



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-9-19-4
April 26, 2019

Encanto [Village Planning Committee](#) Hearing Date May 6, 2019

[Planning Commission](#) Hearing Date June 6, 2019

Request From: [R-5 TOD-1 PISSP](#) (Approved [C-2 TOD-1 PISSP](#)) (0.58 acres) and [R-5 TOD-1 PISSP](#) (Approved [C-2 H-R TOD-1 PISSP](#)) (17.24 acres)

Request To: WU Code [T6:HWR UT](#) (Walkable Urban Code, Transect 6:Height Waiver District, Transit Uptown Character Area) (17.82 acres)

Proposed Use: Mixed-use

Location: Northeast corner of Central Avenue and Indian School Road

Owner: Central Park I, LLC

Applicant/Representative: Withey Morris, PLC - Jason Morris

Staff Recommendation: Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Map Designation		Mixed Use	
Street Map Classification	Central Avenue	Arterial with Light Rail	70-foot east half
	Indian School Road	Major Arterial	67-foot 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 new housing options in the village. The site is located at the intersection of two arterial streets and is adjacent to a light rail transit station.</p>			

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.

The site is located within the Uptown Transit Oriented Development (TOD) District, North Central Major Employment Center, along Central Avenue, adjacent to a light rail transit station and numerous bus routes on Central Avenue and Indian School Road. The Uptown TOD Policy Plan identified the site to be suitable for redevelopment of mixed-use. The proposal, as stipulated, is consistent with the mixed-use vision identified in the Uptown TOD Policy Plan.

BUILD THE SUSTAINABLE CITY; TREE AND SHADE; DESIGN PRINCIPLE: Integrate trees and shade into the design of new development and redevelopment projects throughout Phoenix.

This proposal will contribute to the tree and shade design principal as the proposed WU Code zoning designation promotes shaded pedestrian areas and requires that 75 percent of pedestrian pathways and sidewalks be shaded.

STRENGTHEN OUR LOCAL ECONOMY; EMPLOYERS (JOB CREATION); LAND USE PRINCIPLE: Support General Plan Land Use Map and zoning changes that will facilitate the location of employment generating uses in each of the designated employment centers.

This proposal provides the opportunity for redevelopment of a vacant parcel that is adjacent to mass transit and located at an intersection that is designated as a major urban center in the TOD Strategic Policy Framework. A major urban center intersection is anticipated to develop with mid-rise, medium-intensity development with uses that include residential, retail, entertainment and office employment uses. The proposal will allow greater opportunity for new jobs and entertainment in the village.

Applicable Plans, Overlays and Initiatives

[Phoenix Indian School Specific Plan](#) – see item No. 7 below.

[Transit Oriented Development Strategic Policy Framework](#) – see item No. 8 below.

[Uptown Transit Oriented Development Policy Plan](#) – see item Nos. 9 and 10 below.

[Central Avenue Beautification Plan](#) – see item No. 12 below.

[Tree and Shade Master Plan](#) – see item No. 13 below.

[Complete Streets Guiding Principles](#) – see item No. 14 below.

[Comprehensive Bicycle Master Plan](#) – see item No. 15 below.

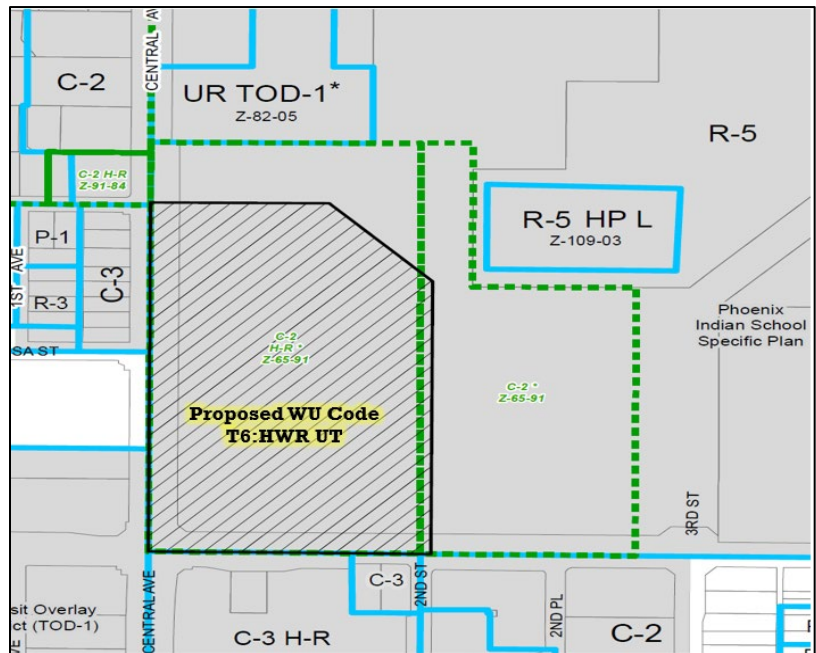
[Reimagine Phoenix](#) – see item No. 23 below.

Surrounding Land Uses/Zoning		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Vacant Lot	R-5 TOD-1 PISSP (Approved C-2 TOD-1 PISSP) and R-5 TOD-1 PISSP (Approved C-2 H-R TOD-1 PISSP)
North	Steele Indian School Park	R-5 TOD-1 PISSP (Approved C-2 H-R TOD-1 PISSP)
South	Office Complex	C-3 H-R TOD-1 and C-3 TOD-1
East	Steele Indian School Park	R-5 TOD-1 PISSP (Approved C-2 TOD-1 PISSP), R-5 TOD-1 PISSP (Approved C-2 H-R TOD-1 PISSP) and R-5 HP L PISSP
West	Vacant Lot, Multifamily Residential and Office, Restaurant and Retail	C-3 TOD-1, R-4A and C-3 TOD-1

Background/Issues/Analysis

REQUEST

1. This request is to rezone a 17.82-acre site located at the northeast corner of Central Avenue and Indian School Road from R-5 TOD-1 PISSP (Approved C-2 TOD-1 PISSP) ((Multifamily Residence District, Interim Transit Oriented Zoning Overlay District One, Phoenix Indian School Specific Plan) (Approved Intermediate Commercial District,



Source: City of Phoenix Planning and Development Department

Interim Transit-Oriented Zoning Overlay District One, Phoenix Indian School Specific Plan)) and R-5 TOD-1 PISSP (Approved C-2 H-R TOD-1 PIDDP) ((Multifamily Residence District, Interim Transit-Oriented Zoning Overlay District One, Phoenix Indian School Specific Plan (Approved Intermediate Commercial, High-Rise and High-Density District, Interim Transit-Oriented Zoning Overlay District One, Phoenix Indian School Specific Plan)) to WU Code T6:HWR UT (Walkable Urban Code, Transect 6:Height Waiver District, Transit Uptown Character Area) to allow a mixed-use development. The subject site consists of one parcel under the ownership of Central Park I, LLC.

2. The rezoning request is accompanied by a General Plan Amendment to repeal the Phoenix Indian School Specific Plan, General Plan Amendment No. GPA-EN-1-19. The necessity for the General Plan Amendment is to allow the site to develop per the Walkable Urban Code standards. The Specific Plan limited the property to a maximum height of 305 feet, limited the square footage and density of specific uses, lot coverage maximum of 80% and building setbacks along Central Avenue restricted to 20 feet minimum or 40 feet minimum for buildings above four stories. These standards are not compatible with the Uptown TOD policy master plan envisioned for the site.
3. The WU Code requires that Transect T:6HWR zoning shall demonstrate conformance to the T6 Transect. In addition, new height waiver entitlement properties are required to be in general conformance to the Conceptual Master TOD Policy Plans. The WU Code will require that the site provide active and pedestrian friendly frontages along both Central Avenue and Indian School Road. The frontage types permitted in the T:6 District include common entry, storefront, arcade or gallery. Glazing will be required for all floors for both residential and commercial uses. The setback along Central Avenue is 12 feet maximum and 10 feet maximum along Indian School Road. Because the site is within a quarter mile of a light rail transit station, a 25 percent reduction of parking may be permitted for residential uses. Minimum 5% open space is required for the site; however, staff has requested that a minimum of 30% of open space be provided. This is addressed in Stipulation No. 6.

GENERAL PLAN

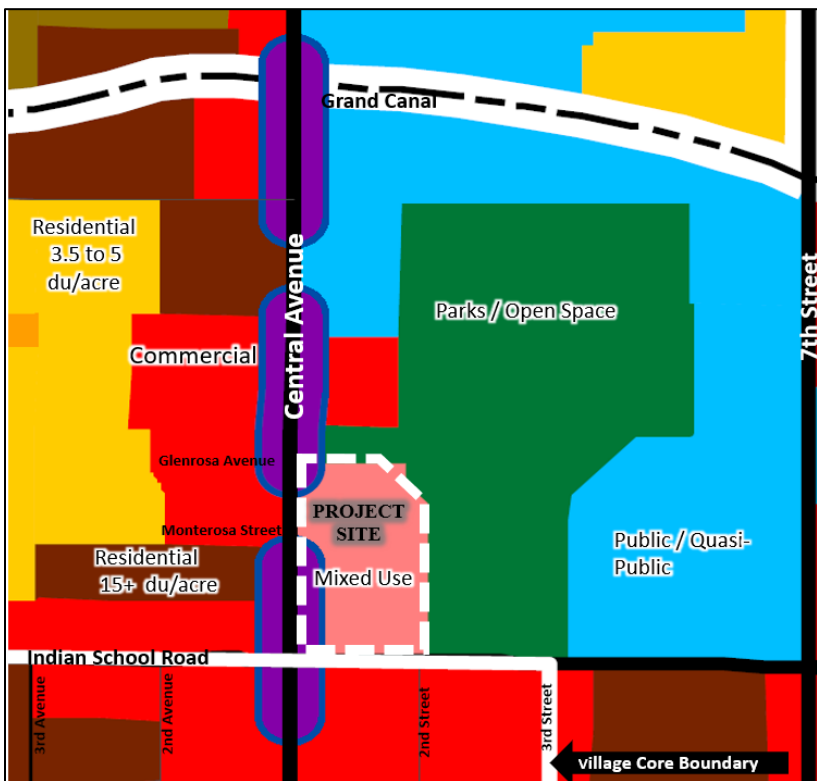
4. The General Plan Land Use Map designation for the project site is Mixed Use. The proposal is consistent with the General Plan Land Use Map designation. The surrounding General Plan Land Use Map designations are as follows:

North: Parks/Open Space

South: Commercial

East: Parks/Open Space

West: Commercial and Residential 15+ dwelling units per acre



Source: City of Phoenix Planning and Development Department

SURROUNDING LAND USE AND ZONING

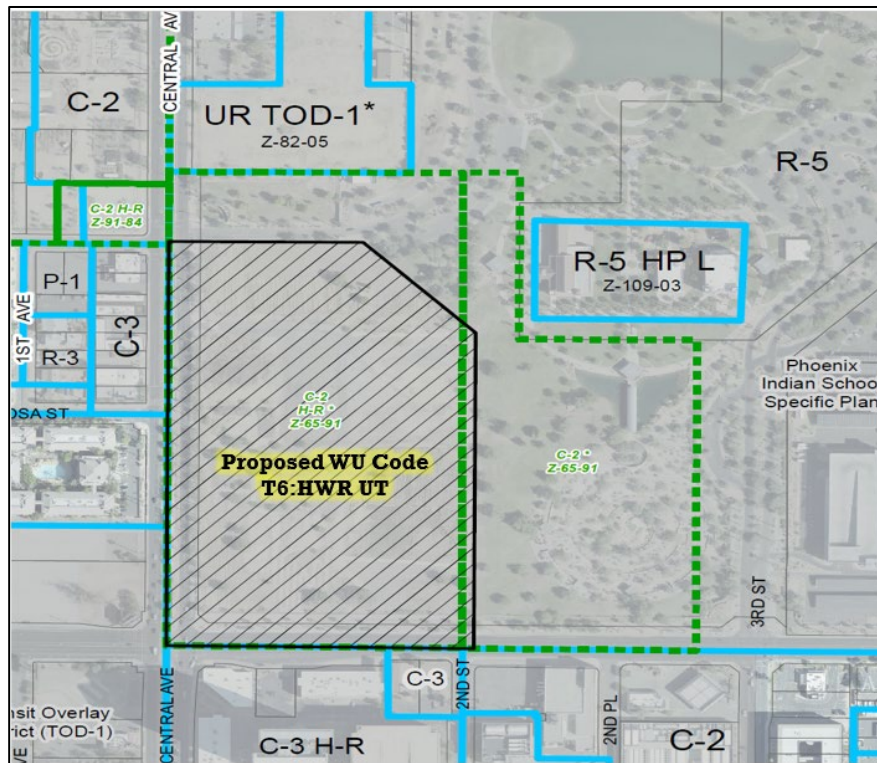
5. The subject site is currently vacant. The surrounding zoning and land uses are as follows:

NORTH

North of the subject site is a private drive into Steele Indian School Park and a small landscaped section of the park zoned R-5 TOD-1 PISSP (Approved C-2 H-R TOD-1 PISSP) ((Multifamily Residence, Interim Transit-Oriented Zoning Overlay District One, Phoenix Indian School Specific Plan) (Approved Intermediate Commercial, High-Rise and High-Density District, Interim Transit-Oriented Zoning Overlay District One, Phoenix Indian School Specific Plan)).

SOUTH

South of the subject site, across Indian School Road, is a church zoned C-3 TOD-1 (General Commercial, Interim Transit-Oriented Zoning Overlay District One) and an office plaza zoned C-3 H-R TOD-1 (General Commercial, High-Rise and High-Density District, Interim Transit-Oriented Zoning Overlay District One).



Source: City of Phoenix Planning and Development Department

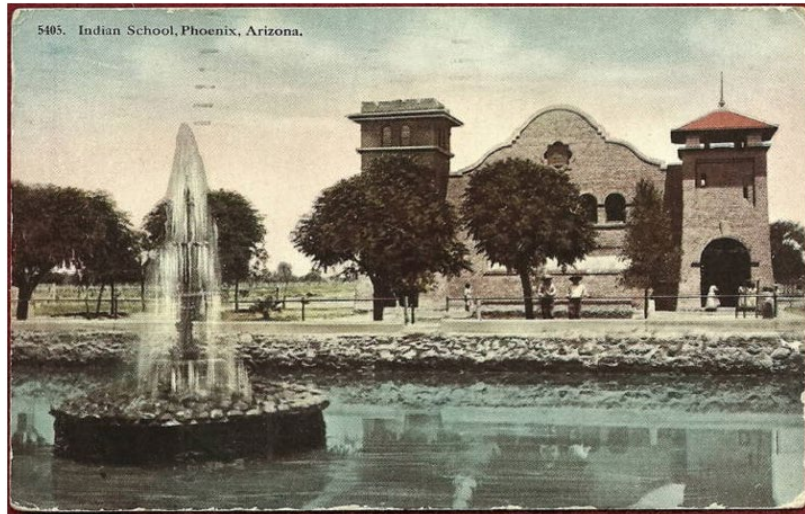
EAST

East of the subject site is Steele Indian School Park zoned R-5 TOD-1 PISSP (Approved C-2 TOD-1 PISSP) ((Multifamily Residence, Interim Transit-Oriented Zoning Overlay District One, Phoenix Indian School Specific Plan (Approved Intermediate Commercial District, Interim Transit-Oriented Zoning Overlay District One, Phoenix Indian School Specific Plan)), R-5 TOD-1 PIDDP (Approved C-2 H-R TOD-1 PISSP) ((Multifamily Residence, Interim Transit-Oriented Zoning Overlay District One, Phoenix Indian School Specific Plan (Approved Intermediate Commercial, High-Rise and High-Density District, Interim Transit-Oriented Zoning Overlay District One, Phoenix Indian School Specific Plan))) and R-5 HP L PISSP (Multifamily Residence District, Historic Preservation, Landmark, Phoenix Indian School Specific Plan) to preserve the historic school, memorial hall and cafeteria in the park.

WEST

West of the subject site, across Central Avenue, is a vacant lot zoned C-3 TOD-1 (General Commercial, Interim Transit-Oriented Zoning Overlay District One), multifamily residences zoned R-4A TOD-1 (Multifamily Residence-General, Interim Transit-Oriented Zoning Overlay District One) and office, retail and restaurant uses zoned C-3 TOD-1 (General Commercial, Interim Transit-Oriented Zoning Overlay District One).

6. The subject site was annexed into the city of Phoenix on April 26, 1948. During that time, the subject site and the immediate surrounding area to the north and east were the site of the Phoenix Indian School, founded in 1891. The campus consisted of 14 brick and 20 frame buildings including a large

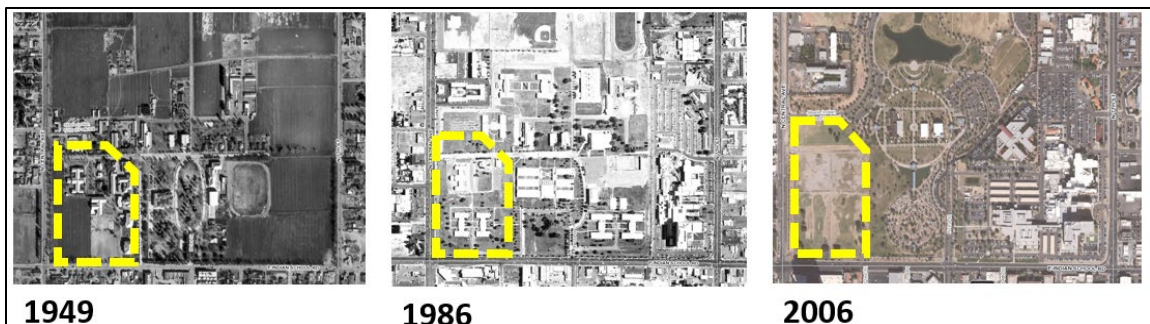


Postcard of Phoenix Indian School dining hall from approximately the 1914

school house, employee quarters and dining hall, vocational training shop, dormitories and acres of crop fields. In 1987 a land exchange took place and the majority of the land transferred to a Florida commercial developer. In return, the developer provided over 100,000 acres of environmentally sensitive wetland to be preserved in the Everglades and a \$35 million payment was made to the Arizona Indian Education Trust fund. The school officially closed in 1990. Following the sale of the property, the legislation required that a Land Use Planning Team submit a Specific Plan for the site. The plan known today as Phoenix Indian School Specific Plan, was prepared by City of Phoenix planning staff, went through the public hearing process and was subsequently approved by the City Council on June 25, 1991.

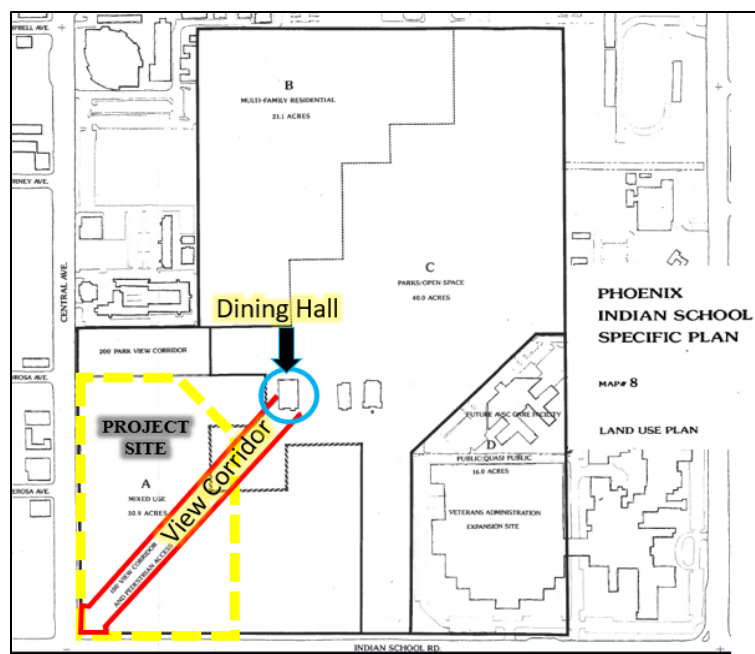
A General Plan Amendment and Rezoning Case (Case Nos. GPA-EN-1-91 and Z-65-91) were submitted and subsequently approved in preparation of the Specific Plan. The General Plan Land Use Map designation for the project site changed from Parks/Open Space to Mixed Use and the zoning changed from R-5 (Multifamily Residence District) to approved C-2 H-R (Intermediate Commercial, High-Rise and High-Density District). The rezoning request approved a height waiver on the property to exceed 250-feet for approximately 20.77-acres and stipulated that the site be developed subject to all provisions of the Phoenix Indian School Specific Plan. The Phoenix Indian School Specific Plan provided regulations, policies and development standards to guide future development of the site. The Specific Plan permitted heights to a maximum of 305 feet within an area that was 400 feet to the east measured from the centerline of Central Avenue and 125 feet north measured from the centerline of Indian School Road.

The subject site is currently vacant, there are no structures related to the Phoenix Indian School present. To the east of the subject site there are three historic buildings associated with the school which include the Dining Hall built in 1902, Memorial Hall built in 1922, and an Elementary School that was built in 1931 and later converted in 1964 into a Band-Chorus Building. These buildings have been preserved and are part of the park. To further preserve these buildings, a Historic Preservation Overlay District (Rezoning Case No. Z-82-92) was approved by City Council on October 7, 1992. Later, a Historic Preservation Overlay – Landmark Designation (Rezoning Case No. Z-109-03) was approved by City Council on March 10, 2004 for the historic buildings. The historic buildings to the east of the project site hold a strong significance related to the history of this intersection. To that end, staff is recommending that a pedestrian link be made from the Intersection of Central Avenue and Indian School Road to the park with strong emphasis that the view corridor be oriented toward and focused on the historic buildings, specifically the cafeteria tower. This is addressed in Stipulation Nos. 3, 4 and 5.



Source: Maricopa County Historical Aerial Photography

7. The Phoenix Indian School Specific Plan was adopted by the City Council on December 4, 1991. The plan contains goals and policies and regulatory development standards to guide future development of the site. A portion of the plan includes a land use plan that was generally based on direction provided by City Council after extensive review of public comments. The Land Use Plan envisioned a mixed-use development at the intersection of Central

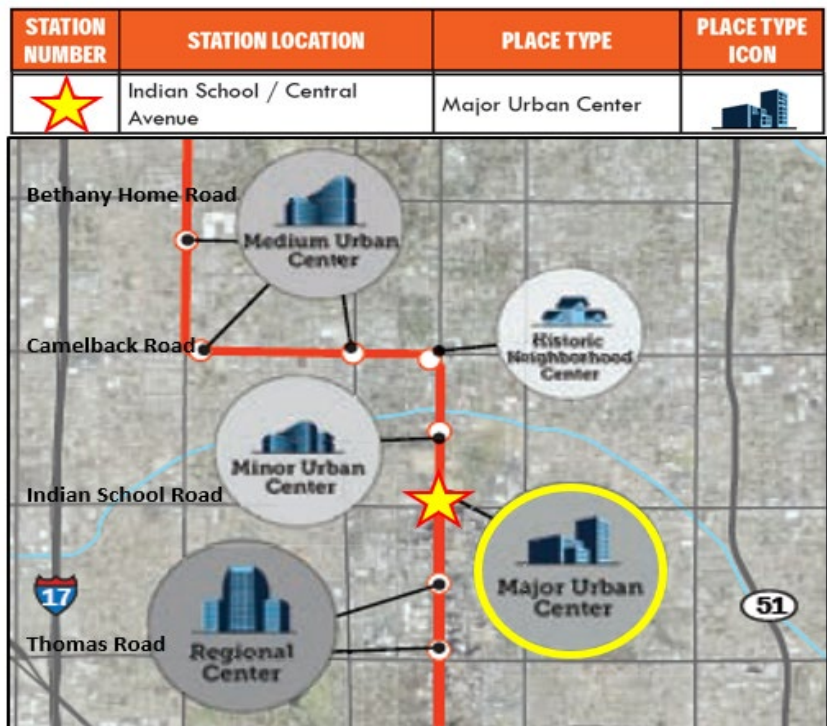


Source: City of Phoenix Indian School Specific Plan, Land Use Plan Map

Avenue and Indian School Road with a 1-gross-acre pedestrian plaza and an approximately 100-foot-wide view corridor oriented towards the northeastern end of the site, bisecting the proposed project site. In addition, a parks/open space area was envisioned on the northeastern end of the specific plan area, a multifamily residential development at the northwestern end of the site and a veteran’s hospital at the southeastern end of the plan area. The veteran’s hospital and Steele Indian School Park have been developed as envisioned by the plan. The northwestern end of the site never developed into multifamily development; instead, Steele Indian School Park developed further to the northwest than originally envisioned. The proposal for Walkable Urban Code is consistent with the mixed-use land use plan identified in the Phoenix Indian School Specific Plan.

To ensure that the property develops as envisioned by the Specific Plan, staff has requested that a 1-acre public pedestrian plaza be provided at the intersection of Central Avenue and Indian School Road and that an 85-foot average, 60-foot minimum view corridor and public pedestrian accessway be located on the site, with the pedestrian plazas view corridor focused on the historic cafeteria tower and on the distant mountain views to the northeast. These are addressed in Stipulation Nos. 2, 3, 4 and 5.

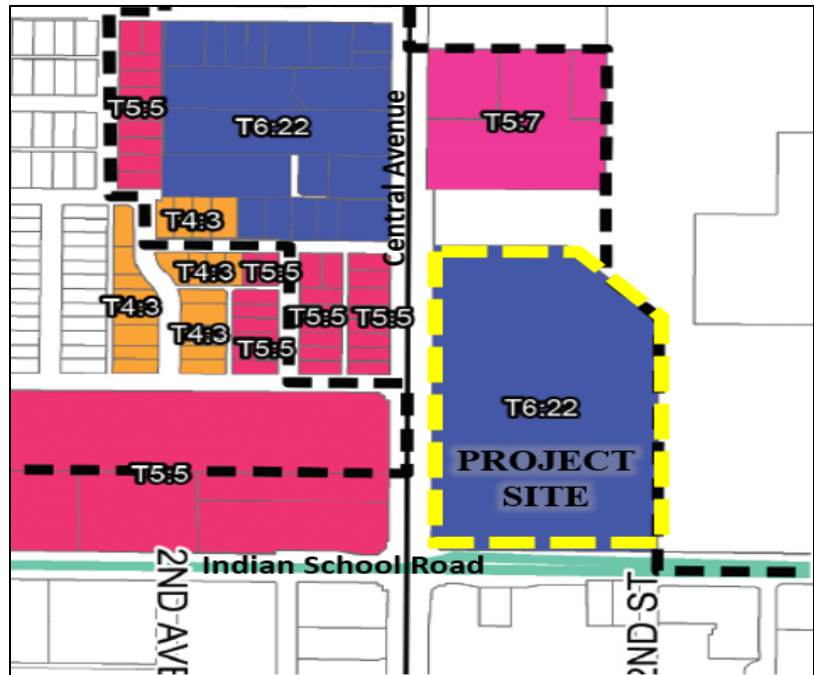
8. The Transit Oriented Development Strategic Policy Framework is part of the city’s General Plan which identified planning typologies to describe urban environments. The identified environment for the Central Avenue and Indian School Road light rail station area is Major Urban Center. Major Urban Center is a place type characterized by medium-high intensity with building heights typically from four to eight stories with incentive heights of up to 15 stories. Land uses may include retail, mid-rise living, entertainment and office employment. The proposed project falls outside of the Major Urban Center parameters and is more closely resembled with the



Source: City of Phoenix Planning and Development Department

Regional Center place type. The TOD Strategic Policy Framework Plan contains a set of additional policies that support increased height. The policy states that increased height may be considered for properties that are within a quarter mile radius of a light rail transit station, exceed WU Code standards, highly neighborhood-compatible and station accessible. The subject property is not adjacent to single-family homes, is located at the intersection of two arterial streets, adjacent to light rail, provides enhanced access to a regional park, exceeds the WU Code standards for open space and already holds entitlements for High-Rise and High Intensity zoning. Additionally, many of the recent WU Code projects along Central Avenue have not proposed development at their maximum building height permitted. This project will support economic development in the City of Phoenix and contributes to the anticipated planned investments adjacent to high capacity transit. Therefore, staff is supportive of the height and intensity proposed at the subject location.

9. 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



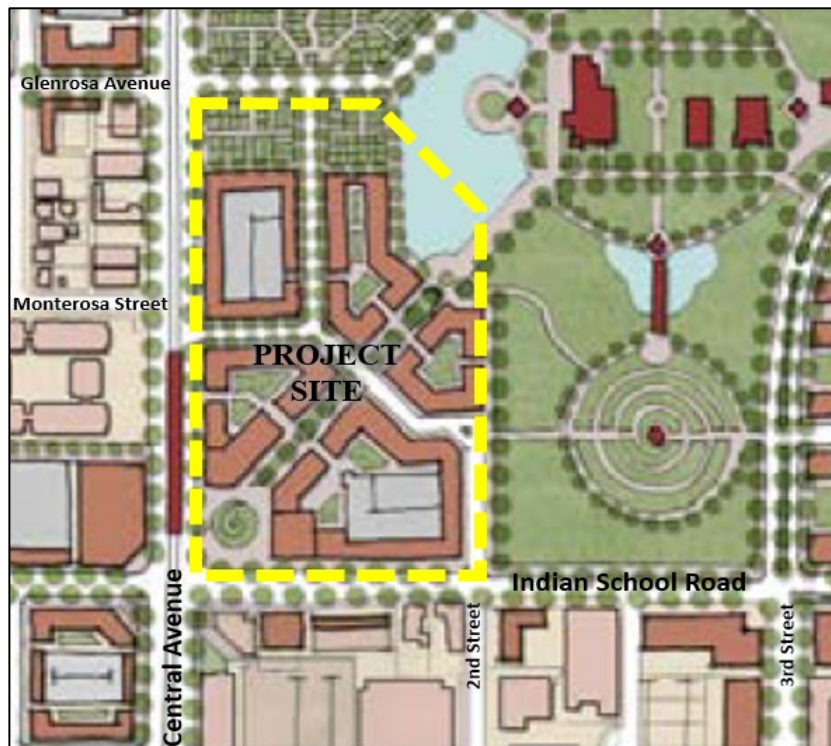
Source: City of Phoenix Planning and Development Department

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. The proposal to WU Code furthers that vision. One of the community visions identified in the Uptown TOD policy plan was that mixed-use developments with a variety of housing types be provided and that active lifestyles, walkability and outdoor activity be promoted through the built

environment. As stipulated, the proposed development promotes the community vision by providing increased open space, detached sidewalks, shaded pedestrian pathways, pedestrian access to light rail, and a publicly accessible accessway connecting to the park.

The Uptown TOD Policy Plan utilized the Major Urban Center place type to determine the recommended scale and character of the area around the Central Avenue and Indian School Road light rail station. 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 T6:22 with a maximum building height of 250 feet. The applicant has proposed a transect of T6:HGT/WVR which does not have a maximum height limitation, but allows staff the opportunity to cap the height limit. The proposed project anticipates heights from 68 feet to 390 feet. Aside from the height, the applicant will be restricted to the T6:22 development standards, consistent with the Uptown TOD Policy Plan. The subject site abuts a light rail transit station immediately to the west, is adjacent to the park along the north and east, is located at the intersection of two major arterial streets, and is across from a high-rise, high-intensity entitled property to the south. In addition, the project will provide additional public open space and will provide for enhanced access to the park. Staff is supportive of the height intensity at this intersection and recommends that the maximum height not exceed 400 feet. This is addressed in Stipulation No 1.

10. Previous zoning entitlements and the Master Plan in the Uptown TOD Plan envisioned that the site would have enhanced open space to breakup development block sizes to increase pedestrian activity and connectivity on the site. Furthermore, the plan envisioned an open space amenity at the intersection of Central Avenue and Indian School Road and a view corridor bisecting the site for a linked access to

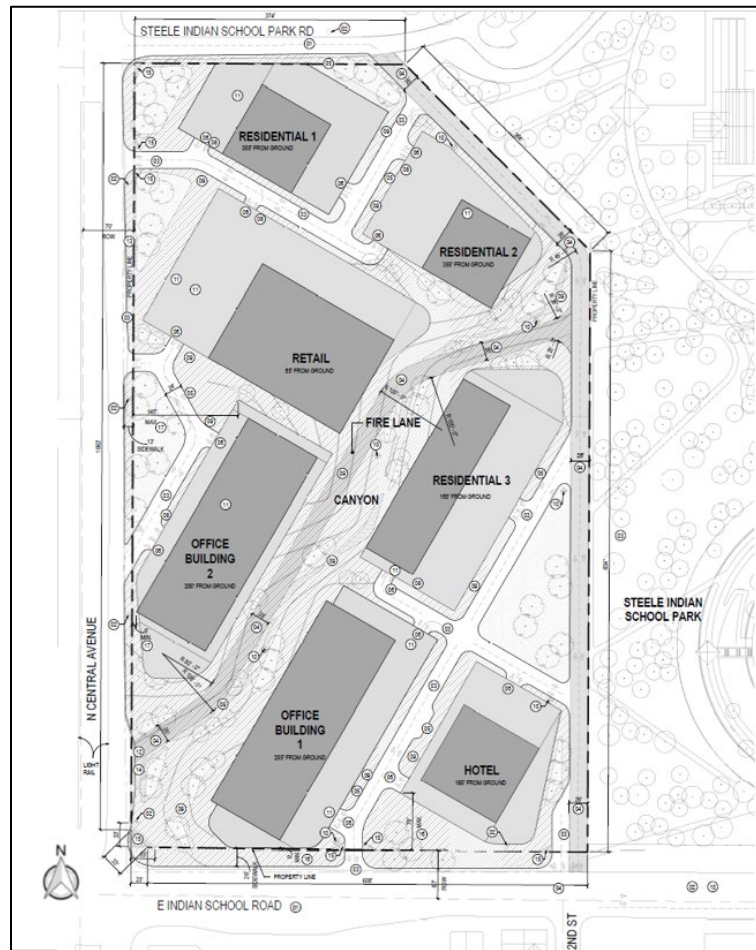


Source: City of Phoenix Planning and Development Department Conceptual Master Plan for the project site in the Uptown TOD Plan

the park and that a strong connection be made between the site and the light rail stop. To this end, staff has requested that decorative raised pedestrian crossings be provided where vehicular traffic conflicts with the pedestrian accessway for safe access to the park and throughout the site. Staff has also requested increased open space and that a minimum of three distinct public open space areas be provided. These requests are addressed in stipulation Nos. 6, 7 and 8. The WU Code requires that Height Waiver cases be in general conformance to the adopted TOD district policy master plans.

PROPOSAL

11. The conceptual site plan depicts a mixed use development that includes residential, retail, office and hotel, all built on top of podium parking. The site proposes three driveways along Central Avenue, one driveway along Indian School Road and a 26-foot wide fire lane along the northern and eastern property lines. The project anticipates 600 residential units and a hotel with 200 rooms. The proposal also includes a public pedestrian accessway identified as the “canyon” on the site plan. The “canyon” will bisect the site, be landscaped, open to the public and connect to the park.



Conceptual Site Plan
Source: Gensler

A connected pedestrian accessway was envisioned on the site in the Indian School Specific Plan and in the Uptown TOD Policy Plan. The Walkable Urban Code, Chapter 13, Section 1304.G requires that large developments create and reinforce pedestrian urban environments with a mix of housing, civic, retail and service choices in a compact, walkable and transit-oriented development with an emphasis on increased connectivity.

AREA PLANS, OVERLAY DISTRICTS, AND INITIATIVES

Central Avenue Beautification Plan

12. In 1989 the Central Avenue Beautification Project was adopted by the City Council. In recognition of Central Avenue development as an ongoing process, the Central Avenue Beautification Plan and the Central Avenue Development Standards were created and are applicable to all construction and new modifications on properties bordering Central Avenue from Culver Street to Camelback Road. The subject site falls under the purview of these standards for the Central Avenue frontage. Staff has recommended that the applicant comply with the Central Avenue Development Standards. This is addressed in Stipulation No. 15.

Tree and Shade Master Plan

13. 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, staff is requesting that a minimum of three public open space areas be provided on the site. The general development standards of the WU Code require that 50% of all accessible public open space be shaded. The recommendation for public open space is addressed in Stipulation No. 7.

Complete Streets Guiding Principles

14. 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. To this end, developments should offer connected and shaded pedestrian walking paths. Staff has recommended that the development provide raised and enhanced pedestrian crossings to access the park to the east, decorative material for all pedestrian crossings and detached sidewalk with shade trees along both sides of the sidewalk to create a more walkable, connected and pedestrian friendly environment. These are addressed in Stipulation Nos. 8 and 9.

Comprehensive Bicycle Master Plan

15. 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 depicts bicycle parking on-site. It is recommended that two types of parking be provided on the property: secured parking for residents, and short-term rack parking for guests. 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 via garage entry into each unit. 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. Staff is

recommending that all required bicycle parking for multifamily be secured parking and that guest parking be provided for the multifamily and nonresidential uses. This provision is addressed in Stipulation No. 10.



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

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

COMMUNITY INPUT SUMMARY

16. At the time this staff report was written, staff had not received any public correspondence regarding the request.

INTERDEPARTMENTAL COMMENTS

17. 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.
18. The Aviation Department has noted that the developer shall provide notice to prospective purchasers of the existence and operational characteristics of the Phoenix Sky Harbor International Airport (PHX) and provide documentation that Form 7460-1 has been filed for the development and that the development received a "No Hazard Determination" from the FAA prior to final site plan approval. This is addressed in Stipulation Nos. 17 and 18.
19. The Fire Department does not anticipate any problems with this case. However, they noted that the site and/or buildings shall comply with the Phoenix Fire Code.
20. The Street Transportation Department has noted that the development shall abide by the Central Avenue Beautification Standards, provide an internal circulation plan prior to preliminary site plan approval, underground existing overhead utility lines, align ingress and egress points to existing street network, update all adjacent street improvements to current ADA guidelines and indicated that additional right-of way dedication may be necessary based upon the final approval of the Traffic Impact Study/Statement (TIS). This is addressed in Stipulation Nos. 11, 12, 13, 14, 15 and 16.

21. The City of Phoenix Floodplain Management division of the Public Works Department has determined that this parcel is not in a Special Flood Hazard Area (SFHA), but is located in a Shaded Zone X, on panel 2205 L of the Flood Insurance Rate Maps (FIRM) dated October 16, 2013.

OTHER

22. The site is located in a larger area identified as being archaeologically sensitive. If further review by the City of Phoenix Archaeology Office determines the site and immediate area to be archaeologically sensitive, and 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. 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 Nos. 19, 20 and 21.
23. 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 multifamily, commercial and mixed-use developments meeting certain criteria. The proposal does not address recycling as part of the proposal.
24. 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 will contribute to the Uptown TOD policy plan economic development, housing and health element which identified the subject property as an economic opportunity site in need of additional housing in the form of a mixed-use development with active frontages.
2. As stipulated, the pedestrian pathways will contribute to the walkability and connectivity for the Central Avenue and Indian School Road transit station.
3. Utilization of the Walkable Urban Code will facilitate the development of another pedestrian oriented project along the light rail corridor and implement many of the elements of the Phoenix Indian School Specific Plan.

4. Proposal will allow additional housing, employment and entertainment options for the significant number of residents in the Uptown TOD District.

Stipulations

1. The maximum building height shall be limited to 400 feet.
2. A minimum 1 gross acre public pedestrian plaza/public open space area shall be provided at the intersection of Central Avenue and Indian School Road.
3. A linear view corridor that is an average of 85 feet in width, minimum 60 feet in width, measured at the ground level and between buildings shall be provided from the southwest corner of the site to the northeast corner of the site and begin with the pedestrian plaza. The view corridor shall focus on the historic cafeteria tower and on the mountain views (Piestewa Peak) and be in general conformance with the Uptown TOD conceptual Master Plan, as approved by the Planning and Development Department.
4. A minimum 26-foot-wide primary and a minimum 10-foot-wide secondary public pedestrian accessway shall be located within the view corridor and shall be constructed of a decorative material, as approved by the Planning and Development Department. The public accessway shall be provided at the southwest corner of the site and extent to the northeast end of the site.
5. A minimum 26-foot-wide public pedestrian accessway shall be provided from the public primary pedestrian accessway within the view corridor and connecting to the light rail pedestrian crossing along the western property line, and shall be constructed with decorative material, as approved by the Planning and Development Department.
6. The development shall provide a minimum 30 percent public open space on the site, excluding perimeter setbacks, as approved by the Planning and Development Department.
7. The development shall include a minimum of three distinct public open space areas, a minimum of 20,000 square feet in size and shall be oriented to capture the view of the historic cafeteria tower and the mountain views (Piestewa Peak). Each open space area shall follow the guidelines established in Section 1310 of the Phoenix Zoning Ordinance, as approved by Planning and Development. All open space areas shall provide seating and be open to the public.
8. All pedestrian crossings, including but not limited to the stipulated public pedestrian accessways, constructed across driveways, shall be raised and shall consist of decorative pavers, stamped or colored concrete, or another material, other than those used to pave the parking surfaces and drive aisles, as approved by the

Planning and Development Department.

9. A minimum 8-foot wide sidewalk along Indian School Road shall be detached with a minimum 30-foot wide landscape strip located between the sidewalk and back of curb, as approved by the Planning and Development and Street Transportation Department. The landscape strip and sidewalk may taper to allow for the sidewalk to appropriately transition into the 1-acre open space area at the intersection of Central Avenue and Indian School Road, as approved by the Planning and Development and Street Transportation Department. The landscape strip shall include a minimum 2-inch caliper shade trees planted a minimum of 20 feet on center or in equivalent groupings between the existing Palm trees and along both sides of the sidewalk, as approved by the Planning and Development Department.
10. Bicycle parking shall be provided as follows:
 - a. All required bicycle parking for multifamily use, per Section 1307.H.6.d of the Phoenix Zoning Ordinance, shall be secured parking.
 - b. 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 1307.H of the Phoenix Zoning Ordinance.
 - c. A minimum of 10% of the required bicycle parking for nonresidential uses shall be secured.
11. The developer shall submit a Traffic Impact Study/Statement (TIS) to the City for this development. No preliminary approval of plans shall be granted until the study has been reviewed and approved by the City upon satisfactory resolutions of review comments by the City staff, as approved by the Street Transportation Department and the Planning and Development Department
12. The development shall provide an internal vehicular and pedestrian circulation plan to address ingress and egress to and from the site, vehicle loading, pick up and drop off locations, pedestrian connections to existing light rail station and proposed mitigation to potential vehicle / pedestrian conflict points internal and external to the site. No preliminary approval of plans shall be granted until the internal vehicular and pedestrian circulation plan has been reviewed and approved by the Street Transportation and Planning and Development Department.
13. The development shall underground the existing overhead utility lines adjacent to Indian School Road for the entirety of its frontage, as approved by the Planning and Development Department.

14. Proposed site ingress and egress points to align with existing street network locations, as approved by the Planning and Development Department.
15. The Central Avenue frontage shall comply with the Central Avenue Development Standards.
16. 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.
17. The developer 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.
18. The developer shall provide documentation to the City prior to final site plan approval that Form 7460-1 has been filed for the development and that the development received a "No Hazard Determination" from the FAA. If temporary equipment used during construction exceeds the height of the FAA and a "NO Hazard Determination" obtained prior to the construction start date.
19. If determined necessary by the Phoenix Archaeology Office, the applicant shall conduct Phase I data testing and submit an archaeological survey report of the development area for review and approval by the City Archaeologist prior to clearing and grubbing, landscape salvage, and/or grading approval.
20. If Phase I data testing is required, and if, upon review of the results from the Phase I data testing, the City Archaeologist, in consultation with a qualified archaeologist, determines such data recovery excavations are necessary, the applicant shall conduct Phase II archaeological data recovery excavations.
21. 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

Maja Brkovic

April 26, 2019

Team Leader

Samantha Keating

Staff Report: Z-9-19-4

April 26, 2019

Page 19 of 19

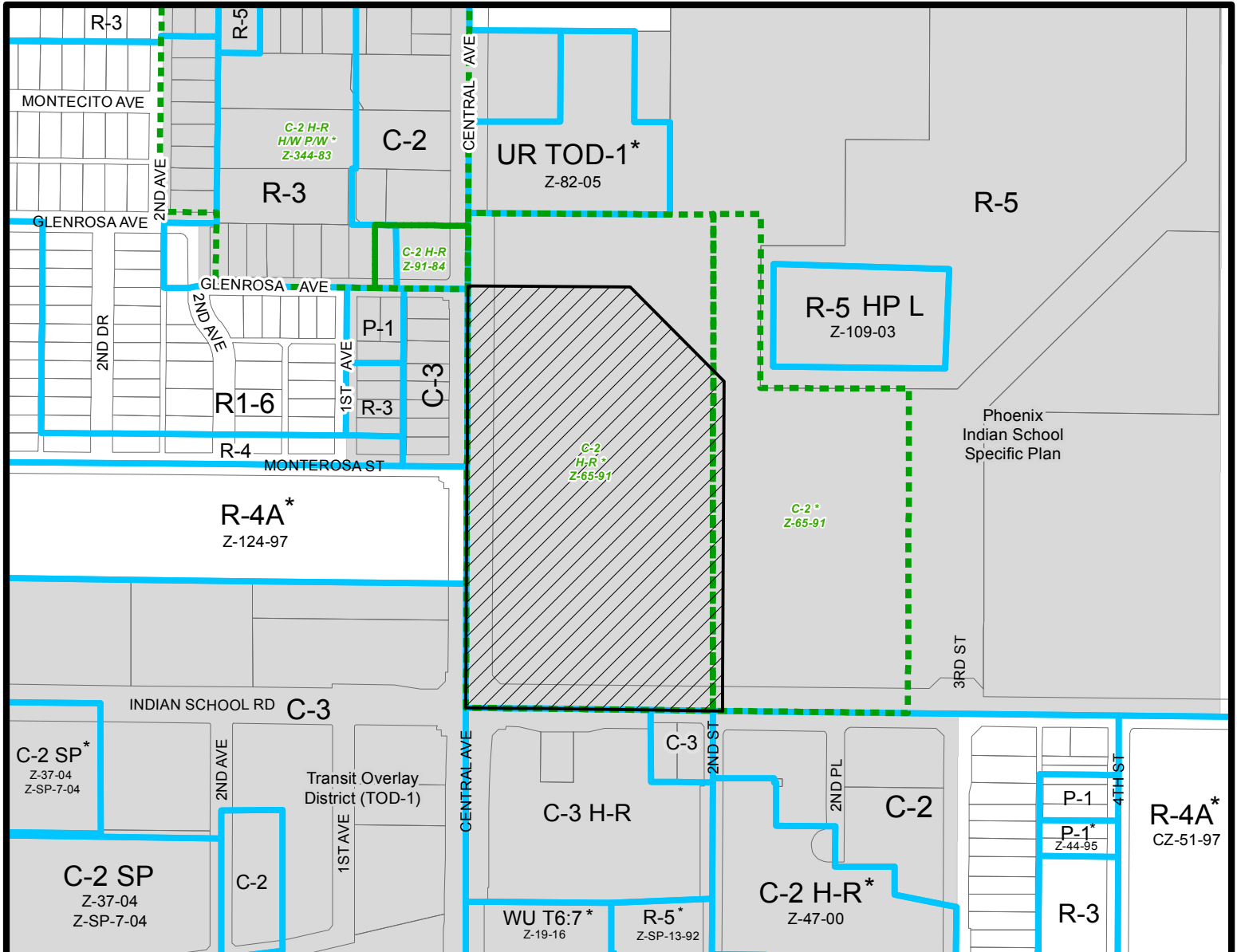
Exhibits

Sketch Map

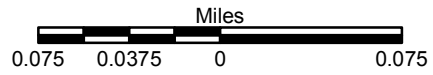
Aerial Map

Conceptual Site Plan date stamped February 1, 2019

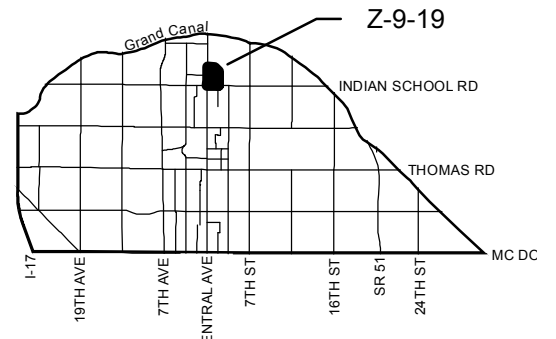
Conceptual Elevations date stamped February 1, 2019



Phoenix Indian School Specific Plan



ENCANTO VILLAGE
CITY COUNCIL DISTRICT: 4



APPLICANT'S NAME: Withey Morris PLC - Jason Morris		REQUESTED CHANGE:	
APPLICATION NO. Z-9-19		FROM: R-5 TOD-1 PISSP (Approved C-2 TOD-1 PISSP), 0.58 a.c. R-5 TOD-1 PISSP (Approved C-2 H-R TOD-1 PISSP), 17.24 a.c.	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 17.82 Acres		TO: WU Code T6:HWR UT (17.82 a.c.)	
MULTIPLES PERMITTED R-5 TOD-1 PISSP, (Approved C-2 TOD-1 PISSP), (Approved C-2 H-R TOD-1 PISSP) WU Code T6:HWR UT		* UNITS P.R.D. OPTION 930, (10), (N/A) N/A	
CONVENTIONAL OPTION 775, (8), (2,503) No Maximum			
* Maximum Units Allowed with P.R.D. Bonus			

SHEET NOTES

CITY OF PHOENIX

FEB 01 2019

Planning & Development
Department

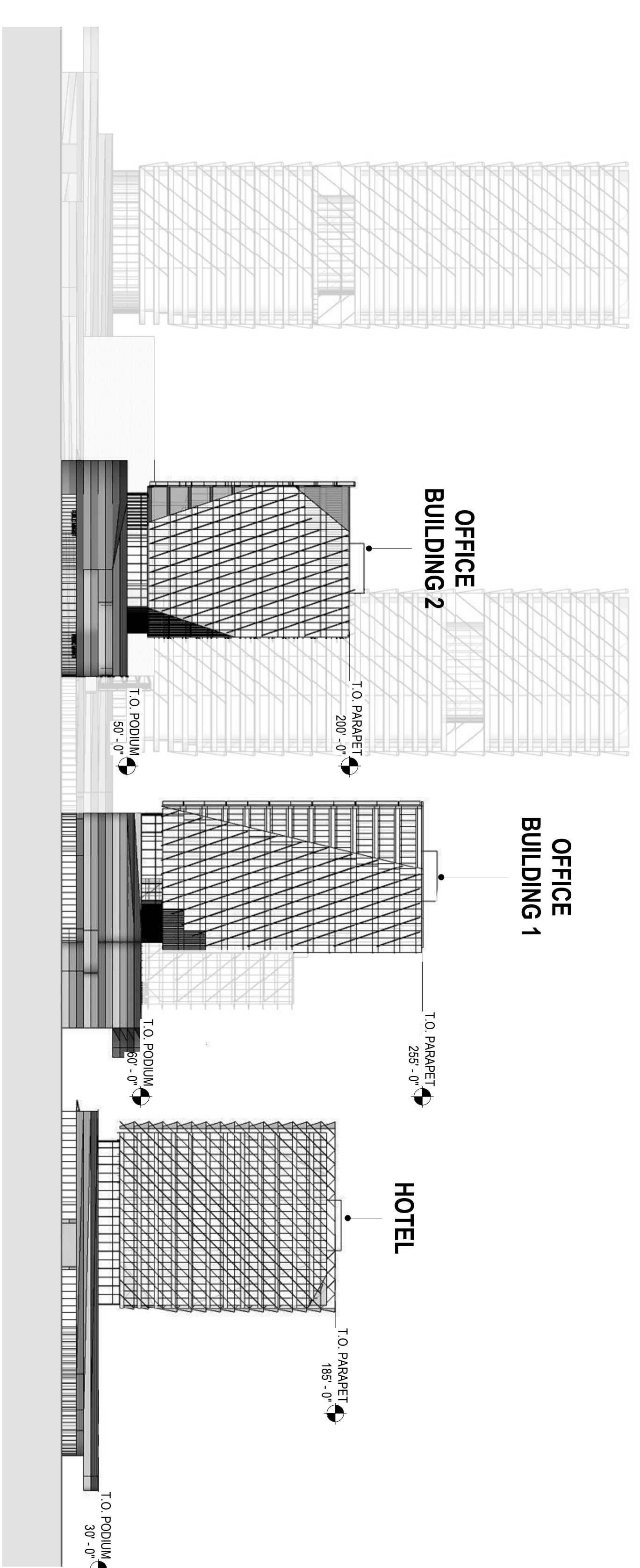
Pivotal Group
The Central Park - Phoenix, Arizona

Gensler

201 East Washington St
Suite 750
Phoenix, AZ 85004
United States

Tel: 602.523.4000
Fax: 602.523.4949

△	Date	Description



01 SOUTHWEST 1

SCALE: 1" = 60'-0"

02 SOUTHWEST 2

SCALE: 1" = 60'-0"

3 SOUTHWEST 3

SCALE: 1" = 60'-0"

GENERAL NOTES

Seal / Signature

**NOT FOR
CONSTRUCTION**

Project Name
The Central Park

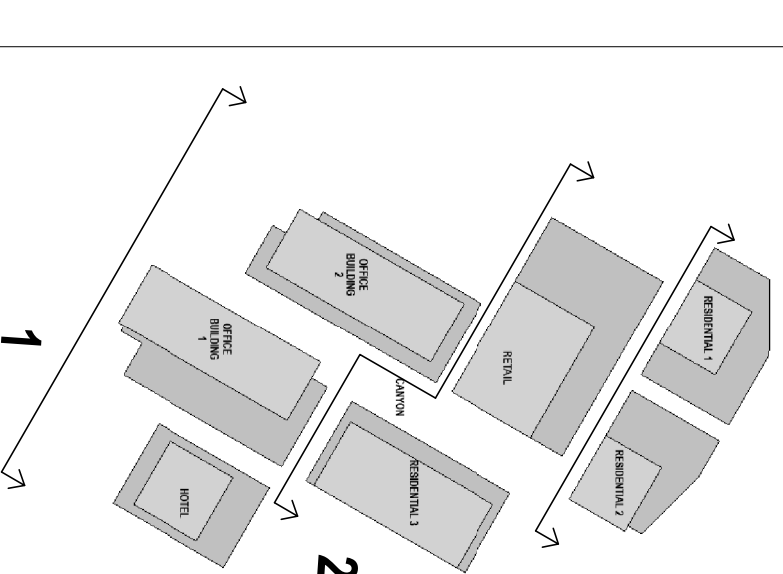
Project Number
57.6187.000

Description
BUILDING ELEVATION - SOUTHWEST

Scale
1" = 60'-0"

RA.02.01

KEY PLAN



SHEET NOTES

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Date	Description

CITY OF PHOENIX

FEB 01 2019
Planning & Development
Department

Seal / Signature

**NOT FOR
CONSTRUCTION**

Project Name
The Central Park

Project Number
57.6187.000

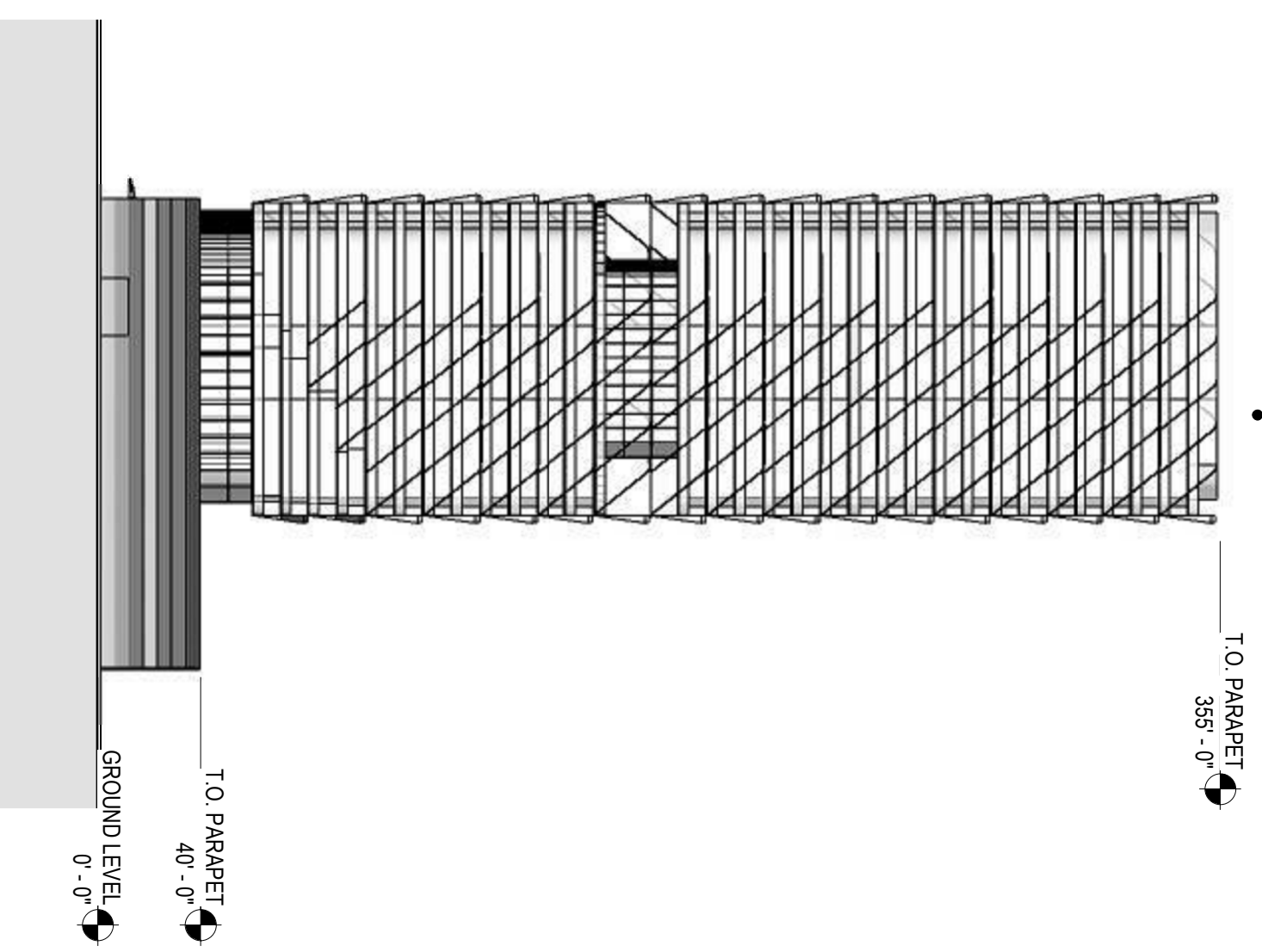
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Scale
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RA.02.02

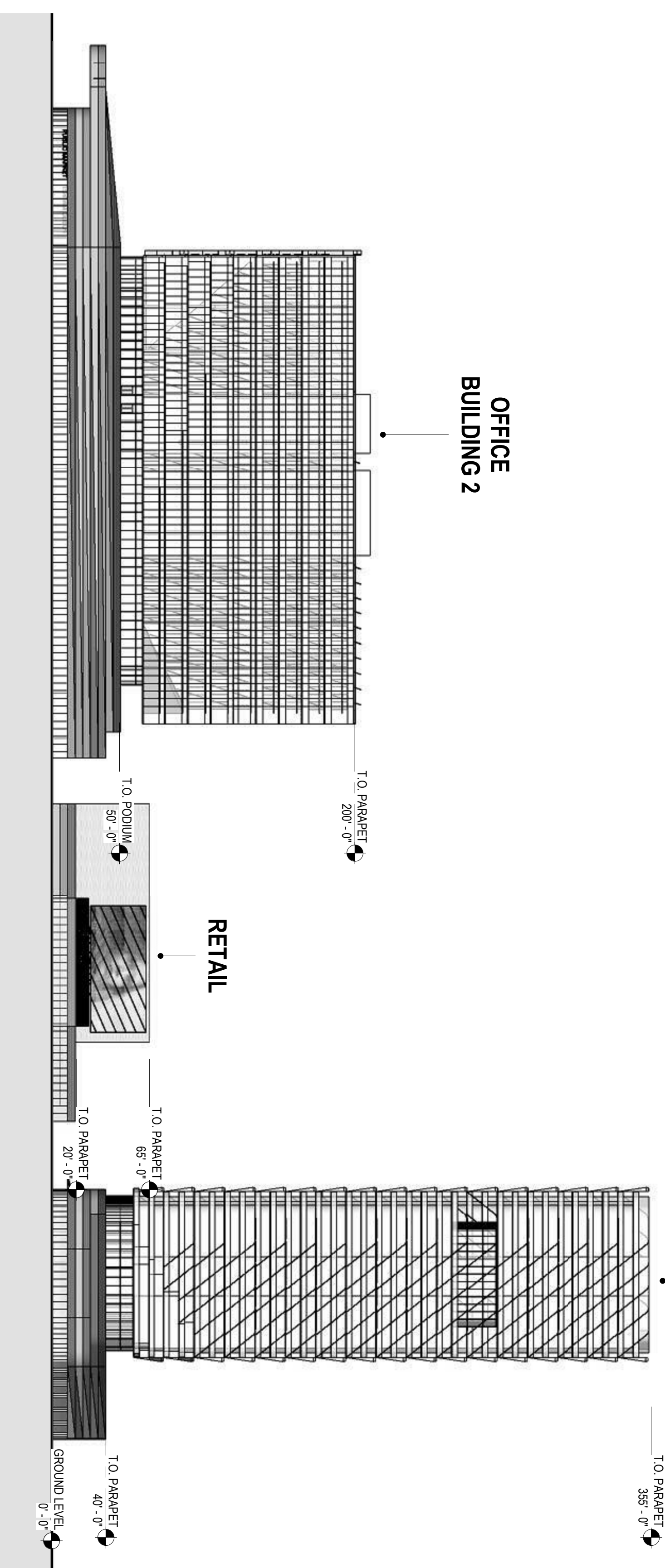
© 2018 Gensler

RESIDENTIAL 1



01 SOUTHEAST 1
SCALE: 1" = 60'-0"

RESIDENTIAL 2

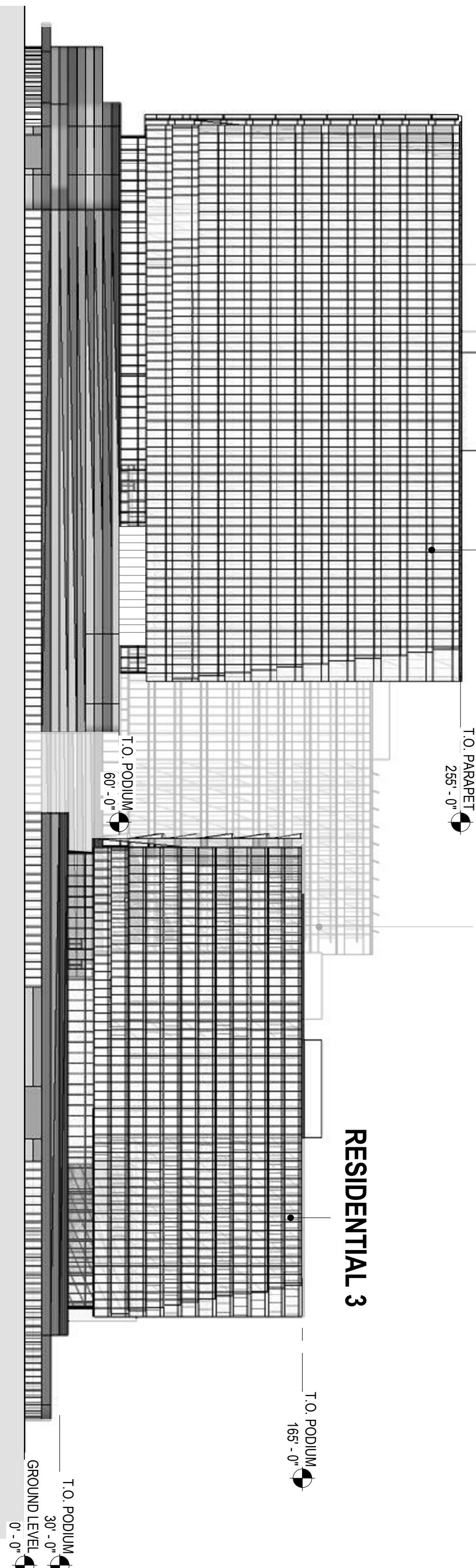


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OFFICE
BUILDING 2

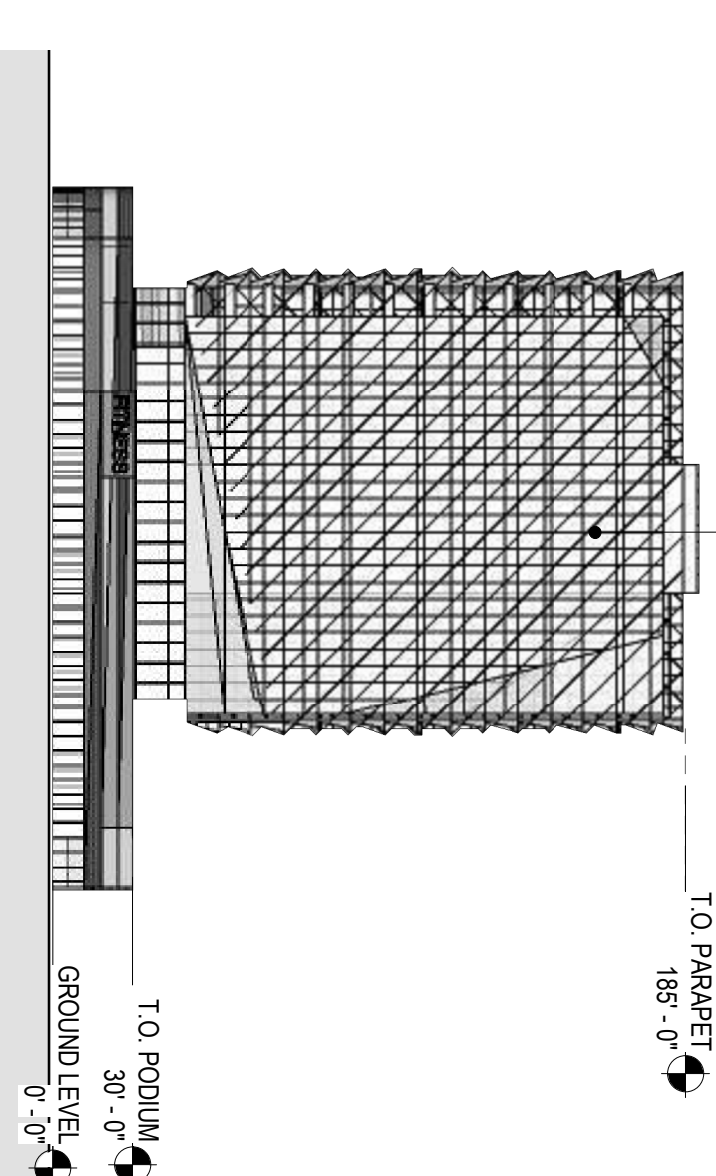
RETAIL

OFFICE
BUILDING 1



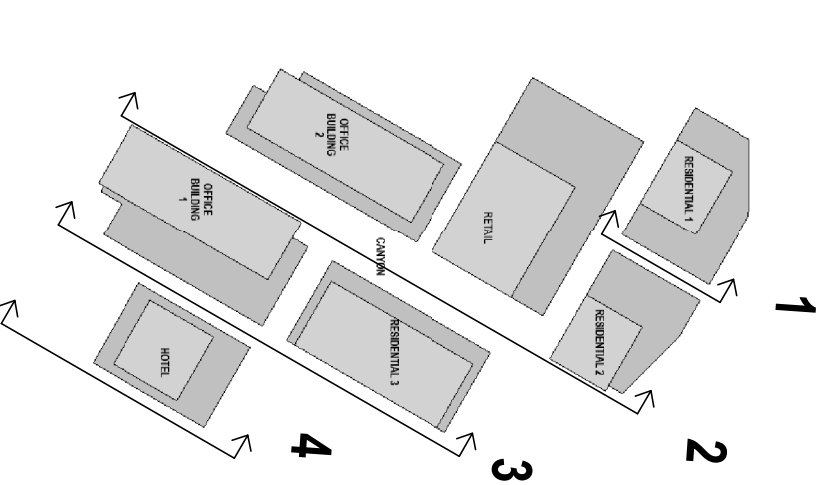
03 SOUTHEAST 3
SCALE: 1" = 60'-0"

HOTEL



04 SOUTHEAST 4
SCALE: 1" = 60'-0"

KEY PLAN



GENERAL NOTES

SHEET NOTES

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△ Date	Description

CITY OF PHOENIX
FEB 01 2019
Planning & Development
Department

GENERAL NOTES

Seal / Signature

**NOT FOR
CONSTRUCTION**

Project Name
The Central Park

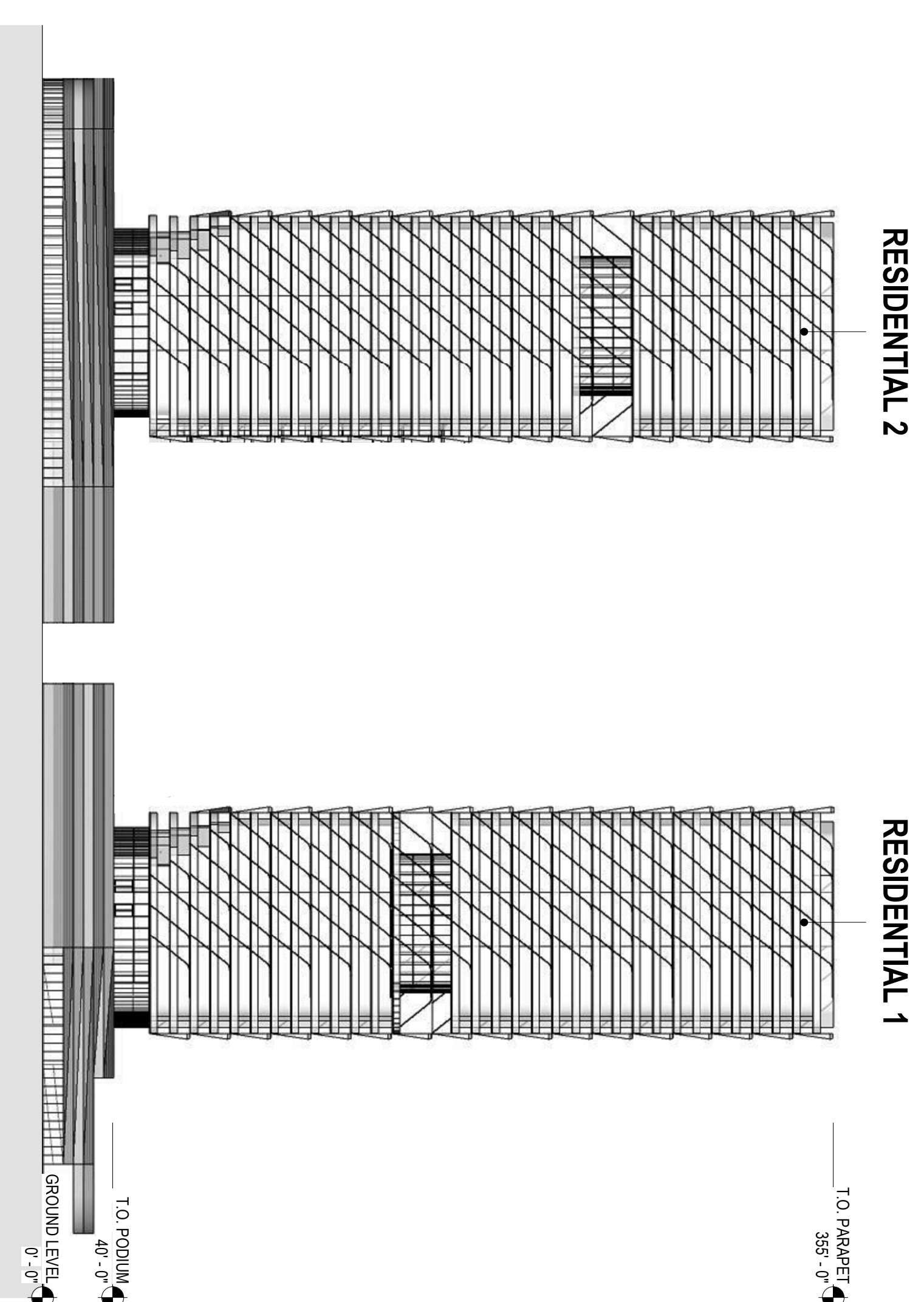
Project Number
57.6187.000

Description
BUILDING ELEVATION - NORTHEAST

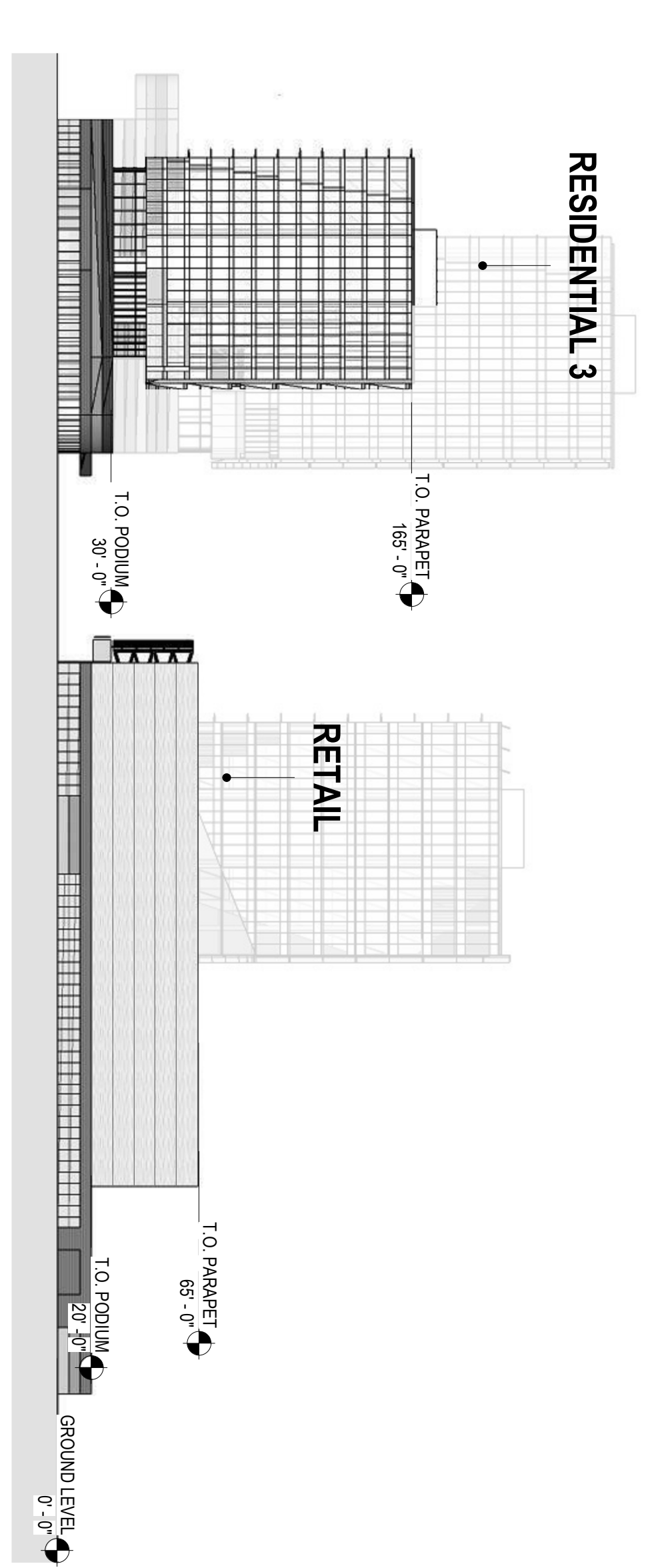
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RA.02.03

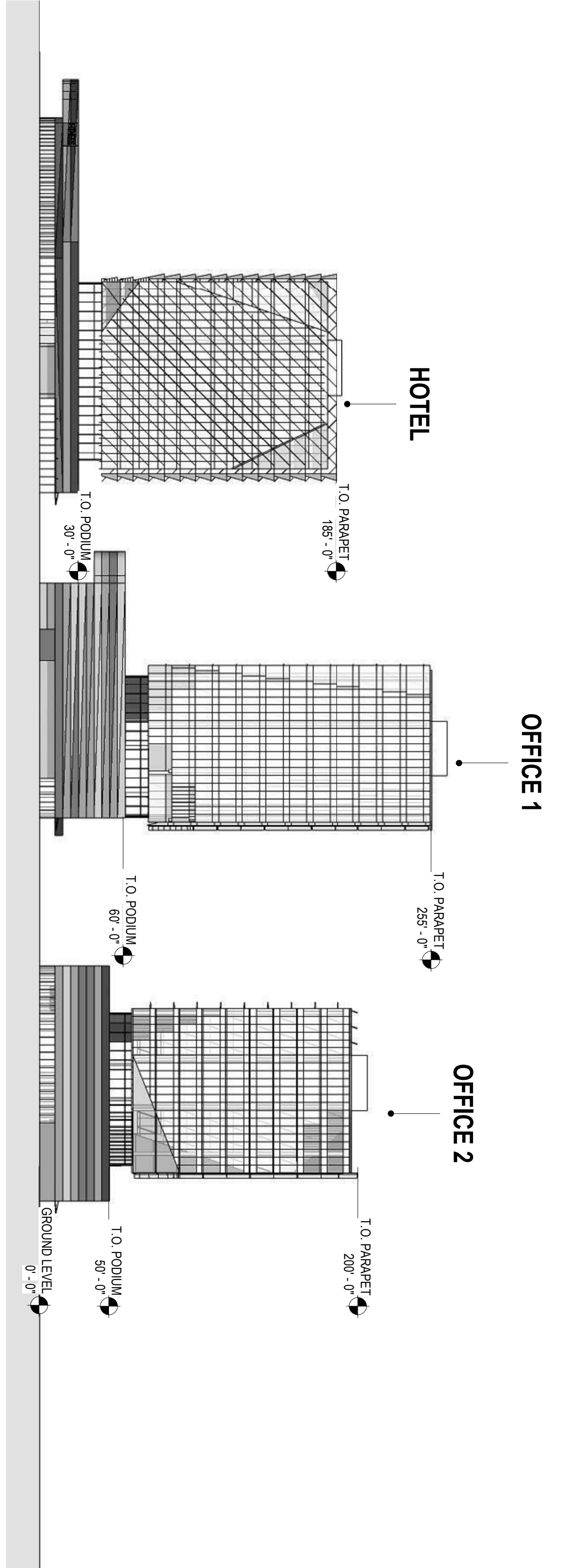
© 2018 Gensler



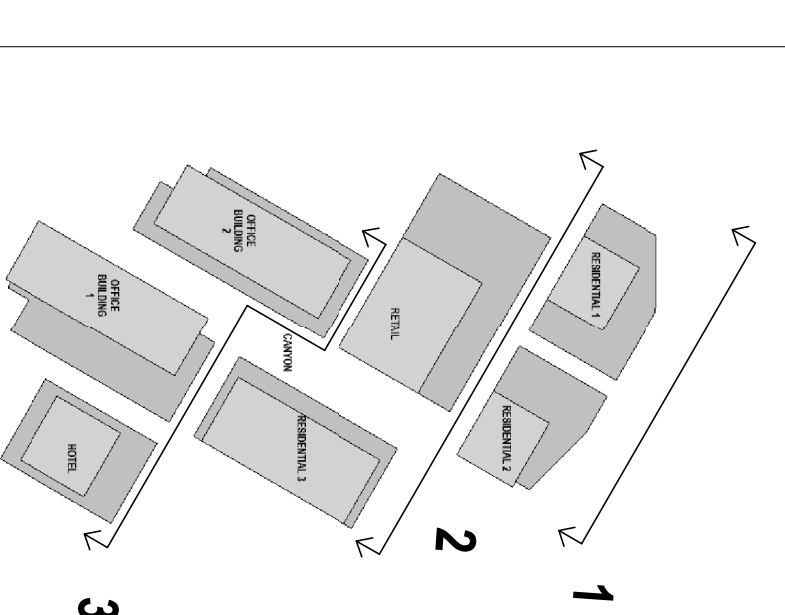
01 NORTHEAST 1
SCALE: 1" = 60'-0"



02 NORTHEAST 2
SCALE: 1" = 60'-0"



03 NORTHEAST 3
SCALE: 1" = 60'-0"



KEY PLAN

SHEET NOTES

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△	Date	Description

CITY OF PHOENIX

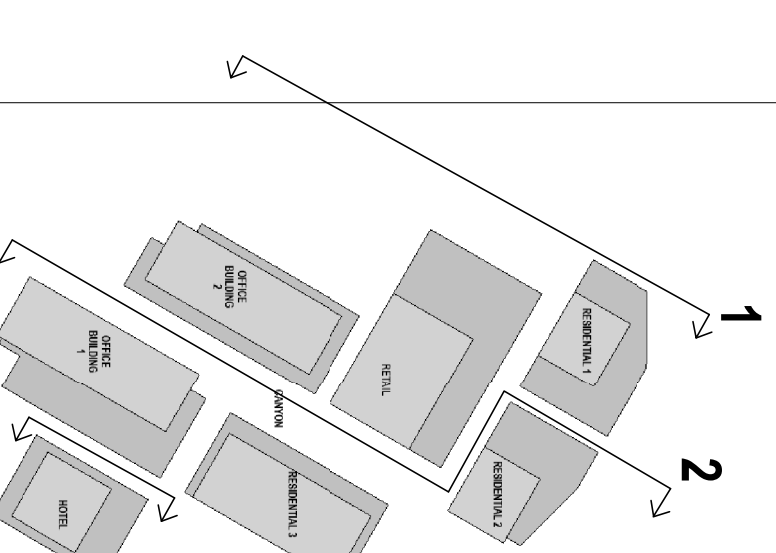
FEB 01 2019
Planning & Development
Department

GENERAL NOTES

Seal / Signature

**NOT FOR
CONSTRUCTION**

KEY PLAN



Project Name
The Central Park

Project Number
57.6187.000

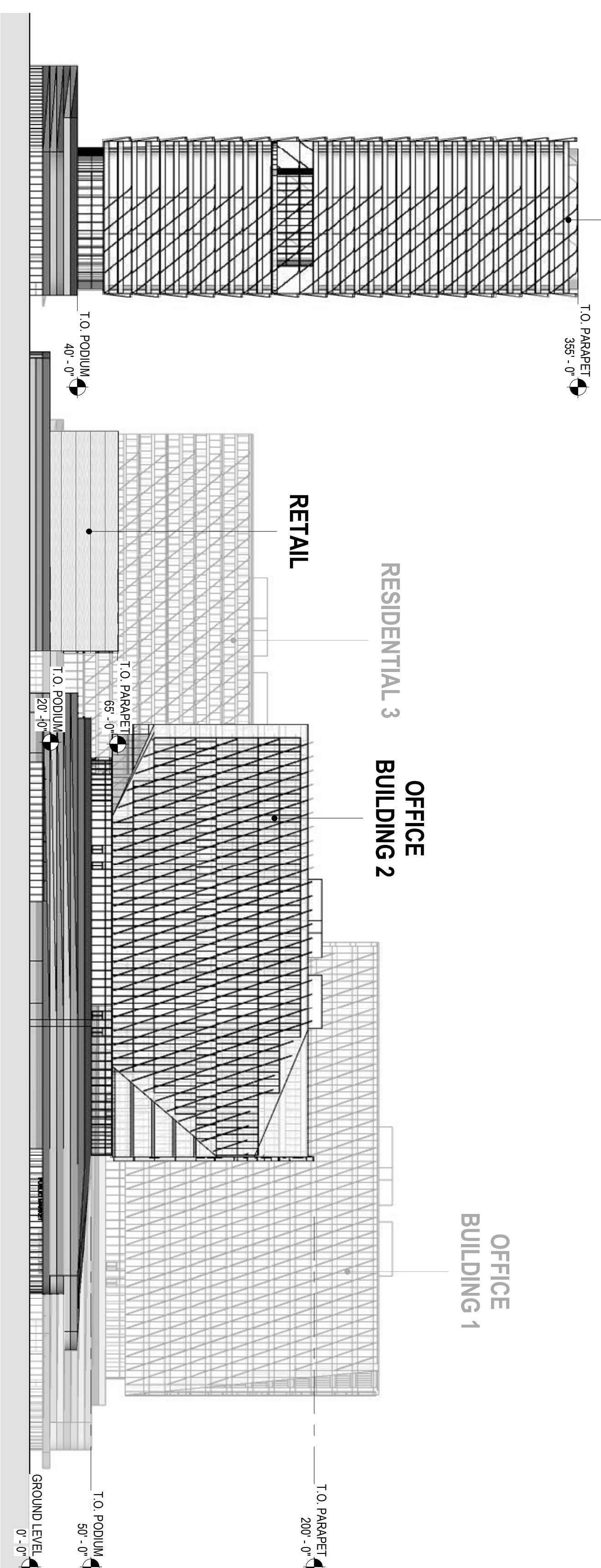
Description
BUILDING ELEVATION - NORTHWEST

Scale
1" = 60'-0"

RA.02.04

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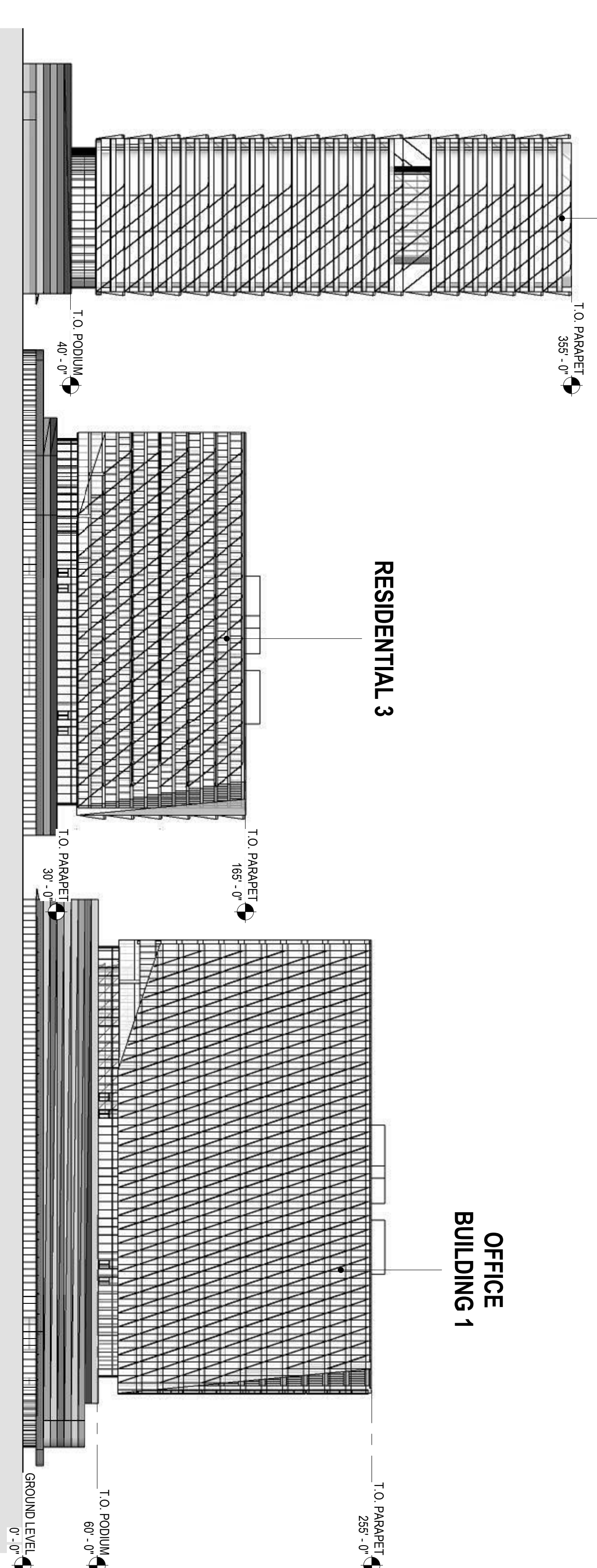
RESIDENTIAL 1



1 NORTHWEST 1

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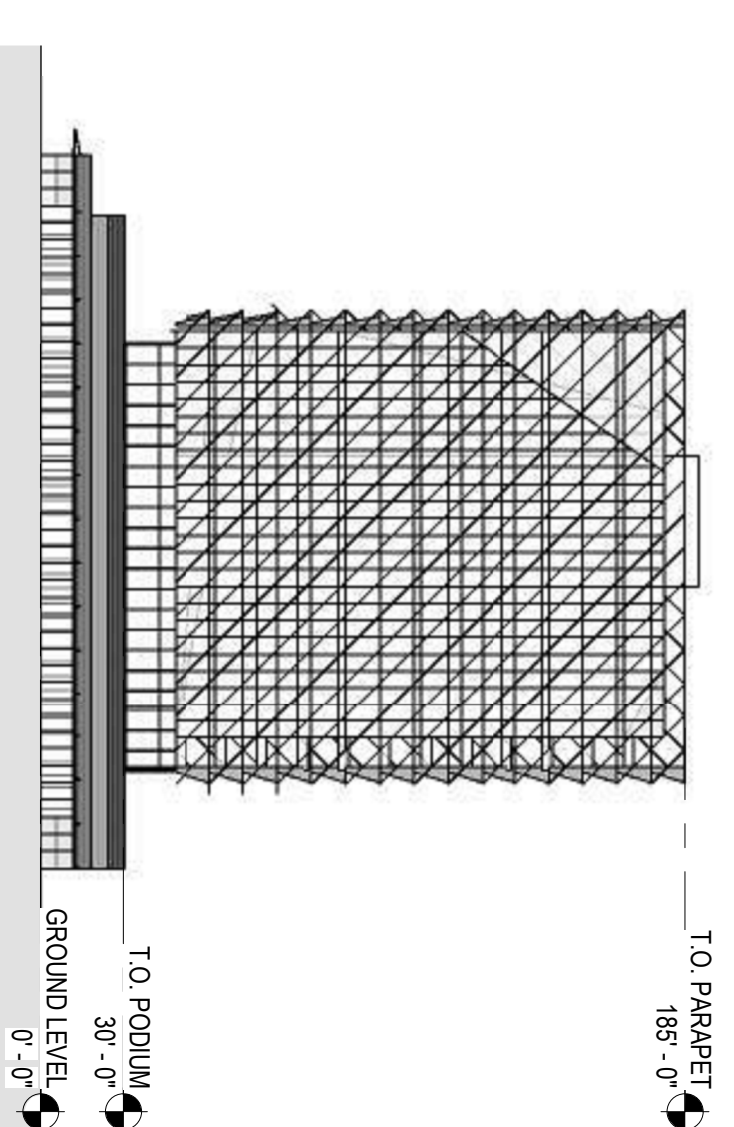
RESIDENTIAL 2



2 NORTHWEST 2

SCALE: 1" = 60'-0"

HOTEL



03 NORTHWEST 3

SCALE: 1" = 60'-0"