

ATTACHMENT B



City of Phoenix

PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report: Z-61-22-7

December 30, 2022

Central City Village Planning Committee Hearing Date:

January 9, 2023

Planning Commission Hearing Date:

February 2, 2023

Request From:

C-3 CMOD (General Commercial, Capitol Mall Overlay District) (1.37 acres),
P-1 (Passenger Automobile Parking, Limited) (0.19 acres), and
R-5 RI (Multifamily Residence District, Residential Infill District) (1.68 acres)

Request To:

WU Code T5:5 CMOD (Walkable Urban Code, Transect 5:5 District, Capitol Mall Overlay District) (1.37 acres) and
WU Code T5:5 (Walkable Urban Code, Transect 5:5 District) (1.87 acres)

Proposed Use:

Multifamily residential

Location:

Southeast corner of 9th Avenue and Fillmore Street

Owner:

Mercy Hill Development, LLC

Applicant:

Trumont Group Arizona

Representative

Alan Beaudoin, Norris Design

Staff Recommendation:

Approval, subject to stipulations

<u>General Plan Conformity</u>			
<u>General Plan Land Use Map Designation</u>		Commercial	
<u>Street Map Classification</u>	Fillmore Street	Collector Street	22-foot south half street
	9th Avenue	Local Street	30-foot east half street
	Taylor Street	Local Street	38-foot north half street

General Plan Conformity

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 Capitol Extension Transit Oriented Development (TOD) area and within half-mile of the planned light rail station at 7th Avenue and Washington Street / Jefferson Street. The proposed multifamily development is appropriate at this location given the site's proximity to high-capacity transit, the downtown area, and location within a TOD area.

CREATE AN EVEN MORE VIBRANT DOWNTOWN CORE VALUE; SURROUNDING NEIGHBORHOODS; DESIGN PRINCIPLES: Encourage new development to maintain the existing streetscape patterns to preserve the character of the area; Encourage the development of height transition and design standards that support new development while enhancing the integrity and livability of established neighborhoods.

The subject site directly abuts Downtown Code zoning and consists of the majority of a block immediately west of downtown. The establishment of the Walkable Urban (WU) Code on the site will allow for new housing adjacent to downtown with design standards and a transition in height that enhance the integrity and livability of the neighborhood.

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.

As stipulated, the proposed development will provide shaded detached sidewalks on all three street frontages, which will reduce the urban heat island effect while also improving thermal comfort to site users and the surrounding neighborhood.

Applicable Plans, Overlays and Initiatives

[Transit Oriented Development Strategic Policy Framework](#) – See Background Item No. 3.

[Capitol Mall Overlay District](#) – See Background Item No. 7.

[Housing Phoenix Plan](#) – See Background Item No. 8.

[Comprehensive Bicycle Master Plan](#) – See Background Item No. 9.

[Complete Streets Guiding Principles](#) – See Background Item No. 10.

[Tree and Shade Master Plan](#) – See Background Item No. 11.

Applicable Plans, Overlays and Initiatives
<u>Zero Waste PHX</u> – See Background Item No. 12.

Surrounding Land Uses and Zoning		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Church	R-5 RI, C-3 CMOD, P-1
North (across Fillmore Street)	Single-family and multifamily residential, and parking	R-5 RI, R-5 RI (Approved R-3), P-1, P-1 (Approved R-3)
Southeast	Multifamily residential	C-3 CMOD
South (across Taylor Street)	Warehouse	C-3 CMOD ACOD
East	Commercial retail	DTC-Commercial Corridor
West (across 9th Avenue)	Single-family and multifamily residential, and parking	R-5 RI, P-1

Walkable Urban Code T5:5		*variance required or design alternative
<u>Standards</u>	<u>Requirements</u>	<u>Provisions on the Proposed Site Plan</u>
Gross Acreage	N/A	3.24
Total Number of Units	No maximum	122
Density	No maximum	37.65 dwelling units per acre
Building Height	56-foot maximum	50 feet (Met)
Min. Parking – Per Section 702 <ul style="list-style-type: none"> • 10% reduction when greater than 1,320 feet from a light rail stop 	202 spaces	202 spaces (Met)
Bicycle Parking – Per Section 1307.H.6.d <ul style="list-style-type: none"> • Minimum 0.25 per residential unit, with a maximum of 50 required spaces 	50 spaces	Not specified

Walkable Urban Code T5:5		*variance required or design alternative
<u>Standards</u>	<u>Requirements</u>	<u>Provisions on the Proposed Site Plan</u>
<i>Main Building Setbacks</i>		
Fillmore Street (Primary Frontage)	12-foot maximum	Main Building: 10 feet (Met) Carriage Units: 9 feet (Met)
9th Avenue (Secondary Frontage)	10-foot maximum	10 feet (Met)
Taylor Street (Secondary Frontage)	10-foot maximum	10 feet (Met)
Side/Rear (East/South)	0-foot minimum	Not specified
<i>Parking Setbacks</i>		
Fillmore Street (Primary Frontage)	30-foot minimum or behind building	Behind building (Met)
9th Avenue (Secondary Frontage)	20-foot minimum, 10-foot landscape setback from street right-of-way	Behind building (Met)
Taylor Street (Secondary Frontage)	20-foot minimum, 10-foot landscape setback from street right-of-way	20-foot setback, 20-foot landscape setback (Met)
Side/Rear (East/South)	0-foot minimum	Not specified
<i>Lot Requirements</i>		
Lot Coverage	80 percent maximum	38 percent (Met)
Primary Building Frontage (Fillmore Street)	70 percent minimum	85 percent (Met)
Secondary Building Frontage (9th Avenue)	50 percent minimum	90 percent (Met)
Secondary Building Frontage (Taylor Street)	50 percent minimum	56 percent (Met)
Open Space	5 percent minimum	5.5 percent (Met)
<i>Frontage Types Allowed</i>		
Primary and Secondary Building Frontages	All frontages or alternative frontages per Section 1305.B.1.c	Fillmore Street: Arcade (Met) 9th Avenue and Taylor Street: Storefront (Met)

Background/Issues/Analysis

SUBJECT SITE

1. This request is to rezone a 3.24-acre site located at the southeast corner of 9th Avenue and Fillmore Street from C-3 CMOD (General Commercial, Capitol Mall Overlay District), P-1 (Passenger Automobile Parking, Limited), and R-5 RI (Multifamily Residence District, Residential Infill District) to WU Code T5:5 (Walkable Urban Code, Transect 5:5) and WU Code T5:5 CMOD (Walkable Urban Code, Transect 5:5, Capitol Mall Overlay District) to allow multifamily residential use. The subject site is located directly west of downtown and developed with the Mercy Hill Church and accessory surface parking.

GENERAL PLAN LAND USE MAP DESIGNATIONS

2. The subject site and properties to the north and south are designated as Commercial on the General Plan Land Use Map. West of the subject site, across 9th Avenue, is designated as Residential 10 to 15 dwelling units per acre. Abutting the subject site to the east is designated as Mixed Use.

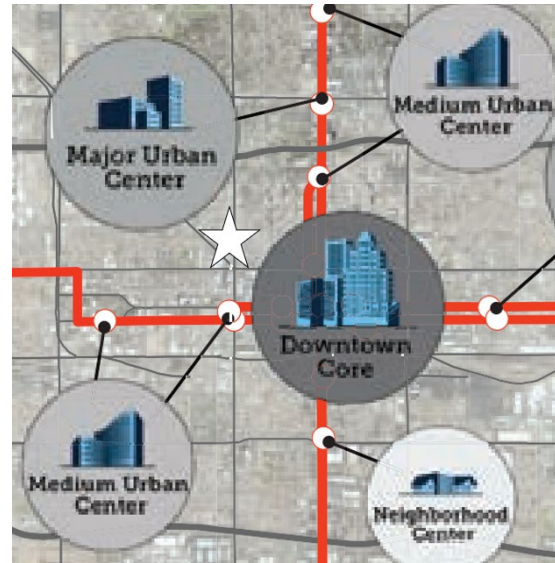
The proposed zoning district, WU Code T5:5, allows multifamily residential uses, as well as a range of commercial uses. Therefore, the proposal is consistent with the General Plan Land Use Map designation of Commercial.



General Plan Land Use Map, Source: Planning and Development Department

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

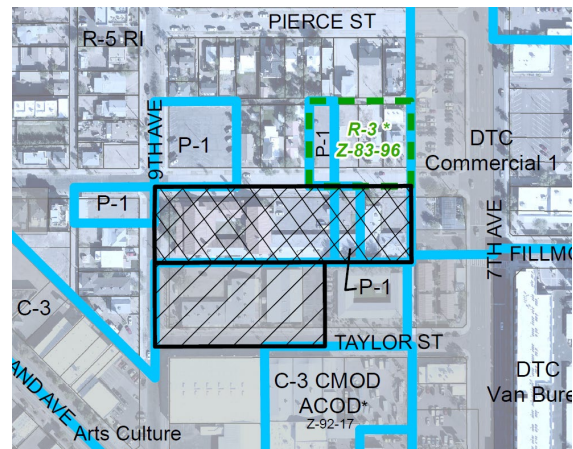
The Transit Oriented Development Strategic Policy Framework is part of the city's General Plan which identified planning typologies to describe urban environments. The subject site is within half-mile of the planned light rail station at 7th Avenue and Washington Street / Jefferson Street. The identified environment for the station 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 destination retail and entertainment, mid-rise living, and low-rise office employment. The proposed four-story residential development is consistent with the Medium Urban Center placetype, given the distance from the station and the neighborhood context.



TOD Strategic Policy Framework Placetypes, Source: Planning and Development Department

EXISTING CONDITIONS AND SURROUNDING ZONING

4. The subject site is currently developed with the Mercy Hill Church, which contains several buildings, and accessory surface parking with a mix of zoning, including C-3, R-5 RI, and P-1. The surrounding area contains a mix of uses, including warehouses and multifamily residential within a C-3 district to the south, residential uses within R-5 RI zoning to the west and north, and commercial retail within the Downtown Code to the east.



Zoning Aerial Map, Source: Planning and Development Department

PROPOSAL

5. The proposed T5:5 District is described as a medium-high-intensity mixed-use fabric characterized by a broad mix of buildings that integrate retail, offices, live-work, and residential units. As shown on the conceptual site plan attached as an exhibit, the proposal is to redevelop the property into a new four-story multifamily

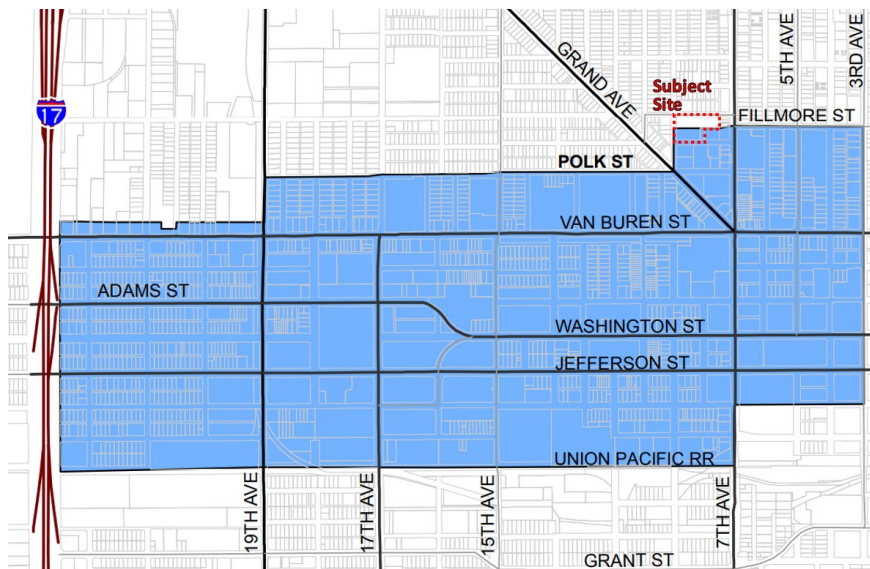
residential building with a total of 122 dwelling units. The development will be designed with frontages near the streets to create a pedestrian-friendly environment with surface parking located in the rear of the site. Vehicular access will be through driveways on Fillmore Street and Taylor Street. In order to guarantee access to the sidewalk for residents, Stipulation No. 2 requires the building to provide a minimum of one common entry for each street frontage.

6. Section 1304.C of the Zoning Ordinance requires that all sides of a building exhibit design continuity and multiple exterior accent materials. The provided conceptual elevations attached as an exhibit show multiple exterior accent colors, materials, and design continuity throughout all sides of the building. Additionally, the conceptual building elevations demonstrate retention of architectural features of the existing church on the subject site, including a ground floor brick arcade with arches along Fillmore Street and several tower features. Therefore, staff recommends Stipulation No. 1 to require inclusion of these features in the new development, creating an enhanced design with an architectural connection to the past.

AREA PLANS, OVERLAY DISTRICTS, AND INITIATIVES

7. Capitol Mall Overlay District

The southern portion of the subject site is within the Capitol Mall Overlay District. The Capitol Mall Overlay District acknowledges the varied uses of the area including governmental offices, industrial and commercial businesses, and historic residences. The purpose of this district is to prevent a concentration of certain uses which can restrict businesses and residences from functioning normally and contributes to the deterioration of the business and living environment, the downgrading of property values, and the diminishment of health, safety and general welfare conditions in the area.



Capitol Mall Overlay District Map, Source: Planning and Development Department

8. **Housing Phoenix Plan**
In June 2020, the Phoenix City Council approved the Housing Phoenix Plan. This Plan contains policy initiatives for the development and preservation of housing with a vision of creating a stronger and more vibrant Phoenix through increased housing options for residents at all income levels and family sizes. Phoenix's rapid population growth and housing underproduction has led to a need for over 163,000 new housing units. Current shortages of housing supply relative to demand are a primary reason why housing costs are increasing. The proposed development supports the Plan's goal of preserving or creating 50,000 housing units by 2030 by contributing to a variety housing types that will address the supply shortage.
9. **Comprehensive Bicycle Master Plan**
The City of Phoenix adopted the Comprehensive Bicycle Master Plan in 2014 to guide the development of its Bikeway System and supportive infrastructure. 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. Per Section 1307.H of the Zoning Ordinance and as stipulated, the development will provide bicycle parking for residents and guests, in addition to providing a bicycle repair station, encouraging the use of biking as an alternative mode of transportation. This is addressed in Stipulation No. 3.
10. **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. The proposal includes shaded, detached sidewalks which will increase the thermal comfort for those walking to and from nearby transit and those patronizing local businesses, as addressed in Stipulation Nos. 4 and 5. The proposal also includes bicycle parking and a repair station, as required in Stipulation No. 3.
11. **Tree and Shade Master Plan**
The Tree and Shade Master Plan encourages treating the urban forest as infrastructure to ensure the trees are an integral part of the City's planning and development process. Sidewalks on the street frontages should be detached from the curbs to allow trees to be planted on both sides of the sidewalk to provide thermal comfort for pedestrians and to reduce the urban heat island effect. The Walkable Urban Code requires detached sidewalks along street frontages and a 75 percent minimum shade requirement for public sidewalks and internal pedestrian pathways. The proposal will maintain the existing detached sidewalks along 9th Avenue and Taylor Street, replenishing the landscaping behind the back of curb, and a new detached sidewalk along Fillmore Street. These are addressed in Stipulation Nos. 4 and 5.

12. [Zero Waste PHX](#)

The City of Phoenix is committed to its waste diversion efforts and has set a goal to become a zero-waste city, as part of the city's overall 2050 Environmental Sustainability Goals. One of the ways Phoenix can achieve this is to improve and expand its recycling and other waste diversion programs. 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 proposed development will incorporate recycling containers within the community.

COMMUNITY INPUT SUMMARY

13. At the time this staff report was written, staff has received two letters in opposition to this request. Concerns include a desire for preservation of the existing structure and negative impacts of the proposed development on the historic character of the surrounding area.

INTERDEPARTMENTAL COMMENTS

14. The Street Transportation Department commented that the developer shall maintain and replenish the existing landscape area within the right-of-way along 9th Avenue and Taylor Street, that the developer shall construct a detached sidewalk along Fillmore Street, that the developer shall submit a traffic impact analysis, and that the developer shall construct all required street improvements within and adjacent to the development, including complying with ADA standards. These are addressed in Stipulation Nos. 4 through 7.
15. The City of Phoenix Water Services Department has noted the property has existing water and sewer mains that can potentially serve the proposed development, however water capacity is a dynamic condition that can change over time due to a variety of factors.
16. The Public Transit Department commented that the development should provide direct access to the sidewalk through common entries to ensure pedestrian-oriented access for residents of the building. This is addressed in Stipulation No. 2.
17. The Aviation Department commented that the property owner shall record a Notice to Prospective Purchasers of Proximity to Airport in order to disclose the existence, and operational characteristics of City of Phoenix Sky Harbor International Airport (PHX) to future owners or tenants of the property. This is addressed in Stipulation No. 8.
18. The Fire Department commented that there were no anticipated issues with the case, but that the buildings shall comply with the Phoenix Fire Code.

19. The Historic Preservation Office commented that the existing structure is subject to a 30-day demolition review because it is a historic-age building. At the time this staff report was written, the developer filed a demolition permit, which was reviewed by the Historic Preservation Commission on October 17, 2022. The Commission declined to hold a vote regarding initiation of historic designation for the property.

OTHER

20. The site has not been identified as being archaeologically sensitive. However, in the event archaeological materials are encountered during construction, all ground disturbing activities must cease within 33-feet of the discovery and the City of Phoenix Archaeology Office must be notified immediately and allowed time to properly assess the materials. This is addressed in Stipulation No. 9.
21. Staff has not received a completed form for the Waiver of Claims for Diminution in Value of Property under Proposition 207 (A.R.S. 12-1131 et seq.), as required by the rezoning application process. Therefore, a stipulation has been added to require the form be completed and submitted prior to preliminary site plan approval. This is addressed in Stipulation No. 10.
22. Development and use of the site is subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements. Zoning adjustments, abandonments or other formal actions may also be required.

Findings

1. The proposal is consistent with the General Plan Land Use Map designation and with the Transit Oriented Development Strategic Policy Framework vision for this area.
2. The proposal provides a new multifamily housing option to contribute to the mix of housing types in the area and will help alleviate the housing shortage in Phoenix.
3. As stipulated, the proposal will enhance connectivity in the immediate vicinity by providing pedestrian, bicycle, and shade amenities consistent with the TOD Strategic Policy Framework and other policy plans.

Stipulations

1. A ground floor brick arcade with arches along Fillmore Street and tower features along Fillmore and Taylor streets shall be provided, as depicted on the building elevations date stamped December 15, 2022 and as approved by the Planning and Development Department.

2. A minimum of one common entry shall be provided for each street frontage, except for buildings where every unit has private entry directly to the street, as approved by the Planning and Development Department.
3. The development shall incorporate bicycle infrastructure as described below and as approved by the Planning and Development Department.
 - a. All required bicycle parking for multifamily use, per Section 1307.H.6.d of the Phoenix Zoning Ordinance, shall be secured parking.
 - b. Guest bicycle parking for multifamily residential use shall be provided at a minimum of 0.05 spaces per unit with a maximum of 50 spaces near entrances of buildings and installed per the requirements of Section 1307.H. of the Phoenix Zoning Ordinance.
 - c. A bicycle repair station (“fix it station”) shall be provided on the site. The station shall include but not limited to: standard repair tools affixed to the station; a tire gauge and pump; and a bicycle repair stand which allows pedals and wheels to spin freely while making adjustments to the bike, as approved by the Planning and Development Department.
4. The developer shall maintain the existing width of the historic landscape area within the right-of-way along 9th Avenue and Taylor Street, and replenish the landscaping per the landscape standards of Section 1309 of the Zoning Ordinance, as approved by the Planning and Development Department.

Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.

5. The developer shall construct a minimum 5-foot-wide detached sidewalk and a minimum 8-foot-wide landscape area between the back of curb and sidewalk along Fillmore Street with landscaping consistent with the landscape standards of Section 1309 of the Zoning Ordinance, as approved by the Planning and Development Department.

Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.

6. The developer shall submit a Traffic Impact Analysis for this development. No preliminary approval of plans shall be granted until the study has been reviewed and approved by the city.

7. The developer shall construct all streets within and adjacent to the development with paving, curb, gutter, sidewalks, 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 property owner shall record documents that disclose the existence, and operational characteristics of Phoenix Sky Harbor Airport to future owners or tenants of the property. The form and content of such documents shall be according to the templates and instructions provided which have been reviewed and approved by the City Attorney.
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.
10. Prior to preliminary site plan approval, the landowner shall execute a Proposition 207 waiver of claims form. The waiver shall be recorded with the Maricopa County Recorder's Office and delivered to the City to be included in the rezoning application file for record.

Writer

Anthony Grande

December 30, 2022

Team Leader

Racelle Escolar

Exhibits

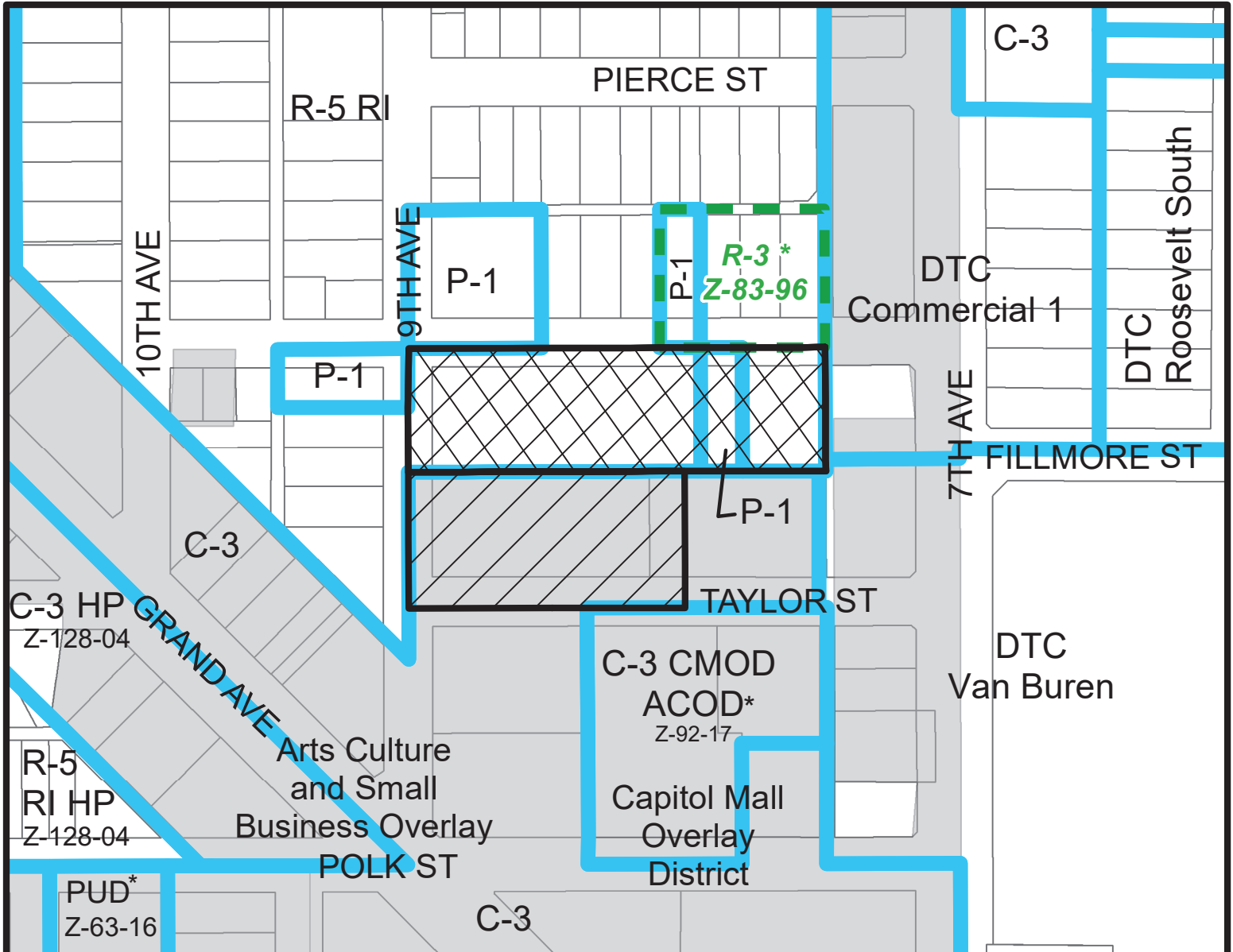
Sketch Map

Aerial Map

Conceptual Site Plan Date Stamped December 15, 2022

Conceptual Elevations Date Stamped December 15, 2022 (2 pages)

Community Correspondence (11 pages)



Miles

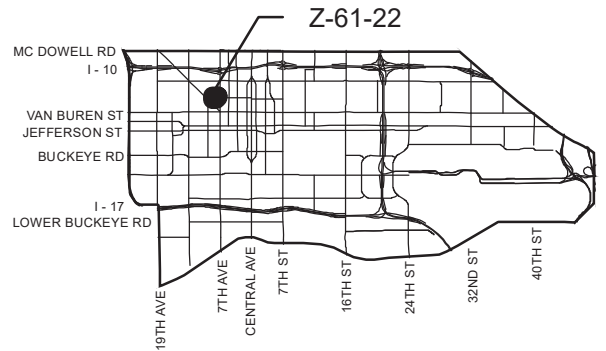
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CENTRAL CITY VILLAGE

CITY COUNCIL DISTRICT: 7

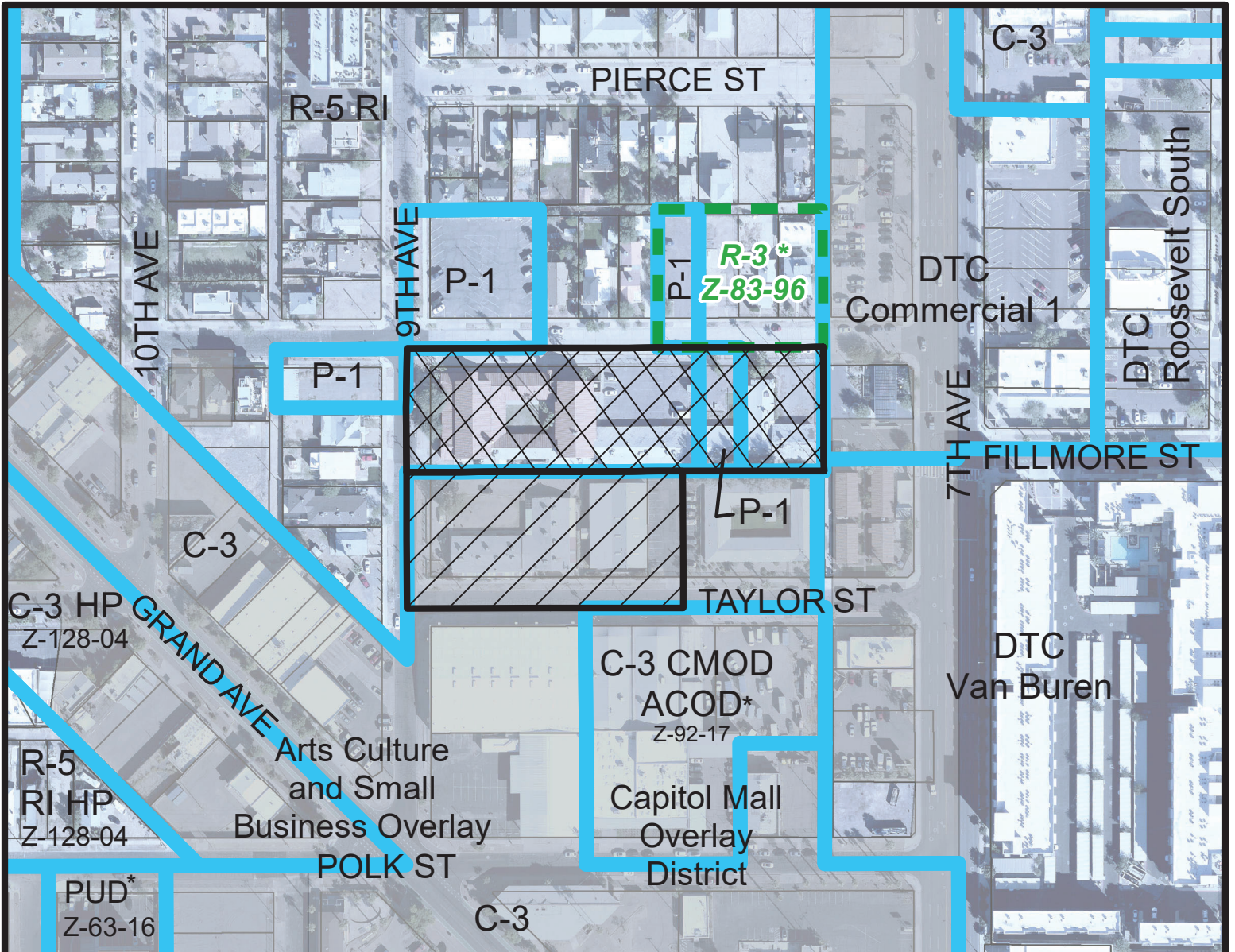


City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT



APPLICANT'S NAME: Trumont Group Arizona		REQUESTED CHANGE:	
APPLICATION NO. Z-61-22	DATE: 9/8/2022 <small>REVISION DATES:</small>	FROM: C-3 CMOD (1.37 a.c.) P-1 (0.19 a.c.) R-5 RI (1.68 a.c.)	
<small>GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.</small> 3.24 Acres	<small>AERIAL PHOTO & QUARTER SEC. NO.</small> QS 11-26	<small>ZONING MAP</small> F-8	TO: WU T5:5 CMOD (1.37 a.c.) WU T5:5 (1.87 a.c.)
MULTIPLES PERMITTED C-3 CMOD, P-1, R-5 RI WU T5:5 CMOD, WU T5:5	CONVENTIONAL OPTION 20, N/A, 73 No Maximum, No Maximum	* UNITS P.R.D. OPTION 24, N/A, 87 N/A, N/A	

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



Miles

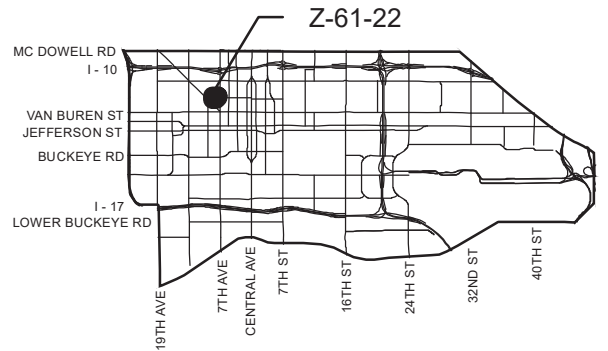
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CENTRAL CITY VILLAGE

CITY COUNCIL DISTRICT: 7



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT



APPLICANT'S NAME: Trumont Group Arizona		REQUESTED CHANGE:	
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* Maximum Units Allowed with P.R.D. Bonus



SITE PLAN DATA

Parcel: 37.47 (0.06 AC)

Acres:	Gross - 3.26 AC (142,006 SF)
	Net - 2.50 AC (108,900 SF)
Building Area:	Required - 173 Spaces
	Guest Required - 51 Spaces
	Total Required - 224 Spaces
	w/ 10% Reduction - 202 Spaces
	Provided - 202 Spaces
	Off Street - 187 Spaces
	On Street - 15 Spaces
	Parking Ratio: 1.66 Spaces / Unit
Lot Coverage:	38%
Clearance:	Required - 5% of Gross (7,091 SF)
	Provided - 5.5% (7,800 SF)
Dwelling Units:	122 Units (100%)
	Studio - 50 Units (41%)
	1-Bedroom - 50 Units (41%)
	2-Bedroom - 22 Units (18%)
Roof:	5,600 SF
Surface:	2,200 SF

* Surface Open Space determined based on IUC Code
Open Space Requirement of Reason 1010.04.2.



FILLMORE STREET
(FACING SOUTH)

BUILDING FRONTAGE REQUIRED: 70% (WU T5:5)
BUILDING FRONTAGE PROVIDED: 85%

BRICK ARCADE



TAYLOR STREET
(FACING NORTH)

BUILDING FRONTAGE REQUIRED: 50% (WU T5:5)
BUILDING FRONTAGE PROVIDED: 56%

CARRIAGE UNITS FRONT FILLMORE.
NO FRONTAGE ALONG TAYLOR.

9TH AVENUE
(FACING EAST)

BUILDING FRONTAGE REQUIRED: 50% (WUT5:5)
BUILDING FRONTAGE PROVIDED: 90%

242'

50'



PRIMARY STRUCTURE REAR
(FACING WEST)

BUILDING REAR IS INTERNAL TO SITE.
NO FRONTAGE.

50'



Grand Avenue Arts & Preservation

November 10, 2022

Grand Avenue Arts & Preservation (GAP)
1301 Grand Avenue, #8
Phoenix, AZ 85007

Dear Councilwoman Ansari -

Our organization along with others invested in preservation, have been working toward a compromise with Trumont Group over their proposed development at MercyHill church, 745 W. Fillmore Street. We appreciate the District 7 Council support throughout this process.

However, the minimal changes made to the plan to-date, ignores the most important feedback given by us, our associates, and other community members: the desire for preservation of a small sampling of significant church construction. Unfortunately, that prevents us from supporting this rezoning.

The circa 1946 sanctuary, 1946 red brick colonnades, and 1956 red brick bell tower, take up a small portion of the acreage to be built on. Designed by notable architects Lescher and Mahoney, the design was noteworthy for our area, with a dramatic, simple but elegant, bell tower. Built as a working-class neighborhood with small houses that flanked US 60 on the way to points West (Wickenburg, Las Vegas and Los Angeles), the church housed an active congregation for almost eight decades, with the most recent being MercyHill the last 8 years (see attached photos and video).

We ask that Trumont continue to work on a solution to preserve the sanctuary/colonnades/bell tower as important contributing structures for the Historic Grand Avenue district. Allowing a developer to scrape properties of notable architecture, encourages subsequent developers to do the same.

Increasing the height of the 2-story carriage houses to 4-stories on the east, close to 7th Avenue, would provide additional income, making it financially viable to leave the small footprint of the sanctuary, bell tower and colonnades on the west. The benefit of leaving a partial preservation component is threefold: 1) it creates a needed step-down toward adjacent single story houses, 2) honors and memorializes the 8 decades of church history, and 3) provides a public garden opportunity with the setback that borders the sanctuary and colonnades. High ceilings and exposed trusses in the sanctuary make it rentable space (co-working, architecture/design firm, small business, etc.).

We expect a project of this size to integrate into the existing neighborhood, step-down to adjacent small residential, promote green space, shade, walkability, heat remediation, some lower level commercial space, and overall good urban design.

Best Regards,



Beatrice Moore, Director
Grand Avenue Arts & Preservation

CC: Mayor Kate Gallegos; Phoenix City Council Members; Anthony Grande, Central City Village Planner; Shane Essert, Trumont Group; Helana Ruter, City of Phoenix Historic Preservation Office, Nancy Hill, GAP

1301 Grand Avenue, #8 Phoenix, AZ 85007
602.391.4016



SITE PLAN DATA

Lot Area:
 Gross - 3.26 AC (142,006 SF)
 Net - 2.80 AC (109,900 SF)

Building Area:
 Ground Floor - 25,200 SF
 2nd Floor - 37,800 SF
 3rd Floor - 37,800 SF
 4th Floor - 31,700 SF
 Carriages - 3,100 SF
 TOTAL: 135,600 SF

Parking:
 Required - 184.4 Spaces
 Total Required - 54.4 Spaces
 w/ 10% Reduction - 215 Spaces
 Provided - 215 Spaces
 Off Street - 187 Spaces
 On Street - 28 Spaces
 Parking Ratio: 1.65 Spaces / Unit

Lot Coverage: 38%

Open Space:
 Required - 5% of Gross (7,091 SF)
 Provided - 5.5% (7,800 SF)
 Rooftop: 5,600 SF
 Surface: 2,200 SF*

Unit Mix:
 Studio - 63 Units (40%)
 1-Bedroom - 51 Units (40%)
 2-Bedroom - 26 Units (20%)
 TOTAL: 130 Units (100%)

* Surface Open Space determined based on IUC Code
 Open Space Requirement of Section 1910.02.C.



FILLMORE STREET
(FACING SOUTH)

BUILDING FRONTAGE REQUIRED: 70% (WU T5:5)
BUILDING FRONTAGE PROVIDED: 85%

270'

158'

50'

BRICK ARCADE



TAYLOR STREET
(FACING NORTH)

BUILDING FRONTAGE REQUIRED: 50% (WU T5:5)
BUILDING FRONTAGE PROVIDED: 56%

182'

50'

30'

CARRIAGE UNITS FRONT FILLMORE.
NO FRONTAGE ALONG TAYLOR.

9TH AVENUE
(FACING EAST)

BUILDING FRONTAGE REQUIRED: 50% (WUT5.5)

BUILDING FRONTAGE PROVIDED: 90%

242'

50'



PRIMARY STRUCTURE REAR
(FACING WEST)

BUILDING REAR IS INTERNAL TO SITE.

NO FRONTAGE.

50'



From: beatrice.moore
To: [PDD Long Range Planning](#)
Cc: beatrice.moore
Subject: Fwd: MercyHill Church Development, 745 W. Fillmore Street
Date: Saturday, November 12, 2022 1:28:44 PM
Attachments: [MercyHill Letter to Planning 111222.pdf](#)
[MercyHill Church Site Concept.pdf](#)
[MercyHill Church Site Norris Design Elevations.pdf](#)

All -

Since Anthony Grande will be out of the office until December 4th, could you please make sure the attached e-mail and contents is included in his file on the Trumont Group MercyHill redevelopment project, which I was told could possibly be on the December CCVPC agenda. Thank you.

Beatrice Moore

Begin forwarded message:

From: beatrice moore <muppetsrealmom@gmail.com>
Subject: MercyHill Church Development, 745 W. Fillmore Street
Date: November 12, 2022 at 1:15:20 PM MST
To: Yassamin Ansari <council.district.7@phoenix.gov>
Cc: Kate Gallego <mayor.gallego@phoenix.gov>, Aaron T Kane <aaron.kane@phoenix.gov>, Laura Pastor <council.district.4@phoenix.gov>, Deborah Stark <council.district.3@phoenix.gov>, Ann O'Brien <council.district.1@phoenix.gov>, Carlos Garcia <council.district.8@phoenix.gov>, Betty Guardado <council.district.5@phoenix.gov>, Jim Waring <council.district.2@phoenix.gov>, Sal DiCiccio <council.district.6@phoenix.gov>, Helana Ruter <helana.ruter@phoenix.gov>, Ashley Harder <ashley@harderdevelopment.com>, Anthony M Grande <anthony.grande@phoenix.gov>, shane Essert <shane@trumontgroup.com>, Nancy Hill <itstheheat@gmail.com>, "g.g. george" <g.g.fabgal@outlook.com>, James McPherson <jmcpersoniii@gmail.com>, Roger Brevoort <roger@trurealty.com>, Ryan Boyd <raboym2@asu.edu>, bob graham <rgraham@motleydesigngroup.com>

Dear Councilwoman Ansari -

Please find attached a letter from Grand Avenue Arts and Preservation regarding this proposed development in our neighborhood.

I have also attached some photos of the interior of the 1946 church sanctuary; the 1946 red brick colonnades; and the 1956 red brick bell tower. Also, included are the most current plans we have from Trumont Group for their project.

And here is a link to a Fox New 10 interview regarding preservation of a portion of the original church buildings that was taped on 11/08/22 (the segment starts at the 13:45 mark: <https://www.fox10phoenix.com/video/1141314> [[fox10phoenix.com](https://www.fox10phoenix.com)]).

Thank you in advance for your time in reviewing the attachments.

Best Regards,

Beatrice Moore, Director
Grand Avenue Arts & Preservation
602.391.4016
muppetsrealmom@gmail.com









Beatrice Moore, Director
Grand Avenue Arts & Preservation
602.391.4016
muppetsrealmom@gmail.com

From: ggfabgal@outlook.com
To: [Sarah Stockham](#)
Cc: [Geno Koman](#)
Subject: Fw: Request
Date: Monday, November 14, 2022 3:48:46 PM
Attachments: [MercyHill Church property.doc](#)

Hi Sarah,

Here is the letter I wish to have distributed to the Central City Village Planning Committee.

Thank you,

GGG

I sent the attached to Councilwoman Ansari and the planners for the MercyHill Church, and have been asked by the Grand Avenue group to send it to you and the members of the Central City Planning Committee.

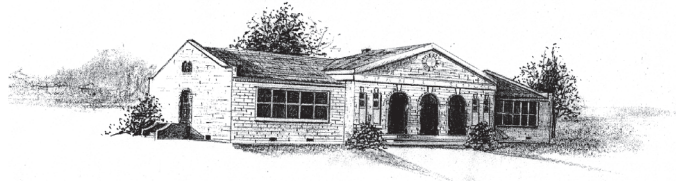
Would greatly appreciate it if you will ensure that the members of Central City Village Planning Committee receive it prior to the meeting where they will consider the subject of MercyHill Church.

I am a member of Encanto Village Planning Committee, so understand the responsibility they face in making a decision on this property.

Thank you for your time and attention to this matter.

G.G. George

Phoenix Historic Neighborhoods Coalition



HISTORIC FRANKLIN SCHOOL

October 27, 2022

Via Email

RE: MercyHill Church property

Dear Councilwoman Ansari,

Grand Avenue and its environs have always been part of the idea that created Phoenix. The most cohesive part of its' history is the portion from Five Points (Van Buren/7th Avenue/and Grand) to Six Points (McDowell/19th Avenue/and Grand).

Prior to Grand being paved in 1888, it was called Lower Fort McDowell-Wickenburg Wagon Road. As I noted in my book, *"The Arizona State Fair"*, the neighborhood known today as the F.Q. Story Historic District was mapped in 1867- 68, and bounded on the west by the Lower Fort McDowell-Wickenburg Wagon Road. By 1889, the Grand Avenue streetcar line extended to Six Points.

The Story Historic District is adjacent to Fairview Place Historic District and Encanto-Palmcroft Historic District, both of which are adjacent to the Del Norte Place Historic District. Grand Avenue is also adjacent to Roosevelt, Oakland and Woodland Historic Districts. Anything that disturbs the historic setting of Grand Avenue has repercussions, like earthquake aftershocks, to affect the adjacent historic districts. All of these elements are part of the undivided whole of Phoenix history.

The MercyHill Church was designed by Lescher & Mahoney as part of Phoenix's post World War II history in 1946. The façade is remarkably similar to the pre-war Clubhouse at Encanto Park designed by the same firm. As I wrote in another book, *"Phoenix's Greater Encanto-Palmcroft Neighborhood"*, beneath a picture of the Encanto Park

Clubhouse, “Completed in 1937 by the architectural firm of Lescher & Mahoney, it has a Spanish tile roof and an arched arcade.” MercyHill Church has these same features. Encanto Park has been listed by Forbes Magazine as one of the 10 best parks in the U.S.

The Phoenix Historic Neighborhoods Coalition (PHNC) is composed of people who live throughout the historic neighborhoods within the city. We come together because we value the history of Phoenix, and we seek to share our love of our city’s historic neighborhoods to preserve not only the buildings, but also help stabilize and build strong communities.

We are concerned about the damaging impact of this proposed project on the existing neighborhoods and the larger Grand Avenue community. While the MercyHill Church may not be technically historical, it is certainly historically significant due to the original church design by Lescher & Mahoney.

The Coalition is requesting that the church façade, the sanctuary, and the arched arcade be incorporated into the forthcoming development. These features could be blended into a signature design that could become a selling point for the redevelopment, and tie this development into the earlier history of Phoenix.

We also request from the developer an agreement with the Grand Avenue Arts & Preservation (GAP), Grand Avenue Members Association (GAMA), and the Coalition stipulating these conditions prior to any demolition.

Thank you for your time and attention to this information.

G.G. George, President
Encanto Citizens Association &
Phoenix Historic Neighborhoods Coalition
1102 W. Palm Lane
602-252-3151