



**City of Phoenix**  
PLANNING AND DEVELOPMENT DEPARTMENT

**Staff Report Z-75-16-4**  
December 6, 2016

**Alhambra Village Planning Committee Meeting Date:** December 20, 2016

**Planning Commission Hearing Date:** January 5, 2017

**Request From:** C-3 SAUMSO (2.02 acres),  
R-4 (Approved P-1) (0.43 acres)

**Request To:** WU (Walkable Urban Code) T5:6 UT  
SAUMSO (2.02 acres),  
WU (Walkable Urban Code) T5:6 UT  
(0.43 acres)

**Proposed Use:** Mixed use project consisting of multi-family housing, office, retail and restaurant

**Location:** Southeast corner of 7th Avenue and Pierson Street

**Owner:** Catholic Charities Community Services of Arizona

**Applicant/Representative:** Jennifer Boblick, Sender Assoc., Chtd.

**Staff Recommendation:** Approval, subject to stipulations

| General Plan Conformity   |                        |  |                    |
|---|------------------------|--|--------------------|
| <b>General Plan Land Use Designation</b>  |                        | Commercial and Residential 10-15 du/acre |                    |
| <b>Street Map Classification</b>  | Pierson Street         | Local                                    | 30-feet south half |
|   | 7 <sup>th</sup> Avenue | Arterial                                 | 40-feet east half  |
| <p><b><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></b></p> <p>The proposed development will provide a new housing option on a parcel which currently has office, restaurant, and parking uses. The site is adjacent to an arterial street with the 7<sup>th</sup> Avenue and Camelback Road light rail transit station approximately 700 feet to the north.</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 Uptown Transit Oriented Development (TOD) District on 7th Avenue, approximately 700 feet from a light rail station and adjacent to numerous bus routes on 7<sup>th</sup> 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 partially underutilized. It will be compatible with nearby uses. This housing type contributes to the mix of housing types in the area. It is located close to employment centers and commercial areas.

#### Applicable Plan and Overlays

Transit Oriented Development Strategic Policy Framework – see analysis #s 4, 7, and 8 below.

Uptown Transit Oriented Development Policy Plan – see analysis #s 5, 6, and 8 below.

Complete Streets Guiding Principles – see analysis # 9 below.

Tree and Shade Master Plan – see analysis # 10 below.

Seventh Avenue Urban Main Street Overlay (SAUMSO) – see analysis # 11 below

Bicycle Master Plan – see analysis #13 below.

#### Surrounding Land Uses/Zoning

|                | <u>Land Use</u>                         | <u>Zoning</u>                  |
|----------------|---|--------------------------------|
| <b>On Site</b> | Office, restaurant, parking             | C-3 SAUMSO, R-4 (Approved P-1) |
| <b>North</b>   | Commercial and multifamily residential  | C-3 SAUMSO, R-4                |
| <b>South</b>   | Tool rental and storage and multifamily | C-3 SAUMSO, R-4 HP             |
| <b>East</b>    | Multifamily residential                 | R-4, R-4 HP                    |

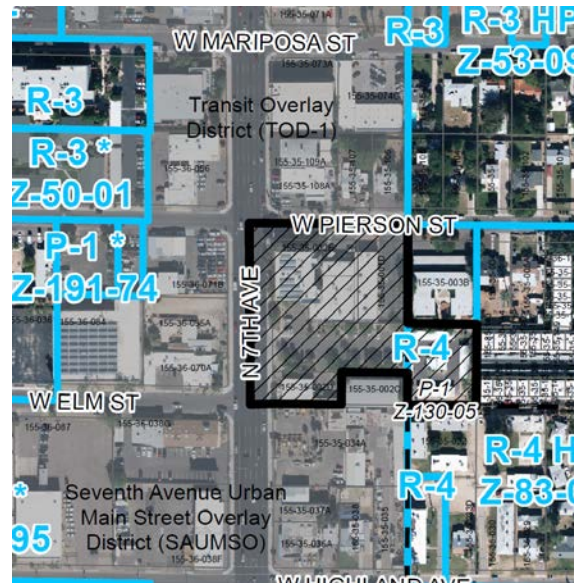
|  |            |            |
|--|------------|------------|
| <b>West<br/>(across 7<sup>th</sup><br/>Avenue)</b> | Commercial | C-3 SAUMSO |
|--|------------|------------|

| <b>Walkable Urban Code<br/>T5:6</b>                                   |  | <i>*if variance required</i>  |
|---|--|---|
| <b><u>Standards</u></b>   | <b><u>Requirements</u></b>   | <b><u>Provisions on the<br/>Proposed site Plan</u></b>                |
| Gross Acreage   | N/A  | 2.40  |
| Total Number of Units   | N/A  | 150<br>50 (phase I)<br>100 (phase II)                                 |
| Density   | No cap required  | 62.5 du/acre (total)<br>87.3 du/ac (phase I)<br>56.2 du/ac (phase II) |
| Building Height   | 80-foot maximum  | Met – 65 feet   |
| Parking – Affordable Housing  | 0.5 per x 50 unit =<br>25 required   | Met - 50 provided<br>(48 standard and 2 ADA)                          |
| Parking – Office  | 2,850 sf / 375 sf =<br>8 required<br>(1 per 375 square feet*)<br>*25% reduction for being<br>located within 1,320 feet<br>from a light rail station. |   |
| Bicycle Parking (1307.H.6.d.)   | 0.25 per residential unit,<br>with a maximum of 50<br>spaces.  | Met – 20 (phase I)<br>n/a - 25 (phase II)                             |
| Public Open Space<br>(Section 1310)                                   | For sites one acre or<br>larger, minimum 5% of<br>gross area   | Less than 1 acre<br>(Phase I) Not required;                           |
| Streetscape Standards<br>(Section 1312.D.1.)                          |  |   |
| Arterial Streets – No Light Rail<br>Corridor (7 <sup>th</sup> Avenue) | Sidewalk width –<br>minimum 6 feet<br>Landscape width –<br>minimum 5 feet  | Not Met – see<br>stipulation #3                                       |
| Minor Collector and Local<br>Streets (Pierson)                        | Sidewalk width –<br>minimum 5 feet<br>Landscape width –<br>minimum 5 feet  | Not Met – see<br>stipulation #3                                       |

| <b>Section 1303.2 TRANSECT T5</b>          |  |                              |
|--|--|------------------------------|
| <i>Main Building Setbacks</i>              |  |                              |
| Primary Frontage                           | 12-foot maximum  | Met – 5 feet                 |
| Secondary Frontage                         | 10-foot maximum  | n/a                          |
| Side Lot Line (east and west)              | 0-foot minimum   | Met – 5 feet                 |
| Rear Lot Line (south)                      | 0-foot minimum   | Met – 18 feet                |
| <i>Parking Setbacks</i>                    |  |                              |
| Primary Frontage                           | 30-foot minimum or behind building   | Met – behind building        |
| Secondary Frontage                         | 20-foot minimum  | n/a                          |
| Side Lot Line (east and west)              | 0-foot minimum   | Met – 5 feet                 |
| Rear Lot Line                              | 0-foot minimum   | Met – 0 feet                 |
| <i>Lot Requirements</i>                    |  |                              |
| Lot Coverage                               | 80% maximum  | Met – 80%                    |
| Primary Building Frontage                  | 70% minimum  | Met – 93%                    |
| Secondary Building Frontage                | 50% minimum  | n/a                          |
| <i>Frontage Types Allowed</i>              |  |                              |
| Primary Frontage                           | All frontages or alternative frontages   | Common Entry                 |
| Secondary Frontage                         | n/a  | n/a                          |
| Entry Requirements                         | One per 50 feet of primary building frontage and one per 80 feet of secondary frontage | Met                          |
| <i>Minimum Glazing Standards</i>           |  |                              |
| Ground Floor (office)                      | 75%  | Met – 75%                    |
| Second Floor ( <i>residential per T4</i> ) | 25%, 10% east and west   | Met – 45%, 17% east and west |
| Upper Floors ( <i>residential per T4</i> ) | n/a  | Met – 25%, 15% east and west |

### **Background/Issues/Analysis**

1. This request is to rezone a 2.45-acre site located at the southeast corner of 7th Avenue and Pierson Street from C-3 SAUMSO (Seventh Avenue Urban Main Street Overlay) (2.02 acres) and R-4 (Approved P-1) (0.43 acres) to WU (Walkable Urban Code) T5:6 UT (Uptown Transit Oriented Development Policy District) SAUMSO (Seventh Avenue Urban Main Street Overlay) (2.02 acres) and WU (Walkable Urban Code) T5:6 UT (Uptown Transit Oriented Development Policy District) (0.43 acres) to allow a mix of multi-family housing, office, retail and restaurant uses.

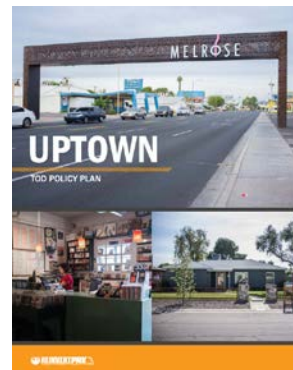


2. The subject site is currently occupied with office, restaurant and parking uses. To the north are commercial and multifamily uses. To the east is multifamily residential uses. To the west (across 7<sup>th</sup> Avenue) are commercial uses. To the south is an existing tool rental and storage facility as well as multifamily uses.
3. The General Plan Land Use Map designation is Commercial and Residential 10-15 du/acre. 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.

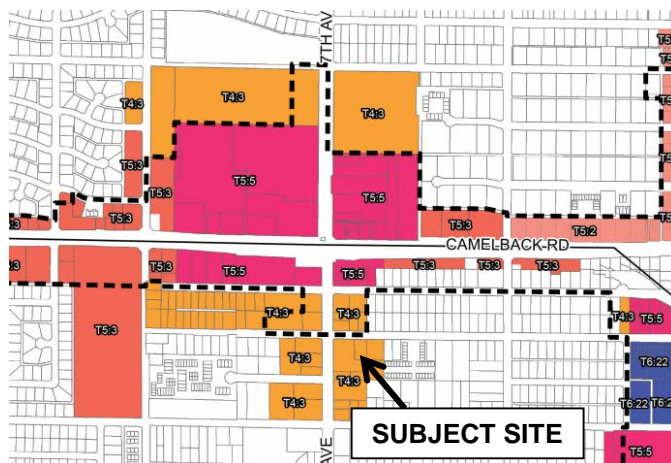


4. The Transit Oriented Development Strategic Policy Framework is part of the city's General Plan which identified planning typologies to describe urban environments. The identified environment for the 7th Avenue and Camelback Road light rail station area is Medium Urban Center. Medium Urban Center is a place type characterized by medium intensity with building heights typically from three to six stories with incentive heights of up to 10 stories. Land uses may include balanced commercial and residential, retail destination, entertainment destination, and some employment. The proposed project falls within the parameters of the Medium Urban Center place type.

5. The site is located within the Uptown TOD (Transit Oriented Development) District, the boundaries for which are Indian School Road on the south, Missouri Avenue on the north, 7th Street on the east and 15th Avenue on the west. The policy plan adopted for the Uptown 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 Uptown TOD District, one key recommendation is the implementation of a form-based zoning code.



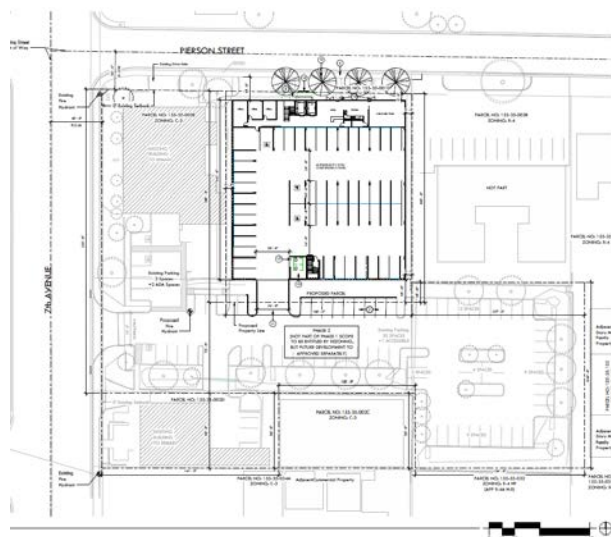
6. The Uptown TOD Policy Plan utilized the Medium Urban Center place type to determine the recommended scale and character of the area around the 7th Avenue and Camelback Road light rail station and this scale and character was illustrated in both the conceptual master plan and the conceptual zoning plan. The subject site has a suggested zoning



- designation of T4:3 with a maximum building height of 40 feet. The applicant has chosen a transect of T5:6 which allows a maximum height of 80 feet, to allow the height of 65 feet proposed for this development. A 65 foot building fits within the envisioned scale of the Medium Urban Center Place Type.
7. The TOD Strategic Policy Framework includes a provision (Policy E.4) allowing an increase in heights and intensities for proposals which include a minimum 30% housing units dedicated for long-term affordability for moderate income households, between 50% and 100% of the metro area median.
8. The applicant is applying for Low-income Housing Tax Credits (LIHTC's) from the Arizona Department of Housing which requires properties to remain affordable for at least 30 years. The inclusion of affordable housing units in this proposal supports the TOD Strategic Policy Framework policies and provides a

rationale to support a project at a higher intensity and scale than that identified in the Uptown TOD Policy Plans conceptual zoning plan. Inclusion of affordable housing units is addressed in Stipulation #1 and #2.

9. The conceptual site plan proposal shows a common entry located at the ground floor facing both Pierson Street. A vehicular entrance is shown on 7<sup>th</sup> Avenue. Sidewalks should be detached from the curb, allowing trees to be planted between the curb and the sidewalk and providing a more comfortable environment for pedestrians. This design is consistent with the City Council adopted Guiding Principles for Complete Streets, one tenet of which is to make Phoenix more walkable. The detached sidewalks are addressed in Stipulation #3.



10. 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. Further, the sidewalks will be detached from the curbs, allowing trees to be planted to shade and separate pedestrians from vehicles on the street. These provisions are addressed in Stipulation #3.
11. In 2006, the Seventh Avenue Urban Main Street Overlay (SAUMSO) was adopted by the City Council. The purpose of this overlay is to establish development standards to encourage economic development, allow full utilization of small or irregularly sized parcels, assist in unifying the area as a cohesive and attractive commercial corridor, and create a pedestrian oriented streetscape. This overlay applies to commercial land uses adjacent to Seventh Avenue between Indian School Road and Pierson Street. The subject site falls under the purview of these standards for the 7<sup>th</sup> Avenue frontage.
12. The submitted conceptual site plan reflects a suburban model for its parking standard calculation. Although its proximity to light rail provides an allowance for a 0.5 spaces per affordable housing unit and 1 space per 375 square feet of office for a total of 33 required vehicular parking spaces; the proposal is for 50 parking (48 standard and 2 ADA) vehicular parking spaces. The applicant is encouraged to reduce the amount of parking provided. National research indicates that as parking supply goes up, much of it sits empty; apartment

buildings near frequent transit need less parking; and the opportunity costs associated with the excess parking add up. Providing the right amount of parking rather than an excess allows for more space to be devoted to people than to cars and offers the possibility of lower rents.

13. 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 conceptual site plan proposes 20 bicycle parking to meet the provisions of the Walkable Urban Code. It is recommended that two types of parking be provided on the property: secured parking for employees, and short-term rack parking for guests located near entrances to the property. The property is near a light rail transit station and several major bus routes. Providing secure bicycle parking for residents and parking for guests of the development is supportive of multimodal travel options. Secured bicycle parking can be provided in bicycle lockers or in locked bicycle rooms. The applicant will work with Planning and Development staff through the site review process to determine locations for both types of bicycle parking as well as for the manner in which the secured parking will be provided. The short-term bicycle racks should be an inverted-u design where both ends of the "U" are affixed to the ground and installed per the requirements of Walkable Urban Code. These provisions are addressed in Stipulations #4 and #5.



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

## STREETS

14. The Street Transportation Department has indicated that the developer shall update all existing off-street improvements to current ADA guidelines. Stipulation #5 has been recommended to address this request.

## WATER

15. The city of Phoenix Water Services Department has noted the property has existing water and sewer mains that can potentially serve the proposed development, however there is a potential need to up size existing water and sewer infrastructure mains so that any remodels or new buildings will be able to meet domestic and fire code requirements.

## FLOODPLAIN

16. 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 1704 L of the Flood Insurance Rate Maps (FIRM) dated October 16, 2013.



#### ARCHAEOLOGY

17. No known archaeological work is necessary for this project. In the event archaeological materials are encountered during construction, all ground disturbing activities must cease within 10-meters of the discovery and the city of Phoenix Archaeology Office must be notified immediately and allowed time to properly assess the materials.

#### FIRE

18. 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.

#### OTHER

19. Development and use of the site is subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements. Other formal actions such as, but not limited to, zoning adjustments and abandonments, may 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 higher density is supported in proximity to the light rail corridor.

#### **Stipulations**

1. Permission for incentive building height in excess of 65 feet (6 stories) in height shall be earned by compliance with the following:
  - A. The applicant shall submit a copy of the draft Declaration of Affirmative Land use and Restrictive Covenants agreement (LURA), for review and approval by the Housing Department.
  - B. The applicant shall submit a copy of the Proforma for review and approval by the Housing Department.
  - C. The applicant shall submit a copy of the Recorded Declaration of Affirmation Land use and Restrictive Covenants agreement (LURA), as approved by the State Housing Department.

2. In the event that compliance with stipulation #1 above is not achieved, permission for incentive building height in excess of 65 feet (6 stories) in height shall be earned by compliance with the following:
  - A. The developer shall make a financial contribution payable to the city of Phoenix Housing Department for support of affordable housing in the amount of \$3.25 per square foot of development in excess of the 65 feet of base height for each permitted building greater than 65 feet.
  - B. Such funds shall be placed into an escrow account upon issuance of a building permit for commencement of development for any structure greater than 65 feet in height.
3. The development shall provide detached sidewalks with a minimum five-foot-wide landscaped strip located between the sidewalk and back of curb and shall include a minimum 2-inch caliper shade trees planted a minimum of 20 feet on center or equivalent groupings along both sides of the sidewalk, as approved by the Planning and Development Department.
4. A minimum of four inverted-U bicycle racks, or equivalent bicycle racks, for guests shall be provided on site, located near an entrance to the building, and installed per the requirements of Section 1307.H.4. of the Zoning Ordinance, as approved by the Planning and Development Department.
5. A minimum of 15 secured bicycle parking spaces shall be provided on site, as approved by the Planning and Development Department.
6. The developer shall update all existing off-site street improvements (sidewalk, curb ramps, and driveways) to current ADA guidelines, as approved by Planning and Development Department.

**Writer**

Joél Carrasco

December 6, 2016

**Team Leader**

Joshua Bednarek

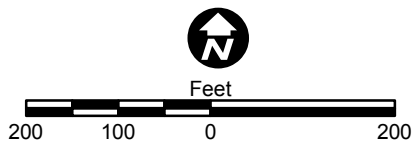
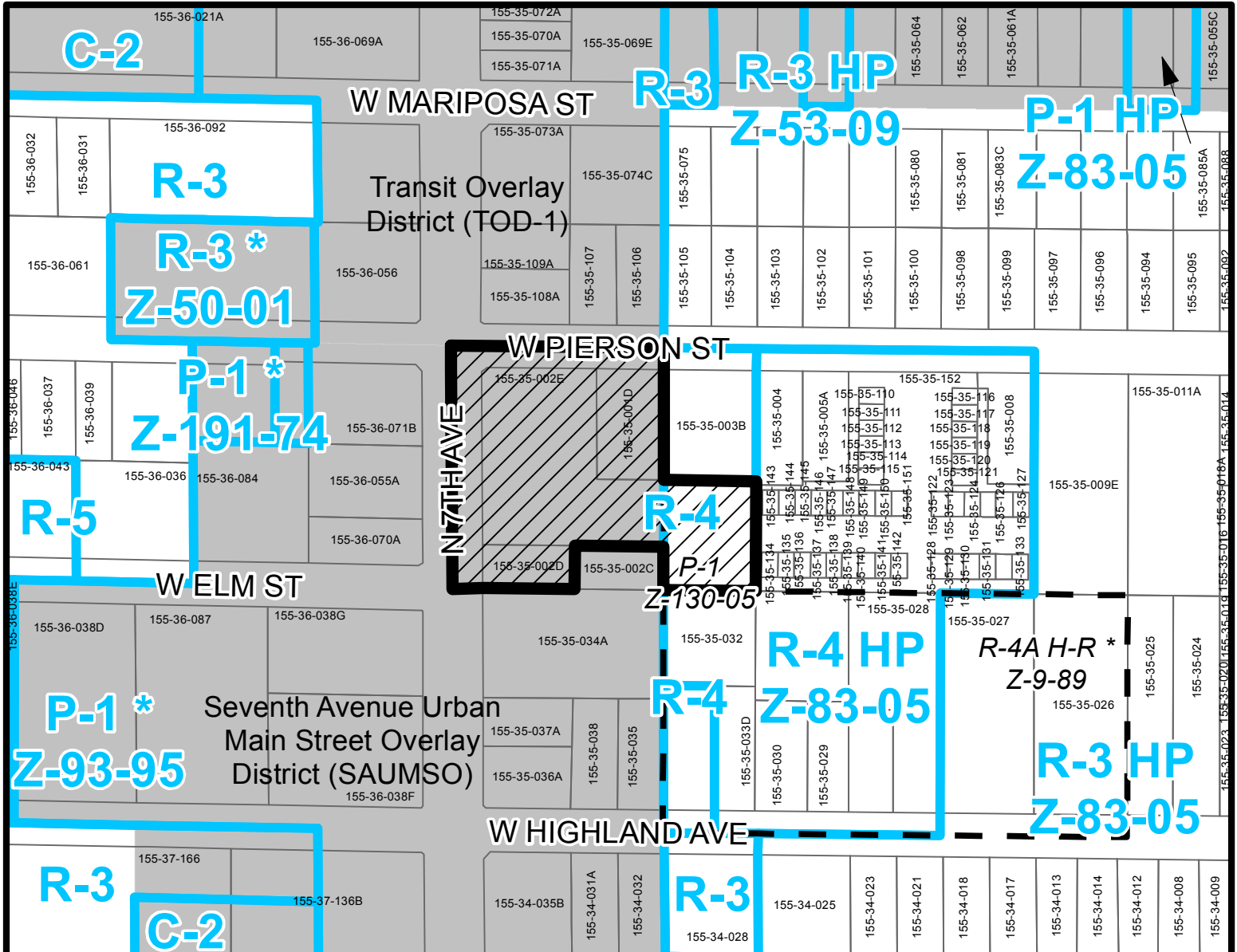
**Attachments**

Sketch Map

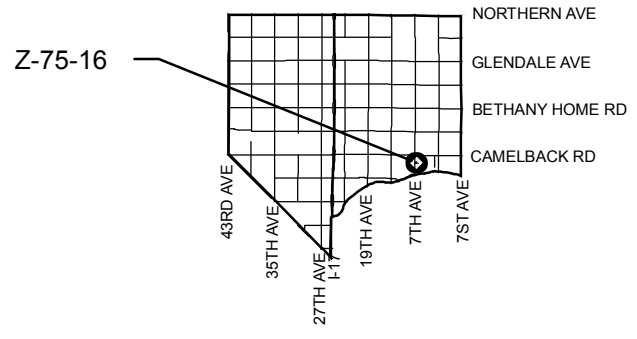
Aerial

Site Plan date stamped December 09, 2016 (2 page)

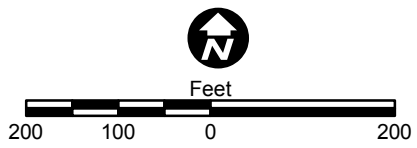
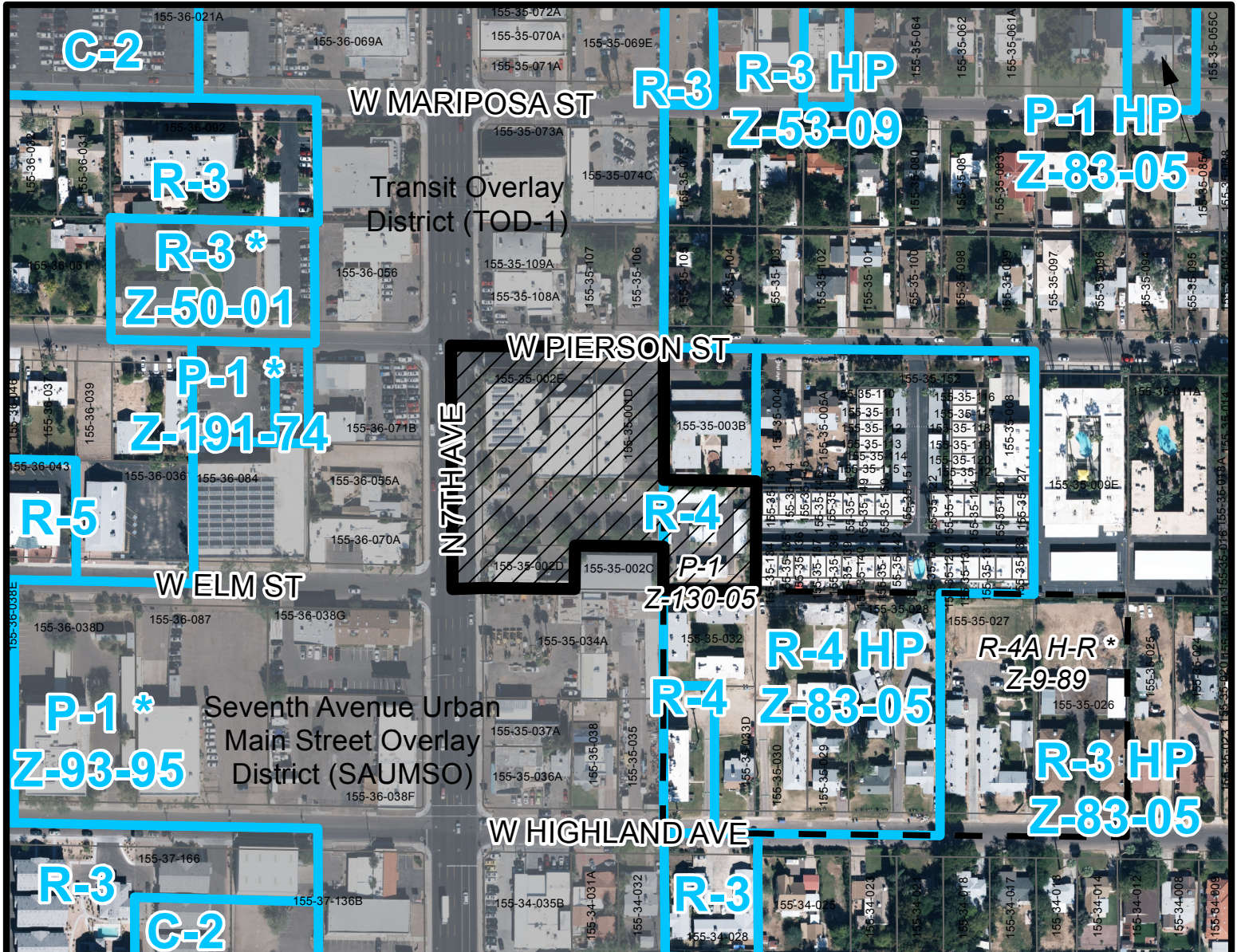
Elevations date stamped December 09, 2016 (2 page)



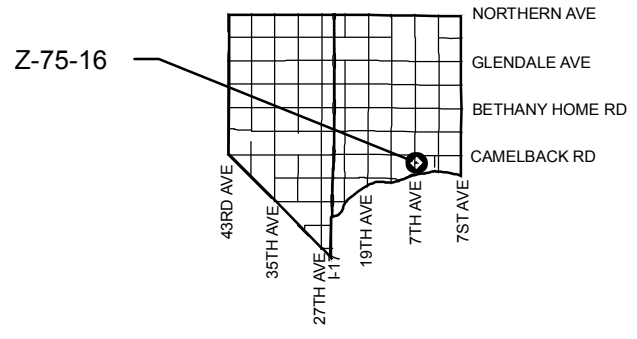
**ALHAMBRA VILLAGE**  
CITY COUNCIL DISTRICT: 4



|  |  |  |  |
|--|--|--|--|
| <b>APPLICANT'S NAME:</b><br>Jennifer Boblick, Sender Assoc., Chtd.                               |  | <b>REQUESTED CHANGE:</b><br>FROM: C-3 SAUMSO, (2.02 a.c.),<br>R-4 (Approved P-1), (0.43 a.c.)<br><br>TO: WU T5:6 UT SAUMSO, (2.02 a.c.),<br>WU T5:6 UT (0.43 a.c.) |  |
| <b>APPLICATION NO.</b> Z-75-16   | <b>DATE:</b> 11/9/2016<br><small>REVISION DATES:</small>       | <b>TO:</b> WU T5:6 UT SAUMSO, (2.02 a.c.),<br>WU T5:6 UT (0.43 a.c.)   |  |
| <small>GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.</small><br><br>2.45 Acres | <small>AERIAL PHOTO &amp; QUARTER SEC. NO.</small><br>QS 18-27 |  |  |
| <b>MULTIPLES PERMITTED</b><br>C-3 SAUMSO, R-4 (Approved P-1)<br>WU T5:6 UT SAUMSO, WU T5:6 UT    |  | <b>CONVENTIONAL OPTION</b><br>28,12(N/A)<br>No Maximum, No Maximum   |  |
| <b>* Maximum Units Allowed with P.R.D. Bonus</b>   |  | <b>* UNITS P.R.D. OPTION</b><br>35,15(N/A)<br>No Maximum, No Maximum   |  |



**ALHAMBRA VILLAGE**  
CITY COUNCIL DISTRICT: 4



|   |  |  |  |
|---|--|--|--|
| <b>APPLICANT'S NAME:</b><br>Jennifer Boblick, Sender Assoc., Chtd.                            |  | <b>REQUESTED CHANGE:</b><br>FROM: C-3 SAUMSO, (2.02 a.c.),<br>R-4 (Approved P-1), (0.43 a.c.)<br>TO: WU T5:6 UT SAUMSO, (2.02 a.c.),<br>WU T5:6 UT (0.43 a.c.) |  |
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| <b>MULTIPLES PERMITTED</b><br>C-3 SAUMSO, R-4 (Approved P-1)<br>WU T5:6 UT SAUMSO, WU T5:6 UT |  | <b>CONVENTIONAL OPTION</b><br>28,12(N/A)<br>No Maximum, No Maximum   |  |
|   |  | <b>* UNITS P.R.D. OPTION</b><br>35,15(N/A)<br>No Maximum, No Maximum   |  |

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



ARCHITECTURAL RESOURCE TEAM

99 E. Virginia Ave, Ste 120 Phoenix, AZ 85004 602.330.5399 1 v www.art-team.com

Catholic Charities Community Services Acacia Heights | 7th & Pierson 4747 N 7th Avenue, Phoenix, AZ KYA 05-3189, PAPP 1603903

PROJECT INFORMATION

PROJECT NAME AND ADDRESS: Acacia Heights, 7th & Pierson, Phoenix, Arizona. DESIGN TEAM: Catholic Charities Community Services of Arizona. APPLICANT: Catholic Charities Community Services of Arizona. PROJECT DESCRIPTION: 4 story residential multi-family, residential over concrete podium. Work is to improve a building application submitted to be submitted to 3037. General level will include a lobby, common area, and amenity space for the building.

PROJECT DESIGN TEAM

ARCHITECT: Acacia Heights, 7th & Pierson, Phoenix, Arizona. DESIGN TEAM: Catholic Charities Community Services of Arizona. APPLICANT: Catholic Charities Community Services of Arizona. PROJECT DESCRIPTION: 4 story residential multi-family, residential over concrete podium. Work is to improve a building application submitted to be submitted to 3037. General level will include a lobby, common area, and amenity space for the building.

Table with 2 columns: Item and Description. Includes sections for GENERAL ZONING ANALYSIS, FACILITY NUMBERS, EXISTING ZONING, PROPOSED ZONING, BUILDING HEIGHT, BUILDING FOOTPRINT, DWELLING UNIT DENSITY, OPEN SPACE, SETBACKS, SIDEWALKS, PROPOSED UNIT MIX, and PROPOSED UNIT MIX table.

Site Plan Notes:

- 1. Development and use of all lots shall conform with all applicable codes and ordinances.
2. All lots shall be located in the City of Phoenix, where water, sewer and gas have been designated as having no reserved water supply.
3. All lots shall be located in the City of Phoenix, where water, sewer and gas have been designated as having no reserved water supply.
4. All lots shall be located in the City of Phoenix, where water, sewer and gas have been designated as having no reserved water supply.

CITY OF PHOENIX
DEC 09 2016
Planning & Development Department

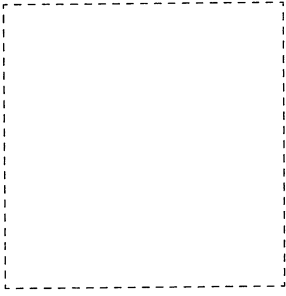
Schematic Design

Revision Schedule table with columns: No., Date, Description.

Table with columns: No., Date, Description. Includes entries for 1603D, 11 NOV 2016, J.C., and 10A.

Project Information

A1.0

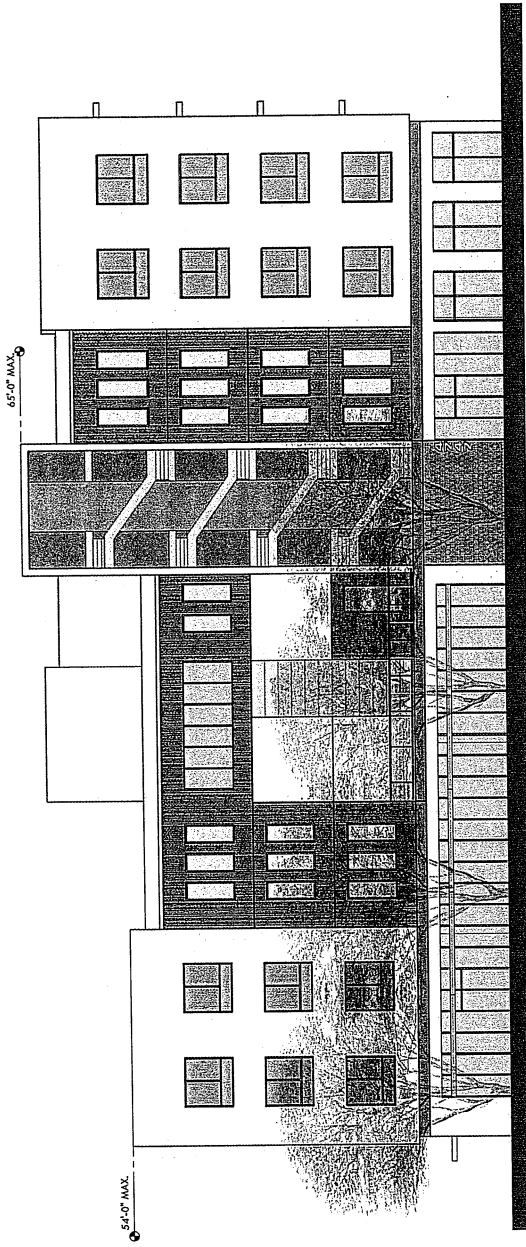




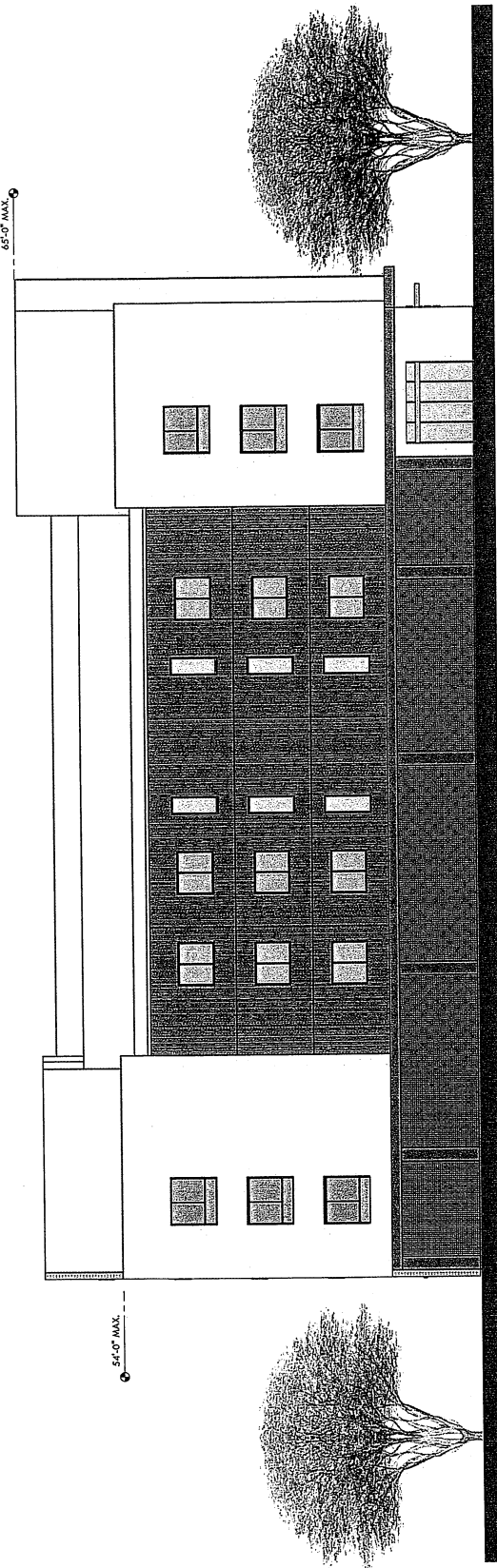
**CITY OF PHOENIX**  
 DEC 09 2016  
 Planning & Development  
 Department



Catholic Charities Community Services  
 Acacia Place | 7th & Pierson  
 4747 N 7th Avenue, Phoenix, AZ  
 NVA 05-3189, PAPP 1603903



North Elevation  
 1/8" = 1'-0"



East Elevation  
 1/8" = 1'-0"

Schematic Design

| No. | Date       | Description |
|-----|------------|-------------|
| 1   | 10/07/2016 | REVISED     |
| 2   | 10/07/2016 | REVISED     |
| 3   | 10/07/2016 | REVISED     |

16030  
 11 OCT 2016  
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Building Elevations

A3.1

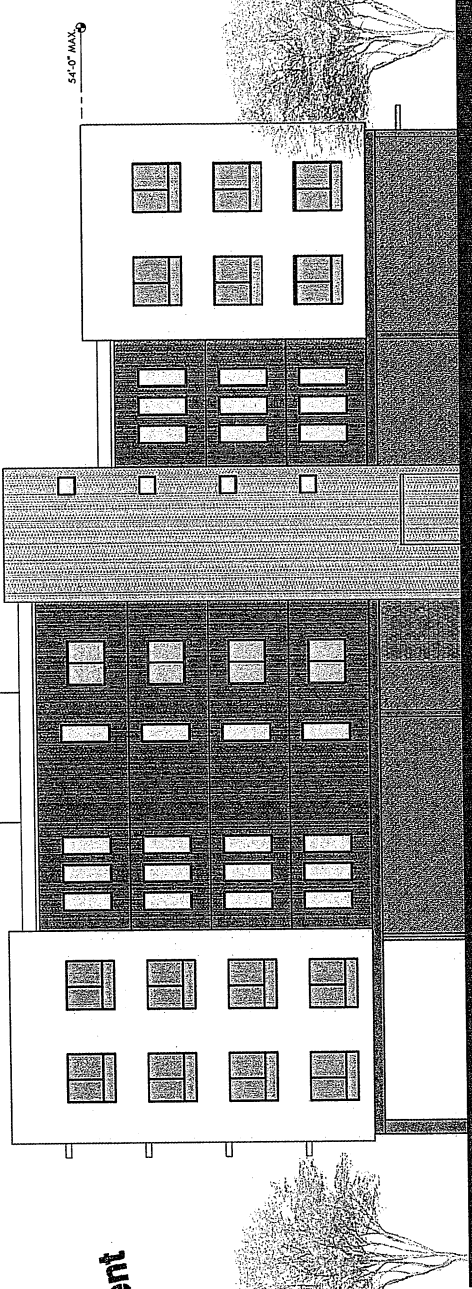
**CITY OF PHOENIX**

DEC 09 2016

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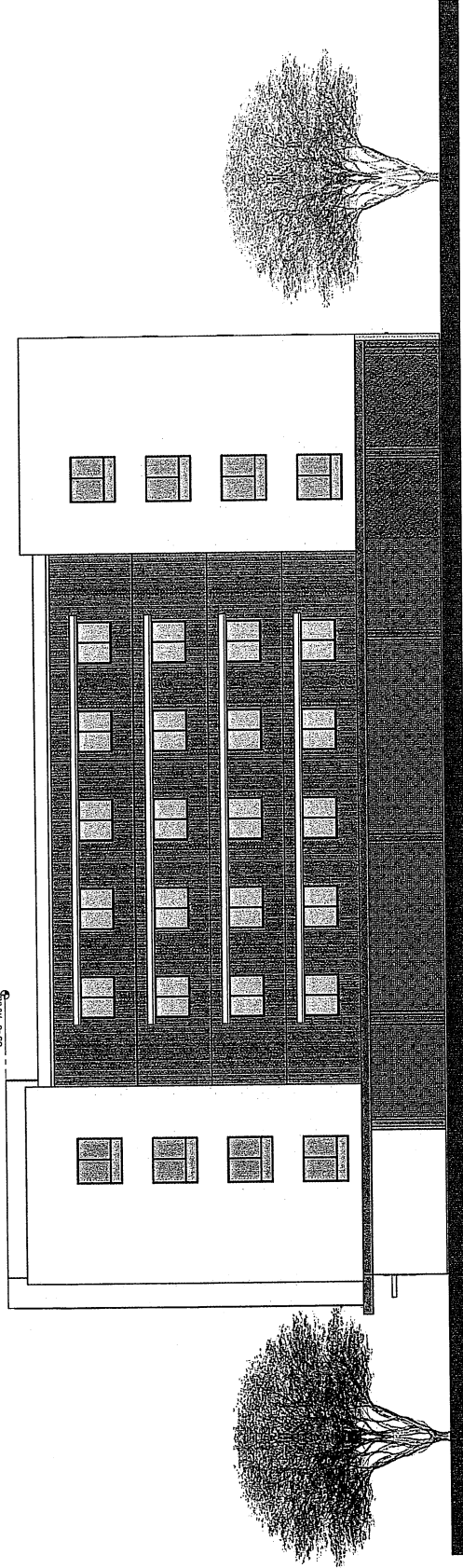
65'-0" MAX

54'-0" MAX



① South Elevation  
 1/16" = 1'-0"

65'-0" MAX



② West Elevation  
 1/16" = 1'-0"

**Schematic Design**

| No. | Date | Description |
|-----|------|-------------|
|     |      |             |

| REVISION NO. | DATE        | BY | REASON | SECURITY |
|--------------|-------------|----|--------|----------|
| 1.0000       | 11 OCT 2016 |    |        |          |

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