

Attachment F



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

To: City of Phoenix Planning Commission **Date:** November 7, 2019

From: Samantha Keating 
Principal Planner

Subject: ITEM NO. 11 (Z-36-19-6) – NORTHWEST CORNER OF 44th STREET AND CAMELBACK ROAD

This memo is to address staff comments regarding the Camelback East Village Planning Committee recommendation for Z-36-19-6, to provide a revised staff recommendation that incorporates the Village Planning Committee recommendation with modifications to the added stipulations and to include additional correspondence.

The rezoning request was heard before the Camelback East Village Planning Committee on October 1, 2019. The Committee recommended approval by a vote of 11-6 per the staff recommendation with five additional stipulations that addressed the following:

1. Providing a combination right turn-lane and bus bay outside of the through lane along westbound Camelback Road.
2. Modifying the proposed setbacks at the intersection of 44th Street and Camelback Road as proposed by the applicant.
3. Restricting the landscaping along the northern and western boundaries to native species that do not exceed 30 feet in height.
4. Requesting that the developer make a request to the Street Transportation Department regarding a traffic signal on 44th Street at the Steak 44 driveway.
5. Limiting the movement of Land Use Areas (LUAs) to a maximum of 10 percent.

Staff is requesting modifications to the Village Planning Committee's recommended stipulations to provide clarity and enforceability of the stipulations. Stipulation Nos. 2, 3 and 5 should be included as development standards incorporated into the PUD development narrative. Staff is recommending modifications and additional stipulations to address this through PUD Narrative modifications (Stipulation Nos. 1.c., k, l, and m.).

The Public Transit Department has requested that a bus bay and a bus pad be provided per City standards and that any modification to those standards be approved through the Public Transit and Street Transportation Department (Stipulation No. 9).

The Street Transportation Department has requested that the stipulation related to the traffic signal be modified to require a signal warrant analysis as part of the traffic impact study to investigate if a traffic signal will be warranted at the proposed location (Stipulation No. 10).

In addition, the applicant has worked closely with the neighborhood to the west in regard to limiting vehicular access from Camelback Road and Medlock Drive. The desired result would include an extended curb along Camelback Road and a vehicular gate on the southwestern edge of the site with vehicular access. To provide vehicular and pedestrian access at the southwestern end of the site, Stipulation No. 2 will need to be modified to allow for potential vehicular access to Medlock Drive.

Further, this memo contains additional letters of correspondence not already included in exhibits to the staff report.

Staff recommends approval, subject to the stipulations below.

STAFF RECOMMENDED STIPULATIONS FOR Z-36-19-6:

1. An updated Development Narrative for the 44 Camelback PUD reflecting the changes approved through this request shall be submitted to the Planning and Development Department within 30 days of City Council approval of this request. The updated Development Narrative shall be consistent with the Development Narrative date stamped September 9, 2019, as modified by the following stipulations:
 - a. Front Cover: Revise the submittal date information on the bottom to add the following: City Council adopted: [Add adoption date]
 - b. Page 9, 4th Paragraph, Sub-Zone 3: Modify maximum height to 56 feet.
 - c. Page 10, 3rd Paragraph:, PAGE 19 (BELOW "DEVELOPMENT STANDARDS AND GUIDELINES) AND ON ALL EXHIBITS WITHIN "EXHIBIT 6": Add language reflecting the following:
 - Identify that modification to Sub-Zones would require a major amendment.
 - Clarify that although LUA's can be modified by a maximum of 2510%, they cannot extend into an adjacent Sub-Zone.
 - Restrict modifications to LUA B.
 - d. Page 16, Add header to top of Land Use Table.
 - e. Page 19, Development Standards, Maximum Building Height, LUA E: Modify building height to 56 feet maximum.

- f. Page 20, North Building Setback for Sub-Zone 2 shall be modified as follows:
North: Minimum 60 feet for Maximum 1-story, 20 feet in height (except for 15-foot tall maximum parking canopies) Maximum 36 feet in height beyond 70-foot setback
- g. Page 26, 6.a shall be modified as follows: "All lighting will be consistent with the standards of Section 704 of the Phoenix Zoning Ordinance."
- h. Page 32, Sustainability, Add the following requirement: "4. Recycling collection areas shall be identified on the site plan at the time of the site plan review process. Recycling containers to service the development shall be provided, as approved by the Planning and Development Department".
- i. Exhibit 3, G-104: Update identified setbacks "build to lines" numbers to provide greater clarity.
- j. Exhibit 6, G-108, update exhibit to identify the exception to not allow a change to Land Use Area B.
- k. **PAGE 20, BUILDING SETBACKS, SOUTH AND EAST: MODIFY AS FOLLOWS:**

<p>Building Setbacks *See Building Setback Exhibits at Exhibit 9</p>	<p>South:</p> <p><u>Land Use Area G</u> 20 feet Minimum</p> <p><u>Land Use Area H</u> 30 feet minimum for a minimum of 264 linear feet and 45 feet minimum for a minimum of 115 linear feet along LUA H</p> <p>East:</p> <p>20 feet minimum, except 25 feet minimum within 45 feet of the southern property line</p>
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- l. **PAGE 20 AND 21, LANDSCAPE PLANTING STANDARDS: MODIFY THE RIGHT-HAND COLUMN OF THE LANDSCAPE REQUIREMENTS**

TABLE FOR THE NORTHERN AND SOUTHERN BOUNDARIES AS FOLLOWS:

North (As identified on Exhibit 10)

THE TREES AND OTHER LANDSCAPE ON THE WESTERN AND NORTHERN BOUNDARIES SHALL BE NATIVE SPECIES OF VARIETIES THAT TYPICALLY REACH MAXIMUM HEIGHTS OF 30 FEET.

West (As identified on Exhibit 10)

THE TREES AND OTHER LANDSCAPE ON THE WESTERN AND NORTHERN BOUNDARIES SHALL BE NATIVE SPECIES OF VARIETIES THAT TYPICALLY REACH MAXIMUM HEIGHTS OF 30 FEET.

- m. **EXHIBIT 9: ADD SETBACK EXHIBIT IDENTIFYING THE DIMENSION FOR THE SOUTHERN AND EASTERN BUILDING SETBACKS FOR LAND USE AREA H.**
2. There shall be no access to 42nd Place and 43rd Place and the developer shall record a 1-foot non-vehicular access easement along all parcel lines adjacent to single-family zoning district or local street, **EXCEPT FOR AN APPROXIMATELY 30-FOOT WIDE GATED VEHICULAR ACCESS AND AN APPROXIMATELY 6-FOOT WIDE GATED PEDESTRIAN ACCESS LOCATED APPROXIMATELY 40 FEET NORTH OF CAMELBACK ROAD THAT SHALL BE ALLOWED BETWEEN THE SUBJECT PROPERTY AND THE MEDLOCK DRIVE ALIGNMENT WITHIN ARCADIA VILLA 2**, as approved by the Planning and Development Department.
 3. Development shall be responsible for the improvements and maintenance of the median islands on Camelback Road between 42nd Street and 44th Street.
 4. A sidewalk easement shall be dedicated including the full width of all sidewalks along Camelback Road and 44th Street, as approved by the Planning and Development Department.
 5. Right-of-way totaling 55 feet shall be dedicated for the north half of Camelback Road, as approved by the Planning and Development Department.
 6. The developer shall submit a Traffic Impact Study (TIS) to the City for this development. No preliminary approval of plans shall be granted until the study has been reviewed and approved by the City. Additional off-site improvements

and right-of-way dedications may be required as identified in the approved traffic study. Development shall be responsible for the costs associated with these improvements and dedications.

7. 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.
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.
- ~~9. THE PROJECT SHALL INCLUDE THE RIGHT TURN LANE AND BUS DEPOT LOCATION OUT OF THE EXISTING THROUGH LANE AS DEPICTED ON THE UPDATED SITE PLAN SHOWN TONIGHT.~~
- 9. THE DEVELOPER SHALL DEDICATE RIGHT-OF-WAY AND CONSTRUCT A BUS BAY AND BUS STOP PAD ALONG WESTBOUND CAMELBACK ROAD WEST OF 44TH STREET. THE BUS BAY SHALL BE CONSTRUCTED ACCORDING TO CITY OF PHOENIX STANDARD DETAIL P1256 AND THE BUS STOP PAD SHALL BE CONSTRUCTED ACCORDING TO CITY OF PHOENIX STANDARD DETAIL P1261 WITH A MINIMUM DEPTH OF 10 FEET. THE BUS BAY AND PAD SHALL BE SPACED FROM THE INTERSECTION OF 44TH STREET AND CAMELBACK ROAD ACCORDING TO CITY OF PHOENIX STANDARD DETAIL P1258, AS MODIFIED AND APPROVED BY THE PUBLIC TRANSIT, STREET TRANSPORTATION AND PLANNING AND DEVELOPMENT DEPARTMENTS.**
- ~~10. THE MINIMUM SETBACKS ON THE SOUTH AND EAST SIDE OF THE OFFICE BUILDING ON THE 44TH STREET AND CAMELBACK CORNER, INCLUDING THE ADDITIONAL SETBACK FOR THE SOUTH EAST CORNER OF THE OFFICE BUILDING SHALL BE AS DEPICTED ON THE UPDATED SITE PLAN SHOWN TONIGHT.~~
- ~~11. THE TREES AND OTHER LANDSCAPE ON THE WESTERN AND NORTHERN BOUNDARIES SHALL BE NATIVE SPECIES OF VARIETIES THAT TYPICALLY REACH MAXIMUM HEIGHTS OF 30 FEET.~~
- ~~12. THE DEVELOPER SHALL INCLUDE IN ITS SITE PLAN AND MAKE A REQUEST OF CITY STREETS AND TRANSPORTATION DEPARTMENT TO INCLUDE A TRAFFIC SIGNAL IN THE STEAK 44 RESTAURANT LOCALE, WITH COORDINATION OF LIGHTS AT THE 44TH STREET INTERSECTION.~~

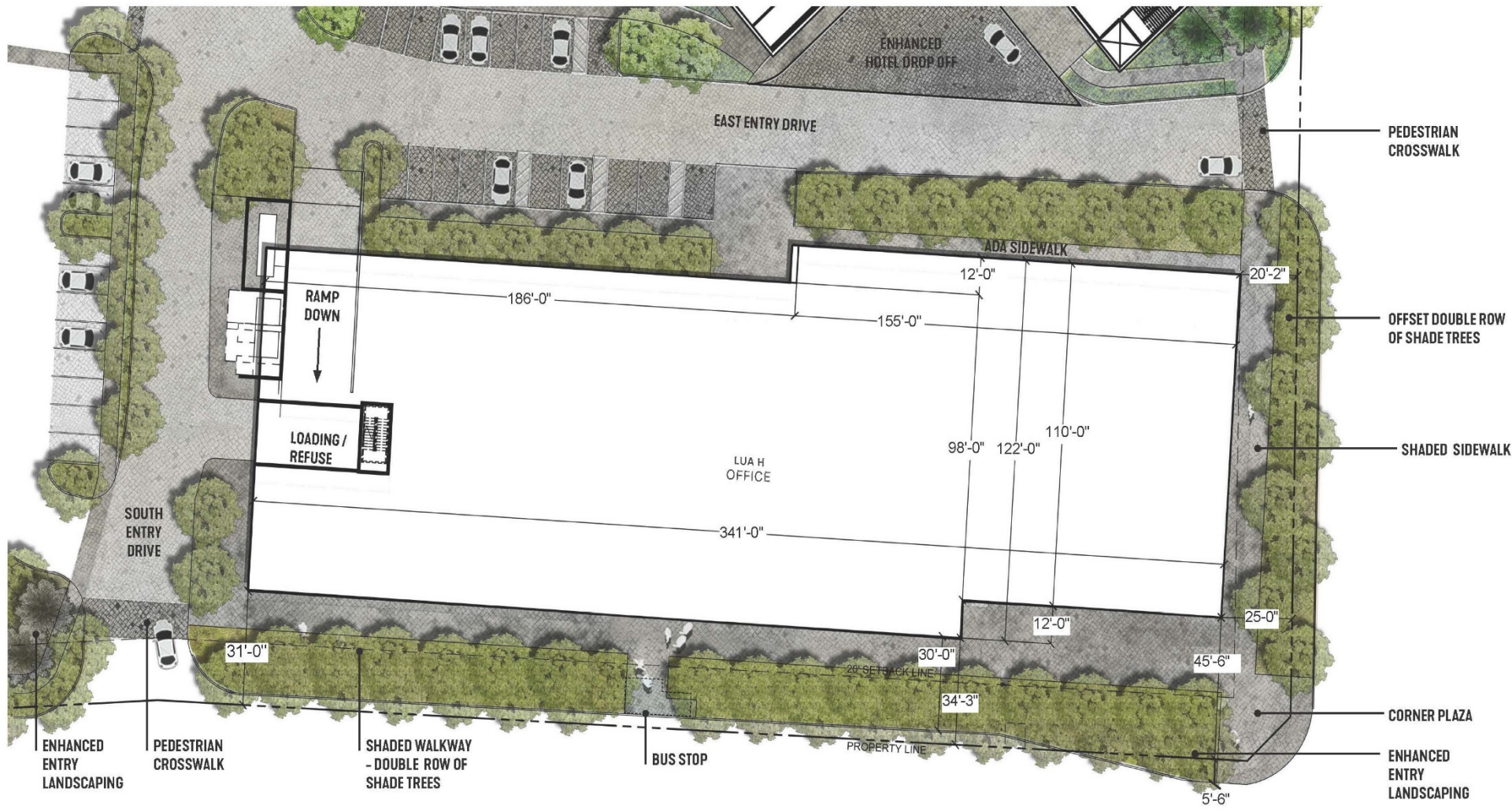
10. **PRIOR TO PRELIMINARY SITE PLAN APPROVAL, THE DEVELOPER SHALL SUBMIT A SIGNAL WARRANT ANALYSIS TO THE CITY OF PHOENIX STREET TRANSPORTATION DEPARTMENT FOR A LOCATION ON 44TH STREET APPROXIMATELY 600 FEET NORTH OF CAMELBACK ROAD, AS PART OF THE TRAFFIC IMPACT STUDY. AS DETERMINED BY THE STREET TRANSPORTATION DEPARTMENT, IF THE PROPOSED TRAFFIC SIGNAL IS PERMITTED, ALL ASSOCIATED COSTS FOR DESIGN AND CONSTRUCTION WILL BE THE RESPONSIBILITY OF THE DEVELOPER.**

13. ~~NO MORE THAN A 10 PERCENT MOVEMENT IN THE LAND USE AREAS~~

Attachments:

Widened Setback Exhibit date stamped October 1, 2019

Correspondence (627 pages)



CAMELBACK ROAD - SOUTHEAST CORNER



CITY OF PHOENIX

OCT 01 2019

Planning & Development Department