City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-52-20-4
December 31, 2020

Encanto Village Planning Committee Meeting Date:	January 11, 2021
Planning Commission Hearing Date:	February 4, 2021
Request From:	R-3 (Multifamily Residence District) (2.12 acres) and C-2 (Intermediate Commercial) (2.65 acres)
Request To:	WU Code T3:2 MT (Walkable Urban Code, Transect 3:2 District, Midtown Character Area) (0.23 acres) and WU Code T5:6 MT (Walkable Urban Code, Transect 5:6 District, Midtown Character Area) (4.54 acres)
Proposed Use:	Multifamily Residential
Location:	Northwest Corner of 7th Street and Oak Street
Owner:	MBA 7th St, LLC, et al
Applicant:	Jimmy McCloskey, Embrey Partners
Representative:	Nick Wood, Esq. Snell & Wilmer LLP
Staff Recommendation:	Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Map Designation		Commercial	
Street Map Classification	7th Street	Major Arterial	40 foot west half street
	Oak Street	Minor Collector	49 foot north half street
	St. Mary's Way	Local Street	20 foot south half street

CONNECT PEOPLE AND PLACES CORE VALUE; OPPORTUNITY SITES; LAND USE PRINCIPLE: Promote and encourage compatible development and redevelopment with a mix of housing types in neighborhoods close to employment centers, commercial areas, and where transit or transportation alternatives exist.
The development, as proposed, will create new housing opportunities in the area and within close proximity to a light rail station, the Encanto Village Core, and the North Central Avenue Employment Center, especially via the Oak Street Bikeway.

CONNECT PEOPLE AND PLACES CORE VALUE; COMPLETE STREETS; DESIGN PRINCIPLE: Locate parking to the rear of a site to create a more pedestrian environment, when adequate shielding from noise and light can be provided to adjacent established neighborhoods. On-street parking in some areas may also promote a pedestrian environment.
The development, as required by provisions of the Walkable Urban Code, will situate buildings to frame the street environment with vehicle parking lots situated at the interior of the site and to allow for the creation of a comfortable pedestrian environment along the public streets.

BUILD THE SUSTAINABLE DESERT CITY CORE VALUE; TREE AND SHADE; DESIGN PRINCIPLE: Integrate trees and shade into the design of new development and redevelopment projects throughout Phoenix.
The development, as stipulated, will create an attractive streetscape with detached and shaded sidewalks. The shade incorporated into the development along its frontages will reduce the urban heat island effect and increase thermal comfort which will make the area more walkable, bikeable, and sustainable.

CONNECT PEOPLE AND PLACES CORE VALUE; BICYCLES; DESIGN PRINCIPLE: Development should include convenient bicycle parking.
The development, as stipulated, includes bicycle parking and bicycle facilities as a central component of the project to facilitate bicycling as a way of life. Features include secure bicycle parking for residents, convenient racks for guests, and a bicycle repair station situated as a public amenity; together, these features will complement the Oak Street Bikeway through increased ridership and the publicly accessible bicycle repair station.

Applicable Plans, Overlays, and Initiatives
Transit Oriented Development Strategic Policy Framework: Background Item No. 4. **Midtown Transit Oriented Development Plan:** Background Item Nos. 5 and 6. **Tree and Shade Master Plan:** Background Item No. 9. **Complete Streets Guidelines:** Background Item No. 10. **Comprehensive Bicycle Master Plan:** Background Item No. 11. **Housing Phoenix:** Background Item No. 12. **Reimagine Phoenix:** Background Item No. 13.

Surrounding Land Uses and Zoning		
	Land Use	**Zoning**
On Site	Church and commercial uses	R-3, C-2
North	Commercial uses	C-2, P-1
North (across St. Mary's Way)	Retail / Services, APS Substation	C-2, R-3
South	Multifamily complex, office, and retail / restaurant	C-1, R-4, P-1
East (across 7th Street)	Retail / restaurant	C-2
West	Monterey Park	R1-6

Walkable Urban Code Transect 3:2 MT		
Standards	**Requirements**	**Provisions on the Proposed Site Plan**
Gross Acreage	No minimum	0.23 acres
Total Number of Units	No maximum	No development
Density	No maximum	No development
Building Height	30 foot maximum	No development
Streetscape Standards (Section 1312.E)		
Minor Collector and Local Streets (Oak Street and St. Mary's Way)	Minimum sidewalk width: 5 feet Minimum landscape width: 5 feet (if no public utility conflict)	5 foot sidewalk width (Met) 5 foot landscape strip (Met)
Main Building Setbacks		
Primary Frontage	20 foot minimum	No development
Secondary Frontage	12 foot minimum	No development
Side	3 foot and 10 foot minimum	No development
Rear	20 foot minimum	No development
Parking Setbacks		
Primary Frontage	30 foot minimum	No parking
Secondary Frontage	8 foot minimum	No parking
Side	5 foot minimum	No parking
Rear	5 foot minimum	No parking
Lot Requirements		
Lot Coverage	60 percent maximum	No development
Primary Building Frontage	50 percent minimum	No development
Frontage Types Allowed		
Primary Frontage (none, east)	Porch, patio, stoop, or alternative frontages as per Section 1305.B.1.c.	Common entries and patios encroaching from east. (Met)
Secondary Frontage (south and north)	Porch, patio, stoop, or alternative frontages as per Section 1305.B.1.c.	No development
Entry Requirements	Building entries not required along secondary frontages	No development

Walkable Urban Code Transect 5:6 MT		
Standards	**Requirements**	**Provisions on the Proposed Site Plan**
Gross Acreage	No minimum	4.54 acres
Total Number of Units	No maximum	333 units
Density	No maximum	73.35 dwelling units per acre
Building Height	80 foot maximum	75 feet
Parking Structure Height	Cannot exceed building height	6 level. Measurable height not provided
Streetscape Standards (Section 1312.E)		
Arterial Street with no transit lines or stations (7th Street)	Minimum sidewalk width: 6 feet Minimum landscape width: 5 feet (if no public utility conflict)	6 feet (Met) 5 feet (Met)
Minor Collector and Local Streets (Oak Street and St. Mary's Way)	Minimum sidewalk width: 5 feet Minimum landscape width: 5 feet (if no public utility conflict)	5 feet (Met) 5 feet (Met)
Main Building Setbacks		
Primary Frontage (7th Street)	12 foot maximum	Varies but less than 12 feet (Met)
Secondary Frontage (Oak Street & St. Mary's Way)	10 foot maximum	10 feet (Met)
Rear (West)	0 foot minimum	15 feet (Met)
Parking Setbacks		
Primary Frontage	30 foot minimum or behind building	12.5 feet to "Motor Court" (Not Met)
Secondary Frontage	20 foot minimum with a 10 foot landscape setback measured from the street right of way	Oak Street: 31 feet (Met) St. Mary's Way: N/A
Rear (West)	0 foot minimum	42 feet (Met)
Lot Requirements		
Lot Coverage	80 percent maximum	Not provided, not measurable
Primary Building Frontage	70 percent minimum	Not provided, not measurable
Secondary Building Frontage	50 percent minimum	Not provided, not measurable

Walkable Urban Code Transect 5:6 MT *(Cont.)*		
Standards	**Requirements**	**Provisions on the Proposed Site Plan**
Frontage Types Allowed		
Primary Frontage (7th Street)	All frontages or alternative frontages as per Section 1305.B.1.c	Stoop, Door Well, and Common Entry (Met)
Secondary Frontage (Oak Street and St. Mary's Way)	All frontages or alternative frontages as per Section 13005.B.1.c	Oak Street: Patio (Met) St. Mary's Way: None (Not Met)
Entry Requirements	Common Entry: minimum one per 50 feet of primary building frontage and one per 80 feet of secondary frontage. Other frontages as per Table 1305.1	Not provided, not measurable
Glazing Requirements T4 standards apply for multifamily to 7th Avenue, Oak Street, and St. Mary's Way	Ground floor and second floor 25 percent minimum Second floor (east and west): 10 percent minimum Upper floors: not applicable	Not provided, not measurable

Background/Issues/Analysis

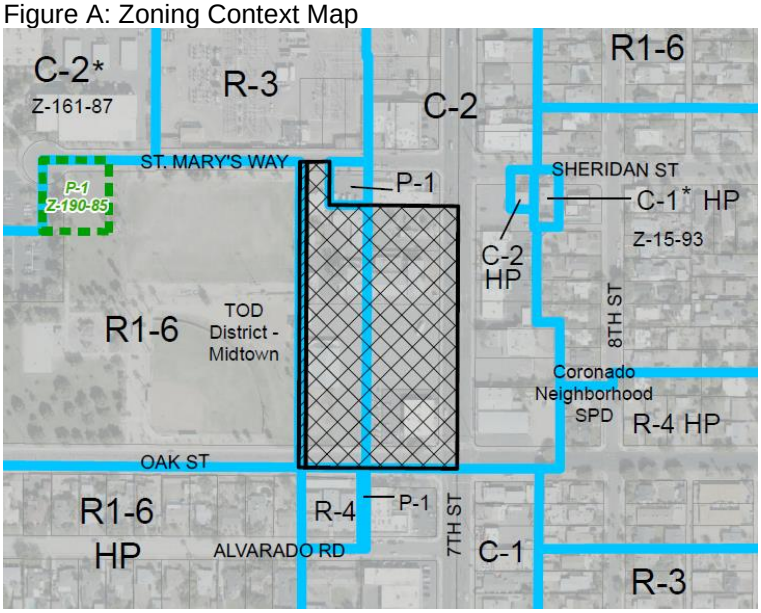
SUBJECT SITE

1. This request is to rezone approximately 4.77 acres from C-2 (Intermediate Commercial) and R-3 (Multifamily Residence District) to WU Code T5:6 MT (Walkable Urban Code Transect 5:6, Midtown Character Area) for the majority of the site which is proposed as multifamily residential and WU Code T3:2 MT (Walkable Urban Code Transect 3:2, Midtown Character Area) which will function as a 15 foot landscape transition to Monterey Park on the west.

SURROUNDING LAND USES AND ZONING

2. The proposed zoning of WU Code T5:6 MT (Walkable Urban Code Transect 5:6, Midtown Character Area) permits a maximum height of 80 feet and WU Code T3:2 MT (Walkable Urban Code Transect 3:2, Midtown Character Area) permits a maximum height of 30 feet. The site is currently home to a church and an assortment of commercial uses.

Figure A: Zoning Context Map



Source: Planning and Development Department

West. Immediately to the west of the site is Monterey Park which is zoned R1-6 and functions as publicly accessible open space.

South. To the south of the site across Oak Street are: a small multifamily complex zoned R-4 (Multifamily Residence District) which, while developed, would permit a maximum height of four stories subject to additional setbacks and a commercial complex that includes office space and a restaurant suite zoned C-1 (Neighborhood Retail) which would permit a maximum height of 30 feet. The commercial complex is buffered by a narrow strip of P-1 (Passenger Parking) zoning intended to buffer the commercial complex from the multifamily development.

North (immediately adjacent). To the north and immediately adjacent to the site (south of St. Mary's Way) is a commercial venture with C-2 (Intermediate Commercial) and P-1 (Parking) zoning. Except for the parking entitlement which does not permit vertical construction, the site would permit a maximum height of 30 feet.

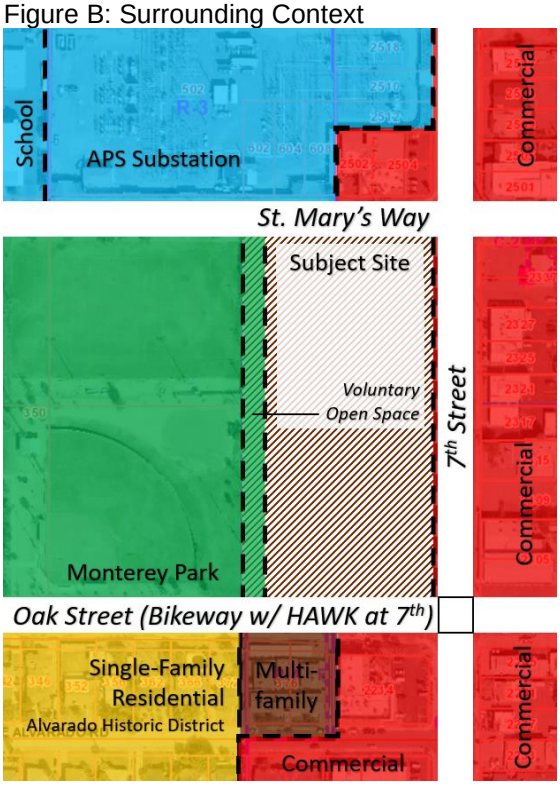
North (of St. Mary's Way). To the north of the site (north of St. Mary's Way) is a dry cleaner and a large Arizona Public Service (APS) Substation which are zoned C-2 (Intermediate Commercial) and R-3 (Multifamily Residence District) respectively.

East (of 7th Avenue). To the east of the site across 7th Avenue are various commercial buildings and commercial uses which are zoned C-2 (Intermediate Commercial) and would permit a maximum height of 30 feet.

The context of the site – including the approximately 80 feet of 7th Street right-of-way, the 600 linear feet of public park adjacency, and the APS Substation to the North - insulates the development from immediate adjacency to nearby single-family neighborhoods.

Due to the surrounding context which uniquely buffers the site from nearby residential, the site is appropriate for the proposed intensity; however, this intensity may not be appropriate in other locations along 7th Street, depending on the site context.

Figure B: Surrounding Context

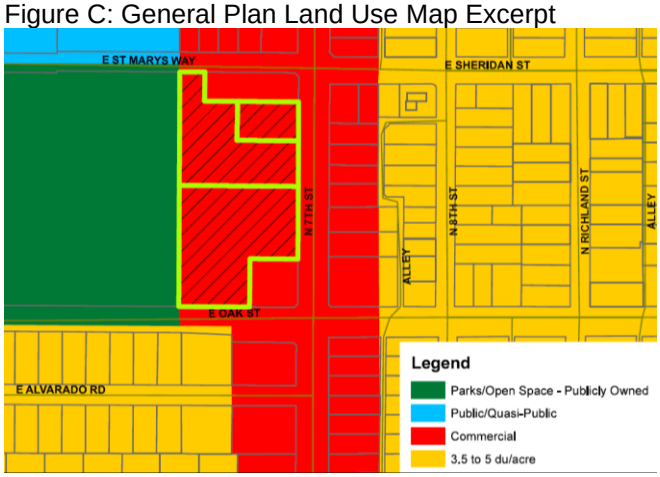


Source: Planning and Development Department

GENERAL PLAN LAND USE MAP

3. The General Plan Land Use Map designation for the subject site is Commercial which is intended to "accommodate office, retail, service, and multifamily development at varying scales and intensities;" as such, the multifamily development is consistent with the General Plan Land Use Map designation.

Figure C: General Plan Land Use Map Excerpt

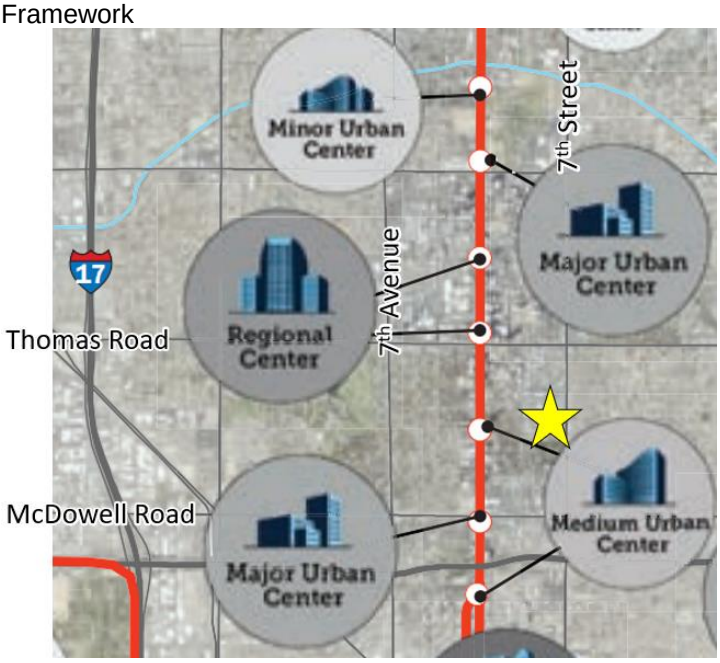


Source: Planning and Development Department

4. **Transit Oriented Development Strategic Policy Framework:**
The Transit Oriented Development Strategic Policy Framework is part of the City's General Plan. The framework identifies planning typologies to describe urban environments in terms of appropriate scale and intensity

The subject site is located within one half-mile of the Thomas Road light rail station which is identified as a Medium Urban Center.

Figure C: Transit Oriented Development Strategic Policy Framework



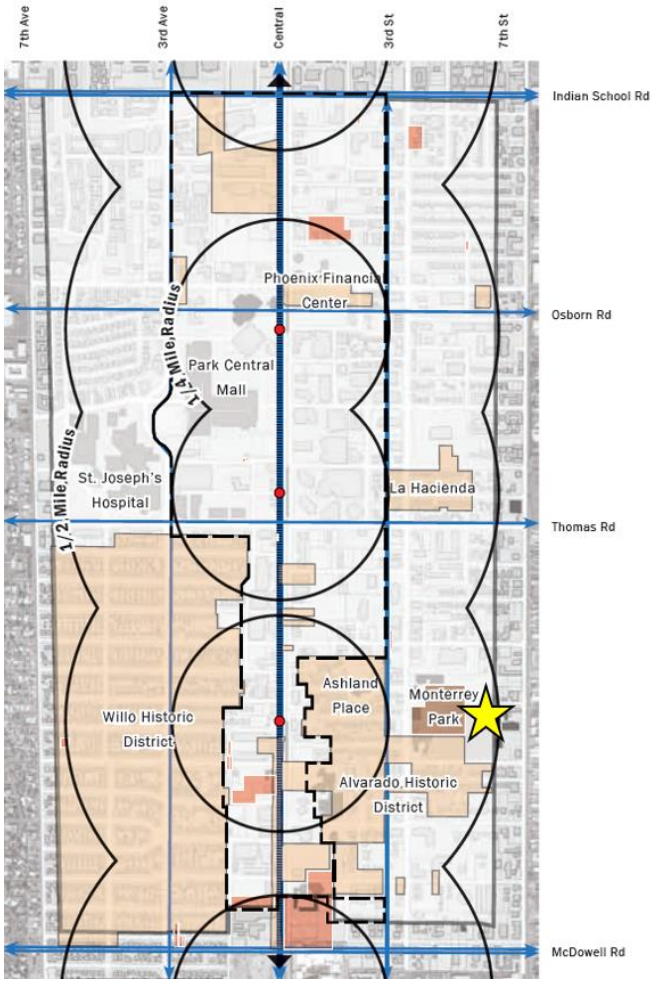
Source: Planning and Development Department

The Medium Urban Center Place Type is characterized by three to six story buildings with allowances up to ten when incentive criteria are met or when a special circumstance exists. While the Place Type model would typically support the highest intensities nearest to a light rail station, the site is both insulated from single-family residential neighborhoods and will be connected to Central Avenue by the Oak Street Bikeway which is undergoing improvements that will position it as a major east-west bikeway through Midtown Phoenix; therefore, the development is consistent with the Medium Urban Center Place Type.

5. **Midtown Transit Oriented Development Plan:**
The subject site is located within the Midtown TOD Planning Area. The boundaries of the planning area are Indian School Road at the north, McDowell Road to the south, 7th Avenue on the west, and 7th Street on the east.

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.

Figure D: Midtown TOD Planning Area



Source: Planning and Development Department

6. While the subject site is not mapped for a specific recommended transect for redevelopment, the Midtown TOD District Plan provides the following direction relevant to the subject site and the 7th Street Corridor:

- *Complement and implement active transportation.* The site is located immediately adjacent to Oak Street which has long been planned for bikeway enhancements which are now being implemented and near the 3rd Street Promenade. The proposed development may directly support the installation of a full traffic signal at 7th Street and Oak Street (as recommended on page 56 of the plan). The future residents will be able to utilize both the bikeway and the promenade for active transportation.
- *Redevelop surface parking lots.* At present, approximately 60 percent of

the site is occupied by surface parking lots and vehicular circulation are underutilized much of the time. The proposed development will replace this thermally intense, underutilized, and auto-oriented land with a walkable residential project within walking and bicycling distance to high capacity transit and employment centers.

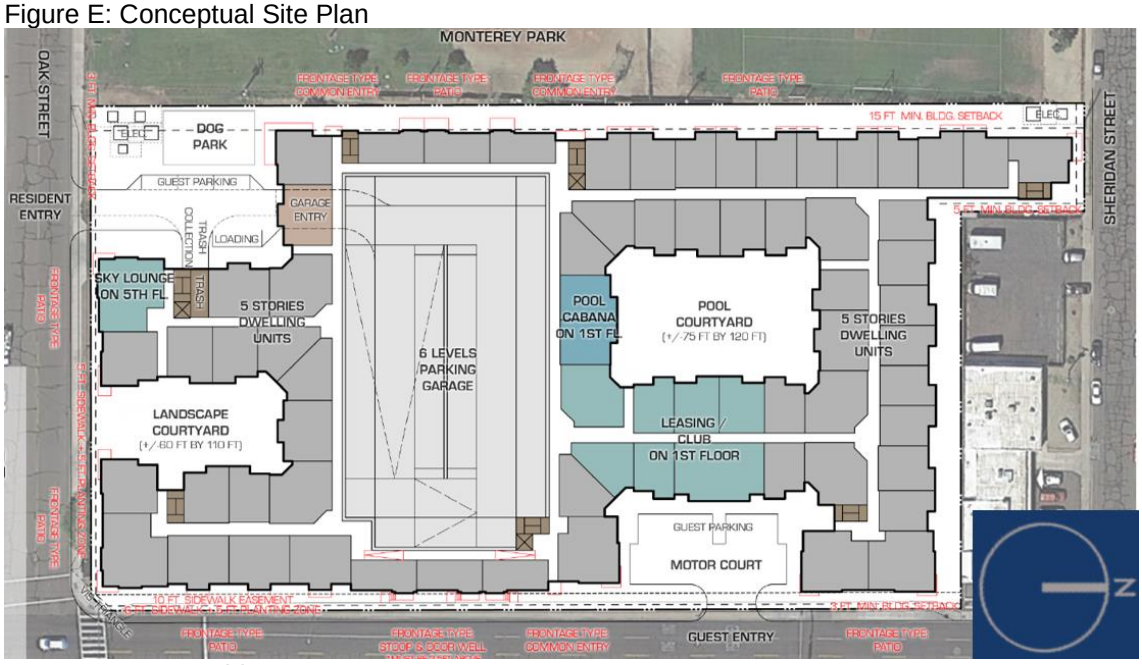
- *Increase population within walking distance of public recreation, open space, and high capacity transit.* The subject site is located within one-half mile of light rail, adjacent to a public park, and immediately adjacent to the Oak Street Bikeway which provides direct and comfortable bicycle access to employment and transit along Central Avenue.

PROPOSAL

7. *Site Plan*

As depicted on the conceptual site plans and elevations, the proposal is for five floors of housing with six levels of parking located at the interior of the site. The site plan depicts one point of vehicular access at 7th Street and one point of vehicular access at Oak Street. The site plan depicts 333 dwelling units with 73 percent being one-bedroom units and 27 percent being two-bedroom units and 1.5 parking spaces per unit for a total of 500 total parking spaces.

Figure E: Conceptual Site Plan



Source: HEDK Architects

The ground floor units fronting 7th Street and Oak Street will employ porch, patio, and common entry frontage types to activate the street environment. Additionally, the conceptual site plan depicts a detached sidewalk and trees planted between the curb and sidewalk as generally required by the Midtown Character Area in the Walkable Urban Code. Additionally, the landscape area between the west edge of the building mass and Monterey Park will employ common entries, porches, and patios to embrace and activate the park frontage. Staff is recommending Stipulation Nos. 1 through 3 to govern the interface with Monterey Park along the west edge of the building mass.

- Stipulation No. 1 requires the westernmost 15 feet of the site be maintained as landscaping with the exception of allowing Frontage Types from the Walkable Urban Code being allowed to encroach to create an active interface with the park.
- Stipulation No. 2 restricts solid perimeter walls greater than 36 inches in height to promote a visual connection onto the park.
- Stipulation No. 3 requires the ground level mass of the building to include Frontage Types to activate this edge of the development.

8. *Conceptual Elevations*

The conceptual building elevations depict a five story multifamily complex exhibiting modern design elements, multiple colors, building articulation, shaded upper floor balconies, and a mix of ground floor frontage treatments including porches, patios, and common entries. The renderings depict shaded and detached sidewalks as required by the Walkable Urban Code.

Figure G: Renderings (Top, from 7th Street; Bottom, from 7th Street and Oak Street)

Source: Studio Shafter Architects

STUDIES AND POLICIES

9. **Tree and Shade Master Plan:**
The Tree and Shade Master Plan encourages treating the urban forest as infrastructure to ensure the trees are an integral part of the City's planning and development process. Sidewalks on the street frontages should be detached from the curbs to allow trees to be planted on both sides of the sidewalk to provide thermal comfort for pedestrians and to reduce the urban heat island effect. The Walkable Urban Code contains landscape standards to provide enhanced tree plantings with a focus on thermal comfort and the conceptual site plan complies with code requirements.

10. **Complete Streets Guidelines:**
In 2014, the City of Phoenix City Council adopted the Complete Streets Guiding Principles. The principles are intended to promote improvements that provide an accessible, safe, connected transportation system to include all modes, such as bicycles, pedestrians, transit, and vehicles. The Walkable Urban Code contains requirements for detached sidewalks with vegetative shade which will enhance the thermal comfort and sense of security for pedestrians passing on adjacent sidewalks.

Staff is recommending Stipulation No. 4 to require enhanced bicycle facilities on the site including secure bicycle parking for residents, bicycle racks for guests, and a publicly accessible bicycle repair station along Oak Street. The purpose of these stipulations is to complement the Oak Street Bikeway which functions as a major east-west thoroughfare with access to the light rail, major employment centers, schools, parks, and the Encanto Village Core.

11. **Comprehensive Bicycle Master Plan:**
The Comprehensive Bicycle Master Plan is a guide for creating a culture and environment conducive to bicycling as a viable mode of transportation. The proximity to high capacity transit underscores the importance of walking and bicycling in this area.

Recognizing the presence of the Oak Street Bikeway that is undergoing major enhancement and the proximity to high capacity transit, staff is recommending Stipulation No. 4 which requires secure bicycle parking for residents, bicycle parking for guests, and a bicycle repair station available from the public sidewalk along Oak Street.

The recommended enhancements leverage the infrastructure investment coming to the Oak Street Bikeway and the 3rd Street Promenade to allow

residents to utilize a bicycle for more of their daily transportation needs; further, the Oak Street Bikeway and stipulated improvements make the light rail more convenient when it can be accessed by a short bicycle ride.

12. **Housing Phoenix:**
In June 2020, the Phoenix City Council approved the Housing Phoenix Plan. This Plan contains policy initiatives for the development and preservation of housing with the vision of creating a stronger and more vibrant Phoenix through increased housing options for residents at all income levels and family sizes. Phoenix's rapid population growth and housing underproduction has led to a need for over 163,000 new housing units. Current shortages of housing supply relative to demand are a primary reason why housing costs are increasing.

The proposed development supports the Plan's goal of preserving or creating 50,000 housing units by 2030 by contributing to a variety housing types that will address the supply shortage at a more rapid pace while using vacant land in a more sustainable fashion.

13. **Reimagine Phoenix:**
As part of the Reimagine Phoenix Initiative, the City of Phoenix is committed to increasing the waste diversion rate to 40 percent by 2020 and to better manage its solid waste resources. The provision of recycling containers was not addressed in the applicant's submittals.

COMMUNITY CORRESONDENCE

14. As of the writing of this report, three letters were received in opposition to the request based on concerns pertaining to scale, design, and compatibility. Additionally, one letter was received in support on the basis that there are no historic properties on site and that the improvements outweigh traffic concerns.

INTERDEPARTMENTAL COMMENTS

15. The Fire Department commented that the site plan must comply with the Phoenix Fire Code and further indicated there are no problems anticipated with the case. Further, the Department commented that they do not know the water supply at this site and noted that additional water supply may be required to meet the required fire flow per the Phoenix Fire Code.

16. The Public Works Department, Floodplain Management Division determined the parcel is not in a Special Flood Hazard Area (SFHA), but located in a Shaded Zone X, on panel 1740 L of the Flood Insurance Rate Maps (FIRM) dated October 16, 2013.

17. The Street Transportation Department provided Stipulation Nos. 7 through 10 pertaining to: a requirement for a 10 foot sidewalk easement along 7th Street; a requirement that only one driveway be permitted from 7th Street; a requirement for a traffic impact study including a traffic signal warrant analysis which evaluates the conversion of the HAWK at 7th Street and Oak Street; and the standard requirement that the developer construct all site improvements.

    The Street Transportation Department further reinforced the importance of the pedestrian environment by requesting shaded and detached sidewalks, the inclusion of direct pedestrian routes to the existing HAWK crossing at the intersection of 7th Street and Oak Street, and traffic calming at driveways; these items are addressed in the Walkable Urban Code, Stipulation No. 5, and Stipulation No. 6 respectively.

18. The Public Transit Department commented on the need for clearly defined and shaded pedestrian pathways between residential units, amenity areas, and public sidewalks; these items are addressed in the Walkable Urban Code and Stipulation No. 5.

OTHER

19. The site has not been identified as being archaeologically sensitive. However, in the event archaeological materials are encountered during construction, all ground disturbing activities must cease within 33-feet of the discovery and the City of Phoenix Archaeology Office must be notified immediately and allowed time to properly assess the materials. This is addressed in Stipulation No. 14.

20. Based on the proximity to Sky Harbor Airport, the Aviation Department is requiring Stipulation Nos. 11 through 13 which, respectively, require a “No Hazard Determination” from the FAA, recorded documents to disclose the existence of Sky Harbor Airport to future owners and residents, and an avigation easement.

21. Development and use of the site are 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 abandonments may be required.

Findings

1. The proposal is consistent with the Commercial General Plan Land Use Map designation and the TOD Strategic Policy Framework Medium Urban Center Place Type designation.

2. The development advances the vision and recommendations contained in the Midtown Transit Oriented Development Plan and will support pedestrian oriented development near the light rail and multiple urban bikeways.

3. The proposal will create additional housing options for the significant number of residents in the Midtown TOD District.

Stipulations

1. There shall be a minimum landscape setback of 15 feet measured from the west property line. The landscape setback shall allow for a maximum encroachment of nine feet to accommodate Walkable Urban Code Frontage Type from Table 1305.1. The landscape setback area shall be planted with shade trees placed 25 feet on center or in equivalent groupings with 75 percent being a minimum 3-inch caliper. The conditions of this stipulation shall be approved by the Planning and Development Department.

2. No solid perimeter wall greater than 36 inches in height shall be situated within the boundary of the required landscape setback along the west property line, as described in Stipulation No. 1.

3. All ground level units oriented to the west (Monterey Park) shall utilize a Walkable Urban Code Frontage Type from Table 1305.1. and Frontage Types shall be permitted to encroach into the required landscape area a maximum of nine feet as necessary to accommodate the selected frontage type, as approved or modified by the Planning and Development Department.

4. The developer shall provide and maintain the following bicycle infrastructure as described below and as approved by the Planning and Development Department.

    a. A bicycle repair station (fix-it station) along the southern edge of the site, visible, and accessible from the public sidewalk. The station shall include but not limited to the following: standard repair tools affixed to the station; a tire gauge and pump; and a bicycle repair stand that allows pedals and wheels to spin freely while adjusting the bike.

b. All required bicycle parking for multifamily use, per Section 1307.H.6.d of the Phoenix Zoning Ordinance, shall be secured parking.

c. Guest bicycle parking for multifamily residential use shall be provided at a minimum of 0.05 spaces per unit with a maximum of 50 spaces near entrances of buildings and installed per the requirements of Section 1306.H. of the Phoenix Zoning Ordinance.

5. The developer shall provide pedestrian access to and from the site with an emphasis on minimizing walking distances to the existing HAWK at 7th Street and Oak Street, as approved by the Planning and Development Department.

6. The developer shall provide traffic calming to slow vehicle traffic exiting the property with specific regard to pedestrian safety on the public sidewalk, as approved by the Planning and Development Department.

7. The developer shall dedicate a 10-foot sidewalk easement along the west side of 7th Street, as approved by Planning and Development.

8. There shall be a maximum of one driveway on 7th Street.

9. The developer shall submit a Traffic Impact Study to the City of Phoenix for this development. No preliminary approval of plans shall be granted until the study is reviewed and approved by the City. The study shall include, at a minimum, a traffic signal warrant analysis for the intersection of 7th Street and Oak Street to evaluate conversion of the HAWK. The developer shall be responsible for mitigation costs, as identified in the traffic study approval letter.

10. The developer shall construct all streets within and adjacent to the development with paving, curb, gutter, sidewalk, curb ramps, streetlights, median islands, landscaping and other incidentals as per plans approved by the Planning and Development Department. All improvements shall comply with all ADA accessibility standards.

11. The developer shall provide a No Hazard Determination for the proposed development from the FAA pursuant to the FAA's Form-7460 obstruction analysis review process, prior to construction permit approval, as per plans approved by the Planning and Development Department.

12. The property owner shall record documents that disclose the existence, and operational characteristics of Phoenix Sky Harbor Airport to future owners or tenants of the property. The form and content of such documents shall be

according to the templates and instructions provided which have been reviewed and approved by the City Attorney.

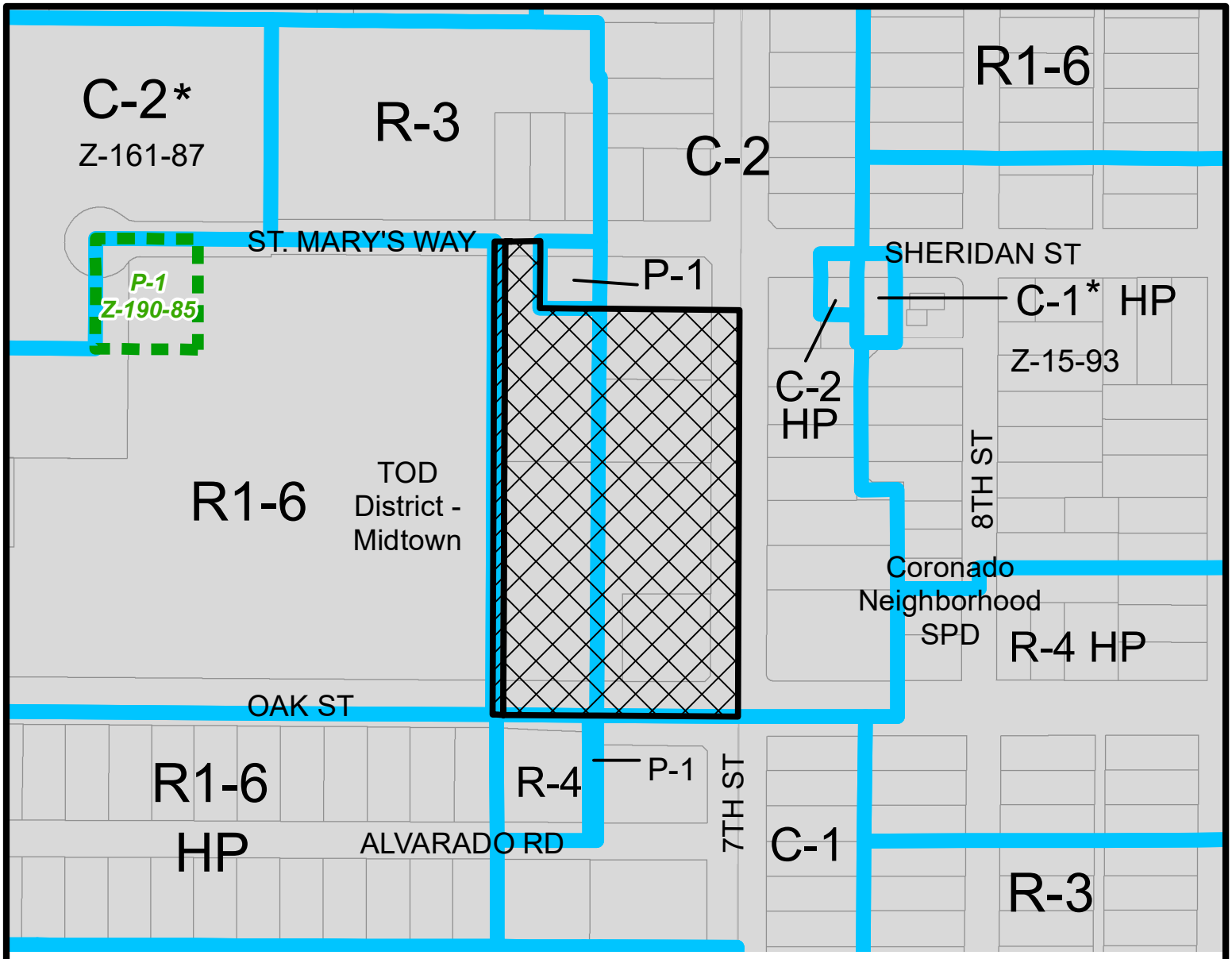
13. The developer shall grant and record an avigation easement to the City of Phoenix for the site, per the content and form prescribed by the City Attorney prior to final site plan approval.

14. In the event archaeological materials are encountered during construction, the developer shall immediately cease all ground-disturbing activities within a 33-foot radius of the discovery, notify the City Archaeologist, and allow time for the Archaeology Office to properly assess the materials.

Writer
Nick Klimek
December 31, 2020

Team Leader
Samantha Keating

Exhibits
Zoning sketch map
Aerial sketch map
Conceptual Site Plan and Elevations date stamped December 15, 2020 (4 pages)
Community Correspondence (5 pages)
North Central Employment Center Profile (2 pages)



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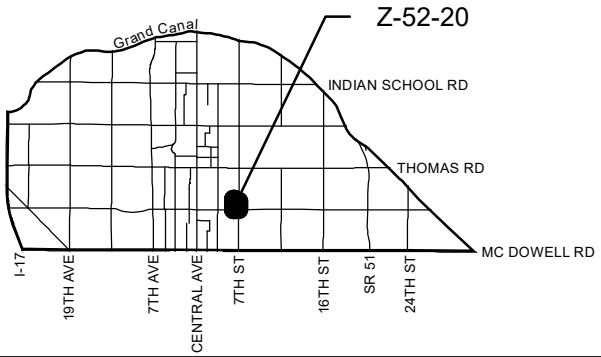
ENCANTO VILLAGE

CITY COUNCIL DISTRICT: 4



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

APPLICANT'S NAME:	Jimmy McCloskey, Embrey Partners
APPLICATION NO.	Z-52-20
DATE:	10/07/2020
REVISION DATES:	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.	4.77 Acres
AERIAL PHOTO & QUARTER SEC. NO.	QS 14-28
ZONING MAP	G-8

REQUESTED CHANGE:

FROM: R-3 (2.12 a.c.)
C-2 (2.65 a.c.)

TO: WU Code T3:2 MT (0.23 a.c.)
WU Code T5:6 MT (4.54 a.c.)

MULTIPLES PERMITTED	CONVENTIONAL OPTION	* UNITS P.R.D. OPTION
R-3, C-2	30, 38	37, 46
WU Code T3:2 MT, WU Code T5:6 MT	No Maximum, No Maximum	N/A

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

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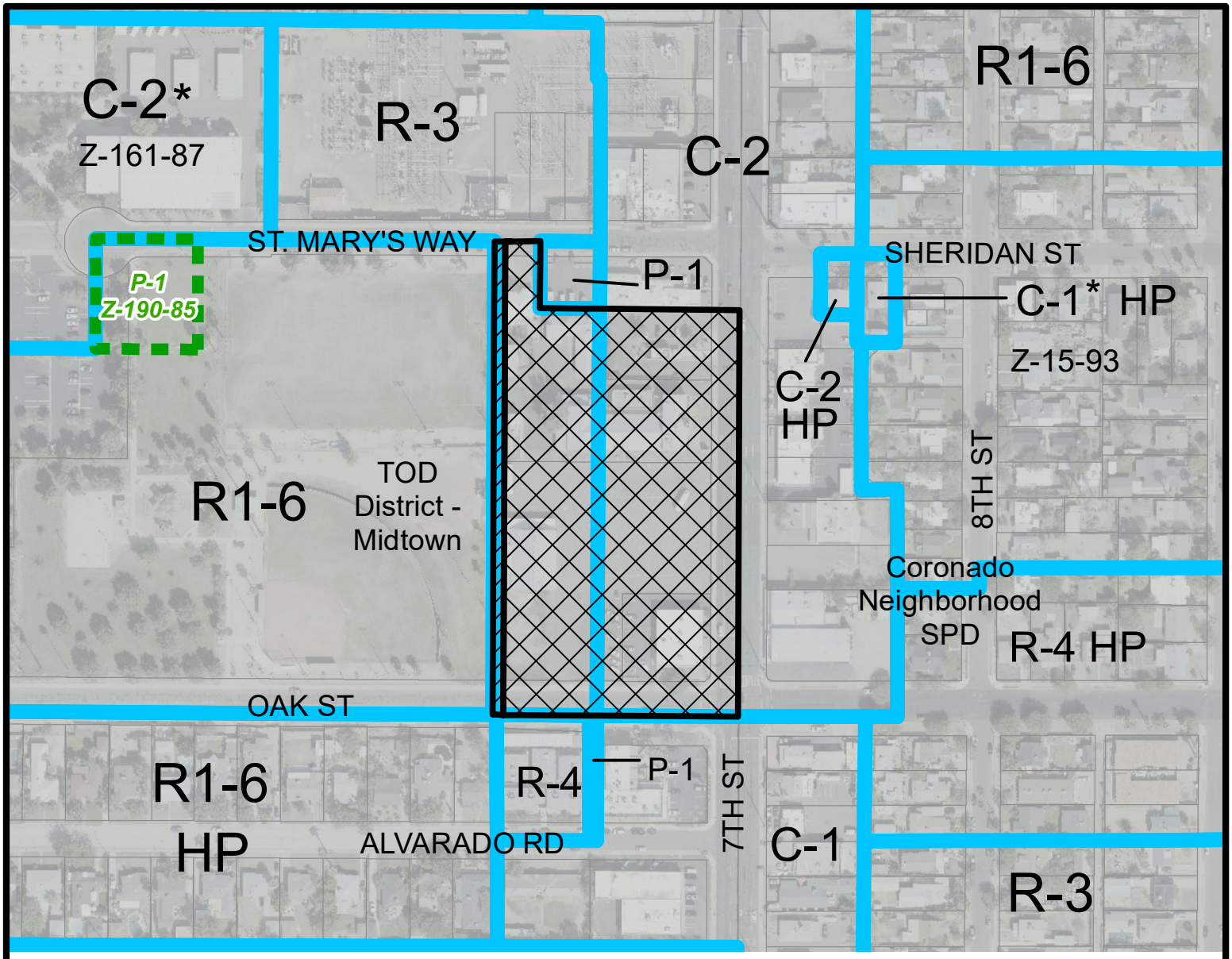

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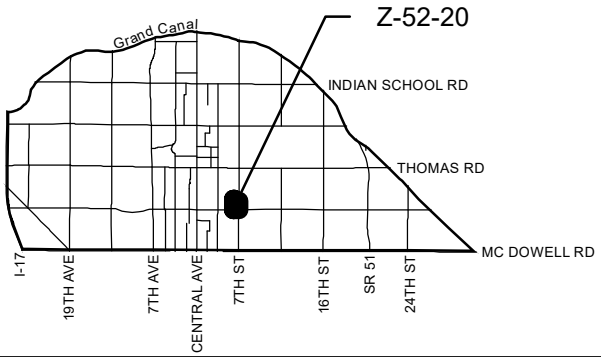
0.035 0.0175 0 0.035

ENCANTO VILLAGE

CITY COUNCIL DISTRICT: 4



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

APPLICANT'S NAME: Jimmy McCloskey, Embrey Partners

APPLICATION NO. Z-52-20

DATE: 10/07/2020
REVISION DATES:

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

AERIAL PHOTO & QUARTER SEC. NO.: QS 14-28

ZONING MAP: G-8

REQUESTED CHANGE:

FROM: R-3 (2.12 a.c.)
C-2 (2.65 a.c.)

TO: WU Code T3:2 MT (0.23 a.c.)
WU Code T5:6 MT (4.54 a.c.)

MULTIPLES PERMITTED	CONVENTIONAL OPTION	* UNITS P.R.D. OPTION
R-3, C-2	30, 38	37, 46
WU Code T3:2 MT, WU Code T5:6 MT	No Maximum, No Maximum	N/A

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

Document Path: S:\Department Share\Information Systems\PL GIS\IS_Team\Core_Functions\Zoning\sketch_maps\2020\Z-52-20.mxd

CITY OF PHOENIX
DEC 15 2020
Planning & Development Department

MONTEREY PARK

FRONTAGE TYPE: COMMON ENTRY
FRONTAGE TYPE: PATIO
FRONTAGE TYPE: COMMON ENTRY
FRONTAGE TYPE: PATIO

OAK STREET
SHERIDAN STREET
7TH STREET

3 FT. MIN. BLDG. SETBACK
15 FT. MIN. BLDG. SETBACK
5 FT. MIN. BLDG. SETBACK
3 FT. MIN. BLDG. SETBACK

ELEC.
ELEC.

DOG PARK

GUEST PARKING

RESIDENT ENTRY

GARAGE ENTRY

TRASH COLLECTION
TRASH
LOADING

SKY LOUNGE ON 5TH FL.

5 STORIES DWELLING UNITS

6 LEVELS PARKING GARAGE

LANDSCAPE COURTYARD
(+/-60 FT BY 110 FT)

POOL CABANA ON 1ST FL.

POOL COURTYARD
(+/-75 FT BY 120 FT)

5 STORIES DWELLING UNITS

LEASING / CLUB ON 1ST FLOOR

GUEST PARKING

MOTOR COURT

GUEST ENTRY

FRONTAGE TYPE: PATIO

5 FT. SIDEWALK + 5 FT. PLANTING ZONE

FRONTAGE TYPE: PATIO

10 FT. SIDEWALK EASEMENT
6 FT. SIDEWALK + 5 FT. PLANTING ZONE

VIS. TRIANGLE

FRONTAGE TYPE: PATIO

FRONTAGE TYPE: STOOP & DOOR WELL
MUST BE 2-5FT ABOVE OR BELOW GRADE

FRONTAGE TYPE: COMMON ENTRY

FRONTAGE TYPE: PATIO

TABULATIONS

SITE AREA: 3.871 AC.

UNIT TABULATION:
1 BEDROOM: 244 UNITS (73.27%)
2 BEDROOM: 89 UNITS (26.73%)
TOTAL: 333 UNITS
@ 86.02 UNITS/ACRE

AVG. UNIT SIZE: 891 SQ.FT.

PARKING TABULATION:
11 SURFACE PARKING
500 PARKING GARAGE
511 TOTAL PARKING
@ 1.53 PARKING/UNIT
@ 1.21 PARKING/BED

*500 PARKING REQUIRED
(1.5 P/1 BED + 1.5P/2BED
PER WALKABLE URBAN ZONING)

HEDK ARCHITECTS

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EMBREY 7th & OAK: SCHEMATIC SITE PLAN #6

Phoenix, Arizona

#20138 / 11.06.2020
Embrey Partners

SCALE 1"= 50'-0"
0' 50' 100'
N

7th and Oak Elevation

EMBREY
Development | Construction | Management

STUDIOSCHAFER
DESIGN | INNOVATION | VISUALIZATION

EMBREY
Development | Construction | Management

STUDIOSCHAFER

STUDIOSCHAFER
DESIGN | INNOVATION | COLLABORATION

EMBREY
Development | Construction | Management

From: Robert Melikian
To: Nick Klimek
Subject: Support of Rezoning - Case No. Z-52-20
Date: Tuesday, October 27, 2020 6:49:20 AM

Dear Mr. Klimek
As an owner of commercial properties on 7th St. and of a home on 8th St., may this confirm that I support the rezoning of Case No. Z-52-20. I have verified that there are no historically significant buildings on the property. The proposed improvements are very positive and would greatly enhance the neighborhood, outweighing the issues of traffic.
Robert Melikian
602-326-2488
117-31-078
117-31-080
117-30-033

From: Hudock, James
To: Nick Klimek
Subject: Oak Street Project
Date: Thursday, October 29, 2020 1:49:34 PM

Hello Nick,

Thank you for taking the time to speak with me today regarding the proposed Oak Street project. I am happy to see such interest in the city of Phoenix, especially the midtown area. Phoenix has the potential to lead the country in economic development, and I am happy to see investors realizing this potential. Whenever considering growth, especially at the rate that we are currently experiencing, it is important that the growth is sustainable and benefits not only the investors, but also the surrounding community. After very careful review and consideration, I do not believe this project embodies that. I would like for my opposition to be part of the permanent public record. My reasons for opposition are listed and sourced below.

-This project needs to live in harmony with one of the most—if not the most—historically significant neighborhoods in the city of Phoenix and the National Register of Historic Places. The proposed architecture is highly discordant with that which would diminish the appeal, aesthetic, and value of our homes (Source: https://www.villagepreservation.org/blog/wp-content/uploads/2013/09/ibo-study.png [villagepreservation.org])
-The number of apartments would harm property values due to the number of renters significantly increasing (Source: https://www.washingtonpost.com/news/where-we-live/wp/2015/10/21/too-many-rentals-in-neighborhood-can-cause-property-values-to-stagnate/ [washingtonpost.com])
-The current flow of traffic on 7th street paired with the reduction of traffic on 3rd street does not have the infrastructure to support such an increase in traffic and would create dangerous bottlenecks and pedestrian traffic patterns (Source: https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6766193/ [ncbi.nlm.nih.gov])
-The amount of apartments proposed would have a detrimental effect on the funding of our already poorly funded public schools given the residents would not pay property tax and the current commercial/rental property tax rates would not be able to mitigate (Source: https://www.npr.org/2016/04/18/474256366/why-americas-schools-have-a-money-problem [npr.org])
-The proposal does not include any effort to harmonize the building with the surrounding community or trade off concessions for homeowners—both of which would alienate residents of the proposed structure and not foster a sense of community which has been demonstrated to negatively impact the mental health of residents, propagate dangerous and untrue stereotypes about renters, and increases crime (Source: https://www.tandfonline.com/doi/abs/10.1080/14036096.2016.1155480?src=recsys&journalCode=shou20 [tandfonline.com])

While I understand the residential and commercial ecosystems are unique to Phoenix and the studies above may not account for that which is why I am disappointed at the following deficiencies:
-No review or endorsement of the design by the Phoenix Historic Neighborhood Coalition or National Register of Historic Places
-No traffic studies, proposed traffic plans, etc (minimum 1 chosen by residents at the cost of the

developer)
-No economic impact studies (minimum 1 chosen by residents at the cost of the developer)
-No property value studies (minimum 1 chosen by residents at the cost of the developer)
-No environmental impact studies (minimum 1 chosen by residents at the cost of the developer)
-No utility impact studies (minimum 1 chosen by residents at the cost of the developer)

I will be also sending my concerns to my city council woman and will begin mobilizing the neighborhoods to do the same, if they have not done so already. I am excited for the future of Phoenix, and hope that we can ensure that future is sustainable—which this proposal, unfortunately —is not.

Ps. I have called the developer twice so far and they have not returned my phone calls, which based on past experiences, is an early indicator of extremely dangerous "build and bolt" developers that were responsible for the 2008 economic crash and subsequent crisis.

Best Regards,

James
330 E. Alvarado Road
Phoenix, AZ 85004

James M. Hudock | *Senior Product Manager –Life Cycle Product Marketing*
Caris Life Sciences | 4610 South 44th Place | Phoenix, AZ 85040
Direct: 520.975.5833 |Office: 602.792.2439

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From:	Karen Voyer-Caravona
To:	Nick Klimek; Mayor Gallego; Council District 4
Subject:	Rezoning case Z52-20, NW corner Oak and 7th St
Date:	Friday, October 23, 2020 7:56:09 AM

Nick:

Though we are relocating back to Louisville at the end of November, I'd like to give comment on this multi-family development, which I support in general for the increased in density and potential to support future development along this corridor. Given its proximity to light rail, being on a bus route, and numerous retail businesses, services and employers, I find the parking requirement excessive. Having managed quite well for 8 years in Phoenix with one family car, mostly walking and riding a bicycle, the city's insistence on catering to an environmentally unsustainable and costly car culture is discouraging. While I appreciate concerns about high rent at this "luxury" development, reducing/eliminating the parking minimum could result more affordable housing.

With respect to the design of the building, it is monolithic and architectually lazy. Look no furthern than 1St Ave and Roosevelt for an example of how it could be greatly improved and contribute to creating a sense of neighborhood that could be appreciated by the larger Encanto community. Broken up in the manner of Roosevelt Square, the city and the applicant would spare themselves an unnecessary public beating, and city urban planners might experience a rare opportunity to feel validated and appreciated (my husband was a city urban planner in CO, KY and here AZ, so I know who gets the blame). Roosevelt Square really should be considered the gold standard for Downtown and Midtown Phoenix. When I lived on 6th Ave and Roosevelt from 2014 - 2016, I walked the area daily, patronizing the dry cleaner, coffee shops, beauty salons, and restaurants. I walked our dogs there, sat under trees and sketched, and took out-of-town visitors. Roosevelt Square is the bright spot within the otherwise dim and unspiring suburban mallscape that passes for a downtown, and may be as close as Phoenix can approximate the vibrant urban neighborhoods we envy in San Francisco and NYC. Why we haven't replicated that good design throughout the Downtown and Midtown Phoenix is perplexing.

Karen Voyer-Caravona
1144 E Almeria Rd
928.814.8497

From: Kim Ramirez
To: Nick Klimek
Subject: 7th St. & Oak St.
Date: Tuesday, October 27, 2020 7:25:36 PM

Hello Mr. Klimek,

I hope I am reaching out to the right person. This email is in regards to the rezoning case on 7th St & Oak St.

I bought my home off 7th St & Sheridan in historic Coronado in May of 2019. I truly fell in love with the charm of the people, the homes and the peaceful nature this neighborhood comes with. I have my coffee on my front porch in the mornings listening to the birds sing and the humming birds and bees in my flowers! It awes me every time. While my home is in need of some upgrades, it is truly worth the investment to be surrounded by this wonderful community. I appreciate being able to take quick bike ride downtown if I'd like, but to be away from all the downtown traffic, lights and sounds.

With that being said, bringing in 336 units right across the way feels like it will be robbing this community of our charming historic neighborhood and bringing, or at the least, opening the invitation to the downtown traffic and lights and sound. While I can appreciate someone wanting to profit from an investment, I do not believe it is worth the expense of the people that currently call this community Home.

I believe a housing project would be a lovely addition for the local restaurants and grocery store, but bringing in a building that does not fit in this community and the excessive volume of units does not fit within the demographics. Do we consider grocery stores, traffic and schools in this equation?

I truly hope that this developer is over reaching on purpose to "settle" for less because the proposed building is far too large for what this community can realistically contain.

My hope is that there is some middle ground to be found and you listen to the people who currently live in this community. Please let me know if you need any additional information from me.

Thank you for your time.

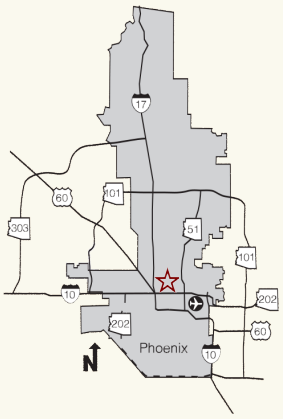
Sincerely,
Kimberly Ramirez

City of Phoenix Employment Center Profile

NORTH CENTRAL

The North Central employment center offers an exceptional location in one of the city's premier office corridors.

This employment center extends from McDowell Road north to Camelback Road between Seventh Street and Seventh Avenue. The North Central area includes high-rise office and residential buildings surrounded by historic single family neighborhoods, parks and cultural amenities.



- Access to a large executive and professional workforce
- Advanced telecommunications infrastructure
- Large inventory of office space
- Competitive lease rates
- Superior accessibility to key business and financial services

Labor Force Accessibility and Skills

The North Central employment center offers excellent access to a large portion of the metro area's 1.7 million workers. Approximately 770,000 young, well-educated workers reside within a 30 minute drive time.[1] High concentrations of service and health care workers live within 10 to 20 minutes. In addition, about 16 percent of the workforce living within a 20 minute drive time is made up of executives, managers and technical professionals.[2]

Projected growth for this area will result in close to 170,000 new residents within a 30 minute drive time by 2020, providing a continually expanding labor pool.[3]

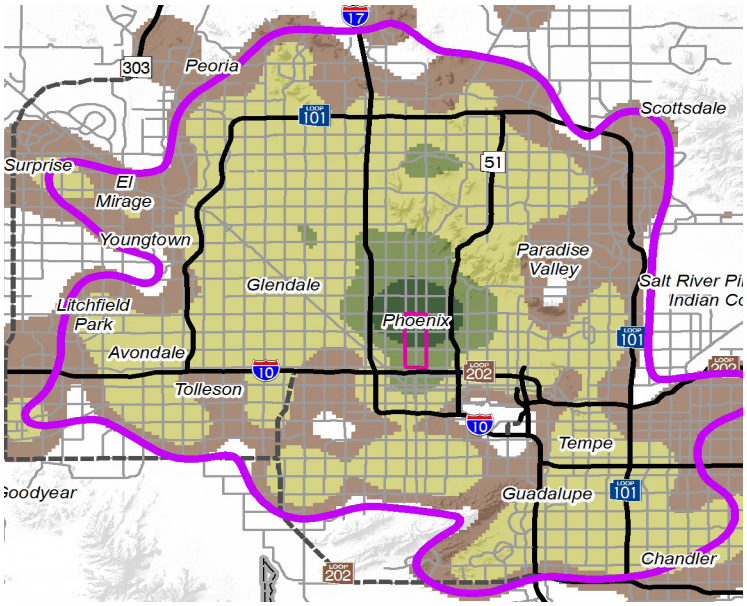
1, 2, 3 Claritas, 2015.

Employment by Occupation

Workforce	10 Min. Drive		20 Min. Drive		30 Min. Drive	
	Number	%	Number	%	Number	%
Management	7,416	7	57,595	8	131,498	9
Engineering & Science	2,224	2	16,777	2	36,046	3
Healthcare & Education	11,089	10	82,493	11	170,387	12
Service	16,173	15	109,119	15	195,911	14
Sales	10,112	9	81,075	11	167,369	12
Clerical & Admin. Support	15,143	14	117,524	16	219,346	16
Construction	8,978	8	48,001	6	71,611	5
Production	6,210	6	39,874	5	64,441	5
Trans./Material Mover	6,373	6	46,614	6	76,283	5
Total	**83,718**		**599,072**		**1,132,892**	

Source: Claritas, 2015.

Commute Shed



Source: Maricopa Association of Governments, TRP Reduction Database, 2013

Equal Opportunity Employer/Program. Auxiliary Aids and services are available upon request to individuals with disabilities. Products and services made available through Federal Funding provided by the Workforce Investment Act.

Sites and Buildings

The North Central employment center offers a **large inventory of office and commercial space** mixed with a variety of hotel and residential developments. From high-rise office buildings and condominiums to palm tree-lined streets of historic single-family neighborhoods, diversity enhances the appeal of this conveniently located area.

The area has about **14.5 million square feet of existing office space** in close proximity to downtown. For companies that require build-to-suit space, there are prime commercial high-rise parcels available.[4]

The map to the right highlights the type of community real estate in the North Central area. Our team can provide more detail, custom information based on your requirements.

4 CoStar Realty Information Inc., 2015

Connectivity

The North Central employment center features modern, **reliable telecommunications infrastructure** that is supported by multiple providers. These providers are able to offer specialized capabilities such as complete digital infrastructure, T-1 (DS1) lines, T-3 (DS3) lines, self-healing fiber ring architecture and high-speed data communications. Local exchange carriers with service in the North Central area include CenturyLink and Cox Communications.

Infrastracture

Abundant and reliable power sources are available from a highly advanced network system that provides redundant feeds from multiple sub-stations.

The North Central employment center enjoys easy access to a **modern network of urban freeways and arterial streets**. This employment center has excellent transit service and is located along the **METRO light rail** transit line that connects the area to downtown Phoenix, Phoenix Sky Harbor International Airport and surrounding cities.

For businesses that require convenient air access, **Phoenix Sky Harbor International Airport** is located just 15 minutes away. The airport is one of the busiest in the U.S. based on passenger traffic and offers more than **830 daily non-stop flights** to nearly 80 domestic destinations and 13 international destinations.[5]

5 Phoenix Sky Harbor International Airport, 2015.

Existing and Planned Development

1. **Century Link Tower**
   586,403 sq. ft.
   Office
2. **Viad Tower Phase II**
   478,488 sq. ft.
   Office - Proposed
3. **Phoenix Corporate Tower**
   445,811 sq. ft.
   Office
4. **Phoenix Plaza Tower II**
   419,453 sq. ft.
   Office
5. **Phoenix Plaza Tower I**
   418,613 sq. ft.
   Office
6. **Younan Central Plaza**
   405,693
   Office
7. **2800 Tower**
   364,533 sq. ft.
   Office
8. **3550 Tower**
   287,269 sq. ft.
   Office
9. **Park Central - Bldg 7**
   224,953 sq. ft.
   Office
10. **Security Title Plaza**
    219,032 sq. ft.
    Office

Source: CoStar Realty Information Inc., 2015

Amenities and Attractions

The exciting **Phoenix Arts District** includes the Phoenix Art Museum and Theater, the Playhouse on the Park and the internationally renowned Heard Museum of Native American Art. Steele Indian School Park, located at the northeast corner of Central Avenue and Indian School Road, features an expansive 15-acre entry garden, several historical buildings depicting the history of Phoenix Indian School, an amphitheater with seating for 1,500, a 2.5-acre bird-shaped lake and waterfall and a 15-acre neighborhood park. Located in the heart of the North Central employment center, Park Central is a 500,000 square foot mixed-use redevelopment featuring offices, retail, restaurants and business-oriented hotels. In addition, there are a number of **new luxury apartment developments** in the area that provide a variety of housing options for workers and support continued office and retail development.

Major Area Employers

CenturyLink
Telecommunications
Deloitte LLP
Accounting and Management Consulting
Fennemore Craig
Law Firm
SCF Arizona
Direct Property and Casuality Insurance - HQ
Viad Corporation
Business Services - HQ
PricewaterhouseCoopers
Accounting and Management Consulting
Dignity Health
Hospital Administration
IBM Corporation
Administrative Operations
U-Haul International
Leasing Services - Corp. HQ
Xerox Corporation
Copiers and Office Products
BMO Harris Bank
Banking and Financial Services

Source: Maricopa Association of Governments, 2013

City of Phoenix
Community and Economic Development Department
200 W. Washington St., 20th Floor | Phoenix, AZ 85003
www.phoenix.gov/econdev | 602-262-5040