



**City of Phoenix**  
 PLANNING AND DEVELOPMENT DEPARTMENT

**Staff Report Z-19-16-4**  
 April 21, 2016

**Encanto Village Planning Committee Meeting Date:** May 2, 2016  
**Planning Commission Hearing Date:** June 2, 2016  
**Request From:** C-3 TOD-1 (2.41 acres), P-1 TOD-1 (0.90 acre)  
**Request To:** WU (Walkable Urban Code) T6:7 MT (Midtown Transit Oriented Development Policy District) (3.31 acres)  
**Proposed Use:** Multifamily Residential  
**Location:** Northeast corner of Central Avenue and Indianola Avenue  
**Owner:** Various  
**Applicant/Representative:** Nick Wood, Snell & Wilmer  
**Staff Recommendation:** Approval, subject to stipulations

General Plan Conformity			
<b>General Plan Land Use Designation</b>		Commercial	
<b>Street Map Classification</b>	Central Avenue	Arterial	50 feet east half
	Indianola Avenue	Local	25-foot north half
<p><b><i>CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS CORE VALUE; DIVERSE NEIGHBORHOODS; LAND USE PRINCIPLE: Include a mix of housing types and densities where appropriate within each village that support a broad range of lifestyles.</i></b></p> <p>The proposed development will provide a new housing option on a long vacant parcel and a parcel which houses a restaurant which is relocating. The site is adjacent to an arterial street with light rail transit. A light rail transit station is approximately 700 feet to the north.</p>			

**CONNECT PEOPLE AND PLACES CORE VALUE; TRANSIT ORIENTED DEVELOPMENT; LAND USE PRINCIPLE: Encourage high-density housing and high intensity employment uses to locate adjacent or close to transit stations per adopted transit district plans.**

The site is located within the Midtown Transit Oriented Development (TOD) District on Central Avenue, approximately 700 feet from a light rail station and adjacent to numerous bus routes on Central Avenue.

**CONNECT PEOPLE AND PLACES CORE VALUE; INFILL DEVELOPMENT; LAND USE PRINCIPLE: Promote and encourage compatible infill development with a mix of housing types in neighborhoods close to employment centers, commercial areas, and where transit or transportation alternatives exist.**

This proposal provides compatible infill development on a property that is partially vacant and also is home to a single story restaurant and surface parking. It will be compatible with nearby uses. This housing type contributes to the mix of housing types in the area. It is centrally located, close to employment centers and commercial areas.

**Applicable Plan and Principles**

Transit Oriented Development Strategic Policy Framework – see # 3 below.

Midtown Transit Oriented Development Policy Plan – see #s 4 and 5 below.

Tree and Shade Master Plan – see #7 below.

Complete Streets Guiding Principles – see #s 6 and 10 below.

Bicycle Master Plan – see #10 below.

**Surrounding Land Uses/Zoning**

	<u>Land Use</u>	<u>Zoning</u>
<b>On Site</b>	Vacant, commercial, parking	C-3 TOD-1, P-1 TOD-1
<b>North</b>	Midrise office, commercial	C-3 HR TOD-1
<b>South</b>	Restaurant, commercial, auto repair facility	C-3 TOD-1, C-2 TOD-1
<b>East</b>	Office, commercial	R-5 SP TOD-1
<b>West</b>	Surface parking	C-3 TOD-1

<b>Walkable Urban Code T6:7</b>		<i>*if variance required</i>
<u><b>Standards</b></u>	<u><b>Requirements</b></u>	<u><b>Provisions on the Proposed site Plan</b></u>
Gross Acreage	N/A	3.31
Total Number of Units	N/A	225
Density	No cap required	88 dwellings per acre
Building Height	100-foot maximum	Met – 65 feet
Parking Structure	Cannot exceed building height	
Parking	341 required – 25% = 256 required	360 garage + 9 street = 369 provided
Bicycle Parking (1307.H.6.d.)	50 spaces minimum	Not met
Public Open Space (Section 1310)	5% of gross area over one acre, areas minimum of 500 square feet	Not met
Central Avenue Streetscape	Per adopted plans	Cannot be determined
Streetscape Standards Indianola (Section 1312.C.1.)	Sidewalk width – minimum 5 feet Landscape width – minimum 5 feet	Cannot be determined
<b>Section 1303.2 TRANSECT T6</b>		
<i>Main Building Setbacks</i>		
Light Rail Frontage	12-foot maximum	Met – 10 feet
Secondary Frontage	10-foot maximum	Met – 10 feet
Side Lot Line	0-foot minimum	Met – 10 feet 3 inches
Rear Lot Line	0-foot minimum	Met – 10 feet
<i>Parking Setbacks</i>		
Primary Frontage	24-foot minimum or behind building	Met
Secondary Frontage	20-foot minimum	Met
Side Lot Line	0-foot minimum	Met
Rear Lot Line	0-foot minimum	Met
<i>Lot Requirements</i>		
Lot Coverage	90% maximum	Met
Primary Building Frontage	80% minimum	Met
Secondary Building Frontage	70% minimum	Met

<i>Frontage Types Allowed</i>		
Light Rail Frontage	Common entry, storefront, arcade, gallery or alternative frontages	Patio - Alternative frontage for residences to be reviewed by staff Storefront – fitness center
Secondary Frontage	Common entry, storefront, arcade, gallery or alternative frontages	Patio - Alternative frontage for residences to be reviewed by staff
Entry Requirements	One per 50 feet of primary building frontage and one per 80 feet of secondary frontage	Met
<i>Glazing Standards (per T4)</i>		
Ground Floor	25%	Met
Second Floor	25%, 10% east and west	Met

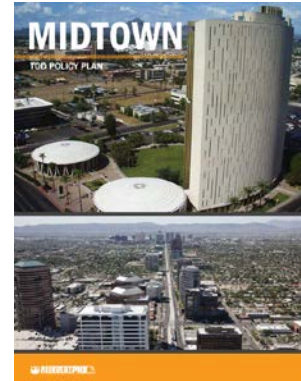
**Background/Issues/Analysis**

1. This request is to rezone a 3.31 acre site located at the northeast corner of Central Avenue and Indianola Avenue from C-3 TOD-1 and P-1 TOD-1 to WU (Walkable Urban Code) T6:7 MT (Midtown Transit Oriented Development Policy District) to allow development of 225 multifamily apartments. The north portion of site is currently vacant, the southwest portion contains a one story restaurant and the southeast portion is comprised of surface parking. An auto repair facility is to the south across Indianola Avenue, as well as a couple of single story commercial buildings. A four story office building exists to the east. Across Central Avenue to the west is a surface parking lot and a midrise building. North of the site exists a midrise office building.
2. The General Plan Land Use Map designation is Commercial. Although the proposal is not consistent with the General Plan designation, an amendment is not required as the subject parcel is less than 10 acres.
3. 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 to high intensity with building heights typically from four to eight stories with incentive heights of up to 15 stories. Land uses may include entertainment, retail, mid-rise living and office employment.

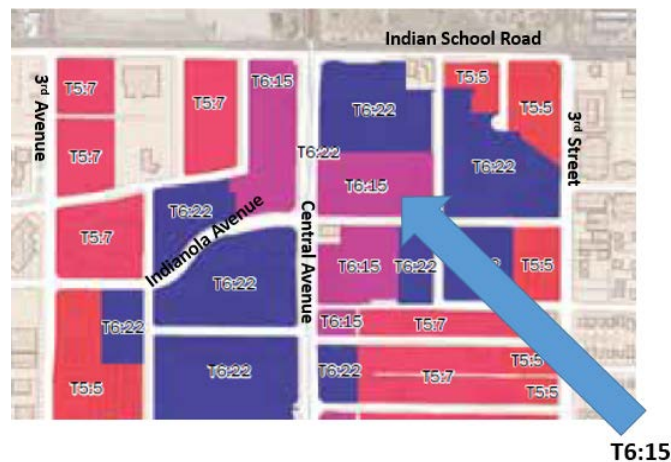


The proposed project falls within the parameters of the Major Urban Center place type.

- The site is located within the Midtown TOD (Transit Oriented Development) District, the boundaries for which are McDowell Road on the south, Indian School Road on the north 7<sup>th</sup> Street on the east and 7<sup>th</sup> Avenue on the west. 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. In order to realize the implementation of the Vision and Master Plan for the Midtown TOD District, one key recommendation is the implementation of a form-based zoning code.



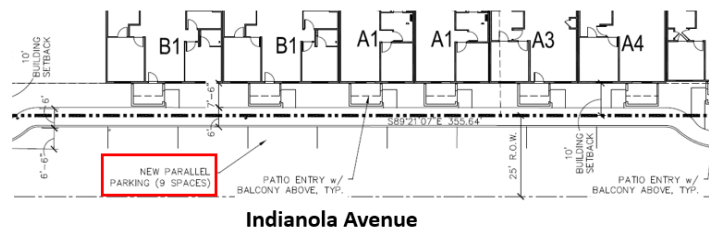
- The Midtown TOD Policy Plan utilized the Major Urban Center place type to determine the recommended scale and character of the area around the Central Avenue and Indian School Road light rail station and this scale and character was illustrated in both the conceptual master plan and the conceptual zoning plan.



The subject site has a suggested zoning designation of T6:15 with a maximum building height of 180 feet. The applicant has chosen a transect of T6:7 which allows a maximum height of 100 feet, to allow the height of 65 feet proposed for this development.

- The conceptual proposal shows units with ground floor entrances facing both Central Avenue and Indianola Avenue. A vehicular entrance is shown on Indianola Avenue. Sidewalks should be detached from the curb, allowing trees to be planted between the curb and the sidewalk and providing a more comfortable environment for pedestrians. This design is consistent with the Council adopted Guiding Principles for Complete Streets, one tenet of which is to make Phoenix more walkable. The detached sidewalks are addressed in Stipulation #2.

7. The Tree and Shade Master Plan has a goal of treating the urban forest as infrastructure to ensure that trees are an integral part of the city's planning and development process. Toward that end, development of this site will contribute to the urban forest infrastructure through the provision of trees along the rights-of-way. Further, the sidewalks will be detached from the curbs, allowing trees to be planted to shade and separate pedestrians from vehicles on the street. These provisions are addressed in Stipulation #s 2 and 3.
  
8. 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 Development (image-design) standards were created and are applicable to all construction and new modification 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. The development standards can be viewed here: [https://www.phoenix.gov/pddsit/Docs/pdd\\_pz\\_pdf\\_00408.pdf](https://www.phoenix.gov/pddsit/Docs/pdd_pz_pdf_00408.pdf) This is addressed in Stipulation #3.
  
9. The submitted conceptual site plan reflects a suburban model for its parking standard calculation. Although its proximity to light rail provides an allowance for a 25% reduction in the amount of required spaces, the proposal does not include a reduced parking standard. The applicant is encouraged to reduce the amount of parking provided. National research indicates that: as parking supply goes up, much of it sits empty; apartment buildings near frequent transit need less parking; and the opportunity costs associated with the excess parking add up. Providing the right amount of parking rather than an excess allows for more space to be devoted to people than to cars and offers the possibility of lower rents.



10. The conceptual site plan proposes to adjust Indianola Avenue to provide nine on-street parallel parking spaces to serve as “teaser” parking for prospective tenants to the site. Providing on-street parking at this location appears to be at the expense of providing a good walking and bicycling environment on Indianola Avenue and is not recommended. At present, Indianola Avenue is developed as a local street.

East of Central Avenue it has 50 feet of right-of-way with one lane of travel in each direction. 3<sup>rd</sup> Avenue is part of the City's Sonoran Bike



Boulevard, offering a direct North/South route into downtown Phoenix. As part of the 3<sup>rd</sup> Street Promenade connecting Steele Indian School Park south to Roosevelt Street, bicycle facilities are planned per the adopted Bicycle Master Plan. Since there is a traffic signal at Central Avenue which allows crossing of the light rail, Indianola serves as a low stress crossing for both bicyclists and pedestrians.

A half block to the east is the Basis Charter School. The school's student population comes from all areas of the city and the resulting vehicular traffic around the school during the morning drop off and evening pick up times is quite congested. Students also walk to the school from the west, crossing at Central Avenue. It is recommended that prior to site development review the applicant work with the Street Transportation Department to discuss the pedestrian, bicycle and vehicular challenges for this site and the greater area. This is addressed in Stipulation #6.

11. Bicycle parking is a requirement of the Walkable Urban Code. The conceptual plan does not show bicycle parking however it is anticipated to be located in the garage structure. It is recommended that two types of parking be provided on the property: secured parking for residents, and rack parking for guests located near entrances to the property. The property is near a light rail transit station and several major bus routes. Providing secure bicycle parking for residents and parking for guests of the development is supportive of multimodal travel options.

12. Fire prevention does not anticipate any issues with this request. But the site or/and building(s) shall comply with the Phoenix Fire Code. The water supply (gpm and psi) to this site is unknown. Additional water supply may be required to meet the required fire flow per the Phoenix Fire Code.
13. The Water Services Department has commented that the site will require a replat or a lot combination. Per Chapter Code 37-48 and 28-29 C, it does not allow water or sewer services to cross through property lines. Water Mains: there is an eight-inch DIP on Indianola Avenue and 12-inch CIP and 12-inch DIP on Central Avenue. The City map shows two ¾" and two-inch service and meter off of Central Avenue, and four one-inch and one and half inch service and meters off of Indianola Avenue. There is a six-inch CIP fire line service off of Central Avenue. Sewer Mains: there is an eight-inch VCP on Indianola Avenue and a 12-inch DIP and 10-inch VCP on Central Avenue. The City map shows four-inch service and tap off of Central Avenue and six four-inch service and taps off of Indianola Avenue.
14. 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.
15. 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 #4.
16. The Street Transportation Department has reviewed the proposed plan and has the following comments:
  - a. A 15-foot by 15-foot right-of-way triangle must be dedicated at the northeast corner of Central Avenue and Indianola Avenue.
  - b. In the event a parking bay is proposed along Indianola Avenue, there will be requirements for the improvements that will be determined at the time of site review, including, but not limited to: dedication of additional right-of-way or a sidewalk easement; any parking provided on Indianola Avenue must be a minimum of 50 feet from the traffic signal pole and a minimum of 25 feet from the top of the wing of the driveway.
  - c. The driveway shall be a wing type driveway (P-1255-1).

- d. A traffic impact study for the development is required to be reviewed and approved prior to preliminary approval of plans for the site, and additional improvements may be required as a result of the Traffic Impact Study.
17. Development of the parcel will require that all improvements are required to comply with all Americans with Disabilities Act (ADA) standards. This is addressed in Stipulation #7.
18. 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 is not consistent with the General Plan map however a General Plan amendment is not required.
2. This infill proposal provides a new housing option to contribute to the mix of housing types in the area.
3. The proposed higher density is supported in proximity to the light rail corridor.

### **Stipulations**

1. The development shall detach the sidewalk and plant trees between the sidewalk and the curb on Indianola Avenue.
2. The development shall comply with the Central Avenue Development Standards as approved by the Planning and Development Department.
3. The property owner 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 to future owners or tenants of the property.
4. The applicant shall dedicate a 15 foot by 15 foot right-of-way triangle at the northeast corner of Central Avenue and Indianola Avenue.
5. The development shall comply with all ADA accessibility standards, as per plans approved by the Planning and Development Department.

6. The applicant shall submit a Traffic Impact Study to the City for this development. No preliminary approval of plans shall be granted until the study is reviewed and approved by the City. Contact Mr. Mani Kumar (602) 495-7129, to set up a meeting to discuss the requirements of the study. Additional improvements may be required as a result of the Traffic Impact Study.

**Writer**

K. Coles

April 20, 2016

**Team Leader**

Joshua Bednarek

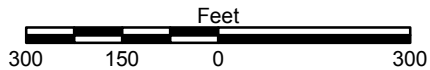
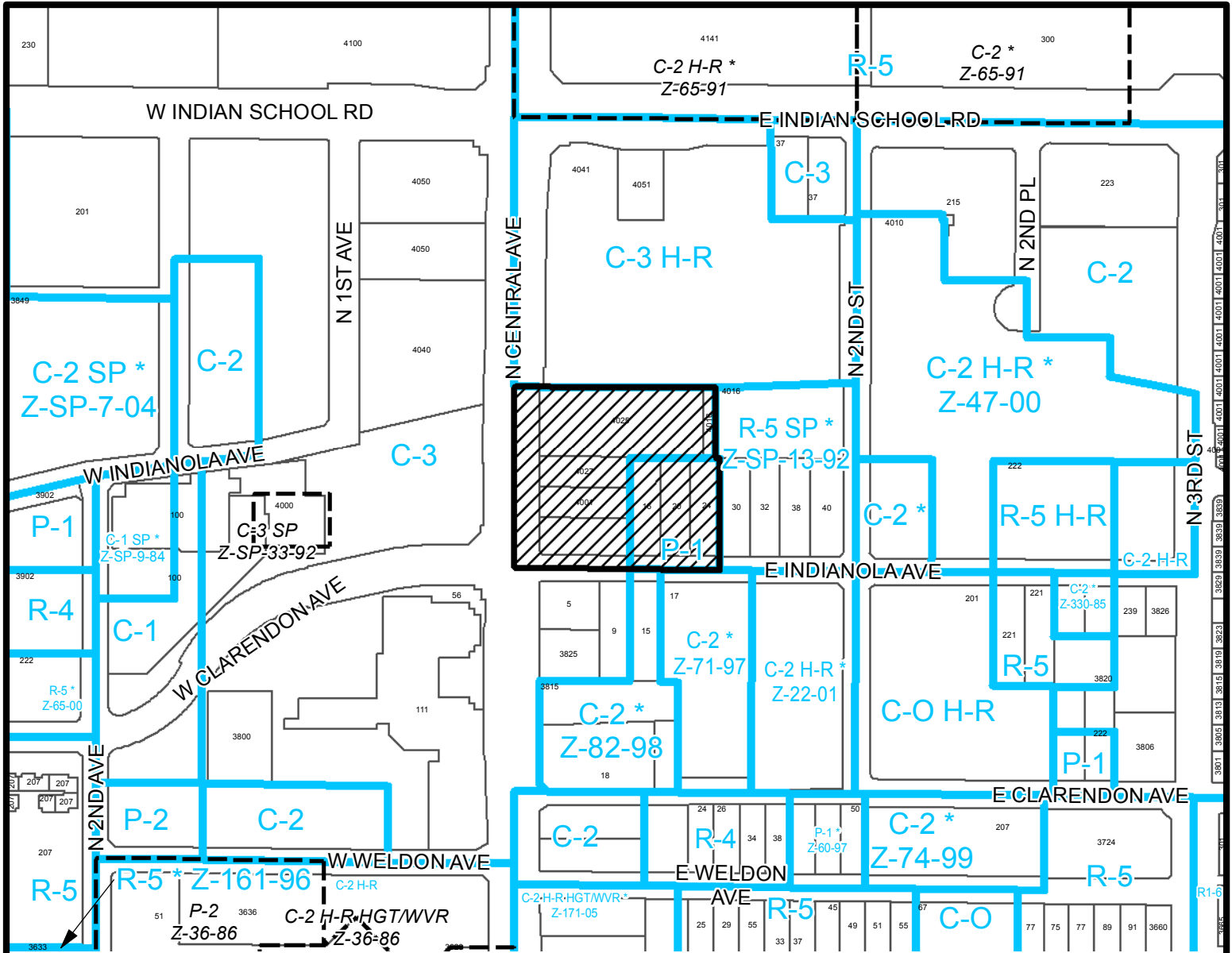
**Attachments**

Sketch Map

Aerial

Site Plan date stamped April 8, 2016 (1 page)

Elevations date stamped April 8, 2016 (1 page)

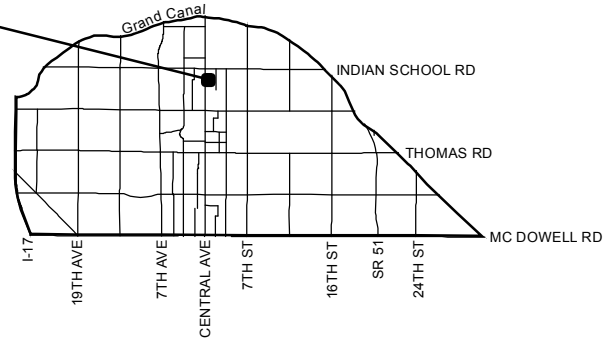


**ENCANTO VILLAGE**  
CITY COUNCIL DISTRICT: 4



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PLANNING & DEVELOPMENT DEPARTMENT

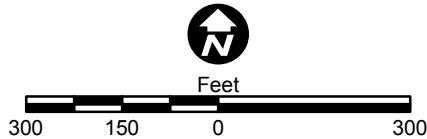
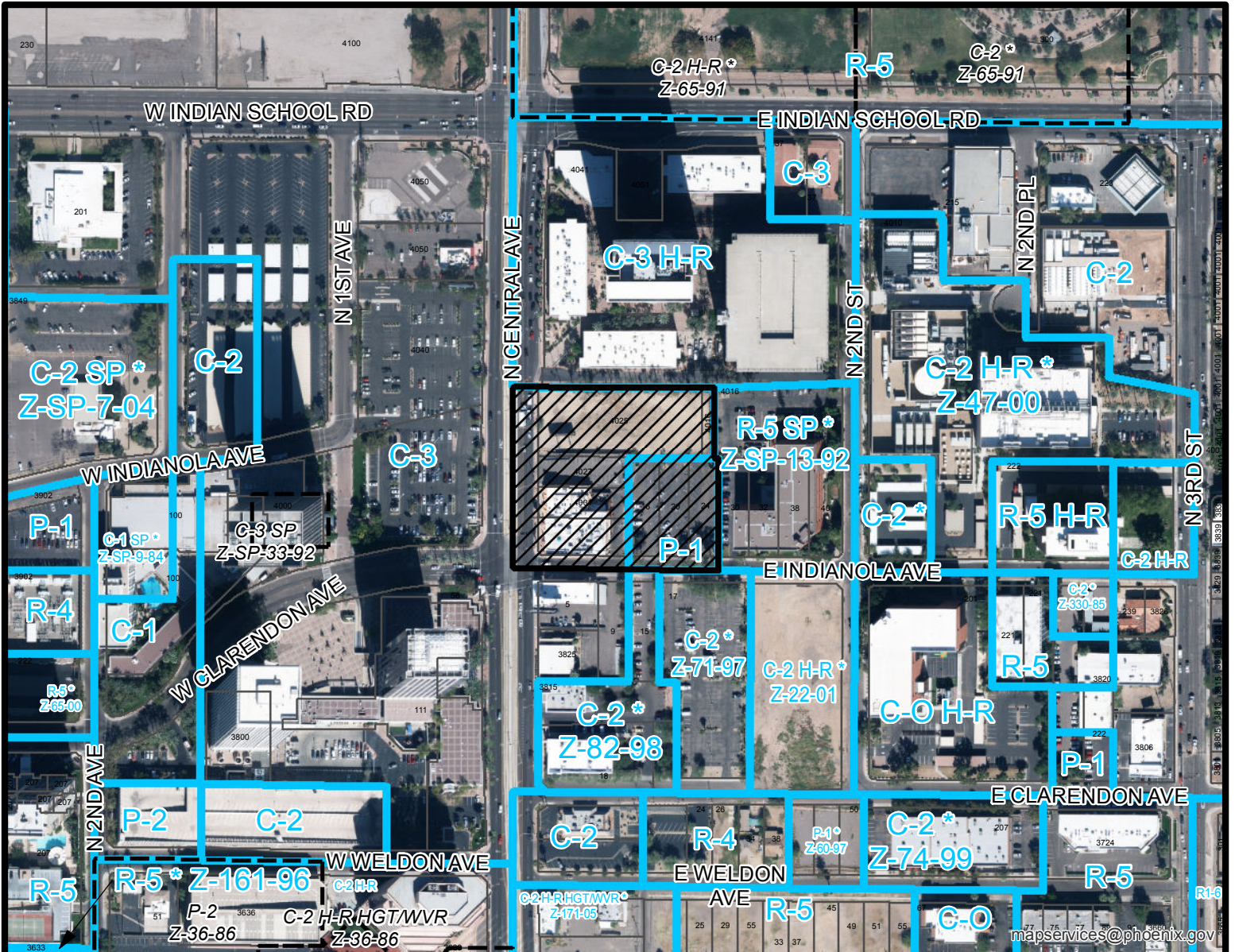
Z-19-16



<b>APPLICANT'S NAME:</b> Snell and Wilmer; Nick Wood		<b>REQUESTED CHANGE:</b> FROM: C-3 TOD 1 (2.41 a.c.) P-1 TOD 1 (0.90 a.c.)  TO: WU T6:7 MT(3.31 a.c.)	
<b>APPLICATION NO.</b> Z-19-16	<b>DATE:</b> 4/13/16 <b>REVISION DATES:</b>		
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.  3.31 Acres	<b>AERIAL PHOTO &amp; QUARTER SEC. NO.</b> QS 16-28	<b>ZONING MAP</b> H-8	
<b>MULTIPLES PERMITTED</b> C-3, P-1 WU T6:7 MT	<b>CONVENTIONAL OPTION</b> 35, N/A No Maximum	<b>* UNITS P.R.D. OPTION</b> 42, N/A No Maximum	

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



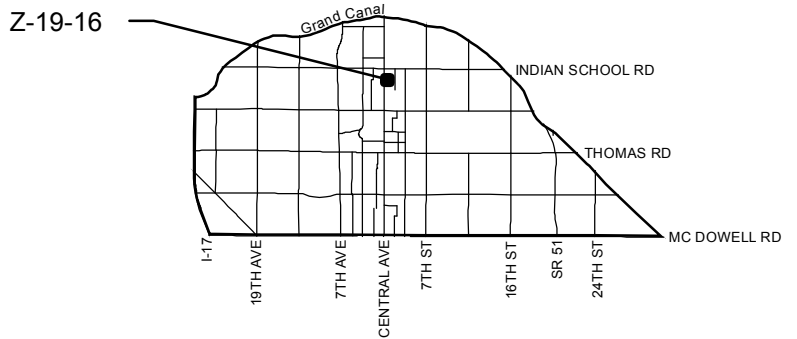


**ENCANTO VILLAGE**  
CITY COUNCIL DISTRICT: 4



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PLANNING & DEVELOPMENT DEPARTMENT



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**PLANT MATERIALS LEGEND**

Botanical Name	Common Name	Size
<i>Acacia aneura</i>	Mulga Acacia	36" BOX
<i>Acacia villosa</i>	Palo Blanco	24" BOX
<i>Casahuate coccinea</i>	Homestead Casahuate	24" BOX
<i>Pithecolobium lanceolatum</i>	Palo Brea	24" BOX
<i>Pinus attenuata</i>	Mistle Pine	24" BOX
<i>Phoenix discolorifera</i>	Date Palm	24" BOX
<i>Schinus molle</i>	Tree Mountain Laurel	24" BOX
<i>Quercus virginiana</i>	Catalina Oak	24" BOX
<i>Ulmus parvifolia</i>	Wax Elm	24" BOX
<i>Edm. Large Shrubs</i>		Size
<i>Dodonea viscosa</i>	Hopbush	5 gal
<i>Large Shrubs</i>		Size
<i>Leucophyllum longimanis</i>	Lynn's Legacy	5 gal
<i>Lynx's Legacy</i>	Texas Sage	5 gal
<i>Leucophyllum longimanis</i>	"Rio Bravo"	5 gal
<i>Medium Shrubs</i>		Size
<i>Eremophila glabra</i>	spp. caranassa-Winter Blaze	5 gal
<i>Winter Blaze</i>		5 gal
<i>Eremophila hydrophana</i>		5 gal
<i>Blue Balls</i>		Size
<i>Buxus microphylla</i>	japonica	5 gal
<i>Green Beauty</i>	Bowwood	5 gal
<i>Groundcovers</i>		Size
<i>Eremophila prostrata</i>	"Outback Sunrise"	1 gal
<i>Outback Sunrise</i>	Eremophila	1 gal
<i>Lantana montevidensis</i>		1 gal
<i>Purple Trailing</i>	Lantana	1 gal
<i>Tricentrum chamaedryfolium</i>	prostratum	1 gal
<i>Prostrate</i>	Germander	1 gal
<i>Casill Accents</i>		Size
<i>Agave parviflora</i>		5 gal
<i>Twirl Flowered</i>	Agave	5 gal
<i>Aloe lily</i>	"Blue Elf"	5 gal
<i>Blue Elf</i>		1 gal
<i>Bouteloua gracilis</i>	Bird Amabilon	5 gal
<i>Desylinon longesumum</i>	Mexican Grass Tree	5 gal
<i>Euphorbia antisyphillata</i>	Candelilla	5 gal
<i>Hesperaloe parviflora</i>	"Brakeflights"	3 gal
<i>Muhlenbergia capillaris</i>	"Royal Mist"	5 gal
<i>Opuntia X Kelly's Choice</i>		8 Post Min.
<i>Kelly's Choice</i>	Pinky Pear	5 gal
<i>Pediunculus macrocarpus</i>	Slipper Plant	5 gal
<i>Portulacaria afra minima</i>	Dwarf Elephant Foot	5 gal
<i>Yucca pallida</i>	Pale Leaf Yucca	5 gal
<i>Vines</i>		Size
<i>Bougainvillea</i>	"Barbaram Kissel"	5 gal
<i>Ficus pumila</i>	Creeeping Fig	5 gal
<i>Cobsernum sempervirens</i>		15 gal
<i>Carolina Jessamine</i>	-4x4 Espalier	15 gal
<i>Liquidambar japonicum</i>	Japanese Planet	15 gal

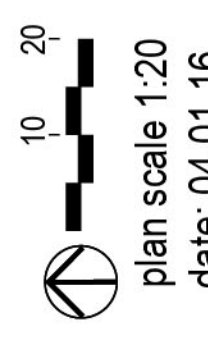


**CITY OF PHOENIX**  
 APR 08 2016  
 Planning & Development  
 Department



**ALTA CENTRAL**

**Landscape Plan**



plan scale 1:20  
 date: 04.01.16

**andersonbaron**  
 plan · design · achieve  
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 Chandler, Arizona 85226  
 ph. 480.699.7956 f. 480.699.7986





**CITY OF PHOENIX**  
**APR 08 2016**  
**Planning & Development**  
**Department**

biltform architecture  
 group, LLC.  
 11460 north cave creek road, suite 11  
 phoenix, arizona 85020  
 Phone 602.265.9200 Fax 602.265.9229



EXPIRES 9/30/16

**ALTA CENTRAL**  
 Apartment Homes  
 PHOENIX, ARIZONA  
**WOOD PARTNERS**  
 8777 E. Via De Ventura, Suite 201, Scottsdale, AZ. 85258  
 PHONE: 480-607-0622

REVISIONS:	
△	-
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JOB NO:	14004
DATE:	APRIL 1, 2016
SCALE:	
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