



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-2-15-4
March 24, 2015

Encanto Village Planning Committee Meeting Date	April 6, 2015
Planning Commission Hearing Date	April 14, 2015
Request From:	R-3 (0.67 Acre)
Request To:	P-1 (0.67 Acre)
Proposed Use	Surface parking
Location	Approximately 225 feet east of the northeast corner of 7th Street and Fairmount Avenue
Owner/Applicant	7th & Fairmount LLC
Representative	Manjula Vaz, Gammage & Burnham
Staff Recommendation	Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Designation		Residential 3.5 to 5 du/ac	
Street Map Classification	Fairmount Avenue	Local	45 feet north half
<p><i>NEIGHBORHOOD ELEMENT, GOAL 5 CIRCULATION: TRAFFIC AND OVERFLOW PARKING FROM ADJACENT BUSINESSES SHOULD NOT IMPACT NEIGHBORHOODS BY DISRUPTING OR ALTERING THEIR QUALITY OF LIFE.</i></p> <p>The surface parking is intended to supplement parking for a nearby development to the west. The proposed parking will help alleviate any overflow parking on nearby local streets.</p>			
<p><i>NEIGHBORHOOD ELEMENT: GOAL 2: COMPATIBLE NEIGHBORHOOD DEVELOPMENT: NEW DEVELOPMENT AND EXPANSION OF REDEVELOPMENT OF EXISTING DEVELOPMENT IN OR NEAR RESIDENTIAL AREAS SHOULD BE COMPATIBLE WITH EXISTING USES AND CONSISTENT WITH ADOPTED PLANS.</i></p> <p>The proposed development will be compatible with the adjacent multi-family and single-family residential developments. The development will act as a buffer between the commercial and residential uses.</p>			
<p><i>NEIGHBORHOOD ELEMENT, GOAL 2, POLICY 3: CREATE NEW DEVELOPMENT OR REDEVELOPMENT THAT IS SENSITIVE TO THE SCALE AND CHARACTER OF THE SURROUNDING NEIGHBORHOODS AND INCORPORATES ADEQUATE DEVELOPMENT STANDARDS TO PREVENT NEGATIVE IMPACTS ON THE RESIDENTIAL PROPERTIES.</i></p> <p>Development of this property as surface parking, subject to the provision of landscape setbacks that match those of adjacent residential properties, will be sensitive to the scale and character of the surrounding neighborhood.</p>			

Area Plan
Not applicable.

Surrounding Land Uses/Zoning		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Vacant, Single Family Residential	R-3
North	Multifamily and Single Family Residential	R-3
South	Parking Structure	P-2
East	Vacant	R-3
West	Surface Parking	P-1

Commercial		
<u>Standards</u>	<u>Requirements</u>	<u>Met or Not Met</u>
<i>Landscaped Setbacks</i>	(typically stipulated to commercial)	
Street	None	15 feet (Met)
Side	None	6 feet, east side (Met)
Rear	None	5 feet (Met)
Parking	Not applicable	57 spaces

Background/Issues/Analysis

1. The subject site is comprised of three parcels zoned R-3 for multi-family residential. One is vacant and two have single family residences. The proposal for use as surface parking requires rezoning to the P-1 district as the R-3 zoning does not allow parking as a primary use. The surface parking will be utilized for a commercial use at the northeast corner of 7th Street and Fairmount Avenue. It is the applicant's intention to supplement parking for the commercial site with surface parking on the subject site. The proposed P-1 parking area will add 57 spaces for staff and patrons of the commercial site.
2. The General Plan land use map designation for the site is Residential 3.5 to 5 du/ac. Due to the site size being less than 10 acres, rezoning of this site does not require a General Plan Amendment.
3. There is a provision in the Zoning Ordinance allowing required parking to be accommodated at an off-site location. The parking area is required to be within 300 feet of the building for which the parking is being used, it has to be zoned to allow the parking and it cannot be across a collector or arterial street. The subject site meets the ordinance requirements for off-site parking as it is within 300 feet of the office building on 7th Street, it is proposed to be rezoned to P-1 for surface parking and it is not across a collector or arterial street.

4. The P-1 district is intended to provide off-street parking in appropriate locations for non-residential uses located near residential districts. There are structures allowed in the P-1 district, such as carports, public utility buildings and facilities and repair and/or storage facilities some of which are not appropriate at this location. Stipulation #1 addresses uses which are not appropriate.
5. The surface parking area is proposed in an area that is adjacent to existing residential development. It is appropriate that lighting on the site be designed to mitigate negative effects on those residential properties. Stipulation #3 has been included that restricts/limits site lighting to no higher than six feet.
6. The P-1 district is silent with regard to landscaping standards and landscape requirements are determined on a case-by-case basis and applied through stipulation in the rezoning process. The requirements imposed typically meet or approach the landscape standard required for commercial districts. The provision of a landscaped area commensurate with the setbacks provided by adjacent properties is important to reduce the impact of the commercial intrusion on the local street and on adjacent residential properties. The subject site proposes a landscape setback on Fairmount Avenue. Adjacent R-3 zoned parcels have an existing setback of approximately 20 feet from the property line. It is important that the street and perimeter landscaping improvements provide appropriate buffering for the commercial surface parking use. The landscaped areas should provide trees and shrubs in accordance with the commercial streetscape landscape standards. These considerations are addressed in Stipulation #s 1 and 2.
7. A 20-foot public utility easement exists across the southern (front) portion of the property. The applicant intends to request an abandonment of this easement to facilitate greater use of the site. A successful decision regarding the abandonment will allow the planting of shade trees adjacent to the existing sidewalk. Shading of the sidewalk is addressed in Stipulation #1.
8. The site is located adjacent to the Midtown Transit Oriented Development District. One of the goals of the draft plan for the area is to enhance the walkability of the district and access to transit. The site plan shows a 3-foot high screen wall three feet from the south property line. This wall should be moved to the north, closer to the surface parking, so the landscaped area is consistent with a residential street frontage. The subject site should provide shade trees in the landscape strip between the screen wall and the adjacent sidewalk. Additionally, parking for bicycles should be established. If the bicycle parking is provided as part of the surface parking area, a minimum of two secured spaces (bicycle lockers) should be established due to its remote location from building entrances. If bicycle parking is provided nearer the building entrances, the parking should accommodate a minimum of four bicycles with racks in an inverted-U design and be incorporated into the site plan. These considerations are addressed in Stipulation #s 1 and 4.



Inverted-U bicycle racks.

9. Access to the parking area from Fairmount Avenue should be restricted once the operating hours of the nearby commercial use have concluded. The site could be utilized for shared parking in the future and in that event, the parking should only be available when needed and secured after hours. Restricting vehicular access to the surface parking area after hours minimizes the use of the site for non-business related activities. Additionally, no parking should be allowed in the frontage along Fairmount Avenue. These considerations are addressed in Stipulation #s 1 and 5.
10. Development of the parcel for surface parking will require that all improvements are required to comply with all Americans with Disabilities Act (ADA) standards. This is addressed in Stipulation #6.
11. 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.
12. 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. Although the site is not consistent with the General Plan Land Use designation of residential 3.5 to 5 du/ac, a General Plan amendment is not required because the subject site is less than 10 acres in size.
2. The site will provide parking to supplement parking on a nearby commercial site.
3. Conversion of this parcel to surface parking, along with required landscaped setbacks on the local street and perimeter property lines, will have minimal effect on nearby residences.
4. The proposal meets the intent of the draft Midtown Transit Oriented Development District Plan for enhancing the walkability of the district.

Stipulations

1. The development shall be in general conformance with the site and landscape plan date stamped March 20, 2015, as approved by the Planning and Development Department, with specific regard to the following:
 - a. A minimum 10-foot landscape setback on the east property line.
 - b. An 8-foot wall along the east property line, setback 15-feet from the Fairmount Avenue property line.
 - c. A minimum 5-foot landscape setback on the north property line.
 - d. A minimum 15-foot landscaped setback on Fairmount Avenue.
 - e. Minimum 2-inch caliper shade trees adjacent to the sidewalk on Fairmount Avenue.

- f. There shall be no carports, utility or repair/storage structures on site.
 - g. The 3-foot screen wall along Fairmount street shall be setback a minimum of 15 feet from the property line.
 - h. No parking shall be allowed within the front 15-feet along Fairmount Avenue.
2. The development shall utilize the commercial streetscape landscape standards for planting type and size, Section 622.E.4.e., along Fairmount Avenue and the north and east property lines, as approved by the Planning and Development Department.
 3. The parking area lighting shall be no higher than 6 feet.
 4. Bicycle parking for the commercial development served by this surface parking shall be provided, either as two secure spaces in lockers within the surface parking area, or inverted-u bicycle rack spaces to accommodate four bicycles in a location near a building entrance, as administratively approved by the Planning Hearing Officer.
 5. The parking area shall be secured to prevent vehicular access from Fairmount Avenue except during business hours. The manner of securing the access shall be reviewed and approved by the Planning and Development Department.
 6. The developer shall comply with all ADA accessibility standards, as per plans approved by the Planning and Development Department.

Writer

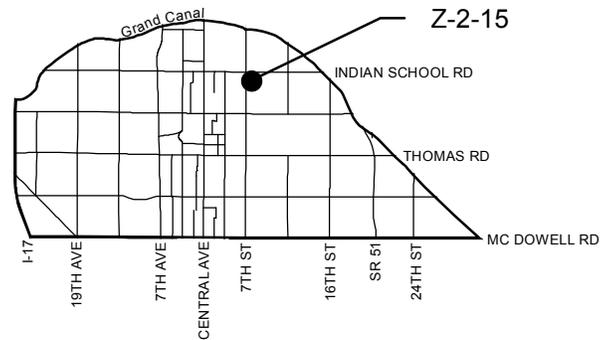
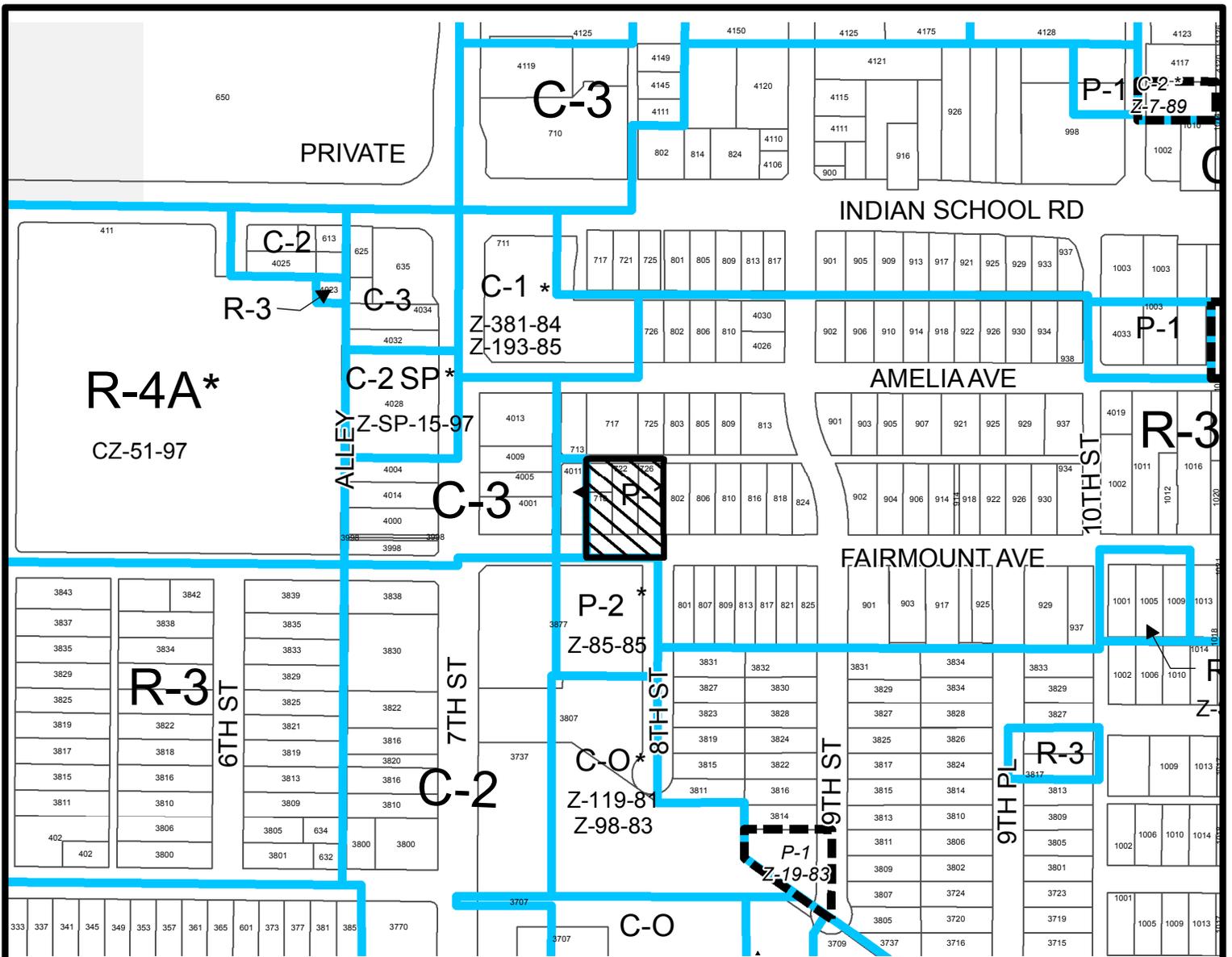
Katherine Coles
02/26/2015

Team Leader

Joshua Bednarek

Attachments

Zoning sketch
Aerial
Site plan date stamped March 20, 2015



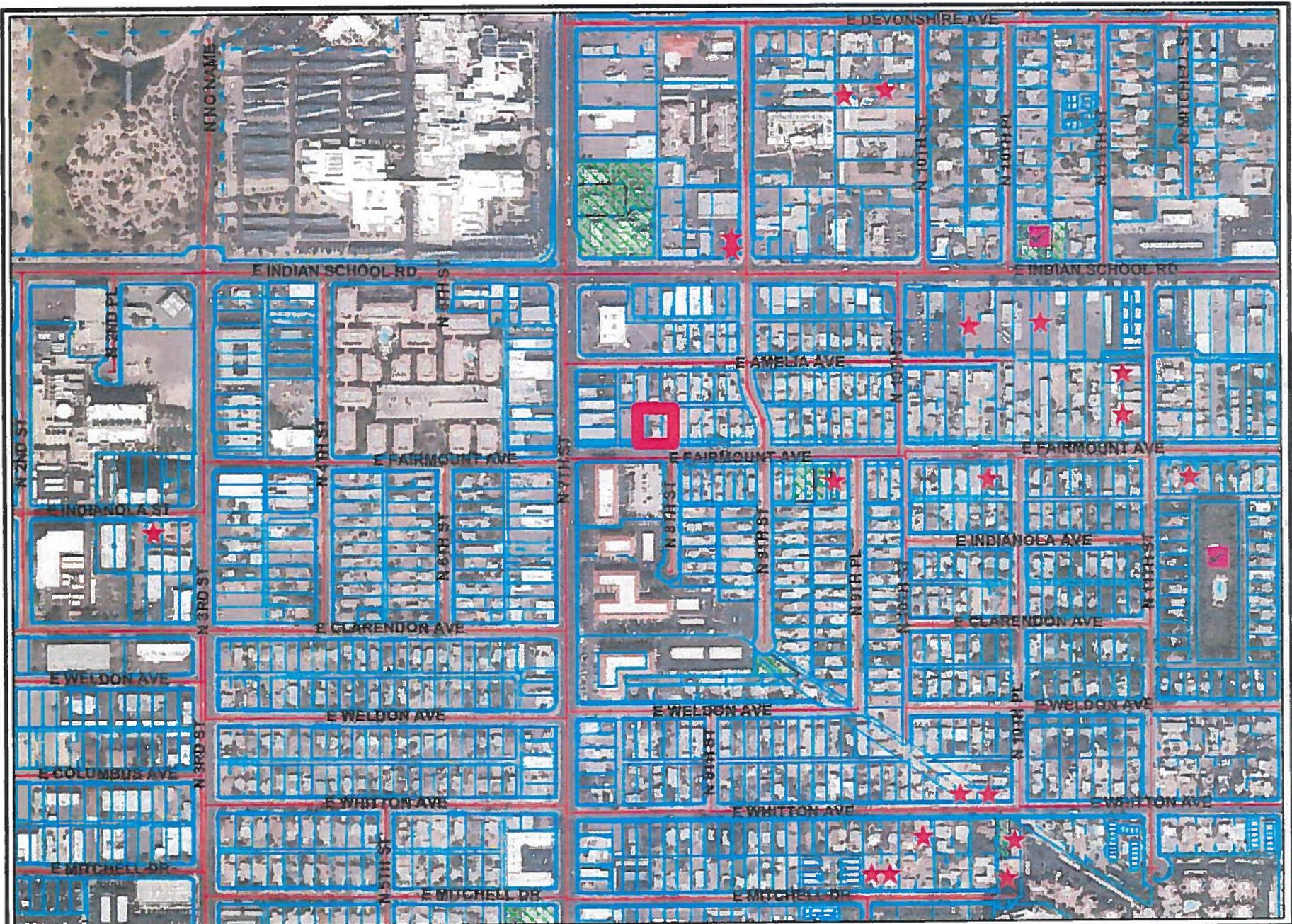
CITY OF PHOENIX PLANNING DEPARTMENT

ENCANTO VILLAGE

CITY COUNCIL DISTRICT: 4

APPLICANT'S NAME: 7th & Fairmount LLC		REQUESTED CHANGE: FROM: R-3, (.67 a.c.) TO: P-1, (.67 a.c.)	
APPLICATION NO. Z-2-15	DATE: 2/5/15 <small>REVISION DATES:</small>	* UNITS P.R.D. OPTION 11 N/A	
<small>GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.</small> .67 Acres	<small>AERIAL PHOTO & QUARTER SEC. NO.</small> QS 16-29		
MULTIPLES PERMITTED R-3 P-1	CONVENTIONAL OPTION 9 N/A		

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





 1 inch = 454.747 ft.
 0 155 310 620 Feet

Planning and Development

The information provided on this map is based on record drawings submitted by owners. Users of this information are cautioned that independent verification of actual conditions may be necessary.

