

Attachment B



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-23-18-8

April 30, 2018

Central City Village Planning Committee
Meeting Date:

May 14, 2018

Planning Commission Hearing Date:

June 7, 2018

Request From:

C-3 (General Commercial) (6.88 acres), P-1 (Parking P-1 District – Passenger Automobile Parking, Limited) (0.79 acre) and R-4 RI (Multifamily Residence Residential Infill R-I District) (1.51 acres)

Request To:

WU Code (Walkable Urban Code) T5:6 EG (Transect 5:6 District, Transit Eastlake-Garfield Character Area) (9.18 acres)

Proposed Use:

Medical Clinic

Location:

Northeast corner of 16th Street and Polk Street

Owner:

16th & Polk, LLC

Applicant:

Huellmantel & Affiliates

Representative:

Charles Huellmantel

Staff Recommendation:

Approval, subject to stipulations

<u>General Plan Conformity</u>			
<u>General Plan Land Use Designation</u>		Commercial	
<u>Street Map Classification</u>	16th Street	Arterial	40-foot east half
	17th Street	Local	30-foot west half
	Villa Street	Local	28-foot south half
	Polk Street	Local	30-foot north half

CONNECT PEOPLE & PLACES CORE VALUE: CORES, CENTERS & CORRIDORS LAND USE PRINCIPLE: *Locate land uses with the greatest height and most intense uses within village cores, centers and corridors based on village character, land use needs, and transportation system capacity.*

The site is near the nine-story St. Luke's Medical Center. The west side of 16th Street allows access to/from Interstate 10 (I-10). The east side of 16th Street has no access to/from I-10. The site is adjacent to 16th Street and is between Van Buren Street and Roosevelt Street. All three streets are served by bus routes. The proposed medical clinic use supports additional height at this location. Historically, hospital and medical clinic land uses have been located throughout the city in areas which may not align with Village Core designations, but rather where the need for medical services has been established. Hospitals and clinics are generally midrise buildings and are located near transportation corridors and are relatively isolated from single-family residences.

CONNECT PEOPLE & PLACES CORE VALUE; OPPORTUNITY SITES; LAND USE PRINCIPAL: *Encourage development of taller and larger buildings in Areas of Change away from single-family and low-rise, multifamily housing.*

The site is vacant and provides the opportunity for redevelopment. The Eastlake Garfield TOD Policy Plan's Master Plan, which illustrates the community's long range vision for the site, envisions development of a walkable urban center around the St. Luke's Medical Center campus. The site is appropriate for added building height and intensity when developed as a medical clinic.

CONNECT PEOPLE AND PLACES CORE VALUE; TRANSIT ORIENTED DEVELOPMENT; LAND USE PRINCIPLE: *Encourage high intensity employment uses to locate adjacent or close to transit stations per adopted transit district plans.*

The site is located within the Eastlake Garfield Transit Oriented Development (TOD) District on 16th Street south of Villa Street, approximately 3,100 feet from the 12th Street light rail stations and approximately one mile from the 24th Street light rail stations, and near bus routes on Roosevelt Street, 16th Street and Van Buren Street. The proposed use is a Veterans Affairs Medical Clinic, a high intensity employment use.

Applicable Plan and Principles

[Transit Oriented Development Strategic Policy Framework](#) – see #3 below.

[Eastlake Garfield Transit Oriented Development Policy Plan](#) – see #s 5, 6 and 7 below.

[Choice Neighborhood](#) – see #6

[Tree and Shade Master Plan](#) – see #12 below.

[Complete Streets Guiding Principles](#) – see #13 below.

[Bicycle Master Plan](#) – see #s 13 and 14 below.

Surrounding Land Uses/Zoning		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Commercial, vacant	C-3, P-1, R-4 RI
North	Multifamily residential	C-3, R-4
South	Commercial, vacant, multifamily residential	C-3, R-4 RI
East	Commercial, vacant, multifamily residential	R-4 RI and R-4 RI (approved P-1)
West	Commercial, single-family residential	C-3, C-2

Walkable Urban Code T5:6			<i>*if variance required</i>
<u>Standards</u>	<u>Requirements</u>	<u>Provisions on the Proposed site Plan</u>	
Gross Acreage	N/A	9.18	
Total Number of Units	No maximum	N/A	
Density	No maximum	N/A	
Building Height	80-foot maximum	Met – 72.5 feet	
Garage Height	Same height or less as main building	*Not Met – 77 feet	
Parking (1307.1.)	1 space/240 square feet 1,141 spaces	Met – 1,370 spaces	
Bicycle Parking [1307.H.6.c.(1)]	1 space/25 vehicle parking spaces (55 spaces), maximum 50 spaces required	*Not Met – 25 spaces provided	
Bicycle Amenity Standards (1307.H.6.c.)	Minimum of two shower stalls and ten lockers accessible to building's occupants	Cannot be determined	
Public Open Space (Section 1304.G.2.c.)	Minimum 5% of aggregated lot area, minimum of 500 square feet - 17,130 square feet minimum	Cannot be determined	

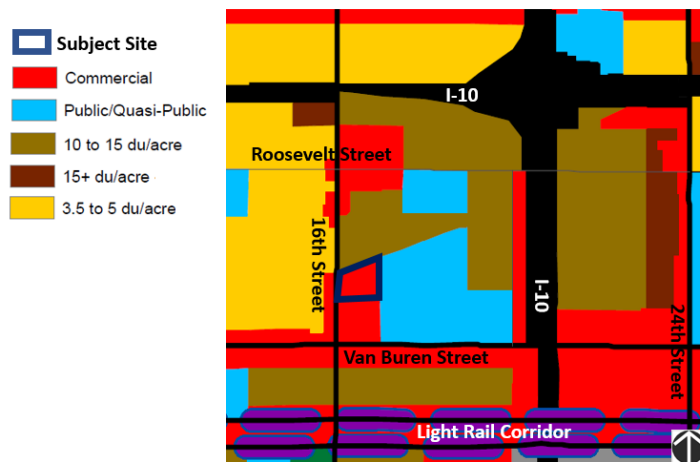
Walkable Urban Code T5:6		<i>*if variance required</i>
Pedestrian Paseo (1304.G.2.d.)	Cross-block access when the lot is a through lot: provide at any point along a frontage that is more than 300 feet from an intersection	Cannot be determined
Streetscape Standards (Section 1312.A.1.) 16th Street (arterial)	Sidewalk width – minimum 6 feet Landscape width – minimum 5 feet	Cannot be determined
17th Street (local)	Sidewalk width – minimum 5 feet	
Villa Street (local)	Landscape width – minimum 5 feet	
Polk Street (local)	Landscape width – minimum 5 feet	
Section 1303.2 TRANSECT T5		
<i>Main Building Setbacks</i>		
Primary Frontage (16th Street)	12-foot maximum	*Not Met – >180 feet
Secondary Frontage (Villa Street)	10-foot maximum	*Not Met – ~30 feet
Secondary Frontage (17th Street)	10-foot maximum	*Not Met – ~20 feet
Secondary Frontage (Polk Street)	10-foot maximum	Met – Varies 96-160 feet
<i>Parking Setbacks</i>		
Primary Frontage (16th Street)	30-foot minimum or behind building	Met – 30 feet
Secondary Frontage (Villa Street) (17th Street) (Polk Street)	20-foot minimum, 10-foot landscape setback from street right-of-way	Met – >36 feet Met – 20 feet Met – 20 feet
<i>Lot Requirements</i>		
Lot Coverage	80% maximum	Met – 35%
Primary Building Frontage (16th Street)	70% minimum	*Not Met – %TBD

Walkable Urban Code T5:6		<i>*if variance required</i>
Secondary Building Frontage (Villa Street) (17th Street) (Polk Street)	50% minimum	*Not Met – %TBD Met – %TBD *Not Met - %TBD
<i>Frontage Types Allowed</i>		
Primary Frontage (Van Buren Street)	All frontages or alternative frontages	Cannot be determined
Secondary Frontage (Villa Street) (17th Street) (Polk Street)	All frontages or alternative frontages	Cannot be determined
Common Entry Requirements	One per 50 feet of primary building frontage One per 80 feet of secondary frontage.	Cannot be determined Cannot be determined
<i>Glazing Standards</i>		
Ground Floor	75%	Cannot be determined
Second Floor	45%, 25% east and west	Cannot be determined
Upper Floors	25%, 15% east and west	Cannot be determined

Background/Issues/Analysis

1. This request is to rezone a site (9.18 acres) located at the northeast corner of 16th Street and Polk Street from R-4 RI (Multifamily Residence, Residential Infill District), C-3 (General Commercial) and P-1 (Passenger Automobile Parking, Limited) to WU Code (Walkable Urban Code) Transect 5:6 District EG (Transit Eastlake-Garfield Character Area) to allow development of a medical clinic. The site is vacant.

2. The General Plan Land Use Map designation is Commercial. This land use category identifies areas where commercial land uses are appropriate. The proposal for development of a Veterans Affairs Medical Clinic, is consistent with the General Plan land use map designation.



General Plan land use designation for the site is commercial.

Source: City of Phoenix, Planning and Development Department

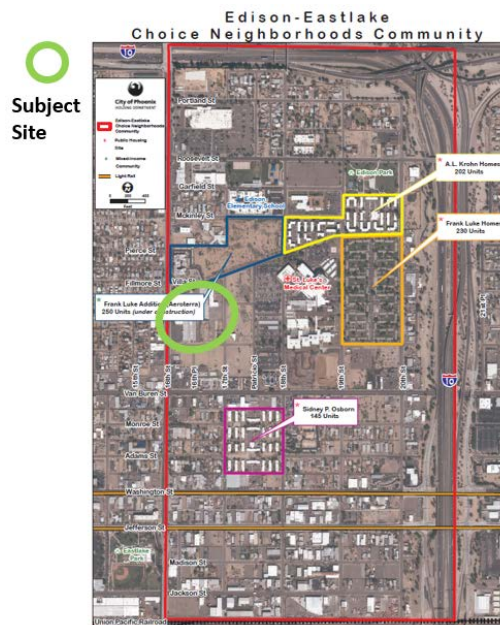
TRANSIT ORIENTED DEVELOPMENT (TOD) POLICIES

3. The Transit Oriented Development Strategic Policy Framework is part of the city's General Plan which identified planning typologies to describe urban environments. The site does not fall within the light rail station areas for either the 12th Street or 24th Street stations.
4. The site is not within the one-quarter to one-half mile distance from a light rail station, so there is a lack of specific policy support for the proposed building height of 80 feet. However, the proposed medical clinic use supports additional height at this location. Historically, hospital and medical clinic land uses have been located throughout the city in areas which may not align with Village Core or light rail station area designations, but rather where the need for medical services has been established. Hospitals and clinics are generally midrise buildings and are located near transportation corridors and are isolated from single-family residences. Support of the request is attained through the site's proposed use as a medical clinic and its proximity to the St. Luke's Medical Center.
5. The site is located within the Eastlake-Garfield TOD (Transit Oriented Development) District, the boundaries for which are Interstate 10 on the north and east, the Union Pacific Railroad on the south and 7th Street on the west. The policy plan adopted for the Eastlake Garfield TOD District provides a blueprint for fully achieving the transformative potential of light rail in a sustainable manner. Changes advocated in the plan can lower transportation costs for residents, create new business opportunities, encourage active, healthy lifestyles, ensure Phoenix increases its competitive advantage in the global marketplace, and improve prosperity by



growing the economy in locations with existing infrastructure and public services. In order to realize the implementation of the Vision and Master Plan for the Eastlake-Garfield TOD District, one key recommendation is the implementation of a form-based zoning code.

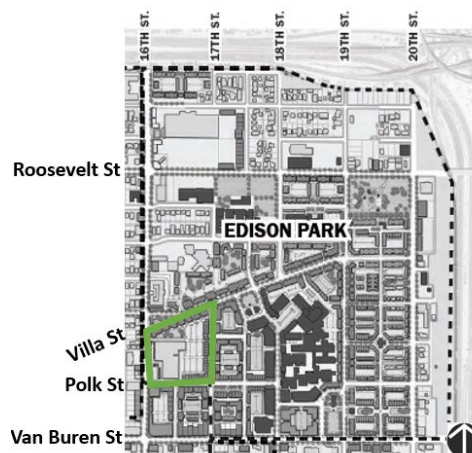
6. The Choice Neighborhoods Initiative (CNI) is a grant from the U.S. Department of Housing and Urban Development to transform distressed neighborhoods and public housing into mixed-income neighborhoods linking housing improvements with appropriate services, schools, public assets, transportation, and access to jobs. Choice Neighborhoods is focused on three core goals: housing; people; and neighborhood. Once a thriving center for health and industry, the Edison-Eastlake Community experienced steady decline after the Great Depression. As the economy faltered, businesses closed, and suburban flight and illegal dumping of industrial solvents led to decades of disinvestment. Within this landscape, four large public housing developments were constructed between 1942 and 1963. Three public housing developments – Sidney P. Osborn Homes, A.L. Krohn Homes, and Frank Luke Homes – still stand today, totaling 577 units and suffering from mold, failing systems, and an isolating design. The neighborhood as a whole struggles with a violent crime rate that is three times that of the City, with 73 percent of residents living in poverty.



Source: City of Phoenix, Housing Department

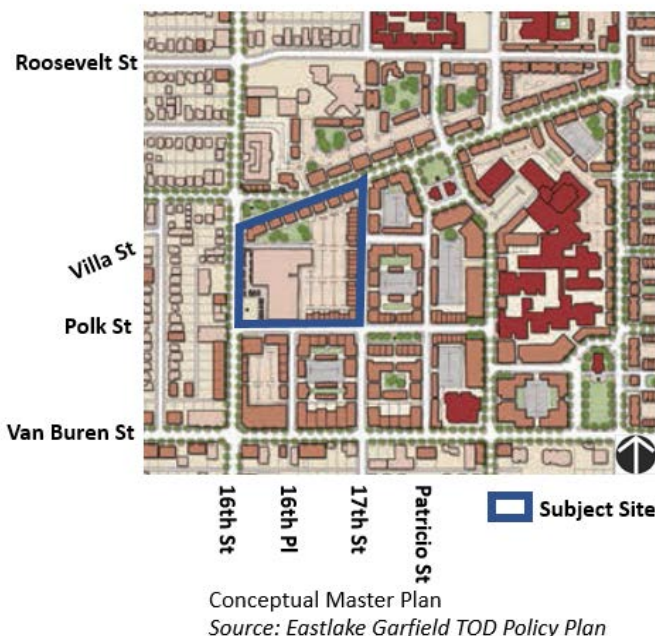
Consistent with the Economic Development Element of the Eastlake-Garfield TOD Policy Plan, development of the subject site as a VA Medical Clinic will be an investment which offers the opportunity for access to jobs and services.

7. Additionally, the site falls within the Edison Park Priority Development Area, as identified in the Eastlake-Garfield TOD Policy Plan. Priority Development Areas are targeted for additional real estate development, housing, and business investment. They take advantage of key assets, such as transit, established neighborhoods, city-owned housing properties, St. Luke's Medical Center and the iconic vintage character of Van Buren Street. These areas also had the most community support for redevelopment and need for focused development.



Edison Priority Development Area
Source: Eastlake Garfield TOD Policy Plan

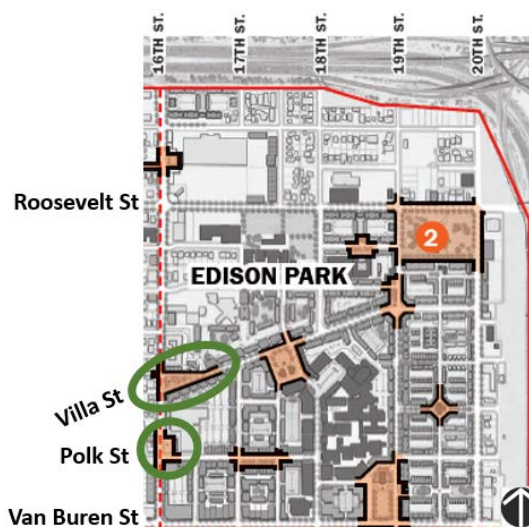
8. The Eastlake Garfield TOD Policy Plan, in the Conceptual Master Plan, illustrates the site with new buildings oriented to the street frontages and the ability to traverse the mid-portion of the site from Villa Street on the north to Polk Street on the south. The purpose of the Master Plan is not to show development exactly as it will occur, but to help identify opportunity sites, address areas needing urban "repair", propose a system of open spaces, illustrate the scale and type of development, and to provide guidance for the Walkable Urban form based code.



The conceptual site plan included in the application reflects requirements of the U.S. Department of Veterans Affairs. These requirements address the need for a high amount of parking, how passengers are dropped off, and site security standards. Many of these requirements do not fully align with the standards of the Code. The conceptual site design provides an initial glimpse of how the site could be designed. If the site is chosen for the VA Medical Clinic location, the plan will be redesigned/refined to more closely reflect the intent of the WU Code

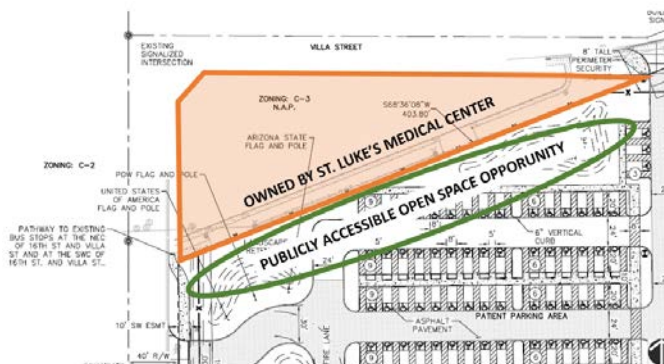
through the buildings' proximity to bus stops, to arterial and local streets, with a direct pedestrian linkage to building entrances, detaching sidewalks on street frontages, and the provision of publicly accessible open space. The applicant will work closely with the Village Planner when the design is being refined. It is recommended that the refined site plan and elevations be administratively reviewed for approval by the Planning Hearing Officer prior to preliminary approval of the site plan and elevations. This consideration is addressed in Stipulation #1.

9. The TOD District's Master Plan for Open Space suggests some investment priorities for the Edison Park area, notably in the triangle of land adjacent to the site on its north boundary and at the southwest corner of the site at the 16th Street and Polk Street intersection. The proposed locations for publicly-accessible green space take advantage of existing assets and are located to maximize existing and future resident access and provide district stormwater management facilities. St. Luke's Medical Center owns the triangular parcel and the abandoned roadway abutting the north property line of the site. The TOD Policy Plan suggests



Source: Open Space Master Plan - Eastlake-Garfield TOD Policy Plan

that this small parcel could become publicly accessible open space. To that end, it is suggested that this development be designed so that significant amounts of the required open space are located adjacent to the abandoned roadway along the site's north property line. The open space should be designed in a manner which anticipates a future joining of the open space areas, regardless of separate ownership. In the northern part of the parcel, the fencing should be located so the open space is not separate from the triangle piece and remains publicly accessible when



Source: Hamstra-Juliet JV, LLC, City of Phoenix, Planning and Development Department

the VA Medical Clinic closes for the day. The clinic is required to have on-site security 24 hours per day, 7 days per week. The presence of this security can

ensure that the publicly accessible open space areas are safe, monitored places. These considerations are addressed in Stipulation #4.

10. In 1949 this area was developed with residences. By 1982 commercial uses had developed along 16th Street (west) and Van Buren Street (south), as had the St. Luke's Medical Center. Until recent years, the site was home to a large Goodwill facility. The subject site is near the Van Buren Corridor Priority Development Area and is within the Edison Priority Development Area identified in the Eastlake-Garfield TOD Policy Plan.



1949

1982

2018

Source: City of Phoenix, Planning and Development Department

WALKABLE URBAN CODE

11. Large parcels over five acres in size have typically developed in ways which impede connectivity to adjacent areas. In these scenarios, connections to transportation (bus or light rail), schools, neighborhoods and commercial areas are impeded or blocked, thereby necessitating greater walk times. The Walkable Urban (WU) Code is structured to address large block developments through several requirements to ensure that a fine grain of connectivity is maintained to surrounding areas. These considerations are addressed in Stipulation #3 and the following is required by the WU Code:
 - a. Master Development Plans must be provided to the Planning and Development Department.
 - b. At least five percent of its aggregated lot area shall be provided as an open space available to the public. Developer shall be responsible for the construction and maintenance of the portion of the open space available to the public.
 - c. Pedestrian ways/paseo for circulation, access and connectivity should be provided as there are points along the frontages which are more than 300 feet from thoroughfare intersections or existing pedestrian ways, and as the lot is a through lot in all directions. Per 1304.H., the pedestrian access ways

should be a minimum of six feet in width, or if combined with a thoroughfare, a minimum of 10 feet in width, and contain lighting fixtures and elements that emphasize the paseo entrance. It is recommended that the access ways traverse the site from 16th Street to 17th Street, and from Villa Street to Polk Street. Alternative paving materials should be used to reduce urban heat island effect and to allow natural drainage and filtration.

12. 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. Sidewalks on the 16th Street and 17th 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. It is strongly suggested that the use of bioswales be pursued on these frontages. This is addressed in Stipulation #6.



Bioswales reduce runoff and pollution by storing, absorbing and naturally treating stormwater at its source.

Source: Google Maps Street View

13. Future improvements to 16th Street will include the placement of bicycle lanes. In order to minimize vehicular conflicts from the site with bicyclists and pedestrians, the site should be limited to one vehicular access point on the 16th Street frontage, thus enhancing its bikeability and walkability. Detaching the sidewalk from the curb as part of development of this site is consistent with the Council adopted Guiding Principles for Complete Streets, one tenet of which is to make Phoenix more bikeable. The detached sidewalks should not be designed to meander. This is addressed in Stipulation #s 1, and 6.



Installation of physical cues at locations where vehicles will be crossing pedestrian areas can reduce vehicle speeds and enhance pedestrian safety.



Source: Pinterest (left) and GP Roadway Solutions (right)

14. Bicycle parking is a requirement of the Walkable Urban Code and the amount required is directly tied to the number of parking spaces provided on the site. Some bicycle racks should be located near the main entrance of the medical clinic. It is recommended that two types of parking be provided on the property: secured parking for employees, and rack parking for guests located near the main entrance to the building. Secured bicycle parking is not accessible to the public. It can be in the form of individual bicycle lockers or secured access rooms. A minimum of 10 bicycle racks (20 spaces) for guest parking should be provided, and these racks should be an inverted-U design. Guest bicycle parking should be located near building entrances and the rack installation should be clear of obstacles, per the installation requirements of Section 1307.H.



Inverted-U racks allow bicycles to to the rack in two places, providing stability and allowing the wheels and frame to be secured to the rack..

Source: City of Phoenix Planning & Development Department



Secured bicycle parking can be accomplished through the use of individual lockers and/or the establishment of secured bicycle rooms.

Providing secure bicycle parking for employees and parking for guests of the development is supportive of multimodal travel options. This is addressed in Stipulation #7.

15. The requirements of the Veteran's Administration for construction of a medical clinic differ from the requirements of the Walkable Urban Code, particularly regarding building frontages. It is likely that alternative frontages will be proposed for the development. Given the significant federal investment involved in development of the medical clinic, it is expected that the design of these alternative frontages will reflect the stature of that investment in the Eastlake Garfield TOD District. The developer is encouraged to coordinate with staff regarding the design proposals prior to formal submission for review.

16. A multistory parking structure is proposed on the site. The Walkable Urban Code requires that garage structures are finished with architectural embellishments and detailing that will create visual interest for adjoining properties and enhance the public right-of-way. There is a local example of such embellishment at the Veteran's Administration Medical Center at the northwest corner of 7th Street and Indian School Road, which has a photo-rastered façade on its parking structure.



Perforated metal screens/photo-rastered façades on the VA Medical Center parking structure.

Source: Google Maps Street View



Sample garage screening methods which incorporate artistic elements.

Source: Screening for Garage Structures, City of Phoenix Planning and Development Department

DEPARTMENT COMMENTS

17. The Street Transportation Department has provided comments requiring a detached sidewalk on 16th Street and Van Buren Street. A traffic impact study is required and will need to be approved before preliminary approval of the site plan can be granted. These requirements are addressed in Stipulation #s 6, 8 and 9.
18. Development of the parcel will require that all improvements are required to comply with all Americans with Disabilities Act (ADA) standards. This is addressed in Stipulation #9.
19. Fire prevention does not anticipate any issues with this request. But the site and/or building(s) shall comply with the Phoenix Fire Code. The water supply (gpm and psi) to this site is unknown. Additional water supply may be required to meet the required fire flow per the Phoenix Fire Code.
20. The Water Services Department has commented that water and sewer capacity is a dynamic condition that can change over time due to a variety of factors. It is the City's intent to provide water and sewer service. However, the requirements

and assurances for water and sewer service are determined during the site plan application review process. For any given property, water and sewer requirements may vary over time to be less or more restrictive depending on the status of the City's water and sewer infrastructure.

21. The Aviation Department has provided comments regarding this request. The property is in the Public Airport Disclosure area. This area may be subject to overflights of aircraft operating at the Airport. People are often irritated by repeated overflights regardless of the actual sound level at the overflight site. Therefore, a Notice to Prospective Purchasers, which follows policy regarding properties in the City of Phoenix underlying the flight patterns of Phoenix Sky Harbor International Airport, is required. Additionally, the development shall demonstrate that it has received a "No Hazard Determination" from the FAA. These considerations are addressed in Stipulation #s 10 and 11.
22. 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 Stipulation #s 10, 11, and 12.
23. 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 of Commercial.
2. Development of a medical clinic will provide a high intensity employment use in the Edison Priority Development Area/Choice Neighborhood Area in the Eastlake Garfield TOD District.
3. The proposed building height is supported at this location specifically due to the intent to develop a multi-story medical clinic.

Stipulations

1. The conceptual elevations and site plan shall be administratively approved by the Planning Hearing Officer prior to preliminary site plan approval with specific regard to the inclusion of the below elements. This review is for conceptual purposes only. Specific development standards and requirements will be determined by the Planning and Development Department.
 - a. Pedestrian access to the site from 16th Street shall be provided in a manner which minimizes walking distances from bus stops and the signalized crossing at Villa Street.
 - b. Pedestrian access to the site from 16th Street shall connect to the primary entrance of the medical center building without crossing vehicular aisles.
 - c. Fencing installed along the street frontages for security purposes shall be a minimum of 60% view fencing and shall incorporate artistic elements.
 - d. The medical clinic (primary building) shall be located adjacent to 16th Street, and the parking structure shall be located adjacent to 17th Street.
 - e. The surface parking area shall be designed with shaded pedestrian connections to the primary building.
 - f. All locations where vehicles cross sidewalks shall be designed to recognize the pedestrian environment. This can be accomplished through the use of differentiating paving materials, speed stops and/or pavement markers.
2. There shall be no more than one vehicular entrance from 16th Street.
3. Driveways shall be no greater than 24 feet in width.
4. A minimum of 50% of the required open space shall be located adjacent to the north property line and shall:
 - a. Be designed so that it can seamlessly appear to connect to the adjacent triangular parcel in the event that parcel is developed/improved as a community open space node.
 - b. Open space along the northern property line shall not be enclosed by security fencing for the medical clinic.
 - c. On-site security shall be responsible for the policing of the publicly-accessible open space.

5. The required cross block access between 16th Street and 17th Street and Polk Street and Villa Street shall be located to accommodate the security needs of the Veterans Affairs Medical Clinic while still providing a clear, visible and publicly accessible route between the two streets.
6. Sidewalks on the 16th Street and 17th Street frontages shall be detached, shall not meander, and trees shall be planted on both sides. To the extent possible, the developer should utilize bioswales for stormwater capture on these frontages.
7. The development shall install, as approved by the Planning and Development Department:
 - a. A minimum of 10 inverted-U style bicycle racks for guests, placed near the building's primary entrance and installed per the requirements of Section 1307.H.4. of the Zoning Ordinance
 - b. A minimum of 40 secured bicycle parking spaces shall be provided on site.
8. The developer shall submit a Traffic Impact Study and comply with any required improvements for this development, as approved by the Street Transportation Department. No preliminary approval of plans shall be granted until the study is reviewed and approved by the City. Contact the Street Transportation Department at 602-495-7129 to set up a meeting to discuss the requirements of the study.
9. The developer shall construct all streets within and adjacent to the development with paving, curb, gutter, sidewalk, curb ramps, streetlights, median islands, landscaping and other incidentals, as per plans approved by the Planning and Development Department. All improvements shall comply with all ADA accessibility standards.
10. The property owner shall record documents that disclose the existence, and operational characteristics of Phoenix Sky Harbor International 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.
11. The developer shall provide documentation to the City of Phoenix prior to final site plan approval that Form 7460-1 has been filed for the development and that the development received a "No Hazard Determination" from the FAA. If temporary equipment used during construction exceeds the height of the permanent structure a separate Form 7460-1 shall be submitted to the FAA and a "No Hazard Determination" obtained prior to the construction start date.

12. 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.
13. 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. The applicant shall conduct Phase II archaeological data recovery excavations 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.
14. 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

K. Coles

April 30, 2018

Team Leader

Samantha Keating

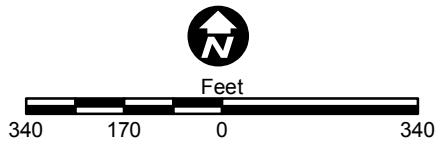
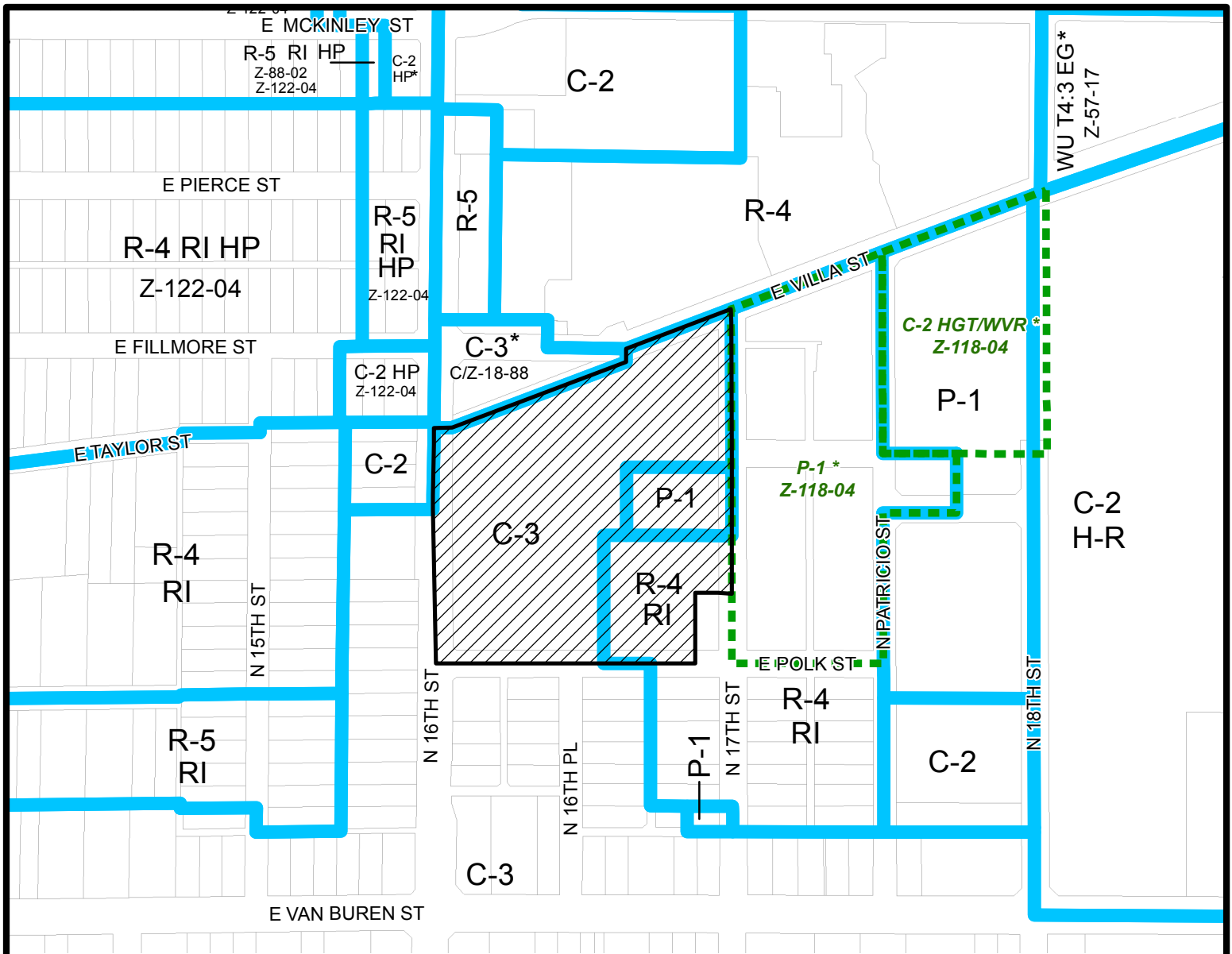
Attachments

Sketch Map

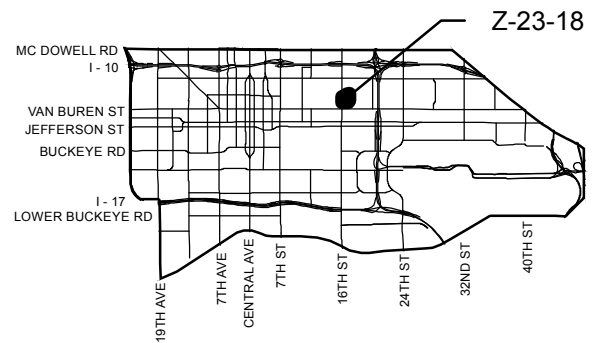
Aerial

Site Plan date stamped April 26, 2018

Elevations and rendering date stamped March 28, 2018 (3 pages)

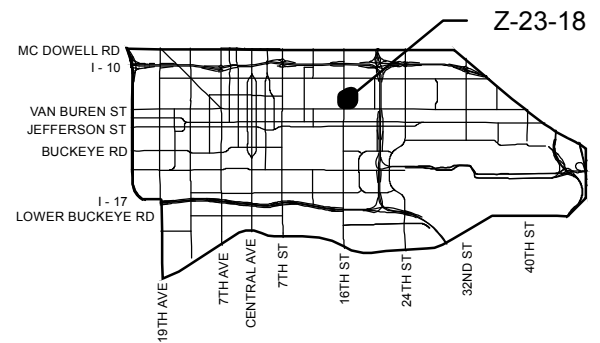
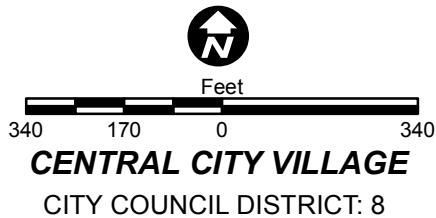
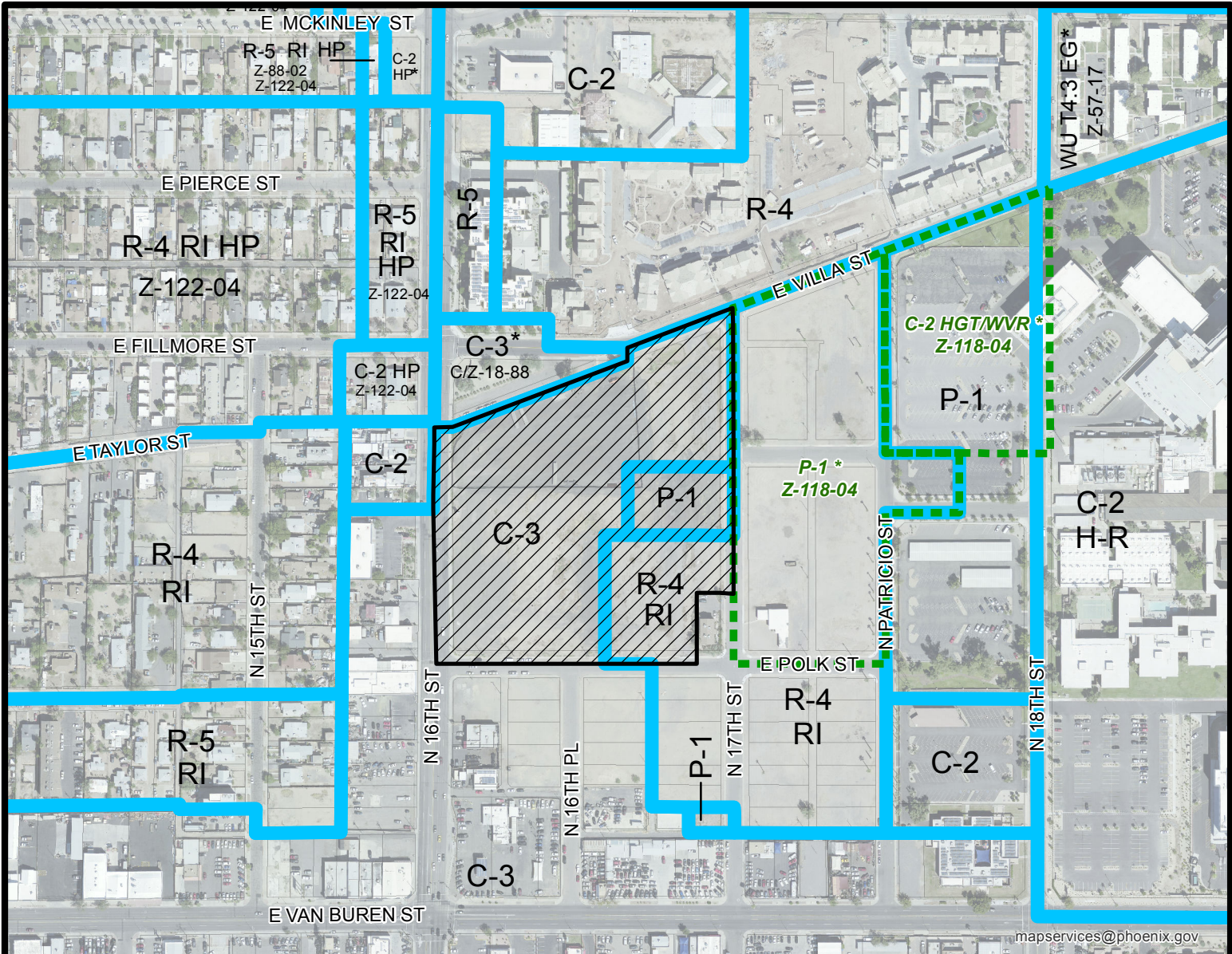


CENTRAL CITY VILLAGE
CITY COUNCIL DISTRICT: 8



APPLICANT'S NAME: Charles Huellmantel / Huellmantel & Affi		REQUESTED CHANGE:	
APPLICATION NO. Z-23-18	DATE: 4/10/2018 REVISION DATES:	FROM: P-1 (0.79 a.c.) C-3 (6.88 a.c.) R-4 RI (1.51 a.c.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 9.18 Acres	AERIAL PHOTO & QUARTER SEC. NO. QS 11-31	ZONING MAP F-9	TO: WU Code T5:6 EG (9.18 a.c.)
MULTIPLES PERMITTED C-3, R-4 RI, P-1 WU Code T5:6 EG	CONVENTIONAL OPTION 100, 52, N/A No Maximum		* UNITS P.R.D. OPTION 119, N/A, N/A N/A

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



APPLICANT'S NAME: Charles Huellmantel / Huellmantel & Affi

APPLICATION NO. Z-23-18

DATE: 4/10/2018
REVISION DATES:

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

9.18 Acres

AERIAL PHOTO &
QUARTER SEC. NO.
QS 11-31

ZONING MAP
F-9

REQUESTED CHANGE:

FROM:
P-1 (0.79 a.c.)
C-3 (6.88 a.c.)
R-4 RI (1.51 a.c.)

TO: WU Code T5:6 EG (9.18 a.c.)

MULTIPLES PERMITTED

C-3, R-4 RI, P-1

WU Code T5:6 EG

CONVENTIONAL OPTION

100, 52, N/A

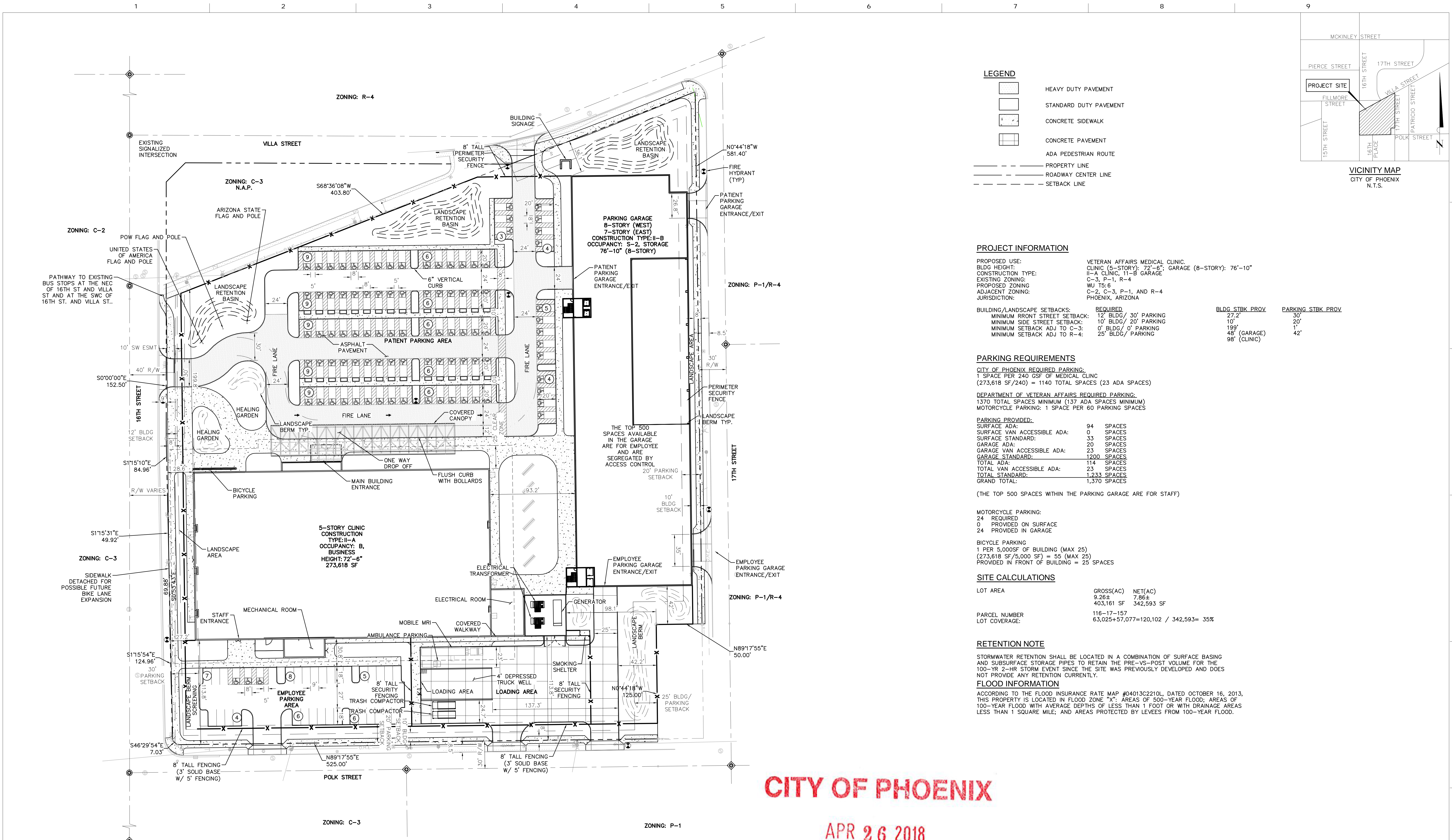
No Maximum

* UNITS P.R.D. OPTION

119, N/A, N/A

N/A

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



LEGEND

- HEAVY DUTY PAVEMENT
- STANDARD DUTY PAVEMENT
- CONCRETE SIDEWALK
- CONCRETE PAVEMENT
- ADA PEDESTRIAN ROUTE
- PROPERTY LINE
- ROADWAY CENTER LINE
- SETBACK LINE

PROJECT INFORMATION

PROPOSED USE:	VETERAN AFFAIRS MEDICAL CLINIC.
BLDG HEIGHT:	CLINIC (5-STORY): 72'-6"; GARAGE (8-STORY): 76'-10"
CONSTRUCTION TYPE:	II-A CLINIC, II-B GARAGE
EXISTING ZONING:	C-3, P-1, R-4
PROPOSED ZONING:	WU 15.6
ADJACENT ZONING:	C-2, C-3, P-1, AND R-4
JURISDICTION:	PHOENIX, ARIZONA

BUILDING/LANDSCAPE SETBACKS:	REQUIRED	BLDG_STBK_PROV	PARKING_STBK_PROV
MINIMUM FRONT STREET SETBACK:	12' BLDG/ 30' PARKING	27.2'	30'
MINIMUM SIDE STREET SETBACK:	10' BLDG/ 20' PARKING	10'	20'
MINIMUM SETBACK ADJ TO C-3:	0' BLDG/ 0' PARKING	199'	1'
MINIMUM SETBACK ADJ TO R-4:	25' BLDG/ PARKING	48' (GARAGE)	42'
		98' (CLINIC)	

PARKING REQUIREMENTS

CITY OF PHOENIX REQUIRED PARKING:
1 SPACE PER 240 GSF OF MEDICAL CLINIC
(273,618 SF/240) = 1140 TOTAL SPACES (23 ADA SPACES)

DEPARTMENT OF VETERAN AFFAIRS REQUIRED PARKING:
1370 TOTAL SPACES MINIMUM (137 ADA SPACES MINIMUM)
MOTORCYCLE PARKING: 1 SPACE PER 60 PARKING SPACES

PARKING PROVIDED:

SURFACE ADA:	94 SPACES
SURFACE VAN ACCESSIBLE ADA:	0 SPACES
SURFACE STANDARD:	33 SPACES
GARAGE ADA:	20 SPACES
GARAGE VAN ACCESSIBLE ADA:	23 SPACES
GARAGE STANDARD:	1200 SPACES
TOTAL ADA:	114 SPACES
TOTAL VAN ACCESSIBLE ADA:	23 SPACES
TOTAL STANDARD:	1,233 SPACES
GRAND TOTAL:	1,370 SPACES

(THE TOP 500 SPACES WITHIN THE PARKING GARAGE ARE FOR STAFF)

MOTORCYCLE PARKING:

24 REQUIRED
0 PROVIDED ON SURFACE
24 PROVIDED IN GARAGE

BICYCLE PARKING

1 PER 5,000SF OF BUILDING (MAX 25)
(273,618 SF/5,000 SF) = 55 (MAX 25)
PROVIDED IN FRONT OF BUILDING = 25 SPACES

SITE CALCULATIONS

LOT AREA	GROSS(AC)	NET(AC)
	9.26±	7.86±
	403,161 SF	342,593 SF

PARCEL NUMBER: 116-17-157
LOT COVERAGE: 63,025+57,077=120,102 / 342,593= 35%

RETENTION NOTE

STORMWATER RETENTION SHALL BE LOCATED IN A COMBINATION OF SURFACE BASING AND SUBSURFACE STORAGE PIPES TO RETAIN THE PRE-VS-POST VOLUME FOR THE 100-YR 2-HR STORM EVENT SINCE THE SITE WAS PREVIOUSLY DEVELOPED AND DOES NOT PROVIDE ANY RETENTION CURRENTLY.

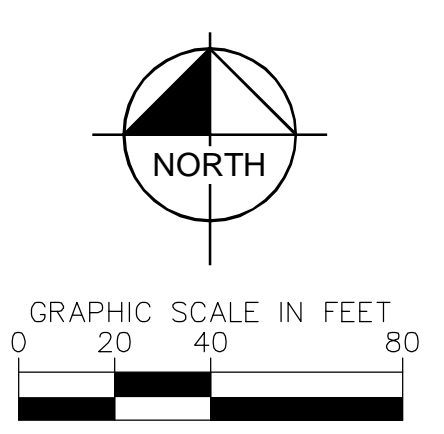
FLOOD INFORMATION

ACCORDING TO THE FLOOD INSURANCE RATE MAP #04013C2210L, DATED OCTOBER 16, 2013, THIS PROPERTY IS LOCATED IN FLOOD ZONE "X". AREAS OF 500-YEAR FLOOD; AREAS OF 100-YR 2-HR FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 100-YEAR FLOOD.

CITY OF PHOENIX

APR 26 2018

Planning & Development
Department



DEVELOPER Hamstra-Juliet JV, LLC HAMILTON BUILDERS, INC.	ARCHITECT / ENGINEERS / CONSULTANTS / GENERAL CONTRACTOR: Oculus Inc. IMEG CORESLAB STRUCTURES KimleyHorn WESPAC CONSTRUCTION INC.	Drawing Title SITE PLAN	Project Title COMMUNITY BASED OUTPATIENT CLINIC - PHOENIX, AZ	Project Number VA101CFM-P0147	Office of Facilities Management Department of Veterans Affairs	
		Approved: Project Director	Location N 16TH STREET AND E POLK STREET, PHOENIX, AZ	Building Number		
			Date 04/21/2017	Checked STM	Drawn STM	Drawing Number SP001

CONCEPTUAL
RENDERING

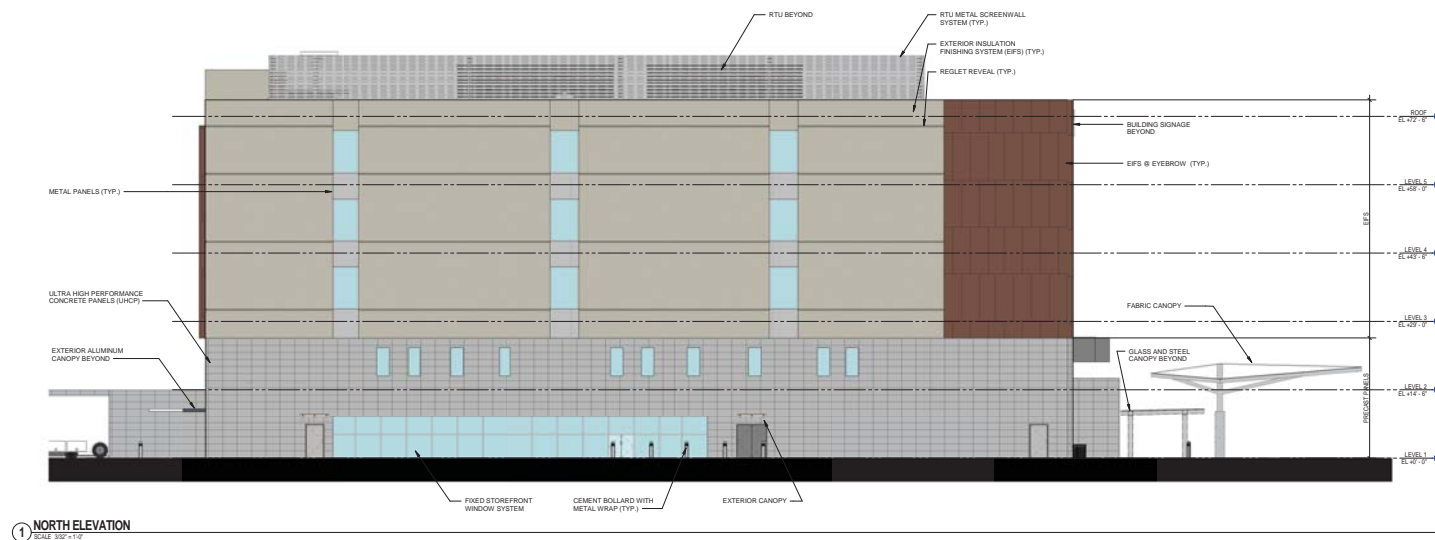


CITY OF PHOENIX

MAR 28 2018

Planning & Development
Department

CONCEPTUAL ELEVATIONS



CITY OF PHOENIX

MAR 28 2018

Planning & Development
Department

100% SCHEMATIC
DESIGN - NOT FOR
CONSTRUCTION

FULLY
SPRINKLERED

DEVELOPER: ARCHITECT / ENGINEERS / CONSULTANTS / GENERAL CONTRACTOR:



Drawing Title
ELEVATIONS

Approved Project Director

Project Title
**COMMUNITY BASED OUTPATIENT
CLINIC - PHOENIX, AZ**

Location
N 16TH STREET AND E POLK STREET, PHOENIX, AZ

Date
08/04/2017

Drawn By
MKL

Checked By
LJB

Project Number

VA101 CPM-P0147

Building Number

AE201

Drawing Number

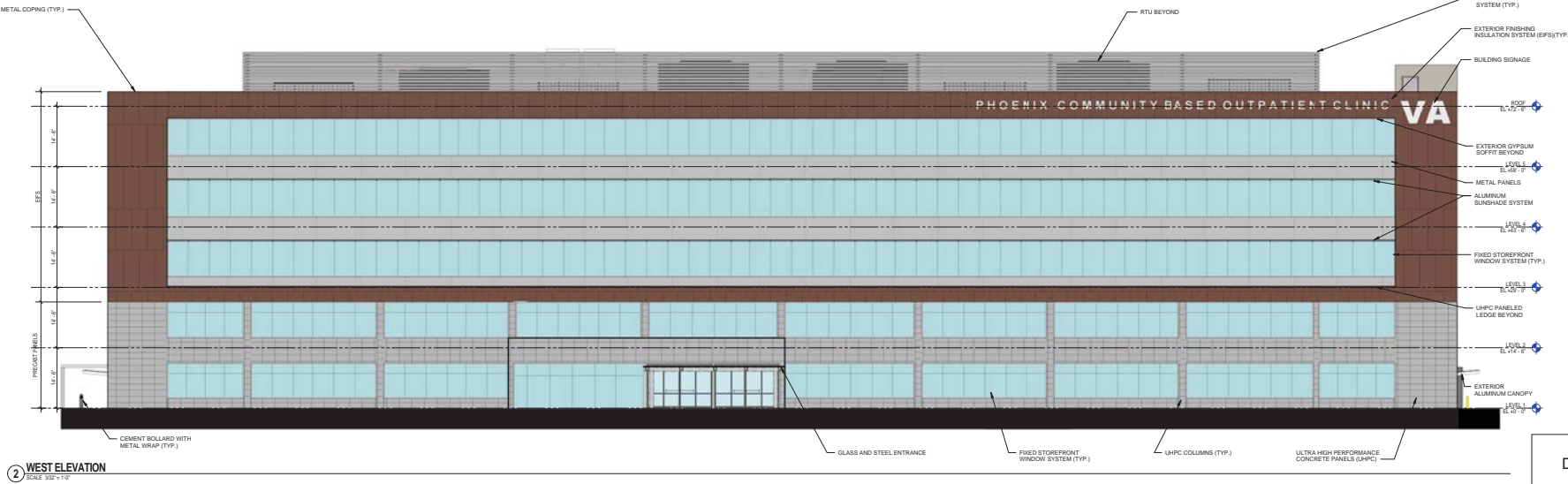
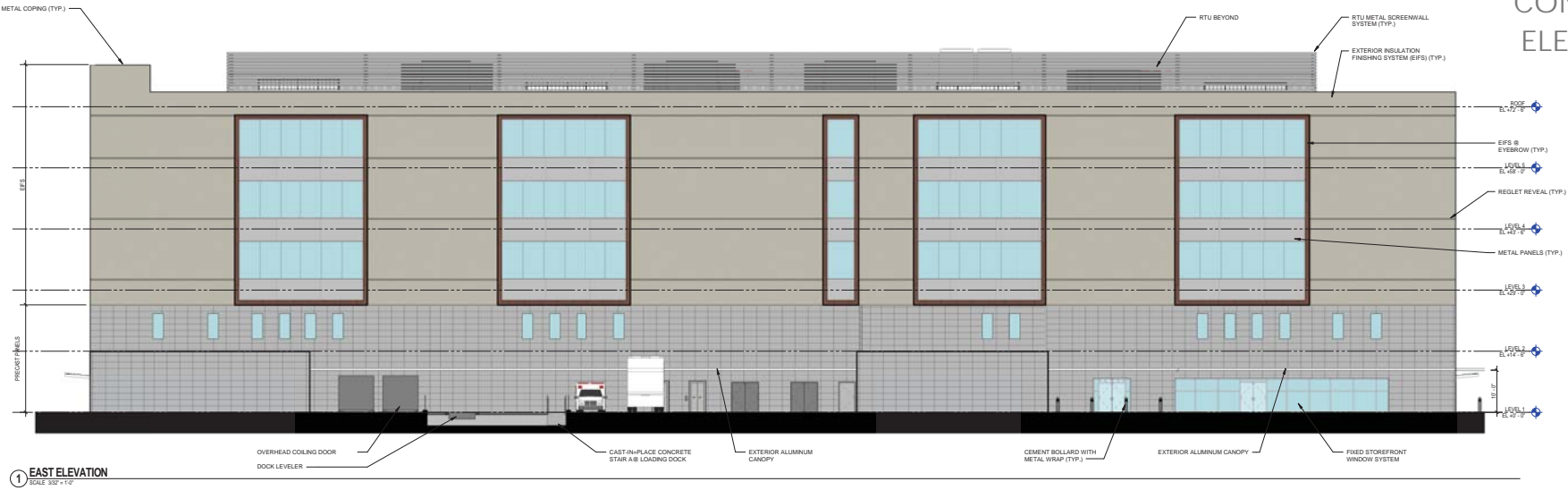
AE201

Day of

**Office of
Facilities
Management**

**Department of
Veterans Affairs**

CONCEPTUAL ELEVATIONS



CITY OF PHOENIX

MAR 28 2018

Planning & Development Department

0 8' 16' 24'
SCALE: 332' = 1"

100% SCHEMATIC DESIGN - NOT FOR CONSTRUCTION

FULLY SPRINKLERED

DEVELOPER:	ARCHITECT / ENGINEERS / CONSULTANTS / GENERAL CONTRACTOR:

PROJECT NAME COMMUNITY BASED OUTPATIENT CLINIC - PHOENIX, AZ	PROJECT NUMBER VA101 CFM-P0147
LOCATION N 16TH STREET AND E POLK STREET, PHOENIX, AZ	ISSUING NUMBER AE202
DATE 08/04/2017	DESIGNED BY MKL
CHECKED BY LJB	DATE
Office of Facilities Management 	