



City of Phoenix

PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Zoning Ordinance Text Amendment Z-TA-6-20-8

December 30, 2020

Application Z-TA-6-20-8: Amend Section 662.B. (Applicability) of the Zoning Ordinance to replace Supplementary Zoning Map 1086 with a new map that removes the property at the northwest corner of State Route 143 and Washington Street from the TOD-1 Zoning Overlay.

Location: Northwest corner of State Route 143 and Washington Street

Acres: 1.75

Owner: Werner L. Schlecht Trust

Applicant/Representative: William E. Lally, Tiffany & Bosco, PA

Village Planning Committee Date: Camelback East – December 1, 2020

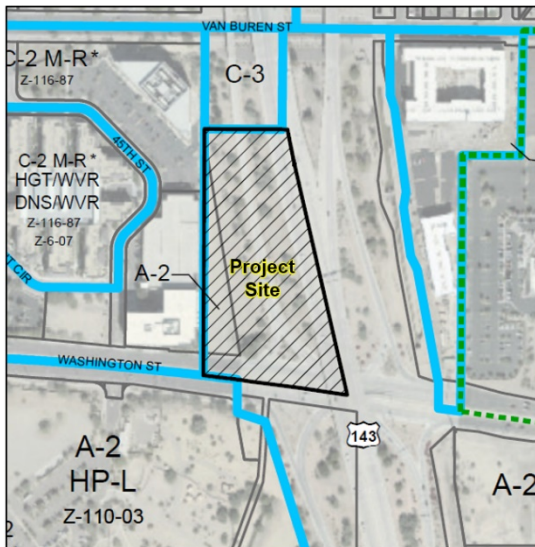
Staff Recommendation: Staff recommends denial.

PURPOSE

The intent of this text amendment is to revise the TOD-1 Zoning Overlay map to remove a site from the Transit Oriented District One and allow all uses restricted by the overlay.

BACKGROUND/ISSUES/ANALYSIS

1. This request is a text amendment to amend the Zoning Ordinance to remove the TOD-1 Zoning Overlay from the site located on the northwest corner of State Route 143 (SR-143) and Washington Street. There is a companion rezoning case, Z-13-20-8, to rezone the 1.75-acre site from A-2 TOD-1 (Industrial District, Interim Transit-Oriented Zoning Overlay District One) to A-2 (Industrial District) to remove the Interim Transit-Oriented Zoning Overlay and allow all uses restricted by the overlay. This text amendment would amend the applicability section (Section 662.B. of the Zoning Ordinance) to adjust the boundaries of the TOD-1.



Source: City of Phoenix Planning and Development Department

2. The site is located approximately 1,200 feet east of the light rail station at 44th Street and Washington Street. The proposed removal of the TOD-1 overlay will result in the loss of many development standards that are intended to provide an enhanced pedestrian environment along the light rail corridor. An active street frontage with wide sidewalks, shade trees, and buildings close to the street will not be possible with the standards of the underlying A-2 district. The companion rezoning case includes mitigating stipulations, if approved, to address these concerns and provided for those walking or biking along the light rail corridor.

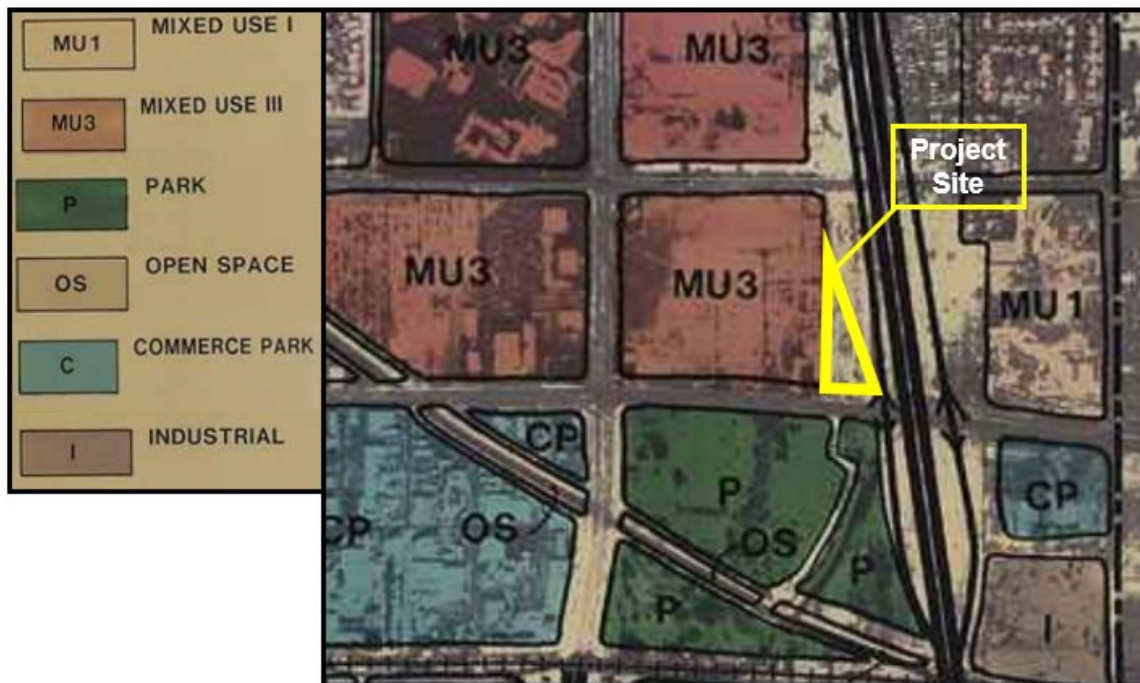
PLANS, OVERLAYS & INITIATIVES

3. **TOD-1 Overlay**

The site is located within the boundaries of the TOD-1 Zoning Overlay (Interim Transit-Oriented Zoning Overlay District One), which is intended to encourage an appropriate mixture and density of activity around transit stations to increase ridership along the Central Phoenix/East Valley Light Rail Corridor and promote alternative modes of transportation to the automobile. The secondary purpose of the TOD-1 is to decrease auto-dependency and mitigate the effects of congestion and pollution. This request proposes to remove this overlay district, which will effectively remove all of the development standards that provide for a pedestrian-friendly environment and encourage a mix of uses on sites adjacent to the light rail. Some of the uses that will be permitted with the removal of this overlay district include, and are not limited to: automobile service stations, car washes, extensive outside uses, gas stations, animated signs, and signs advertising goods or services not provided on the premises (off-premise signs). These, and many of the other uses that will be permitted once the overlay is removed, are not compatible with the intent of transit-oriented development and would greatly diminish the pedestrian experience of this area.

4. **44th Street Corridor Specific Plan**

The site is located within the boundaries of the 44th Street Corridor Specific Plan. Completed in 1991, this Plan established a framework to provide compatibility for new development within the corridor. Although this specific parcel is not called out in the plan, it is directly adjacent to properties that are designated as MU3 (Mixed Use 3). The MU3 designation envisions land uses such as multifamily residential, retail, office, and hotels. To the south are properties designated as P/OS (Park and Open Space), which include public land developed as park with improved landscape areas, active and passive recreational facilities and public gathering functions. To the east, on the other side of the SR-143 freeway, are properties designated as MU1 (Mixed Use 1), which is lower in intensity than MU3, and includes land uses such as multifamily residential, single-family residential, and public/quasi-public uses.



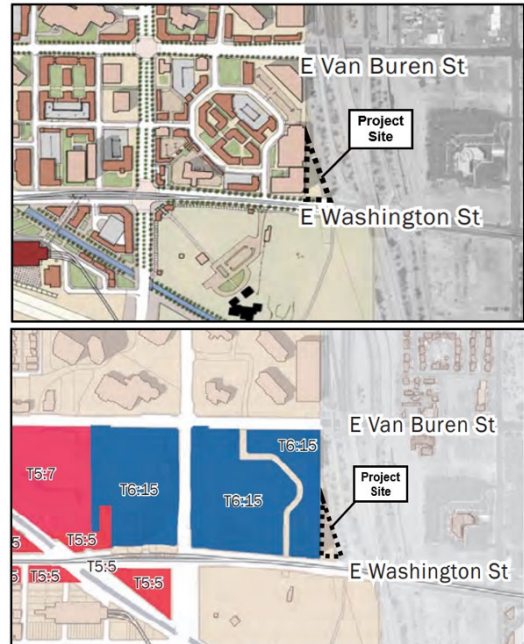
Source: City of Phoenix Planning and Development Department

5. **Gateway TOD (Transit-Oriented Development) Policy Plan**

The site is located within the Gateway TOD District, the boundaries for which are the Union Pacific Railroad on the south, Loop 202 on the north, Interstate 10 on the west and SR-143 on the east. The policy plan adopted for the Gateway 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 Gateway TOD

District, one key recommendation is the implementation of a form-based zoning code. The standards within the TOD-1 overlay district are similar to many streetscape standards found within the Walkable Urban Code.

The site lies on the eastern edge of the policy plan and has not been given a specific master development vision or a desired Walkable Urban Code Transect District. However, this site is within 1,200 feet of the nearest light rail station on 44th Street and Washington Street, and should be held to the same standards that have been outlined for the properties that are located within a 10-minute walking radius around light rail stations.



COMMUNITY INPUT SUMMARY

6. At the time this staff report was written, staff has received one letter from a neighboring property owner citing concerns with traffic generation on this site.

CONCLUSION

Staff recommends denial of the request but does acknowledge that the site's location, dimensions and limited access points, are challenges for its development as a standalone parcel. Removal of the Overlay will provide some flexibility for the property owner to pursue redevelopment options. As noted, though, the underlying A-2 zoning district is not consistent with the General Plan Land Use Map designation of Mixed Use. The removal of the TOD-1 overlay is not conducive to a pedestrian-friendly environment, which should be the goal of new development along the light rail corridor. The uses prohibited by the TOD-1 overlay are all permitted by right in the underlying zoning district. These uses are not compatible with transit-oriented development and should continue to be discouraged along the light rail line.

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December 30, 2020

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Writers

K. Steadman

Sofia Mastikhina

12/30/2020

Team Leaders

Racelle Escolar

Samantha Keating

Exhibits

Exhibit A - Proposed Language

Sketch Map

Community Correspondence (7 pages)

EXHIBIT A

Application Z-TA-6-20-8: Amend Section 662.B. (Applicability) to replace Supplementary Zoning Map 1086 with a new map that removes the property at the northwest corner of State Route 143 and Washington Street from the TOD-1 Zoning Overlay.

Staff Proposed Language That May Be Modified During the Public Hearing process is as follows:

Amend Section 622.B (Applicability) by removing Supplementary Zoning Map 1086 and inserting the new map as follows:

B.	Applicability. The City of Phoenix' Transit-Oriented Development Overlay District (TOD-1) shall apply to lands delineated on the City's Official Supplementary Zoning Map 1086 as adopted on November 19, 2003, AND AS AMENDED BY SUBSEQUENT ORDINANCES. All land uses and development including, but not limited to buildings, drives, parking areas, landscaping, streets, alleys, greenways, and pedestrian/bicycle ways designated to be within this district, shall be located and developed in accordance with the following provisions:
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
Text Amendment

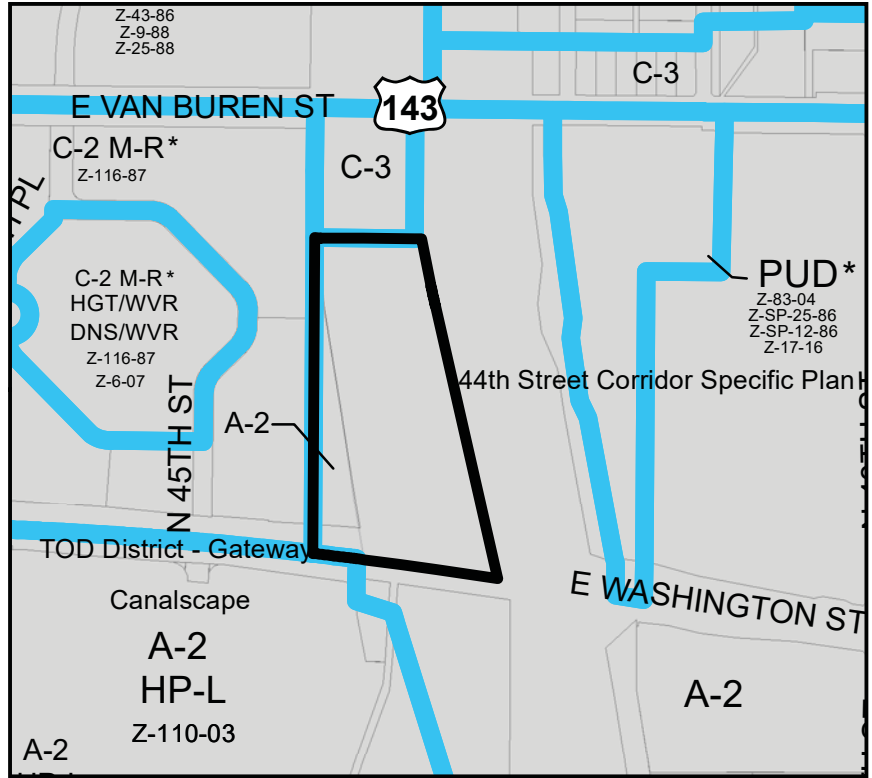
CITY OF PHOENIX ♦ PLANNING & DEVELOPMENT DEPARTMENT ♦ 200 W WASHINGTON ST ♦ PHOENIX, AZ ♦ 85003 ♦ (602) 262-6882

APPLICATION NO: TA-6-20	ACRES: 1.75 +/-
VILLAGE: Camelback East	COUNCIL DISTRICT: 8
APPLICANT: William E. Lally, Tiffany & Bosco, PA	

EXISTING:



A-2 TOD-1 (1.75 +/- Acres)

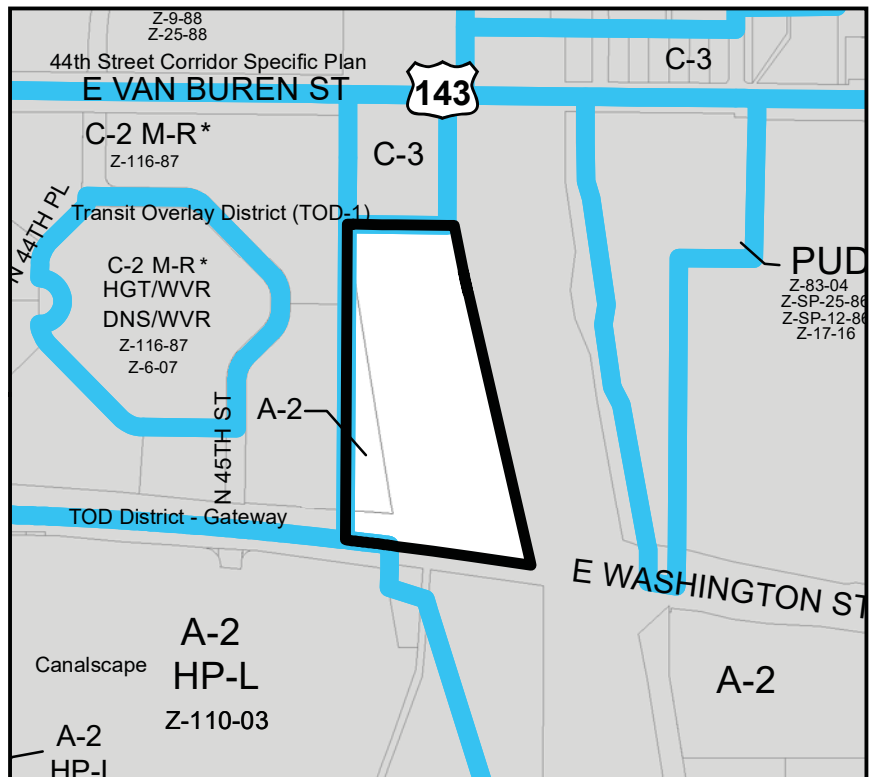
-  Proposed Change Area
-  TOD-1



PROPOSED CHANGE:

A-2 (1.75 +/- Acres)

-  Proposed Change Area
-  TOD-1



Sofia Mastikhina

From: Begley, Sara <SBegley@copperpoint.com>
Sent: Monday, August 17, 2020 4:34 PM
To: wel@tblaw.com; Sofia Mastikhina
Subject: Request to rezone 143 & Washington
Attachments: NWC Washington St and SR-143 TS.pdf; 0734_001.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Lally and Ms. Mastikhina,

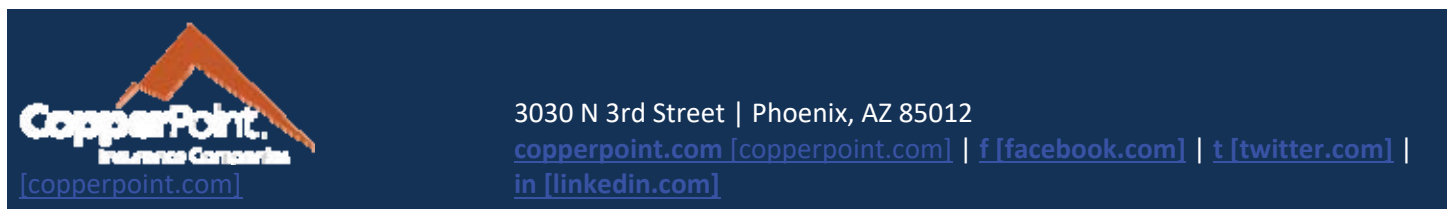
We are in receipt of Mr. Lally's correspondence regarding the requested rezoning of the parcel located at 143 & Washington. CopperPoint Insurance Company owns the building at 4600 E. Washington St., directly west of the subject parcel. Attached please find a traffic study commissioned in 2009 when there was a proposed development of that parcel. The engineer concluded that given the location of the parcel, there can be no safe access to the parcel :

Based on all of the previously presented information, it is the opinion of CivTech that efficient, and reasonably convenient access to the subject parcel cannot be obtained due to the limiting site characteristics and traffic design elements. In addition, an driveway at the site frontage would not meet the recommended criteria per ITE *Transportation and Development*.

We are concerned for the safety of the public and our tenants and guests entering and exiting 4600 E. Washington and urge you to consider the attached report as you evaluate the re-zoning request.

Sincerely,

Sara M. Begley
EVP, General Counsel & Chief Compliance Officer
T: 602.631.2136 | C: 602.751-3228



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August 31, 2009

Mike Curley
 Earl, Curley, & Lagarde, P.C.
 3101 North Central Avenue
 Suite 1000
 Phoenix, Arizona 85012

RE: NWC of Washington Street and State Route 143 Traffic Statement

Dear Mr. Curley:

CivTech has been retained to analyze the potential traffic impacts of a five story, 54,000 square foot, office development proposed to be located on the northwest corner of Washington Street and State Route 143 (SR-143) in Phoenix, Arizona.

The purpose of this traffic statement is to address adjacent development questions and concerns. The specific objectives of this traffic statement are to:

- Determine the trip generation potential of the development;
- Discuss travel routes to/from the subject parcel;
- Discuss potential driveway locations and requirements; and,
- Determine the level of development that could work from a traffic perspective.

TRIP GENERATION

The potential trip generation for the site was estimated utilizing equations developed by the Institute of Transportation Engineers (ITE) provided in *Trip Generation, 8th Edition*. **Table 1** summarizes the trip generation potential of the 54,000 square foot office. Detailed trip generation calculations are included as an **Attachment**.

Table 1: Trip Generation Potential of the 54,000 Square Foot Office

Land Use	ITE Land Use Code	Size	Units	Weekday Trips Generated						
				Daily Total	AM Peak Hour			PM Peak Hour		
					Enter	Exit	Total	Enter	Exit	Total
General Office	710	54,000	SF	832	101	14	115	24	116	140

The results of the trip generation summarized in **Table 1** reveal that the 54,000 square foot office could generate as many as 832 daily trips, with 115 trips occurring during the AM peak hour and 140 trips occurring during the PM peak hour.

EXISTING CONDITIONS

The subject property occupies approximately one acre, and is bordered by Washington Street to the south and the southbound off-ramp of SR-143 to the east and north. An existing office development, Washington Corporate Center, occupies the site immediately to the west of the subject parcel.

Washington Street is an east-west roadway located along the southern boundary of the site. Within the study area, Washington Street provides three travel lanes in each direction separated by a raised center median. The light rail exists in the median of Washington Street adjacent to the subject property. Per the City of Phoenix *Major Traffic Flow 2005 Average Weekday Traffic Map* Washington Street near SR-143 carries approximately 30,900 vehicles per day.

ACCESS TO THE SUBJECT PROPERTY

Access to/from the subject property would only be available from/to westbound Washington Street. Accessing the site driveway from other directions will be somewhat circuitous, as will exiting the site being destined to the north, south, and/or east.

Site patrons arriving to the site from eastbound Washington Street will need to travel past the site, and make a U-turn at SR-143 to access the site driveway.

The easiest way for site patrons arriving from the north to access the site, is to travel southbound on SR-143, and turn right onto Washington Street to access the site driveway.

Site patrons arriving to the site from the south will likely travel northbound on SR-143, and turn left onto Washington Street. From northbound 44th Street, site patrons would need to turn right onto Washington Street, and make a U-turn at SR-143 to access the site driveway.

Site patrons leaving the site destined to the east will need to travel westbound on Washington Street, and make a U-turn at 44th Street to travel to the east.

Site patrons leaving the site destined to the north will need to travel westbound on Washington Street, and make a right-turn at 44th Street to travel to the north. Another option would be to travel westbound on Washington Street, make a U-turn at 44th Street, and make a left-turn at SR-143 to travel to the north.

Site patrons leaving the site destined to the south will need to travel westbound on Washington Street, and make a left-turn at 44th Street to travel to the south on SR-153. Another option would be to travel westbound on Washington Street, make a U-turn at 44th Street, and make a right-turn at SR-143 to travel to the south.

SUBJECT PROPERTY DRIVEWAY

ADOT Access Control

The site has approximately 125 feet of frontage along Washington Street. The subject parcel has no other street frontage. The site frontage along Washington Street falls within the Arizona Department of Transportation (ADOT) access control, as the full access control typically extends along the crossroad a minimum of 300 feet beyond the end of the ramp radius return. Per the ADOT *Roadway Design Guidelines* (January 2007), if the 300 foot minimum is not practical to obtain, as much distance as practical should be obtained, however, an absolute

minimum of 100 feet should be obtained and any access provided within the remaining distance to 300 feet should be accessed only by right-in/right-out traffic. Based on the ADOT access control policy, any site access point would be limited to a right-in/right-out only driveway, and would need to be located on the western half of the site frontage.

Driveway Corner Clearance

The distance between adjacent driveways and intersections must be adequate to allow driveway vehicles to safely queue, accelerate, decelerate, and cross conflicting traffic streams without excessive interference with through traffic, or traffic using the adjacent intersection. Per the ITE *Transportation and Land Development*, the minimum distance downstream from a signalized intersection to a right-in/right-out access is 230 feet. No driveway anywhere along the site frontage will meet this criterion.

Deceleration Lane

Right-turn deceleration lanes are typically required when the outside lane has an expected volume of greater than 250 vehicles per hour and the right-turn volumes is greater than 55 vehicles per hour. Assuming a right-in/right-out driveway along Washington Street is permitted to allow access to the subject property, 101 vehicles would be expected to enter the development during the AM peak hour. This would satisfy the above stated criterion; therefore, a westbound right-turn deceleration lane would be recommended.

ADOT requires a minimum 100 feet storage length for turn lanes; however, a standard right-turn deceleration lane cannot be accommodated at this location due to the configuration of the southbound SR-143 off-ramp at Washington Street. Even if the site driveway is located as far to the west of the property as possible, and a minimal transition length is used, there is only approximately 40-50 feet of storage available for the westbound right-turn lane.

Based on all of the previously presented information, it is the opinion of CivTech that safe, efficient, and reasonably convenient access to the subject parcel cannot be obtained due to the limiting site characteristics and traffic design elements.

ALTERNATIVE DEVELOPMENT SCENARIO

An alternative calculation was conducted to determine the level of development that could work from a traffic perspective for the subject site. Because a right-turn deceleration lane cannot be accommodated at the site driveway, and a right-turn deceleration lane is warranted when the right-turn volume is greater than 55 vehicles per hour, 55 vehicles entering the development in the peak hour was used as the limiting factor. The alternative development scenario trip generation potential was estimated utilizing equations developed by ITE in the *Trip Generation, 8th Edition*. To achieve less than 55 vehicles entering during the peak hour, it was determined that the office development would need to be reduced to 45 percent of the original square footage. This would result in a 24,300 square foot office building. The potential trip generation for the 24,300 square foot office building is summarized in **Table 2**. Detailed trip generation calculations are included as an **Attachment**.

Table 2: Trip Generation Potential of the 24,300 Square Foot Office

Land Use	ITE Land Use Code	Size	Units	Weekday Trips Generated						
				Daily Total	AM Peak Hour			PM Peak Hour		
					Enter	Exit	Total	Enter	Exit	Total
General Office	710	24,300	SF	450	54	7	61	18	89	107

The results of this trip generation reveal that the reduced 24,300 square foot office could generate as many as 450 daily trips, with 61 trips occurring during the AM peak hour and 107 trips occurring during the PM peak hour. The results of the alternative development scenario trip generation summarized in **Table 2** also reveal that the number of vehicles entering the development in the AM peak hour falls just under the threshold volume (55 vehicles per hour) warranting a right-turn deceleration lane.

CONCLUSIONS

From the above, the following has been concluded.

- The results of the trip generation calculations reveal that if the proposed 54,000 square foot office could generate as many as 832 daily trips, with 115 trips occurring during the AM peak hour and 140 trips occurring during the PM peak hour.
- Access to/from the subject property will only be available from/to westbound Washington Street. Accessing the site driveway from other directions will be somewhat circuitous, as will exiting the site being destined to the north, south, and/or east.
- Based on the ADOT access control policy, any site access point would be limited to a right-in/right-out only driveway, and would need to be located on the western half of the site’s 125 foot frontage along Washington Street.
- No driveway anywhere along the site frontage will meet the minimum distance requirement of 230 feet downstream from a signalized intersection to a right-in/right-out driveway.
- Assuming a right-in/right-out driveway along Washington Street is permitted to allow access to the subject property, a westbound right-turn deceleration lane, with a minimum 100 feet storage length, would be recommended.
- Even if the site driveway is located as far to the west of the property as possible, and a minimal transition is used, there is likely only approximately 40-50 feet of storage available for the westbound right-turn lane.
- Based on all of the previously presented information, it is the opinion of CivTech that safe, efficient, and reasonably convenient access to the subject parcel cannot be obtained due to the limiting site characteristics and traffic design elements. In addition, an driveway along the site frontage would not meet the recommended criteria per ITE *Transportation and Land Development*.
- It was determined that the office development would need to be reduced to 45 percent of the original square footage (to 24,300 square feet), in order to keep the number of vehicles entering the development in the AM peak hour under the threshold volume (55 vehicles per hour) warranting a right-turn deceleration lane.

In closing, this traffic statement has been prepared to address adjacent development questions and concerns and to allow the adjacent development to understand the traffic impacts of the proposed development. Should you wish to discuss this information further, please contact me at (480) 659-4250.

Sincerely,

CivTech Inc.

Dana L. Chamberlin, P.E., PTOE
Project Manager/Traffic Engineer

Attachments

