

## Project Information Form

*This form is used to ensure compliance with the posting requirements for rezoning/special permit cases. For additional information, please call the Planning and Development Department, Zoning Section at 602-262-7131, option #6.*

The information required on this form may be provided in an alternative format as long as all items listed are included.

**1. Complete the following table related to General Plan conformity.**

The General Plan is available on <https://www.phoenix.gov/pdd/planning-zoning/phoenix-general-plan>.

<b>General Plan Conformity</b>	
<p><b>General Plan Land Use Designation</b> Provide designation and, if residential, the category (e.g., 3.5 - 5 du/ac traditional lot)</p>	<p>Commercial and within Primary Core</p>
<p><b>Community Benefits:</b> How does the request address the community's unique opportunities and challenges related to prosperity, health and the environment? See pages 18-26 in the Phoenix General Plan.</p>	<p>With the exception of the Target parcel, Christown is owned entirely by Kimco Realty ("Kimco"), who is planning a multi-phase approach to evolve and expand upon the existing mix of uses (retail, service, entertainment, and office) to be much more urban in nature. Kimco plans to retain and add to the basic mix of uses by adding residential to truly create a live/work/play destination. Contributing to this is that the Light Rail runs along the 19<sup>th</sup> Avenue frontage, adding a true urban context to the site.</p> <p>The village cores are intended to contain a full mix of uses at highest concentration of development density in each village. The overall Christown site is being planned to become a dynamic and vibrant urban environment, incorporating pedestrian-oriented thematic areas, a mix of large and small businesses including retail, commercial, high-density residential, entertainment, restaurants, and corporate offices.</p> <p>Kimco has been working with the City on a broad masterplan PUD. That process is still in the works. But to allow Christown to move forward and to help kick start those first dominoes for development, we are pursuing this application for WU Code to develop</p>

	<p>multifamily buildings of the southeast corner of the site. This area had previously been identified on the master plan shown to individual neighbors, neighborhood leaders, and the village committee members, as Phase 1 and Phase 2 and as residential only. This application simply is allowing those two phases to go ahead of the masterplan PUD while we work with staff on the details of that PUD. As mentioned, this site is within the Primary Core where high-density is desired.</p> <p>The General Plan encourages infill development with a mix of housing types in neighborhoods close to employment centers, commercial areas, and where transit and transportation alternatives exist. This request meets these policies.</p> <p><b><u>Transit Oriented Development Goal:</u></b> Design areas surrounding light rail and major transit corridors to create a walkable environment and increase activity level.</p> <p><b><u>Land Use Principle:</u></b> Encourage high density housing and high intensity employment uses to locate adjacent or close to transit stations per adopted transit district plans.</p>
<p><b>Identify two or more Core Values that the request represents:</b></p> <ol style="list-style-type: none"> <li>1. Indicate how the request contributes to the goals of the Core Value.</li> <li>2. Describe how one or more land use and design principles of the Core Value are expressed in the request.</li> </ol>	<p><b>Core value: CONNECT PEOPLE TO PLACES</b></p> <p><b><u>Core Centers and Corridor Goals:</u></b> Phoenix residents should have an abundance of places to connect with services, resources, and each other.</p> <p><b><u>Land Use Principle:</u></b> 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 capacity.</p> <p><b><u>Infill Goal:</u></b> Vacant and undeveloped land in older parts of the city should be developed or redeveloped in</p>

	<p>a manner that is compatible with viable existing development and the long-term character and goals for the area.</p> <p><b><i>Land Use Principle:</i></b> Promote and encourage compatible infill development with a mix of housing types in neighborhoods close to employment centers, commercial areas, and where transit and transportation alternatives exist.</p> <p><b><u>Transit Oriented Development Goal:</u></b> Design areas surrounding light rail and major transit corridors to create a walkable environment and increase activity level.</p> <p><b><i>Land Use Principle:</i></b> Encourage high density housing and high intensity employment uses to locate adjacent or close to transit stations per adopted transit district plans.</p> <p><b>Core Value: CERBRATE OUR DIVERSE COMMUNITIES &amp; NEIGHBORHOODS</b></p> <p><b><u>Diverse Neighborhoods:</u></b> Provided an array of housing types and lifestyle options to meet the needs of an array of residents.</p> <p><b><i>Land Use Principle:</i></b> Include a mix of housing types and densities where appropriate within each village that support a broad range of lifestyles.</p>
<p><b>Indicate whether the proposal utilizes any of the Tools identified for use in achieving the Core Value.</b></p>	<p>Yes.</p>
<p><b>Street Classification Map:</b> Provide name(s) of street(s), classification of street(s), and existing right-of-way widths</p>	<p><b>15<sup>th</sup> Avenue:</b> Collector, existing 50-ft west half street right-of-way adjacent to this request. <b>Montebello:</b> Minor Collector, 30-foot half street right-of-way adjacent to this request.</p>

2. **Is the property located in a special designation area (Specific Plan, Special Planning District, Redevelopment Area, Historic District, Special Study Area, Planned Community District or are there special design guidelines applicable to the area)? If so, state how the proposed project conforms to the area plan, its goals, and any**

**applicable development standards.**

No, the property is not located in a special designation planning area. The Property is located within the Alhambra Village and within a Primary Core. The overall Christown Spectrum mall is located adjacent to the 19<sup>th</sup> Avenue Light Rail Line. This subject site is located approximately .25 miles to the east of a line rail station at 19<sup>th</sup> Avenue and Montebello Avenue. According to the City’s maps, the subject site is within TOD District-Solano Planning Overlay, Transit Overlay District (TOD-1) Planning Overlay, and the TOD District-19North Planning Overlay.

**3. Complete the following table(s) related to specific project information.**

**Multiple Family**

<b>Standards</b>	<b>Requirements for the District/Land Use</b>	<b>Provisions on the Proposed Site Plan</b>
<b>Gross Acreage</b>	N/A	12.262
<b>Total Number of Units</b>	N/A	760 units
<b>Density</b>	No Maximum	62 DU/AC
<b>Lot Coverage</b>	80%	54%
<b>Building Height/Stories</b>	T5:5 : 56-foot maximum	56-Foot maximum
<b>Setbacks</b>		
<b>Front</b>	Primary Frontage: 12-foot maximum Secondary Frontage: 10-foot maximum  Section 1305.B.4: <i>“Where public utility easements conflict with required setbacks or build to dimensions, the measurement can be taken from the back of the easement.”</i>	Primary Frontage: 12-foot maximum Secondary Frontage: 10-foot maximum  Section 1305.B.4: <i>“Where public utility easements conflict with required setbacks or build to dimensions, the measurement can be taken from the back of the easement.”</i>
<b>Side</b>	0-foot minimum	0-foot minimum
<b>Rear</b>	0-foot minimum	0-foot minimum
<b>Landscaping</b>		
<i>Section 1312.E: Transit Solano Character Area</i>		
<b>a. Arterial Streets – Light Rail Corridor</b>	(1) Minimum sidewalk width: eight feet; (2) Minimum	N/A (no streetscape present)

	landscape width: five feet (if no public utility conflict).	
<b>b. Arterial Streets with No Transit Rail Line or Stations</b>	(1) Minimum sidewalk width: six feet; (2) Minimum landscape width: five feet (if no public utility conflict).	N/A (no streetscape present)
<b>c. Minor Collector and Local Streets</b>	(1) Minimum sidewalk width: five feet; (2) Minimum landscape width: five feet (if no public utility conflict).	(1) Minimum sidewalk width: five feet; (2) Minimum landscape width: five feet (if no public utility conflict).
<b>Open Space</b>	Section 1310.A.2.a: <i>“For sites of one gross acre or larger, minimum open space of at least five percent of the gross site area shall be required.”</i>	0.545 acres provided (five percent of the gross site area)
<b>Amenities</b>	Section 1304.G.2.d.(2) (Large Scale Development Requirements):	Complying with Section 1304.G.d.(2) Large Scale Development Requirements
<b>Parking</b>	WU code reductions (Table 1307.1) based on distances from light rail station and as per table located in Section 702.C.	1615 garage spaces provided (based on 325 SF/space metric)  Complies with WU code reductions (Table 1307.1) based on distances from light rail station and as per table located in Section 702.C.
<b>Other</b>		

**4. Are there any unusual physical characteristics of the site that may restrict or affect development? If so, explain. What improvements and uses currently exist on the property?**

No. The topography of this property is relatively flat. This subject site is currently developed with surface parking, drainage and vegetation. Perimeter street improvements exist adjacent to the subject site along both street frontages (15th Avenue and Montebello

Avenue). 15th Avenue and Montebello Avenue intersection is a 3-way signalized intersection.

Montebello Avenue is a two-lane roadway with one lane in each direction and center turn lane. At the intersection of 15th Avenue, it transitions to a right and left turn lane. Montebello Avenue also includes landscaping, sidewalk, curb and gutter, and a designated bike lane.

15th Avenue is a two-lane roadway with one lane in each direction and center turn lane. At the intersection of Montebello Avenue, it provides a right and thru turn lane. 15th Avenue also includes landscaping, sidewalk, curb and gutter, and a designated bike lane.

**5. What impact will the proposed project have on current or future surrounding land use and zoning patterns?**

We believe this rezoning to WU Code will have a positive impact on the current and future surrounding land uses and zoning pattern. As stated above, we are pursuing a massive redevelopment of Christown over the next 20-25 years, which is part of the masterplan PUD zoning we are pursuing. Because of various complexities, the remainder of Christown cannot operate within the WU Code standards. Those complexities include long-term leases from the existing tenants and the depth and width of the parcel. But this Phase 1 and Phase 2 can meet WU Code standards, which is why we are pursuing a WU Code rezoning here.

The PUD will need to enumerate and address a host of design elements, making the drafting process more complicated. Rather than wait for that process to be completely worked out, the City and Kimco agreed that pursuing a WU Code case for Phases 1 and 2 would allow the redevelopment process of Christown to move forward, which is a redevelopment prospect that we have a great amount of support for in the surrounding community. These first two phases will provide additional residential density to the site. This will assist with the existing retail on the site today because these new residents will be within easy walking distance to retail, dining, and service establishments in Christown and to the nearby light rail station. It will also provide a proof of concept for urban density at this site, which is near the light rail station. The success of multifamily within these first two phases will help instill confidence for investment in future redevelopment phases.

These first two phases will also provide security for the Solano Park across Montebello. First, there will be additional eyes on the park from the tenants within the buildings themselves, as many windows will front onto the park. Second, we see the park as an attractive recreational option for future residents. And as more residents use the park, that will provide even greater security to the park.

**6. Are there unique design considerations proposed, beyond Zoning Ordinance requirements, that reduce development impacts or would further compatibility with adjacent properties? If so, explain.**

When the City prepared and adopted the WU Code section of the Zoning Ordinance it included Design and Site development standards. These design standards not only included general site development standards but also included building frontage standards. The intent was to support urban, pedestrian and transit-oriented developments. The design and development of this site will comply with the City's Ordinance requirements. While the WU code suggests buildings should be placed closer to the property line to provide an urban environment it is important to note that this subject site has two street frontages which provide separation to the existing residential to the east and the library and park to the south. These streets act as buffers that will reduce development impact to the adjacent residential beyond 15th Avenue. Streets essentially provide a no build zone that act as a transition and provide a buffer between uses.

Additionally, based on our community outreach and discussion on the PUD case, we worked out a stepback regime on 15<sup>th</sup> Avenue to protect the residential properties to the east. We intend to apply that regime to development on this parcel—though some tweaks may be necessary because of the maximum setback requirements on 15<sup>th</sup> Avenue.

When consideration is given the foregoing, we believe this request will be compatible with the surrounding properties and will help to support and enhance Christown and Solano Park with additional residents.

**7. Why is the subject property not suitable for development as currently zoned?**

The property is zoned PSC. This zoning category does not allow for enough residential density to meet the City policies for development along a light-rail line or the 19North policy. By zoning to WU Code, it will provide the opportunity for residential and densities that are desired by the City for properties adjacent to a light rail line.

**8. Other than the development review process, what other approval processes are required to accomplish the development proposed, i.e., abandonments, variances, use permits, state or county licenses or permits, etc.?**

It is not anticipated that there will be the need for other approval processes.

**9. 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. Will the proposed development incorporate recycling? If so, how?**

Yes. Residents will be provided with a dedicated recycling area for discarding of their recyclable products. Property management will schedule regular collection pickups for the recyclable products to be taken off to be processed. These recycling areas will consist of recycling containers or compactor and located in a key location within the projects. They will also be separate from the day-to-day dedicated waste containers.