



Village Planning Committee Meeting Summary

Z-69-20-6

INFORMATION ONLY

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| Date of VPC Meeting | May 4, 2021 |
| Request From | R-O (Residential Office – Restricted Commercial District) |
| Request To | PUD (Planned Unit Development) |
| Proposed Use | Multifamily residential |
| Location | Approximately 300 feet west of the northwest corner of 16th Street and Maryland Avenue |

VPC DISCUSSION & RECOMMENDED STIPULATIONS:

Bill Lally, representative with Tiffany & Bosco, presented an overview of the request and explained that this is simply an introduction of the project and that no action will be taken by the committee at this time. He proceeded to outline the site conditions with the two existing homes that are zoned R-O and have been operating as two separate home businesses for some time. The site is situated in a fairly densely populated area and located directly to the west of a commercial corner. He presented an aerial map depicting other nearby residential developments of similar size and intensity to the proposed project, explaining that these types of infill projects have happened successfully within the village. He outlined the public outreach process which included creating a website with information regarding the project, a neighborhood meeting which is the first of two required by the city, and several one-on-one conversations and emails with individual community members. He then presented the proposed site plan and explained that the main reason that a PUD is being requested is the unique layout of the site, which provides driveways on the perimeters of the site instead of the more traditional townhome designs of a main centralized driveway. This then creates an internal pedestrian plaza that fosters a stronger sense of community and encourages interactions among residents. In addition to the ability to restrict uses, the PUD provides the toolkit necessary to create this unique site layout. He then presented the architectural elevations, noting that the garages will be facing outwards, the front of the buildings, with balconies, will be facing the interior pedestrian courtyard, and the Maryland frontage will have the sides of the building. A conceptual rendering of the Maryland frontage includes landscaping, a bike station, bench and maybe a water feature. The wall along the street frontage will be made of wooden slats instead of traditional CMU block, providing a more engaged pedestrian frontage. A conceptual rendering of the interior of the site shows a pedestrian friendly realm with ground floor

patios and balconies on upper floors to provide a high-end design product, which the area needs. He concluded his presentation and made himself available to answer any questions that the committee has.

PUBLIC COMMENT

Deborah Basehore expressed concern with the proposed density of the project, the lack of inviting open space, and the impact the development will have on Maryland Avenue. She explained that this street is not meant to be a thoroughfare and is a two-lane street that already experiences an overflow of traffic. She also expressed concern with the trash collection along Maryland Avenue, as the developer is proposing to put 32 individual bins for pick up along the street.

Sarah Entz, representative for the townhomes directly west of the project site, expressed her community's concerns with the proposed height, parking, and trash collection. She stated that this will be the only three-story building in the immediate area, which is not compatible. Further, there are only four proposed guest parking spaces for the 16 units, which would exacerbate an already existing on-street parking problem in the neighborhood. The proposed trash collection, which would put sixteen trash cans out on Maryland twice a week will make the traffic issues on Maryland even worse. She explained that they are not opposed to multifamily development but requested that there be a delay in a decision to allow the developers to work with the community on addressing these concerns.

Sandy Grunow, representing community leaders of the Phoenix Midcentury Modern Neighborhood Association, Phoenix North Central, the Peak Neighborhood and Madison Grove, stated that she and the other leaders have met with the developers to discuss the proposal. She stated that the driveway design around the buildings provides a nice setback, but that the density far exceeds the surrounding multifamily developments and the guest parking is below the 8 required spaces for 16 residential units. She explained that Maryland is a minor collector road that has businesses, homes, residential complexes, and several schools. All of this results in a lot of traffic on the already limited streets, which poses safety hazards, especially for bicyclists. She then asked where delivery trucks such as Amazon and FedEx would park given the limited on-site parking. She then stated that the community is supportive of the 31.5-foot building height of three stories, but noted that the developer, at their meeting, had mentioned needing to go higher, to 34 feet, to accommodate air conditioning units, so she asked that they go no higher than that. Finally, she proposed two suggestions to mitigate the density concern: explore adding the lot to the north of the site or reduce the density by one to two units. Both scenarios would also allow for the inclusion of an internal trash pick up area, as well as the required 8 guest parking spaces.

Lally thanked the members of the public for their comments and stated that his team had discussed many of these issues with individuals already. He addressed the concern regarding the building height, explaining that the City of Phoenix does not include air conditioning units in building height measurements, but stated that these buildings are not likely to have air conditioning units on top of them. The proposed building height is 30 feet and, for context, the residential complex to the west has a building height of 26 feet, so there will only be a difference of 4 feet between the two developments, in addition to a 25-foot building setback between the two. Further, on the east side is a 28-foot tall building, so the difference is approximately 2 feet. He explained that the

proposed height of this development would be in line with what is existing and would not be out of character for this area. He then explained that if the site was zoned R-3, similar to the development to the west, they would be able to build up to 40 feet. However, the PUD will limit the building height to 30 feet. He then addressed the concerns about guest parking, explaining that although the City of Phoenix requires a certain number of spaces, the world has changed and the way people visit places has also changed, with more and more people opting for alternative modes of transportation such as bicycles and other non-vehicular travel. The developer is also hoping to negotiate a shared parking agreement with the property owner to the east of the site to be able to provide additional parking. The biggest issue with the proposal so far has been the matter of the trash collection, and the developer will pursue an appeal with the city to allow on-site trash pickup. Delivery trucks will be able to park on site for quick deliveries, as most trucks these days are fairly small. He states that all infill development projects such as this have site logistics issues, but that they will continue to work with the community to come up with solutions and bring a quality development to the neighborhood.

Daniel Sharaby asked how many guest parking spaces are required by the city.

Mastikhina replied that the Zoning Ordinance requires 0.5 guest parking spaces per residential unit in a multifamily development, which would come out to 8 parking spaces for this project.

Chair Jay Swart encouraged Mr. Lally to work closely with the neighbors to solve the issues brought up at this meeting before coming back to the committee for a vote, especially regarding the trash collection appeal and the shared parking agreement, as there seems to be plenty of space on adjacent properties.