

ATTACHMENT B



City of Phoenix PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-22-23-4 July 26, 2023

Camelback East [Village Planning Committee](#) Meeting Date: August 1, 2023

[Planning Commission](#) Hearing Date: September 7, 2023

Request From: [R-3](#) (Multifamily Residence District) (0.68 acres)

Request To: [C-2](#) (Intermediate Commercial) (0.27 acres) and [P-1](#) (Passenger Automobile Parking, Limited) (0.41 acres)

Proposal: Parking lot and outdoor recreation patio to service restaurant/bar

Location: Southwest corner of 8th Street and Minnezona Avenue

Owner: Rosemary McKenzie, DHM Trading; LLC

Applicant: Owens Design Consultants

Representative: Thomas Owens

Staff Recommendation: Approval, subject to stipulations

<u>General Plan Conformity</u>			
<u>General Plan Land Use Map Designation</u>		Residential 10-15 dwelling units per acre	
<u>Street Map Classification</u>	Minnezona Avenue	Local	30-foot south half street
	8th Street	Local	30-foot west half street
<i>CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS CORE VALUE; CERTAINTY & CHARACTER; DESIGN PRINCIPLE: 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 residential properties.</i> The proposal will allow the expansion of an existing restaurant and bar in a transitional location between existing residential districts, commercial uses, the Grand Canal and 7th Street. The inclusion of new landscaping and pedestrian routes will			

promote connectivity with the neighborhood to the Grand Canal. The design is one story and will promote streetscape continuity with surrounding uses.

CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS CORE VALUE; HEALTHY NEIGHBORHOODS; DESIGN PRINCIPLE: Establish design standards and guidelines for parking lots and structures, setback and build-to lines, blank wall space, shade, and other elements affecting pedestrians, to encourage pedestrian activity and identify options for providing pedestrian-oriented design in different types of development.

The proposal includes design and development standards to encourage walking and bicycling. These standards include provisions for bicycle parking, shade throughout the development, and access to the Grand Canal bike way and shared use path. A public transit stop is located approximately 250 feet to the south on 7th Street to promote pedestrian connectivity and public transit access.

CONNECT PEOPLE AND PLACES CORE VALUE; COMPLETE STREETS; CORE DESIGN PRINCIPLE; Locate parking to the rear of a site to create a more pedestrian environment when adequate shielding from noise and light can be provided to adjacent established neighborhoods. On-street parking in some areas may also promote a pedestrian environment.

The proposal includes a parking lot that will be located east and to the rear of the existing restaurant and bar. This allows driving patrons to park behind the primary building. The subject site will include setbacks, shade and landscaping, detached sidewalks to provide buffering between the expanded business and the adjacent neighborhood. The setbacks, landscaping and sidewalks will foster pedestrian activity while maintaining a continuity with the residential streetscape.

C-2 (Intermediate Commercial)		
<u>Standards</u>	<u>Requirements</u>	<u>Provisions on the Proposed site Plan</u>
<i>Minimum Building Setbacks</i>		
North (Minnezona Avenue)	Minimum 20 feet, Average 25 feet	25 feet (Met)
South (Grand Canal)	Minimum 15 feet, Average 20 feet	50 feet (Met)
East (side)	0 feet	0 feet (Met)
West (side)	0 feet	0 feet (Met)
<i>Minimum Landscaped Setbacks</i>		
North (Minnezona)	Minimum 20 feet, Average	5 feet (Not met)

Avenue)	25 feet	
South (Grand Canal)	15 feet	15 feet (Met)
East	10 feet	0 feet (Met)
West	0 feet	0 (Not Met)
Lot Coverage	Maximum 50 percent	48.1 percent (Met)
Maximum Building Height	2 stories, 30 feet	30 feet maximum (Met)
Parking	12 spaces (1 space per 200/2,270 square feet of outdoor recreational area)	15 spaces (Inclusive of spaces provided in the proposed P-1 portion of the site) (Met)

P-1 Passenger Automobile Parking, Limited		
Parking requirements shall comply with Section 702 of the Zoning Ordinance		
<u>Location</u>	<u>Requirement</u>	<u>Provisions on the Proposed site Plan</u>
<i>Minimum Landscape Setbacks</i>		
North (Minnezone Avenue)	0 feet	10 feet (Met)
East (8th Street)	0 feet	10 feet (Met)
South (Grand Canal)	0 feet	Minimum 5 feet, 10 foot average (Met)
West	0 feet	0 feet (Met)

Applicable Plans, Overlays, and Initiatives
<u>Tree and Shade Master Plan</u> : Background Item No. 7.
<u>Complete Streets Guidelines</u> : Background Item No. 8.
<u>Transportation Electrification Action Plan</u> : Background Item No. 9.
<u>Comprehensive Bicycle Master Plan</u> : Background Item No. 10.

Surrounding Land Uses and Zoning	
	<u>Land Use</u>
	<u>Zoning</u>

On Site	Vacant	R-3
North (across Minnezona Avenue)	Single-family residences	R-3
West	Existing bar and restaurant	C-2
East (across 8th Street)	Single-family residences	R-3
South (across the Grand Canal)	Commercial	C-2

Background/Issues/Analysis

SUBJECT SITE

1. This request is to rezone 0.68-acres located at the southwest corner of 8th Street and Minnezona Avenue, from R-3 (Multifamily Residence District) to C-2 (Intermediate Commercial) (0.27 acres) and P-1 (Passenger Automobile Parking, Limited) (0.41 acres) for a parking lot and outdoor recreational patio to service restaurant/bar.

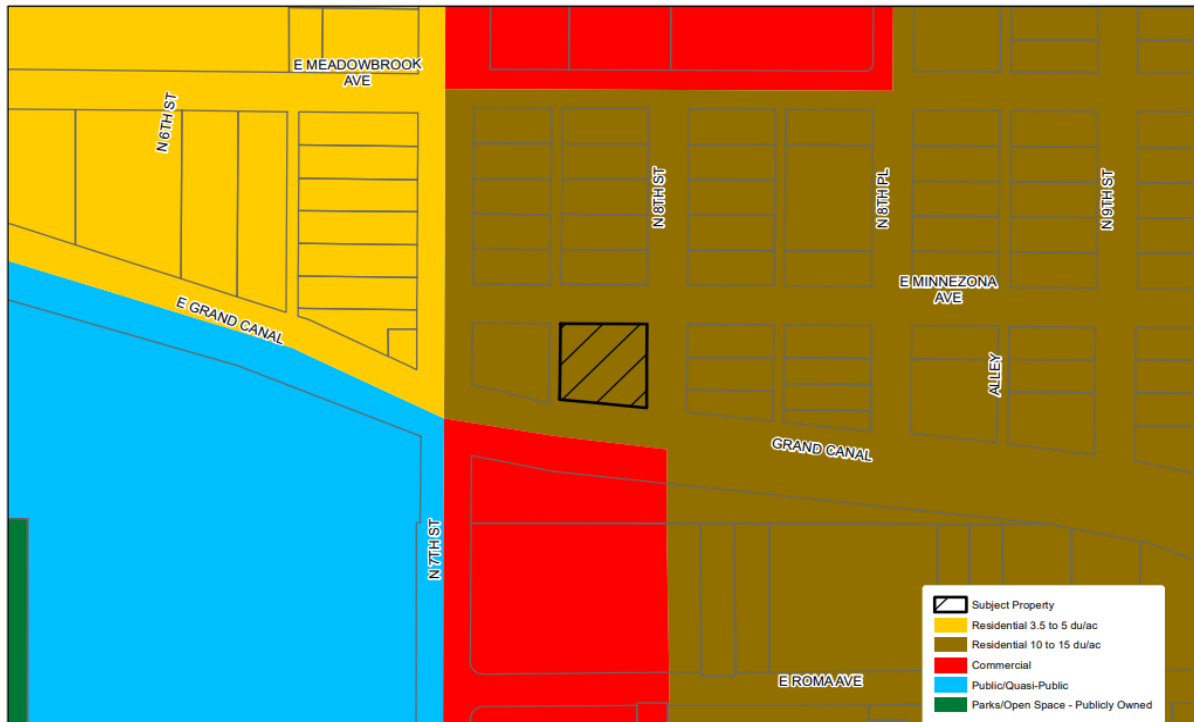
The subject site is vacant and is adjacent to an existing restaurant and bar to the west.

SURROUNDING LAND USES AND ZONING

2. The subject site is zoned R-3, there are single-family residences to the north and east zoned R-3 (Multifamily Residence District), and to the west is the existing restaurant/bar zoned C-2 (Intermediate Commercial). To the south is the Grand Canal.

GENERAL PLAN LAND USE MAP

3. The General Plan Land Use Map depicts the subject site with a designation of Residential 10 to 15 dwelling units per acre. The property to the east, north and west of have a General Plan Land Use Map designation of 10 to 15 dwelling units per acre. The property across the Grand Canal to the south has a General Plan Land Use Map designation of Commercial. The proposal is not consistent with the General Plan Land Use Map designation, however a General Plan amendment is not required.



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

PROPOSAL

4. The site plan attached as an exhibit, proposes an outdoor recreation space that will adjoin the existing restaurant, bar and parking lot. The recreational area will include an exterior open space, bathroom facilities and an enclosing wall. Three parking spaces, a drive aisle, bicycle parking, a bicycle fix it station and pedestrian routes will also be provided as part to the commercial development. The proposed parking lot west of the recreational area will serve as a buffer to the residential uses to the north and east, and will include 19 parking spaces, connecting pedestrian routes along Minnezona Avenue, 8th Street to the Grand Canal. The perimeter will include landscaping, detached sidewalks and a screen wall.
5. The conceptual elevations attached as an exhibit include a screen wall around the outside recreation area. The wall will enclose and screen recreation activities as well as maintain the design character and architectural style of the existing restaurant and bar. The wall and associated development will not exceed one story to maintain consistency with the adjacent residential areas to the north and east of the property. The site plan includes pedestrian routes along the Minnezona Avenue and 8th Street and to the Grand Canal to maintain connectivity between the adjacent residence district and the Grand Canal bike way and shared use path. Staff recommend Stipulation Nos. 2 and 12 which supports pathway and bicycle connections.

6. Staff recommends Stipulation Nos. 3, 6, 14 and 17 to promote enhanced landscaping to provide shade and promote a buffer between the new parking lot and the adjacent residential district. In addition to landscaping staff recommends Stipulations Nos. 4, 12, 14, and 19 to provide detached sidewalks and setbacks to support the streetscape, pedestrian pathway and additional screening between the adjacent residential district and the more intensive commercial and parking use.

STUDIES AND POLICIES

7. **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 proposal, as stipulated, will create a streetscape environment with a shaded and detached sidewalk and the parking lot landscaping will include shade trees. These are addressed in Stipulation Nos. 4, 6, 14, 15 and 17.

8. **Complete Streets Guidelines:**

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 proposed development, as stipulated, will support walking, bicycling, and transit-use by including bicycle parking on the site, by including a bicycle repair (fix it) station to help patrons keep their bikes in a state of good repair, and by constructing a shaded and detached sidewalk along Minnezona Avenue and 8th Street. These are addressed in Stipulation Nos. 3, 4, 6, 12, 13 and 14.

9. **Transportation Electrification Action Plan**

In June 2022, the Phoenix City Council approved the Transportation Electrification Action Plan. The current market desire for the electrification of transportation is both a national and global phenomenon, fueled by a desire for better air quality, a reduction in carbon emissions, and a reduction in vehicle operating and maintenance costs. Businesses, governments and the public are signaling strong future demand for electric vehicles (EVs), and many automobile manufacturers have declared plans for a transition to fully electric offerings within the coming decade. This Plan contains policy initiatives to prepare the City for a future filled with more EVs, charging infrastructure and e-mobility equity, and outlines a roadmap for a five-step plan to prepare for the EV infrastructure needs of 280,000 EVs in Phoenix by 2030. One goal of the Plan to accelerate public adoption of

electric vehicles through workplace, business, and multifamily charging infrastructure recommends a standard stipulation for rezoning cases to provide EV charging infrastructure. This is addressed in Stipulation No. 2 which requires a minimum 10 percent of the required parking spaces to be EV installed. Additionally, Stipulation No. 13.c. requires electrical receptacles for 10 percent of the required secure bicycle parking to encourage micromobility.

10. **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. As stipulated, the development will provide a bicycle repair station and bicycle parking spaces per the requirements of Section 1307.H. of the Phoenix Zoning Ordinance. This is addressed in Stipulation No. 13.

COMMUNITY CORRESPONDENCE

11. As of the writing of this report, no community correspondence has been received.

INTERDEPARTMENTAL COMMENTS

12. The Street Transportation Department identified that the subject site abuts a regional multi-modal amenity to the east, the Grand Canal, including the Grand Canal bikeway and Shared Use Path. This amenity area serves as a recreation amenity for future residents with regional connections as well as connections to the nearby schools. The Street Transportation Department requested that right of way be dedicated along the west half of 8th Street, a pathway to the Grand Canal Trail, detached sidewalks along 8th Street and Minnezona Avenue, and that all street improvements are constructed to City and ADA standards. These are addressed in Stipulation Nos. 4, 5, 12, 14, and 18.

OTHER

13. The Floodplain Management Division of the Office of the City Engineer commented that this project is in a Special Flood Hazard Area (SFHA) called Zone A, on panel 1740L of the Flood Insurance Rate Maps (FIRM) dated October 16, 2013. The applicant is required to submit a Grading and Drainage Plan to the Floodplain Management section showing the floodplain boundaries, and either a FEMA approved CLOMR-F or CLOMR prior to issuance of a Grading & Drainage permit or provide floodplain mitigation measures. This is addressed in Stipulation No. 10.
14. The site is located in a larger area identified as being archaeologically sensitive. If further review by the City of Phoenix Archaeology Office determines the site and

immediate area to be archaeologically sensitive, and if no previous archaeological projects have been conducted within this project area, it is recommended that archaeological Phase I data testing of this area be conducted. Phase II archaeological data recovery excavations may be necessary based upon the results of the testing. A qualified archaeologist must make this determination in consultation with the City of Phoenix Archaeologist. In the event archaeological materials are encountered during construction, all ground disturbing activities must cease within a 33-foot radius 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 Stipulations No. 7 through 9.

15. 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. 11.
16. Development and use of the site are subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements. Other formal actions such as, but not limited to, zoning adjustments and abandonments may be required.

Findings

1. The proposal is appropriate at this location and is consistent with the scale and existing uses in the surrounding area.
2. The proposal will provide a low-intensity use on an underutilized parcel and will facilitate pedestrian-oriented design and promote a safer walking environment.
3. The proposal as stipulated, will incorporate landscaping and shading that will enhance the location, consistent with General Plan goals and principles.

Stipulations:

Overall Site

1. A minimum of 10% of the required parking spaces shall be EV ready.
2. Where pedestrian walkways cross a vehicular path, the pathway shall be constructed of decorative pavers, stamped or colored concrete, or other

pavement treatments that visually contrasts parking and drive aisle surfaces, as approved by the Planning and Development Department.

3. Pedestrian walkways shall be shaded by a structure, landscaping at maturity, or a combination of the two to achieve a minimum of 75% shade, measured at summer solstice at noon as shown on a shading study, as approved by the Planning and Development Department.
4. A minimum 5-foot-wide detached sidewalk separated by a minimum 6-foot-wide landscape strip located between the back of curb and sidewalk shall be constructed along the south side of Minnezona Avenue, planted to the following standards as approved by the Planning and Development Department.
 - a. Minimum 2-inch caliper single-trunk large canopy drought-tolerant shade trees planted 20 feet on center or in equivalent groupings.
 - b. Drought tolerant shrubs, accents and vegetative groundcovers to achieve a minimum of 75% live vegetative ground coverage at maturity.
5. All streets within and adjacent to the development shall be constructed 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.
6. Landscape areas adjacent to the Grand Canal pathway shall be planted to the following standards and maintained with a watering system, as approved by the Planning and Development Department.
 - a. Minimum 2-inch caliper single-trunk large canopy drought-tolerant shade trees planted 20-feet on center or in equivalent groupings.
 - b. Drought tolerant shrubs, accents and vegetative groundcovers to achieve a minimum of 75% live vegetative ground coverage at maturity.

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

7. If determined necessary by the Phoenix Archaeology Office, the applicant shall conduct Phase I data testing and submit an archaeological survey report of the development area for review and approval by the City Archaeologist prior to

clearing and grubbing, landscape salvage, and/or grading approval.

8. If Phase I data testing is required, and if, upon review of the results from the Phase I data testing, the City Archaeologist, in consultation with a qualified archaeologist, determines such data recovery excavations are necessary, the applicant shall conduct Phase II archaeological data recovery excavations.
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. This parcel is in a Special Flood Hazard Area (SFHA) called Zone A, on panel 1740L of the Flood Insurance Rate Maps (FIRM) dated October 16, 2013. The following requirements shall apply, as approved by the Planning and Development Department:
 - a. The Architect/Engineer is required to show the floodplain boundary limits on the Grading and Drainage plan and ensure that impacts to the proposed facilities have been considered, following the National Flood Insurance Program (NFIP) Regulations (44 CFR Paragraph 60.3). This includes, but not limited to provisions in the latest versions of the Floodplain Ordinance of the Phoenix City Code.
 - b. A copy of the Grading and Drainage Plan shall be submitted to the Floodplain Management section of Public Works Department for review and approval of Floodplain requirements.
 - c. The developer shall provide a FEMA approved CLOMR-F or CLOMR prior to issuance of a Grading and Drainage permit or provide floodplain mitigation measures such as, but not limited to, floodproofing all structures (permanent or non-permanent) to an elevation of one foot above the base flood elevation and use flood resistant materials, as approved by the Floodplain Management section of the Office of the City Engineer.
11. 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.

C-2 Zoned Area (General Commercial District)

12. An 8-foot-wide shaded pedestrian pathway shall be constructed of decorative material such as brick, pavers or alternative material with access to the Grand Canal Trail shall be provided, as approved by the Planning and Development Department.
13. Bicycle infrastructure shall be installed as described below and as approved by the Planning and Development Department.
 - a. Secured bicycle parking shall be provided at a rate of four spaces and shall be installed as per the requirements of Section 1307.H of the Phoenix Zoning Ordinance, as approved by the Planning and Development Department.
 - b. A bicycle repair station (“fix it station”) shall be provided and maintained on site within an amenity area or near a primary site entrance. The bicycle repair station (“fix it station”) shall be provided in an area of high visibility and separated from vehicular maneuvering areas, where applicable. The repair station shall include, but not be limited to:
 - i. Standard repair tools affixed to the station.
 - ii. A tire gauge and pump affixed to the base of the station or the ground.
 - iii. A bicycle repair stand which allows pedals and wheels to spin freely while making adjustments to the bike.
 - c. A minimum of 10% of the required bicycle parking spaces shall include 120-volt receptacles for electric bicycle charging capabilities.

P-1 Zone Area (Passenger Automobile Parking, Limited)

14. A minimum 5-foot wide detached sidewalk, separated by a minimum 6-foot wide landscape strip located between the back of curb and sidewalk, shall be provided along 8th Street connecting the existing sidewalk from Minnezona Avenue to the Grand Canal trail, planted to the following standards, as approved by the Planning and Development Department.
 - a. Minimum 2-inch caliper single-trunk large canopy drought-tolerant shade trees planted 20-feet on center or in equivalent groupings.
15. A minimum 10-foot wide landscape setback shall be provided along the north and east property lines, planted to the following standards, as approved by the

Planning and Development Department.

- a. Minimum 2-inch caliper single-trunk large canopy drought-tolerant shade trees planted 20-feet on center or in equivalent groupings.
 - b. Drought tolerant shrubs, accents and vegetative groundcovers to achieve a minimum of 75% live vegetative ground coverage at maturity
16. A minimum 5, average 10-foot-wide landscape setback shall be provided from the south property line.
 17. A minimum 10% of surface parking lot area, exclusive of perimeter landscape setbacks, shall be landscaped and planted with minimum 2-inch caliper, large canopy, drought-tolerant shade trees, dispersed throughout the parking area to achieve a minimum of 25% shade at maturity, measured at summer solstice at noon as shown on a shading study, as approved by the Planning and Development Department.
 18. Right-of-way shall be dedicated for the west-half of 8th Street for a half-radius 45-foot radius cul-de-sac dedication at its southern termination.

Writer

John Roanhorse

July 26, 2023

Team Leader

Racelle Escolar

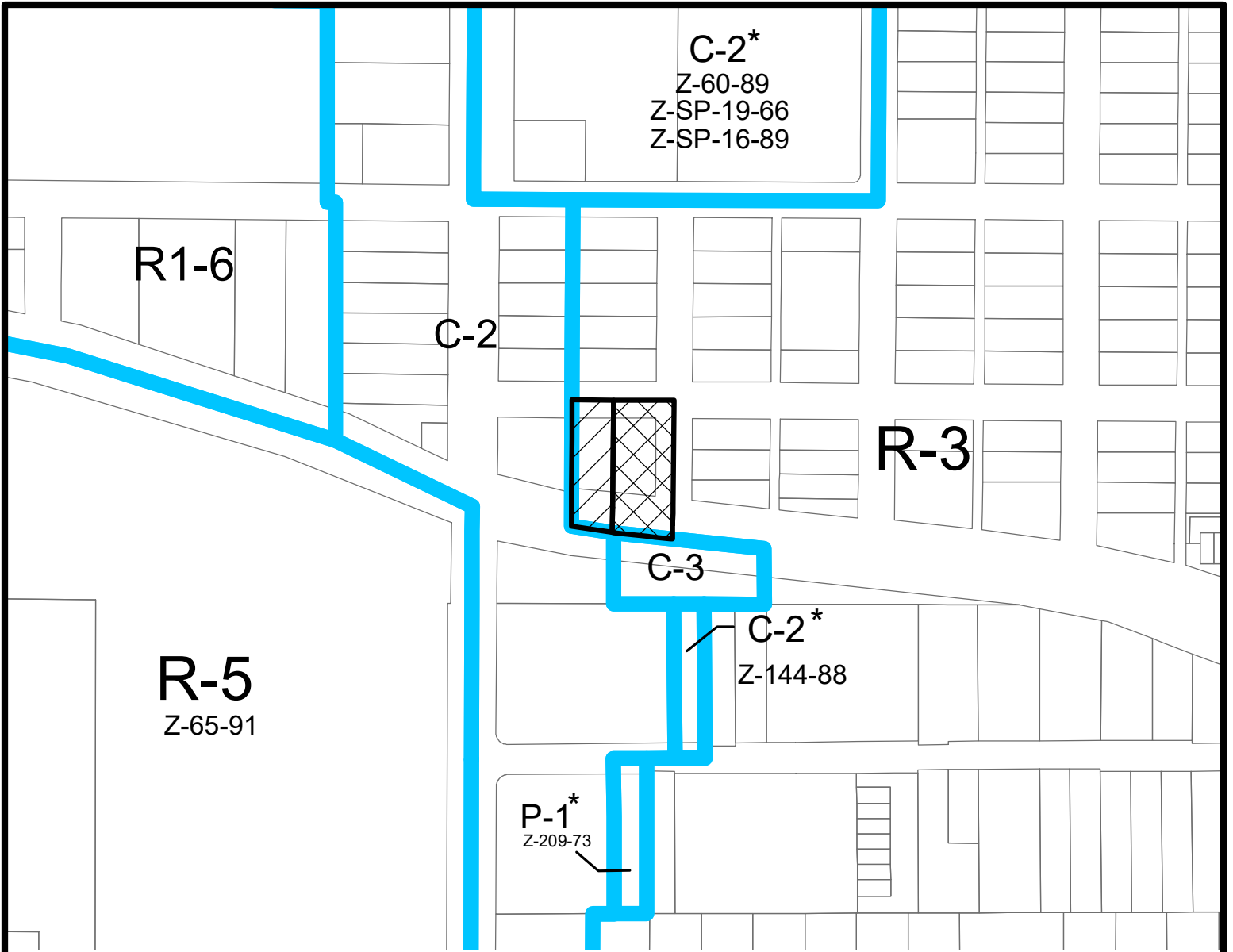
Exhibits

Zoning sketch map

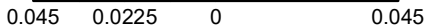
Aerial sketch map

Conceptual Site Plan date stamped June 23, 2023

Conceptual Building Elevations date stamped April 20, 2023



Miles

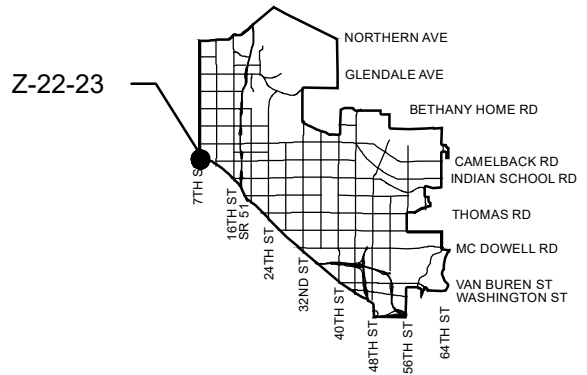




CAMELBACK EAST VILLAGE

CITY COUNCIL DISTRICT: 4

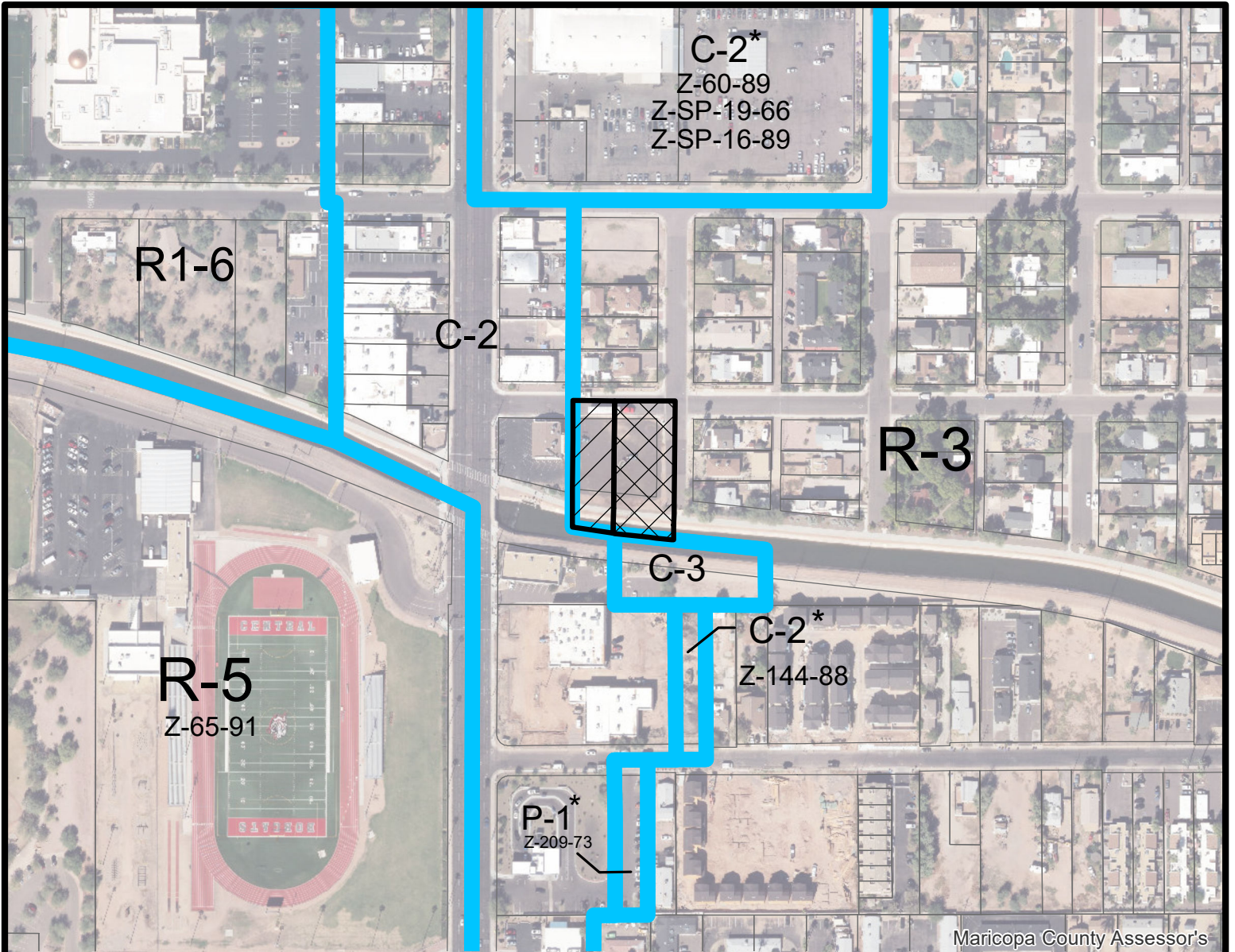


City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT



APPLICANT'S NAME: Owens Design Consultants		REQUESTED CHANGE:	
APPLICATION NO. Z-22-23		FROM: R-3 (0.68 a.c.)	
<small>GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.</small> 0.68 Acres		TO: C-2 (0.27 a.c.)  P-1 (0.41 a.c.) 	
MULTIPLES PERMITTED R-3 C-2, P-1		* UNITS P.R.D. OPTION 12 4, N/A	
DATE: 4/28/2023 <small>REVISION DATES:</small> 6/29/2023		CONVENTIONAL OPTION 10 4, N/A	
<small>AERIAL PHOTO & QUARTER SEC. NO.</small> QS 18-29		<small>ZONING MAP</small> H-8	

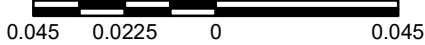
* Maximum Units Allowed with P.R.D. Bonus



Maricopa County Assessor's



Miles

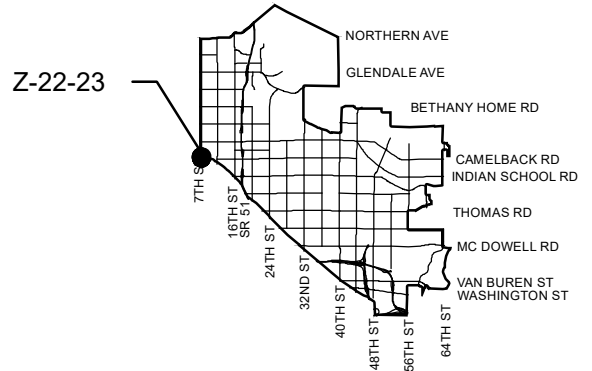


CAMELBACK EAST VILLAGE

CITY COUNCIL DISTRICT: 4



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT



APPLICANT'S NAME: Owens Design Consultants

APPLICATION NO. Z-22-23

DATE: 4/28/2023
REVISION DATES:

6/29/2023

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



0.68 Acres

AERIAL PHOTO & QUARTER SEC. NO.
QS 18-29

ZONING MAP
H-8

REQUESTED CHANGE:

FROM: R-3 (0.68 a.c.)

TO: C-2 (0.27 a.c.) 
P-1 (0.41 a.c.) 

MULTIPLES PERMITTED

R-3
C-2, P-1

CONVENTIONAL OPTION

10
4, N/A

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

12
4, N/A

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

