



City of Phoenix
 PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-66-16-4
 November 30, 2016

Encanto Village Planning Committee Meeting Date: December 5, 2016
Planning Commission Hearing Date: January 5, 2017
Request From: P-1 (0.46 acre)
Request To: WU (Walkable Urban Code) T4:2 MT (Midtown Transit Oriented Development Policy District) (0.46 acre)
Proposed Use: Single Family Residential
Location: Approximately 61 feet west of the northwest corner of 5th Street and Osborn Road
Owner: Monterey Partners, LLC
Applicant: Chuck Kennedy
Representative: William Allison, Withey Morris
Staff Recommendation: Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Designation		Residential, 3.5 to 5 dwellings per acre	
Street Map Classification	Osborn Road	Collector	40 feet north half
<p><i>CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS 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>The proposed development will provide a new housing option on a long vacant parcel. The site is adjacent to a collector street with access to light rail transit approximately one-quarter mile to the west.</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 Midtown Transit Oriented Development (TOD) District on Osborn Road, slightly more than one-quarter mile from a light rail station and adjacent to numerous bus routes on Central Avenue.

CONNECT PEOPLE AND PLACES CORE VALUE; INFILL DEVELOPMENT; LAND USE PRINCIPLE: Promote and encourage compatible infill development with a mix of housing types in neighborhoods close to employment centers, commercial areas, and where transit or transportation alternatives exist.

This proposal provides compatible infill development on a property that is vacant. The proposed land use and scale will be compatible with nearby uses. The proposed housing type contributes to the mix of housing types in the area. It is centrally located, close to employment centers and commercial areas.

Applicable Plan and Principles

Transit Oriented Development Strategic Policy Framework – see #3 below.

Midtown Transit Oriented Development Policy Plan – see #s 4 and 5 below.

Complete Streets Guiding Principles – see #9 below.

Bicycle Master Plan – see #10 below.

Tree and Shade Master Plan – see #11 below.

Surrounding Land Uses/Zoning

	<u>Land Use</u>	<u>Zoning</u>
On Site	Vacant	P-1
North	Single family residential	R1-6
South	Office, commercial	C-O
East	Single family residential	R1-6
West	Surface parking, office	P-1, C-O

Walkable Urban Code T4:2		<i>*if variance required</i>
<u>Standards</u>	<u>Requirements</u>	<u>Provisions on the Proposed site Plan</u>
Gross Acreage	N/A	.46
Total Number of Units	N/A	4
Density	No cap required	
Building Height	30-foot maximum	Met – 30 feet
Parking	2 spaces per unit	Met – 2 spaces per unit plus 3 guest spaces including 1 accessible space
Streetscape Standards Osborn Road (Section 1312.C.1.)	Sidewalk width – minimum 5 feet Landscape width – minimum 5 feet	Cannot be determined
<i>Section 1303.2 TRANSECT T4</i>		
<i>Main Building Setbacks</i>		
Primary Frontage	20-foot maximum	Met – 20 feet
Side Lot Line (east)	10-foot minimum	Met – 10 feet
Side Lot Line (west)	0-foot minimum	Met – 10 feet
Rear Lot Line	10-foot minimum	Met – 10 feet
<i>Parking Setbacks</i>		
Primary Frontage	30-foot minimum or behind building	Met
Side Lot Line (east)	10-foot minimum	Met
Side Lot Line (west)	0-foot minimum	
Rear Lot Line	10-foot minimum	Met
<i>Lot Requirements</i>		
Lot Coverage	70% maximum	Met
Primary Building Frontage	60% minimum	Met – 62.1%
<i>Landscape Requirements</i>		
Street	5-foot minimum	Met – 5 feet
Side/Rear	10-foot minimum adjacent to single family zoning district	Met – 10 feet adjacent to R1-6 and P-1 lots

<i>Frontage Types Allowed</i>		
Primary Frontage – Porch Façade	50% minimum	Met – 50%
Porch Primary Projection	10-foot maximum	Met – 10 feet
<i>Entry Requirement</i>		
	Primary building entrance required when fronting on a street	Met - Each unit facing the street has a primary entrance
<i>Glazing Standards (per T4)</i>		
Ground Floor	25%	Met – 25.9%
Second Floor	25%, 10% east and west	Met – 25% Met – 10.1%
<i>Fence Height – Primary Frontage</i>		
	40-inch maximum	Met – 40-inches

Background/Issues/Analysis

1. This request is to rezone a 0.46 acre site located approximately 61 feet west of the northwest corner of 5th Street and Osborn Road from P-1 to WU (Walkable Urban Code) T4:2 MT (Midtown Transit Oriented Development Policy District) to allow development of 4 multifamily units. The site is currently vacant. A three story office building is across Osborn Road to the south. To the west is surface parking for a two story office building at the corner of 3rd Street and Osborn Road. North and west of the site are single family, one story homes.
2. The General Plan Land Use Map designation is Commercial. Although the proposal is not consistent with the General Plan designation, an amendment is not required as the subject parcel is less than 10 acres.

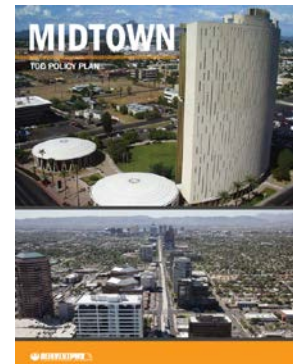
Transit Oriented Development Strategic Policy Framework and TOD Policy Plan

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 project is located within the one-half mile walk shed of the Central Avenue and Osborn Road light rail station. The identified environment for this station area is Regional Center. Regional Center is a place type characterized by high intensity development with building heights typically from five to 10 stories with incentive heights of up to 20 stories. Land uses may include office employment, high and midrise living and supportive retail. The proposal to utilize the site for multifamily residential, and the recommendation for the T4:2 transect (30 foot high maximum) is consistent with the parameters of the Regional Center place type and the adjacent single family zoning.



Source: Midtown TOD Policy Plan

4. The site is located within the Midtown TOD (Transit Oriented Development) District, the boundaries for which are McDowell Road on the south, Indian School Road on the north, 7th Street on the east and 7th Avenue on the west. 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. In order to realize the implementation of the Vision and Master Plan for the Midtown TOD District, one key recommendation is the implementation of a form-based zoning code.



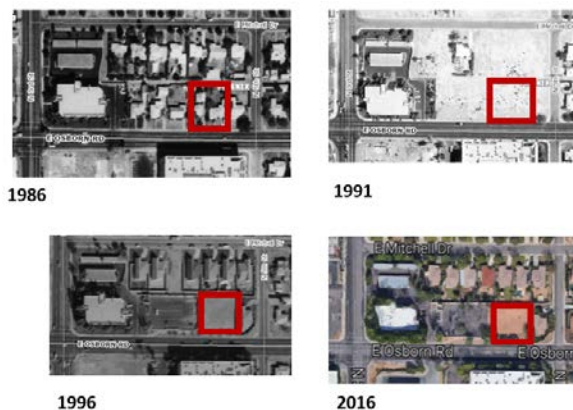
Source: Midtown TOD Policy Plan

5. The Midtown TOD Policy Plan utilized the Regional Center place type to determine the recommended scale and character of the area around the Central Avenue and Osborn Road light rail station and this scale and character was illustrated in both the conceptual master plan and the conceptual zoning plan. The subject site, located east of 3rd Street, is beyond the one-quarter mile walkshed used to compose the conceptual zoning map, however it is within the one-half mile walkshed (which formed the basis for the Midtown TOD District boundaries) and is therefore eligible to pursue rezoning to a transect in the Walkable Urban Code. The Conceptual Master Plan illustrates this site, along with the surface parking to the west, as eventually being filled in with development. The applicant has chosen a transect of T4:2 which allows a maximum height of 30 feet. This maximum height is appropriate for the parcel which is adjacent to single family residences to the north and east.



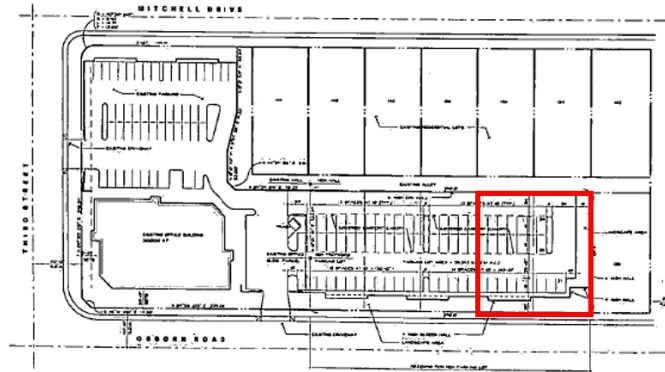
Site History

6. As of 1986 the site was still a part of a neighborhood developed with single family residences. The south side of Osborn Road had begun to develop with commercial uses and a two story office building had been developed at the northeast corner of 3rd Street and Osborn Road. In the mid-to late 1980s some residential areas adjacent to arterial and collector streets in the older parts of town had been assembled for the development of commercial offices. A similar pattern occurred in this area. By 1991 most of the homes in the neighborhood between 3rd and 5th Streets, from Osborn Road to Whitton Avenue had been demolished, likely in anticipation of commercial office development. The purchase and demolition of the homes appears to have been speculative in nature as no rezoning request was filed. The 1996 aerial shows that the surface parking lot, minus this site, had been developed and new single family homes had been developed on the formerly vacant residential parcels.



Sources: Maricopa County Historical Aerial Photography; Google Maps

7. In 1994 the site was rezoned along with the parcels to the west, from R1-6 (single family residential) to P-1 (surface parking) to accommodate parking associated with the office building at the northeast corner of 3rd Street and Osborn Road. The surface parking lot was developed however this site was not included when the parking area was constructed.



Proposed Site Plan for Surface Parking – 1994
Source: Z-100-94 Zoning File

Walkable Urban (WU) Code

8. The proposal shows a modern housing type with four residential units, each with two stories and a two car garage. Two of the units have ground floor entrances facing Osborn Road. Guest parking is located toward the rear of the property. The two units on the north end of the site frame the guest parking and the patio portion of these units is setback 20 feet from the north property line. As proposed, this development is complementary to the adjacent R1-6 zoning to the north. If this site were developed utilizing its original R1-6 standards, the rear setback would have been 25 feet and there could be a reduction to 20 feet for less than half the width of the rear.

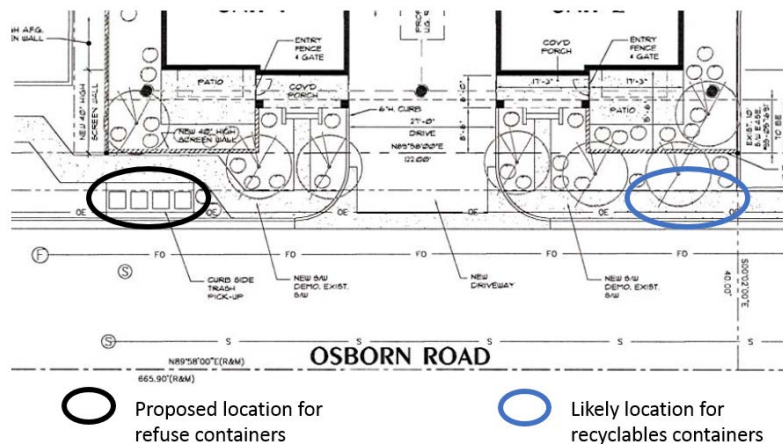


Elevation view from Osborn Road and site plan showing Units 3 and 4 framing the guest parking area.

9. In a walkable environment, when a parcel is on the north side of the street, it is desired to have the sidewalks detached from the curb, allowing trees to be planted between the curb and the sidewalk so they can provide shade from the sun's southern arc across the sky. The size of this particular parcel and the

requirements from the Public Works Department for placement of refuse and recycle containers, combine to limit the ability to detach the sidewalks and at the same time plant trees for shade.

The applicant's design proposes placement of refuse containers adjacent to the curb when the sidewalk is detached, thus limiting the ability to achieve sidewalk shade for the comfort of



pedestrians. The site plan submitted with this application shows a place for four refuse containers, however there is a requirement for four additional containers to accommodate materials for recycling. As Phoenix has moved to same day pick up for its refuse and recyclables, the area adjacent to the curb for placement of containers is doubled. In the case of this development, eight containers will need to be accommodated, two for each single family residence. The resulting design is therefore not consistent with the Council adopted Guiding Principles for Complete Streets, one tenet of which is to make Phoenix more walkable.

10. The Comprehensive Bicycle Master Plan supports options for both short- and long-term bicycle parking as a means of promoting bicyclist traffic to a variety of destinations. The provision of bicycle parking is not a requirement of the WU Code for single family uses and therefore the conceptual plan does not show bicycle parking. However, as these single family units are attached and as guest parking for vehicles is provided, it is recommended that one bicycle rack for short-term guest parking be provided. The property is within the 1/2 mile walk shed from the light rail station at Central Avenue and Osborn Road and is less than 1/4 mile from 7th Street. Both Central Avenue and 7th Street provide access to major bus routes. Bicycle parking for guests of the development is supportive of multimodal travel options. The applicant will work with Planning and Development staff through the site review process to determine a location for the guest bicycle parking. The short-term bicycle rack should be an inverted-U design where both ends of the "U" are affixed to the ground and installed per the requirements of WU Code. These provisions are addressed in Stipulation 1.



Inverted-U bicycle rack, where both ends of the "U" reach the ground.

11. 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. As noted in #9, above, there is a requirement for providing pads for refuse and recyclable pick up adjacent to Osborn Road. This requirement may limit the number of shade trees along that sidewalk. There will also be trees in the setbacks around the perimeter of the site. It is recommended that the developer work with the Planning and Development Department to determine a species of tree to provide shade and which is appropriate to the environment along Osborn Road. Development of this site will contribute to the urban forest infrastructure through the provision of these trees. This is addressed in Stipulation 2.
12. The Aviation Department has provided comments regarding this request. 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.
13. 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.
14. It has been determined that this parcel is not in a Special Flood Hazard Area (SFHA), but is located in a Shaded Zone X, on panel 2205 L of the Flood Insurance Rate Maps (FIRM) dated October 16, 2013.
15. The Water Services Department has commented that capacity is a dynamic condition that can change over time due to a variety of factors. It is the City's intent to provide water and sewer service. However, the requirements and assurances for water and sewer service are determined during the site plan application review. For any given property, water and sewer requirements may vary over time to be less or more restrictive depending on the status of the City's water and sewer infrastructure.

Water Mains - There is an eight-inch (unknown material) within Osborn Road and a 24-inch RCP within Osborn Road (transmission main, Do Not Use. The City map shows two (2) ¾" water taps off of the 8-inch (unknown material) within Osborn Road. Field verification may be necessary to determine if services are still active.

Sewer Mains - The following are within Osborn Road: an 8-inch VCP, a 33-inch VPC, and a 36-inch VPC. An 8-inch VCP exists within the easement just north of the project. The City map shows (2) 4-inch VCP sewer taps off of the 8-inch VPC within the easement just north of the proposed project.

16. Development of the parcel will require that all improvements are required to comply with all Americans with Disabilities Act (ADA) standards. This is addressed in Stipulation 4.
17. 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 not consistent with the General Plan map however a General Plan amendment is not required.
2. This infill proposal provides a new housing option to contribute to the mix of housing types in the area.
3. The proposed density is supported adjacent to the single family residential and in proximity to the light rail corridor.

Stipulations

1. A minimum of one inverted-U bicycle rack for guests shall be provided on site, installed per the requirements of Section 1307.H.4. of the Zoning Ordinance, as approved by the Planning and Development Department.
2. The developer shall work with the Planning and Development Department to determine a type of tree appropriate for the Osborn Road street frontage which will also provide the shade required by the Walkable Urban Code.
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 to future owners or tenants of the property.
5. The development shall comply with all ADA accessibility standards, as per plans approved by the Planning and Development Department.

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Writer

K. Coles

November 27, 2016

Team Leader

Joshua Bednarek

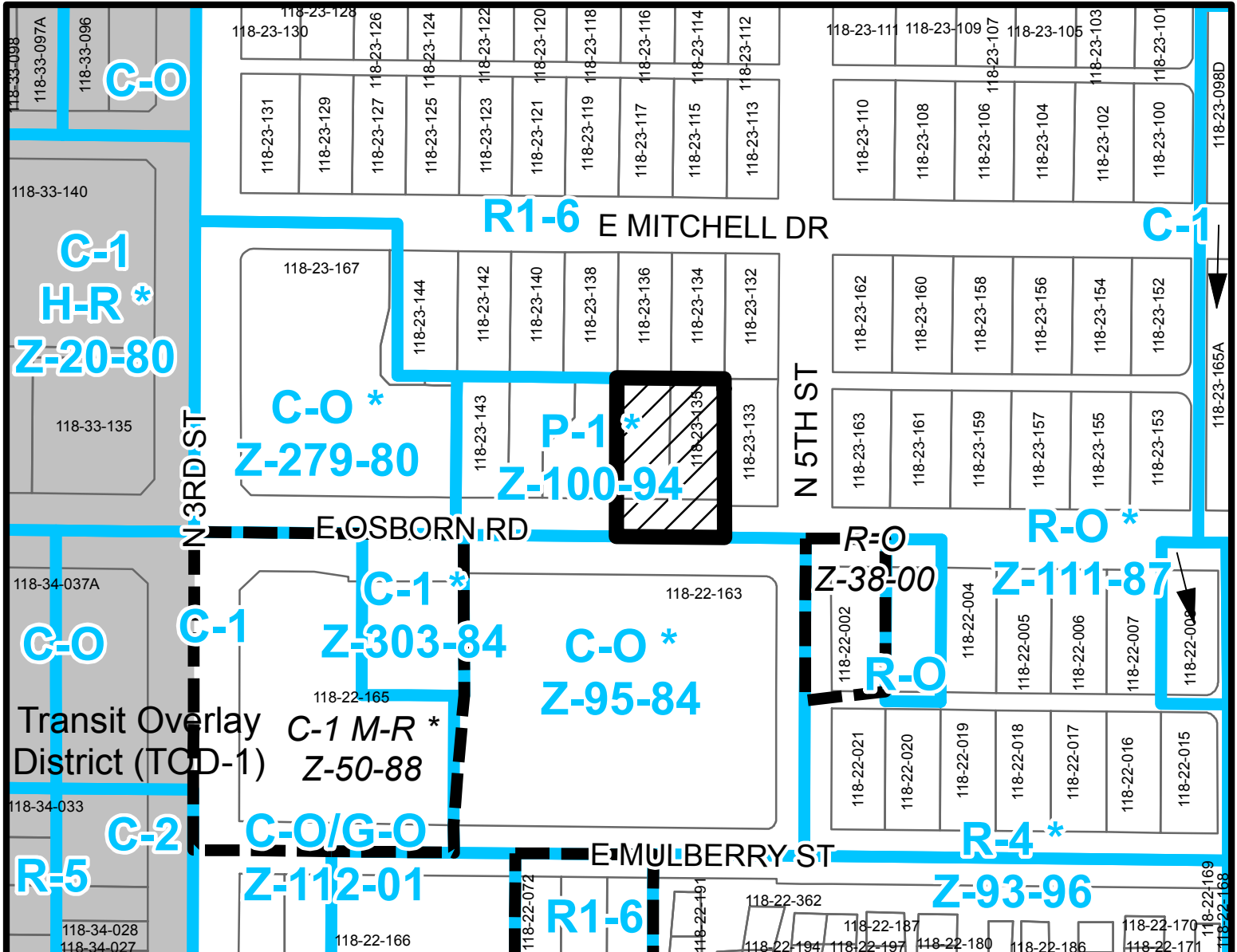
Attachments

Sketch Map

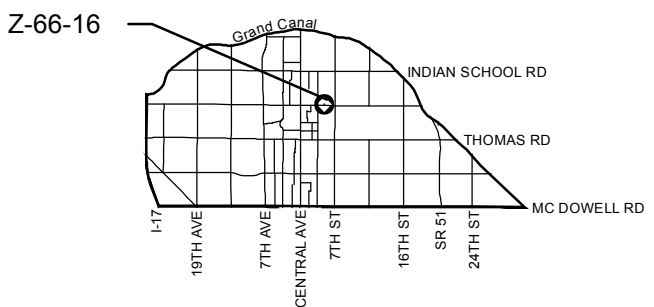
Aerial

Site Plan date stamped September 19, 2016 (1 page)

Elevations date stamped September 19, 2016 (1 page)

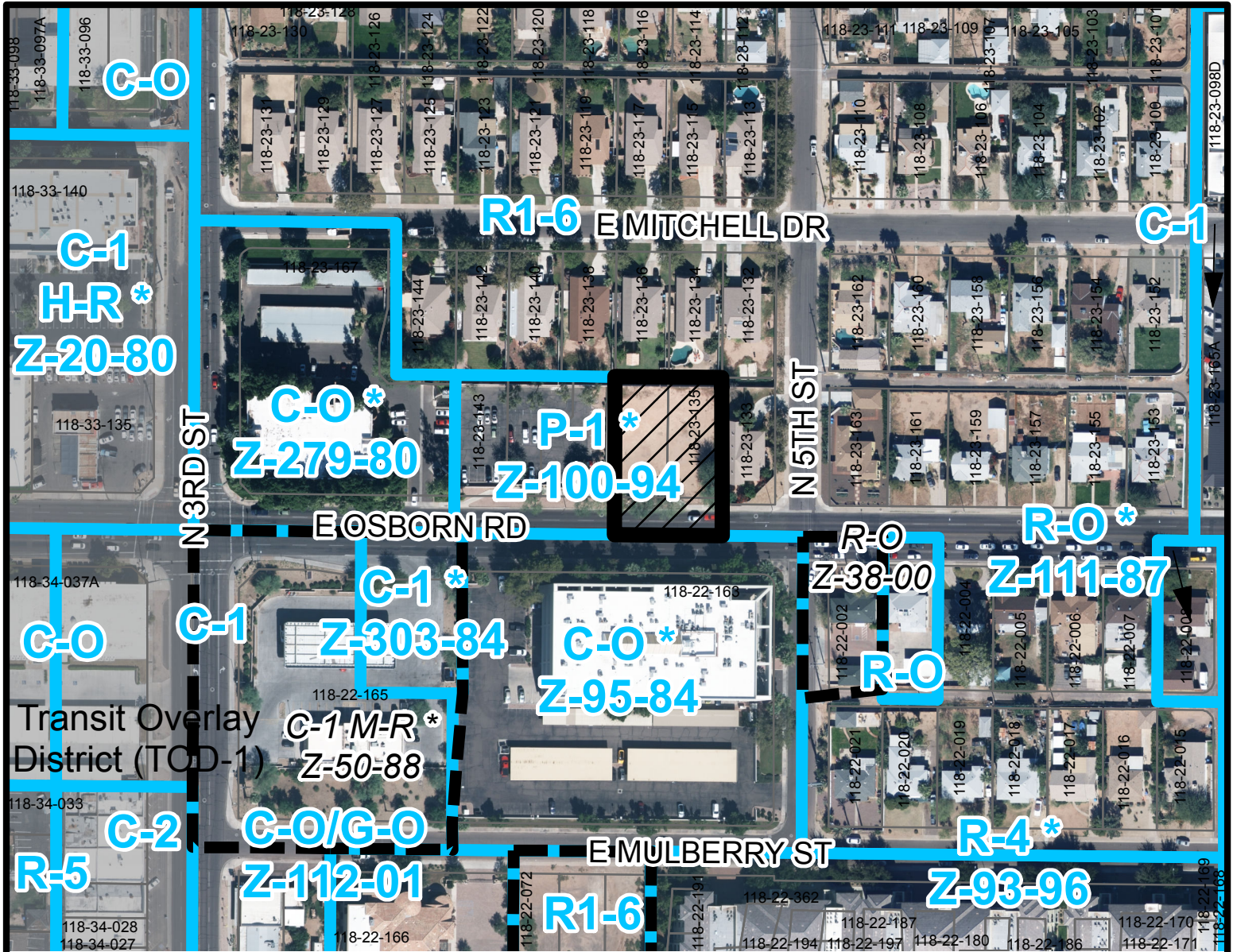


ENCANTO VILLAGE
CITY COUNCIL DISTRICT: 4



APPLICANT'S NAME: Chuck Kennedy		REQUESTED CHANGE: FROM: P-1, (0.46 a.c.) TO: WU T4:2 MT, (0.46 a.c.)	
APPLICATION NO. Z-66-16	DATE: 10/18/2016	REVISION DATES:	
<small>GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.</small> 0.46 Acres	<small>AERIAL PHOTO & QUARTER SEC. NO.</small> QS 16-28	<small>ZONING MAP</small> H-8	
MULTIPLES PERMITTED P-1 WU T4:2 MT	CONVENTIONAL OPTION N/A No Maximum		* UNITS P.R.D. OPTION N/A No Maximum

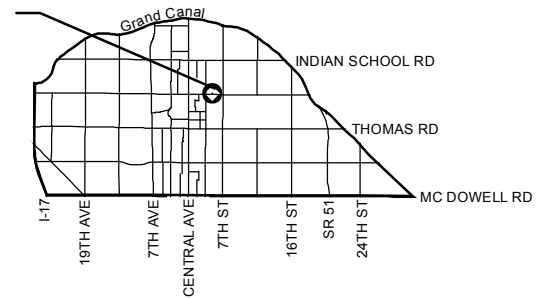
* Maximum Units Allowed with P.R.D. Bonus



ENCANTO VILLAGE
CITY COUNCIL DISTRICT: 4



Z-66-16



APPLICANT'S NAME: **Chuck Kennedy**

APPLICATION NO. **Z-66-16**

DATE: **10/18/2016**
REVISION DATES:

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

0.46 Acres

AERIAL PHOTO & QUARTER SEC. NO.
QS 16-28

ZONING MAP
H-8

REQUESTED CHANGE:

FROM: **P-1, (0.46 a.c.)**

TO: **WU T4:2 MT, (0.46 a.c.)**

MULTIPLES PERMITTED

P-1

WU T4:2 MT

CONVENTIONAL OPTION

N/A

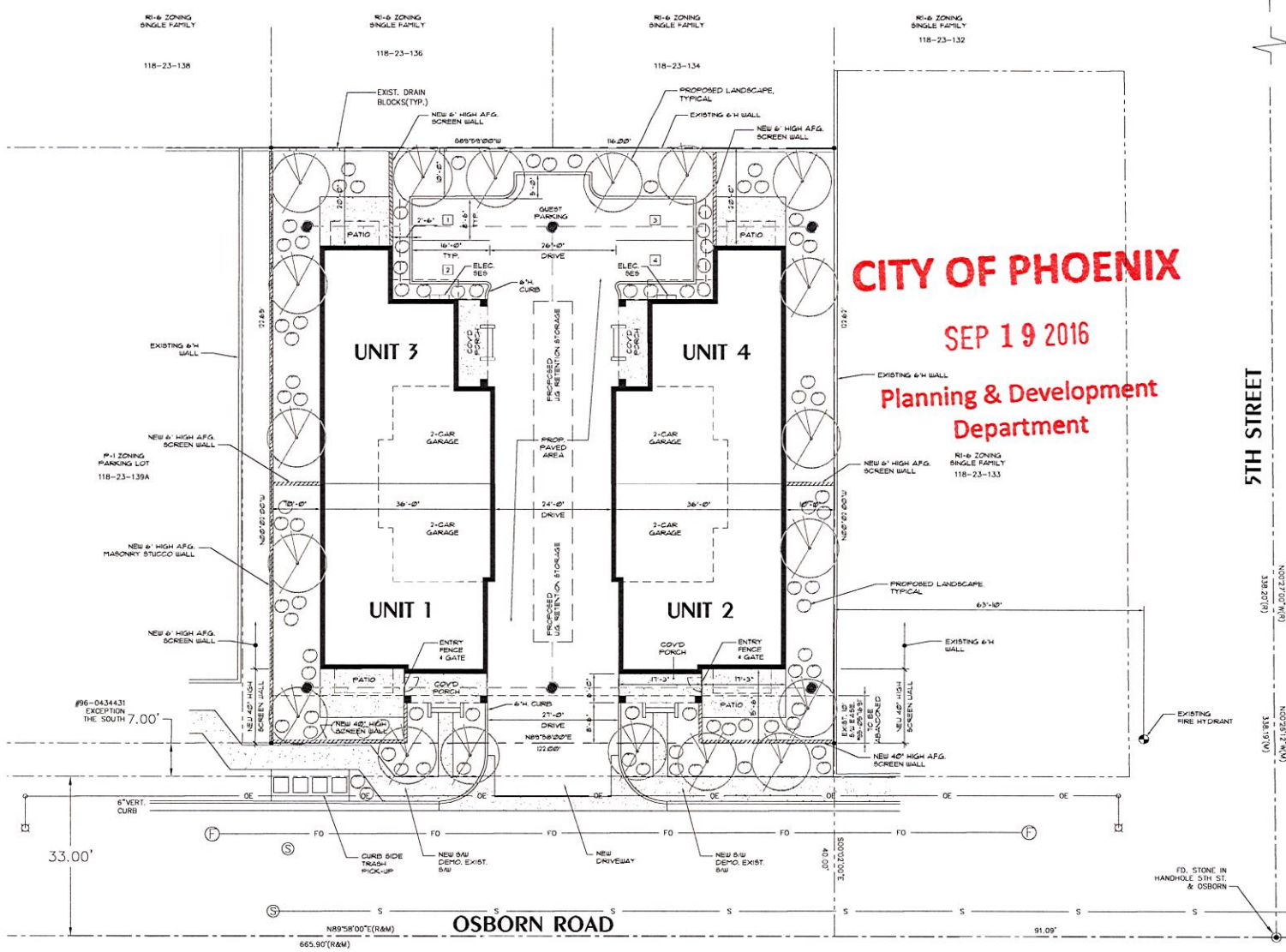
No Maximum

*** UNITS P.R.D. OPTION**

N/A

No Maximum

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



CITY OF PHOENIX
SEP 19 2016
Planning & Development
Department

SITE DATA:

GROSS SITE AREA:	10,666 SQ. FT. (243 AC.)
NET SITE AREA:	14,726 SQ. FT. (333 AC.)
PARCEL NUMBER:	118-23-135, 118-23-131
EXISTING ZONING:	R1-6
PROPOSED ZONING:	U1 T4-2 DISTRICT (WALKABLE URBAN CODE)
EXISTING USE:	VACANT
PROPOSED USE:	FOUR 3-BEDROOM DWELLING UNITS
LOT COVERAGE:	MAX. ALLOWED - 10% PROPOSED - 41%
PREPARY BLDG. FRONTAGE:	84% MIN.
	WIDTH OF LOT - 116 FT.
	WIDTH OF BLDG. - 12 FT. - 42%
PORCH FACADE FRONTAGE:	50% MIN. - 50% PROVIDED
REQUIRED PARKING:	2 PER UNIT
PROPOSED PARKING:	2 PER UNIT PLUS 4 GUEST PARKING

BUILDING DATA:

BUILDING HEIGHT:	MAX. 30'-0" AFG.
GLAZING REQUIREMENT:	75% MIN. GROUND + SECOND FLOOR
GROUND FLOOR BLDG. FRONTAGE:	348 SF.
GROUND FLOOR GLAZING PROVIDED:	180 SF. (72%)
SECOND FLOOR BLDG. FRONTAGE:	326 SF.
SECOND FLOOR GLAZING PROVIDED:	163 SF. (75%)

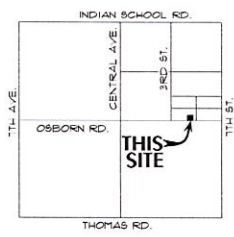
BUILDING AREAS:

UNITS 1 + 2	
1ST FLOOR	1950 SQ. FT.
2ND FLOOR	1260 SQ. FT.
TOTAL AREA	3210 SQ. FT.
UNITS 3 + 4	
1ST FLOOR	1950 SQ. FT.
2ND FLOOR	1260 SQ. FT.
TOTAL AREA	3210 SQ. FT.

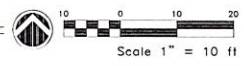
PROJECT INFORMATION:

APPLICANT:	CHUCK KENNEDY 1911 N. TATUM BLVD. 9848 PHOENIX, AZ 85028
DESIGNER:	PHOENIX DESIGN GROUP, LLC 42145 E. VIA LINDA, STE. 105 SCOTTSDALE, AZ 85258 PHONE: 482-881-3113 CONTACT: DAVID ARAMBULA

THIS PROJECT TO INCLUDE LOT SALES



CONCEPTUAL SITE PLAN



CONCEPTUAL DESIGN
 FOR
**PARCEL NO's. 118-23-135
 AND 118-23-137**

VICINITY MAP
 SEC. 29 T2N, R3E. NO SCALE

A



STREET VIEW ELEVATION

SCALE: 1/8"=1'-0"

CITY OF PHOENIX
 SEP 19 2016
 Planning & Development
 Department



REAR NORTH ELEVATION

SCALE: 1/8"=1'-0"



INTERIOR SIDE ELEVATION

SCALE: 1/8"=1'-0"



EXTERIOR SIDE ELEVATION

SCALE: 1/8"=1'-0"