



City of Phoenix
PLANNING & DEVELOPMENT DEPARTMENT

**Staff Report Z-59-13-1
(Metrocenter PUD)
April 12, 2016**

North Mountain Village Planning Committee Meeting Date: April 20, 2016

Planning Commission Hearing Date: May 5, 2016

Request From: RSC (86.86 acres)
C-2 (Approved C-2 HR) (16.28 acres)
C-3 (12.50 acres)
C-2 (9.54 acres)
C-2 (Approved P-2) (2.33 acres)
C-3 (Approved C-2) (1.01 acres)
C-3 M-R (0.93 acres)
RSC (Approved RSC SP) (0.92 acres)

Request To: PUD (130.37 acres)

Proposed Use: Planned Unit Development to allow a mix of uses including multifamily residential and commercial

Location: Approximately 605 feet south of the southeast corner of 28th Drive and Peoria Avenue

Owner: Carlyle Development Group

Applicant/Representative: Dennis Newcombe/Paul E. Gilbert - Beus Gilbert, PLLC

Staff Recommendation: Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Designation		Commercial	
Street Map Classification	Peoria Ave	Arterial	71-foot south half street
	N 29th Ave	Collector	35-foot east and west half street
	N 31st Ave	Collector	33-foot east half street
	Black Canyon Highway	Freeway	213-foot west half street
	Metro Parkway Loop	Collector	43.5-foot east and west half street
CONNECT PEOPLE AND PLACES CORE VALUE; CORES, CENTERS & 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 proposed PUD is located within the North Mountain Village core and is promoting increased height and more intense uses that will connect to the future light rail infrastructure.

CONNECT PEOPLE AND PLACES CORE VALUE; CORES, CENTERS & 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 proposed PUD promotes walkability within the Village core by using the Walkable Urban Code, Transect District: T6:15 as a baseline for the development standards. This PUD will also connect to a future light rail stop and new transit center.

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.

The proposed PUD includes shade and landscaping requirements that will promote walkability and a pleasant pedestrian experience.

Area Plan

North Mountain Redevelopment Area Plan

The Metrocenter PUD area is included within the North Mountain Redevelopment Plan boundary. The North Mountain Redevelopment Area Plan, approved in March 2014, was created as a result of a call for action by the Phoenix City Council and community members to revitalize the area and reduce blighted areas. There are five key components to the plan which include economic development, connectivity, recreation, safety and code compliance, and community education and engagement. See Background Item #6 and #7 for additional information.

Transit Oriented Development Strategic Policy Framework

The Transit Oriented Development Strategic Policy Framework was approved in April 2013 to guide district planning processes and land use decisions along existing and planned light rail corridors. The Metrocenter PUD area was identified as a Suburban Commuter Center Place Type. See Background item #8 for additional information.

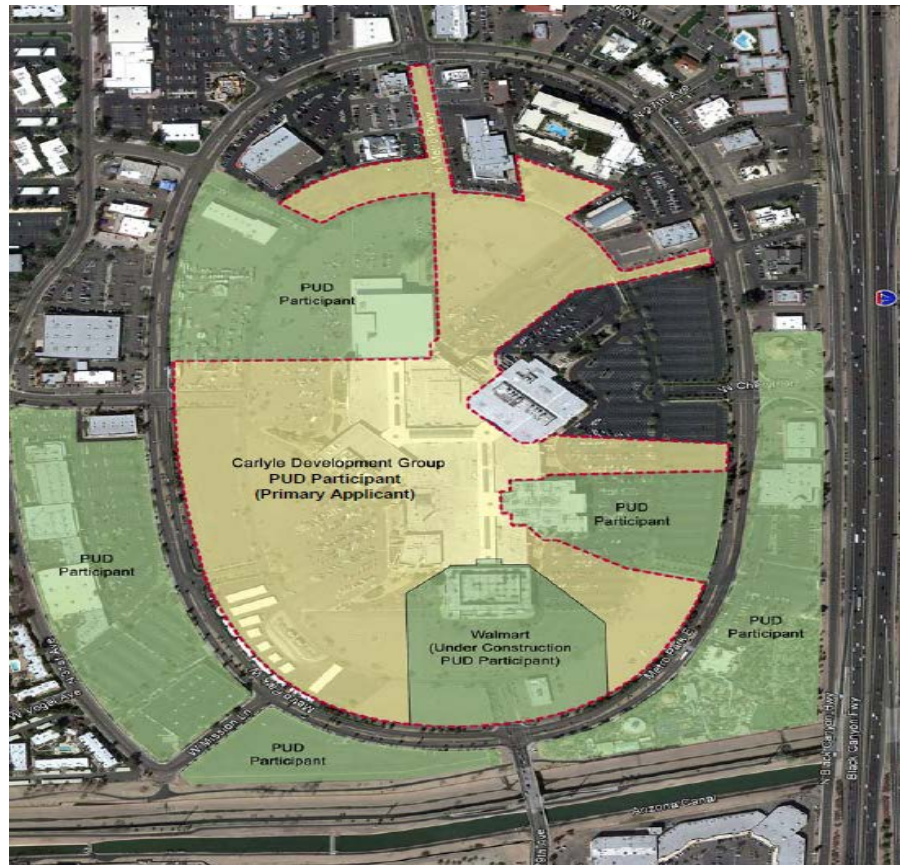
Surrounding Land Uses/Zoning		
	Land Use	Zoning
On Site	Retail/Commercial/Office and Amusement Park	RSC, C-2, C-2 H-R, C-3, C-3 M-R, and P-2
North	Retail/Commercial/Office	RSC and C-2
South	City of Phoenix Public Water Facility/Retail	R1-6 and C-2
East	I-17 Freeway and Industrial/Office Uses	C-2, A-1, and Industrial Park
West	Multifamily Residence/Retail	R-5 and C-2

Background/Issues/Analysis

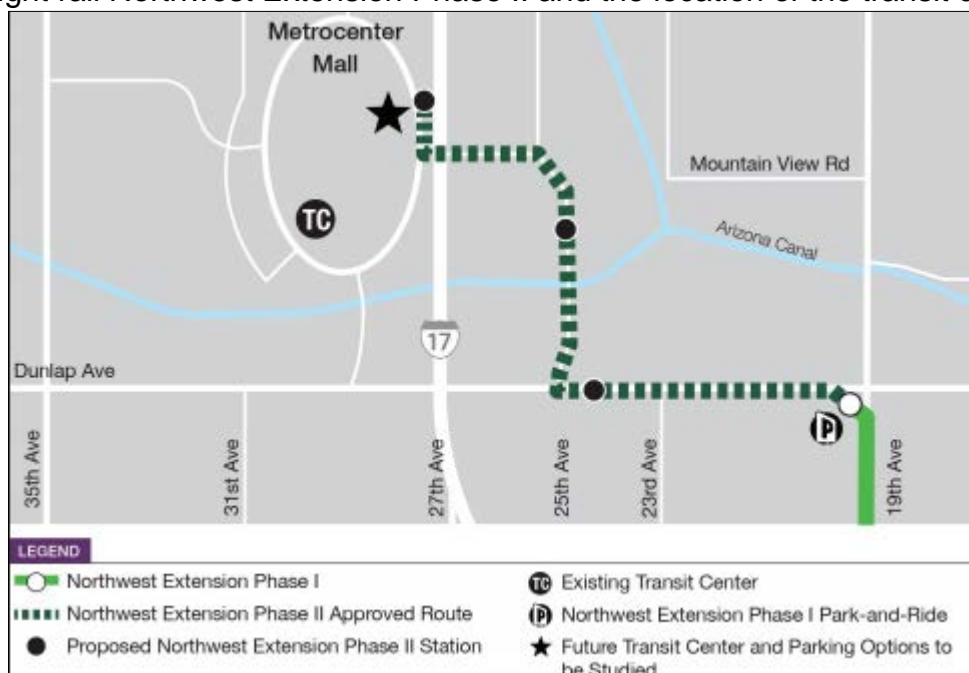
SUBJECT SITE

1. This is a request to rezone a 130.37 acre site located approximately 605 feet south of the southeast corner of 28th Drive and Peoria Avenue. The request is to rezone from RSC, C-2 (Approved C-2 HR), C-3, C-2, C-2 (Approved P-2), C-3 (Approved C-2), C-3 M-R, and RSC (Approved RSC SP) to PUD to allow for mixed-use development.

2. The PUD area consists of the majority of the Metrocenter mall, which opened in the 1970s. In addition, the site contains the Castle and Coaster’s amusement park, retail, restaurants, and offices that are located along the Metro Park Loop Road. The Metrocenter area is defined as the North Mountain Village core.

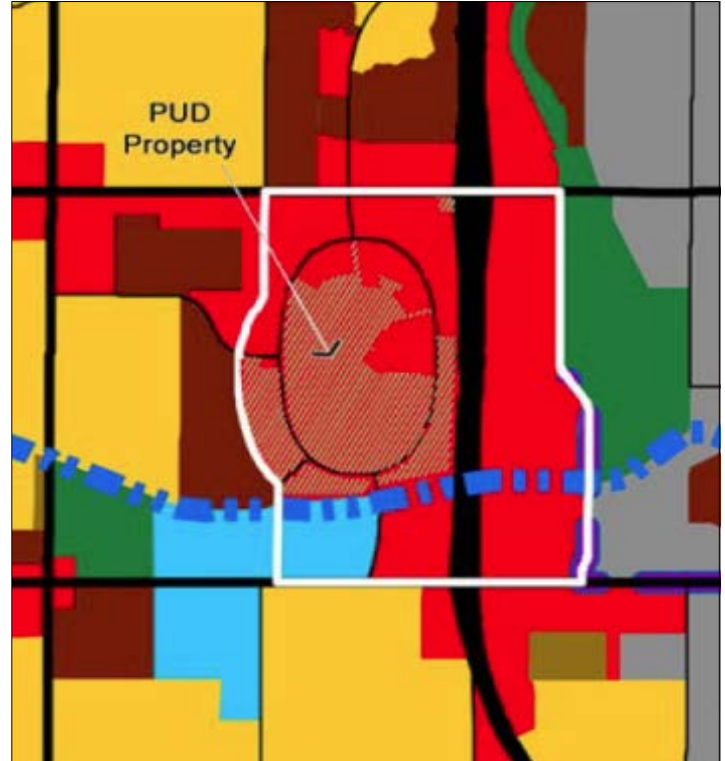


- The Metrocenter PUD is adjacent to a future light rail extension and a new transit center that is expected to be completed by 2026. The map shows the approved route for the light rail Northwest Extension Phase II and the location of the transit center.

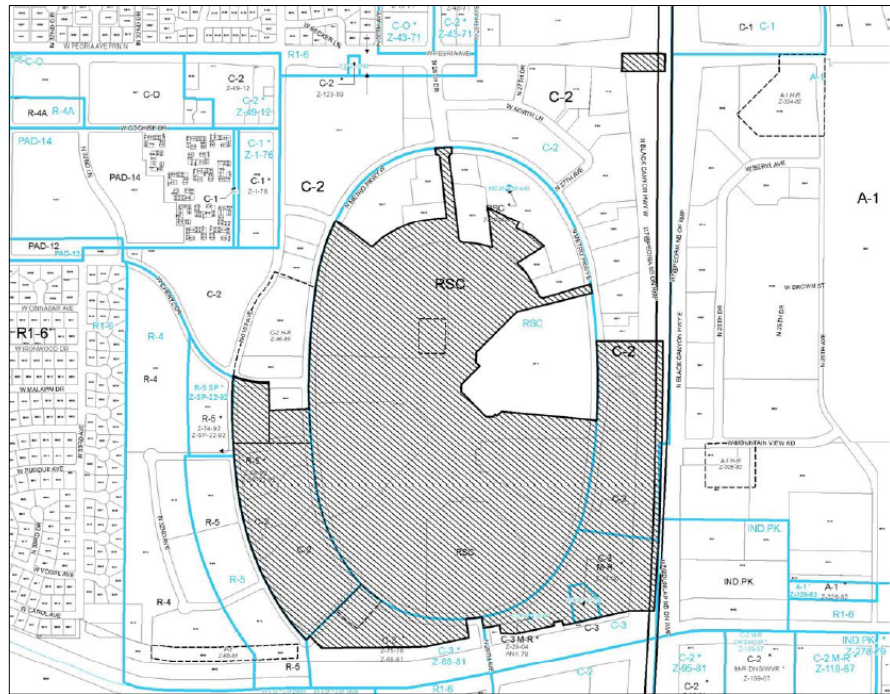


SURROUNDING USES, GENERAL PLAN & ZONING

4. The General Plan Land Use Map designation for the subject site is commercial. The proposal conforms to the General Plan Land Use designation. The General Plan Land Use Map designation to the west of the site is residential 15+ dwelling units per acre. To the east, north, and south of the site the General Plan Land Use Map designation is commercial.

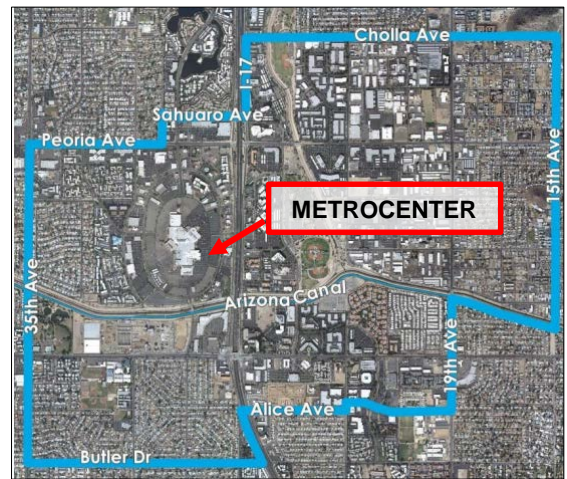


5. The majority of the subject site is currently zoned RSC with portions zoned RSC (Approved RSC SP), C-2 (Approved C-2 HR), C-3, C-2, C-2 (Approved P-2), C-3 (Approved C-2), and C-3 M-R. The surrounding zoning to the west is R-5 and the zoning to the east is C-2 and A-1. There is R1-6 zoning to the south where the city of Phoenix Public Water Facility and Arizona Canal is located. The surrounding zoning to the north is RSC and C-2.



NORTH MOUNTAIN REDEVELOPMENT AREA PLAN

6. The Metrocenter PUD area is included within the North Mountain Redevelopment Area Plan boundary. The North Mountain Redevelopment boundary is the area generally bounded by 19th and 15th avenues on the east; Cholla Street, Sahuaro and Peoria avenues on the north; 35th Avenue on the west; Butler, Alice and the Arizona Canal on the south.



7. The proposed PUD will help address the goals within the plan, specifically those related to economic development and connectivity. The Metrocenter PUD vision is to facilitate an infill mixed-use development that will provide an employment, housing, retail, recreation, and open space that is appropriate within the Village Core. The use of the Walkable Urban Code, Transect District: T6:15 standards will increase connectivity by encouraging walkability to and from the future light rail infrastructure as well as throughout development within the PUD area.

TRANSIT ORIENTED DEVELOPMENT STRATEGIC POLICY FRAMEWORK

8. The future light rail extension will have a stop at the subject site, which is classified by the Transit Oriented Development Strategic Policy Framework as a Suburban Commuter Center. This classification is typical of areas with low to medium levels of intensity and scale and with some existing or planned infrastructure.

As part of the next phase for the General Plan Update, the Planning and Development Department is beginning to evaluate the Center Place Types while taking into account what each of the locations has in term of existing and planned infrastructure. Locations with greater amounts of planned and existing infrastructure could be deemed appropriate for Center designations with greater intensity. The subject site is serviced by a tremendous amount of transportation infrastructure such as the I-17 freeway, arterial streets, trails along the canal, and transit routes. As previously stated, the site is planned to be serviced by a light rail line and light rail station. Given the location's existing and planned transportation infrastructure, combined with the number of employers, commercial uses and public amenities (i.e. libraries, parks, schools) in the area, a greater amount of scale and intensity beyond what the existing Suburban Commuter Center Place Type calls for is more than appropriate.

The Center Place Types are currently not adopted elements of the General Plan Land Use Map and therefore a General Plan Land Use Map amendment is not required. The Planning and Development Department will bring forward an update to the Land Use Map in 2017 that will formally incorporate the Place Types into the Land Use Map. At that time, a more appropriate Center Place Type designation will be proposed for the subject site.

PROPOSAL

9. The proposal was developed using the PUD zoning designation which allows an applicant to propose uses, development standards, and design guidelines for a site. One of the goals of this process is to allow the applicant to develop standards that respond to the surrounding environment more so than conventional zoning districts allow. The end result is a site rezoned with standards crafted specifically for the site.

The Metrocenter PUD provides a framework for development within the PUD area. However, specific development projects will be required to go through the Planning and Development review process.

10. Below is a summary of the proposed standards for the subject site as described in the attached PUD Development Narrative date stamped April 4, 2016 (attached).

Land Use

The Development Narrative proposes a number of permitted uses and some uses that are subject to conditions and limitation from the city of Phoenix's Zoning Ordinance. The proposed uses are a hybrid of WU Code, C-1, C-2, Special Permit and other uses

consistent with the vision of the PUD. The full list of proposed uses are found in Table 2 within the PUD narrative.

Development Standards

This PUD will follow the city of Phoenix Zoning Ordinance Chapter 13, Walkable Urban Code, Transect District: T6:15. The Walkable Urban Code, Transect District T6:15 is characterized by high rise buildings adjacent to the Light Rail Corridor with the highest intensity of mixed uses and high walkability. Development may incorporate forecourts and open spaces available to the public.

In order to promote walkability in the PUD area, before any building or project is processed for site plan approval by the Planning and Development Department, a pedestrian circulated plan that includes shaded and segregated sidewalks and connection to the following locations shall be provided:

- a) Existing and planned transit facilities.
- b) Arizona Canal.
- c) Cholla Library.
- d) Dedicated open space areas.

As new projects are submitted to the Planning and Development Department for site plan review an updated pedestrian circulation plan must be submitted and be administratively approved by the Planning and Development Director or designee.

Development Standards (Exception)

The PUD proposes that all existing large scale commercial/retail users within the PUD area, as noted in the cross-hatched area within the figure to the right, may be enlarged, expanded, extended, reconfigured, or altered and shall conform with the development regulations associated with the existing underlying zoning districts and/or city approvals associated with that property, and shall not be subject to the additional land use or design restrictions created by this PUD.

However, any user within the PUD area noted in the red cross-hatched area within the figure to the right who utilizes the Phoenix Zoning Ordinance Chapter 13, Walkable Urban Code, Transect District: T6:15 standards would then end the existing associated development standards for the underlying zoning districts and/or city approvals for that property.



Elevations

The proposed elevation standards for the PUD follow the Walkable Urban Code, Transect District: T6:15, which allows up to 180 feet for building heights.

Off-Street Parking and Loading

The proposed off-street parking and loading standards follow the Walkable Urban Code, Transect District: T6:15 standards. The minimum parking standards for the T6 district are summarized by use in the following table. Other uses not identified in the table shall follow Section 702 standards.

Use	T6 Off-Street Parking Standards
Residential: Single-Family Attached and Multifamily	As per Section 702, additional 25% reduction when the off-street parking area is located within 1,320 feet from a light rail station when measured in a direct line from the building, and 10% reduction of required parking if the development is greater than 1,320 feet from a light rail station. The minimum required on-site vehicular parking is exclusively for the patrons of the subject parcel.
Assisted Living and Group Home	0.5 space per bedroom
General Retail Sales	1 space per 600 sf 1 space per 800 sf ⁽¹⁾
Dining and Drinking Establishments	1 space per 600 sf 1 space per 800 sf ⁽¹⁾
Lodging	0.5 space per room
Office and Professional Uses	1 space per 500 sf 1 space per 625 sf ⁽¹⁾
Affordable Housing	0.5 space per unit
Adaptive Reuse	As per Section 702.E.8
Medical Offices: Doctors, Dentists, Clinics, Centers	1 space per 300 sf
Fitness Center—Accessory to primary use for private residential or tenant use	None required
Fitness Center, Commercial	Permitted as per Section 702.C
<i>⁽¹⁾ Additional reduction when the off-street parking area is located within 1,320 feet from a light rail station when measured in a direct line from the building. The minimum required on-site vehicular parking is exclusively for the patrons of the subject parcel.</i>	

In addition, the PUD has provided a shared parking study to both share parking between uses and reduce parking requirements due to the existence of public transit/light rail.

Bicycle Parking and Amenity Standards

The proposed bicycle parking and amenity standards follow the Walkable Urban Code, Transect District: T6:15 standards.

The bicycle parking and amenity standards as outlined in Section 1307 in the Walkable Urban Code are as follows:

- a) All nonresidential uses over 5,000 square feet floor area shall provide one bicycle space per 25 vehicle parking spaces, with a maximum of 25 spaces.
- b) Dining and drinking establishments less than 5,000 square feet should provide a minimum of four bicycle spaces in the frontage setback and/or right-of-way if no vehicle parking is provided. When vehicle parking space is provided, additional one bicycle space for every 25 vehicle parking spaces should be provided.
- c) Commercial retail and office uses over 100,000 square feet in building area should provide a minimum of two shower stalls and ten bike lockers that are accessible to the building's occupants. Bicycle parking shall be provided at one space per 25 vehicle parking spaces, with a maximum of 50 spaces.
- d) Multifamily residential development should provide common bicycle parking at 0.25 spaces for each residential unit, with a maximum of 50 spaces.

Landscaping, Fences, Walls, and Art

The landscaping, fences, walls, and art standards follow the Walkable Urban Code, Transect District: T6:15 standards. The Walkable Urban Code landscaping standards are outlined in Section 1309. These standards generally require an increased landscaping for the entire site, which promotes walkability and fosters an attractive pedestrian experience.

As outlined in Section 1309, if street trees cannot be planted in the right-of-way, architecturally or artistically integrated public amenities should be provided. Amenities may include but not be limited to the following:

- a) Structural shade elements (may be cantilevered)
- b) Seating (benches/chairs)
- c) Public art elements
- d) Community information/news event board/kiosk
- e) Area wayfinding signage
- f) Designer light fixtures
- g) Additional bike racks

Green Roofs

Green roofs may be counted towards a project's open space up to a maximum of two percent (2%) of the requirement.

Occupiable green roofs should comply with open space landscaping and shade standards and be accessible to all building occupants, the public, and may be counted towards a project's open space up to a maximum of five percent (5%) of the requirement.

Roofs should have the following Solar Reflective Index (SRI) for 75% of the roof surface including parking canopies:

- 1) 78 SRI for low-sloped that have a slope less than 2:12.
- 2) 29 SRI for steeped sloped roofs that have slopes greater than 2:12.
- 3) A green roof that covers 75% of the roof area may be used in lieu of an SRI roof.

Signage

Signage within this PUD shall be governed by the regulations applicable to signs for on-premise and off-premise identity/advertising for land uses as established in city of Phoenix Zoning Ordinance Section 705.

The PUD also requires that a Master Planned Development Sign Plan be developed to include the following:

- a) site plans, building elevations or photographs, and design guidelines for each type of sign within PUD area.
- b) context plan
- c) standards and restrictions
- d) narrative
- e) architectural lighting

Design Guidelines and Standards

The proposed design guidelines and standards follow the city of Phoenix Zoning Ordinance Chapter 13, Walkable Urban Code, Transect District: T6:15 standards. The design guidelines and standards generally encourage walkability, appealing building frontages, and pedestrian access and connections to and from the development.

Sustainability Guidelines

The narrative proposes several requirements to incorporate sustainability principles which include encouraging LEED building standards, design for effective water use and conservation, use of permeable pavements, and standards to shade sidewalks and surface parking areas.

Infrastructure Standards

Circulation System (Traffic and Parking):

The Metrocenter PUD has well developed access from major streets as well as a freeway (I-17) in the area. Moreover, this PUD area is well served by an internal circular ring-road. All street dedications, improvements, which include pavement, driveway curb cuts, attached sidewalks, landscaping, and streetlights adjacent to this site have been installed. Further dedications or off-site improvements may be necessary based on the review of a Traffic Impact Analysis.

A Traffic Impact Analysis and Parking Study was completed to establish a baseline understanding of the current and potential future traffic/parking needs as development occurs. However, as development occurs under this PUD document the Street Transportation Department and Planning and Development Department will need to re-review and request updated Traffic Impact Statement(s) and/or Parking Statement(s) to confirm the traffic/parking situations.

Grading and Drainage:

Retention for future development may be provided on individual parcels and/or within common retention areas servicing large portions of the development or the overall Metrocenter PUD. Necessary agreements with multiple property owners will be required if utilizing common retention areas. Retention areas may be either by surface basins or underground storage.

Water and Sewer Service:

Development will be adequately served by the existing water and sewer system. Infrastructure capacity requirements will be provided during the site plan review process and will comply with city of Phoenix Water and Sewer Design Standards, Codes and Policies. However, as development increases, the infrastructure capacity will need to be reevaluated and monitored closely so that the full vision/intent of the North Mountain Village core and this PUD can be realized.

MISCELLANEOUS

11. Development and use of the site is subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements and other formal actions may be required.

Findings

1. The request will allow for redevelopment of a large underutilized parcel within the North Mountain Village core that is adjacent to future light rail infrastructure.
2. The proposed development is in conformance with the goals of the North Mountain Redevelopment Area Plan.

3. The proposal is compatible with the existing land use pattern in the area and the General Plan Land Use Map designation.

Stipulations

1. An updated Development Narrative for the Metrocenter PUD reflecting the changes approved through this request shall be submitted to the Planning and Development Department within 30 days of City Council approval of this request. The updated Development Narrative shall be consistent with the Development Narrative date stamped April 4, 2016.
2. Before any building, project or use is processed for site plan approval by the city, a shaded and segregated pedestrian circulation plan for the PUD area shall be provided detailing access to the following:
 - a) Existing and planned transit facilities.
 - b) Arizona Canal.
 - c) Cholla Library.
 - d) Dedicated open space areas.
3. Individual project site plans shall be required to incorporate or update the pedestrian circulation plan as necessary to provide access to the above locations listed in Stipulation #2, as administratively approved by the Planning and Development Director or designee. A copy of the updated pedestrian circulation plan shall be submitted to the Planning and Development Department on the second floor of Phoenix City Hall.

Writer

Hannah Oliver

April 11, 2016

Team Leader

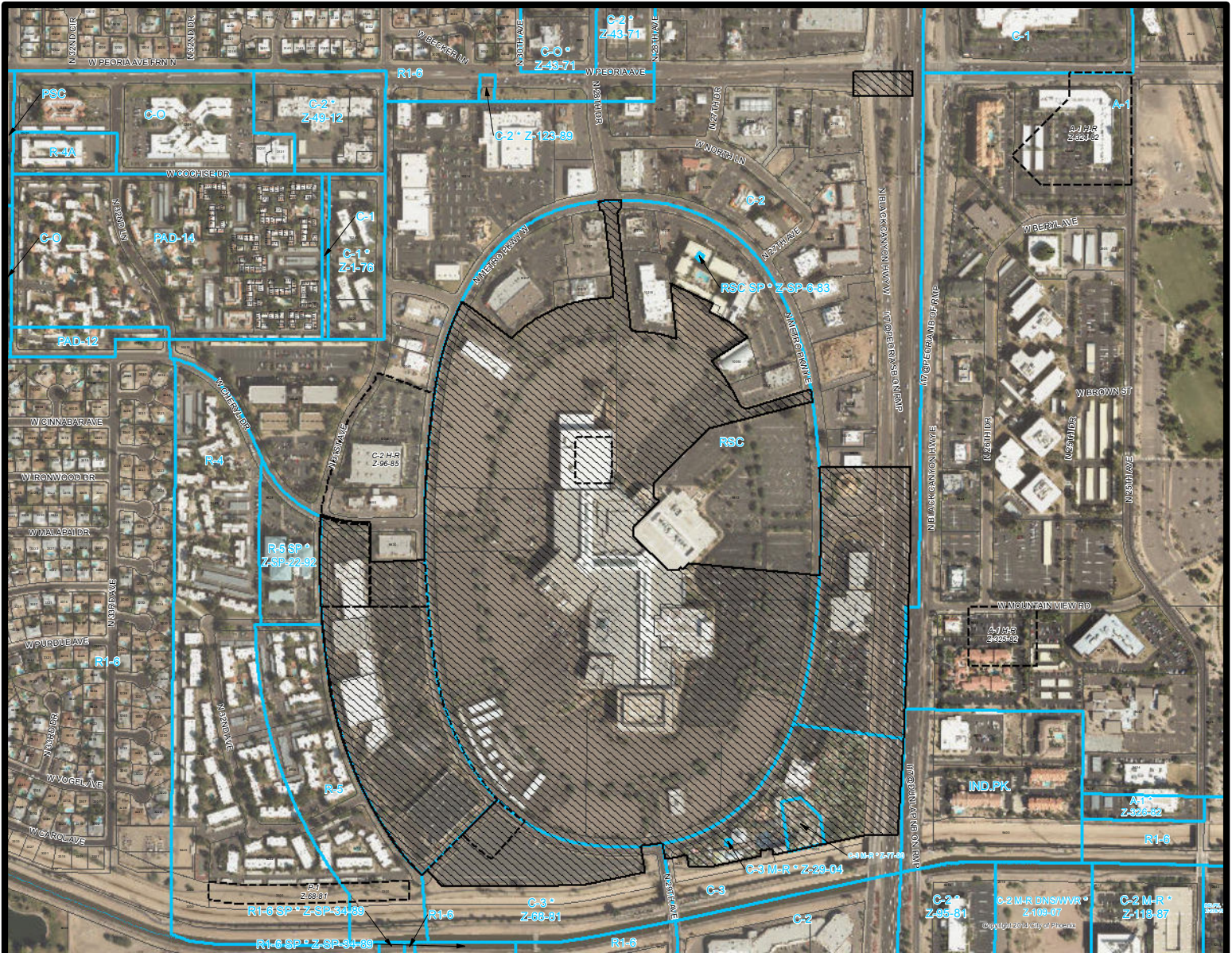
Marc Thornton

Attachments

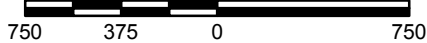
Zoning Sketch

Aerial Map

PUD Narrative



Feet



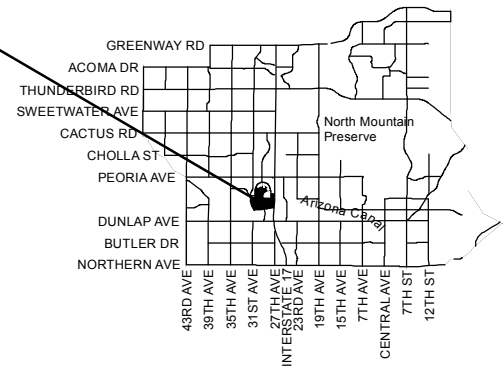
NORTH MOUNTAIN VILLAGE
CITY COUNCIL DISTRICT: 1



City of Phoenix

PLANNING & DEVELOPMENT DEPARTMENT

Z-59-13



APPLICANT'S NAME:

Dennis Newcombe

APPLICATION NO.

Z-59-13

DATE:

6/10/14

REVISION DATES:

12/11/15

3/29/16

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

130.37 Acres

AERIAL PHOTO & QUARTER SEC. NO.

QS 27-22

ZONING MAP

J-7

REQUESTED CHANGE:

FROM: RSC (86.86 a.c.)
C-2 (Approved C-2 HR) (16.28 a.c.)
C-3 (12.50 a.c.)
C-2 (9.54 a.c.)
C-2 (Approved P-2) (2.33 a.c.)
C-3 (Approved C-2) (1.01 a.c.)
C-3 M-R (0.93 a.c.)
RSC (Approved RSC SP) (0.92 a.c.)
TO: PUD (130.37 a.c.)

MULTIPLES PERMITTED

RSC, C-2 (C-2 HR), C-3, C-2, C-2 (P-2), C-3 (C-2), C-3 M-R, PSC (PSC SP)

PUD

CONVENTIONAL OPTION

N/A, 236 (1575), 181, 138, 34 (N/A), 14 (14), 13, N/A

Residential = Minimum of 40 du/ac

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

N/A, 258 (N/A), 217, 165, 40 (N/A), 17 (17), 16, N/A

Residential = Minimum of 40 du/ac

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