

Attachment B



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-66-17-4
December 5, 2017

Alhambra Village Planning Committee Meeting Date: December 19, 2017

Planning Commission Hearing Date: January 4, 2018

Request From: R1-6 (0.59 acres)

Request To: R-3 (0.59 acres)

Proposed Use: Single-family attached residential - (townhomes)

Location: Southwest corner of 23rd Avenue and Highland Avenue

Owner: Ronald D. Bowman Revocable Trust

Applicant/Representative: Dorin Pitut

Staff Recommendation: Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Designation		Residential 3.5 - 5 dwelling units per acre	
Street Map Classification	23rd Avenue	Minor Collector	33-foot west half
	Highland Avenue	Local	20-foot south half
<i>CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS CORE VALUE; CERTAINTY AND CHARACTER; LAND USE PRINCIPLE: New development and expansion or redevelopment of existing development in or near residential areas should be compatible with existing uses and consistent with adopted plans.</i>			
The proposal encourages redevelopment of underutilized parcels to be consistent with the adjacent neighborhood character. More specifically the request will allow the subject site to be consistently zoned with the larger development parcel.			

CONNECT PEOPLE AND PLACES CORE VALUE; OPPORTUNITY SITES; LAND USE PRINCIPLE: *Promote and encourage compatible development and redevelopment with a mix of housing types in neighborhoods close to employment centers, commercial areas, and where transit or transportation alternatives exist.*

The proposed development will provide additional housing options in a neighborhood adjacent to the preferred West Phoenix/Glendale Metro Light Rail extension located along Camelback Road between 19th Avenue and 43rd Avenue. The proposal is also in close proximity to several major bus routes along Camelback Road.

CONNECT PEOPLE AND PLACES CORE VALUE; CORE, CENTERS AND CORRIDORS; DESIGN PRINCIPLE: *Promote development in compact cores, centers and corridors that are connected by roads and transit, and are designed to encourage walking and bicycling.*

The proposed development, as stipulated, will provide several design features to encourage walking and bicycling, inclusive but not limited to: detached sidewalks, shade trees, bicycle parking, and an active frontage environment adjacent to shared open space and along 23rd Avenue.

Area Plan

Black Canyon/Maricopa Freeway Specific Plan (1998) study area is 32 miles long extending between Pinnacle Peak Road at I-17 in the north, to Pecos Road at I-10 in the south. The Plan covers the following elements: Existing Zoning and Land Use, Circulation, Noise, Neighborhood Safety and Stabilization, Landscape Enhancement, Neighborhood Enhancement, and Bicycle Paths and Recreational Trails. The Black Canyon/Maricopa Freeway Specific Plan designates the subject site as Low Density Residential land use. See discussion in number 4 for additional analysis.

Tree and Shade Master Plan see discussion in Number 8 below.

Complete Streets Guiding Principles see discussion in Numbers 7 and 8 below.

Comprehensive Bicycle Master Plan see discussion in Number 11 below.

Surrounding Land Uses/Zoning		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Single-Family residential	R1-6
North	Single-Family and Multifamily residential	R-3
South	Single-Family residential	R-3
East (across 23rd Avenue)	Single-Family residential	R1-6
West	Vacant Single-Family and Multifamily residential	R-3

R-3 Single-family (PRD Option)		
<u>Standards</u>	<u>Requirements</u>	<u>Provisions on the Proposed Site Plan</u>
Development Option	PRD (Table B)	
Gross Acreage	-	3.93 (inclusive of 0.59-acre subject parcel)
Total Number of Units	-	45
Dwelling Unit density (units/gross acre)	15.23; 17.40 with bonus	11.45
Lot Coverage	45%	Met – 41.56%
Minimum lot dimensions (width and depth)	None	Met – 26-foot width x 45-foot depth
Building Height	2-stories or 30 feet for first 150 feet; 1 foot in 5-foot increase to 48 feet, 4-story maximum	Met – 2 stories (25 feet)
Building Setbacks		
Front	10 feet	Not shown
Perimeter Standards		
Adjacent to Public Street	20 feet, this area is to be in common ownership unless lots front on the perimeter public street	Met – 20 feet
Adjacent to property line	15 feet	Met – 5 feet plus 29-foot 4-inch private drive
Common Area	5% of gross area	Met – 7%

Parking – Dwelling Unit, Single-Family Attached	1.3 space per efficiency unit and 1.5 spaces per 1 and 2-bedroom unit and 2 spaces per 3 or more-bedroom unit, 1.0 space per unit of less than 600 square feet regardless of number of bedrooms	Met – 2 car garage per unit
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Background/Issues/Analysis

SUBJECT SITE (REQUEST)

1. This request is to rezone 0.59 acres located at the southwest corner of 23rd Avenue and Highland Avenue from R1-6 to R-3 to allow single family attached residential (townhomes).



Source: City of Phoenix Planning and Development Department

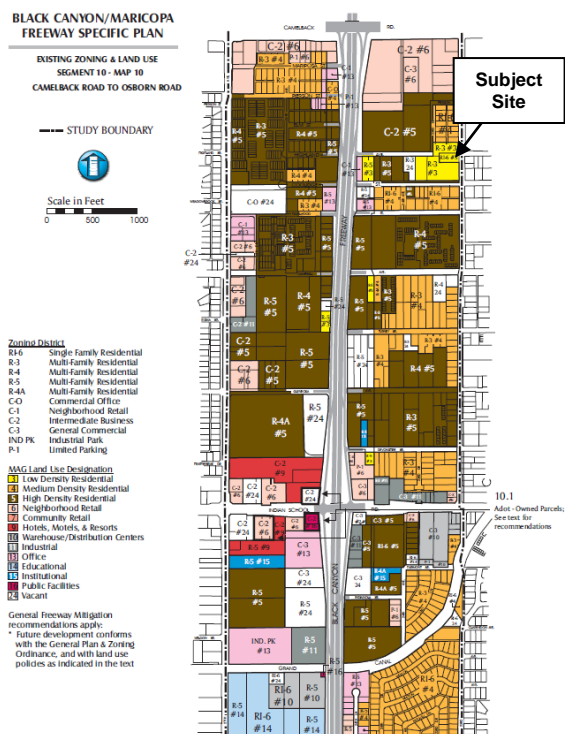
SURROUNDING ZONING AND LAND USE

2. The subject site is currently developed with a single-family residence. Single-family residences exist to the north, east (across 23rd Avenue), west, and south. Multifamily residential also exists to the north and further west.

GENERAL PLAN

3. The General Plan Land Use Map designation for the subject site is Residential 3.5 to 5 dwelling units per acre. The proposal is not consistent with the General Plan designation; however, an amendment is not required as the subject parcel is less than 10 acres.

4. The Black Canyon/Maricopa Freeway Specific Plan identifies the subject site within segment 10: Camelback Road to Osborn Road (Map 10). This segment was identified as the most varied of any of the segments. Residential and commercial uses are combined in many different zoning districts and land use densities. A majority of the residential uses are multifamily, while only a small portion is single-family. Vacant parcels are found throughout this segment in different land use categories. Any vacant parcels are encouraged to complement the existing residential areas instead of adding more residential uses to the segment. The request for single-family attached (townhomes) is not consistent with the recommendation in the Black Canyon/Maricopa Freeway Specific Plan.



Source: City of Phoenix, Planning and Development Department

5. The site is approximately 1320 feet (1/4 mile) from the West Phoenix/Central Glendale leading alternative route. In 2013, Valley Metro initiated a transit corridor study for the West Phoenix/Central Glendale area to identify high-capacity transit service options to connect downtown Glendale to the existing light rail system. In partnership with the city of Phoenix, city of Glendale and the community, the study goal was to determine a route location and a type of transit that will best serve the area. After more than two years of technical analysis and working with the local community, a recommended leading alternative was determined. The recommendation for the West Phoenix/Central Glendale light rail extension is to connect to the existing Valley Metro Rail at 19th Avenue and Camelback Road.

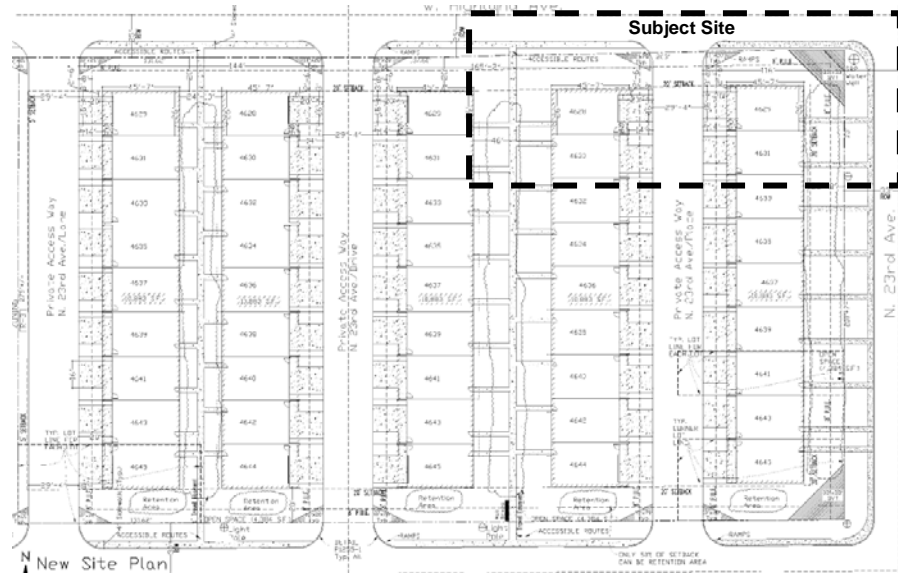


Source: Valley Metro

The extension is planned to travel west on Camelback Road to 43rd Avenue, north on 43rd Avenue to Glendale Avenue and west on Glendale Avenue to downtown Glendale.

ANALYSIS OF PROPOSAL

6. The conceptual site plan depicts an approximately 4.00-acre planned residential development inclusive of the 0.59-acre subject site. The overall proposal includes 45 single-family attached (townhouses).



Source: Dorin Pitut

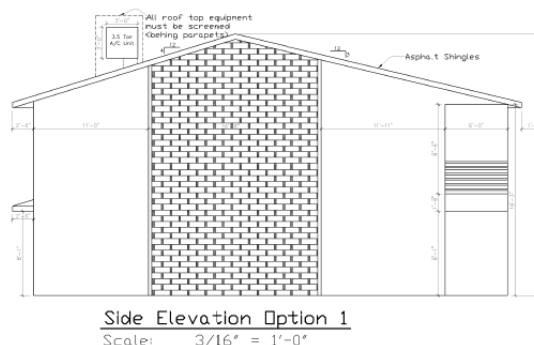
7. The site plan depicts attached sidewalks along the perimeter of the development. To encourage walkability and shade, staff is recommending a stipulation that all sidewalks be detached with a minimum five-foot-wide landscape strip located between the sidewalk and back of curb and shall include a minimum 2-inch caliper shade trees planted a minimum 20 feet on center or equivalent groupings along both sides of the sidewalks. This design is consistent with the City Council adopted Guiding Principles for Complete Streets, one tenet of which is to make Phoenix more walkable. This is addressed in Stipulation 1.
8. The Tree and Shade Master Plan has a goal of treating the urban forest as infrastructure to ensure that trees are an integral part of the city's planning and development process. Toward that end, future improvements of this site will contribute to the urban forest infrastructure through the provisions of trees along the right-of-way. To encourage shade and reduce the urban heat island effect, staff is recommending a stipulation that the development shall utilize the C-2 streetscape landscape standards for planting type, size and quantity along the 23rd Avenue frontage. Electric utility lines are adjacent to the 23rd Avenue sidewalk. Trees selected for the frontage shall be selected to comply with requirements for planting near utility lines. This is addressed in Stipulation 2.

9. The garage elevations show single-family attached units with tuck under parking. Each unit has its own two-car garage and balcony option fronting private drives. The main elevation shows a building entry with architectural detail encouraging a sense of human scale at the ground level, staff is recommending a stipulation that the development shall provide porch or patio frontages, facing the public streets and common area open spaces, with pedestrian access defined by the use of distinctive materials and architectural elements. This is addressed in Stipulation 3.



Source: Dorin Pitut

10. The side elevations show a change in material to minimize the appearance of blank walls. Staff is recommending a stipulation that ground floor blank walls visible from the public sidewalk shall not exceed 20 linear feet without being interrupted by a window, or variation in building treatment or design. This is addressed in Stipulation 4.



Source: Dorin Pitut

11. The Comprehensive Bicycle Master Plan supports options for both short- and long-term bicycle parking as a means of promoting bicyclist traffic to a variety of destinations. It is recommended that two types of parking be provided on the property: secured parking for residents, and short-term rack parking for guests located near entrances to the property. Providing secure bicycle parking for residents and parking for guests of the development is supportive of multimodal travel options. The short-term bicycle racks should be an inverted-U design where both ends of the "U" are affixed to the ground and



Inverted-U bicycle rack, where both ends of the "U"

Source: City of Phoenix, Planning and Development Department

installed per the requirements of Walkable Urban Code. This is addressed in Stipulation 5.

STREET

12. The Street Transportation Department has indicated that the developer shall construct all streets 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. This is addressed in Stipulation 6.

AVIATION

13. The Aviation Department has indicated that the property owner shall record documents that disclose the existence, and operational characteristics of Phoenix Sky Harbor International Airport (PHX) to future owners or tenants of the property. This is addressed in Stipulation 7.

FIRE

14. No fire code issues are anticipated with this case and the site and/or buildings shall comply with the Phoenix Fire Code.

FLOOD

15. The City of Phoenix Floodplain Management division of the Street Transportation 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 Maps (FIRM) dated October 16, 2013.

WATER

16. The City of Phoenix Water Services Department has noted the property has existing water and sewer mains that can potentially serve the proposed development however, there is potential need to up size existing water and sewer infrastructure mains so that any remodels or new buildings will be able to meet domestic and fire code requirements.

OTHER

17. 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. The City of Phoenix offers recycling collection for all single-family residences. The provision of recycling containers was not addressed in the applicant's submittals, however, per City Code, the City provides recycling containers and services to all single-family residences.
18. The site has not been identified as being archaeologically sensitive. 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 8.

19. Development and use of the site is 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 encourages redevelopment of an underutilized parcel to be consistent with the adjacent neighborhood character.
2. The proposal is consistent with surrounding zoning pattern in the area.
3. The proposal will provide additional housing options within the Alhambra Village.

Stipulations

1. All sidewalks shall be detached with a minimum five-foot-wide landscaped strip located between the sidewalk and back of curb and shall include a minimum 2-inch caliper shade trees planted a minimum of 20 feet on center or equivalent groupings along both sides of the sidewalk, as approved by the Planning and Development Department.
2. The development shall utilize the C-2 streetscape landscape standards for planting type, size and quantity along the 23rd Avenue frontage, as approved by the Planning and Development Department.
3. The development shall provide porch or patio frontages facing the public streets and common area open space with pedestrian access defined by the use of distinctive materials and architectural elements. Porch or patio frontage types shall meet the requirements of table 1305.1 of the Phoenix Zoning Ordinance, as approved by Planning and Development Department.
4. Ground floor blank walls visible from the public sidewalk shall not exceed 20 linear feet without being interrupted by a window, or variation in building treatment or design. Treatments can be achieved through a combination of artwork, architectural features, or landscape and trellises, with a minimum size of 30 square feet per 20 linear feet of blank wall, as approved by the Planning and Development Department.

5. A minimum of four inverted-U bicycle racks (8 spaces) for guests shall be provided on site, located near common area open space, and installed per the requirements of Section 1307.H. of the Phoenix Zoning Ordinance, as approved by the Planning and Development Department.

STREETS

6. The developer shall construct all streets 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.

AVIATION

7. The property owner shall record documents that disclose the existence, and operational characteristics of Phoenix Sky Harbor International Airport (PHX) 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.

ARCHAEOLOGY

8. In the event archaeological materials are encountered during construction, the developer shall immediately cease all ground-disturbing activities within a 33-foot radius of the discovery, notify the City Archaeologist, and allow time for the Archaeology Office to properly assess the materials.

Writer

Joél Carrasco

December 5, 2017

Team Leader

Joshua Bednarek

Exhibits

Zoning sketch

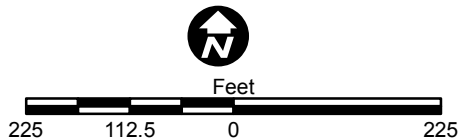
Aerial

Conceptual Site plan date stamped November 15, 2017

Conceptual Landscape Plan date stamped November 15, 2017

Conceptual Elevations date stamped November 15, 2017

Conceptual Floor Plans date stamped November 15, 2017

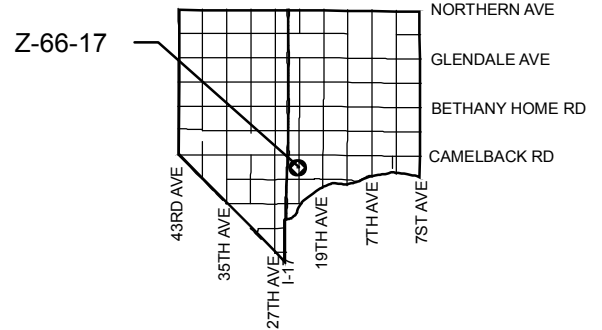


ALHAMBRA VILLAGE

CITY COUNCIL DISTRICT: 4

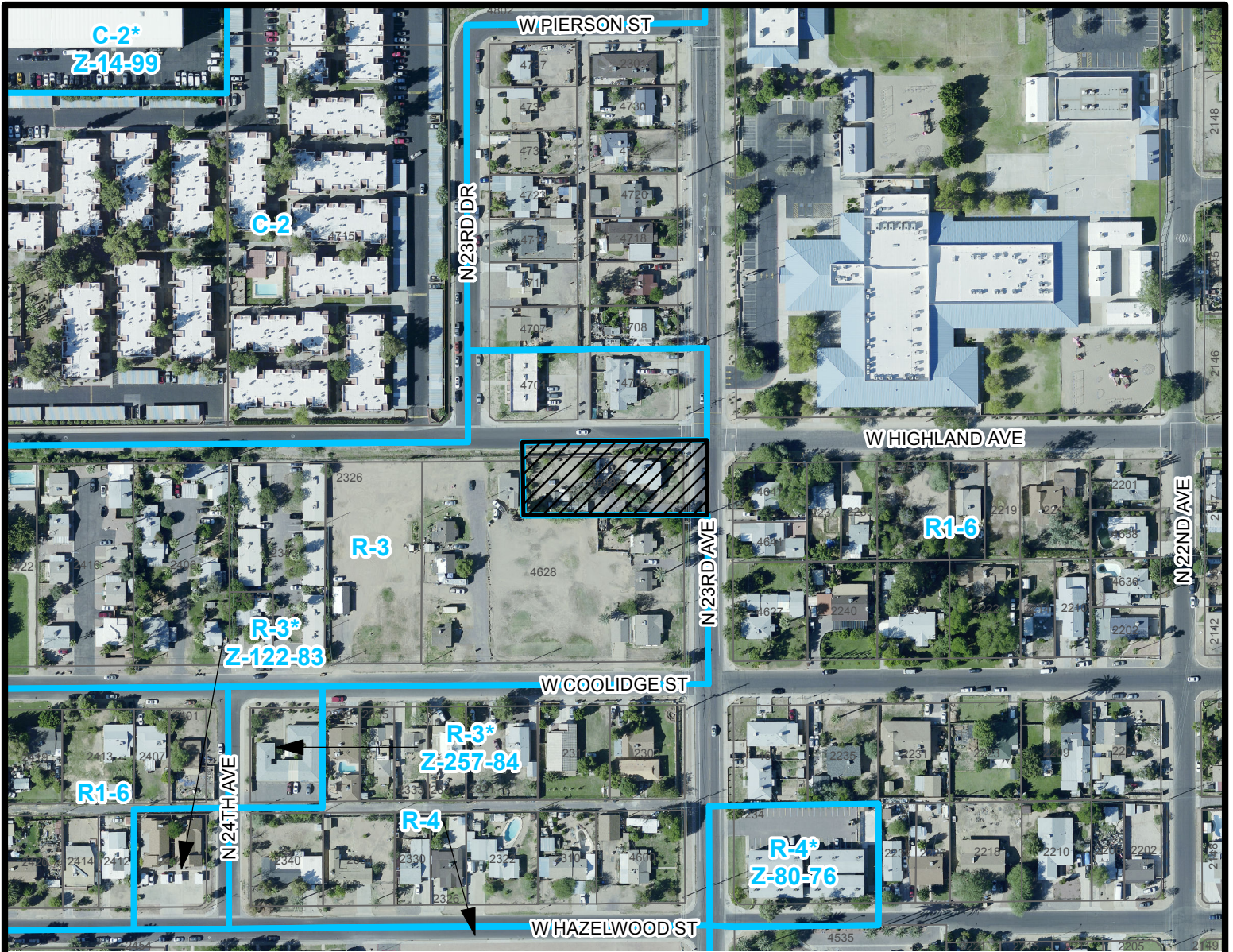


City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT



APPLICANT'S NAME: Dorin Pitut		REQUESTED CHANGE: FROM: R1-6 (0.59 a.c.) TO: R-3 (0.59 a.c.)	
APPLICATION NO. Z-66-17	DATE: 10/31/2017 REVISION DATES: 11/7/2017	FROM: R1-6 (0.59 a.c.) TO: R-3 (0.59 a.c.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 0.59 Acres	AERIAL PHOTO & QUARTER SEC. NO. QS 18-23 ZONING MAP H-7		
MULTIPLES PERMITTED R1-6 R-3	CONVENTIONAL OPTION 3 8	* UNITS P.R.D. OPTION 4 10	

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



Feet

225 112.5 0 225

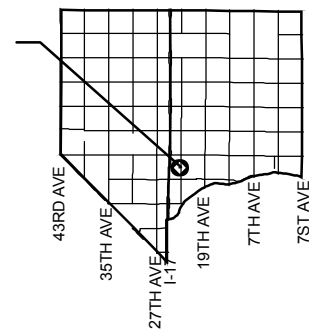
ALHAMBRA VILLAGE

CITY COUNCIL DISTRICT: 4



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Z-66-17



APPLICANT'S NAME:

Dorin Pitut

APPLICATION NO. Z-66-17

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

0.59 Acres

DATE: 10/31/2017

REVISION DATES:

11/7/2017

AERIAL PHOTO &
QUARTER SEC. NO.

QS 18-23

ZONING MAP

H-7

REQUESTED CHANGE:

FROM:

R1-6 (0.59 a.c.)

TO:

R-3 (0.59 a.c.)

MULTIPLES PERMITTED

R1-6

R-3

CONVENTIONAL OPTION

3

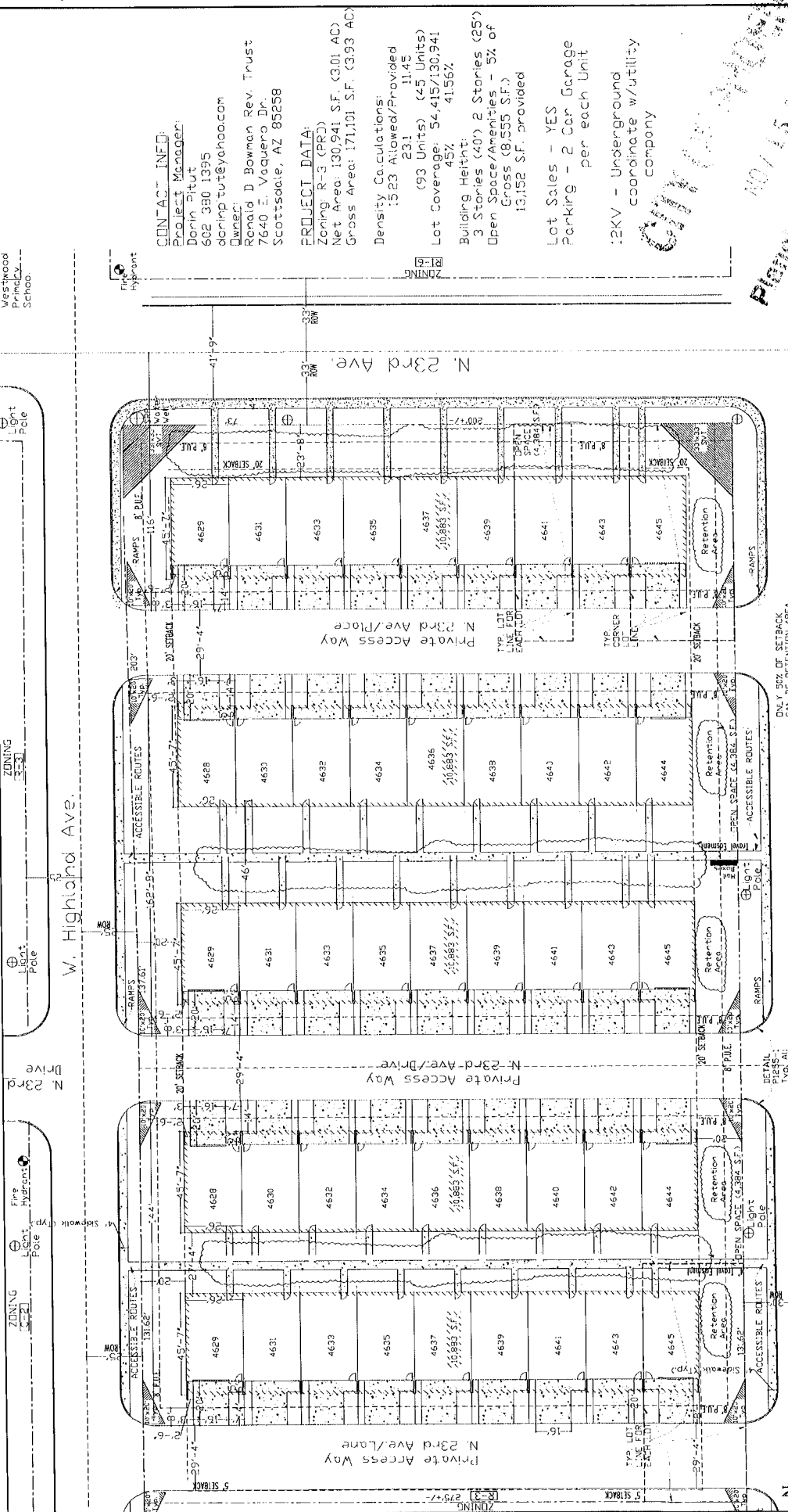
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* UNITS P.R.D. OPTION

4

10

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



N New Site Plan
Scale: 1" = 20'-0"

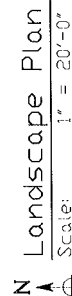
Notes:
1. Development and use of this site will conform with all applicable codes and ordinances.
2. Structures and landscaping within a triangle measuring 33' x 33' along the property lines at four-way intersections of public and/or private streets will be maintained at a maximum height of 3'.
3. Structures and landscaping within a triangle measuring 10' from the property line and 20' along the property line on each side of the side of the driveways entrances will be maintained at a maximum height of 3'.
4. An association, including all property owners in the development, will be formed and have responsibility for maintaining all common areas noted as "Tracts" or "Retention Areas" within the property lines. 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.
5. Owners of the property adjacent to public rights-of-way, or a property owner's association, will have the responsibility for maintaining all landscaping located within the rights-of-way, in accordance with approved plans.
6. All signage requires separate reviews, approvals, and permits. No signs are approved per this plan.
7. Additional individual lot requirements (i.e. setbacks, wall elevations) are located on the approved Final Site Plan.

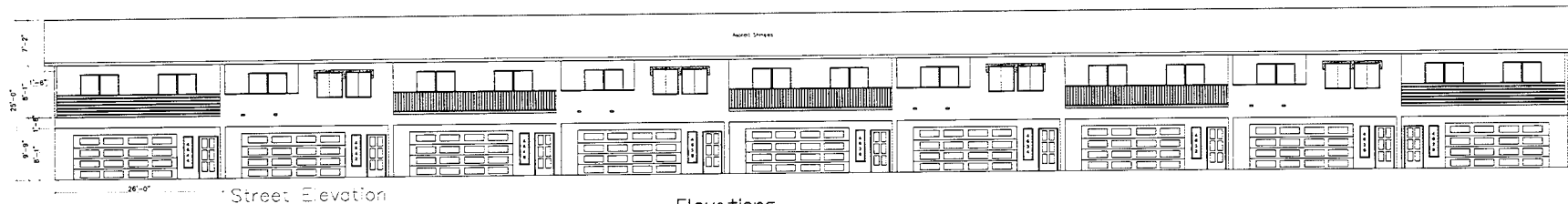
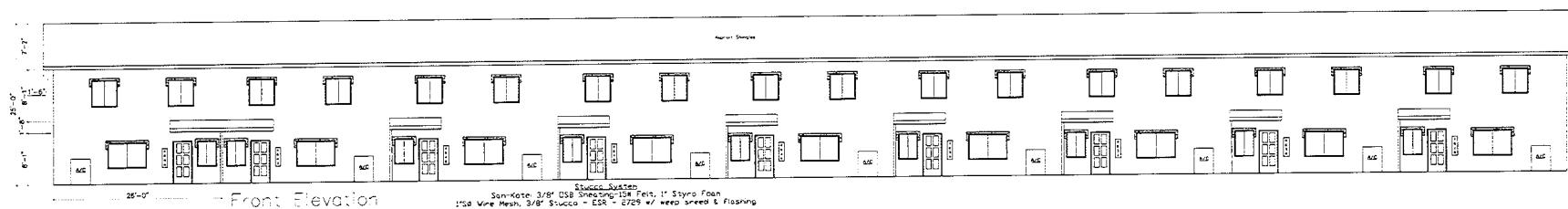
Signature of Applicant/Owner: *[Signature]* Date: 10/15/2017
Signature of City Engineer: *[Signature]* Date: 10/15/2017

PLANNING
10/15/2017

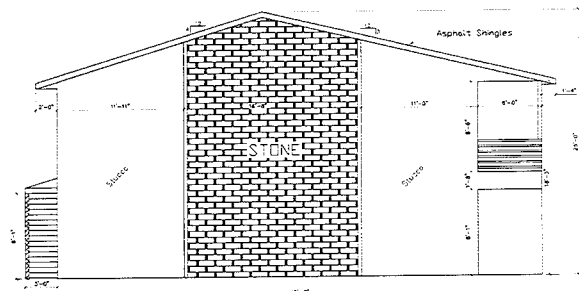
APPROVED
10/15/2017

APPROVED
10/15/2017

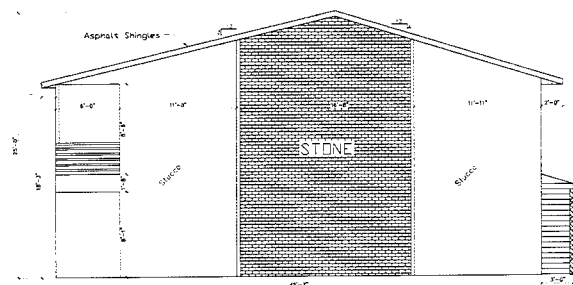




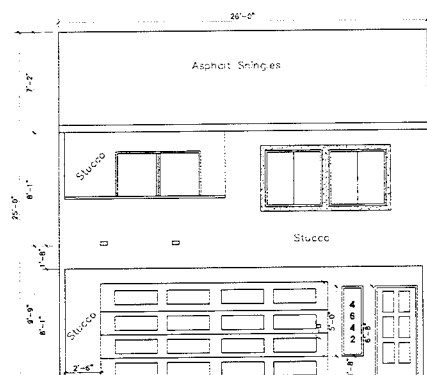
Elevations
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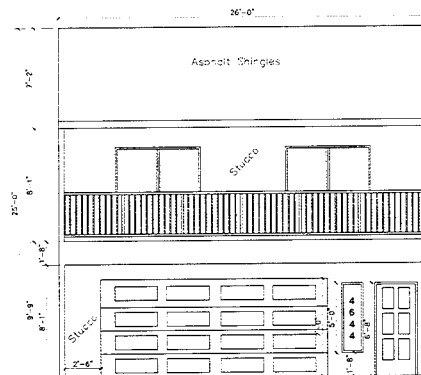
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Scale: 3/16" = 1'-0"



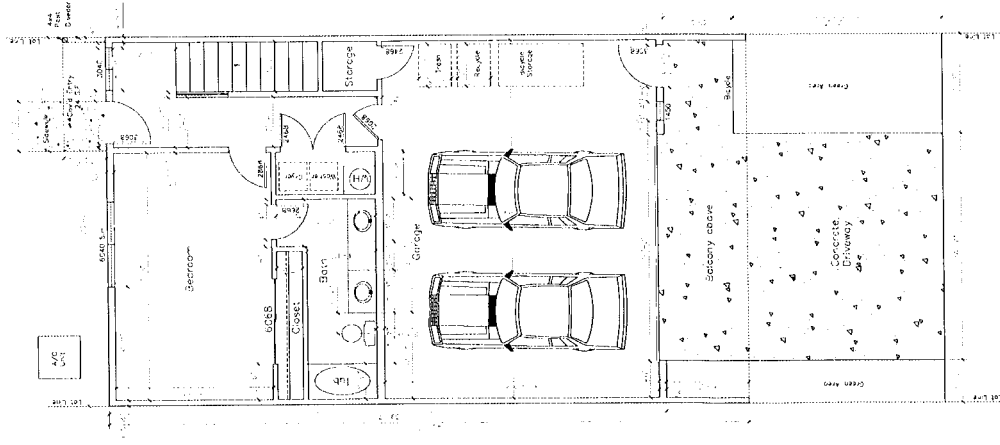
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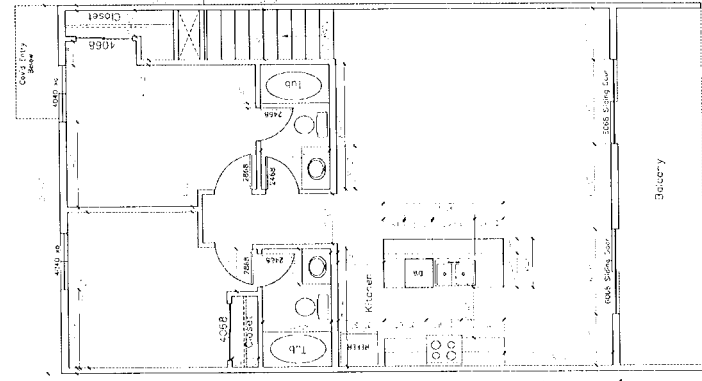
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PHOTOGRAPHED BY
DANIEL J. BOWMAN
JAN 15 2017
PHOTOGRAPHED BY
DANIEL J. BOWMAN
JAN 15 2017

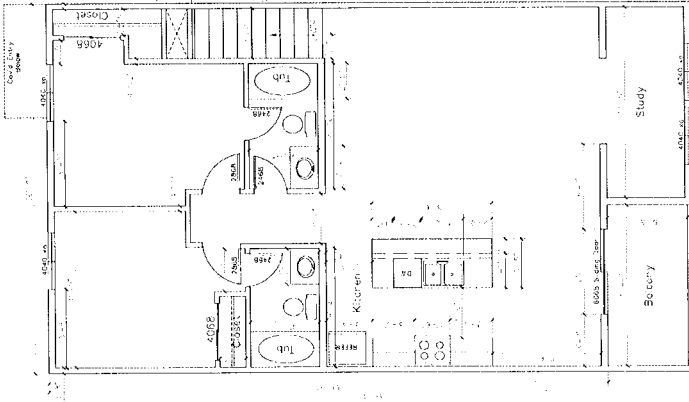
KIVA 17-2549
SDEV 1700518
PAPP 1703957
PRLM
SCSV



1st Floor Plan
Scale: 1/4" = 1'-0"



2nd Floor Plan (1)
Scale: 1/4" = 1'-0"



2nd Floor Plan (2)
Scale: 1/4" = 1'-0"

City of Phoenix
Planning & Development
Department
10/15/2017