Planned Unit Development

Land Use & Standards Narrative

Courtesy Washington

Northeast Corner of 22nd Street and Adams Street

ZONING CASE Z-38-16

1ST SUBMITTAL: JUNE 15, 2016
DRAFT HEARING REVISION: AUGUST 30, 2016
CITY COUNCIL ADOPTED: ____________

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A Planned Unit Development (“PUD”) is intended to be a stand-alone document of zoning regulations for a particular project. Provisions not specifically regulated by the PUD are governed by the zoning ordinance. A PUD may include substantial background information to help illustrate the intent of the development. The purpose and intent statements are not requirements that will be enforced by the city. The PUD only modifies zoning ordinance regulations and does not modify other city Codes or requirements. Additional public hearings may be necessary, such as, but not limited to, right-of-way abandonments.

This PUD provides the regulatory zoning provision designed to guide the implementation of the overall development plan through the city of Phoenix development review and permit process. The provisions provided within this PUD shall apply to all property within the PUD project boundary. The zoning and development standards provided herein amend various provisions provided by the city of Phoenix Zoning Ordinance (as adopted and periodically amended). In the event of a conflict between a use, a development standard, or a described development procedure between the city of Phoenix Zoning Ordinance and the PUD, the PUD shall prevail.
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LIST OF EXHIBITS

A. Legal Description
B. Aerial Map
C. Existing & Proposed Zoning & TOD Maps
D. Existing General Plan Land Use Map
E. Context Land Use Plan
F. Conceptual Land Use Plan
G. Context Plan & Photos
Purpose & Intent

The purpose of the Courtesy Washington Planned Unit Development ("PUD") is to create a regulatory framework of specific standards that will guide the existing interim use and the future redevelopment of two (2) distinct properties in the Gateway Transit Oriented Development District located at the northeast corner of 22nd Street and Adams Street, just north of Washington Street. This application is also in recognition of the recently adopted Walkable Urban ("WU") form-based code which provides for greater flexibility of development standards and intensity of uses for urban properties in close proximity to the Light Rail corridor. In fact, Section 1312.A.2 of the WU Code addresses the presence of existing general commercial and industrial uses and specifically permits their continued existence if they were established prior to the adoption of the WU Code.

As referenced on the conceptual land plan, this PUD represents a meaningful partnership between two industrial-type businesses which are currently zoned A-1 (Light Industrial) and R-4 (Multi-family Residential) and include Courtesy Chevrolet’s outdoor vehicle storage site on +/- 1.5 gross/1.2 net acres ("Segment A") and Sun-Pac International, Inc.’s indoor food manufacturing facility on +/- 0.59 gross/ 0.48 net acres ("Segment B"). This request intends to provide the necessary flexibility for the existing uses without requiring significant site improvements until these parcels change in use and are redeveloped in the future as part of a cohesive, pedestrian friendly project that aligns with the city’s vision of the WU code.

Project Overview and Goals

This request implements the city’s goals by establishing zoning regulations and development standards that allow the existing industrial uses to continue for the time being. As market conditions and area trends evolve, the subject Property will likely be redeveloped or assembled as part of a larger mixed-use or pedestrian-oriented development. This PUD will ensure that whatever future use is proposed, new development of this site will be consistent with the WU Code as amended by the city of Phoenix. More specifically, this PUD requires that any future change in use of the property shall comply with the development standards of the transect district T5:5 under the city’s Walkable Urban Code (Chapter 13) of the Zoning Ordinance.

This zoning request is timely given the evolving character of this area. The benefit of this request is that future redevelopment of these properties (either as part of a lot combination or independent parcel) shall conform to the Gateway Character Area under the WU Code. Upon approval of this PUD, significant improvements to a portion of the property’s perimeter will be upgraded with a new 6-foot solid wall and new landscaping along 22nd Street and Adams Street in order to provide a mature streetscape upon future redevelopment.
Site Location, Acreage & Context

The subject property ("Property") includes a total of +/- 2.1 gross/1.7 net acres site that is comprised of five (5) parcels which are zoned A-1 (Light Industrial) and R-4 (Multi-family Residential). These parcels are located in an intense mixed-use area that for decades has accommodated heavy commercial, light industrial and multi-family residential uses. This Property is also within close proximity to the Light Rail along Washington Street.

"Segment A" (Courtesy Chevrolet’s Vehicle Storage & Inventory Lot)
The +/- 1.5 gross/1.2 net acres undeveloped property is comprised of three (3) parcels zoned A-1 and R-4. There are no building structures on-site however, several large concrete barricades and chain-link fencing are located around the perimeter in order to prevent unwanted removal or tampering of the vehicles on the Property. The Property is considered an extension of the existing vehicle inventory lot that has been in this area for over two decades on the contiguous parcels (2246 and 2242 E. Washington Street) which are zoned A-1 (Light Industrial). For years, these properties have enjoyed internal cross-access between the parcels. It is the intent of this PUD to allow the existing vehicular access conditions to continue by right between these two zoned properties without requiring further entitlement approvals.

Upon the city’s approval of this zoning request, the majority of the perimeter will be improved in a manner that is compatible with the surrounding conditions including heavy commercial, light industrial and multi-family zoned properties that exist. As shown by the site plan, a new 6-foot solid wall will be built along the entire perimeter and a 5-foot wide landscape strip with a minimum of 2-inch caliper trees planted 25-feet on center will be planted along 22nd Street and Adams Street. Until redevelopment occurs, there are no further improvements proposed along the Monroe Street perimeter as the site already benefits from the existing sidewalk and mature palm trees. In fact, this remnant street dead-ends into the A-1 zoned parcel owned by Courtesy Chevrolet and was abandoned in 2008 subject to a public utilities/water easement dedication. Since the current property owner has no plans to relocate in the near future, this request simply allows the current auto dealership to continue with their outdoor vehicle inventory storage lot along with the companion (but limited) uses of new/used vehicle sales, leasing, and indoor-only repair/maintenance.

Segment B (Sun-Pac’s Food Manufacturing Facility)
The +/- 0.59 gross/ 0.48 net acres property is comprised of two (2) developed parcels that are zoned A-1 (Light Industrial) and R-4 (Multi-family Residential) and have been historically used for industrial purposes including the manufacturing of food and beverage items. Until redevelopment occurs, there are no proposed changes to the existing site conditions given the limited site area (less than ½ of an acre) and the orientation of the property which is at the dead-end of Adams Street. Further, the existing 1-story building and surface parking stalls in front of the building are insulated by the Courtesy Chevrolet parcels and other A-1 zoned properties. Therefore, this site is not immediately visible to residential properties or general traffic in the area.
Topography & Natural Features

The existing topography is relatively flat. There are no significant natural features associated with this Property except for an existing 16-foot alley that bifurcates the Property and terminates into the existing vehicle inventory lot (2246 and 2242 E. Washington Street).

Overall Design Concept

Future redevelopment of the Property may include a variety of uses such as commercial/retail, office, employment, live-work and residential which drive the overall design concept. Since there is no specific future user at this time, the Property will continue to operate as status quo (with the exception of the aforementioned perimeter improvements) until redevelopment occurs in conformance with the Gateway Character Area design standards and other applicable regulations of the WU Code.

General Plan Land Use Plan & Conformance

This project meets the land use goals of the recently adopted 2015 General Plan. More specifically, the subject site is within the designated Minor Urban Center TOD Place Type within the Gateway TOD District as defined by the Transit Oriented Development Strategic Policy Framework and Gateway TOD Policy Plan. A number of these TOD Policies are implemented by this development and they are as follows:

E. Place Types

*Policy E.1: Increase heights and intensities on applicable properties within ¼ mile of light rail stations within the parameters of the station’s Place Type.*

As mentioned, the subject site is located +/- 1,300-feet within the Washington Street and 24th Street Light Rail Station which creates a unique ability to attract a wide spectrum of uses in the future in order to contribute to the future walkshed of 24th Street, the ridership of the Light Rail and the vibrancy of downtown. This place type encourages a balance of uses at a medium to low intensity (generally below 5 stories) which include commercial and residential, retail destination, entertainment destination, and some employment. The design and scale of development when these parcels redevelop with more transit-oriented uses in the future will comply with the city’s Gateway character area to ensure compatibility with the city’s goals for this area.

F. District Planning

*Policy F.1: Support pedestrian oriented design standards, short block subdivision standards, bicycle parking standards and complete streets standards to improve walkability and bikeability.*
Policy F.4: Integrate new development into the existing context through measures such as stepping down building heights, modulating building massing, enhancing landscaping, preserving setback consistency, and carefully locating windows, service entrances, refuse containers, lighting and ventilation.

For years, Courtesy Chevrolet has been a major economic generator for the city of Phoenix. Its uses at this location are an extension of its flagship dealership on Camelback Road. The zoning requested at this location supports the primary dealership and helps contribute to the vitality of the city though the sale of new/used vehicles.

Any new uses (especially residential) for this Property will incorporate a walking, bicycling and transit-user convenient environment. This project is committed to requiring shaded pedestrian-friendly walkways and bicycle parking which will support public transportation, jobs/services, and other amenities in the area. This PUD will enhance ridership and service levels of the mass-transit systems because of the property’s convenient location to the Light Rail and future walkshed of 24th Street. Finally, any future redevelopment of the property will provide pedestrian access and building design through the use of urban development standards and principles consistent with the requirements of the Walkable Urban Code.

Policy F.2: Encourage transit supportive land uses, such as residential, office and retail to support transit ridership.

Future development on this infill site will activate the area with a use that is consistent with the area’s future zoning pattern and intensity of the city’s Gateway TOD Policy Plan and the Walkable Urban (WU) Code. Redeveloping the site will promote the long term success of the local community and viability of the area. This PUD provides an opportunity for the Property to be redeveloped with a more cohesive urban approach so as to support the city’s long-term goals for this general area which has experienced a rapid increase in total population and a shift in the demographic of those living and working in this area. Depending on future market conditions, additional office space that creates additional jobs or needed workforce/live-work housing may be able to locate on this site. Redevelopment will create additional customers and patrons for nearby and future retailers as well as provide a unique opportunity to live, work and enjoy entertainment in the immediate area. It also has the potential to significantly increase the sales tax revenues for the city. Expanding housing opportunities within an existing employment core has the potential to also significantly improve the existing resident/employment balance of this light rail station area.

Given the city’s long-term goal to create an attractive investment environment for property owners and allow for more competitive federal grant applications, the proposed landscaping and wall improvements along the Property’s streetscape implement the city’s vision to design areas surrounding light rail and major transit corridors in order to create a walkable environment and increase activity.Coupled with the fact that the site is in close proximity and has transit-oriented access to one of the most valued designated employment centers (Phoenix Sky Harbor
International Airport) this zone change also facilitates the location of employment generating uses that support the long-term economic growth of the city’s designated employment centers.

**Policy F.5: Support mixed income housing to help ensure TOD benefits are attainable for all residents.**

A significant goal of the recently adopted General Plan TOD policy is to provide housing for myriad target groups along the light rail system. This PUD will allow for the redevelopment of this infill site from its current fragmented condition to a cohesive urban development in the future which may include residential uses if there is market demand. The PUD requires new development to conform to the WU Code and thus, a balanced mix of housing, employment or other services are encouraged on this site to support Light Rail ridership. The PUD and WU code serve as a companion guide to create a walkable environment for a mix of land uses, including retail, office, employment, service and residential, which will minimize and/or reduce the number and length of trips, cut-through traffic, parking and noise and light impacts of regional uses in the area. The site’s close proximity to the Washington Street/24th Street station will allow existing and future employees and/or residents in the area to shop, work and dine within the immediate area.

**Zoning & Land Use Compatibility**

Courtesy Washington PUD seeks to allow the current land uses in the interim, as well as future medium to high intensity land uses that, will be permitted by the transect district areas assigned through the mapping process for the Gateway TOD District. In particular, this PUD will adhere to future land uses and development standards of the T5:5 Transect District of the WU Code for the Gateway TOD District (Chapter 13 of the Zoning Ordinance). This could include a broad mix of building types that integrate retail, offices, and residential units in proximity to the Light Rail Corridor. The existing land uses and zoning adjacent to the site are as follows:

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Zoning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle inventory parking lot and outdoor storage/associated auto dealership uses; indoor food manufacturing facility.</td>
<td>R-4/A-1</td>
</tr>
<tr>
<td>Monroe Street; Heavy Commercial Business</td>
<td>C-3; P-1</td>
</tr>
<tr>
<td>Adams Street; Light Industrial Business</td>
<td>A-1</td>
</tr>
<tr>
<td>Light Industrial (Existing Vehicle Inventory Lot)</td>
<td>A-1</td>
</tr>
<tr>
<td>Multi-family</td>
<td>R-4</td>
</tr>
</tbody>
</table>

**List of Uses**

The uses permitted for the Property include the following:
- Outdoor vehicle inventory parking lot
- Employee/Visitor parking
- Loading Areas
- Outdoor storage of vehicle parts, supplies and/or equipment.
- Vehicle Maintenance and Repair and Collision repair, subject that these uses occur inside an enclosed building.
- Vehicle sales and leasing
- Food and Beverage Manufacturing (in-doors)
- Surface Parking

When redevelopment is proposed that seeks a change of use for the Property which is not listed above, the above-referenced uses for that portion of property will terminate. New development of the Property shall conform to the uses allowed under the T5:5 designation in Chapter 13 of the Phoenix Zoning Ordinance (“WU Code”) as approved and amended by the city of Phoenix.

### Development Standards & Guidelines

Development standards required by Chapter 13 of the Zoning Ordinance shall apply to all new buildings and site work in conjunction with a change in use of the Property except as noted below in the following table. A ‘change of use’ is defined as any type of land use which is not listed as a permitted use for the Property that requires development-related approvals from the city of Phoenix. Further, there are no additional development standards or guidelines for the existing use associated with Segment B and so the property conditions shall remain permitted until a change of use occurs.

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Applicability</th>
</tr>
</thead>
<tbody>
<tr>
<td>1301</td>
<td>Code Administration</td>
<td>No change, applicable in its entirety.</td>
</tr>
<tr>
<td>1302</td>
<td>Transect Districts</td>
<td>No change, applicable as pertains to T5:5, in its entirety.</td>
</tr>
<tr>
<td>1303</td>
<td>Transect Lot Standards</td>
<td>No change, applicable as pertains to T5:5, in its entirety.</td>
</tr>
<tr>
<td>1303.B. Table 1303.2</td>
<td>Transect T5 Building Lot Standards</td>
<td>No change, applicable in its entirety.</td>
</tr>
<tr>
<td>1303.C.5.</td>
<td>Gateway District</td>
<td>No change, applicable in its entirety.</td>
</tr>
<tr>
<td>1304</td>
<td>General site development standards</td>
<td>Applicable except, until the Property redevelops with a ‘change of use’ as defined above, the following standards are currently allowed:</td>
</tr>
</tbody>
</table>
• Solid walls and fences shall be permitted to be up to six feet in height within the building setback along the property line. An anti-graffiti coating shall be applied to the exterior of any solid walls that face the public streets.

• A new 6-foot tall (solid) rolling type gate with key-code access shall be built along the western property line as depicted by the site plan.

• A minimum of a five-foot-wide landscaping strip shall be provided along the property edges of 22nd Street and Adams Street and the new 6-foot tall solid wall.

• Vehicle storage and other maintenance and mechanical equipment for Segment A will continue to be allowed within 5-feet of the perimeter property lines (with no limits for outdoor storage adjacent to the interior lot lines).

• Outdoor storage allowed provided that such storage shall be no higher than six feet plus one foot in height for every additional three feet of setback from the property line.

• Except for vehicle parking areas, no outdoor uses, outdoor storage, or open buildings shall be located within 75 feet of a public street or single-family zoning district.

<table>
<thead>
<tr>
<th>1305</th>
<th>Frontage Standards</th>
<th>No change, applicable in its entirety.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1305.C.2.</td>
<td>Fence Standards</td>
<td>Applicable except, until the Property redevelops with a ‘change of use’ as defined above, the following standards are currently allowed:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Existing property conditions and standards shall be permitted by right and that a new 6-foot wall shall be built along the Property’s north, west and south property lines of Segment A.</td>
</tr>
</tbody>
</table>
| 1306 | Land Use Matrix | Applicable except, until the Property redevelops with a ‘change of use’ as defined above, the following uses are currently allowed:

- Outdoor vehicle inventory parking lot
- Employee/Visitor parking
- Loading Areas
- Outdoor storage of vehicle parts, supplies and/or equipment.
- Vehicle Maintenance and Repair and Collision repair, subject that these uses occur inside an enclosed building.
- Vehicle sales and leasing
- Food and Beverage Manufacturing (in-doors)
- Surface Parking |
| 1307 | Parking Standards | No change, applicable in its entirety. |
| 1308 | Signage Standards | No change, applicable as pertains to T5:5, in its entirety. |
| 1309 | Landscape Standards | Applicable except, until the Property redevelops with a ‘change of use’ as defined above, the following standards are currently allowed:

Existing property conditions and standards shall be permitted by right and that a minimum of 10-feet from the existing edge of pavement along 22nd Street and Adams Street shall include 5-foot wide landscaping strip located between the existing sidewalk and the new block wall. Within the new 5-foot landscaping area, a minimum of 2-inch caliper trees shall be planted 25-feet on center with a minimum of (5) shrubs planted per tree on an automatic irrigation system to be installed at time of planting. |
| 1310 | Open Space Improvements | No change, applicable in its entirety. |
| 1311 | Design Development Considerations | No change, applicable in its entirety. |
| 1312.A. | Character Areas | No change, applicable in its entirety. |
Infrastructure

Circulation
Access to the Property is provided from Adams Street. Additional access to and from Washington Street may also occur through the contiguous vehicle inventory lot (2246 and 2242 E. Washington Street) which is zoned A-1 (Light Industrial).

Grading & Drainage
All planned development shall conform to the city of Phoenix regulations and design guidelines.

Water Services
Water and wastewater infrastructure requirements shall be determined at the time of the site plan or master plan review, when the final land-use and urban design of the Property in question have been clearly identified and proposed water demands and wastewater generation and infrastructure locations have been clearly established for a future use. The project site may be served by the existing city of Phoenix water and wastewater systems pending capacity review and approval. Infrastructure improvements may be required to provide service. The improvements will be designed and constructed in accordance with city Code requirements and Water Service Department Design Standards, and Policies.
ZONING LEGAL

That portion of the Northeast quarter of the Northeast quarter of Section 10, Township 1 North, Range 3 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, being more particularly described as follows:

From the Northwest corner of said Northeast quarter of the Northeast quarter of Section 10; THENCE South 0 degrees 14 minutes 30 seconds East (assumed bearing) along the West line of said Northeast quarter of the Northeast quarter, being the center line of 22nd Street, 348 feet, said point being at the intersection of the center lines of Monroe Street and 22nd Street, said point also being the TRUE POINT OF BEGINNING; THENCE East along the centerline of said Monroe Street, 291.82 feet; THENCE South 0 degrees 23 minutes East, 360 feet to the centerline of Adams Street; THENCE West along last said centerline 292.71 feet to the intersection of Adams Street and 22nd Street; THENCE North 0 degrees 14 minutes 30 seconds West along said centerline of 22nd Street and said West line, 360 feet to the TRUE POINT OF BEGINNING.

[Signature]

Classified Land Surveyor

26404
JAMES A. LOFTIS

Expires 09/30/2016

[Seal]
Aerial Map

Proposed PUD Zoning

Courtesy Washington PUD  (NEC 22nd Street & Adams Street)
Parcels 115-01-010A, 115-01-014, 115-01-013A
Existing Zoning Map

Existing A-1 (Light Industrial) and R-4 (Multi-family) Zoning

Courtesy Washington PUD (NEC 22nd Street & Adams Street)
Proposed Zoning Map

Proposed PUD Zoning

Existing A-1 (Light Industrial) and R-4 (Multi-family) Zoning

Courtesy Washington PUD (NEC 22nd Street & Adams Street)
Transit-Oriented Overlay Map

Courtesy Washington PUD  
(NEC 22nd Street & Adams Street)  
TOD-2 Designation
Context Key Map for Photos

NEC 22nd Street & Adams Street, Phoenix Arizona
Context Photos

NEC 22nd Street & Adams Street, Phoenix Arizona
Context Photos

NEC 22nd Street & Adams Street, Phoenix Arizona
Context Photos

NEC 22nd Street & Adams Street, Phoenix Arizona