



City of Phoenix
PLANNING AND DEVELOPMENT SERVICES

Staff Report Z-5-14-8
April 23, 2014

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| Encanto Village Planning Committee Meeting Date | May 5, 2014 |
| Planning Commission Hearing Date | May 13, 2014 |
| Request From: | R-3 RI (0.18 Acres) |
| Request To: | P-1 (0.18 Acres) |
| Proposed Use | Surface parking |
| Location | Approximately 220 feet east of the southeast corner of 3 rd Street and Windsor Avenue |
| Owner/Applicant | M5 Group LLC |
| Representative | Mark Syms |
| Staff Recommendation | Approval, subject to stipulations |

| General Plan Conformity | | | |
|---|----------------|------------------------------|--------------------|
| General Plan Land Use Designation | | Residential 3.5 to 5 du/acre | |
| Street Map Classification | Windsor Avenue | Local | 27 feet north half |
| <p><i>NEIGHBORHOOD ELEMENT, GOAL 5 CIRCULATION: TRAFFIC AND OVERFLOW PARKING FROM ADJACENT BUSINESSES SHOULD NOT IMPACT NEIGHBORHOODS BY DISRUPTING OR ALTERING THEIR QUALITY OF LIFE.</i></p> <p>The surface parking is intended to supplement parking for a nearby office to the west. The proposed parking will help alleviate any overflow parking on nearby local streets.</p> | | | |
| <p><i>NEIGHBORHOOD ELEMENT: GOAL 2: COMPATIBLE NEIGHBORHOOD DEVELOPMENT: NEW DEVELOPMENT AND EXPANSION OF REDEVELOPMENT OF EXISTING DEVELOPMENT IN OR NEAR RESIDENTIAL AREAS SHOULD BE COMPATIBLE WITH EXISTING USES AND CONSISTENT WITH ADOPTED PLANS.</i></p> <p>The proposed development will be compatible with the adjacent multi-family and single-family residential developments. The proposed site plan provides substantial building setbacks from the adjacent single-family communities. The development will act as a buffer between the commercial and single-family residential uses.</p> <p><i>NEIGHBORHOOD ELEMENT, GOAL 2, POLICY 3: CREATE NEW DEVELOPMENT OR REDEVELOPMENT THAT IS SENSITIVE TO THE SCALE AND CHARACTER OF THE SURROUNDING NEIGHBORHOODS AND INCORPORATES ADEQUATE DEVELOPMENT STANDARDS TO PREVENT NEGATIVE IMPACTS ON THE RESIDENTIAL PROPERTIES.</i></p> <p>Development of this property as surface parking, subject to the provision of landscape setbacks that match those of adjacent residential properties, will be sensitive to the scale and character of the surrounding neighborhood.</p> | | | |

TRANSIT ORIENTED DEVELOPMENT STRATEGIC POLICY FRAMEWORK, F. DISTRICT PLANNING, POLICY F.1. SUPPORT PEDESTRIAN-ORIENTED DESIGN STANDARDS, SHORT BLOCK SUBDIVISION STANDARDS, BICYCLE PARKING STANDARDS AND COMPLETE STREET STANDARDS IN ORDER TO IMPROVE WALKABILITY AND BIKEABILITY.

The frontage of the site will be landscaped with shade trees both on site and in the right-of-way between the sidewalk and the back of curb.

TRANSIT ORIENTED DEVELOPMENT STRATEGIC POLICY FRAMEWORK, F. DISTRICT PLANNING, POLICY F.3. LIMIT AUTO-ORIENTED LAND USES AND EXCESSIVE PARKING, SUPPORT SHARED AND PAID PARKING AND ENCOURAGE BIKE AND CAR SHARE PROGRAMS IN ORDER TO MANAGE VEHICULAR TRAFFIC.

Development of the site for parking may provide the opportunity in the future for shared parking with nearby land uses.

Area Plan

Midtown Transit Oriented Development District Plan – The Midtown TOD District encompasses the area between 7th Avenue and 7th Street from McDowell Road to Indian School Road. The subject site is within this area. This plan is in the process of being written. One of the goals of the plan is to enhance the walkability of the transit district. This small site, through the provision of shade trees on both sides of the sidewalk, will enhance the walkability of Windsor Avenue.

Surrounding Land Uses/Zoning

| | <u>Land Use</u> | <u>Zoning</u> |
|----------------|-----------------|---------------|
| On Site | Residential | R-3 RI |
| North | Vacant | R-4 RI |
| South | Surface parking | P-1 |
| East | Residential | R-3 RI |
| West | Office | C-0 |

Commercial

| <u>Standards</u> | <u>Requirements</u> | <u>Met or Not Met</u> |
|----------------------------|--------------------------------------|-----------------------|
| <i>Landscaped Setbacks</i> | (typically stipulated to commercial) | |
| Street | None | 10 feet (Met) |
| Side | None | 5 feet (Met) |
| Rear | None | 5 feet (Met) |
| Parking | Not applicable | 12 spaces |

Background/Issues/Analysis

1. The subject site is currently developed with a residence and is zoned R-3 RI for multifamily residential. The proposal for use as surface parking requires rezoning to the P-1 district as the R-3 RI zoning does not allow parking as a primary use. The surface parking will be utilized for an office building located west of the subject site, fronting 3rd Street. It is the applicant's intention to supplement parking for the

the office site with surface parking on the subject site. The proposed P-1 parking area will add 12 spaces for staff and patrons of the office.

2. There is a provision in the Zoning Ordinance allowing required parking to be accommodated at an off-site location. The parking area is required to be within 300 feet of the building for which the parking is being used, it has to be zoned to allow the parking and it cannot be across a collector or arterial street. The subject site meets the ordinance requirements for off-site parking as it is within 300 feet of the office building on 3rd Street, it is proposed to be rezoned to P-1 for surface parking and it is not across a collector or arterial street.
3. The P-1 district is intended to provide off-street parking in appropriate locations for non-residential uses located near residential districts. There are structures allowed in the P-1 district, such as carports, public utility buildings and facilities and repair and/or storage facilities some of which are not appropriate at this location. Stipulation #1 addresses uses which are not appropriate.
4. The surface parking area is proposed in an area that is adjacent to existing residential development. It is appropriate that lighting on the site be designed to mitigate negative effects on those residential properties. Stipulation #3 has been included that restricts/limits site lighting to no higher than six feet.
5. The subject site is located within 2000 feet of the Encanto Boulevard light rail station, however there are no restrictions regarding the provision of parking as a primary use.
6. The P-1 district is silent with regard to landscaping standards and landscape requirements are determined on a case-by-case basis and applied through stipulation in the rezoning process. The requirements imposed typically meet or approach the landscape standard required for commercial districts. The provision of a landscaped area commensurate with the setbacks provided by adjacent properties is important to reduce the impact of the commercial intrusion on the local street and on adjacent residential properties. The subject site proposes a landscape setback on Windsor Avenue. Adjacent R-3 RI zoned parcels have an existing setback of approximately 20 feet from the property line. The multifamily zoned vacant parcel across the street to the north is platted for a condominium development. It is important that the street and perimeter landscaping improvements provide appropriate buffering for the commercial surface parking use. The landscaped areas should provide trees and shrubs in accordance with the commercial streetscape landscape standards. This is addressed in Stipulation #2.

7. The site is located within the Midtown Transit Oriented Development District. One of the goals of the draft plan for the area is to enhance the walkability of the district and access to transit. The subject site should provide shade trees in the landscape strip between the sidewalk and the back of curb and adjacent to the south side of the sidewalk on the private property. Additionally, parking for bicycles should be established. If the bicycle parking is provided as part of the surface parking area, a minimum of two secured spaces (bicycle lockers) should be established due to its remote location from building entrances. If bicycle parking is provided nearer the office building entrances, the parking should accommodate a minimum of four bicycles with racks in an inverted-U design and be incorporated into the site plan. This is addressed in Stipulation #s 1 and 4.



Inverted-U bicycle racks.

8. Access to the parking area from Windsor Avenue should be restricted once the operating hours of the nearby office use have concluded. The site could be utilized for shared parking in the future and in that event, the parking should only be available when needed and secured after hours. Restricting vehicular access to the surface parking area after hours minimizes the use of the site for non-business related activities. This is addressed in Stipulation #5.
9. Development of the parcel for surface parking will require that all improvements are required to comply with all Americans with Disabilities Act (ADA) standards. This is addressed in Stipulation #6.
10. It has been determined that this parcel is not in a Special Flood Hazard Area (SFHA), but is located in a Shaded Zone X, on panel 2205 L of the Flood Insurance Rate Maps (FIRM) dated October 16, 2013.
11. 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. Although the site is not consistent with the General Plan Land Use designation of single-family residential, a General Plan amendment is not required because the subject site is less than 10 acres in size.
2. The site will provide parking to supplement parking on the adjacent office site.
3. Conversion of this parcel to surface parking, along with required landscaped setbacks on the local street and perimeter property lines, will have minimal effect on nearby residences.
4. The proposal meets the intent of the draft Midtown Transit Oriented Development District Plan for enhancing the walkability of the district.

Stipulations

1. The development shall be in general conformance with the site plan date stamped February 11, 2014, as approved by the Planning and Development Department, with specific regard to the following:
 - a. Provision of a 5-foot landscape setback on the east property line.
 - b. Minimum 20-foot landscaped setback on Windsor Avenue.
 - c. Provision of minimum 2-inch caliper shade trees on both sides of the sidewalk on Windsor Avenue.
 - d. There shall be no carports, utility or repair/storage structures on site.
2. That the development shall utilize the commercial streetscape landscape standards for planting type and size, Section 622.E.4.e., along Windsor Avenue and the east property line, as approved by the Planning and Development Department.
3. The parking area lighting shall be no higher than six (6) feet.
4. Bicycle parking for the office development served by this surface parking shall be provided, either as two secure spaces in lockers within the surface parking area, or four bicycle rack spaces in a location near a building entrance, as administratively approved by the Planning Hearing Officer.
5. The parking area shall be secured to prevent vehicular access from Windsor Avenue except during business hours. The manner of securing the access shall be reviewed and approved by the Planning and Development Department.
6. That the developer shall comply with all ADA accessibility standards, as per plans approved by the Planning and Development Department.

Writer

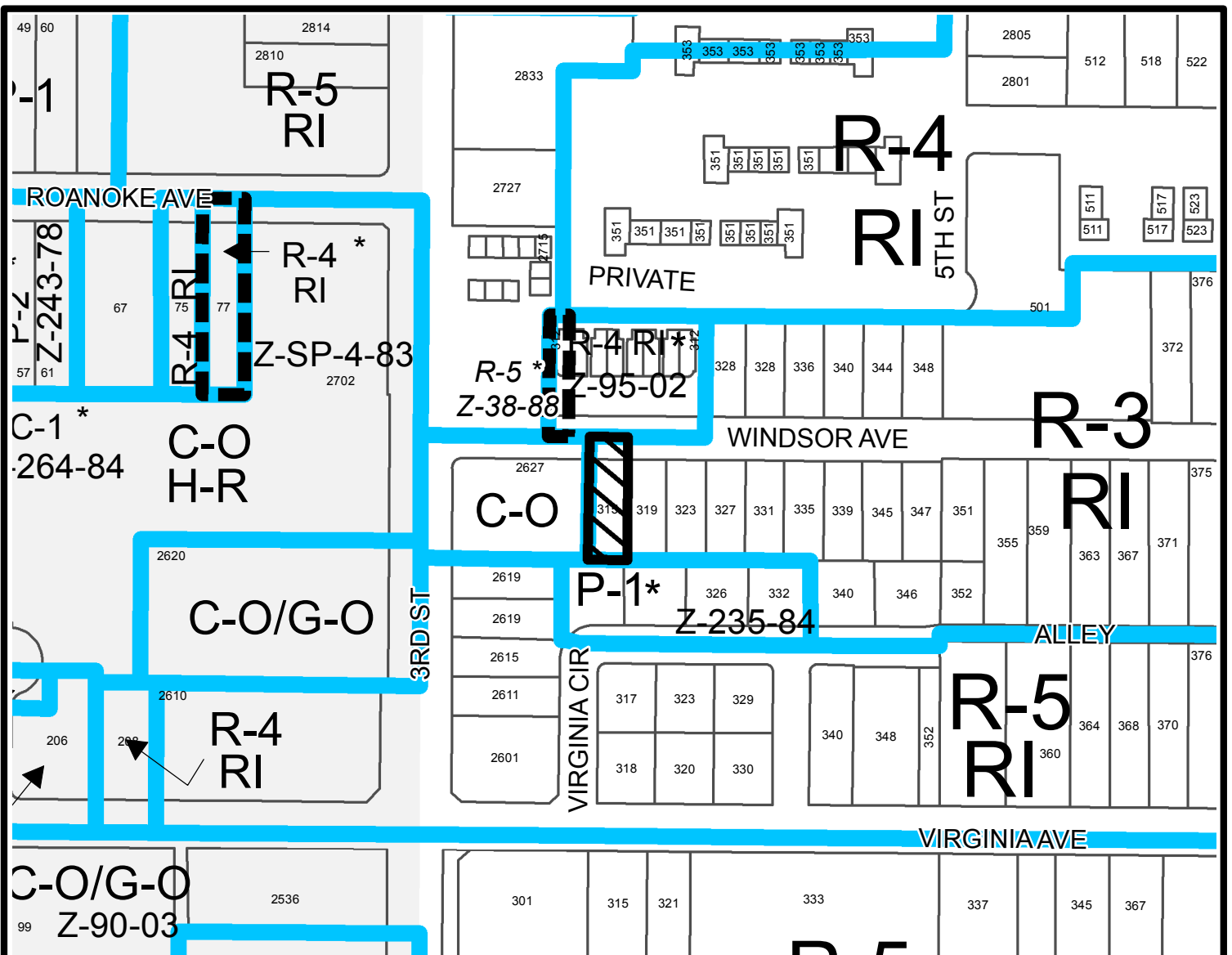
Katherine Coles
04/23/2014

Team Leader

Joshua Bednarek

Attachments

Zoning sketch
Aerial
Site plan dated February 11, 2014

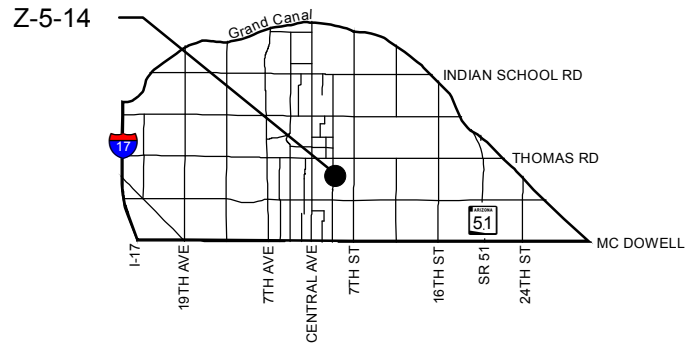


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CITY OF PHOENIX PLANNING DEPARTMENT

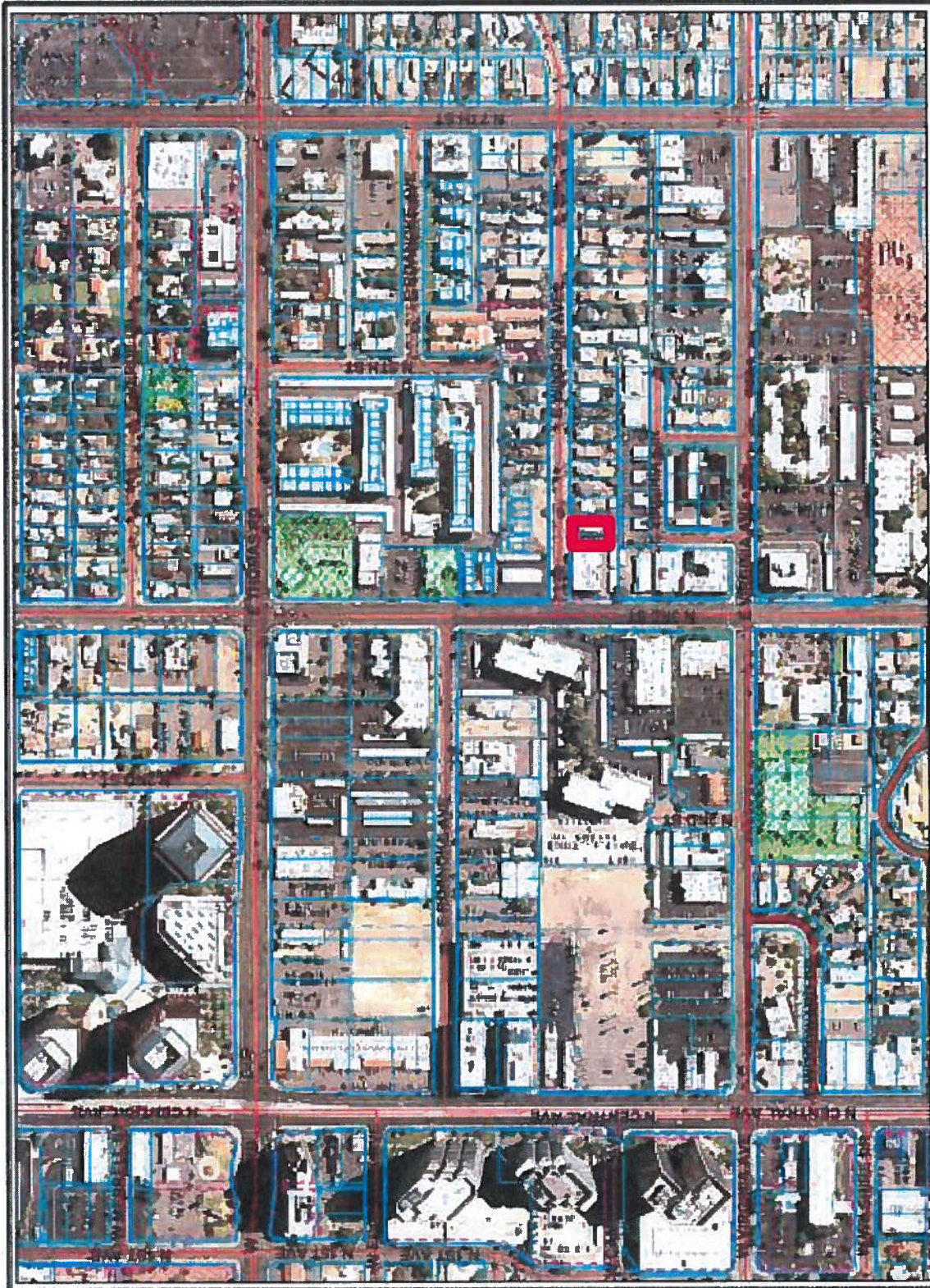
ENCANTO VILLAGE

CITY COUNCIL DISTRICT: 4



| | | | |
|---|--|---|--|
| APPLICANT'S NAME: M5 Group LLC | | REQUESTED CHANGE: FROM: R-3 RI, (.18 a.c.) TO: P-1, (.18 a.c.) | |
| APPLICATION NO. Z-5-14 | DATE: 2/20/14 REVISION DATES: | | |
| <small>GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.</small> .18 Acres | <small>AERIAL PHOTO & QUARTER SEC. NO.</small> QS 14-28 | <small>ZONING MAP</small> G-8 | |
| MULTIPLES PERMITTED R-3 RI P-1 | CONVENTIONAL OPTION 2 N/A | * UNITS P.R.D. OPTION 3 N/A | |

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



The information provided on this map is based on the best available information and is not a guarantee. Users of this information are advised that the information is subject to change without notice and that the information is not intended for use in any legal proceeding.

Planning and Development


 1 inch = 200 feet