



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-59-17-8
September 29, 2017

Central City Village Planning Committee Meeting Date: October 16, 2017
Planning Commission Hearing Date: November 2, 2017
Request From: R-5 (Multifamily Residence District) (2.75 acres)
Request To: WU (Walkable Urban Code) T5:5 EG (Eastlake-Garfield Transit Oriented Development District) (2.75 acres)
Proposed Use: Multifamily Residential
Location: Southwest corner of 15th Street and Monroe Street
Owner: City of Phoenix Housing Department
Applicant: Brian Swanton, Gorman and Company, Inc.
Representative: Gammage and Burnham, PLC
Staff Recommendation: Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Designation		Residential 10 to 15 dwelling units per acre	
Street Map Classification	14th Street	Local	30-foot east half
	15th Street	Local	30-foot west half
	Monroe Street	Local	30-foot south half
<p><i>CELEBRATE OUR DIVERSE COMMUNITIES & NEIGHBORHOOD CORE VALUE; DIVERSE NEIGHBORHOODS; LAND USE PRINCIPLE: Include a mix of housing types and densities where appropriate within each village that support a broad range of lifestyles.</i></p> <p>This development will continue to be multifamily affordable housing, providing additional housing options that are accessible to the light rail, and near Downtown Phoenix.</p>			

CONNECT PEOPLE AND PLACES CORE VALUE; TRANSIT ORIENTED DEVELOPMENT; LAND USE PRINCIPLE: Encourage high-density housing and high intensity employment uses to locate adjacent or close to transit stations per adopted transit district plans.

The site is located within the Eastlake-Garfield Transit Oriented Development (TOD) District and is just over a quarter mile from a light rail station to the southwest at 12th Street and Washington/Jefferson Streets. The site is near bus routes on Van Buren Street and 16th Street.

Applicable Plans and Initiatives

Transit Oriented Development Strategic Policy Framework – see #3.

Eastlake-Garfield Transit Oriented Development Policy Plan – see #4, #5, #6 and #7 below.

Tree and Shade Master Plan – see #8 below.

Bicycle Master Plan – see #9 below.

Reimagine Phoenix – see #10 below.

Surrounding Land Uses/Zoning

	<u>Land Use</u>	<u>Zoning</u>
On Site	A.L. Krohn Homes East affordable housing complex	R-5
North	Commercial/Industrial Single-Family Residential	A-1, C-3 R-5 RI
South	Multifamily and Single-Family Residential	R-5 RI
East	Multifamily Residential	R-5 RI
West	Commercial	WU T5:3 EG

Background/Issues/Analysis

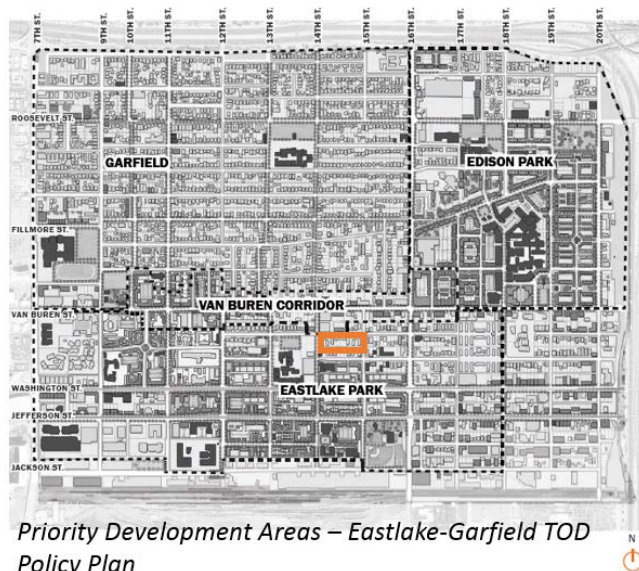
1. This request is to rezone a 2.75-acre site located at the southwest corner of 15th Street and Monroe Street from R-5 (Multifamily Residence District) to WU (Walkable Urban Code) T5:5 EG (Eastlake-Garfield Transit Oriented Development District) to allow multifamily residential. The site is currently developed with an affordable housing complex owned by the City of Phoenix. Commercial/industrial and single-family residential uses are located to the north.

To the south, exists both multifamily and single-family residential uses. To the east, across 15th Street, is multifamily residential. To the west, across 14th Street, is commercial.

2. The General Plan Land Use Map designation is Residential 10 to 15 dwelling units per acre. The proposal is consistent with the land use designation.
3. The Transit Oriented Development Strategic Policy Framework is part of the city's General Plan which identified planning typologies to describe urban environments. The identified environment for the 12th Street light rail station area is Minor Urban Center. Minor Urban Center is a place type characterized by medium to low intensity with building heights typically from two to four stories with incentive heights of up to seven stories. Land uses may include entertainment, retail, mid-rise living and office employment. The proposed project generally falls within the parameters of the Minor Urban Center place type.
4. The site is located within the Eastlake-Garfield TOD (Transit Oriented Development) District, the boundaries for which are Interstate 10 on the east and north, 7th Street on the west, and the Union Pacific Railroad on the south. The policy plan adopted for the Eastlake-Garfield TOD District provides a blueprint for fully achieving the transformative potential of light rail in a sustainable manner. Changes advocated in the plan can lower transportation costs for residents, create new business opportunities, encourage active, healthy lifestyles, ensure Phoenix increases its competitive advantage in the global marketplace, and improve prosperity by growing the economy in locations with existing infrastructure and public services. In order to realize the implementation of the Vision and Master Plan for the Eastlake-Garfield TOD District, one key recommendation is the implementation of the Walkable Urban Code, a form-based zoning code.

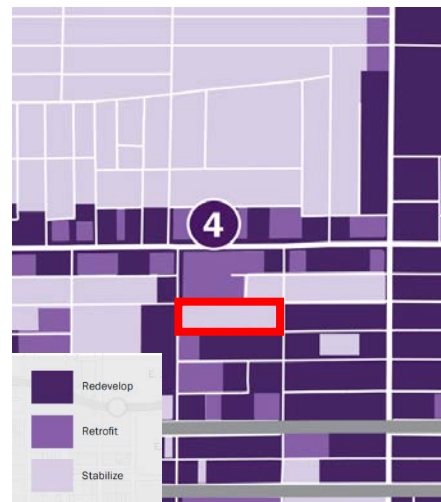


5. The Eastlake-Garfield TOD Policy Plan identified four Priority Development Areas, one of which is the the Eastlake Park area in which this site is situated. These priority areas are targeted for additional real estate development, housing and business investment. They take advantage of key assets, such as light rail stations, established neighborhoods, city owned housing properties, St. Luke's Medical Center, and the iconic vintage character of Van Buren Street. These areas also had the most community support for redevelopment and need for focused investment.



Priority Development Areas – Eastlake-Garfield TOD Policy Plan

6. This site is within the CHOICE neighborhoods Planning and Action Grant Area. The grant from the Department of Housing and Urban Development (HUD) is to assist in transforming distressed neighborhoods and public housing into mixed-income neighborhoods linking housing improvements with appropriate services, schools public assets, transportation, and access to jobs. The Policy Plan envisioned the receipt of this grant. The Eastlake-Garfield TOD Policy Plan, in the Land Use Element, mapped the areas to stabilize, retrofit and redevelop. The subject site is illustrated for stabilization.

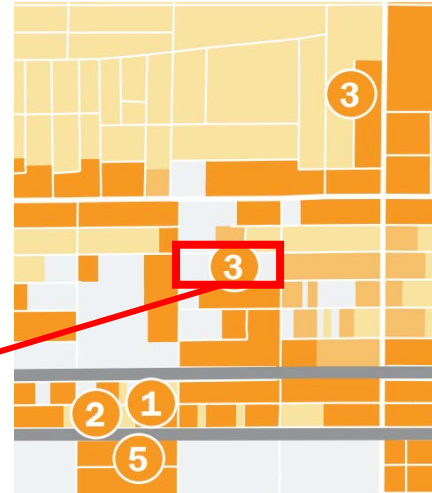


Source: Eastlake-Garfield TOD Policy Plan, page 46

7. The proposed development is consistent with the Housing Element opportunities map of Eastlake-Garfield TOD Policy Plan. The Housing Element Opportunities map shows the site as being appropriate for housing revitalization.



Source: Eastlake-Garfield TOD Policy Plan, page 50



8. The Tree and Shade Master Plan has a goal of treating the urban forest as infrastructure to ensure that trees are an integral part of the city's planning and development process. Toward that end, development of this site will contribute to the urban forest infrastructure through the provision of trees along the rights-of-way. The trees should be planted near the sidewalks to provide maximum shade and thermal comfort for pedestrians.
9. Bicycle parking is a requirement of the Walkable Urban Code and is supported by the City of Phoenix Comprehensive Bicycle Master Plan. The site is located within the Eastlake-Garfield TOD District. New development should be designed to support walking and bicycling. It is likely that many residents will utilize bicycles as a form of transportation. The development will be required to meet the bicycle parking requirements outlined in Section 1307.H of the Zoning Ordinance. It is recommended that the development provide bicycle parking spaces beyond the minimum required and incorporate three types of bicycle parking: secured parking (e.g. lockers or a bicycle room); parking within the units; and guest parking with inverted-U racks placed near entrances to buildings.



Secured bicycle parking can be accomplished through the use of individual lockers and/or the establishment of secured bicycle rooms.

10. 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. Section 716 of the Phoenix Zoning Ordinance establishes standards to encourage the provision of recycling containers for multi-family, commercial and mixed-use developments meeting certain criteria. The provision of recycling containers was not addressed in the applicant's submittals.
11. Fire prevention does not anticipate any issues with this request. But the site or/and building(s) shall comply with the Phoenix Fire Code. The water supply (gpm and psi) to this site is unknown. Additional water supply may be required to meet the required fire flow per the Phoenix Fire Code.
12. The City of Phoenix Water Services Department has noted that there are no water or sewer infrastructure concerns. However, they have provided the following comments for design considerations:
 - a) There are 4-inch substandard mains running through the property and is connected to the 6-inch within 14th Street that will required to be abandoned.
 - b) There is an existing 8-inch VCP sewer main running through the alley on the south side of the property that has to remain in place. Services will be allowed to be taken from this main.
13. It has been determined that this parcel is not in a Special Flood Hazard Area (SFHA), but is located in a Shaded Zone X, on panel 2210 L of the Flood Insurance Rate Maps (FIRM) dated October 16, 2013.
14. The site is located in an archaeologically sensitive area and numerous archaeological projects have occurred in several parcels in the area. Most notable is the Aeroterra Housing Project (formerly known as Frank Luke), located north and east of this site, which identifies hundreds of features including human burials. If no previous archaeological projects have been conducted within this project area, it is recommended that archaeological Phase I data testing of this area be conducted. Phase II archaeological data recovery excavations may be necessary based upon the results of the testing. A qualified archaeologist must make this determination in consultation with the City of Phoenix Archaeologist. This work is recommended to assist the project proponent in complying with the State Burial Law, ARS 41-865, and Chapter 8, Section 802[B2] of the City's Historic Preservation Ordinance. In the event archaeological materials are encountered during construction, all ground disturbing activities must cease within a 33-foot radius 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 Stipulations #1 and #2.

15. The City of Phoenix Aviation Department has noted that the property is in the Public Airport Disclosure area. This area may be subject to overflights of aircraft operating at the Airport. People are often irritated by repeated overflights regardless of the actual sound level at the overflight site. Therefore, a Notice to Prospective Purchasers, which follows policy regarding properties in the City of Phoenix underlying the flight patterns of Phoenix Sky Harbor International Airport, is required. This is addressed in Stipulation #3.
16. Development and use of the site is subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements. Zoning adjustments, abandonments or other formal actions may also be required.

Findings

1. The proposal is consistent with the General Plan land use map designation of Residential 10 to 15 dwelling units.
2. The proposed development is within the Eastlake-Garfield TOD District and is near the light rail corridor, and higher density is supported in this location.
3. The proposed redevelopment of the existing affordable housing on the site will contribute to the mix of housing types in the area.

Stipulations

1. The property owner shall coordinate with the City Archaeologist to determine whether the scope of this project may require Phase I data testing and Phase II archaeological data recovery excavations.
2. 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.
3. The property owner shall record a Notice to Prospective Purchasers of Proximity to Airport in order to disclose the existence, and operational characteristics of Phoenix Sky Harbor International Airport (PHX) 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 viewed and approved by the City Attorney.

Writer

Hannah Oliver

September 29, 2017

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Team Leader

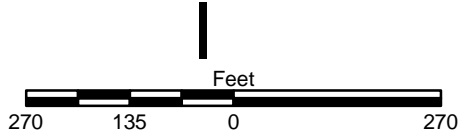
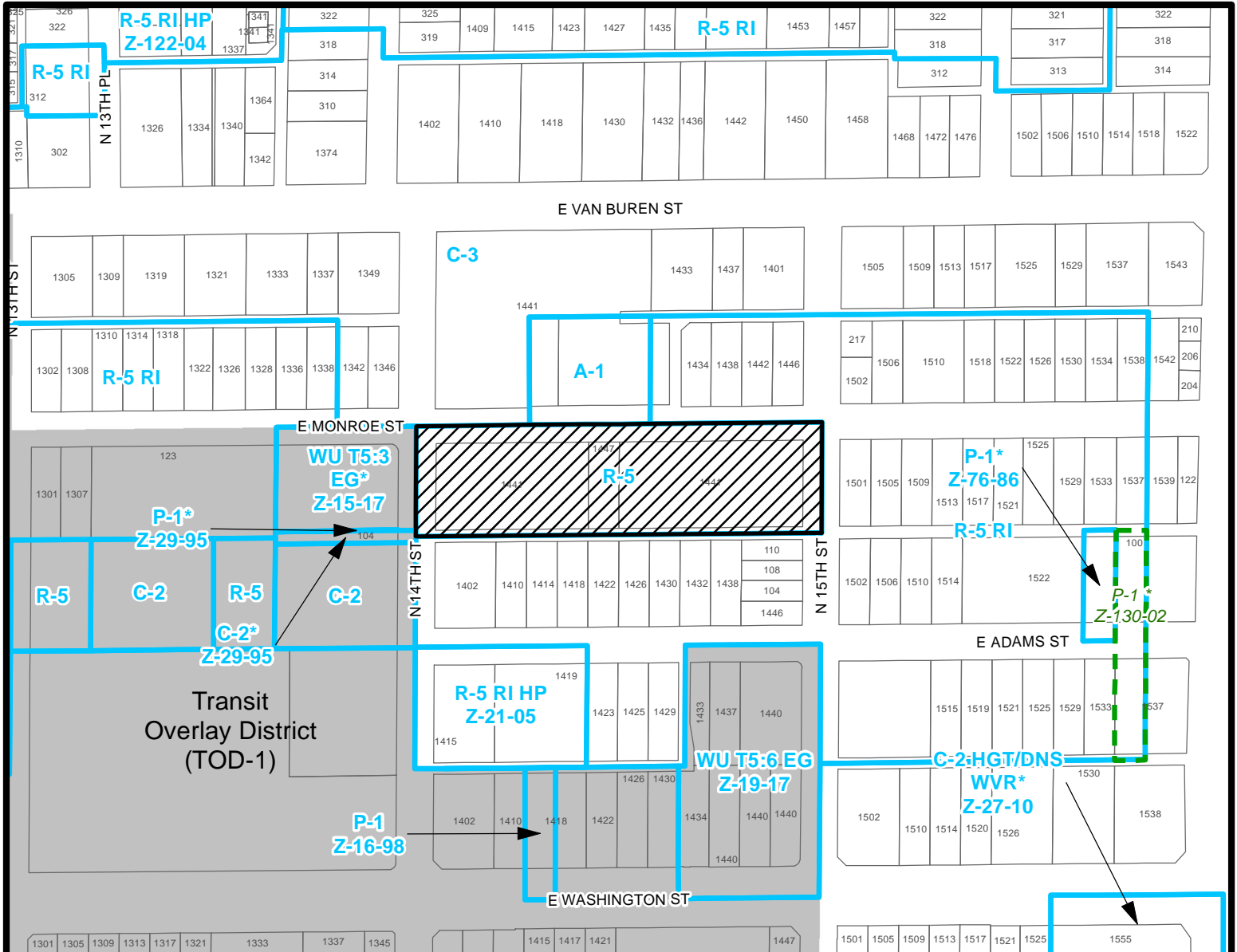
Joshua Bednarek

Exhibits

Sketch Map

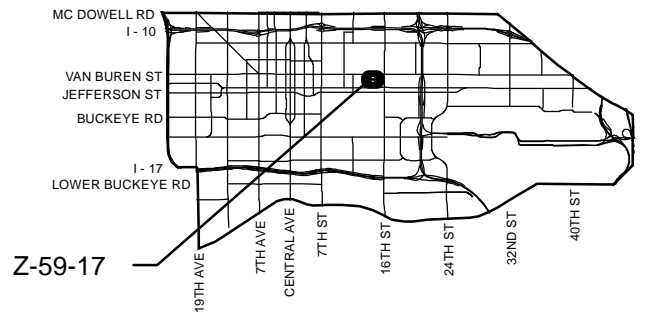
Aerial

Existing Development Site Plan, date stamped September 5, 2017

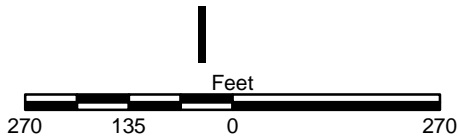
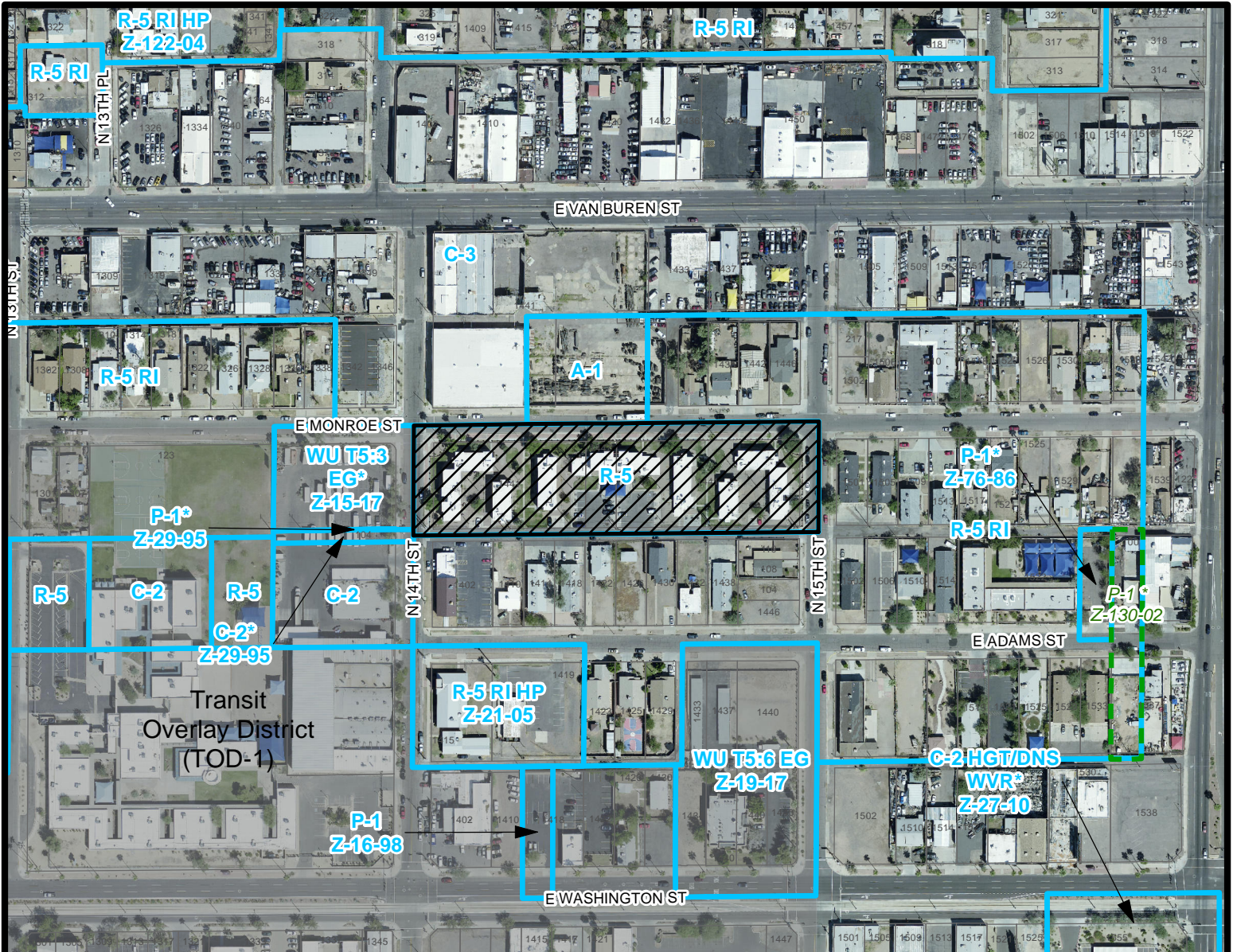


CENTRAL CITY VILLAGE

CITY COUNCIL DISTRICT: 8

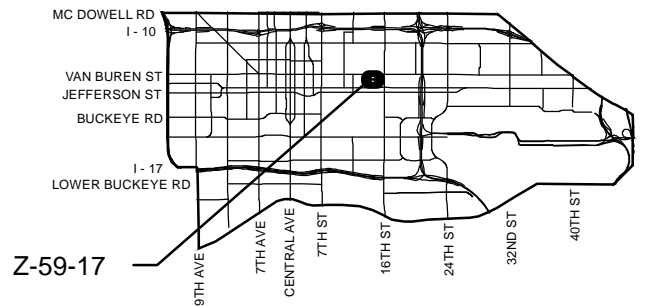


APPLICANT'S NAME: Gorman & Company, Inc./ Brian Swanton		REQUESTED CHANGE: FROM: R-5 (2.75 a.c.)	
APPLICATION NO. Z-59-17	DATE: 09/13/2017	TO: Walkable Urban Code Transect T5:5 (2.75 a.c.)	
REVISION DATES:			
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 2.75 Acres	AERIAL PHOTO & QUARTER SEC. NO. QS 10-30	ZONING MAP F-9	
MULTIPLES PERMITTED R-5 Walkable Urban Code Transect T5:5	CONVENTIONAL OPTION 119 N/A		* UNITS P.R.D. OPTION 143 N/A
* Maximum Units Allowed with P.R.D. Bonus			



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CITY COUNCIL DISTRICT: 8

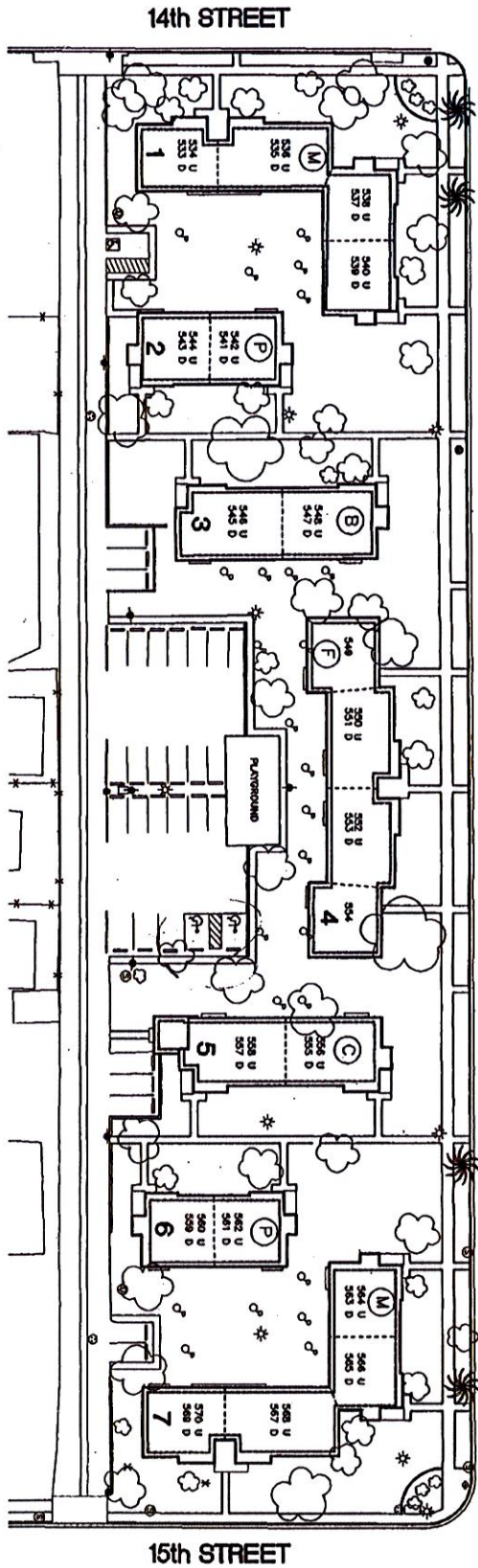


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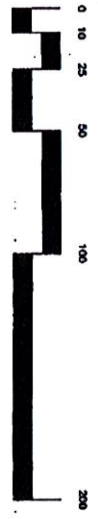
* Maximum Units Allowed with P.R.D. Bonus

EXISTING DEVELOPMENT SITE PLAN

MONROE STREET



10 AZ1-8A2 SITE PLAN



CITY OF PHOENIX
 SEP 05 2017
 Planning & Development
 Department

PROJECT SUMMARY					
A.L. KROHN HOMES AZ1-8A2					
BUILDING TYPE	# OF UNITS	# OF BUNDS	TOTAL UNITS	5 BR	4 BR
A	(1) 2 BR	741	2	2	0
B	(1) 3 BR	875	1	1	1
C	(1) 4 BR	1070	1	1	1
D	(1) 5 BR	1256	1	1	1
E	(2) 3 BR	875	1	2	2
F	(2) 4 BR	1070	1	4	4
G	(3) 3 BR	875	2	4	4
H	(6) 2 BR	741	2	12	4
I	(2) 4 BR	1070	2	8	16
J	(1) 2 BR	741	2	2	8
K	(1) 2 BR	741	2	2	8
L	(1) 2 BR	741	2	2	8
M	(1) 2 BR	741	2	2	8
N	(1) 2 BR	741	2	2	8
O	(1) 2 BR	741	2	2	8
P	(1) 2 BR	741	2	2	8
Q	(1) 2 BR	741	2	2	8
R	(1) 2 BR	741	2	2	8
S	(1) 2 BR	741	2	2	8
T	(1) 2 BR	741	2	2	8
U	(1) 2 BR	741	2	2	8
V	(1) 2 BR	741	2	2	8
W	(1) 2 BR	741	2	2	8
X	(1) 2 BR	741	2	2	8
Y	(1) 2 BR	741	2	2	8
Z	(1) 2 BR	741	2	2	8
AA	(1) 2 BR	741	2	2	8
AB	(1) 2 BR	741	2	2	8
AC	(1) 2 BR	741	2	2	8
AD	(1) 2 BR	741	2	2	8
AE	(1) 2 BR	741	2	2	8
AF	(1) 2 BR	741	2	2	8
AG	(1) 2 BR	741	2	2	8
AH	(1) 2 BR	741	2	2	8
AI	(1) 2 BR	741	2	2	8
AJ	(1) 2 BR	741	2	2	8
AK	(1) 2 BR	741	2	2	8
AL	(1) 2 BR	741	2	2	8
AM	(1) 2 BR	741	2	2	8
AN	(1) 2 BR	741	2	2	8
AO	(1) 2 BR	741	2	2	8
AP	(1) 2 BR	741	2	2	8
AQ	(1) 2 BR	741	2	2	8
AR	(1) 2 BR	741	2	2	8
AS	(1) 2 BR	741	2	2	8
AT	(1) 2 BR	741	2	2	8
AU	(1) 2 BR	741	2	2	8
AV	(1) 2 BR	741	2	2	8
AW	(1) 2 BR	741	2	2	8
AX	(1) 2 BR	741	2	2	8
AY	(1) 2 BR	741	2	2	8
AZ	(1) 2 BR	741	2	2	8
BA	(1) 2 BR	741	2	2	8
BB	(1) 2 BR	741	2	2	8
BC	(1) 2 BR	741	2	2	8
BD	(1) 2 BR	741	2	2	8
BE	(1) 2 BR	741	2	2	8
BF	(1) 2 BR	741	2	2	8
BF	(1) 2 BR	741	2	2	8
BG	(1) 2 BR	741	2	2	8
BH	(1) 2 BR	741	2	2	8
BI	(1) 2 BR	741	2	2	8
BJ	(1) 2 BR	741	2	2	8
BK	(1) 2 BR	741	2	2	8
BL	(1) 2 BR	741	2	2	8
BM	(1) 2 BR	741	2	2	8
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BR	(1) 2 BR	741	2	2	8
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FM	(1) 2 BR	741	2	2	8
FN	(1) 2 BR	741	2	2	8
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GJ	(1) 2 BR	741	2	2	8
GK	(1) 2 BR	741	2	2	8
GL	(1) 2 BR	741	2	2	8
GM	(1) 2 BR	741	2	2	8
GN	(1) 2 BR	741	2	2	8
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GS	(1) 2 BR	741	2	2	8
GT	(1) 2 BR	741	2	2	8
GU	(1) 2 BR	741	2	2	8
GV	(1) 2 BR	741	2	2	8
GW	(1) 2 BR	741	2	2	8
GX	(1) 2 BR	741	2	2	8