibility with District architecture and with the adjacent mid-century buildings. The proposed project must be compatible with the character and integrity of the neighborhood. Underdeveloped land in the older parts of the city should be redeveloped in a manner that is compatible with existing development and the long-term character and goals for the area. Specifically, the General Plan states:

1. Redevelopment should support and reinforce the character and identity of each unique community and neighborhood.
2. Protect and enhance the character of each neighborhood and its various housing lifestyles through new development that is compatible in scale, design, and appearance.
3. Create new development or redevelopment that is sensitive to the scale and character of the surrounding neighborhoods and incorporates adequate development standards to prevent negative impact(s) on the residential properties.
4. Ensure new development and infill that is responsive to the historic surroundings and is compatible in size, scale, massing, proportion and materials.

The Walkable Urban Code expands on the General Plan obligations:

1. All sides of a structure should exhibit design continuity and contain multiple exterior accent materials that exhibit quality and durability.
2. Visible side and rear building facades should have a level of trim and finish compatible with the front facade.
3. Monotonous building elevations should be avoided, building accents should be expressed through differing materials or architectural detailing rather than applied finishes such as paint, graphics, or forms of plastic or metal panels.

All of the historic homes in Medlock Place are constructed of masonry (brick, block, or adobe), as are all of the adjacent “mid-century” apartment buildings (plain and

decorative block). So too is the (now historically recognized) adjacent Arrive Hotel project building.

The proposed “Broadstone Camelback” project elevations must be of masonry or masonry veneer (not stucco). The elevations shown at the open house don’t resemble anything in the adjoining neighborhood. Window treatment was unclear, but windows must be recessed (not flush with exterior surface).

The historic neighborhood character also includes many tall, mature trees. The project needs tall, leafy trees. Short “scrubby” desert trees are inappropriate in this area and don’t help to offset the building height. Per the General Plan: “Promote neighborhood identity through planning that reinforces the existing landscaping and character of the area. Each new development should contribute to the character identified for the village”.

The Walkable Urban Code also states that:

1. people should be provided the opportunity to walk, ride a bicycle, or use transit.
2. People should be provided the opportunity to drive less, and to park once and walk to nearby destinations.
3. Outdoor pedestrian activities within public rights-of-way should be encouraged.

And from the General Plan: “Enhance the compatibility of residential infill projects by carefully designing the edges of the development to be sensitive to adjacent existing housing. Create landscape buffers and other amenities to link new and existing development”.

The project needs easy access to the alleyways to the east for direct bicycle and walking access to all the restaurants along Central Avenue. This will also help to discourage cut-thru driving into the neighborhood.

Ellen Bilbrey, myself, and other community representatives, look forward to productive discussions with you.

Best Regards,

Rick Mountjoy
Chairman, Medlock Place Historic District Traffic Committee

Entrance Barrier (Choker)

<image002.png>

DESCRIPTION:

Physical barrier that restricts turns into a side street. Creates a one-way segment at the intersection while maintaining two-way traffic for the rest of the block. Will reduce neighborhood intrusion by non-local vehicles.

APPLICATION:

- Local streets where cut-through traffic is a concern.
- Local streets where non-resident vehicles circulate looking for parking or transit thru the neighborhood.

Other Advantages:

- Restricts entry into a street while maintaining full movement within the street block for residents
- Reduces cut-through traffic
- More self-enforcing and aesthetically pleasing than turn restriction signing
- Has little or no effect on speeds for local vehicles
- Minimal delay to emergency vehicles if no vehicle in the one-way segment

Disadvantages:

- May redirect traffic to other local streets
- May increase trip length for some drivers
- In effect at all times; even if cut-through or parking problem exists only at certain times of day

Considerations:

- Consider how residents will gain access to street
- May affect on-street storm drainage



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