



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

***AMENDED Staff Report Z-12-17-4**
March 30, 2017

Encanto Village Planning Committee Meeting Date: April 3, 2017

Planning Commission Hearing Date: May 4, 2017

Request From: R1-6 (Single Family Residence District) and R-5 (Multifamily Residence District)

Request To: WU (Walkable Urban Code) T5:6 MT (Midtown Transit Oriented Development Policy District) (5.05 acres)

Proposed Use: Multifamily Residential

Location: Northeast corner of 3rd Street and Earll Drive

Owner: Various

Applicant/Representative: Mike Withey, Withey Morris

Staff Recommendation: Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Designation		Multi-family residential, 15+ dwellings/acre	
Street Map Classification	3rd Street	Collector	50-foot east half
	Earll Drive	Local	30-foot north half
	Cheery Lynn Drive	Local	30-foot south half
	5th Street	Local	29-foot west half
	Alley		20-foot
<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>			

The proposed development will provide a new housing option within the Midtown Transit Oriented Development (TOD) District. There are two nearby light rail transit stations: one is approximately 1,540 feet to the southwest (Central Avenue and Thomas Road) and a second is approximately 1,490 feet to the northwest (Central Avenue and Osborn Road).

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 TOD District on 3rd Street, approximately 1,490 and 1,540 feet from light rail stations and approximately one-quarter mile from numerous bus routes on Thomas Road and Central Avenue.

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

This proposal provides compatible infill development on an assemblage of land just slightly over one-quarter mile from two light rail transit stations. It will be compatible with nearby commercial and multifamily uses. This housing type contributes to the mix of housing types in the area. It is centrally located, close to employment centers and commercial areas.

Applicable Plan and Principles

Transit Oriented Development Strategic Policy Framework – see #3 below.

Midtown Transit Oriented Development Policy Plan – see #s 4 and 5 below.

Complete Streets Guiding Principles – see #6 below.

Tree and Shade Master Plan – see #8 below.

Bicycle Master Plan – see #s 9 and 11 below.

Surrounding Land Uses/Zoning

	<u>Land Use</u>	<u>Zoning</u>
On Site	Single family residential	R1-6, R-5
North	Office, single family residential, vacant, surface parking, utility	R-5, P-1, R1-6
South	Commercial Office	*R-5 HR
East	Multi- and single family residential	R1-6, R-5 HR
West	Commercial Office, parking	C-2 HR

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	5.05	
Total Number of Units	N/A	335	
Density	No cap required	66 units per acre	
Building Height	80-foot maximum	Met - 65 feet west side 45 feet east side	
Parking Structure	Cannot exceed building height	Not Met - Structure is taller than building	
Parking	526 required – 10% (proximity to light rail) = 474 required	Met - 517 spaces 1.49 spaces per unit	
Bicycle Parking (1307.H.6.d.)	.25 spaces per unit with a maximum of 50 spaces required	Met - 50 spaces maximum required 50 spaces provided	
Streetscape Standards (Section 1312.C.1.)	Sidewalk width – minimum 5 feet Landscape width – minimum 5 feet	Met	
Section 1303.2 TRANSECT T5			
<i>Main Building Setbacks</i>			
*Primary Frontage (Earll Drive and 3rd Street)	12-foot maximum	Met - Varies – 9 feet'6 inches maximum	
*Secondary Frontage (Earll Drive, 5th Street and Cheery Lynn Road)	10-foot maximum	Met – Varies – 10-foot maximum	
Side Lot Line	0-foot minimum	N/A	
Rear Lot Line	0-foot minimum	N/A	
<i>Parking Setbacks</i>			
Primary Frontage	30-foot minimum or behind building	Not Met – 20 feet	
Secondary Frontage	20-foot minimum 10-foot landscape setback from street right-of-way	*Not Met - Cheery Lynn Road – 10 feet *Met – Earll Drive – 20 feet Met – 10 feet	
Side Lot Line	0-foot minimum	N/A	

Rear Lot Line	0-foot minimum	N/A
<i>Lot Requirements</i>		
Lot Coverage	80% maximum	Met – 71%
Primary Building Frontage	70% minimum	Met - 90%
Secondary Building Frontage	50% minimum	Met - 90%
<i>Frontage Types Allowed</i>		
Primary Frontage	All frontages or alternative frontages	Patio – Earll Drive Forecourt – Earll Drive Storefront – Earll Drive and 3rd Street Stoop – 3rd Street
Secondary Frontage	All frontages or alternative frontages	Stoop – Cheery Lynn Alternative – Cheery Lynn Patio – 5th Street
Entry Requirements	Common Entry: Minimum one per 50 feet of primary building frontage and one per 80 feet of secondary frontage	Met
<i>Glazing Standards (per T4)</i>		
Ground Floor	25%	*Earll Drive – Met 40% *5th Street – Met 25% *3rd Street – Met 35% *Cheery Lynn Road – Met 25% (excluding garage)
Second Floor	25%, 10% east and west	*Earll Drive – Met 30% *5th Street – Met 25% *3rd Street – Met 30% *Cheery Lynn Road – Met 25%
Upper Floors	N/A	N/A

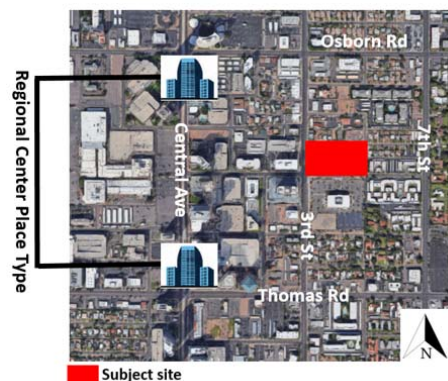
Background/Issues/Analysis

1. This request is to rezone a 5.05 acre site located at the northeast corner of 3rd Street and Earll Drive from R-5 and R1-6 to WU (Walkable Urban Code) T5:6 MT (Midtown Transit Oriented Development Policy District) to allow development of 335 multifamily apartments. The site is comprised of a whole city block with office uses facing 3rd Street and single family homes on the remainder of the parcels. South of the site is a large commercial parcel with a 3-story medical office surrounded by surface parking. North of the site is an office use on 3rd Street, three residences, a vacant parcel, a surface parking lot and an Arizona Public Service substation. East of the north portion of the site is a single family residential subdivision and east of the south portion of the site are 2-story garden style apartments. West of the site is a six story midrise building and a five level parking structure.



Source: Google Maps 2017, City of Phoenix Planning & Development Department

2. The General Plan Land Use Map designation is Multifamily Residential, 15+ dwellings per acre. The proposal is consistent with the General Plan designation.
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 identified environment for both the Central Avenue and Thomas Road light rail station area and the Central Avenue and Osborn Road light rail station area is Regional Center. Regional Center is a place type characterized by high intensity with building heights typically from five to 10 stories with incentive heights of up to 20 stories. Land uses may include office employment, industry cluster, high and midrise living and supportive retail. The

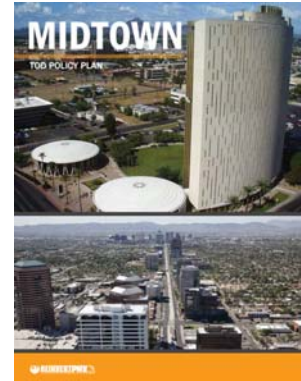


The site is near the Central Avenue light rail corridor.

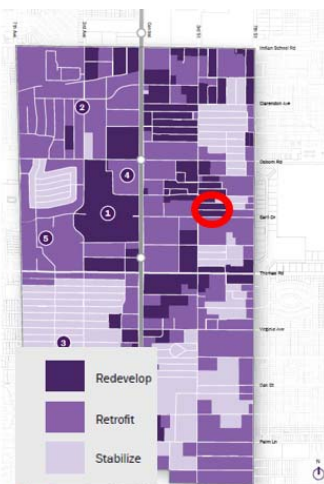
Source: Google Maps 2017, City of Phoenix Planning & Development Department


proposed project, at a height of 65 feet for six stories, generally falls within the parameters of the Regional Center place type.

4. 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. In particular, the site is adjacent to 3rd Street, a corridor identified as a Priority Action Area for implementation of the 3rd Street Promenade. The Midtown TOD Policy Plan articulates a vision for the 3rd Street corridor. The vision states that in 2040, 3rd Street is seen as a destination for pedestrians and bicyclists. Independent businesses are envisioned fronting the street with residential neighborhoods surrounding the area. The corridor is planned to have a smaller, more personal scale respectful of adjacent/nearby single family neighborhoods. 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 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.

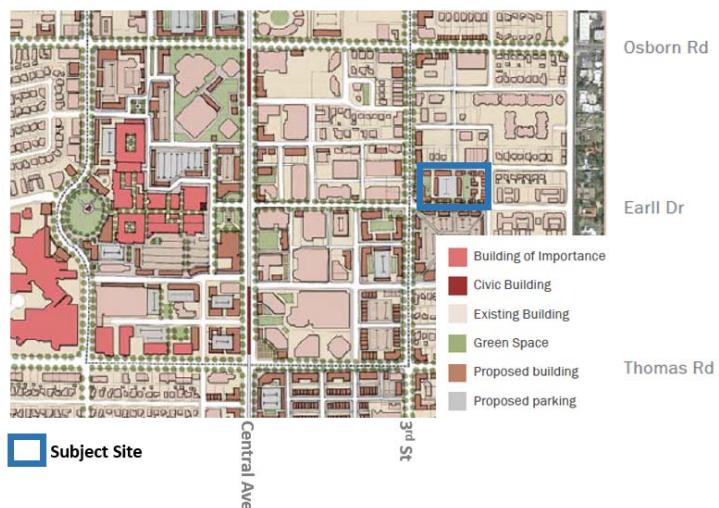


5.



 Subject site identified for retrofit.

Source: City of Phoenix Planning and Development Department



The Midtown TOD Policy Plan identifies areas for redevelopment, retrofit and for stabilization. The subject site is shown as an area for redevelopment.

The Policy Plan is generally silent regarding a specific vision for scale and

intensity for the area east of 3rd Street. The Regional Center place type is utilized for guidance when considering scale and character of the area around the Central Avenue and Thomas Road, and Central Avenue and Osborn Road light rail stations. This scale and character was illustrated in the conceptual master plan in the TOD Policy Plan. The conceptual master plan shows the subject site with a collection of new buildings embracing the street and surface or structured parking centered between all the buildings. This area is clearly delineated as one with the possibility for change. The applicant has chosen a transect of T5:6 which allows a maximum height of 80 feet, to allow the height of 65 feet proposed for this development.

6. The conceptual proposal shows a variety of frontage types. Frontages on 3rd Street are proposed with stoop and storefront; Earll Drive with storefront, forecourt, and patio; 5th Street with patio; and Cheery Lynn with stoop and an alternative frontage for the parking structure. Vehicular entrances are shown on Earll Drive and Cheery Lynn Road. Where conflicts do not exist with water lines, sidewalks should be detached from the curb, allowing trees to be planted between the curb and the sidewalk and providing a more comfortable environment for pedestrians. This design is consistent with the City Council adopted Guiding Principles for Complete Streets, one tenet of which is to make Phoenix more walkable. The detached sidewalks are addressed in Stipulation #2.

7. The Walkable Urban Code requires that all street frontages utilize a frontage type as outlined in Section 1305. Planning and Development Department staff, during the site development process, may consider a frontage design alternative when the design meets the intent of pedestrian and transit oriented frontages and façades. The applicant is proposing an alternative frontage along Cheery Lynn Road for the parking structure façade. The conceptual design shows a series of vertical screening elements at evenly spaced intervals. The screening is a design reminiscent of the breeze block used in midcentury modern buildings. This era saw the construction of many buildings in central Phoenix north and south of Osborn Road, several of which utilized distinctive breeze block or molded concrete patterns.



3130 N 3rd Ave



3600 N 5th Ave



3658 N 5th Ave

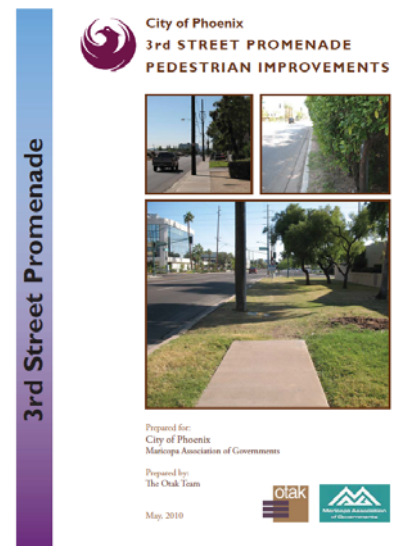
Midcentury Modern vertical design themes in central Phoenix.

Source: Google Maps, 2017



Alternative frontage concept for parking structure on Cheery Lynn Road.
Source: Davis Partnership Architects

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, development of this site will contribute to the urban forest infrastructure through the provision of trees along the rights-of-way. Further, to the extent possible, the sidewalks will be detached from the curbs, allowing trees to be planted to shade and separate pedestrians from vehicles on the street. These provisions are addressed in Stipulation #2.
9. In 2010 a preliminary design for 3rd Street Promenade Pedestrian Improvements was established. This design was furthered in August 2015 through the grant from the U.S. Department of Housing and Urban Development for the ReinventPHX project. A solicitation is underway to select a consultant to complete the design of the pedestrian and bicycle improvements on the 3rd Street corridor. The subject site is adjacent to 3rd Street and as such, improvements to the west portion of the property will implement the 3rd Street Promenade design. The Street Transportation Department has commented that the improvements should align with the policies and objectives of the ReinventPHX Complete Streets Ordinance (S-41094), the Downtown Phoenix Comprehensive Transportation Plan, the Comprehensive Bicycle Master Plan, the 3rd Street Promenade and the 3rd Street Pedestrian and Bicycle Improvements Pre-Design Studies. The active transportation environment along 3rd Street is to be improved as follows: removing the inset on-street parking for a consistent street design; installation of detached sidewalks for the full length of the project with trees and plants in the planting area; and removing curb cuts for vehicular access onto 3rd Street. These conditions are addressed in Stipulation #s 1 and 2.
10. The submitted plan reflects a suburban model for its parking standard calculation. Although its proximity to light rail provides an allowance for a 10% reduction in the amount of required spaces, the proposal provides only 9 fewer spaces for a reduction of 1.7%. The applicant is encouraged to reduce the amount of parking provided. National research indicates that: as parking supply goes up, much of it sits empty; apartment buildings near frequent transit need less parking; and the opportunity costs associated with the excess parking add up. Providing the right amount of parking rather than an excess allows for more space to be devoted to people than to cars and offers the possibility of lower rents.



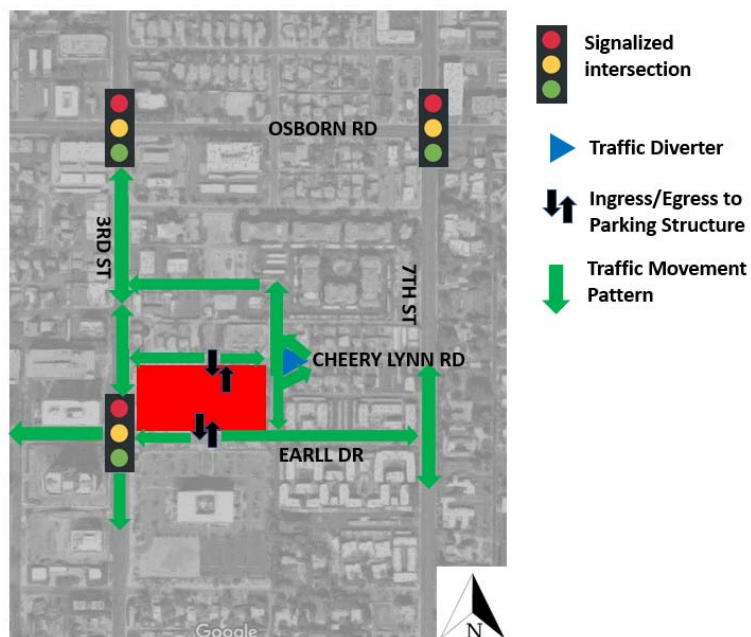
11. Bicycle parking is a requirement of the Walkable Urban Code. The conceptual plan shows secured bicycle parking within the parking structure. It is recommended that two types of parking be provided on the property: secured parking for residents, and rack parking for guests located near entrances to the property. A minimum of 50 secured bicycle spaces for residents should be provided on the site. It is anticipated that these secured spaces will be located within the parking structure. Although the Walkable Urban Code states that the maximum required number of bicycle parking spaces for multifamily development is 50, the applicant is encouraged to provide more than 50 secured spaces given the proximity of the site to other travel options. It is also recommended that a minimum of 10 bicycle racks for guest parking be provided and that these racks should be an inverted-U design. As required by Section 1307.H., the guest bicycle parking should be located near building entrances and the rack installation should be clear of obstacles. The property is near two light rail transit stations and several major bus routes. Providing secure bicycle parking for residents and accessible bicycle parking for guests of the development is supportive of multimodal travel options. This is addressed in Stipulation #3.



Inverted-U racks allow bicycles to touch 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

12. The design of the parking structure for the proposed development has an entrance/exit on Cheery Lynn Road and an entrance/exit on Earll Drive. A single family neighborhood exists on Cheery Lynn Road to the east of 5th Street. In order to minimize the traffic impacts of this development on these 15 single family homes, it is recommended that the developer construct a diverter for traffic mitigation/calming.



Estimated traffic pattern for proposed development with installation of a diverter at 5th St and Cheery Lynn Rd.
 Source: City of Phoenix Planning & Development Department; Google Maps, 2017

The construction will be at the mutual agreement of the residents on Cheery Lynn Road between 5th and 7th Streets and the City of Phoenix Street Transportation Department and Neighborhood Traffic Safety Section, following the standard Street Transportation Department petitioning guidelines. In the illustrated example, a possible traffic mitigation/calming configuration could be to prevent traffic from the apartment development from traveling east on Cheery Lynn Road to 7th Street, while allowing the single family residents to travel westbound and then make a right turn at 5th Street and access 3rd Street from Flower Street. Additionally, residents could proceed north on 5th Street and make a right turn onto Cheery Lynn Road. The provision for construction of a traffic diverter/mitigation/calming is addressed in Stipulation #4.

Earll Drive

It is appropriate for the traffic from this multifamily development to utilize Earll Drive for east and west movements.

- Earll Drive is signalized at 3rd Street, allowing northbound movements, and westbound to southbound turn movements with the aid of the signal.
- Vehicles may move eastbound adjacent to multifamily residential to proceed southbound at 7th Street, without a signal.

Cheery Lynn Road It may not be appropriate for traffic from this multifamily development to utilize Cheery Lynn Road eastbound east of 5th Street for access to 7th Street.

- Vehicles may move westbound to northbound or southbound.
- Vehicles may move eastbound to 5th Street, proceed southbound and then westbound or eastbound on Earll Drive.

13. Fire prevention does not anticipate any issues with this request. But the site or/and 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.
14. It has been 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.
15. 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. This is addressed in Stipulation #5.
16. No known archaeological work is necessary for this project. In the event archaeological materials are encountered during construction, all ground disturbing activities must cease within 10-meters 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 #6.
17. 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 #7.
18. 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 map designation of 15+ dwellings per acre.

2. This infill proposal provides a new housing option to contribute to the mix of housing types in the area.
3. The proposed higher density is in proximity to the light rail corridor and is consistent with the Regional Center place type in the Transit Oriented Development Strategic Policy Framework.

Stipulations

1. The developer shall construct 3rd Street Corridor improvements which align with policies and objectives of the Complete Streets Ordinance (S-41094), the Downtown Phoenix Comprehensive Transportation Plan, the Comprehensive Bicycle Master Plan, 3rd Street Promenade and 3rd Street Pedestrian and Bicycle Improvements Pre-Design studies, as approved by the Street Transportation Department.
2. The developer shall construct the following 3rd Street Corridor improvements, consistent with the 3rd Street Pedestrian and Bicycle Improvements Pre-Design studies, as approved by the Planning and Development Department.
 - a. Remove inset on-street parking on 3rd Street and re-align curb to match north and south curb lines
 - b. Install detached sidewalks along 3rd Street
 - c. Install trees and plants between the curb and the sidewalk
 - d. Record a 1-foot vehicle non-access easement along 3rd Street.
3. The development shall install a minimum of 10 bicycle racks for guests placed near entrances to the building. The racks shall be an inverted-U type design to allow parking of two bicycles per rack, as approved by the Planning and Development Department.
4. The developer shall construct a traffic diverter with raised curbs or other similar traffic calming or management tools for Cheery Lynn Road between 5th Street and 7th Street, following the standard Street Transportation Department petitioning guidelines for traffic calming/mitigation. If a formal petition from the property owners on Cheery Lynn Road between 5th Street and 7th Street has been submitted and approved within 12 months of issuance of a Certificate of Occupancy, the developer shall construct the traffic calming/mitigation device no later than 6 months from the Street Transportation Department approval of the traffic calming/mitigation.

5. The property owner 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 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.
7. The development shall comply with all ADA accessibility standards, as per plans approved by the Planning and Development Department.

Writer

K. Coles

March 27, 2017

Team Leader

Joshua Bednarek

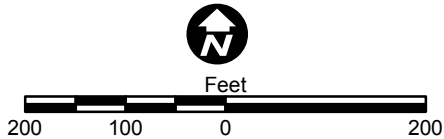
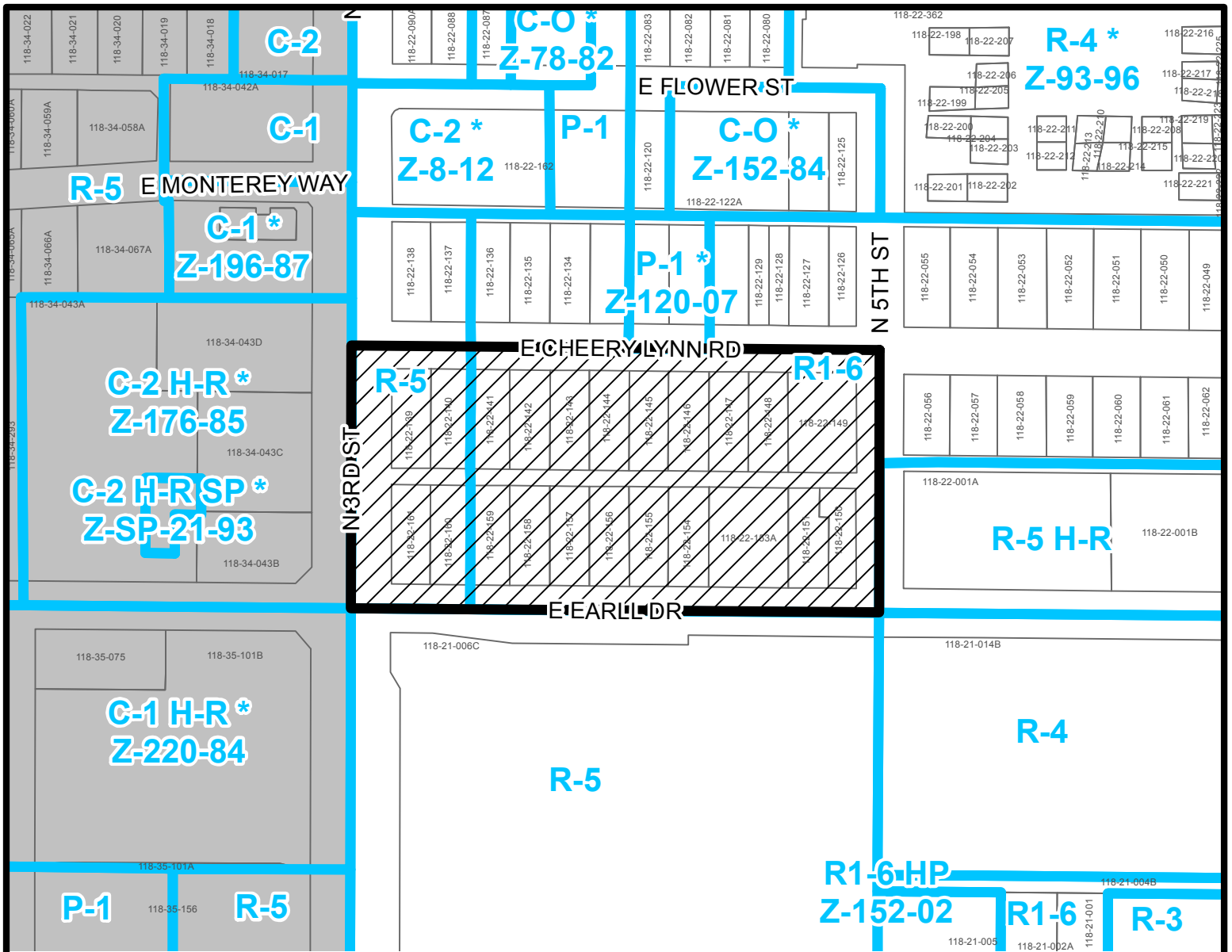
Exhibits

Sketch Map

Aerial

Site Plan date stamped February 9, 2017 (1 page)

Elevations date stamped February 9, 2017 (1 page)

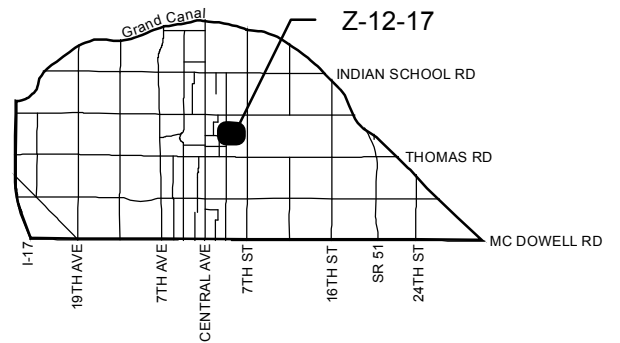


ENCANTO VILLAGE

CITY COUNCIL DISTRICT: 4



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT



APPLICANT'S NAME:

Michael Withey/ Withey Morris PLC

APPLICATION NO. Z-12-17

DATE: 03/06/2017

REVISION DATES:

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

5.05 Acres

AERIAL PHOTO &
QUARTER SEC. NO.

QS 15-28

ZONING MAP

G-8

REQUESTED CHANGE:

FROM:

R1-6, (3.91 a.c.),
R-5, (1.14 a.c.)

TO:

WU T5:6 MT, (5.05 a.c.)

MULTIPLES PERMITTED

R1-6, R-5

WU T5:6 MT

CONVENTIONAL OPTION

20, 49

No Maximum

* UNITS P.R.D. OPTION

25, 59

N/A

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

Revised
Village Planning Committee Meeting Summary
Z-12-17-4

Date of VPC Meeting	April 3, 2017
Request From	R1-6 and R-5
Request To	WU T5:6 MT
Proposed Use	Multifamily
Location	Northeast corner of 3rd Street and Earll Drive
VPC Recommendation	Approval with modified stipulations
VPC Vote	11-3 (George, Jewett and Procaccini voting nay)

VPC DISCUSSION & RECOMMENDED STIPULATIONS:

Katherine Coles provided the staff recommendation for approval. The site is within the Midtown TOD District and is within the one-half mile walk radius from both the Thomas Road and the Osborn Road light rail stations. She noted that there are over 27,000 jobs in the District and housing is needed. Both light rail station areas are identified as Regional Center in the TOD Strategic Policy Framework. Regional Center is characterized by intensities of five to 10 stories with most intensity near the light rail. The applicant is requesting the T5:6 transect district in the Walkable Urban Code.

The request proposes to redevelop one city block for 335 multifamily residential units with a maximum building height of 65 feet. The site plan has no vehicular access to the 3rd Street Promenade and the parking structure access is from Earll Drive and Cheery Lynn Road. The building height for the eastern portion of the site is lower near the single family residential neighborhood.

The General Plan land use designation is Multifamily Residential, 15+ units per acre and the Midtown TOD Policy Plan identifies the area for redevelopment.

Ms. Coles noted that the parking structure adjacent to Cheery Lynn Road will require that an alternative frontage type be developed. The frontage will be determined through the development review process. The alternative must demonstrate a furtherance of the goals of the Walkable Urban Code. The applicant's concept for an alternative frontage type incorporates some mid-century modern elements existing in the area.

Traffic from the proposed development will impact the single-family neighborhood on Cheery Lynn Road between 5th and 7th Streets. The applicant is stipulated to construct a traffic mitigation device as approved by the Street Transportation Department. An example of one possible mitigation scenario was shown.

The recommended stipulations of approval include a requirement that the improvements on 3rd Street comply with the 3rd Street Promenade design, including removing the on-street parking and realigning the curb. Trees are required to be planted between the curb and the sidewalk for the provision of shade. Additionally, the applicant will record a non-vehicular access easement along the 3rd Street property line. The development is required to install a minimum of 10 bicycle racks for guests in addition to the bicycle parking required for the multifamily units. There is a requirement for construction of the traffic mitigation device to prevent cut through traffic on Cheery Lynn Road east of 5th Street.

Jason Morris of Withey Morris appeared representing the developer. He noted that he listened to the previous case and the context of the discussion. Current zoning is R-5 and R1-6 and development is consistent with the progression of nearby entitlements for High Rise. The General Plan designation is for the highest density of residential and the density is proposed at 66.34 dwellings per acre. This applicant has spent time with staff discussing the environs. The maximum building height is 65 feet on 3rd Street and 45 feet on 5th Street. There is a signalized intersection at 3rd Street and Earll Drive. This proposal has a good design and context for the location and it is not in the middle of a block. Mr. Morris stated that Crescent Communities does not develop with a cookie cutter design. The Midtown TOD Policy Plan talks about adding to the number of residential units in this area. The property is directly adjacent to 3rd Street. A 3-D conceptual rendering of the site looking to the west was shown. The Earll Drive frontage will wrap a courtyard with the entrance to the structured parking. The resident amenities will be above the street level. Units on 5th Street interface with the street frontage. As the development will occupy an entire city block, per the requirements of the WU Code, there will a paseo on a north/south alignment through the site.

Mr. Morris indicated that they had meet with city of Phoenix Historic Preservation staff and determined that there are no historic buildings of significance on this block.

Crescent Midtown will incorporate these sustainability measures: solar panel system for amenity areas; NGBS Certification green rating system; APS Meeps Program; dedicated recycling bins for each unit and separate recycling chutes; low water use landscaping; R-19 wall insulation where the typical is R-13; white TPO roof to reduce the heat island effect; central high efficiency boiler system; low VOC paints, carpets and flooring; Energy Star appliances in all units; LED/CFL lighting; and low flow plumbing fixtures.

Vice Chair Jake Adams commented that he is pleased that there are two projects on the agenda this evening proposing to incorporate the use of solar for generating electricity. The word is getting out to the builders. Every time applicants have said that it will not work. He said that he is excited about the recycling and that these are the right things to do.

Brent Kleinman commented that the parking entrance on Cheery Lynn seems inconsequential and questioned whether it is truly necessary. Was 5th Street investigated for an access point? Mr. Morris responded that the access on Cheery Lynn Road is needed for free flow and viability of the development and that staff was not supportive of access to 5th Street. The Cheery Lynn Road access is opposite an APS substation.

Dan Carroll asked whether the units would be for rent or for sale and what the timeline for construction is planned to be. He was also curious about the applicant's intent for construction of a traffic diverter. Will it be installed before residents move into the development? Mr. Morris responded that the units will be for rent and that they will be securing permits next year. The traffic diverter will be in place before residents begin moving in to the units.

Steve Procaccini commented that he sees decorative elements on the garage on the north side but not on the south side. Ms. Coles asked whether there are any plans to incorporate art into the development as Crescent has done at its 16th Street and Highland Avenue project. Mr. Morris responded noting that Crescent builds unique communities and that type of art may not be appropriate at this location. G.G. George asked about the rental price per square foot and learned it is anticipated to be around \$1.90.

Robert Warnicke of the La Hacienda neighborhood spoke in opposition to this request. He showed the committee two short video clips illustrating the massing proposed by this development. He is interested in how the massing will be mitigated so that it is more appropriate for his neighborhood. He commented that the height will actually be higher once the screening of equipment is added to the building. He objected to the idea that the High Rise zoning is a logical progression going to the south. The High Rise cases are decades old and it is worth noting that the CIGNA building, at 3 stories, was built on a site with High Rise zoning. The SARC site at the northeast corner of 3rd Street and Catalina Drive is going to develop with four stories. The proposed project is on a super block. He is concerned with any development over four stories located east of 3rd Street. He would love to see the houses on 5th Street preserved and the building developed alongside them.

Melanie Baca, a Cheery Lynn Road resident spoke about a traffic diverter. She stated that the neighbors have come to a consensus regarding installation of an angled diverter similar to one that exists in the Windsor Square neighborhood northeast of Central Avenue and Camelback Road. They cannot wait for the diverter to be constructed after the Certificate of Occupancy.

Tom Reilly, a resident of Verde Lane, expressed his thanks for the Midtown TOD Policy Plan. He stated that the zoning is intended for the area between 3rd Avenue and 3rd Street. He has read the Plan's vision. The garage on Cheery Lynn Road needs to be lined with residential or retail uses. Tempe has had success with leasing and amenity space.

Jeff Williams, a resident of Cheery Lynn Road, advocates a respectful scale as noted in the TOD Policy Plan. He is supportive of change in the neighborhood but a lower scale is desired.

Tom Chauncey, a resident of the Phoenix Country Club east of 7th Street, has lived in the area for 42 years. He does not support more than four stories east of 3rd Street. If you allow six stories, it will happen up and down the street. The TOD Policy Plan talks about being sensitive to scale and this is not consistent.

John LaBahn, a stakeholder for the 3rd Street Promenade, commented that he thinks this is a forward thinking project. The developer is looking at mitigating the traffic impacts and that is good.

Margaret Dietrich lives in the seven story Tapestry building at Central Avenue and Encanto Boulevard. The Tapestry is directly adjacent to the Willo neighborhood and its presence has not been devastating. Layla Ressler stated that she is excited about this project. This is what the community envisioned during the ReinventPHX process. She applauded the sustainability items to be incorporated into the development and the applicant's dialogue in working with the community.

Terrill Willard, a resident of Verde Lane, commented that this request is more well done than the previously considered request on this agenda. He believes that the lighting on Cheery Lynn Road needs to be improved. He is distressed that the existing 1920s homes on this block are being dismissed.

Ms. George expressed dismay that the staff report made comment about the parking ratio for the site, suggesting that perhaps the ratio could be lower given its proximity to the light rail. She commented that 3rd Street cannot handle the traffic.

Mr. Carroll thanked the applicant and urged them to engage the local arts community for elements in their development. He likes the mid-century inspired design aspects, and the planned paseo. He is particularly excited about the incorporation of solar power and recycling into the development and in terms of setting a precedent, he hopes that one is being set in this regard. He commented on the video clip shown by Mr. Warnicke, noting that the development will not be a huge box. There will be windows and articulation.

Rebecca Winger asked about the housing stock and the viability for moving any of the homes. Mr. Morris responded that any of the homes is available to be moved if desired.

Chairman Abraham James commented that he appreciates the thought in the designs presented this evening. He believes a threshold was crossed for the use of solar as well as seeing a proposal that does not have a cookie cutter design. Let it be known that this is what the committee expects for development.

Motion: **Dan Carroll** moved, with a second from **Layla Ressler** to recommend approval of the staff recommendation subject to the incorporation of the traffic diverter stipulation recommended by Cheery Lynn Road resident **Melanie Baca**.

1. The developer shall construct 3rd Street Corridor improvements which align with policies and objectives of the Complete Streets Ordinance (S-41094), the Downtown Phoenix Comprehensive Transportation Plan, the Comprehensive Bicycle Master Plan, 3rd Street Promenade and 3rd Street Pedestrian and Bicycle Improvements Pre-Design studies, as approved by the Street Transportation Department.
2. The developer shall construct the following 3rd Street Corridor improvements, consistent with the 3rd Street Pedestrian and Bicycle Improvements Pre-Design studies, as approved by the Planning and Development Department.
 - a. Remove inset on-street parking on 3rd Street and re-align curb to match north and south curb lines
 - b. Install detached sidewalks along 3rd Street
 - c. Install trees and plants between the curb and the sidewalk
 - d. Record a 1-foot vehicle non-access easement along 3rd Street.
3. The development shall install a minimum of 10 bicycle racks for guests placed near entrances to the building. The racks shall be an inverted-U type design to allow parking of two bicycles per rack, as approved by the Planning and Development Department.
4. The developer shall construct a traffic BARRIER AT 5TH STREET AND CHEERY LYNN ROAD MODELED AFTER THE WINDSOR SQUARE NEIGHBORHOOD TRAFFIC BARRIER. THE BARRIER SHALL BE INSTALLED IN THE INTERSECTION AT AN ANGLE FROM THE NORTHEAST CORNER TO THE SOUTHWEST CORNER OF THE 5TH STREET AND CHEERY LYNN ROAD INTERSECTION. THE BARRIER SHALL ALLOW WESTBOUND CHEERY LYNN TRAFFIC FROM 7TH STREET TO TURN SOUTH ONTO 5TH STREET TO ACCESS EARLL DRIVE, AND NO ACCESS TO NORTHBOUND 5TH STREET SHALL BE PERMITTED. THE BARRIER SHALL DIRECT SOUTHBOUND TRAFFIC ON 5TH STREET FROM NORTH OF CHEERY LYNN ROAD TO TURN WEST ON CHEERY LYNN ROAD. THE BARRIER SHALL BE LANDSCAPED. THE DEVELOPER SHALL INSTALL "NO THROUGH STREET" SIGNS AT THE 7TH STREET ENTRY TO CHEERY LYNN ROAD. ~~diverter with raised curbs or other similar traffic calming or management tools for Cheery Lynn Road between 5th Street and 7th Street,~~ THE PROCESS FOR INSTALLING THE BARRIER SHALL following the standard Street Transportation Department

~~petitioning guidelines for traffic calming/mitigation. If a formal petition from the property owners on Cheery Lynn Road between 5th Street and 7th Street has been submitted and approved within 12 months of issuance of a Certificate of Occupancy, the developer shall construct the traffic calming/mitigation device PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR THE BUILDING no later than 6 months from the Street Transportation Department approval of the traffic calming/mitigation.~~

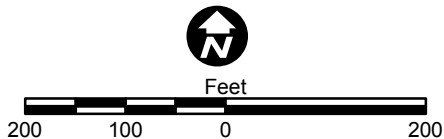
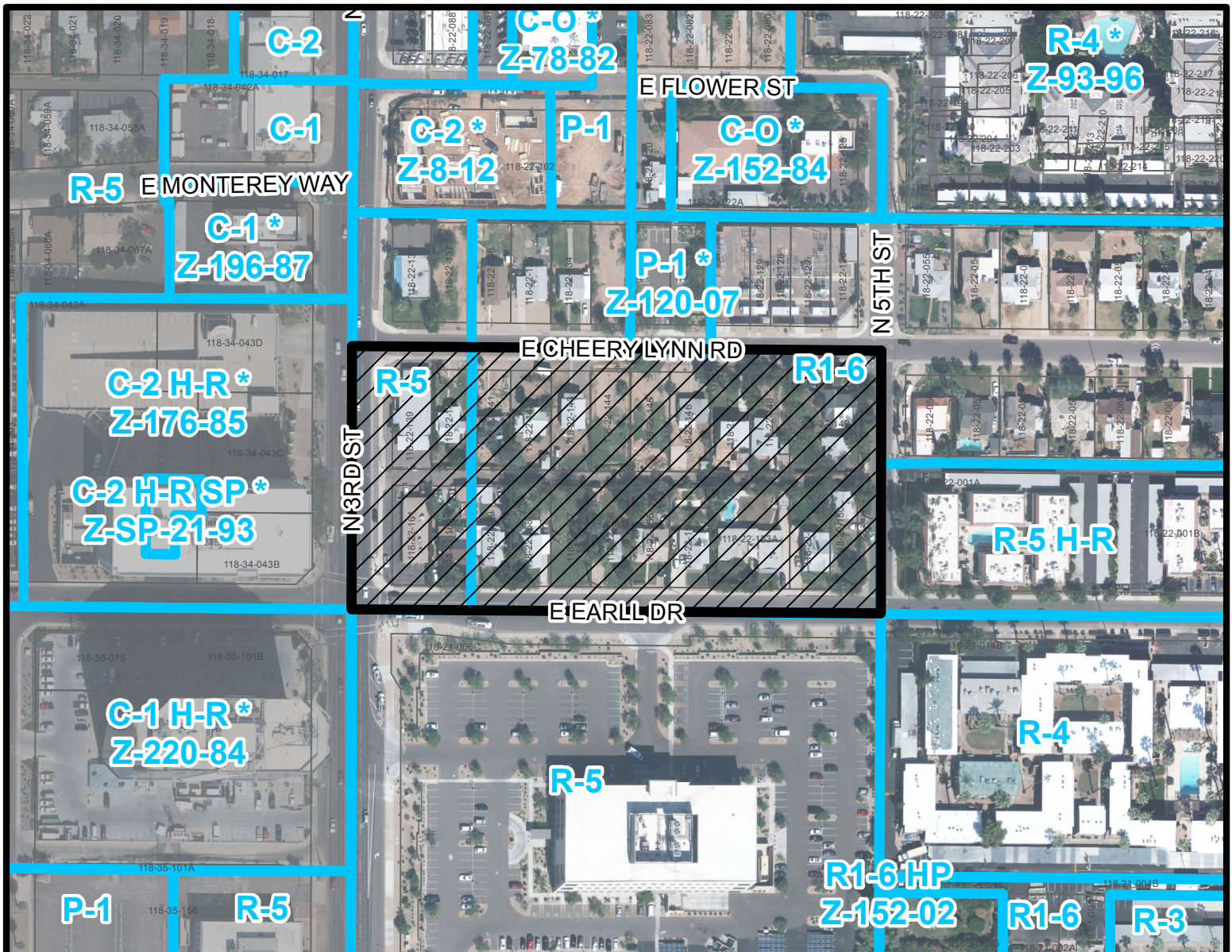
5. The property owner shall record a Notice to Prospective Purchasers of Proximity to Airport in order to disclose the existence, and operational characteristics of Phoenix Sky Harbor International Airport to future owners or tenants of the property.
6. In the event archaeological materials are encountered 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.
7. The development shall comply with all ADA accessibility standards, as per plans approved by the Planning and Development Department.

STAFF COMMENTS REGARDING VPC RECOMMENDATION & STIPULATIONS:

Staff does not recommend the traffic mitigation stipulation as proposed and has worked with the Neighborhood Traffic Mitigation Section of the Street Transportation Department to craft an alternative stipulation which aligns with city policies for traffic mitigation. The following are the staff recommended stipulations.

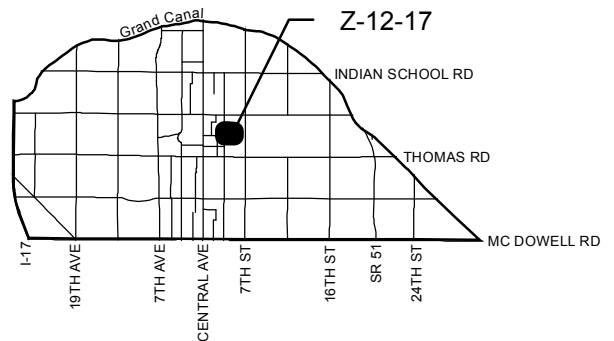
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3. The development shall install a minimum of 10 bicycle racks for guests placed near entrances to the building. The racks shall be an inverted-U type design to allow parking of two bicycles per rack, as approved by the Planning and Development Department.
4. The developer shall DESIGN AND construct a traffic diverter with raised curbs or other similar traffic calming or management tools for Cheery Lynn Road between 5th Street and 7th Street, following the standard Street Transportation Department petitioning guidelines for traffic calming/mitigation TO INITIATE AND COMPLETE If a formal petition. ~~from the property owners on Cheery Lynn Road between 5th Street and 7th Street has been submitted and approved within 12 months of issuance of a Certificate of Occupancy.~~ UPON RECEIPT OF A BUILDING PERMIT, THE DEVELOPER SHALL COORDINATE WITH PROPERTY OWNERS ON CHEERY LYNN ROAD BETWEEN 3RD AND 7TH STREETS FOR SUBMITTAL OF THE PETITION TO THE STREET TRANSPORTATION DEPARTMENT. THE developer shall DESIGN AND construct the traffic calming/mitigation device PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY ~~no later than 6 months from~~ IF the Street Transportation Department HAS approved ~~all~~ of the traffic calming/mitigation, SUCH DIVERTER SHALL CONTINUE TO ALLOW NORTH/SOUTH ACCESS TO 5TH STREET FROM CHEERY LYNN WEST OF 5TH STREET.
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7. The development shall comply with all ADA accessibility standards, as per plans approved by the Planning and Development Department.



ENCANTO VILLAGE

CITY COUNCIL DISTRICT: 4



APPLICANT'S NAME:

Michael Withey/ Withey Morris PLC

APPLICATION NO. Z-12-17

DATE: 03/06/2017
REVISION DATES:

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

5.05 Acres

AERIAL PHOTO &
QUARTER SEC. NO.
QS 15-28

ZONING MAP
G-8

REQUESTED CHANGE:

FROM:
R1-6, (3.91 a.c.),
R-5, (1.14 a.c.)

TO: WU T5:6 MT, (5.05 a.c.)

MULTIPLES PERMITTED

R1-6, R-5

WU T5:6 MT

CONVENTIONAL OPTION

20, 49

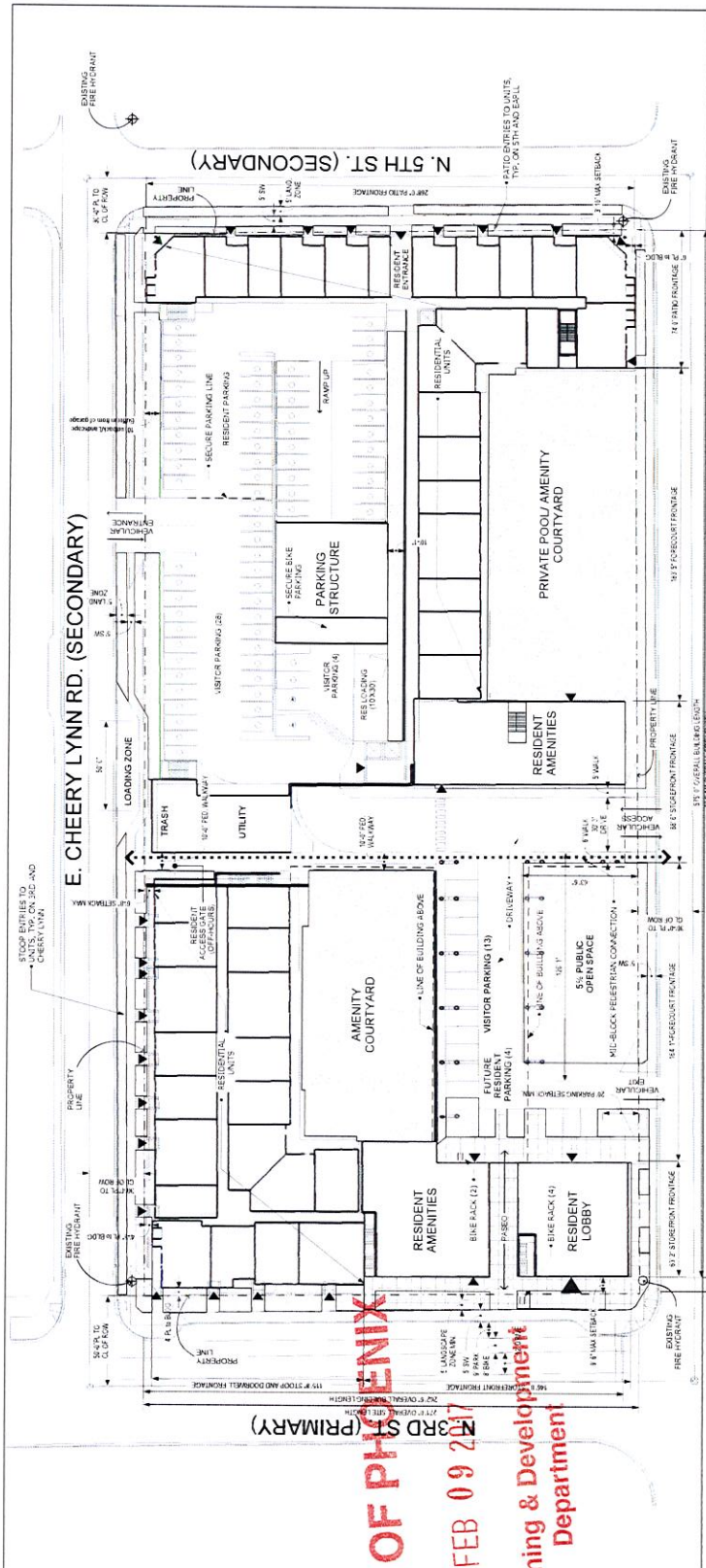
No Maximum

* UNITS P.R.D. OPTION

25, 59

N/A

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



E. EARLL ST. (SECONDARY)

SETBACKS:

PRIMARY (N. 3RD ST.): 12' MAX ALLOWED. 8' MAX. PROVIDED
 SECONDARY (E. EARLL ST.): 10' MAX ALLOWED. 4'-6" MAX. PROVIDED
 SECONDARY (N. 5TH ST.): 10' MAX ALLOWED. 3'-10" MAX. PROVIDED
 SECONDARY (CHEERY LYNN DR.): 10' MAX. ALLOWED. 6'-8" MAX. PROVIDED
 PARKING STRUCTURE (CHEERY LYNN DR.): 20' MIN., 10' LANDSCAPE SETBACK FROM STREET ROW.
 10' MIN. PROVIDED

PARKING STANDARDS:

PARKING STALL (STRUCTURED): 18'-0" X 8'-6"
 PARKING STALL (SURFACE): 18'-0" X 9'-6"
 PARKING AISLE: 24'-0"
 PARKING STALL (RETAIL): 18'-0" X 9'-6"
 PARKING CALCULATIONS:
 RESIDENTIAL 10% REDUCTION ALLOWED FOR PROXIMITY TO LIGHT RAIL
 EFFICIENCY UNIT 3 SPACES/UNIT 67 UNITS = 88 SPACES REQUIRED
 1-BED UNIT 1.5 SPACES/UNIT 225 UNITS = 337 SPACES REQUIRED
 2-BED UNIT 1.5 SPACES/UNIT 61 UNITS = 91 SPACES REQUIRED
 526 SPACES REQUIRED WITH 10% REDUCTION = 474 SPACES REQUIRED TOTAL
TOTAL RESIDENTIAL PARKING PROVIDED: 517 SPACES
 LVL 1 RES. SPACES: 65
 LVL 2 SPACES: 102
 LVL 3 SPACES: 102
 LVL 4 SPACES: 102
 LVL 5 SPACES: 102
 LVL 6 SPACES: 44
 (149 SPACES/UNIT)
RESIDENTIAL:
 PROPOSED: 335 UNITS
BICYCLE PARKING:
 REQUIRED: 50 SPACES MAX.
 PROVIDED: 50 SPACES. 4 ALONG 3RD STREET. 2 AT FORECOURT. REMAINING SPACES TO BE PROVIDED AS PRIVATE AND SECURE BICYCLE PARKING FOR RESIDENTS AND GUESTS

PROJECT NAME AND ADDRESS:

3RD AND EARLL
 3101 N. 3RD ST.
 PHOENIX, AZ

PROJECT OWNER:

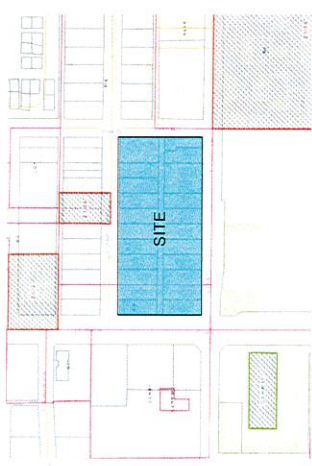
CRESCENT COMMUNITIES
 6400 S. FIDDLERS CIR.
 GREENWOOD VILLAGE, CO 80111

GENERAL ZONING ANALYSIS:

LOT SIZE: 158,406 SF (3.64 ACRES NET/5.05 ACRES GROSS)
 GROSS BUILDING FOOTPRINT AREA: 111,826 SF
 TOTAL GROSS SQUARE FOOTAGE:
 RESIDENTIAL: 337,115 SF (281,461 SF RENTABLE)
 PARKING: 161,450 SF
 ZONING:
 EXISTING: R-5/R1-5
 PROPOSED: WU T5.6
 LOT COVERAGE:
 PROPOSED: 71% (MAX. 80%)
 BUILDING HEIGHT:
 PROPOSED: 65' ON WEST SIDE, 45' ON EAST SIDE
 (6 STORIES W/ 2 STORY DROP DOWN ON 5TH ST. SIDE)
 LANDSCAPE - TO BE PROVIDED:
 MIN. 2" CALIPER, MIN. 30% TO BE 3" CALIPER
 TREES IN ROW PLACED 25 FEET ON CENTER OR EQUIV. GROUPINGS
 MIN. 2'-6" RADIUS AT BASE OF TREE CLEAR OF LANDSCAPE
 50% LIVING VEGETATION GROUND COVERAGE AT LANDSCAPE STRIPS

A SITE PLAN
 1" = 30'

PRIMARY BUILDING ENTRANCE
 BUILDING ENTRANCE



ZONING

CITY OF PHOENIX
FEB 09 2017
Planning & Development Department

PROGRESS PRINTS
 NOT FOR CONSTRUCTION

Issue/Revisions Date No.
 REVISIONS 2017.02.07
 SUBMITTAL

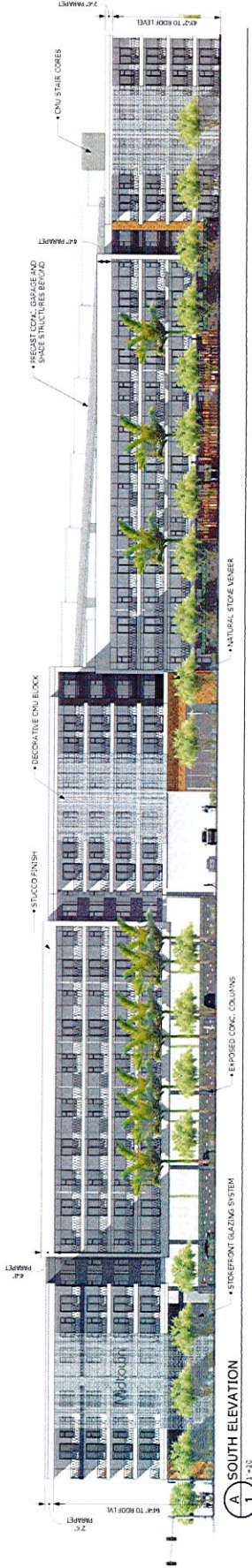
Project Information

3rd and Earl
 3101 NORTH 3RD STREET
 PHOENIX, AZ 85012

Sheet Information
 Sheet Title:
 ELEVATIONS

Sheet Number:
A-103

DPA Project



A 1
 SOUTH ELEVATION
 1/4" = 1'-0"

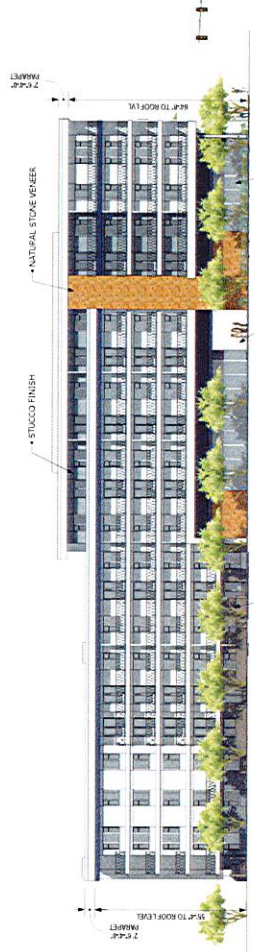


A 2
 EAST ELEVATION
 1/4" = 1'-0"

CITY OF PHOENIX

FEB 09 2017

**Planning & Development
 Department**



A 3
 WEST ELEVATION
 1/4" = 1'-0"



A 4
 NORTH ELEVATION
 1/4" = 1'-0"

REPORT OF PLANNING COMMISSION ACTION
May 4, 2017

ITEM NO: 6	
	DISTRICT NO.: 4
SUBJECT:	
Application #:	Z-12-17-4
Location:	Northeast corner of 3rd Street and Earll Drive
Request:	R1-6, R-5 To: WU T5:6 MT Acreage: 5.05
Proposal:	Multifamily residential
Applicant:	Michael Withey/Withey Morris PLC
Owner:	Tom Carmody
Representative:	Michael Withey/Withey Morris PLC

ACTIONS:

Staff Recommendation: Approval, subject to stipulations.

Village Planning Committee (VPC) Recommendation:

Encanto 4/3/2017 Approved per staff stipulations with a modification to Stipulation 4. Vote: 11-3.

Planning Commission Recommendation: Approved, as recommended by the Encanto Village Planning Committee with a modification to Stipulation 4.

Motion discussion: Commissioner Whitaker made a MOTION to approve Z-12-17-4 as recommended by the Encanto Village Planning Committee, with a modification to Stipulation 4 as read into the record.

Commissioner Whitaker thanked the applicant and all the individuals involved in this project for applying the goals of ReinventPHX to this site and stated that he will be supporting the motion because of this. He stated that there were some comments in the hearing tonight, from concerned neighbors, that made him think. However, when looking at all the voices of support through various channels it seems the neighborhood in general is in support of the project.

Commissioner Heck thanked the applicant for their continued work with the neighborhood regarding their concerns. She stated that she agrees with Commissioner Whitaker and based on the support received, the neighborhood in general supports the request and she would be supporting it as well.

Commissioner Johnson stated that low-rise and low-density development along Central Avenue south of Indian School Road would be difficult for him to support. He did not agree with a comment made by Ms. Gonzales that millennials do not use the light rail. Commissioner Johnson stated that higher density in the area would also help increase the number of people that use public transportation. He stated that rental properties, in his opinion, do not always relate to issues such as lack of community involvement in the neighborhoods wellbeing and higher crime in the area. He expressed support of the height and density in the area.

Motion details – Commissioner Whitaker made a MOTION to approve Z-12-17-4 as recommended by the Encanto Village Planning Committee, with a modification to Stipulation 4 as read into the record.

Maker: Whitaker
Second: Shank
Vote: 7-0
Absent: Montalvo
Opposition Present: Yes

Findings:

1. The proposal is consistent with the General Plan map designation of 15+ dwellings per acre.
2. This infill proposal provides a new housing option to contribute to the mix of housing types in the area.
3. The proposed higher density is in proximity to the light rail corridor and is consistent with the Regional Center place type in the Transit Oriented Development Strategic Policy Framework.

Stipulations:

1. The developer shall construct 3rd Street Corridor improvements which align with policies and objectives of the Complete Streets Ordinance (S-41094), the Downtown Phoenix Comprehensive Transportation Plan, the Comprehensive Bicycle Master Plan, 3rd Street Promenade and 3rd Street Pedestrian and Bicycle Improvements Pre-Design studies, as approved by the Street Transportation Department.
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4. The developer shall DESIGN AND construct a traffic diverter with raised curbs or other similar traffic calming or management tools for Cheery Lynn Road between 5th Street and 7th Street, following the standard Street Transportation Department petitioning guidelines for traffic calming/mitigation TO INITIATE AND COMPLETE ~~if a formal petition. from the property owners on Cheery Lynn Road between 5th Street and 7th Street has been submitted and approved within 12 months of issuance of a Certificate of Occupancy.~~ UPON RECEIPT OF A BUILDING PERMIT, THE DEVELOPER SHALL COORDINATE WITH PROPERTY OWNERS ON CHEERY LYNN ROAD BETWEEN 3RD AND 7TH STREETS FOR SUBMITTAL OF THE PETITION TO THE STREET TRANSPORTATION DEPARTMENT. THE developer shall DESIGN AND construct the traffic calming/mitigation device PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY ~~no later than 6 months from~~ IF the Street Transportation Department HAS approved ~~at~~ of the traffic calming/mitigation, SUCH DIVERTER SHALL CONTINUE TO ALLOW NORTH/SOUTH ACCESS TO 5TH STREET FROM CHEERY LYNN WEST OF 5TH STREET.
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7. The development shall comply with all ADA accessibility standards, as per plans approved by the Planning and Development Department.

Upon request, this publication will be made available within a reasonable length of time through appropriate auxiliary aids or services to accommodate an individual with a disability. This publication may be made available through the following auxiliary aids or services: large print, Braille, audiotape or computer diskette. Please contact Nici Wade at Voice (602) 495-0256 or the City TTY Relay at (602) 534-5500.

CITY OF PHOENIX
PLANNING AND DEVELOPMENT DEPARTMENT

FORM TO REQUEST PC to CC			
I HEREBY REQUEST THAT THE PC / CC HOLD A PUBLIC HEARING ON:			
APPLICATION NO/ LOCATION	Z-12-17-4 Northeast corner of 3 rd Street and Earll Drive	(SIGNATURE ON ORIGINAL IN FILE)	
		opposition	x
APPEALED FROM:	PC 5/4/17	Jeff Williams 602-290-6641	
	<i>PC/CC DATE</i>	<i>NAME / PHONE</i>	
TO PC/CC HEARING	CC 6/7/17	516 E Cheery Lynn Phoenix AZ 85012	
	<i>DATE</i>	<i>STREET ADDRESS/CITY/STATE/ZIP</i>	
REASON FOR REQUEST: Reduce height at 5th Street of building. Traffic diverter.			
RECEIVED BY:	CT / LO	RECEIVED ON:	05/10/17

Alan Stephenson
Sandra Hoffman
Tricia Gomes
Christina Encinas
Stephanie Saenz
Lilia Olivarez, PC Secretary
PLN All