



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-41-19-4
September 27, 2019

Encanto [Village Planning Committee](#) Hearing Date October 7, 2019

[Planning Commission](#) Hearing Date November 7, 2019

Request From: [C-2 TOD-1](#) (Approved [C-2 H-R HGT/WVR](#) [PKG/WVR TOD-1](#)) (1.59 acres)

[R-4 TOD-1](#) (Approved [C-2 H-R HGT/WVR](#) [PKG/WVR TOD-1](#)) (0.46 acres)

[P-1 TOD-1](#) (Approved [C-2 H-R HGT/WVR](#) [PKG/WVR TOD-1](#)) (0.33 acres)

Request To: WU Code [T6:HWR MT](#) (Walkable Urban Code, Transect 6:Height Waiver District, Transit Midtown Character Area) (2.38 acres)

Proposed Use: Mixed-Use

Location: Northwest corner of Central Avenue and Thomas Road

Owner: J&R Holdings VI, LLC

Applicant/Representative: Carolyn Oberholtzer of Bergin, Frakes, Smalley & Oberholtzer, PLLC

Staff Recommendation: Approval, subject to stipulations

<u>General Plan Conformity</u>			
<u>General Plan Land Use Map Designation</u>	Commercial		
<u>Street Map Classification</u>	Central Avenue	Arterial/ Light Rail	50-foot west half
	Thomas Road	Arterial	45 to 60-feet north half
	1st Avenue	Local	30-foot east half
<i>CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS CORE VALUE; HEALTHY NEIGHBORHOODS; DESIGN PRINCIPLE: Design neighborhoods and buildings to provide pedestrian access to adjacent transportation infrastructure such as public transit.</i>			

As stipulated, the development will provide an architecturally enhanced bus shelter and public plaza at the intersection of Central Avenue and Thomas Road. These enhancements will support enhanced and safe pedestrian access to public transit.

CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS CORE VALUE; CERTAINTY AND CHARACTER; LAND USE PRINCIPLE: New development and expansion or redevelopment of existing development in or near residential areas should be compatible with existing uses and consistent with adopted plans.

The site is located within the Midtown Transit Oriented Development (TOD) District on Central Avenue and adjacent to a light rail transit station. The Midtown TOD Policy Plan identified the site to be suitable for redevelopment and the TOD Strategic Policy Framework assigns a Regional Center place type designation for the Central Avenue and Thomas Road station area. The proposal is consistent with the redevelopment vision identified in the Midtown TOD Policy Plan and the Regional Center designation identified in the TOD Strategic Policy Framework Plan.

BUILD THE SUSTAINABLE DESERT CITY CORE VALUE; 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. The proposed WU Code district promotes shaded pedestrian environments and requires that 75 percent of pedestrian pathways and sidewalks be shaded. In addition, and as stipulated, the development will integrate a public plaza at the intersection of Central Avenue and Thomas Road and provide a pedestrian accessway from the garage to the pedestrian gathering areas. Lastly, the applicant proposes an arcade frontage which will also promote shade adjacent to future uses along the ground floor.

CONNECT PEOPLE AND PLACES CORE VALUE; CORES CENTERS AND CORRIDORS; LAND USE PRINCIPLE: Locate land uses with the greatest height and most intense uses within village cores, centers and corridors based on village character, land use needs, and transportation system capacity.

The subject site is located within the village core boundary and is adjacent to high capacity transit.

CONNECT PEOPLE AND PLACES CORE VALUE; CORES CENTERS AND CORRIDORS; DESIGN PRINCIPLE: Encourage centers to provide a pedestrian environment with plazas, common open space, shaded walkways, separation of pedestrian and vehicular traffic, bicycle parking, and vehicle parking in architecturally disguised structures or underground where feasible.

The proposal includes an arcade frontage along Central Avenue and Thomas Road. The arcade will create a plaza environment with commercial uses on the ground floor. The plaza and detached sidewalk will create a separation from the pedestrian and vehicular traffic. In addition, the proposal will provide bicycle parking for guests and employees.

CONNECT PEOPLE AND PLACES CORE VALUE; CORES CENTERS AND CORRIDORS; DESIGN PRINCIPLE: Promote development in compact cores, centers and corridors that are connected by roads and transit and are designed to encourage walking and bicycling.

The proposal for WU Code promotes environments that address walking and bicycling by requiring pedestrian friendly frontages along the right-of way, bicycle infrastructure and shaded public sidewalks that are separated from vehicular traffic. The proposal is located in the village core where increased height and intensity is anticipated.

CONNECT PEOPLE AND PLACES CORE VALUE; TRANSIT ORIENTED DEVELOPMENT; LAND USE PRINCIPLE: Continue the development of Central Avenue as the city's transit spine and the principal street of Phoenix, concentrating the maximum intensity of commercial office and retail uses downtown.

The height waiver for 350 feet supports the high-rise development pattern along Central Avenue and along the light rail transit corridor.

Applicable Plans, Overlays and Initiatives

[Transit Oriented Development Strategic Policy Framework](#) – see item No. 6 below.

[Midtown Transit Oriented Development Policy Plan](#) – see item No. 7 below.

[Transportation T2050 Plan](#) – See Item No. 8 below.

[Central Avenue Beautification Plan](#) – see item No. 10 below.

[Tree and Shade Master Plan](#) – see item No. 11 below.

[Complete Streets Guiding Principles](#) – see item No. 12 below.

[Comprehensive Bicycle Master Plan](#) – see item No. 13 below.

[Reimagine Phoenix](#) – see item No. 22 below.

Surrounding Land Uses/Zoning		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Office building, off-premise signs (billboard) and surface parking	P-1 TOD-1 (Approved C-2 H-R HGT/WVR PKG/WVR TOD-1), R-4 TOD-1 (Approved C-2 H-R HGT/WVR PKG/WVR TOD-1) and C-2 TOD-1 (Approved C-2 H-R HGT/WVR PKG/WVR TOD-1)
North	Medical marijuana dispensary and parking lot	P-1 TOD-1 and C-2 TOD-1
South (across Thomas Road)	Office building	C-2 H-R TOD-1
West (across 1st Avenue)	Medical facility	C-2 TOD-1
East (across Central Avenue)	Office building	C-2 H-R SP TOD-1

Walkable Urban Code		
T6:HWR MT		
		<i>*if variance required</i>
<u>Standards</u>	<u>Requirements</u>	<u>Provisions on the Proposed site Plan</u>
Gross Acreage	N/A	2.38
Building Height	350-foot maximum	244 feet (Met)
Parking Structure	Cannot exceed building height	Structure parking (Met)
Parking (25% reduction permitted for properties within 1,320 feet of light rail station)	Office: 519 minimum Retail: 29 minimum	Office: 648 (Met) Retail: 31 (Met)
Bicycle Parking (1307.H.6.d.)	Minimum Office/Commercial Retail: 1 space per 25 vehicle parking spaces; 50 spaces maximum	See background Item No. 13 (50 secured spaces and 4 guest parking spaces)
Public Open Space (Section 1310)	5% minimum of gross area	Not provided
Central Avenue Streetscape	Per adopted plans	Per adopted plans (see background Item No. 10)

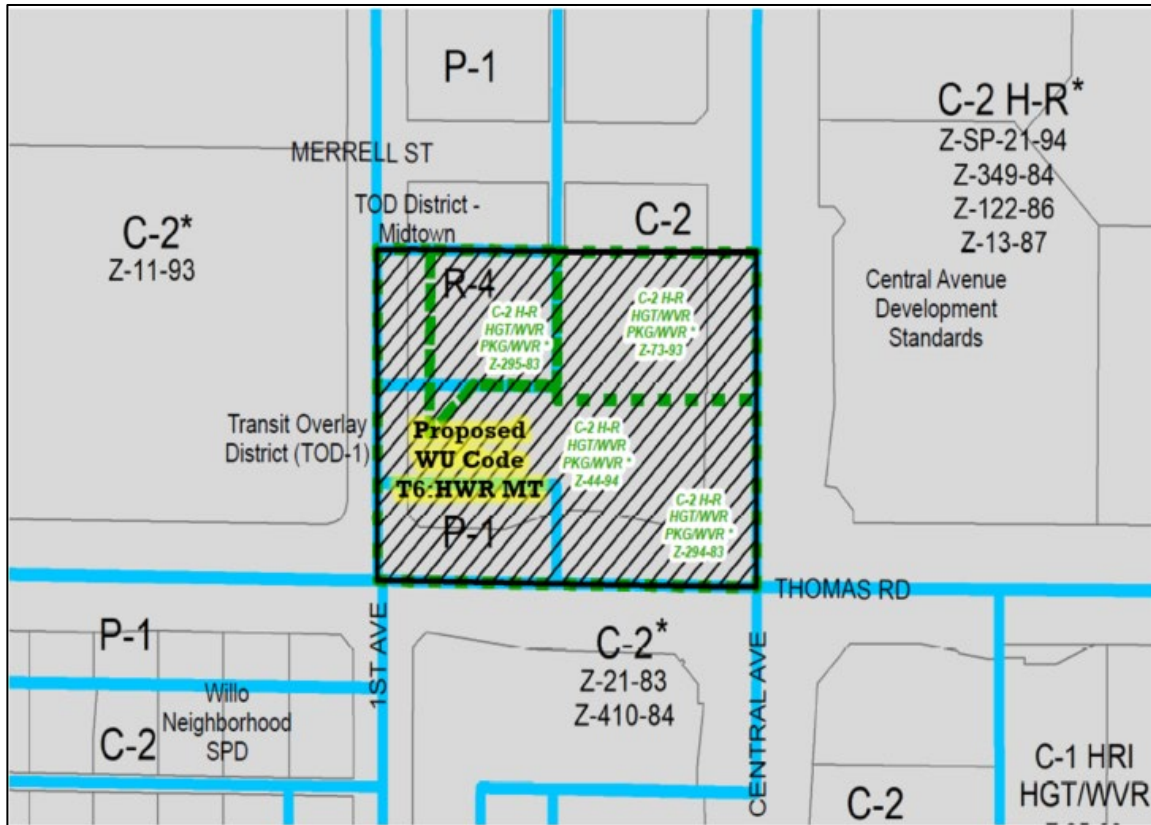
Section 1303.2 TRANSECT T6		
<u>Standards</u>	<u>Requirements</u>	<u>Provisions on the Proposed site Plan</u>
Streetscape Standards Thomas Road and 1st Avenue (Section 1312.C.1.c)	<u>Thomas Road:</u> Sidewalk width – 6 feet minimum, Landscape width – 5 feet minimum <u>1st Avenue:</u> Sidewalk width – 5 feet minimum Landscape width – 5 feet minimum	<u>Thomas Road:</u> Minimum 8-foot landscape width (Met) <u>1st Avenue:</u> Minimum 5-foot sidewalk and landscape width (Met)
<i>Main Building Setbacks</i>		
Light Rail Frontage (Central Avenue)	12-foot maximum	10 feet (Met)
Secondary Frontage (Thomas Road and 1st Avenue)	10-foot maximum	<u>Thomas Road:</u> 10 feet (Met) <u>1st Avenue:</u> 10 feet (Met)
Rear Lot Line (north)	0-foot minimum	5-feet (Met)
<i>Parking Setbacks</i>		
Primary Frontage (Central Avenue)	24-foot minimum or behind building	Behind building (Met)
Secondary Frontage (Thomas Road and 1st Avenue)	20-foot minimum	<u>Thomas Road and 1st Avenue:</u> behind building, structured parking (Met)
Rear Lot Line	0-foot minimum	No provided
<i>Lot Requirements</i>		
Lot Coverage	90% maximum	90% (Met)
Primary Building Frontage (Central Avenue)	80% minimum	94% (Met)
Secondary Building Frontage (Thomas Road and 1st Avenue)	70% minimum	<u>Thomas Road:</u> 93% (Met) <u>1st Avenue:</u> 92% (Not Met)

Section 1303.2 TRANSECT T6		
<u>Standards</u>	<u>Requirements</u>	<u>Provisions on the Proposed site Plan</u>
<i>Frontage Types Allowed</i>		
Light Rail Frontage (Central Avenue)	Common entry, storefront, arcade or gallery	Arcade (Met)
Secondary Frontage (Thomas Road and 1st Avenue)	Common entry, storefront, arcade or gallery	<u>Thomas Road:</u> Arcade (Met) <u>1st Avenue:</u> Not provided
Entry Requirements	One per 50 feet of primary building frontage and one per 80 feet of secondary frontage	<u>Thomas Road and 1st Avenue:</u> Met <u>1st Avenue:</u> Not provided
<i>Minimum Glazing Standards (per T4)</i>		
Ground Floor	75%	Not provided
Second Floor	45%, 25% east and west	Not provided
Upper Floors	25%, 15% east and west	Nor provided

Background/Issues/Analysis

REQUEST

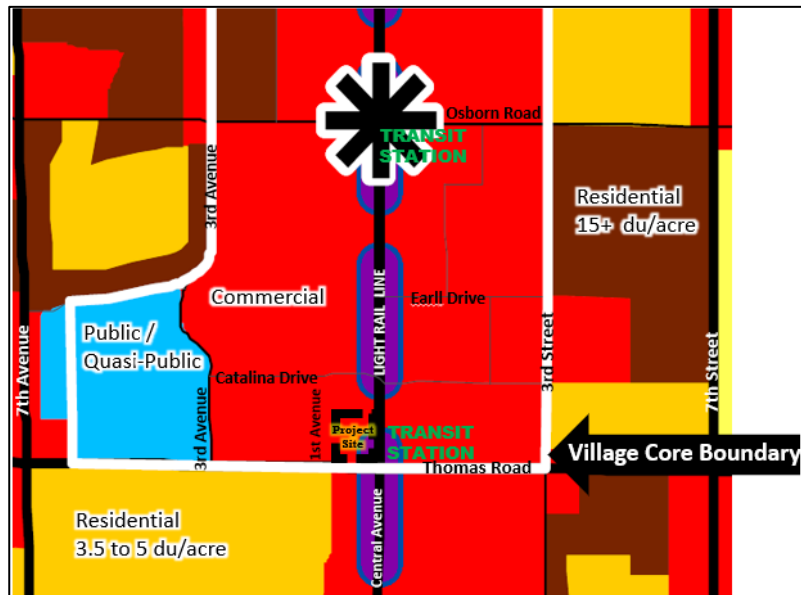
1. This request is to rezone a 2.38-acre site located at the northwest corner of Central Avenue and Thomas Road from C-2 TOD-1 (Approved C-2 H-R HGT/WVR PKG/WVR TOD-1) (Intermediate Commercial District, Interim Transit Oriented Zoning Overlay District One) (Approved Intermediate Commercial District, High-Rise and High-Density District, Height Waiver, Parking Waiver, Interim Transit-Oriented Zoning Overlay District One)), R-4 TOD-1 (Approved C-2 H-R HGT/WVR PKG/WVR TOD-1) (Multifamily Residence District, Interim Transit-Oriented Zoning Overlay District One) (Approved Intermediate Commercial District, High-Rise and High-Density District, Height Waiver, Parking Waiver, Interim Transit-Oriented Zoning Overlay District One)) and P-1 TOD-1 (Approved C-2 H-R HGT/WVR PKG/WVR TOD-1) (Passenger Automobile Parking, Limited District, Interim Transit-Oriented Zoning Overlay District One) (Approved Intermediate Commercial District, High-Rise and High-Density District, Height Waiver, Parking Waiver, Interim Transit-Oriented Zoning Overlay District One)) to WU Code T6:HWR MT (Walkable Urban Code, Transect 6:Height Waiver District, Transit Midtown Character Area) to allow a mixed-use development. The subject site consists of one parcel under the ownership of J&R Holdings VI, LLC.



Source: City of Phoenix Planning and Development Department

GENERAL PLAN

2. The General Plan Land Use Map designation is Commercial. The proposal for WU Code is consistent with the General Plan Land Use Map designation. The surrounding General Plan Land Use Map designation is Commercial, with the exception of the area southwest of the site which is designated Residential 3.5 to 5 dwelling units per acre.



Source: City of Phoenix Planning and Development Department

The subject site is also located within the boundaries of the Encanto Village Core where concentration of tall buildings and

pedestrian friendly frontages are encouraged. The proposal is consistent with the Village Core goals identified in the Encanto Core profile.

SURROUNDING LAND USE AND ZONING

3. The subject site has an office building with three off-premise signs (billboards) located at the southeast corner of the site and along the eastern side of the site. Surface parking is located on the northwest portion of the site.

NORTH

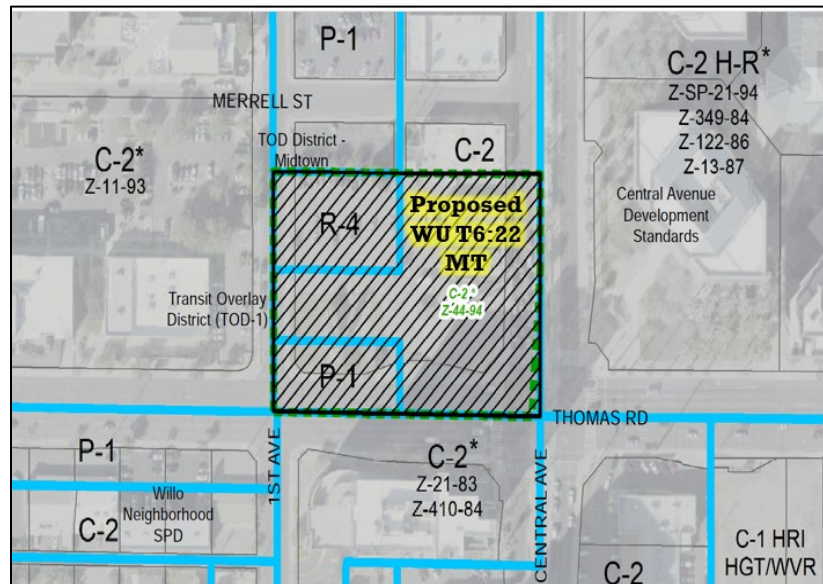
North of the subject site is a medical marijuana dispensary zoned C-2 TOD-1 (Intermediate Commercial District, Interim Transit-Oriented Zoning Overlay District One) and a parking lot zoned P-1 TOD-1 (Passenger Automobile Parking, Limited District, Interim Transit-Oriented Zoning Overlay District One).

SOUTH

South of the subject site, across Thomas Road, is an office building, zoned C-2 H-R TOD-1 (Intermediate Commercial District, High-Rise and High-Density District, Transit-Oriented Zoning Overlay District One).

EAST

East of the subject site, across Central Avenue, is an office building with a Special Permit to allow a satellite dish zoned C-2 H-R SP TOD-1 (Intermediate Commercial District, High-Rise and High Density District, Special Permit District, Interim Transit-Oriented Zoning Overlay District One).

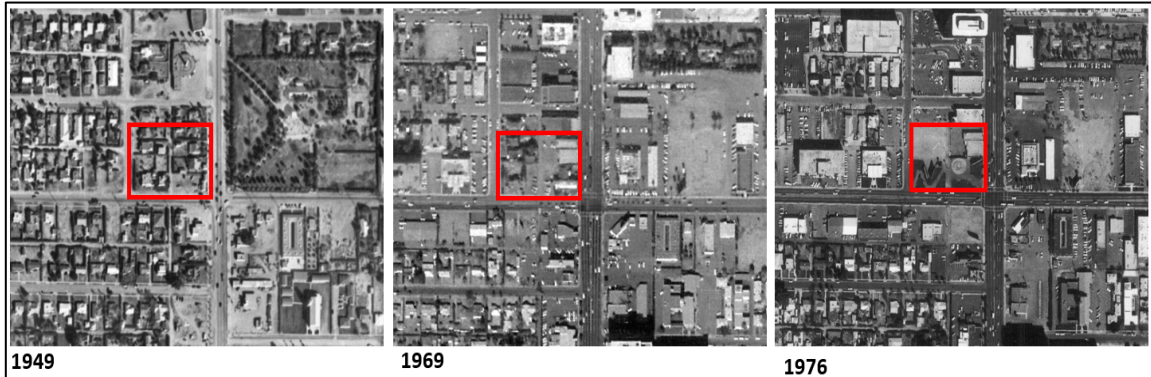


Source: City of Phoenix Planning and Development Department

WEST

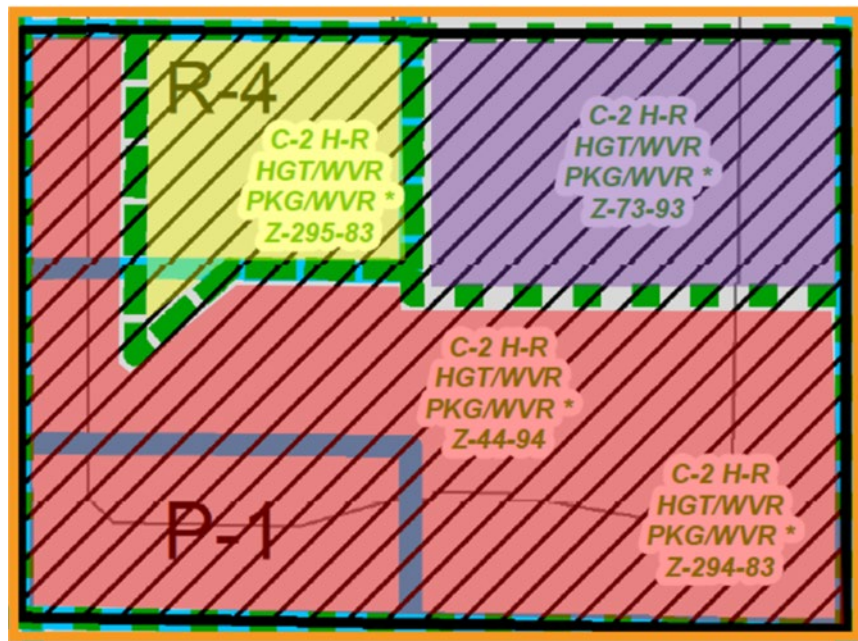
West of the subject site, across 1st Avenue, is St. Joseph's Hospital and medical center zoned C-2 TOD-1 (Intermediate Commercial District, Transit-Oriented Zoning Overlay District One).

- The subject site was annexed into the City of Phoenix on March 26, 1948. During that time, the subject site and surrounding uses to the west were part of a larger subdivision. The larger area saw change and development by 1969 when the properties transitioned to commercial and office uses. The Maricopa County historical aerials indicate that the off-premise signs (billboards) and the current office building have been on the site since 1976.



Source: Maricopa County, Historical Aerials

- The subject site was the subject of four rezoning cases, Rezoning Case Nos. Z-294-83, Z-295-83, Z-73-93 and Z-44-94. Rezoning Case Nos. Z-294-83 (highlighted in red) and Z-295-83 (highlighted in yellow) approved C-2 H-R HGT/WVR and PKG/WVR zoning on the site to allow a 762-foot

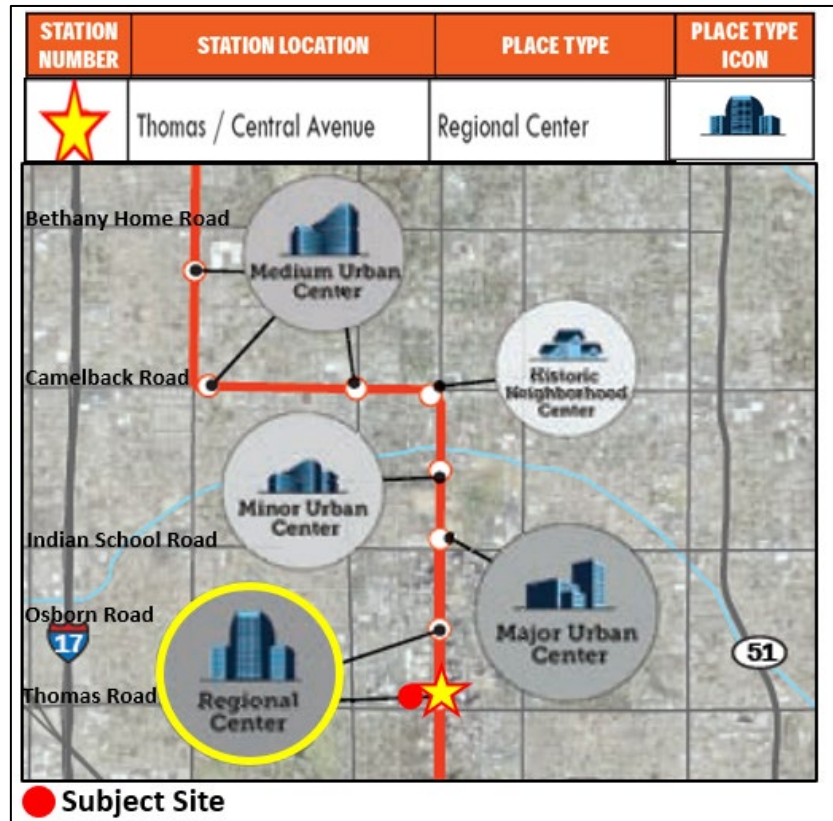


Source: City of Phoenix Planning and Development Department

tall building and a parking reduction not to exceed 15 percent of the required number of spaces. Rezoning Case No. Z-73-93 (highlighted in purple) approved C-2 H-R HGT/WVR PKG/WVR zoning on the site subject to the stipulations of Rezoning Case Nos. Z-294-83 and Z-295-83 to permit a maximum height of 762 feet and a parking waiver not to exceed 15 percent of the required number of spaces. Rezoning Case No. Z-44-94 (outlined in orange) applied for the entire property to approve a parking waiver to reduce the required parking space to 2.8

spaces per 1,000 square feet, subject to conformance of all previous stipulations adopted in the previous rezoning approvals on the site and additional stipulations that addressed assigned parking, implementation of a traffic system management program and endorsement of mass transit through incorporation of bicycle parking, carpool management and participation in City of Phoenix/MAG Regional Ride Share Program. The subject proposal is for a 244-foot-tall building with a height waiver to allow a maximum height of 350 feet. Staff has requested that the building height be limited to a maximum of 350 feet. This is addressed in Stipulation No. 1.

6. 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 Thomas Road light rail station area is Regional Center. Regional Center is a place type characterized by medium-high intensity with building heights typically from five to ten stories with incentive heights of up to 20 stories. Land uses may include office employment, industry cluster, high and mid-rise living and supportive retail. The proposed project is consistent with the Regional Center parameters.



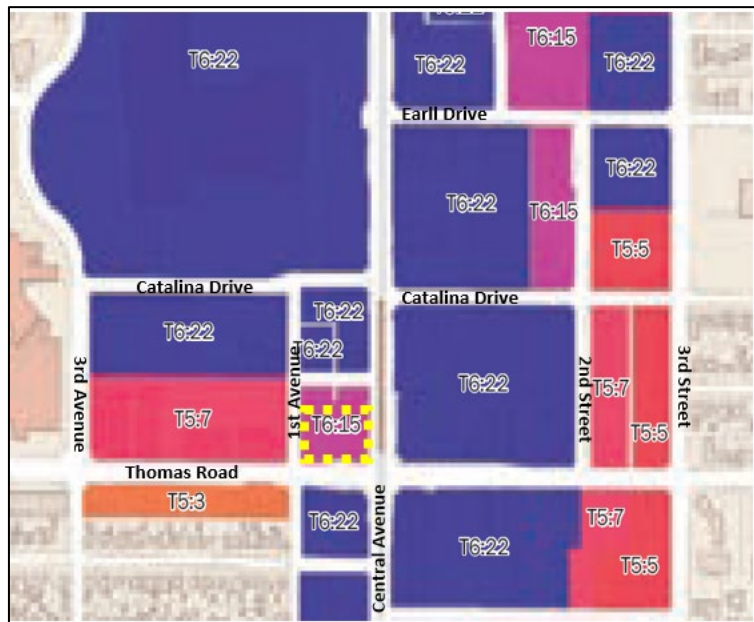
Source: City of Phoenix Planning and Development Department

The TOD Strategic Policy Framework Plan contains a set of additional policies; specifically, Policy No. E.4. that supports increased height to the incentive height of the place type. The policy states that increased height may be considered for properties that are within a quarter mile radius of a light rail transit station, that exceed WU code standards, are highly neighborhood compatible, are station accessible, and proportionately advances infrastructure. The subject site is not adjacent to single-family homes, is located at the intersection of two arterial

streets and is adjacent to a light rail transit station. Staff has stipulated that the applicant provide an architecturally enhanced bus shelter along Thomas Road which is a major improvement to the adjacent infrastructure. This is addressed in Stipulation No. 3.

The enhanced bus shelter would positively impact the surrounding urban realm. In addition, the bus stop at Central Avenue and Thomas Road is one of the top 10 most frequently used stops in the service area with approximately 534 boardings each day and 501 rests totaling 1,035 activities at the stop. The stop also connects the highest ridership bus route with light rail and is a critical intersection for public transportation. The enhanced bus shelter will provide visual, thermal and aesthetic comfort for riders while also being safe, accessible and integrate seamlessly with the surrounding area.

7. 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, 7th Street on the east and 7th 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



Conceptual Zoning Map; Uptown TOD Policy Plan
Source: City of Phoenix Planning and Development Department

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. 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 proposal to Walkable Urban Code furthers that vision.

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

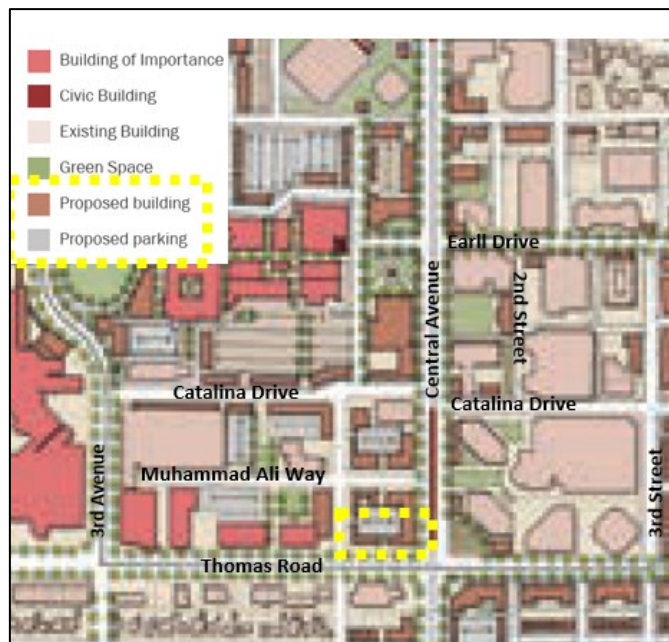
The subject site has a suggested zoning designation of T6:15 with a maximum building height of 180 feet. The applicant has proposed a transect of T6:HWR to allow a maximum height of 350 feet. The conceptual transect districts were chosen based on the existing zoning entitlements; however, the subject site entitlements were not correctly represented based on the approved High-Rise Zoning which currently permits 762 feet in height on the subject site. Staff is supportive of the proposed height at the site because it is compatible with the surrounding land uses, the height is lower than what is currently permitted, the development is located in the village core, and as stipulated the proposal contributes to enhancing the public transit infrastructure.

TRANSPORTATION T2050 PLAN

8. The Transportation 2050 (T2050) Plan designates Thomas Road, from 44th Street to 91st Avenue, as a future Bus Rapid Transit (BRT) route and will run adjacent to the subject site. The proposal is compatible adjacent to a future BRT route and will provide employees and customers another transportation option when the BRT route is complete.

PROPOSAL

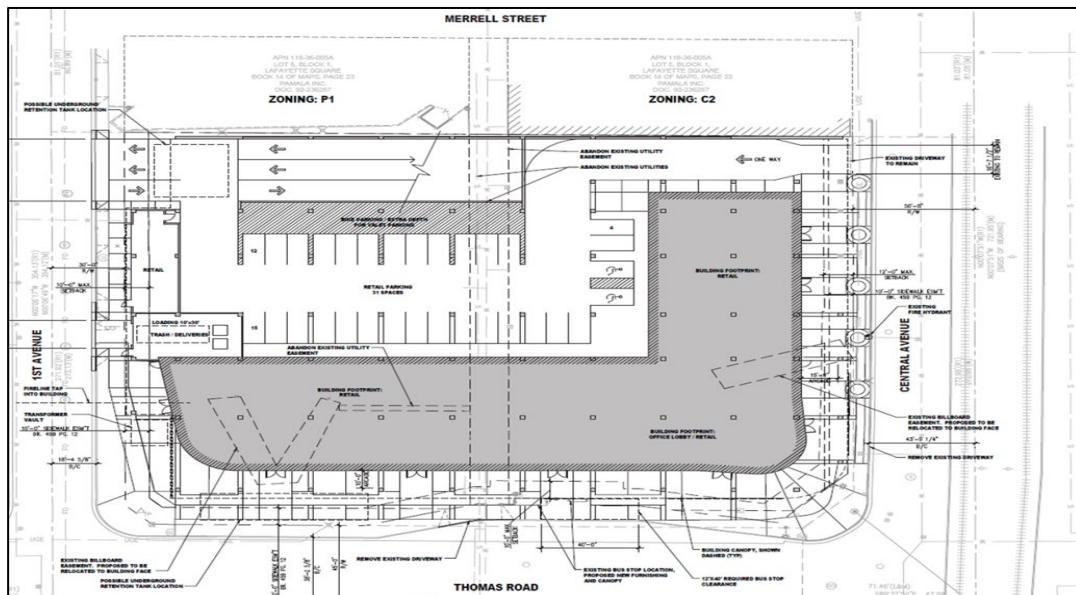
9. The proposed site plan depicts a mixed-use development that is 244 feet tall with retail and office lobby located on the ground floor with office uses above. The retail components of the plan are anticipated along Central Avenue, Thomas Road and 1st Avenue. The total square footage of retail and lobby depicted on the site plan is 22,500 square feet. The remainder office space consists of 324,000 square feet. The proposal illustrates a singular building wrapped around a structured parking garage. The proposed building frontages are storefront and arcade. The proposed building design is consistent with the Midtown TOD Master Plan. Staff has requested that a minimum of one pedestrian accessway be provided from the parking garage to the public area along one of the street frontages and that public areas provide shade, landscaping and artistic elements, these are addressed in Stipulation Nos. 4 and 5. Staff has also requested that a public pedestrian plaza be located at the intersection of Central



Source: City of Phoenix, Midtown TOD conceptual Master Plan.

Avenue and Thomas Road, this is addressed in Stipulation No. 2. Plazas promote a safe gathering space for pedestrians and transit riders while also promoting mixed-use activities on the ground floor.

Currently there are three off-premise signs (billboards) on the subject site. The billboards will be removed and integrated into the building façade as digital signs on the second floor along the sides of the building. The development will be required to pursue additional entitlements for the digital billboards through the zoning adjustment process.



Source: SmithGroup

AREA PLANS, OVERLAY DISTRICTS, AND INITIATIVES

Central Avenue Beautification Plan

10. 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. 10.

Tree and Shade Master Plan

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. The general development standards of the WU Code

require that 75 percent of public sidewalks or pedestrian ways be shaded and 50 percent of internal walkways to be shaded. WU Code standards will require shade and add to the tree canopy in the Village.

Complete Streets Guiding Principles

12. In 2014, 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. The Midtown Character area of the WU Code requires detached sidewalks along arterial streets, limited block lengths and clear separation of pedestrian and vehicular traffic areas. In addition, staff has requested a pedestrian plaza at the intersection of Central Avenue and Thomas Road and a pedestrian accessway from the parking lot area. Staff has also requested an architecturally enhanced bus shelter along Thomas Road as this is a significant bus stop location being one of the busiest in the City of Phoenix. These requirements are addressed in Stipulation Nos. 1, 2,3 and 4.

Comprehensive Bicycle Master Plan

13. 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 that bicycle parking will be provided on-site. Although the development is not proposing multifamily residential, the WU Code permits multifamily uses; therefore, staff is recommending that secured bicycle parking and guest parking is provided if multifamily uses are proposed in the future. In addition, staff is requesting that secured parking be provided for nonresidential uses. Providing secure bicycle parking for residents, guests or employees 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. This provision is addressed in Stipulation No. 6.



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

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

INTERDEPARTMENTAL COMMENTS

15. 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.
16. 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.
17. The Street Transportation Department has noted that the development shall fund offsite traffic mitigation associated with the project prior to site occupation, that use of public right-of-way for exclusive parking, loading or passenger drop off shall be approved by Street Transportation Department, non-standard surface treatments shall be prohibited unless otherwise approved by Street Transportation Department and a maintenance agreement is established, that the site abide by the Central Avenue Beautification Standards and that all adjacent streets be updated to current ADA standards. These are addressed in Stipulation Nos. 7, 8, 9, 10 and 11.
18. The Public Transit Department has requested dedication of right-of-way along westbound Thomas Road, west of Central Avenue, and the reconstruction of a bus stop pad per City of Phoenix Standard Detail P1256. This is addressed in Stipulation No. 12.
19. 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 construction start date. This are addressed in Stipulation Nos. 13 and 14.
20. 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

21. The site has not been identified as being archaeologically sensitive. However, in the event archaeological materials are encountered during construction, all ground disturbing activities must cease within 33-feet 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 No. 15.

22. 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 indicates that recycling services will be utilized for the project.
23. 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 consistent with the Primary Core, Commercial General Plan Land Use Map designation and the TOD Strategic Policy Frameworks Regional Center placetype designation.
2. Utilization of the Walkable Urban Code will facilitate the development of a pedestrian oriented project along the light rail corridor and adjacent to a light rail transit station.
3. As stipulated, the proposal will contribute to enhancing public transit infrastructure at a major transit intersection.

Stipulations

1. The maximum building height shall be limited to 350 feet.
2. A minimum 500 square-foot public pedestrian plaza shall be located at the intersection of Central Avenue and Thomas Road, as approved by the Planning and Development Department.
3. The developer shall provide an architecturally enhanced bus shelter that includes seating along Thomas Road, as approved by the Planning and Development and the Public Transit Department.
4. A minimum of one pedestrian accessway from the parking garage shall be provided in addition to the vehicular garage entry. The pedestrian accessway shall be linked to the public area along Central Avenue, Thomas Road or 1st Avenue , as approved by the Planning and Development Department.

5. The public areas shall provide at a minimum decorative paving, landscaping, shade elements, trash receptacles, artistic elements and seating areas, as approved by the Planning and Development Department.
6. The development shall install, as approved by Planning and Development Department:
 - a. All required bicycle parking for multifamily use, per Section 1307.H.6.d of the Phoenix Zoning Ordinance, as secured parking.
 - b. Guest bicycle parking for multifamily residential use at a minimum of 0.05 spaces per unit with a maximum of 50 spaces shall be provided near entrances of buildings and installed per the requirements of Section 1307.H of the Phoenix Zoning Ordinance.
 - c. Minimum 10% of the required bicycle parking for nonresidential uses shall be secured.
7. Offsite traffic mitigation associated with the project, as identified in the approved TIA or subsequent revision as required by Street Transportation, shall be funded prior to site occupation.
8. Use of the public right-of-way for exclusive parking, loading, or passenger drop-off, or similar, is subject to approval by the Street Transportation Department.
9. Non-standard surface treatments, materials, or structural elements are prohibited in the public right-of-way, unless approved by the Street Transportation Department and require the developer to establish a Maintenance Agreement or Revocable Permit with the City.
10. The Central Avenue frontage shall comply with the Central Avenue Development Standards, as approved by the Planning and Development Department.
11. 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.
12. The developer shall dedicate right-of-way and construct a bus bay along westbound Thomas Road west of Central Avenue. The bus bay shall be compliant with City of Phoenix Standard Detail P1256. An attached bus stop pad shall be reconstructed according to City of Phoenix Standard Detail P1261 with a minimum depth of 12 feet. The bus bay and attached pad shall be spaced from

the intersection of Central Avenue and Thomas Road according to City of Phoenix Standard Detail P1258, as approved by the Public Transit Department.

13. 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.
14. The developer shall provide documentation to the City prior to construction permit 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 permanent structure a separate Form 7460-1 shall be submitted to the FAA and a "No Hazard Determination" obtained prior to the construction start date.
15. 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

September 27, 2019

Team Leader

Samantha Keating

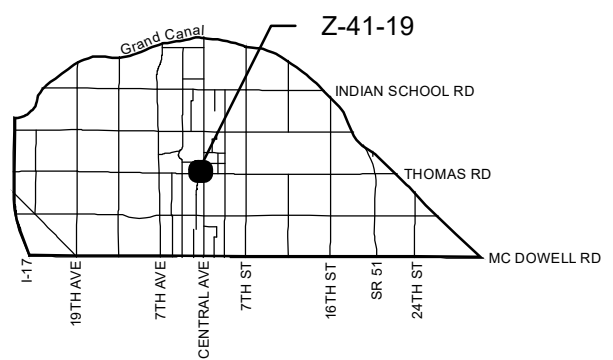
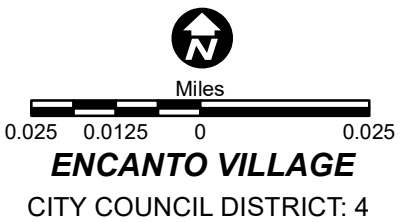
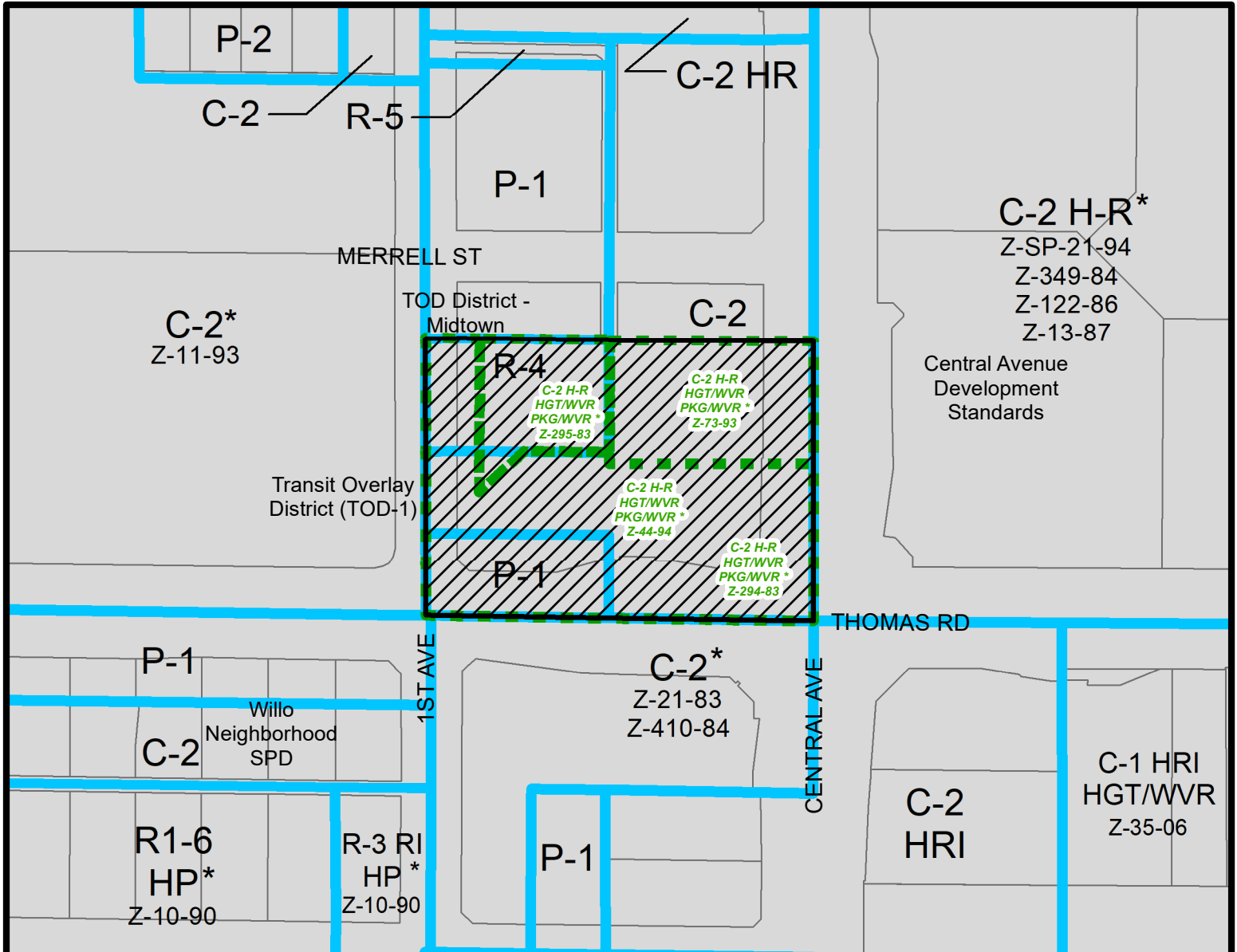
Exhibits

Sketch Map

Aerial Map

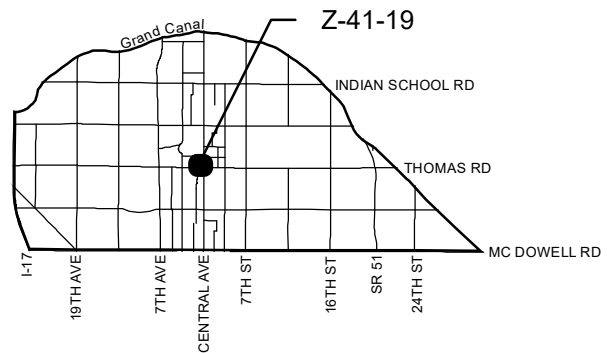
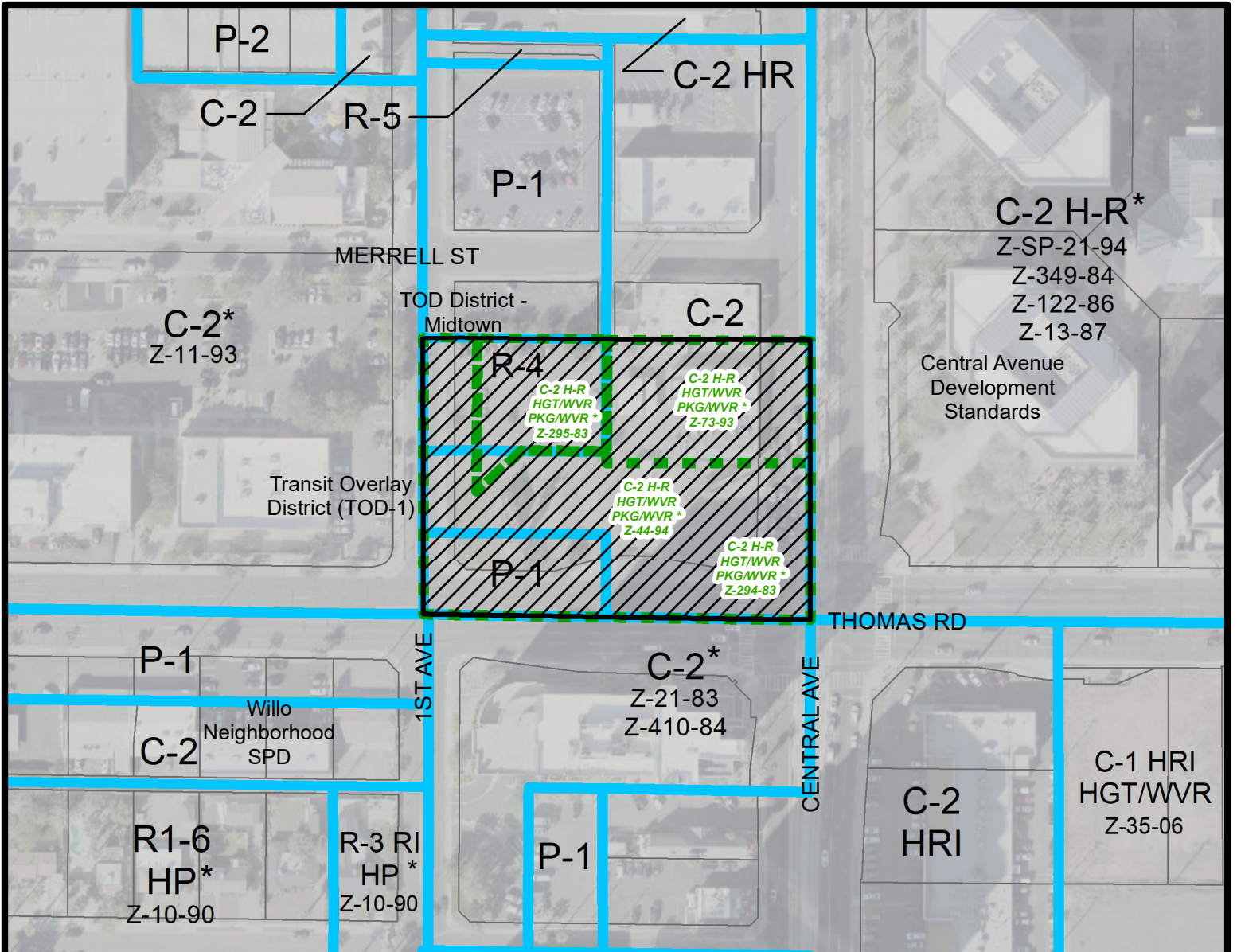
Conceptual Site Plan date stamped September 12, 2019

Conceptual Elevations date stamped June 25, 2019



APPLICANT'S NAME: Bergin, Frakes, Smalley & Oberholtzer		REQUESTED CHANGE:	
APPLICATION NO. Z-41-19	DATE: 7/30/2019	FROM: C-2 TOD-1 (Approved C-2 H-R HGT/WVR PKG/WVR TOD-1) (1.59 a.c.) R-4 TOD-1 (Approved C-2 H-R HGT/WVR PKG/WVR TOD-1) (0.46 a.c.) P-1 TOD-1 (Approved C-2 H-R HGT/WVR PKG/WVR TOD-1) (0.33 a.c.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 2.38 Acres	REVISION DATES: 8/30/2019 9/18/2019		
	AERIAL PHOTO & QUARTER SEC. NO. QS 15-27	TO: WU Code T6:HWR MT (2.38 a.c.)	
	ZONING MAP G-8		
MULTIPLES PERMITTED C-2 TOD-1 (Approved C-2 H-R HGT/WVR PKG/WVR), R-4 TOD-1 (Approved C-2 H-R HGT/WVR PKG/WVR), P-1 TOD-1 (Approved C-2 H-R HGT/WVR PKG/WVR) WU Code T6:HWR MT	CONVENTIONAL OPTION 23 (231), 13 (67), N/A (48) No Maximum	* UNITS P.R.D. OPTION 27 (N/A), 16 (N/A), N/A (N/A) N/A	

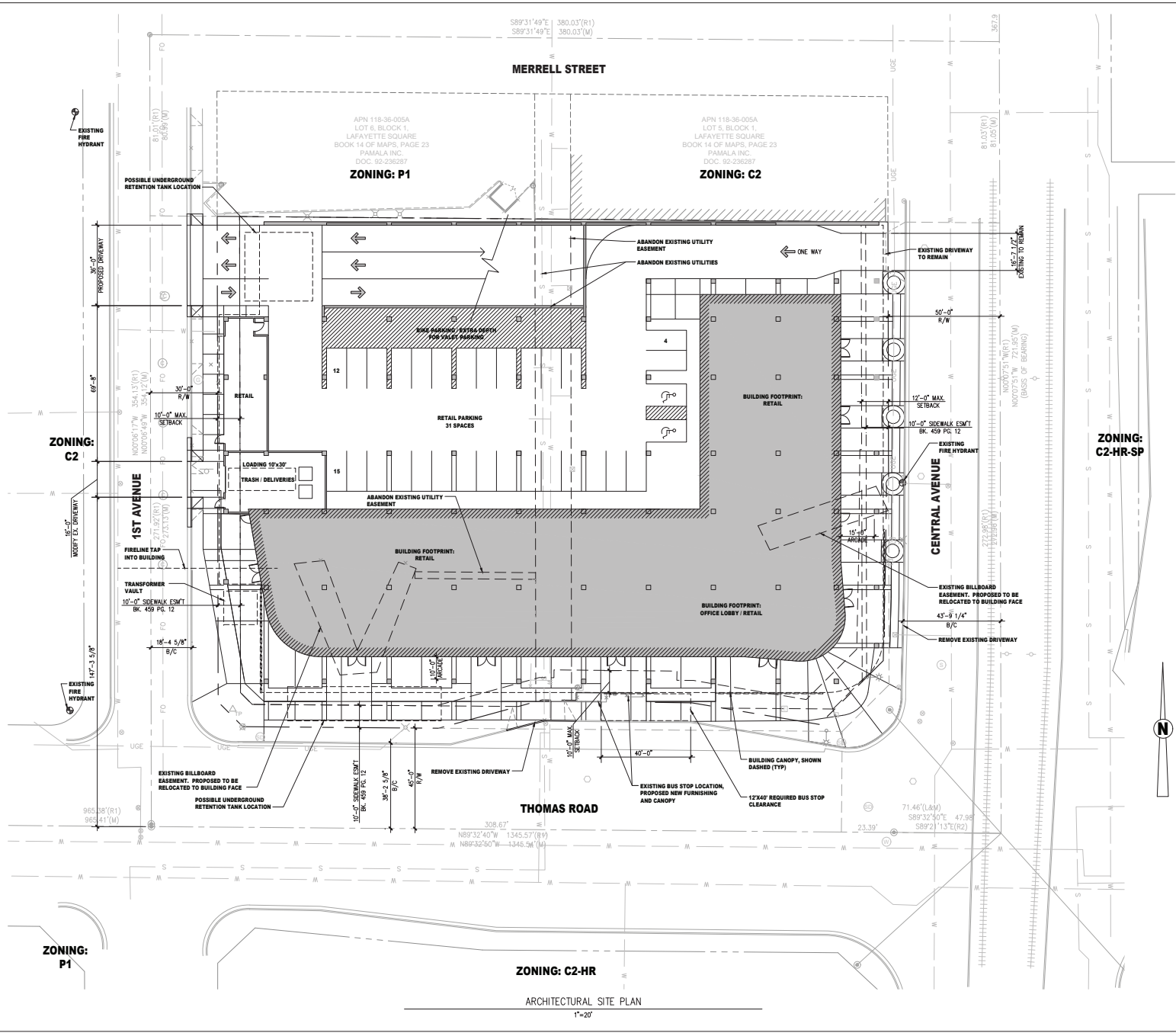
* Maximum Units Allowed with P.R.D. Bonus



APPLICANT'S NAME: Bergin, Frakes, Smalley & Oberholtzer		REQUESTED CHANGE: FROM: C-2 TOD-1 (Approved C-2 H-R HGT/WVR PKG/WVR TOD-1) (1.59 a.c.) R-4 TOD-1 (Approved C-2 H-R HGT/WVR PKG/WVR TOD-1) (0.46 a.c.) P-1 TOD-1 (Approved C-2 H-R HGT/WVR PKG/WVR TOD-1) (0.33 a.c.)	
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MULTIPLES PERMITTED <small>C-2 TOD-1 (Approved C-2 H-R HGT/WVR PKG/WVR), R-4 TOD-1 (Approved C-2 H-R HGT/WVR PKG/WVR), P-1 TOD-1 (Approved C-2 H-R HGT/WVR PKG/WVR)</small> WU Code T6:HWR MT	CONVENTIONAL OPTION 23 (231), 13 (67), N/A (48) No Maximum	* UNITS P.R.D. OPTION 27 (N/A), 16 (N/A), N/A (N/A) N/A	

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

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PROJECT INFORMATION

SITE INFO	
ZONING CASE NUMBER:	2-40-24
APN:	18-38-005A
ZONING:	P1 TOD (APPROVED C-1 HR TOD), C2 TOD (APPROVED C-1 HR TOD), R4 TOD (APPROVED C-1 HR TOD), TOD-TOD MIDTOWN
DISTRICT OVERLAYS:	COMMERCIAL
GENERAL PLAN:	MIXED
PROPOSED USE:	NO CODE TO HR KIT
PROPOSED ZONING:	NO
LOT SALES:	NO
GROSS SITE AREA: 10,873 SF (2.38 ACRES)	
NET SITE AREA:	61,866 SF
LOT COVERAGE:	95% MAXIMUM
PROPOSED NET LOT COVERAGE:	91.24% (89.8%)
PRIMARY BUILDING FRONTAGE: 80% MINIMUM	
SECONDARY BUILDING FRONTAGE: 75% MINIMUM	
PROPOSED BUILDING FRONTAGE:	
CENTRAL AVE. (PRIMARY):	54%
THOMAS RD. (SECONDARY):	59%
FIRST AVE. (SECONDARY):	55%
OPEN SPACE	
OPEN SPACE (O.S.) REQUIRED:	5,102 SF (5% OF GROSS SITE)
SHADED OPEN SPACE REQUIRED:	2,589 SF (5% OF OPEN SPACE)
TREE SHADED OPEN SPACE REQUIRED:	1,299 SF (5% OF REQUIRED SHADED OPEN SPACE)
SETBACKS	
MAIN BUILDING SETBACKS:	
CENTRAL AVENUE:	10 FOOT MAXIMUM
THOMAS ROAD:	10 FOOT MAXIMUM
FIRST AVENUE:	10 FOOT MAXIMUM
REAR LOT LINE:	0 FOOT MINIMUM
PARKING SETBACKS:	
CENTRAL AVENUE:	34 FOOT MINIMUM
THOMAS ROAD:	20 FOOT MINIMUM
FIRST AVENUE:	20 FOOT MINIMUM
REAR LOT LINE:	0 FOOT MINIMUM
SHADE REQUIREMENT:	
75% OF PED. WAY	
50% OF OPEN SPACE	
PARKING	
OFFICE REQUIRED (1 PER 625 SF):	519
OFFICE PROVIDED (2 PER 1000 SF):	648
RETAIL REQUIRED (1 PER 800 SF):	29
RETAIL PROVIDED:	31
TOTAL PARKING REQUIRED/PROVIDED:	548/579
BICYCLE REQUIRED/PROVIDED:	25/25
*PARKING IS LOCATED WITHIN 1,500 FEET FROM A LIGHT RAIL STATION	
BUILDING INFORMATION	
PROPOSED OFFICE:	33,000 SF
PROPOSED LEVEL 1 RETAIL LOBBY:	20,000 SF
LEVEL 2 RETAIL:	36,000 SF
TOTAL:	89,000 SF
BUILDING HEIGHT ALLOWED: 300 FOOT MAXIMUM	
BUILDING HEIGHT PROPOSED:	244'-6"
BUILDING FRONTAGE REQUIREMENTS	
THOMAS RISE (PRIMARY):	
COMMON ENTRY, STOREFRONT, ARCADE, GALLERY OR ALTERNATIVE:	COMMON ENTRY, STOREFRONT, ARCADE, GALLERY OR ALTERNATIVE
SECONDARY:	
COMMON ENTRY, STOREFRONT, ARCADE, GALLERY OR ALTERNATIVE:	COMMON ENTRY, STOREFRONT, ARCADE, GALLERY OR ALTERNATIVE
ENTRY REQUIREMENTS:	
PRIMARY:	1 PER 50 FEET
SECONDARY:	1 PER 80 FEET
MIN. GLAZING REQUIREMENTS PER SEC. 105:	
GROUND FLOOR (PRIMARY):	75%
GROUND FLOOR (SECONDARY):	50%
SECOND FLOOR:	40%, 20% EAST AND WEST
UPPER FLOORS:	20%, 10% EAST AND WEST
PROPOSED GLAZING:	
CENTRAL AVE. (PRIMARY):	78%
THOMAS ROAD (SECONDARY):	94%
FIRST AVE. (SECONDARY):	94%

Central and Thomas Development

2910 N CENTRAL AVE
PHOENIX, AZ 85012

OWNER:
PEPPERSON GROUP INC.
J&R HOLDINGS VI, L.L.C.
2415 E. CAMELBACK ROAD
PHOENIX, AZ 85016
602.265.2888

SMITHGROUP

455 N. 3RD STREET
SUITE 250
PHOENIX, AZ 85004
602.265.2200
www.smithgroup.com

ISSUED FOR	REV	DATE

ISSUED FOR: _____ REV: _____ DATE: _____

SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

LEGAL DESCRIPTION

LOT ONE (1) CENTRAL AVENUE AND THOMAS ROAD, ACCORDING TO THE PLAT OF RECORD IN THE OFFICE OF THE COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA, RECORDED IN BOOK 458 OF MAPS, PAGE 12.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE CITY OF PHOENIX BY WARRANTY DEED RECORDED NOVEMBER 10, 2005 AS 2005-107969 OF OFFICIAL RECORD.

CONTAINING 8,948 SQUARE FEET OR 1.914 ACRES, MORE OR LESS

PROJECT DESCRIPTION

THIS PROJECT PROPOSES A MIXED USE TOWER COMPRISED OF GROUND LEVEL RETAIL, PARKING GARAGE, FOOD AND OFFICE. THE GROUND LEVEL IS ACTIVATED WITH TWO OPEN SPACE ZONES AT THE CORNERS OF THE PROPERTY WITH A CONTINUOUS ARCADE ALONG CENTRAL AVE AND THOMAS ROAD. EXISTING BUILDINGS LOCATED ON THE SITE WILL BE RELOCATED TO THE BUILDING FACE.

CITY OF PHOENIX

SEP 12 2019

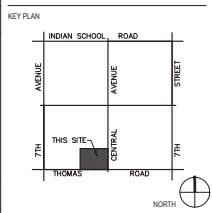
Planning & Development
Department

DRAWING TITLE: **ARCHITECTURAL SITE PLAN**

SCALE: GRAPHIC SCALE: 1"=20'

PROJECT NUMBER: **AS1.0**

DRAWING NUMBER: _____



ARCHITECTURAL SITE PLAN
1"=20'

PROJECT INFORMATION

SITE INFO
 ZONING: C-2, R-4, P-1
 DISTRICT OVERLAYS: TOD-1, TOD-MIDTOWN
 GENERAL PLAN: COMMERCIAL
 WALKABLE URBAN CODE (WU): TRANSECT T6.15
 PROPOSED USE: COMMERCIAL
 PROPOSED ZONING: WU, TRANSECT T6.22

SITE AREA: 65,946 SF
LOT COVERAGE: 90% MAXIMUM
PRIMARY BUILDING FRONTAGE: 80% MINIMUM
SECONDARY BUILDING FRONTAGE: 70% MINIMUM
PROPOSED LOT COVERAGE: 88.1%

OPEN SPACE REQUIRED: 5% (3,297 SF)
OPEN SPACE PROVIDED: 3,300 SF

SETBACKS
MAIN BUILDING SETBACKS
 CENTRAL AVENUE: 12-FOOT MAXIMUM
 THOMAS ROAD: 10-FOOT MAXIMUM
 FIRST AVENUE: 10-FOOT MAXIMUM
 REAR LOT LINE: 0-FOOT MINIMUM

PARKING SETBACKS
 CENTRAL AVENUE: 24-FOOT MINIMUM
 THOMAS ROAD: 20-FOOT MINIMUM
 FIRST AVENUE: 20-FOOT MINIMUM
 REAR LOT LINE: 0-FOOT MINIMUM

SHADE REQUIREMENT: 75% OF FED. WAY
 50% OF OPEN SPACE

PARKING
 OFFICE REQUIRED* (1 PER 625 SF): 519
 OFFICE PROVIDED (2.00 PER 1000 SF): 648

RETAIL REQUIRED* (1 PER 800 SF): 29
RETAIL PROVIDED: 31

TOTAL PARKING REQUIRED/PROVIDED: 548/679

BICYCLE REQUIRED/PROVIDED: 25/25

*PARCEL IS LOCATED WITHIN 1,320 FEET FROM A LIGHT RAIL STATION

BUILDING INFORMATION
 PROPOSED OFFICE: 324,000 SF
 PROPOSED LEVEL 1 RETAIL / LOBBY: 22,500 SF
 TOTAL PROPOSED: 346,500 SF
 F.A.R.: 5.25

BUILDING HEIGHT ALLOWED: 250-FOOT MAXIMUM
BUILDING HEIGHT PROPOSED: 244'-8"

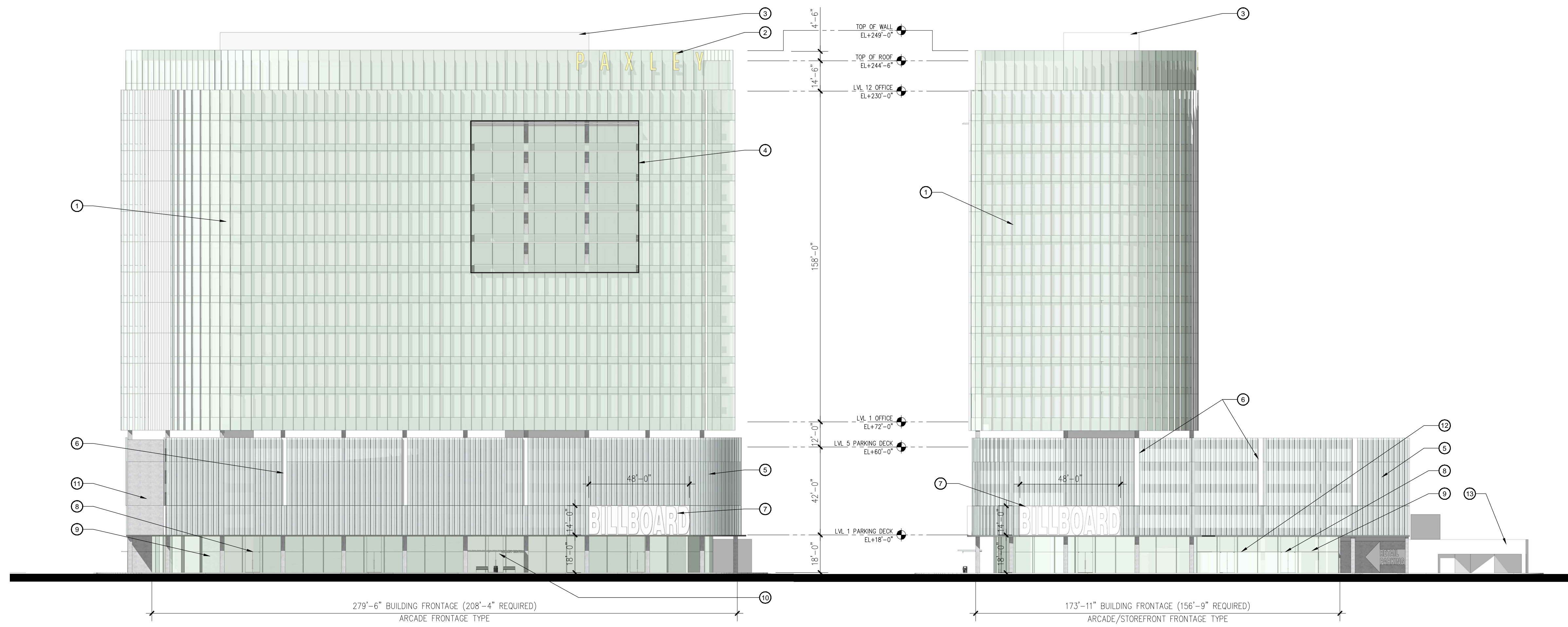
Central and Thomas Development

2910 N CENTRAL AVE
 PHOENIX, AZ 85012

Owner:
PEDERSON GROUP INC.
 J&R HOLDINGS VI, L.L.C.
 2415 E. CAMELBACK ROAD
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 602.265.2888

SMITHGROUP

455 N. 3RD STREET
 SUITE 250
 PHOENIX, AZ 85004
 602.265.2200
 www.smithgroup.com



1 CONCEPT SOUTH ELEVATION – THOMAS ROAD (SECONDARY FRONTAGE)
 SCALE: 1"=30'

2 CONCEPT EAST ELEVATION – CENTRAL AVENUE (PRIMARY FRONTAGE)
 SCALE: 1"=30'

BUILDING FRONTAGE REQUIREMENTS

FRONTAGE TYPES ALLOWED:	
PRIMARY:	COMMON ENTRY, STOREFRONT, ARCADE, GALLERY OR ALTERNATIVE
SECONDARY:	COMMON ENTRY, STOREFRONT, ARCADE, GALLERY OR ALTERNATIVE

ENTRY REQUIREMENTS:

PRIMARY:	1 PER 50 FEET
SECONDARY:	1 PER 80 FEET

MIN. GLAZING REQUIREMENTS PER SEC 1305:

GROUND FLOOR:	75%
SECOND FLOOR:	45% EAST AND WEST
UPPER FLOORS:	25% 15% EAST AND WEST

ISSUED FOR _____ **REV** _____ **DATE** _____

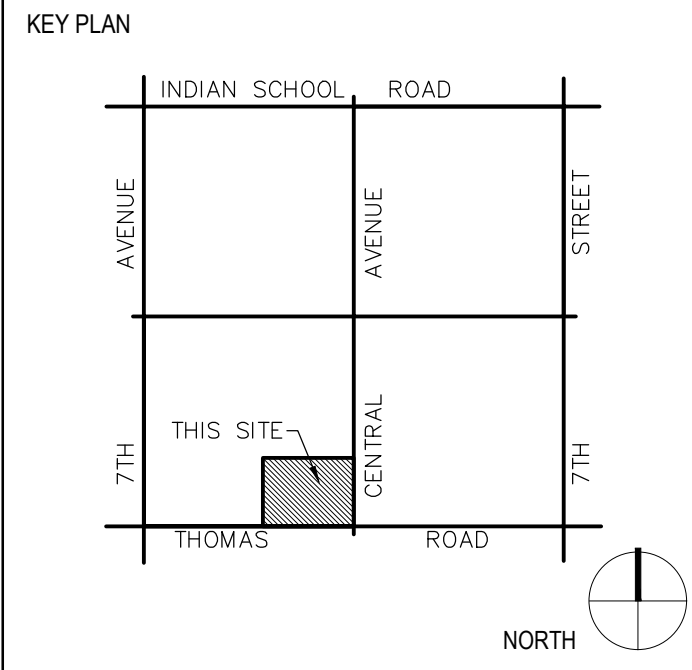
WU_CODE FACT FINDING PLAN _____ 07JUN19

KEYNOTES

- 1 HIGH PERFORMANCE GLAZING W/ INTEGRATED SOLAR SHADING FINS (WHERE APPLICABLE)
- 2 BUILDING SIGNAGE
- 3 MECHANICAL SCREENWALL / PENTHOUSE
- 4 RECESSED BALCONIES
- 5 PRE-FINISHED PERFORATED FORMED PLATE ALUMINUM PANEL SYSTEM (MIN 50% OPEN)
- 6 LED LIGHT FEATURE (TYP.)
- 7 PROPOSED BILLBOARD LOCATION (3 TOTAL GLAZING / PRINT CAPABILITIES. MAX SIZE AS DIMENSIONED ON ELEVATIONS)
- 8 RETAIL/OFFICE STOREFRONT ENTRY (TYP.)
- 9 HIGH PERFORMANCE CURTAINWALL GLAZING
- 10 ENHANCED CITY OF PHOENIX BUS STOP
- 11 ARCHITECTURAL CONCRETE
- 12 SHADE CANOPY CANTILEVERED FROM BUILDING
- 13 EXISTING NEIGHBORING BUILDING, NOT ON PROPERTY
- 14 SERVICE/LOADING/TRASH GARAGE DOOR
- 15 ARCHITECTURAL/STRUCTURAL CONCRETE - INSTALLED AT PROPERTY LINE. NO OPENINGS ALLOWED PER BUILDING CODE

SEALS AND SIGNATURES

NOT FOR CONSTRUCTION



CITY OF PHOENIX

JUN 25 2019

Planning & Development Department

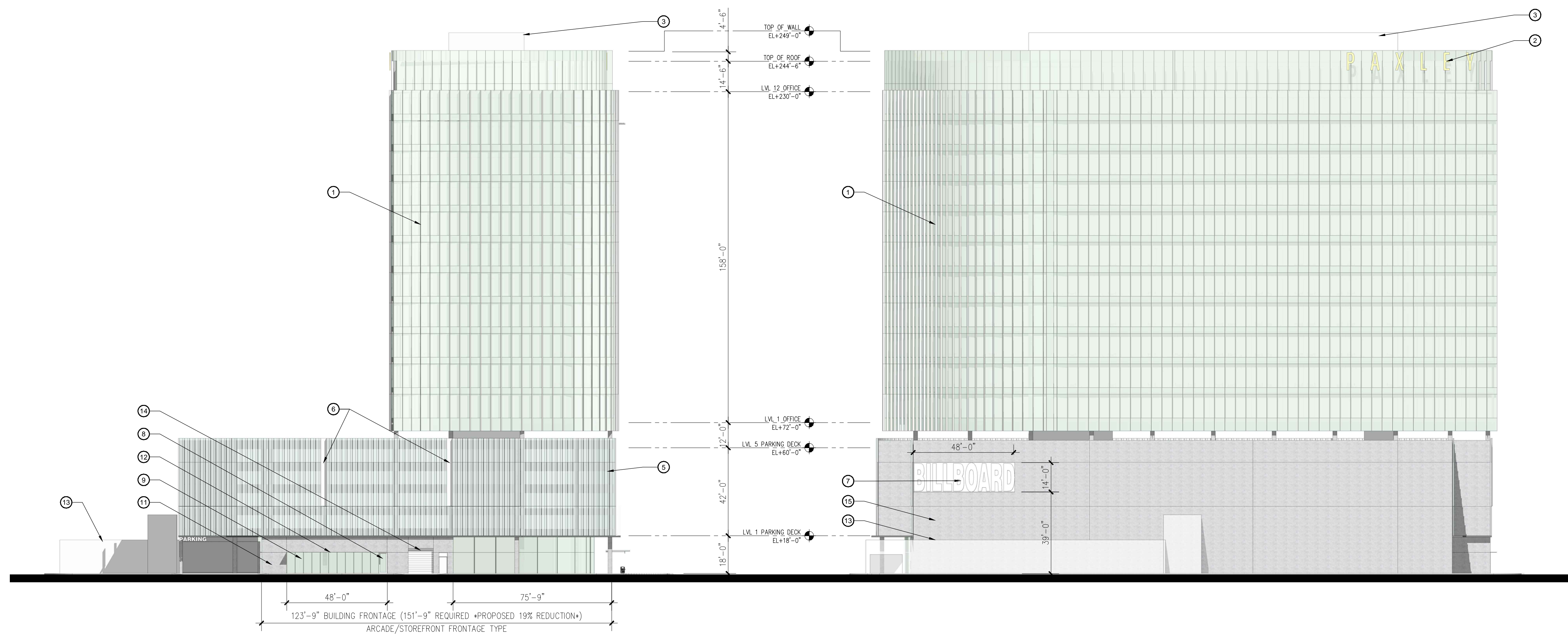


DRAWING TITLE
CONCEPT BUILDING ELEVATIONS

SCALE
 1"=30'-0"

PROJECT NUMBER
AS4.1

DRAWING NUMBER



3 CONCEPT WEST ELEVATION – FIRST AVENUE (SECONDARY FRONTAGE)
 SCALE: 1"=30'

4 CONCEPT NORTH ELEVATION – INTERIOR LOT LINE (REAR FRONTAGE)
 SCALE: 1"=30'

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