



City of Phoenix

PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report: Z-11-17-4

March 24, 2017

Encanto Village Planning Committee Meeting Date April 3, 2017

Planning Commission Hearing Date May 4, 2017

Request From: R1-6 (Single-family Residence), R1-6 [Approved R-4A (Multifamily Residence – General)] (1.27 acres)

Request To: UR (Urban Residential) (1.27 acres)

Proposed Use Mixed use (Commercial / Multifamily)

Location Approximately 400 feet east of the southeast corner of 3rd Street and Mulberry Street

Representative/Applicant Jonathan Labahn

Owner Urban Soliel, LLC

Staff Recommendation Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Designation		Residential, 15+ du/acre	
Street Map Classification	Mulberry Street	Local	25-foot south half right-of-way
	Flower Street	Local	25-foot north half right-of-way
		Alley	15 feet
<p>CONNECT PEOPLE AND PLACES CORE VALUE; INFILL; 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.</p> <p>The subject site is located within the Infill Development District. The proposed development will provide a mix of housing types that are near commercial areas along 3rd Street and 7th Street and located less than 1/2 mile from the nearest light rail station on Central Avenue and Osborn Road.</p> <p>STRENGTHEN OUR LOCAL ECONOMY CORE VALUE; LOCAL AND SMALL BUSINESS; LAND USE PRINCIPLE: Support live/work developments where appropriate throughout the city.</p> <p>The proposal depicts live/work units along both Flower Street and Mulberry Street, which would provide local and small business owners additional options for office and living space.</p>			

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.

A 104 unit mixed-use development that can provide additional densities to support a broad range of lifestyles is proposed.

Area plans

Transit Oriented Development Strategic Policy Framework – See Item #4 in the Background/Issues/Analysis Section.

Midtown Transit Oriented Development Policy Plan – See Item #5 in the Background/Issues/Analysis Section.

Tree and Shade Master Plan – See Item #10 and #11 in the Background/Issues/Analysis Section.

Phoenix Comprehensive Bicycle Master Plan – See Item #12 and #13 in the Background/Issues/Analysis Section.

Surrounding Land Uses/Zoning

	<u>Land Use</u>	<u>Zoning</u>
On Site	Vacant	R1-6, R1-6 (Approved R-4A)
North	Commercial Office	C-O
South	Commercial Office	C-O
East	Multifamily Residential	R-4
West	Commercial Office	C-O / G-O and P-1

Urban Residential (UR)

<u>Standards</u>	<u>Requirements</u>	<u>Proposed</u>
Gross Acreage	NA	1.27 acres
Lot Coverage	No maximum	Met – 88%
Building Height/Stories	75 feet maximum	Met – 75 feet
Residential Units	51 minimum	Met – 104 units
Density	40 dwelling units per acre minimum. No maximum.	Met – 91.2 dwelling units per acre
<i>Building Setbacks</i>		
Adjacent to street	10 feet maximum for 65% of the building frontage. No minimum.	Met
Interior	10 feet minimum adjacent to R-4 (east)	Met – 10 feet

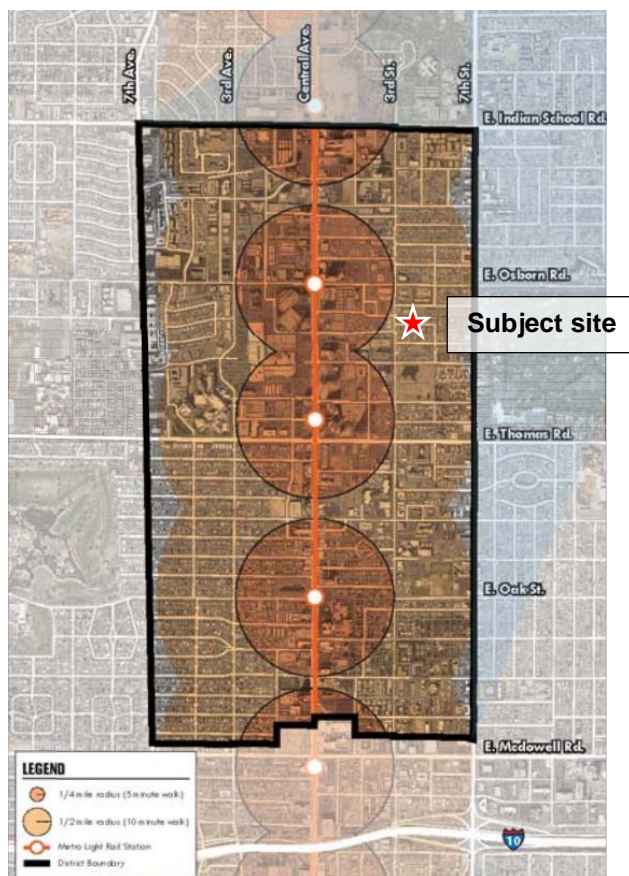
	0 feet minimum adjacent to C-0 (west)	Met – 10 feet
<i>Landscaping</i>		
Adjacent to streets	One row of street trees 20 feet on center	Met
Common areas	1 tree per 500 sq. feet for areas >500 sq. ft.	Unknown
Resident Parking	1.0 space for each studio and each 1 bedroom unit (40 units) = 40 spaces 1.5 space for each 2 and 3 bedroom unit (64 units) = 96 spaces Total: 136 spaces	Met – 160 spaces provided
Unreserved Guest Parking	0.3 space for each studio unit (40 units) = 12 spaces 0.5 space for each 1 and 2 bedroom unit (41 units) = 21 spaces 1.0 space for each 3 bedroom unit (23 units) = 23 spaces Total: 56 spaces	Not Met – 27 spaces provided

Background/Issues/Analysis

1. The subject site is comprised of seven vacant parcels, separated by an alley between Mulberry Street to the north and Flower Street to the south, just east of 3rd Street. A previous rezoning request (Z-135-05) on the northern three parcels was approved for R-4A for multifamily residential; however, development never occurred and the subject site remains vacant. The current application proposes rezoning the subject site to Urban Residential, to allow a 6-story mixed-use development comprised of 104 residential units (including ground floor live-work units), and neighborhood commercial uses.
2. The General Plan Land Use Designation is Residential 15+ dwelling units per acre. The proposal is consistent with this land use designation.

3. The proposal is for a mixed-use building with live-work units accessible from the sidewalks on Flower Street and Mulberry Street. The building will then step back to the maximum height for the remainder of the residential units. The site plan depicts two levels of parking, one level below grade and one at the podium level. As the two levels are not connected by an internal ramp, ingress/egress to the parking structure is from two driveways, one on Flower Street to the south and one on Mulberry Street to the north.
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 Central Avenue and Osborn Road light rail station area is Regional Center. The Regional Center place type is characterized by high intensity with building heights typically from five to 10 stories with incentive heights of up to 20 stories. Land uses may include office employment, industry cluster, high and midrise living and supportive retail. The site is located just beyond the 1/4 mile area where greater heights and intensities are typically encouraged near light rail. Building height and intensity beyond the 1/4 mile can be considered when it is at the lower end of the recommended building heights in the Regional Center place type. The commercial and multifamily land uses surrounding the subject site are not likely to be impacted by the scale and uses of the proposed development.

5. The site is located within the Midtown TOD (Transit Oriented Development) District, as shown on the map on the right. The policy plan adopted for the Midtown TOD District provides a blueprint for fully achieving the transformative potential of light rail in a sustainable manner. Changes advocated in the plan can lower transportation costs for residents, create new business opportunities, encourage active, healthy lifestyles, ensure Phoenix increases its competitive advantage in the global marketplace, and improve prosperity by growing the economy in locations with existing infrastructure and public services. The proposed development meets the intent and policies outlined in the plan.



Source: Midtown TOD Policy Plan

6. The intent of the Urban Residential (UR) District is to encourage high density, high quality, pedestrian-oriented multi-family development with a high level of amenities. The UR district has an applicable area between the centerlines of Seventh Avenue to Seventh Street and the centerlines of Lincoln Street and the Grand Canal, which includes the subject site, and the district requires a minimum residential density of 40 dwellings per acre. Neighborhood commercial uses are permitted and the applicant is proposing to allow these kinds of uses in the live-work units. The UR District standards prescribe the amount of shading, planting and landscaping to occur in a development. Further, there are guidelines and standards that reflect the desire for a high quality of materials, pedestrian orientation of buildings and residential character of the district.
7. As proposed, the development does not meet the unreserved guest parking requirements in the UR District. However, as per Section 702.E of the Phoenix Zoning Ordinance, the applicant can pursue a use permit to reduce the parking requirements because the proposed development is within an infill district and the proposed buildings are more than four stories or 48 feet in height. If pursuing a use permit, the applicant must meet various conditions to show how the reduced parking is warranted and will not increase traffic and on street parking of vehicles in adjacent neighborhoods.
8. There are design elements of the proposed building which are desirable for promoting the urban setting. The setback design of the building helps to scale the building appropriately to make it more compatible with the surrounding neighborhood and provides pedestrians with an inviting frontage. This is addressed in Stipulation #1.



Source: Rendering submitted by applicant

9. On average, Phoenix has 334 days of sunshine each year which affords opportunity for the use of solar panels for the generation of electricity. The city's General Plan has a core value to Build the Sustainable Desert City where residents envision the widespread use of solar energy in everything from homes to streetlights. The applicant proposes to place solar panels on a portion of the project to provide 100% of the power for the common areas and amenity spaces.

10. When development is on the north side of the street, shade trees planted between the curb and a detached sidewalk can provide shade from the southern arc of the sun. A water line is located along the curb in Flower Street. The waterline proximity to the desired landscape area poses a conflict that precludes the planting of trees. It is recommended that the trees should be planted between the sidewalk and building on Flower Street and Mulberry Street. This will help meet the requirement that a minimum of 75% of the sidewalk shall be shaded, as outlined in the UR District standards. This is addressed in Stipulation #2.
11. The Tree and Shade Master Plan has a goal of treating the urban forest as infrastructure to ensure that trees are an integral part of the city's planning and development process. Toward that end, development of this site will contribute to the urban forest infrastructure through the provision of shade trees planted between the sidewalk and building. This is addressed in Stipulation #2.
12. 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 subject site's proximity to the 3rd Street Promenade bicycle route to the west provides a prime opportunity to provide bicyclists with ample parking for the multifamily development and neighborhood commercial uses that are proposed in the request.
13. The UR District is silent regarding a requirement for bicycle parking. The development should provide a minimum of .25 secured parking spaces per residential unit. The amount is a standard established in Section 1307.H of the Walkable Urban Code. Additionally, there should be accommodation for cyclists who are guests. These requirements are addressed in Stipulation #3 requiring both secured parking for residents, as well as rack parking for guests, located near entrances to the property. The guest parking should be an inverted U-bicycle rack design. In addition, the property is near a light rail station and several major bus routes. Providing secure bicycle parking for residents and guests of the development is supportive of multimodal travel options.
14. The Street Transportation Department has provided the following comments:
 - a) The developer shall update all existing off-street improvements to current ADA guidelines. Stipulation #4 has been recommended to address this request.
 - b) The developer shall pursue an application for abandonment of the alley from the west property line to the east property line to Flower Street and provide an alternate alley connection to Mulberry Street or Flower Street per local street standards.
15. The City of Phoenix Water Services Department has noted that there are no water or sewer infrastructure concerns.

16. The City of Phoenix Floodplain Management division of the Street Transportation 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.
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. This is addressed in Stipulation #5.
18. The Aviation Department has provided comments regarding this request. The property is in the Public Airport Disclosure area. This area may be subject to overflights of aircraft operating at the Airport. People are often irritated by repeated overflights regardless of the actual sound level at the overflight site. Therefore, a Notice to Prospective Purchasers, which follows policy regarding properties in the City of Phoenix underlying the flight patterns of Phoenix Sky Harbor International Airport, is required. This is addressed in Stipulation #6.
19. 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. This request is consistent with the General Plan Land Use designation of 15+ dwelling units per acre.
2. Mixed-use development furthers the objectives of the General Plan goals and policies to provide a diverse range of housing for the community, such as live-work units.
3. The proposal is consistent with the intent in the Midtown TOD (Transit Oriented Development) District Policy Plan.

Stipulations

1. The development shall have a maximum building height of 20 feet within 15 feet measured from the north and south property lines, 65 feet within 25 feet measured from the north and south property lines, and 75 feet beyond 25 feet measured from the north and south property lines, as approved by the Planning and Development Department.

2. Trees that are a minimum 3-inch caliper shall be placed 20 feet on center or in equivalent groupings between the sidewalk and building on Flower Street and Mulberry Street, as approved by the Planning and Development Department.
3. The development shall provide a minimum of .25 secured bicycle parking spaces per residential unit, and a minimum of four inverted U-bicycle racks for guests located near entrances to the property, as approved by the Planning and Development Department.
4. The developer shall update all existing off-site street improvements (sidewalks, curb ramps and driveways) to current ADA guidelines.
5. 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.
6. 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.

Writer

Hannah Oliver

March 24, 2017

Team Leader

Joshua Bednarek

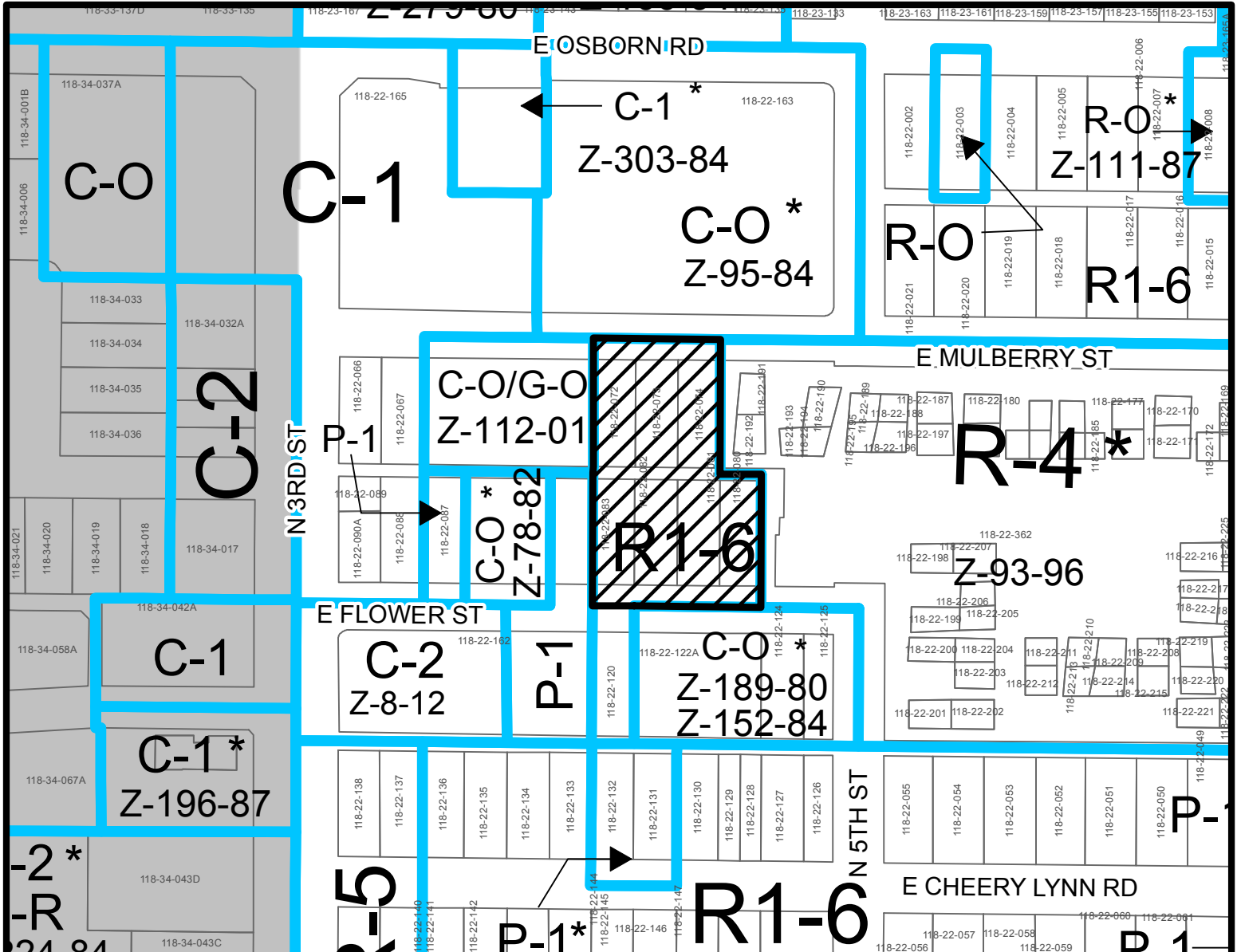
Attachments

Zoning sketch

Aerial

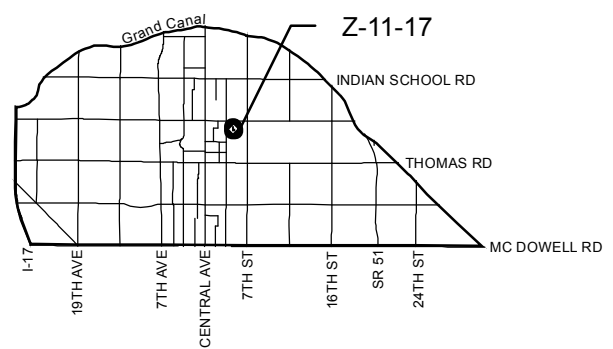
Site plan dated February 6, 2017 (2 pages)

Elevations dated February 6, 2017 (5 pages)



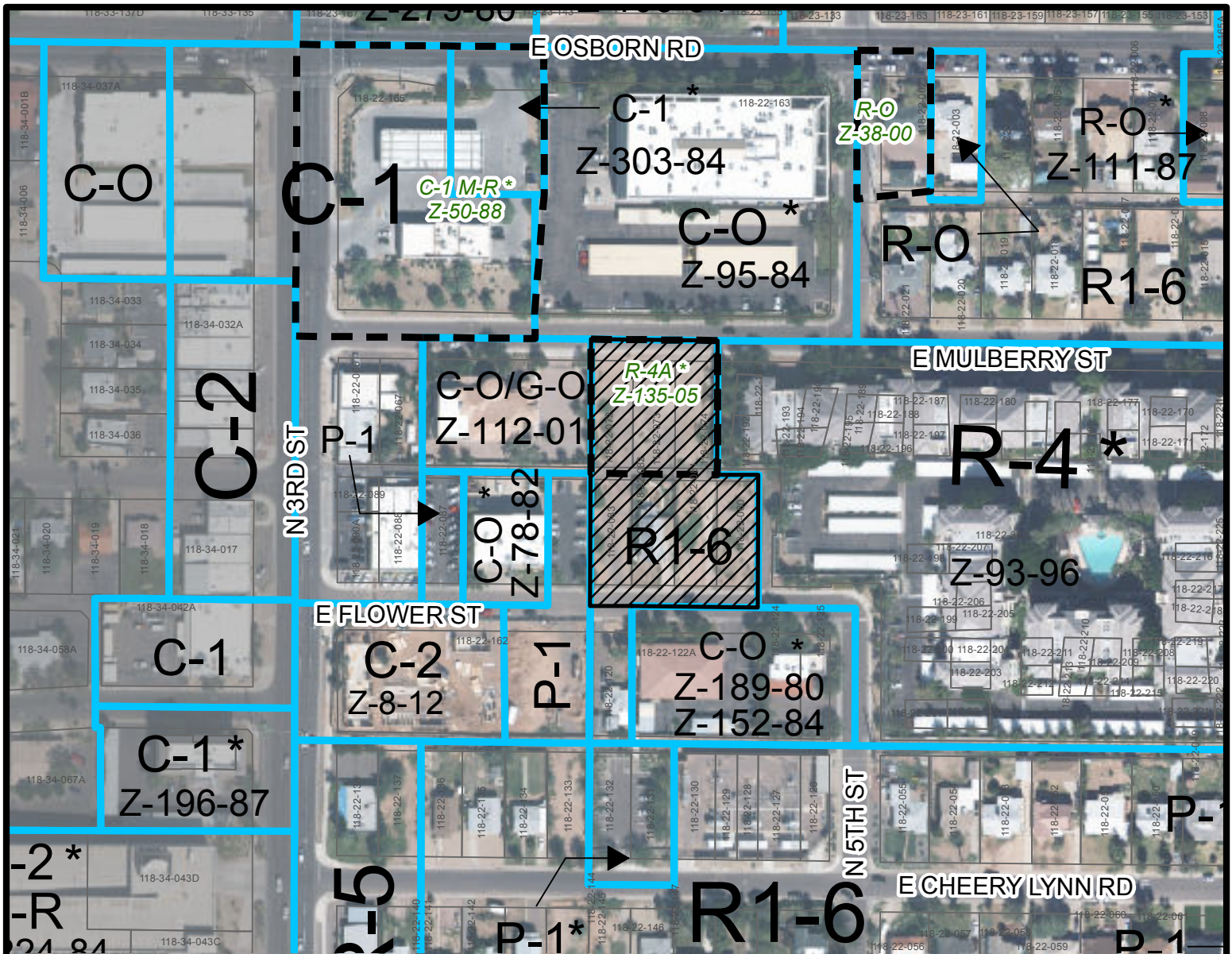
ENCANTO VILLAGE

CITY COUNCIL DISTRICT: 4

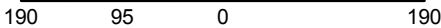


APPLICANT'S NAME: Jonathan Labahn		REQUESTED CHANGE: FROM: R1-6, (1.27 a.c.) TO: UR, (1.27 a.c.)	
APPLICATION NO. Z-11-17	DATE: 02/13/2017	REVISION DATES:	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 1.27 Acres	AERIAL PHOTO & QUARTER SEC. NO. QS 15-28	ZONING MAP G-8	
MULTIPLES PERMITTED R1-6 UR	CONVENTIONAL OPTION 6 40 Min.	* UNITS P.R.D. OPTION 8 N/A	

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

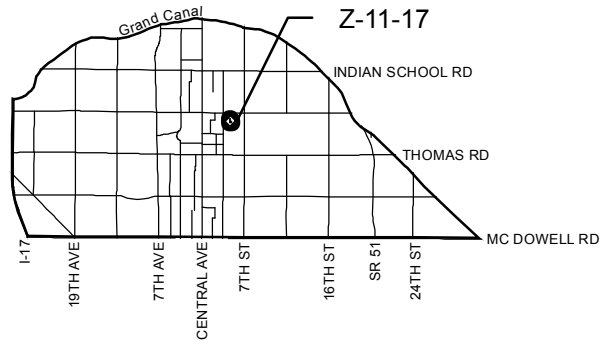


Feet



ENCANTO VILLAGE

CITY COUNCIL DISTRICT: 4



APPLICANT'S NAME: Jonathan Labahn

APPLICATION NO. Z-11-17

DATE: 02/13/2017
REVISION DATES:

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

1.27 Acres

AERIAL PHOTO & QUARTER SEC. NO.
QS 15-28

ZONING MAP
G-8

REQUESTED CHANGE:

FROM:
R1-6, (0.72 a.c.)
R1-6 (Approved R-4A), (0.55 a.c.)

TO: UR, (1.27 a.c.)

MULTIPLES PERMITTED

R1-6, R1-6 (R-4A)
UR

CONVENTIONAL OPTION

4, 3 (24)
40 Min.

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

4, 3 (N/A)
N/A

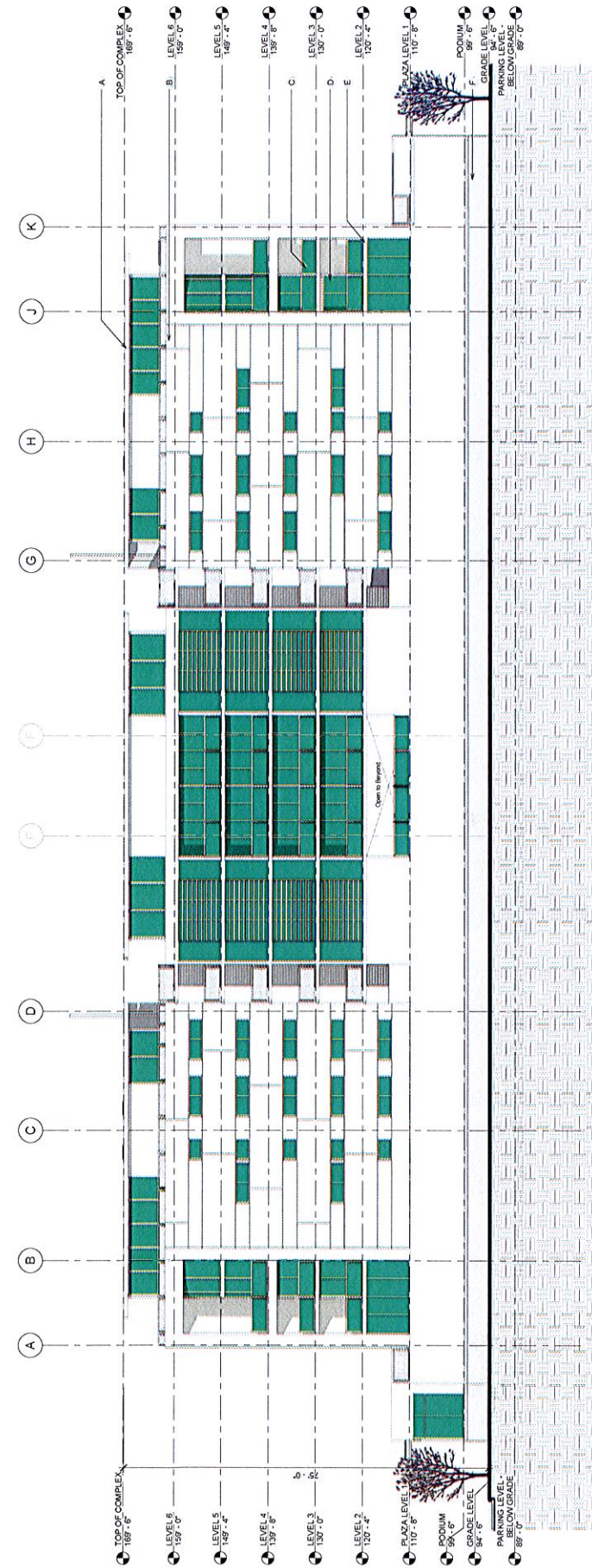
* Maximum Units Allowed with P.R.D. Bonus

REVISIONS	BY

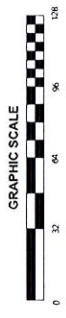
FORMA
 FLORENCE STREET MARKET DRIVE
 FLORENCE, ARIZONA 85012

labahn + ryan architects
 1321 KAMRIDGE CO. CALIFORNIA 94108
 PHONE: 214.230.2558

Date: 01.05.2017
 Scale:
 Drawn:
 Job:
 Title: WEST ELEVATION
 Client: A-3.1



- ① Natural Perma Metal Panels
 - ② Smooth Finish White Stucco System
 - ③ Glass and Steel Guards
 - ④ Anodized Aluminum Doors and Windows
 - ⑤ Aluminum Panels
 - ⑥ Cast Formed Concrete
- MATERIAL TYPES



① WEST ELEVATION OF COMPLEX
 1" = 10'-0"

CITY OF PHOENIX

FEB 06 2017

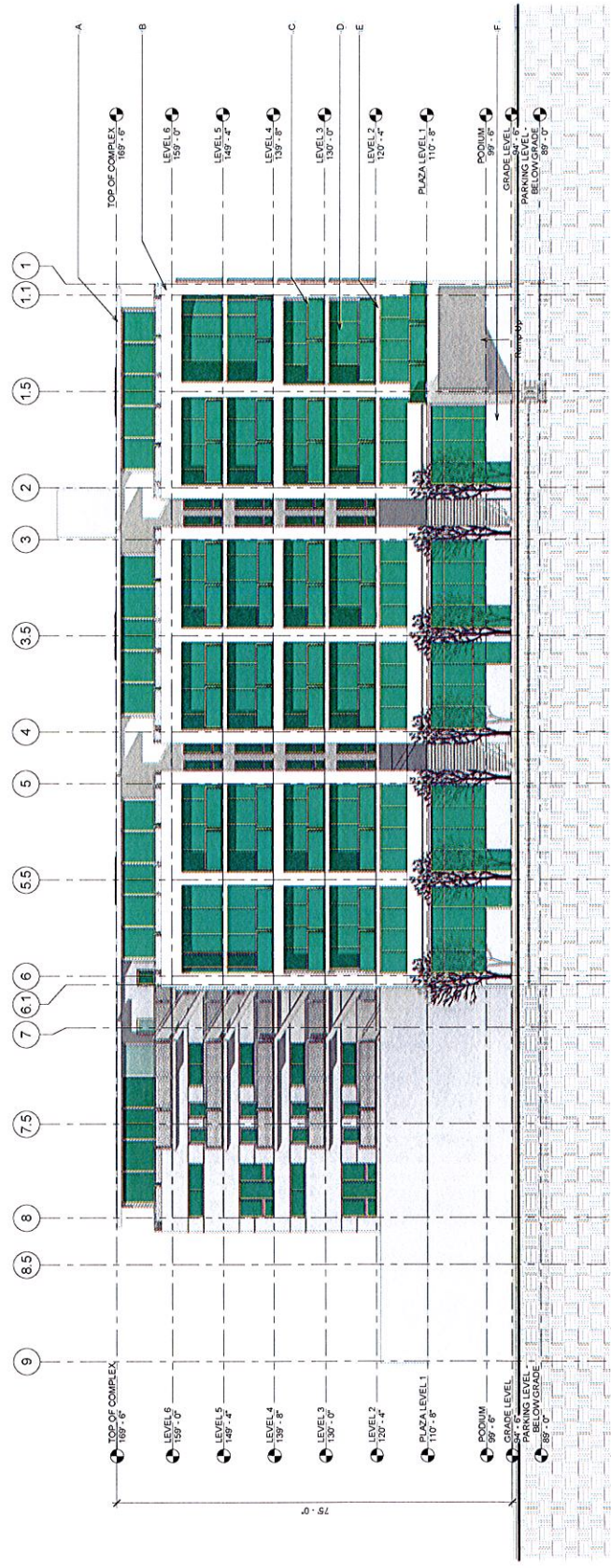
**Planning & Development
 Department**

NO.	DATE	BY	REVISIONS

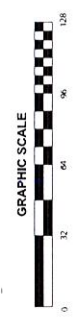
FORMA
 FLOWER STREET/MC BERRY DRIVE
 PHOENIX, ARIZONA 85012

labahn ryan architects
 1325 CALIFORNIA STREET
 SAN FRANCISCO, CALIFORNIA 94109
 TEL: 415.774.2288

Date: 01/06/2017
 Scale:
 Drawn:
 JRC:
 Title: NORTH ELEVATION
 Sheet: A-3.2



- (A) Natural Paints Metal Facia
 (B) Smooth Finish White Stucco System
 (C) Glass and Steel Guardrails
 (D) Anodized Aluminum
 (E) Board Formed Concrete
- MATERIAL TYPES



CITY OF PHOENIX

FEB 06 2017

**Planning & Development
 Department**

CITY OF PHOENIX

FEB 06 2017

Planning & Development
Department

