



# City of Phoenix

PLANNING AND DEVELOPMENT DEPARTMENT

## Staff Report Z-26-15-4

October 16, 2015

**Alhambra Village Planning Committee Meeting Date** October 27, 2015

**Planning Commission Hearing Date** November 10, 2015

**Request From:** C-2 TOD-1 (1.59 Acres), R-3 TOD-1 (0.82 Acres), R-5 TOD-1 (0.56 Acres) & P-1 TOD-1 (0.56 Acres)

**Request To:** PUD (3.53 Acres)

**Proposed Use** Planned Unit Development to allow a mix of uses including multi-family residential and commercial

**Location** Northwest corner of Central Avenue and Pierson Street

**Owner** Omninet Central LP

**Applicant/Representative** Ed Bull / Burch & Cracchiolo, PA

**Staff Recommendation** Approval, subject to stipulations

General Plan Conformity			
<b>General Plan Land Use Designations</b>		Commercial / Residential 10 to 15 du / acre	
<b>Street Map Classification</b>	Central Avenue	Arterial	50 foot west half street
	Pierson Street	Local	30 foot north half street
	Mariposa Street	Local	30 foot south half street
<b>LAND USE ELEMENT, GOAL 3: INFILL – VACANT AND UNDERDEVELOPED LAND IN THE OLDER PARTS OF THE CITY SHOULD BE DEVELOPED OR REDEVELOPED IN A MANNER THAT IS COMPATIBLE WITH VIABLE EXISTING DEVELOPMENT AND THE LONG TERM CHARACTER AND GOALS FOR THE AREA</b>			
This proposal provides improvement to the surrounding area with new high quality development and the improved appearance of the vacant property. The site is within the designated Infill Development District.			
<b>LAND USE ELEMENT, GOAL 4: MIXED LAND USE DEVELOPMENT: MIXED LAND USE PATTERNS SHOULD BE DEVELOPED WITHIN URBAN VILLAGES AND AT SMALLER SCALES TO MINIMIZE THE NUMBER AND LENGTH OF TRIPS.</b>			
The proposal will include a mixture of retail, restaurant and housing at the subject site, increasing the likelihood of residents walking or biking to some of their destinations.			

**LAND USE ELEMENT. GOAL 7: TRANSIT-ORIENTED DEVELOPMENT: DEVELOPMENT SHOULD BE DESIGNED OR RETROFITTED, AS FEASIBLE, TO FACILITATE SAFE AND CONVENIENT ACCESS TO TRANSIT FACILITIES BY ALL EXISTING AND POTENTIAL USERS.**

The proposed design of the building is conducive to Transit-Oriented Development (TOD) guidelines providing a walkable environment along Camelback Road with vehicular access limited to the rear. This proposal is also consistent with the Transit Oriented Development Strategic Policy Framework.

**Area Plan**

Uptown TOD Policy Plan. The subject site falls within the Uptown TOD Policy Plan which calls for a Walkable Urban Code designation of T5:5. The proposal is consistent with T5:5, and many of the standards fall back to Walkable Urban Code standards.

**Background/Issues/Analysis**

**SUBJECT SITE**

1. This request is to rezone a 3.53 acre site located at the northwest corner of Central Avenue and Pierson Street from C-2 TOD-1 (Intermediate Commercial Interim Transit-Oriented Zoning Overlay District One), R-3 TOD-1 (Multiple-Family Residential Interim Transit-Oriented Zoning Overlay District One), R-5 TOD-1 (Multiple-Family Residential Interim Transit-Oriented Zoning Overlay District One) and P-1 TOD-1 (Passenger Automobile Parking Interim Transit-Oriented Zoning Overlay District One) to PUD (Planned Unit Development) to allow for a mix of uses including multi-family residential and commercial.
2. The majority of the site is currently developed with a mixture of aging developments and vacant property. The southeast corner of the site is developed with a small office building which is occupied by a local radio station. A small multi-family residential development is located near the middle of the subject site, along the north side, while the remainder of the subject site remains vacant.
3. The General Plan designation for the majority of the subject site is Commercial, however a small piece at the northwest corner of the parcel is designated as Residential 10-15 du/acre. 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.
4. In 2012, staff began to work with the communities surrounding light rail stations through the ReinventPHX project to create place types for each station, and the surrounding area. This place type provides the general parameters for intensification and provides guidance for rezoning decisions. Through this process, the Central and Camelback Station was designated as a Historic Neighborhood Center.



The Transit Oriented Development Strategic Policy Framework lists the Historic Neighborhood Center as a primarily residential, neighborhood destination. The place type allows for a large variety of housing types including apartments, row houses, live/work units or single units. Appropriate height could reach five stories and retail should serve the neighborhood. Limited employment could exist, but should be limited low-rise offices and smaller tenant spaces. The proposal as described meets the Historic Neighborhood Center place type.

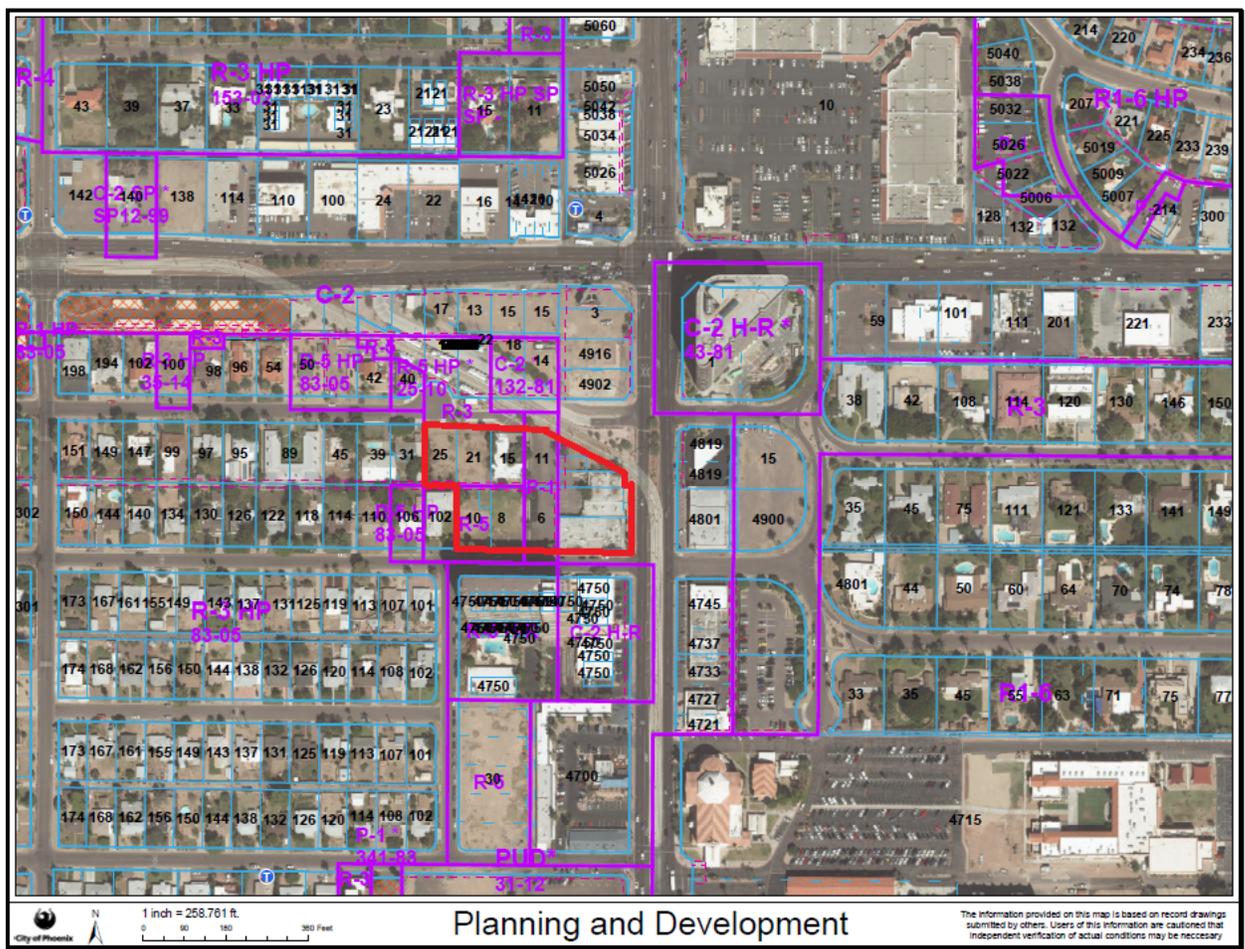
Historic Neighborhood  
Center



## SURROUNDING USES & ZONING

### 5. North

North of the subject site is the Camelback and Central Light Rail Station. Beyond the light rail line station is a vacant lot zoned C-2 (Intermediate Commercial) with approved H-R (High Rise) zoning.



### West

West of the subject site is a single-family home zoned R-3 HP (Multiple-Family Residential Historic Preservation) and a small apartment complex zoned R-5 (Multiple-Family Residential). The Pierson Place Historic District is also located to the west of the subject site.

**South**

To the south of the subject site is a single 16-story multi-family building zoned R-5 H-R (Multiple-Family Residential High Rise) and a small retail development zoned C-2 H-R (Intermediate Commercial High Rise).

**East**

The properties across Central Avenue to the east are developed with a bank drive-thru and a small retail building, both zoned C-2 (Intermediate Commercial). The property currently occupied with the small retail building is a portion of the site subject to rezoning request Z-27-15-4 for the Omninet East PUD.

**PROPOSAL**

6. The proposal was developed utilizing 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 property rezoned with standards crafted specifically for the site. Where the PUD Development Narrative is silent on a requirement, the applicable Zoning Ordinance provisions will be applied.
7. Below is a summary of the proposed standards for the subject site as described in the attached PUD Development Narrative date stamped October 14, 2015, Attachment B. Many of the proposed standards were designed to allow for a high density, mixed use development along the Light Rail line.

**Land Use**

The Development Narrative proposes to allow multi-family residential, live-work and a variety of retail, restaurant, office and other commercial uses in accordance with the land uses allowed in T5:5 of the Walkable Urban Code, per Chapter 13 of the Phoenix Zoning Ordinance. Several outdoor uses would be permitted including outdoor recreation, outdoor dining and outdoor alcoholic beverage consumption.

**Development Standards**

The proposed development standards would limit the maximum building height to 56 feet and lot coverage to a maximum of 90%. In compliance with the Uptown Transit Oriented Development Plan, the applicant has proposed maximum setbacks along street frontages and a set of permitted building frontage types to encourage a pedestrian friendly environment. Maximum building setbacks are proposed to range from a maximum of 10 feet along Mariposa Street and Pierson Street to 30 feet along the Light Rail Frontage. The applicant has also agreed to increase the interior setback from the historic single family home to the west to a minimum of 15 feet, while the project will only be required to maintain a minimum 5 foot setback adjacent to the multi-family development to the west.

**Landscaping Standards**

The applicant will be required to provide landscaping in accordance with Section 1309 of the Phoenix Zoning Ordinance (Walkable Urban Code), including along the interior boundaries of the site. The PUD also requires streetscape landscaping to be in conformance with the Central Avenue Development Standards. The streetscape

standards require shade trees and other landscaping consistent with the other landscaping along Central Avenue.

**Parking**

The proposed development will be required to meet the parking requirements of Section 1307 of the Phoenix Zoning Ordinance (Walkable Urban Code), with some minor exceptions. One of these exceptions is a requirement for limiting the maximum number of parking spaces allowed to no more than 125 percent of the minimum parking required under Section 702 of the Phoenix Zoning Ordinance.

**Shading**

The applicant will be required to provide shade features in all usable public spaces, and along the right-of-way. Shade can be accomplished through the use of shade structures, landscaping or a combination of the two. In addition, the Central Avenue Development Standards includes shading requirements along Central Avenue.

**Design Guidelines**

The Development Narrative includes several design elements created to position the development as a signature project along the light rail line, while limiting its impact on the neighborhood. Design elements include a pedestrian plaza connecting to the Central and Camelback light rail station, common areas and amenities for residents, building architecture and streetscape landscaping.

**Phasing**

The project will be constructed in one phase.

**Signage**

All signage is required to comply with Section 1308 of the Phoenix Zoning Ordinance (Walkable Urban Code).

**Sustainability**

The applicant has agreed to provide several sustainable elements including pedestrian level lighting, trash and recycling receptacles, shading, usable outdoor space, bike racks and storage and a pedestrian friendly design. The applicant has also indicated they intend to develop the project to meet several LEED categories, however the city cannot ensure that this goal is met.

**STREETS AND TRAFFIC**

8. The Street Transportation Department has indicated that there are no right-of-way improvements needed for this site.
9. A Traffic Statement has been submitted to the Street Transportation Department and is currently under review. Staff does not anticipate a negative impact from the development.

**MISCELLANEOUS**

10. **Water**

The current site has access to an 8-inch DIP on Mariposa Street, a 12-inch ACP water main on Central Avenue, and a 6-inch ACP on Pierson Street. The fire hydrant at the northwest corner of Central Avenue and Pierson Street is connected to a substandard

4-inch pipe. The hydrant needs to be replaced and installed with a 6-inch pipe as per City of Phoenix detail. There are no other water concerns for the proposed development.

**Sewer**

There is a 16 foot PUE with an 8-inch VCP sewer main through the subject site which must be abandoned. A main extension will required from the 10-inch VCP main located at 3rd Avenue and Pierson Street wish is approximately 850 feet from the point of need. There are no other sewer concerns for the proposed development.

11. The City of Phoenix Floodplain Management division of the Street Transportation Department has determined that this parcel is not in a Special Flood Hazard Area (SFHA), but is located in a Shaded Zone X, on panel 1740 L of the Flood Insurance Rate Maps (FIRM) dated October 16, 2013.
12. 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 proposal is consistent with the Upton Transit Oriented Development Policy Plan.
2. The proposed development would redevelop a blighted and deteriorating property into an asset for the community.
3. The proposal includes pedestrian friendly elements, benefited by the project's proximity to a light rail station.

**Stipulations**

1. An updated Development Narrative for the Omninet – West 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 October 14, 2015.

**Writer**

Xandon Keating  
October 13, 2015

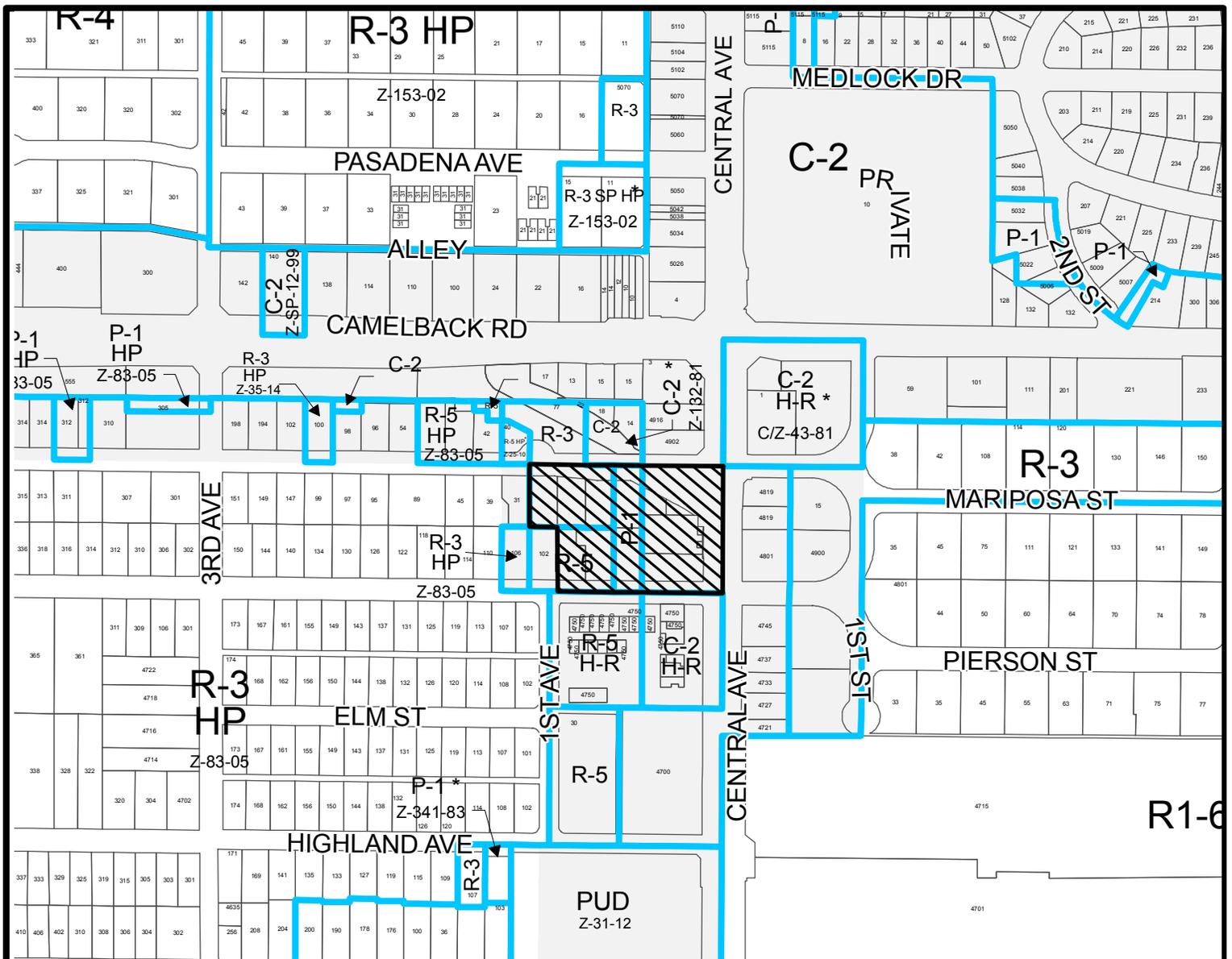
**Team Leader**

Josh Bednarek

**Attachments**

Attachment A: Sketch Map

Attachment B: Omninet – West PUD date stamped October 14, 2015

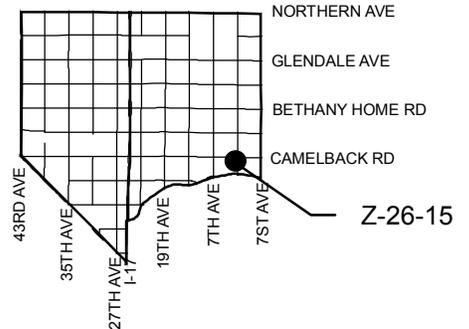


400 200 0 400 Feet

CITY OF PHOENIX PLANNING DEPARTMENT

**ALHAMBRA VILLAGE**

CITY COUNCIL DISTRICT: 4



<b>APPLICANT'S NAME:</b> Ed Bull/ Burch & Cracchiolo, PA		<b>REQUESTED CHANGE:</b> FROM: C-2 TOD-1 (1.59 a.c.) R-3 TOD-1 (.82 a.c.) R-5 TOD-1 (.56 a.c.) P-1 TOD-1 (.56 a.c.) TO: PUD, (3.53 a.c.)	
<b>APPLICATION NO.</b> Z-26-15	<b>DATE:</b> 5/21/15 <b>REVISION DATES:</b>		
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.  3.53 Acres	<b>AERIAL PHOTO &amp; QUARTER SEC. NO.</b> QS 18-27	<b>ZONING MAP</b> H-8	
<b>MULTIPLES PERMITTED</b> C-2, R-3, R-5, P-1 PUD	<b>CONVENTIONAL OPTION</b> 23, 12, 24, N/A 286	<b>* UNITS P.R.D. OPTION</b> 27, 14, 29, N/A 286	

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