



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report: Z-10-15-8
January 22, 2016

Camelback East Village Planning Committee Hearing Date	February 2, 2016
Planning Commission Hearing Date	March 3, 2016
Request From:	R-3 (1.15 acres)
Request To:	C-2 (1.15 acres)
Proposed Use	Parking lot
Location	Northwest corner of 41st Place and Melvin Street
Owner	Deviden D. & Dinubhai J. Patel
Applicant's Representative	Paul E. Gilbert, Beus Gilbert PLLC
Staff Recommendation	Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Designation		Mixed Use / Camelback East Village Core	
Street Map Classification	41st Street	Local	30-foot east half street
	Melvin Street	Local	30-foot north half street
	41st Place	Local	30-foot west half street
<p>CONNECT PEOPLE AND PLACES CORE VALUE; CORE, CENTERS AND CORRIDORS; LAND USE PRINCIPLE: Plan cores, centers and corridors to include a variety of land uses: office, retail shopping, entertainment and cultural, housing, hotel and resort, and where appropriate, some types of industry.</p> <p>The rezoning proposal will allow for additional parking to accommodate an existing hospitality business, furthering the variety of uses within the Camelback East Village Core.</p>			
<p>CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS CORE VALUE; CERTAINTY AND CHARACTER; LAND USE PRINCIPLE: New development and expansion or redevelopment of existing development in or near residential areas should be compatible with existing uses and consistent with adopted plans.</p> <p>The proposed improvements associated with the development will ensure compatibility with adjacent uses and help to further the policies of the adopted plans for the area.</p>			

STRENGTHEN OUR LOCAL ECONOMY CORE VALUE; AIRPORTS; LAND USE PRINCIPLE: Encourage the development of city-owned and non-city-owned parcels near the airport to airport-compatible land uses surrounding the city's airports.

The proposed development will increase hospitality-focused services in close proximity to Phoenix Sky Harbor International Airport.

TRANSIT ORIENTED DEVELOPMENT STRATEGIC POLICY FRAMEWORK, F. DISTRICT PLANNING, POLICY F.1. SUPPORT PEDESTRIAN-ORIENTED DESIGN STANDARDS AND COMPLETE STREET STANDARDS IN ORDER TO IMPROVE WALKABILITY AND BIKEABILITY.

The project incorporates new sidewalks, bicycle parking and a pedestrian connection to the existing business thereby improving walkability and bikeability adjacent to the project site.

Area Plan

44th Street Corridor Specific Plan - See Item 4 in the Background/Issues/Analysis Section.

Gateway TOD Policy Plan – See Items 5 through 8 in the Background/Issues/Analysis Section.

Surrounding Land Uses/Zoning

	<u>Land Use</u>	<u>Zoning</u>
On Site	Multi-family Residential	R-3
North	Single-family Residential	R1-6
South	Commercial Parking Facility / Hotel	C-3
East	Single-family & Multi-family Residential	R-3
West	Commercial Parking Facility	C-2 M-R

C-2 (Intermediate Commercial)

<u>Standards</u>	<u>Requirements</u>	<u>Proposed</u>
<i>Landscape Setbacks</i>		
Street	Average 25 feet	Met – 25 feet (41st Place) *Not Met – 5 feet (41st Street)
Interior – adjacent to Residential	10 feet	*Not Met – 5 feet
Interior – adjacent to Commercial	0 feet	Met – 5 feet
<i>Parking</i>	N/A	86 provided

*VARIANCE REQUIRED

Background/Issues/Analysis

1. This is a request to rezone a 1.15 acre parcel, located at the northwest corner of 41st Place and Melvin Street, from R-3 (Multifamily Residence District) to C-2 (Intermediate Commercial) to allow for a parking lot servicing an adjacent hotel.
2. The General Plan Land Use Map designation for this property is Mixed Use, which allows for residential, service, basic commercial, office, entertainment and cultural functions with a compatible relationship within a single area. The proposal is consistent with the Mixed Use designation.

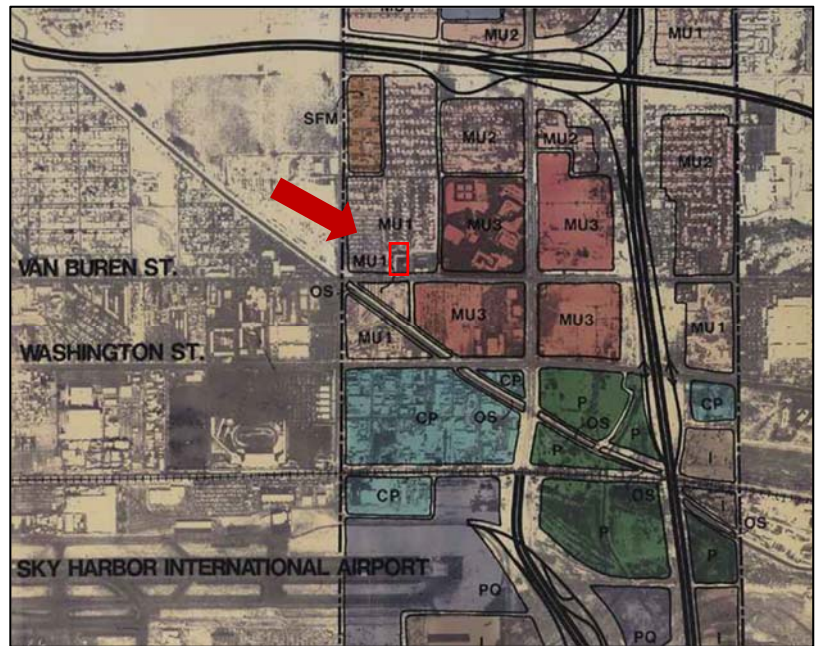
3.



The site is currently utilized for multifamily residential use and non-conforming parking. Single-family residences are located to the north and are zoned R1-6 (Single-Family Residence District). A single-family and multifamily residence are located to the east and are zoned R-3 (Multifamily Residence District). Property to the west and southwest is developed as an airport commercial parking facility and is zoned C-2 M-R (Intermediate Commercial, Mid-Rise District) and C-3 (General Commercial). A hotel is located to the south and is zoned C-3 (General Commercial). The proposed parking lot will be utilized by the adjacent hotel development.

44TH STREET CORRIDOR SPECIFIC PLAN

4. Completed in 1991, the 44th Street Corridor Specific Plan established a framework to provide compatibility for new development within the corridor. Recognizing that many of the residential areas within the McDowell Road to Washington Street subarea were in a state of transition because of roadway construction, airport expansion and non-residential development pressure, in addition to the primary core designation for the area, the plan notes that the Land Use Plan designation for the subarea represents the greatest amount of change from current conditions. As such, the 44th Street Corridor Specific Plan designates the subject property as MU1 (Mixed Use 1). The MU1 designation is intended to provide for single-family residential, multifamily residential, hotel/resort, public, quasi-public uses, or any combination thereof. The proposed parking lot, servicing an adjacent hotel, is consistent with this designation.



Land Use Plan from the 44th Street Corridor Specific Plan

GATEWAY TRANSIT ORIENTED DEVELOPMENT POLICY PLAN

5. The subject site is located within the Gateway Transit Oriented Development District. Developed through the ReinventPHX process, the Gateway TOD Policy Plan was adopted in May 2015 to provide a blueprint for sustainable, walkable development that



Gateway Transit Oriented Development District

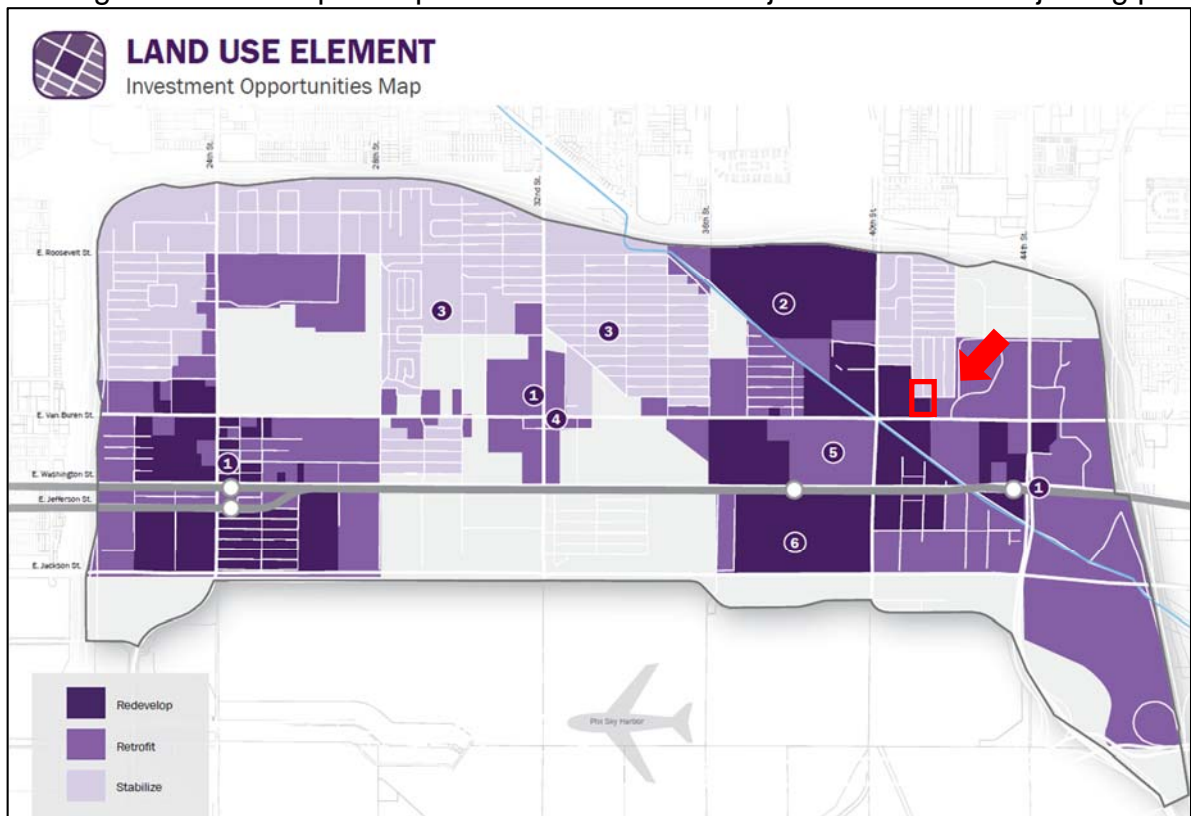
capitalizes on the area's proximity to the light rail corridor.

6. The Gateway TOD Policy Plan included an assessment of existing conditions with a focus on area assets. As part of the Land Use Element assessment, an Investment Opportunities Map was developed to identify areas where redevelopment, retrofit or stabilization would be welcomed by the community. While the subject site was designated as an area of stability, the adjoining hotel site was designated as an area where redevelopment would be appropriate. Currently, the subject site is used by the adjacent business, but is not improved to city standards.

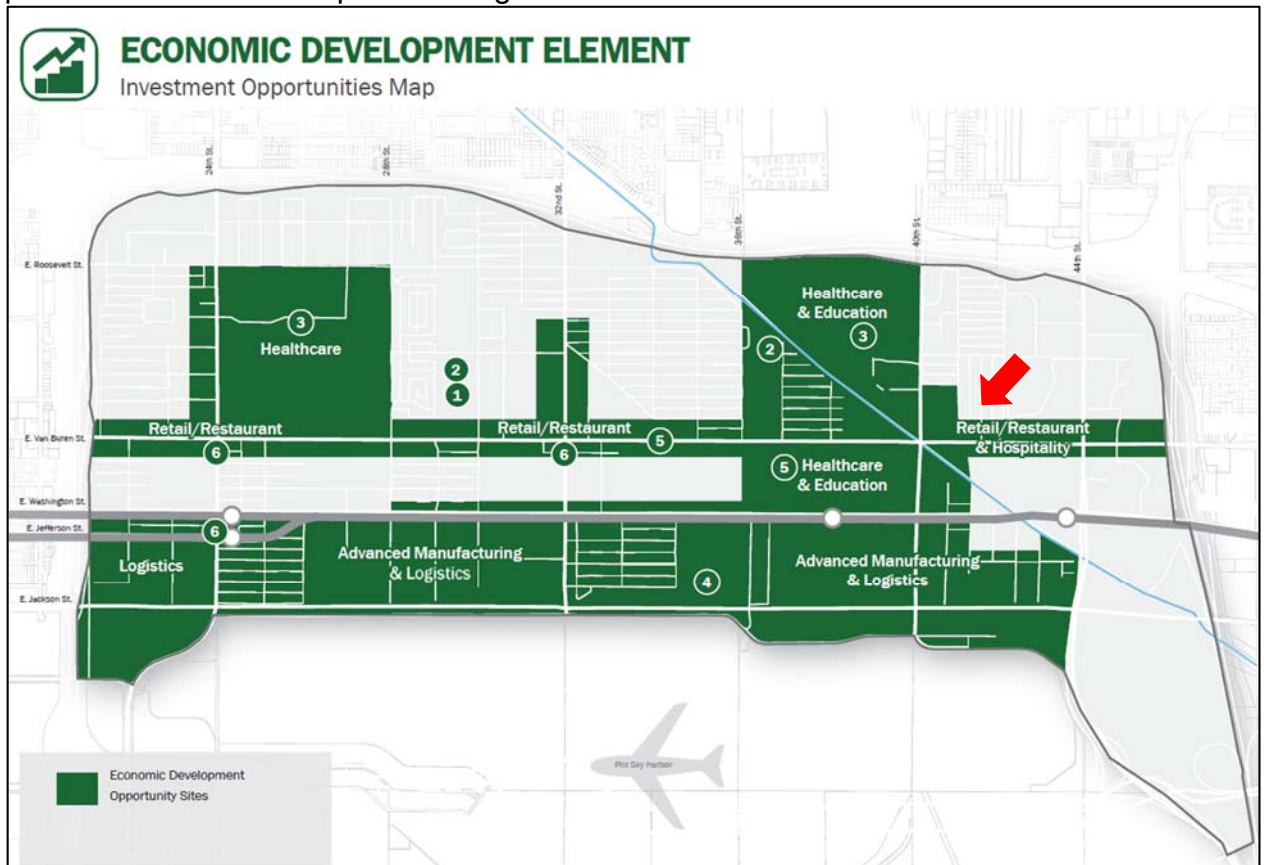


Existing site conditions

Approval of the commercial rezoning request, in accordance with the recommended stipulations, will result in short-term stabilization while allowing for long-term redevelopment potential for both the subject site and the adjoining parcel.



7. The Gateway TOD Policy Plan's Economic Development Element assessment similarly identified key opportunity sites within the Gateway District. The Investment Opportunity Map for this element identifies the Van Buren Street corridor, from 40th Street to 44th Street, as a prime area for Retail/Restaurant & Hospitality-focused businesses. The proposed parking lot, servicing an existing hospitality business, is consistent with the plan's economic development designation for the area.



8. In addition to the assessment of existing conditions, the Gateway TOD Policy Plan details a future vision for the area while outlining specific implementation strategies. The proposed development, with the recommended stipulations for bicycle parking, pedestrian connection and new sidewalks incorporates several of the outlined Land Use Element policies. Similarly, expansion of an existing hospitality business furthers the Economic Development Element strategy of growing key industries within the area.

SITE DESIGN / LAYOUT

9. Currently portions of 41st Street and Melvin Street right-of-ways are located to the west and south of the subject site, respectively. A request to abandon these portions of right-of-way, in addition to providing a revised north/south alley connection, were granted conditional approval on December 9, 2015 via Abandonment 150055. Because the proposed project incorporates portions of the right-of-way in its development plan, a stipulation has been added addressing completion of the abandonment process. The abandonment of Melvin Street, adjacent to the subject site, will allow for direct pedestrian connection to the existing hotel.

10. The proposed site plan depicts an 86-space surface parking lot. Perimeter landscape setbacks are provided along all sides of the property in addition to internal landscape islands dispersed throughout the lot. A pedestrian accessway is proposed on the western side of the lot to connect this development to the adjoining hotel. Vehicular access will be provided via a single curb cut along 41st Place.
11. The proposed development is bordered by a single-family residential neighborhood on the north. Several stipulations addressing access to and from the parking lot, screening, lighting and location of refuse collection have been included to provide adequate buffering to the adjacent residences. To prevent commercial traffic from traveling in the residential neighborhood, stipulations have been added to restrict driveway access along 41st Place and prevent vehicular access to 41st Street. Additional stipulations are included in order to provide a decorative screen wall along 41st Place and a requirement to provide 3-inch caliper trees for buffering along the northern property line. Finally, stipulations addressing a six-foot height limit for on-site lighting and prohibiting any refuse collection containers within the northern 100 feet of the property are included to provide additional protection for the adjacent residents.

DEPARTMENT COMMENTS

12. The Street Transportation Department has proposed a stipulation regarding construction of curb, gutter, sidewalk, paving and other incidentals for the length of the project along both 41st Street and 41st Place. The construction of sidewalks adjacent to the project, in addition to the proposed stipulations for bicycle parking and a pedestrian connection to the adjacent hotel, will increase connectivity in and around the site.
13. The Aviation Department has reviewed the rezoning application and requests that the property owner record a Notice to Prospective Purchasers of Proximity to Airport in order to disclose the existence, and operational characteristics of City of Phoenix Sky Harbor International Airport (PHX) to future owners or tenants of the property. A stipulation has been added to address this request.
14. The Water Services Department has noted that there are no water or sewer infrastructure concerns with the proposed zoning.
15. The City of Phoenix Floodplain Management division of the Street Transportation 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 2230 L of the Flood Insurance Rate Maps (FIRM) dated October 16, 2013.
16. Development and use of the site is subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements. Other formal actions such as, but not limited to, zoning adjustments and abandonment may be required.

Findings

1. The proposed development is consistent with the General Plan Land Use Designation of Mixed Use and the 44th Street Corridor Specific Plan designation of Mixed Use 1.
2. As stipulated, the parking area is adequately buffered from the nearby residential development.
3. The proposed parking for an existing hospitality business furthers policies of the Gateway Transit Oriented Development Policy Plan, specifically the Land Use and Economic Development Elements.

Stipulations

1. Abandonment of 41st Street and Melvin Street adjacent to the property shall be completed prior to final site plan approval, as approved by the Planning and Development Department.
2. The property owner shall construct a 3-foot high decorative screen wall along the east property line, as approved by the Planning and Development Department.
3. The property owner shall provide minimum 3-inch caliper trees to be placed 20-feet on center or in equivalent groupings in the required landscape setbacks along the north property line, as approved by the Planning and Development Department.
4. A one-foot non-vehicular access easement shall be provided along 41st Street, as approved by the Planning and Development Department.
5. Any parking area lighting shall be no higher than 6 feet and shielded to cast the light downward, as approved by the Planning and Development Department.
6. There shall be no trash enclosures/dumpsters located within 100 feet of the north property line, as approved by the Planning and Development Department.
7. A pedestrian connection constructed of decorative pavers, stamped or colored concrete, or another material other than those used to pave the parking lot shall be provided to the commercial development served by the surface parking lot, as approved by the Planning and Development Department.
8. 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 four bicycle rack spaces in a location near a building entrance, as administratively approved by the Planning Hearing Officer.

9. The driveway access along 41st Place shall be restricted to left-in/right-out only, as approved by the Planning and Development Department.
10. The property owner shall provide curb, gutter, five foot sidewalk, paving and incidentals for the length of the project, as approved by the Planning and Development Department.
11. The property owner shall record a Notice to Prospective Purchasers of Proximity to Airport in order to disclose the existence, and operational characteristics of City of Phoenix Sky Harbor International Airport (PHX) to future owners or tenants of the property.

Writer

Samantha Keating

1/19/2016

Team Leader

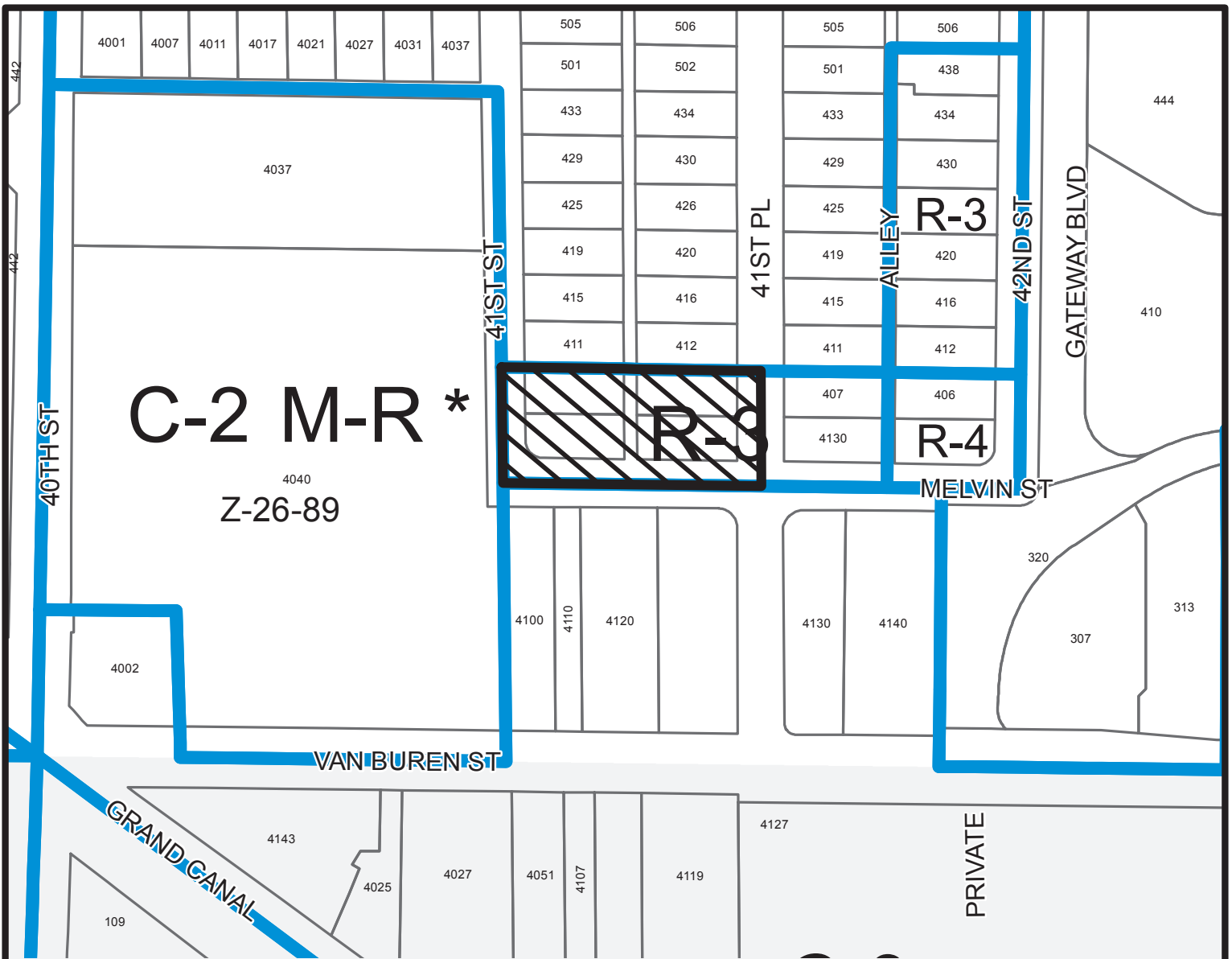
Joshua Bednarek

Attachments

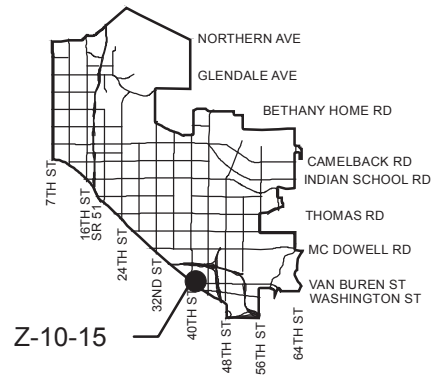
Sketch Map

Aerial

Site Plan date stamped 1/06/2016 (1 page)

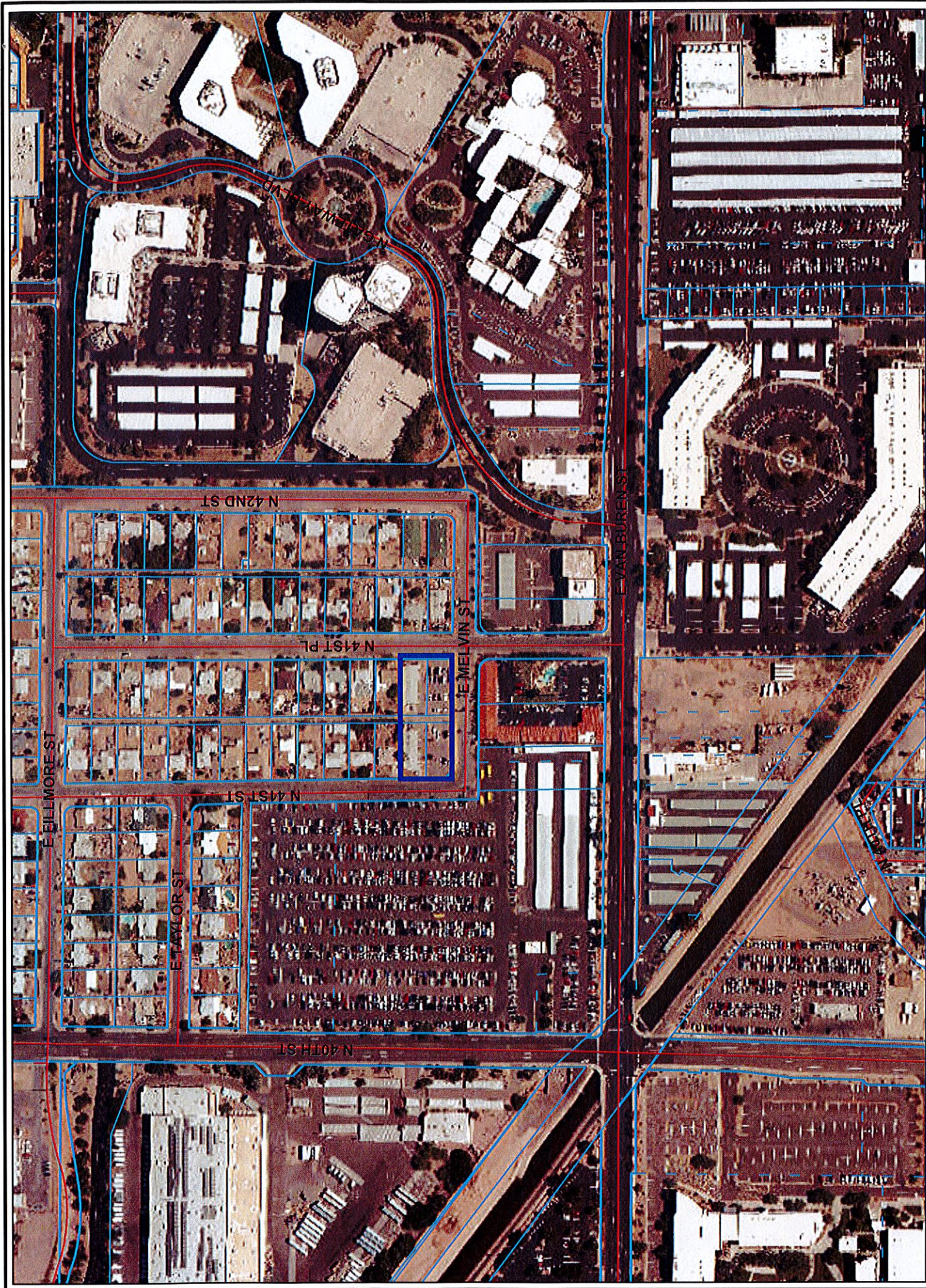


CITY OF PHOENIX PLANNING DEPARTMENT
CAMELBACK EAST VILLAGE
 CITY COUNCIL DISTRICT: 8



APPLICANT'S NAME: Dennis Newcombe, Beus Gilbert PLLC		REQUESTED CHANGE:	
APPLICATION NO. Z-10-15		FROM: R-3, (1.15 a.c.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 1.15 Acres		TO: C-2, (1.15 a.c.)	
MULTIPLES PERMITTED		CONVENTIONAL OPTION	
R-3		16	
C-2		16	
		* UNITS P.R.D. OPTION	
		20	
		20	

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



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

Planning and Development

1 inch = 285.588 ft.
0 100 200 400 Feet



