



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-38-19-4

July 26, 2019

Encanto [Village Planning Committee](#) Hearing Date August 5, 2019

[Planning Commission](#) Hearing Date September 5, 2019

Request From: [R-4 TOD-1](#) (2.10 acres) and [R-5 TOD-1](#) (1.83 acres)

Request To: [WU Code T5:7 MT](#) (Walkable Urban Code, Transect 5:7 District, Transit Midtown Character Area) (3.93 acres)

Proposed Use: Multifamily Residential

Location: Approximately 280 feet east of the northeast corner of Central Avenue and Columbus Avenue

Owner: City of Phoenix Housing Department

Applicant: City of Phoenix Planning Commission

Representative: City of Phoenix, Community and Economic Development Department

Staff Recommendation: Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Map Designation		Commercial	
Street Map Classification	Weldon Avenue	Local	27-foot south half
	Columbus Avenue	Local	27-foot north half
<p><i>CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS CORE VALUE; DIVERSE NEIGHBORHOODS; LAND USE PRINCIPLE: Include a mix of housing types and densities where appropriate within each village that support a broad range of lifestyles.</i></p> <p>The proposed development will provide affordable housing options in the Encanto Village. The site is within a quarter mile of light rail and located between two light rail transit stations. Affordable housing will contribute to the broad range of lifestyles in the Midtown Transit Oriented Development (TOD) District.</p>			

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

The site is located within the Midtown Transit Oriented Development (TOD) District and is located within a quarter mile from the Central Avenue and Osborn Road light rail transit station. The proposed multifamily development is appropriate at this location given that the site is adjacent to multiple modes of transportation options along Central Avenue.

Applicable Plans, Overlays and Initiatives

[Transit Oriented Development Strategic Policy Framework](#) – see item No. 6 below.

[Midtown Transit Oriented Development Policy Plan](#) – see item Nos. 7 & 8 below.

[Tree and Shade Master Plan](#)– see item No. 9 below.

[Complete Streets Guiding Principles](#)– see item No. 10 below.

[Comprehensive Bicycle Master Plan](#) – see item No. 11 below.

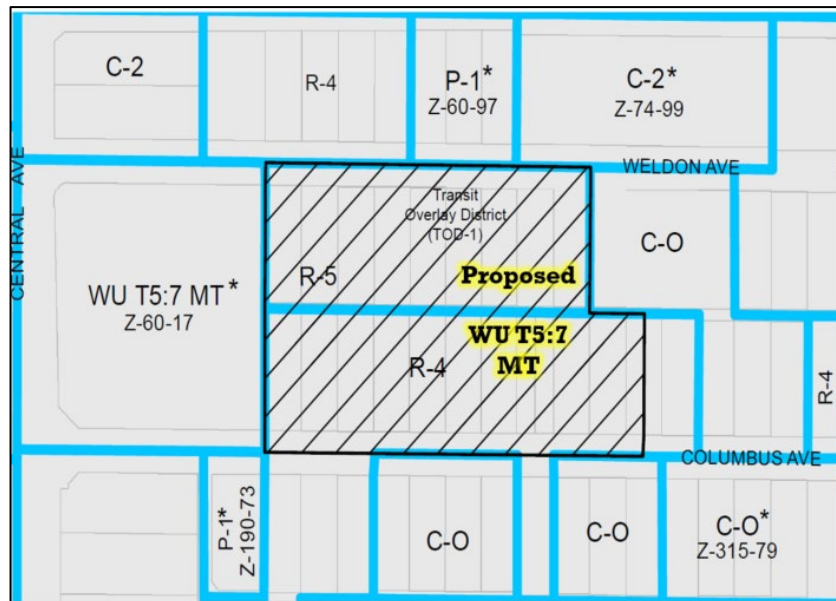
[Reimagine Phoenix](#) – see item No. 18 below.

Surrounding Land Uses/Zoning

	<u>Land Use</u>	<u>Zoning</u>
On Site	Vacant	R-4 TOD-1 and R-5 TOD-1
North	Parking lot, multifamily residential, single-family residential, vacant lot and office	R-4 TOD-1, P-1 TOD-1 and C-2 TOD-1
South	Vacant lots, single-family home and United Phoenix Fire Fighter Association Office	R-4 TOD-1 and C-O TOD-1
East	Office building and multifamily residential	C-O TOD-1 and R-4 TOD-1
West	Multifamily (currently under construction)	WU Code T5:7 MT

Background/Issues/Analysis

1. This request is to rezone a 3.93-acre site located approximately 280 feet east of the northeast corner of Central Avenue and Columbus Avenue from R-4 TOD-1 (Multifamily Residence District, Interim Transit-Oriented Zoning Overlay District One) and R-5 TOD-1 (Multifamily Residence District, Interim

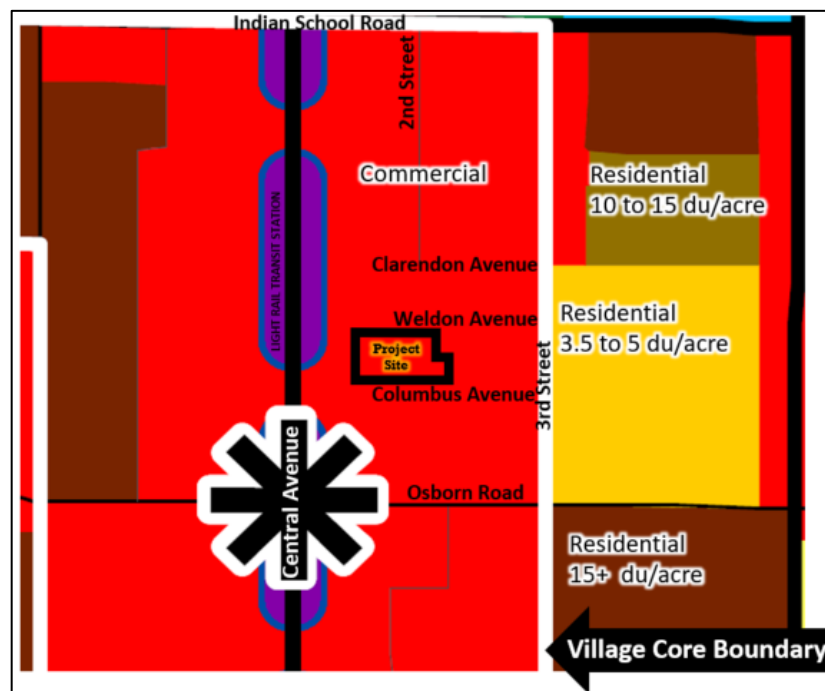


Source: City of Phoenix Planning and Development Department

Transit-Oriented Zoning Overlay District One) to WU Code T5:7 MT (Walkable Urban Code, Transect 5:7 District, Transit Midtown Character Area) to allow development of multifamily residential. The subject site consists of 21 parcels under the ownership of the City of Phoenix Housing Department.

2. The General Plan Land Use Map designation is Commercial. The proposal is consistent with the Commercial General Plan Land use map designation.

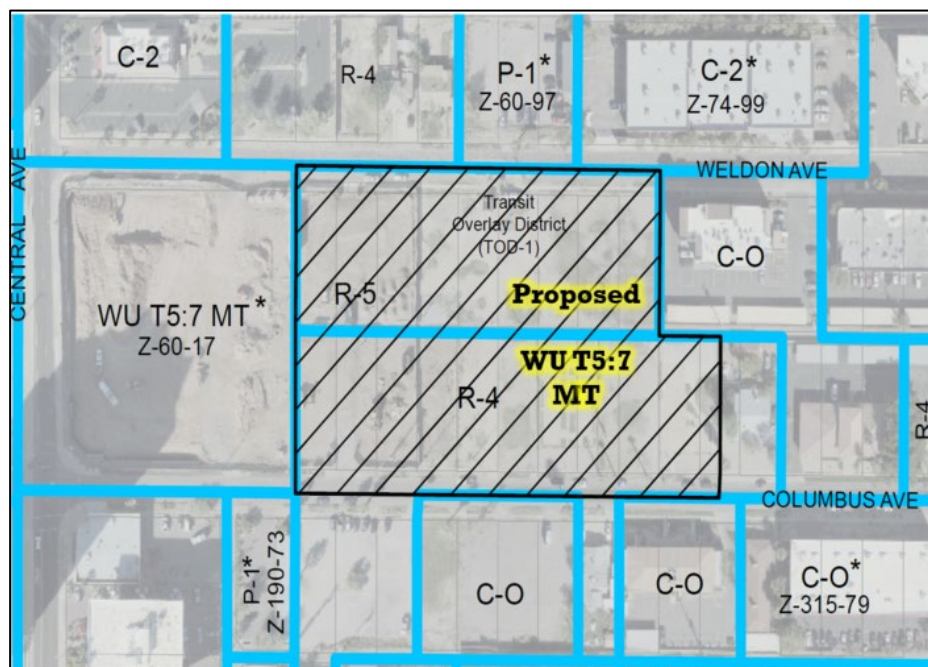
The surrounding General Plan Land Use Map designation is Commercial.



Source: City of Phoenix Planning and Development Department

SURROUNDING USES AND ZONING

3. The subject site is currently vacant and zoned R-5 TOD-1 (Multifamily Residence District, Interim Transit-Oriented Zoning Overlay District One) and R-4 TOD-1 (Multifamily Residence District, Interim Transit-Oriented Zoning Overlay District One).



Source: City of Phoenix Planning and Development Department

NORTH

North of the subject site, across Weldon Avenue, is a surface parking lot, vacant lot, multifamily residential and a single-family residential home zoned R-4 TOD-1 (Multifamily Residence District, Interim Transit-Oriented Zoning Overlay District One); a vacant lot that is temporarily being used for storage of construction equipment zoned P-1 TOD-1 (Parking District, Interim Transit-Oriented Zoning Overlay District One); and an office building zoned C-2 TOD-1 (Intermediate Commercial District, Interim Transit-Oriented Zoning Overlay District One).

SOUTH

South of the subject site, across Columbus Avenue, are vacant lots and a single-family home zoned R-4 TOD-1 and C-O TOD-1 (Commercial Office-Restricted Commercial District, Interim Transit-Oriented Zoning Overlay District One); and the Unified Phoenix Fire Fighter Association office building zoned C-O TOD-1 (Commercial Office-Restricted Commercial District, Interim Transit-Oriented Zoning Overlay District One).

EAST

East of the subject site, adjacent to Weldon Avenue, is an office building zoned

C-O TOD-1. East of the subject site, adjacent to Columbus Avenue, is multifamily residential zoned R-4 TOD-1.

WEST

West of the subject site is a multifamily development that is currently under construction zoned WU Code T5:7 MT (Walkable Urban Code, Transect 5:7 District, Transit Midtown Character Area).

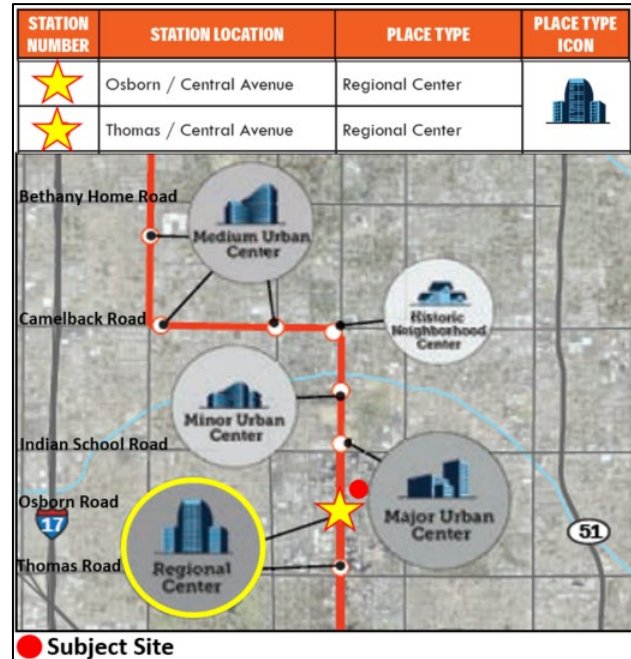
PROPOSAL

4. The proposal is a collaborative effort between the City of Phoenix Housing Department and Community and Economic Development Department (CED) to rezone the site for future development of multifamily residential. Upon rezoning of the properties to WU Code, CED will collaborate with the Housing Department to release a request for proposal (RFP) for the development of the site. Affordable housing will be a component of the RFP.
5. Although a site plan and elevations were not included as part of this proposal, it will be included in the forthcoming RFP. The WU Code development standards will promote a pedestrian-friendly development. Staff has requested that the development provide pedestrian accessways across the site and through the center of the site to terminate at a 10-foot wide open space area along the west property line. These are addressed in Stipulation Nos. 1, 2 and 3. The intent of the open space along the west is to provide an active gathering area adjacent to the pedestrian accessway planned for the adjacent mixed use project to the west. To encourage use of the open space area and adjacent pedestrian pathway, the ultimate building design should include building entrances and windows to activate the accessway which will provide a safe place for pedestrians.

AREA PLANS, OVERLAY DISTRICTS, AND INITIATIVES

6. **Transit Oriented Development Strategic Policy Framework**

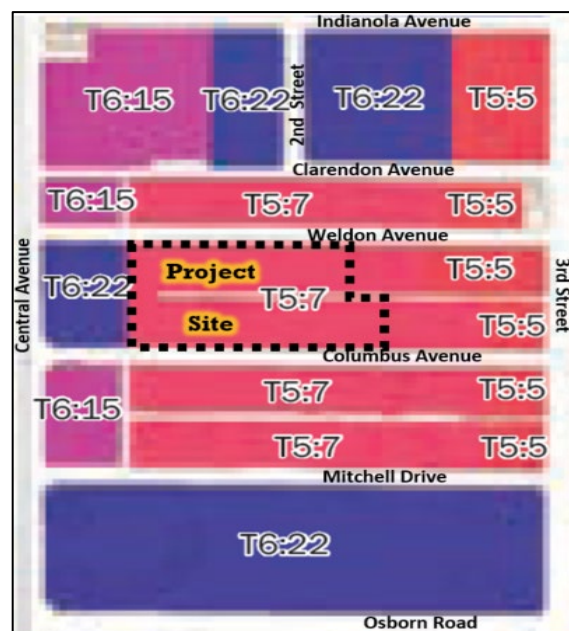
The Transit Oriented Development Strategic Policy Framework is part of the city's General Plan which identified planning typologies to describe urban environments. The subject site is located within a quarter mile of the Central Avenue and Osborn Road station area. The identified environment for this light rail station is Regional Center. Regional Center is a place type characterized by high intensity with building heights typically from five to ten stories with incentive heights of up to 20 stories. Land uses may include supportive retail, high-rise and mid-rise living, industry cluster and office employment. The proposed transect falls within the T5:7 parameters of the Regional Center place type.



Source: City of Phoenix Planning and Development Department

7. **Midtown Transit Oriented Development District Policy Plan**

The site is located within the Midtown TOD (Transit Oriented Development) District, the boundaries for which are McDowell Road on the south, Indian School Road on the north 7th Street on the east and 7th Avenue on the west. The policy plan adopted for the Midtown 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



Source: City of Phoenix Planning and Development Department

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 Midtown TOD District, one key recommendation is the implementation of a form-based zoning code. The proposal to Walkable Urban Code furthers that vision.

The Midtown TOD Policy Plan utilized the Regional Center place type to determine the recommended scale and character of the area around the Central Avenue and Osborn Road light rail station and this scale and character was illustrated in both the conceptual master plan and the conceptual zoning plan. The subject site has a suggested zoning designation of T5:7 with a maximum building height of 100 feet. The applicant has proposed a transect of T5:7, which is consistent with the Midtown TOD Policy Plan.

The Midtown TOD policy plan's current state assessment for housing indicated that the Midtown area has significant housing affordability challenges, noting that approximately 88% of low-income residents in Midtown are cost burdened and struggling to pay rent and do not have subsidies. The affordable housing strategy report for the Midtown District, completed in 2014, indicated that 2,182 affordable units were needed. The current proposal will add to the stock of affordable housing in the area.

8. In the Midtown Tomorrow Chapter, Vision for 2040, the master plan identified the subject property as an opportunity site for affordable housing. The proposal supports the policy plan's vision and will allow the Housing Department to move forward with the RFP for the site.



Source: City of Phoenix Planning and Development Department, Midtown TOD Policy Plan Conceptual Master Plan.

9. **Tree and Shade Master Plan**

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, staff is requesting that a minimum of two uninterrupted pedestrian pathways be provided on the site. The general development standards of the WU Code require that 75 percent of sidewalks or pedestrian ways be shaded. WU Code standards will require shade and add to the tree canopy in the Village.

10. **Complete Streets Guiding Principles**

In 2014, 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 WU Code Midtown Character Area requires minimum 5-foot-wide detached sidewalk with minimum 5-foot-wide landscaping between the sidewalk and back of curb along local streets. This requirement promoted the goals of the Complete Streets Guiding Principles.

11. **Comprehensive Bicycle Master Plan**

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 building. The WU Code will require bicycle parking. Staff has also requested that the required bike parking for residential be secured and that guest bike parking be provided on the site. This is addressed in Stipulation No. 4.

COMMUNITY INPUT SUMMARY

12. At the time this staff report was written, staff had not received any public correspondence regarding the request.

INTERDEPARTMENTAL COMMENTS

13. 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 a 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.
14. The Aviation Department has noted that the developer shall provide notice to prospective purchasers of the existence and operational characteristics of the Phoenix Sky Harbor International Airport (PHX). This is addressed in Stipulation No. 5.
15. The Fire Department commented that they do not anticipate any problems with this case. However, they noted that the site and/or buildings shall comply with the Phoenix Fire Code.

16. The City of Phoenix Floodplain Management division of the Public Works 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 2205 L of the Flood Insurance Rate Maps (FIRM) dated October 16, 2013.

OTHER

17. The site has not been identified as being archaeologically sensitive. However, 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 No. 6.
18. 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. Section 716 of the Phoenix Zoning Ordinance establishes standards to encourage the provision of recycling containers for multifamily, commercial and mixed-use developments meeting certain criteria. The applicant indicated that that RFP will ask that the development proposal contribute to the vision of reducing the diversion rate by 2020.
19. 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 Midtown TOD master plan's vision for affordable housing on the subject site.
2. The proposal provides a new housing option to contribute to the mix of housing types in the area and addresses the Midtown TOD Policy Plan's goals for more housing in the district.
3. As stipulated, the pedestrian pathways will contribute to the walkability and connectivity in the area.

Stipulations

1. A minimum 10-foot wide open space area shall be provided along the western property line, as approved by the Planning and Development Department.

2. The development shall provide a shaded pedestrian accessway through the center of the site from east to west connecting to the open space area along the western property line, as approved by Planning and Development Department.
3. The development shall provide a minimum of one shaded pedestrian accessway across the site from north to south, as approved by the Planning and Development Department. This shall be separate and distinct from any pedestrian accessway located in the open space area in Stipulation No. 1.
4. Bicycle parking shall be provided as follows:
 - a. All required bicycle parking for multifamily use, per Section 1307.H.6.d of the Phoenix Zoning Ordinance, shall be secured parking.
 - b. Guest bicycle parking for multifamily residential use shall be provided at a minimum of 0.05 spaces per unit with a maximum of 50 spaces near entrances of buildings and installed per the requirements of Section 1307.H of the Phoenix Zoning Ordinance.
5. The developer shall record a Notice to Prospective Purchasers of proximity to Airport in order to disclose the existence and operational characteristics of Phoenix Sky Harbor International Airport (PHX) to future owners or tenants of the property.
6. 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

Maja Brkovic

July 26, 2019

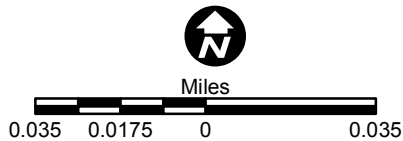
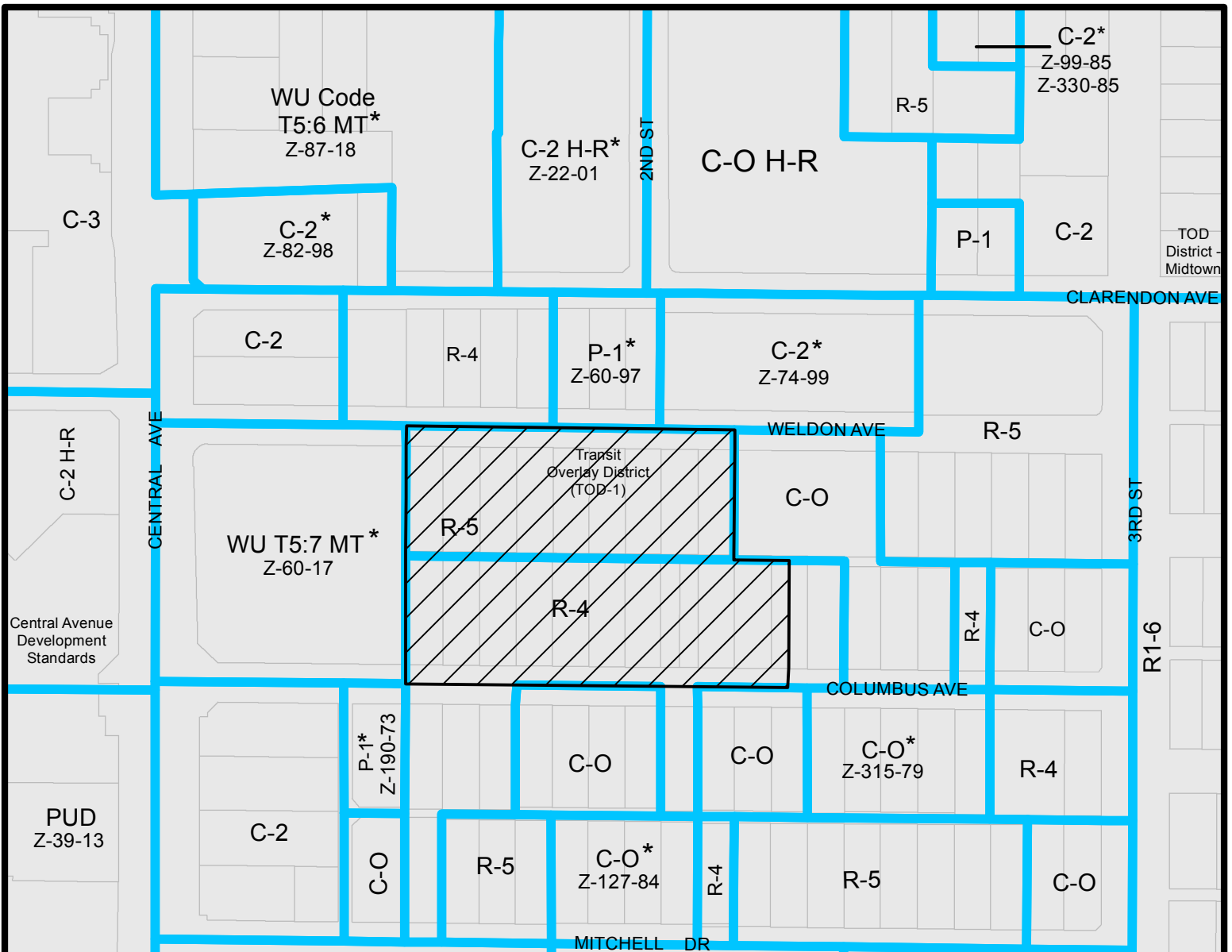
Team Leader

Samantha Keating

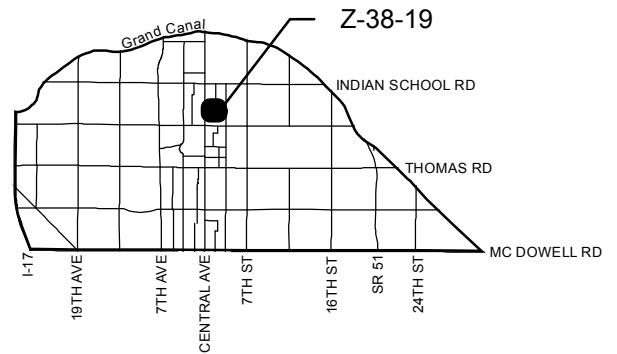
Exhibits

Sketch Map

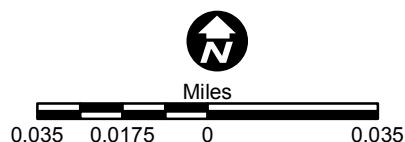
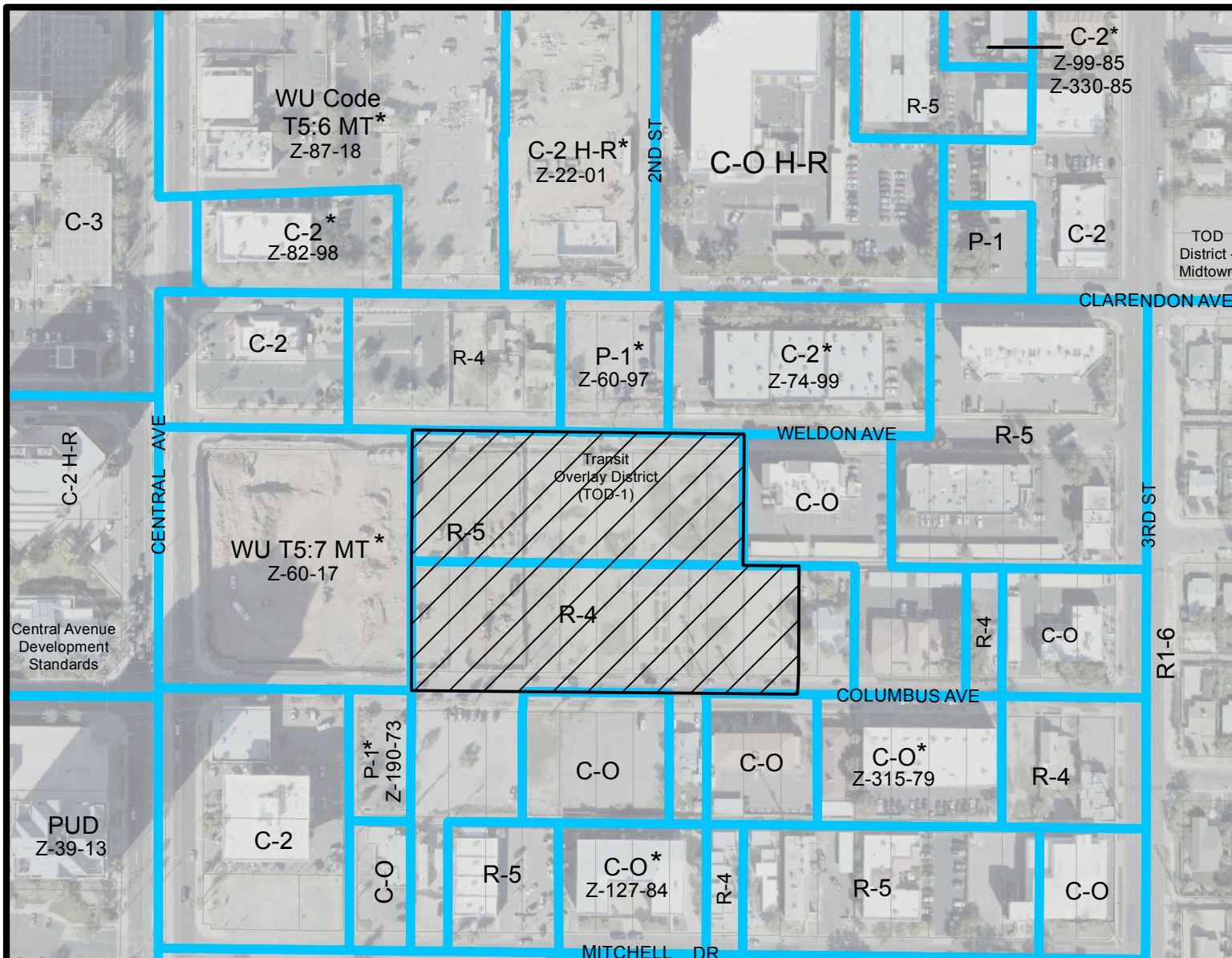
Aerial Map



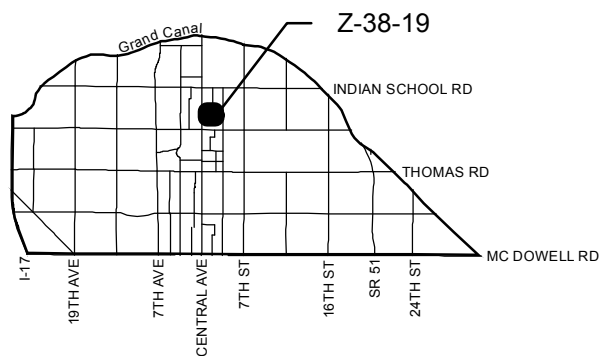
ENCANTO VILLAGE
CITY COUNCIL DISTRICT: 4



APPLICANT'S NAME: City of Phoenix Planning Commission		REQUESTED CHANGE:	
APPLICATION NO. Z-38-19	DATE: 7/8/2019 REVISION DATES:	FROM: R-4 TOD-1 (2.10 a.c.) R-5 TOD-1 (1.83 a.c.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 3.93 Acres	AERIAL PHOTO & QUARTER SEC. NO. QS 16-28 ZONING MAP H-5	TO: WU CODE T5:7 MT (3.93 a.c.)	
MULTIPLES PERMITTED R-4 TOD-1, R-5 TOD-1 WU CODE T5:7 MT	CONVENTIONAL OPTION 61, 79 NO MAXIMUM	* UNITS P.R.D. OPTION 73, 95 N/A	
* Maximum Units Allowed with P.R.D. Bonus			



ENCANTO VILLAGE
CITY COUNCIL DISTRICT: 4



APPLICANT'S NAME: City of Phoenix Planning Commission		REQUESTED CHANGE:	
APPLICATION NO. Z-38-19	DATE: 7/8/2019 REVISION DATES:	FROM: R-4 TOD-1 (2.10 a.c.) R-5 TOD-1 (1.83 a.c.)	
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* Maximum Units Allowed with P.R.D. Bonus