City of Phoenix

Agenda
City Council Formal Meeting

Meeting Location:
City Council Chambers
200 W. Jefferson St.
Phoenix, Arizona 85003

Wednesday, November 1, 2023 **2:30 PM** **phoenix.gov**

*****REVISED Oct. 31, 2023*****
Item Revised: 16; Item Requested to be Continued: 70;
Items Requested to be Withdrawn: 69, 75-76

OPTIONS TO ACCESS THIS MEETING

Virtual Request to speak at a meeting:

- Register online *by visiting the City Council Meetings page on phoenix.gov* ***at least 2 hours prior to the start of this meeting****. Then, click on this link at the time of the meeting and join the Webex to speak:* https://phoenixcitycouncil.webex.com/phoenixcitycouncil/onstage/g.php?MTID=eec3b72cfca0758fad1bbbdc52f912c78

- Register via telephone at 602-262-6001 **at least 2 hours prior to the start of this meeting,** noting the item number. Then, use the Call-in phone number and Meeting ID listed below at the time of the meeting to call-in and speak.

In-Person Requests to speak at a meeting:

- Register in person at a kiosk located at the City Council Chambers, 200 W. Jefferson St., Phoenix, Arizona, 85003. Arrive **1 hour prior to the start of this meeting**. Depending on seating availability, residents will attend and speak from the Upper Chambers, Lower Chambers or City Hall location.

- Individuals should arrive early, 1 hour prior to the start of the meeting to submit an in-person request to speak before the item is called. After the item is called, requests to speak for that item will not be accepted.

At the time of the meeting:

- Watch the meeting live streamed on phoenix.gov or Phoenix Channel 11 on Cox Cable, or using the Webex link provided above.

- Call-in to listen to the meeting. Dial 602-666-0783 and Enter Meeting ID 2551 465 6266# (for English) or 2554 206 0781# (for Spanish). Press # again when prompted for attendee ID.

- Watch the meeting in-person from the Upper Chambers, Lower Chambers or City Hall depending on seating availability.

Para nuestros residentes de habla hispana:

- Para registrarse para hablar en español, llame al 602-262-6001 **al menos 2 horas antes del inicio de esta reunión** e indique el número del tema. El día de la reunión, llame al 602-666-0783 e ingrese el número de identificación de la reunión 2554 206 0781#. El intérprete le indicará cuando sea su turno de hablar.

- Para solamente escuchar la reunión en español, llame a este mismo número el día de la reunión (602-666-0783; ingrese el número de identificación de la reunión 2554 206 0781#). Se proporciona interpretación simultánea para nuestros residentes durante todas las reuniones.

- Para asistir a la reunión en persona, vaya a las Cámaras del Concejo Municipal de Phoenix ubicadas en 200 W. Jefferson Street, Phoenix, AZ 85003. Llegue 1 hora antes del comienzo de la reunión. Si desea hablar, regístrese electrónicamente en uno de los quioscos, antes de que comience el tema. Una vez que se comience a discutir el tema, no se aceptarán nuevas solicitudes para hablar. Dependiendo de cuantos asientos haya disponibles, usted podría ser sentado en la parte superior de las cámaras, en el piso de abajo de las cámaras, o en el edificio municipal.

CALL TO ORDER AND ROLL CALL

MINUTES OF MEETINGS

1 **For Approval or Correction, the Minutes of the Formal Meeting on Jan. 20, 2021** Page 11

BOARDS AND COMMISSIONS

2 **Mayor and Council Appointments to Boards and Commissions** Page 12

LIQUOR LICENSES, BINGO, AND OFF-TRACK BETTING LICENSE APPLICATIONS

3 **Liquor License - iSwing Indoor Golf** District 1 - Page 14

4 **Liquor License - Special Event - M.U.S.I.C. Foundation of Arizona, Inc.** District 2 - Page 18

5 **Liquor License - Oregano's Pizza Bistro** District 3 - Page 19

6 **Liquor License - OHSO Brewery** District 4 - Page 24

7 **Liquor License - OHSO Brewery** District 4 - Page 29

8 **Liquor License - Indigo Grocers** District 5 - Page 34

9 **Liquor License - Brunch Snob** District 6 - Page 39

10 **Liquor License - Oregano's Pizza Bistro** District 6 - Page 44

11 **Liquor License - Shinko Sushi House** District 6 - Page 49

12 **Liquor License - Green Light Distributors** District 7 - Page 53

13 **Liquor License - Unfiltered Natural Wine and More** District 7 - Page 55

14	**Liquor License - Special Event - St. Agnes Roman Catholic Parish Phoenix**	District 8 - Page 60
15	**Liquor License - Special Event - Saint Sava Serbian Orthodox Church**	District 8 - Page 61
*16	**Liquor License - Club Silverado ***REVISED*** **	District 5 - Page 62
17	**Liquor License - Carniceria Y Panaderia La Exclusiva**	District 8 - Page 67

PAYMENT ORDINANCE (Ordinance S-50277) (Items 18-25) Page 72

18	**AZ Wastewater Industries, Inc.**	
19	**Life Technologies Corporation**	
20	**Inroads Info, Inc., Gunn Communications, Inc., HDR Engineering, Inc., Your Project Marketing & Outreach, LLC, Riester Sonoran, LLC, and Urias Communications, LLC**	
21	**Arizona Public Service Company dba APS**	
22	**Settlement of Claim(s) NWI Grunow Memorial Medical v. City of Phoenix**	
23	**Settlement of Claim(s) Mr Bult's Inc v. City of Phoenix**	
24	**Settlement of Claim(s) Palm Silage Arizona LLC v. City of Phoenix**	
25	**Settlement of Claim(s) Estate of Ali Osman v. City of Phoenix**	

ADMINISTRATION

26	**Reappointment of Phoenix Municipal Court Judges**	Citywide - Page 75
27	**Recommendation to Begin Quadrennial Review of the Home Rule Option**	Citywide - Page 76
28	**Proposed 35th Avenue and Carter Road Annexation (Ordinance S-50312)**	District 7 - Page 86

29	**Acceptance and Dedication of Easements for Sidewalk and Public Utility Purposes (Ordinance S-50307)**	District 3 - Page 88
30	**Integrated Pest Control, Wildlife Relocation, and Bird/Bat Management Contract - IFB 24-0017 - Request for Award (Ordinance S-50288)**	Citywide - Page 89
31	**Automated External Defibrillators (Lease) - 12-JLH-011 - Amendment (Ordinance S-50289)**	Citywide - Page 91
32	**Interface Technical Training - ADSPO18-210228 - Amendment (Ordinance S-50290)**	Citywide - Page 93
33	**Bottled Water and Associated Products - IFB 23-119 - Request for Award (Ordinance S-50298)**	Citywide - Page 94
34	**Armed, Unarmed, and Event Security Guard Contracts - RFQu 23-117 - Request for Award (Ordinance S-50302)**	Citywide - Page 96
35	**Information Technology Solutions and Services Contract - COOP 23-033 - Request for Award (Ordinance S-50303)**	Citywide - Page 98

COMMUNITY SERVICES

36	**American Rescue Plan Act Phoenix Resilient Food System Programs - Enter into Agreement for Agri-Food Technology Innovation Grant - Lehr Innovations, LLC (Ordinance S-50304)**	Citywide - Page 100
37	**Authorization to Apply, Accept, Disburse Funds and Enter into Agreements for Carbon Neutral Cities Alliance Game Changer Fund (Ordinance S-50305)**	Citywide - Page 102
38	**Intergovernmental Agreement with Arizona State University and its Rob and Melani Walton Sustainability Solutions Services for Greenhouse Gas Emissions Inventories (Ordinance S-50306)**	Citywide - Page 104

39	**XWing Non-Congregate Shelter - EXC 22-0049 - Amendment (Ordinance S-50301)**	Citywide - Page 106
40	**Burton Barr College Depot - Architectural Services - ND30080040-1 (Ordinance S-50293)**	District 7 - Page 107
41	**Request to Amend Ordinance S-48599 for Community Development Block Grant Public Facility Grant Award (Ordinance S-50297)**	District 8 - Page 109
42	**Request Joshua Weiner, dba Flowcus Agreement Amendment (Ordinance S-50300)**	District 8 - Page 111
43	**Bookmobile for Underserved Areas - Architectural Services - ND30010039 (Ordinance S-50292)**	District 7 - Page 113
44	**Amendment to the 2020-24 Consolidated Plan's 2022-23 Annual Action Plan**	District 8 - Page 115
45	**Artist Contract for 55th Avenue Promenade Public Art Project (Ordinance S-50281)**	District 5 - Page 117
46	**Artist Contract for State Route 303 Public Art Project (Ordinance S-50296)**	District 1 - Page 119
ECONOMIC DEVELOPMENT		
47	**Tennant Equipment and Machinery Maintenance Contract - RFA 24-0050 - Request for Award (Ordinance S-50286)**	District 7 - Page 121 District 8
PUBLIC SAFETY		
48	**Request to Apply for and Accept Fire Incident Management System Grant Funds (Ordinance S-50309)**	Citywide - Page 123
49	**Request to Enter into 2023 Readiness Cooperative Agreement with FEMA (Ordinance S-50310)**	Citywide - Page 124
50	**Purchase of Fire Technical Support Vehicles - Request for Award (Ordinance S-50291)**	Citywide - Page 126

51	**False Alarm Tracking System Contract - EXC 23 - 082 - Request for Award (Ordinance S-50308)**	Citywide - Page 127
52	**Firearms Contract (Weapons Lethal, Less-Lethal, Accessories, Consumables) - COOP 24-0101 - Request for Award (Ordinance S-50311)**	Citywide - Page 129

TRANSPORTATION AND INFRASTRUCTURE

53	**New Ground Lease with Bandura & Sons, Inc. (Ordinance S-50285)**	District 8 - Page 131
54	**Airfield Lighting Controls and Monitoring Systems Preventative Maintenance and Repair Contract - RFA 24-0052 - Request for Award (Ordinance S-50287)**	District 1 - Page 132 District 8 Out of City
55	**Heavy Duty Truck Brake Service - IFB 24-FSD-019 - Request for Award (Ordinance S-50279)**	Citywide - Page 134
56	**Original Equipment Manufacturer Parts and Service - 24-FSD-028 - Request for Award (Ordinance S-50295)**	Citywide - Page 136
57	**Hard Surface Floor Work Agreement - RFQ 24-FMD-020 (Ordinance S-50299)**	Citywide - Page 138
58	**16-Inch Paradise Valley Zone 3C Improvements - Construction Manager at Risk Services Amendment - WS85500418 (Ordinance S-50283)**	District 3 - Page 140 Out of City
59	**Rio Reimagined: 3rd Street Rio Salado Bicycle/Pedestrian Bridge - Engineering Services - ST87600140 (Ordinance S-50284)**	District 8 - Page 142
60	**Val Vista Water Treatment Plant Rehabilitation 2023 - Construction Manager at Risk Services - WS85230059 (Ordinance S-50294)**	Out of City - Page 145
61	**Water and Wastewater Process Control and Security Improvements - Job Order Contracting Services - 4108JOC214 (Ordinance S-50282)**	Citywide - Page 148

62	**Ferric Chloride - Amendment (Ordinance S-50278)**	Citywide - Page 150
63	**Rosemount Non Contact Level Meters and Replacement Parts - Amendment (Ordinance S-50280)**	Citywide - Page 151

PLANNING AND ZONING MATTERS

64	**Final Plat - TSMC Supplier Site B - PLAT 230086 - Southeast Corner of 7th Avenue and Pinnacle Peak Road**	District 1 - Page 153
65	**Final Plat - Monterrey Park - PLAT 220076 - South of Myrtle Avenue and West of 26th Avenue**	District 5 - Page 154
66	**Final Plat - 801 W Roosevelt Street & 838 & 846 N 8th Avenue - PLAT 230053 - Southwest Corner of Roosevelt Street and 8th Avenue**	District 7 - Page 155
67	**Final Plat - 30 N. 1st Street - PLAT 230071 - Southeast Corner of Adams Street and Central Avenue**	District 7 - Page 156
68	**Abandonment of Right-of-Way - ABND 220070 - 675 W. Pinnacle Peak Road (Resolution 22166)**	District 1 - Page 157
*69	**Modification of Stipulation Request for Ratification of Sept. 20, 2023, Planning Hearing Officer Action - PHO-8-23--Z-195-81-1 - Approximately 730 Feet South of the Southwest Corner of 23rd Avenue and Parkside Lane ***REQUEST TO WITHDRAW***	District 1 - Page 158
*70	**(CONTINUED FROM OCT. 4, 2023) - Amend City Code - Ordinance Adoption - Rezoning Application Z-27-23-1 - Southwest Corner of 19th Avenue and Quail Avenue (Ordinance G-7172) ***REQUEST TO CONTINUE***	District 1 - Page 162
71	**Amend City Code - Official Supplementary Zoning Map 1254 (Ordinance G-7181)**	District 4 - Page 170
72	**Amend City Code - Ordinance Adoption - Rezoning Application Z-40-23-2 - Approximately 430 Feet East of**	District 2 - Page 174

	the Southeast Corner of 32nd Street and Paradise Lane (Ordinance G-7186)	
73	**Amend City Code - Ordinance Adoption - Rezoning Application Z-SP-4-23-4 - Approximately 225 Feet South and 465 Feet West of the Southwest Corner of 43rd Avenue and McDowell Road (Ordinance G-7184)**	District 4 - Page 182
74	**Amend City Code - Ordinance Adoption - Rezoning Application Z-36-23-4 - Approximately 225 Feet South and 465 Feet West of the Southwest Corner of 43rd Avenue and McDowell Road (Ordinance G-7185)**	District 4 - Page 189
*75	**Amend City Code - Ordinance Adoption - Rezoning Application Z-14-23-4 - Southwest Corner of 15th Avenue and McDowell Road (Ordinance G-7183) ***REQUEST TO WITHDRAW***	District 4 - Page 197
*76	**Amend City Code - Ordinance Adoption - Rezoning Application PHO-1-23--Z-27-15-4 - Northeast Corner of Central Avenue and Pierson Street (Ordinance G-7187) ***REQUEST TO WITHDRAW***	District 4 - Page 205
77	**Amend City Code - Ordinance Adoption - Rezoning Application Z-38-23-6 - Approximately 200 Feet North of the Northeast Corner of 9th Place and Orangewood Avenue (Ordinance G-7182)**	District 6 - Page 213
78	**Public Hearing and Resolution Adoption - General Plan Amendment GPA-LV-2-23-7 - Northeast Corner of 43rd Avenue and Baseline Road (Resolution 22165)**	District 7 - Page 219
79	**Public Hearing and Ordinance Adoption - Rezoning Application Z-29-23-7 - Approximately 255 Feet East of the Northeast Corner of 43rd Avenue and Baseline Road (Ordinance G-7188)**	District 7 - Page 234
80	*****REQUEST TO CONTINUE*** (CONTINUED FROM OCT. 4, 2023) - Public Hearing and Ordinance Adoption - Rezoning Application Z-19-23-5 - Approximately 500 Feet South of the Southeast Corner**	District 5 - Page 369

of 75th Avenue and Camelback Road (Ordinance G-7176)

81 **Public Hearing and Ordinance Adoption - Rezoning Application Z-77-22-8 - Approximately 40 Feet North of the Northwest Corner of 27th Avenue and Harvest Groves Lane (Ordinance G-7189)** District 8 - Page 405

82 *****REQUEST TO CONTINUE*** (CONTINUED FROM SEPT. 6, 2023) - Public Hearing - Amend City Code - Ordinance Adoption - Parking Reductions for Multifamily Developments - Z-TA-8-23-Y (Ordinance G-7161)** Citywide - Page 489

REPORTS FROM CITY MANAGER, COMMITTEES OR CITY OFFICIALS

000 CITIZEN COMMENTS

ADJOURN

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 1

For Approval or Correction, the Minutes of the Formal Meeting on Jan. 20, 2021

Summary

This item transmits the minutes of the Formal Meeting of Jan. 20, 2021, for review, correction and/or approval by the City Council.

The minutes are available for review in the City Clerk Department, 200 W. Washington St., 15th Floor.

Responsible Department

This item is submitted by Deputy City Manager Ginger Spencer and the City Clerk Department.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 2

Mayor and Council Appointments to Boards and Commissions

Summary

This item transmits recommendations from the Mayor and Council for appointment or reappointment to City Boards and Commissions.

Responsible Department

This item is submitted by the Mayor's Office.

ATTACHMENT A

City of Phoenix

To: City Council **Date:** November 1, 2023

From: Mayor Kate Gallego

Subject: BOARDS AND COMMISSIONS – APPOINTEES

The purpose of this memo is to provide recommendations for appointments to the following Boards and Commissions:

Audit Committee

I recommend the following for appointment:

Christian Osmeña
Mr. Osmeña is the Vice President of Enterprise Planning at Arizona State University, and a resident of District 8. He fills a term to expire July 1, 2025.

Phoenix Business and Workforce Development Board

I recommend the following for appointment:

Jason Schaffner
Mr. Schaffner is the Director of Business Development at Redbarre and IATSE Liaison. He fills a vacancy as a Business representative for a term to expire June 30, 2026.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 3

Liquor License - iSwing Indoor Golf

Request for a liquor license. Arizona State License Application 007070013711.

Summary

Applicant
Joseph Del Rossi, Agent

License Type
Series 7 - Beer and Wine Bar

Location
42101 N. 41st Drive, Ste. 124
Zoning Classification: C-2 PCD
Council District: 1

This request is for an ownership and location transfer of a liquor license for a beer and wine bar. This location was not previously licensed for liquor sales and does not have an interim permit. This business is currently being remodeled with plans to open in November 2023.

The 60-day limit for processing this application is Nov. 6, 2023.

Pursuant to A.R.S. 4-203, a spirituous liquor license shall be issued only after satisfactory showing of the capability, qualifications and reliability of the applicant and that the public convenience and the best interest of the community will be substantially served by the issuance. If an application is filed for the issuance of a license for a location, that on the date the application is filed has a valid license of the same series issued at that location, there shall be a rebuttable presumption that the public convenience and best interest of the community at that location was established at the time the location was previously licensed. The presumption shall not apply once the licensed location has not been in use for more than 180 days.

Other Active Liquor License Interest in Arizona
This applicant does not hold an interest in any other active liquor license in the State of Arizona.

Public Opinion
No protest or support letters were received within the 20-day public comment period.

Applicant's Statement
The applicant submitted the following statement in support of this application. Spelling, grammar and punctuation in the statement are shown exactly as written by the applicant on the City Questionnaire.

I have the capability, reliability and qualifications to hold a liquor license because:
"I have consistently demonstrated to be capable, reliable, and qualified in all areas of my life. Throughout my educational career, I have shown diligence and persistence, earning a Masters degree in Biomedical Engineering with 4.0 GPA. In industry, I worked my way up through many positions of management and leadership to a global director over R&D labs. In my personal life, I am a faithful and loving husband to my wife and excellent father to my two young children. I am a law abiding citizen that works hard every day for my family."

The public convenience requires and the best interest of the community will be substantially served by the issuance of the liquor license because:
"We desire to sell beer and wine at iSwing Indoor Golf because we know that it is something people would enjoy, and even maybe expect, at an indoor golf practice & play facility. Our business will operate similarly in nature to outdoor diriving ranges, bowling alleys, and other sports-orientated family fun centers that serve alcohol. Our community in Anthem, AZ lacks and greatly needs new forms of fun and entertainment for families and people of all ages. We only hope to provide people something that will make their experience more enjoyable."

Staff Recommendation
Staff recommends approval of this application.

Attachments
Liquor License Data - iSwing Indoor Golf
Liquor License Map - iSwing Indoor Golf

Responsible Department
This item is submitted by Deputy City Manager Ginger Spencer and the City Clerk Department.

Liquor License Data: ISWING INDOOR GOLF

Liquor License

Description	Series	1 Mile	1/2 Mile
Bar	6	2	1
Beer and Wine Bar	7	2	1
Liquor Store	9	3	2
Beer and Wine Store	10	3	2
Restaurant	12	9	6

Crime Data

Description	Average *	1 Mile Average **	1/2 Mile Average***
Property Crimes	62.89	18.47	49.57
Violent Crimes	12.05	1.06	1.91

*Citywide average per square mile **Average per square mile within 1 mile radius ***Average per square mile within ½ mile radius

Property Violation Data

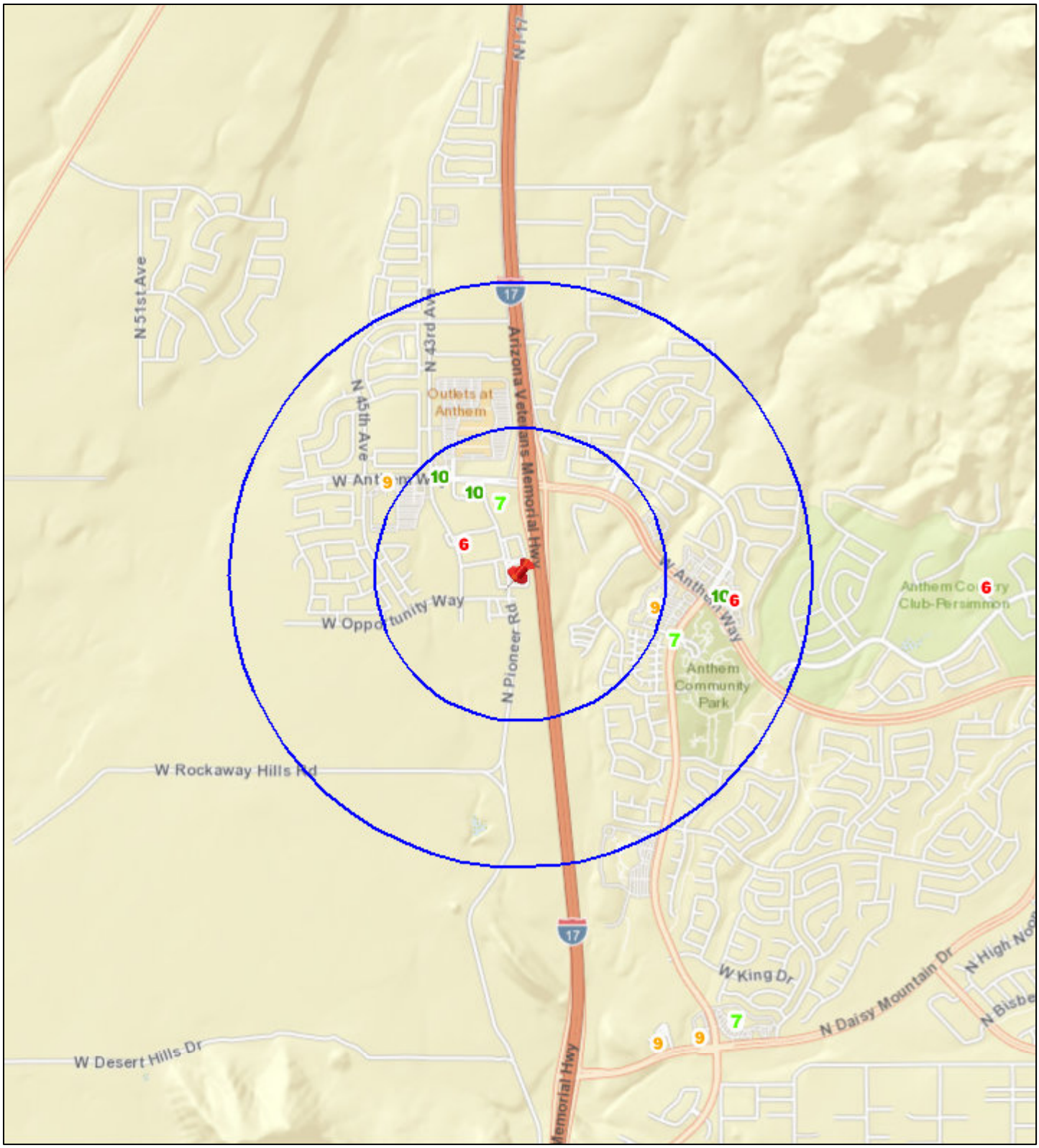
Description	Average	1/2 Mile Average
Parcels w/Violations	47	1
Total Violations	83	3

Census 2010 Data 1/2 Mile Radius

BlockGroup	2010 Population	Owner Occupied	Residential Vacancy	Persons in Poverty
6100002	1938	100	23	3
6100003	1546	54	25	3
6100004	2234	70	6	4
6102003	1703	53	21	5
Average	0	61	13	19

Liquor License Map: ISWING INDOOR GOLF

42101 N 41ST DR



N

Date: 9/11/2023

0 0.2 0.4 0.8 1.2 1.6 mi

City Clerk Department

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 4

Liquor License - Special Event - M.U.S.I.C. Foundation of Arizona, Inc.

Request for a Series 15 - Special Event liquor license for the temporary sale of all liquors.

Summary

Applicant
Brad Laughlin

Location
5410 E. High St.
Council District: 2

Function
Concert

Date(s) - Time(s) / Expected Attendance
Nov. 4, 2023 - 11 a.m. to 10 p.m. / 1,500 attendees

Staff Recommendation
Staff recommends approval of this application.

Responsible Department

This item is submitted by Deputy City Manager Ginger Spencer and the City Clerk Department.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 5

Liquor License - Oregano's Pizza Bistro

Request for a liquor license. Arizona State License Application 256336.

Summary

Applicant
Steven Dunsire, Agent

License Type
Series 12 - Restaurant

Location
4602 E. Cactus Road
Zoning Classification: RSC PCD
Council District: 3

This request is for a new liquor license for a restaurant. This location was previously licensed for liquor sales and may currently operate with an interim permit.

The 60-day limit for processing this application is Nov. 5, 2023.

Pursuant to A.R.S. 4-203, a spirituous liquor license shall be issued only after satisfactory showing of the capability, qualifications and reliability of the applicant and that the public convenience and the best interest of the community will be substantially served by the issuance. If an application is filed for the issuance of a license for a location, that on the date the application is filed has a valid license of the same series issued at that location, there shall be a rebuttable presumption that the public convenience and best interest of the community at that location was established at the time the location was previously licensed. The presumption shall not apply once the licensed location has not been in use for more than 180 days.

Other Active Liquor License Interest in Arizona
This information is not provided due to the multiple ownership interests held by the applicant in the State of Arizona.

Public Opinion
No protest or support letters were received within the 20-day public comment period.

Applicant's Statement
The applicant submitted the following statement in support of this application. Spelling, grammar and punctuation in the statement are shown exactly as written by the applicant on the City Questionnaire.

I have the capability, reliability and qualifications to hold a liquor license because:
"I have served as the Director of Operations at the liquor licensed establishment at the above referenced property as well as numerous other locations in both Arizona and Colorado for a substantial amount of time."

The public convenience requires and the best interest of the community will be substantially served by the issuance of the liquor license because:
"This is a previously licensed restaurant that has offered these services since 2011"

Staff Recommendation
Staff recommends approval of this application.

Attachments
Liquor License Data - Oregano's Pizza Bistro
Liquor License Map - Oregano's Pizza Bistro

Responsible Department
This item is submitted by Deputy City Manager Ginger Spencer and the City Clerk Department.

Liquor License Data: OREGANO'S PIZZA BISTRO

Liquor License

Description	Series	1 Mile	1/2 Mile
Bar	6	2	1
Liquor Store	9	4	3
Beer and Wine Store	10	6	4
Hotel	11	1	1
Restaurant	12	22	20

Crime Data

Description	Average *	1 Mile Average **	1/2 Mile Average***
Property Crimes	62.89	100.31	257.96
Violent Crimes	12.05	7.69	15.81

*Citywide average per square mile **Average per square mile within 1 mile radius ***Average per square mile within ½ mile radius

Property Violation Data

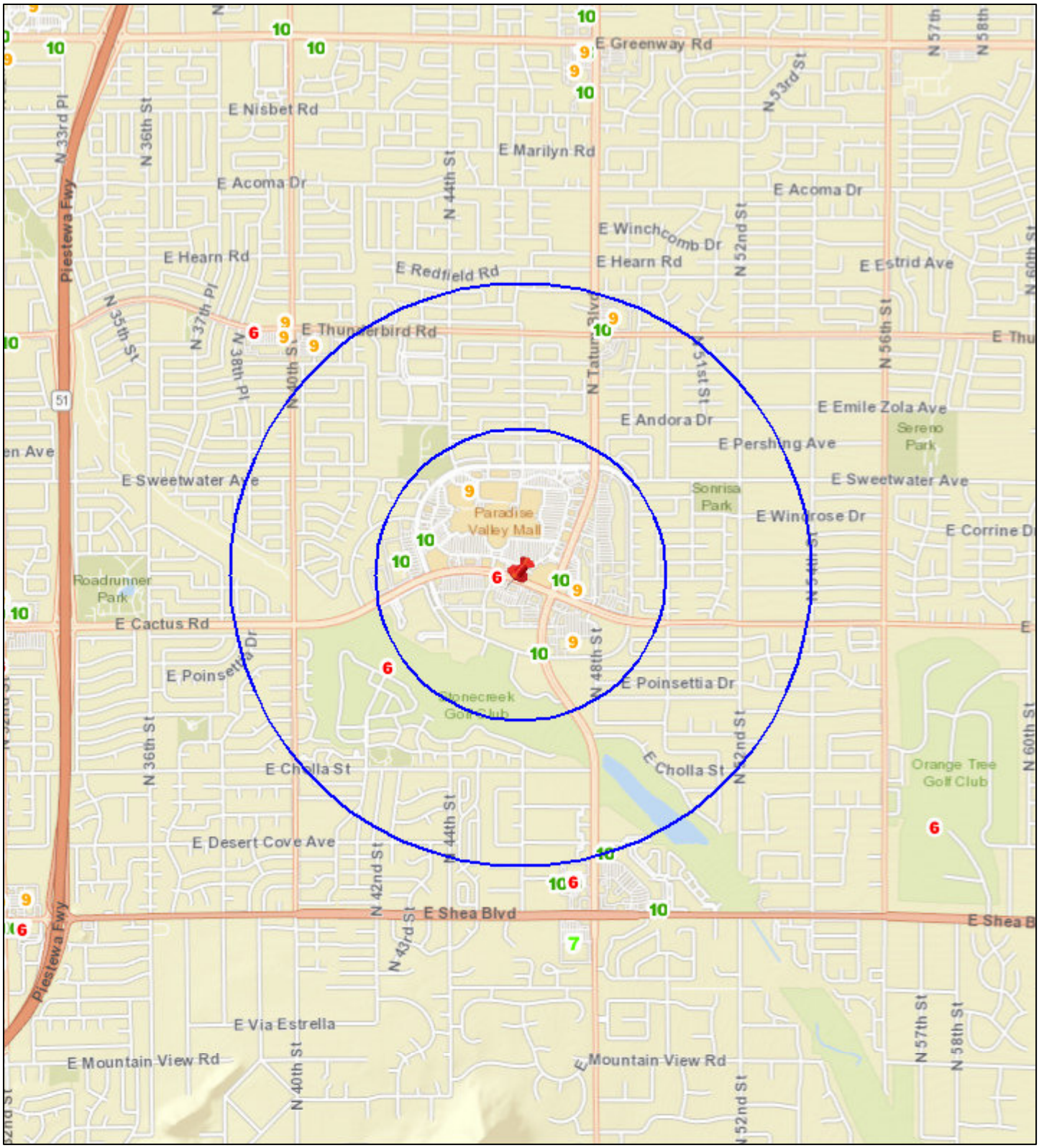
Description	Average	1/2 Mile Average
Parcels w/Violations	48	13
Total Violations	83	21

Census 2010 Data 1/2 Mile Radius

BlockGroup	2010 Population	Owner Occupied	Residential Vacancy	Persons in Poverty
1032052	1192	82	0	16
1032082	1548	38	36	18
1032083	885	93	10	0
1032091	804	74	0	24
1032101	872	20	20	12
1032102	1681	32	14	19
1032105	468	0	19	22
1032106	886	23	22	7
Average	0	61	13	19

Liquor License Map: OREGANO'S PIZZA BISTRO

4602 E CACTUS RD



N

Date: 9/8/2023

0 0.2 0.4 0.8 1.2 1.6 mi

City Clerk Department

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 6

Liquor License - OHSO Brewery

Request for a liquor license. Arizona State License Application 255843.

Summary

Applicant
Jeffrey Miller, Agent

License Type
Series 12 - Restaurant

Location
2144 E. Indian School Road
Zoning Classification: C-3
Council District: 4

This request is for a new liquor license for a restaurant. This location was previously licensed for liquor sales and does not have an interim permit.

The 60-day limit for processing this application is Nov. 6, 2023.

Pursuant to A.R.S. 4-203, a spirituous liquor license shall be issued only after satisfactory showing of the capability, qualifications and reliability of the applicant and that the public convenience and the best interest of the community will be substantially served by the issuance. If an application is filed for the issuance of a license for a location, that on the date the application is filed has a valid license of the same series issued at that location, there shall be a rebuttable presumption that the public convenience and best interest of the community at that location was established at the time the location was previously licensed. The presumption shall not apply once the licensed location has not been in use for more than 180 days.

Other Active Liquor License Interest in Arizona
This information is not provided due to the multiple ownership interests held by the applicant in the State of Arizona.

Public Opinion
No protest or support letters were received within the 20-day public comment period.

Applicant's Statement
The applicant submitted the following statement in support of this application. Spelling, grammar and punctuation in the statement are shown exactly as written by the applicant on the City Questionnaire.

I have the capability, reliability and qualifications to hold a liquor license because:
"Ohso has several locations throughout the valley. We will continue to abide by Arizona's Title 4 liquor laws."

The public convenience requires and the best interest of the community will be substantially served by the issuance of the liquor license because:
"This location will be a production brewery and a neighborhood meeting place with food and beverage for one and all. OHSO has an inviting space for families, singles and all ages. It will also be the production brewery for our outside sales locations, including, but not limited to Safeway, Camelback Inn, W Hotel and our sister restaurants and a few more."

Staff Recommendation
Staff recommends approval of this application.

Attachments
Liquor License Data - OHSO Brewery
Liquor License Map - OHSO Brewery

Responsible Department
This item is submitted by Deputy City Manager Ginger Spencer and the City Clerk Department.

Liquor License Data: OHSO BREWERY

Liquor License

Description	Series	1 Mile	1/2 Mile
Microbrewery	3	1	1
Bar	6	5	1
Beer and Wine Bar	7	5	1
Liquor Store	9	3	1
Beer and Wine Store	10	13	1
Hotel	11	2	0
Restaurant	12	26	3

Crime Data

Description	Average *	1 Mile Average **	1/2 Mile Average***
Property Crimes	62.89	157	129.51
Violent Crimes	12.05	23.06	16.87

*Citywide average per square mile **Average per square mile within 1 mile radius ***Average per square mile within ½ mile radius

Property Violation Data

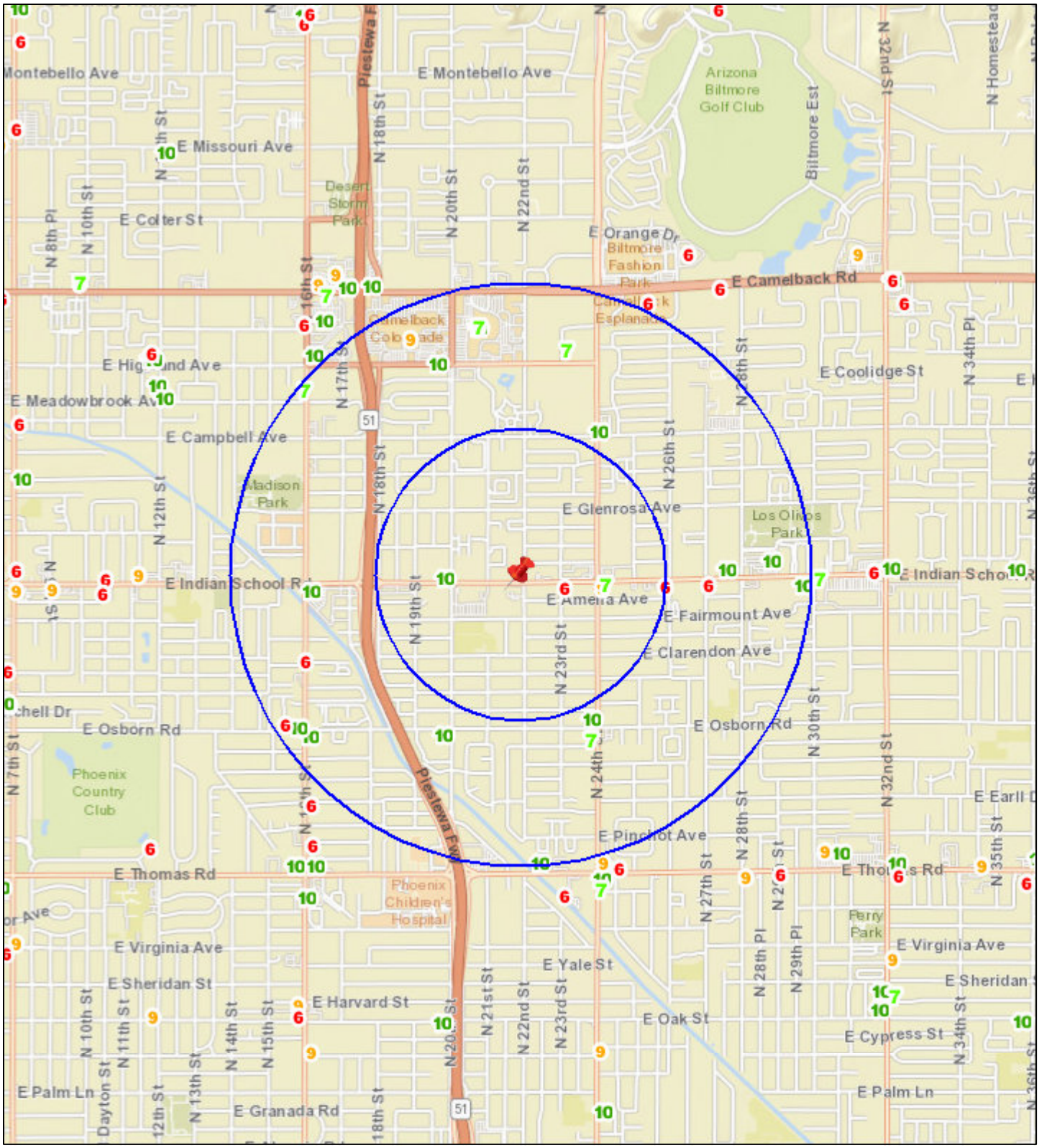
Description	Average	1/2 Mile Average
Parcels w/Violations	47	96
Total Violations	83	146

Census 2010 Data 1/2 Mile Radius

BlockGroup	2010 Population	Owner Occupied	Residential Vacancy	Persons in Poverty
1084003	1071	34	8	40
1085012	1416	74	21	4
1085021	743	50	29	20
1085022	732	23	28	12
1085023	1475	42	20	7
1085024	549	43	31	15
1107021	1972	58	0	30
1108011	1736	56	27	40
Average	0	61	13	19

Liquor License Map: OHSO BREWERY

2144 E INDIAN SCHOOL RD



N

Date: 9/11/2023

0 0.2 0.4 0.8 1.2 1.6 mi

City Clerk Department

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 7

Liquor License - OHSO Brewery

Request for a liquor license. Arizona State License Application 007070022990.

Summary

Applicant
Jeffrey Miller, Agent

License Type
Series 7 - Beer and Wine Bar

Location
2144 E. Indian School Road
Zoning Classification: C-3
Council District: 4

This request is for an ownership and location transfer of a liquor license for a restaurant. This location was previously licensed for liquor sales and does not have an interim permit. This location requires a Use Permit to allow a beer and wine bar.

The 60-day limit for processing this application is Nov. 6, 2023.

Pursuant to A.R.S. 4-203, a spirituous liquor license shall be issued only after satisfactory showing of the capability, qualifications and reliability of the applicant and that the public convenience and the best interest of the community will be substantially served by the issuance. If an application is filed for the issuance of a license for a location, that on the date the application is filed has a valid license of the same series issued at that location, there shall be a rebuttable presumption that the public convenience and best interest of the community at that location was established at the time the location was previously licensed. The presumption shall not apply once the licensed location has not been in use for more than 180 days.

Other Active Liquor License Interest in Arizona
This information is not provided due to the multiple ownership interests held by the

applicant in the State of Arizona.

Public Opinion
No protest or support letters were received within the 20-day public comment period.

Applicant's Statement
The applicant submitted the following statement in support of this application. Spelling, grammar and punctuation in the statement are shown exactly as written by the applicant on the City Questionnaire.

I have the capability, reliability and qualifications to hold a liquor license because:
"Ohso has several locations throughout the valley. We will continue to abide by Arizona's Title 4 liquor laws."

The public convenience requires and the best interest of the community will be substantially served by the issuance of the liquor license because:
"This location will be a production brewery and a neighborhood meeting place with food and beverage for one and all. OHSO has an inviting space for families, singles and all ages. It will also be the production brewery for our outside sales locations, including, but not limited to Safeway, Camelback Inn, W Hotel and our sister restaurants and a few more."

Staff Recommendation
Staff recommends approval of this application noting the applicant must resolve any pending City of Phoenix building and zoning requirements, and be in compliance with the City of Phoenix Code and Ordinances.

Attachments
Liquor License Data - OHSO Brewery
Liquor License Map - OHSO Brewery

Responsible Department
This item is submitted by Deputy City Manager Ginger Spencer and the City Clerk Department.

Liquor License Data: OHSO BREWERY

Liquor License

Description	Series	1 Mile	1/2 Mile
Microbrewery	3	1	1
Bar	6	5	1
Beer and Wine Bar	7	5	1
Liquor Store	9	3	1
Beer and Wine Store	10	13	1
Hotel	11	2	0
Restaurant	12	26	3

Crime Data

Description	Average *	1 Mile Average **	1/2 Mile Average***
Property Crimes	62.89	157	129.51
Violent Crimes	12.05	23.06	16.87

*Citywide average per square mile **Average per square mile within 1 mile radius ***Average per square mile within ½ mile radius

Property Violation Data

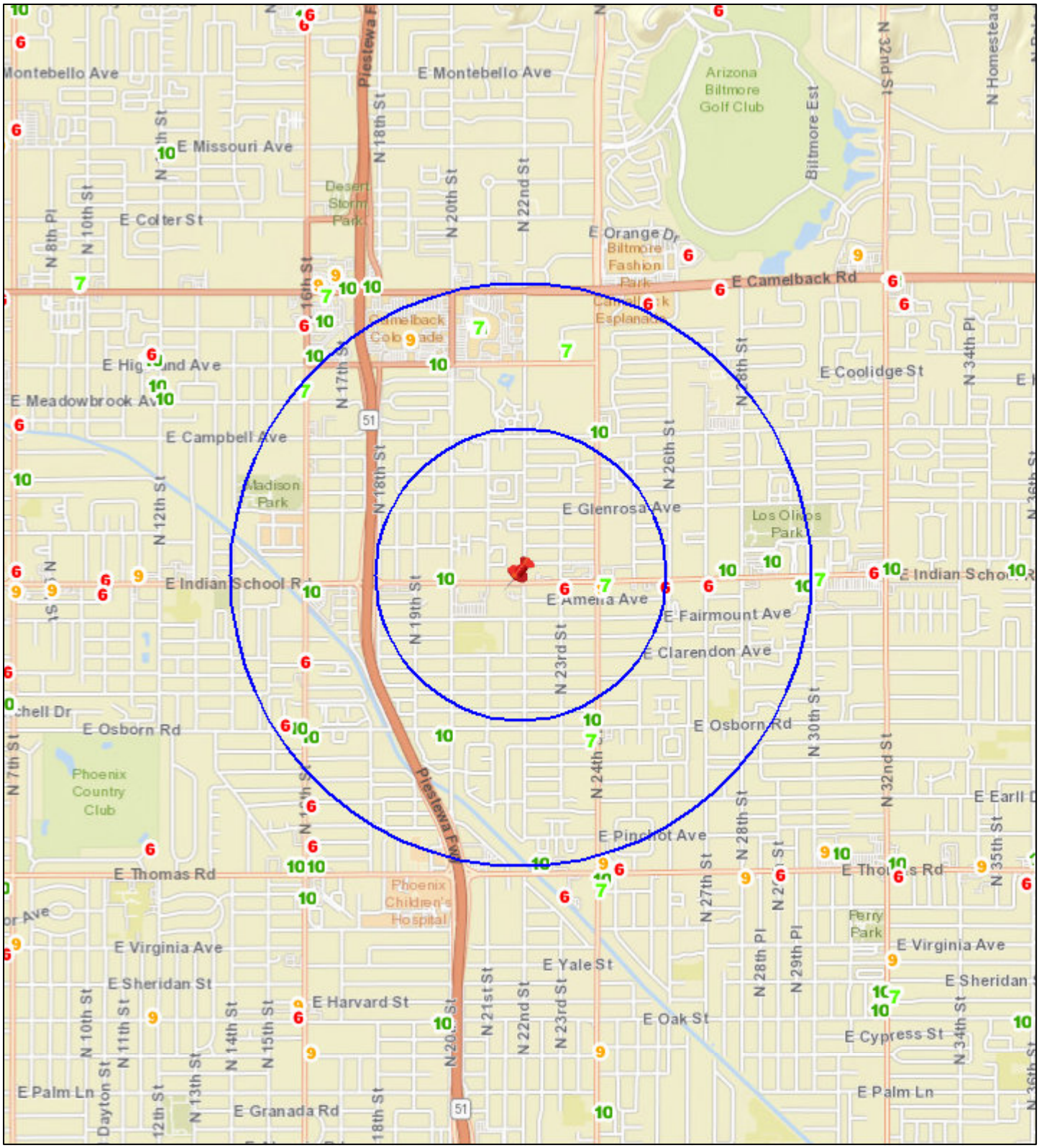
Description	Average	1/2 Mile Average
Parcels w/Violations	47	96
Total Violations	83	146

Census 2010 Data 1/2 Mile Radius

BlockGroup	2010 Population	Owner Occupied	Residential Vacancy	Persons in Poverty
1084003	1071	34	8	40
1085012	1416	74	21	4
1085021	743	50	29	20
1085022	732	23	28	12
1085023	1475	42	20	7
1085024	549	43	31	15
1107021	1972	58	0	30
1108011	1736	56	27	40
Average	0	61	13	19

Liquor License Map: OHSO BREWERY

2144 E INDIAN SCHOOL RD



N

Date: 9/11/2023

0 0.2 0.4 0.8 1.2 1.6 mi

City Clerk Department

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 8

Liquor License - Indigo Grocers

Request for a liquor license. Arizona State License Application 252395.

Summary

Applicant
Praveen Muppavarapu, Agent

License Type
Series 10 - Beer and Wine Store

Location
7343 W. Indian School Road
Zoning Classification: C-2
Council District: 5

This request is for a new liquor license for a grocery store. This location was not previously licensed for liquor sales and does not have an interim permit.

The 60-day limit for processing this application is Nov. 5, 2023.

Pursuant to A.R.S. 4-203, a spirituous liquor license shall be issued only after satisfactory showing of the capability, qualifications and reliability of the applicant and that the public convenience and the best interest of the community will be substantially served by the issuance. If an application is filed for the issuance of a license for a location, that on the date the application is filed has a valid license of the same series issued at that location, there shall be a rebuttable presumption that the public convenience and best interest of the community at that location was established at the time the location was previously licensed. The presumption shall not apply once the licensed location has not been in use for more than 180 days.

Other Active Liquor License Interest in Arizona
This applicant does not hold an interest in any other active liquor license in the State of Arizona.

Public Opinion
No protest or support letters were received within the 20-day public comment period.

Applicant's Statement
The applicant submitted the following statement in support of this application. Spelling, grammar and punctuation in the statement are shown exactly as written by the applicant on the City Questionnaire.

I have the capability, reliability and qualifications to hold a liquor license because:
"I am assured to uphold the laws and regulations about liquor license. I have never been involved in any criminal activity, no record of getting in trouble with law and authorities."

The public convenience requires and the best interest of the community will be substantially served by the issuance of the liquor license because:
"This store will provide a safe and secure place for the neighborhood to buy alcohol. The location will be convenient for the people in the neighborhood who may not have access to transportation. Adding the long time experience of the owner with running a store while upholding all the laws and regulations, the store will be safe, secure and convenience place for the customers to purchase quality alcohol."

Staff Recommendation
Staff recommends approval of this application noting the applicant must resolve any pending City of Phoenix building and zoning requirements, and be in compliance with the City of Phoenix Code and Ordinances.

Attachments
Liquor License Data - Indigo Grocers
Liquor License Map - Indigo Grocers

Responsible Department
This item is submitted by Deputy City Manager Ginger Spencer and the City Clerk Department.

Liquor License Data: INDIGO GROCERS

Liquor License

Description	Series	1 Mile	1/2 Mile
Beer and Wine Bar	7	1	0
Liquor Store	9	4	1
Beer and Wine Store	10	10	5
Restaurant	12	5	3

Crime Data

Description	Average *	1 Mile Average **	1/2 Mile Average***
Property Crimes	63.55	193.84	279.29
Violent Crimes	12.17	46.41	68.68

*Citywide average per square mile **Average per square mile within 1 mile radius ***Average per square mile within ½ mile radius

Property Violation Data

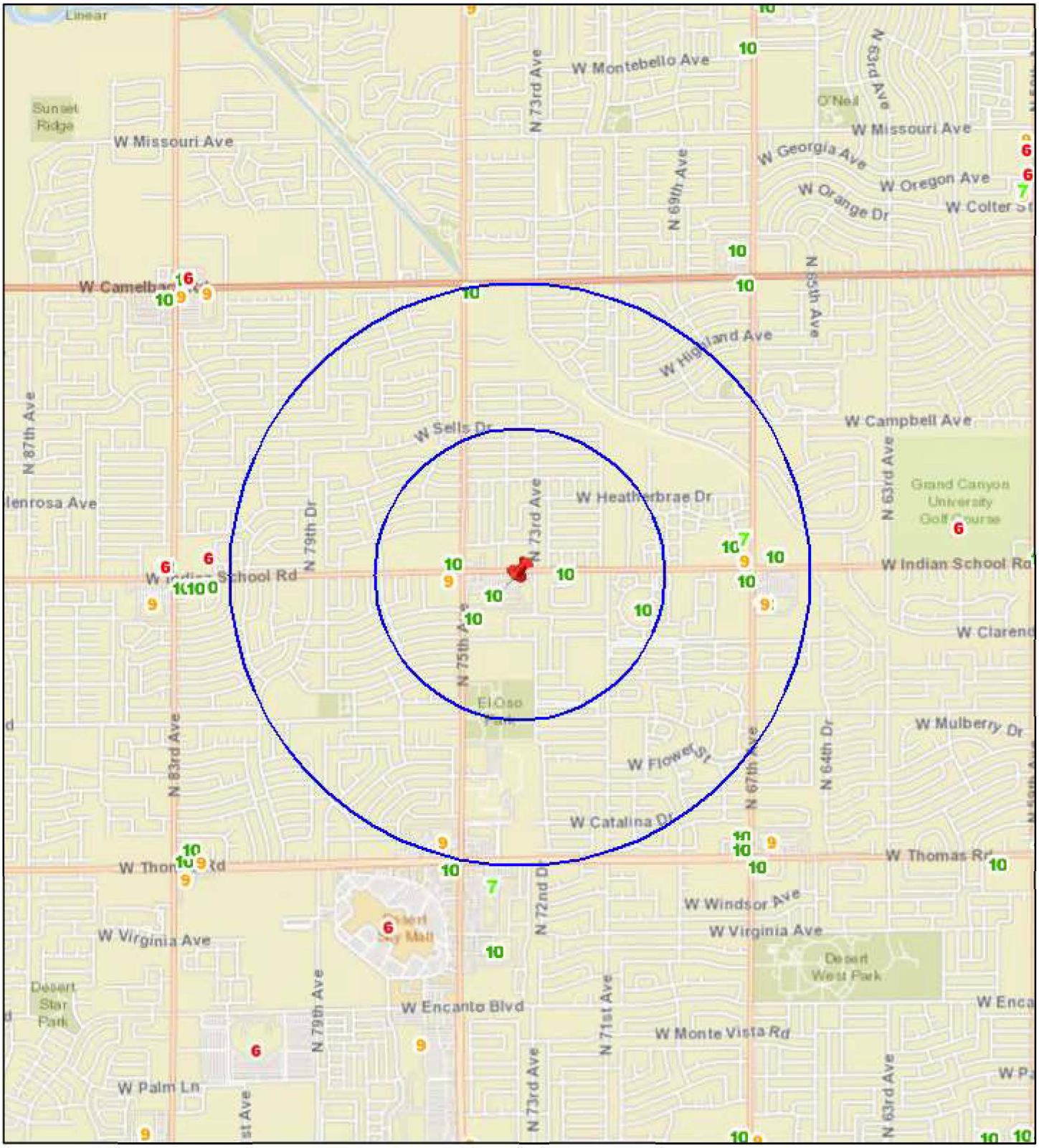
Description	Average	1/2 Mile Average
Parcels w/Violations	47	164
Total Violations	81	293

Census 2010 Data 1/2 Mile Radius

BlockGroup	2010 Population	Owner Occupied	Residential Vacancy	Persons in Poverty
1096021	1392	71	14	35
1096022	3064	27	20	41
1096023	1946	79	0	22
1096031	852	79	11	3
1096034	1269	66	0	17
1097012	1978	48	28	49
1097014	2074	0	17	37
1097031	1232	68	0	29
1097032	1653	33	12	31
1097041	1602	68	5	35
1097042	784	71	19	15
Average	0	61	13	19

Liquor License Map: INDIGO GROCERS

7343 W INDIAN SCHOOL ROAD



N

Date: 10/20/2023

0 0.2 0.4 0.8 1.2 1.6 mi

City Clerk Department

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 9

Liquor License - Brunch Snob

Request for a liquor license. Arizona State License Application 256689.

Summary

Applicant
Celene Hillsbery, Agent

License Type
Series 12 - Restaurant

Location
5555 N. 7th St., Ste. 108
Zoning Classification: C-2
Council District: 6

This request is for a new liquor license for a restaurant. This location was previously licensed for liquor sales and may currently operate with an interim permit.

The 60-day limit for processing this application is Nov. 4, 2023.

Pursuant to A.R.S. 4-203, a spirituous liquor license shall be issued only after satisfactory showing of the capability, qualifications and reliability of the applicant and that the public convenience and the best interest of the community will be substantially served by the issuance. If an application is filed for the issuance of a license for a location, that on the date the application is filed has a valid license of the same series issued at that location, there shall be a rebuttable presumption that the public convenience and best interest of the community at that location was established at the time the location was previously licensed. The presumption shall not apply once the licensed location has not been in use for more than 180 days.

Other Active Liquor License Interest in Arizona
The ownership of this business has an interest in other active liquor license(s) in the State of Arizona. This information is listed below and includes liquor license violations

on file with the AZ Department of Liquor Licenses and Control and, for locations within the boundaries of Phoenix, the number of aggregate calls for police service within the last 12 months for the address listed.

Brunch Snob (Series 12)
4747 E. Elliott Road #23 & 24, Phoenix
Calls for police service: 86
Liquor license violations: None

Public Opinion
No protest or support letters were received within the 20-day public comment period.

Applicant's Statement
The applicant submitted the following statement in support of this application. Spelling, grammar and punctuation in the statement are shown exactly as written by the applicant on the City Questionnaire.

I have the capability, reliability and qualifications to hold a liquor license because:
"I am a good business owner who is honest and well respected. I have never had any issues with the law and always follow all rules and regulations. I have held a current liquor license Jan 2022 and am in good standing."

The public convenience requires and the best interest of the community will be substantially served by the issuance of the liquor license because:
"We have a restaurant with good food that takes care of their customers and they will enjoy being able to have an alcoholic beverage with their meals. The can trust us to follow all rules and regulations required to serve alcohol in our establishment."

Staff Recommendation
Staff recommends approval of this application noting the applicant must resolve any pending City of Phoenix building and zoning requirements, and be in compliance with the City of Phoenix Code and Ordinances.

Attachments
Liquor License Data - Brunch Snob
Liquor License Map - Brunch Snob

Responsible Department
This item is submitted by Deputy City Manager Ginger Spencer and the City Clerk Department.

Liquor License Data: BRUNCH SNOB

Liquor License

Description	Series	1 Mile	1/2 Mile
Microbrewery	3	1	0
Bar	6	5	2
Beer and Wine Bar	7	12	0
Liquor Store	9	6	3
Beer and Wine Store	10	7	1
Restaurant	12	56	20

Crime Data

Description	Average *	1 Mile Average **	1/2 Mile Average***
Property Crimes	62.89	121.89	123.46
Violent Crimes	12.05	15.68	14.33

*Citywide average per square mile **Average per square mile within 1 mile radius ***Average per square mile within ½ mile radius

Property Violation Data

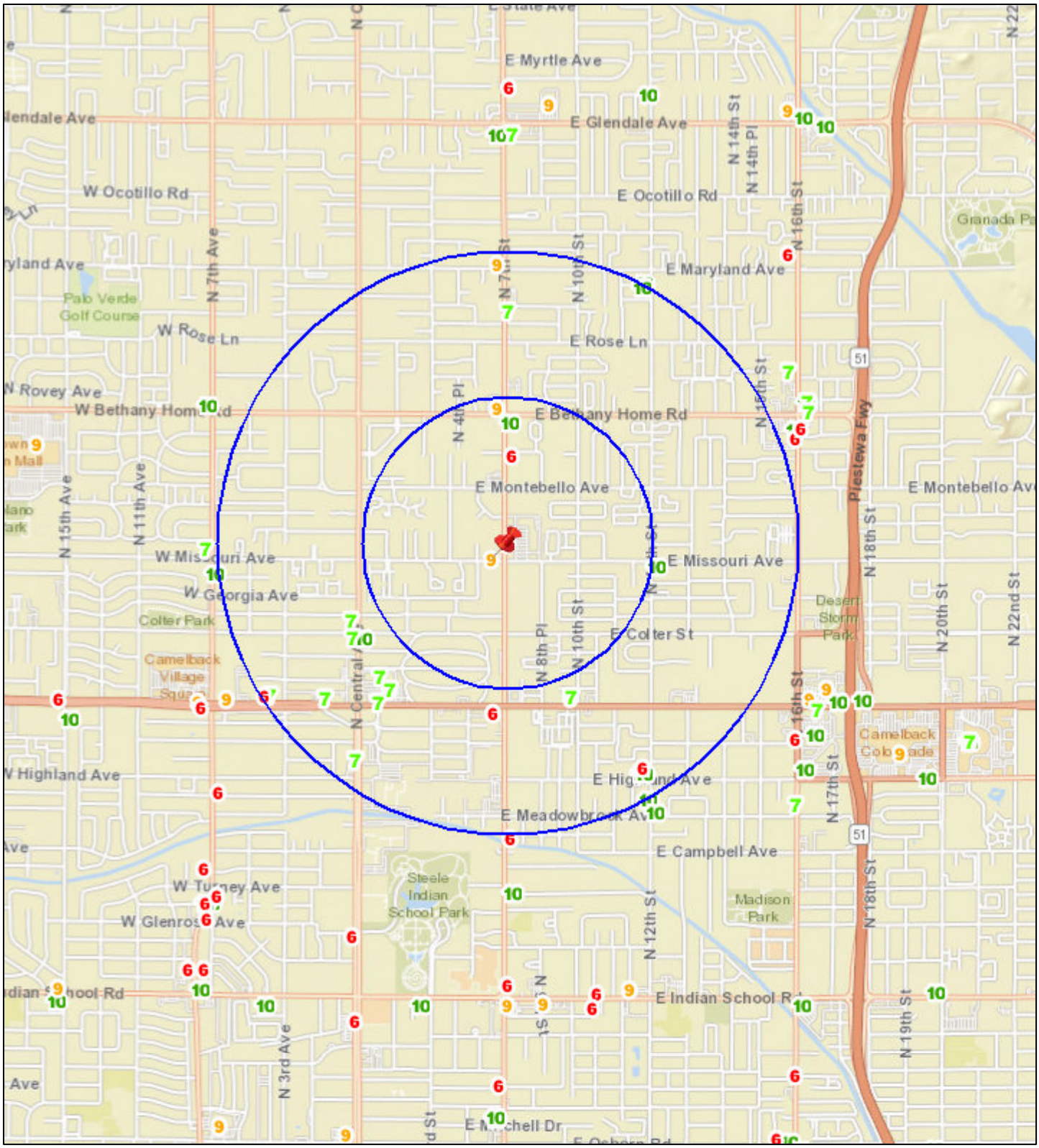
Description	Average	1/2 Mile Average
Parcels w/Violations	47	34
Total Violations	82	57

Census 2010 Data 1/2 Mile Radius

BlockGroup	2010 Population	Owner Occupied	Residential Vacancy	Persons in Poverty
1065012	1594	61	18	32
1066002	2064	83	7	5
1075001	758	80	2	3
1075002	1458	74	7	15
1076011	319	65	16	46
1076012	904	38	24	23
1076013	1748	38	8	17
1076021	1311	82	0	6
Average	0	61	13	19

Liquor License Map: BRUNCH SNOB

5555 N 7TH ST



N

Date: 10/6/2023

0 0.2 0.4 0.8 1.2 1.6 mi

City Clerk Department

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 10

Liquor License - Oregano's Pizza Bistro

Request for a liquor license. Arizona State License Application 256177.

Summary

Applicant
Steven Dunsire, Agent

License Type
Series 12 - Restaurant

Location
1008 E. Camelback Road
Zoning Classification: C-2
Council District: 6

This request is for a new liquor license for a restaurant. This location was previously licensed for liquor sales and may currently operate with an interim permit.

The 60-day limit for processing this application is Nov. 6, 2023.

Pursuant to A.R.S. 4-203, a spirituous liquor license shall be issued only after satisfactory showing of the capability, qualifications and reliability of the applicant and that the public convenience and the best interest of the community will be substantially served by the issuance. If an application is filed for the issuance of a license for a location, that on the date the application is filed has a valid license of the same series issued at that location, there shall be a rebuttable presumption that the public convenience and best interest of the community at that location was established at the time the location was previously licensed. The presumption shall not apply once the licensed location has not been in use for more than 180 days.

Other Active Liquor License Interest in Arizona
This information is not provided due to the multiple ownership interests held by the applicant in the State of Arizona.

Public Opinion
No protest or support letters were received within the 20-day public comment period.

Applicant's Statement
The applicant submitted the following statement in support of this application. Spelling, grammar and punctuation in the statement are shown exactly as written by the applicant on the City Questionnaire.

I have the capability, reliability and qualifications to hold a liquor license because:
"I have served as the Director of Operations at the liquor licensed establishment at the above referenced property as well as numerous other locations in both Arizona and Colorado for substantial amount time."

The public convenience requires and the best interest of the community will be substantially served by the issuance of the liquor license because:
"This is a previously licensed restaurant that has offered these services since 2001."

Staff Recommendation
Staff recommends approval of this application.

Attachments
Liquor License Data - Oregano's Pizza Bistro
Liquor License Map - Oregano's Pizza Bistro

Responsible Department
This item is submitted by Deputy City Manager Ginger Spencer and the City Clerk Department.

Liquor License Data: OREGANOS PIZZA BISTRO

Liquor License

Description	Series	1 Mile	1/2 Mile
Microbrewery	3	1	1
Wholesaler	4	2	0
Bar	6	6	2
Beer and Wine Bar	7	12	1
Liquor Store	9	6	1
Beer and Wine Store	10	13	5
Restaurant	12	55	14

Crime Data

Description	Average *	1 Mile Average **	1/2 Mile Average***
Property Crimes	62.89	164.19	159.76
Violent Crimes	12.05	23.14	21.65

*Citywide average per square mile **Average per square mile within 1 mile radius ***Average per square mile within ½ mile radius

Property Violation Data

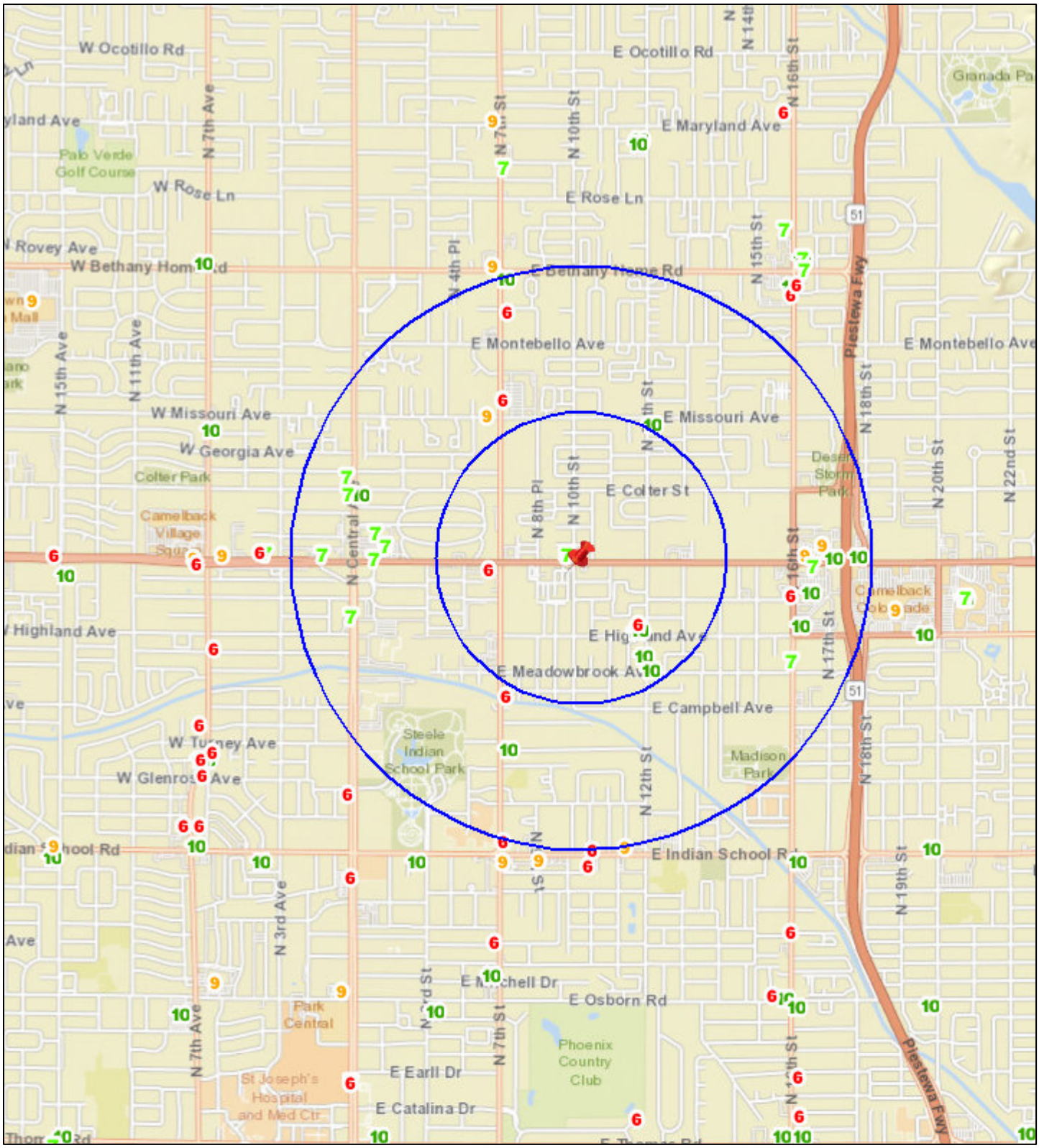
Description	Average	1/2 Mile Average
Parcels w/Violations	48	81
Total Violations	83	143

Census 2010 Data 1/2 Mile Radius

BlockGroup	2010 Population	Owner Occupied	Residential Vacancy	Persons in Poverty
1075001	758	80	2	3
1076011	319	65	16	46
1076013	1748	38	8	17
1076022	1734	54	18	3
1086021	790	37	38	22
1086022	1187	11	25	52
1086023	650	23	34	15
1086024	1171	24	9	12
1088022	435	43	41	19
Average	0	61	13	19

Liquor License Map: OREGANOS PIZZA BISTRO

1008 E CAMELBACK RD



N

Date: 9/8/2023

0 0.2 0.4 0.8 1.2 1.6 mi

City Clerk Department

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 11

Liquor License - Shinko Sushi House

Request for a liquor license. Arizona State License Application 257155.

Summary

Applicant
Theresa Morse, Agent

License Type
Series 12 - Restaurant

Location
1241 E. Chandler Blvd., Ste. 127
Zoning Classification: C-2 PCD
Council District: 6

This request is for a new liquor license for a restaurant. This location was previously licensed for liquor sales and may currently operate with an interim permit.

The 60-day limit for processing this application is Nov. 4, 2023.

Pursuant to A.R.S. 4-203, a spirituous liquor license shall be issued only after satisfactory showing of the capability, qualifications and reliability of the applicant and that the public convenience and the best interest of the community will be substantially served by the issuance. If an application is filed for the issuance of a license for a location, that on the date the application is filed has a valid license of the same series issued at that location, there shall be a rebuttable presumption that the public convenience and best interest of the community at that location was established at the time the location was previously licensed. The presumption shall not apply once the licensed location has not been in use for more than 180 days.

Other Active Liquor License Interest in Arizona
This applicant does not hold an interest in any other active liquor license in the State of Arizona.

Public Opinion
No protest or support letters were received within the 20-day public comment period.

Applicant's Statement
The applicant submitted the following statement in support of this application. Spelling, grammar and punctuation in the statement are shown exactly as written by the applicant on the City Questionnaire.

I have the capability, reliability and qualifications to hold a liquor license because:
"My wife and I have been working in the restaurant industry for several years. We are law abiding Arizona US citizens and have already attended the Basic and Management Liquor Law training to ensure we are in compliance with all State, City and County laws and ordinances. We have begun to create our own company policy to ensure our employees follow our rules which are more strict than State Liquor Laws. We are a restaurant so we will not be serving 50 ounces of beers as the law states. It will be less."

The public convenience requires and the best interest of the community will be substantially served by the issuance of the liquor license because:
"This is a popular sushi restaurant known to the local community. The neighborhood has expressed their desire to have a sushi restaurant at this location to meet the needs of the community. The service of the alcoholic beverages is only to compliment the service of our food. We are looking forward to building a close relationship with the neighborhood and other local business."

Staff Recommendation
Staff recommends approval of this application.

Attachments
Liquor License Data - Shinko Sushi House
Liquor License Map - Shinko Sushi House

Responsible Department
This item is submitted by Deputy City Manager Ginger Spencer and the City Clerk Department.

Liquor License Data: SHINKO SUSHI HOUSE

Liquor License

Description	Series	1 Mile	1/2 Mile
Liquor Store	9	2	2
Beer and Wine Store	10	2	2
Restaurant	12	7	7

Crime Data

Description	Average *	1 Mile Average **	1/2 Mile Average***
Property Crimes	62.21	13.53	26.22
Violent Crimes	11.92	1.53	4.14

*Citywide average per square mile **Average per square mile within 1 mile radius ***Average per square mile within ½ mile radius

Property Violation Data

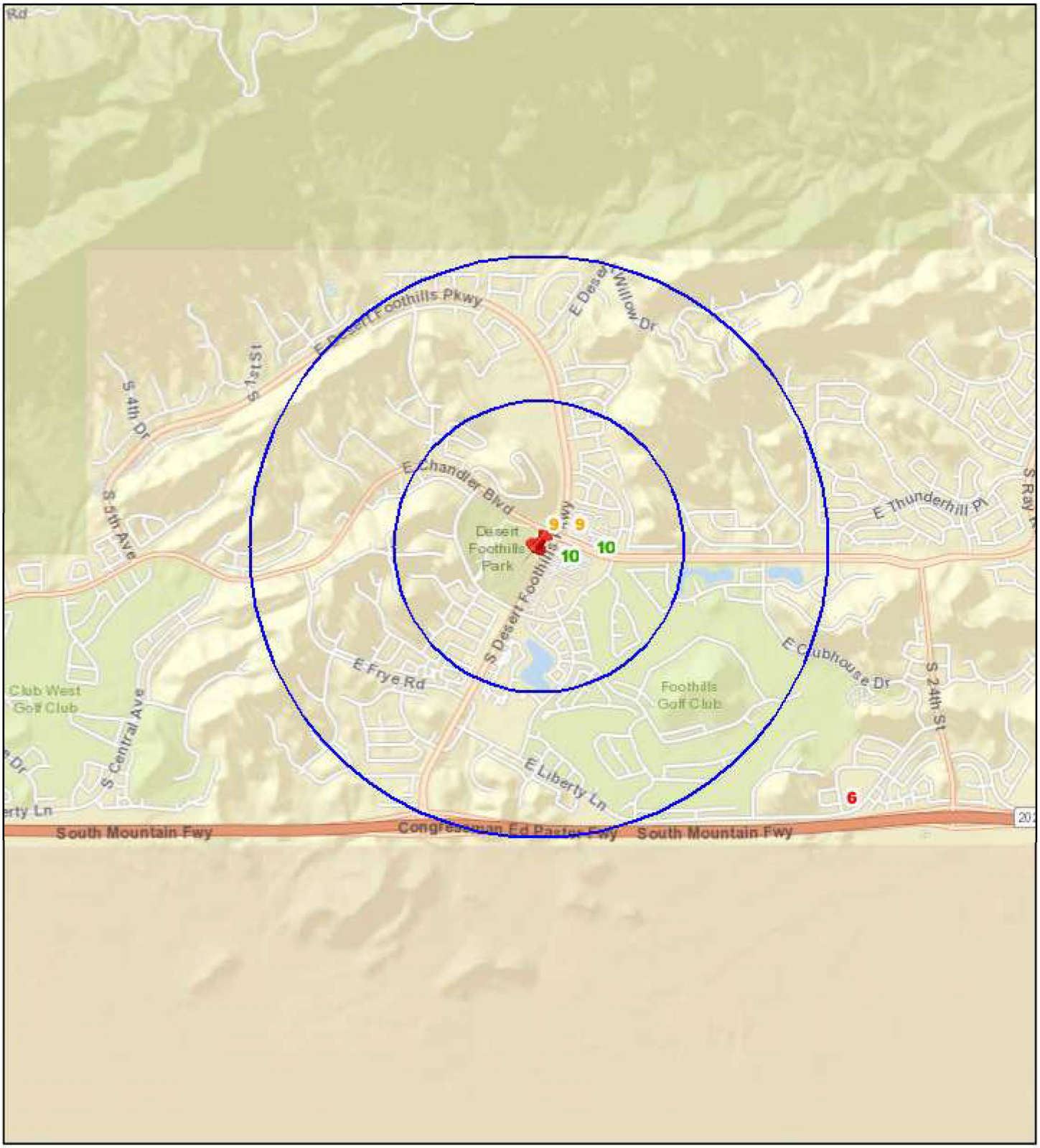
Description	Average	1/2 Mile Average
Parcels w/Violations	48	2
Total Violations	83	4

Census 2010 Data 1/2 Mile Radius

BlockGroup	2010 Population	Owner Occupied	Residential Vacancy	Persons in Poverty
1167251	1132	95	7	10
1167252	728	29	39	0
1167253	1407	89	0	11
1167272	1344	95	15	0
1167281	1267	97	2	4
1167282	2500	92	5	1
1167283	1145	97	3	6
Average	0	61	13	19

Liquor License Map: SHINKO SUSHI HOUSE

1241 E CHANDLER BLVD



N

Date: 9/7/2023

0 0.2 0.4 0.8 1.2 1.6 mi

City Clerk Department

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 12

Liquor License - Green Light Distributors

Request for a liquor license. Arizona State License Application 252097.

Summary

Applicant
Andrea Lewkowitz, Agent

License Type
Series 4 - Wholesaler

Location
431 N. 47th Ave.
Zoning Classification: Industrial Park
Council District: 7

This request is for a new liquor license for a wholesaler. This location was previously licensed for liquor sales and may currently operate with an interim permit.

The 60-day limit for processing this application is Nov. 4, 2023.

Pursuant to A.R.S. 4-203, consideration may be given only to the applicant's personal qualifications and not to the location.

Other Active Liquor License Interest in Arizona
This applicant does not hold an interest in any other active liquor license in the State of Arizona.

Public Opinion
No protest or support letters were received within the 20-day public comment period.

Applicant’s Statement
The applicant submitted the following statement in support of this application. Spelling, grammar and punctuation in the statement are shown exactly as written by the

applicant on the City Questionnaire.

I have the capability, reliability and qualifications to hold a liquor license because: “Applicant is committed to upholding the highest standards for alcohol sales and service and is committed to uphold all laws and regulations.”

Staff Recommendation
Staff recommends approval of this application.

Responsible Department
This item is submitted by Deputy City Manager Ginger Spencer and the City Clerk Department.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 13

Liquor License - Unfiltered Natural Wine and More

Request for a liquor license. Arizona State License Application 258553.

Summary

Applicant
Corianne Nelson, Agent

License Type
Series 10 - Beer and Wine Store

Location
111 W. Monroe St., Ste. 120
Zoning Classification: DTC-Business Core
Council District: 7

This request is for a new liquor license for a beer and wine store. This location was previously licensed for liquor sales and may currently operate with an interim permit.

The 60-day limit for processing this application is Nov. 13, 2023.

Pursuant to A.R.S. 4-203, a spirituous liquor license shall be issued only after satisfactory showing of the capability, qualifications and reliability of the applicant and that the public convenience and the best interest of the community will be substantially served by the issuance. If an application is filed for the issuance of a license for a location, that on the date the application is filed has a valid license of the same series issued at that location, there shall be a rebuttable presumption that the public convenience and best interest of the community at that location was established at the time the location was previously licensed. The presumption shall not apply once the licensed location has not been in use for more than 180 days.

Other Active Liquor License Interest in Arizona
This applicant does not hold an interest in any other active liquor license in the State of Arizona.

Public Opinion
No protest or support letters were received within the 20-day public comment period.

Applicant's Statement
The applicant submitted the following statement in support of this application. Spelling, grammar and punctuation in the statement are shown exactly as written by the applicant on the City Questionnaire.

I have the capability, reliability and qualifications to hold a liquor license because:
"This business is a continuation of the wine store I have worked in for the last three years. In that time, I have learned how to successfully manage and run a retail wine and beer shop, and how best to serve the community through this work. I want this retail location to be a neighborhood resource and gathering place for folks to learn about, discover, and enjoy wine."

The public convenience requires and the best interest of the community will be substantially served by the issuance of the liquor license because:
"The downtown area is undeserved in the area of quality wine and beer. This store will exist, as it's predecessor has since 2015, as a place where people can learn, discover, and find their new favorite wine in a welcoming environment."

Staff Recommendation
Staff recommends approval of this application noting the applicant must resolve any pending City of Phoenix building and zoning requirements, and be in compliance with the City of Phoenix Code and Ordinances.

Attachments
Liquor License Data - Unfiltered Natural Wine and More
Liquor License Map - Unfiltered Natural Wine and More

Responsible Department
This item is submitted by Deputy City Manager Ginger Spencer and the City Clerk Department.

Liquor License Data: UNFILTERED NATURAL WINE AND MORE

Liquor License

Description	Series	1 Mile	1/2 Mile
Producer	1	1	0
Microbrewery	3	4	1
Wholesaler	4	1	0
Government	5	7	3
Bar	6	45	30
Beer and Wine Bar	7	13	6
Liquor Store	9	2	2
Beer and Wine Store	10	17	3
Hotel	11	7	6
Restaurant	12	108	52
Club	14	3	1

Crime Data

Description	Average *	1 Mile Average **	1/2 Mile Average***
Property Crimes	62.89	246.25	361.57
Violent Crimes	12.05	69.45	87.68

*Citywide average per square mile **Average per square mile within 1 mile radius ***Average per square mile within ½ mile radius

Property Violation Data

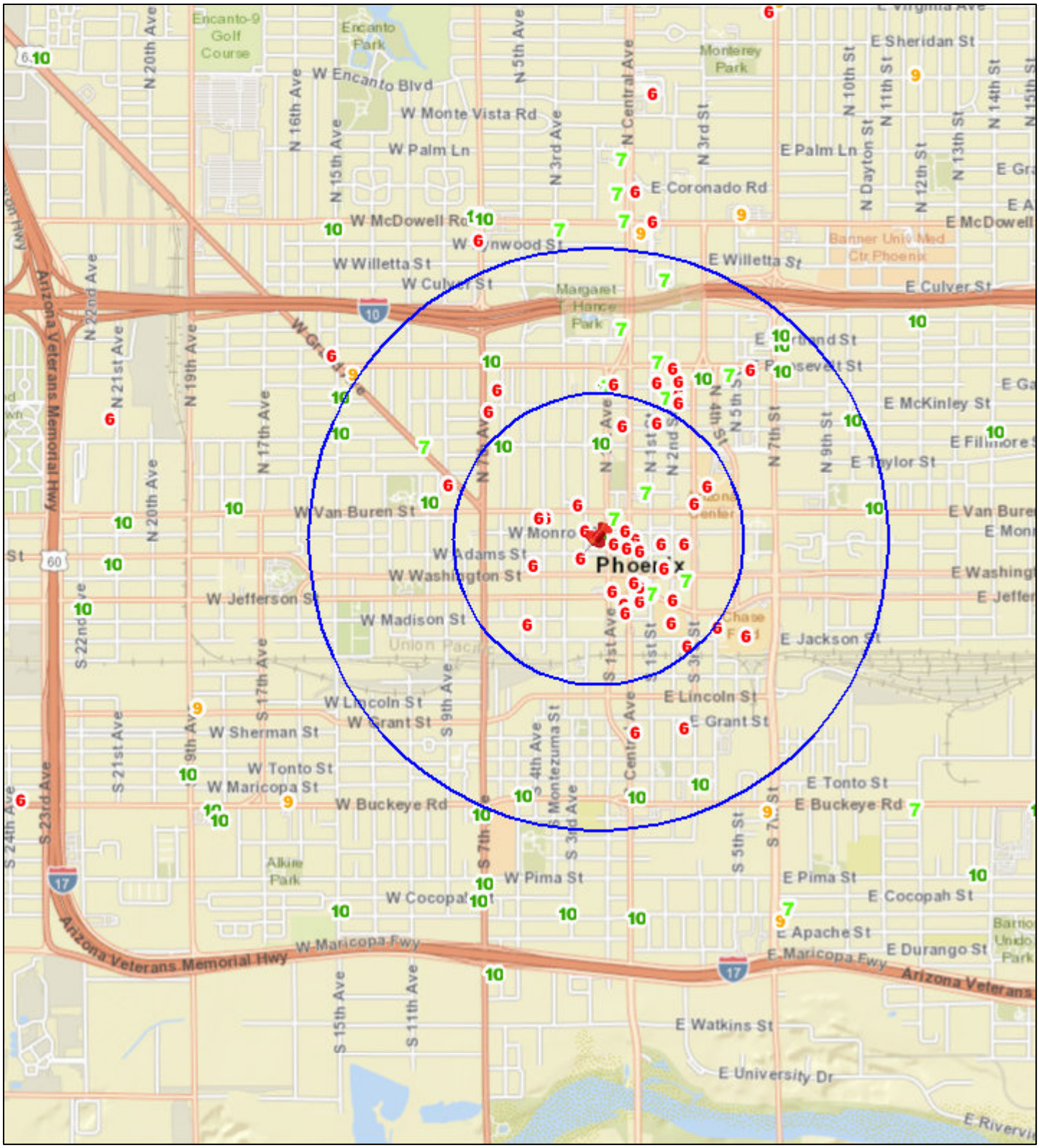
Description	Average	1/2 Mile Average
Parcels w/Violations	47	46
Total Violations	82	88

Census 2010 Data 1/2 Mile Radius

BlockGroup	2010 Population	Owner Occupied	Residential Vacancy	Persons in Poverty
1129002	815	37	22	24
1129003	1372	4	18	40
1131001	1015	7	8	28
1131002	1242	3	7	33
1141001	2299	16	37	44
1142001	1321	36	22	50
1143011	1389	22	15	57
Average	0	61	13	19

Liquor License Map: UNFILTERED NATURAL WINE AND MORE

111 W MONROE ST



N

Date: 9/18/2023

0 0.2 0.4 0.8 1.2 1.6 mi

City Clerk Department

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 14

Liquor License - Special Event - St. Agnes Roman Catholic Parish Phoenix

Request for a Series 15 - Special Event liquor license for the temporary sale of all liquors.

Summary

Applicant
Bradley Peterson

Location
1954 N. 24th St.
Council District: 8

Function
Carnival

Date(s) - Time(s) / Expected Attendance
Nov. 10, 2023 - 5 p.m. to 9 p.m. / 100 attendees

Staff Recommendation
Staff recommends approval of this application.

Responsible Department

This item is submitted by Deputy City Manager Ginger Spencer and the City Clerk Department.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 15

Liquor License - Special Event - Saint Sava Serbian Orthodox Church

Request for a Series 15 - Special Event liquor license for the temporary sale of all liquors.

Summary

Applicant
Alexander Beric

Location
4436 E. McKinley St.
Council District: 8

Function
Banquet Dinner

Date(s) - Time(s) / Expected Attendance
Jan. 13, 2024 - 7 p.m. to 12:30 a.m. / 290 attendees

Staff Recommendation
Staff recommends approval of this application.

Responsible Department

This item is submitted by Deputy City Manager Ginger Spencer and the City Clerk Department.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** *16

ITEM REVISED (SEE ATTACHED MEMO) Liquor License - Club Silverado

Request for a liquor license. Arizona State License Application 06070517.

Summary

Applicant
Theresa Morse, Agent

License Type
Series 6 - Bar

Location
6108 N. 27th Ave.
Zoning Classification: C-2
Council District: 5

This request is for an ownership transfer of a liquor license for a bar. This location was previously licensed for liquor sales and may currently operate with an interim permit.

The 60-day limit for processing this application is Nov. 7, 2023.

Pursuant to A.R.S. 4-203, a spirituous liquor license shall be issued only after satisfactory showing of the capability, qualifications and reliability of the applicant and that the public convenience and the best interest of the community will be substantially served by the issuance. If an application is filed for the issuance of a license for a location, that on the date the application is filed has a valid license of the same series issued at that location, there shall be a rebuttable presumption that the public convenience and best interest of the community at that location was established at the time the location was previously licensed. The presumption shall not apply once the licensed location has not been in use for more than 180 days.

Other Active Liquor License Interest in Arizona
This applicant does not hold an interest in any other active liquor license in the State of Arizona.

Public Opinion
One letter protesting the issuance of this license has been received and is on file in the Office of the City Clerk. The letter is from the North Glenn Square Neighborhood Association. They are not in support of the liquor license application because the applicant has not reached out to them or the surrounding neighborhood to meet and discuss a good neighbor agreement.

Applicant's Statement
The applicant submitted the following statement in support of this application. Spelling, grammar and punctuation in the statement are shown exactly as written by the applicant on the City Questionnaire.

I have the capability, reliability and qualifications to hold a liquor license because:
"I am a practicing physician since 2007. I will be operating the bar on the stipulated days and hours which are outside of the hours which are outside of the hours of my practice. Additionally, I will be attending both Basic and Management Liquor Law so I can guide my staff in following all laws. Furthermore, my company policies will be more strict than State law to prevent over intoxication and sales to underage. It is my desire to establish a bar that is safe and provides entertainment for local residents."

The public convenience requires and the best interest of the community will be substantially served by the issuance of the liquor license because:
"This is an existing bar however, I will be hiring new staff to comply with State, City and County statues. Employees will be required to attend a certified alcohol training class to be able to identify intoxicated customers on the premises and purchase/consume alcoholic beverages. Lastly, I want to build strong community relationship with local neighborhoods and law enforcement."

Staff Recommendation
Staff recommends disapproval of this application based on a Finance Department recommendation for disapproval.

Attachments
Liquor License Data - Club Silverado
Liquor License Map - Club Silverado

Responsible Department
This item is submitted by Deputy City Manager Ginger Spencer and the City Clerk Department.

Liquor License Data: CLUB SILVERADO

Liquor License

Description	Series	1 Mile	1/2 Mile
Bar	6	4	2
Liquor Store	9	7	4
Beer and Wine Store	10	12	7
Restaurant	12	6	0

Crime Data

Description	Average *	1 Mile Average **	1/2 Mile Average***
Property Crimes	62.89	228.82	270.27
Violent Crimes	12.05	56.74	84.07

*Citywide average per square mile **Average per square mile within 1 mile radius ***Average per square mile within ½ mile radius

Property Violation Data

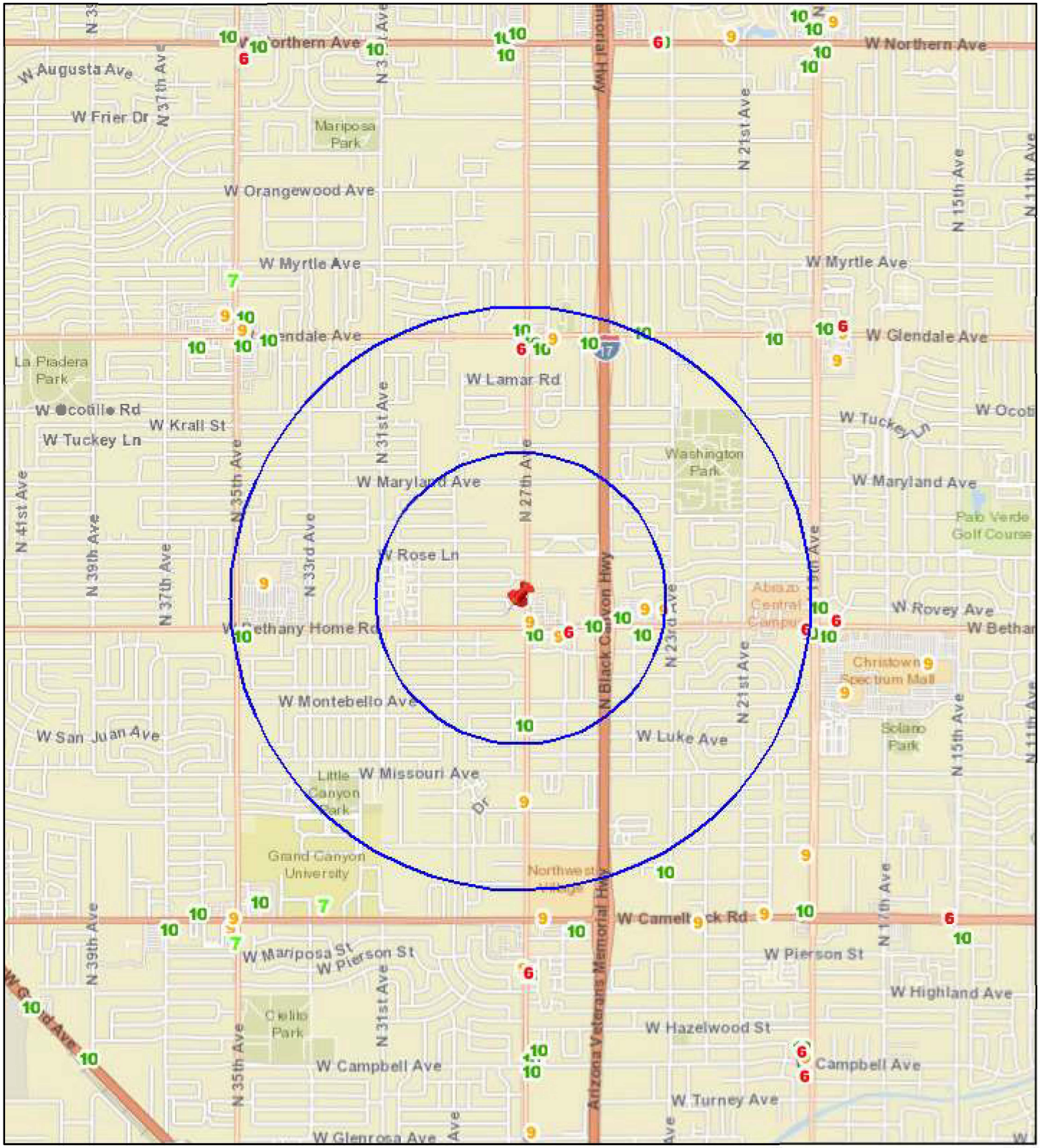
Description	Average	1/2 Mile Average
Parcels w/Violations	47	118
Total Violations	83	196

Census 2010 Data 1/2 Mile Radius

BlockGroup	2010 Population	Owner Occupied	Residential Vacancy	Persons in Poverty
1068012	1670	5	28	55
1068013	1083	30	20	33
1068021	1099	60	0	9
1068022	1105	85	21	1
1069001	1043	81	11	4
1069002	2629	71	5	22
1069003	1767	77	0	14
1072021	3137	64	9	29
1072022	2085	62	5	22
1073001	2203	79	3	6
1073004	2614	23	5	31
Average	0	61	13	19

Liquor License Map: CLUB SILVERADO

6108 N 27TH AVE



N

Date: 9/11/2023

0 0.2 0.4 0.8 1.2 1.6 mi

City Clerk Department

City of Phoenix

To: Ginger Spencer
Deputy City Manager

Date: October 31, 2023

From: Denise Archibald
City Clerk

Subject: REVISED STAFF RECOMMENDATION FOR ITEM 16 ON THE NOVEMBER 1, 2023 FORMAL AGENDA – CLUB SILVERADO

This item was originally submitted as a recommendation for denial, due to a Finance Department recommendation for denial. However, the Finance Department has changed their recommendation to no basis for denial. Therefore, staff has changed its recommendation to approval.

Approved by:

Ginger Spencer
Deputy City Manager

10/31/2023
Date

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 17

Liquor License - Carniceria Y Panaderia La Exclusiva

Request for a liquor license. Arizona State License Application 256242.

Summary

Applicant
Josh Rios, Agent

License Type
Series 10 - Beer and Wine Store

Location
1640 N. 36th St. A#105 A106
Zoning Classification: C-2
Council District: 8

This request is for a new liquor license for a specialty market. This location was not previously licensed for liquor sales and does not have an interim permit.

The 60-day limit for processing this application is Nov. 13, 2023.

Pursuant to A.R.S. 4-203, a spirituous liquor license shall be issued only after satisfactory showing of the capability, qualifications and reliability of the applicant and that the public convenience and the best interest of the community will be substantially served by the issuance. If an application is filed for the issuance of a license for a location, that on the date the application is filed has a valid license of the same series issued at that location, there shall be a rebuttable presumption that the public convenience and best interest of the community at that location was established at the time the location was previously licensed. The presumption shall not apply once the licensed location has not been in use for more than 180 days.

Other Active Liquor License Interest in Arizona
This applicant does not hold an interest in any other active liquor license in the State of Arizona.

Public Opinion
No protest or support letters were received within the 20-day public comment period.

Applicant's Statement
The applicant submitted the following statement in support of this application. Spelling, grammar and punctuation in the statement are shown exactly as written by the applicant on the City Questionnaire.

I have the capability, reliability and qualifications to hold a liquor license because:
"I am receiving a valid training and Certificate of Completion on Basic and Management Title 4 courses. I have had other liquor licensed businesses in Phoenix for years in the past, which licenses had a history of compliance with A. R.S. 4-112(G)(2)."

The public convenience requires and the best interest of the community will be substantially served by the issuance of the liquor license because:
"There is a demand for the purchase of liquor products at this location. Customers always asking for addling liquor products, so they can buy. This is a retail meat market store conveniently located for the customers at a major road intersection. I intend to serve better my customers who live nearby to able them to save time and make all of their purchases in a single location, like my small store."

Staff Recommendation
Staff recommends disapproval of this application based on a Finance Department recommendation for disapproval and noting the applicant must resolve any pending City of Phoenix building and zoning requirements, and be in compliance with the City of Phoenix Code and Ordinances. The applicant has not demonstrated the capability, qualifications and reliability to hold and control a liquor license.

Attachments
Liquor License Data - Carniceria Y Panaderia La Exclusiva
Liquor License Map - Carniceria Y Panaderia La Exclusiva

Responsible Department
This item is submitted by Deputy City Manager Ginger Spencer and the City Clerk Department.

Liquor License Data: CARNICERIA Y PANADERIA LA EXCLUSIVA

Liquor License

Description	Series	1 Mile	1/2 Mile
Wholesaler	4	1	0
Bar	6	2	0
Beer and Wine Bar	7	1	0
Liquor Store	9	6	2
Beer and Wine Store	10	11	4
Restaurant	12	4	1
Club	14	1	0

Crime Data

Description	Average *	1 Mile Average **	1/2 Mile Average***
Property Crimes	62.89	187.12	201.48
Violent Crimes	12.05	46.47	49.68

*Citywide average per square mile **Average per square mile within 1 mile radius ***Average per square mile within ½ mile radius

Property Violation Data

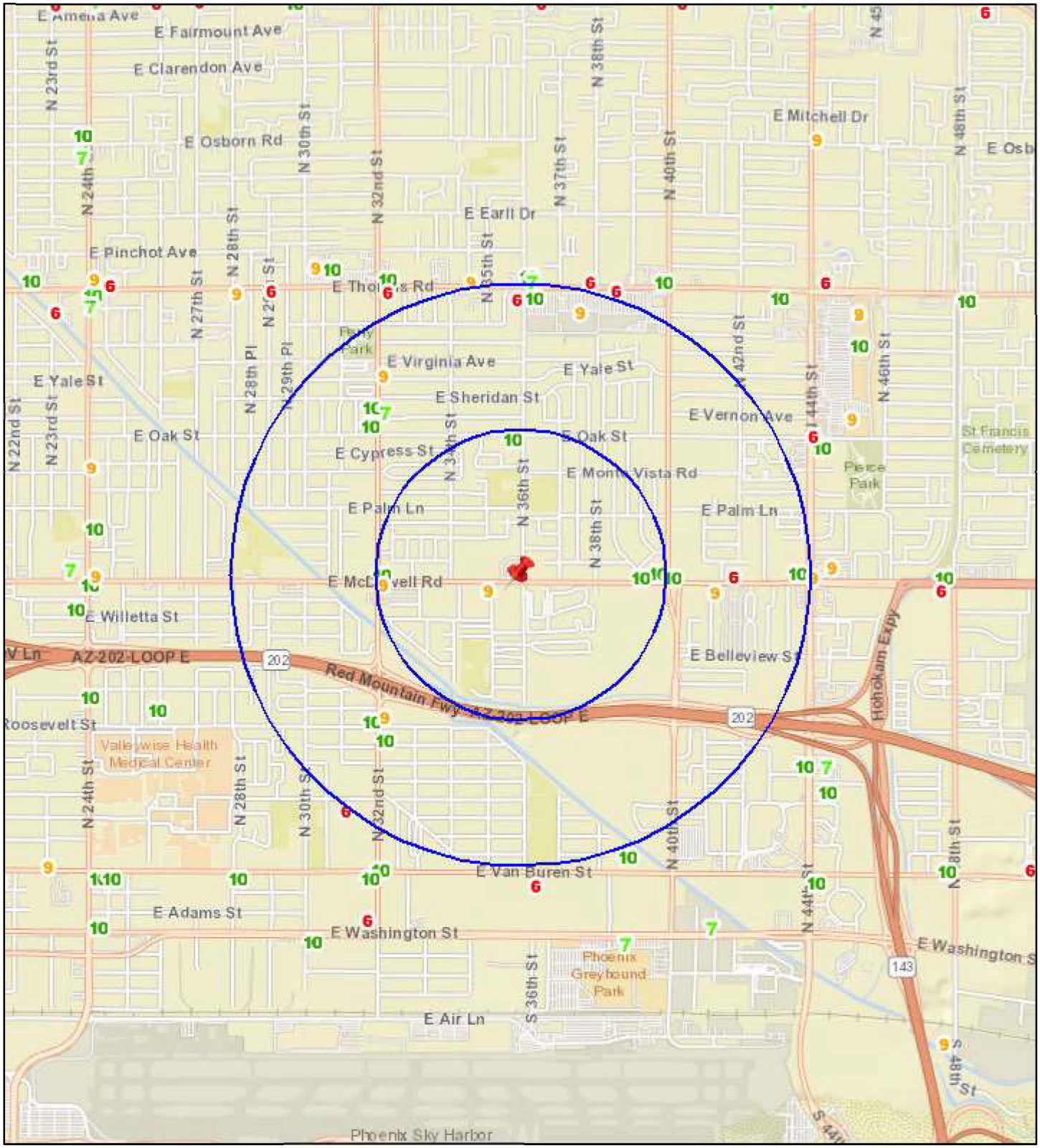
Description	Average	1/2 Mile Average
Parcels w/Violations	47	125
Total Violations	82	202

Census 2010 Data 1/2 Mile Radius

BlockGroup	2010 Population	Owner Occupied	Residential Vacancy	Persons in Poverty
1114011	2444	62	7	27
1114012	2000	67	23	29
1114021	1986	38	14	27
1114022	2120	45	17	31
1115023	1245	32	14	50
1135012	1738	41	26	36
1136011	1911	16	21	11
1136012	1471	36	14	49
1136021	1061	49	11	53
Average	0	61	13	19

Liquor License Map: CARNICERIA Y PANADERIA LA EXCLUSIVA

1640 N 36TH ST



N

Date: 9/18/2023

0 0.2 0.4 0.8 1.2 1.6 mi

City Clerk Department

PAYMENT ORDINANCE (Ordinance S-50277) (Items 18-25)

Ordinance S-50277 is a request to authorize the City Controller to disburse funds, up to amounts indicated below, for the purpose of paying vendors, contractors, claimants and others, and providing additional payment authority under certain existing city contracts. This section also requests continuing payment authority, up to amounts indicated below, for the following contracts, contract extensions and/or bids awarded. As indicated below, some items below require payment pursuant to Phoenix City Code Section 42-13.

18 **AZ Wastewater Industries, Inc.**

For $150,000 in additional payment authority for Contract 150202 for GfG Multi-Gas Monitors, Repair and Replacement Parts, Accessories, and Services, for the Aviation Department. AZ Wastewater Industries, Inc., will provide the monitors, parts, accessories, and services on an as-needed basis while working in confined spaces to detect hazardous gases.

19 **Life Technologies Corporation**

For $67,538 in payment authority to purchase a one-year service agreement for the two Life Technologies 3500xL Genetic Analyzers, and three 7500 Real Time PCR System instruments, utilized by the Forensic DNA Section of the Laboratory Services Bureau. These instruments are proprietary and have been validated for use with laboratory reagents in order to meet national standards. The Forensic DNA Section uses these instruments to conduct DNA analyses on biological evidence. Annual service is required to meet federal standards for DNA casework laboratories. Funding is available in the Police Department budget.

20 **Inroads Info, Inc., Gunn Communications, Inc., HDR Engineering, Inc., Your Project Marketing & Outreach, LLC, Riester Sonoran, LLC, and Urias Communications, LLC**

For $100,000 in additional payment authority for Contracts 151322 with

Inroads Info, Inc.; 151323 with Gunn Communications, Inc.; 151324 with HDR Engineering, Inc.; 151325 with Riester Sonoran, LLC; 151326 with Urias Communications, LLC; and 151327 with Your Project Marketing & Outreach, LLC, for the development of bilingual (English and Spanish) bicycle and pedestrian safety campaign materials to include public service announcements (PSA), printed materials, and the purchase of media spots on radio and/or social media to increase the reach of the PSA messages for the Street Transportation Department. Previous Council actions include approval of Ordinances S-46184 and S-49026 authorizing the Street Transportation Department to apply for and accept additional funding from the Governor's Office of Highway Safety.

21 **Arizona Public Service Company dba APS**

For $35,000 in payment authority to APS for invoice AR0480007986, for relocation of streetlights on the Oak Street Bike and Pedestrian Improvements Project ST87600121-1, for the Street Transportation Department.

22 **Settlement of Claim(s) NWI Grunow Memorial Medical v. City of Phoenix**

To make payment of up to $38,356.75 in settlement of claim(s) in *NWI Grunow Memorial Medical v. City of Phoenix,* 22-1067-001 AU, PD, for the Finance Department pursuant to Phoenix City Code Chapter 42. This is a settlement of a claim involving the Public Works Department that occurred on Dec. 13, 2022.

23 **Settlement of Claim(s) Mr Bult's Inc v. City of Phoenix**

To make payment of up to $91,700 in settlement of claim(s) in *Mr Bult's Inc v. City of Phoenix*, 22-0939-001 GL, PD, for the Finance Department pursuant to Phoenix City Code Chapter 42. This is a settlement of a claim involving the Public Works Department that occurred on Nov. 15, 2022.

24 **Settlement of Claim(s) Palm Silage Arizona LLC v. City of Phoenix**

To make payment of $100,000 in settlement of claim(s) in *Palm Silage Arizona LLC v. City of Phoenix*, CV2022-011172, 19-0852-001, GL, for

the Finance Department pursuant to Phoenix City Code Chapter 42. This is a settlement of a claim involving the Public Works Department that occurred on Dec. 19, 2019.

25 **Settlement of Claim(s) Estate of Ali Osman v. City of Phoenix**

To make payment of $5,500,000 in settlement of claim(s) in *Estate of Ali Osman v. City of Phoenix*, CV-00317, 22-0291-001, GL, BI, for the Finance Department pursuant to Phoenix City Code Chapter 42. This is a settlement of a claim involving the Police Department that occurred on Sept. 24, 2022.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 26

Reappointment of Phoenix Municipal Court Judges

This item requests to reappoint the following individuals as judges of the Phoenix Municipal Court, if recommended by the Public Safety and Justice Subcommittee: Francisca Cota to a term expiring on Dec. 20, 2027; Cynthia Gonzales to a term expiring on Dec. 20, 2027; James Hernandez to a term expiring on Dec. 20, 2027; and Walter Jackson to a term expiring on Nov. 23, 2027.

Summary

On Oct. 19, 2023, the Judicial Selection Advisory Board recommended Judges Francisca Cota, Cynthia Gonzales, James Hernandez, and Walter Jackson, to be considered for reappointment by the Public Safety and Justice Subcommittee.

On Nov. 1, 2023, the Public Safety and Justice Subcommittee will consider recommending Francisca Cota, Cynthia Gonzales, James Hernandez, and Walter Jackson, to be reappointed as a judge of the Phoenix Municipal Court. If recommended by the Public Safety and Justice Subcommittee, the approval of Francisca Cota, Cynthia Gonzales, James Hernandez, and Walter Jackson's reappointment by the full City Council will be held during the Formal Meeting on Nov. 1, 2023.

Responsible Department

This item is submitted by Deputy City Manager John Chan and the City Council Office.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 27

Recommendation to Begin Quadrennial Review of the Home Rule Option

This report recommends the Mayor and City Council appoint an Expenditure Limit Task Force and initiate the quadrennial review process to carefully study the State Expenditure Limit effect on the City. The Task Force will recommend a proposal for placement on the ballot for the November 2024 regular election.

Summary

In 1980, Arizona voters approved a constitutional amendment limiting local government spending to 1979-80 amounts adjusted for annual growth in population and inflation. This constitutional amendment included provisions for obtaining voter approval to exceed those limits. Since 1980, Phoenix has had ten home rule options approved by the voters.

Each of the City's prior home rule options have been thoroughly studied and recommended by citizen task forces. The City's current home rule option will expire on June 30, 2025. A proposal must be presented to the voters in the regular election on Nov. 5, 2024, in order to be in place by July 1, 2025. Additional information regarding the expenditure limit is attached to this report in **Attachments A-C**.

Recommendation

Staff recommends a Task Force be appointed and charged with reviewing the revenue and expenditure forecasts prepared by City staff, studying the potential effects of the constitutional limit, and recommending a proposal to the Mayor and City Council for referral to the ballot. Staff also recommends the following schedule for their work:

- November 2023 - Appointment of Task Force
- February/March 2024 - Task Force meetings
- April 2024 - Task Force presents findings to the City Council
- May 2024 - Two required public hearings
- May 2024 - Required analysis transmitted to the State Auditor General
- June 2024 - Adoption of the form of the ballot
- August 2024 - Publicity pamphlet materials prepared
- Nov. 5, 2024 - Election Day

Responsible Department

This item is submitted by City Manager Jeffrey Barton and the Budget and Research Department.

ATTACHMENT A
Expenditure Limit Overview

State Spending Limit:

- Also known as “Expenditure Limitation”
- It is a State Constitutional limit approved by voters in 1980 which restricts annual spending limits of cities and towns. The limit applies to all local revenues.
- Limits spending to 1979-80 actual levels adjusted for population growth and inflation. However, original limitation does not account for voter-approved increases (transit, public safety, parks and preserves), regional services (Sky Harbor, wastewater treatment) or Federal/State mandates (clean water, FAA).
- The Constitution includes provisions for exceeding the limit with voter approval.
- The Home Rule Option, also known as an Alternative Expenditure Limitation, must go to voters every four years.

If Home Rule Not Approved:

- The City will exceed the spending limitation and the State will withhold state-shared revenues in a formula-based amount set by statute. The City would need to reduce expenditures by an estimated $1.5 billion or more annually to comply with the formulaic limit, based on analysis completed from the last expenditure limitation process in 2020.

City of Phoenix Process:

- Since 1980, Phoenix has had ten spending limit options approved by voters.
- Through Home Rule approved by Phoenix voters, the limit has been set at the adopted budget since 1999.
- Each of Phoenix’s prior options have been studied and recommended by a Citizen’s Task Force.
- Voters last approved the Home Rule Option in November 2020.
- Phoenix’s current Home Rule period expires on June 30, 2025.
- Solution must be presented to voters in November 2024 to be effective July 1, 2025.

Citizen Task Force Process:

- To be appointed by Mayor and Council in November 2023.
- Review the revenue and expenditure forecasts prepared by City staff (Feb/Mar 2024).
- Study the potential effects of the Constitutional limit.
- Recommend a solution to Council in April 2024.

ATTACHMENT B
Expenditure Limit
Frequently Asked Questions

1. What is the State expenditure limit?

It is a State Constitutional limit approved by voters in 1980 which restricts annual spending limits of cities and towns. The limit applies to all local revenues.

- Limits spending to 1979-80 levels adjusted for:
    - Population; including annexations
    - Inflation; gross domestic product and inflation price deflator
    - Population and inflation factors are provided by the State

- Exempts certain expenditures:
    - Federal funds
    - Bond proceeds
    - Debt service
    - Arizona Highway User Revenue (AHUR)
    - Local Transportation Assistance (LTA)
    - Other jurisdictions' contributions (e.g. the Sub-Regional Operating Group for the 91st Avenue wastewater treatment plant)

2. What happens if we exceed the spending limitation?

The State will withhold state-shared income tax revenues in a formula-based amount set by statute. For Phoenix, this could result in the General Fund losing about $145 million per year which would be redistributed to all other cities and towns in Arizona.

3. What options do cities have to change the limits?

There are four methods for obtaining approval to change the limits.

<u>Alternative Expenditure Limitation (Home Rule Option)</u>

- Only in effect for four years, then must be reapproved by voters.
- Any and all expenditures can be exempted from the limit.
- Must be voted on in the year preceding the first fiscal year to which the alternative expenditure limit will apply.
- Can only be voted on at a regularly scheduled election of the local governing board (city council).
- If the voters do not approve the alternative expenditure limitation, the city must wait two years before putting it on the ballot again.

<u>Permanent Base Adjustment</u>

- Permanently increases the base from which future spending limits are calculated.

- Does not provide for any increase in exemptions other than those constitutionally allowed.
- Can only be voted on at a regularly scheduled election of the local governing board (city council).

One-Time Override

- Applies in the following circumstances:
  - In the event of a natural or man-made disaster and approval by council – may exceed limit for expenditures directly necessitated by the disaster.
  - Upon affirmative vote of two-thirds of the council and approval by a majority of voters – may exceed limit by the specific amount approved.
- Can be voted on at either a regular or special election.
- Only good for the following fiscal year.

Capital Accumulation Exclusion

- Authorizes a permanent exclusion of a fixed level of operating funds for pay-as-you-go capital. Limited exclusions for Aviation, Water, Wastewater and Streets were authorized in 1981.

4. Can Phoenix go to another approach besides the Home Rule Option?

Phoenix could go to a permanent base adjustment. Concerns identified through prior citizen discussions include:

- This approach does not require periodic review by a citizens' group.
- A permanent base adjustment may not be truly permanent. Each year the expenditure limit will be calculated based on inflation and local population. At some point, it is possible that expenditures would again exceed the limit. All spending is subject to pressures not addressed by population and inflation factors such as environmental mandates and regional issues. This is especially true of Enterprise Departments, particularly the airport. Additionally, the ability to improve services in accordance with regional economic conditions and residents' wishes would be limited.
- Phoenix' previous attempts at permanent base adjustments have all failed. Permanent base adjustments for replacement of Federal Transit Assistance and Federal Revenue Sharing funds were defeated in 1985. A permanent base adjustment for transit expenditures was defeated in 1997.

Phoenix voters have approved local Home Rule Options ten times; 1981, 1985, 1991, 1995, 1999, 2003, 2007, 2011, 2015 and 2020. The first Home Rule Option excluded Aviation, Water, Wastewater and Civic Plaza operations. The next two Home Rule Options excluded Aviation, Water, Wastewater and Refuse funds. The 1995 Home Rule Option excluded Aviation, Water and Wastewater funds. In 1999, 2003, 2007, 2011, 2015 and 2020 the Home Rule Option was set at the adopted budget, which follows a thorough community-based process. Several other cities in the State use a similar Home Rule Option.

A history of Home Rule Option and Permanent Base Adjustment Initiatives is included in Attachment C.

In 1999, for the first time we saw the impact of the expenditure limit on funds other than Aviation, Water, Wastewater and Solid Waste (formerly the Refuse fund). These impacts continue today and have two major causes:

- The use of a national inflation indicator as a measure of economic growth prohibited us from responding to what was, until the 2007 recession, a robust Phoenix economy.
- New funding such as the voter-approved Transit 2050, Public Safety Expansion and Parks and Preserves taxes.

5. When does our current authorization expire?

Our authorization for an alternative expenditure limit expires June 30, 2025.

To implement a new Home Rule covering July 1, 2025 through June 30, 2029, the option must be approved by voters on the November 2024 ballot.

6. What local cities and towns have approved alternatives to the expenditure limitation?

The list of cities and towns that have approved alternatives/exemptions to the state expenditure limitation is attached and is the most recent information available from the League of Arizona Cities and Towns (Feb. 2023).

FINANCE
Rev (02/2023)

NAME	Type of Alternative Expenditure Limit	Year Effective	Next Home Rule Election
APACHE JUNCTION	Permanent Base Adjustment	2019-2020	
AVONDALE	Home Rule	2021-2022	Fall 2024
BENSON	Home Rule	2021-2022	Fall 2024
BISBEE	Home Rule	2019-2022	Fall 2022
BUCKEYE	Permanent Base Adjustment	2015-2016	
BULLHEAD CITY	None		
CAMP VERDE	Permanent Base Adjustment	2021-2022	
CAREFREE	Permanent Base Adjustment	1999-2000	
CASA GRANDE	Permanent Base Adjustment	2009-2010	
CAVE CREEK	Home Rule	2021-2022	Fall 2024
CHANDLER	Home Rule	2019-2020	Fall 2022
CHINO VALLEY	Home Rule	2021-2022	Fall 2024
CLARKDALE	Permanent Base Adjustment	2019-2020	
CLIFTON	Home Rule	2019-2020	Fall 2022
COLORADO CITY	Permanent Base Adjustment	2002-2003	
COOLIDGE	Home Rule	2019-2020	Fall 2022
COTTONWOOD	Permanent Base Adjustment	2013-2014	
DEWEY-HUMBOLDT	None		
DOUGLAS	Permanent Base Adjustment	2008-2009	
DUNCAN	Home Rule	2021-2022	Fall 2024
EAGAR	Home Rule	2019-2020	Fall 2022
EL MIRAGE	Permanent Base Adjustment	2015-2016	
ELOY	Permanent Base Adjustment	2021-2022	
FLAGSTAFF	Permanent Base Adjustment	2021-2022	
FLORENCE	Permanent Base Adjustment	2019-2020	
FOUNTAIN HILLS	Permanent Base Adjustment	2006-2007	
FREDONIA	Home Rule	2019-2020	Fall 2022
GILA BEND	Home Rule	2019-2020	Fall 2022
GILBERT	Permanent Base Adjustment	1997-1998	
GLENDALE	Permanent Base Adjustment	2000-2001	
GLOBE	Home Rule	2021-2022	Fall 2024
GOODYEAR	Permanent Base Adjustment	2003-2004	
GUADALUPE	Home Rule	2021-2022	Fall 2024
HAYDEN	Permanent Base Adjustment	2019-2020	
HOLBROOK	Home Rule	2019-2020	Spring 2024
HUACHUCA CITY	Home Rule	2021-2022	Fall 2024
JEROME	Home Rule	2021-2022	Fall 2024
KEARNY	Permanent Base Adjustment Home Rule	1982-1983 2019-2020	 Fall 2022
KINGMAN	Permanent Base Adjustment	2021-2022	
LAKE HAVASU CITY	Permanent Base Adjustment	2019-2020	
LITCHFIELD PARK	Permanent Base Adjustment	2005-2006	
MAMMOTH	Home Rule	2021-2022	Fall 2024
MARANA	Home Rule	2021-2022	Fall 2024
MARICOPA	Permanent Base Adjustment	2005-2006	
MESA	Home Rule	2019-2020	Fall 2022
MIAMI	Home Rule	2021-2022	Fall 2024
NOGALES	Home Rule	2019-2020	Fall 2022
ORO VALLEY	Permanent Base Adjustment	2019-2020	
PAGE	Permanent Base Adjustment	2005-2006	
PARADISE VALLEY	Permanent Base Adjustment	2006-2007	
PARKER	Home Rule	2021-2022	Fall 2024
PATAGONIA	Home Rule	2019-2020	Fall 2022
PAYSON	Home Rule	2019-2020	Fall 2022
PEORIA	Permanent Base Adjustment	2003-2004	
PHOENIX	Home Rule	2021-2022	Fall 2024
PIMA	Permanent Base Adjustment	2017-2018	
PINETOP-LAKESIDE	Home Rule	2019-2020	Fall 2022
PRESCOTT	Home Rule	2022-2023	Fall 2025
PRESCOTT VALLEY	Home Rule	2021-2022	Fall 2024
QUARTZSITE	None		
QUEEN CREEK	Home Rule	2019-2020	Fall 2022
SAFFORD	Permanent Base Adjustment	2008-2009	
SAHUARITA	None		
SAN LUIS	None		
SCOTTSDALE	Permanent Base Adjustment	2006-2007	
SEDONA	Home Rule	2019-2020	Fall 2022
SHOW LOW	Permanent Base Adjustment	2017-2018	

NAME	Type of Alternative Expenditure Limit	Year Effective	Next Home Rule Election
SIERRA VISTA	Permanent Base Adjustment	2001-2002	
SNOWFLAKE	Home Rule	2021-2022	Fall 2024
SOMERTON	Home Rule	2021-2022	Fall 2024
SOUTH TUCSON	Home Rule	2021-2022	Fall 2024
SPRINGERVILLE	Permanent Base Adjustment	2019-2020	
ST. JOHNS	Home Rule	2021-2022	Fall 2024
STAR VALLEY	Home Rule	2019-2020	Fall 2022
SUPERIOR	Home Rule	2021-2022	Fall 2024
SURPRISE	Permanent Base Adjustment	2007-2008	
TAYLOR	Home Rule	2021-2022	Fall 2024
TEMPE	Permanent Base Adjustment	2002-2003	
THATCHER	Permanent Base Adjustment	1998-1999	
TOLLESON	Home Rule	2021-2022	Fall 2024
TOMBSTONE	Home Rule	2021-2022	Fall 2024
TUCSON	Permanent Base Adjustment	2014-2015	
TUSAYAN	Home Rule	2021-2022	Fall 2024
WELLTON	None		
WICKENBURG	Permanent Base Adjustment	2006-2007	
WILLCOX	None		
WILLIAMS	Home Rule	2019-2020	Fall 2022
WINKELMAN	Permanent Base Adjustment	2019-2020	
WINSLOW	None		
YOUNGTOWN	Permanent Base Adjustment	2013-2014	
YUMA	None		

ATTACHMENT C
SPENDING LIMIT OPTION HISTORY

	Approved by Voters	
	Yes	**No**
1981 Home Rule Option		
Exclude all expenditures associated with Aviation, Water, Wastewater and Civic Plaza operations	X	
Permanent Capital Improvement Exclusions:		
Aviation - $5 million	X	
Wastewater - $6 million	X	
Water - $6 million	X	
General Purpose Funds for Street Improvements - $2 million	X	
Civic Plaza - $1.2 million		X
1985 Home Rule Option		
Exclude all expenditures associated with Aviation, Water, Wastewater and Refuse	X	
Exclude expenditures related to City Court, City Prosecutor, and Public Defender		X
Provide permanent base adjustment of $6.1 million to offset loss of Federal Revenue Sharing		X
Provide permanent base adjustment of $2.3 million to offset loss of Urban Mass Transit Assistance		X
1991 Home Rule Option		
Exclude all expenditures associated with Aviation, Water, Wastewater and Refuse	X	
1995 Home Rule Option		
Exclude all expenditures associated with Aviation, Water and Wastewater	X	
1997 Permanent Base Adjustment		
Provide a permanent base adjustment of $29 million to allow increased Transit services		X

	Approved by Voters	
	Yes	**No**
1999 Home Rule Option		
Establish the expenditure limit at the budget	X	
2003 Home Rule Option		
Establish the expenditure limit at the budget	X	
2007 Home Rule Option		
Establish the expenditure limit at the budget	X	
2011 Home Rule Option		
Established the expenditure limit at the budget	X	
2015 Home Rule Option		
Established the expenditure limit at the budget	X	
2020 Home Rule Option		
Established the expenditure limit at the budget	X	

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 28

Proposed 35th Avenue and Carter Road Annexation (Ordinance S-50312)

Request City Council authorization to extend and increase the corporate limits of the City of Phoenix, Ariz., by annexing an area not within the present limits of the City of Phoenix, designated as the 35th Avenue and Carter Road Annexation. Further request to authorize current Maricopa County zoning to continue in effect until municipal zoning is applied to the annexed territory.

Summary

The annexation was requested by Pew & Lake, PLC, Reese Anderson and Jon Gillespie for the purpose of receiving City of Phoenix services. The proposed annexation conforms to current City policies and complies with Arizona Revised Statutes section 9-471 regarding annexation. The City Clerk Department has received signed petitions representing 100 percent of the assessed value and 100 percent of the owners, excluding utilities, within the proposed annexation area.

Public Outreach

A public hearing was conducted on Dec. 7, 2022, to allow the City Council to gather community comment regarding the annexation proposal. Notification of the public hearing was published in the Arizona Business Gazette newspaper, and posted in at least three conspicuous places in the territory proposed to be annexed. Also, notice by first-class mail was sent to each property owner in the area proposed to be annexed.

Location

The proposed annexation area includes Maricopa County Assessor parcel 105-89-013L, located at 35th Avenue and Carter Road (**Attachment A**). The annexation area is approximately 4.93 acres (0.0077 sq. mi.) and the population estimate is zero individuals.

Council District: 7

Responsible Department

This item is submitted by Deputy City Manager Ginger Spencer and the City Clerk Department.

ATTACHMENT A

ANNEXATION MAP
35TH AVE AND CARTER ROAD

City of Phoenix

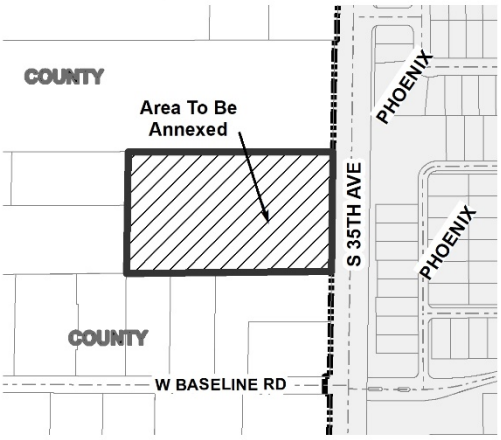
LEGAL DESCRIPTION

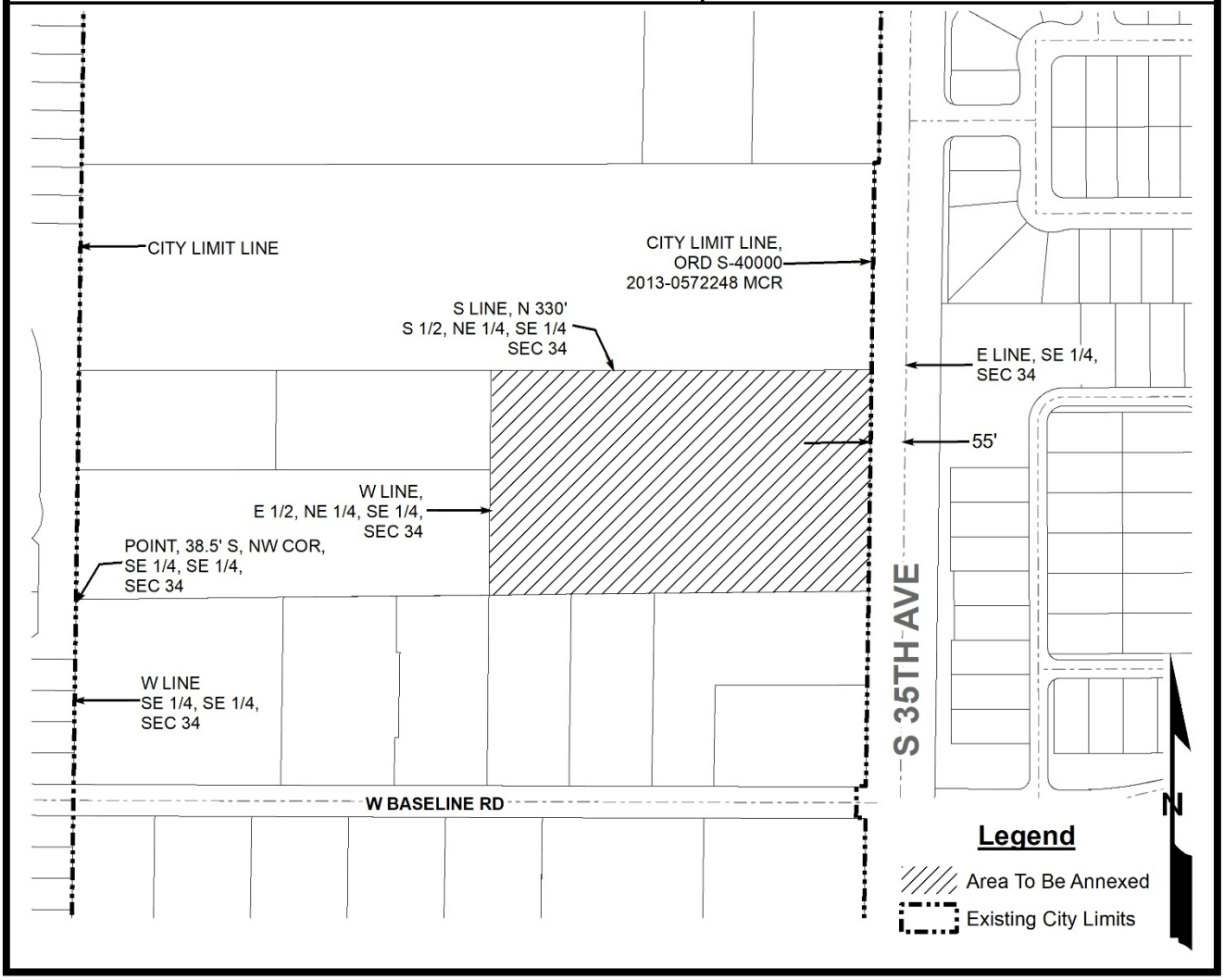
SECTION 34 T. 1 N., R. 2 E.,
G. & S. R. B. & M.

ANNEXATION NUMBER: XXX

AREA IN SQUARE MILES
0.0077

VICINITY MAP





City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 29

Acceptance and Dedication of Easements for Sidewalk and Public Utility Purposes (Ordinance S-50307)

Request for the City Council to accept and dedicate easements for sidewalk and public utility purposes; further ordering the ordinance recorded.

Summary

Accepting the property interests below meets the Planning and Development Department's Single Instrument Dedication Process requirement prior to releasing any permits to applicants.

Easement (a)
Applicant: Atlas BL Dunlap, LLC, its successor and assigns
Purpose: Sidewalk
Location: 701 W. Dunlap Ave.
File: FN 230080
Council District: 3

Easement (b)
Applicant: 29th Avenue Holdings, LLC, its successor and assigns
Purpose: Public Utility
Location: 2211 E. Angela Drive
File: FN 230076
Council District: 3

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development and Finance departments.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 30

Integrated Pest Control, Wildlife Relocation, and Bird/Bat Management Contract - IFB 24-0017 - Request for Award (Ordinance S-50288)

Request to authorize the City Manager, or his designee, to enter into contracts with City Wide Pest Control; Kaigan, LLC, dba Pestmaster; and Southwest Avian Solutions, LLC, to provide various pest control treatment and management, wildlife relocation and bird management, for the Citywide departments. Further request to authorize the City Controller to disburse all funds related to this item. The total value of the contracts will not exceed $1,605,746.

Summary
These contracts will provide various pest control treatments to prevent, destroy, repel, or mitigate pests, and to relocate wildlife and birds. The services will be requested throughout the City in various locations. City departments will utilize a combination of methods to keep pests at an acceptable level for the health of staff and citizens. The requested services are critical to citywide facility operations.

Procurement Information
An Invitation for Bid procurement was processed in accordance with Administrative Regulation 3.10.

Three vendors submitted bids deemed to be responsive to posted specifications and responsible to provide the required goods and services. Following an evaluation based on price, the procurement officer recommends award to the following vendors:

Selected Bidders
City Wide Pest Control
Kaigan, LLC, dba Pestmaster
Southwest Avian Solutions, LLC

Contract Term
The contracts will begin on or about Nov. 1, 2023, for a five-year term with no options to extend.

Financial Impact

The aggregate contracts value will not exceed $1,605,746. Funding is available in various department budgets.

Responsible Department

This item is submitted by City Manager Jeffrey Barton and the Finance Department.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 31

Automated External Defibrillators (Lease) - 12-JLH-011 - Amendment (Ordinance S-50289)

Request to authorize the City Manager, or his designee, to execute amendment to Contract 148176 with Cintas Corporation to extend the contract term and add additional expenditures. Further request to authorize the City Controller to disburse all funds related to this item. The additional expenditures will not exceed $600,000.

Summary

This contract will provide Automated External Defibrillators (AED) that are used to treat sudden cardiac arrest by sending an electric shock to the heart to restore normal rhythm. An assessment of the Citywide inventory of AEDs was completed by Cintas, and in consultation with the Fire Department, the City determined the placement and location of the AEDs Citywide to ensure the availability of devices to assist in life safety efforts.

The contract covers the leasing of equipment, installation, online compliance tool, monthly inspections, medical direction, replacement of pads and batteries, and a training component. The contract will be managed and implemented by the Public Works Department. Extending the contract will allow the City to maintain its inventory of AEDs while ensuring that the current inventory is up to date and functioning properly.

Contract Term

Upon approval the contract will be extended through Nov. 8, 2024, with an option to extend through Nov. 8, 2025.

Financial Impact

Upon approval of $600,000 in additional funds, the revised aggregate value of the contract will not exceed $2,239,380. Funds are available in the Aviation, Phoenix Convention Center, Water Services and Public Works department budgets.

Concurrence/Previous Council Action

The City Council previously reviewed this request:

• Automated External Defibrillators (Lease) Contract 148176 (Ordinance S-44691) on

June 6, 2018;
• Automated External Defibrillators (Lease) Contract 148176 (Ordinance S-45102) on Nov. 7, 2018.

Responsible Department

This item is submitted by City Manager Jeffrey Barton and the Finance Department.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 32

Interface Technical Training - ADSPO18-210228 - Amendment (Ordinance S-50290)

Request to authorize the City Manager, or his designee, to execute amendment to Contract 149569 with Interface Technical Training, to extend the contract term and add additional funding. Further request to authorize the City Controller to disburse all funds related to this item. The additional expenditures will not exceed $332,500.

Summary
This contract will provide continual technical training and staff development for critical competencies and skill sets, in a variety of formats based on group or individual training needs for the Water Services, Phoenix Municipal Court, Fire, Information Technology Services, Aviation, and Public Works departments.

Contract Term
Upon approval the contract will be extended through Feb. 28, 2025, with an option to extend though Feb. 28, 2026.

Financial Impact
Upon approval of $332,500 in additional funds, the revised aggregate value of the contract will not exceed $592,500. Funds are available in various department budgets.

Concurrence/Previous Council Action
The City Council previously reviewed this request:
• Interface Technical Training Contract 149569 (Ordinance S-45440) on March 20, 2019.

Responsible Department
This item is submitted by City Manager Jeffrey Barton and the Finance Department.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 33

Bottled Water and Associated Products - IFB 23-119 - Request for Award (Ordinance S-50298)

Request to authorize the City Manager, or his designee, to enter into a contract with BlueTriton Brands to provide bottled water and associated products for Citywide departments. Further request to authorize the City Controller to disburse all funds related to this item. The total value of the contract will not exceed $1,000,000.

Summary
This contract will fulfill the continuous and Citywide demand for bottled water and supplies, encompassing bottles of drinking water, bottles of purified/distilled laboratory water, electric bottled water dispensers, cups, and cup holders on an as-needed basis. This contract plays a crucial role in guaranteeing the City's ability to sustain ample and easily accessible sources of clean drinking water, supporting the diverse needs of various departments.

Procurement Information
An Invitation for Bid procurement was processed in accordance with Administrative Regulation 3.10.

Three vendors submitted bids. Only one vendor, BlueTriton Brands, Inc., was deemed to be responsive to posted specifications and responsible to provide the required goods and services. Following an evaluation based on price, the procurement officer recommends award to the following vendor:

Selected Bidder
BlueTriton Brands, Inc.

Contract Term
The contract will begin on or about Nov. 1, 2023, for a five-year term with no options to extend.

Financial Impact
The aggregate contract value will not exceed $1,000,000.

Funding is available in the various department budgets.

Responsible Department

This item is submitted by City Manager Jeffrey Barton and the Finance Department.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 34

Armed, Unarmed, and Event Security Guard Contracts - RFQu 23-117 - Request for Award (Ordinance S-50302)

Request to authorize the City Manager, or his designee, to establish a qualified vendor list and enter into contracts to provide armed, unarmed, and event security guard services for Citywide departments. Further request to authorize the City Controller to disburse all funds related to this item. The total value of the contracts will not exceed $14 million.

Summary

The contracts will provide armed, unarmed, and event security guard services for departments Citywide. Security guard services are utilized by various departments for securing public and private property, monitoring City facilities, patrolling City parks, providing fire watch services, securing City-sponsored events, and more. The contracts will be available to all departments, with heavy usage from the Parks and Recreation, Fire, Public Works, and Police departments. These contracts will help ensure the safety and protection of City personnel, infrastructure, and properties.

Procurement Information

A Request for Qualifications procurement was processed in accordance with Administrative Regulation 3.10 to establish a Qualified Vendor List (QVL).

Twelve offerors submitted qualifications and were deemed to be responsive and responsible. An evaluation committee of City staff evaluated those offers based on the following minimum qualifications:

- Experience
- Qualifications
- Capacity

After reaching consensus, the evaluation committee recommends award to the following offerors:

- Superior Protection Services, Inc.
- Surveillance Security, Inc.

- Universal Protection Service, LP, dba Allied Universal Security Services
- Windom Security Strategies Today, LLC

Contract Term
The contracts will begin on or about Dec. 1, 2023, for a five-year term.

Financial Impact
The aggregate contract value will not exceed $14 million. Funding is available in the various department budgets.

Responsible Department
This item is submitted by City Manager Jeffrey Barton and the Finance Department.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 35

Information Technology Solutions and Services Contract - COOP 23-033 - Request for Award (Ordinance S-50303)

Request to authorize the City Manager, or his designee, to enter into contracts with CDW, LLC, dba CDW Government, LLC, and SHI International Corp., to provide information technology services and solutions for Citywide use. Further request an exception to the indemnity and assumption of liability provisions of Phoenix City Code section 42-18. Further request to authorize the City Controller to disburse all funds related to this item. The total value of the contracts will not exceed $35,000,000.

Summary
These contracts will provide comprehensive product offerings for technology equipment and services to support operations Citywide. Equipment needs include desktops, notebooks, servers, software, and peripherals, as well as professional services such as analysis, design, installation, and technical support. The range of products and services from these contracts provide a wide variety of technology needs for all City departments.

Procurement Information
In accordance with Administrative Regulation 3.10, standard competition was waived as a result of an approved determination memo due to special circumstances, being that there is no alternative competition. Finance staff worked with the Information Technology Services Department to review various cooperative contracts. The review demonstrated that the Omnia Partners Cooperative Agreement with the City of Mesa was the most favorable, as it included the best discounts on key products that the City will be purchasing and provided the most comprehensive list of options.

Contract Term
The contracts will commence on or about Nov. 1, 2023, and expire on the expiration date of the Master Agreement, Feb. 28, 2025, with a one-year option to extend.

Financial Impact
The aggregate contract value will not exceed $35,000,000 for the aggregate term.

Funding is available in Citywide department budgets.

Responsible Department

This item is submitted by City Manager Jeffrey Barton and the Finance Department.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 36

American Rescue Plan Act Phoenix Resilient Food System Programs - Enter into Agreement for Agri-Food Technology Innovation Grant - Lehr Innovations, LLC (Ordinance S-50304)

Request to authorize the City Manager, or his designee, to enter into an individual agreement with Lehr Innovations, LLC (Lehr) to disburse funds for the Agri-Food Technology Innovation Grant program. Further request to authorize the City Controller to disburse all funds related to this item. Funding is available through the City's allocation of the American Rescue Plan Act (ARPA) federal funding and is in the Phoenix Resilient Food System category of the strategic plan. There is no impact to the General Fund. The additional aggregate expenditures included will not exceed $10,872.

Summary

In response to the COVID-19 pandemic, the Office of Environmental Programs (OEP) developed a food assistance plan to address the food needs of vulnerable populations and communities impacted by COVID-19.

Economic Development and Innovation

Agri-Food Technology Innovation Grant Program

The Agri-Food Technology Innovation Grant program is designed to encourage existing entrepreneurs, businesses, non-profits, educational institutions and sustainable food cooperatives across the entire food system to address challenges associated with climate change by adopting or expanding the use of agri-food technology. Agri-food technology are innovative tools and solutions created within the food supply chain to improve the food and agriculture industry.

Lehr was previously awarded a $99,000 grant June 15, 2022, and expended $88,128 during the original grant period of Aug. 31, 2022, to Aug. 31, 2023. Due to the extreme summer heat experienced from June through August 2023, the entire scope of work was not completed by the original contract end date. Therefore, OEP is requesting approval to enter into this Agreement to provide the remaining balance of $10,872 to Lehr to complete the grant scope of work. Lehr will use the remaining funds to complete the project, which includes continued food production and measurement of the differences in water usage, soil carbon sequestration, costs, and productivity

between its existing Linking Ecosystem and Hardware for Regeneration (LEHR) Gardens and traditional in-ground farming methods. The construction of a small urban farm demonstration and testing site was developed under the original grant agreement referenced above.

Procurement Information
Services may be procured, as needed, in accordance with Administrative Regulation 3.10, to implement and administer programs intended to prevent, prepare for and respond to the COVID-19 pandemic.

Contract Term
The term of the agreement will begin on or about Nov. 1, 2023, through June 30, 2024. Agreements may be extended based on continuous need and available funding, which may be exercised by the City Manager, or his designee.

Financial Impact
There is no impact to the General Fund. Funding is available through the City's allocation of federal ARPA funding and is in the Phoenix Resilient Food System category of the ARPA Strategic Plan approved by Mayor and Council.

Concurrence/Previous Council Action
Council approved the Agri-Food Technology Innovation Grants (Ordinance S-48802) and award to Lehr on June 15, 2022.

Responsible Department
This item is submitted by Deputy City Manager Alan Stephenson and the Office of Environmental Programs.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 37

Authorization to Apply, Accept, Disburse Funds and Enter into Agreements for Carbon Neutral Cities Alliance Game Changer Fund (Ordinance S-50305)

Request approval for the City Manager, or his designee, for the City of Phoenix Office of Environmental Programs (OEP) to submit a grant application to the Carbon Neutral Cities Alliance (CNCA) Game Changer Fund Request for Proposals, Transforming Food Systems for $200,000 to transform the local food system through the creation of a Phoenix Circular Food Economy Pilot Project, and if awarded, to execute all contracts and Memorandums of Agreement necessary to accept and disburse the grant funds. Further request to authorize the City Treasurer to accept, and the City Controller to disburse, grant funds in accordance with the terms of the aforementioned grant and agreement.

Summary

The CNCA Game Changer Fund is available to fund development, adoption, and implementation of game-changing climate work to achieve prosperity, social equity, resilience and a better quality of life for all. The focus of funding is to improve local food systems - especially by addressing emissions embodied in food transportation, storage, packaging and food waste products. Up to $200,000 is available over a two-year grant period.

OEP plans to submit a grant proposal for $200,000 to circularize the food economy in Phoenix by creating connections throughout the food system. The pilot project will connect food producers, processors, aggregators/distributors, consumers, restaurants, agri-food tech businesses, and composting service providers. The pilot project will serve the needs of residents impacted by food and climate justice issues, strengthen the connections between restaurants and food producers, shorten food supply chains, eliminate food loss and waste, reduce greenhouse gas emissions, promote regenerative food production of culturally appropriate foods, and fortify the local food system.

<u>Grant Partners</u>

OEP intends to partner with the following organizations to implement the circularization of the Phoenix food economy:

- Cihuapactli Collective - grow culturally appropriate foods for residents and

restaurants through regenerative agriculture methods and receive compost generated by residents and restaurants to regenerate soil and start the circular process anew.
- Food Forest Cooperative - grow culturally appropriate foods for residents and restaurants through regenerative agriculture methods and receive compost generated by residents and restaurants to regenerate soil and start the circular process anew.
- Sun Produce Cooperative - aggregate from the growers (Cihuapactli and Food Forest Cooperative), distribute to residents and restaurants, and use the FreshKube to ensure freshness and fight food loss and waste.
- FreshKube - provide new innovative cold storage containers for transportation of produce specifically designed for the Phoenix climate and for local, small growers.
- Recycled City - provide compost pick up and processing and deliver finished compost back to growers (Cihuapactli and Food Forest Cooperative).

Consumers and restaurants benefit from the receipt of locally grown produce with food waste diverted from the landfill through composting. Growers benefit with a market to local restaurants. A new agri-food tech business benefits by increasing the use of their innovative product in the marketplace. The CNCA grant also aids in achieving the goals established in the 2025 Phoenix Food Action Plan and the 2021 Phoenix Climate Action Plan.

The grant will be managed by the OEP.

The deadline to submit a proposal is Nov. 7, 2023. Award announcements are expected by Nov. 30, 2023.

Contract Term
The grant term is for up to two years.

Financial Impact
No match or general fund dollars are required for this grant.

Responsible Department
This item is submitted by Deputy City Manager Alan Stephenson and the Office of Environmental Programs.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 38

Intergovernmental Agreement with Arizona State University and its Rob and Melani Walton Sustainability Solutions Services for Greenhouse Gas Emissions Inventories (Ordinance S-50306)

Request to authorize the City Manager, or his designee, to enter into an Intergovernmental Agreement (IGA) with the Arizona State University (ASU) Global Institute of Sustainability (GIOS) to conduct Greenhouse Gas (GHG) Emissions Inventories for City operations and community-wide for the calendar year 2022 and to conduct other services related to operations of the Office of Environmental Programs (OEP). Further request to authorize the City Controller to disburse all funds related to this item. The agreement value will not exceed $104,780.

Summary

OEP is proposing to enter into an IGA with the ASU GIOS for consultant services to calculate 2022 GHG emissions based on most recent available data. ASU GIOS has conducted GHG inventories for City operations and community-wide since 2012. ASU reviews the data provided by the City and measures emission reductions to track the City's progress on meeting its reduction goals. OEP plans to conduct GHG inventories every two years, consistent with the City Council approved Climate Action Plan.

OEP, in coordination with City departments, prepared the Climate Action Plan (CAP) 2021 Edition that was approved by City Council on Oct. 12, 2021. It is expected that additional studies, research, or evaluation may be needed in a number of sectors included within the CAP, in addition to the potential need for assistance in other environmental and sustainability areas that are under the purview of OEP. Therefore, OEP has expanded the scope of this IGA to include the following additional services: conduct research, evaluation, studies, and develop plans for environmental and sustainability efforts, including an update to the municipal operations and community GHG emissions inventories with calendar year 2022 data. Additionally, the existing GHG emissions inventory will be updated to allow for the City to compare GHG emissions across all previous inventories. By executing this IGA, OEP will have the capability to engage ASU as needed and feasible, provided funding is available.

Contract Term

The term of the IGA will begin on or about Nov. 1, 2023, through June 30, 2024. The

IGA may be extended based on continuous need and available funding, which may be exercised by the City Manager, or his designee.

Financial Impact

The agreement value will not exceed $104,780 with funding available in the OEP Air Quality/Climate Fund using General Funds.

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Office of Environmental Programs.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 39

XWing Non-Congregate Shelter - EXC 22-0049 - Amendment (Ordinance S-50301)

Request to authorize the City Manager, or his designee, to execute amendment to Contract 157624 with Steel & Spark, LLC to extend the contract term. Further request to authorize the City Controller to disburse all the funds related to this item. The additional expenditures will not exceed $191,833.

Summary
This contract will provide the installation of the XWing temporary shelter units at a temporary location prior to the permanent install. The City's Office of Homeless Solutions will use the XWings to provide temporary shelter to persons experiencing homelessness. The additional funds are required for the Contractor to provide galvanized frames, door landings, and other hardware as needed to install the shelters at the temporary locations.

Contract Term
Upon approval, the contract will be extended through Dec. 31, 2025.

Financial Impact
Upon approval of $191,833 in additional funds, the revised total value of the contract will not exceed $3,191,833. Funds are available in the Human Services Department's budget.

Concurrence/Previous Council Action
The City Council previously reviewed this request:

- XWing Non-Congregate Shelter, Contract 157624, (Ordinance S-49284) on Dec. 14, 2022.

Responsible Department
This item is submitted by Deputy City Manager Gina Montes and the Human Services Department.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 40

Burton Barr College Depot - Architectural Services - ND30080040-1 (Ordinance S -50293)

Request to authorize the City Manager, or his designee, to enter into an agreement with Holly Street Studio, LLC to provide Architectural Services that include design and possible construction administration and inspection (CA&I) services for the Burton Barr College Depot project. Further request to authorize execution of amendments to the agreement as necessary within the Council-approved expenditure authority as provided below, and for the City Controller to disburse all funds related to this item. The fee for services will not exceed $120,000.

Additionally, request to authorize the City Manager, or his designee, to take all action as may be necessary or appropriate and to execute all design and construction agreements, licenses, permits, and requests for utility services related to the development, design and construction of the project. Such utility services include, but are not limited to: electrical, water, sewer, natural gas, telecommunication, cable television, railroads and other modes of transportation. Further request the City Council to grant an exception to Phoenix City Code 42-20 to authorize inclusion in the documents pertaining to this transaction of indemnification and assumption of liability provisions that otherwise should be prohibited by Phoenix City Code 42-18. This authorization excludes any transaction involving an interest in real property.

Summary

The purpose of this project is to provide the design for an infrastructure enhancement to expand the footprint of College Depot on the second floor of the Burton Barr Library.

Holly Street Studio, LLC’s services include, but are not limited to: final construction plans; specifications; engineering estimates; data collection information; surveying; materials reports; various utility adjustments; prepare the required documents for Environmental Clearance; post design bid assistance through award of construction; possible construction administration and inspection; and other work for a complete project.

Procurement Information

The selection was made using a qualifications-based selection process set forth in

section 34-603 of the Arizona Revised Statutes (A.R.S.). In accordance with A.R.S. section 34-603(H), the City may not publicly release information on proposals received or the scoring results until an agreement is awarded. Two firms submitted proposals and are listed below:

Selected Firm
Rank 1: Holly Street Studio, LLC

Additional Proposer
Rank 2: Jammonstudios LLC

Contract Term
The term of the agreement is five years from the issuance of the Notice to Proceed. Work scope identified and incorporated into the agreement prior to the end of the term may be agreed to by the parties, and work may extend past the termination of the agreement. No additional changes may be executed after the end of the term.

Financial Impact
The agreement value for Holly Street Studio, LLC will not exceed $120,000, including all subconsultant and reimbursable costs.

Funding is available in the Neighborhood Services Department's Operating budget utilizing Community Development Block Grant Neighborhood Enhancement and Infrastructure Program funds. The Budget and Research Department will separately review and approve funding availability prior to execution of any amendments. Payments may be made up to agreement limits for all rendered agreement services, which may extend past the agreement termination.

Public Outreach
Public outreach will be provided as directed by the City.

Location
1221 N. Central Ave.
Council District: 7

Responsible Department
This item is submitted by Deputy City Managers Gina Montes and Alan Stephenson, the Neighborhood Services Department and the City Engineer.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 41

Request to Amend Ordinance S-48599 for Community Development Block Grant Public Facility Grant Award (Ordinance S-50297)

Request to authorize the City Manager, or his designee, to amend Ordinance S-48599 to increase the contract award from $85,690 to $150,000 and extend the contract term to June 30, 2024 for The Opportunity Tree. Further request to authorize the City Controller to disburse all funds related to this item. There is no impact to the General Fund.

Summary

Community Development Block Grant (CDBG) public facility funding assists non-profit organizations expand services to support the needs of low- to moderate-income Phoenix residents. Eligible activities include acquisition, construction, rehabilitation, or Americans with Disabilities Act (ADA) improvements to non-profit owned public facilities. City Council approved fiscal year 2022-23 CDBG public facility grant funding for local non-profits, including The Opportunity Tree.

The Opportunity Tree provides services to Phoenix residents with intellectual and developmental disabilities and was awarded funding to implement ADA enhancements at the 3146 E. Windsor Ave. location in Phoenix. Construction costs have increased considerably since the original project budget was submitted due to the construction cost increases post pandemic, especially in the construction industry. Additional time is necessary as development of project plans were delayed due to unforeseen circumstances in obtaining infrastructure assessments, physical space considerations, and permit review.

Contract Term

The original authorized contract term was July 1, 2022, through June 30, 2023, with an option to extend through Dec. 31, 2023. If this item is approved, the term of the contract for only The Opportunity Tree will be initiated on or about Dec. 1, 2023, and run through June 30, 2024, with an option to extend through Sept. 30, 2024, that may be exercised at the discretion of the City Manager or designee.

Financial Impact

There is no impact to the General Fund. Contract award for The Opportunity Tree will

increase from $85,690 to $150,000. Contracts are funded by the U.S. Department of Housing and Urban Development CDBG funds. Sufficient CDBG funding exists to accommodate the request. Payments may be made up to agreement limits, which may extend past the agreement termination.

Concurrence/Previous Council Action
Fiscal Year 2022-23 Community Development Block Grant Public Service and Public Facility Grant Award Recommendations was approved by the City Council on May 11, 2022.

Location
3146 E. Windsor Ave.
Council District: 8

Responsible Department
This item is submitted by Deputy City Manager Gina Montes and the Neighborhood Services Department.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 42

Request Joshua Weiner, dba Flowcus Agreement Amendment (Ordinance S-50300)

Request to authorize the City Manager, or his designee, to amend the term and contract value of Agreement 157842 with Joshua Weiner, dba Flowcus. The term will be extended through June 30, 2024, with an option to extend through Dec. 31, 2024; and increase the value by $25,000 for a not to exceed of $250,000. Further request to authorize the City Controller to disburse all funds related to this item. There is no impact to the general fund.

Summary

The purpose of the amendment is to allow additional time and funding to complete the Eastlake Park Neighborhood placemaking artwork. This artwork, approved by City Council June 2022, also supports the Choice Neighborhood grant activities. Unforeseen delays with the commencement of construction has persisted since February 2023 to obtain environmental review and release of grant funds from the Department of Housing and Urban Development (HUD). These processes are necessary to ensure compliance with the Community Development Grant Block (CDBG) project fund source requirements, as well as ensure alignment with the Choice Neighborhood program and Neighborhood Revitalization Strategy Area.

Additional funding is necessary due to increased construction costs since the original project budget was agreed to in February 2023.

In June of 2022, City Council approved the execution of a contract with Joshua Weiner, dba Flowcus, with a contract term initiating on or around July 1, 2022, for a maximum term of nine months. After the June 2022 Council action, staff worked with the owners of the two prominent site locations to finalize the exact placement of the artwork. Due to the delay in finalizing the locations, work under the contract could not begin when originally planned.

In January of 2023, Council amended Ordinance S-48805 with an updated contract term, initiating on or about Jan. 1, 2023, for a six-month contract term, with an option to extend for an additional three months. On Feb. 14, 2023, staff executed the contract with Joshua Weiner, dba Flowcus.

Since February of 2023, staff worked to obtain environmental review and release grant funds from HUD.

Contract Term
The authorized contract term was on or about Jan. 1, 2023, for a six month contract term, with an option to extend for three months, exercised at the discretion of the City Manager or designee. If this item is approved, the term of the contract will be extended through June 30, 2024, with an option to extend through Dec. 31, 2024, that may be exercised at the discretion of the City Manager or designee.

Financial Impact
The aggregate contract value will not exceed $250,000. Funding is available in the Neighborhood Services Department's Capital Improvement Program budget using HUD CDBG funds. There is no impact to the General Fund. Payments may be made up to agreement limits, which may extend past the agreement termination.

Concurrence/Previous Council Action

- On Oct. 27, 2021, the design agreement with Flowcus was approved by City Council.
- On June 1, 2022, the Community and Cultural Investment Subcommittee recommended City Council approval to enter into contract with Joshua Weiner, dba Flowcus, by a 4-0 vote.
- On June 15, 2022, City Council approved entering into contract with Joshua Weiner, dba Flowcus.
- On Jan. 25, 2023, City Council approved an updated contract term with Joshua Weiner, dba Flowcus.

Location
Southwest corner of 16th and Washington streets, and southwest corner of 16th and Jefferson streets
Council District: 8

Responsible Department
This item is submitted by Deputy City Manager Gina Montes and the Neighborhood Services Department.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 43

Bookmobile for Underserved Areas - Architectural Services - ND30010039 (Ordinance S-50292)

Request to authorize the City Manager, or his designee, to enter into an agreement with Holly Street Studio, LLC to provide Architectural Services that include design and possible construction administration and inspection (CA&I) services for the Bookmobile for Underserved Areas project. Further request to authorize execution of amendments to the agreement as necessary within the Council-approved expenditure authority as provided below, and for the City Controller to disburse all funds related to this item. The fee for services will not exceed $235,000.

Additionally, request to authorize the City Manager, or his designee, to take all action as may be necessary or appropriate and to execute all design and construction agreements, licenses, permits, and requests for utility services related to the development, design and construction of the project. Such utility services include, but are not limited to: electrical, water, sewer, natural gas, telecommunication, cable television, railroads and other modes of transportation. Further request the City Council to grant an exception to Phoenix City Code 42-20 to authorize inclusion in the documents pertaining to this transaction of indemnification and assumption of liability provisions that otherwise should be prohibited by Phoenix City Code 42-18. This authorization excludes any transaction involving an interest in real property.

Summary

The purpose of this project is to provide the design for an asphalt pad for a bookmobile, asphalt parking lot, restrooms, lighting, utilities, a garage to house the bookmobile and security cameras on an empty City owned parcel of land on the corner of Lower Buckeye Road and 67th Avenue.

Holly Street Studio, LLC’s services include, but are not limited to: final construction plans; specifications; engineering estimates; data collection information; surveying; materials reports; various utility adjustments; prepare the required documents for Environmental Clearance; post design bid assistance through award of construction; possible construction administration and inspection; and other work for a complete project.

Procurement Information
The selection was made using a qualifications-based selection process set forth in section 34-603 of the Arizona Revised Statutes (A.R.S.). In accordance with A.R.S. section 34-603(H), the City may not publicly release information on proposals received or the scoring results until an agreement is awarded. Two firms submitted proposals and are listed below:

Selected Firm
Rank 1: Holly Street Studio, LLC

Additional Proposer
Rank 2: Jammonstudios LLC

Contract Term
The term of the agreement is five years from the issuance of the Notice to Proceed. Work scope identified and incorporated into the agreement prior to the end of the term may be agreed to by the parties, and work may extend past the termination of the agreement. No additional changes may be executed after the end of the term.

Financial Impact
The agreement value for Holly Street Studio, LLC will not exceed $235,000, including all subconsultant and reimbursable costs.

Funding is available in the Neighborhood Services Department's Operating budget utilizing Community Development Block Grant Neighborhood Enhancement and Infrastructure Program funds. The Budget and Research Department will separately review and approve funding availability prior to execution of any amendments. Payments may be made up to agreement limits for all rendered agreement services, which may extend past the agreement termination.

Public Outreach
Public outreach will be provided as directed by the City.

Location
6620 W. Lower Buckeye Road
Council District: 7

Responsible Department
This item is submitted by Deputy City Managers Gina Montes and Alan Stephenson, the Neighborhood Services Department and the City Engineer.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 44

Amendment to the 2020-24 Consolidated Plan's 2022-23 Annual Action Plan

Request City Council approval of an amendment to the 2020-24 Consolidated Plan's 2022-23 Annual Action Plan to include the City's plan to modify the use of the property at 1229 E. Washington St. acquired with Community Development Grant Funds.

Summary

The 2020-24 Consolidated Plan defines how the Community Development Block Grant (CDBG) HOME Investment Partnership (HOME), Emergency Solutions Grant (ESG), and Housing Opportunities for Persons with AIDS (HOPWA) funds will be used to address the priorities and goals outlined in the five-year Consolidated Plan and is carried out through Annual Action Plans. The 2022-23 Annual Action Plan provides a concise summary of activities the City will prioritize in Fiscal Year 2022-23 to address the priority needs identified by the community in support of the goals outlined in the Consolidated Plan.

This amendment to the 2022-23 Annual Action Plan will outline the City's plans to modify the use of the property at 1229 E. Washington St.

The original use for 1229 E. Washington St., a CDBG acquired building, provided Arizona Bridge to Independent Living space to operate a disabled persons social services training center and administrative office. The City of Phoenix Community Assistance Program (CAP) intends to enter into a Memorandum of Understanding with the Neighborhood Services Department for 1229 E. Washington St. to provide on-scene crisis response, behavioral health, victim services/advocacy, and substance use supportive services. CAP's Crisis Response and Behavioral Health Units will be dispatched through the 9-1-1 Regional Dispatch system. Crisis Response Units are considered co-response units with Phoenix Police or Fire departments. Behavioral Health Units may respond in a single unit response, or co-response capacity, with Phoenix Police or Fire staff. This decentralized location will be utilized by CAP staff including crisis response dispatched units, for the specific low-and-moderate income response area, caseworkers, trainers, peer support specialists, and office and supervisor personnel dedicated to the CAP operations. Crisis Response and Behavioral Health Units will be staffed 24 hours a day, seven days a week, year-round.

The response area for this location is generally bounded by 19th Avenue to the west, Indian School Road to the north, Baseline Road to the south, and 48th Street to the east. The total population residing in the response area is 375,230. Of this, 230,675, or 61.5 percent of the population, is low-and-moderate income.

Additionally, as a minor use, Phoenix Fire Department's Community Emergency Response Team (CERT) will have staff at this location. CERT trains residents, neighborhoods, community organizations, and businesses in disaster preparedness, disaster fire suppression, basic disaster medical operations, light search and rescue operations, and terrorism awareness. CERT also conducts meaningful outreach to individuals and families experiencing homelessness relative to heat safety and climate-related crisis prevention. Staff at this location will provide outreach in the same low-and-moderate income area.

Concurrence/Previous Council Action

- The Community and Cultural Investment Subcommittee recommended approval of the 2022-23 Annual Action Plan on May 4, 2022, by a 4-0 vote.
- City Council approved the 2022-23 Annual Action Plan on May 11, 2022.

Public Outreach

The City of Phoenix published a 30-day public comment period notice to obtain community and stakeholder input relative to this amendment. Public notice dates: Oct. 2, 2023, through Oct. 31, 2023.

Location

1229 E. Washington St.
Council District: 8

Responsible Department

This item is submitted by Assistant City Manager Lori Bays, Deputy City Manager Gina Montes, and the Neighborhood Services and Fire departments.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 45

Artist Contract for 55th Avenue Promenade Public Art Project (Ordinance S-50281)

Request to authorize the City Manager, or his designee, to enter into a contract with Creative Machines for an amount not to exceed $300,000 for the design, fabrication, and installation of four art structures along 55th Avenue between Camelback and Indian School roads. Further request authorization for the City Controller to disburse all funds related to this item.

Summary

The Fiscal Year (FY) 2023-28 Public Art Plan includes funding for artwork identified as Shade, Cooling, and Heat Mitigation. In collaboration with the Parks and Recreation and Street Transportation departments, the 55th Avenue Promenade has been identified as the location for this initiative. Artwork will be located within the median greenspace along 55th Avenue, between Camelback and Indian School roads in District 5. The artwork will be made of durable materials that can survive the desert climate, include shade elements supporting the City of Phoenix Cool Corridors Initiative, and enhance the pedestrian experience of this unique neighborhood amenity.

After reviewing a pool of 144 applicants, a three-person panel recommended Creative Machines as the selected artist for the project. Creative Machines was recommended based on his experience creating site-specific public art projects and demonstrated ability to involve the community meaningfully. Community engagement is at the center of public art projects when approved. The artist will work with the nearby neighborhood, schools, and community members on the project’s design.

The selection panel included Leticia Castro, John F. Long Elementary School Principal; Andrea Ramirez, District 5 resident; Victoria Sajadi, Public Art Coordinator, Scottsdale Arts.

Financial Impact

The 55th Avenue Promenade public art project, under the title of Shade, Cooling, and Heat Mitigation, is one of 42 projects in the FY 2023-28 Public Art Plan that the City Council approved on July 3, 2023. The proposed $300,000 budget will cover all costs related to the artwork's design, fabrication, and installation. Additional funding in the

Plan for this project covers staff time, contingency, and administrative costs. Funding is available in the Public Art Program using Arizona Highway User Revenue funds and Water funds.

Concurrence/Previous Council Action

The Phoenix Arts and Culture Commission reviewed and recommended approval of this item on Sept. 12, 2023, by a vote of 12-0 and one abstention. The Economic Development and Housing Subcommittee reviewed and approved this item by a 4-0 vote at its October 11, 2023 meeting.

Location

55th Avenue between Camelback and Indian School roads
Council District: 5

Responsible Department

This item is submitted by Deputy City Manager Inger Erickson and the Office of Arts and Culture.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 46

Artist Contract for State Route 303 Public Art Project (Ordinance S-50296)

Request to authorize the City Manager, or his designee, to enter into a contract with Eric Powell for an amount not to exceed $80,000 for the design and installation of artwork for the State Route 303 Public Art Project.

Summary

The Fiscal Year (FY) 2023-28 Public Art Plan includes a project to integrate public art into the State Route 303 Improvement Project from Lake Pleasant Parkway to I-17. The project, a partnership between the City of Phoenix, the Maricopa Association of Governments, and the Arizona Department of Transportation, adds additional traffic lanes in each direction, new traffic interchanges at I-17, 43rd Avenue, and 51st Avenue, and bridges to accommodate a future interchange at 67th Avenue in District 1. The public art enhancements will be integrated into traffic interchanges at 67th Avenue and I-17. Enhancements will be cast cement reliefs and may be included on traffic interchange bridge piers, abutments, safety barriers, and other site improvements.

Using a qualified vendor list, a three-person selection committee recommended Eric Powell based on his demonstrated two-dimensional design skills that would translate well into cement rustications and his demonstrated ability to work closely with design teams and involve the community meaningfully. The selection panel included Myesha Harris, Special Project Administrator, City of Phoenix Street Transportation Department; Joe Diaz, City of Phoenix Parks and Recreation Deputy Director; Eric Wilson, Horticulturist, City of Phoenix Street Transportation Department.

Financial Impact

The State Route 303 Public Art Project is one of 42 projects in the FY 2023-28 Public Art Plan that the City Council approved on July 3, 2023. The proposed $80,000 will cover all costs related to the design and construction oversight of the artwork, including the artist’s time working with city staff, project consultants, and the local community to produce a complete and buildable design. Additional funding in the Plan for this project will cover staff time, contingency, and administrative costs. Funding is available in the Public Art Program using Arizona Highway User Revenue funds.

Concurrence/Previous Council Action

The Phoenix Arts and Culture Commission reviewed and recommended approval of this item on Sept. 12, 2023, by a vote of 12-0 and one abstention. The Economic Development and Housing Subcommittee reviewed and approved this item by a 4-0 vote at its Oct. 11, 2023 meeting.

Location

Traffic interchanges at 67th Avenue and I-17
Council District: 1

Responsible Department

This item is submitted by Deputy City Manager Inger Erickson and the Office of Arts and Culture.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 47

Tennant Equipment and Machinery Maintenance Contract - RFA 24-0050 - Request for Award (Ordinance S-50286)

Request to authorize the City Manager, or his designee, to enter into a contract with Tennant Sales and Service Company to provide maintenance, repair and purchase of Tennant brand custodial equipment for the Phoenix Convention Center Department. Further request to authorize the City Controller to disburse all funds related to this item. The total value of the contract will not exceed $535,000.

Summary

This contract will provide the necessary labor, parts, supplies, and equipment needed to maintain, repair, inspect, and clean Tennant custodial equipment. The equipment includes sweepers, scrubbers, and carpet extractors and is necessary to ensure that Tennant equipment performs at optimal levels to maintain the cleanliness of the facilities and to allow work to be completed in an efficient manner.

Procurement Information

In accordance with Administrative Regulation 3.10, standard competition was waived as a result of an approved Determination Memo based on the following reason: Special Circumstances Without Competition. The Tennant Sales and Service Company is the only authorized service provider certified to maintain and repair Tennant brand products and machinery.

Contract Term

The contract will begin on or about Dec. 1, 2023, for a five-year term with no options to extend.

Financial Impact

The aggregate contract value will not exceed $535,000 for the five-year aggregate term.

Funding is available in the Phoenix Convention Center Department Operating and Capital Outlay budgets.

Location
Phoenix Convention Center
Council Districts: 7 and 8

Responsible Department
This item is submitted by Deputy City Manager John Chan and the Phoenix Convention Center Department.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 48

Request to Apply for and Accept Fire Incident Management System Grant Funds (Ordinance S-50309)

Request to authorize the City Manager, or his designee, to retroactively apply for, and accept, if awarded, up to $1,678,382 from the Fire Incident Management System Grant Program. This program will provide funding for the deployment of a secure incident management platform for fire and medical response in the Phoenix 9-1-1 system. Further request authorization for the City Treasurer to accept and for the City Controller to disburse, all funds related to this item. If not approved, the grant, if awarded, would be declined.

Summary

The Fire Incident Management System Grant Program, administered through the Arizona Department of Administration State Grants Office, offers grants to fire departments for software and hardware that help improve incident management and ensure clear communication, safety, and efficiency during emergency response. Funds from this award will be used to procure hardware, software, and application licensing that integrates with the Fire Department Computer-Aided Dispatch (CAD) system. The software will assist with resource tracking, messaging and collaboration, organizing and coordinating responses, and will significantly enhance emergency response capabilities and fire incident data collection.

Procurement Information

The Fire Department will administer the grant in accordance with Administrative Regulation 3.10.

Contract Term

The three-year grant Period of Performance is projected to begin on or around Oct. 31, 2023.

Financial Impact

The grant does not require a local match. There is no impact to the General Fund.

Responsible Department

This item is submitted by Assistant City Manager Lori Bays and the Fire Department.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 49

Request to Enter into 2023 Readiness Cooperative Agreement with FEMA (Ordinance S-50310)

Request to authorize the City Manager, or his designee, to retroactively apply for, accept, and disburse Federal Emergency Management Agency (FEMA) funds totaling $1,259,456 for the Fiscal Year (FY) 2023 National Urban Search & Rescue (US&R) Response System Readiness Cooperative Agreement. Further request authorization for the City Treasurer to accept, and the City Controller to disburse, all funds related to this item.

Summary

The Department of Homeland Security and FEMA provide support and funding for the maintenance and readiness of the National Urban Search & Rescue (US&R) Response System. The purpose of this readiness cooperative agreement is to support the continued development and maintenance of a national US&R capability. This cooperative agreement provides direction to the Phoenix Fire Department for the use of funding to provide administrative and program management, training, support, equipment cache procurement, maintenance, and storage.

The Phoenix Fire Department is the sponsoring agency of Arizona Task Force One (AZ-TF1), one of 28 national Urban Search and Rescue response system task forces that can rapidly deploy skilled personnel and state-of-the-art equipment to sites of natural disasters, terrorist attacks, and building collapses. In addition to search and rescue, task force members provide immediate medical treatment to survivors, hazardous materials monitoring, and stabilization capabilities. In the past, AZ-TF1 has been deployed to Hurricanes Florence, Harvey, Irma, Rita, Katrina, Ike, Gustav, the Oklahoma City bombing, and the 9/11 World Trade Center in New York City.

Contract Term

The term of the agreement will be for three years. The contract will run from Sept. 1, 2023, through Aug. 31, 2026.

Financial Impact

The Fire Department will receive an amount not to exceed $1,259,456 from the FEMA for the FY 2023 National US&R Response System Readiness Cooperative Agreement.

There is no impact to the General Fund.

Responsible Department

This item is submitted by Assistant City Manager Lori Bays and the Fire Department.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 50

Purchase of Fire Technical Support Vehicles - Request for Award (Ordinance S-50291)

Request to authorize the City Manager, or his designee, to enter into a contract with Freightliner of Arizona, LLC dba Velocity Truck Centers for the purchase of three technical support vehicles. Further request to authorize the City Controller to disburse all funds related to this item. The total value will not exceed $1,020,162.

Summary

The Public Works Department is seeking to purchase three technical support vehicles for the Phoenix Fire Department. These vehicles are critical to the technical rescue teams in the department and are replacing current technical support vehicles that are aging. They transport equipment cache to incidents that include mountain, trench, confined space, and structural type rescues. These vehicles are equipped with rope, shoring systems for trenches, air carts, and other technical equipment necessary for the technical rescue teams.

Procurement Information

In accordance with Administrative Regulation 3.10, standard competition was waived as a result of an approved Determination Memo based on the following reason: Special Circumstances Without Competition. Due to the unique build specifications reviewed and deemed acceptable by Fire and Public Works staff, the manufacturer Freightliner of Arizona, LLC dba Velocity Truck Centers, was selected.

Contract Term

The item will be for the one-time purchase of the technical support vehicles starting on or around Nov. 1, 2023.

Financial Impact

This item will have a value of up to $1,020,162. Funding is available in the Fire Department's budget.

Responsible Department

This item is submitted by Assistant City Manager Lori Bays, Deputy City Manager Mario Paniagua, and the Fire and Public Works departments.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 51

False Alarm Tracking System Contract - EXC 23 - 082 - Request for Award (Ordinance S-50308)

Request to authorize the City Manager, or his designee, to enter into a contract with 365 Labs, LLC, to provide a false alarm tracking system for the Police Department. Further request an exception to the indemnity and assumption of liability provisions of Phoenix City Code section 42-18. Further request to authorize the City Controller to disburse all funds related to this item. The total value of the contract will not exceed $572,000.

Summary

This contract will provide a vendor-supported, cloud-hosted web application system called 365 false alarm to replace the current Public Records and Services Unit's false alarm tracking system (FATS). FATS was built on depreciated technologies no longer supported by Microsoft. The False Alarms Unit is responsible for administering false alarm violations, new permits, permit renewals, payment processing, invoicing, and letter generation, and provides a public-facing portal for customer registration and payments through the system. The 365 false alarm will interface with the computer-aided dispatch system to automatically import false alarms and connect to the City of Phoenix's systems applications and processing (SAP) for billing purposes. It is critical to replace the current outdated system with a cloud-hosted vendor-supported system, which will help the False Alarms Unit manage over 162,000 business and residential accounts with about 50,000 active lawful permits in the current system. This program is a significant revenue stream for the Police Department.

This item has been reviewed and approved by the Information Technology Services Department.

Procurement Information

In accordance with Administrative Regulation 3.10, standard competition was waived as a result of an approved determination memo due to special circumstances, being without competition. 365 Labs offers the modules, interfaces, and functionality needed to replace the existing system with vendor supported cloud hosted solutions. The vendor completed a Service Organization Control 2, Type 2 security audit compliance process for their cloud-hosted solution that meets the City's Information Security and

Privacy Office's requirements.

Contract Term
The contract will begin on or about Nov. 1, 2023, for a five year term with no options to extend.

Financial Impact
The aggregate contract value will not exceed $572,000 for the five year aggregate term.

Funding is available in the Police Department budget.

Responsible Department
This item is submitted by Assistant City Manager Lori Bays and the Police Department.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 52

Firearms Contract (Weapons Lethal, Less-Lethal, Accessories, Consumables) - COOP 24-0101 - Request for Award (Ordinance S-50311)

Request to authorize the City Manager, or his designee, to enter into a cooperative agreement with Diamondback Police Supply Co., Inc., to provide firearms (weapons lethal, less-lethal, accessories, consumables) for the Police Department. Further request to authorize the City Controller to disburse all funds related to this item. The total value of the contract will not exceed $1,655,500.

Summary

This contract will provide lethal and less-lethal weapons, accessories, and consumables for use by the Phoenix Police Department's Training and Homeland Defense Bureau, Special Assignments Unit, and Downtown Operations Unit. The products available on this contract will equip officers with additional options to utilize during high stress incidents to reduce violent encounters between police officers and community members in furtherance of the Advanced Less Lethal Pilot Program (ALLPP). The ALLPP was created to provide front-line officers with contemporary less lethal options for use in de-escalating dynamic encounters and is being expanded for use throughout additional precincts.

Procurement Information

In accordance with Administrative Regulation 3.10, standard competition was waived as a result of an approved determination memo based on special circumstances, alternative competition. The cooperative contract sought is from a reputable source, Diamondback Police Supply Co., Inc., as a procurement solution that offers competitive pricing by utilizing a percentage off of the manufacturer's suggested retail price/list across multiple manufacturers.

Contract Term

The contract will begin on or about Nov. 1, 2023, for a three-year term with two one-year options to extend.

Financial Impact

The aggregate contract value will not exceed $1,655,500 for the five year aggregate term.

Funding is available in the Police Department budget.

Responsible Department
This item is submitted by Assistant City Manager Lori Bays and the Police Department.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 53

New Ground Lease with Bandura & Sons, Inc. (Ordinance S-50285)

Request to authorize the City Manager, or his designee, to execute a ground lease with Bandura & Sons, Inc. (Bandura) at 2933 E. Washington St. at Phoenix Sky Harbor International Airport (PHX).

Summary
Bandura is requesting to enter into a Ground Lease for approximately 680 square feet of land north of PHX at 2933 E. Washington St. for parking employee vehicles for its adjacent business. Bandura is currently using the area under a temporary license agreement that expires on Jan. 1, 2024.

Contract Term
The term will be for five years, with five one-year options to extend.

Financial Impact
Rent will be approximately $40 per month ($.70 per square foot). Rent will be adjusted based on market rate as determined by appraisal beginning with the fourth year of the agreement; future adjustments will be applied every three years thereafter. Total anticipated rent from this ground lease over the term will be approximately $2,380.

Concurrence/Previous Council Action
The Phoenix Aviation Advisory Board recommended this item for approval on Sept. 21, 2023, by vote of 6-0.

Location
Phoenix Sky Harbor International Airport - 2933 E. Washington St.
Council District: 8

Responsible Department
This item is submitted by Deputy City Manager Mario Paniagua and the Aviation Department.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 54

Airfield Lighting Controls and Monitoring Systems Preventative Maintenance and Repair Contract - RFA 24-0052 - Request for Award (Ordinance S-50287)

Request to authorize the City Manager, or his designee, to enter into a contract with ADB Safegate Americas, LLC (ADB Safegate) to provide preventative maintenance and repair services for ADB Safegate's airfield lighting control and monitoring systems (ALCMS) for the Aviation Department. Further request to authorize the City Controller to disburse all funds related to this item. The total value of the contract will be up to $1.3 million.

Summary

The Aviation Department has Federal Aviation Administration (FAA) approved and certified ALCMS systems located at Phoenix Sky Harbor International, Phoenix Deer Valley, and Phoenix Goodyear Airports. The ALCMS systems are required to maintain compliance with federal regulations and are proprietary systems to ADB Safegate. This contract will provide preventative maintenance, repairs, and technical support services to ensure the systems maintain compliance with the federal airport lighting equipment certification program.

This item has been reviewed and approved by the Information Technology Services Department.

Procurement Information

In accordance with Administrative Regulation 3.10, standard competition was waived as a result of an approved Determination Memo based on Special Circumstances - without competition - restrictive specifications, as the ALCMS systems are proprietary to ADB Safegate and must be maintained by ADB Safegate trained technicians.

Contract Term

The contract will begin on or about Nov. 1, 2023, for a five-year term with no options to extend.

Financial Impact

The total contract value will be up to $1.3 million for the five-year contract term.

Funding is available in the Aviation Department budget.

Location

Phoenix Sky Harbor International Airport, 2485 E. Buckeye Road,
Phoenix Deer Valley Airport, 702 W. Deer Valley Road,
Phoenix Goodyear Airport, 1658 S. Litchfield Road, Goodyear, Ariz.
Council Districts: 1, 8, and Out of City

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the Aviation Department.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 55

Heavy Duty Truck Brake Service - IFB 24-FSD-019 - Request for Award (Ordinance S-50279)

Request to authorize the City Manager, or his designee, to enter into separate contracts with Inland Kenworth (US) Inc., RWC International, LTD., Freightliner of Arizona, LLC DBA Velocity Trucking and Cummins Inc., to provide heavy-duty brake services for the Public Works Department. Further request to authorize the City Controller to disburse all funds related to this item. The total value of the contracts will not exceed $3,075,015.

Summary

This contract will provide brake services for 4,000 heavy-duty vehicles with a gross vehicle weight of 26,000 pounds or greater. The contract will provide brake service on steer axle and drive axle components on the heavy-duty fleet such as fire equipment, refuse trucks and street equipment that provides critical services to residential customers.

Procurement Information

Invitation for Bid 24-FSD-019 was processed in accordance with City of Phoenix Administrative Regulation 3.10. Four offers were received, and all are deemed to be responsive to posted specifications and responsible to provide the required goods and services. Following an evaluation of the total cost of two groups, drum brakes and disc brakes, the following vendors are being recommended for award:

Inland Kenworth (US) Inc.: $6,445.58
RWC International, LTD.: $13,383.75
Freightliner of Arizona, LLC DBA Velocity Trucking: $15,840.60
Cummins Inc.: $17,226.00

Contract Term

The contracts will begin on or about Jan. 1, 2024, for an initial three-year term with two one-year options to extend, for a total contract term of five years.

Financial Impact

The contracts will have an annual estimated spend of $615,003 with an aggregate

value that will not exceed $3,075,015.

Funding is available in the Public Works Department budget.

Responsible Department
This item is submitted by Deputy City Manager Mario Paniagua and the Public Works Department.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 56

Original Equipment Manufacturer Parts and Service - 24-FSD-028 - Request for Award (Ordinance S-50295)

Request to authorize the City Manager, or his designee, to enter into separate contracts with RWC International Ltd., Balar Holding Corp., Bingham Equipment Company, Cummins Inc., Norwood Equipment Inc., Rush Truck Centers of Arizona Inc., Velocity Truck Centers DBA Freightliner of Arizona LLC, Empire Southwest LLC, Simpson Norton Corporation, Redsky Fire Apparatus LLC, Sonsray Machinery LLC, and Southwest JCB Inc., H&E Equipment Services, Inc., and Hughes Fire Equipment, Inc. Further request to authorize the City Controller to disburse all funds related to this item. The total value of the contracts will not exceed $ 30,949,590.

Summary

This contract will provide local support mechanisms for diverse product lines, which ensures that the City receives the best pricing for Original Equipment Manufacturer (OEM) parts and service. Without access to the OEM dealerships, the Fleet Services Division would experience increased costs and downtime when purchasing parts and service through another mechanism other than the OEM supplier. Equipment that will benefit from this contract includes, but is not limited to, fire apparatus, street sweepers, refuse trucks, off-road equipment, and various heavy-duty trucks and equipment. This equipment is bought and maintained by the Public Works Department and is utilized by multiple departments to provide essential City services.

Procurement Information

In accordance with City of Phoenix Administrative Regulation 3.10. normal competition was waived as the result of a Determination Memo, citing that there is only one source for this essential service and parts. The above-mentioned vendors are the only authorized distributors for the State of Arizona for the product line they carry.

Contract Term

The initial three-year contract term will begin on or about Nov. 1, 2023, with two one-year option years to be exercised in increments of up to one year, with a total contract option term of five years.

Financial Impact

This contract will have an estimated annual expenditure of $6,189,918, with a value not to exceed $30,949,590.

Funds are available in the Public Works Department's budget.

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the Public Works Department.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 57

Hard Surface Floor Work Agreement - RFQ 24-FMD-020 (Ordinance S-50299)

Request to authorize the City Manager, or his designee, to enter into separate agreements with Arizona Hardwood Floor Supply, Inc. and Triangle Services, Inc. for hard surface floor work services in City-owned facilities. Further request to authorize the City Controller to disburse all funds related to this item. The value of the agreements will not exceed $225,000.

Summary

The Public Works Department is responsible for maintaining hard floors in City-owned facilities. These agreements will provide floor cleaning, polishing, and refinishing services to specialty flooring, to include hard wood floors, vinyl composition tile, and other flooring located in the City's museums, basketball courts, and historic buildings.

Procurement Information

Request for Quote 24-FMD-020 was conducted in accordance with Administrative Regulation 3.10. Two offers were received by the Public Works Department on Sept. 6, 2023. The offers were evaluated based on price, responsiveness to all specifications, terms and conditions, and responsibility to provide the required services. The prices were evaluated based on an all or none bid total per square foot for various types of services and flooring. The offers submitted by Arizona Hardwood Floor Supply, Inc. and Triangle Services, Inc. were deemed fair and reasonable.

Group 1 - Various Hard Floor Surfaces:

- Triangle Services, Inc.: $3.60 bid total
- Arizona Hardwood Floor Supply, Inc.: $6.83 bid total

Group 2 - Wood Floors:

- Arizona Hardwood Floor Supply, Inc.: $48.15 bid total

Contract Term

The initial one-year term of the agreements will begin on or about Jan. 1, 2024. The agreements will include four one-year options to extend, for a total agreement term of up to five years if all options are exercised.

Financial Impact
The value of the agreements, including all option years is $225,000, including all applicable taxes, with an estimated annual expenditure of $45,000.

Funding is available in the Public Works Department's budget.

Responsible Department
This item is submitted by Deputy City Manager Mario Paniagua and the Public Works Department.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 58

16-Inch Paradise Valley Zone 3C Improvements - Construction Manager at Risk Services Amendment - WS85500418 (Ordinance S-50283)

Request to authorize the City Manager, or his designee, to execute an amendment to Agreement 152069 with Hunter Contracting Co. to provide additional construction services for the 16-Inch Paradise Valley Zone 3C Improvements project. Further request to authorize execution of amendments to the agreement as necessary within the Council-approved expenditure authority as provided below, and for the City Controller to disburse all funds related to this item. The additional fee for services included in this amendment will not exceed $6.5 million.

Summary

The purpose of this project is to construct approximately 21,500 linear feet of 16-Inch Ductile Iron Pipe transmission main within Pressure Zone 3C in the Town of Paradise Valley and a new Pressure Reducing Station to relief Booster Station 3C-B1 and Well 235.

This amendment is necessary because the project was delayed due to high costs of pipeline construction and difficulties with obtaining easements for access to the proposed Pressure Reducing Valve Station. In addition, it will ensure that both phases of the project can be completed. This amendment will provide additional funds and time to the agreement.

Contract Term

The term of the agreement amendment is five years from the issuance of the Notice to Proceed. Work scope identified and incorporated into the agreement prior to the end of the term may be agreed to by the parties, and work may extend past the termination of the agreement. No additional changes may be executed after the end of the term.

Financial Impact

- The initial agreement for Construction Manager at Risk Preconstruction Services was approved for an amount not to exceed $150,000, including all subcontractor and reimbursable costs.
- The initial agreement for Construction Manager at Risk Construction Services was

approved for an amount not to exceed $9,875,000, including all subcontractor and reimbursable costs.
- This amendment will increase the agreement by an additional $6.5 million, for a new total amount not to exceed $16,525,000, including all subcontractor and reimbursable costs.

Funding for this amendment is available in the Water Services Department's Water Revenue budget. The Budget and Research Department will separately review and approve funding availability prior to the execution of any amendments. Payments may be made up to agreement limits for all rendered agreement services, which may extend past the agreement termination.

Concurrence/Previous Council Action
The City Council approved Construction Manager at Risk Construction Services Agreement 152069 (Ordinance S-46612) on May 20, 2020.

Location
Along Shea Boulevard from west of Tatum Boulevard to Mockingbird Lane and Invergordon Road
Council District: 3 and Out of City

Responsible Department
This item is submitted by Deputy City Manager Ginger Spencer, the Water Services Department and the City Engineer.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 59

Rio Reimagined: 3rd Street Rio Salado Bicycle/Pedestrian Bridge - Engineering Services - ST87600140 (Ordinance S-50284)

Request to authorize the City Manager, or his designee, to enter into an agreement with T.Y. Lin International, Inc. to provide Engineering Services that include design services for the Rio Reimagined: 3rd Street Rio Salado Bicycle/Pedestrian Bridge project. Further request to authorize execution of amendments to the agreement as necessary within the Council-approved expenditure authority as provided below, and for the City Controller to disburse all funds related to this item. The fee for services will not exceed $2.8 million.

Additionally, request to authorize the City Manager, or his designee, to take all action as may be necessary or appropriate and to execute all design and construction agreements, licenses, permits, and requests for utility services related to the development, design and construction of the project. Such utility services include, but are not limited to: electrical, water, sewer, natural gas, telecommunication, cable television, railroads and other modes of transportation. Further request the City Council to grant an exception to Phoenix City Code 42-20 to authorize inclusion in the documents pertaining to this transaction of indemnification and assumption of liability provisions that otherwise should be prohibited by Phoenix City Code 42-18. This authorization excludes any transaction involving an interest in real property.

Summary

The purpose of this project is to design a bicycle and pedestrian bridge across the Rio Salado River along the 3rd Street alignment and to improve the southern bank trails of the Rio Salado River by adding low-emitting solar pedestrian-scale lighting and pathway amenities in the south side of the Rio Salado River footprint between Central Avenue and 40th Street.

T.Y. Lin International, Inc.’s services include, but are not limited to: develop final design plans, specifications, cost estimates, geotechnical investigations, hydraulic analysis model, and technical reports; coordination with Construction Management at Risk contractor for constructability reviews to produce contract documents for obligation and construction; and other work as required for a complete project. Additionally, the scope includes, but is not limited to: coordination of tasks with multiple stakeholders including

Federal Highway Administration team, the City Environmental and Right of Way teams for the National Environmental Policy Act (NEPA) clearance, 408 permitting requirements and Right of Way clearance purposes.

Procurement Information
The selection was made using a qualifications-based selection process set forth in section 34-603 of the Arizona Revised Statutes (A.R.S.). In accordance with A.R.S. section 34-603(H), the City may not publicly release information on proposals received or the scoring results until an agreement is awarded. Four firms submitted proposals and are listed below.

Selected Firm
Rank 1: T.Y. Lin International, Inc.

Additional Proposers
Rank 2: Parsons Transportation Group, Inc.
Rank 3: Schlaich Bergermann and Partner, LP (SBP)
Rank 4: Modjeski and Masters, Inc.

Contract Term
The term of the agreement is five years from the issuance of the Notice to Proceed. Work scope identified and incorporated into the agreement prior to the end of the term may be agreed to by the parties, and work may extend past the termination of the agreement. No additional changes may be executed after the end of the term.

Financial Impact
The agreement value for T.Y. Lin International, Inc. will not exceed $2.8 million, including all subconsultant and reimbursable costs.

This project will utilize federal funds and is subject to the requirements of the Rebuilding American Infrastructure with Sustainability and Equity program. Funding is available in the Street Transportation Department's Capital Improvement Program budget. The Budget and Research Department will separately review and approve funding availability prior to execution of any amendments. Payments may be made up to agreement limits for all rendered agreement services, which may extend past the agreement termination.

Public Outreach
T.Y. Lin International, Inc. will work with a public engagement firm contracted by the City to provide public outreach to inform selection of the preferred bridge type and associated aesthetics.

Location
3rd Street between Central Avenue and 40th Street along Rio Salado River footprint
Council District: 8

Responsible Department
This item is submitted by Deputy City Manager Alan Stephenson, the Street Transportation Department and the City Engineer.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 60

Val Vista Water Treatment Plant Rehabilitation 2023 - Construction Manager at Risk Services - WS85230059 (Ordinance S-50294)

Request to authorize the City Manager, or his designee, to enter into an agreement with Sundt Construction, Inc. (Sundt) to provide Construction Manager at Risk Preconstruction and Construction Services for the Val Vista Water Treatment Plant Rehabilitation 2023 project. Further request to authorize execution of amendments to the agreement as necessary within the Council-approved expenditure authority as provided below, and for the City Controller to disburse all funds related to this item. The fee for services will not exceed $52 million.

Summary

The purpose of this project is to rehabilitate the following treatment systems: Chemical Feed Stations, West Plant Bar Screens, Solid Handling Facility Polymer Feed System, Sludge Collectors, Reservoir Electrical Building, East Plant Sedimentation Basins 4-6 Launders, and East Plant Raw Water Pumps.

Sundt will begin in an agency support role for Construction Manager at Risk Preconstruction Services. Sundt will assume the risk of delivering the project through a Guaranteed Maximum Price agreement.

Sundt’s Preconstruction Services include, but are not limited to: providing detailed cost estimating and knowledge of marketplace conditions; project planning and scheduling; construction phasing and scheduling that will minimize interruption to City operations; alternate systems evaluation and constructability studies; assist with ways to gain efficiencies in project delivery; long-lead procurement studies and procurement of long -lead items; assistance in the permitting processes; and participating with the City in a process to establish a Small Business Enterprise (SBE) goal for the project.

Sundt’s initial Construction Services will include preparation of a Guaranteed Maximum Price proposal provided under the agreement. Sundt will be responsible for construction means and methods related to the project and fulfilling the SBE program requirements. Sundt will be required to solicit bids from prequalified subcontractors and to perform the work using the City’s subcontractor selection process. Sundt may also compete to self-perform limited amounts of work.

Sundt's additional Construction Services include, but are not limited to: arranging procurement of materials and equipment; scheduling and managing site operations; providing quality controls, bid, award, and manage all construction related contracts while meeting City bid requirements; and maintaining a safe work site for all project participants.

Procurement Information

The selection was made using a qualifications-based selection process set forth in section 34-603 of the Arizona Revised Statutes (A.R.S.). In accordance with A.R.S. section 34-603(H), the City may not publicly release information on proposals received or the scoring results until an agreement is awarded. Two firms submitted proposals and are listed below.

Selected Firm
Rank 1: Sundt Construction, Inc.

Additional Proposer
Rank 2: PCL Construction, Inc.

Contract Term

The term of the agreement is five years from issuance of the Notice to Proceed. Work scope identified and incorporated into the agreement prior to the end of the term may be agreed to by the parties, and work may extend past the termination of the agreement. No additional changes may be executed after the end of the term.

Financial Impact

The agreement value for Sundt Construction, Inc. will not exceed $52 million, including all subcontractor and reimbursable costs.

Funding is available in the Water Services Department's Capital Improvement Program budget. The Budget and Research Department will separately review and approve funding availability prior to execution of any amendments. Payments may be made up to agreement limits for all rendered agreement services, which may extend past the agreement termination.

Location

Intersection of McDowell Road and Lindsay Road, Mesa, Ariz.
Council District: Out of City

Responsible Department

This item is submitted by Deputy City Managers Ginger Spencer and Alan Stephenson, the Water Services Department and the City Engineer.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 61

Water and Wastewater Process Control and Security Improvements - Job Order Contracting Services - 4108JOC214 (Ordinance S-50282)

Request to authorize the City Manager, or his designee, to enter into a master agreement with Ludvik Electric Co., to provide Water and Wastewater Process Control and Security Improvements Job Order Contracting services for the Water Services Department. Further request to authorize execution of amendments to the agreement as necessary within the Council-approved expenditure authority as provided below, and for the City Controller to disburse all funds related to this item. The fee for services will not exceed $20 million.

Additionally, request to authorize the City Manager, or his designee, to take all action as may be necessary or appropriate and to execute all design and construction agreements, licenses, permits, and requests for utility services relating to the development, design, and construction of the project. Such utility services include, but are not limited to: electrical, water, sewer, natural gas, telecommunications, cable television, railroads and other modes of transportation. Further request the City Council to grant an exception pursuant to Phoenix City Code 42-20 to authorize inclusion in the documents pertaining to this transaction of indemnification and assumption of liability provisions that otherwise should be prohibited by Phoenix City Code 42-18. This authorization excludes any transaction involving an interest in real property.

Summary

Ludvik Electric Co.'s (Ludvik) services will be used on an as-needed basis to provide Water and Wastewater Process Control and Security Improvements services for installation/replacement of electrical and instrumentation equipment, programming remote terminal units, emergency repairs, pre/post construction services and engineering services as required. Additionally, Ludvik will be responsible for fulfilling Small Business Enterprise program requirements.

Procurement Information

The selection was made using a qualifications-based selection process set forth in section 34-604 of the Arizona Revised Statutes (A.R.S.). In accordance with A.R.S. section 34-604(H), the City may not publicly release information on proposals received

or the scoring results until an agreement is awarded. Two firms submitted proposals and are listed below.

Selected Firm
Rank 1: Ludvik Electric Co.

Additional Proposer
Rank 2: Industrial Power Solutions

Contract Term
The term of the master agreement is for up to five years, or up to $20 million, whichever occurs first. Work scope identified and incorporated into the master agreement prior to the end of the term may be agreed to by the parties, and work may extend past the termination of the master agreement. No additional changes may be executed after the end of the term.

Financial Impact
The master agreement value for Ludvik will not exceed $20 million, including all subcontractor and reimbursable costs.

Request to authorize the City Manager, or his designee, to execute job order agreements performed under this master agreement for up to $2 million each. In no event will any job order agreement exceed this limit without Council approval to increase the limit.

Funding is available in the Water Services Department's Capital Improvement Program and/or Operating budget. The Budget and Research Department will review and approve funding availability prior to issuance of any job order agreement. Payments may be made up to agreement limits for all rendered agreement services, which may extend past the agreement termination.

Responsible Department
This item is submitted by Deputy City Managers Ginger Spencer and Alan Stephenson, the Water Services Department and the City Engineer.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 62

Ferric Chloride - Amendment (Ordinance S-50278)

Request to authorize the City Manager, or his designee, to allow additional expenditures under Agreement 150561 with Kemira Water Solutions, Inc. for the purchase of ferric chloride, as needed, by the Water Services Department. Further request to authorize the City Controller to disburse all funds related to this item. The additional expenditures will not exceed $7,750,000.

Summary

The purpose of the amendment is to provide additional funds to Agreement 150561 with Kemira Water Solutions, which will allow for the as needed purchase of ferric chloride to assist in the Water Production and Wastewater Treatment processes. Ferric chloride is used in the water and wastewater industry as a coagulant and flocculant to help remove impurities and suspend partials from water, making it suitable for treatment and safe for discharge into the environment.

Due to rising costs incurred by chemicals over the past several years this agreement requires additional funding to support the purchase of ferric chloride until procurement solicits for a new contract to begin July 1, 2024.

Contract Term

The agreement term remains unchanged, ending on June 30, 2024.

Financial Impact

The initial authorization for Ferric Chloride was for an expenditure not-to-exceed $67,000,000. This amendment will increase the authorization for the agreement by an additional $7,750,000, for a new total not-to-exceed agreement value of $74,750,000.

Concurrence/Previous Council Action

The City Council approved:

- Ferric Chloride Agreement 150561 (Ordinance S-45892) on July 3, 2019.

Responsible Department

This item is submitted by Deputy City Manager Ginger Spencer and the Water Services Department.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 63

Rosemount Non Contact Level Meters and Replacement Parts - Amendment (Ordinance S-50280)

Request to authorize the City Manager, or his designee, to execute an amendment to Contract 153720 with Rosemount, Inc. to provide additional funding to the contract. Further request to authorize the City Controller to disburse all funds related to this item. The additional expenditures included in this amendment will not exceed $500,000.

Summary

The purpose of this Amendment is to request additional payment authority due to the need for several expensive parts. Additional funding is required to continue supporting the Water Services Department with purchases of non contact level meters and replacement parts to maintain service for the remaining term of the contract.

Rosemount, Inc. is responsible for providing non contact level meters and replacement parts on an as-needed basis for the Water Services Department.

Contract Term

The contract term will remain unchanged ending on Jan. 31, 2027.

Financial Impact

- The initial authorization for Non Contact Level Meters and Replacement Parts was for an expenditure not-to-exceed $180,000.
- This amendment will increase the authorization for the contract by an additional $500,000, for a new total not-to-exceed contract value of $680,000.

Funding is available in the Water Services Department's Operating budget.

Concurrence/Previous Council Action

The City Council approved the Non Contact Level Meters and Replacement Parts Contract 153720 (Ordinance S-47244) on Jan. 20, 2021.

Responsible Department

This item is submitted by Deputy City Manager Ginger Spencer and the Water Services Department.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 64

Final Plat - TSMC Supplier Site B - PLAT 230086 - Southeast Corner of 7th Avenue and Pinnacle Peak Road

Plat: 230086
Project: 22-3059
Name of Plat: TSMC Supplier Site B
Owner: DV Parcel B Owner, LLC
Engineer: James A. Brucci, RLS
Request: A One-Lot Commercial Plat
Reviewed by Staff: Sept. 22, 2023
Final Plat requires Formal Action Only

Summary
Staff requests that the above plat be approved by the City Council and certified by the City Clerk. Recording of the plat dedicates the streets and easements as shown to the public. This plat needs to record concurrently with Abandonment 220070. The sequence of recording is that the resolution of abandonment is recorded first, and the plat second.

Location
Generally located at the southeast corner of 7th Avenue and Pinnacle Peak Road
Council District: 1

Responsible Department
This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 65

Final Plat - Monterrey Park - PLAT 220076 - South of Myrtle Avenue and West of 26th Avenue

Plat: 220076
Project: 19-2881
Name of Plat: Monterrey Park
Owner: 26th Avenue Property Trust, Saint AFG Trust
Engineer: Kent D. Miller, RLS
Request: A Two-Lot Residential Plat
Reviewed by Staff: Sept. 22, 2023

Summary
Staff requests that the above plat be approved by the City Council and certified by the City Clerk. Recording of the plat dedicates the streets and easements as shown to the public.

Location
Generally located south of Myrtle Avenue and west of 26th Avenue
Council District: 5

Responsible Department
This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 66

Final Plat - 801 W Roosevelt Street & 838 & 846 N 8th Avenue - PLAT 230053 - Southwest Corner of Roosevelt Street and 8th Avenue

Plat: 230053
Project: 17-1057
Name of Plat: 801 W Roosevelt Street & 838 & 846 N 8th Avenue
Owner: Roosevelt 8 Zero 1, LLC
Engineer: James M. Williamson, RLS
Request: A 12-Lot Residential Plat
Reviewed by Staff: Sept. 25, 2023

Summary
Staff requests that the above plat be approved by the City Council and certified by the City Clerk. Recording of the plat dedicates the streets and easements as shown to the public.

Location
Generally located at the southwest corner of Roosevelt Street and 8th Avenue
Council District: 7

Responsible Department
This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 67

Final Plat - 30 N. 1st Street - PLAT 230071 - Southeast Corner of Adams Street and Central Avenue

Plat: 230071
Project: 19-2147
Name of Plat: 30 N. 1st Street
Owner: Phoenix MC Properties, LLC
Engineer: David S. Klein, RLS
Request: A One-Lot Commercial Plat
Reviewed by Staff: Sept. 21, 2023
Final Plat requires Formal Action Only

Summary
Staff requests that the above plat be approved by the City Council and certified by the City Clerk. Recording of the plat dedicates the streets and easements as shown to the public.

Location
Generally located at the southeast corner of Adams Street and Central Avenue
Council District: 7

Responsible Department
This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 68

Abandonment of Right-of-Way - ABND 220070 - 675 W. Pinnacle Peak Road (Resolution 22166)

Abandonment: ABND 220070
Project: 22-3059
Applicant: Jeff Hunter
Request: To abandon the excess right-of-way per exhibit on the south portion of Pinnacle Peak and east portion of 7th Avenue.
Date of Decision/Hearing: Feb. 23, 2023

Summary
The resolution of the abandonment and Plat 230086 are to be recorded together with the Maricopa County recorder on the same day, at the same time. The sequence of recording to be followed is that the resolution is recorded first, then the plat is recorded second.

Location
675 West Pinnacle Peak Road
Council District: 1

Financial Impact
Pursuant to Phoenix City Code Article 5, section 31-64 (e) as the City acknowledges the public benefit received by the generation of additional revenue from the private tax rolls and by the elimination of third-party general liability claims against the city, maintenance expenses, and undesirable traffic patterns, also replatting of the area with alternate roadways and new development as sufficient and appropriate consideration in this matter.

None. No consideration fee was required as a part of this right-of-way abandonment, although filing fees were paid.

Responsible Department
This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** *69

REQUEST TO WITHDRAW (SEE ATTACHED MEMO) Modification of Stipulation Request for Ratification of Sept. 20, 2023, Planning Hearing Officer Action - PHO-8-23--Z-195-81-1 - Approximately 730 Feet South of the Southwest Corner of 23rd Avenue and Parkside Lane

Request to authorize the City Manager, or his designee, to approve the Planning Hearing Officer's recommendation without further hearing by the City Council on matters heard by the Planning Hearing Officer on Sept. 20, 2023. This ratification requires formal action only.

Summary

Application: PHO-8-23--Z-195-81-1
Existing Zoning: A-1 DVAO
Acreage: 14.01

Applicant: Bill Lally, Tiffany & Bosco PA
Owner: RMLM LLC
Representative: Bill Lally, Tiffany & Bosco PA

Proposal:
1. Request to modify Stipulation 1 regarding general conformance with the site plan dated Aug. 3, 1999.
2. Request to modify Stipulation 3 regarding a landscape theme and a landscape setback along 21st and 23rd avenues.
3. Technical corrections to Stipulations 2 and 4.

VPC Action: The Deer Valley Village Planning Committee reviewed the request on Sept. 14, 2023, and recommended approval, with a modification, by a vote of 9-0.
PHO Action: The Planning Hearing Officer recommended approval, with modifications and additional stipulations.

Location

Approximately 730 feet south of the southwest corner of 23rd Avenue and Parkside Lane
Council District: 1

Parcel Address: N/A

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

Attachment A – Stipulations – PHO-8-23—Z-195-81-1

Location: Approximately 730 feet south of the southwest corner of 23rd Avenue and Parkside Lane

STIPULATIONS:

1.	~~That~~ THE ~~new~~ development SHALL be in general conformance with the site plan date~~d~~ STAMPED JULY 27, 2023 ~~8/3/99~~, AS APPROVED OR MODIFIED BY THE PLANNING AND DEVELOPMENT.	
2.	That right-of-way be dedicated, and adjacent roadways improved in a manner consistent with adopted plans at the time of subdivision/site plan approval, as approved by the PLANNING AND Development ~~Services~~ Department.	
3.	~~That a landscaping theme creating a strong visual identity be developed for the entryway along 23rd Avenue (upon redevelopment of Parcel 7) consistent with Commerce Park standards.~~ A FIVE (5) FOOT ATTACHED SIDEWALK AND landscaping shall be provided~~, within the right-of-way~~ along ~~the east side of~~ 21st Avenue, with a minimum 10' landscape setback FROM THE PROPERTY LINE. ~~(which shall include minimum 15-gallon size drought resistant shade trees spaced a maximum 20' on center, or provided in equivalent groupings). Along the west side of 21st Avenue, a 6' decorative masonry wall shall be provided, to be set back a minimum 25' from the right-of-way.~~ The setback area shall be dustproofed in an appropriate manner, as approved by THE PLANNING AND Development ~~Services~~ Department.	
4.	DEDICATE MINIMUM 50-FEET OF RIGHT-OF-WAY FOR THE EAST SIDE OF 23RD AVENUE, ADJACENT TO THE DEVELOPMENT. THE IMPROVEMENTS TO 23RD AVENUE SHALL BE CONSISTENT WITH THE MAJOR COLLECTOR D CROSS SECTION AND SHALL INCLUDE:	
	a.	A MINIMUM 5' WIDE DETACHED SIDEWALK SEPARATED BY A MINIMUM 13' WIDE LANDSCAPE STRIP LOCATED BETWEEN THE BACK OF CURB AND SIDEWALK ADJACENT TO THE DEVELOPMENT.
	b.	A MINIMUM 25 FEET OF PAVING FROM THE MONUMENT LINE TO THE FACE OF CURB, ADJACENT TO APN 209-03-294, CONNECTING THE EXISTING PAVING ON 23RD AVENUE TO THE REQUIRED RIGHT-OF-WAY IMPROVEMENTS ADJACENT TO THE SUBJECT SITE, AS APPROVED BY THE STREET TRANSPORTATION DEPARTMENT.
	c.	DEDICATE A TEMPORARY 50-FOOT RADIUS TURNAROUND EASEMENT AT THE SOUTHERN TERMINUS OF 23RD AVENUE, INCLUDING ALL INCIDENTAL IMPROVEMENTS, AS APPROVED BY THE STREET TRANSPORTATION DEPARTMENT.

DRAFT

5. ~~4.~~	That the site be maintained in a dust and litter free condition, as approved by the PLANNING AND Development ~~Services~~ Department.	
6. ~~5.~~	That independent of the development *east* of 21st Avenue, Parcel 7 shall comply with A-1 development standards for the existing use, or seek appropriate variance relief.	

DRAFT

City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

To: Alan Stephenson
Deputy City Manager

Date: October 31, 2023

From: Joshua Bednarek JB
Planning and Development Director

Subject: WITHDRAWAL OF ITEM 69 ON THE NOVEMBER 1, 2023, FORMAL AGENDA – PLANNING HEARING OFFICER APPLICATION PHO-8-23--Z-195-81-1 – APPROXIMATELY 730 FEET SOUTH OF THE SOUTHWEST CORNER OF 23RD AVENUE AND PARKSIDE LANE

Item 69 is a modification of stipulation request for ratification of Planning Hearing Officer Application No. PHO-8-23--Z-195-81-1. This is a request to modify stipulations for a 14.01-acre site located approximately 730 feet south of the southwest corner of 23rd Avenue and Parkside Lane to allow for an update to previous zoning for the future construction of two warehouse buildings. The request includes modifications to the approval letters for PHO-1-97--Z-195-81, PHO-2-99--Z-195-81, PHO-3-99--Z-195-81, PHO-4-99-Z-195-81, PHO-5-99--Z-195-81, PHO-6-02--Z-195-81 and PHO-7-07--Z-195-81 regarding general conformance to site plans and a landscape theme plan, landscape setback along 21st and 23rd Avenues and technical corrections to Stipulation Nos. 2 and 4.

The applicant is requesting that this item be withdrawn from the agenda.

Approved:
Alan Stephenson, Deputy City Manager

Attachment – email from applicant dated October 30, 2023

Stephanie Vasquez

From: Joshua Bednarek
Sent: Monday, October 30, 2023 9:37 AM
To: Stephanie Vasquez
Subject: FW: Continuance request: PHO-8-23-Z-195-1

PLANNING & DEVELOPMENT
PRESERVE
SHAPE
BUILD

Joshua Bednarek
Director, Planning and Development Department
Office: 602-262-6656
E-mail: joshua.bednarek@phoenix.gov

City of Phoenix
Planning & Development Department
200 West Washington Street
Phoenix, AZ 85003

From: William E. Lally <wel@tblaw.com>
Sent: Monday, October 30, 2023 9:33 AM
To: Joshua Bednarek <joshua.bednarek@phoenix.gov>; Tricia Gomes <tricia.gomes@phoenix.gov>
Cc: Derrik C Rochwalik <derrik.rochwalik@phoenix.gov>; John DiVall <jdivall@panattoni.com>; nate@bluelanterndevelopment.com; Benjamin Timm <btimm@tblaw.com>
Subject: Continuance request: PHO-8-23-Z-195-1

Good morning Josh and Tricia:

We represent the applicant of **PHO-8-23--Z-195-81-1 (Agenda Item #69)** in their attempt to modify the stipulations regarding the property located at 22870 N. 21st Ave., Phoenix, AZ 85027, identified by Maricopa County Assessor Parcel Number 209-03-293.

At this time, we respectfully request an **"Indefinite"** continuance for Agenda Item #: 69 scheduled for the November 1st, 2023 City Council Formal Meeting.

The modifications proposed by the Phoenix Hearing Officer on September 20, 2023 imposed additional financial liabilities that our client was not prepared to endure. To ensure that the applicant can financially provide for the newly imposed modifications, we request that our case be continued to evaluate these extra costs.

Please let us know if you require any additional information or if we may help in any way.

TB TIFFANY & BOSCO P.A.

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** *70

REQUEST TO CONTINUE (SEE ATTACHED MEMO) (CONTINUED FROM OCT. 4, 2023) - Amend City Code - Ordinance Adoption - Rezoning Application Z-27-23-1 - Southwest Corner of 19th Avenue and Quail Avenue (Ordinance G-7172)

Request to amend the Phoenix Zoning Ordinance, Section 601, the Zoning Map of the City of Phoenix, by adopting Rezoning Application Z-27-23-1 and rezone the site from IND. PK. DVAO (Industrial Park, Deer Valley Airport Overlay District) to C-3 DVAO (General Commercial, Deer Valley Airport Overlay District) to allow electric vehicle sales and repair.

Summary

Current Zoning: IND. PK. DVAO
Proposed Zoning: C-3 DVAO
Acreage: 7.91 acres
Proposal: Electric vehicle sales and repair.

Owner/Applicant: Aztec 19th Ave., LLC
Representative: William E. Lally, Tiffany & Bosco, PA

Staff Recommendation: Approval, subject to stipulations.
VPC Action: The Deer Valley Village Planning Committee heard this case on Aug. 10, 2023, and recommended approval, per the staff recommendation with deleted stipulations, by a vote of 11-1.
PC Action: The Planning Commission heard this case on Sept. 7, 2023, and recommended approval, per the Deer Valley Village Planning Committee recommendation, by a vote of 6-0.

Location

Southwest corner of 19th Avenue and Quail Avenue
Council District: 1
Parcel Address: 21030 and 21040 N. 19th Ave. and 1929 W. Quail Ave.

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

ATTACHMENT A

THIS IS A DRAFT COPY ONLY AND IS NOT AN OFFICIAL COPY OF THE FINAL, ADOPTED ORDINANCE

ORDINANCE G-

AN ORDINANCE AMENDING THE ZONING DISTRICT MAP ADOPTED PURSUANT TO SECTION 601 OF THE CITY OF PHOENIX ZONING ORDINANCE BY CHANGING THE ZONING DISTRICT CLASSIFICATION FOR THE PARCEL DESCRIBED HEREIN (CASE Z-27-23-1) FROM IND. PK. DVAO (INDUSTRIAL PARK, DEER VALLEY AIRPORT OVERLAY DISTRICT) TO C-3 DVAO (GENERAL COMMERCIAL, DEER VALLEY AIRPORT OVERLAY DISTRICT).

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF PHOENIX, as follows:

SECTION 1. The zoning of a 7.91-acre property located at the southwest corner of 19th Avenue and Quail Avenue in a portion of Section 24, Township 4 North, Range 2 East, as described more specifically in Exhibit “A,” is hereby changed from “IND.PK. DVAO” (Industrial Park, Deer Valley Airport Overlay District) to “C-3 DVAO” (General Commercial, Deer Valley Airport Overlay District).

SECTION 2. The Planning and Development Director is instructed to modify the Zoning Map of the City of Phoenix to reflect this use district classification change as shown in Exhibit “B.”

SECTION 3. Due to the site’s specific physical conditions and the use district applied for by the applicant, this rezoning is subject to the following stipulations,

DRAFT

violation of which shall be treated in the same manner as a violation of the City of Phoenix Zoning Ordinance:

1. The development shall be in general conformance with the elevations date stamped May 4, 2023, as modified by the following stipulations and approved by the Planning and Development Department.

2. Where pedestrian walkways cross a vehicular path, the pathway shall be constructed of decorative pavers, stamped or colored concrete, or other pavement treatments that visually contrast parking and drive aisle surfaces, as approved by the Planning and Development Department.

3. A minimum of 5% of the required parking spaces shall include Electric Vehicle (EV) Installed infrastructure, as approved by the Planning and Development Department.

4. All nonresidential uses over 5,000 square feet floor area shall provide one bicycle parking space per 25 vehicle parking spaces, with a maximum of 25 spaces. Bicycle parking shall be provided through Inverted U and/or artistic racks located near the front office and installed per the requirements of Section 1307.H. of the Phoenix Zoning Ordinance, as approved by the Planning and Development Department. Artistic racks shall adhere to the City of Phoenix Preferred Designs in Appendix K of the Comprehensive Bicycle Master Plan.

5. Existing streetscape beginning at back of curb shall be replenished with the approved landscaping and ground cover along 19th Avenue and Quail Avenue, as approved by the Planning and Development Department.

6. All streets within and adjacent to the development shall be constructed 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.

7. 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.

8. Prior to preliminary site plan approval, the landowner shall execute a Proposition 207 waiver of claims form. The waiver shall be recorded with the Maricopa County Recorder's Office and delivered to the City to be included in the rezoning application file for record.

DRAFT

SECTION 4. If any section, subsection, sentence, clause, phrase or portion of this ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions hereof.

PASSED by the Council of the City of Phoenix this 4th day of October, 2023.

_____
MAYOR

ATTEST:

_____
Denise Archibald, City Clerk

APPROVED AS TO FORM:
Julie M. Kriegh, City Attorney

By:
_____
_____

REVIEWED BY:

_____
Jeffrey Barton, City Manager

Exhibits:
A – Legal Description (1 Page)
B – Ordinance Location Map (1 Page)

DRAFT

EXHIBIT A

LEGAL DESCRIPTION FOR Z-27-23-1

Within a portion of Section 24, Township 4 North, Range 2 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, being more particularly described as follows:

PARCEL 1:
LOT 31, AZTEC BUSINESS PARK, A SUBDIVISION RECORDED IN BOOK 310 OF MAPS, PAGE 48 AND CERTIFICATES OF CORRECTION RECORDED IN RECORDING NO. 87-384338 THROUGH 87-384341, INCLUSIVE, RECORDS OF MARICOPA COUNTY, ARIZONA.

EXCEPT THE WEST 229 FEET.

PARCEL 2:

LOT 32, AZTEC BUSINESS PARK, A SUBDIVISION RECORDED IN BOOK 310 OF MAPS, PAGE 48 AND CERTIFICATES OF CORRECTION RECORDED IN RECORDING NO. 87-384338 THROUGH 87-384341, INCLUSIVE, RECORDS OF MARICOPA COUNTY, ARIZONA.

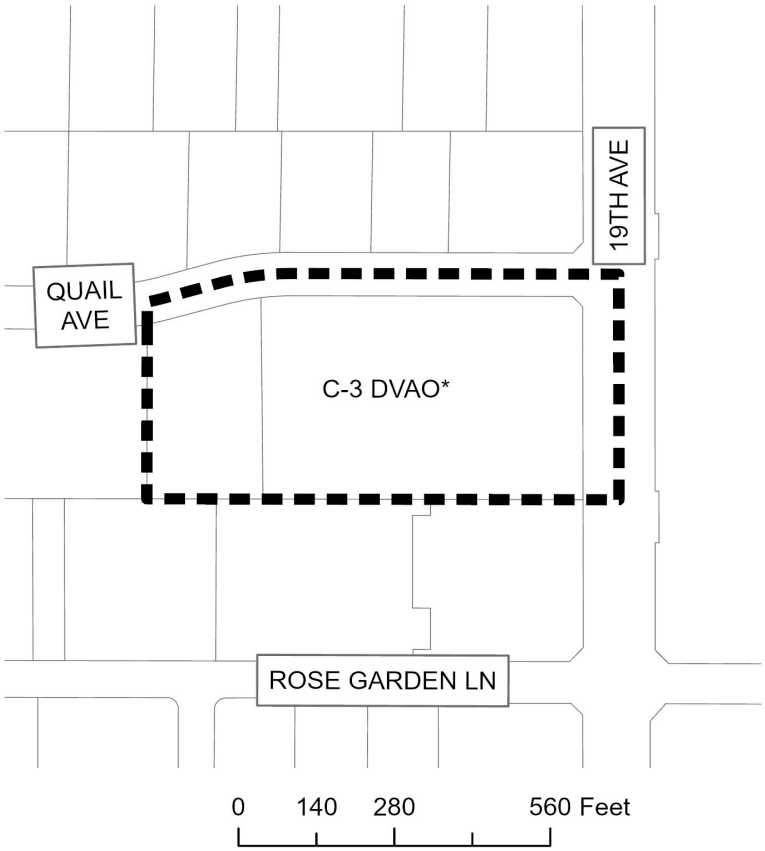
DRAFT

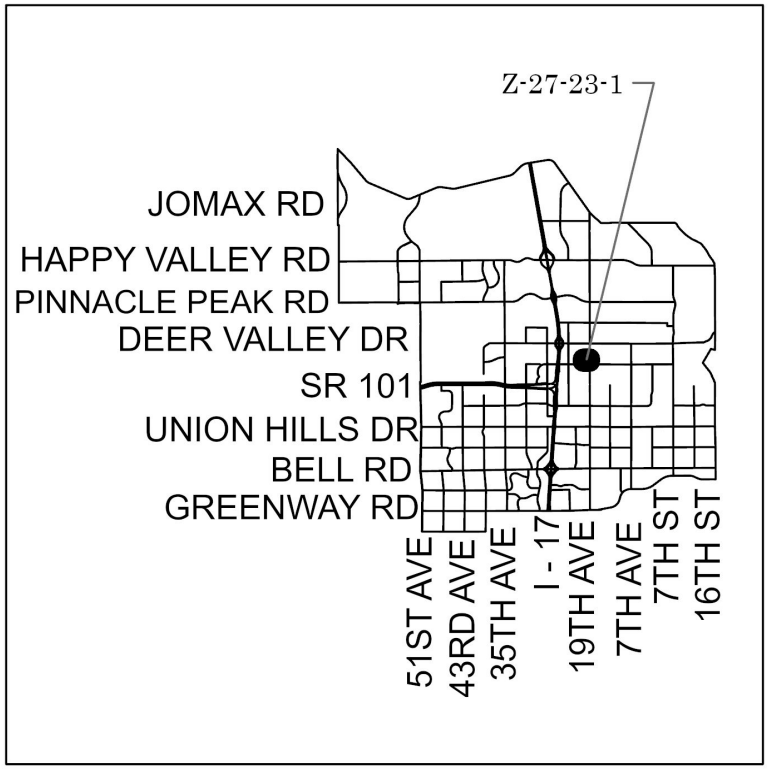
ORDINANCE LOCATION MAP

EXHIBIT B

ZONING SUBJECT TO STIPULATIONS: *
SUBJECT AREA:

Zoning Case Number: Z-27-23-1
Zoning Overlay: Deer Valley Overlay District
Planning Village: Deer Valley





NOT TO SCALE

N

Drawn Date: 9/5/2023

\\one\pdd\Shared\Department Share\Information Systems\PL GIS\IS_Team\Core_Functions\Zoning\SuppMaps_OrdMaps\2023 Ord\10-4-23\10-4-23.aprx

City of Phoenix
PLANNING & DEVELOPMENT DEPARTMENT

To: Alan Stephenson
Deputy City Manager

Date: October 4, 2023

From: Joshua Bednarek
Planning and Development Director

Subject: CONTINUANCE OF ITEM 82 ON THE OCTOBER 4, 2023, FORMAL AGENDA – Z-27-23-1 – SOUTHWEST CORNER OF 19TH AVENUE AND QUAIL AVENUE (ORDINANCE G-7172)

Item 82, rezoning application Z-27-23-1 is a request to rezone 7.91 acres located at the southwest corner of 19th Avenue and Quail Avenue from IND.PK. DVAO (Industrial Park, Deer Valley Airport Overlay District)) to C-3 DVAO (General Commercial, Deer Valley Airport Overlay District) to allow electric vehicle sales and repairs.

Staff has received correspondence from the applicant requesting a continuance to address concerns by adjacent property owners.

Staff recommends continuing this item to the November 1, 2023, City Council Formal meeting.

Approved:

Alan Stephenson
Deputy City Manager

Attachment:
Exhibit A – Applicant's request for continuance

Joshua Bednarek

From: William E. Lally <wel@tblaw.com>
Sent: Wednesday, October 4, 2023 8:41 AM
To: Ann M O'Brien
Cc: Derrik C Rochwalik; Alan Stephenson; Joshua Bednarek; Tricia Gomes; Rachel Applegate (PND); Scott Schirmer; Ryan Smith
Subject: Z-27-23-1 -REQUEST TO CONTINUE

Councilwoman O'Brien, as you know I represent the owners of the property located at the southwest corner of 19th Ave. and Quail Avenue in the Deer Valley Airpark area, subject to rezoning case Z-27-23-1 scheduled on your formal City Council Agenda today.

We respectfully request a continuance of the case to the November 1, 2023 meeting.

Thank you,

TB TIFFANY & BOSCO P.A.

William E. Lally | Shareholder | 602.452.2716 cell 480.620.9272
wel@tblaw.com | Bio [tblaw.com] | vCard [tblaw.com] | Website [tblaw.com] | Practice Areas [tblaw.com]

City of Phoenix
PLANNING & DEVELOPMENT DEPARTMENT

To: Alan Stephenson
Deputy City Manager

Date: October 31, 2023

From: Joshua Bednarek
Planning and Development Director

Subject: CONTINUANCE OF ITEM 70 ON THE NOVEMBER 1, 2023, FORMAL AGENDA – Z-27-23-1 – SOUTHWEST CORNER OF 19TH AVENUE AND QUAIL AVENUE (ORDINANCE G-7172)

Item 70, rezoning application Z-27-23-1 is a request to rezone 7.91 acres located at the southwest corner of 19th Avenue and Quail Avenue from IND.PK. DVAO (Industrial Park, Deer Valley Airport Overlay District)) to C-3 DVAO (General Commercial, Deer Valley Airport Overlay District) to allow electric vehicle sales and repairs.

Staff has received correspondence from the applicant requesting a continuance to address concerns by adjacent property owners.

Staff recommends continuing this item to the December 6, 2023, City Council Formal meeting.

Approved:
Alan Stephenson
Deputy City Manager

Attachment:
Exhibit A – Applicant's request for continuance

Stephanie Vasquez

From: William E. Lally <wel@tblaw.com>
Sent: Tuesday, October 31, 2023 8:33 AM
To: Joshua Bednarek; Ann M O'Brien
Cc: Derrik C Rochwalik; Alan Stephenson; Tricia Gomes; Scott Schirmer; Ryan Smith; Stephanie Vasquez; Racelle Escolar
Subject: RE: Z-27-23-1 -REQUEST TO CONTINUE

Councilwoman O'Brien and Josh, as you know I represent the owners of the property located at the southwest corner of 19th Ave. and Quail Avenue in the Deer Valley Airpark area, subject to rezoning case Z-27-23-1 scheduled on your formal City Council Agenda tomorrow.

We respectfully request a 30 day continuance of the case.

Thank you very much for your support and patience as we work out some real estate issues.

TB TIFFANY & BOSCO P.A.

William E. Lally | Shareholder | 602.452.2716 cell 480.620.9272
wel@tblaw.com | Bio [tblaw.com] | vCard [tblaw.com] | Website [tblaw.com] | Practice Areas [tblaw.com]

From: Joshua Bednarek <joshua.bednarek@phoenix.gov>
Sent: Wednesday, October 4, 2023 8:58 AM
To: William E. Lally <wel@tblaw.com>; Ann M O'Brien <ann.obrien@phoenix.gov>
Cc: Derrik C Rochwalik <derrik.rochwalik@phoenix.gov>; Alan Stephenson <alan.stephenson@phoenix.gov>; Tricia Gomes <tricia.gomes@phoenix.gov>; Scott Schirmer <schirmer@m3companiesllc.com>; Ryan Smith <ryans@smdico.com>; Stephanie Vasquez <stephanie.vasquez@phoenix.gov>; Racelle Escolar <racelle.escolar@phoenix.gov>
Subject: RE: Z-27-23-1 -REQUEST TO CONTINUE

Thank you Bill. We will get a continuance memo circulated right away.

PLANNING & DEVELOPMENT
PRESERVE SHAPE BUILD

Joshua Bednarek
Director, Planning and Development Department
Office: 602-262-6656
E-mail: joshua.bednarek@phoenix.gov

City of Phoenix
Planning & Development Department
200 West Washington Street
Phoenix, AZ 85003

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 71

Amend City Code - Official Supplementary Zoning Map 1254 (Ordinance G-7181)

Request to authorize the City Manager to amend Section 601 of the Phoenix Zoning Ordinance by adopting Official Supplementary Zoning Map 1254. This amendment reflects that the property owner has met all of the rezoning conditions previously approved by City Council with Z-35-06-7(4) and the entitlements are fully vested.

Summary

To rezone a parcel located approximately 200 feet east of the southeast corner of Central Avenue and Thomas Road
Application No.: Z-35-06-7(4)
Zoning: C-1 HRI TOD-1 HGT/WVR
Owner: Haverly Midtown, LLC
Acreage: 4.04

Location

Approximately 200 feet east of the southeast corner of Central Avenue and Thomas Road
Address: 31 E. Thomas Road
Council District: 4

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

ATTACHMENT A

THIS IS A DRAFT COPY ONLY AND IS NOT AN OFFICIAL COPY OF THE FINAL, ADOPTED ORDINANCE

ORDINANCE G-

AN ORDINANCE AMENDING SECTION 601 OF THE CITY OF PHOENIX ZONING ORDINANCE BY ADOPTING OFFICIAL SUPPLEMENTARY ZONING MAP 1254.

_____

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF PHOENIX as follows:

SECTION 1. That Section 601 of the City of Phoenix Zoning Ordinance is hereby amended by adopting Official Supplementary Zoning Map 1254, which accompanies and is annexed to this ordinance and declared a part hereof.

PASSED by the Council of the City of Phoenix this 1st day of November, 2023.

_____
M A Y O R

ATTEST:

_____
Denise Archibald, City Clerk

DRAFT

APPROVED AS TO FORM:
Julie M. Kriegh, City Attorney

By:_____

_____

REVIEWED BY:

_____
Jeffrey Barton, City Manager

PL:arm:LF23-2398:11-1-2023

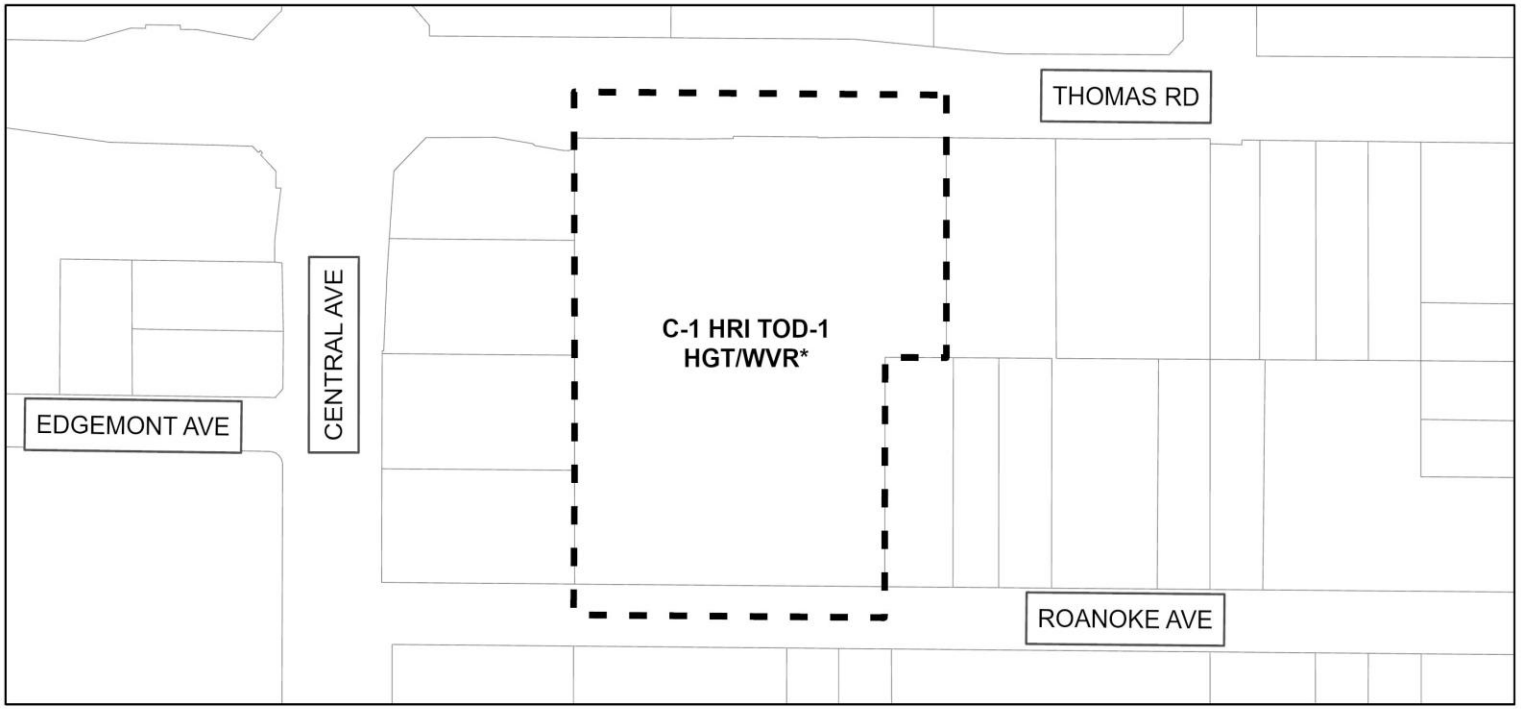
DRAFT

OFFICIAL SUPPLEMENTARY ZONING MAP NO. 1254

Sheet 1 of 1

ORDINANCE NO. _____ AMENDING SECTION 601 OF THE CITY OF PHOENIX ZONING ORDINANCE

Passed by the Council of the City of Phoenix, Arizona this 1st day of November 2023.



Z-35-06

Drawn by: KS

N

ZONING SUBJECT TO STIPULATIONS: *

AREA INVOLVED BOUNDED THUS: - - - -

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 72

Amend City Code - Ordinance Adoption - Rezoning Application Z-40-23-2 - Approximately 430 Feet East of the Southeast Corner of 32nd Street and Paradise Lane (Ordinance G-7186)

Request to amend the Phoenix Zoning Ordinance, Section 601, the Zoning Map of the City of Phoenix, by adopting Rezoning Application Z-40-23-2 and rezone the site from C-O/G-O HGT/WVR (Commercial Office/General Office District, Height Waiver) to R-2 (Multifamily Residence District) to allow multifamily residential.

Summary

Current Zoning: C-O/G-O HGT/WVR
Proposed Zoning: R-2
Acreage: 1.59
Proposal: Multifamily residential

Owner: Brandon Nunns for Nunns Construction
Applicant/Representative: Shaine T. Alleman

Staff Recommendation: Approval, subject to stipulations.
VPC Action: The Paradise Valley Village Planning Committee heard this case on Sept. 11, 2023, and recommended approval, per the staff recommendation, by a vote of 12-0.
PC Action: The Planning Commission heard this case on Oct. 5, 2023, and recommended approval, per the Paradise Valley Village Planning Committee, by a vote of 7-0.

Location

Approximately 430 feet east of the southeast corner of 32nd Street and Paradise Lane
Council District: 2
Parcel Address: 3275 E. Paradise Lane

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

ATTACHMENT A

THIS IS A DRAFT COPY ONLY AND IS NOT AN OFFICIAL COPY OF THE FINAL, ADOPTED ORDINANCE

ORDINANCE G-

AN ORDINANCE AMENDING THE ZONING DISTRICT MAP ADOPTED PURSUANT TO SECTION 601 OF THE CITY OF PHOENIX ZONING ORDINANCE BY CHANGING THE ZONING DISTRICT CLASSIFICATION FOR THE PARCEL DESCRIBED HEREIN (CASE Z-40-23-2) FROM C-O/G-O HGT/WVR (COMMERCIAL OFFICE/GENERAL OFFICE DISTRICT, HEIGHT WAIVER) TO R-2 (MULTIFAMILY RESIDENCE DISTRICT).

_____

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF PHOENIX, as follows:

SECTION 1. The zoning of a 1.59-acre property located approximately 430 feet east of the southeast corner of 32nd Street and Paradise Lane in a portion of Section 1, Township 3 North, Range 3 East, as described more specifically in Exhibit "A," is hereby changed from "C-O/G-O HGT/WVR" (Commercial Office/General Office District, Height Waiver), to "R-2" (Multifamily Residence District).

SECTION 2. The Planning and Development Director is instructed to modify the Zoning Map of the City of Phoenix to reflect this use district classification change as shown in Exhibit "B."

SECTION 3. Due to the site's specific physical conditions and the use district applied for by the applicant, this rezoning is subject to the following stipulations,

DRAFT

violation of which shall be treated in the same manner as a violation of the City of Phoenix Zoning Ordinance:

1. The development shall be in general conformance with the site plan date stamped August 18, 2023, as modified by the following stipulations and as approved by the Planning and Development Department.

2. The development shall be in general conformance with the elevations date stamped June 20, 2023, as approved by the Planning and Development Department.

3. The required landscape setbacks shall be planted with minimum 2-inch caliper, large canopy, drought-tolerant shade trees planted 20 feet on center or in equivalent groupings, as approved by the Planning and Development Department.

4. All pedestrian walkways, including sidewalks, shall be shaded by a structure, landscaping at maturity, or a combination of the two to provide minimum 75% shade, as approved by the Planning and Development Department.

5. Where pedestrian walkways cross a vehicular path, the pathway shall be constructed of decorative pavers, stamped or colored concrete, or other pavement treatments that visually contrasts parking and drive aisle surfaces, as approved by the Planning and Development Department.

6. The primary entry/exit drive shall incorporate decorative pavers, stamped or colored concrete, or similar alternative material, as approved by the Planning and Development Department.

7. All uncovered surface parking lot areas shall be landscaped with minimum 2-inch caliper drought-tolerant shade trees. Landscaping shall be dispersed throughout the parking area and achieve 25% shade at maturity, as approved by Planning and Development Department.

8. All units adjacent to Paradise Lane, as depicted on the site plan date stamped August 18, 2023, shall have individual pedestrian entrances oriented to the nearest public street and be connected by a direct sidewalk. These units shall include a porch or patio to accentuate the street-facing unit entrance, as described below and as approved by the Planning and Development Department.

    a. Patio frontages shall have a minimum depth of 8 feet and a minimum area of 64 square feet.

    b. Porch frontages shall have a minimum depth of 6 feet, a minimum width

DRAFT

of 50% of the unit façade, and a minimum shade coverage of 75% of the porch area.

9. If fencing is provided adjacent to Paradise Lane, it shall be limited to full view fencing, as approved by the Planning and Development Department.

10. A combination of view walls/fencing and partial view walls/fencing shall be incorporated for private rear yards adjacent to open space areas, as approved by the Planning and Development Department.

11. Bicycle infrastructure shall be provided as described below, as approved by the Planning and Development Department.

    a. Bicycle parking spaces per the requirements of Section 1307.H. of the Phoenix Zoning Ordinance shall be provided through Inverted U and/or artistic racks located near improved open space areas. Artistic racks shall adhere to the City of Phoenix Preferred Designs in Appendix K of the Comprehensive Bicycle Master Plan.

    b. A bicycle repair station (“fix it station”) shall be provided and maintained on site within an open space area The bicycle repair station (“fix it station”) shall be provided in an area of high visibility and separated from vehicular maneuvering areas, where applicable. The repair station shall include, but not be limited to, standard repair tools affixed to the station, a tire gauge and pump affixed to the base of the station or the ground, and a bicycle repair stand which allows pedals and wheels to spin freely while making adjustments to the bike.

    c. A minimum of 10% of the required bicycle parking spaces shall include standard electrical receptacles for electric bicycle charging capabilities.

12. Bicycle infrastructure shall be shaded by a structure, landscaping at maturity, or a combination of the two to provide minimum 75% shade, as approved by the Planning and Development Department.

13. A minimum of 10% of the required parking spaces shall include Electric Vehicle (EV) Installed infrastructure, as approved by the Planning and Development Department.

14. A minimum of two green infrastructure (GI) techniques for stormwater management shall be implemented per the Greater Phoenix Metro Green Infrastructure and Low Impact Development Details for Alternative Stormwater Management, as approved or modified by the Planning and Development Department.

15. A minimum 5-foot-wide detached sidewalk separated by a minimum 8-foot-

DRAFT

wide landscape strip located between the back of curb and sidewalk along the south side of Paradise Lane shall be constructed and planted to the following standards, as approved by the Planning and Development Department.

a. Minimum 2-inch caliper single-trunk, large canopy, drought-tolerant shade trees planted 20 feet on center or in equivalent groupings.

b. Drought-tolerant shrubs, accents and vegetative groundcovers to achieve a minimum of 75% live coverage at maturity.

Where utility conflicts exist, the developer shall work with the Planning and Development Department on an alternative design solution consistent with a pedestrian environment.

16. A minimum of 40 feet of right-of-way shall be dedicated for the south side of Paradise Lane adjacent to the development, as approved by the Planning and Development Department.

17. All streets within and adjacent to the development shall be constructed 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.

18. The property owner shall record documents that disclose the existence, and operational characteristics of the Deer Valley Airport to future owners or tenants of the property. The form and content of such documents shall be according to the templates and instructions provided which have been reviewed and approved by the City Attorney.

19. 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.

SECTION 4. If any section, subsection, sentence, clause, phrase or portion of this ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions hereof.

PASSED by the Council of the City of Phoenix this 1st day of November, 2023.

DRAFT

_____
MAYOR

ATTEST:

_____
Denise Archibald, City Clerk

APPROVED AS TO FORM:
Julie M. Kriegh, City Attorney

By:
_____
_____

REVIEWED BY:

_____
Jeffrey Barton, City Manager

Exhibits:
A – Legal Description (1 Page)
B – Ordinance Location Map (1 Page)

DRAFT

EXHIBIT A

LEGAL DESCRIPTION FOR Z-40-23-2

THE LAND REFERRED TO HEREIN BELOW IS SITUATED PHOENIX, IN THE COUNTY OF MARICOPA, STATE OF ARIZONA, AND IS DESCRIBED AS FOLLOWS:

Parcel 2, MINOR LAND DIVISION SURVEY, recorded in Book 1423 of Maps, page 50, records of Maricopa County, Arizona, described as follows:

That part of The North half of the Northwest quarter of the Northwest quarter of the Southwest quarter of Section 1, Township 3 North, Range 3 East, of the Gila Salt River Base and Meridian, Maricopa County, Arizona, described as follows:

COMMENCING at the West quarter corner of said Section 1, monumented with a brass cap in handhole which bears North 00 degrees 18 minutes 58 seconds West, a distance of 2628.88 feet from the Southwest corner of said Section 1, monumented with a brass cap in handhole;

THENCE along the North line of the Southwest quarter of said Section 1, South 89 degrees 10 minutes 23 seconds East, a distance of 660.42 feet to the Northeast corner of the North half of the Northwest quarter of the Northwest quarter of the Southwest quarter of said Section 1;

THENCE along the East line of the North half of the Northwest quarter of the Northwest quarter of the Southwest quarter of said Section 1, South 00 degrees 19 minutes 09 seconds East, a distance of 30.01 feet to a point on a line 30.00 feet South of and parallel with said North line, said point being the POINT OF BEGINNING:

THENCE continuing along said East line, South 00 degrees 19 minutes 09 seconds East, a distance of 298.06 feet to the Southeast corner of The North half of the Northwest quarter of the Northwest quarter of the Southwest quarter of said Section 1;

THENCE along the South line of the quarter of said Section I, North 89 degrees 13 minutes 33 seconds West, a distance of 217.34 feet to e point on a line 443.00 feet East of and parallel with the West line of the Southwest quarter of said Section 1;

THENCE along said parallel line, North 00 degrees 18 minutes 58 seconds West, a distance of 179.49 feet to a point on a line, 148.74 feet South of and parallel with the North line of the Southwest quarter of said Section 1;

THENCE along said parallel line, South 89 degrees 10 minutes 23 seconds East, a distance of 18.00 feet to a point on a line 461.00 feet East of and parallel with the West line of the Southwest quarter of Section 1;

THENCE along said parallel line, North 00 degrees 18 minutes 58 seconds West, a distance of 118.77 feet to a point on a line 30.00 feet South of and parallel with the North line of the Southwest quarter of said Section 1;

THENCE South 89 degrees 10 minutes 23 seconds East, a distance of 199.32 feet to the POINT OF BEGINNING.

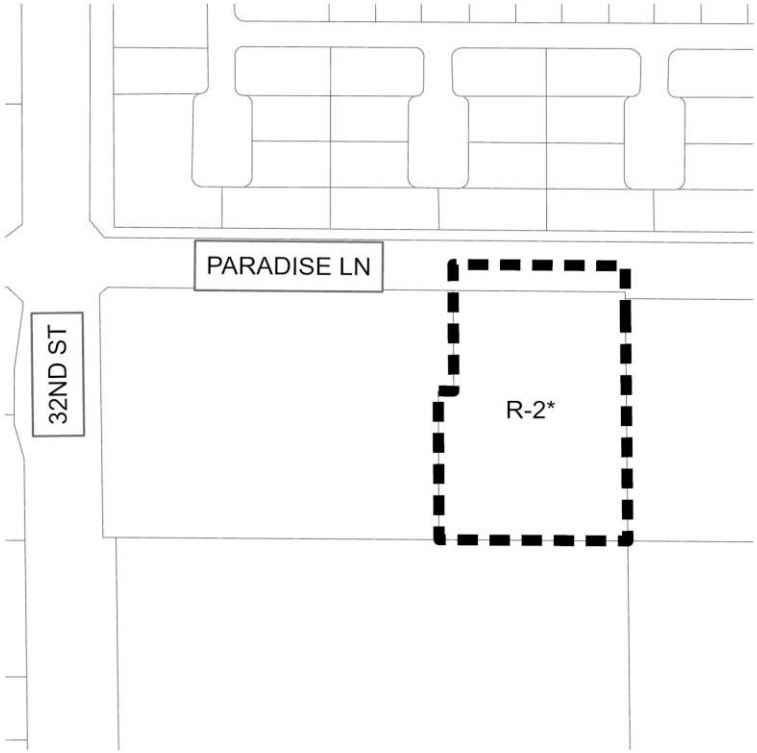
DRAFT

ORDINANCE LOCATION MAP

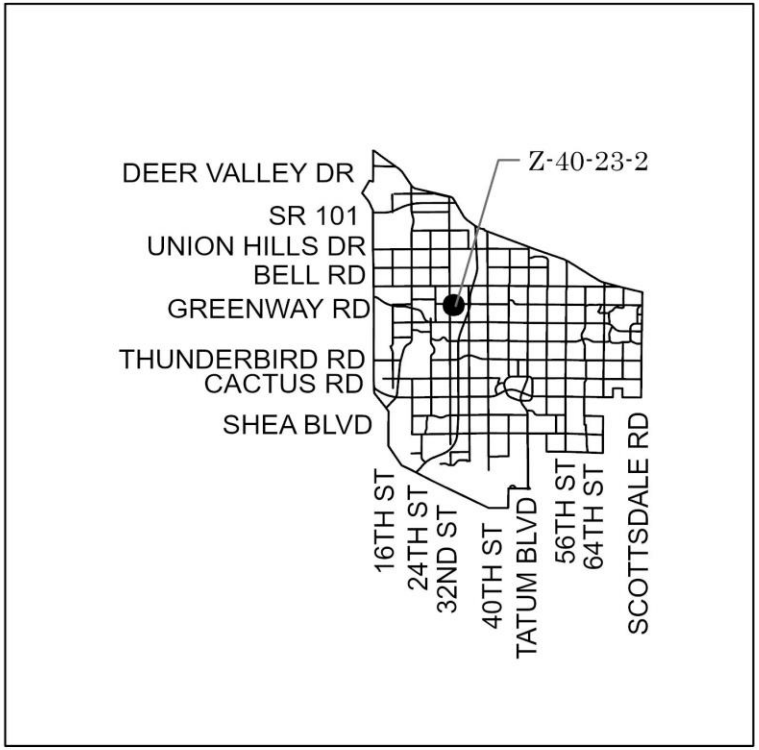
EXHIBIT B

ZONING SUBJECT TO STIPULATIONS: *
SUBJECT AREA:

Zoning Case Number: Z-40-23-2
Zoning Overlay: N/A
Planning Village: Paradise Valley



0 87.5 175 350 Feet



NOT TO SCALE

N

Drawn Date: 9/25/2023

\\one\pdd\Shared\Department Share\Information Systems\PL GIS\IS_Team\Core_Functions\Zoning\SuppMaps_OrdMaps\2023 Ord\11-1-2023\11-1-2023.aprx

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 73

Amend City Code - Ordinance Adoption - Rezoning Application Z-SP-4-23-4 - Approximately 225 Feet South and 465 Feet West of the Southwest Corner of 43rd Avenue and McDowell Road (Ordinance G-7184)

Request to amend the Phoenix Zoning Ordinance, Section 601, the Zoning Map of the City of Phoenix, by adopting Rezoning Application Z-SP-4-23-4 and rezone the site from C-2 (Intermediate Commercial) to C-2 SP (Intermediate Commercial, Special Permit) to allow self-service storage warehouse and underlying C-2 uses. This is a companion case to Z-36-23-4 and should be heard first, followed by Z-36-23-4.

Summary

Current Zoning: C-2
Proposed Zoning: C-2 SP
Acreage: 2.12
Proposal: Self-service storage warehouse and underlying C-2 uses

Owner: 43rd Avenue Holdings, LLC
Applicant/Representative: Matthew Sargent, RKAA Architects, Inc.

Staff Recommendation: Approval, subject to stipulations.
VPC Action: The Maryvale Village Planning Committee heard this case on Sept. 13, 2023, and recommended approval, per the staff recommendation, by a vote of 8-1.
PC Action: The Planning Commission heard this case on Oct. 5, 2023, and recommended approval, per the Maryvale Village Planning Committee, by a vote of 7-0.

Location

Approximately 225 feet south and 465 feet west of the southwest corner of 43rd Avenue and McDowell Road
Council District: 4
Parcel Address: 1470 and 1540 N. 43rd Ave.

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

ATTACHMENT A

THIS IS A DRAFT COPY ONLY AND IS NOT AN OFFICIAL COPY OF THE FINAL, ADOPTED ORDINANCE

ORDINANCE G-

AN ORDINANCE AMENDING THE ZONING DISTRICT MAP ADOPTED PURSUANT TO SECTION 601 OF THE CITY OF PHOENIX ZONING ORDINANCE BY CHANGING THE ZONING DISTRICT CLASSIFICATION FOR THE PARCEL DESCRIBED HEREIN (CASE Z-SP-4-23-4) FROM C-2 (INTERMEDIATE COMMERCIAL) TO C-2 SP (INTERMEDIATE COMMERCIAL, SPECIAL PERMIT).

_____

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF PHOENIX, as follows:

SECTION 1. The zoning of a 2.12-acre property located approximately 225 feet south and 465 feet west of the southwest corner of 43rd Avenue and McDowell Road in a portion of Section 4, Township 1 North, Range 2 East, as described more specifically in Exhibit “A,” is hereby changed from “C-2” (Intermediate Commercial) to “C-2 SP” (Intermediate Commercial, Special Permit) to allow self-service storage warehouse and underlying C-2 uses.

SECTION 2. The Planning and Development Director is instructed to modify the Zoning Map of the City of Phoenix to reflect this use district classification change as shown in Exhibit “B.”

DRAFT

SECTION 3. Due to the site's specific physical conditions and the use district applied for by the applicant, this rezoning is subject to the following stipulations, violation of which shall be treated in the same manner as a violation of the City of Phoenix Zoning Ordinance:

1. The development shall be in general conformance with the site plan and elevations date stamped June 1, 2023, as modified by the following stipulations and approved by the Planning and Development Department.

2. Where pedestrian walkways cross a vehicular path, the pathway shall be constructed of decorative pavers, stamped or colored concrete, or other pavement treatments that visually contrasts parking and drive aisle surfaces, as approved by the Planning and Development Department.

3. All pedestrian pathways shall be shaded by a structure, landscaping at maturity, or a combination of the two to provide minimum 75% shade, as approved by the Planning and Development Department.

4. Site lighting shall be provided at building entrances/exits, and in public assembly and parking areas, as approved by the Planning and Development Department.

5. A minimum of 4 bicycle parking spaces shall be provided through Inverted U and/or artistic racks located near building entrances and installed per the requirements of Section 1307.H. of the Phoenix Zoning Ordinance, as approved by the Planning and Development Department. Artistic racks shall adhere to the City of Phoenix Preferred Designs in Appendix K of the Comprehensive Bicycle Master Plan.

6. A minimum of one of the required bicycle parking spaces shall include access to a standard electrical receptacle for electric bicycle charging capabilities.

7. Bicycle parking spaces shall be shaded by a structure, landscaping at maturity, or a combination of the two to provide minimum 75% shade, as approved by the Planning and Development Department.

8. A minimum of 5% of the required parking spaces shall be EV Ready.

9. A minimum of two green infrastructure (GI) techniques for stormwater management shall be implemented per the Greater Phoenix Metro Green Infrastructure and Low Impact Development Details for Alternative Stormwater Management, as approved or modified by the Planning and Development Department.

DRAFT

10. 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.

11. Prior to preliminary site plan approval, the landowner shall execute a Proposition 207 waiver of claims form. The waiver shall be recorded with the Maricopa County Recorder's Office and delivered to the City to be included in the rezoning application file for record.

SECTION 4. If any section, subsection, sentence, clause, phrase or portion of this ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions hereof.

PASSED by the Council of the City of Phoenix this 1st day of November, 2023.

_____
MAYOR

ATTEST:

_____
Denise Archibald, City Clerk

APPROVED AS TO FORM:
Julie M. Kriegh, City Attorney

By:
_____
_____

DRAFT

REVIEWED BY:

_____
Jeffrey Barton, City Manager

Exhibits:
A – Legal Description (1 Page)
B – Ordinance Location Map (1 Page)

DRAFT

EXHIBIT A

LEGAL DESCRIPTION FOR Z-SP-4-23-4

Within a portion of Section 4, Township 1 North, Range 2 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, being more particularly described as follows:

"LOT 1 PER THE FINAL PLAT OF "RUSTY SPUR RANCH", MCR BOOK 628, PAGE 18" AND "LOT 3 PER THE FINAL PLAT OF "RUSTY SPUR RANCH", MCR BOOK 628, PAGE 18"

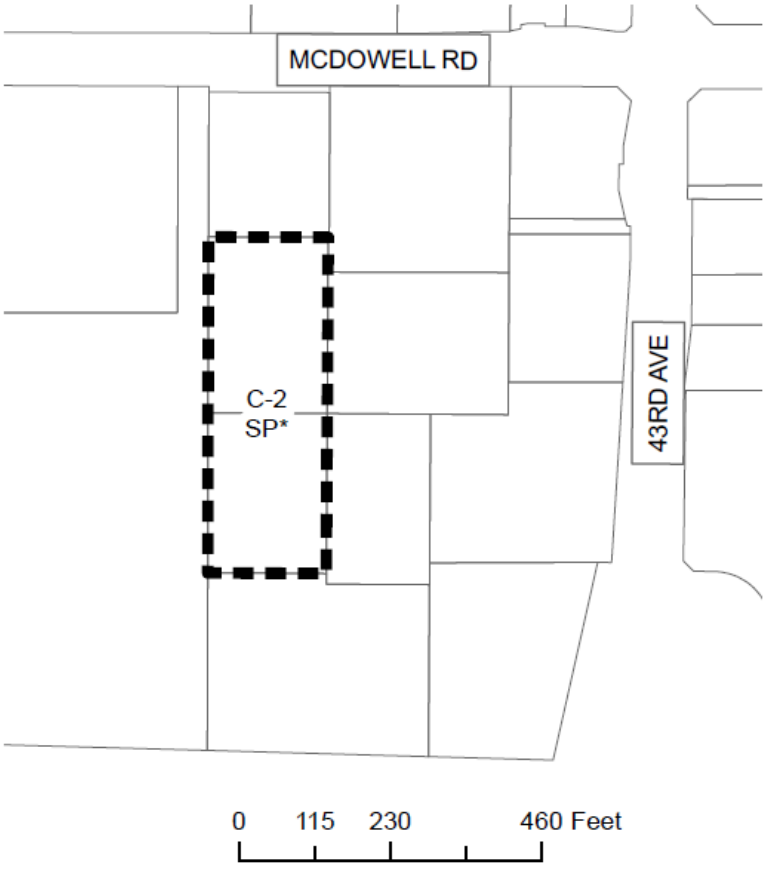
DRAFT

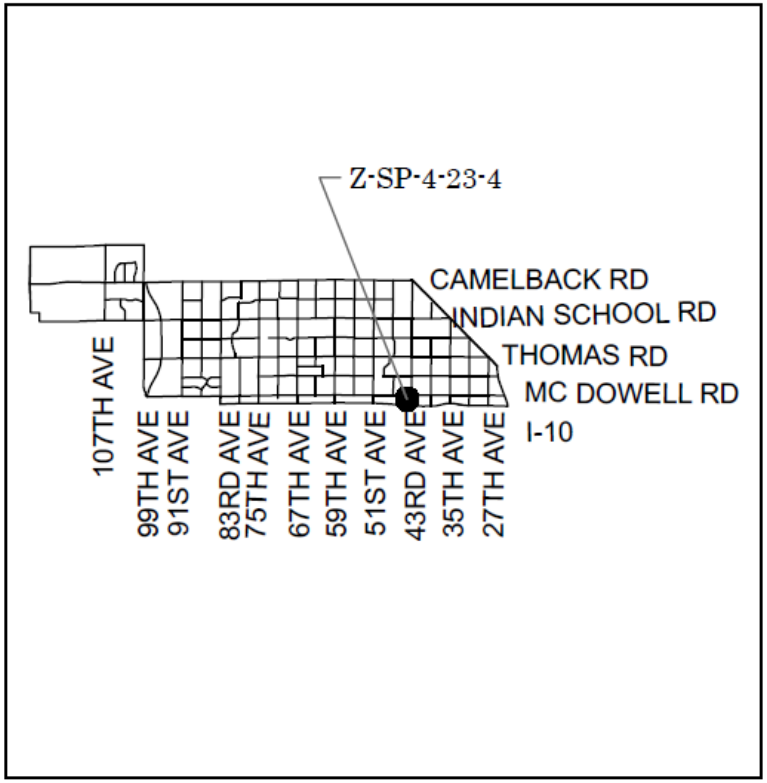
ORDINANCE LOCATION MAP

EXHIBIT B

ZONING SUBJECT TO STIPULATIONS: *
SUBJECT AREA: ▬ ▬ ▬ ▬

Zoning Case Number: Z-SP-4-23-4
Zoning Overlay: N/A
Planning Village: Maryvale





NOT TO SCALE

N

Drawn Date: 9/25/2023

\\one\pdd\Shared\Department Share\Information Systems\PL GIS\IS_Team\Core_Functions\Zoning\SuppMaps_OrdMaps\2023 Ord\11-1-2023\11-1-2023.aprx

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 74

Amend City Code - Ordinance Adoption - Rezoning Application Z-36-23-4 - Approximately 225 Feet South and 465 Feet West of the Southwest Corner of 43rd Avenue and McDowell Road (Ordinance G-7185)

Request to amend the Phoenix Zoning Ordinance, Section 601, the Zoning Map of the City of Phoenix, by adopting Rezoning Application Z-36-23-4 and rezone the site from C-2 (Pending C-2 SP) (Intermediate Commercial, Pending Intermediate Commercial, Special Permit) to C-2 SP HGT/WVR (Intermediate Commercial, Special Permit, Height Waiver) to allow self-service storage warehouse with underlying C-2 commercial uses and a height waiver. This is a companion case to Z-SP-4-23-4 and should be heard following Z-SP-4-23-4.

Summary

Current Zoning: C-2 (Pending C-2 SP)
Proposed Zoning: C-2 SP HGT/WVR
Acreage: 2.12
Proposal: Self-service storage warehouse with underlying C-2 commercial uses and a height waiver

Owner: 43rd Avenue Holdings, LLC
Applicant/Representative: Matthew Sargent, RKAA Architects, Inc.

Staff Recommendation: Approval, subject to stipulations.
VPC Action: The Maryvale Village Planning Committee heard this case on Sept. 13, 2023, and recommended approval, per the staff recommendation, by a vote of 8-1.
PC Action: The Planning Commission heard this case on Oct. 5, 2023, and recommended approval, per the Maryvale Village Planning Committee, by a vote of 7-0.

Location

Approximately 225 feet south and 465 feet west of the southwest corner of 43rd Avenue and McDowell Road
Council District: 4
Parcel Address: 1470 and 1540 N. 43rd Ave.

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

ATTACHMENT A

THIS IS A DRAFT COPY ONLY AND IS NOT AN OFFICIAL COPY OF THE FINAL, ADOPTED ORDINANCE

ORDINANCE G-

AN ORDINANCE AMENDING THE ZONING DISTRICT MAP ADOPTED PURSUANT TO SECTION 601 OF THE CITY OF PHOENIX ZONING ORDINANCE BY CHANGING THE ZONING DISTRICT CLASSIFICATION FOR THE PARCEL DESCRIBED HEREIN (CASE Z-36-23-4) FROM C-2 (PENDING C-2 SP) (INTERMEDIATE COMMERCIAL, PENDING INTERMEDIATE COMMERCIAL, SPECIAL PERMIT) TO C-2 SP HGT/WVR (INTERMEDIATE COMMERCIAL, SPECIAL PERMIT, HEIGHT WAIVER).

_____

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF PHOENIX, as follows:

SECTION 1. The zoning of a 2.12-acre property located approximately 225 feet south and 465 feet west of the southwest corner of 43rd Avenue and McDowell Road in a portion of Section 4, Township 1 North, Range 2 East, as described more specifically in Exhibit “A,” is hereby changed from “C-2 (Pending C-2 SP)” (Intermediate Commercial, Pending Intermediate Commercial, Special Permit) to “C-2 SP HGT/WVR” (Intermediate Commercial, Special Permit, Height Waiver) to allow self-service storage warehouse with underlying C-2 commercial uses and a height waiver.

DRAFT

SECTION 2. The Planning and Development Director is instructed to modify the Zoning Map of the City of Phoenix to reflect this use district classification change as shown in Exhibit “B.”

SECTION 3. Due to the site’s specific physical conditions and the use district applied for by the applicant, this rezoning is subject to the following stipulations, violation of which shall be treated in the same manner as a violation of the City of Phoenix Zoning Ordinance:

1. The development shall be in general conformance with the site plan and elevations date stamped June 1, 2023, as modified by the following stipulations and approved by the Planning and Development Department.

2. The maximum building height shall be 45 feet.

3. Where pedestrian walkways cross a vehicular path, the pathway shall be constructed of decorative pavers, stamped or colored concrete, or other pavement treatments that visually contrasts parking and drive aisle surfaces, as approved by the Planning and Development Department.

4. All pedestrian pathways shall be shaded by a structure, landscaping at maturity, or a combination of the two to provide minimum 75% shade, as approved by the Planning and Development Department.

5. Site lighting shall be provided at building entrances/exits, and in public assembly and parking areas, as approved by the Planning and Development Department.

6. A minimum of 4 bicycle parking spaces shall be provided through Inverted U and/or artistic racks located near building entrances and installed per the requirements of Section 1307.H. of the Phoenix Zoning Ordinance, as approved by the Planning and Development Department. Artistic racks shall adhere to the City of Phoenix Preferred Designs in Appendix K of the Comprehensive Bicycle Master Plan.

7. A minimum of one of the required bicycle parking spaces shall include access to a standard electrical receptacle for electric bicycle charging capabilities.

8. Bicycle parking spaces shall be shaded by a structure, landscaping at maturity, or a combination of the two to provide minimum 75% shade, as approved by the Planning and Development Department.

DRAFT

9. A minimum of 5% of the required parking spaces shall be EV Ready.

10. A minimum of two green infrastructure (GI) techniques for stormwater management shall be implemented per the Greater Phoenix Metro Green Infrastructure and Low Impact Development Details for Alternative Stormwater Management, as approved or modified by the Planning and Development Department.

11. 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.

12. Prior to preliminary site plan approval, the landowner shall execute a Proposition 207 waiver of claims form. The waiver shall be recorded with the Maricopa County Recorder's Office and delivered to the City to be included in the rezoning application file for record.

SECTION 4. If any section, subsection, sentence, clause, phrase or portion of this ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions hereof.

PASSED by the Council of the City of Phoenix this 1st day of November, 2023.

_____
MAYOR

ATTEST:

_____
Denise Archibald, City Clerk

APPROVED AS TO FORM:

DRAFT

Julie M. Kriegh, City Attorney

By:
_____
_____

REVIEWED BY:

_____
Jeffrey Barton, City Manager

Exhibits:
A – Legal Description (1 Page)
B – Ordinance Location Map (1 Page)

DRAFT

EXHIBIT A

LEGAL DESCRIPTION FOR Z-36-23-4

Within a portion of Section 4, Township 1 North, Range 2 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, being more particularly described as follows:

"LOT 1 PER THE FINAL PLAT OF "RUSTY SPUR RANCH", MCR BOOK 628, PAGE 18" AND "LOT 3 PER THE FINAL PLAT OF "RUSTY SPUR RANCH", MCR BOOK 628, PAGE 18"

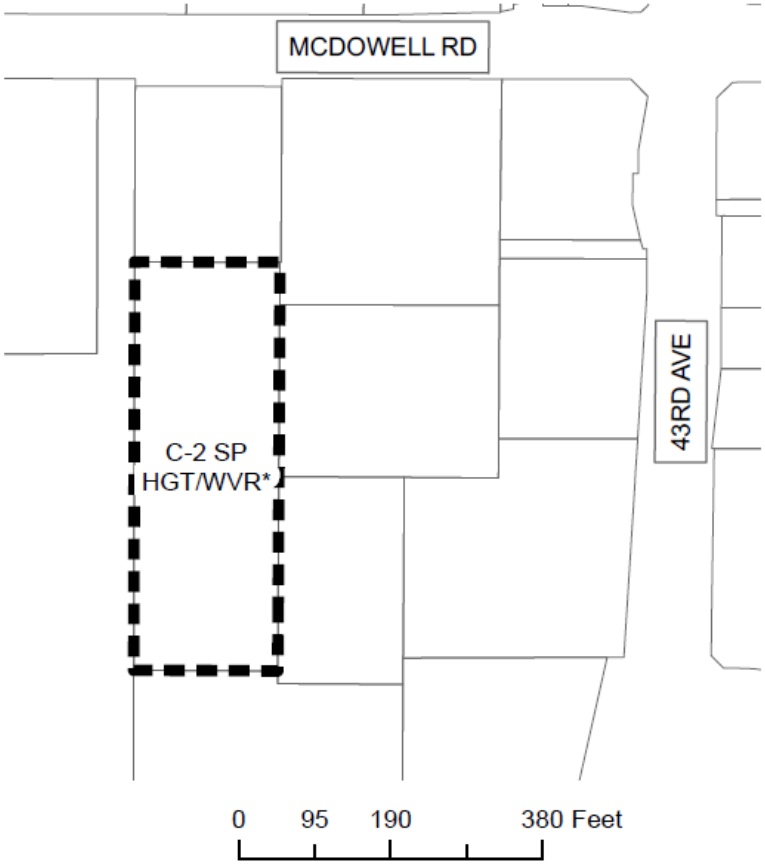
DRAFT

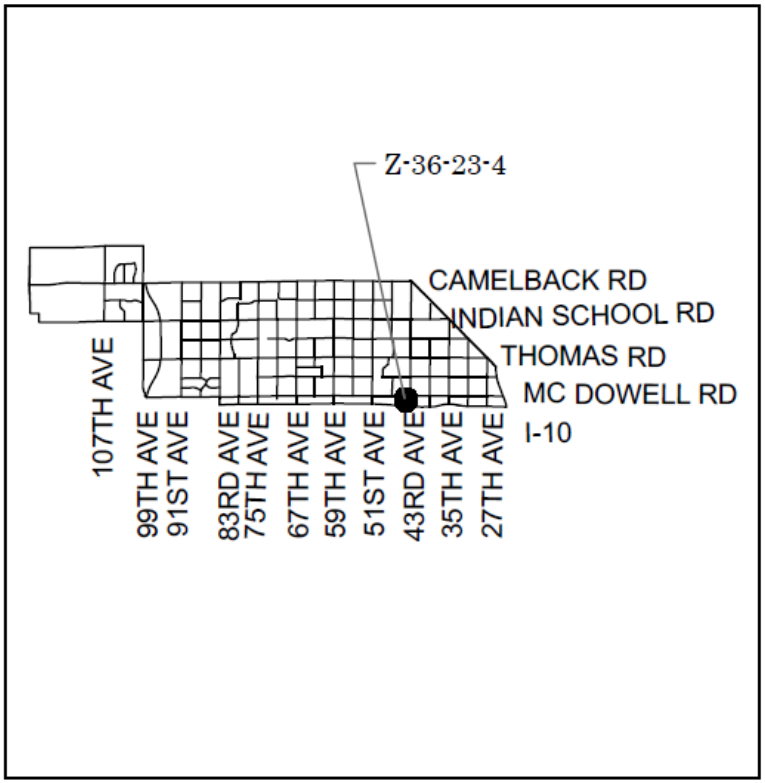
ORDINANCE LOCATION MAP

EXHIBIT B

ZONING SUBJECT TO STIPULATIONS: *
SUBJECT AREA:

Zoning Case Number: Z-36-23-4
Zoning Overlay: N/A
Planning Village: Maryvale





NOT TO SCALE

N

Drawn Date: 9/25/2023

\\one\pdd\Shared\Department Share\Information Systems\PL GIS\IS_Team\Core_Functions\Zoning\SuppMaps_OrdMaps\2023 Ord\11-1-2023\11-1-2023.aprx

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** *75

REQUEST TO WITHDRAW (SEE ATTACHED MEMO) Amend City Code - Ordinance Adoption - Rezoning Application Z-14-23-4 - Southwest Corner of 15th Avenue and McDowell Road (Ordinance G-7183)

Request to amend the Phoenix Zoning Ordinance, Section 601, the Zoning Map of the City of Phoenix, by adopting Rezoning Application Z-14-23-4 and rezone the site from R-5 SNSPD (Multifamily Residence District, Story Neighborhood Special Planning District) and C-1 SNSPD (Neighborhood Retail, Story Neighborhood Special Planning District) to C-1 SNSPD (Neighborhood Retail, Story Neighborhood Special Planning District) to allow retail convenience store with fuel sales.

Summary

Current Zoning: R-5 SNSPD (0.49 acres) and C-1 SNSPD (1.09 acres)
Proposed Zoning: C-1 SNSPD
Acreage: 1.58
Proposal: Retail convenience store with fuel sales

Owner/Applicant: Circle K Stores, Inc.
Representative: Land Development Consultants, LLC

Staff Recommendation: Approval, subject to stipulations.
VPC Action: The Central City Village Planning Committee heard this case on Sept. 11, 2023, and recommended approval, per staff recommendation, with an additional stipulation, by a vote of 13-1-1.
PC Action: The Planning Commission heard this case on Oct. 5, 2023, and recommended approval, per the staff recommendation with an additional stipulation, by a vote of 7-0.

Location

Southwest corner of 15th Avenue and McDowell Road
Council District: 4
Parcel Address: 1501, 1503, 1505, 1509, 1513, 1517 and 1529 W. McDowell Road

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

ATTACHMENT A

THIS IS A DRAFT COPY ONLY AND IS NOT AN OFFICIAL COPY OF THE FINAL, ADOPTED ORDINANCE

ORDINANCE G-

AN ORDINANCE AMENDING THE ZONING DISTRICT MAP ADOPTED PURSUANT TO SECTION 601 OF THE CITY OF PHOENIX ZONING ORDINANCE BY CHANGING THE ZONING DISTRICT CLASSIFICATION FOR THE PARCEL DESCRIBED HEREIN (CASE Z-14-23-4) FROM R-5 SNSPD (MULTIFAMILY RESIDENCE DISTRICT, STORY NEIGHBORHOOD SPECIAL PLANNING DISTRICT) AND C-1 SNSPD (NEIGHBORHOOD RETAIL, STORY NEIGHBORHOOD SPECIAL PLANNING DISTRICT) TO C-1 SNSPD (NEIGHBORHOOD RETAIL, STORY NEIGHBORHOOD SPECIAL PLANNING DISTRICT).

_____

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF PHOENIX, as follows:

SECTION 1. The zoning of a 1.58 acre site located at the southwest corner of 15th Avenue and McDowell Road in a portion of Section 6, Township 1 North, Range 3 East, as described more specifically in Exhibit “A,” is hereby changed from 0.49 acres of “R-5 SNSPD” (Multifamily Residence District, Story Neighborhood Special Planning District) and 1.09 acres of “C-1 SNSPD” (Neighborhood Retail, Story Neighborhood Special Planning District) to “C-1 SNSPD” (Neighborhood Retail, Story Neighborhood Special Planning District).

DRAFT

SECTION 2. The Planning and Development Director is instructed to modify the Zoning Map of the City of Phoenix to reflect this use district classification change as shown in Exhibit "B."

SECTION 3. Due to the site's specific physical conditions and the use district applied for by the applicant, this rezoning is subject to the following stipulations, violation of which shall be treated in the same manner as a violation of the City of Phoenix Zoning Ordinance:

1. The maximum building height shall be 23 feet.

2. A minimum of 4 bicycle parking spaces shall be provided through Inverted U and/or artistic racks located near the building entrance and installed per the requirements of Section 1307.H of the Phoenix Zoning Ordinance, as approved by the Planning and Development Department. Artistic racks shall adhere to the City of Phoenix Preferred Designs in Appendix K of the Comprehensive Bicycle Master Plan.

3. A bicycle repair station ("fix it station") shall be provided on the site. The station shall include but not limited to: standard repair tools affixed to the station; a tire gauge and pump; and a bicycle repair stand which allows pedals and wheels to spin freely while making adjustments to the bike, as approved by the Planning and Development Department.

4. A minimum of 5% of the required parking spaces shall be EV Installed.

5. Site lighting shall be provided at building entrances/exits and in the parking and refuse areas, as approved by the Planning and Development Department. All on-site lighting shall be shielded to prevent direct visibility of the light source from residential properties to the south.

6. Video surveillance shall be maintained to monitor activities in and around the store to discourage alcohol violations and unlawful activities.

7. An "authority to arrest" agreement shall be completed and maintained by the property owner. The agreement shall be signed and delivered to the Phoenix Police Department.

8. "No Trespassing" signs shall be posted per Phoenix City Code on the exterior of the building in both English and Spanish.

DRAFT

9. A 10-foot sidewalk easement shall be dedicated for the south side of McDowell Road, as approved by the Planning and Development Department.

10. The developer shall dedicate a minimum 40 feet of right-of-way for the west side of 15th Avenue, adjacent to the development, as approved by the Planning and Development Department

11. A minimum 6-foot-wide detached sidewalk separated by a minimum 10-foot-wide landscape strip located between the back of curb and sidewalk shall be provided along the south side of McDowell Road, planted to the following standards, as approved by the Planning and Development Department.

    a. Minimum 2-inch caliper single-trunk, large canopy, drought-tolerant shade trees planted 20 feet on center or in equivalent groupings.

    b. Shrubs, accents, and vegetative groundcovers to achieve a minimum of 75% live coverage at maturity.

    Where utility conflicts exist, the developer shall work with the Planning and Development Department on an alternative design solution consistent with a pedestrian environment.

12. A minimum 5-foot-wide detached sidewalk separated by a minimum 8-foot-wide landscape strip located between the back of curb and sidewalk shall be provided along the west side of 15th Avenue, planted to the following standards, as approved by the Planning and Development Department.

    a. Minimum 2-inch caliper single-trunk, large canopy, drought-tolerant shade trees planted 20 feet on center or in equivalent groupings.

    b. Shrubs, accents, and vegetative groundcovers to achieve a minimum of 75% live coverage at maturity.

    Where utility conflicts exist, the developer shall work with the Planning and Development Department on an alternative design solution consistent with a pedestrian environment.

13. The developer shall provide a singular, 40-foot-wide P-1255-2 access point on McDowell Road at the westernmost property line. All other existing access points on McDowell Road shall be removed.

14. The developer shall provide a limited access P-1243-2 right in/right out driveway on 15th Avenue.

15. The developer shall construct all streets within and adjacent to the development with paving, curb, gutter, sidewalk, curb ramps, streetlights,

DRAFT

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.

16. The developer shall dedicate right-of-way and construct a new bus stop pad on southbound 15th Avenue. The bus stop pad shall be constructed according to City of Phoenix Standard Detail P1260 with a minimum depth of 10 feet. The bus stop pad shall be spaced from McDowell Road according to City of Phoenix Standard Detail P1258. Trees shall be placed to provide a minimum 50% shade coverage to the bus stop pad at full maturity.

17. If determined necessary by the Phoenix Archaeology Office, the applicant shall conduct Phase I data testing and submit an archaeological survey report of the development area for review and approval by the City Archaeologist prior to clearing and grubbing, landscape salvage, and/or grading approval.

18. If Phase I data testing is required, and if, upon review of the results from Phase I data testing, the City Archaeologist, in consultation with a qualified archaeologist, determines such data recovery excavations are necessary, the applicant shall conduct Phase II archaeological data recovery excavations.

19. 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.

20. Prior to preliminary site plan approval, the landowner shall execute a Proposition 207 waiver of claims form. The waiver shall be recorded with the Maricopa County Recorder's Office and delivered to the City to be included in the rezoning application file for record.

21. Trash cans shall be provided on the east side of the building.

SECTION 4. If any section, subsection, sentence, clause, phrase or portion of this ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions hereof.

PASSED by the Council of the City of Phoenix this 1st day of November, 2023.

DRAFT

_____
MAYOR

ATTEST:

_____
Denise Archibald, City Clerk

APPROVED AS TO FORM:
Julie M. Kriegh, City Attorney

By:
_____
_____

REVIEWED BY:

_____
Jeffrey Barton, City Manager

Exhibits:
A – Legal Description (1 Page)
B – Ordinance Location Map (1 Page)

DRAFT

EXHIBIT A

LEGAL DESCRIPTION FOR Z-14-23-4

Within a portion of Section 6, Township 1 North, Range 3 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, being more particularly described as follows:

LOTS 1 THROUGH 6, BLOCK 43, OF F. Q. STORY ADDITION PLAT “E”, ACCORDING TO THE PLAT OF RECORD IN THE OFFICE OF THE COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA, RECORDED IN BOOK 16 OF MAPS, PAGE 48;

EXCEPT, THOSE PORTIONS OF LOTS 1 THROUGH 4 CONVEYED TO THE CITY OF PHOENIX, AS RECORDED IN DOCKET 2474, PAGE 190, AND

EXCEPT THOSE PORTIONS OF LOTS 5 AND 6 CONVEYED TO THE CITY OF PHOENIX, AS RECORDED IN DOCKET 2463, PAGE 44.

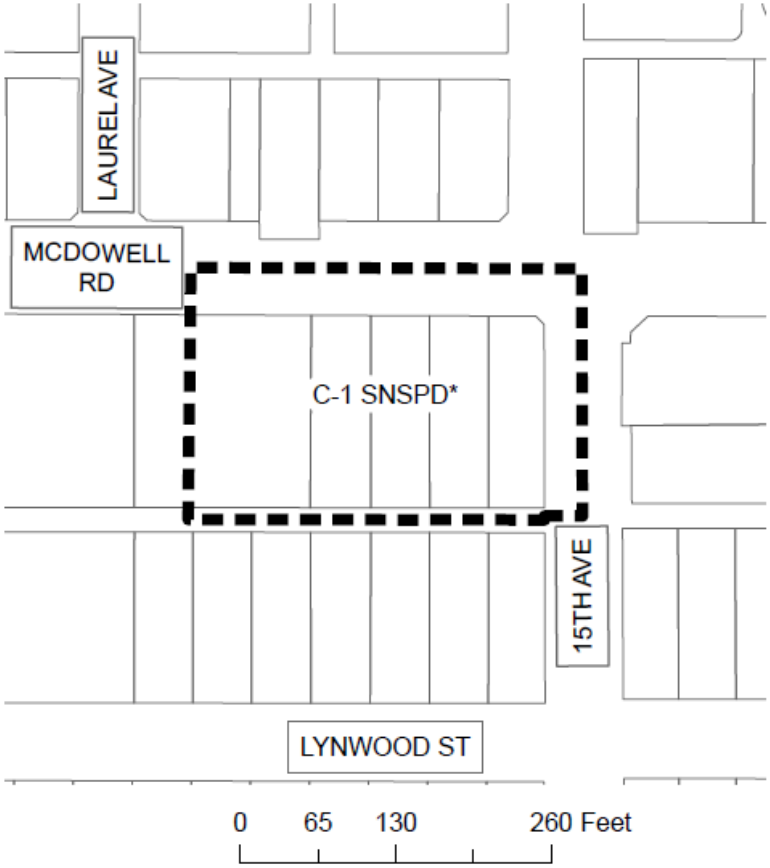
DRAFT

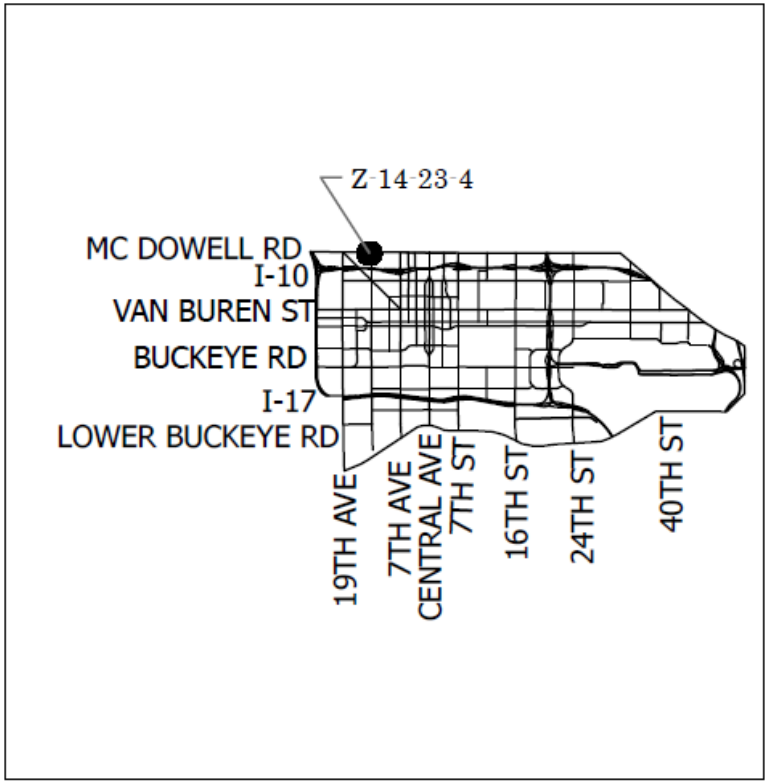
ORDINANCE LOCATION MAP

EXHIBIT B

ZONING SUBJECT TO STIPULATIONS: *
SUBJECT AREA:

Zoning Case Number: Z-14-23-4
Zoning Overlay: Story Neighborhood SPD
Planning Village: Central City





NOT TO SCALE

N

Drawn Date: 9/5/2023

\\one\pdd\Shared\Department Share\Information Systems\PL GIS\IS_Team\Core_Functions\Zoning\SuppMaps_OrdMaps\2023 Ord\10-4-23\10-4-23.aprx

City of Phoenix
PLANNING & DEVELOPMENT DEPARTMENT

To: Alan Stephenson
Deputy City Manager

Date: October 31, 2023

From: Joshua Bednarek JB
Planning and Development Director

Subject: WITHDRAWAL OF ITEM 75 ON THE NOVEMBER 1, 2023, FORMAL AGENDA – Z-14-23-4 – SOUTHWEST CORNER OF 15TH AVENUE AND MCDOWELL ROAD (ORDINANCE G-7183)

Item 75, Rezoning Case No. Z-14-23-4, is a request to rezone 1.58 acres located at the southwest corner of 15th Avenue and McDowell Road from R-5 SNSPD (0.49 acres) and C-1 SNSPD (1.09 acres) to C-1 SNSPD to allow for a retail convenience store with fuel sales.

In order to allow the applicant to address neighborhood concerns, staff recommends withdrawing the case so that it can be advertised for a public hearing at the December 6, 2023, City Council Formal meeting.

Approved: _____
Alan Stephenson, Deputy City Manager

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** *76

REQUEST TO WITHDRAW (SEE ATTACHED MEMO) Amend City Code - Ordinance Adoption - Rezoning Application PHO-1-23--Z-27-15-4 - Northeast Corner of Central Avenue and Pierson Street (Ordinance G-7187)

Request to authorize the City Manager, or his designee, to approve the Planning Commission's recommendation without further hearing by the City Council on matters heard by the Planning Commission on Oct. 5, 2023.

Summary

Application: PHO-1-23--Z-27-15-4
Existing Zoning: PUD
Acreage: 2.10

Applicant/Owner: Central Avenue Owner, LLC
Representative: Ed Bull, Burch and Cracchiolo, PA

Proposal:
1. Modification of Stipulation 2 regarding a $25,000 deposit into a Street Transportation Department escrow account.
2. Deletion of Stipulation 4 regarding a temporary path along 1st Street.
3. Modification of Stipulation 5 regarding conditional approval upon development commencing within seven years.

VPC Action: The Alhambra Village Planning Committee heard the request on April 25, 2023, and recommended approval, with a modification and an additional stipulation, by a vote of 11-0.
PHO Action: The Planning Hearing Officer heard the request on Aug. 16, 2023, and recommended approval, with modifications and an additional stipulation.
PC Action: The Planning Commission heard the request on Oct. 5, 2023, and recommended approval, per the Planning Hearing Officer recommendation, by a vote of 6-0.

Location

Northeast corner of Central Avenue and Pierson Street
Council District: 4

Parcel Address: 4801, 4805, 4807, and 4809 N. Central Ave.; 4900 N. 1st St.; and 15 E. Mariposa St.

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

ATTACHMENT A

THIS IS A DRAFT COPY ONLY AND IS NOT AN OFFICIAL COPY OF THE FINAL, ADOPTED ORDINANCE

ORDINANCE G-

AN ORDINANCE AMENDING THE STIPULATIONS APPLICABLE TO REZONING APPLICATION Z-27-15-4 PREVIOUSLY APPROVED BY ORDINANCE G-6115.

_____

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF PHOENIX, as follows:

SECTION 1. The zoning stipulations applicable located at the northeast corner of Central Avenue and Pierson Street in a portion of Section 20, Township 2 North, Range 3 East, as described more specifically in Attachment "A", are hereby modified to read as set forth below.

STIPULATIONS:

1. An updated Development Narrative for the Omninet – East 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.

2. The property owner shall provide a deposit in the amount of $31~~25~~,000 into a Street Transportation Department escrow account at the City of Phoenix to be utilized for traffic calming measures along 1st Street in the St. Francis neighborhood within six (6) months of City Council approval. These funds shall be utilized to improve existing traffic mitigation infrastructure along 1st Street, as approved by the Street Transportation Department. Any remaining funds will be deposited in the separate account established to comply with stipulation number 3.

DRAFT

3. The property owner will deposit an additional $25,000 (for a total of $50,000) into a Street Transportation Department escrow account at the City of Phoenix to be utilized for traffic calming or management tools for the area bounded by Central Avenue, Camelback Road, 7th Street, and Pierson Street at the time of construction. These funds may be contributed toward the purchase and installation of such devices as roundabouts, speed humps/cushions, or raised crosswalks (speed tables), limiting turning, traffic diverters or other such traffic calming or management tools. Distribution of funds shall be at the mutual agreement of the five member Neighborhood Traffic Team, the residents on affected streets and the City of Phoenix Streets Department Safety and Neighborhood Traffic Section. Owner may apply for reimbursement of escrow funds from the Street Transportation Department if no formal petition has been submitted within 5 years from the issuance of a Certificate of Occupancy.

~~4. The property owner shall construct a temporary 6-foot wide path constructed of 3/4 inch decomposed granite 2-inches thick along their frontage adjacent to 1st Street until the project is under construction, as approved by the Planning and Development Department.~~

~~5.~~ 4. The approval shall be conditioned upon development commencing within 10 ~~seven (7)~~ years of the City Council approval of this change of zoning in accordance with Section 506.b.1 of the Phoenix Zoning Ordinance (for purposes of this stipulation, development shall commence with the issuance of building permits and erection of building walls on site).

5. THE GROUND FLOOR AREA OF THE DEVELOPMENT SHALL INCLUDE A MINIMUM 4,700 SQUARE FEET OF NON-RESIDENTIAL USES. NON-RESIDENTIAL USES SHALL NOT INCLUDE LOBBY, EXERCISE, RECEPTION AREAS, OR OTHER SIMILAR USES INTENDED FOR EXCLUSIVE USE BY RESIDENTS. ALL NON-RESIDENTIAL USES SHALL FRONT PERIMETER RIGHTS-OF-WAY.

6. PRIOR TO PRELIMINARY SITE PLAN APPROVAL, THE LANDOWNER SHALL EXECUTE A PROPOSITION 207 WAIVER OF CLAIMS IN A FORM APPROVED BY THE CITY ATTORNEY'S OFFICE. THE WAIVER SHALL BE RECORDED WITH THE MARICOPA COUNTY RECORDER'S OFFICE AND DELIVERED TO THE CITY TO BE INCLUDED IN THE REZONING APPLICATION FILE FOR RECORD.

SECTION 2. Due to the site's specific physical conditions and the use district granted pursuant to Ordinance G-6115 this portion of the rezoning is now subject to the stipulations approved pursuant to Ordinance G-6115 and as modified in Section 1 of this Ordinance. Any violation of the stipulation is a violation of the City of

DRAFT

Phoenix Zoning Ordinance. Building permits shall not be issued for the subject site until all the stipulations have been met.

SECTION 3. If any section, subsection, sentence, clause, phrase or portion of this ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions hereof.

PASSED by the Council of the City of Phoenix this 1st day of November, 2023.

_____
MAYOR

ATTEST:

_____
Denise Archibald, City Clerk

APPROVED AS TO FORM:
Julie M. Kriegh, City Attorney

By:
_____
_____

REVIEWED BY:

_____
Jeffrey Barton, City Manager

DRAFT

Exhibits:
A - Legal Description (1 Page)
B - Ordinance Location Map (1 Page)

DRAFT

EXHIBIT A

LEGAL DESCRIPTION FOR PHO-1-23--Z-27-15-4

LOTS 25, 27 AND 28, SAINT FRANCIS PLACE, SECTION 20, TOWNSHIP 2 NORTH, RANGE 3 EAST, ACCORDING TO THE MAP IN THE OFFICE OF THE COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA, IN BOOK 24 OF MAPS, PAGE 47

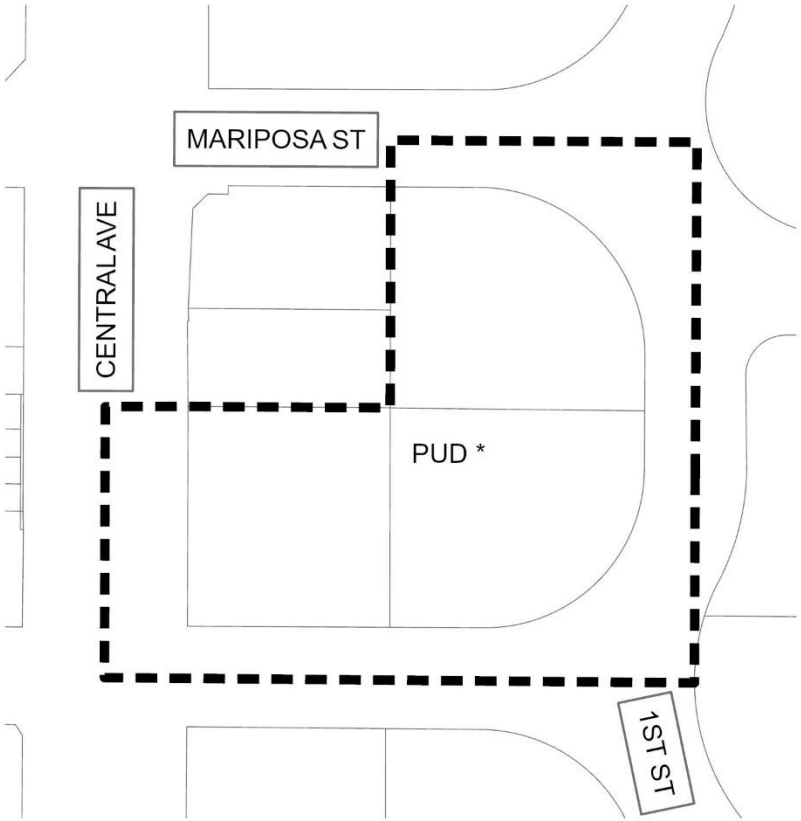
DRAFT

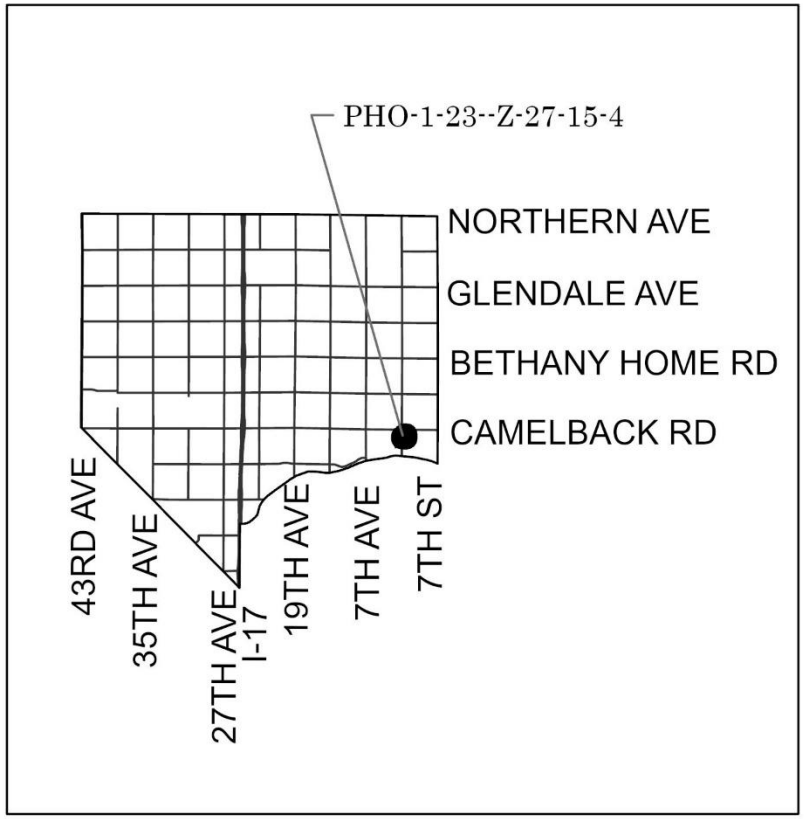
ORDINANCE LOCATION MAP

EXHIBIT B

ZONING SUBJECT TO STIPULATIONS: *
SUBJECT AREA:

Zoning Case Number: PHO-1-23--Z-27-15-4
Zoning Overlay: Transit Overlay District (TOD-1)
Planning Village: Alhambra





NOT TO SCALE

N

Drawn Date: 9/25/2023

\\one\pdd\Shared\Department Share\Information Systems\PL GIS\IS_Team\Core_Functions\Zoning\SuppMaps_OrdMaps\2023 Ord\11-1-2023\11-1-2023.aprx

City of Phoenix
PLANNING & DEVELOPMENT DEPARTMENT

To: Alan Stephenson
Deputy City Manager

Date: October 31, 2023

From: Joshua Bednarek
Planning and Development Director

Subject: WITHDRAWAL OF ITEM 76 ON THE NOVEMBER 1, 2023, FORMAL AGENDA – PLANNING HEARING OFFICER APPLICATION PHO-1-23--Z-27-15-4 – NORTHEAST CORNER OF CENTRAL AVENUE AND PIERSON STREET (ORDINANCE G-7187)

Item 76, is the Ordinance Adoption of a request to amend the stipulations applicable to Rezoning Application Z-27-15-4 previously approved by Ordinance G-6115 for the PUD (Planned Unit Development) located at the northeast corner of Central Avenue and Pierson Street.

The Alhambra Village Planning Committee recommended approval by an 11-0 vote on April 25, 2023. The Planning Hearing Officer recommended approval with modification and an additional stipulation on April 25, 2023. The Planning Commission recommended approval, per the Planning Hearing officer recommendation by a 6-0 vote on October 5, 2023.

Staff recommends withdrawing this item from the November 1, 2023, Formal agenda and scheduling it for public hearing on December 6, 2023, to allow for readvertising and posting of the property.

Approved: _____
Alan Stephenson, Deputy City Manager

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 77

Amend City Code - Ordinance Adoption - Rezoning Application Z-38-23-6 - Approximately 200 Feet North of the Northeast Corner of 9th Place and Orangewood Avenue (Ordinance G-7182)

Request to amend the Phoenix Zoning Ordinance, Section 601, the Zoning Map of the City of Phoenix, by adopting Rezoning Application Z-38-23-6 and rezone the site from R1-10 (Single-Family Residence District) to R1-10 HP (Single-Family Residence District, Historic Preservation Overlay) to allow a Historic Preservation Overlay for the historic Walter Hubbard Sterling Residence.

Summary

Current Zoning: R1-10
Proposed Zoning: R1-10 HP
Acreage: 0.75
Proposed Use: Historic Preservation Overlay for the Walter Hubbard Sterling Residence

Owner: Humphrey Family Trust
Applicant: City of Phoenix, Historic Preservation Commission
Representative: Kevin Weight, City of Phoenix, Planning and Development Department

Staff Recommendation: Approval.
VPC Action: The Camelback East Village Planning Committee heard this case on Sept. 5, 2023, and recommended approval, per the staff recommendation, by a vote of 13-0.
HPC Action: The Historic Preservation Commission heard this case on Sept. 18, 2023, and recommended approval, per the staff recommendation, by a vote of 8-0.
PC Action: The Planning Commission heard this case on Oct. 5, 2023, and recommended approval, per the Camelback East Village Planning Committee and Historic Preservation Commission recommendations, by a vote of 7-0.

Location

Approximately 200 feet north of the northeast corner of 9th Place and Orangewood Avenue

Council District: 6
Parcel Address: 7519 N. 9th Place

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

ATTACHMENT A

THIS IS A DRAFT COPY ONLY AND IS NOT AN OFFICIAL COPY OF THE FINAL, ADOPTED ORDINANCE

ORDINANCE G-

AN ORDINANCE AMENDING THE ZONING DISTRICT MAP ADOPTED PURSUANT TO SECTION 601 OF THE CITY OF PHOENIX ZONING ORDINANCE BY CHANGING THE ZONING DISTRICT CLASSIFICATION FOR THE PARCEL DESCRIBED HEREIN (CASE Z-38-23-6) FROM R1-10 (SINGLE-FAMILY RESIDENCE DISTRICT) TO R1-10 HP (SINGLE-FAMILY RESIDENCE DISTRICT, HISTORIC PRESERVATION OVERLAY).

_____

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF PHOENIX, as follows:

SECTION 1. The zoning of 0.75 gross acre property located approximately 200 feet north of the northeast corner of 9th Place and Orangewood Avenue in a portion of Section 4, Township 2 North, Range 3 East, as described more specifically in Exhibit “A,” is hereby changed from “R1-10” (Single-Family Residence District) to “R1-10 HP” (Single-Family Residence District, Historic Preservation Overlay).

SECTION 2. The Planning and Development Director is instructed to modify the Zoning Map of the City of Phoenix to reflect this use district classification change as shown in Exhibit “B.”

DRAFT

SECTION 3. If any section, subsection, sentence, clause, phrase or portion of this ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions hereof.

PASSED by the Council of the City of Phoenix this 1st day of November 2023.

_____
MAYOR

ATTEST:

_____
Denise Archibald, City Clerk

APPROVED AS TO FORM:
Julie M. Kriegh, City Attorney

By:
_____
_____

REVIEWED BY:

_____
Jeffrey Barton, City Manager

Exhibits:
A – Legal Description (1 Page)
B – Ordinance Location Map (1 Page)

DRAFT

EXHIBIT A

LEGAL DESCRIPTION FOR Z-38-23-6

Within a portion of Section 4, Township 2 North, Range 3 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, being more particularly described as follows:

LEGAL DESCRIPTION OF THE PROPERTY LOT 6, CIRCLE DRIVE VILLA, ACCORDING TO THE PLAT OF RECORD IN THE OFFICE OF THE COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA, RECORDED IN BOOK 118 OF MAPS, PAGE 49;

EXCEPT THE NORTH 15 FEET THEREOF.

ASSESSOR'S PARCEL NUMBER: I 60-18-056A

COMMONLY KNOWN AS: 7519 N. 9TH PLACE, PHOENIX, AZ 85020

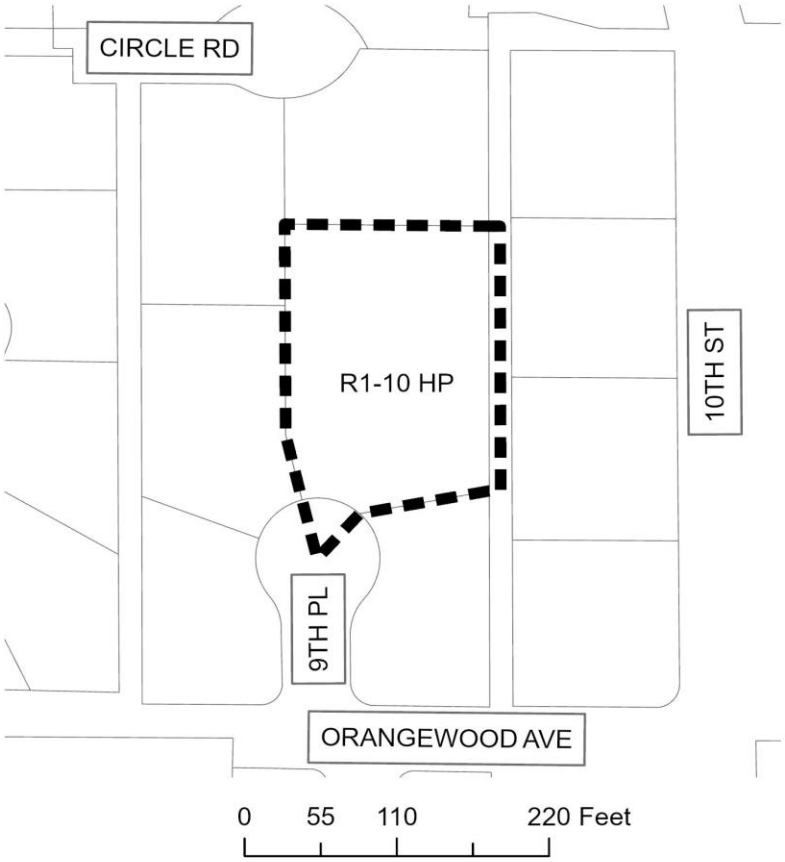
DRAFT

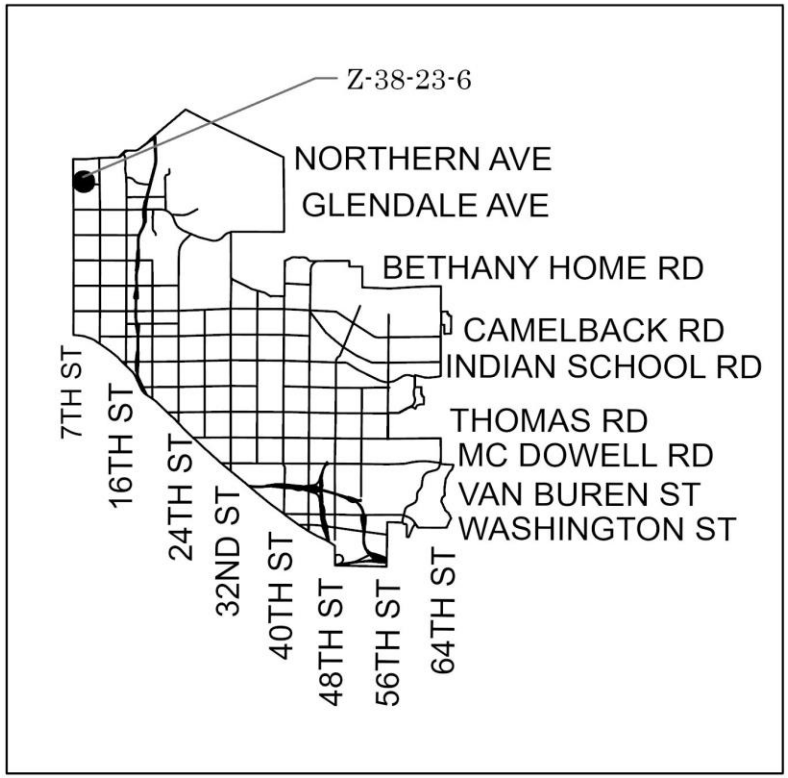
ORDINANCE LOCATION MAP

EXHIBIT B

ZONING SUBJECT TO STIPULATIONS: *
SUBJECT AREA:

Zoning Case Number: Z-38-23-6
Zoning Overlay: N/A
Planning Village: Camelback East





NOT TO SCALE

N

Drawn Date: 9/26/2023

\\one\pdd\Shared\Department Share\Information Systems\PL GIS\IS_Team\Core_Functions\Zoning\SuppMaps_OrdMaps\2023 Ord\11-1-2023\11-1-2023.aprx

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 78

Public Hearing and Resolution Adoption - General Plan Amendment GPA-LV-2-23-7 - Northeast Corner of 43rd Avenue and Baseline Road (Resolution 22165)

Request to hold a public hearing on a General Plan Amendment for the following item to consider adopting the Planning Commission's recommendation and the related resolution if approved. Request to amend the General Plan Land Use Map designation on 25.55 acres from Residential 3.5 to 5 dwelling units per acre to Residential 0 to 1 dwelling units per acre and Commercial. This item is a companion case to Z-29-23-7 and must be heard first, followed by Z-29-23-7.

Summary

Application: GPA-LV-2-23-7
Current Designation: Residential 3.5 to 5 dwelling units per acre
Proposed Plan Designation: Residential 0 to 1 dwelling units per acre (15.87 acres) and Commercial (9.68 acres)
Acreage: 25.55
Proposal: Minor General Plan Amendment to allow commercial and residential (open space) uses

Owner: 43rd Ave and Baseline Development, LLC
Applicant/Representaive: Manjula M. Vaz, Gammage & Burnham, PLC

Staff Recommendation: Approval.
VPC Action: The Laveen Village Planning Committee heard this case on Sept. 11, 2023, and recommended approval, per the staff recommendation, by a vote of 7-1.
PC Action: The Planning Commission heard the case on Oct. 5, 2023, and recommended approval, per the Laveen Village Planning Committee, by a vote of 7-0.

Location

Northeast corner of 43rd Avenue and Baseline Road
Council District: 7
Parcel Address: 7453 S. 43rd Ave. and 4140, 4156, 4168, 4182, 4200, and 4250 W. Baseline Road

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

ATTACHMENT A

THIS IS A DRAFT COPY ONLY AND IS NOT AN OFFICIAL COPY OF THE FINAL, ADOPTED RESOLUTION

RESOLUTION

A RESOLUTION ADOPTING AN AMENDMENT TO THE 2015 GENERAL PLAN FOR PHOENIX, APPLICATION GPA-LV-2-23-7, CHANGING THE LAND USE CLASSIFICATION FOR THE PARCEL DESCRIBED HEREIN.

_____

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF PHOENIX, as follows:

SECTION 1. The 2015 Phoenix General Plan, which was adopted by Resolution 21307, is hereby amended by adopting GPA-LV-2-23-7. The 25.55-acre site located at the northeast corner of 43rd Avenue and Baseline Road is designated as 9.68 acres of Commercial and 15.87 acres of Residential 0 to 1 dwelling units per acre.

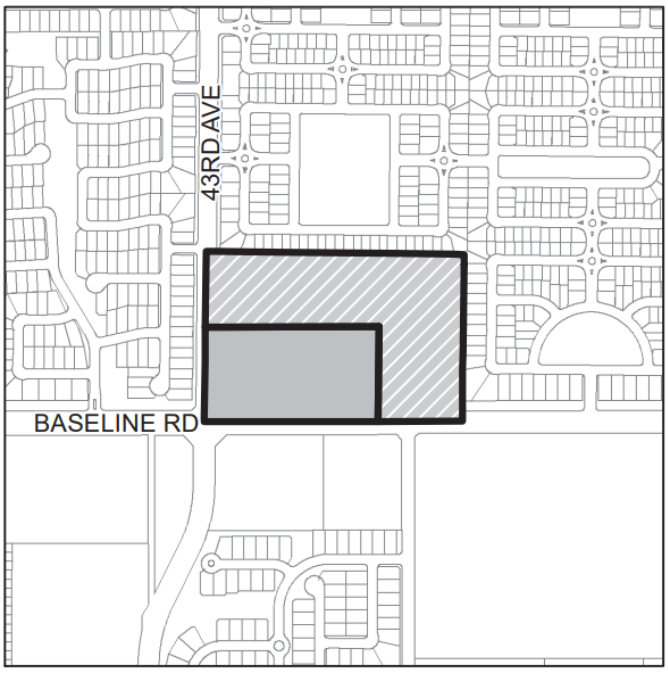
SECTON 2. The Planning and Development Director is instructed to modify the 2015 Phoenix General Plan to reflect this land use classification change as shown below:

DRAFT

PROPOSED CHANGE:

Residential 0 to 1 du/ac (15.87 +/- Acres)
Commercial (9.68 +/- Acres)

Proposed Change Area
Residential 0 to 1 du/acre
Commercial



PASSED by the Council of the City of Phoenix this 1st day of November 2023.

_____
M A Y O R

ATTEST:

_____
Denise Archibald, City Clerk

DRAFT

APPROVED AS TO FORM:
Julie M. Kriegh, City Attorney

By:_____
_____

REVIEWED BY:

_____
Jeffrey Barton, City Manager

DRAFT

ATTACHMENT B

City of Phoenix
PLANNING & DEVELOPMENT DEPARTMENT

GENERAL PLAN AMENDMENT
STAFF ANALYSIS
September 1, 2023

Application:	GPA-LV-2-23-7
Owner:	43rd Ave and Baseline Development, LLC
Applicant/Representative:	Manjula M. Vaz, Gammage & Burnham, PLC
Location:	Northeast corner of 43rd Avenue and Baseline Road
Acreage:	25.55 acres
Current Plan Designation:	Residential 3.5 to 5 dwelling units per acre
Requested Plan Designation:	Residential 0 to 1 dwelling units per acre (15.87 acres) and Commercial (9.68 acres)
Reason for Requested Change:	Minor General Plan Amendment for commercial and residential (open space) uses
Laveen Village Planning Committee Meeting Date:	September 11, 2023
Staff Recommendation:	Approval

FINDINGS:

1) The proposed Commercial land use designation is appropriate for the site as it is located at the intersection of two arterial streets, 43rd Avenue and Baseline Road.

2) The proposed Residential 0 to 1 dwelling units per acre land use designation is consistent with the existing zoning on the site.

3) As stipulated, the companion rezoning case Z-29-23-7 requires the site to incorporate enhanced standards for landscaping, architecture, and pedestrian connections.

BACKGROUND

The subject site is 25.55 gross acres located on the northeast corner of 43rd Avenue and Baseline Road. The site is currently vacant. The north and west portion of the site is zoned S-1 PCD (Ranch or Farm Residence, Planned Community District) and the remainder of the site is zoned C-O (Commercial Office). A concurrent rezoning case, Z-29-23-7, proposes rezoning 7.53 acres of the S-1 PCD portion to C-1 (Neighborhood Retail).

This General Plan Amendment proposes a minor amendment to the General Plan Land Use Map to allow commercial and residential (open space). The proposal requests to modify the land use designation from Residential 3.5 to 5 dwelling units per acre to 15.87 acres of Residential 0 to 1 dwelling units per acre and 9.68 acres of Commercial. The Residential 0 to 1 dwelling units per acre is consistent with the existing zoning of S-1 PCD used for a drainage channel and retention basin. The Commercial designation is consistent with the existing C-O zoning on the site which is developed with a medical clinic. The companion rezoning case, Z-29-23-7, proposes commercial development that is consistent with the proposed Commercial land use designation.

SURROUNDING LAND USES

The subject site consists of vacant land, subdivision common area, and a medical clinic. The current General Plan Land Use Map designation for the site is Residential 3.5 to 5 dwelling unit per acre.

NORTH
North of the subject site is single-family residential. This area is designated Residential 3.5 to 5 dwelling units per acre.

EAST
East of the subject site is single-family residential designated Residential 3.5 to 5 dwelling units per acre.

WEST
West of the subject site, across 43rd Avenue, is a single-family residential neighborhood designated Residential 3.5 to 5 dwelling units per acre.

SOUTH
South of the subject site, across Baseline Road, are two schools and a church designated Residential 2 to 3.5 dwelling units per acre and Public/Quasi-Public.

RELATIONSHIP TO GENERAL PLAN CORE VALUES AND PRINCIPLES

STRENGTHEN OUR LOCAL ECONOMY CORE VALUE

- **ENTREPRENEURS AND EMERGING ENTERPRISES; LAND USE PRINCIPLE: Encourage land uses that promote the growth of entrepreneurs or new businesses in Phoenix in appropriate locations.**

  This General Plan Amendment request, with the companion rezoning request, Z-29-23-7, will support a variety of commercial and employment uses within the Laveen Village. The development will provide a place for businesses to operate, grow, and provide community services within the Laveen Village.

CONNECT PEOPLE AND PLACES CORE VALUE

- **Canals and trails; design principle: Provide multi-use trail connections where appropriate.**

  As stipulated, in the companion rezoning case Z-29-23-7, a multi-use trail is required along the 43rd Avenue and Baseline Road frontage. This future trail will connect to other trails, thus adding to the regional network of trails and improving recreational opportunities.

CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS

- **CERTAINTY & CHARACTER: DESIGN PRINCIPLES: Promote neighborhood identity through planning that reinforces the existing landscaping characer of the area. Each new development should contribute to the character identified for the village; Integrate into the development design natural features such as washes, canals, significant topography and exisitng vegetation, which are important in providing character to new subdivisions.**

  The proposed Residential 0 to 1 dwelling units per acre designation would further reinforce the existing S-1 PCD zoning on the site. This area is used for a drainage channel and retention basin, within a subdivision common area, that serves the surrounding single-family residential community.

CONCLUSION AND RECOMMENDATION

Staff recommends approval of GPA-LV-2-23-7 as filed. The request aligns with the goals and policies of the General Plan and will result in land use designations that will maximize the property's opportunities for development and preservation of the retention area. Along with the companion rezoning case, Z-29-23-7, the General Plan

Amendment will allow for compatible land uses that will provided commercial and employment opportunities for the Laveen communtiy.

Writer
Nayeli Sanchez Luna
September 1, 2023

Team Leader
Racelle Escolar

Exhibits
Sketch Maps (2 pages)

GENERAL PLAN AMENDMENT

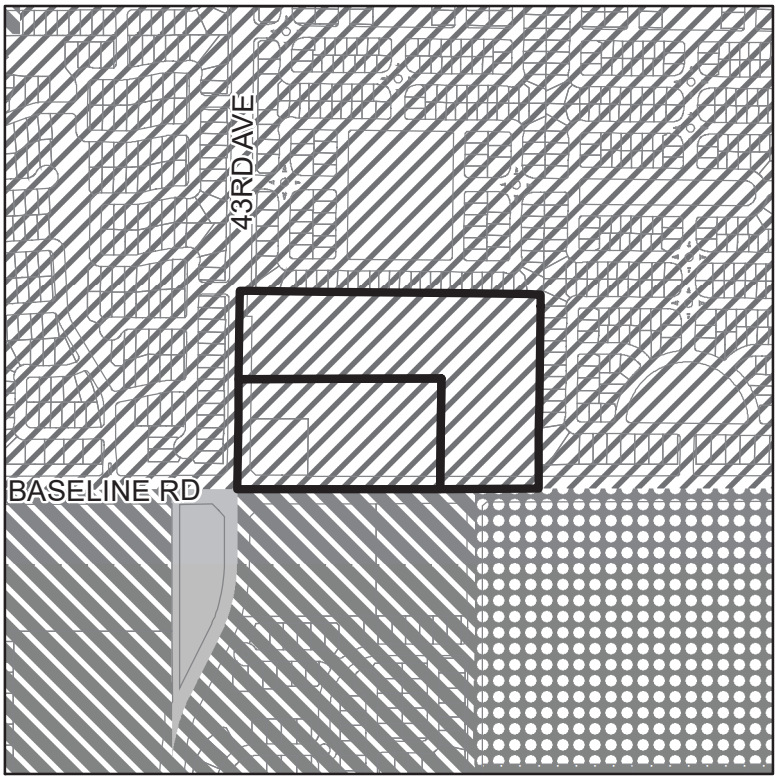
CITY OF PHOENIX ♦ PLANNING & DEVELOPMENT DEPARTMENT ♦ 200 W WASHINGTON ST ♦ PHOENIX, AZ ♦ 85003 ♦ (602) 262-6882

APPLICATION NO: GPA-LV-2-23-7_BW	ACRES: 25.55 +/-	REVISION DATE:
VILLAGE: Laveen	COUNCIL DISTRICT: 7	
APPLICANT: Manjula M. Vaz		

EXISTING:

Residential 3.5 to 5 du/ac (25.55 +/- Acres)

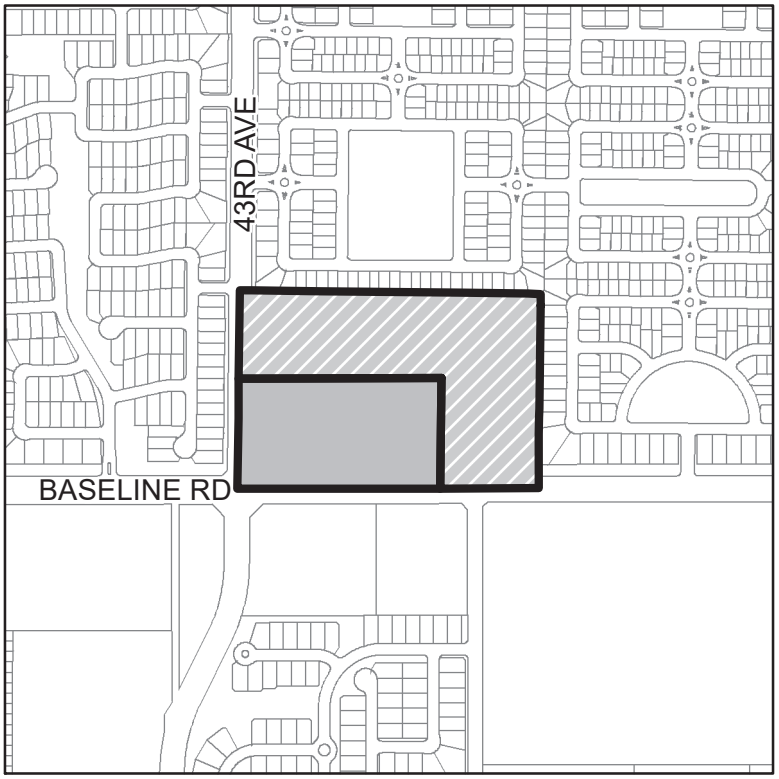
Proposed Change Area
Residential 2 to 3.5 du/acre
Residential 3.5 to 5 du/acre
Commercial
Public/Quasi-Public
Parks/Open Space - Publicly Owned



PROPOSED CHANGE:

Residential 0 to 1 du/ac (15.87 +/- Acres)
Commercial (9.68 +/- Acres)

Proposed Change Area
Residential 0 to 1 du/acre
Commercial



GENERAL PLAN AMENDMENT

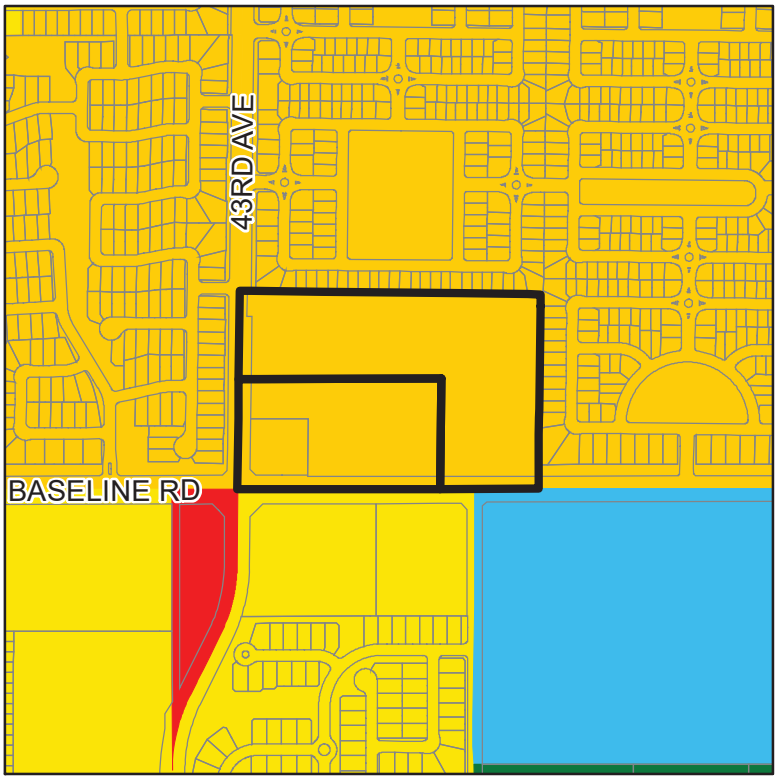
CITY OF PHOENIX ♦ PLANNING & DEVELOPMENT DEPARTMENT ♦ 200 W WASHINGTON ST ♦ PHOENIX, AZ ♦ 85003 ♦ (602) 262-6882

APPLICATION NO: GPA-LV-2-23-7	ACRES: 25.55 +/-	REVISION DATE:
VILLAGE: Laveen	COUNCIL DISTRICT: 7	
APPLICANT: Manjula M. Vaz		

EXISTING:

Residential 3.5 to 5 du/ac (25.55 +/- Acres)

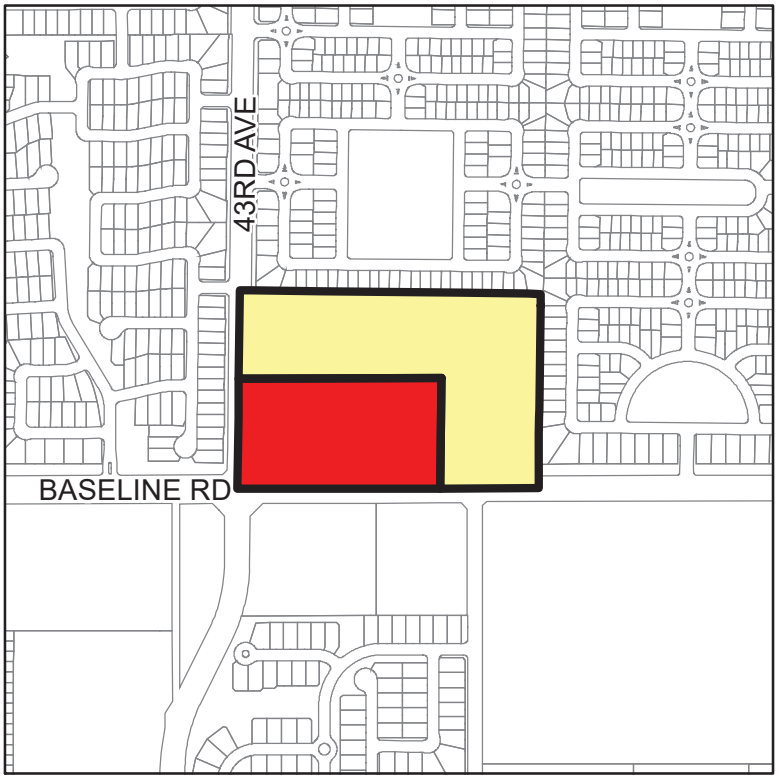
- Proposed Change Area
- Residential 2 to 3.5 du/ac
- Residential 3.5 to 5 du/ac
- Commercial
- Public/Quasi-Public
- Parks/Open Space - Publicly Owned



PROPOSED CHANGE:

Residential 0 to 1 du/ac (15.87 +/- Acres)
Commercial (9.68 +/- Acres)

- Proposed Change Area
- Residential 0 to 1 du/ac
- Commercial



Laveen
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
GPA-LV-2-23-7

Date of VPC Meeting	September 11, 2023
Request From	Residential 3.5 to 5 dwelling units per acre
Request To	Residential 0 to 1 dwelling units per acre and Commercial
Proposal	Commercial and residential (open space) uses
Location	Northeast corner of 43rd Avenue and Baseline Road
VPC Recommendation	Approval, per the staff recommendation.
VPC Vote	7-1

VPC DISCUSSION:

Item No. 4 (GPA-LV-2-23-7) and Item No. 5 (Z-29-23-7) were heard together. Two members of the public registered to speak on these items.

Staff Presentation:

Nayeli Sanchez Luna, staff, presented an overview of GPA-LV-2-23-7 and Z-29-23-7. Mrs. Sanchez Luna discussed the location of the site, the requested zoning designation, the surrounding land uses, and the proposed General Plan Land Use Map designation. Mrs. Sanchez Luna provided an overview of the proposed development including the site plan and elevations. Mrs. Sanchez Luna concluded the presentation by summarizing the staff findings, providing the staff recommendation and proposed stipulations.

Applicant Presentation:

Manjula M. Vaz, representing the applicant with Gammage and Burnham, provided an overview of the proposed case. Ms. Vaz noted that the original proposal included a hotel on the north side of the property; however, due to public comment the hotel was removed. Ms. Vaz added that the proposed child daycare was also removed from the request. Ms. Vaz summarized the site plan configuration, multi-use trail along Baseline Road and 43rd Avenue, and displayed the proposed renderings. Ms. Vaz concluded the presentation by summarizing the staff recommendation and public outreach.

Questions from the committee:

Patrick Nasser-Taylor stated that he appreciated the applicant's response to community concerns and removed the hotel.

Mixen Rubio-Raffin asked for more information regarding the proposed bicycle infrastructure. **Ms. Vaz** noted that the proposed development would include numerous bicycle parking spaces and electric scooter infrastructure.

Rebecca Perrera asked staff if Lot 5 and 6 would return to the committee. **Mrs. Sanchez Luna** confirmed that Lot 5 and 6 would have to go through the PHO process and will return to the committee for a recommendation.

Carlos Ortega noted that he had concerns with the proposed commercial development. Mr. Ortega added that the proposal would cause an increase in traffic congestion, vandalism, and a flood of students from adjacent schools. Mr. Ortega stated that he would have preferred professional uses such as offices.

Ms. Rubio-Raffin asked how bicyclist, including students, would navigate the site safely. Ms. Rubio-Raffin wanted to ensure that the design accommodated bicyclist and pedestrians. **Ms. Vaz** noted that the multi-use trials along Baseline Road and 43rd Avenue have a landscape buffer that would separate it from vehicle traffic.

Vice Chair Stephanie Hurd stated that she supported the proposal and was in favor of the proposed uses.

Chair Linda Abegg asked staff if the letters of opposition were submitted before or after the hotel was removed. **Mrs. Sanchez Luna** confirmed that the letters were received before the hotel was removed.

Public Comment:

Phil Hertel noted that the adjacent schools cause a lot of traffic congestion and was opposed to right-in and right-out on Baseline Road. Mr. Hertel noted that the proposed uses would increase traffic congestion. Mr. Hertel stated that the north property line should be lined with two rows of trees. **Ms. Vaz** noted that the property was surrounded by approximately 400 feet of open space and was not adjacent to residential uses.

Chair Abegg noted that she favored the drive through aisles along the back of the restaurants and not along Baseline Road.

Carlos Ortega asked if a chain link fence would be placed around the open space area around the proposed development. **Ms. Vaz** stated that the commercial development will have a six-foot tall cement wall.

Dan Penton stated that the intersection on 43rd Avenue and Baseline Avenue was unsafe and that the commercial development could offer an opportunity to slow down traffic. Mr. Penton requested traffic speed to be reduced next to the schools. Mr. Penton noted that he was in favor of the electric vehicle infrastructure but would like to see secured and shaded bicycle parking. Mr. Penton added that the proposal would create a walkable destination, so the community no longer had to go to 35th Avenue or 51st Avenue.

Applicant Response:

None.

Committee Discussion:

Mr. Ortega stated that there should be a stipulation that limit the type of uses for the unknown commercial portions. **Chair Abegg** noted that Lot 4, 5, and 6 would have to return to the committee for recommendation through the PHO process. **Mr. Ortega** stated that the developer would have all C-1 uses available. **Chair Abegg** noted that any proposal would return to the committee for recommendation. Chair Abegg added that the original concept was multifamily or single-family residential.

Motion:
Vice Chair Stephanie Hurd motioned to recommend approval of GPA-LV-2-23-7 per the staff recommendation. **Francisco Barraza** second the motion.

Vote:
7-1, motion to recommend approval of GPA-LV-2-23-7 per the staff recommendation passed with Committee Members Barraza, Jensen, Nasser-Taylor, Perrera, Rubio-Raffin, Hurd, and Abegg in favor and Committee Member Ortega in opposition.

Staff comments regarding VPC Recommendation:

None.

ATTACHMENT D

REPORT OF PLANNING COMMISSION ACTION
October 5, 2023

ITEM NO: 6	
	DISTRICT NO.: 7
SUBJECT:	
Application #:	GPA-LV-2-23-7 (Companion Case Z-29-23-7)
Location:	Northeast corner of 43rd Avenue and Baseline Road
From:	Residential 3.5 to 5 dwelling units per acre
To:	Commercial/Residential 0 to 1 dwelling units per acre
Acreage:	25.55
Proposal:	Minor General Plan Amendment for commercial and residential (open space) uses.
Applicant:	Manjula M. Vaz, Gammage & Burnham, PLC
Owner:	43rd Ave and Baseline Development, LLC
Representative:	Manjula M. Vaz, Gammage & Burnham, PLC

ACTIONS:

Staff Recommendation: Approval.

Village Planning Committee (VPC) Recommendation:
Laveen 9/11/2023 Approval. Vote: 7-1.

Planning Commission Recommendation: Approval, per the Laveen Village Planning Committee recommendation.

Motion Discussion: N/A

Motion Details: Acting Vice-Chairperson Busching made a MOTION to approve GPA-LV-2-23-7, per the Laveen Village Planning Committee recommendation.

Maker: Acting Vice-Chairperson Busching
Second: Gorraiz
Vote: 7-0
Absent: Gaynor and Mangum
Opposition Present: No

Findings:

1. The proposed Commercial land use designation is appropriate for the site as it is located at the intersection of two arterial streets, 43rd Avenue and Baseline Road.

2. The proposed Residential 0 to 1 dwelling units per acre land use designation is consistent with the existing zoning on the site.

3. As stipulated, the companion rezoning case Z-29-23-7 requires the site to incorporate enhanced standards for landscaping, architecture, and pedestrian connections.

This publication can be made available in alternate format upon request. Please contact Teleia Galaviz 602-602-291-2559, TTY use 7-1-1

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 79

Public Hearing and Ordinance Adoption - Rezoning Application Z-29-23-7 - Approximately 255 Feet East of the Northeast Corner of 43rd Avenue and Baseline Road (Ordinance G-7188)

Request to hold a public hearing and amend the Phoenix Zoning Ordinance, Section 601, the Zoning Map of the City of Phoenix, by adopting Rezoning Application Z-29-23-7 and rezone the site from S-1 PCD (Ranch or Farm Residence, Planned Community District) to C-1 (Neighborhood Retail) to allow commercial uses. This is a companion case to GPA-LV-2-23-7 and should be heard following GPA-LV-2-23-7.

Summary

Current Zoning: S-1 PCD
Proposed Zoning: C-1
Acreage: 7.53
Proposed Use: Commercial uses

Owner/Applicant: 43rd Ave and Baseline Development, LLC
Representative: Manjula M. Vaz, Gammage & Burnham, PLC

Staff Recommendation: Approval, subject to stipulations.
VPC Action: The Laveen Village Planning Committee heard this case on Sept. 11, 2023, and recommended approval, per the staff recommendation (Addendum A), by a vote of 7-1.
PC Action: The Planning Commission heard this case on Oct. 5, 2023, and recommend approval, per the Laveen Village Planning Committee recommendation, by a vote of 7-0.

Location

Approximately 255 feet east of the northeast corner of 43rd Avenue and Baseline Road
Council District: 7
Parcel Address: 4140, 4156, 4168, 4182, and 4200 W. Baseline Road and 7453 S. 43rd Ave.

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

ATTACHMENT A

THIS IS A DRAFT COPY ONLY AND IS NOT AN OFFICIAL COPY OF THE FINAL, ADOPTED ORDINANCE

ORDINANCE G-

AN ORDINANCE AMENDING THE ZONING DISTRICT MAP ADOPTED PURSUANT TO SECTION 601 OF THE CITY OF PHOENIX ZONING ORDINANCE BY CHANGING THE ZONING DISTRICT CLASSIFICATION FOR THE PARCEL DESCRIBED HEREIN (CASE Z-29-23-7) FROM S-1 PCD (RANCH OR FARM RESIDENCE, PLANNED COMMUNITY DISTRICT) TO C-1 (NEIGHBORHOOD RETAIL).

_____

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF PHOENIX, as follows:

SECTION 1. The zoning of a 7.53-acre property located approximately 255 feet east of the northeast corner of 43rd Avenue and Baseline Road in a portion of Section 34, Township 1 North, Range 2 East, as described more specifically in Exhibit "A," is hereby changed from "S-1 PCD" (Ranch or Farm Residence, Planned Community District) to "C-1" (Neighborhood Retail).

SECTION 2. The Planning and Development Director is instructed to modify the Zoning Map of the City of Phoenix to reflect this use district classification change as shown in Exhibit "B."

SECTION 3. Due to the site's specific physical conditions and the use district applied for by the applicant, this rezoning is subject to the following stipulations,

DRAFT

violation of which shall be treated in the same manner as a violation of the City of Phoenix Zoning Ordinance:

Overall Site

1. All perimeter street facing building elevations and the south elevation on Lot 5, as depicted on the Site Plan date stamped August 18, 2023, shall contain architectural features that reflect modern agrarian architecture including, but not limited to, detailing such as pitched roof elements, variation in window size, overhang canopies and exterior accent materials such as metal, wood, and stone, as approved by the Planning and Development Department.

2. Enhanced pedestrian connections and pedestrian circulation shall be provided throughout the site as described below, as approved or modified by the Planning and Development Department.

    a. Pedestrian pathways shall be a minimum of 5 feet in width

    b. The following lighting treatment shall be provided throughout the pedestrian pathways:

        i. Maximum 15-foot high lighting

        ii. A minimum of one foot candle illumination maintained throughout the pathways.

        iii. Uniform lighting shall be placed along the entire pathway to avoid bright high glare areas and low visibility dark areas.

    c. One of the following elements shall be provided at each exterior entrance/exit to the pedestrian pathways in close proximity to the multi-use trails:

        i. Bollard path light

        ii. Public art

        iii. Decorative directional signage

        iv. Building design elements that emphasize the pathway entrance

3. Where pedestrian walkways cross a vehicular path, the pathway shall be constructed of decorative pavers, stamped or colored concrete, or other pavement treatments that visually contrast parking and drive aisle surfaces, as approved by the Planning and Development Department.

4. All pedestrian walkways, including sidewalks, shall be shaded by a structure, landscaping at maturity, or a combination of the two to provide a minimum of

DRAFT

75% shade, as approved by the Planning and Development Department. Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.

5. All vehicular entrances to the development shall include the following elements, as approved by the Planning and Development Department:

    a. Enhanced landscaping planters on both sides, excluding the north side of the entry/exit drive along 43rd Avenue, with a minimum of 250 square feet of landscaping.

    b. A minimum 5-foot-wide landscape median, planted with a variety of at least three plant materials, and minimum 2-inch caliper, single-trunk, large canopy, drought-tolerant shade trees planted 20 feet on center or in equivalent groupings.

6. All uncovered surface parking lot area shall be landscaped with minimum 2-inch caliper, single trunk, large canopy, drought tolerant shade trees. Landscaping shall be dispersed throughout the parking area and achieve 25% shade at maturity, as approved by Planning and Development Department.

7. Bicycle parking spaces shall be shaded by a structure, landscaping at maturity, or a combination of the two to provide a minimum of 75% shade, as approved by the Planning and Development Department.

8. A 30-foot-wide multi-use trail easement (MUTE) shall be dedicated along Baseline Road and a minimum 10-foot-wide multi-use trail (MUT) shall be constructed within the easement in accordance with the MAG supplemental detail and as approved or modified by the Planning and Development Department.

9. A 30-foot-wide multi-use trail easement (MUTE) shall be dedicated along 43rd Avenue and a minimum 10-foot-wide multi-use trail (MUT) shall be constructed within the easement in accordance with the MAG supplemental detail and as approved or modified by the Planning and Development Department.

10. A minimum of 2% of the required parking spaces shall be EV Capable. This stipulation is applicable to the overall development and shall not be applied on an individual lot basis.

11. A minimum of two green infrastructure (GI) techniques for stormwater management shall be implemented per the Greater Phoenix Metro Green Infrastructure and Low Impact Development Details for Alternative Stormwater Management, as approved or modified by the Planning and Development Department.

12. Access points on Baseline Road, adjacent to the development, shall be median

DRAFT

restricted to permit right-in/right out turn movements only, as approved or modified by the Street Transportation Department and the Planning and Development Department.

13. The streetscape on both sides of the existing detached sidewalk along the east side of 43rd Avenue shall be replenished and planted to the following standards, as approved by the Planning and Development Department.

    a. Minimum 2-inch caliper, single-trunk, large canopy, drought-tolerant shade trees planted 20 feet on center or in equivalent groupings.

    b. Drought-tolerant shrubs, accents and vegetative groundcovers maintained to a maximum height of 24 inches to achieve a minimum of 75% live coverage at maturity.

    Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.

14. The streetscape on both sides of the existing detached sidewalk and the landscape median along Baseline Road shall be replenished and planted to the following standards, as approved by the Planning and Development Department.

    a. Minimum 2-inch caliper, single-trunk, large canopy, drought-tolerant shade trees planted 20 feet on center or in equivalent groupings.

    b. Drought-tolerant shrubs, accents and vegetative groundcovers maintained to a maximum height of 24 inches to achieve a minimum of 75% live coverage at maturity.

    Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.

15. All existing overhead power lines 12 kv and smaller in size along the site's Baseline Road frontage shall be undergrounded. The developer shall coordinate with the affected power company for design and approval.

16. All streets within and adjacent to the development shall be constructed 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.

17. 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

DRAFT

Archaeology Office to properly assess the materials.

18. Prior to preliminary site plan approval, the landowner shall execute a Proposition 207 waiver of claims form. The waiver shall be recorded with the Maricopa County Recorder's Office and delivered to the City to be included in the rezoning application file for record.

Lots 1, 2, 3, 4, and 6, as depicted on the Site Plan date stamped August 18, 2023

19. Conceptual site plan and elevations for Lot 4 and Lot 6 shall be reviewed and approved by the Planning Hearing Officer (PHO) through the public hearing process for stipulation modification prior to preliminary site plan approval. This PHO review is a legislative review for conceptual building elevations only. Specific development standards and requirements may be determined by the PHO and the Planning and Development Department.

20. A minimum of 4 bicycle parking spaces per building shall be provided through Inverted U and/or artistic racks located near building entrances and installed per the requirements of Section 1307.H. of the Phoenix Zoning Ordinance, as approved by the Planning and Development Department.

21. A minimum of 2 of the required bicycle parking spaces per building shall include standard electrical receptacles for electric bicycle charging capabilities, as approved by the Planning and Development Department.

Lot 5, as depicted on the Site Plan date stamped August 18, 2023

22. Conceptual site plan and elevations for Lot 5 shall be reviewed and approved by the Planning Hearing Officer (PHO) through the public hearing process for stipulation modification prior to preliminary site plan approval. This PHO review is a legislative review for conceptual building elevations only. Specific development standards and requirements may be determined by the PHO and the Planning and Development Department.

23. A minimum of 12 bicycle parking spaces shall be provided through Inverted U and/or artistic racks located near building entrances and installed per the requirements of Section 1307.H. of the Phoenix Zoning Ordinance, as approved by the Planning and Development Department.

24. A minimum of 4 of the required bicycle parking spaces shall include standard electrical receptacles for electric bicycle charging capabilities, as approved by the Planning and Development Department.

SECTION 4. If any section, subsection, sentence, clause, phrase or portion of this ordinance is for any reason held to be invalid or unconstitutional by the

DRAFT

decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions hereof.

PASSED by the Council of the City of Phoenix this 1st day of November, 2023.

_____
MAYOR

ATTEST:

_____
Denise Archibald, City Clerk

APPROVED AS TO FORM:
Julie M. Kriegh, City Attorney

By:
_____
_____

REVIEWED BY:

_____
Jeffrey Barton, City Manager

Exhibits:
A – Legal Description (1 Page)
B – Ordinance Location Map (1 Page)

DRAFT

EXHIBIT A

LEGAL DESCRIPTION FOR Z-29-23-7

THE LAND REFERRED TO HEREIN BELOW IS SITUATED PHOENIX, IN THE COUNTY OF MARICOPA, STATE OF ARIZONA, AND IS DESCRIBED AS FOLLOWS:

Parcel No. 1 (APN 105-89-010P):
A parcel of land situated in a portion of the Southwest quarter of Section 34, Township 1 North, Range 2 East, of the Gila and Salt River Base and Meridian, Maricopa County, Arizona. Said parcel also being a portion of that certain property as described in Document 1999-0389397 and depicted on the Record of Survey in Book 1207 of Maps, page 39, Official Records of the Recorder of Maricopa County, said parcel is more particularly described as follows:

BEGINNING at the Southwest corner of said Section, from which the West quarter corner bears North 00°38'22" East, a distance of 2628.36 feet;

THENCE, along the South line of said Southwest quarter, North 89°56'00" East, a distance of 880.52 feet;

THENCE, North 00°04'00" West to a point on the North line of the South 55 feet of said Southwest quarter, a distance of 55 feet to a rebar and 2-ince aluminum cap stamped "RLS #25087", said point also being the Point of Beginning;

THENCE along the North line of said South 55 feet, South 89°56'00" West, a distance of 574.96 feet to a point referenced by a 2-inch aluminum cap stamped "RLS #35113 RM 0.44 S";

THENCE, North 00°04'00" East a distance of 250.03 feet to a PK Nail tagged "RLS #35833";

THENCE South 89°56'56" West a distance of 250.09 feet to a nail tagged "RLS 35113", said point also being a point on the East line of the West 55 feet of said Southwest quarter;

THENCE along the East line of said West 55 feet, North 0°38'22" East, a distance of 173.46 feet to a rebar and 2-inch aluminum cap stamped "RLS #25087";

THENCE, North 89°52'17" East, a distance of 824.11 feet to a rebar and 2-inch aluminum cap stamped "RLS #25087"; THENCE South 00°31'49" West, a distance of 424.44 feet to the Point of Beginning.

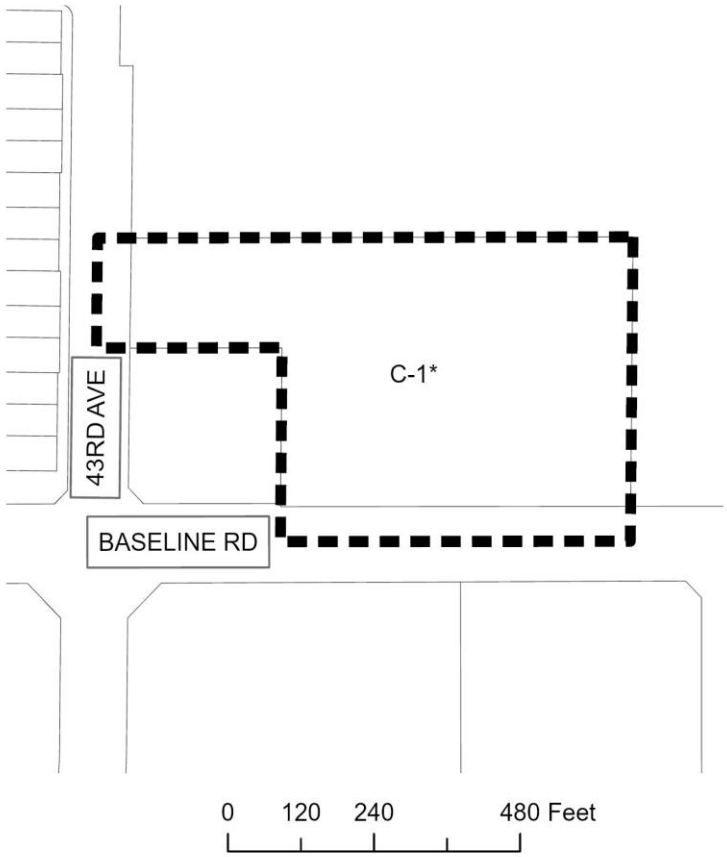
DRAFT

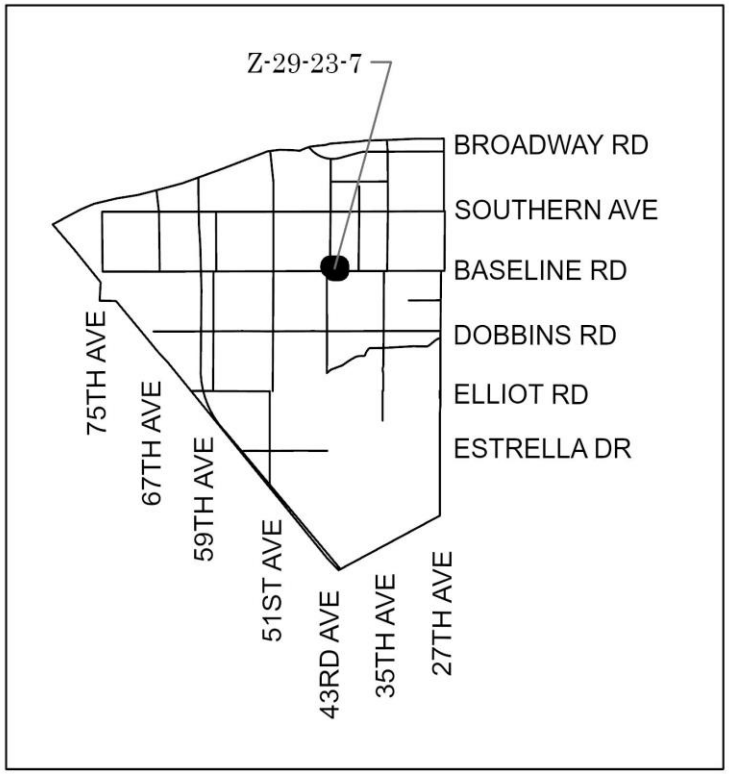
ORDINANCE LOCATION MAP

EXHIBIT B

ZONING SUBJECT TO STIPULATIONS: *
SUBJECT AREA:

Zoning Case Number: Z-29-23-7
Zoning Overlay: N/A
Planning Village: Laveen





NOT TO SCALE

N

Drawn Date: 9/25/2023

\\one\pdd\Shared\Department Share\Information Systems\PL GIS\IS_Team\Core_Functions\Zoning\SuppMaps_OrdMaps\2023 Ord\11-1-2023\11-1-2023.aprx

ATTACHMENT B

City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-29-23-7
September 1, 2023

Laveen Village Planning Committee Meeting Date:	September 11, 2023
Planning Commission Hearing Date:	October 5, 2023
Request From:	S-1 PCD (Ranch or Farm Residence, Planned Community District) (7.53 acres)
Request To:	C-1 (Neighborhood Retail) (7.53 acres)
Proposal:	Commercial uses
Location:	Approximately 255 feet east of the northeast corner of 43rd Avenue and Baseline Road
Owner/Applicant:	43rd Ave and Baseline Development, LLC
Representative:	Manjula M. Vaz, Gammage & Burnham, PLC
Staff Recommendation	Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Map Designation		Current: Residential 3.5 to 5 dwelling units per acre	
		Pending (GPA-LV-2-23-7): Commercial	
Street Map Classification	43rd Avenue	Arterial	55-foot east half street
	Baseline Road	Major Arterial (Scenic Drive)	55-foot north half street

CONNECT PEOPLE AND PLACES CORE VALUE; BICYCLES; DESIGN PRINCIPLE: Development should include convenient bicycle parking.

The proposal, as stipulated, includes shaded bicycle parking to encourage bicycling and transit use by leveraging its proximity to adjacent commercial developments, neighborhoods, and the multi-use trail along 43rd Avenue and Baseline Road.

CONNECT PEOPLE & PLACES CORE VALUE; OPPORTUNITY SITES; LAND USE PRINCIPLE: Support reasonable levels of increased intensity, respectful of local conditions and surrounding neighborhoods

The proposal provides a reasonable level of intensity that is respectful to local conditions by proposing commercial development that will further serve the surrounding residential community. The proposal would include a daycare and restaurants that will further serve the area.

BUILD THE SUSTAINABLE DESERT CITY CORE VALUE; TREES AND SHADE; DESIGN PRINCIPLE: Integrate trees and shade into the design of new development and redevelopment projects throughout Phoenix.

The proposal, as stipulated, includes a multi-use trail along 43rd Avenue and Baseline Road that will be planted with shade trees, shaded public and private walkways, and shaded bicycle and vehicle parking areas. These improvements will create a comfortable pedestrian environment along Baseline Road, reduce the urban heat island affect, and make the walk to nearby destinations safer and more comfortable.

Applicable Plans, Overlays, and Initiatives
Laveen Southwest Growth Study: Background Item No. 6.
Tree and Shade Master Plan: Background Item No. 7.
Complete Streets Guiding Principles: Background Item No. 8.
Comprehensive Bicycle Master Plan: Background Item No. 9.
Transportation Electrification Action Plan: Background Item No. 10.
Phoenix Climate Action Plan: Background Item No. 11.
Zero Waste PHX: Background Item No. 12.

Surrounding Land Uses/Zoning		
	Land Use	**Zoning**
On Site	Vacant land	S-1 PCD
North	Drainage channel and retention basin	S-1 PCD

South (across Baseline Road)	School and church	S-1
East	Drainage channel and retention basin	S-1 PCD
West	Medical clinic	C-O
West (across the 43rd Avenue)	Single-family residential	R1-8

C-1 (Neighborhood Retail)		
Standards	**Requirements**	**Provisions on the Proposed site Plan**
Minimum Building Setbacks		
North (adjacent to S-1)	25 feet for 1-story, 50 feet for 2-story	56 feet (Met)
South (adjacent to C-O)	10 feet	41 feet (Met)
South (Baseline Road)	Average 25 feet for structures not exceeding two stories or 30 feet, minimum 20 feet permitted for up to 50% of structure	94 feet (Met)
East (adjacent to S-1)	25 feet for 1-story, 50 feet for 2-story	44 feet (Met)
West (adjacent to C-O)	10 feet	18 feet (Met)
West (43rd Avenue)	Average 25 feet for structures not exceeding two stories or 30 feet, minimum 20 feet permitted for up to 50% of structure	106 feet (Met)
Minimum Landscaped Setbacks		
North (adjacent to S-1)	10 feet	5 feet (Not Met)*
South (adjacent to C-O)	10 feet	5 feet (Not Met)*
South (Baseline Road)	Average 25 feet for structures not exceeding two stories or 30 feet, minimum 20 feet permitted for up to 50% of frontage	50 feet (Met)
East (adjacent to S-1)	10 feet	5 feet (Not Met)*
West (adjacent to C-O)	10 feet	5 feet (Not Met)*
West (43rd Avenue)	Average 25 feet for structures not exceeding two stories or 30 feet, minimum 20 feet permitted for up to 50% of frontage	30 feet (Met)

Maximum Lot Coverage	50%	13.4 % (Met)
Maximum Building Height	2 stories or 30 feet	22 – 24 feet (Met)
Minimum Parking	233 spaces (as depicted on the site plan)	250 spaces

*Variance or Site Plan modification needed

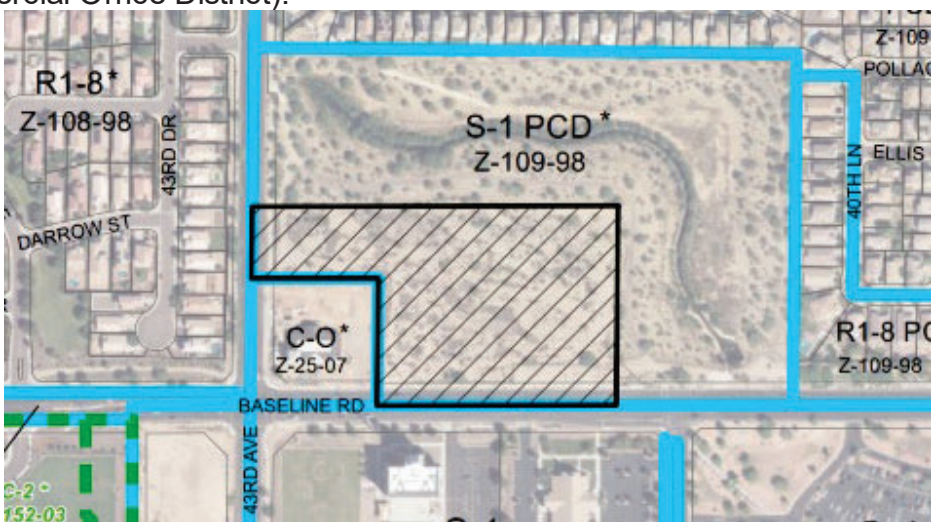
Background/Issues/Analysis

SUBJECT SITE

1. This request is to rezone 7.53 acres located approximately 255 feet east of the northeast corner of 43rd Avenue and Baseline Road from S-1 PCD (Ranch or Farm Residence, Planned Community District) to C-1 (Neighborhood Retail) to allow commercial uses. The subject site is currently vacant and undeveloped.

SURROUNDING LAND USES AND ZONING

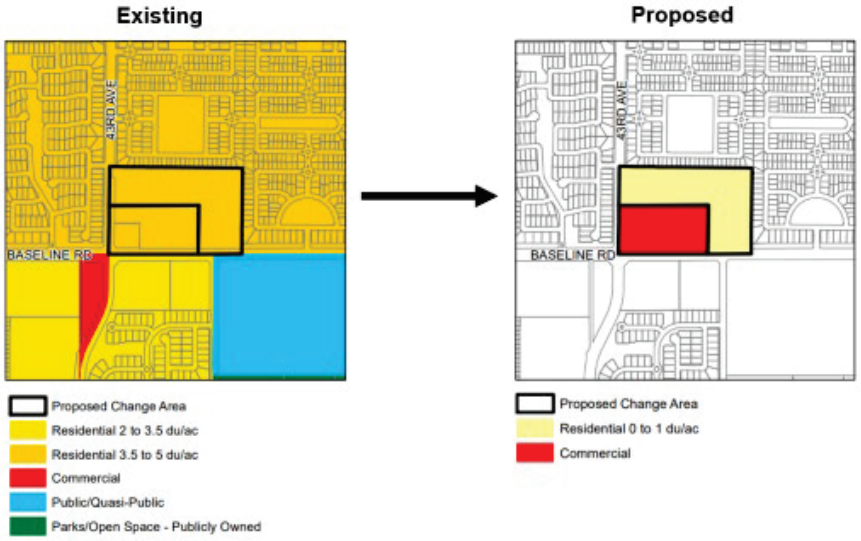
2. The requested C-1 (Neighborhood Retail) zoning district will support additional commercial uses within the Laveen Village. The property to the north and east is a drainage channel and retention basin zoned S-1 PCD (Ranch or Farm Residence, Planned Community District). The properties to the south, across Baseline Road, are developed with a church and school zoned S-1 (Ranch or Farm Residence). To the west, across 43rd Avenue are single-family residences zoned R1-8 (Single-Family Residence District). Finally, the property to the southwest of the subject site is developed with a medical clinic zoned C-O (Commercial Office District).



Existing Zoning Aerial Map
Source: Planning and Development Department

GENERAL PLAN LAND USE MAP DESIGNATION

3. The subject site, as well as the surrounding area to the north, east, and west are designated Residential 3.5 to 5 dwelling units per acre. The area to the south, across Baseline Road is designated as Residential 2 to 3.5 dwelling units per acre. A concurrent minor General Plan Land Use Map amendment case, GPA-LV-2-23-7, is proposed to change the land use map designation of the subject site and the property to the southwest to Commercial. The minor General Plan Amendment would also change the designation to the north and east to Residential 0 to 1 dwelling units per acre, to be consistent with the existing land use.



General Plan Land Use Map
Source: Planning and Development Department

PROPOSAL

4. **Site Plan**

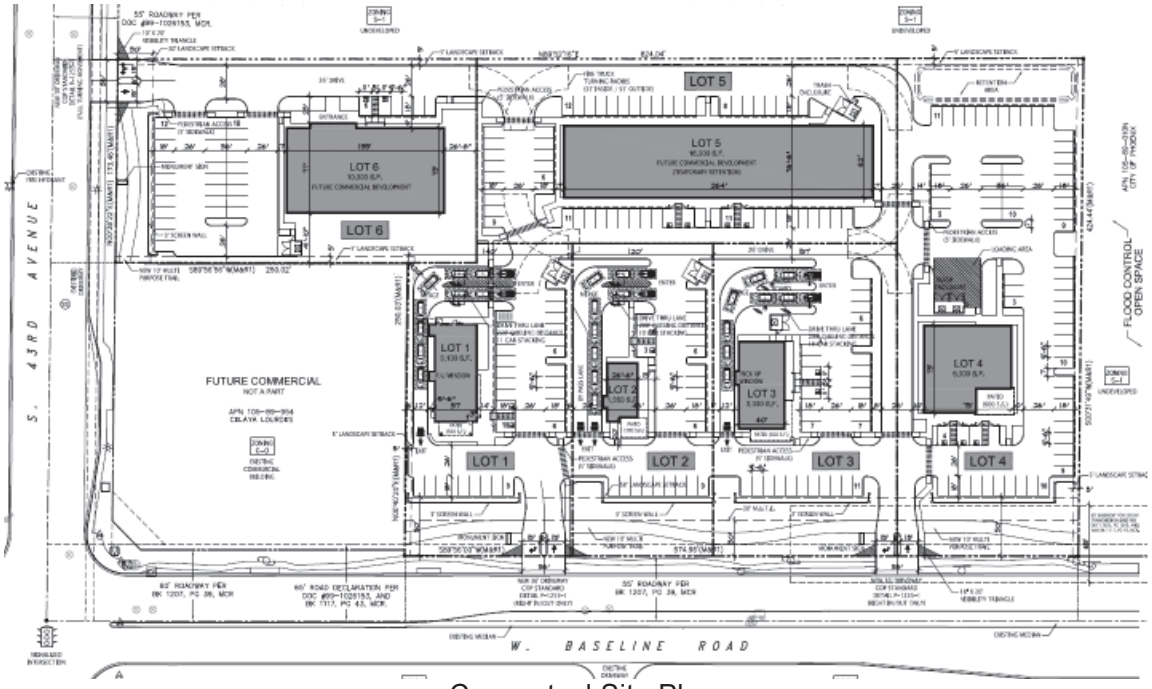
The conceptual site plan depicts a total of six commercial lots. Four lots are located along Baseline Road and the other two are located on the northern portion of the site. The subject site contains two vehicle access points along Baseline Road and another along 43rd Avenue. Pedestrian connections are recommended throughout the site to ensure a safe pedestrian environment and promote connectivity. This is addressed in Stipulation No. 2. The proposed site plan does not meet the landscape setback along the north, east, and west property lines, as a result, staff does not recommend general conformance.

Lots 1, 2, and 3 depict drive-through restaurants with access via Baseline Road. All three lots include patios for outdoor seating areas located on the south side of the buildings. The location of the patios would allow for easier access to the multi-use trail located along Baseline Road.

Lot 4 depicts a restaurant without a queuing lane. There are no specific elevations proposed for Lot 4. Future development of Lot 4 will be subject to the approved stipulations of this case and the Zoning Ordinance requirements. Staff recommends that site plans for any future development on Lot 4 be reviewed and approved by the Planning Hearing Officer through the public hearing process. This is addressed in Stipulation No. 19.

Lot 5, located on the northeast portion of the subject site, does not have a specific development plan. Although no development plan exists, any future development is subject to the approved stipulations for this case and the Zoning Ordinance requirements. Staff recommends that site plans and elevations for any future development on Lot 5 be reviewed and approved by the Planning Hearing Officer through the public hearing process. This is addressed in Stipulation No. 22.

Finally, Lot 6, which is located on the northwest corner of the site, is depicted as a child care center. The proposed development will have access via 43rd Avenue which will serve the surrounding single-family residential neighborhoods. Furthermore, a large building setback is proposed on the east side of 43rd Avenue to serve as a buffer to the residential uses across the street.



Conceptual Site Plan
Source: Kerpan Planning and Design

5. **Elevations**

The submitted elevations depict three drive-through restaurants including Burros & Fries, Freddy's Frozen Custard, and Starbucks. Each individual drive-through

restaurant has a unique architectural style. The Burros & Fries elevations depict modern architecture with accent materials of brick. Furthermore, the restaurant is proposing shaded outdoor seating and numerous window sizes. Freddy's Frozen Custard depicts a primarily stucco structure with accent red brick. The proposed Freddy's Frozen Custard renderings also depicts an outdoor seating area. Finally, the Starbucks renderings proposes a modern architectural aesthetic with accent metal material and public art. Lots 4 and 5 do not have any conceptual elevations or renderings. Elevations for any future development on Lot 4 and Lot 5 of the site shall be reviewed and approved by the Planning Hearing Officer through the public hearing process. This is addressed in Stipulation No. 19 and 22. Finally, Lot 6 depicts a stucco exterior with overhangs located along building entrances. To ensure that all proposed buildings on the subject site have a consistent architectural theme, staff is recommending an agrarian architectural design stipulation. This stipulation would ensure that all perimeter facing elevations contain features of modern agrarian architecture such as pitched roofs, variation in window size, overhang canopies, and exterior accent materials. This is addressed in Stipulation No. 1.

Burros & Fries Exterior Elevations
Source: PHNX Design

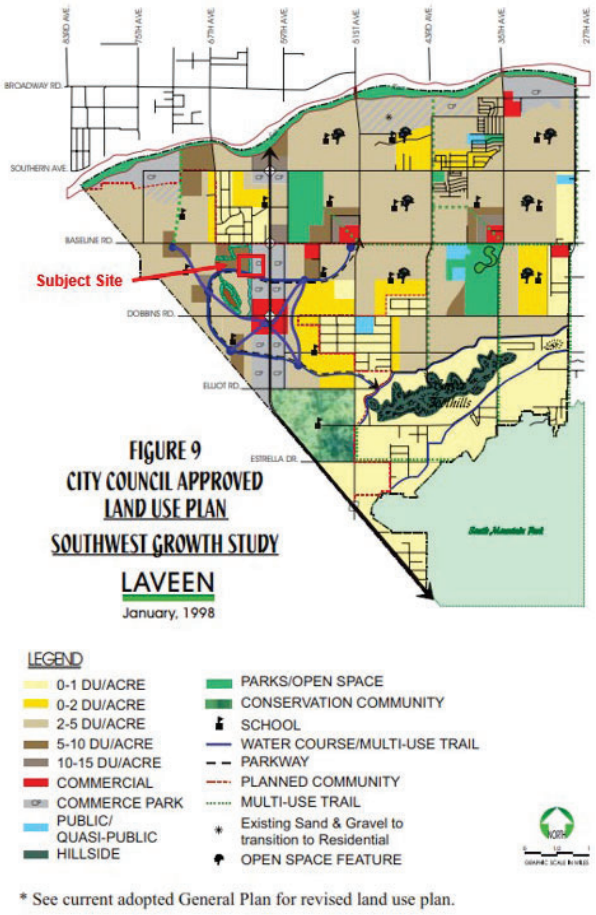
Starbucks Rendering
Source: Central Division Design Studio

Freddy's Frozen Custard Renderings
Source: Unknown

O2b Kids Rendering
Source: Level Architecture and Interiors

PLANS, OVERLAYS, AND INITIATIVES

6. **Laveen Southwest Growth Study:**
The site is located within the boundaries of the Laveen Southwest Growth Study, which was developed in 1997 to analyze the existing conditions of the Laveen Village and provide a land use and design planning framework to help shale the growth that Laveen was starting to experience, while accounting for newly annexed farmland as well as the future development of the South Mountain Freeway Loop, which has since been completed. This plan designates the project site as Commerce Park. Although not consistent with the designation, recent land use trends in the area, such as single-family residential, commercial, and schools, support commercial uses.



Laveen Southwest Growth Study Land Use Map
Source: Planning and Development Department

The Laveen Southwest Growth Study also outlines specific design policies and standards for various types of development that will enhance Laveen's built environment while remaining respectful to its agricultural heritage. The study encourages all new development to use durable, high quality building materials and to provide enhanced building design that will contribute to the character of the area.

Staff recommends that the proposed development include a variety of architectural features to be consistent with a modern farmhouse design. Furthermore, pedestrian pathways and connections are recommended throughout the site as well as adequate lighting. Finally, staff recommends numerous stipulations to further shade the subject development including enhanced landscaped entry drives. This is addressed in Stipulation Nos. 1, 2, 4, 5, and 6.

7. **Tree and Shade Master Plan:**
The Tree and Shade Master Plan encourages treating the urban forest as infrastructure to ensure the trees are an integral part of the City's planning and

development process. By investing in trees and the urban forest, the city can reduce its carbon footprint, decrease energy costs, reduce storm water runoff, increase biodiversity, address the urban heat island effect, clean the air, and increase property values. In addition, trees can help create walkable streets and vibrant pedestrian places. Staff is recommending stipulations designed to provide trees and enhance shade within the development as follows:

- All pedestrian walkways shall be shaded by a structure, landscaping at maturity, or a combination of the two to provide 75 percent shade (Stipulation No. 4);

- Primary entry and exit drives shall incorporate enhanced landscaping on both sides, planted with a variety of at least three plant materials (Stipulation No. 5);

- All uncovered surface parking shall achieve 25 percent shade at maturity utilizing two-inch caliper size, single trunk, large canopy drought tolerant trees (Stipulation No. 6);

- Bicycle parking spaces shall be shaded by a structure, landscaping at maturity, or a combination of the two to provide 75 percent shade (Stipulation No. 7);

- Detached sidewalk along 43rd Avenue shall be planted with two-inch caliper trees and drought tolerant shrubs (Stipulation No. 13);

- Detached sidewalk along Baseline Road shall be planted with two-inch caliper trees and drought tolerant shrubs (Stipulation No. 14).

8. **Complete Streets Guiding Principles:**
In 2014, the City of 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 provide a safe pedestrian environment staff is recommending enhanced pavement treatment for the on-site pedestrian walkways that cross vehicular drive isles. This is addressed in Stipulation No. 3. Additionally, enhanced pedestrian pathways, connections and elements shall be provided as detailed in Stipulation No. 2. Furthermore, a multi-use trail is required along Baseline Road and 43rd Avenue. The trail will allow for numerous forms of pedestrian transportation such as walking and bicycling. This is addressed in Stipulation Nos. 8 and 9. This development will help enhance the immediate street frontage by providing a detached sidewalk along 43rd Avenue and Baseline Road. In addition, any street improvements will be done to the city

of Phoenix and ADA standards. These are addressed in Stipulation Nos. 13, 14, and 16.

9. **Comprehensive Bicycle Master Plan**
The City of Phoenix adopted the Comprehensive Bicycle Master Plan in 2014 to guide the development of its Bikeway System and supportive infrastructure. 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. As stipulated, the project will provide bicycling parking spaces throughout the development, installed per the requirements in the city's Walkable Urban (WU) Code. Furthermore, bicycle parking must be landscaped or covered to achieve 75 percent shade. Finally, all lots shall include electric receptacles for electric bicycle charging capabilities. This is addressed in Stipulation Nos. 7, 20, 21, 23, and 24.

10. **Transportation Electrification Action Plan**
In June 2022, the Phoenix City Council approved the Transportation Electrification Action Plan. The current market desire for the electrification of transportation is both a national and global phenomenon, fueled by a desire for better air quality, a reduction in carbon emissions, and a reduction in vehicle operating and maintenance costs. Businesses, governments and the public are signaling strong future demand for electric vehicles (EVs), and many automobile manufacturers have declared plans for a transition to fully electric offerings within the coming decade. This Plan contains policy initiatives to prepare the City for a future filled with more EVs, charging infrastructure and e-mobility equity, and outlines a roadmap for a five-step plan to prepare for the EV infrastructure needs of 280,000 EVs in Phoenix by 2030. One goal of the Plan to accelerate public adoption of electric vehicles through workplace, business, and multifamily charging infrastructure recommends a standard stipulation for rezoning cases to provide EV charging infrastructure. This is addressed in Stipulation Nos. 10, 21, and 24.

11. **Phoenix Climate Action Plan**
In October 2021, the Phoenix City Council approved the Climate Action Plan. The Climate Action Plan will serve as a long-term plan to achieve greenhouse gas emissions reductions and resiliency goals from local operations and community activities as well as prepare for the impacts of climate change. This plan contains policy and initiatives regarding stationary energy, transportation, waste management, air quality, local food systems, heat, and water. Goal W2 (Water), Action W2.4, pertains to the implementation of the Greater Phoenix Metro Green Infrastructure (GI) and Low Impact Development Details for Alternative Stormwater Management to benefit the environment, promote water conservation, reduce urban heat, improve the public health, and create additional green spaces. This goal is addressed in Stipulation No. 11, which requires a minimum of two GI

techniques for stormwater management to be implemented in this development.

12. **Zero Waste PHX:**
The City of Phoenix is committed to its waste diversion efforts and has set a goal to become a zero waste city, as part of the city's overall 2050 Environmental Sustainability Goals. One of the ways Phoenix can achieve this is to improve and expand its recycling and other waste diversion programs. 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 provision of recycling containers was not addressed in the applicant's submittals.

COMMUNITY INPUT SUMMARY

13. As of the writing of this report, staff has received fourteen letters of opposition and one letter of support for this rezoning application. The stated concerns are an increase in traffic congestion, crime, security, and vandalism.

INTERDEPARTMENTAL COMMENTS

14. **Street Transportation Department**
The Street Transportation Department has requested access points on Baseline Road to be limited to right-in/right out turn movements only. Additionally, the streetscape along 43rd Avenue and Baseline Road should be replenished with shaded trees. Furthermore, all existing power lines along Baseline Road shall be undergrounded and all street improvements must comply with City and ADA standards. These are addressed in Stipulation Nos. 12, 13, 14, 15, and 16.

OTHER

15. The site has not been identified as being archeologically sensitive. However, in the event archaeological materials are encountered during construction, all ground disturbing activities must cease within a 33-foot radius 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. 17.

16. Staff has not received a completed form for the Waiver of Claims for Diminution in Value of Property under Proposition 207 (A.R.S. 12-1131 et seq.), as required by the rezoning application process. Therefore, a stipulation has been added to require the form be completed and submitted prior to preliminary site plan approval. This is addressed in Stipulation No. 18.

17. Development and use of the site is subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements such as obtaining a use permit to conduct the proposed outdoor use in this zoning district. Other formal actions such as, but not limited to, zoning adjustments and

abandonments, may be required.

Findings

1. The proposal will develop vacant property and provide a high quality commercial development adjacent to two arterial streets.

2. The proposed development contains enhanced standards that will result in a more walkable, shaded and pedestrian-friendly environment. The development will provide increased shade which will help to reduce the urban heat island effect.

3. The stipulated landscaping and planting standards are above the required minimum standards and will make the proposal compatible with the surrounding land uses.

Stipulations

Overall Site

1. All perimeter street facing building elevations and the south elevation on Lot 5, as depicted on the Site Plan date stamped August 18, 2023, shall contain architectural features that reflect modern agrarian architecture including, but not limited to, detailing such as pitched roof elements, variation in window size, overhang canopies and exterior accent materials such as metal, wood, and stone, as approved by the Planning and Development Department.

2. Enhanced pedestrian connections and pedestrian circulation shall be provided throughout the site as described below, as approved or modified by the Planning and Development Department.

    a. Pedestrian pathways shall be a minimum of 5 feet in width

    b. The following lighting treatment shall be provided throughout the pedestrian pathways:

        i. Maximum 15-foot high lighting

        ii. A minimum of one foot candle illumination maintained throughout the pathways.

        iii. Uniform lighting shall be placed along the entire pathway to avoid bright high glare areas and low visibility dark areas.

c. One of the following elements shall be provided at each exterior entrance/exit to the pedestrian pathways in close proximity to the multi-use trails:

i. Bollard path light

ii. Public art

iii. Decorative directional signage

iv. Building design elements that emphasize the pathway entrance

3. Where pedestrian walkways cross a vehicular path, the pathway shall be constructed of decorative pavers, stamped or colored concrete, or other pavement treatments that visually contrast parking and drive aisle surfaces, as approved by the Planning and Development Department.

4. All pedestrian walkways, including sidewalks, shall be shaded by a structure, landscaping at maturity, or a combination of the two to provide a minimum of 75% shade, as approved by the Planning and Development Department. Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.

5. The primary vehicular entrance to the development shall include the following elements, as approved by the Planning and Development Department:

a. Enhanced landscaping planters on both sides, excluding the north side of the entry/exit drive along 43rd Avenue, with a minimum of 250 square feet of landscaping.

b. A minimum 5-foot-wide landscape median, planted with a variety of at least three plant materials, and minimum 2-inch caliper, single-trunk, large canopy, drought-tolerant shade trees planted 20 feet on center or in equivalent groupings.

6. All uncovered surface parking lot area shall be landscaped with minimum 2-inch caliper, single trunk, large canopy, drought tolerant shade trees. Landscaping shall be dispersed throughout the parking area and achieve 25% shade at maturity, as approved by Planning and Development Department.

7. Bicycle parking spaces shall be shaded by a structure, landscaping at maturity, or a combination of the two to provide a minimum of 75% shade, as approved by the Planning and Development Department.

8. A 30-foot-wide multi-use trail easement (MUTE) shall be dedicated along Baseline Road and a minimum 10-foot-wide multi-use trail (MUT) shall be constructed within the easement in accordance with the MAG supplemental detail and as approved or modified by the Planning and Development Department.

9. A 30-foot-wide multi-use trail easement (MUTE) shall be dedicated along 43rd Avenue and a minimum 10-foot-wide multi-use trail (MUT) shall be constructed within the easement in accordance with the MAG supplemental detail and as approved or modified by the Planning and Development Department.

10. A minimum of 2% of the required parking spaces shall be EV Capable. This stipulation is applicable to the overall development and shall not be applied on an individual lot basis.

11. A minimum of two green infrastructure (GI) techniques for stormwater management shall be implemented per the Greater Phoenix Metro Green Infrastructure and Low Impact Development Details for Alternative Stormwater Management, as approved or modified by the Planning and Development Department.

12. Access points on Baseline Road, adjacent to the development, shall be median restricted to permit right-in/right out turn movements only, as approved or modified by the Street Transportation Department and the Planning and Development Department.

13. The streetscape on both sides of the existing detached sidewalk along the east side of 43rd Avenue shall be replenished and planted to the following standards, as approved by the Planning and Development Department.

    a. Minimum 2-inch caliper, single-trunk, large canopy, drought-tolerant shade trees planted 20 feet on center or in equivalent groupings.

    b. Drought-tolerant shrubs, accents and vegetative groundcovers maintained to a maximum height of 24 inches to achieve a minimum of 75% live coverage at maturity.

    Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.

14. The streetscape on both sides of the existing detached sidewalk and the landscape median along Baseline Road shall be replenished and planted to the following standards, as approved by the Planning and Development Department.

a. Minimum 2-inch caliper, single-trunk, large canopy, drought-tolerant shade trees planted 20 feet on center or in equivalent groupings.

b. Drought-tolerant shrubs, accents and vegetative groundcovers maintained to a maximum height of 24 inches to achieve a minimum of 75% live coverage at maturity.

Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment

15. All existing overhead power lines 12 kv and smaller in size along the site's Baseline Road frontage shall be undergrounded. The developer shall coordinate with the affected power company for design and approval.

16. All streets within and adjacent to the development shall be constructed 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.

17. 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.

18. Prior to preliminary site plan approval, the landowner shall execute a Proposition 207 waiver of claims form. The waiver shall be recorded with the Maricopa County Recorder's Office and delivered to the City to be included in the rezoning application file for record.

Lots 1, 2, 3, 4, and 6, as depicted on the Site Plan date stamped August 18, 2023

19. Conceptual site plan and elevations for Lot 4 shall be reviewed and approved by the Planning Hearing Officer (PHO) through the public hearing process for stipulation modification prior to preliminary site plan approval. This PHO review is a legislative review for conceptual building elevations only. Specific development standards and requirements may be determined by the PHO and the Planning and Development Department.

20. A minimum of 4 bicycle parking spaces per building shall be provided through Inverted U and/or artistic racks located near building entrances and installed per

the requirements of Section 1307.H. of the Phoenix Zoning Ordinance, as approved by the Planning and Development Department.

21. A minimum of 2 of the required bicycle parking spaces per building shall include standard electrical receptacles for electric bicycle charging capabilities, as approved by the Planning and Development Department.

Lot 5, as depicted on the Site Plan date stamped August 18, 2023

22. Conceptual site plan and elevations for Lot 5 shall be reviewed and approved by the Planning Hearing Officer (PHO) through the public hearing process for stipulation modification prior to preliminary site plan approval. This PHO review is a legislative review for conceptual building elevations only. Specific development standards and requirements may be determined by the PHO and the Planning and Development Department.

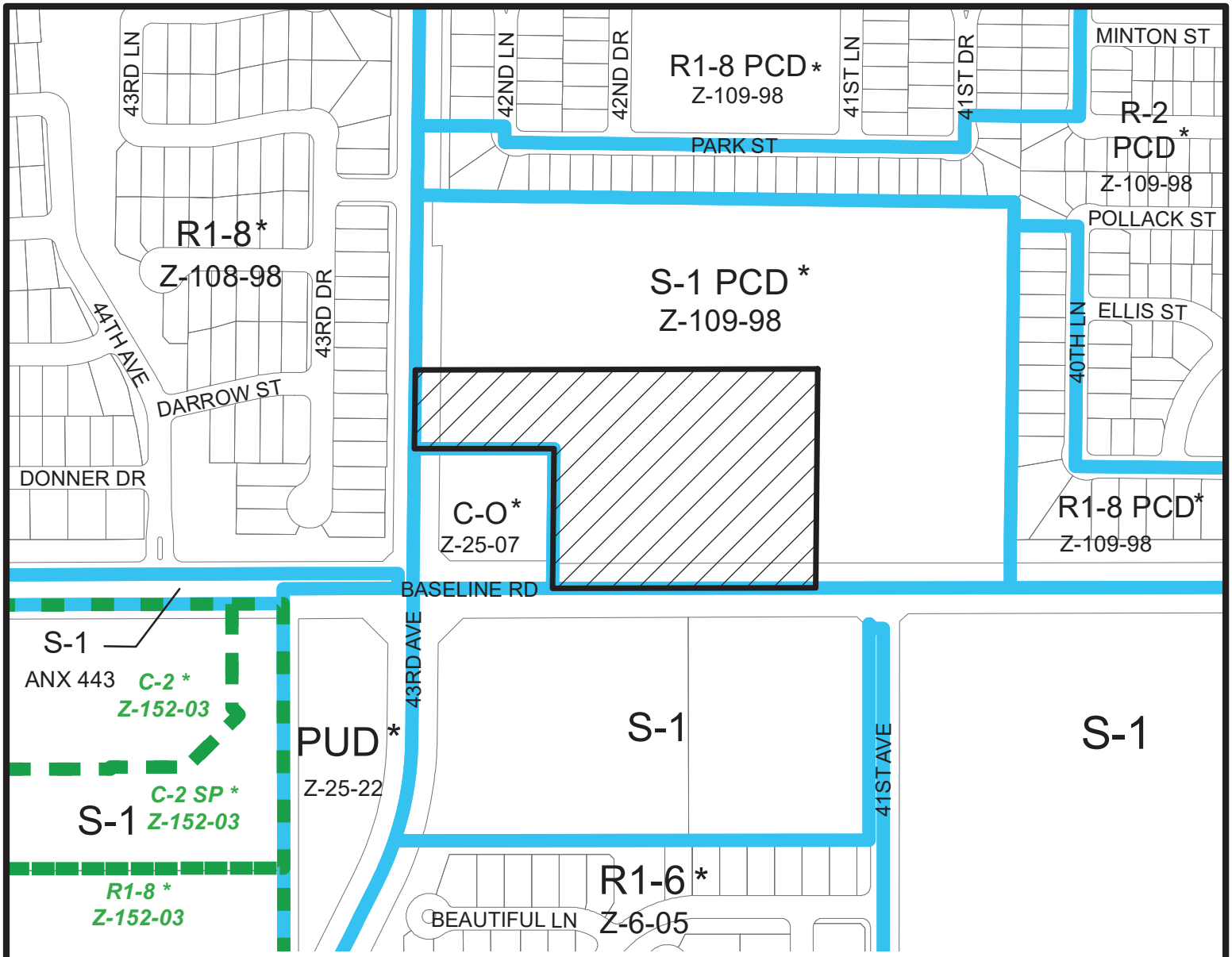
23. A minimum of 12 bicycle parking spaces shall be provided through Inverted U and/or artistic racks located near building entrances and installed per the requirements of Section 1307.H. of the Phoenix Zoning Ordinance, as approved by the Planning and Development Department

24. A minimum of 4 of the required bicycle parking spaces shall include standard electrical receptacles for electric bicycle charging capabilities, as approved by the Planning and Development Department

Writer
Nayeli Sanchez Luna
September 1, 2023

Team Leader
Racelle Escolar

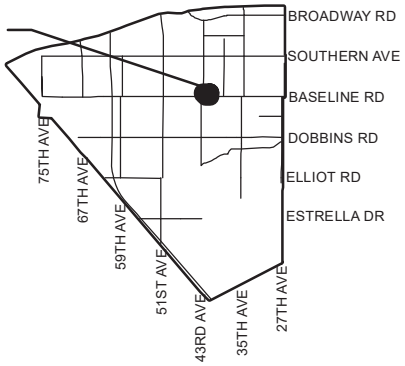
Exhibits
Sketch map
Aerial map
Conceptual site plan date stamped August 18, 2023
Conceptual elevations date stamped May 15, 2023 (5 pages)
Conceptual building renderings date stamped May 15, 2023 (6 pages)
Correspondence (17 pages)



LAVEEN VILLAGE

CITY COUNCIL DISTRICT: 7

Z-29-23



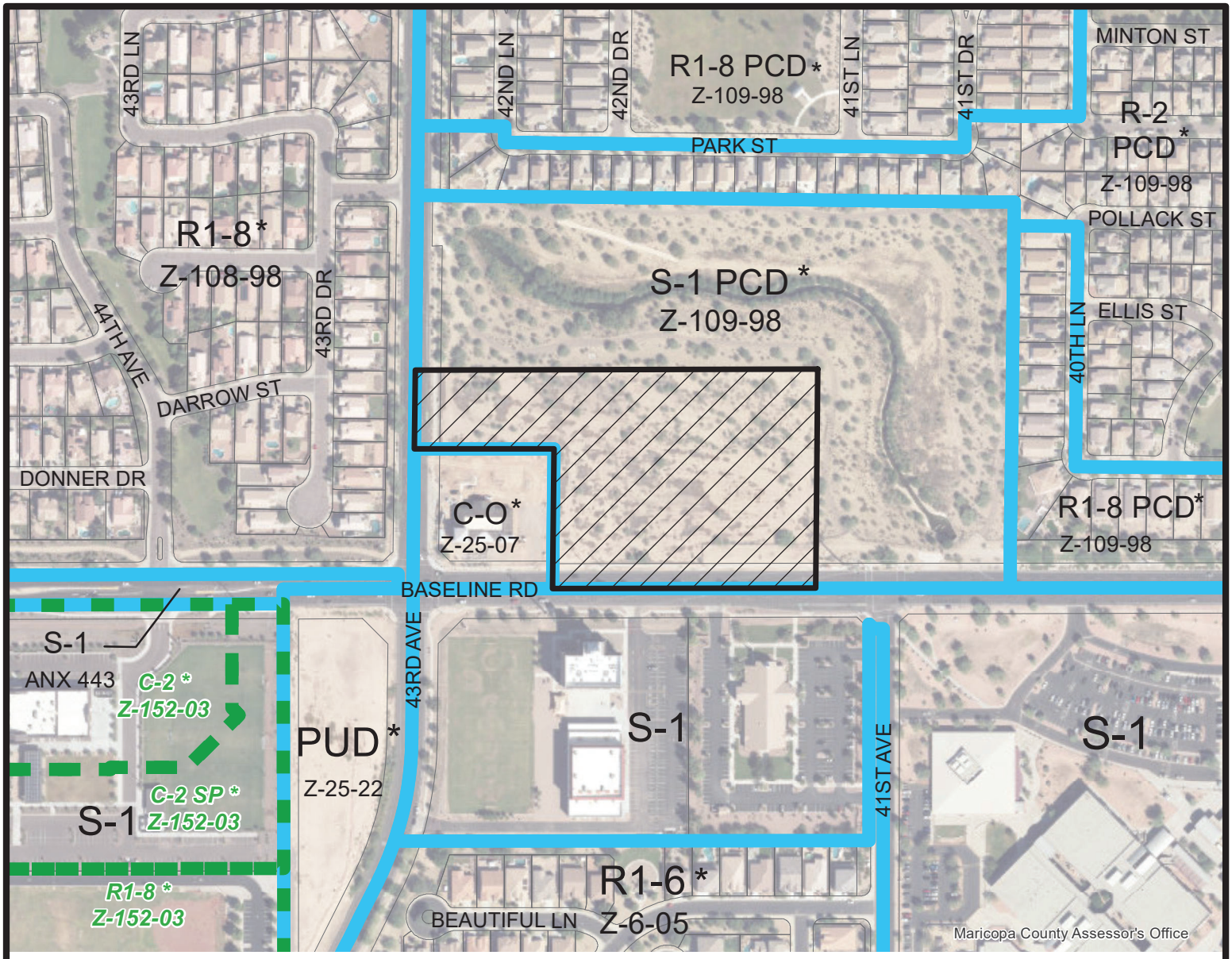
City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

APPLICANT'S NAME: 43rd Ave and Baseline Development LLC	**REQUESTED CHANGE:** FROM: S-1 PCD (7.53 a.c.) TO: C-1 (7.53 a.c.)
APPLICATION NO. Z-29-23	DATE: 6/26/2023 REVISION DATES: 8/30/2023
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 7.53 Acres	AERIAL PHOTO & QUARTER SEC. NO. QS 1-19 / ZONING MAP D-6

MULTIPLES PERMITTED	CONVENTIONAL OPTION	* UNITS P.R.D. OPTION
S-1 PCD	7	N/A
C-1	109	131

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

Document Path: S:\Department Share\Information Systems\PL GIS\IS_Team\Core_Functions\Zoning\sketch_maps\2023\Z-29-23.mxd



Miles

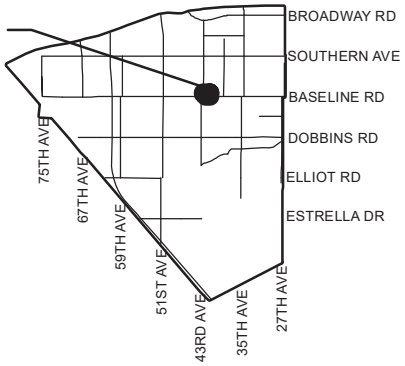
0.06 0.03 0 0.06

LAVEEN VILLAGE

CITY COUNCIL DISTRICT: 7

City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Z-29-23



APPLICANT'S NAME:	43rd Ave and Baseline Development LLC
APPLICATION NO.	Z-29-23
DATE:	6/26/2023
REVISION DATES:	8/30/2023
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.	7.53 Acres
AERIAL PHOTO & QUARTER SEC. NO.	QS 1-19
ZONING MAP	D-6

REQUESTED CHANGE:

FROM: S-1 PCD (7.53 a.c.)

TO: C-1 (7.53 a.c.)

MULTIPLES PERMITTED	CONVENTIONAL OPTION	* UNITS P.R.D. OPTION
S-1 PCD	7	N/A
C-1	109	131

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

Document Path: S:\Department Share\Information Systems\PL GIS\IS_Team\Core_Functions\Zoning\sketch_maps\2023\Z-29-23.mxd

project description

THIS PROJECT IS LOCATED AT THE NEC OF S. 43rd AVENUE AND W. BASELINE ROAD IN PHOENIX, ARIZONA. THE OVERALL PROPERTY IS 6.54 ACRES AND CURRENTLY ZONED S-1 PCD. THIS APPLICATION IS A PROPOSAL OF 6 NEW COMMERCIAL LOTS. RESTAURANTS AND FUTURE COMMERCIAL (E.G. RETAIL / OFFICE) ARE THE PROPOSED USES.

site plan notes

1. DEVELOPMENT AND USE OF THIS SITE WILL CONFORM WITH ALL APPLICABLE CODES AND ORDINANCES.

2. ALL NEW OR RELOCATED UTILITIES WILL BE PLACED UNDERGROUND.

3. STRUCTURES AND LANDSCAPING WITHIN A TRIANGLE MEASURED BACK 10' FROM THE PROPERTY LINE AND 20' ALONG THE PROPERTY LINE ON EACH SIDE OF THE DRIVEWAYS ENTRANCES WILL BE MAINTAINED AT A MAXIMUM HEIGHT OF 3'.

4. STRUCTURES AND LANDSCAPING WITHIN A TRIANGLE MEASURING 33'x33' ALONG THE PROPERTY LINES WILL BE MAINTAINED AT A MAXIMUM HEIGHT OF 3'.

5. ANY LIGHTING WILL BE PLACED SO AS TO DIRECT LIGHT AWAY FROM ADJACENT RESIDENTIAL DISTRICTS AND WILL NOT EXCEED ONE FOOT CANDLE AT THE PROPERTY LINE. NO NOISE, ODOR , OR VIBRATION WILL BE EMITTED AT ANY LEVEL EXCEEDING THE GENERAL LEVEL OF NOISE, ODOR, OR VIBRATION EMITTED BY USES OF THE SITE.

6. OWNER'S OF PROPERTY ADJACENT TO PUBLIC RIGHT OF WAY WILL HAVE RESPONSIBILITY FOR MAINTAINING ALL LANDSCAPING LOCATED WITHIN THE RIGHT OF WAY, IN ACCORDANCE WITH APPROVED PLANS.

7. ALL ROOFTOP EQUIPMENT AND SATELLITE DISHES SHALL BE SCREENED TO THE HEIGHT OF THE TALLEST EQUIPMENT.

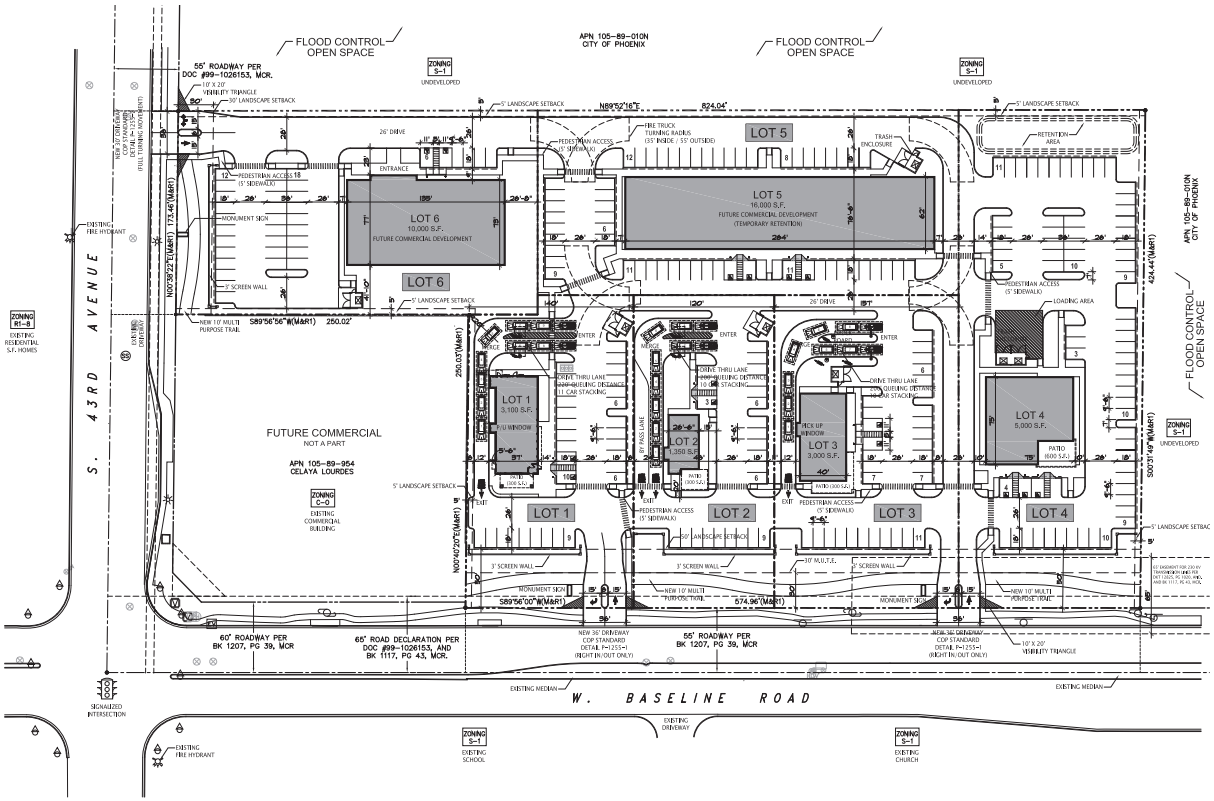
8. ALL SERVICE AREAS SHALL BE SCREENED TO CONCEAL TRASH CONTAINERS, LOADING DOCKS,TRANSFORMERS, BACKFLOW PREVENTERS AND OTHER MECHANICAL OR ELECTRICAL EQUIPMENT FROM EYE LEVEL ADJACENT TO ALL PUBLIC STREETS.

9. BARBED, RAZOR, OR CONCERTINA WIRE (OR SIMILAR) SHALL NOT BE USED ON THIS SITE WHERE VISIBLE FROM PUBLIC STREETS OR ADJACENT RESIDENTIAL AREAS.

10. ALL SIGNAGE REQUIRES SEPARATE REVIEWS, APPROVALS, AND PERMITS. NO SIGNS ARE APPROVED PER THIS PLAN.

legal description

A PORTION OF LAND LOCATED IN THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 1 NORTH, RANGE 2 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA



project directory

OWNER / DEVELOPER:
43RD AVE. & BASELINE DEVELOPMENT, LLC
7878 E. GAINEY RANCH RD. #63
SCOTTSDALE, ARIZONA 85258
CONTACT: RANDALL RASKIN
PHONE (CELL): (602) 469-2581
E-MAIL: rraskin@raskincompanies.com

OWNER REPRESENTATIVE:
KERPAN PLANNING AND DESIGN, LLC
4777 S. FULTON RANCH BLVD. UNIT 2138
CHANDLER, ARIZONA 85248
CONTACT: KEVIN D. KERPAN
PHONE: (602) 329-0192
E-MAIL: kevin@kerpanplanningdesign.com

site data (overall)

EXISTING ZONING:	S-1 PCD
PROPOSED ZONING:	C-1
EXISTING A.P.N.:	105-89-010P
GROSS SITE AREA:	+/-7.54 ACRES (328,442 S.F.)
NET SITE AREA:	6.54 ACRES (287,037 S.F.)
PROPOSED USES:	RESTAURANTS AND FUTURE COMMERCIAL (E.G. RETAIL / OFFICE)

BUILDING AREA:

LOT 1: RESTAURANT W/DRIVE THRU	3,100 S.F.
LOT 2: RESTAURANT W/DRIVE THRU	1,350 S.F.
LOT 3: RESTAURANT W/DRIVE THRU	3,000 S.F.
LOT 4: RESTAURANT	5,000 S.F.
LOT 5: FUTURE COMMERCIAL (E.G. RETAIL / OFFICE)	16,000 S.F.
LOT 6: FUTURE COMMERCIAL (E.G. RETAIL / OFFICE)	10,000 S.F.
TOTAL BUILDING AREA:	38,450 S.F.
LOT COVERAGE:	13.4 %
TOTAL PARKING REQUIRED:	233 SPACES

LOT 1 RESTAURANT W/ DRIVE THRU (3,100 S.F.)
1,350 S.F. (PER FLOOR PLAN) P.S.A. @ 1/50 = 51 SPACES
LOT 2 RESTAURANT W/ DRIVE THRU (1,350 S.F.)
600 S.F. (OUTDOOR PATIO) P.S.A. @ 1/50 = 12 SPACES
LOT 3 RESTAURANT W/ DRIVE THRU (3,000 S.F.)
1,350 S.F. (PER FLOOR PLAN) P.S.A. @ 1/50 = 51 SPACES
LOT 4 RESTAURANT (5,000 S.F.):
3,350 S.F. (PER FLOOR PLAN) P.S.A. @ 1/50 = 71 SPACES
LOT 5 FUTURE COMMERCIAL (16,000 S.F. E.G. RETAIL / OFFICE):
9,000 S.F. @ 1/300 = 54 SPACES
LOT 6 FUTURE COMMERCIAL (10,000 S.F. E.G. RETAIL / OFFICE):
10,000 S.F. @ 1/300 = 34 SPACES

TOTAL PARKING PROVIDED:	250 SPACES (6.5/1000)
ACCESSIBLE SPACES REQUIRED:	13 SPACES
ACCESSIBLE SPACES PROVIDED:	15 SPACES

site data (lot 1)

EXISTING ZONING:	S-1 PCD
PROPOSED ZONING:	C-1
NET SITE AREA:	0.84 ACRES (36,752 S.F.)
PROPOSED USE:	RESTAURANT W/ DRIVE THRU
BUILDING GROSS FLOOR AREA:	3,100 S.F.
LOT COVERAGE:	8.4%
TOTAL PARKING REQUIRED:	81 SPACES
LOT 1 RESTAURANT W/ DRIVE THRU (3,100 S.F.) + PATIO (600 S.F.): 1,350 S.F. P.S.A. (PUBLIC SERVING AREA) @ 1/50 = 51 SPACES	
TOTAL PARKING PROVIDED:	81 SPACES (10.0/1,000)
ACCESSIBLE PARKING REQUIRED:	2 SPACES
ACCESSIBLE PARKING PROVIDED:	2 SPACES

site data (lot 2)

EXISTING ZONING:	S-1 PCD
PROPOSED ZONING:	C-1
NET SITE AREA:	0.73 ACRES (31,981 S.F.)
PROPOSED USE:	RESTAURANT W/ DRIVE THRU
BUILDING GROSS FLOOR AREA:	1,350 S.F.
LOT COVERAGE:	4.2%
TOTAL PARKING REQUIRED:	12 SPACES
LOT 2 RESTAURANT W/ DRIVE THRU (1,350 S.F.) + PATIO (600 S.F.): 600 S.F. P.S.A. (PUBLIC SERVING AREA) @ 1/50 = 12 SPACES	
TOTAL PARKING PROVIDED:	24 SPACES (17.8/1,000)
ACCESSIBLE PARKING REQUIRED:	1 SPACE
ACCESSIBLE PARKING PROVIDED:	2 SPACES

site data (lot 3)

EXISTING ZONING:	S-1 PCD
PROPOSED ZONING:	C-1
NET SITE AREA:	0.96 ACRES (41,841 S.F.)
PROPOSED USE:	RESTAURANT W/ DRIVE THRU
BUILDING GROSS FLOOR AREA:	3,000 S.F.
LOT COVERAGE:	7.2%
TOTAL PARKING REQUIRED:	81 SPACES
LOT 3 RESTAURANT W/ DRIVE THRU (3,000 S.F.) + PATIO (900 S.F.): 1,350 S.F. P.S.A. (PUBLIC SERVING AREA) @ 1/50 = 51 SPACES	
TOTAL PARKING PROVIDED:	81 SPACES (10.3/1,000)
ACCESSIBLE PARKING REQUIRED:	2 SPACES
ACCESSIBLE PARKING PROVIDED:	2 SPACES

site data (lot 4)

EXISTING ZONING:	S-1 PCD
PROPOSED ZONING:	C-1
NET SITE AREA:	1.53 ACRES (66,597 S.F.)
PROPOSED USE:	RESTAURANT
BUILDING GROSS FLOOR AREA:	5,000 S.F.
LOT COVERAGE:	7.5%
TOTAL PARKING REQUIRED:	71 SPACES
LOT 4 RESTAURANT (5,000 S.F.)= PATIO (600 S.F.): 3,350 S.F. P.S.A. (PUBLIC SERVING AREA) @ 1/50 = 71 SPACES	
TOTAL PARKING PROVIDED:	71 SPACES (14.2/1,000)
ACCESSIBLE PARKING REQUIRED:	3 SPACES
ACCESSIBLE PARKING PROVIDED:	3 SPACES

site data (lot 5)

EXISTING ZONING:	S-1 PCD
PROPOSED ZONING:	C-1
NET SITE AREA:	1.30 ACRES (56,513 S.F.)
PROPOSED USE:	FUTURE COMMERCIAL (E.G. RETAIL / OFFICE)
BUILDING GROSS FLOOR AREA:	16,000 S.F.
LOT COVERAGE:	28.3%
TOTAL PARKING REQUIRED:	54 SPACES
LOT 5 FUTURE COMMERCIAL (16,000 S.F. E.G. RETAIL / OFFICE): 9,000 S.F. @ 1/300 = 54 SPACES	
TOTAL PARKING PROVIDED:	51 SPACES (3.6/1,000)
ACCESSIBLE PARKING REQUIRED:	3 SPACES
ACCESSIBLE PARKING PROVIDED:	4 SPACES

site data (lot 6)

EXISTING ZONING:	S-1 PCD
PROPOSED ZONING:	C-1
NET SITE AREA:	1.23 ACRES (53,351 S.F.)
PROPOSED USE:	FUTURE COMMERCIAL (E.G. RETAIL / OFFICE)
BUILDING GROSS FLOOR AREA:	10,000 S.F.
LOT COVERAGE:	18.7%
TOTAL PARKING REQUIRED:	34 SPACES
LOT 6 FUTURE COMMERCIAL (10,000 S.F. E.G. RETAIL / OFFICE): 10,000 S.F. @ 1/300 = 34 SPACES	
TOTAL PARKING PROVIDED:	36 SPACES (3.6/1,000)
ACCESSIBLE PARKING REQUIRED:	2 SPACES
ACCESSIBLE PARKING PROVIDED:	2 SPACES

legend

- EXISTING POWER POLE
- EXISTING FIRE HYDRANT
- EXISTING STREET LIGHT POLE
- ADA STREET ACCESS
- NEW LIGHT POLE
- NEW TRANSFORMER

CITY OF PHOENIX
AUG 18 2023
Planning & Development Department

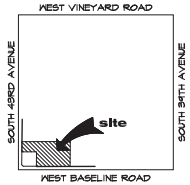
preliminary site plan

scale: 1" = 50'-0"

0 50' 100' 150'

north

KIVA #
SDEV #
Q.S. #



vicinity map

scale: n.t.s.

NOTE: THIS SITE PLAN HAS BEEN PREPARED WITHOUT THE AID OF A SURVEY. ALL PROPERTY BOUNDARIES ARE ROUGH APPROXIMATIONS. THIS DRAWING IS TO BE USED FOR CONCEPTUAL PURPOSES ONLY AND IT IS NOT TO BE THE BASIS FOR ANY LEGALLY BINDING DOCUMENTATION.

Kerpan planning and design
4777 S. Fulton Ranch Blvd.
Unit 2138
Chandler, Arizona 85248
Phone: (602) 329-0192

New Commercial Development (Lots 1-6)

NEC W. Baseline Road and S. 43rd Avenue
Phoenix, Arizona 85339

PRELIMINARY
NOT FOR
CONSTRUCTION OR RECORDING

43rd Ave & Baseline Development, LLC

Project number: 22028

Date: August 18, 2023

SP-1.0

2 BURROS & FRIES - NORTH EXTERIOR ELEVATION — SCALE: 3/16" = 1'-0"

1 BURROS & FRIES - WEST EXTERIOR ELEVATION — SCALE: 3/16" = 1'-0"

FINISH KEYNOTES:

A. 8" X 4" X 16" BLOCK VENEER
MANUFACT: SUPERLITE
MODEL: STANDARD SPLIT FACE BLOCK
COLOR: CINNAMON

B. SYNTHETIC STUCCO SYSTEMWITH 100% ACRYLIC FINISH
FINISH SMOOTH SND FINISH
PAINT COLOR: SHERWIN WILLIAMS SW2856 "FAIRFAX BROWN"

C. STEEL CANOPY
COLOR: SHERWIN WILLIAMSSW2856 "FAIRFAX BROWN"

D. STEEL COLUMNS
COLOR: SHERWIN WILLIAMS SW2856 "FAIRFAX BROWN"

E. STANDING SEAM METAL ROOI
MANUFACTURER: BERRIDGE
COLOR: "COPPER BROWN"

F. SYNTHETIC STUCCO SYSTEM
SMOOTH SAND FINISH
COLOR: SHERWIN WILLIAMS SW2856 "FAIRFAX BROWN"

G. SYNTHETIC STUCCO SYSTEM
SMOOTH SAND FINISH
COLOR: SHERWIN WILLIAMS SW7005 "PURE WHITE"

H. EXTERIOR HOLLOW METAL DOORSAND SES
PAINT: MATCH ADJACENT WALL FNISH COLOR

I. ANODIZED ALUMINUM STOREFRON SYSTEM
MANUFACT: KAWNEER OR APPROVED EQUAL
COLOR: DARK BRONZE

J. 1" INSULATED GLAZING
VALUE: (U=0.29, SHGC= 0.28)

CITY OF PHOENIX
MAY 15 2023
Planning & Development Department

PHNX DESIGN
1855 EASTSOUTHERN AVE. SUITE 204
MESA, ARIZONA 85204
PHONE: 602.762.7354

REGISTERED ARCHITECT
35463
THOMAS M. DeBIT
ARIZONA, U.S.A.
EXPIRES 09/30/24

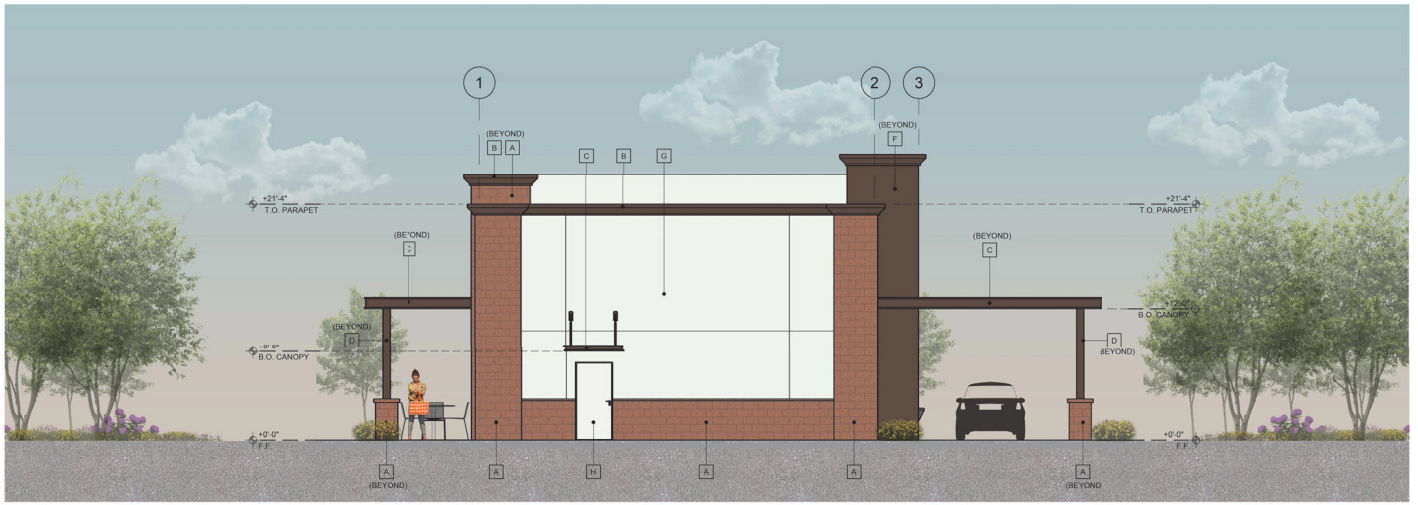
©2023 OWNERSHIP OF SERVICE – All reports, plans, specifications, notes and information prepared by PHNX DESIGN and their consultants shall remain the property thereto. PHNX DESIGN shall retain all common law, statutory and other reserved rights, including the copyright thereto.

PROPOSED ELEVATIONS

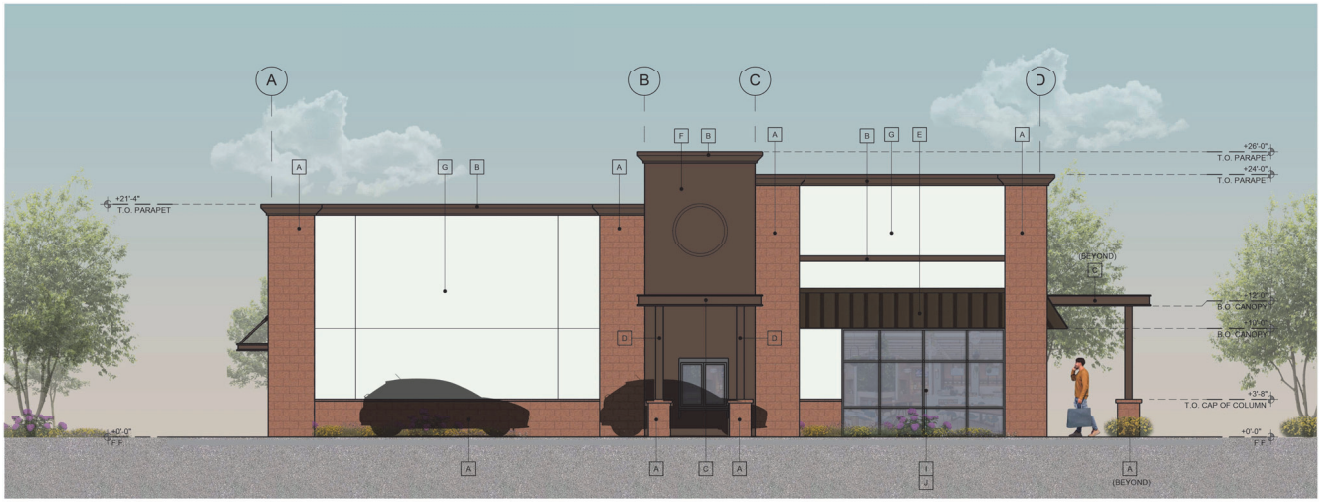
△	DATE	REVISION
1		
2		
3		
4		
5		

BURROS & FRIES
EXTERIOR
ELEVATIONS

A300



4 BURROS & FRIES - SOUTH EXTERIOR ELEVATION — SCALE: 3/16" = 1'-0"



3 BURROS & FRIES - EAST EXTERIOR ELEVATION — SCALE: 3/16" = 1'-0"

FINISH KEYNOTES:

A. 8" X 4" X 16" BLOCK VENEER
MANUFACT: SUPERLITE
MODEL: STANDARD SPLIT FACE BLOCK
COLOR: CINNAMON

B. SYNTHETIC STUCCO SYSTEMWITH 100% ACRYLIC FINISH
FINISH SMOOTH SND FINISH
PAINT COLOR: SHERWIN WILLIAMS SW2856 "FAIRFAX BROWN"

C. STEEL CANOPY
COLOR: SHERWIN WILLIAMSSW2856 "FAIRFAX BROWN"

D. STEEL COLUMNS
COLOR: SHERWIN WILLIAMS SW2856 "FAIRFAX BROWN"

E. STANDING SEAM METAL ROOI
MANUFACTURER: BERRIDGE
COLOR: "COPPER BROWN"

F. SYNTHETIC STUCCO SYSTEM
SMOOTH SAND FINISH
COLOR: SHERWIN WILLIAMS SW2856 "FAIRFAX BROWN"

G. SYNTHETIC STUCCO SYSTEM
SMOOTH SAND FINISH
COLOR: SHERWIN WILLIAMS SW7005 "PURE WHITE"

H. EXTERIOR HOLLOW METAL DOORSAND SES
PAINT: MATCH ADJACENT WALL FNISH COLOR

I. ANODIZED ALUMINUM STOREFRON SYSTEM
MANUFACT: KAWNEER OR APPROVED EQUAL
COLOR: DARK BRONZE

J. 1" INSULATED GLAZING
VALUE: (U=0.29, SHGC= 0.28)

CITY OF PHOENIX
MAY 15 2023
Planning & Development Department

PHNX DESIGN
1855 EASTSOUTHERN AVE. SUITE 204
MESA, ARIZONA 85204
PHONE: 602.762.7354

REGISTERED ARCHITECT
35463
THOMAS M. DAY
EXPIRES 09/30/24

©2023 OWNERSHIP OF SERVICE – All reports, plans, specifications, notes and information prepared by PHNX DESIGN and their consultants shall remain the property thereto. PHNX DESIGN shall retain all common law, statutory and other reserved rights.

PROPOSED ELEVATIONS

△	DATE	REVISION
1		
2		
3		
4		
5		

BURROS & FRIES EXTERIOR ELEVATIONS

A301

GENERAL NOTES:

SIGNS SHOWN ON THESE ELEVATIONS ARE FOR CODE REVIEW PURPOSES ONLY. THESE SIGN ELEVATIONS ARE NOT TO BE USED AS OR CONSTRUED AS SHOP DRAWINGS FOR SIGN CONSTRUCTION. SIGN SHOP DRAWINGS ARE PRODUCED BY THE SIGN MANUFACTURER FOR REVIEW AND APPROVAL BY THE OWNER.

NOTE TO AWNING MANUFACTURER AND AWNING INSTALLER. AWNING FRAME TO BE ENGINEERED FOR APPROVAL BY LOCAL CODE AND DESIGNED TO MISS ALL BUILDING PROTRUSIONS NOT SHOWN ON PLANS.

ELEVATION KEY NOTES:

1. (2)–TUBE, STRIP FIXTURES WITH CLEAR LENS COVERS TO BACK LIGHT AWNINGS, TYP. SUPPLIED BY OWNER. WIRED & INSTALLED BY ELEC. CONTR.
2. OVERFLOW DRAIN WITH LAMBS TONGUE
3. HOLLOW METAL EXIT DR., REF. DOOR SCHED.
4. EXTERIOR VINYL AWNING & ALUM FRAME BY OWNER AND AWNING MANUF, TYP REF. AWNING COLOR KEY SHT'S A3 & A4
5. STUCCO "SANDBLAST FIN."
6. LED STRIP LIGHTING BY SIGN MFGR. TYP.
7. GOOSENECK LIGHT FIXTURE 'RED'
8. CONCRETE FOUNDATION REFER TO STRUCTL. PLANS FOR SIZE AND DETAILS
9. BLDG. MTD. CONE LIGHT FIXTURE PTD.
10. STUCCO CONTROL JOINT REF. DETAIL 4/A3
11. ILLUMINATED CHANNEL BY SIGN MANUF.
12. 40"x 30" DIAMOND TREAD PLATE
13. SIGNAGE BY OWNER – INSTALLATION BY SIGNAGE MANUF., ELEC. CONNECTIONS BY G.C.
14. EIFS OVER STYROFOAM 'CONE' BY GC APPROVED BY OWNER PRIOR TO INSTALLATION SEE DETAIL 1,2/A3.0
15. WALL PACK LIGHT FIXTURE, 175W TYP. ABOVE EACH REAR DOOR – REF. ELECT. PLANS
16. GAS METER PTD. VERIFY LOC.
17. REFER TO DETAIL 5/A3 FOR GUARD RAIL DETAILS.
18. 4" CONC. FILLED PIPE BOLLARD. FREDDY'S RED
19. NOT USED
20. READY ACCESS MODEL AA300 – 275 PASS–THRU AIR CURTAIN SYSTEM W/ STATUARY BRONZE FIN. AIR CURTAIN ALTERNATE QUIKSERV CF–25 EC TO VERIFY ELECTRICAL REQ'MTS
21. READY ACCESS MODEL 275/ MANUAL. SINGLE PANEL SLIDER, 48"W x 60" H. R.O. (INCL. AIR CURTAIN ABOVE). MANUAL OPEN/ ELEC. CLOSING – OPENS ON SIDE THE CAR APPROCHES. BRONZE FINISH –PROVIDED BY & INSTALLED BY G.C.
22. RECESSED KNOX BOX
23. BRICK EXPANSION JOINT REF. DETAIL 3/A3
24. STEEL MESH HINGED GATE (W/LOCK) TO ENCLOSE BOTTOM OF ACCESS LADDER. (PAINT TO MATCH EIFS).
25. ELECTRICAL CT CABINET PTD. VERIFY LOC.

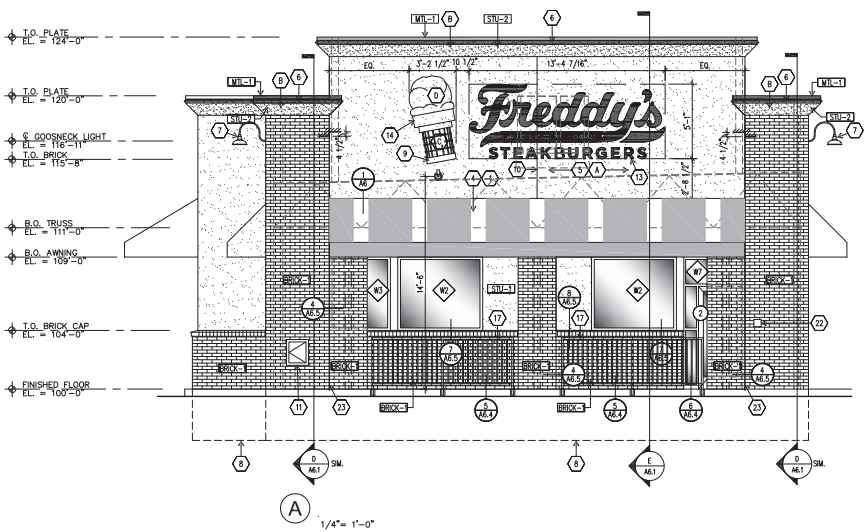
EXTERIOR FINISH SCHEDULE

SHERWIN WILLIAMS – PARENT NUMBER: BE37 FREDDY'S FROZEN CUSTARD

EXTERIOR PAINT	DESCRIPTION	FINISH NO.	MFGR.	MFGR. NO.	COLOR	REMARKS
BUILDING WALLS	PAINT	(A)	SHERWIN WILLIAMS	#7533	KHAKI SHADE	PAINT WITH TWO COATS ACRYLIC LATEX (SATIN)
BUILDING TRIM	PAINT	(B)	SHERWIN WILLIAMS	#6126	FREDDY'S PEARL	PAINT WITH TWO COATS ACRYLIC LATEX (SATIN)
CONE	PAINT	(C)	SHERWIN WILLIAMS	#17–143	BISCUIT FREDDY'S CONE	PAINT WITH TWO COATS ACRYLIC LATEX (SATIN)
CUSTARD	PAINT	(D)	SHERWIN WILLIAMS	#17–313	FREDDY'S ICE WHITE	PAINT WITH TWO COATS ACRYLIC LATEX (SATIN)
BOLLARD	PAINT	P3	SHERWIN WILLIAMS	#17–572	FREDDY'S RED	PAINT WITH TWO COATS HIGH PERFORMANCE ACRYLIC (GLOSS)
GUARD RAIL	PAINT	P4	SHERWIN WILLIAMS	#B66B300	FREDDY'S JET BLACK	PAINT WITH TWO COATS HIGH PERFORMANCE ACRYLIC (GLOSS)

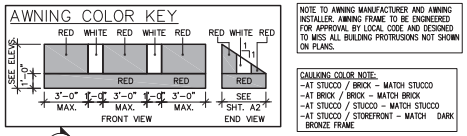
EXT. BRICK & STUCCO	DESCRIPTION	FINISH NO.	MFGR.		COLOR & TEXTURE	REMARKS
BUILDING BRICK (OPT. #1)	BRICK MODULAR	BRICK–1	MERIDIAN BRICK	COLUMBIA ARCHITECTURAL SERIES	WAVERLY MILLS	GROUT COLOR – GRAY
BUILDING BRICK (OPT. #2)	BRICK MODULAR (OPT. #2)	BRICK–1	THE LAKEWOOD BRICK COMPANY	ACME BRICK CO. ATT: BILLY WHITE P-316–941–3584	WELLSHIRE	GROUT COLOR – GRAY MODULAR & THIN – MADE RUMBLED
STUCCO WALLS		STU–1			SANDBLAST	MIX SW#7533 W/ FIN. COAT
STUCCO CORNICE		STU–2			SANDBLAST	MIX SW#6126 W/ FIN. COAT

METAL COPING	DESCRIPTION	FINISH NO.			COLOR	REMARKS
BUILDING COPING	COPING	MTL–1	DUROLAST		BRITE RED	2 PC COMPRESSION COPING CAP. SLOPE TOWARDS ROOF.



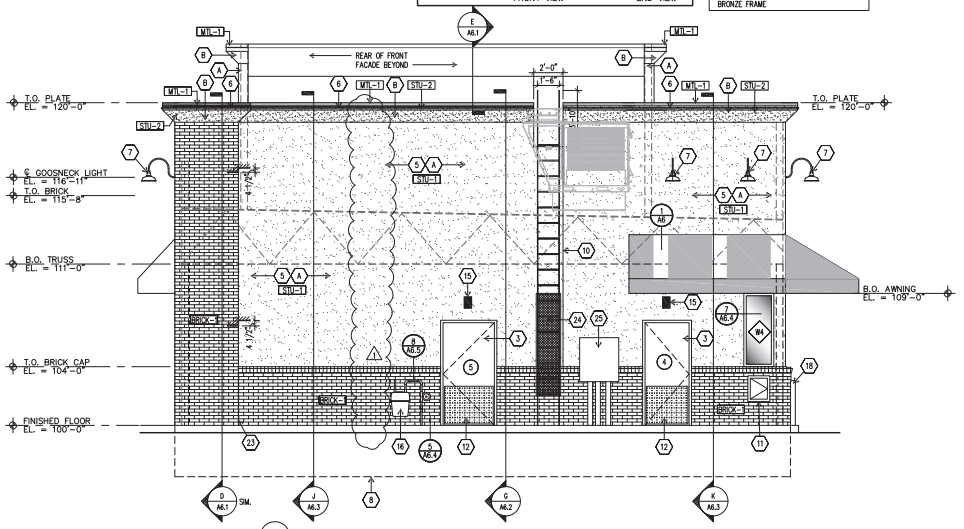
A

1/4"= 1'–0"



NOTE TO AWNING MANUFACTURER AND AWNING INSTALLER. AWNING FRAME TO BE ENGINEERED FOR APPROVAL BY LOCAL CODE AND DESIGNED TO MISS ALL BUILDING PROTRUSIONS NOT SHOWN ON PLANS.

CAULKING COLOR NOTE:
–AT STUCCO / BRICK – MATCH STUCCO
–AT BRICK / BRICK – MATCH BRICK
–AT STUCCO / STUCCO – MATCH STUCCO
–AT STUCCO / STOREFRONT – MATCH DARK BRONZE FRAME



B

1/4"= 1'–0"

CITY OF PHOENIX
MAY 15 2023
Planning & Development Department

THE DESIGN AND DETAILS DISCLOSED HEREIN ARE THE EXCLUSIVE PROPERTY OF DAN WINTER ARCHITECT AND SHALL NOT BE COPIED OR REPRODUCED IN WHOLE OR IN PART WITHOUT ITS PRIOR WRITTEN CONSENT.

DAN WINTER, ARCHITECT

FREDDY'S FROZEN CUSTARD

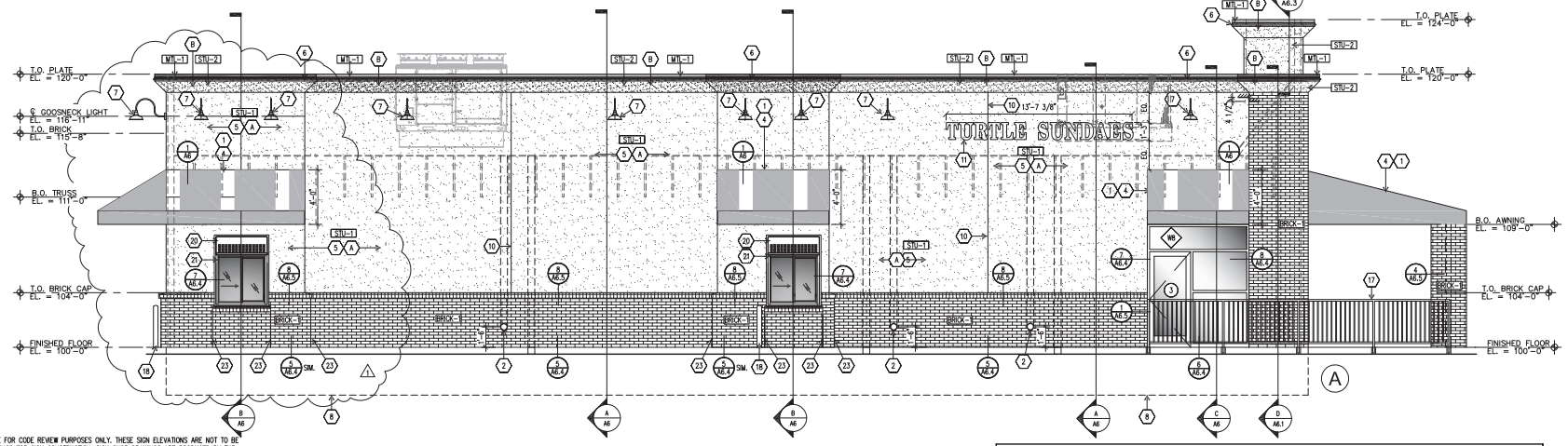
DAN WINTER ARCHITECT
1024 EAST FIRST STREET
WICHITA, KS. 67214
PH. 316-267-7142

EXTERIOR ELEVATIONS

DATE

DRAWN BY: RB, RC
CHECKED BY: DW

SHEET NO. A3



GENERAL NOTES:

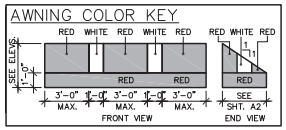
SIGNS SHOWN ON THESE ELEVATIONS ARE FOR CODE REVIEW PURPOSES ONLY. THESE SIGN ELEVATIONS ARE NOT TO BE USED AS OR CONSTRUED AS SHOP DRAWINGS FOR SIGN CONSTRUCTION. SIGN SHOP DRAWINGS ARE PRODUCED BY THE SIGN MANUFACTURER FOR REVIEW AND APPROVAL BY THE OWNER.

NOTE TO AWNING MANUFACTURER AND AWNING INSTALLER. AWNING FRAME TO BE ENGINEERED FOR APPROVAL BY LOCAL CODE AND DESIGNED TO MISS ALL BUILDING PROTRUSIONS NOT SHOWN ON PLANS.

ELEVATION KEY NOTES:

1. (2)-TUBE, STRIP FIXTURES WITH CLEAR LENS COVERS TO BACK LIGHT AWNINGS, TYP. SUPPLIED BY OWNER. WIRED & INSTALLED BY ELEC. CONTR.
2. OVERFLOW DRAIN WITH LAMBS TONGUE
3. HOLLOW METAL EXIT DR. REF. DOOR SCHED.
4. EXTERIOR VINYL AWNING & ALUM FRAME BY OWNER AND AWNING MANUF, TYP REF. AWNING COLOR KEY SHT'S A3 & A4
5. STUCCO "SANDBLAST FIN."
6. LED STRIP LIGHTING BY SIGN MFGR. TYP.
7. GOOSENECK LIGHT FIXTURE 'RED'
8. CONCRETE FOUNDATION PER REFER TO STRUCTL. PLANS FOR SIZE AND DETAILS
9. BLDG. MTD. CONE LIGHT FIXTURE PTD.
10. STUCCO CONTROL JOINT REF. DETAIL 4/A3
11. ILLUMINATED CHANNEL BY SIGN MANUF.
12. 40"x 30" DIAMOND TREAD PLATE
13. SIGNAGE BY OWNER – INSTALLATION BY SIGNAGE MANUF., ELEC. CONNECTIONS BY G.C.
14. EIFS OVER STYROFOAM "CONE" BY GC APPROVED BY OWNER PRIOR TO INSTALLATION SEE DETAIL 1,2/A3.0
15. WALL PACK LIGHT FIXTURE, 175W TYP. ABOVE EACH REAR DOOR – REF. ELECT. PLANS
16. GAS METER PTD. VERIFY LOC.
17. REFER TO DETAIL 5/A3 FOR GUARD RAIL DETAILS.
18. 4" CONC. FILLED PIPE BOLLARD. FREDDY'S RED
19. CO2 TANK – PROVIDER TO CHAIN TANK TO THE WALL
20. READY ACCESS MODEL AA300 – 275 PASS-THRU AIR CURTAIN SYSTEM W/ STATUARY BRONZE FIN. AIR CURTAIN ALTERNATE QUINSERV CF-25 EC TO VERIFY ELECTRICAL REQ'MTS
21. READY ACCESS MODEL 275/ MANUAL, SINGLE PANEL SLIDER, 46"W x 60" H, R.O. (INCL. AIR CURTAIN ABOVE). MANUAL OPEN/ ELEC. CLOSING – OPENS ON SIDE THE CAR APPROCHES. BRONZE FINISH –PROVIDED BY & INSTALLED BY G.C.
22. RECESSED KNOX BOX
23. BRICK EXPANSION JOINT REF. DETAIL 3/A3
24. STEEL MESH HINGED GATE (W/LOCK) TO ENCLOSE BOTTOM OF ACCESS LADDER. (PAINT TO MATCH EIFS).
25. ELECTRICAL CT CABINET PTD. VERIFY LOC.

AWNING COLOR KEY



CAULKING COLOR NOTE:
-AT STUCCO / BRICK – MATCH STUCCO
-AT BRICK / BRICK – MATCH BRICK
-AT STUCCO / STUCCO – MATCH STUCCO
-AT STUCCO / STOREFRONT – MATCH DARK BRONZE FRAME

NOTE TO AWNING MANUFACTURER AND AWNING INSTALLER. AWNING FRAME TO BE ENGINEERED FOR APPROVAL BY LOCAL CODE AND DESIGNED TO MISS ALL BUILDING PROTRUSIONS NOT SHOWN ON PLANS.

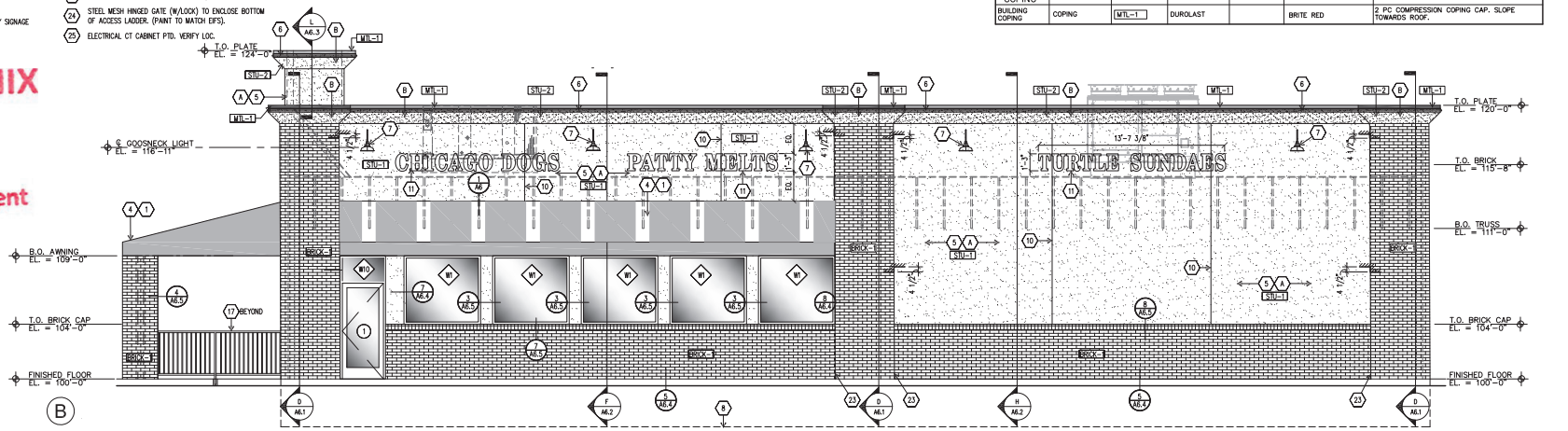
EXTERIOR FINISH SCHEDULE

SHERWIN WILLIAMS – PARENT NUMBER: BE37 FREDDY'S FROZEN CUSTARD

EXTERIOR PAINT	DESCRIPTION	FINISH NO.	MFGR.	MFGR. NO.	COLOR	REMARKS
BUILDING WALLS	PAINT	A	SHERWIN WILLIAMS	#7533	KHAKI SHADE	PAINT WITH TWO COATS ACRYLIC LATEX (SATIN)
BUILDING TRIM	PAINT	B	SHERWIN WILLIAMS	#6126	FREDDY'S PEARL	PAINT WITH TWO COATS ACRYLIC LATEX (SATIN)
CONE	PAINT	C	SHERWIN WILLIAMS	#17-143	BISCUIT FREDDY'S CONE	PAINT WITH TWO COATS ACRYLIC LATEX (SATIN)
CUSTARD	PAINT	D	SHERWIN WILLIAMS	#17-313	FREDDY'S ICE WHITE	PAINT WITH TWO COATS ACRYLIC LATEX (SATIN)
BOLLARD	PAINT	P3	SHERWIN WILLIAMS	#17-572	FREDDY'S RED	PAINT WITH TWO COATS HIGH PERFORMANCE ACRYLIC (GLOSS)
GUARD RAIL	PAINT	P4	SHERWIN WILLIAMS	#866B300	FREDDY'S JET BLACK	PAINT WITH TWO COATS HIGH PERFORMANCE ACRYLIC (GLOSS)

EXT. BRICK & STUCCO	DESCRIPTION	FINISH NO.	MFGR.		COLOR & TEXTURE	REMARKS
BUILDING BRICK (OPT. #1)	BRICK MODULAR	BRICK-1	MERIDIAN BRICK	COLUMBIA ARCHITECTURAL SERIES ACME BRICK CO. ATT: BILLY WHITE P: 316-941-3564	WAVERLY MILLS	GROUT COLOR – GRAY
BUILDING BRICK (OPT. #2)	BRICK MODULAR (OPT. #2)	BRICK-1	THE LAKEWOOD BRICK COMPANY		WELLSHIRE	GROUT COLOR – GRAY MODULAR & THIN – MADE RUMBLED
STUCCO WALLS		STU-1			SANDBLAST	MIX SW#7533 W/ FIN. COAT
STUCCO CORNICE		STU-2			SANDBLAST	MIX SW#6126 W/ FIN. COAT

METAL COPING	DESCRIPTION	FINISH NO.			COLOR	REMARKS
BUILDING COPING	COPING	MTL-1	DUROLAST		BRITE RED	2 PC COMPRESSION COPING CAP. SLOPE TOWARDS ROOF.



CITY OF PHOENIX

MAY 15 2023

Planning & Development Department

THE DESIGN AND DETAILS DISCLOSED HEREIN ARE THE EXCLUSIVE PROPERTY OF DAN WINTER ARCHITECT AND SHALL NOT BE COPIED OR REPRODUCED IN WHOLE OR IN PART WITHOUT ITS PRIOR WRITTEN CONSENT.

DAN WINTER, ARCHITECT

FREDDY'S FROZEN CUSTARD

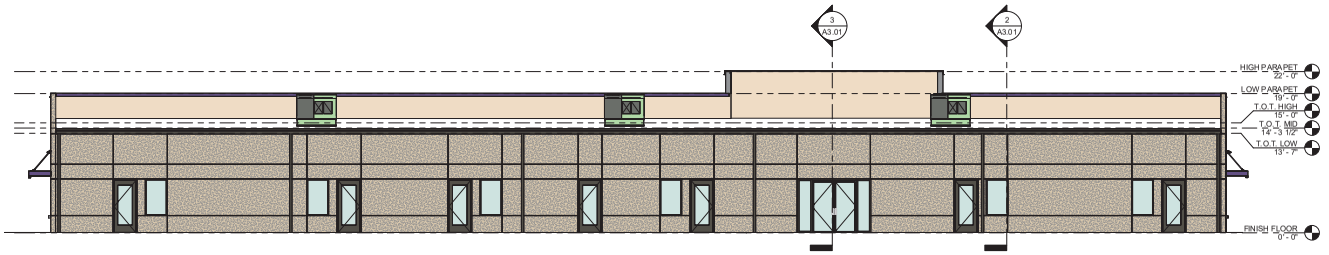
DAN WINTER ARCHITECT
1024 EAST FIRST STREET
WICHITA, KS. 67214
PH. 316-267-7142

EXTERIOR ELEVATIONS

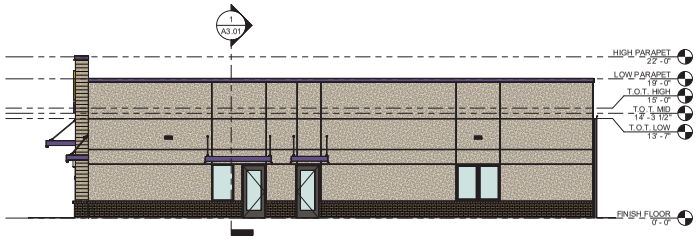
DATE

DRAWN BY: RB, RC
CHECKED BY: DW

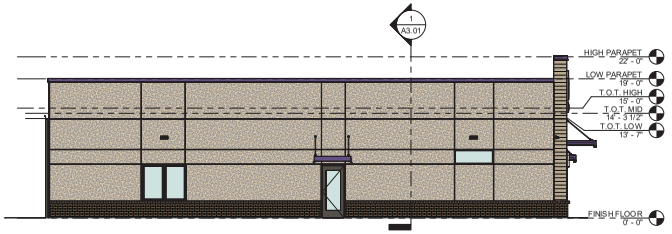
SHEET NO. A4



4 REAR ELEVATION
1/8" = 1'-0"



2 SIDE ELEVATION
1/8" = 1'-0"



3 SIDE ELEVATION
1/8" = 1'-0"

FRONT FACADE GLAZING REQUIREMENTS:
TOTAL WALL = 3,136 SQ FT
GLAZING REQUIRED @ 15% = 470.5 SQ FT
GLAZING PROVIDED = 483.5 SQ FT

1 FRONT ELEVATION
1/8" = 1'-0"

EXTERIOR COMPONENT COLOR LEGEND

• FACE BRICK	SIOUX CITY BRICK, COLOR: BADLANDS SMOOTH	• EXTERIOR HOLLOW METAL DOOR FRAMES	DARK BRONZE
• 3/8" CONCAVE MORTAR JOINT	GLEN-GERY BLEND, COLOR: G-209	• EXTERIOR HOLLOW METAL DOOR TRIM	DARK BRONZE
• 7" FIBER CEMENT SMOOTH LAP SIDING	UNIVERSAL KHAKI - SW 6150	• GUTTERS AND DOWNSPOUTS	DARK BRONZE
• 5-1/2" FIBER CEMENT SMOOTH TRIM	URBANE BRONZE - SW 7048	• EXTERIOR MECH WALL VENTS	UNIVERSAL KHAKI - SW 6150
• EIFS 1	DRYVIT OYSTER SHELL 456	• ALUMINUM CANOPIES	BENJAMIN MOORE - 1400 YOUR MAJESTY
• EIFS 2	DRYVIT AMARILLO WHITE	• METAL PARAPET CAP	BENJAMIN MOORE - 1400 YOUR MAJESTY

CITY OF PHOENIX
MAY 15 2023
Planning & Development Department

LEVEL ARCHITECTURE + INTERIORS
1489 SW 74TH DRIVE
GAINESVILLE, FLORIDA 32607
352-448-7788
www.leveldesign.co

NOT FOR CONSTRUCTION
THESE DRAWINGS ARE AND ARE FOR REVIEW ONLY AND ARE NOT TO BE RECORDED OR CONSTRUCTED WITHOUT THE APPROPRIATE SIGNATURE/SEAL

TO THE BEST OF THE ARCHITECT'S AND ENGINEER'S KNOWLEDGE AND BELIEF, THE DRAWINGS AND SPECIFICATIONS COMPLY WITH THE 2020 FLORIDA BUILDING CODES & THE APPLICABLE PROVISIONS OF NFPA 101 LIFE SAFETY STANDARDS AS ADOPTED BY THE AUTHORITY HAVING JURISDICTION (AHJ) AND CHAPTER 553, FLORIDA STATUTES

O2B KIDS

REVISIONS

NO.	DATE:	REF:	BY:

DRAWING STATUS:
SCHEMATIC DESIGN

ISSUE DATE:
04.12.2023

DRAWN BY:	CHECKED BY:
SGE	STB

DRAWING TITLE:
EXTERIOR ELEVATIONS

SHEET NO.
A2.01

DATE/TIME STAMP:
4/12/2023 4:08:22 PM

CITY OF PHOENIX
MAY 15 2023
Planning & Development Department

3 EXTERIOR 3

4 EXTERIOR 4

1 EXTERIOR 1

2 EXTERIOR 2

LEVEL
ARCHITECTURE + INTERIORS
1489 SW 74TH DRIVE
GAINESVILLE, FLORIDA 32607
352-448-7788
www.leveldesign.co

NOT FOR CONSTRUCTION

THESE DRAWINGS ARE AND ARE FOR REVIEW ONLY AND ARE NOT TO BE RECORDED OR USED FOR CONSTRUCTION WITHOUT THE APPROPRIATE SIGNATURE/SEAL

TO THE BEST OF THE ARCHITECT'S AND ENGINEER'S KNOWLEDGE AND BELIEF, THE DRAWING SPECIFICATIONS CONTAINED HEREIN ARE IN COMPLIANCE WITH THE FLORIDA BUILDING CODES & THE APPLICABLE PORTIONS OF FLORIDA ADMINISTRATIVE CODE 61G1-3 STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY IN ACCORDANCE WITH THE SECTION AND CHAPTER 455.227(1) (a) STATUTES.

O2B KIDS

REVISIONS

NO.	DATE:	REF:	BY:

DRAWING STATUS:
SCHEMATIC DESIGN

ISSUE DATE:
04.12.2023

DRAWN BY:	CHECKED BY:
SGE	STB

DRAWING TITLE:
EXTERIOR RENDERINGS

SHEET NO.
A2.00

DATE/TIME STAMP:
4/12/2023 4:07:59 PM

EXTERIOR VIEW
DT + PICK UP

CITY OF PHOENIX
MAY 15 2023
Planning & Development
Department

EXTERIOR VIEW
DT + PICK UP

STARBUCKS COFFEE COMPANY CONFIDEN

CITY OF PHOENIX
MAY 15 2023
Planning & Development
Department

EXTERIOR VIEW
DT + PICK UP

CITY OF PHOENIX
MAY 15 2023
Planning & Development
Department

EXTERIOR VIEW
DT + PICK UP
CENTRAL DIVISION DESIGN STUDIO
CITY OF PHOENIX
MAY 15 2023
Planning & Development Department

Freddy's
FROZEN CUSTARD &
STEAKBURGERS
Draft Only
CITY OF PHOENIX
MAY 15 2023
Planning & Development
Department

Nayeli Sanchez Luna

From: Debi Haffer <debi.haffer@gmail.com>
Sent: Tuesday, June 20, 2023 7:19 PM
To: Nayeli Sanchez Luna
Subject: NEC 43rd & Baseline Rd

Follow Up Flag: Follow up
Flag Status: Flagged

I am emailing in support of developing an extended stay hotel.

Nayeli Sanchez Luna

From: Vanessa Troglia <vanmartro@gmail.com>
Sent: Wednesday, May 31, 2023 11:59 AM
To: Nayeli Sanchez Luna
Subject: NEC W. Baseline Road and 43rd Ave Phoenix 85339 - Extended Stay Hotel

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Nayeli,

As you may know, a good amount of community members are very concerned about development on this corner to include an extended-stay hotel.

Because of the fentanyl crisis and other challenges stemming from 51st and Baseline, it would be a poor location for this type of hotel. It could potentially provide space to folks contributing to the challenges we are facing. Not to mention that there are 3 schools directly across the street.

Please advise how we may voice our concern to the developers.

Thank you,
Vanessa
--
Vanessa M. Troglia
vanmartro@gmail.com
602-802-6715

Nayeli Sanchez Luna

Subject: FW: NO to any hotel on 43rd Ave

From: jacqueline vidrio <jvidrio09@gmail.com>
Sent: Thursday, June 1, 2023 10:09 AM
To: Council District 7 PCC <council.district.7@phoenix.gov>; Council District 8 PCC <council.district.8@phoenix.gov>
Subject: NO to any hotel on 43rd Ave

Good morning,
I am writing this email to express my discernment with the extended hotel developers want to build on Baseline and 43rd Ave. That is surrounded by a residential community, 1 high school and 3 elementary schools. Please , a hotel of any kind is NOT needed in that location. I and many concerned citizens seem this as a threat to our livelyhood.
I urge you to DENY/DECLINE this. There is already a family clinic there, maybe follow suit with a chiropractors office, dental, anything else.

Kind regards,
Jacqueline
****

Nayeli Sanchez Luna, Planner II* Village
City of Phoenix Planning and Development Department
Long Range Planning Division
200 West Washington Street
Phoenix, Arizona 85003
Via email: nayeli.sanchez.luna@phoenix.gov

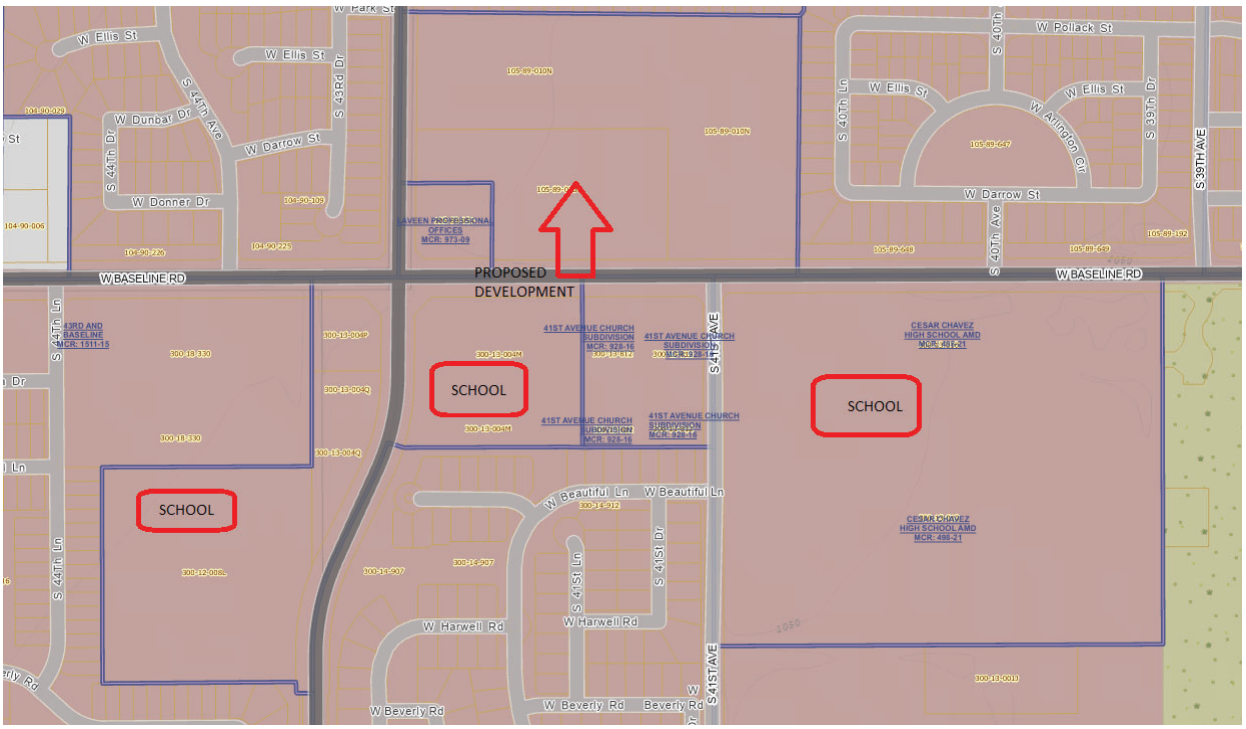
Re: Letter of Opposition (Z-29-23)
NEC W. Baseline Road and 43rd Ave Phoenix 85339 - Extended Stay Hotel

To whom it may concern:

Because of the fentanyl crisis and other challenges stemming from the intersection of 51st Avenue and Baseline, it is evident that this particular intersection would be a poor location for an extended stay hotel or similar business.

An extended stay hotel could potentially provide space for folks actively participating in the illegal activities our community witnesses on a daily basis.

Furthermore, there are at least 4 schools a short distance away, including 3 across the street on Baseline.



Developing this lot for an extended stay hotel would be detrimental to their safety and the positive growth of our community.

Please see a link to an Arizona State University publication regarding Disorder at Budget Motels. https://popcenter.asu.edu/sites/default/files/disorder_at_budget_motels.pdf

Issues for long-term stay hotels typically include:

- Disturbances
- Domestic violence
- Theft
- Auto theft
- Public drinking
- Vandalism
- Prostitution
- Drug dealing
- Altercations
- Sexual Assault

These types of hotels also typically have limited staff that may be overwhelmed if such illegal activity were to occur. Not to mention that the nearest police station is in Maryvale, more than 10 miles away.

As a community, I urge the City to document this letter of opposition and prevent the development of an extended-stay hotel at this location.

Please feel free to contact me with any questions.

Sincerely, Vanessa Troglia
Vanessa Troglia

HERITAGE ACADEMY LAVEEN

"Building America's Heroes"

To Whom It May Concern,

I am writing as a resident of the Laveen community in Phoenix to express my concern regarding the proposed construction of a hotel across the street from our beloved Heritage Academy. I urge you to reconsider this project in light of the potential negative impacts it could have on the safety and well-being of our children.

First and foremost, the proximity of a hotel to a school poses significant safety concerns. As we all know, schools are meant to be safe havens for our children, fostering an environment conducive to their learning and growth. Introducing a hotel with transient guests in such close proximity raises concerns. We have spoken with former law enforcement agents, including DEA, that identify this type of facility as a common location for drug deals and prostitution. This could compromise the safety of our students.

Furthermore, the proposed construction could have adverse effects on the overall atmosphere of our neighborhood. The peaceful and family-oriented ambiance that characterizes our community may be compromised by the transient nature of hotel guests, potentially leading to increased noise levels, litter, and a sense of transience that is inconsistent with the values we hold as community leaders.

Given these concerns, I kindly request that the City of Phoenix take into consideration the long-term implications of the proposed hotel and prioritize the safety and well-being of our children. I urge you to explore alternative locations that are more suitable for such establishments, away from education institutions and residential areas.

Thank you for your attention to this matter. Should you require any additional information or assistance, please do not hesitate to contact me.

Sincerely,

Emily Asanovich

Emily Asanovich
Principal
Heritage Academy Laveen

4275 West Baseline Road • Laveen, AZ 85339 • OFFICE 602-290-8546 • FAX 602-926-2656

Nayeli Sanchez Luna

From: Bree Prinzhorn <breeprinzhorn@gmail.com>
Sent: Thursday, June 15, 2023 11:51 PM
To: Nayeli Sanchez Luna
Subject: Planned Hotel 43rd Avenue and Baseline Rd

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,
Your information was passed through the Living Laveen Facebook Page as the primary contact to express concerns about plans to build a hotel (extended stay type of hotel), at the intersection of 43rd Avenue and Baseline Rd. I am writing this email to express my concerns with the plans for this hotel.
Currently, the Laveen area, particularly 51st Avenue and Baseline, is experiencing a tremendous problem with homelessness, drug use, and violent crime. Over the past few years, this problem has continued to escalate to proportions I have not seen in other suburban areas of town. On any given day, there are literally people urinating, defecating, participating in sex acts, and using drugs in broad daylight, on the street. I have counted between 30-50 people on this corner at any given time, every single day. The local businesses will not do anything to remedy the issues. The police will not do anything to remedy the issues. Local government officials will not do anything to remedy the issues. The issues get worse by the day.
In the last two days, Circle K had an attempted robbery by a man armed with a gun, a machete, and a broomstick. Chipotle had crime scene tape around it and blood puddles on the concrete. A naked man was rolling in the grass near Safeway. And those are just the incidents I am aware of over the last TWO DAYS, all of which occurred in broad daylight.
An extended stay hotel, one mile down the road, will turn into a hub for drug use, violence, and dangerous sexual activity. Additionally, there will be no way to prevent sex offenders from inhabiting this hotel, which will be located across the street from three schools. This drug hub will pose a clear danger to the children and teens in the area, who are working hard to get an education. Cesar Chavez High School already has a high number of at-risk youths who attend. This hotel would put them at an even greater risk, by creating a place to easily obtain drugs, weapons, and other illegal products.
The Laveen community is a strong community and there are still great plans to make it better. Unfortunately, until the situation with the drug users is resolved, we cannot have things like extended stay hotels, popping up across the street from our schools. As a parent and community member, I feel it is my responsibility to make my concerns known. This hotel is not a regular Holiday Inn or a Marriott. What is planned will be extremely detrimental to both our community and the safety of our children. I ask that you step up and reconsider this poorly planned attempt at budget housing for the neighborhood junkies and plan something that will actually benefit our community.
Additionally, if you have resources to share on how the community can combat the drugs and homelessness that are littering our streets, I would appreciate you sharing that information.
Thanks,
Bree Prinzhorn

Sent from my iPhone

Nayeli Sanchez Luna

From: Anjuli Sanford <anjuli.byrd@gmail.com>
Sent: Friday, June 16, 2023 1:01 PM
To: Nayeli Sanchez Luna
Subject: Proposed Hotel in Laveen

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,
It was brought to my families attention it's been proposed to build a hotel across from the school at 43rd and Baseline.

The last thing that laveen needs right now is a hotel. It's is often that yes hotels provide visitors but it may not always provide the best type of patrons and or safest. The amount of traffic that could bring and with being across the street from a school.

Laveen needs more law enforcement presence needs to be cleaned up and offered more to remove transient population --- a hotel is not the answer.

Regard to the safety of the children at that school with people coming and going from the hotel. I do feel poor placement idea.

Thank you for listening to my concerns.
Anjuli Sanford
--
Anjuli Byrd

Nayeli Sanchez Luna

From: Kelsie Boettcher <k.boettcher28@gmail.com>
Sent: Friday, June 16, 2023 1:27 PM
To: Nayeli Sanchez Luna
Cc: Kelsie Boettcher
Subject: 43rd and Baseline Hotel

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Nayeli,

I am a resident of Laveen for 5 years. I'm very concerned of the hotel going up on 43rd Ave and Baseline. Having traveling and non-community members stay so close to schools is a big safety risk to our kids. Baseline is already so congested, adding a large amount of people in a small square footage also poses a safety risks to pedestrians and drivers.

Phoenix needs to focus on the current transient problem before inviting additional people to temporarily stay in our community.

Thank you
Kelsie Boettcher
--
Sincerely,

Kelsie Boettcher
--
Sincerely,

Kelsie Boettcher

Nayeli Sanchez Luna

From: Rachel Loftus <rachelh41@hotmail.com>
Sent: Friday, June 16, 2023 3:09 PM
To: Nayeli Sanchez Luna
Subject: In Regards to Hotel Planning in Laveen

Follow Up Flag: Follow up
Flag Status: Flagged

Good afternoon...

To whom it may concern.

I am writing to inform you of my concern of a proposed hotel being built at 43rd avenue and Baseline in Laveen. As a parent of a teenage child and who has lived in the area for sixteen years plus, I am concerned as there are 3 schools within that corner and it is inappropriate to build a hotel that close to schools. It is not the place for a hotel! The amount of traffic that already goes through those corners during the school year is horrendous and many accidents. We do not need to be putting our children in further danger by adding a hotel where there will be traffic coming and going at a regular rate and furthermore hotels do bring in other types of business that are inappropriate for our children and community. Thisbidea is horrific and needs to be abolished.

If it is believed that a hotel is needed in this area, a better place to build a hotel would be at the 202 and 59th Avenue right off the freeway and where the shops and restaurants are being built so that people that are at hotels have access to walking to restaurants as well.

A hotel should never be right in the middle of the community where families live and gather for school and other activities. They are not meant to be in such a location.

Thank you for your time.

Rachel Loftus
Realtor
602-481-9940
Sent from my T-Mobile 5G Device
Get Outlook for Android [aka.ms]

Nayeli Sanchez Luna

From: Reajul Lasker <rahat032886@yahoo.com>
Sent: Friday, June 16, 2023 3:17 PM
To: Nayeli Sanchez Luna
Subject: No hotel in laveen please

Follow Up Flag: Follow up
Flag Status: Flagged

Hello, I am writing this email about a concern that we are hearing recently here in laveen. As a laveen residence we don't want any hotel near school or any residential area. That is bad for our community and if we have low brand hotel such Woodbridge or extender America inn than it will bring more crime and prostitution. I hope you will take our voice seriously over corporations.

Thank you

Sent from Yahoo Mail for iPhone [mail.onelink.me]

Nayeli Sanchez Luna

From: eddd2@aol.com
Sent: Friday, June 16, 2023 8:58 PM
To: Nayeli Sanchez Luna
Subject: Proposed hotel in Laveen

Follow Up Flag: Follow up
Flag Status: Flagged

I want to strongly express my opposition to the proposed hotel at 43rd Ave and Baseline Rd. I have been a Laveen resident for 18 years and have watched the community grow in my time here. I don't always agree with the changes but this time I feel the need to express my opposition. We already have a growing problem on the corner of 51st ave and Baseline. This issue is not easily resolved and is an ongoing conversation among the community. As our elected official I implore you stand with the Laveen community in opposition to this proposed hotel to be build directly across the street from an elementary school. You response is most welcome.
Tina Banks
602-237-8207

Nayeli Sanchez Luna

Subject: FW: NEC 43rd Ave & Baseline

From: Lorelee <leevalle24@gmail.com>
Sent: Tuesday, June 20, 2023 7:38 PM
To: Council District 7 PCC <council.district.7@phoenix.gov>; Council District 8 PCC <council.district.8@phoenix.gov>; Nayeli Sanchez Luna <nayeli.sanchez.luna@phoenix.gov>
Subject: NEC 43rd Ave & Baseline

Good Evening,

I hope this email finds you all well. It has been brought to the communities attention that a hotel is in proposal for the Northeast corner of 43rd Avenue and Baseline Road in Laveen. I highly advise that you reject this proposal keeping in mind the safety of our children and community.

As you all know Laveen is having increasing issues with narcotic sales, theft, vandalism, and homelessness mainly up and down Baseline Road. We have two schools across the street from this location and a family clinic would be neighboring this site if built. The hotel unfortunately would attract these people further into our neighborhoods but most importantly put children's lives in danger as we all know and have heard fentanyl is now being marketed as candy of different colors.

I strongly urge you to please reconsider this construction of the hotel and keep not only our children in mind but the safety of our Laveen community. Please reject this proposal, build a park or water pad instead for our community to enjoy.

Thank you for your time!

Regards,
Lorelee Valle

Nayeli Sanchez Luna

From: Delianna Molina <deliannamolina79@gmail.com>
Sent: Wednesday, June 21, 2023 12:56 PM
To: Nayeli Sanchez Luna
Subject: Hotel In Laveen

Follow Up Flag: Follow up
Flag Status: Flagged

I just want to write this email to express my feelings about a Hotel in Laveen. This honestly shouldn't even be a thought, the amount of homeless/drug addicts we have in Laveen already is ridiculous. You cant even shop at a store without having to see them all around passed out on the floor. I live in laveen & drive to avondale just to avoid that mess. Our community is a disaster already, and if Laveen were to add a hotel, it would look like 51st & McDowell.

If you really want Laveen to look so much more worse, then consider the hotel. However from myself, it is a big HUGE NO!!

Thank you for your time.

Thank You,

Delianna Molina

Nayeli Sanchez Luna

From: Claudia Malone <maloneclaudia42@yahoo.com>
Sent: Thursday, June 22, 2023 8:40 PM
To: Nayeli Sanchez Luna
Subject: Planning and development planning Laveen

Follow Up Flag: Follow up
Flag Status: Flagged

Hello I am writing against the hotel being built in the proximity of not 1 or 2 but 3 schools. Our community is already being effected by homelessness and drug abuse that can be seen all over baseline. The Walgreens circle k Safeway and fry's sonic all have a rise in crime. People cannot work without having extra security around and still not being able to control crime rates or stealing assault or someone being shot. Kids adults cannot safely ride the bus or be around the bus stop without witnessing this amount of crime. Building a hotel/extended stay this crime will surely move into the community again in proximity by our children of all ages to school aged to high school. this a for certain. Our kids in Laveen will be effected in a negative way they will probably not be able to walk around without seeing crime or being part of assault. People don't respect anything do not bring this to the proximity of the schools where our vunurable innocent children go to school. They diserve better. They should be able to safely be able to walk to school and back without worrying about random people being exposed to crime or people doing drugs openly, committing crime. Hotel/extended stay owners this is not what the children of Laveen need at all or the families to worry if the kids will get home safe. Eliminate the need to bring crime into these sacred areas. A hotel should NOT be a option in this proximity. Shame on developers for thinking this would be a good idea for our community. We need to build not to destroy. This will not be worth it for our community in any way shape or form. No amount of money is worth our children. I hope you read this and reflect. This is not appropriate for the area. Money can be made elsewhere. If this continues I hope the hotel/extended stay would be liable for any crimes committed without this proximity and also hire extra police officers during school times. We in Laveen cannot pay for this as it should be the owners liability to ensure safety. People working in the hotel/extended stay would not be able to work comfortably, if we already cannot work safely without having security in the surrounding areas. Hotel owners will and should be liable and if anything happens to the children if this goes forward. Pull away and build in a different areas with no schools that have the majority of Laveen children around.

Sent from Yahoo Mail for iPhone [mail.onelink.me]

Dan Penton
8216 S 42nd Ave
Laveen, AZ 85339
(602) 384-8201
dpenton85339@gmail.com

21st June, 2023

RE: GPA-LV-2-23-7 AND COMPANION CASE Z-29-23-7 (NEC 43RD AVE & BASELINE RD)

To whom it may concern,

I am submitting this letter with the intent of opposing the approval and development of a proposed Woodspring Suites Extended Stay Hotel at 43rd Ave and Baseline Rd in Laveen: Potential Adverse Impacts to the Neighborhood and Schools:

The proposed development of a Woodspring Suites Extended Stay hotel at the intersection of 43rd Ave and Baseline Rd in Laveen raises concerns about the potential adverse impacts on the neighborhood, particularly due to its proximity to four schools within a quarter mile. This paper opposes the approval and development of the hotel, highlighting the potential negative consequences and advocating for careful consideration of the community's well-being.

Negative Impact on the Neighborhood:

Increased Traffic and Congestion: The addition of a hotel in the neighborhood is likely to increase traffic flow, especially during peak times. This can lead to congestion, longer commute times for residents, and potential safety hazards around the school zones. Moreover, the presence of extended-stay guests may result in a higher number of vehicles circulating in the area, further exacerbating the traffic situation.

Noise and Disruption: Hotels in general, and more specifically extended stay hotels, often attract a transient population, leading to increased noise levels and potential disturbances for the neighboring residents. This can have a detrimental effect on the overall quality of life, especially for families residing in close proximity to the proposed location. The presence of a hotel can disrupt the peace and tranquility of the neighborhood, negatively impacting the residents' well-being.

Safety Concerns: The proximity of the proposed hotel to four schools raises valid safety concerns. Increased traffic, unfamiliar faces, and potential criminal activity associated with transient populations can compromise the safety of the students and staff. It is crucial to prioritize the safety and security of educational institutions, and the development of a hotel in such close proximity poses unnecessary risks.

Negative Influence on Property Values: The introduction of a Woodspring Suites Extended Stay hotel may have a detrimental effect on property values in the neighborhood. The presence of an extended-stay hotel can create the perception of instability and transience, potentially deterring prospective homebuyers. This can lead to decreased property values, impacting the financial well-being of residents and potentially the long-term stability of the community.

Conclusion:

Given the potential adverse impacts on the neighborhood and its proximity to four schools, it is crucial to oppose the approval and development of a Woodspring Suites Extended Stay hotel at 43rd Ave and Baseline Rd in Laveen. It is essential to prioritize the well-being, safety, and quality of life of the residents, especially in areas closely connected to educational institutions. By carefully considering the potential negative consequences, alternative development options that align with the needs and character of the community can be explored to ensure a thriving and harmonious neighborhood.

Respectfully,

Dan Penton

ATTACHMENT C

City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

ADDENDUM A
Staff Report Z-29-23-7
*REVISED October 10, 2023

Laveen Village Planning Committee Meeting Date:	September 11, 2023
Planning Commission Hearing Date:	October 5, 2023
Request From:	S-1 PCD (Ranch or Farm Residence, Planned Community District) (7.53 acres)
Request To:	C-1 (Neighborhood Retail) (7.53 acres)
Proposal:	Commercial uses
Location:	Approximately 255 feet east of the northeast corner of 43rd Avenue and Baseline Road
Owner/Applicant:	43rd Ave and Baseline Development, LLC
Representative:	Manjula Vaz, Gammage & Burnham, PLC
Staff Recommendation:	Approval, subject to stipulations

The purpose of this addendum is to revise the language for Stipulation Nos. 5 and 19 per the applicant's request, to clarify vehicular entry standards and the process for additional community input on development plans for Lot 6.

Staff recommends modifying Stipulation No. 5 to ensure that all vehicular entrances are treated with landscaping.

Staff recommends a modification to Stipulation No. 19 to ensure that any future conceptual site plan or elevations for Lot 6 are reviewed and approved by the Planning Hearing Officer (PHO) through the public hearing process.

Staff recommends approval per the modified stipulations provided below:

Overall Site

1. All perimeter street facing building elevations and the south elevation on Lot 5, as depicted on the Site Plan date stamped August 18, 2023, shall contain architectural features that reflect modern agrarian architecture including, but

not limited to, detailing such as pitched roof elements, variation in window size, overhang canopies and exterior accent materials such as metal, wood, and stone, as approved by the Planning and Development Department.

2. Enhanced pedestrian connections and pedestrian circulation shall be provided throughout the site as described below, as approved or modified by the Planning and Development Department.

    a. Pedestrian pathways shall be a minimum of 5 feet in width.

    b. The following lighting treatment shall be provided throughout the pedestrian pathways:

        i. Maximum 15-foot high lighting.

        ii. A minimum of one foot candle illumination maintained throughout the pathways.

        iii. Uniform lighting shall be placed along the entire pathway to avoid bright high glare areas and low visibility dark areas.

    c. One of the following elements shall be provided at each exterior entrance/exit to the pedestrian pathways in close proximity to the multi-use trails:

        i. Bollard path light

        ii. Public art

        iii. Decorative directional signage

        iv. Building design elements that emphasize the pathway entrance

3. Where pedestrian walkways cross a vehicular path, the pathway shall be constructed of decorative pavers, stamped or colored concrete, or other pavement treatments that visually contrast parking and drive aisle surfaces, as approved by the Planning and Development Department.

4. All pedestrian walkways, including sidewalks, shall be shaded by a structure, landscaping at maturity, or a combination of the two to provide a minimum of 75% shade, as approved by the Planning and Development Department. Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.

5. ~~**The primary**~~ **ALL** vehicular entrance**S** to the development shall include the following elements, as approved by the Planning and Development Department:

    a. Enhanced landscaping planters on both sides, excluding the north side of the entry/exit drive along 43rd Avenue, with a minimum of 250 square feet of landscaping.

    b. A minimum 5-foot-wide landscape median, planted with a variety of at least three plant materials, and minimum 2-inch caliper, single-trunk, large canopy, drought-tolerant shade trees planted 20 feet on center or in equivalent groupings.

6. All uncovered surface parking lot area shall be landscaped with minimum 2-inch caliper, single trunk, large canopy, drought tolerant shade trees. Landscaping shall be dispersed throughout the parking area and achieve 25% shade at maturity, as approved by Planning and Development Department.

7. Bicycle parking spaces shall be shaded by a structure, landscaping at maturity, or a combination of the two to provide a minimum of 75% shade, as approved by the Planning and Development Department.

8. A 30-foot-wide multi-use trail easement (MUTE) shall be dedicated along Baseline Road and a minimum 10-foot-wide multi-use trail (MUT) shall be constructed within the easement in accordance with the MAG supplemental detail and as approved or modified by the Planning and Development Department.

9. A 30-foot-wide multi-use trail easement (MUTE) shall be dedicated along 43rd Avenue and a minimum 10-foot-wide multi-use trail (MUT) shall be constructed within the easement in accordance with the MAG supplemental detail and as approved or modified by the Planning and Development Department.

10. A minimum of 2% of the required parking spaces shall be EV Capable. This stipulation is applicable to the overall development and shall not be applied on an individual lot basis.

11. A minimum of two green infrastructure (GI) techniques for stormwater management shall be implemented per the Greater Phoenix Metro Green Infrastructure and Low Impact Development Details for Alternative Stormwater Management, as approved or modified by the Planning and Development Department.

12. Access points on Baseline Road, adjacent to the development, shall be median restricted to permit right-in/right out turn movements only, as approved

or modified by the Street Transportation Department and the Planning and Development Department.

13. The streetscape on both sides of the existing detached sidewalk along the east side of 43rd Avenue shall be replenished and planted to the following standards, as approved by the Planning and Development Department.

    a. Minimum 2-inch caliper, single-trunk, large canopy, drought-tolerant shade trees planted 20 feet on center or in equivalent groupings.

    b. Drought-tolerant shrubs, accents and vegetative groundcovers maintained to a maximum height of 24 inches to achieve a minimum of 75% live coverage at maturity.

    Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.

14. The streetscape on both sides of the existing detached sidewalk and the landscape median along Baseline Road shall be replenished and planted to the following standards, as approved by the Planning and Development Department.

    a. Minimum 2-inch caliper, single-trunk, large canopy, drought-tolerant shade trees planted 20 feet on center or in equivalent groupings.

    b. Drought-tolerant shrubs, accents and vegetative groundcovers maintained to a maximum height of 24 inches to achieve a minimum of 75% live coverage at maturity.

    Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.

15. All existing overhead power lines 12 kv and smaller in size along the site's Baseline Road frontage shall be undergrounded. The developer shall coordinate with the affected power company for design and approval.

16. All streets within and adjacent to the development shall be constructed 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.

17. 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.

18. Prior to preliminary site plan approval, the landowner shall execute a Proposition 207 waiver of claims form. The waiver shall be recorded with the Maricopa County Recorder's Office and delivered to the City to be included in the rezoning application file for record.

Lots 1, 2, 3, 4, and 6, as depicted on the Site Plan date stamped August 18, 2023

19. Conceptual site plan and elevations for Lot 4 **AND LOT 6** shall be reviewed and approved by the Planning Hearing Officer (PHO) through the public hearing process for stipulation modification prior to preliminary site plan approval. This PHO review is a legislative review for conceptual building elevations only. Specific development standards and requirements may be determined by the PHO and the Planning and Development Department.

20. A minimum of 4 bicycle parking spaces per building shall be provided through Inverted U and/or artistic racks located near building entrances and installed per the requirements of Section 1307.H. of the Phoenix Zoning Ordinance, as approved by the Planning and Development Department.

21. A minimum of 2 of the required bicycle parking spaces per building shall include standard electrical receptacles for electric bicycle charging capabilities, as approved by the Planning and Development Department.

Lot 5, as depicted on the Site Plan date stamped August 18, 2023

22. Conceptual site plan and elevations for Lot 5 shall be reviewed and approved by the Planning Hearing Officer (PHO) through the public hearing process for stipulation modification prior to preliminary site plan approval. This PHO review is a legislative review for conceptual building elevations only. Specific development standards and requirements may be determined by the PHO and the Planning and Development Department.

23. A minimum of 12 bicycle parking spaces shall be provided through Inverted U and/or artistic racks located near building entrances and installed per the requirements of Section 1307.H. of the Phoenix Zoning Ordinance, as approved by the Planning and Development Department.

24. A minimum of 4 of the required bicycle parking spaces shall include standard electrical receptacles for electric bicycle charging capabilities, as approved by the Planning and Development Department.

Laveen
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-29-23-7

Date of VPC Meeting	September 11, 2023
Request From	S-1 PCD
Request To	C-1
Proposal	Commercial uses
Location	Approximately 255 feet east of the northeast corner of 43rd Avenue and Baseline Road
VPC Recommendation	Approval, per the staff recommendation (Addendum A)
VPC Vote	7-1

VPC DISCUSSION:

Item No. 4 (GPA-LV-2-23-7) and Item No. 5 (Z-29-23-7) were heard together. Two members of the public registered to speak on these items.

Staff Presentation:

Nayeli Sanchez Luna, staff, presented an overview of GPA-LV-2-23-7 and Z-29-23-7. Mrs. Sanchez Luna discussed the location of the site, the requested zoning designation, the surrounding land uses, and the proposed General Plan Land Use Map designation. Mrs. Sanchez Luna provided an overview of the proposed development including the site plan and elevations. Mrs. Sanchez Luna concluded the presentation by summarizing the staff findings, providing the staff recommendation and proposed stipulations.

Applicant Presentation:

Manjula M. Vaz, representing the applicant with Gammage and Burnham, provided an overview of the proposed case. Ms. Vaz noted that the original proposal included a hotel on the north side of the property; however, due to public comment the hotel was removed. Ms. Vaz added that the proposed child daycare was also removed from the request. Ms. Vaz summarized the site plan configuration, multi-use trail along Baseline Road and 43rd Avenue, and displayed the proposed renderings. Ms. Vaz concluded the presentation by summarizing the staff recommendation and public outreach.

Questions from the committee:

Patrick Nasser-Taylor stated that he appreciated the applicant's response to community concerns and removed the hotel.

Mixen Rubio-Raffin asked for more information regarding the proposed bicycle infrastructure. **Ms. Vaz** noted that the proposed development would include numerous bicycle parking spaces and electric scooter infrastructure.

Rebecca Perrera asked staff if Lot 5 and 6 would return to the committee. **Mrs. Sanchez Luna** confirmed that Lot 5 and 6 would have to go through the PHO process and will return to the committee for a recommendation.

Carlos Ortega noted that he had concerns with the proposed commercial development. Mr. Ortega added that the proposal would cause an increase in traffic congestion, vandalism, and a flood of students from adjacent schools. Mr. Ortega stated that he would have preferred professional uses such as offices.

Ms. Rubio-Raffin asked how bicyclist, including students, would navigate the site safely. Ms. Rubio-Raffin wanted to ensure that the design accommodated bicyclist and pedestrians. **Ms. Vaz** noted that the multi-use trials along Baseline Road and 43rd Avenue have a landscape buffer that would separate it from vehicle traffic.

Vice Chair Stephanie Hurd stated that she supported the proposal and was in favor of the proposed uses.

Chair Linda Abegg asked staff if the letters of opposition were submitted before or after the hotel was removed. **Mrs. Sanchez Luna** confirmed that the letters were received before the hotel was removed.

Public Comment:

Phil Hertel noted that the adjacent schools cause a lot of traffic congestion and was opposed to right-in and right-out on Baseline Road. Mr. Hertel noted that the proposed uses would increase traffic congestion. Mr. Hertel stated that the north property line should be lined with two rows of trees. **Ms. Vaz** noted that the property was surrounded by approximately 400 feet of open space and was not adjacent to residential uses.

Chair Abegg noted that she favored the drive through aisles along the back of the restaurants and not along Baseline Road.

Carlos Ortega asked if a chain link fence would be placed around the open space area around the proposed development. **Ms. Vaz** stated that the commercial development will have a six-foot tall cement wall.

Dan Penton stated that the intersection on 43rd Avenue and Baseline Avenue was unsafe and that the commercial development could offer an opportunity to slow down traffic. Mr. Penton requested traffic speed to be reduced next to the schools. Mr. Penton noted that he was in favor of the electric vehicle infrastructure but would like to see secured and shaded bicycle parking. Mr. Penton added that the proposal would create a walkable destination, so the community no longer had to go to 35th Avenue or 51st Avenue.

Applicant Response:

None.

Committee Discussion:

Mr. Ortega stated that there should be a stipulation that limit the type of uses for the unknown commercial portions. **Chair Abegg** noted that Lot 4, 5, and 6 would have to return to the committee for recommendation through the PHO process. **Mr. Ortega** stated that the developer would have all C-1 uses available. **Chair Abegg** noted that any proposal would return to the committee for recommendation. Chair Abegg added that the original concept was multifamily or single-family residential.

Motion:
Vice Chair Stephanie Hurd motioned to recommend approval of Z-29-23-7 per the staff recommendation (Addendum A). **Francisco Barraza** second the motion.

Vote:
7-1, motion to recommend approval of Z-29-23-7 per the staff recommendation (Addendum A) passed with Committee Members Barraza, Jensen, Nasser-Taylor, Perrera, Rubio-Raffin, Hurd, and Abegg in favor and Committee Member Ortega in opposition.

Staff comments regarding VPC Recommendation:

None.

ATTACHMENT E

REPORT OF PLANNING COMMISSION ACTION
October 5, 2023

ITEM NO: 7	
	DISTRICT NO.: 7
SUBJECT:	
Application #:	Z-29-23-7 (Companion Case GPA-LV-2-23-7)
Location:	Approximately 255 feet east of the northeast corner of 43rd Avenue and Baseline Road
From:	S-1 PCD
To:	C-1
Acreage:	7.53
Proposal:	Commercial uses
Applicant:	43rd Ave and Baseline Development, LLC
Owner:	43rd Ave and Baseline Development, LLC
Representative:	Manjula M. Vaz, Gammage & Burnham, PLC

ACTIONS:

Staff Recommendation: Approval, subject to stipulations.

Village Planning Committee (VPC) Recommendation:
Laveen 9/11/2023 Approval, per the staff recommendation (Addendum A). Vote: 7-1.

Planning Commission Recommendation: Approval, per the Laveen Village Planning Committee recommendation.

Motion Discussion: N/A

Motion details: Acting Vice-Chairperson Busching made a MOTION to approve Z-29-23-7, per the Laveen Village Planning Committee recommendation.

Maker: Acting Vice-Chairperson Busching
Second: Gorraiz
Vote: 7-0
Absent: Gaynor and Mangum
Opposition Present: No

Findings:

1. The proposal will develop vacant property and provide a high quality commercial development adjacent to two arterial streets.

2. The proposed development contains enhanced standards that will result in a more walkable, shaded and pedestrian-friendly environment. The development will provide increased shade which will help to reduce the urban heat island effect.

3. The stipulated landscaping and planting standards are above the required minimum standards and will make the proposal compatible with the surrounding land uses.

Stipulations:

Overall Site

1. All perimeter street facing building elevations and the south elevation on Lot 5, as depicted on the Site Plan date stamped August 18, 2023, shall contain architectural features that reflect modern agrarian architecture including, but not limited to, detailing such as pitched roof elements, variation in window size, overhang canopies and exterior accent materials such as metal, wood, and stone, as approved by the Planning and Development Department.

2. Enhanced pedestrian connections and pedestrian circulation shall be provided throughout the site as described below, as approved, or modified by the Planning and Development Department.

    a. Pedestrian pathways shall be a minimum of 5 feet in width

    b. The following lighting treatment shall be provided throughout the pedestrian pathways:

        i. Maximum 15-foot high lighting

        ii. A minimum of one foot candle illumination maintained throughout the pathways.

        iii. Uniform lighting shall be placed along the entire pathway to avoid bright high glare areas and low visibility dark areas.

    c. One of the following elements shall be provided at each exterior entrance/exit to the pedestrian pathways in close proximity to the multi-use trails:

        i. Bollard path light

        ii. Public art

        iii. Decorative directional signage

        iv. Building design elements that emphasize the pathway entrance

3. Where pedestrian walkways cross a vehicular path, the pathway shall be constructed of decorative pavers, stamped, or colored concrete, or other pavement treatments that visually contrast parking and drive aisle surfaces, as approved by the Planning and Development Department.

4. All pedestrian walkways, including sidewalks, shall be shaded by a structure, landscaping at maturity, or a combination of the two to provide a minimum of 75% shade, as approved by the Planning and Development Department. Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.

5. ~~The primary~~ ALL vehicular entranceS to the development shall include the following elements, as approved by the Planning and Development Department:

a. Enhanced landscaping planters on both sides, excluding the north side of the entry/exit drive along 43rd Avenue, with a minimum of 250 square feet of landscaping.

b. A minimum 5-foot-wide landscape median, planted with a variety of at least three plant materials, and minimum 2-inch caliper, single-trunk, large canopy, drought-tolerant shade trees planted 20 feet on center or in equivalent groupings.

6. All uncovered surface parking lot area shall be landscaped with minimum 2-inch caliper, single trunk, large canopy, drought tolerant shade trees. Landscaping shall be dispersed throughout the parking area and achieve 25% shade at maturity, as approved by Planning and Development Department.

7. Bicycle parking spaces shall be shaded by a structure, landscaping at maturity, or a combination of the two to provide a minimum of 75% shade, as approved by the Planning and Development Department.

8. A 30-foot-wide multi-use trail easement (MUTE) shall be dedicated along Baseline Road and a minimum 10-foot-wide multi-use trail (MUT) shall be constructed within the easement in accordance with the MAG supplemental detail and as approved or modified by the Planning and Development Department.

9. A 30-foot-wide multi-use trail easement (MUTE) shall be dedicated along 43rd Avenue and a minimum 10-foot-wide multi-use trail (MUT) shall be constructed within the easement in accordance with the MAG supplemental detail and as approved or modified by the Planning and Development Department.

10. A minimum of 2% of the required parking spaces shall be EV Capable. This stipulation is applicable to the overall development and shall not be applied on an individual lot basis.

11. A minimum of two green infrastructure (GI) techniques for stormwater management shall be implemented per the Greater Phoenix Metro Green Infrastructure and Low Impact Development Details for Alternative Stormwater Management, as approved or modified by the Planning and Development Department.

12. Access points on Baseline Road, adjacent to the development, shall be median restricted to permit right-in/right out turn movements only, as approved or modified by the Street Transportation Department and the Planning and Development Department.

13. The streetscape on both sides of the existing detached sidewalk along the east side of 43rd Avenue shall be replenished and planted to the following standards, as approved by the Planning and Development Department.

a. Minimum 2-inch caliper, single-trunk, large canopy, drought-tolerant shade trees planted 20 feet on center or in equivalent groupings.

b. Drought-tolerant shrubs, accents and vegetative groundcovers maintained to a maximum height of 24 inches to achieve a minimum of 75% live coverage at maturity.

Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a

pedestrian environment.

14. The streetscape on both sides of the existing detached sidewalk and the landscape median along Baseline Road shall be replenished and planted to the following standards, as approved by the Planning and Development Department.

    a. Minimum 2-inch caliper, single-trunk, large canopy, drought-tolerant shade trees planted 20 feet on center or in equivalent groupings.

    b. Drought-tolerant shrubs, accents and vegetative groundcovers maintained to a maximum height of 24 inches to achieve a minimum of 75% live coverage at maturity.

    Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment

15. All existing overhead power lines 12 kv and smaller in size along the site's Baseline Road frontage shall be undergrounded. The developer shall coordinate with the affected power company for design and approval.

16. All streets within and adjacent to the development shall be constructed 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.

17. 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.

18. Prior to preliminary site plan approval, the landowner shall execute a Proposition 207 waiver of claims form. The waiver shall be recorded with the Maricopa County Recorder's Office and delivered to the City to be included in the rezoning application file for record.

Lots 1, 2, 3, 4, and 6, as depicted on the Site Plan date stamped August 18, 2023

19. Conceptual site plan and elevations for Lot 4 AND LOT 6 shall be reviewed and approved by the Planning Hearing Officer (PHO) through the public hearing process for stipulation modification prior to preliminary site plan approval. This PHO review is a legislative review for conceptual building elevations only. Specific development standards and requirements may be determined by the PHO and the Planning and Development Department.

20. A minimum of 4 bicycle parking spaces per building shall be provided through Inverted U and/or artistic racks located near building entrances and installed per the requirements of Section 1307.H. of the Phoenix Zoning Ordinance, as approved by the Planning and Development Department.

21. A minimum of 2 of the required bicycle parking spaces per building shall include standard electrical receptacles for electric bicycle charging capabilities, as approved by the Planning and Development Department.

Lot 5, as depicted on the Site Plan date stamped August 18, 2023

22. Conceptual site plan and elevations for Lot 5 shall be reviewed and approved by the Planning Hearing Officer (PHO) through the public hearing process for stipulation modification prior to preliminary site plan approval. This PHO review is a legislative review for conceptual building elevations only. Specific development standards and requirements may be determined by the PHO and the Planning and Development Department.

23. A minimum of 12 bicycle parking spaces shall be provided through Inverted U and/or artistic racks located near building entrances and installed per the requirements of Section 1307.H. of the Phoenix Zoning Ordinance, as approved by the Planning and Development Department

24. A minimum of 4 of the required bicycle parking spaces shall include standard electrical receptacles for electric bicycle charging capabilities, as approved by the Planning and Development Department

This publication can be made available in alternate format upon request. Please contact Teleia Galaviz 602-602-291-2559, TTY use 7-1-1

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Nardo Mendoza
3926 W Brill Pl
Phoenix 85041

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Gariane Ladd
Gariane Ladd
3922 W Arlington Cir
Phoenix, AZ 85041

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Glenn Davis
3922 W. Arlington
Circle Phoenix 85041

CITY OF PHOENIX
AUG 28 2023
Planning & Development
Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Christopher Carnes
3914 W Purdue St Phoenix
AZ 85041

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Chelsea Carassoso
7413 S 43rd Dr

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Joseph V Morado
4314 W. Ellis

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Bob Sterling

4329 W Darrow St

CITY OF PHOENIX

AUG 28 2023

Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

William Tifh
4402 W Banner Dr
Laveen, AZ 85339

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Cynthia Perea
4410 W Donner Dr
Laveen, AZ 85339

CITY OF PHOENIX

AUG 28 2023

Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Denise Contreras
1522 S 44th Dr
Laveen, AZ
85339

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

James Tevebaugh

4315 W. Darrow St.

CITY OF PHOENIX

AUG 28 2023

Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Jeff Smith
7253 S 43rd Dr
85339

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Lillian Baster
Lillian Baster
4331 N Park St
Buckeye AZ 85339
762 563 1080

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Rosa Nelson
ROSA NELSON
4418 W Dunbar Dr
Laveen, AZ 85339

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Eddie Escalante
4328 W PARK

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Vanessa Karim
Vanessa Karim
4317 W Fremont Rd
Laveen, AZ 85339

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Steve Ferros
4313 W Fremont Rd
85041

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Gendro Castaneda
4301 W. Fremont Rd
Laveen, AZ 85339

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Elsio Tovar
4326 W Fremont Rd
Laveen AZ 85339

CITY OF PHOENIX

AUG 28 2023

Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Nathalie Grgalva
Nathalie Grgalva
4315 w carson Rd
Laveen AZ 85339

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Ricardo Hernandez
Ricardo Hernandez
4206 W. Beautiful Ln.
Laveen, AZ 85339.

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Michael Lee

11104 W Beautiful Ln
Laveen, AZ

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Jose Alvarez
7230 S 42nd Ln

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

NHAN NGUYEN
7232 S 42ND DR
PHOENIX AZ 85041

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Albert Pete
4010 W. Fremont

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Jules Prince
7214 S 46th Ln
Phoenix AZ 85041

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Gerber Rocha
Gerber Rocha
7210 S 40th Ln
Phoenix AZ, 85041

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Angeline Ramallo
4038 W Carter Rd
Phx, AZ 85041

CITY OF PHOENIX

AUG 28 2023

Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Jesus Olivas
4025 W Carter Rd

CITY OF PHOENIX

AUG 28 2023

Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Geralynn Espinoza
1018 W Carter Rd
Phoenix AZ 85041

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

3017 W Carver Rd Phx 85041
Mark Rojo
Mark Rojo

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Sarah Gonzales 480-34[illegible]
4009 W [illegible] AVE 85041

CITY OF PHOENIX

AUG 28 2023

Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Johnny Martinez
4106 W Carter Rd
Phx AZ 85041

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Claudia Valles
7002 S. 42 LN
Phoenix AZ 85041

CITY OF PHOENIX

AUG 28 2023

Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Reyna Rodriguez
4017 W 12th ST
85041

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

K Jones
Keisha Jones
4022 N Park Street
Phoenix AZ 85041

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Victoria Johnson CNSP
4037 W. Park. St.

CITY OF PHOENIX

AUG 28 2023

Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Karen Mendoza
Karen Mendoza
7226 S. 40th Ln

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Michael Cagley
7222 S 40th Ln
Phoenix AZ 85041

CITY OF PHOENIX

AUG 28 2023

Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Avery A. Burns
4013 W Pollack St.
Phoenix, AZ 85041

CITY OF PHOENIX

AUG 28 2023

Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Tajah Villa
Tajah Villa
7410 S 40th Ave Phx AZ 85041

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Ramona Limon
Ramona Limon
1414 S. 40th AVE
Phoenix, AZ 85041

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

James Gitau
7406 40th Lane

CITY OF PHOENIX

AUG 28 2023

Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Linda Anderson
Linda Anderson
4129 W Irwin Ave

CITY OF PHOENIX

AUG 28 2023

Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Tasha Rahman
Hadi Rahman
4125 W Robin Ave

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Susana Nunez
7001 S 41st Dr.

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Denisha Knight
4120 W. Maldonado Rd
Phoenix AZ 85041

CITY OF PHOENIX

AUG 28 2023

Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Brittany Gradin
4145 W Maldonado Rd.

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

7010 S. 41st DR
Phx AZ 85041

CITY OF PHOENIX

AUG 28 2023

Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Santa Mancia

4238 W Carol Rd Phx AZ 85041

CITY OF PHOENIX

AUG 28 2023

Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Vanessa B. Cole
7210 S 42nd Lane
Phoenix, AZ 85041
602 317-5266

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Pauline Camille
Darlene Manilla
7216 S 42ND Dr Phoenix
Az 85041

CITY OF PHOENIX

AUG 28 2023

Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Alex Martinez
4142 N Cortez
Rd Scott Phx AZ

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Erin Baluzi
4138 E Carter Rd
Phoenix, AZ 85044

CITY OF PHOENIX

AUG 28 2023

Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Terri Bethel
4130 W Carter Rd
Phoenix, AZ 85041

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Lisa McDonald
LISA MCDONALD
4114 W. Carol
Phoe, AZ 85041

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Brittni Morgan
7210 S 41st Dr
Phoenix, AZ 85041

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

DeAndre Garland
7203 S 41st Ln
Phx/AZ 85041

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Jason Solorio

7235 S. 41st Lane

CITY OF PHOENIX

AUG 28 2023

Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

David H Jimenez
4125 E Park St
Phoenix, AZ

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Leticia Jimenez

4125 W. Park St
Phoenix, Az 85041

CITY OF PHOENIX

AUG 28 2023

Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Dan Weaver
4101 W Park St
Phoenix, AZ, 85051

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Mayor and City Council Members
City of Phoenix
200 W. Washington Street
Phoenix, Arizona 85003

RE: Pre-App # 23-10 43rd Ave & Baseline

Dear Mayor and Council Members:

I am a nearby resident, and I am writing to express my SUPPORT for the proposed new commercial development located at the northeast corner of 43rd Avenue and Baseline Road. This area is in desperate need of more restaurants to serve the community. Additionally, a boutique hotel at this location would be a welcomed addition to the neighborhood. I have seen the plans and believe this will be a quality project.

I urge you to support this request!

Sincerely,

Dan Van
7229 S. 41st DR
Phx AZ 85041

CITY OF PHOENIX
AUG 28 2023
Planning & Development Department

Nayeli Sanchez Luna

Subject: FW: 43rd Ave zoning change - we are against this change.

From: Christine “Christy” Pacheco <christinesalazar77@gmail.com>
Sent: Tuesday, October 3, 2023 6:02 PM
To: Council District 8 PCC <council.district.8@phoenix.gov>
Subject: 43rd Ave zoning change - we are against this change.

I am a resident and our homes face Dobbins Rd., fast food corners bring large amounts of residential traffic. Currently bike paths are beginning to be installed and walking paths, adding to our children and grandchildren’s walking path. I fear for the safety of our local residents and our horsemen. We already have semi trucks on our streets and Jake braking which contributes to restless nights. Adió ally there is a fire station with excessive amounts of sirens 24 hours a day. I’m not an elderly person I’m active, involved with our community church. And, work with my grand children our oldest is starting to drive. We own an electrical company and we contribute to our state. We are against these restaurants we have so many and do not believe more cars on our streets is going to contribute to our children’s well being and safety.
Fast foods and hotels belong close to industrial parks and freeways, off major streets. Not in family agricultural neighborhoods.

Thank you for your time.

Christine and Ernest Pacheco

Sent from my iPhone
****

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 80

REQUEST TO CONTINUE (SEE ATTACHED MEMO) (CONTINUED FROM OCT. 4, 2023) - Public Hearing and Ordinance Adoption - Rezoning Application Z-19-23-5 - Approximately 500 Feet South of the Southeast Corner of 75th Avenue and Camelback Road (Ordinance G-7176)

Request to hold a public hearing and amend the Phoenix Zoning Ordinance, Section 601, the Zoning Map of the City of Phoenix, by adopting Rezoning Application Z-19-23-5 and rezone the site from R1-6 (Single-Family Residence District) to R-3A (Multifamily Residence District) to allow multifamily residential.

Summary

Current Zoning: R1-6
Proposed Zoning: R-3A
Acreage: 6.50
Proposal: Multifamily residential

Owner: Sheri Ranger, Ranger Homes, LLC
Applicant/Representative: Taylor Earl, Earl & Curley, P.C.

Staff Recommendation: Approval, subject to stipulations.
VPC Action: The Maryvale Village Planning Committee heard this case on July 12, 2023, and recommended approval, per the staff recommendation, by a vote of 10-1.
PC Action: The Planning Commission heard this case on Aug. 3, 2023, and recommended approval, per the Maryvale Village Planning Committee recommendation, by a vote of 8-0.

Location

Approximately 500 feet south of the southeast corner of 75th Avenue and Camelback Road
Council District: 5
Parcel Address: 4705, 4729, 4735 and 4747 N. 75th Ave.

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

ATTACHMENT A

THIS IS A DRAFT COPY ONLY AND IS NOT AN OFFICIAL COPY OF THE FINAL, ADOPTED ORDINANCE

ORDINANCE G-

AN ORDINANCE AMENDING THE ZONING DISTRICT MAP ADOPTED PURSUANT TO SECTION 601 OF THE CITY OF PHOENIX ZONING ORDINANCE BY CHANGING THE ZONING DISTRICT CLASSIFICATION FOR THE PARCEL DESCRIBED HEREIN (CASE Z-19-23-5) FROM R1-6 (SINGLE-FAMILY RESIDENCE DISTRICT) TO R-3A (MULTIFAMILY RESIDENCE DISTRICT).

_____

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF PHOENIX, as follows:

SECTION 1. The zoning of a 6.50-acre site located approximately 500 feet south of the southeast corner of 75th Avenue and Camelback Road in a portion of Section 24, Township 2 North, Range 1 East, as described more specifically in Exhibit "A," is hereby changed from "R1-6" (Single-Family Residence District) to "R-3A" (Multifamily Residence District).

SECTION 2. The Planning and Development Director is instructed to modify the Zoning Map of the City of Phoenix to reflect this use district classification change as shown in Exhibit "B."

SECTION 3. Due to the site's specific physical conditions and the use district applied for by the applicant, this rezoning is subject to the following stipulations,

DRAFT

violation of which shall be treated in the same manner as a violation of the City of Phoenix Zoning Ordinance:

1. The site shall be limited to no more than a total of 112 dwelling units.

2. Buildings shall be set back an average of 45 feet from the southern property line, but in no case shall a building be closer than 15 feet and in no case shall a building with more than 75 feet of building facade directly facing the southern property line be any closer than 60 feet, as approved by the Planning and Development Department.

3. The site shall maintain common area of at least 10 percent of the gross acreage, which may include both active and passive open space, as approved by the Planning and Development Department.

4. The on-site amenities shall include at least a pool, clubhouse, outdoor BBQ area, tot lot, and dog run, as approved by the Planning and Development Department.

5. The maximum building height shall be 30 feet. Architectural detailing above 30 feet may be added for no more than 25% of any building facade and in no case shall such detailing exceed 33 feet, as approved by the Planning and Development Department.

6. The south landscape setback shall be planted with minimum 2-inch caliper, drought tolerant shade trees planted 20 feet on center or in equivalent groupings, as approved by the Planning and Development Department. Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.

7. Resident bicycle parking shall be provided at a rate of 0.25 spaces per dwelling unit, up to a maximum of 50 spaces, as approved by the Planning and Development Department. These spaces shall be located near building entrances or common areas and may be provided through a combination of inverted U- bicycle racks, artistic style racks, “Secure/Covered Facilities” or “Outdoor/Covered Facilities” as defined in Appendix K or the Comprehensive Bicycle Master Plan.

8. A minimum of 5% of the required parking spaces shall be Electric Vehicle (EV) Capable.

9. Where pedestrian pathways cross drive aisles, they shall be constructed of decorative pavers, stamped, or colored concrete, or other pavement treatments (such as striping), as approved by the Planning and Development Department.

DRAFT

10. A minimum of 70 feet of right-of-way shall be dedicated along the east side of 75th Avenue, as approved by the Planning and Development Department.

11. The existing attached sidewalk along 75th Avenue shall be detached to connect to the existing detached sidewalk. The sidewalk shall be minimum 5-feet-wide with a minimum 9-foot-wide landscape area between back of curb and sidewalk to match the existing sidewalk condition on the southwest portion of the site, as approved by the Planning and Development Department.

12. The landscape area within the 75th Avenue right-of-way between the back of curb and sidewalk shall be planted with minimum 2-inch caliper, single trunk, drought tolerant shade trees placed 20 feet on center and near the sidewalk, as approved by the Planning and Development Department. Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.

13. A minimum of one 8-foot-wide shaded pedestrian pathway constructed of decorative material such as brick, pavers, or alternative material shall be provided up to the eastern property line to access the Grand Canal Trail, as approved by the Planning and Development Department.

14. 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.

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.

16. Prior to preliminary site plan approval, the landowner shall execute a Proposition 207 waiver of claims form. The waiver shall be recorded with the Maricopa County Recorder's Office and delivered to the City to be included in the rezoning application file for record.

SECTION 4. If any section, subsection, sentence, clause, phrase or portion of this ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions hereof.

DRAFT

PASSED by the Council of the City of Phoenix this 4th day of October, 2023.

_____
MAYOR

ATTEST:

_____
Denise Archibald, City Clerk

APPROVED AS TO FORM:
Julie M. Kriegh, City Attorney

By:
_____
_____

REVIEWED BY:

_____
Jeffrey Barton, City Manager

Exhibits:
A – Legal Description (3 Pages)
B – Ordinance Location Map (1 Page)

DRAFT

EXHIBIT A

The Land referred to herein below in situated in the County of Maricopa, State of Arizona, and is described as follows:

PARCEL NO. 1:

THAT PART OF THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 2 NORTH, RANGE 1 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT 40 FEET EAST AND 33 FEET SOUTH OF THE NORTHWEST CORNER OF SAID NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 2 NORTH, RANGE 1 EAST;

THENCE SOUTH ALONG A LINE PARALLEL WITH AND 40 FEET EAST OF THE WEST LINE OF SAID NORTHWEST QUARTER, A DISTANCE OF 532.90 FEET TO THE TRUE POINT OF BEGINNING;

THENCE EAST 508.25 FEET ALONG A LINE PARALLEL WITH THE NORTH LINE OF SAID SECTION 24, TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF THE GRAND CANAL;

THENCE SOUTH 41 DEGREES 56 MINUTES 30 SECONDS EAST, ALONG THE SOUTH RIGHT-OF-WAY OF SAID GRAND CANAL 217.31 FEET TO A POINT;

THENCE WEST PARALLEL WITH THE NORTH SECTION LINE, A DISTANCE OF 656.25 FEET TO A POINT ON THE EAST LINE OF 75TH AVENUE, SAID POINT BEING 40 FEET EAST AND 1877 FEET NORTH OF THE WEST QUARTER CORNER OF SAID SECTION 24;

THENCE NORTH 160.00 FEET ALONG SAID EAST LINE, TO THE TRUE POINT OF BEGINNING.

EXCEPT THE WEST 30 FEET THEREOF.

PARCEL NO. 2:

THE NORTH HALF OF THAT PART OF THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 2 NORTH, RANGE 1 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT 70 FEET EAST AND 33 SOUTH OF THE NORTHWEST CORNER OF SAID NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 2 NORTH, RANGE 1 EAST;

DRAFT

THENCE SOUTH ALONG A LINE PARALLEL WITH AND 70 FEET EAST OF THE WEST LINE OF SAID NORTHWEST QUARTER, A DISTANCE OF 532.90 FEET TO THE TRUE POINT OF BEGINNING;

THENCE NORTH A DISTANCE OF 60 FEET POINT;

THENCE EAST 452.96 FEET ALONG A LINE PARALLEL WITH THE NORTH LINE OF SECTION 24 TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF THE GRAND CANAL;

THENCE SOUTH ALONG THE SOUTH RIGHT-OF-WAY LINE OF THE GRAND CANAL TO A POINT BEING THE NORTHEAST CORNER OF THE PROPERTY CONVEYED IN JOINT TENANCY WARRANTY DEED RECORDED AS DOCKET 6900, PAGE 365;

THENCE SOUTH 89 DEGREES 37 MINUTES 50 SECONDS WEST A DISTANCE OF 502.96 FEET TO THE TRUE POINT OF BEGINNING.

PARCEL NO. 3:

THAT PORTION OF THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 2 NORTH, RANGE 1 EAST, OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT 70.00 FEET EAST AND 33.00 FEET SOUTH OF THE NORTHWEST CORNER OF THE NORTHWEST QUARTER OF SAID SECTION 24;

THENCE SOUTH, ALONG A LINE PARALLEL TO AND 70.00 FEET EAST OF THE WEST LINE OF SAID NORTHWEST QUARTER, 692.90 FEET TO THE POINT OF BEGINNING;

THENCE EAST 656.25 FEET, ALONG A LINE PARALLEL TO THE NORTH LINE OF SAID SECTION 24, TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF THE GRAND CANAL;

THENCE SOUTH 41 DEGREES 56 MINUTES 30 SECONDS EAST, 237.68 FEET ALONG THE SOUTH RIGHT-OF-WAY OF THE GRAND CANAL;

THENCE WEST, 817.92 FEET TO A POINT ON THE EAST LINE OF 75TH AVENUE, SAID POINT BEING 70.00 FEET EAST AND 1702.00 FEET NORTH OF THE WEST QUARTER CORNER OF SAID SECTION 24;

THENCE NORTH 175.00 FEET ALONG SAID EAST LINE TO THE POINT OF BEGINNING.

DRAFT

PARCEL NO. 4:

THE SOUTH HALF OF THAT PART OF THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 2 NORTH, RANGE 1 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT 70 FEET EAST AND 33 SOUTH OF THE NORTHWEST CORNER OF SAID NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 2 NORTH, RANGE 1 EAST;

THENCE SOUTH ALONG A LINE PARALLEL WITH AND 70 FEET EAST OF THE WEST LINE OF SAID NORTHWEST QUARTER, A DISTANCE OF 532.90 FEET TO THE TRUE POINT OF BEGINNING;

THENCE NORTH A DISTANCE OF 60 FEET POINT;

THENCE EAST 452.96 FEET ALONG A LINE PARALLEL WITH THE NORTH LINE OF SECTION 24 TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF THE GRAND CANAL;

THENCE SOUTH ALONG THE SOUTH RIGHT-OF-WAY LINE OF THE GRAND CANAL TO A POINT BEING THE NORTHEAST CORNER OF THE PROPERTY CONVEYED IN JOINT TENANCY WARRANTY DEED RECORDED AS DOCKET 6900, PAGE 365;

THENCE SOUTH 89 DEGREES 37 MINUTES 50 SECONDS WEST A DISTANCE OF 502.96 FEET TO THE TRUE POINT OF BEGINNING.

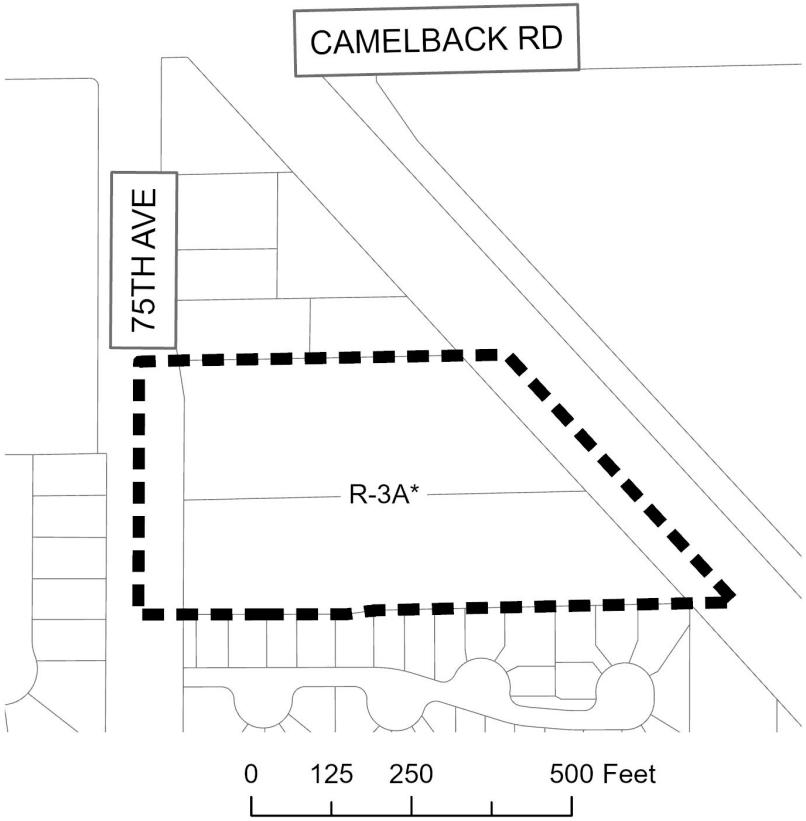
DRAFT

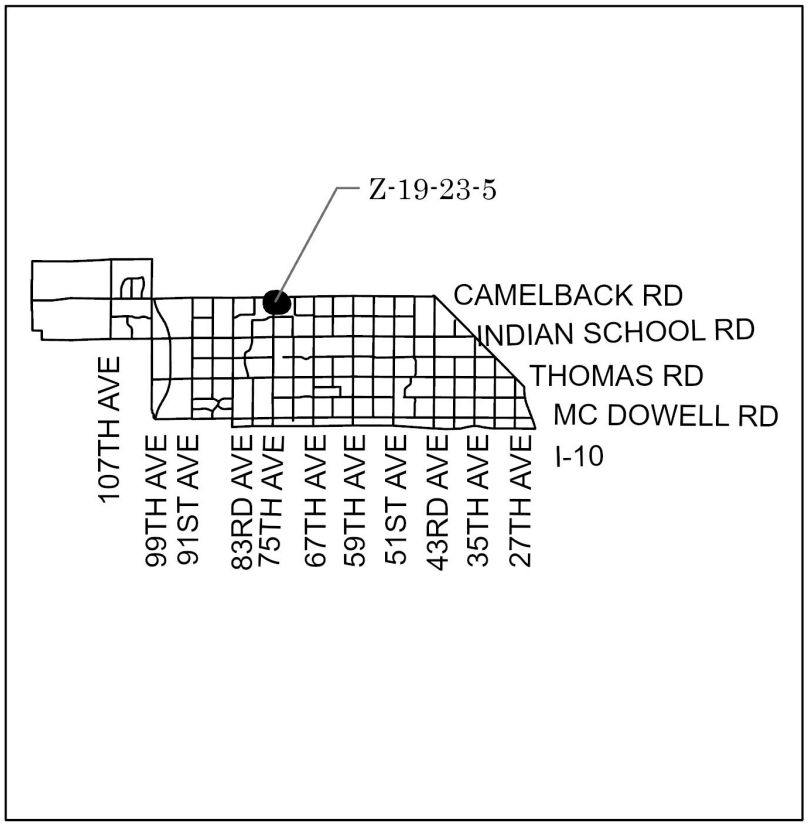
ORDINANCE LOCATION MAP

EXHIBIT B

ZONING SUBJECT TO STIPULATIONS: *
SUBJECT AREA:

Zoning Case Number: Z-19-23-5
Zoning Overlay: N/A
Planning Village: Maryvale





NOT TO SCALE

N

Drawn Date: 7/31/2023

\\one\pdd\Shared\Department Share\Information Systems\PL GIS\IS_Team\Core_Functions\Zoning\SuppMaps_OrdMaps\2023 Ord\9-6-9\9-6-23.aprx

ATTACHMENT B

City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-19-23-5
June 29, 2023

Maryvale Village Planning Committee **Meeting Date:**	July 12, 2023
Planning Commission **Hearing Date:**	August 3, 2023
Request From:	R1-6 (Single-Family Residence District) (6.50 acres)
Request To:	R-3A (Multifamily Residence District) (6.50 acres)
Proposal:	Multifamily residential
Location:	Approximately 500 feet south of the southeast corner of 75th Avenue and Camelback Road
Owner:	Sheri Ranger, Ranger Homes, LLC
Applicant:	Michael S. Buschbacher, Earl & Curley, P.C.
Representative:	Taylor Earl, Earl & Curley, P.C.
Staff Recommendation:	Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Map Designation		Commercial	
Street Map Classification	75th Avenue	Major Arterial	33-foot east half street right-of-way, with a 37-foot right-of-way easement
CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS CORE VALUE; CLEAN NEIGHBORHOODS; LAND USE PRINCIPLE: Facilitate the acquisition of vacant, underutilized and blighted parcels for appropriate redevelopment, compatible with the adjacent neighborhood character and adopted area plans. The subject site is currently vacant and the proposed residential development, as stipulated, is compatible with the existing neighborhood character.			

CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS CORE VALUE; CERTAINTY & CHARACTER; DESIGN PRINCIPLE: Enhance the compatibility of residential infill projects by carefully designing the edges of the development to be sensitive to adjacent existing housing. Create landscape buffers and other amenities to link new and existing development. The proposed development is designed to be sensitive to the existing single-family residences to the south and as stipulated, will provide enhanced buffering along the south property line.
BUILD THE SUSTAINABLE DESERT CITY CORE VALUE; TREES AND SHADE; DESIGN PRINCIPLE: Integrate trees and shade into the design of new development and redevelopment projects throughout Phoenix. The development, as stipulated, provides enhanced levels of trees and shade which will reduce the urban heat island effect while also improving thermal comfort to site users and the surrounding neighborhood.

Applicable Plans, Overlays, and Initiatives
Housing Phoenix Plan – See Background Item No. 5. Tree and Shade Master Plan – See Background Item No. 6. Complete Streets Guiding Principles – See Background Item No. 7. Comprehensive Bicycle Master Plan – See Background Item No. 8. Transportation Electrification Action Plan – See Background Item No. 9. Zero Waste PHX – See Background Item No. 10.

Surrounding Land Uses/Zoning		
	Land Use	**Zoning**
On Site	Vacant	R1-6
North	Animal Hospital and vacant land	C-2
South	Single-family residences	R1-6
East	Grand Canal and radio tower	R-3 SP
West (across 75th Avenue)	Single-family residences and agricultural	R1-6, C-2

R-3A (Multifamily Residential)		*variance or site plan modification required
Standards	**Requirements (Planned Residential Development Option)**	**Provisions on the Proposed site Plan**
Gross Acreage	-	6.50 acres
Total Number of Units	150, up to 171 with bonus	112 (Met)
Maximum Density (dwelling units/acre)	23.1, 26.4 with bonus	17.23 (Met)
Maximum Building Height	3 stories or 40' for 150'; 1' in 5' increase to 48', 4-story maximum	33 feet (Met)
Maximum Lot Coverage	45%	Approximately 34.3% (Met)
Minimum Building Setbacks		
North (Adjacent to property line)	15 feet	Approximately 15 feet (Met)
East (Adjacent to Grand Canal)	20 feet	20 feet (Met)
West (Adjacent to 75th Avenue)	20 feet	25 feet (Met)
South (Adjacent to property line)	15 feet	17 feet (Met)
Minimum Landscape Setbacks		
North	5 feet	10 feet (Met)
East	20 feet	20 feet (Met)
West	20 feet	20 feet (Met)
South	5 feet	10 feet (Met)
Minimum Open space	5%	17% (Met)
Minimum Amenities	Two	Tot lot, dog run, pool and ramada (Met)
Minimum Parking	182 spaces	188 spaces (Met)

Background/Issues/Analysis

SUBJECT SITE

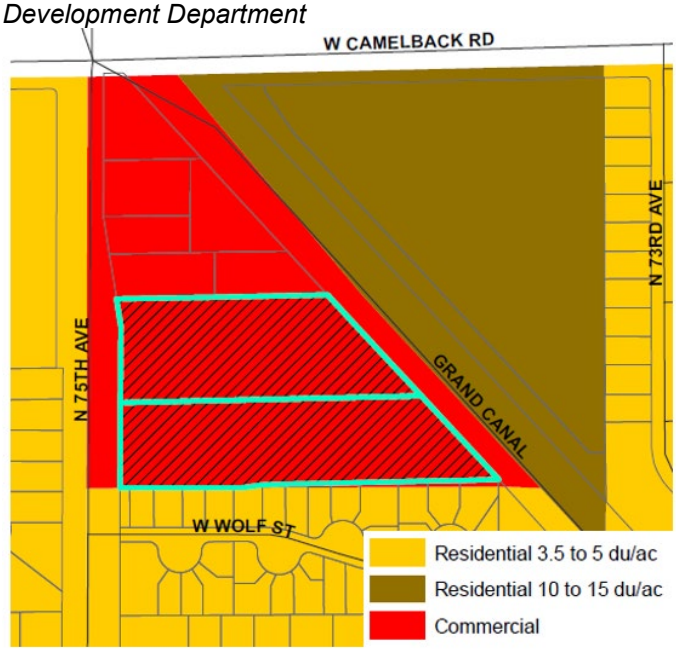
1. This request is to rezone 6.50 acres located approximately 500 feet south of the southeast corner of 75th Avenue and Camelback Road from R1-6 (Single-Family

Residence District) to R-3A (Multifamily Residence District) to allow multifamily residential.

GENERAL PLAN LAND USE MAP DESIGNATION

2. The General Plan Land Use Map designation for the site is Commercial. This land use category accommodates office, retail, service and multifamily residential at varying levels of scales and intensity of uses. The proposal for R-3A zoning is consistent with the General Plan Land Use Map designation.

General Plan Land Use Map, Source: Planning and Development Department



EXISTING CONDITIONS AND SURROUNDING ZONING

3. The subject site is currently vacant, as shown in the aerial sketch map included as an exhibit. The subject site has been vacant since the 1970s. North of the subject site is an animal hospital zoned C-2 (Intermediate Commercial). To the south are single-family residences zoned R1-6 (Single-Family Residence District). To the east is the Grand Canal and across the canal is mostly vacant land with a radio tower zoned R-3 SP (Multifamily Residence District, Special Permit). To the west, across 75th Avenue, are single-family residences zoned R1-6 and agricultural land zoned C-2.

PROPOSAL

4. The conceptual site plan attached as an exhibit proposes 112 multifamily residences distributed throughout the site in six buildings. It also contains one single-story clubhouse and a central amenity area with a pool and ramada. Stipulation No. 1 limits the total number of dwelling units to 112.

Two of the proposed residential buildings front 75th Avenue and one fronts the Grand Canal to activate the street and canal. The primary open space area is in the middle of the site and contains a pool and ramada. There is additional open space proposed for amenities such as a tot lot, dog run, and general open space, as required in Stipulation

Nos. 3 and 4. To limit the impacts of this development to the single-family residences to the south, additional setbacks greater than the Phoenix Zoning Ordinance standards are proposed as listed in Stipulation No. 2.

Staff recommends enhanced planting standards along the south property line to buffer the multifamily residences from the adjacent single-family residential neighborhood. This recommendation is addressed in Stipulation No. 6.

The building height is limited to no more than 30 feet with architectural features up to 33 feet tall, as identified in Stipulation No. 5.

The multifamily residences will also include bicycle parking for residents, which is addressed in Stipulation No. 7.

To enhance pedestrian connectivity and safety, Stipulation No. 9 requires pedestrian pathways to visually contrast from the drive aisles.

Stipulation No. 13 requires a minimum of an 8-foot-wide shaded pedestrian pathway constructed of decorative material such as brick, pavers or alternative material connecting to the eastern property line to provide access to the Grand Canal.

STUDIES AND POLICIES

5. **Housing Phoenix Plan**

In June 2020, the Phoenix City Council approved the Housing Phoenix Plan. This Plan contains policy initiatives for the development and preservation of housing with a vision of creating a stronger and more vibrant Phoenix through increased housing options for residents at all income levels and family sizes. Phoenix's rapid population growth and housing underproduction has led to a need for over 163,000 new housing units. Current shortages of housing supply relative to demand are a primary reason why housing costs are increasing. The proposed development supports the Plan's goal of preserving or creating 50,000 housing units by 2030 by contributing to a variety housing types that will address the supply shortage.

6. **Tree and Shade Master Plan**

The Tree and Shade Master Plan encourages treating the urban forest as infrastructure to ensure the trees are an integral part of the City's planning and development process. Stipulation Nos. 6 and 12 require enhanced planting standards to contribute to the urban forest and increase thermal comfort for pedestrians and residents on site.

7. **Complete Streets Guiding Principles**

In 2014, the City of 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.

Stipulation No. 11 requires a detached sidewalk along 75th Avenue with landscaping between the curb and sidewalk for comfort and pedestrian safety.
Stipulation No. 9 requires pedestrian pathways have a contrasting pavement treatment to denote where the pedestrian pathways cross drive aisles. Stipulation No. 14 requires that any street improvements to be built to ADA and City of Phoenix standards to promote accessible and safe street improvements. Stipulation 13 requires a pedestrian pathway to lead the Grand Canal Trail.

8. **Comprehensive Bicycle Master Plan**
The City of Phoenix adopted the Comprehensive Bicycle Master Plan in 2014 to guide the development of its Bikeway System and supportive infrastructure. Stipulation No. 7 requires bicycle parking on site for residents and visitors.

9. **Transportation Electrification Action Plan**
In June 2022, the Phoenix City Council approved the Transportation Electrification Action Plan. The current market desire for the electrification of transportation is both a national and global phenomenon, fueled by a desire for better air quality, a reduction in carbon emissions, and a reduction in vehicle operating and maintenance costs. Businesses, governments and the public are signaling strong future demand for electric vehicles (EVs), and many automobile manufacturers have declared plans for a transition to fully electric offerings within the coming decade. This Plan contains policy initiatives to prepare the City for a future filled with more EVs, charging infrastructure and e-mobility equity, and outlines a roadmap for a five-step plan to prepare for the EV infrastructure needs of 280,000 EVs in Phoenix by 2030. One goal of the Plan to accelerate public adoption of electric vehicles through workplace, business, and multifamily charging infrastructure recommends a standard stipulation for rezoning cases to provide EV charging infrastructure. Stipulation No. 8 provides requirements for electric vehicle parking, charging and infrastructure.

10. **Zero Waste PHX**
The City of Phoenix is committed to its waste diversion efforts and has set a goal to become a zero-waste city, as part of the city's overall 2050 Environmental Sustainability Goals. One of the ways Phoenix can achieve this is to improve and expand its recycling and other waste diversion programs. 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. Provisions for recycling were not addressed in the applicant's narrative.

COMMUNITY INPUT SUMMARY

11. At the time this staff report was written, staff has not received any community correspondence in support or opposition.

INTERDEPARTMENTAL COMMENTS

12. The Street Transportation Department requested that the dedication 70-feet of right-of-way along 75th Avenue, that the sidewalk along 75th Avenue be detached and the existing landscaping within the right-of-way be replenished, that an 8-foot wide shaded pedestrian pathway constructed of decorative material such as brick, pavers or alternative material with access to the Grand Canal Trail be provided, and that all street improvements be constructed to ADA accessibility standards and per plans approved by the Planning and Development Department. These are addressed in Stipulation Nos. 10 through 14.

13. The Fire Department commented that they do not anticipate any problems with this case, and buildings shall comply with the Phoenix Fire Code.

14. The City of Phoenix Water Services Department noted the property has existing water and sewer mains that can potentially serve the site. However, the requirements and assurances for water and sewer service are determined during the site plan application review.

OTHER

15. 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.

16. Staff has not received a completed form for the Waiver of Claims for Diminution in Value of Property under Proposition 207 (A.R.S. 12-1131 et seq.), as required by the rezoning application process. Therefore, a stipulation has been added to require the form be completed and submitted prior to preliminary site plan approval. This is addressed in Stipulation No. 16.

17. Development and use of the site is subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements. Other formal actions such as, but not limited to, zoning adjustments and abandonments may be required.

Findings

1. The proposal is consistent with the General Plan Land Use Map designation and with several General Plan principles.

2. The proposal will redevelop an underutilized property and provide a high quality multifamily residential development which will help alleviate the housing shortage in Phoenix.

3. This proposal, as stipulated, provides enhanced setbacks and landscape areas to be sensitive to the surrounding single-family residences

Stipulations

1. The site shall be limited to no more than a total of 112 dwelling units.

2. Buildings shall be set back an average of 45 feet from the southern property line, but in no case shall a building be closer than 15 feet and in no case shall a building with more than 75 feet of building facade directly facing the southern property line be any closer than 60 feet, as approved by the Planning and Development Department.

3. The site shall maintain common area of at least 10 percent of the gross acreage, which may include both active and passive open space, as approved by the Planning and Development Department.

4. The on-site amenities shall include at least a pool, clubhouse, outdoor BBQ area, tot lot, and dog run, as approved by the Planning and Development Department.

5. The maximum building height shall be 30 feet. Architectural detailing above 30 feet may be added for no more than 25% of any building facade and in no case shall such detailing exceed 33 feet, as approved by the Planning and Development Department.

6. The south landscape setback shall be planted with minimum 2-inch caliper, drought tolerant shade trees planted 20 feet on center or in equivalent groupings, as approved by the Planning and Development Department. Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.

7. Resident bicycle parking shall be provided at a rate of 0.25 spaces per dwelling unit, up to a maximum of 50 spaces, as approved by the Planning and Development Department. These spaces shall be located near building entrances or common areas and may be provided through a combination of inverted U- bicycle racks, artistic style racks, “Secure/Covered Facilities” or “Outdoor/Covered Facilities” as defined in Appendix K or the Comprehensive Bicycle Master Plan.

8. A minimum of 5% of the required parking spaces shall be Electric Vehicle (EV) Capable.

9. Where pedestrian pathways cross drive aisles, they shall be constructed of decorative pavers, stamped, or colored concrete, or other pavement treatments (such as striping), as approved by the Planning and Development Department.

10. A minimum of 70 feet of right-of-way shall be dedicated along the east side of 75th Avenue, as approved by the Planning and Development Department.

11. The existing attached sidewalk along 75th Avenue shall be detached to connect to the existing detached sidewalk. The sidewalk shall be minimum 5-feet-wide with a minimum 9-foot-wide landscape area between back of curb and sidewalk to match the existing sidewalk condition on the southwest portion of the site, as approved by the Planning and Development Department.

12. The landscape area within the 75th Avenue right-of-way between the back of curb and sidewalk shall be planted with minimum 2-inch caliper, single trunk, drought tolerant shade trees placed 20 feet on center and near the sidewalk, as approved by the Planning and Development Department. Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.

13. A minimum of one 8-foot-wide shaded pedestrian pathway constructed of decorative material such as brick, pavers, or alternative material shall be provided up to the eastern property line to access the Grand Canal Trail, as approved by the Planning and Development Department.

14. 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.

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.

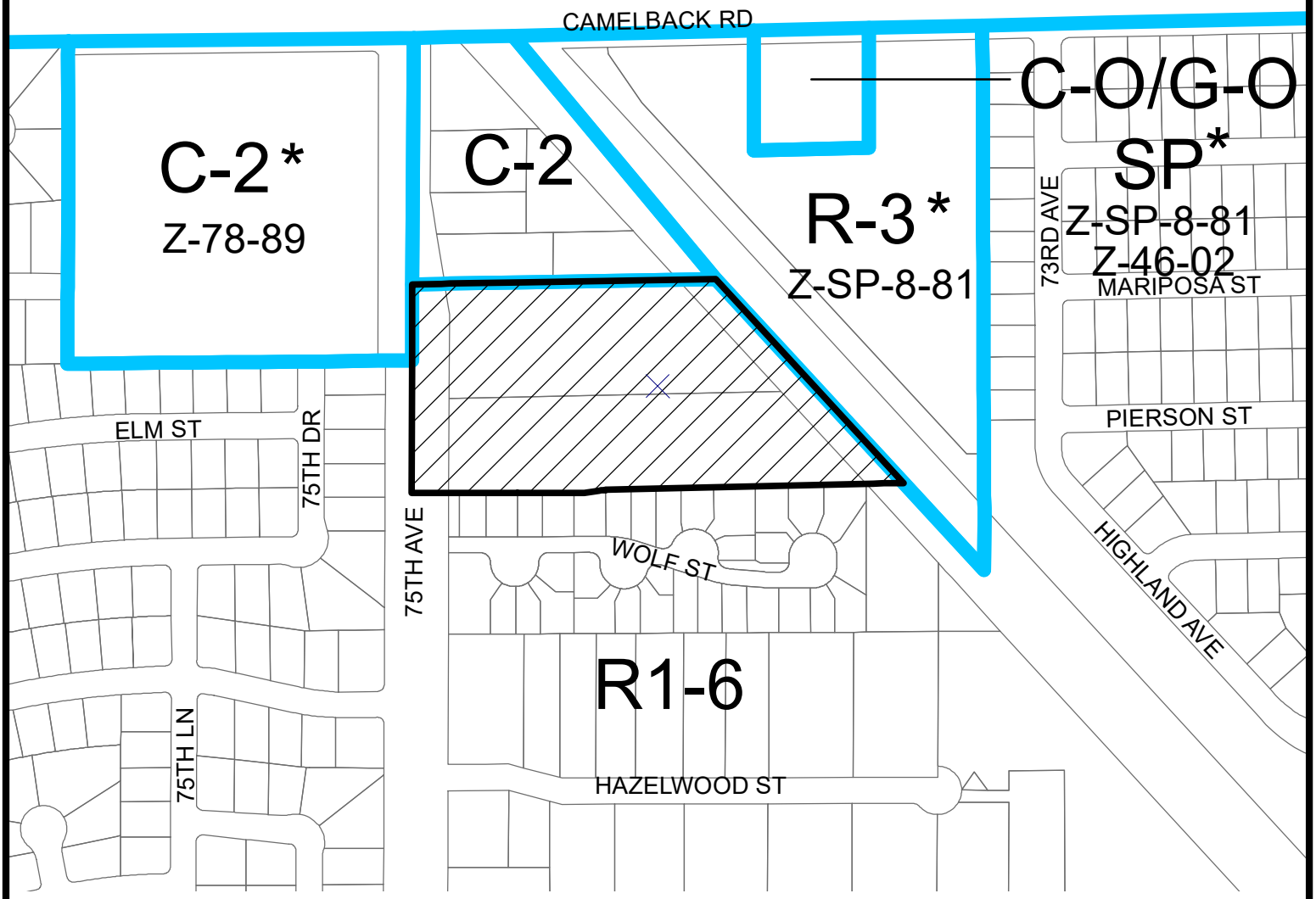
16. Prior to preliminary site plan approval, the landowner shall execute a Proposition 207 waiver of claims form. The waiver shall be recorded with the Maricopa County Recorder’s Office and delivered to the City to be included in the rezoning application file for record.

Writer
Matteo Moric
June 29, 2023

Team Leader
Racelle Escolar

Exhibits
Zoning Sketch Map
Aerial Sketch Map
Conceptual Site Plan date stamped June 16, 2023
Conceptual Elevations date stamped April 21, 2023 (4 pages)

CITY OF GLENDALE

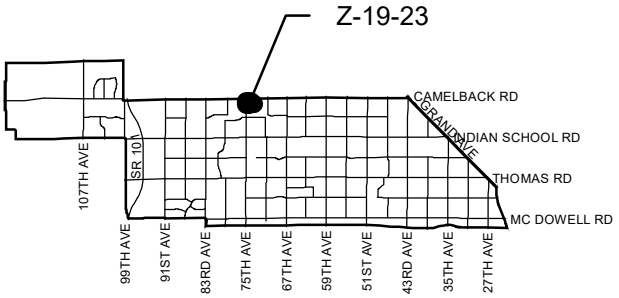


Miles

0.055 0.0275 0 0.055

MARYVALE VILLAGE

CITY COUNCIL DISTRICT: 5



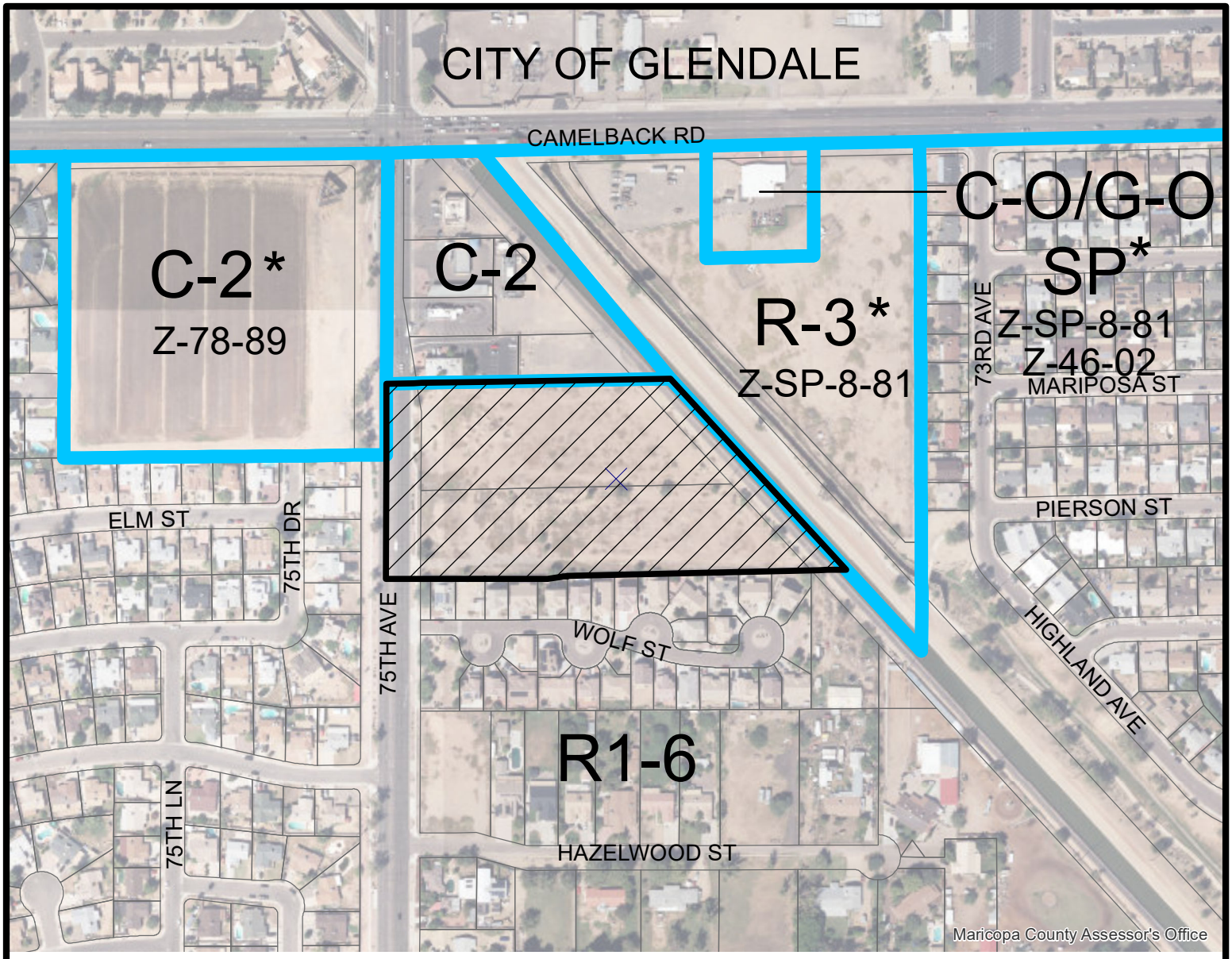
City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

APPLICANT'S NAME: Michael S. Buschbacher	**REQUESTED CHANGE:**
APPLICATION NO. Z-19-23	DATE: 4/27/2023
	REVISION DATES:
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 6.50 Acres	AERIAL PHOTO & QUARTER SEC. NO. QS 18-11 / ZONING MAP H-4
	FROM: R1-6 (6.50 a.c.)
	TO: R-3A (6.50 a.c.)

MULTIPLES PERMITTED	CONVENTIONAL OPTION	* UNITS P.R.D. OPTION
R1-6	34	42
R-3A	143	171

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

Document Path: S:\Department Share\Information Systems\PL GIS\IS_Team\Core_Functions\Zoning\sketch_maps\2023\Z-19-23.mxd

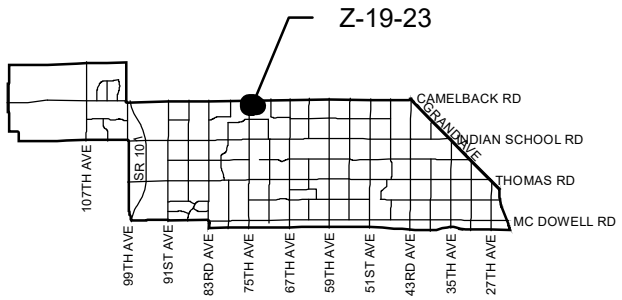


Miles

0.055 0.0275 0 0.055

MARYVALE VILLAGE

CITY COUNCIL DISTRICT: 5



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

APPLICANT'S NAME:	Michael S. Buschbacher
APPLICATION NO.	Z-19-23
DATE:	4/27/2023
REVISION DATES:	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.	6.50 Acres
AERIAL PHOTO & QUARTER SEC. NO.	QS 18-11
ZONING MAP	H-4

REQUESTED CHANGE:

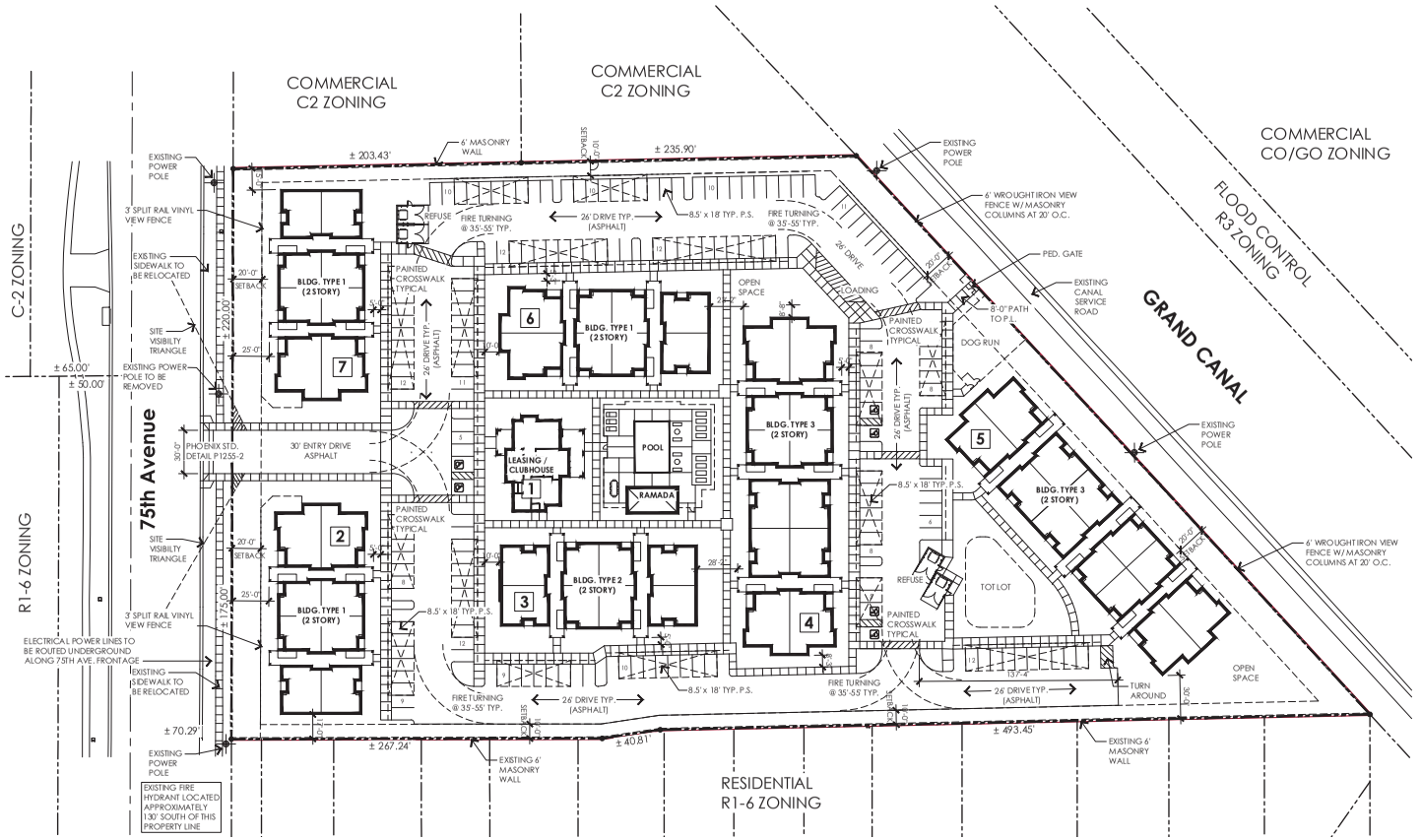
FROM: R1-6 (6.50 a.c.)

TO: R-3A (6.50 a.c.)

MULTIPLES PERMITTED	CONVENTIONAL OPTION	* UNITS P.R.D. OPTION
R1-6	34	42
R-3A	143	171

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

Document Path: S:\Department Share\Information Systems\PL GIS\IS_Team\Core_Functions\Zoning\sketch_maps\2023\Z-19-23.mxd



ASSUMPTIONS:

1 ASSUMES THAT FIRE DEPARTMENT WILL APPROVE HOSE PULL LENGTH OF UP TO 350 FEET FROM THE FIRE ACCESS DRIVE.

2 ASSUMES THAT STORM WATER WILL BE STORED IN UNDERGROUND FACILITIES.

3 ASSUMES THAT ALL EXISTING EASEMENTS CAN BE MODIFIED OR ABANDONED.

4 SOME PROPERTY DIMENSIONS BASED ON INFORMATION FROM MARICOPA COUNTY ASSESSOR'S MAP.

PARKING STANDARDS

PARKING STALL TYP.	8'-6" x 18'-0"
ACCESSIBLE PARKING STALL	11'-0" x 18'-0"
ACCESSIBLE PARKING RATIO	5% x 112 D.U. = 6 P.S.
PARKING DRIVE AISLE WIDTH	26'-0" MIN.
FIRE TURNING RADII	35' IN / 55' OUT
LOADING AREAS (2 PROVIDED)	10' x 30' MIN.

BUILDING AREAS (GROSS)

APARTMENT BUILDINGS (6 BUILDINGS)	± 122,656 S.F.
COMMUNITY / LEASING & FITNESS / MAINT.	± 2,953 S.F.
TOTAL BUILDING	± 125,609 S.F.

LEGEND

- FIRE HYDRANT
- EXISTING POWER POLE

0' 20' 40' 80'

SCALE: 1" = 40'-0"

VICINITY MAP

SITE DATA

ASSESSOR'S PARCEL NUMBER 144-37-404 & 144-37-0015

OWNER:
DEVCO, LLC
P.O. BOX 4108
BELLEVUE, WA. 98009
CONTACT - ANDREW HUNT
(206) 473-7361

DESIGN PROFESSIONAL:
TODD & ASSOCIATES, INC.
4019 NORTH 44th STREET
PHOENIX, AZ. 85018
CONTACT - BRENT M. BIESER
(602) 952-8280

SITE AREA:

GROSS SITE AREA	+/- 6.48 AC (282,269 S.F.)
NET SITE AREA	+/- 5.54 AC (241,322 S.F.)

ZONING:

EXISTING ZONING	R1-6
PROPOSED ZONING	R-3A (WITH PRD OPTION)

DENSITY ALLOWED

MAX DENSITY ALLOWED	+/- 23.1 DU/AC GROSS
DENSITY PROVIDED	+/- 17.28 DU/AC GROSS

BUILDING HEIGHT:

BUILDING HT. - MAX. ALLOWED	3 STORIES OR 40' FOR 150: 1' IN 5' INCREASE TO 48', 4 STORIES MAX.
BUILDING HT. - PROVIDED	2 STORIES

SETBACKS:

FRONT (75TH AVENUE)	20'
CANAL SIDE (CANAL R.O.W)	20'
SIDE (NORTH & SOUTH PROPERTY LINES)	10'

UNIT MIX:

APARTMENT TYPE & MIX

	UNIT TYPE	RATIO	#DU
A1	1BR/1BA	42.9%	48
B1	2BR/2BA	32.1%	36
C1	3BR/2BA	25.0%	28
	TOTAL	100.0%	112

PARKING:

PARKING REQUIRED (8.5' x 18' TYP. P.S.)

	UNIT TYPE	#DU	P.S. RATIO	P.S. REQ.
A	1BR/1BA	48	1.5 P.S./DU	72
B	2BR/2BA	36	1.5 P.S./DU	54
C	3BR/2BA	28	2.0 P.S./DU	56
	TOTAL			182 (1.62 P.S./ DU)

UNRESERVED PARKING REQUIRED (8.5' x 18' TYP. P.S.)

	UNIT TYPE	#DU	P.S. RATIO	P.S. REQ.
A	1BR/1BA	48	0.5 P.S./DU	24
B	2BR/2BA	36	0.5 P.S./DU	18
C	3BR/2BA	28	1.0 P.S./DU	28
	TOTAL			70*

NOTE : * UNRESERVED PARKING IS INCLUDED IN THE REQUIRED PARKING CALCULATION.

PARKING PROVIDED

SURFACE PARKING	188
TOTAL PARKING PROVIDED	188 (1.68 P.S./ DU)

OPEN SPACE:

MINIMUM REQUIRED	5% OF GROSS AC
	0.05 x 282,269 SF = 14,113 SF
PROVIDED	±41,215 SF
	±41,215 SF / 282,269 SF = ±14.6%

LOT COVERAGE:

MAXIMUM ALLOWED	45% OF NET AC
	0.45 x 241,322 SF = 108,595 SF
PROVIDED	±82,956 SF
	±82,956 SF / 241,322 SF = ±34.3%

* FIRE TRUCK TURNING RADII: 35' INSIDE - 55' OUTSIDE
* SIGHT VISIBILITY TRIANGLES AT 10' x 20' TYPICAL PER CITY OF PHOENIX.
* SITE DESIGN BASED ON NFPA 13R SPRINKLER DESIGN STANDARDS.

CITY OF PHOENIX

JUN 16 2023

Planning & Development Department

SDEV NO.	2300143
DSD KIVA NO.	#23-581
PAPP NO.	#2302223
ZONING CASE NO.	ZA-180-17
ZONING MAP	H4
QUARTER SECTION NO.	Q18-11
PRE-APPLICATION MEETING	ZONING 04-04-23 SITE PLAN OPT. #1 05-12-23

PROJECT

NO. 23-2001-00

Residences at Grand Canal

Phoenix, Arizona

CLIENT

DevCo LLC.

PO Box 4108
Bellevue, WA 98009
(206) 473-7361 p

SEAL

REGISTERED ARCHITECT
CERTIFICATE NO.
13467
GARY D. TODD
06/15/23
DATE SIGNED
NOT VALID WITHOUT SIGNATURE

CONTACT

TODD + ASSOCIATES
CRITICAL THINKING / CREATIVE DESIGN
ARCHITECTURE. PLANNING. LANDSCAPE ARCHITECTURE.
4019 N. 44TH ST. / PHOENIX, AZ 85018
602-952-8280 / TODDASSOC.COM

Copyright 2023 Todd & Associates, Inc.

PHASE

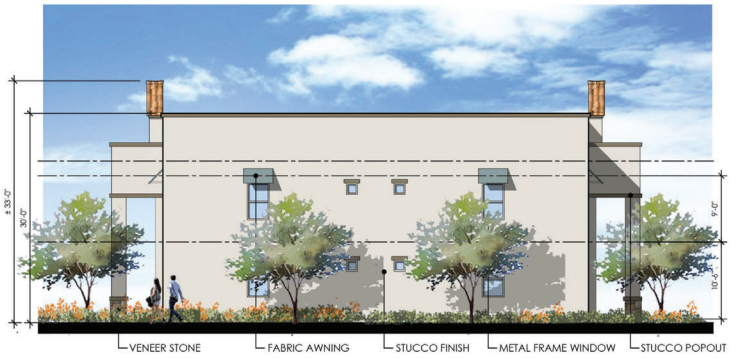
04-04-23
1st REZONING SUBMITTAL
(06-15-23 REVISED)

DATA

CONCEPTUAL SITE PLAN

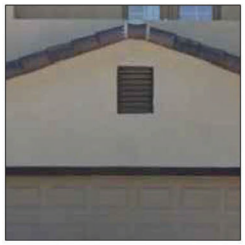
A1.0

LEFT SIDE ELEVATION

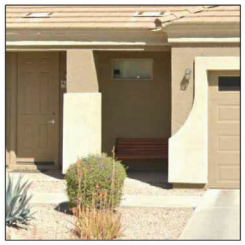


RIGHT SIDE ELEVATION

FRONT ELEVATION (REAR ELEVATION SIMILAR)
BUILDING TYPE 1

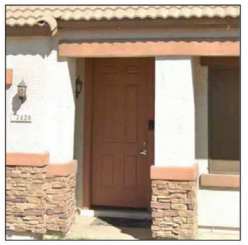


GABLE VENT



MULTI-COLOR STUCCO

LOW PITCH TILE ROOF



STONE AT COLUMNS

CONTEXTUAL DESIGN TREATMENTS RELATING TO NEIGHBORS

REGISTERED ARCHITECT
CERTIFICATE NO.
13467
GARY D. TODD
4-21-23
Not Signed Unless Embossed
ARIZONA U.S.A.

0" 4' 8' 16'
SCALE: 1/8" = 1'-0"

CITY OF PHOENIX
APR 21 2023
Planning & Development Department

MDEV / SDEV NO.	-----
DSD KIVA NO. / PAPP NO.	#23-581 / #2302223
VARIANCE NO.	-----
ZONING MAP	-----
QUARTER SECTION NO.	-----
PRE-APPLICATION MEETING	-----

TODD + ASSOCIATES
602-952-8280 / TODDASSOC.COM
23-2001-00

DevCo, LLC

Apartments - SEC 75th Avenue & Camelback
Phoenix, Arizona
1st REZONING SUBMITTAL
April 21, 2023

CONCEPTUAL ELEVATIONS
BUILDING TYPE 1

Preliminary Not For Construction

A2.0

LEFT SIDE ELEVATION

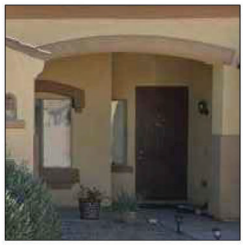
RIGHT SIDE ELEVATION

FRONT ELEVATION (REAR ELEVATION SIMILAR)
BUILDING TYPE 2

WINDOW POP-OUTS

STONE ACCENT AT BASE

CONCRETE TILE AT RAKE



FLAT ARCH AT ENTRY

CONTEXTUAL DESIGN TREATMENTS RELATING TO NEIGHBORS

REGISTERED ARCHITECT
CERTIFICATE NO.
13467
GARY D. TODD
4-21-23
Date Signed
ARIZONA U.S.A.

0" 4' 8' 16'
SCALE: 1/8" = 1'-0"

CITY OF PHOENIX
APR 21 2023
Planning & Development Department

MDEV / SDEV NO.	-----
DSD KIVA NO. / PAPP NO.	#23-581 / #2302223
VARIANCE NO.	-----
ZONING MAP	-----
QUARTER SECTION NO.	-----
PRE-APPLICATION MEETING	-----

TODD + ASSOCIATES
602-952-8280 / TODDASSOC.COM
23-2001-00

DevCo, LLC

Apartments - SEC 75th Avenue & Camelback

Phoenix, Arizona
1st REZONING SUBMITTAL
April 21, 2023

CONCEPTUAL ELEVATIONS
BUILDING TYPE 2

Preliminary Not For Construction

A2.1

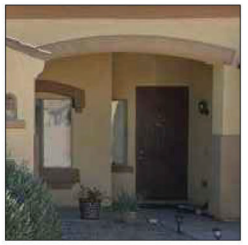
RIGHT & LEFT SIDE ELEVATION

FRONT ELEVATION (REAR ELEVATION SIMILAR)
BUILDING TYPE 3

WINDOW POP-OUTS

STONE ACCENT AT BASE

CONCRETE TILE AT RAKE



FLAT ARCH AT ENTRY

CONTEXTUAL DESIGN TREATMENTS RELATING TO NEIGHBORS

REGISTERED ARCHITECT
CERTIFICATE NO.
13467
GARY D. TODD
4-21-23
DATE SIGNED
NOT VALID UNLESS SIGNED

0" 4' 8' 16'
SCALE: 1/8" = 1'-0"

CITY OF PHOENIX
APR 21 2023
Planning & Development Department

MDEV / SDEV NO.	-----
DSD KIVA NO. / PAPP NO.	#23-581 / #2302223
VARIANCE NO.	-----
ZONING MAP	-----
QUARTER SECTION NO.	-----
PRE-APPLICATION MEETING	-----

TODD + ASSOCIATES
602-952-8280 / TODDASSOC.COM
23-2001-00

DevCo, LLC

Apartments - SEC 75th Avenue & Camelback
Phoenix, Arizona
1st REZONING SUBMITTAL
April 21, 2023

CONCEPTUAL ELEVATION3
BUILDING TYPE 3

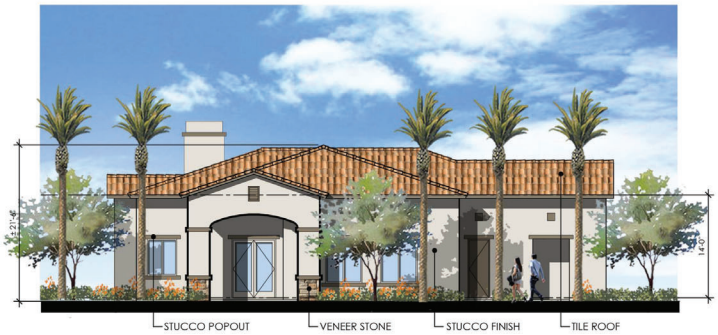
Preliminary Not For Construction

A2.2

LEFT SIDE ELEVATION

REAR ELEVATION

RIGHT SIDE ELEVATION



FRONT ELEVATION

REGISTERED ARCHITECT
CERTIFICATE NO.
13467
GARY D. TODD
4-21-23
Date Signed
REGISTERED ARCHITECT

0" 4' 8' 16'
SCALE: 1/8" = 1'-0"

CITY OF PHOENIX
APR 21 2023
Planning & Development Department

MDEV / SDEV NO.	-----
DSD KIVA NO. / PAPP NO.	#23-581 / #2302223
VARIANCE NO.	-----
ZONING MAP	-----
QUARTER SECTION NO.	-----
PRE-APPLICATION MEETING	-----

TODD + ASSOCIATES
602-952-8280 / TODDASSOC.COM
23-2001-00

DevCo, LLC

Apartments - SEC 75th Avenue & Camelback

Phoenix, Arizona
1st REZONING SUBMITTAL
April 21, 2023

CONCEPTUAL ELEVATIONS
CLUBHOUSE BUILDING

Preliminary Not For Construction

A2.3

Maryvale
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-19-23-5

Date of VPC Meeting	July 12, 2023
Request From	R1-6
Request To	R-3A
Proposal	Multifamily residential
Location	Approximately 500 feet south of the southeast corner of 75th Avenue and Camelback Road
VPC Recommendation	Approval, per the staff recommendation.
VPC Vote	10-1

VPC DISCUSSION:

No members of the public registered to speak on this item.

Committee Member Jennifer Fostino joined the meeting during this item, bringing quorum to 11 members.

Staff Presentation:

Matteo Moric, staff, presented an overview of the rezoning case Z-19-23-5. Mr. Moric discussed the location of the site, the requested zoning designation, the surrounding land uses, and the General Plan Land Use Map designation. Mr. Moric displayed the site plan and elevations and concluded the presentation by summarizing the staff findings and identified the proposed stipulations.

Applicant Presentation:

Taylor Earl introduced himself as being with the law firm Earl and Curley on behalf of the developer DevCo Development. **Andrew Hunt** with DevCo Residential introduced himself and thanked the Committee and said they take great pride in engaging with bodies like the Village Planning Committee.

Mr. Earl stated they proposed stipulations and the development company's intent was to hold the project forever. Mr. Earl said there usually is lots of height in DevCo's past

projects, however, they got the message quickly meeting with community members who were engaged through the previous project proposed at the site that the height would not fly and decided to keep the project at 2-stories.

Mr. Earl described the context of the site and said it was next to the Grand Canal which would create a recreational opportunity for people to activate and make it safer by putting eyes on it. Mr. Earl noted there was commercial development to the north. Mr. Earl described the surrounding uses and felt commercial next to people causes concerns at times. Mr. Earl said he heard of traffic concerns on 75th Avenue and indicated there would be less traffic than if the project were to be built as a commercial.

Mr. Earl identified how the project compared to the previous one. Mr. Earl said the previous project was three stories with more units and the previous case was withdrawn before it went to City Council.

Mr. Earl explained that the previous proposal was at 120 units and this proposal would take it down to 112 units. Mr. Earl said they wanted to create a buffer to the south with a row of trees. Mr. Earl said the previous project got paused before a City Council vote and Mr. Earl wanted to have a conversation with the neighborhood leaders. Mr. Earl said the previous developer pulled out because they could not make it pencil. Mr. Earl stated with this project rent would be preserved at 60% of AMI, they'd include a detached sidewalk and powerlines would be undergrounded.

Mr. Earl provided a rendering of the proposal and explained how the architecture was consistent with the surrounding area and how it tied in with the southwest feel. Mr. Earl added that in terms of amenities they were hoping to make a nice livable community. Mr. Earl noted there would be a clubhouse, pool and ramada area, and a dog run and path which lead to the trail. They are hoping to activate the trail. Mr. Earl stated that they tried to rotate buildings so fewer windows would face south and added an associated stipulation with staff. Mr. Earl felt the proposed row of Eucalyptus trees would provide a nice buffer. Mr. Earl added that bike parking standards of Walkable Urban Code would be adopted here and electric vehicle infrastructure would be setup.

Mr. Earl noted they proposed using a red tile roof similar to the one in the neighborhood and would limit building height.

Mr. Earl explained some of the outreach efforts which started prior to filing the case by getting some of the community input from some of the community leaders. Mr. Earl added there was an open house for neighborhoods closest to the site, they completed a project website which was not required anymore, went door to door to talk with people, provided notices in both English and Spanish to prevent a language barrier. Mr. Earl showed the outreach area door to door and then showed the notification boundary of about 70 houses.

Mr. Earl emphasized maintenance was critical and DevCo plans to be the long-term owner. Mr. Earl showed that Phoenix was one of the least affordable metro areas for

housing. He showed the prices for rent based on a funding model for what the rates would be. He felt 112 units is one step in the right direction and talked about Phoenix Housing Plan and goals of creating more housing. Mr. Earl said the current parcel is not attractive and the current development team brought down the height and unit count which the other builder was not able to do.

Chris Demarest mentioned there was a single house on the whole property, and while he would hate to see it go, it was nice to see something new coming in on the site.

Mr. Earl replied that the property was vacant in 2017 and demolished in 2018.

Mr. Earl said 75th Avenue would be the project entrance. Mr. Earl noted concerns included traffic on 75th Avenue, the concept of multifamily generally, and the height. Mr. Earl said that when they went out to the community there was not harsh opposition and several people were generally happy with what was proposed.

Questions from Committee:

Chris Demarest asked if this was the same project presented as several months ago on the same property. **Mr. Earl** responded the developer and proposed project were different, and this developer has a lot of experience developing high-quality housing projects.

Ken Dubose asked if this was affordable housing, similar to what was proposed previously for the site. **Mr. Earl** said this project is preserving restrictions on rents to target those at 60% AMI, which is what the previous project proposed.

Mr. Al Battle asked which neighborhood leaders were contacted. **Mr. Earl** replied that they spoke with community member who had previously spoken to the City Council office, including homeowners to the south and west.

Sandra Oviedo asked if this was going to include commercial. **Mr. Earl** replied the project would be residential, commercial is unlikely at the site, and the General Plan designation is commercial which calls for multifamily residential.

Chair Derie clarified the General Plan designation was commercial and it was currently zoned for single family homes, but the applicant could ask for any zoning district.

Chris Demarest added the last project even included a little bit behind the veterinary office.

Jennifer Fostino said this was a good infill project, it buffers the residential, this appears to be a good project with amenities, and asked who would install the EV infrastructure. **Mr. Earl** said they would install the infrastructure and wiring for at least 10 spaces.

Melissa Acevedo asked when the project would be completed. **Mr. Earl** estimated once they break ground the project would be completed within 3 years.

Melissa Acevedo asked if the numbers for rents would change in 3 years. **Mr. Earl** said that the rent numbers he showed were given to them but as the market value changes prices will change with it.

Joe Barba asked if this was a “C” Class property. **Mr. Earl** said he was not familiar with this type of classification.

Al Battle asked about the response from outreach. **Mr. Earl** said the feedback from the first group was generally positive. Mr. Earl indicated there were 8 people total who represented 5 households at the neighborhood meetings.

Warren Norgaard asked how much smaller the units would be from the previous proposal. **Mr. Earl** said the square footage was not pinned down, and since the height is reduced the buildings had larger footprints.

Mr. Earl added the intent is to park it under current parking requirements. He said that could potentially consider turning parking to open space. But something need to be thoughtful of meet code but they would have enough parking.

Sandra Oviedo asked if the project would be elderly friendly and school bus friendly. **Mr. Earl** said it absolutely would be elderly friendly, if school bus needed to come on site, the fire lane would have a turning radius for a school bus.

Sandra Oviedo asked about bike parking. **Mr. Earl** said they would provide bike parking as per Walkable Urban Code requirements.

Sandra Oviedo asked about lighting on the canal trail. **Mr. Earl** said since they did not own the canal they were not be able to put lights on it, but hopefully there would be lights there. Mr. Earl added that they could not bleed light into the neighboring property. Mr. Earl indicated they’d activate the site to the canal and it would provide visibility onto the canal.

Chris Demarest said they’d be building the Grand Canalscape on the north side.

Sandra Oviedo asked why the company chose this property and why Maryvale. **Andrew Hunt** explained they wanted to be a long-term community asset and they said they saw a large housing need in the area.

Saundra Cole asked what the interior of the clubhouse and units would be. **Mr. Earl** said the project would have LITHC funding and making it affordable but it would also be a quality project. Mr. Earl said he believed the proposed amenities showed this.

Chair Derie shared that he appreciated the eucalyptus trees along the south property line and asked if there would be a security gate onto the canal. **Mr. Earl** responded they will be providing access to the canal but were unsure if it will be for residents only or allow neighborhood access.

Zeke Valenzuela asked if they were in agreement with all stipulations. **Mr. Earl** replied affirmatively, adding that they reflect what they promised the neighbors.

Public Comments:
None.

Motion:
Ken DuBose made a motion to recommend approval of Z-19-23-5 per the staff recommendation. **Chris Demarest** seconded the motion.

Vote:
10-1, Motion to recommend approval of Z-19-23-5 per the staff recommendation passed, with Committee Members Acevedo, Barba, Battle, Cole, Demarest, DuBose, Fostino, Norgaard, Valenzuela, and Derie in favor; Committee Member Oviedo opposed.

STAFF COMMENTS REGARDING VPC RECOMMENDATION:

None.

ATTACHMENT D

REPORT OF PLANNING COMMISSION ACTION
August 3, 2023

ITEM NO: 12	
	DISTRICT NO.: 5
SUBJECT:	
Application #:	Z-19-23-5
Location:	Approximately 500 feet south of the southeast corner of 75th Avenue and Camelback Road
From:	R1-6
To:	R-3A
Acreage:	6.50
Proposal:	Multifamily residential
Applicant:	Michael S. Buschbacher, Earl & Curley, P.C.
Owner:	Sheri Ranger
Representative:	Taylor Earl, Earl & Curley, P.C.

ACTIONS:

Staff Recommendation: Approval, subject to stipulations.

Village Planning Committee (VPC) Recommendation:
Maryvale 7/12/2023 Approval, per the staff recommendation. Vote: 10-1.

Planning Commission Recommendation: Approval, per the Maryvale Village Planning Committee recommendation.

Motion Discussion: N/A

Motion details: Vice Chairman Gaynor made a MOTION to approve Z-19-23-5, per the Maryvale Village Planning Committee recommendation.

Maker: Vice Chairman Gaynor
Second: Perez
Vote: 8-0
Absent: Mangum
Opposition Present: No

Findings:

1. The proposal is consistent with the General Plan Land Use Map designation and with several General Plan principles.

2. The proposal will redevelop an underutilized property and provide a high quality multifamily residential development which will help alleviate the housing shortage in Phoenix.

3. This proposal, as stipulated, provides enhanced setbacks and landscape areas to be sensitive to the surrounding single-family residences

Stipulations:

1. The site shall be limited to no more than a total of 112 dwelling units.

2. Buildings shall be set back an average of 45 feet from the southern property line, but in no case shall a building be closer than 15 feet and in no case shall a building with more than 75 feet of building facade directly facing the southern property line be any closer than 60 feet, as approved by the Planning and Development Department.

3. The site shall maintain common area of at least 10 percent of the gross acreage, which may include both active and passive open space, as approved by the Planning and Development Department.

4. The on-site amenities shall include at least a pool, clubhouse, outdoor BBQ area, tot lot, and dog run, as approved by the Planning and Development Department.

5. The maximum building height shall be 30 feet. Architectural detailing above 30 feet may be added for no more than 25% of any building facade and in no case shall such detailing exceed 33 feet, as approved by the Planning and Development Department.

6. The south landscape setback shall be planted with minimum 2-inch caliper, drought tolerant shade trees planted 20 feet on center or in equivalent groupings, as approved by the Planning and Development Department. Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.

7. Resident bicycle parking shall be provided at a rate of 0.25 spaces per dwelling unit, up to a maximum of 50 spaces, as approved by the Planning and Development Department. These spaces shall be located near building entrances or common areas and may be provided through a combination of inverted U- bicycle racks, artistic style racks, “Secure/Covered Facilities” or “Outdoor/Covered Facilities” as defined in Appendix K or the Comprehensive Bicycle Master Plan.

8. A minimum of 5% of the required parking spaces shall be Electric Vehicle (EV) Capable.

9. Where pedestrian pathways cross drive aisles, they shall be constructed of decorative pavers, stamped, or colored concrete, or other pavement treatments (such as striping), as approved by the Planning and Development Department.

10. A minimum of 70 feet of right-of-way shall be dedicated along the east side of 75th Avenue, as approved by the Planning and Development Department.

11. The existing attached sidewalk along 75th Avenue shall be detached to connect to the existing detached sidewalk. The sidewalk shall be minimum 5-feet-wide with a minimum 9-foot-wide landscape area between back of curb and sidewalk to match the existing sidewalk condition on the southwest portion of the site, as approved by the Planning and Development Department.

12. The landscape area within the 75th Avenue right-of-way between the back of curb and sidewalk shall be planted with minimum 2-inch caliper, single trunk, drought tolerant shade trees placed 20 feet on center and near the sidewalk, as approved by the Planning and Development Department. Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions

consistent with a pedestrian environment.

13. A minimum of one 8-foot-wide shaded pedestrian pathway constructed of decorative material such as brick, pavers, or alternative material shall be provided up to the eastern property line to access the Grand Canal Trail, as approved by the Planning and Development Department.

14. 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.

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.

16. Prior to preliminary site plan approval, the landowner shall execute a Proposition 207 waiver of claims form. The waiver shall be recorded with the Maricopa County Recorder's Office and delivered to the City to be included in the rezoning application file for record.

This publication can be made available in alternate format upon request. Please contact Angie Holdsworth at (602) 329-5065, TTY use 7-1-1.

City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

To: Alan Stephenson
Deputy City Manager

Date: October 3, 2023

From: Joshua Bednarek JB
Planning and Development Director

Subject: CONTINUANCE OF ITEM 89 ON THE OCTOBER 4, 2023, FORMAL AGENDA – PUBLIC HEARING/FORMAL ACTION - REZONING APPLICATION Z-19-23-5 – APPROXIMATELY 500 FEET SOUTH OF THE SOUTHEAST CORNER OF 75TH AVENUE AND CAMELBACK ROAD (ORDINANCE G-7176)

Item 89, Rezoning Application Z-19-23-5, is a request to rezone 6.50 acres located approximately 500 feet south of the southeast corner of 75th Avenue and Camelback Road, from R1-6 (Single-Family Residence District) (6.50 acres) to R-3A (Multifamily Residence District) (6.50 acres) to allow multifamily residential.

The Council District 5 Office has requested the item be continued to the November 1, 2023, City Council Formal Meeting to provide additional time to engage with the community regarding their concerns.

Staff concurs with this request for continuance.

Approved: _____
Alan Stephenson, Deputy City Manager

City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

To: Alan Stephenson
Deputy City Manager

Date: October 25, 2023

From: Joshua Bednarek
Planning and Development Director

Subject: CONTINUANCE OF ITEM 80 ON THE NOVEMBER 1, 2023, FORMAL AGENDA – PUBLIC HEARING/FORMAL ACTION -REZONING APPLICATION Z-19-23-5 – APPROXIMATELY 500 FEET SOUTH OF THE SOUTHEAST CORNER OF 75TH AVENUE AND CAMELBACK ROAD (ORDINANCE G-7176)

Item 80, Rezoning Application Z-19-23-5, is a request to rezone 6.50 acres located approximately 500 feet south of the southeast corner of 75th Avenue and Camelback Road, from R1-6 (Single-Family Residence District) (6.50 acres) to R-3A (Multifamily Residence District) (6.50 acres) to allow multifamily residential.

The Council District 5 Office has requested the item be continued to the November 15, 2023, City Council Formal Meeting to provide additional time to engage with the community regarding their concerns.

Staff concurs with this request for continuance.

Approved:
Alan Stephenson, Deputy City Manager

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 81

Public Hearing and Ordinance Adoption - Rezoning Application Z-77-22-8 - Approximately 40 Feet North of the Northwest Corner of 27th Avenue and Harvest Groves Lane (Ordinance G-7189)

Request to amend the Phoenix Zoning Ordinance, Section 601, the Zoning Map of the City of Phoenix, by adopting Rezoning Application Z-77-22-8 and rezone the site from S-1 (Ranch or Farm Residence) to R1-8 (Single-Family Residence District) to allow single-family residential.

Summary

Current Zoning: S-1
Proposed Zoning: R1-8
Acreage: 7.68
Proposed Use: Single-family residential

Owner: 27 Southern, LLC
Applicant: Equity Connect Holdings, LLC
Representative: Wendy Riddell, Berry Riddell, LLC

Staff Recommendation: Approval, subject to stipulations **(Attachment B)**.
VPC Action: The Laveen Village Planning Committee heard this case on Aug. 14, 2023, and continued the case by a vote of 7-0. The Laveen Village Planning Committee heard this case on Sept. 11, 2023, and recommended approval, per the staff recommendation, with modifications and additional stipulations, by a vote of 7-1 **(Attachment C)**.
PC Action: The Planning Commission heard this case on Sept. 7, 2023, and continued the case by a vote of 6-0. The Planning Commission heard this case on Oct. 5, 2023, and recommended approval, per the Laveen Village Planning Committee, with deleted and modified stipulations, by a vote of 6-1 **(Attachment D)**.

The Planning Commission recommendation was appealed by a community member and a petition for a three-quarter vote was submitted on Oct. 11, 2023 **(Attachment E)**. A three-quarter vote is required.

Location
Approximately 40 feet north of the northwest corner of 27th Avenue and Harvest Groves Lane
Council District: 8
Parcel Address: 6844 S. 27th Ave.

Responsible Department
This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

ATTACHMENT A

THIS IS A DRAFT COPY ONLY AND IS NOT AN OFFICIAL COPY OF THE FINAL, ADOPTED ORDINANCE

ORDINANCE G-

AN ORDINANCE AMENDING THE ZONING DISTRICT MAP ADOPTED PURSUANT TO SECTION 601 OF THE CITY OF PHOENIX ZONING ORDINANCE BY CHANGING THE ZONING DISTRICT CLASSIFICATION FOR THE PARCEL DESCRIBED HEREIN (CASE Z-77-22-8) FROM S-1 (RANCH OR FARM RESIDENCE) TO R1-8 (SINGLE-FAMILY RESIDENCE DISTRICT).

_____

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF PHOENIX, as follows:

SECTION 1. The zoning of a 7.68-acre property located approximately 40 feet north of the northwest corner of 27th Avenue and Harvest Groves Lane in a portion of Section 35, Township 1 North, Range 2 East, as described more specifically in Exhibit “A,” is hereby changed from “S-1” (Ranch or Farm Residence) to “R1-8” (Single-Family Residence District).

SECTION 2. The Planning and Development Director is instructed to modify the Zoning Map of the City of Phoenix to reflect this use district classification change as shown in Exhibit “B.”

SECTION 3. Due to the site’s specific physical conditions and the use district applied for by the applicant, this rezoning is subject to the following stipulations,

DRAFT

violation of which shall be treated in the same manner as a violation of the City of Phoenix Zoning Ordinance:

1. All building elevations shall contain architectural features that reflect modern farmhouse architecture including, but not limited to, detailing such as pitched roofs, variation in window size, overhang canopies and exterior accent materials such as board and batten siding, stone, brick veneer, and upgraded garage doors, as approved by the Planning and Development Department.

    a. All street facing elevations shall have a minimum of 25% exterior accent materials, not including stucco, as noted above.

    b. All rear facing single-story elevations shall contain at least two of the following architectural embellishments and detailing: textural changes, pilasters, offsets, recesses, variation in window size and location, and overhang canopies, as approved by the Planning and Development Department.

    c. All rear facing two-story elevations shall contain at least three of the following architectural embellishments and detailing: textural changes, pilasters, offsets, recesses, variation in window size and location, and overhang canopies, as approved by the Planning and Development Department.

    d. All garage doors shall have decorative embellishments such as window panels, added materials surrounding the door, or trellises, as approved by the Planning and Development Department.

2. Each individual front building plane shall have articulation or staggering a minimum of 5 feet in depth as approved by Planning and Development Department.

3. The homes abutting the existing homes to the east (Lots 1 and 33) shall be limited to one story in height and with no more than three adjacent two-story homes.

4. The project shall not exceed 33 lots.

5. The developer shall plat individual lots.

6. A minimum lot width of 50 feet shall be provided, as approved by the Planning and Development Department.

7. A minimum 60-foot-wide open space buffer shall be provided along the south perimeter of the site.

DRAFT

8. The open space buffer along the south perimeter of the site shall be planted with minimum 25% 2-inch caliper and minimum 75% 3-inch caliper large canopy, drought tolerant trees, planted 20 feet on center or in equivalent groupings, as approved by the Planning and Development Department.

9. A minimum 22-foot garage setback for front-loaded garages, measured from the back of sidewalk, shall be provided for each home in the development, as approved by the Planning and Development Department.

10. A minimum 5-foot-wide detached sidewalk and a minimum 5-foot-wide landscape strip between the back of curb and sidewalk shall be provided within the development, planted to the following standards and as approved by the Planning and Development Department.

    a. Minimum 2-inch caliper drought-tolerant, large canopy, single-trunk shade trees planted 20 feet on center or in equivalent groupings.

    b. Drought-tolerant shrubs, accents and vegetative groundcovers to achieve a minimum of 75 percent live coverage at maturity.

    Where utility conflicts arise, the developer shall work with the Planning and Development Department on an alternative design solution consistent with a pedestrian environment.

11. A total of 65 feet of right-of-way shall be dedicated for the west half of 27th Avenue or as approved by Maricopa County.

12. Street improvements to 27th Avenue are outside of Phoenix City Limits and shall be reviewed and approved by Maricopa County. Documentation of the county review and approval shall be provided prior to Preliminary Site Plan approval.

13. All streets within and adjacent to the development shall be constructed with paving, curb, gutter, sidewalk, curb ramps, streetlights, landscaping and other incidentals, as per plans approved by the Planning and Development Department and Maricopa County. All improvements shall comply with all ADA accessibility standards.

14. The property owner shall record documents that disclose the existence, and operational characteristics of Phoenix Sky Harbor Airport to future owners or tenants of the property. The form and content of such documents shall be according to the templates and instructions provided which have been reviewed and approved by the City Attorney.

15. The property owner shall record documents that disclose the operational

DRAFT

characteristics of the existing agricultural and commercial uses adjacent to the site.

16. If determined necessary by the Phoenix Archaeology Office, the applicant shall conduct Phase I data testing and submit an archaeological survey report of the development area for review and approval by the City Archaeologist prior to clearing and grubbing, landscape salvage, and/or grading approval.

17. If Phase I data testing is required, and if, upon review of the results from the Phase I data testing, the City Archaeologist, in consultation with a qualified archaeologist, determines such data recovery excavations are necessary, the applicant shall conduct Phase II archaeological data recovery excavations.

18. 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.

19. Prior to preliminary site plan approval, the landowner shall execute a Proposition 207 waiver of claims form. The waiver shall be recorded with the Maricopa County Recorder's Office and delivered to the City to be included in the rezoning application file for record.

SECTION 4. If any section, subsection, sentence, clause, phrase or portion of this ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions hereof.

PASSED by the Council of the City of Phoenix this 1st day of November, 2023.

_____
MAYOR

ATTEST:

_____

DRAFT

Denise Archibald, City Clerk

APPROVED AS TO FORM:
Julie M. Kriegh, City Attorney

By:
_____
_____

REVIEWED BY:

_____
Jeffrey Barton, City Manager

Exhibits:
A – Legal Description (1 Page)
B – Ordinance Location Map (1 Page)

DRAFT

EXHIBIT A

LEGAL DESCRIPTION FOR Z-77-22-8

THE SOUTH HALF OF THE NORTH HALF OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION THIRTY-FIVE (35), TOWNSHIP ONE (1) NORTH, RANGE TWO (2) EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA;

EXCEPT THE NORTH 90.00 FEET OF THE EAST 485.00 FEET; AND

EXCEPT THE SOUTH 172.00 FEET OF THE EAST 286.50 FEET; AND

EXCEPT THE EAST 33.00 FEET ROAD.

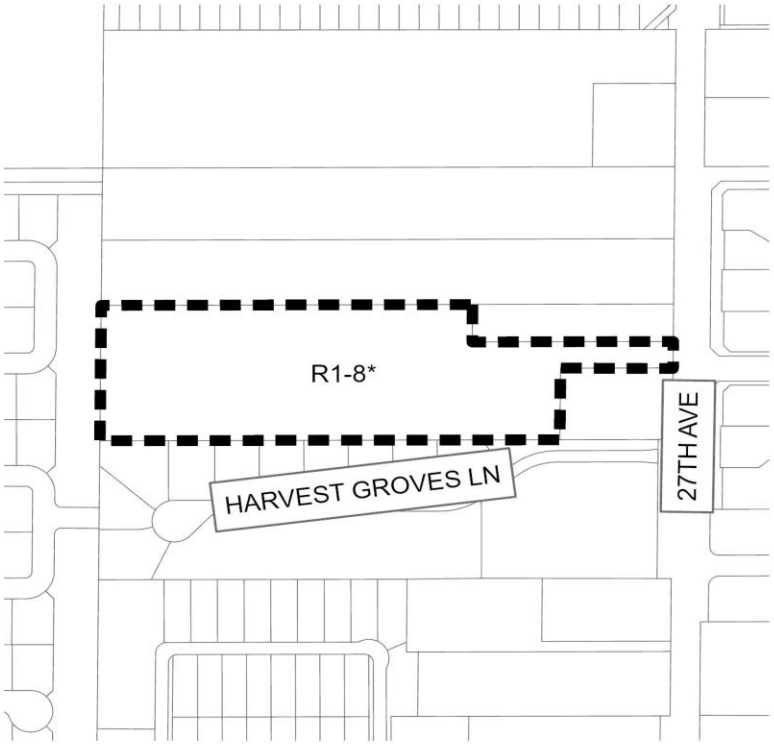
DRAFT

ORDINANCE LOCATION MAP

EXHIBIT B

ZONING SUBJECT TO STIPULATIONS: *
SUBJECT AREA:

Zoning Case Number: Z-77-22-8
Zoning Overlay: N/A
Planning Village: Laveen



NOT TO SCALE

N

Drawn Date: 9/25/2023

\\one\pdd\Shared\Department Share\Information Systems\PL GIS\IS_Team\Core_Functions\Zoning\SuppMaps_OrdMaps\2023 Ord\11-1-2023\11-1-2023.aprx

ATTACHMENT B

City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

*REVISED
Staff Report: Z-77-22-8
September 8, 2023

Laveen Village Planning Committee Meeting Date:	June 10, 2023
Planning Commission Hearing Date:	August 3, 2023
Request From:	S-1 (Ranch or Farm Residence) (7.68 acres)
Request To:	R1-8 (Single-Family Residence District) (7.68 acres)
Proposal:	Single-family residential
Location:	Approximately 40 feet north of the northwest corner of 27th Avenue and Harvest Groves Lane
Owner:	27 Southern, LLC
Applicant:	Equity Connect Holdings, LLC
Representative:	Wendy Riddell, Berry Riddell LLC
Staff Recommendation	Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Map Designation		Residential 0 to 1 dwelling units per acre	
Street Map Classification	27th Avenue	Arterial	33-foot west half street

CONNECT PEOPLE & PLACES CORE VALUE; OPPORTUNITY SITES; LAND USE PRINCIPLE: Support reasonable levels of increased intensity, respectful of local conditions and surrounding neighborhoods.

The proposal is consistent with other single-family uses in the area. The development will incorporate open space areas and enhanced landscaping, which will mirror existing residential properties and respect local conditions.

CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS CORE VALUE; CERTAINTY AND CHARACTER; DESIGN PRINCIPLE: Create new development or redevelopment that is sensitive to the scale and character of the surrounding neighborhoods and incorporates adequate development standards to prevent negative impact(s) on the residential properties.

As stipulated, the proposed development will incorporate appropriate development standards that will mitigate impacts to adjacent residential uses. These standards will include enhanced landscape setbacks and planting standards.

BUILD THE SUSTAINABLE DESERT CITY CORE VALUE; TREES AND SHADE; DESIGN PRINCIPLE: Integrate trees and shade into the design of new development and redevelopment projects throughout Phoenix.

The development, as stipulated, will provide a large open space buffer internal to the site. The shade trees, as stipulated, will help encourage walking by providing a thermally comfortable environment for pedestrians.

Applicable Plans, Overlays, and Initiatives
Laveen Southwest Growth Study: Background Item No. 6.
Housing Phoenix Plan: Background Item No. 7.
Tree and Shade Master Plan: Background Item No. 8.
Complete Streets Guiding Principles: Background Item No. 9.
Zero Waste PHX: Background Item No. 10.

Surrounding Land Uses/Zoning		
	Land Use	**Zoning**
On Site	Vacant land	S-1
North	Ranch or farm residence	S-1 and County RU-43
South	Single-family residential, event venue	MUA
East (across 27th Avenue)	Single-family residential	R1-8
West	Single-family residential	R1-8

R1-8 Single-Family Residence District (Planned Residential Development Option)		
Standards	**Requirements**	**Provisions on the Proposed site Plan**
Gross Acreage	-	7.68 acres
Maximum Total Number of Units	34, 42 with bonus	36 (Met)
Maximum Density (dwelling unit/acre)	4.5; 5.5 with bonus	4.7 (Met)
Minimum Lot Width	45 feet	45 feet (Met)
Minimum Lot Depth	None, 110 feet adjacent to a freeway or arterial	110 feet (Met)
Maximum Lot Coverage	40%, up to 50% including attached shade structures	40% (Met)
Maximum Building Height	2 stories and 30 feet (3 stories not exceeding 30 feet, when approved by the design advisor for demonstrating enhanced architecture)	2 stories and 26 feet (Met)
MINIMUM PERIMETER BUILDING SETBACKS		
North (Rear)	Property line: 15 feet (1-story), 20 feet (2-story)	+20 feet (Met)
South (Rear)	Property line: 15 feet (1-story), 20 feet (2-story)	+60 feet (Met)
East (Side)	Street side: 15 feet (in addition to landscape setback);	+15 feet (Met)
East (Side)	Property line: 10 feet (1-story), 15 feet (2-story)	+15 feet (Met)
West (Side)	Property line: 10 feet (1-story), 20 feet (2-story)	+20 feet (Met)

MINIMUM INTERIOR BUILDING SETBACKS		
Front	10 feet	22 feet (Met)
Sides	Street side: 10 feet Other: per building code	Not specified
Rear	Per building code	Not specified
MINIMUM LANDSCAPE SETBACKS AND OPEN SPACE STANDARDS		
Adjacent to street (27th Avenue)	15 feet average, 10 feet minimum	+275 feet (Met)
Minimum Common Area	5% of gross site area	14.7% (Met)

*Variance or Site Plan modification needed.

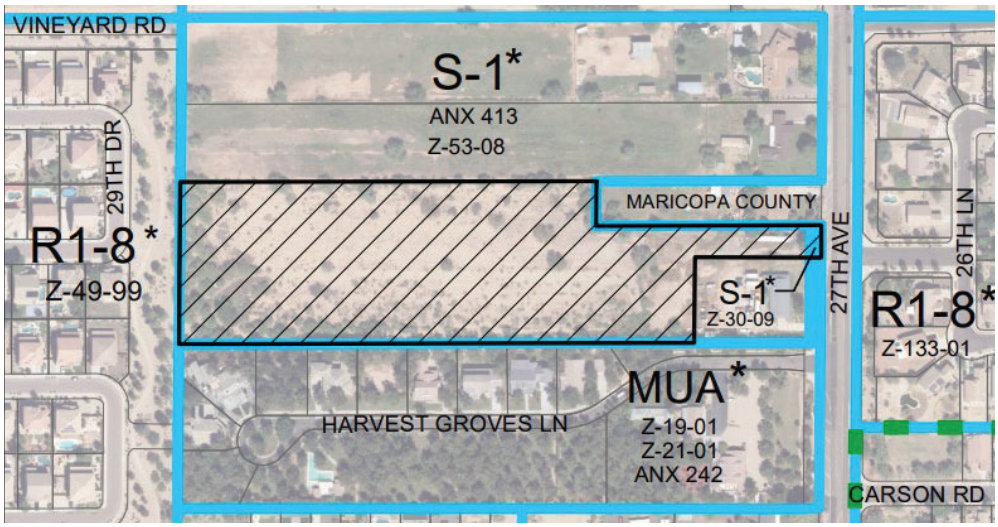
Background/Issues/Analysis

SUBJECT SITE

1. This request is to rezone 7.68 acres located approximately 40 feet north of the northwest corner of 27th Avenue and Harvest Groves Lane from S-1 (Ranch or Farm Residence) to R1-8 (Single-Family Residence District) to allow for a single-family residential development. The subject site is currently vacant and undeveloped.

SURROUNDING LAND USES AND ZONING

2. The requested R1-8 (Single-Family Residence District) will support additional housing within the Laveen Village. The proposal is adjacent to 27th Avenue, an existing arterial road. The properties to the north are zoned S-1 (Ranch or Farm Residence) and County RU-43 and are developed with large lot single-family residences. East, across 27th Avenue, and west of the subject site is zoned R1-8 (Single-Family Residence District) and are developed with single-family residences. Finally, south of the subject site is zoned MUA (Mixed Use Agricultural District) and developed with a single-family residence and an event venue.

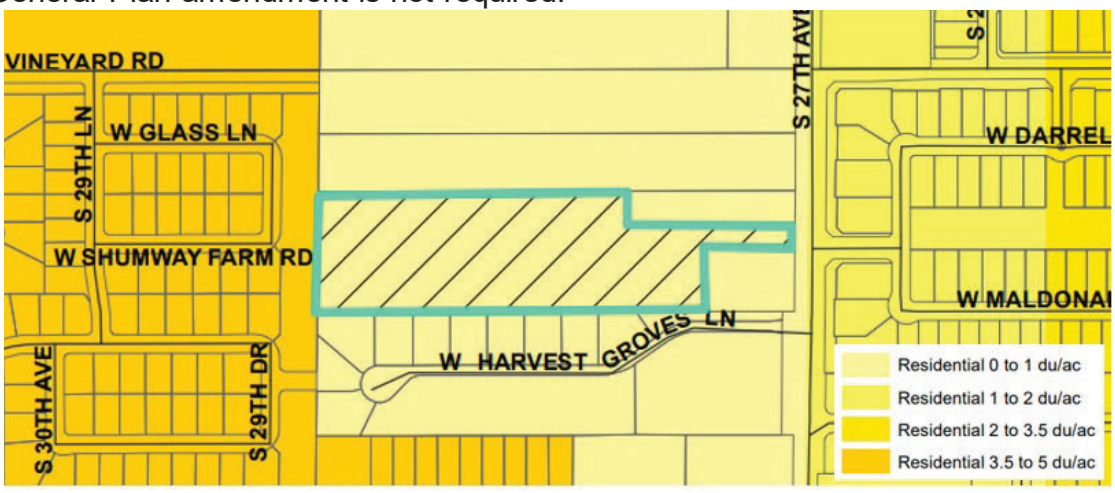


Existing Zoning Aerial Map
Source: Planning and Development Department

GENERAL PLAN LAND USE MAP DESIGNATION

3. The subject site, as well as the surrounding area to the north and south are designated Residential 0 to 1 dwelling units per acre. The area to the east, across 27th Avenue, is designated Residential 1 to 2 dwelling units per acre. Further east, the designation changes to Residential 2 to 3.5 dwelling units per acre.

   The area to the west is designated Residential 3.5 to 5 dwelling units per acre. The proposal is not consistent with the General Plan Land Use Map however, a General Plan amendment is not required.



General Plan Land Use Map
Source: Planning and Development Department

PROPOSAL

4. **Site Plan**

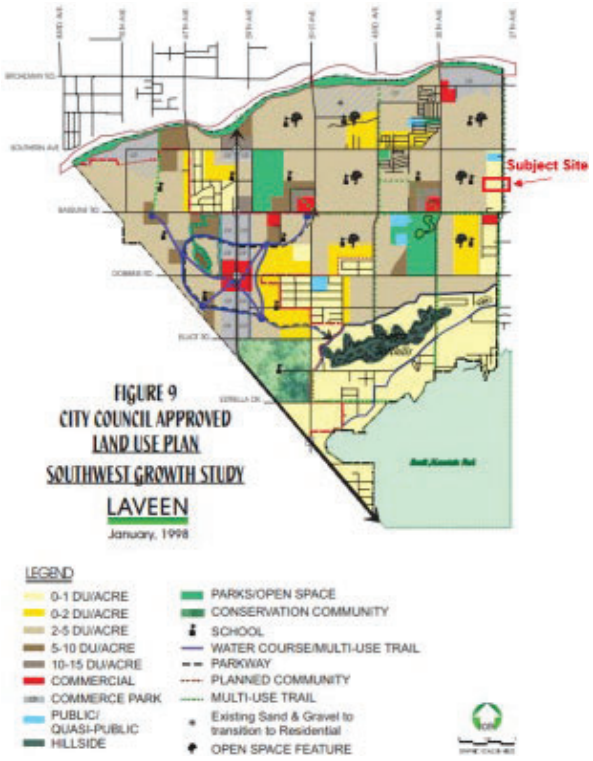
The conceptual site plan, attached as an exhibit, proposes 36 single-family detached homes with access from 27th Avenue. The current site plan does not meet current street design standards required by the Phoenix City Code. As a result, staff does not recommend stipulating general conformance to the submitted site plan. To ensure the proposed development is compatible with the surrounding land uses, staff is recommending a stipulation to allow a maximum of 36 lots. This is addressed in Stipulation No. 2. The conceptual site plan depicts a 60-foot-wide open space area located on the south portion of the subject site. To be compatible with the large lot single-family subdivision to the south, staff is recommending Stipulation No. 3 to ensure a large open space buffer as shown on the site plan. Furthermore, the open space buffer shall be planted with a minimum of 25 percent 2-inch caliper trees and 75 percent 3-inch caliper trees. This is addressed in Stipulation No. 4. Finally, staff is recommending Stipulation No. 5 to ensure a 22-foot-long garage setback measured from the back of the sidewalk. This will prevent larger vehicles from obstructing internal sidewalks and create a safer pedestrian environment.

5. **Elevations**

The conceptual building elevations, attached as an exhibit, depict one-story and two-story residential buildings with a maximum height of approximately 26 feet to the top of the roof pitch. The residential building elevations also depict pitched shingle roofs, various window sizes, wooden fascia, and stucco exteriors. To be compatible with the agrarian heritage of the Laveen Village, staff recommends Stipulation No. 1 which requires that the elevation contain elements of modern farmhouse architecture.

PLANS, OVERLAYS, AND INITIATIVES

6. **Laveen Southwest Growth Study:**
The site is located within the boundaries of the Laveen Southwest Growth Study, which was developed in 1997 to analyze the existing conditions of the Laveen Village and provide a land use and design planning framework to help shale the growth that Laveen was starting to experience, while accounting for newly annexed farmland as well as the future development of the South Mountain Freeway Loop, which has since been completed. This plan designates the project site as 0 to 1 dwelling units per acre. Although not consistent with the designation, recent land use trends in the area, including the development to the south and single-family uses to the east and west, point to a land use mix that supports single-family residential.



Laveen Southwest Growth Study Land Use Map
Source: Planning and Development Department

The Laveen Southwest Growth Study also outlines specific design policies and standards for various types of development that will enhance Laveen's built environment while remaining respectful to its agricultural heritage. The study encourages all new development to use durable, high quality building materials and to provide enhanced building design that will contribute to the character of the area. The proposal will incorporate architectural features that reflect a modern farmhouse design (Stipulation No. 1) and a large open space area (Stipulation No. 3) to contribute to the character of the area.

7. **Housing Phoenix Plan:**
In June 2020, the Phoenix City Council approved the Housing Phoenix Plan. This Plan contains policy initiatives for the development and preservation of housing with vision of creating a stronger and more vibrant Phoenix through increased housing options for residents at all income levels and family sizes. Phoenix's rapid population growth and housing underproduction has led to a need for over 163,000 new housing units. Current shortages of housing supply relative to demand are a primary reason why housing costs are increasing.

The proposed development supports the Plan's goal of preserving or creating 50,000 housing units by 2030 by contributing to a variety housing types that will address the supply shortage at a more rapid pace while using underutilized land in a more sustainable fashion.

8. **Tree and Shade Master Plan:**
The Tree and Shade Master Plan encourages treating the urban forest as infrastructure to ensure the trees are an integral part of the City's planning and development process. By investing in trees and the urban forest, the city can reduce its carbon footprint, decrease energy costs, reduce storm water runoff, increase biodiversity, address the urban heat island effect, clean the air, and increase property values. In addition, trees can help create walkable streets and vibrant pedestrian places. Staff recommends the open space buffer to be planted with a minimum of 25 percent 2-inch caliper trees and 75 percent 3-inch caliper trees. This will not only create a buffer between the existing single-family subdivision to the south but would promote shade and vegetation to reduce the urban heat island effect. This is addressed in Stipulation No. 4.

9. **Complete Streets Guiding Principles:**
In 2014, the City of 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 provide a safe pedestrian environment staff is recommending internal detached sidewalks throughout the entire development. Furthermore, the detached sidewalks would have a landscape curb planted with two-inch caliper trees and achieve a minimum 75 percent live coverage groundcover. This is addressed in Stipulation No. 6.

10. **Zero Waste PHX:**
The City of Phoenix is committed to its waste diversion efforts and has set a goal to become a zero waste city, as part of the city's overall 2050 Environmental Sustainability Goals. One of the ways Phoenix can achieve this is to improve and expand its recycling and other waste diversion programs. Recycling service is provided by the City of Phoenix to single-family residential developments.

COMMUNITY INPUT SUMMARY

*11. At the time this staff report was written, staff has received ~~one~~ **SEVEN** ~~letter~~ **LETTERS** of opposition. The stated concerns were traffic congestion, **EMERGENCY SERVICES, SAFETY,** traffic noise, and loss of the rural character.

INTERDEPARTMENTAL COMMENTS

12. **Street Transportation Department**
The Street Transportation Department commented that the proposed site plan

does not meet current street design standards per the Phoenix City Code, so general conformance of the site plan was not recommended. The Street Transportation Department also requested that the west half of 27th Avenue be rededicated and approved by Maricopa County. Furthermore, any street improvements conducted along 27th Avenue shall be reviewed and approved by Maricopa County and the approval shall be provided prior to preliminary site plan approval. Finally, all streets shall be constructed with all required elements and to ADA requirements as approved by Maricopa County. These are addressed in Stipulation Nos. 7 through 9.

13. **Aviation Department**
The City of Phoenix Aviation Department has indicated that due to the proximity of the Phoenix Sky Harbor Airport, the property owner shall record documents that disclose the existence and operations of the Phoenix Sky Harbor Airport to any future owners or tenants. The documents shall be reviewed and approved by the City Attorney. This is addressed in Stipulation No. 10.

OTHER

14. The site is located in a larger area identified as being archaeologically sensitive. If further review by the City of Phoenix Archaeology Office determines the site and immediate area to be archaeologically sensitive, and if no previous archaeological projects have been conducted within this project area, it is recommended that archaeological Phase I data testing of this area be conducted. Phase II archaeological data recovery excavations may be necessary based upon the results of the testing. A qualified archaeologist must make this determination in consultation with the City of Phoenix Archaeologist. In the event archaeological materials are encountered during construction, all ground disturbing activities must cease within a 33-foot radius 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 Nos. 11 through 13.

15. Staff has not received a completed form for the Waiver of Claims for Diminution in Value of Property under Proposition 207 (A.R.S. 12-1131 et seq.), as required by the rezoning application process. Therefore, a stipulation has been added to require the form be completed and submitted prior to preliminary site plan approval. This is addressed in Stipulation No. 14.

16. The developer shall provide a hydraulic/hydrologic analysis of offsite storm water flows, when present, at the time of preliminary site plan submittal for verification of required infrastructure in regard to lot space and density.

17. Development and use of the site is subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements such

as obtaining a use permit to conduct the proposed outdoor use in this zoning district. Other formal actions such as, but not limited to, zoning adjustments and abandonments, may be required.

Findings

1. The proposal will develop vacant property and provide a high quality single-family residential development adjacent to an arterial street and help alleviate the housing shortage in Phoenix.

2. The proposed development contains enhanced standards that will result in a more walkable, shaded and pedestrian-friendly environment. The development will provide increased shade which will help to reduce the urban heat island effect.

3. The stipulated landscaping and planting standards are above the required minimum standards and will make the development compatible with the surrounding land uses.

Stipulations

1. All building elevations shall contain architectural features that reflect modern farmhouse architecture including, but not limited to, detailing such as pitched roofs, variation in window size, overhang canopies and exterior accent materials such as board and batten siding, stone, brick veneer, and carriage style garage doors, as approved by the Planning and Development Department.

2. The project shall not exceed 36 lots.

3. A minimum 60-foot-wide open space buffer shall be provided along the south perimeter of the site.

4. The open space buffer along the south perimeter of the site shall be planted with minimum 25% 2-inch caliper and minimum 75% 3-inch caliper large canopy, drought tolerant trees, planted 20 feet on center or in equivalent groupings, as approved by the Planning and Development Department.

5. A minimum 22-foot garage setback for front-loaded garages, measured from the back of sidewalk, shall be provided for each home in the development, as approved by the Planning and Development Department.

6. A minimum 5-foot-wide detached sidewalk and a minimum 5-foot-wide landscape strip between the back of curb and sidewalk shall be provided within

the development, planted to the following standards and as approved by the Planning and Development Department.

a. Minimum 2-inch caliper drought-tolerant, large canopy, single-trunk shade trees planted 20 feet on center or in equivalent groupings.

b. Drought-tolerant shrubs, accents and vegetative groundcovers to achieve a minimum of 75 percent live coverage at maturity.

Where utility conflicts arise, the developer shall work with the Planning and Development Department on an alternative design solution consistent with a pedestrian environment.

7. A total of 65 feet of right-of-way shall be dedicated for the west half of 27th Avenue or as approved by Maricopa County.

8. Street improvements to 27th Avenue are outside of Phoenix City Limits and shall be reviewed and approved by Maricopa County. Documentation of the county review and approval shall be provided prior to Preliminary Site Plan approval.

9. All streets within and adjacent to the development shall be constructed with paving, curb, gutter, sidewalk, curb ramps, streetlights, landscaping and other incidentals, as per plans approved by the Planning and Development Department and Maricopa County. All improvements shall comply with all ADA accessibility standards.

10. The property owner shall record documents that disclose the existence, and operational characteristics of Phoenix Sky Harbor Airport to future owners or tenants of the property. The form and content of such documents shall be according to the templates and instructions provided which have been reviewed and approved by
the City Attorney.

11. If determined necessary by the Phoenix Archaeology Office, the applicant shall conduct Phase I data testing and submit an archaeological survey report of the development area for review and approval by the City Archaeologist prior to clearing and grubbing, landscape salvage, and/or grading approval.

12. If Phase I data testing is required, and if, upon review of the results from the Phase I data testing, the City Archaeologist, in consultation with a qualified archaeologist, determines such data recovery excavations are necessary, the applicant shall conduct Phase II archaeological data recovery excavations.

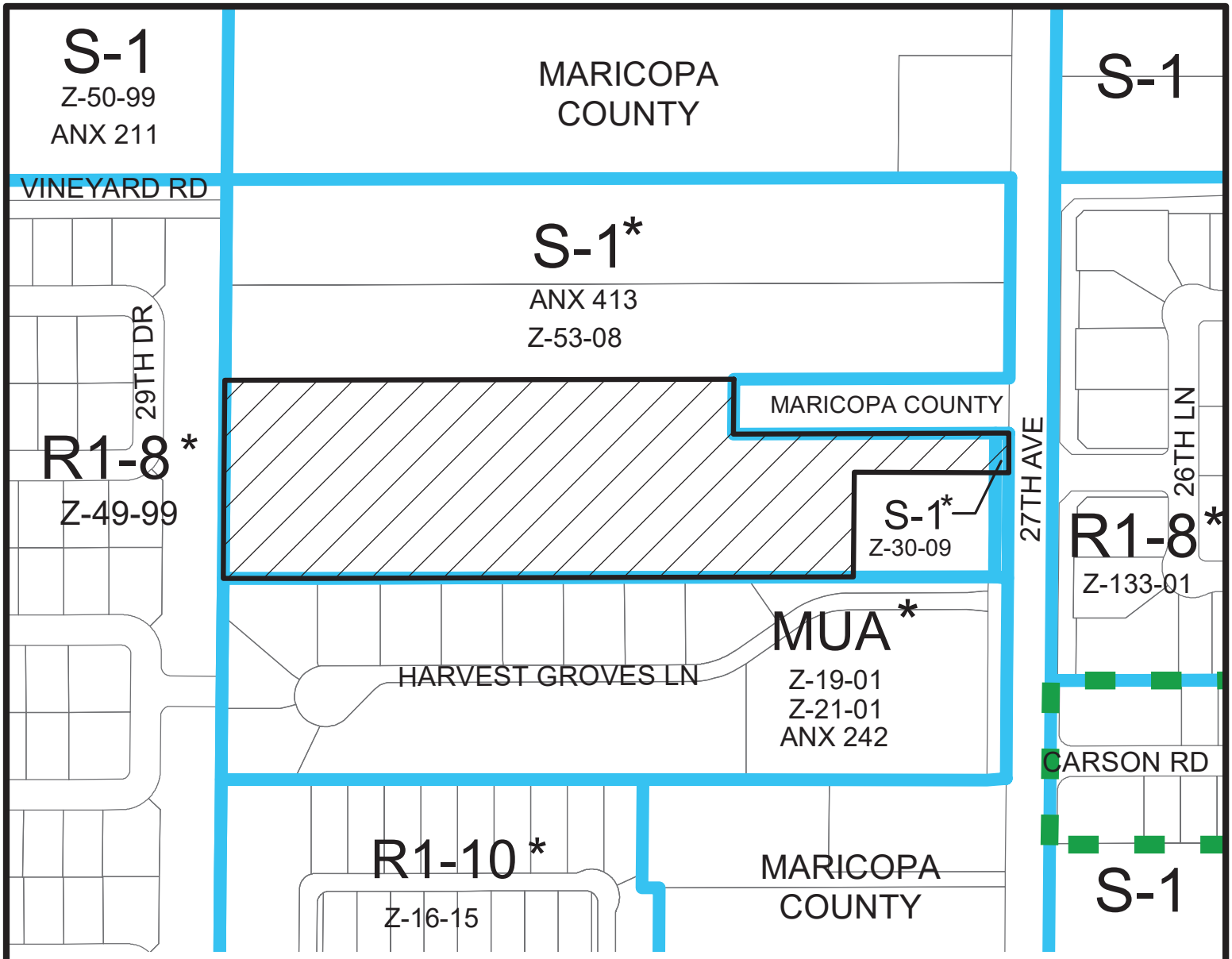
13. In the event archaeological materials are encountered during construction, the developer shall immediately cease all ground-disturbing activities within a 33-foot radius of the discovery, notify the City Archaeologist, and allow time for the Archaeology Office to properly assess the materials.

14. Prior to preliminary site plan approval, the landowner shall execute a Proposition 207 waiver of claims form. The waiver shall be recorded with the Maricopa County Recorder's Office and delivered to the City to be included in the rezoning application file for record.

Writer
Nayeli Sanchez Luna
September 8, 2023

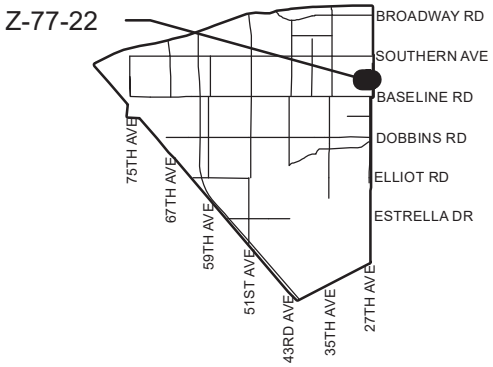
Team Leader
Racelle Escolar

Exhibits
Sketch map
Aerial map
Conceptual site plan date stamped March 20, 2023
Elevations date stamped October 10, 2022 (6 pages)
Correspondence (~~2~~ **13** pages)



LAVEEN VILLAGE

CITY COUNCIL DISTRICT: 8



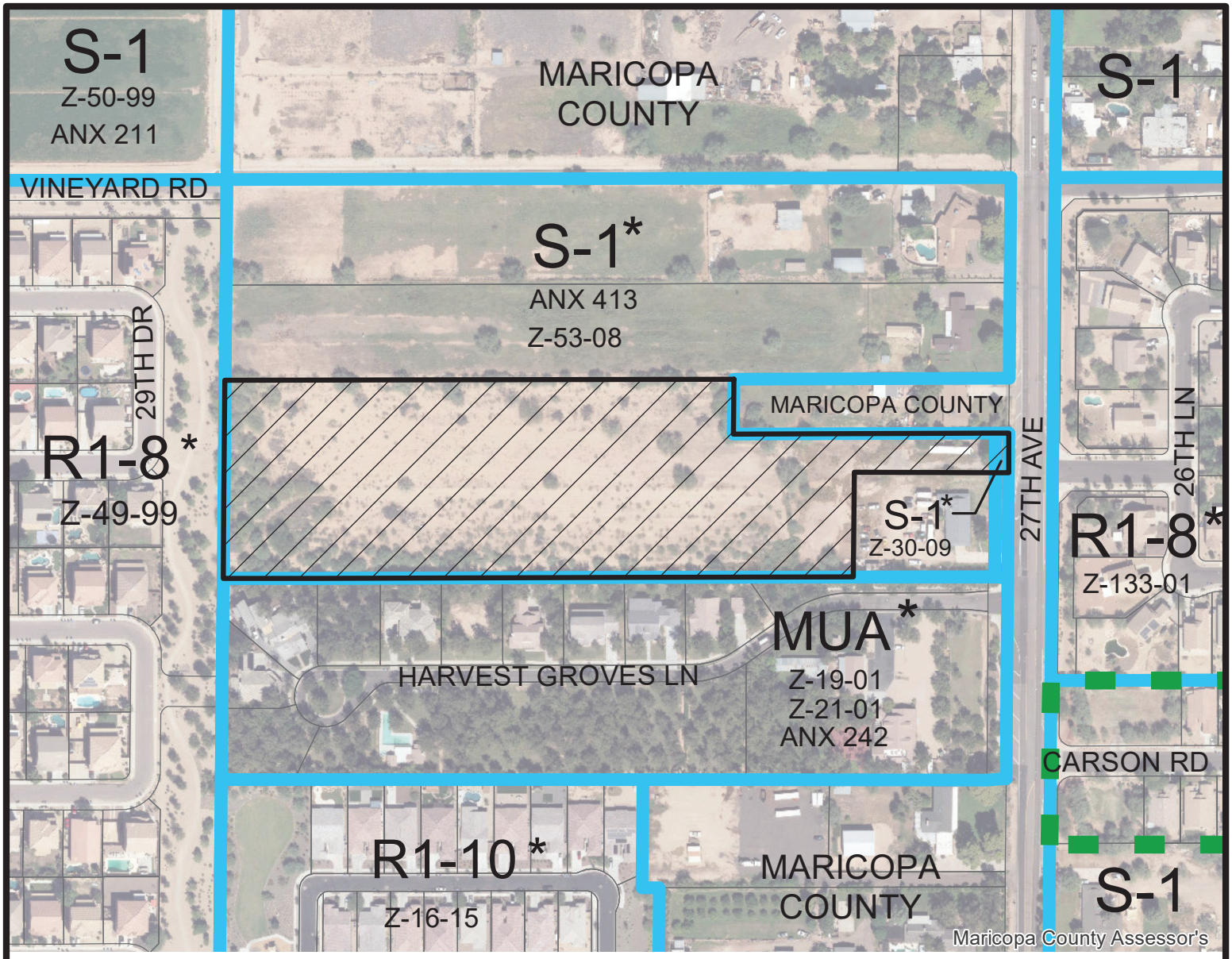
City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

APPLICANT'S NAME: Equity Connect Holdings LLC	**REQUESTED CHANGE:**
APPLICATION NO. Z-77-22	DATE: 4/3/2023
	REVISION DATES:
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 7.68 Acres	AERIAL PHOTO & QUARTER SEC. NO. QS 1-22 / ZONING MAP D-7
	FROM: S-1 (7.68 a.c.)
	TO: R1-8 (7.68 a.c.)

MULTIPLES PERMITTED	CONVENTIONAL OPTION	* UNITS P.R.D. OPTION
S-1	7	N/A
R1-8	33	42

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

Document Path: S:\Department Share\Information Systems\PL GIS\IS_Team\Core_Functions\Zoning\sketch_maps\2022\Z-77-22.mxd

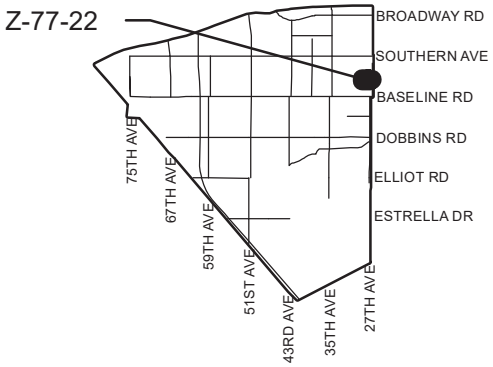


Miles

0.045 0.0225 0 0.045

LAVEEN VILLAGE

CITY COUNCIL DISTRICT: 8



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

APPLICANT'S NAME:	Equity Connect Holdings LLC
APPLICATION NO.	Z-77-22
DATE:	4/3/2023
REVISION DATES:	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.	7.68 Acres
AERIAL PHOTO & QUARTER SEC. NO.	QS 1-22
ZONING MAP	D-7

REQUESTED CHANGE:

FROM: S-1 (7.68 a.c.)

TO: R1-8 (7.68 a.c.)

MULTIPLES PERMITTED	CONVENTIONAL OPTION	* UNITS P.R.D. OPTION
S-1	7	N/A
R1-8	33	42

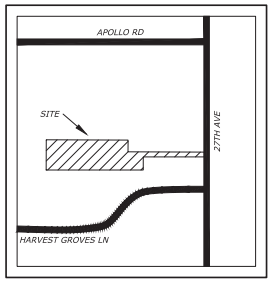
* **Maximum Units Allowed with P.R.D. Bonus**

Document Path: S:\Department Share\Information Systems\PL GIS\IS_Team\Core_Functions\Zoning\sketch_maps\2022\Z-77-22.mxd

CONCEPTUAL SITE PLAN
FOR
6844 S. 27TH AVE
PHOENIX, ARIZONA

A PORTION OF THE SOUTHEAST QUARTER OF SECTION 35, TOWNSHIP 1 NORTH, RANGE 2 EAST, OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA

STANDARDS	PROVIDED
MINIMUM LOT DIMENSIONS (WIDTH AND DEPTH) *3	WIDTH=45' DEPTH=110'
DWELLING UNIT DENSITY (UNITS/GROSS ACRE)	4.60 UNITS / ACRE
PERIMETER STANDARDS	STREET FRONTAGE: 15' MIN. ADJACENT PROPERTY LINE WEST IS 15', EAST IS 15' MIN, SOUTH IS 20', NORTH IS 20'
BUILDING SETBACKS	INTERIOR: 5' SIDE 10' FRONT 22' GARAGE 15' REAR
MAXIMUM HEIGHT	2 STORY / 30'
LOT COVERAGE	40%
COMMON AREAS	TOTAL = 50,119 SF (14.7%)
ALLOWED USES	SINGLE FAMILY
REQUIRED REVIEW	DEVELOPMENT REVIEW PER SECTION 507
STREET STANDARDS	PRIVATE ACCESSWAY
RESIDENT PARKING	2 IN GARAGE



VICINITY MAP
NOT TO SCALE

OWNER/ DEVELOPER:
EQUITY CONNECT HOLDINGS, LLC.
7904 E. CHAPARRAL RD., SUITE A110
SCOTTSDALE, AZ 85250

ENGINEER:
RCC DESIGN GROUP, LLC
ATTN: STUART W. RAYBURN, P.E.
16815 S DESERT FOOTHILLS PKWY, SUITE 138
PHOENIX, AZ 85048
480.598.0270
480.598.0273 FAX

DESCRIPTION:
THIS SITE IS A PROPOSED 36 LOT RESIDENTIAL WITH PRIVATE ACCESSWAYS.

APN: 105-88-018K

PROJECT DATA

GROSS AREA: 342,021 SF OR 7.85 AC

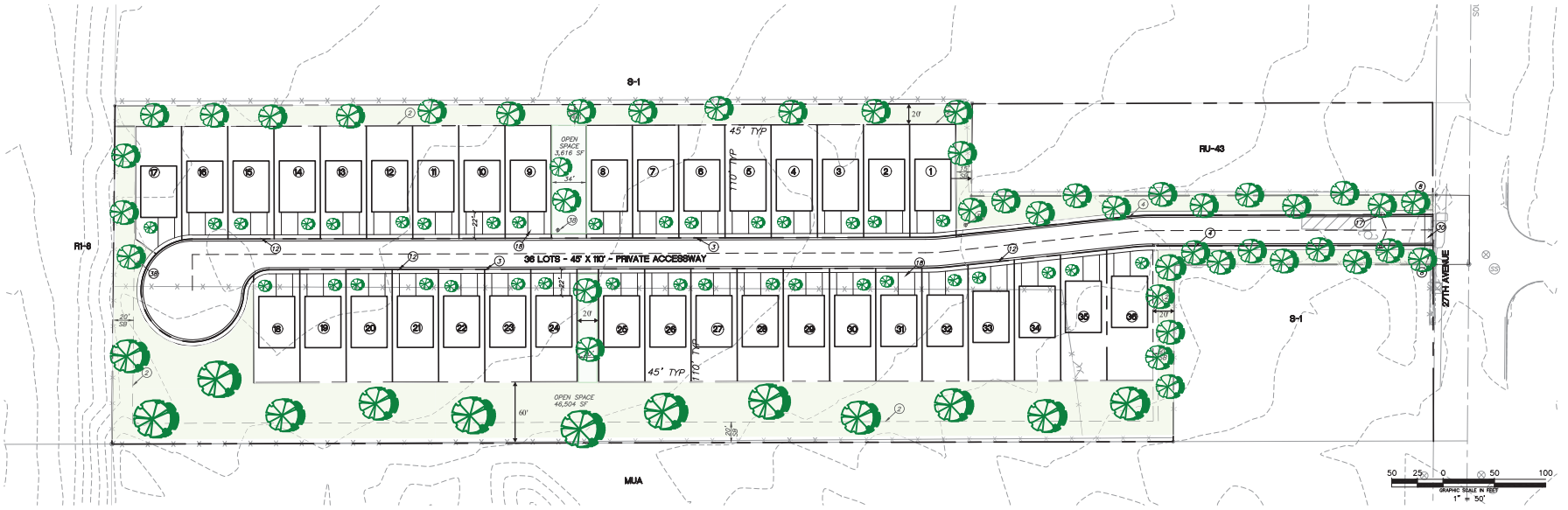
NET AREA: 339,625 SF OR 7.80 AC

ZONING:
CURRENT: S1
PROPOSED: R1-8

SITE PLAN CONSTRUCTION NOTES:

2 BUILDING SETBACK LINE
4 6" VERTICAL CURB
3 4" ROLL CURB
8 20'X10' VISIBILITY TRIANGLE. MAXIMUM MATURE PLANT MATERIAL HEIGHT IN TRIANGLE IS 24"
12 NEW 4' CONCRETE SIDEWALK
17 GATED ENTRANCE
18 22' DEEP PRIVATE DRIVEWAY
30 NEW DRIVEWAY PER COP 1255-2
36 PROPOSED FIRE HYDRANT
39 EXISTING FIRE HYDRANT

CITY OF PHOENIX
MAR 20 2023
Planning & Development Department



RCC DESIGN GROUP, LLC
"...WHATEVER IT TAKES"
16815 S. DESERT FOOTHILLS PKWY
SUITE 138
PHOENIX, AZ 85048
480.598.0270
480.598.0273 FAX
"CIVIL & SITE ENGINEERING SERVICES"

Professional Engineer Certificate No. 41809 STUART W. RAYBURN Date Signed 3-9-22 ARIZONA U.S.A.

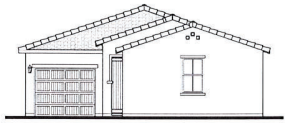
Expires 12/31/22

CALL TWO WORKING DAYS BEFORE YOU DIG (602)263-1100 1-800-STAKE-IT (OUTSIDE MARICOPA COUNTY)

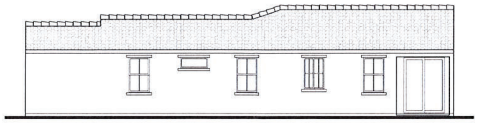
CONCEPTUAL SITE PLAN FOR 6844 S. 27TH AVE PHOENIX ARIZONA

PROJECT NO.	21-105-50
DRAWING NO.	00000
DATE:	12/09/21
DRAWN BY:	LJR/SWR
CHECKED BY:	JSR/SWR
REVISIONS:	

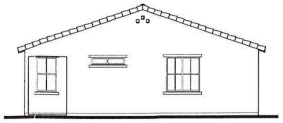
SHEET NO.
CSP
1 OF 1
CONCEPTUAL SITE PLAN



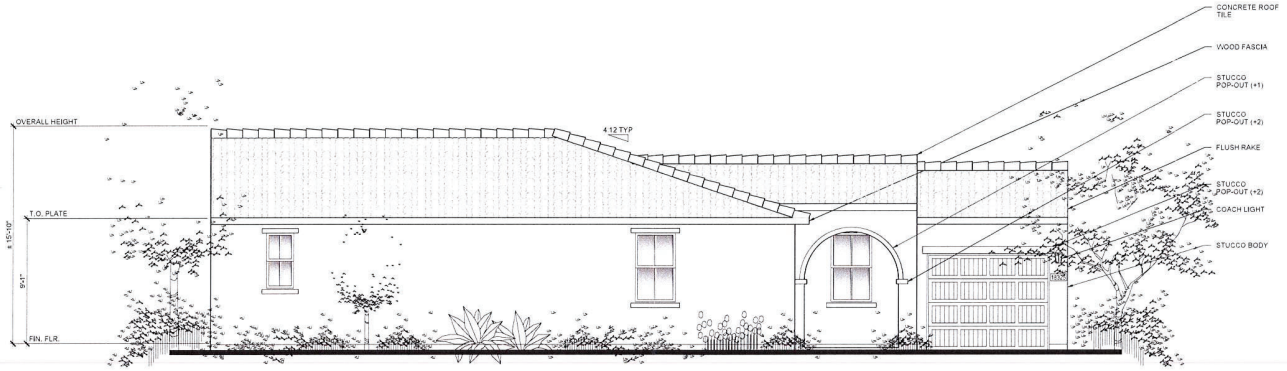
RIGHT ELEVATION
ELEVATION A 1/8" = 1'-0"



REAR ELEVATION
ELEVATION A 1/8" = 1'-0"



LEFT ELEVATION
ELEVATION A 1/8" = 1'-0"



FRONT ELEVATION
ELEVATION A 1/4" = 1'-0"

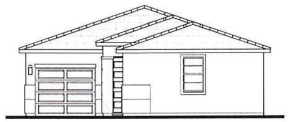
CITY OF PHOENIX
OCT 10 2022
Planning & Development Department

PLAN 1 | 4 PACK SFD | PHOENIX, AZ

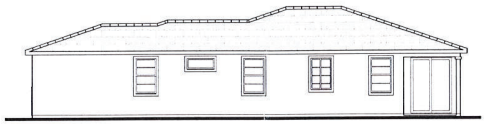
8-12-2022

27th Southern LLC
2410 E Osborn Road, Suite #200
Phoenix, AZ 85016

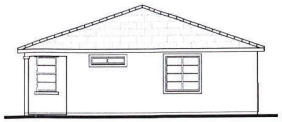
FELTENGROUP
Phone: 602.867.2500 WWW.FELTENGROUP.COM
www.feltengroup.com copyright 2022



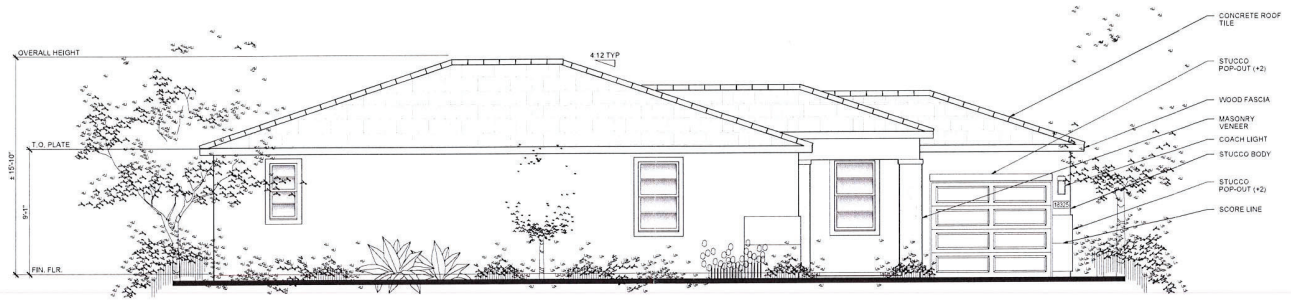
RIGHT ELEVATION
ELEVATION B 1/8" = 1'-0"



REAR ELEVATION
ELEVATION B 1/8" = 1'-0"



LEFT ELEVATION
ELEVATION B 1/8" = 1'-0"



FRONT ELEVATION
ELEVATION B 1/4" = 1'-0"

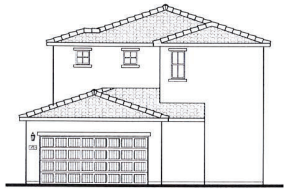
CITY OF PHOENIX
OCT 10 2022
Planning & Development Department

PLAN 1 | 4 PACK SFD | PHOENIX, AZ

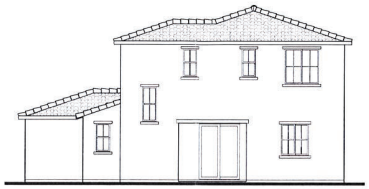
8-12-2022

27th Southern LLC
2410 E Osborn Road, Suite #200
Phoenix, AZ 85016

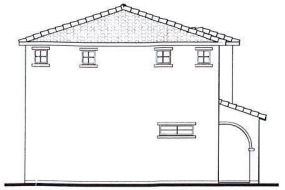
FELTENGROUP
Phone 602.867.2500 WWW.FELTENGROUP.COM
www.feltengroup.com copyright 2022



RIGHT ELEVATION
ELEVATION A 1/8" = 1'-0"



REAR ELEVATION
ELEVATION A 1/8" = 1'-0"



LEFT ELEVATION
ELEVATION A 1/8" = 1'-0"

FRONT ELEVATION
ELEVATION A 1/4" = 1'-0"

CITY OF PHOENIX
OCT 10 2022
Planning & Development Department

PLAN 2 | 4 PACK SFD | PHOENIX, AZ

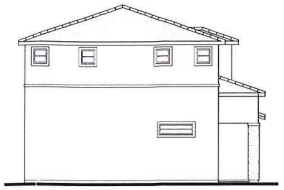
8-12-2022

27th Southern LLC
2410 E Osborn Road, Suite #200
Phoenix, AZ 85016

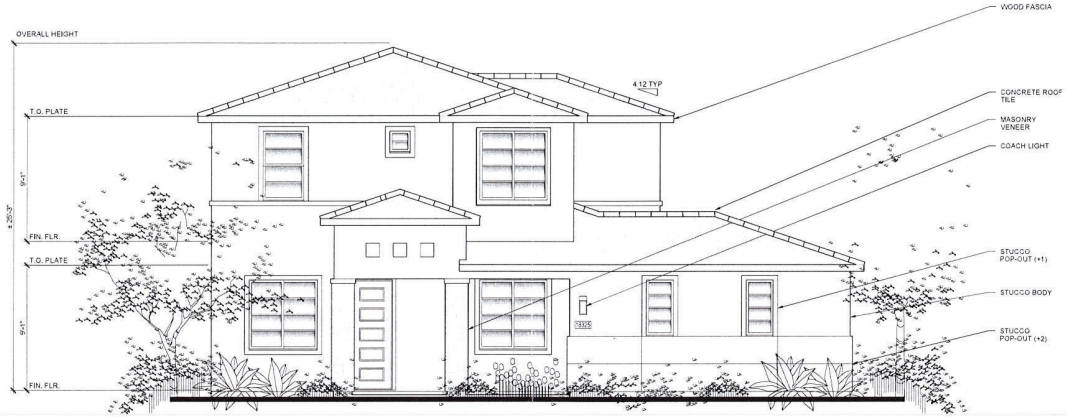
FELTENGROUP
Phone 602.667.2500 WWW.FELTENGROUP.COM
www.feltengroup.com copyright 2022

RIGHT ELEVATION
ELEVATION B 1/8" = 1'-0"

REAR ELEVATION
ELEVATION B 1/8" = 1'-0"



LEFT ELEVATION
ELEVATION B 1/8" = 1'-0"



FRONT ELEVATION
ELEVATION B 1/4" = 1'-0"

CITY OF PHOENIX
OCT 10 2022
Planning & Development Department

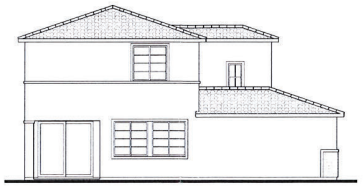
PLAN 2 | 4 PACK SFD | PHOENIX, AZ

8-12-2022

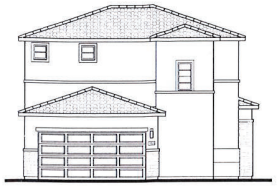
27th Southern LLC
2410 E Osborn Road, Suite #200
Phoenix, AZ 85016

FELTENGROUP
PHONE 602.867.2500 WWW.FELTENGROUP.COM
www.feltengroup.com copyright 2022

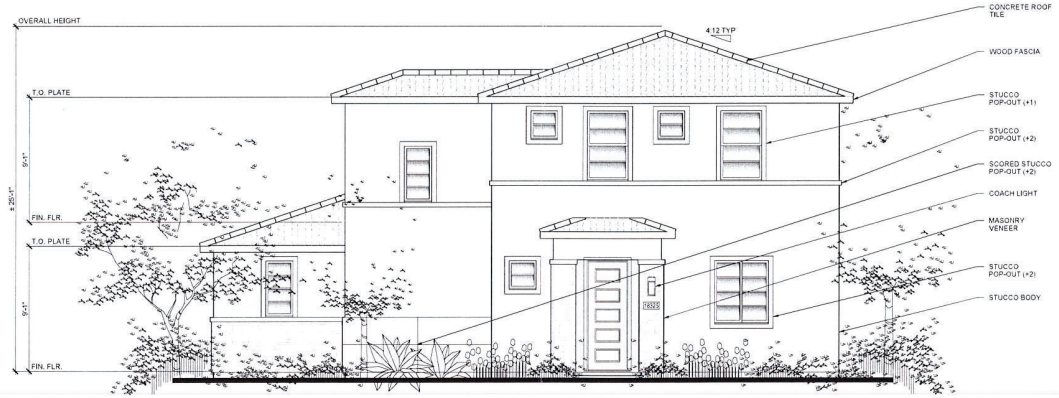
RIGHT ELEVATION
ELEVATION B 1/8" = 1'-0"



REAR ELEVATION
ELEVATION B 1/8" = 1'-0"



LEFT ELEVATION
ELEVATION B 1/8" = 1'-0"



FRONT ELEVATION
ELEVATION B 1/4" = 1'-0"

CITY OF PHOENIX
OCT 10 2022
Planning & Development Department

PLAN 3 | 4 PACK SFD | PHOENIX, AZ

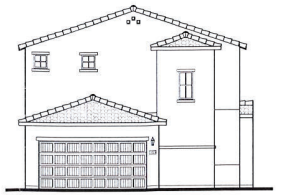
8-12-2022

27th Southern LLC
2410 E Osborn Road, Suite #200
Phoenix, AZ 85016

FELTENGROUP
PHONE 602.867.2500 WWW.FELTENGROUP.COM
www.feltengroup.com copyright 2022

RIGHT ELEVATION
ELEVATION A 1/8" = 1'-0"

REAR ELEVATION
ELEVATION A 1/8" = 1'-0"



LEFT ELEVATION
ELEVATION A 1/8" = 1'-0"

FRONT ELEVATION
ELEVATION A 1/4" = 1'-0"

CITY OF PHOENIX
OCT 10 2022
Planning & Development Department

PLAN 3 | 4 PACK SFD | PHOENIX, AZ

8-12-2022

27th Southern LLC
2410 E Osborn Road, Suite #200
Phoenix, AZ 85016

FELTENGROUP
Phone: 602.867.2500 WWW.FELTENGROUP.COM
www.feltengroup.com copyright 2022

Nayeli Sanchez Luna

From: Clifford Mattice <matticegroup@gmail.com>
Sent: Tuesday, November 8, 2022 2:41 PM
To: Enrique A Bojorquez-Gaxiola; Jennifer Hall; Clifford Mattice
Subject: Lot 4 2810 W Harvest Groves Lane Zoning Protest Against Rezoning Application Case Z-77-22 and Public Records Request

Planning Department:

Please insert this zoning protest opposing the rezoning applied for in Case No. Z-77-22 to change the designation from S-1 to R1-8 PRD in all packets, attachments, written communications provided to City staff, committee members, commission members and members of the City Council as part of the public record/ application for not only the currently scheduled neighborhood meeting, but also any planning or legislative meetings and/or hearings for this application/case.

We are opposed to the application for rezoning, request that a recommendation of denial be asserted by the City's professional staff, and request the application be denied.

Our family house is on an oversized residential plot as part of 10 oversized lots that contain substantial, preserved open space occupied by hundreds of mature pecan trees which in turn are home to a variety of species, including owls, hawks, a multitude of bird species and coyotes. The proposed use/application/rezoning ("Rezoning Use"), would allow a substantial increase in density and use immediately adjacent to our backyard and the back fence of seven of our neighbors' properties, and our HOA community property. The previous ranch operations on the subject property of the Rezoning Use was consistent with the City's current zoning designation, planning documents, and the densities and uses of our Laveen Village neighborhood, including the surrounding single-family properties, ranch properties, bridal path on 27th Avenue and neighborhood schools. The Rezoning Use essentially proposes a multi-family density and use that is completely out of character for the neighborhood which contains the Arizona Lutheran school and extremely popular Venue at the Grove wedding site established in 2009 (which owns the property near and adjacent to this Rezoning Use). Our small community in the pecan orchard not only fits into the historic ranch and equestrian character of Laveen, but also enjoys in very close proximity: South Mountain, Corona Ranch, the Venue at the Grove, Arizona Lutheran Academy, operating horse ranches, cotton fields and extensive bridal paths. The Rezoning Use is not consistent with the uses, densities or character of this agrarian, rural village with its long-standing identity defined by farming, ranching and open space.

The Rezoning Use is incompatible with the uses and zoning of its adjacent and neighboring property, the City's planning and zoning policies and the City's capacity to serve denser uses in a growing population. The Rezoning Use will detrimentally impact our property, our neighbors' property in the Harvest Groves and surrounding properties by creating:

Densities and Uses contrary to the neighborhood's expectation that the policies and guidelines of the Laveen Village Character Plan will control future growth in the neighborhood.
Densities and Uses incompatible with the density and use of adjacent and surrounding property in the neighborhood.
Densities and Uses that will diminish the value and desirability of adjacent and surrounding property-residential and commercial.
Densities and Uses that are inconsistent with the planning and zoning guidelines for the Laveen Village Character Plan.
Increased traffic on 27th Avenue, Baseline Road, Southern Road, Dobbins Road and congestion on these roads during peak and off-peak times.
Densities and Uses that are contrary to Laveen's "small town" character and rural, agricultural heritage and current uses.
Increased noise that is not agricultural in nature and inconsistent with the nature of the Laveen Village.

Limits to the range of housing types and densities by eliminating large lot residential housing options in the Laveen Village and eliminating ranch and/or agricultural uses.
Detracting from future development in Laveen by creating densities and uses that degrade, devalue and eliminate the rural, agricultural uses and character of adjacent and area properties.
Strains on the limited and reduced resources of the City and County fire department, police department and utilities department.
Additional burdens on the availability of water resources for City residents and the City of Phoenix beyond the current levels planned for the Laveen Village.
A lack of current development for ranch and agricultural uses in the neighborhood and Laveen Village.

According to the City's Laveen Village Character Plan, t**his neighborhood is 61% 0-5 du/acre (in stark contrast to the Rezoning Use); 17% Parks/Open Space and contains 69 miles of multi-use paths for horses, hikes and cyclists.** In fact the rural, agricultural character of the neighborhood is also recognized in the City's planning document as approximately 5, 778 acres or 30% of Laveen Village as county jurisdiction. The City's planning rules require projects to be compatible with: "Rural, equestrian and agricultural lifestyle"; the "long history as an agricultural community"; "adopted rural development guidelines:; "rural character"; "rural character blended with new development"; establishment of "Baseline Road and Dobbins Road Scenic drives"; "multi-use trails and canals". The Rezoning Use is contrary to all of these elements.

The Rezoning Use is incompatible with the City's Southwest Growth Study created in 1998 which guides land use decisions within Laveen Village with objectives demanding new land uses that:

1. "Prepare design guidelines and development standards that encourage development that is both sympathetic and responds to the area's cultural, historical and agricultural assets." The Rezoning Use is contrary to the area's cultural, historical and agricultural assets such as ranch uses, horse riding, horse training, sheep herding, cotton farming, and orchard operations.

2." Identify needs and methods for providing public services and facilities." The Rezoning Use further strains the already overwhelmed fire and police department assets in the neighborhood.

3."Establish an appropriate and balanced housing mix that also encourages development that protects existing residential lifestyles and natural resources". The common areas of the Groves Association property which contains multiple acres of a mature and producing pecan trees has already suffered the encroachment of high density housing along its southern fence line by City or County approvals and development of high, density housing without buffering to our property. That housing development receives the benefit of the Groves' orchard without having to pay for its maintenance. Our Groves community already essentially has another adjacent subdivision on the entire south fence line utilizing our property as open space for their backyards. The Rezoning Use would result in yet another adjacent housing development on the north fence line encroaching closely to our property with incompatible uses and densities devaluing our property and rendering it less desirable to live in. The Rezoning Use is also incompatible with the agricultural and single family residential use of our property.

The Rezoning Use is further inconsistent with the City's expressed development objectives: to protect residential areas from concentrations of incompatible land uses that could change their character and destabilize land values; promote site development and land use which protects the natural environment by preserving vegetation and surface water, minimizes disturbances to the existing terrain; requiring housing development that promotes large lot size; and design that mitigates traffic impacts and noise impacts. The Rezoning Use also fails to "promote neighborhood identity through planning that reinforces the existing landscaping and character of the area." Small houses with shared driveways packed into tiny lots served by a bottle-necked entryway onto 27th Avenue is not representative of the character of our neighborhood.

And finally, the Rezoning Use fails to satisfy the City's objective that **"Each new development should contribute to the character identified for the village."**

Because the proposed rezoning would cause multiple detrimental impacts (based on uses, densities, design) to our property, other adjacent property, the neighborhood and the Laveen Village, we oppose and protest the application in its entirety and request that the application be denied at all stages of review. We further respectfully request that the City's officials, including the planning professionals, utility professionals, fire and police professionals all recommend denial for this application.

Additionally, we request a copy of all records, including but not limited to the application and email correspondence related to this case, including reports, memoranda and communications by, from or through all City staff and elected, eappointed officials.

Cliff and Melissa Mattice
2810 West Harvest Groves Lane

From:	Edward Olaya
To:	Enrique A Bojorquez-Gaxiola; Jennifer Hall
Subject:	Zoning Protest Against Rezoning Application Case Z-77-22
Date:	Saturday, November 19, 2022 1:28:06 AM

Planning Department:

Please insert this zoning protest opposing the rezoning applied for in Case No. Z-77-22 (6844 S. 27th Ave) to change the designation from S-1 to R1-8 PRD in all packets, attachments, written communications provided to City staff, committee members, commission members and members of the City Council as part of the public record/ application for any planning or legislative meetings and/or hearings for this application/case.

I own the following residential and commercial property adjacent and near the property requesting the rezoning:

1) 6848 South 27th Avenue Phoenix, AZ 85041 (Residential)
2) 7010 South 27th Avenue Phoenix, AZ 85041 (Commercial)
3) 7032 South 27th Avenue Phoenix, AZ 85041 (Residential)
4) 7110 South 27th Avenue Phoenix, AZ 85041 (Vacant Land)

Below are the reasons for opposition.

Density

The “townhome” layout of 40 homes on 7.8 acres is out of reason for the surrounding area. Many homes in the area are larger than the proposed lot sizes (2,600 sq ft) of this community. The parking of any additional vehicles in the community is going to spill over on the only road in the community causing a danger to any need of City of Phoenix emergency vehicles entering the community. I have personally seen the decline in brand new neighborhoods due to similar layouts. In these highly dense communities the road is constantly filled with additional vehicles parked in streets because the lack of driveways/garages aren’t big enough to withstand multiple vehicles from the home and their visitors.

Noise

There is a 250-foot stretch of roadway that is sandwiched between two residential homes that will need to be driven through before even getting into the proposed community of homes. According to the traffic study, it is estimated that there will be 72 vehicles entering and exiting that 250-foot stretch of road each day. This 250-foot stretch covers the complete length of my home that sits on 1 acre. All the bedrooms of my home are on the side adjacent to this road, therefore I will have constant traffic surrounding my home from the north (community road) and the east (27th Avenue). This would be a large increase in traffic noise.

Also, there will be an increase of general noise coming from 40 homes being packed in a small area.

Character of Area

The Rezoning Use is inconsistent with the character of the surrounding irrigated, rural area with its long-standing identity defined by open space and farming/ranching. The proposed rezoning and layout will devalue the adjacent Harvest Groves community by putting “townhome” like homes adjacent to their custom homes and surrounding acreage homes.

I understand the progression of development and am for working together to create a community that elevates and enhances this unique area. The way this development is proposed is far from it. I strongly oppose the application and request that it be denied before moving any further in the rezoning process.

Sincerely,

Edward Olaya

--

photo

Edward Olaya
Owner, Olaya Events & Company
Explore Our Collection:
Ensemble Catering [ensemblecatering.com], Venue at the Grove [venueatthegrove.com], and Olaya Consulting [olayaconsulting.com]
602.799.9859 | edward@olayaevents.com
www.olayaevents.com [olayaevents.com]
7010 South 27th Avenue, Phoenix, AZ 85041

[linkedin.com]

EST. 2009
VENUE
AT THE
GROVE
Weddings & Events

July 9, 2023

Re: Rezoning application Z-77-22.

To Nayeli Sanchez Luna and the Laveen Village Planning Committee,

I own 3 residential properties and 1 commercial property along 27th Avenue between Baseline Road and Southern Avenue equating to approximately 6 acres of land. Two of my properties, the commercial property (7010 South 27th Avenue) and one of the residential properties (6848 South 27th Avenue) are directly adjacent to the land that is requesting to be rezoned.

I am writing to express my **strong objection** of rezoning application Z-77-22 due to its high-density proposal. This type of development will negatively impact the surrounding area and is an example of a developer trying to put as many homes as possible into a flag lot to maximize their financial benefit.

The entrance and exit of the proposed property will closely be sandwiched between my residential home and another home. The amount of traffic noise and disturbance will negatively impact quality of life. Furthermore, the layout of the lot is one way in and one way out. The more homes, the more difficult it will be for fire department, police, garbage trucks, delivery trucks, and even the homeowners to safely enter and exit when cars park along the single road. We see cars parked on roads in other communities, imagine what this single road would look like and the congestion it will cause.

The way this development is proposed is a huge mismatch to the shape of the parcel. I and others in our community have expressed to the developer that we understand development is inevitable. A better fit for this type of lot would be a density of around 20 homes. Please join the surrounding community in requesting that the developer go back and reduce the density to build a community that Laveen would be proud of and that will enhance the area and property values.

Thank you for your time,

Edward Olaya, Owner
Venue at the Grove
7010 South 27th Avenue
Phoenix, AZ 85041
602-799-9859

CITY OF PHOENIX
JUL 09 2023
Planning & Development
Department

Case No. Z-77-22

7/10/23 Rezoning 27th Ave

1. Cliff: Melissa Mattice - Neighbor Opposed
2810 W. Harvest Groves Lane
602 326-1148 602 628-4644
mattice group@gmail.com

David Yeager
David@OIAYAEvents.com
928-965-0872

CITY OF PHOENIX
JUL 09 2023
Planning & Development Department

Tony Colio
2818 w. HARVEST GROVES LN
6022903484 tcolio1@gmail.com

Teresa Dickinson
7426 S 27th Ave, Phx AZ 85041 602 705-1136

Margie Colio 602 550 7127 margiecolio@gmail.com
Tony Colio tcolio1@gmail.com

Nancy Arora njaarora@gmail.com
520-204-3514

Liana & Jorge Enriquez
JLEnriquez210@gmail.com W Harvest Groves
Jorge 480 285 5092
Liana 602 614-5055

July 10th, 2023

Nayeli Sanchez Luna

Planning Department – City of Phoenix

Re: 27th and Southern Case #Z-77-22

Dear Ms. Luna,

I ask that this letter be put in the file and be read on record at the meeting being conducted this evening with the Rose Law group, as I am unable to physically attend.

I am the owner of 2720 W. Harvest Groves Lane, Phoenix, AZ 85041, I am opposed to the volume of homes currently planned to be constructed behind my home. I purchased this home as a retirement home for my mother and as an investment in my future, both of which are at risk due to the proposal of these homes.

I am asking that the approval include that the new community be of fewer homes on larger lots and within a gated community.

I sincerely appreciate your time and consideration

Angela V. Cook

2720 W. Harvest Groves Lane Homeowner

From:	JorgeLiAna Enriquez
To:	Nayeli Sanchez Luna
Cc:	JorgeLiAna Enriquez; PDD Long Range Planning
Subject:	Re: case #Z-77-22
Date:	Monday, July 10, 2023 6:22:33 PM

Good afternoon,
This is LiAna and Jorge Enriquez. We reside within Harvest Groves (2826). And I, Jorge am the President of the HOA, I am also a Battalion Chief for Phoenix Fire in charge of all of South District which includes the area of this proposed development.
We are writing as a follow-up to a voicemail left with Nayeli. We would like it noted as part of public record (and if possible read during tonight's meeting) that we are vehemently opposed to the current proposed project and rezoning application (Z-77-22) mainly due to high density.
Personally- we are against it because of safety concerns, the amount of high traffic, and the fact that this may substantially impact our property values. We live within 8-acres (as well) with only 10 home sites designated. Parking and traffic flow proves difficult at times even with this low density. This developer wants to jam 36 homes onto the same acreage—this will have a substantial negative impact to not only our community, our safety, traffic flow, noise, and public safety services. There is a one way in and one way out layout that will make it extremely difficult for Public safety (fire trucks & PD), garbage and utility vehicles to safely enter and exit, especially with anticipated cars parked in the street, there will be no room.
Additionally, our community, as well as the community south of Harvest Groves is a gated community, currently this planned development does not include a gate for the community which creates major safety concerns. We'd like to see reduced density and a gate.
Professionally, as a Battalion Chief for this area and a 33-year veteran in the fire service, in my experience these types of communities, with such high density and this type of layout, have proven extremely challenging to properly enter and exit during an emergency.
In the event of a fire, the fire department dispatches a minimum of of Seven (7) fire department vehicles to the scene, this layout makes it nearly impossible to safely enter and navigate.
Also, with such high density, in the event of a fire to one home the possibility of extending to another home substantially increases.
As a Command Officer, my job is to mitigate risk at all times for the citizens, the city, for the Fire Department and for our members. A development of this type—high density and narrow paths creates a major risk for all stakeholders involved.
Additionally, there just doesn't seem to be adequate public services, especially police force to keep up with adding such high density of homes in the area. Safety, congestion, and noise is a major concern for us and will negatively impact our quality of life.
Also, 27th Avenue is not suited to sustain a large volume of traffic flow, there are two schools within the vicinity (just north of this proposed development) that creates traffic jams during the school year (it appears the traffic survey was done during the time school was not in session).
Also this plan just doesn't fit within the Laveen Villages Plan. For all these reasons we are requesting a substantial reduction of density, as well as to make this a gated community.

Respectfully,
Jorge & LiAna Enriquez
(480) 285-5092
Harvest Groves resident

To: Councilwoman Washington Re: Re-zoning Case Z-77-22-8

I am the owner of 6828 S 27th Ave, the neighboring property to the 7.68 acres of land that is currently trying to rezone from S-1 (Ranch or Farm Residence) to R1-8. This rezoning would result in 38 single-family residence, and I personally would share a wall with 17 of those homes. The wall of homes that shares our property are planned to be all two-story homes to make matters worse. I understand the progression of development in the Laveen area and am for working together to create a community that elevates and enhances this unique area but have serious concerns for this particular development.

Character of Area

Laveen has experienced explosive residential growth which helps fuel our local economy but also starts to diminish what was once coveted as a farming community. Our properties along 27th are long, narrow lots that have grandfathered flood irrigation water rights and allow us to farm and raise animals and preserve some of our native wildlife. The proposed rezoning is very different than the adjacent properties and attempts to build 38 homes into less than 8 acres of narrow land. They already have the ability to build 8 homes on that property which would be in line with the adjacent ranch homes.

We purchased our property to be an oasis of agriculture for our growing family with future plans to grow for a farmers' market and fuel the economy through agriculture - a piece of AZ's history that is quickly becoming developed into houses and commercial real estate. Our 4.5 acres of land that we have thoughtfully planned to be orchards, gardens and learning area for local schools and our own children, will be next door to two story homes lining our entire wall. We will go from having a quiet, agriculturally rich neighborhood to 38 bustling homes and all of the noise, traffic and visual disturbance that goes along with that. This will devalue our property which we never plan to develop into a conglomerate of homes and take away the authenticity of this area.

Traffic and Congestion

We are located off a busy, main thoroughfare on 27th Ave and parking any additional vehicles in the community will inevitably spill over onto the road. This presents a danger to any City of Phoenix emergency vehicles entering the community and/or driving down 27th Ave and pedestrians walking or riding their bikes along the road.

Noise

There are three times as many homes they are trying to build as the homes adjacent to this space and they will be seriously impacted by the noise of these residences on top of the noise that will reach the adjacent community. In addition, the roadway needed to get into the residences will have an estimated 72+ vehicles per day entering and exiting (according to the traffic study) causing a considerable amount of traffic and subsequent noise.

Safety

We have numerous schools in close proximity to this build (Bernard Black Elementary, Arizona Lutheran Academy and Sun Valley Academy) and many of the pedestrians and traffic driving along 27th are students/parents with students. This street already has an issue with people speeding and not slowing in the school zone, so I can only imagine what 70+ more vehicles will bring.

Our fire and police staffing in District 8 is already compromised with the new developments in our area and this will put immense stress on our resources to help people in need. 36 homes in close proximity to one another and surrounded by agricultural land could create a dangerous situation for all in the area. Additionally, the roadway for a fire truck to get in and out into this community, especially if cars are parked along the street is very narrow and should be assessed for safety.

I strongly oppose the application and request that the rezoning request be denied. If a community of homes must be built in this space, I am proposing it be kept at current zoning in order to uphold the integrity of the agricultural history in this neighborhood or at most R1-18.

Lastly, I would like to make mention that we have had dozens of neighbors write letters in opposition to this but we only see one that is filed with the proposal for the community. I believe many of the letters may have been sent to the prior law team but I can't be certain. There is serious neighborhood opposition, and one letter is not giving the appropriate response that this rezoning proposition is having. I have asked our neighbors to resend but wanted you to be aware.

Sincerely,

Bridget and Matt Daley

Nayeli Sanchez Luna

From: Margie Colio <margiecolio@gmail.com>
Sent: Wednesday, September 6, 2023 1:03 PM
To: PDD Laveen VPC; council.district8@phoenix.gov; council.district7@phoenix.gov; Racelle Escolar; Nayeli Sanchez Luna
Subject: opposing the rezoning for in Case No. Z-77-22 (6844 S. 27th Ave)

Follow Up Flag: Follow up
Flag Status: Flagged

Planning Department and Council People,

Please insert this zoning protest opposing the rezoning applied for in Case No. Z-77-22 (6844 S. 27th Ave) to change the designation from S-1 to R1-8 PRD in all packets, attachments, written communications provided to City staff, committee members, commission members and members of the City Council as part of the public record/ application for any planning or legislative meetings and/or hearings for this application/case.

Below are the reasons I strongly oppose this rezoning:

1. **Density**

The 33 single-family residences proposed on 7.8 acres is out of reason for the surrounding area. The rezoning ordinance if granted creates density much higher than the existing residential Ranch property and ranch uses immediately to the north and south of the lot. All surrounding homes on 27th Ave are larger lots that preserve the rich agriculture history of this area.

2. **Noise**

There are three times as many homes as the homes adjacent to this space and they will be seriously impacted by the noise of these residences on top of the noise that will reach the adjacent community. In addition, the roadway needed to get into the residences will have an estimated 72+ vehicles per day entering and exiting (according to the traffic study) causing a considerable amount of traffic and subsequent noise.

3. **Safety**

There are numerous safety concerns with 36 new homes in a small piece of land coming to our Laveen neighborhood.

Adjacent Schools (Bernard Black Elementary & Arizona Lutheran Academy)

We have two schools off of 27th Ave, which is already becoming an increasingly busy thoroughfare, often with people speeding through a 15MPH school zone. Adding 70+ vehicles per day to this road will cause safety concerns for pedestrians and these schools that have children coming and going. There is no wide walkway along 27th Ave adding to the concerns for safety.

Fire and Police Support

Our fire and police staffing in District 8 is already compromised with the new developments in our area and this will put immense stress on our resources to help people in need. Phoenix Fire Department is 44% below response time goal and response times for EMS is 83% lower than goal. 36 homes in close proximity to one another and surrounded by agricultural land could create a dangerous situation for all in the area. Additionally, the roadway for a fire truck to get in and out into this community, especially if cars are parked along the street will create a huge risk.

Vehicle Traffic

We are located off a busy, main thoroughfare on 27th Ave and parking any additional vehicles in the community will inevitably spill over onto the road. This presents a danger to any City of Phoenix emergency vehicles entering the community. There are already a number of cars swiped by fire trucks on 27th as they rush to emergencies and the City of Phoenix is the one that foots that bill.

4. Loss of Farming and Agriculture

It is no secret in Arizona that agriculture is in a losing battle with urban development and this plot of land is not only zoned for agriculture and farming, but has precious water rights with flood irrigation. This property will forever lose its ability to give back to the community in a meaningful way and its many residences will take more resources that Arizona continues to struggle to provide its communities (local food and water to grow). Additionally, this property has, for decades, been home to wildlife and packs of coyotes. No matter the outcome or number of homes, assessments on wildlife such as burrowing owls and coyotes must be taken into consideration and plans to mitigate the loss of habitat taken into account. We understand that a developer is seeking to build as many homes as possible on this land, however it's possible to still preserve agricultural land if the lots are larger with fewer homes.

5. Character of Area

The Rezoning Use is inconsistent with the character of the surrounding flood irrigated, rural area with its long-standing identity defined by open space and farming/ranching. The proposed rezoning and layout will devalue the adjacent Harvest Groves community as well as the two properties to the North (6828 S 27th Ave and 6832 S 27th Ave) by putting this community adjacent to their custom homes and surrounding acreage homes. I understand the progression of development and am for working together to create a community that elevates and enhances this unique area. The way this development is proposed is far from it.

What we propose instead: I strongly oppose the application and seek to have this re-evaluated and kept at the current zoning. This would ensure the integrity of the area upheld, with homes on an acre of property as well as ensure the burden on the community and local PD and Fire is lessened.

Sincerely,

Margie Colio
2818 W Harvest Groves LN
Phoenix, AZ 85041

ATTACHMENT C

Laveen
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-77-22-8

Date of VPC Meeting	August 14, 2023
Request From	S-1
Request To	R1-8
Proposed Use	Single-family residential
Location	Approximately 40 feet north of the northwest corner of 27th Avenue and Harvest Groves Lane
VPC Recommendation	Continued
VPC Vote	7-0

VPC DISCUSSION:

Two members of the public registered to speak on this item.

Staff Presentation:

Nayeli Sanchez Luna, staff, stated that the applicant for Z-77-22-8 has requested a continuance.

Applicant Presentation:

None.

Questions From Committee:

None.

Public Comments:

Phil Hertel noted that the applicant has worked with the Laveen Citizens for Responsible Development (LCRD) and is supportive of the continuance.

Stephanie Hoffman stated that she did not support the rezoning request. Ms. Daley noted that the proposed request was not compatible with the surrounding large lot houses and agrarian land uses. Ms. Daley concluded her comment by stating that Laveen needs large agrarian properties.

Applicant Response:

None.

Committee Discussion:

None.

Motion:

Jennifer Rouse motioned to continue Z-77-22-8 to the September meeting. **Vice Chair Stephanie Hurd** seconded the motion.

Vote:
7-0, Motion to continue passed, with Committee Members Barraza, Nasser-Taylor, Ortega, Rouse, Rubio-Raffin, Hurd, and Abegg in favor.

Staff comments regarding VPC Recommendation:

None.

Laveen
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-77-22-8

Date of VPC Meeting	September 11, 2023
Request From	S-1
Request To	R1-8
Proposal	Single-family residential
Location	Approximately 40 feet north of the northwest corner of 27th Avenue and Harvest Groves Lanes
VPC Recommendation	Approval, per the staff recommendation with modifications and additional stipulations.
VPC Vote	7-1

VPC DISCUSSION:

Nineteen members of the public registered to speak on this item, in opposition. Six members of the public donated their time.

Staff Presentation:

Nayeli Sanchez Luna, staff, presented an overview of Z-77-22-8. Mrs. Sanchez Luna discussed the location of the site, the requested zoning designation, the surrounding land uses, and the General Plan Land Use Map designation. Mrs. Sanchez Luna provided an overview of the proposed development including the site plan and elevations. Mrs. Sanchez Luna concluded the presentation by summarizing the staff findings, providing the staff recommendation and proposed stipulations.

Applicant Presentation:

Wendy Riddell, representing the applicant with Berry Riddell LLC, provided an overview of the proposed case. Ms. Riddell displayed the site plan and stated that they had additional stipulations that would address the community's concerns. Ms. Riddell noted that the new proposal would be gated, limited to 33 single-family houses, and a disclosure would be required regarding agricultural uses and the event venue to the south. Ms. Riddell added that the proposal consisted of approximately 30% open space and that the development would have detached sidewalks for extra safety. Ms. Riddell concluded the applicant presentation by displaying the proposed elevations and summarizing the proposed modifications to existing stipulations and proposed stipulations.

Questions from the committee:

Patrick Nasser-Taylor asked if the previous landowner was located on the adjacent houses along 27th Avenue. **Ms. Riddell** stated that the original property owner was gone. **Mr. Nasser-Taylor** asked what additional meetings were held regarding the rezoning case. **Ms. Riddell** noted that they held several meetings and went door to door. Ms. Riddell added that the redlined stipulations addressed concerns heard from the community.

Rebecca Perrera asked for more information regarding the impact fees because the property is both in Maricopa County and the City. **Ms. Riddell** noted that the 27th Avenue right-of-way belongs to Maricopa County and that the Streets Transportation Department had indicated that the right-of-way would be annexed into the City. Ms. Riddell stated that the proposal is located within the City and as a result impact fees would go to the City and not Maricopa County.

Carlos Ortega asked how the development would handle traffic along 27th Avenue during and after construction. **Ms. Riddell** noted that the 27th Avenue right-of-way would be annexed into the City and would be developed to City standards. **Mr. Ortega** asked for more information regarding emergency services. **Ms. Riddell** noted that they have contacted the Fire Department and they have confirmed that they would be able to provide emergency services. **Mr. Ortega** asked why one-story houses were located predominately on the south side. **Ms. Riddell** noted that to the south is the Harvest Groves community and they had concerns regarding the proposed height along the south side of the proposal. **Mr. Ortega** noted that he would like to hear from Harvest Groves and how the proposal would affect their community. **Ms. Riddell** noted that he proposed stipulation addressed the concerns with the proposed height and that both the south and north side of the proposal included a landscape buffer.

Vice Chair Stephanie Hurd noted that she agreed with Committee Member Ortega's concerns.

Chair Linda Abegg noted that she would like to find a compromise regarding the proposed height. Chair Abegg noted that she wanted the public comment to voice their opinion regarding two-stories vs. one-story and if they favored 27 single-family residential units rather than the proposed 33.

Public Comment:

Clifford Mattice noted that he belonged to the Harvest Groves community and their community also consisted of approximately seven acres but with 15 houses rather than the proposed 33. Mr. Mattice noted that their community had extensive landscaping and that the proposal was not consistent with the General Plan Land Use Map designation and that they should be required to file for a General Plan

Amendment. Mr. Mattice noted that the current zoning already allowed for eight houses. Mr. Mattice added that the rezoning sign was difficult to read due to the vegetation on the site. Mr. Mattice stated that he was opposed to two-story houses on the south side of the development and that he only agreed to 16 total single-family houses. Mr. Mattice added that he would like a stipulation to cap the density and prevent property owners from renting.

Bridget Daley stated that Arizona has been losing farmland at an alarming rate. Ms. Daley noted that she purchased the property to the north to start a community garden and give back to her community. Ms. Daley added that she was opposed to the proposed height and had concerns of two-story houses looking over into per property. Ms. Daley noted that the applicant has not addressed the concerns and that the proposal would cause significant noise and traffic; furthermore, she had concerns with pollution runoff from the proposed development. Ms. Daley added that emergency services response time is not adequate within Laveen. Ms. Daley concluded her comment by stating that the proposal will devalue her property and that the applicant should conduct an environmental impact study. **Chair Abegg** asked if Ms. Daley was opposed to mixing one-story and two-story houses. **Ms. Daley** stated that she would like to see two-story houses more to the west and the end of her property. **Chair Abegg** asked if she was opposed or in favor of 27 single-family houses. **Ms. Daley** was opposed.

Alexandria Hoffman stated that she opposed the proposal.

Stephanie Hoffman stated that she lived along the west side of the property and that the current S-1 zoning is appropriate for the surrounding neighborhood. Ms. Hoffman stated that the current vacant property serves numerous desert wildlife, and the proposal would negatively affect the established landscaping and ecosystem. Ms. Hoffman noted that the existing zoning preserves farm and agricultural uses within Laveen. Ms. Hoffman added that a petition will be provided to staff and that members of the community were unaware of the proposed rezoning case.

Elena Hoffman stated that she was opposed to the proposed rezoning case and the removal of large vacant land. Ms. Hoffman stated that Laveen has been moving away from its agricultural roots. Ms. Hoffman reiterated that she was opposed to the proposal and that Laveen should preserve their agricultural land.

Margie Colio stated that the rezoning sign was not visible and was hidden behind overgrown vegetation. Ms. Colio stated that she was opposed to the development and that people are unaware of the proposal.

Ravi Arora stated that on-street parking within the development would not allow the Fire Department to provide adequate services.

Tracie Riggs asked if a traffic study has been conducted. **Ms. Riddell** stated that one has been submitted but is still under revision. **Ms. Riggs** stated that the proposal

should not be approved without a completed study. Ms. Riggs added that right-in and right-out is not enough to prevent traffic congestion and that the site plan might be modified to reflect the results from the traffic study.

Jorge Enriquez stated that he had concerns with the Fire and Police Department providing adequate service. Mr. Enriquez noted that he opposed the elevations and the proposal. Mr. Enriquez added that he opposed renting these properties but that he would support 16 single-family houses with a maximum height of one-story.

Edward Olaya stated that he was the business owner of the venue to the south and that he was opposed to the proposed density. Mr. Olaya stated that he had concerns with the proposed quality of the development and traffic congestion. Mr. Olaya noted that the number of houses would increase on-street parking and increase traffic congestion and safety concerns. Mr. Olaya added that he was opposed to the configuration of the site.

Robert Branscomb noted that the applicant has worked with the Laveen Citizens for Responsible Development (LCRD) and that they approve of the size and proposed lots. Mr. Branscomb added that he would like to see enhanced garage doors and prohibit street parking. Mr. Branscomb encouraged the applicant to continue working with the community to address any other concerns.

Dan Penton stated that another development with Laveen had been pushing for a similar product and it turned into rental properties. Mr. Penton stated that the community had valid concerns regarding the proposal and wanted to prevent a rental community. Mr. Penton stated that he wanted a way to ensure that the proposal would not be converted to rental properties and that he was in favor of 16 lots.

Phil Hertel noted that he was opposed to recommending R1-10 zoning as it would allow for group homes. Mr. Hertel stated that the rezoning case was not property advertised and that the developer has not created this type of housing product before. Mr. Hertel added that he agreed with all the other comments made by the community.

Applicant Response:

Ms. Riddell stated that the applicant has proposed a stipulation to ensure quality elevations along the street frontage. Ms. Riddell noted that the developer would be required to salvage mature trees and that a 60-foot buffer would be provided along the south side. Ms. Riddell added that they continue to work with Maricopa County and the City to improve 27th Avenue. Ms. Riddell stated that a stipulation is proposed to ensure that the venue is not affected by the development and that the development will be platted to prevent rental properties. Ms. Riddell added that a stipulation was proposed to prohibit accessory dwelling units.

Mixen Rubio-Raffin stated that the development will be gated and walled due to community's concerns; however, this could affect wildlife. Ms. Rubio-Raffin stated that

she had concerns regarding the properties to the north and south.

Ms. Perrera asked for more information regarding runoff and irrigation for the proposed development. **Ms. Riddell** stated that the proposal is required to meet 100-year flood requirements through the site planning process. **Ms. Perrera** asked if the development is required to conduct a study regarding salvaging wildlife. **Ms. Riddell** stated that mature landscaping must be salvaged through the site planning process; however, wildlife is not part of the process.

Vice Chair Hurd asked the applicant if they could do an environmental study regarding wildlife. **Ms. Riddell** stated that they could explore the idea but could not commit to an added stipulation requiring an environmental study.

Mr. Ortega stated that he was glad to see the community involved in the proposed development. Mr. Ortega spoke about a past case and how the community was not involved in the process. Mr. Ortega noted that the density should be reduced and something to protect the community from rentals. Mr. Ortega added that he wants future homeowners to be aware of the venue to the south. **Ms. Riddell** noted that a stipulation has been proposed that would disclose the venue to the south.

JoAnne Jensen asked for more information regarding the traffic study and if the development would allow for on-street parking. **Ms. Riddell** noted that 27th Avenue is an arterial that can handle up to 50,000 vehicular trips. Ms. Riddell added that the traffic study was conducted when 40 lots were proposed and that they agreed to prohibit on-street parking. **Ms. Jensen** asked if proposal would include a two-car garage. **Ms. Riddell** confirmed.

Francisco Barraza stated that he agreed with the committee's concerns and that he encourages the applicant to continue to work with the community.

Chair Abegg stated that property owners have the right to sell their land.

Committee Discussion:

Mr. Barraza noted that the biggest concern was the proposed density.

Ms. Jensen stated that change is inevitable, but the committee could shape the change to be respectful to the surrounding land uses and established neighborhoods. Ms. Jensen stated that she supported prohibiting on-street parking, reducing the density, and a maximum height of one-story.

Mr. Ortega agreed that density is a concern and that he would like to see a variation between one-story and two-story houses.

Ms. Perrera stated that there is a lot of disagreement between the community and the applicant. Ms. Perrera suggested that the concerns be addressed prior to the case

moving forward and that she favored a mix of one-story and two-story houses rather than one-story houses along the south and two-story houses along the north.

Ms. Rubio-Raffin stated that she was not opposed to the proposed density. Ms. Rubio-Raffin stated that agricultural property owners should have a positive relationship with their neighbors.

Mr. Nasser-Taylor stated that he did not want the venue to the south to close due to the new development. **Mr. Barraza** agreed and added that the business should be protected.

Vice Chair Hurd stated that even though the site has been zoned S-1 for numerous years, the community's concerns are valid and taken into consideration. Vice Chair Hurd noted that she understood that agricultural land has been reduced, but the committee can not prevent a property owner from selling their land. Vice Chair Hurd noted that the committee continues to work with the community and developers to ensure a proper development.

Chair Abegg noted that all the proposed modifications and additional stipulations are address community concerns. Chair Abegg noted that they have had discussions with the developer, Planning Commission, and City Council in order to find a compromise. Chair Abegg added that a community concern has been wildlife and possibly requiring an animal or wildlife survey. **Mr. Penton** stated that a stipulation could be added to require an environmental study. **Chair Abegg** supported an added stipulation to address the environmental impacts on established wildlife. **Ms. Jensen** noted that she did not support a stipulation that could not be enforced. **Ms. Riddell** stated that she understood the community concern but that she could not agree to an environmental study. **Ms. Daley** asked for more outreach between the applicant and the community regarding a study. **Ms. Riddell** agreed to continue the discussion.

Chair Abegg stated that she would like an added stipulation limiting the development to 27 lots. Chair Abegg noted that additional housing is a priority within the City.

Mr. Nasser-Taylor recommended doubling the landscaping to cover the community. **Vice Chair Hurd** stated that a 60-foot landscape buffer is provided along the south side. Vice Chair Hurd stated that she would like to further buffer the north property line.

Chair Abegg noted that there should be a mix of one-story and two-story houses.

Ms. Jensen stated that a stipulation requires landscaping on the buffer.

Mr. Ortega stated that the south side of the development got a buffer, and one should be added to the north.

Ms. Perrera stated that mixed comments have been heard from the community

regarding the proposed height. **Vice Chair Hurd** proposed a stipulation that would vary the one-story and two-story houses throughout the development.

Motion:
JoAnne Jensen motioned to recommend approval of Z-77-22-8 per the staff recommendation with the modifications to Stipulation Nos. 1 and 4 (~~2~~) regarding building elevations and number of lots and the following additional stipulations:

- The developer shall provide a secure and gated development, as approved by the Planning and Development Department.
- A minimum lot width of 50 feet shall be provided, as approved by the Planning and Development Department.
- The number of two-story homes shall be limited to a maximum of 40% with the homes abutting existing homes to the east (lots 1 and 33) to be one story in height with no more than three adjacent two-story homes.
- The developer shall plat individual lots.
- The property owner shall record documents that disclose the operational characteristics of the existing agricultural and commercial uses adjacent to the site.
- Accessory dwelling units shall not be permitted within the development.
- Each individual front building plane shall have articulation or staggering a minimum of 5ft in depth as approved by the Planning and Development Department.
- Street parking shall be prohibited.

Carlos Ortega second the motion.

Vote:
7-1, Motion passed with Committee Members Barraza, Jensen, Nasser-Taylor, Ortega, Perrera, Hurd, and Abegg in favor, and Committee Member Rubio-Raffin in opposition.

VPC Recommended Stipulations:

1. All building elevations shall contain architectural features that reflect modern farmhouse architecture including, but not limited to, detailing such as pitched roofs, variation in window size, overhang canopies and exterior accent materials such as board and batten siding, stone, brick veneer, and ~~**carriage style**~~ **UPGRADED** garage doors, as approved by the Planning and Development Department.

    A. ALL STREET FACING ELEVATIONS SHALL HAVE A MINIMUM OF 25% EXTERIOR ACCENT MATERIALS, NOT INCLUDING STUCCO, AS NOTED ABOVE.

B. ALL REAR FACING SINGLE-STORY ELEVATIONS SHALL CONTAIN AT LEAST TWO OF THE FOLLOWING ARCHITECTURAL EMBELLISHMENTS AND DETAILING: TEXTURAL CHANGES, PILASTERS, OFFSETS, RECESSES, VARIATION IN WINDOW SIZE AND LOCATION, AND OVERHANG CANOPIES, AS APPROVED BY THE PLANNING AND DEVELOPMENT DEPARTMENT.

C. ALL REAR FACING TWO-STORY ELEVATIONS SHALL CONTAIN AT LEAST THREE OF THE FOLLOWING ARCHITECTURAL EMBELLISHMENTS AND DETAILING: TEXTURAL CHANGES, PILASTERS, OFFSETS, RECESSES, VARIATION IN WINDOW SIZE AND LOCATION, AND OVERHANG CANOPIES, AS APPROVED BY THE PLANNING AND DEVELOPMENT DEPARTMENT.

D. ALL GARAGE DOORS SHALL HAVE DECORATIVE EMBELLISHMENTS SUCH AS WINDOW PANELS, ADDED MATERIALS SURROUNDING THE DOOR, OR TRELLISES, AS APPROVED BY THE PLANNING AND DEVELOPMENT DEPARTMENT.

2. EACH INDIVIDUAL FRONT BUILDING PLANE SHALL HAVE ARTICULATION OR STAGGERING A MINIMUM OF 5 FEET IN DEPTH AS APPROVED BY THE PLANNING AND DEVELOPMENT DEPARTMENT.

3. THE NUMBER OF TWO-STORY HOMES SHALL BE LIMITED TO A MAXIMUM OF 40% WITH THE HOMES ABUTTING EXISTING HOMES TO THE EAST (LOTS 1 AND 33) TO BE ONE STORY IN HEIGHT WITH NO MORE THAN THREE ADJACENT TWO-STORY HOMES.

~~2.~~ The project shall not exceed ~~**36**~~ **27** lots.
4.

5. THE DEVELOPER SHALL PLAT INDIVIDUAL LOTS.

6. A MINIMUM LOT WIDTH OF 50 FEET SHALL BE PROVIDED, AS APPROVED BY THE PLANNING AND DEVELOPMENT DEPARTMENT.

~~5.~~ **THE DEVELOPER SHALL PROVIDE FOR A SECURE AND GATED**
7. **DEVELOPMENT, AS APPROVED BY THE PLANNING AND DEVELOPMENT DEPARTMENT.**

~~3.~~ A minimum 60-foot-wide open space buffer shall be provided along the
8. south perimeter of the site.

~~4.~~ 9. The open space buffer along the south perimeter of the site shall be planted with minimum 25% 2-inch caliper and minimum 75% 3-inch caliper large canopy, drought tolerant trees, planted 20 feet on center or in equivalent groupings, as approved by the Planning and Development Department.

~~5.~~ 10. A minimum 22-foot garage setback for front-loaded garages, measured from the back of sidewalk, shall be provided for each home in the development, as approved by the Planning and Development Department.

~~6.~~ 11. A minimum 5-foot-wide detached sidewalk and a minimum 5-foot-wide landscape strip between the back of curb and sidewalk shall be provided within the development, planted to the following standards and as approved by the Planning and Development Department.

a. Minimum 2-inch caliper drought-tolerant, large canopy, single-trunk shade trees planted 20 feet on center or in equivalent groupings.

b. Drought-tolerant shrubs, accents and vegetative groundcovers to achieve a minimum of 75 percent live coverage at maturity.

Where utility conflicts arise, the developer shall work with the Planning and Development Department on an alternative design solution consistent with a pedestrian environment.

12. ACCESSORY DWELLING UNITS SHALL NOT BE PERMITTED WITHIN THE DEVELOPMENT.

~~7.~~ 13. A total of 65 feet of right-of-way shall be dedicated for the west half of 27th Avenue or as approved by Maricopa County.

~~8.~~ 14. Street improvements to 27th Avenue are outside of Phoenix City Limits and shall be reviewed and approved by Maricopa County. Documentation of the county review and approval shall be provided prior to Preliminary Site Plan approval.

15. STREET PARKING IS PROHIBITED.

~~9.~~ 16. All streets within and adjacent to the development shall be constructed with paving, curb, gutter, sidewalk, curb ramps, streetlights, landscaping and other incidentals, as per plans approved by the Planning and Development Department and Maricopa County. All improvements shall comply with all ADA accessibility standards.

~~10.~~ 17. The property owner shall record documents that disclose the existence, and operational characteristics of Phoenix Sky Harbor Airport to future owners

or tenants of the property. The form and content of such documents shall be according to the templates and instructions provided which have been reviewed and approved by the City Attorney.

18. THE PROPERTY OWNER SHALL RECORD DOCUMENTS THAT DISCLOSE THE OPERATIONAL CHARACTERISTICS OF THE EXISTING AGRICULTURAL AND COMMERCIAL USES ADJACENT TO THE SITE.

~~11.~~ 19. If determined necessary by the Phoenix Archaeology Office, the applicant shall conduct Phase I data testing and submit an archaeological survey report of the development area for review and approval by the City Archaeologist prior to clearing and grubbing, landscape salvage, and/or grading approval.

~~12.~~ 20. If Phase I data testing is required, and if, upon review of the results from the Phase I data testing, the City Archaeologist, in consultation with a qualified archaeologist, determines such data recovery excavations are necessary, the applicant shall conduct Phase II archaeological data recovery excavations.

~~13.~~ 21. 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.

~~14.~~ 22. Prior to preliminary site plan approval, the landowner shall execute a Proposition 207 waiver of claims form. The waiver shall be recorded with the Maricopa County Recorder's Office and delivered to the City to be included in the rezoning application file for record.

Staff Comments Regarding VPC Recommendation and Additional Stipulations:

Staff does not recommend the addition of Stipulation No. 12. If the rezoning request is approved, all allowable uses within the R1-8 zoning district will be permitted on site.

The Street Transportation Department does not recommend the addition of Stipulation No. 15 as the development proposes a private accessway in a gated subdivision that meets city requirements to allow on-street parking.

ATTACHMENT D

REPORT OF PLANNING COMMISSION ACTION
October 5, 2023

ITEM NO: 15	
	DISTRICT NO.: 8
SUBJECT:	
Application #:	Z-77-22-8 (Continued from September 7, 2023)
Location:	Approximately 40 feet north of the northwest corner of 27th Avenue and Harvest Groves Lane
From:	S-1
To:	R1-8
Acreage:	7.68
Proposal:	Single-family residential
Applicant:	Equity Connect Holdings, LLC
Owner:	27 Southern, LLC
Representative:	Wendy Riddell, Berry Riddell, LLC

ACTIONS:

Staff Recommendation: Approval, subject to stipulations.

Village Planning Committee (VPC) Recommendation:
Laveen 8/14/2023 Continued. Vote: 7-0.
Laveen 9/11/2023 Approval, per the staff recommendation, with modifications and additional stipulations. Vote: 7-1.

Planning Commission Recommendation: Approval, per the Laveen Village Planning Committee recommendation, with deleted and modified stipulations.

Motion Discussion:

Commissioner Perez made a MOTION to approve Z-77-22-8, per the Laveen Village Planning Committee recommendation, with the deletion of Stipulation Nos. 12 and 15.

Commissioner Gorraiz SECONDED the motion.

Commissioner Gorraiz asked to AMEND THE MOTION to increase the number of lots to 33, modify Stipulation No. 3 (regarding the limitation on two-story homes) per the applicant's request, and delete Stipulation No. 7 (regarding gating the development).

Commissioner Perez did not accept the amended motion.

Commissioner Gorraiz made a SUBSTITUTE MOTION to approve Z-77-22-8, per the Laveen Village Planning Committee recommendation, with the deletion of Stipulation Nos. 7, 12 and 15, and to increase the number of lots to 33 and modify Stipulation No. 3 (regarding the limitation on two-story homes) per the applicant's request.

Chairman Howard SECONDED the motion.

Commissioner Simon asked for a friendly amendment to include that there be no more than three adjacent two-story homes.

The representative, Wendy Riddell, Commissioner Gorraiz, and Chairman Howard agreed.

Motion Details: Commissioner Gorraiz made a SUBSTITUTE MOTION to approve Z-77-22-8, per the Laveen Village Planning Committee recommendation, with the deletion of Stipulation Nos. 7, 12 and 15, and to increase the number of lots to 33 and modify Stipulation No. 3 (regarding the limitation on two-story homes) per the applicant's request with no more than three adjacent two-story homes.

Maker: Gorraiz
Second: Chairman Howard
Vote: 6-1 (Perez)
Absent: Gaynor and Mangum
Opposition Present: Yes

Findings:

1. The proposal will develop vacant property and provide a high quality single-family residential development adjacent to an arterial street and help alleviate the housing shortage in Phoenix.

2. The proposed development contains enhanced standards that will result in a more walkable, shaded and pedestrian-friendly environment. The development will provide increased shade which will help to reduce the urban heat island effect.

3. The stipulated landscaping and planting standards are above the required minimum standards and will make the development compatible with the surrounding land uses.

Stipulations:

1. All building elevations shall contain architectural features that reflect modern farmhouse architecture including, but not limited to, detailing such as pitched roofs, variation in window size, overhang canopies and exterior accent materials such as board and batten siding, stone, brick veneer, and ~~carriage style~~ UPGRADED garage doors, as approved by the Planning and Development Department.

   A. ALL STREET FACING ELEVATIONS SHALL HAVE A MINIMUM OF 25% EXTERIOR ACCENT MATERIALS, NOT INCLUDING STUCCO, AS NOTED ABOVE.

   B. ALL REAR FACING SINGLE-STORY ELEVATIONS SHALL CONTAIN AT LEAST TWO OF THE FOLLOWING ARCHITECTURAL EMBELLISHMENTS AND DETAILING: TEXTURAL CHANGES, PILASTERS, OFFSETS, RECESSES, VARIATION IN WINDOW SIZE AND LOCATION, AND OVERHANG CANOPIES, AS APPROVED BY THE PLANNING AND DEVELOPMENT DEPARTMENT.

   C. ALL REAR FACING TWO-STORY ELEVATIONS SHALL CONTAIN AT LEAST THREE OF THE FOLLOWING ARCHITECTURAL EMBELLISHMENTS AND DETAILING: TEXTURAL CHANGES, PILASTERS, OFFSETS, RECESSES, VARIATION IN WINDOW SIZE AND LOCATION, AND OVERHANG CANOPIES, AS APPROVED BY THE PLANNING AND DEVELOPMENT DEPARTMENT.

D. ALL GARAGE DOORS SHALL HAVE DECORATIVE EMBELLISHMENTS SUCH AS WINDOW PANELS, ADDED MATERIALS SURROUNDING THE DOOR, OR TRELLISES, AS APPROVED BY THE PLANNING AND DEVELOPMENT DEPARTMENT.

2. EACH INDIVIDUAL FRONT BUILDING PLANE SHALL HAVE ARTICULATION OR STAGGERING A MINIMUM OF 5 FEET IN DEPTH AS APPROVED BY THE PLANNING AND DEVELOPMENT DEPARTMENT.

3. ~~**THE NUMBER OF TWO-STORY HOMES SHALL BE LIMITED TO A MAXIMUM OF 40% WITH**~~ THE HOMES ABUTTING **THE** EXISTING HOMES TO THE EAST (LOTS 1 AND 33) **SHALL BE LIMITED** TO ~~**BE**~~ ONE STORY IN HEIGHT **AND** WITH NO MORE THAN THREE ADJACENT TWO-STORY HOMES.

~~2.~~ The project shall not exceed ~~36~~ ~~**27**~~ **33** lots.
4.

5. THE DEVELOPER SHALL PLAT INDIVIDUAL LOTS.

6. A MINIMUM LOT WIDTH OF 50 FEET SHALL BE PROVIDED, AS APPROVED BY THE PLANNING AND DEVELOPMENT DEPARTMENT.

~~5.~~ ~~**THE DEVELOPER SHALL PROVIDE FOR A SECURE AND GATED**~~
~~7.~~ ~~**DEVELOPMENT, AS APPROVED BY THE PLANNING AND DEVELOPMENT DEPARTMENT.**~~

~~3.~~ A minimum 60-foot-wide open space buffer shall be provided along the south perimeter
~~8.~~ of the site.
7.

~~4.~~ The open space buffer along the south perimeter of the site shall be planted with
~~9.~~ minimum 25% 2-inch caliper and minimum 75% 3-inch caliper large canopy, drought
8. tolerant trees, planted 20 feet on center or in equivalent groupings, as approved by the Planning and Development Department.

~~5.~~ A minimum 22-foot garage setback for front-loaded garages, measured from the back
~~10.~~ of sidewalk, shall be provided for each home in the development, as approved by the
9. Planning and Development Department.

~~6.~~ A minimum 5-foot-wide detached sidewalk and a minimum 5-foot-wide landscape strip
~~11.~~ between the back of curb and sidewalk shall be provided within the development,
10. planted to the following standards, and as approved by the Planning and Development Department.

a. Minimum 2-inch caliper drought-tolerant, large canopy, single-trunk shade trees planted 20 feet on center or in equivalent groupings.

b. Drought-tolerant shrubs, accents, and vegetative groundcovers to achieve a minimum of 75 percent live coverage at maturity.

Where utility conflicts arise, the developer shall work with the Planning and Development Department on an alternative design solution consistent with a pedestrian environment.

~~12.~~ ~~**ACCESSORY DWELLING UNITS SHALL NOT BE PERMITTED WITHIN THE DEVELOPMENT.**~~

~~7.~~ A total of 65 feet of right-of-way shall be dedicated for the west half of 27th Avenue or
~~13.~~ as approved by Maricopa County.
11.

~~8.~~ Street improvements to 27th Avenue are outside of Phoenix City Limits and shall be
~~14.~~ reviewed and approved by Maricopa County. Documentation of the county review and
12. approval shall be provided prior to Preliminary Site Plan approval.

~~15.~~ ~~**STREET PARKING IS PROHIBITED.**~~

~~9.~~ All streets within and adjacent to the development shall be constructed with paving,
~~16.~~ curb, gutter, sidewalk, curb ramps, streetlights, landscaping, and other incidentals, as
13. per plans approved by the Planning and Development Department and Maricopa County. All improvements shall comply with all ADA accessibility standards.

~~10.~~ The property owner shall record documents that disclose the existence, and
~~17.~~ operational characteristics of Phoenix Sky Harbor Airport to future owners or tenants of
14. the property. The form and content of such documents shall be according to the templates and instructions provided which have been reviewed and approved by the City Attorney.

~~18.~~ THE PROPERTY OWNER SHALL RECORD DOCUMENTS THAT DISCLOSE THE
15. OPERATIONAL CHARACTERISTICS OF THE EXISTING AGRICULTURAL AND COMMERCIAL USES ADJACENT TO THE SITE.

~~11.~~ If determined necessary by the Phoenix Archaeology Office, the applicant shall conduct
~~19.~~ Phase I data testing and submit an archaeological survey report of the development
16. area for review and approval by the City Archaeologist prior to clearing and grubbing, landscape salvage, and/or grading approval.

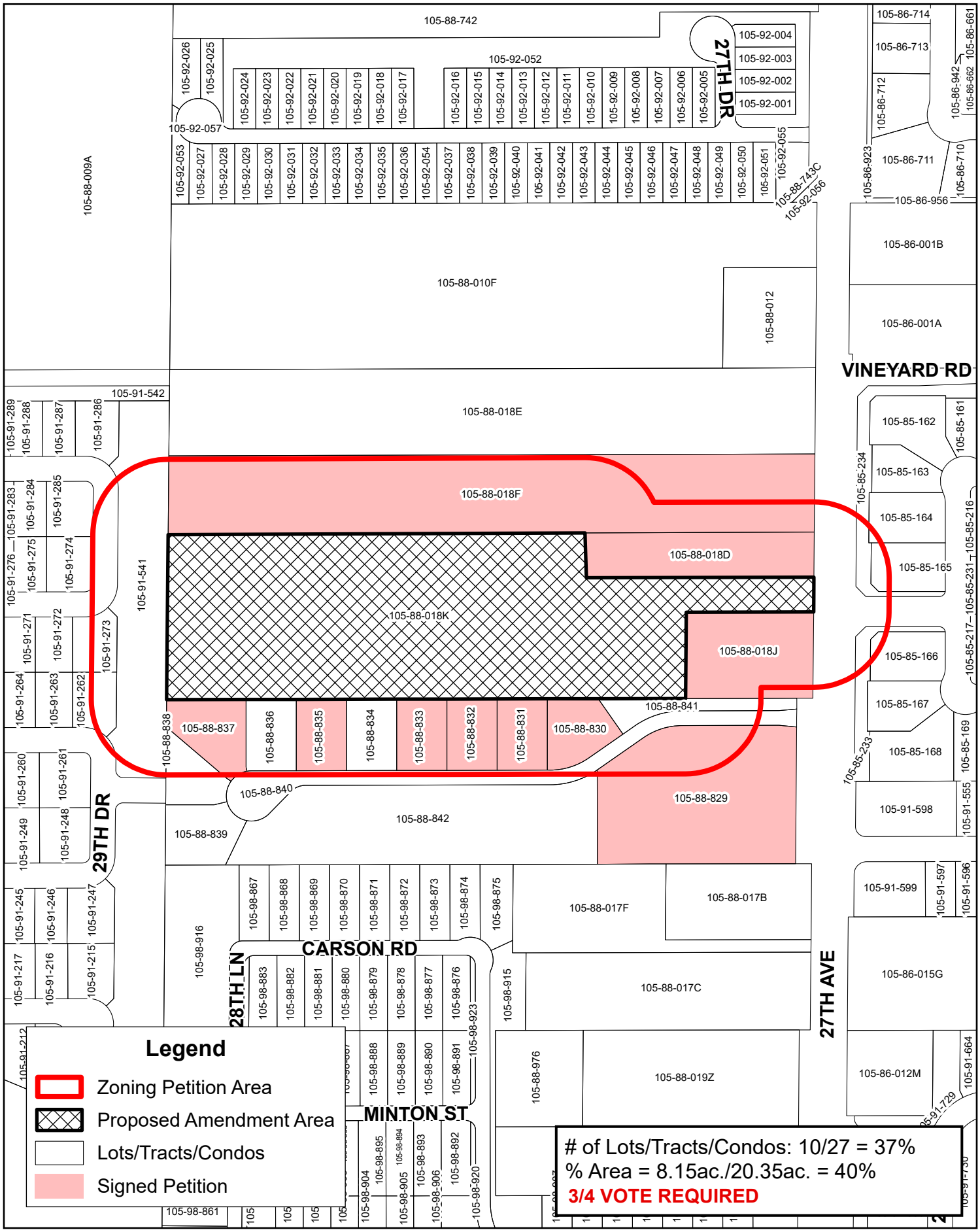
~~12.~~ If Phase I data testing is required, and if, upon review of the results from the Phase I
~~20.~~ data testing, the City Archaeologist, in consultation with a qualified archaeologist,
17. determines such data recovery excavations are necessary, the applicant shall conduct Phase II archaeological data recovery excavations.

~~13.~~ In the event archaeological materials are encountered during construction, the
~~21.~~ developer shall immediately cease all ground-disturbing activities within a 33-foot radius
18. of the discovery, notify the City Archaeologist, and allow time for the Archaeology Office to properly assess the materials.

~~14.~~ Prior to preliminary site plan approval, the landowner shall execute a Proposition 207
~~22.~~ waiver of claims form. The waiver shall be recorded with the Maricopa County
19. Recorder's Office and delivered to the City to be included in the rezoning application file for record.

This publication can be made available in alternate format upon request. Please contact Teleia Galaviz 602-602-291-2559, TTY use 7-1-1

ATTACHMENT E



Petition Verification Map for Z-77-22-8

0 100 200 Feet

Map prepared by City of Phoenix, Planning & Development Services Dept. 10/12/2023

CITY OF PHOENIX
PLANNING AND DEVELOPMENT DEPARTMENT

FORM TO REQUEST PC to CC
I HEREBY REQUEST THAT THE CC HOLD A PUBLIC HEARING ON:

APPLICATION NO/ LOCATION	**Z-77-22-8** Approximately 40 feet north of the northwest corner of 27th Avenue and Harvest Groves Lane	***(SIGNATURE ON ORIGINAL IN FILE)***			
		opposition	**x**	**applicant**	
APPEALED FROM:	PC 10/5/2023	6844 South 27th Avenue			
	PC DATE	*STREET/ADDRESS/CITY/STATE/ZIP*			
TO PC/CC HEARING	CC 11/1/2023	Bridget Daley 925-321-9720 thedaleys14@gmail.com			
	CC DATE	*NAME / PHONE / EMAIL*			

REASON FOR REQUEST:

Significant negative impact on surrounding residences.

RECEIVED BY:	Greg Harmon	**RECEIVED ON:**	10/11/2023

Alan Stephenson
Joshua Bednarek
Tricia Gomes
Racelle Escolar
Sarah Stockham
Stephanie Vasquez
Heather Klotz

Greg Harmon
Paul M. Li
GIS
Byron Easton (for PHO Appeals only)
Vikki Cipolla-Murillo
Village Planner
Applicant

REVISED 9/18/2023 vcm

CITY OF PHOENIX

OCT 11 2023

Planning & Development Department

City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

The **PLANNING COMMISSION** agenda for **October 5, 2023** is attached.

The **CITY COUNCIL** may approve the recommendation of the Planning Commission without further hearing **unless**:

1. A **REQUEST FOR A HEARING** by the **CITY COUNCIL** is filed within seven (7) days.

   There is a $630.00 appeal fee for hearings requested by the applicant, due by 5:00 p.m. **October 12, 2023**.

   Any member of the public may, within seven (7) days after the Planning Commission's action, request a hearing by the City Council on any application. If you wish to request a hearing, fill out and sign the form below and return it to the Planning and Development Department by 5:00 p.m. **October 12, 2023.**

2. A **WRITTEN PROTEST** is filed, no later than seven (7) days after the Planning Commission's action, which requires a three-fourths vote. A written protest will require a three-fourths vote of the City Council to approve a zoning change when the owners of at least 20 percent of the property by area and number of lots, tracts, and condominium units within the zoning petition area have signed the petition. The zoning petition area includes both the area of the proposed amendment, and the area within 150 feet of the proposed amendment, including all rights-of-way. For condominium, townhouse and other types of ownership with common lands, authorized property owner signatures are required. Please see Planning and Development Department Staff for additional information prior to gathering signatures.

   To require a three-fourths vote of the City Council for approval, a written protest for applications on this agenda must be filed with the Planning and Development Department by 5:00 p.m. **October 12, 2023.**

   The Planning and Development Department will verify ownership by protestors to determine whether or not a three-fourths vote will be required.

3. A **CONTINUANCE** is granted at the **PLANNING COMMISSION**. In the event of a continuance, there is an $830.00 fee due from the applicant within fourteen (14) days, by 5:00 p.m. **October 19, 2023.**

FORM TO REQUEST CITY COUNCIL HEARING

I HEARBY REQUEST THAT THE CITY COUNCIL HOLD A PUBLIC HEARING:

Z-77-22-8
APPLICATION NO.

6849 S. 27th Ave, Phoenix, AZ 85041
LOCATION OF APPLICATION SITE

10/5/23
DATE APPEALED FROM

☑ OPPOSITION
☐ APPLICANT

Camryn Thompson
PLANNER
(PLANNER TAKING THE APPEAL)

BY MY SIGNATURE BELOW, I ACKNOWLEDGE CITY COUNCIL APPEAL:

Bridget Daley
PRINTED NAME OF PERSON APPEALING

SIGNATURE

6828 S. 27th Ave
STREET ADDRESS

10/10/23
DATE OF SIGNATURE

Phoenix, AZ 85041
CITY, STATE & ZIP CODE

925-321-9720
TELEPHONE NO.

thedaleys14@gmail.com
EMAIL ADDRESS

REASON FOR REQUEST

Significant negative impact on surrounding residences

APPEALS MUST BE FILED IN PERSON AT 200 WEST WASHINGTON, 2ND FLOOR, ZONING COUNTER

Petition for THREE-FOURTHS (3 / 4) Vote by City Council
For REZONING APPLICATION # Z-77-22-8

Request: **S-1 to R1-8**
Location: **Approximately 40 feet north of the northwest corner of 27th Avenue and Harvest Groves Lane at 6844 S 27th Ave**

We the undersigned are OWNERS of property within the area of the proposed amendment or the area within 150-feet of the proposed amendment, including all rights-of-way, requesting the rezoning action. We request that the City Council be required to pass this rezoning application by a three-fourths (3/4) vote.

Date	Signature	Name	Address	APN
10/6/2023		Bridget Daley	6828 S 27th Ave, Phoenix AZ 85041	105-88-018F
10/6/2023	Jose Luis V Pina Mulloa	Jose Pina Maria Ulloa	6832 S 27th Ave, Phoenix AZ 85041	105-88-018D
10/6/2023		Edward Olaya	7010 S 27th Ave, Phoenix AZ 85041	105-88-829
10/6/2023		Edward Olaya	6848 S 27th Ave, Phoenix AZ 85041	105-88-018J
10/6/2023		Angela V Cook	2720 W Harvest Groves Ln, Phoenix AZ 85041	105-88-830
10/6/2023		Ryan Richholt & Vu Hein	2724 W Harvest Groves Ln, Phoenix AZ 85041	105-88-831
10/6/2023	Nancy Arvia	Nancy, Ravi Araceli Arvia	2806 W Harvest Groves Ln, Phoenix AZ 85041	105-88-832
10/6/2023			2810 W Harvest Groves Ln, Phoenix AZ 85041	105-88-833
10/6/2023	Melissa Mattice Cliff Mattice	Cliff & Melissa Mattice	2810 W HARVEST GROVES LN PHOENIX 85041	105-88-834
10/6/2023	Jose Colio	Marge Colio Jose Colio	2818 W Harvest Groves Ln, Phoenix AZ 85041	105-88-835
10/6/2023			2822 W Harvest Groves Ln, Phoenix AZ 85041	105-88-836
10/6/2023	Jorge Fabry	Jorge Liana Enriquez	2826 W Harvest Groves Ln, Phoenix AZ 85041	105-88-837
10/9/23		Stephanie + Moses Garcia	2825 W Harvest Groves Ln, Phoenix AZ 85041	105-88-839

Petition for THREE FOURTHS (3 / 4) Vote by City Council
For REZONING APPLICATION # Z-77-22-8

Request: S-1 to R1-8

Location: Approximately 40 feet north of the northwest corner of 27th Avenue and Harvest Groves Lane at 6844 S 27th Ave

We the undersigned are OWNERS of property within the area of the proposed amendment or the area within 150-feet of the proposed amendment, including all rights-of-way, requesting the rezoning action. We request that the City Council be required to pass this rezoning application by a three-fourths (3/4) vote.

Date	Signature	Name	Address	APN
10/6/2023		Bridget Daley	6828 S 27th Ave, Phoenix AZ 85041	105-88-018F
10/6/2023		Jose Pina	6832 S 27th Ave, Phoenix AZ 85041	105-88-018D
10/6/2023		Edward Olaya	7010 S 27th Ave, Phoenix AZ 85041	105-88-829
10/6/2023		Edward Olaya	6848 S 27th Ave, Phoenix AZ 85041	105-88-018J
10/6/2023		Angela V Cook	2720 W Harvest Groves Ln, Phoenix AZ 85041	105-88-830
10/6/2023		Ryan Richwine Vu Hoai	2724 W Harvest Groves Ln, Phoenix AZ 85041	105-88-831
10/6/2023		Nancy Arora Jan Arora Angel Arora	2806 W Harvest Groves Ln, Phoenix AZ 85041	105-88-832
10/6/2023		Cliff & Melissa Mattice	2810 W Harvest Groves Ln, Phoenix AZ 85041	105-88-833
10/6/2023			2810 W HARVEST GROVES LN PHOENIX 85041	105-88-834
10/6/2023		Marge Cole Joe Cole	2818 W Harvest Groves Ln, Phoenix AZ 85041	105-88-835
10/6/2023			2822 W Harvest Groves Ln, Phoenix AZ 85041	105-88-836
10/6/2023		Jorge & Luisa Enriquez	2826 W Harvest Groves Ln, Phoenix AZ 85041	105-88-837
10/9/23		Mesa Stephanie Garcia	2825 W. Harvest Groves Ln, Phoenix, AZ 85041	105-88-827

Nayeli Sanchez Luna

From: Amber Villalvazo <ambervillalvazo@yahoo.com>
Sent: Monday, September 11, 2023 12:47 PM
To: PDD Laveen VPC; Racelle Escolar; Mayor Gallego
Subject: Z-77-22-8 support

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,
I'm writing in support of the upcoming housing development at 27th and Southern. We have a major housing shortage. The only way to fix this is to add more housing. This area also needs more affordable housing. I'm in full support.

Thanks,
Amber Villalvazo
5325 W Samantha Way
Laveen, AZ 85339

Sent from Yahoo Mail for iPhone [mail.onelink.me]

Nayeli Sanchez Luna

From: stephaniehoffman76@yahoo.com
Sent: Sunday, September 10, 2023 10:16 PM
To: PDD Laveen VPC; council.district7@phoenix.gov; council.district8@phoenix.gov; Racelle Escolar
Subject: Re: Case No. Z-77-22 (6844 S. 27th Ave)

Follow Up Flag: Follow up
Flag Status: Flagged

Planning Department and Council People,

Please insert this zoning protest opposing the rezoning applied for in Case No. Z-77-22 (6844 S. 27th Ave) to change the designation from S-1 to R1-8 PRD in all packets, attachments, written communications provided to City staff, committee members, commission members and members of the City Council as part of the public record/ application for any planning or legislative meetings and/or hearings for this application/case.

Below are the reasons I strongly oppose this rezoning:

What we propose instead: I strongly oppose the application and seek to have this re-evaluated and kept at the current zoning. This would ensure the integrity of the area upheld, with homes on an acre of property as well as ensure the burden on the community and local PD and Fire is lessened.

Sincerely,

Stephanie Hoffman

2909 W. Maldonado Rd.

Phoenix, AZ 85041

Cell: 602-920-5708

Email: stephaniehoffman76@yahoo.com

P.S. Please note, we also have a signed petition with multiple signatures also showing opposition to the rezoning that we will submit during the council planning meeting scheduled for tomorrow, Monday September 11th 2023 at 6:30 p.m. at the Laveen education center.

Nayeli Sanchez Luna

Subject: FW: Case No. Z-77-22 (6844 S. 27th Ave)

From: stephaniehoffman76@yahoo.com <stephaniehoffman76@yahoo.com>
Sent: Sunday, September 10, 2023 10:29 PM
To: PDD Laveen VPC <laveenvpc@phoenix.gov>; council.district7@phoenix.gov; council.district8@phoenix.gov; Racelle Escolar <racelle.escolar@phoenix.gov>
Subject: Re: Case No. Z-77-22 (6844 S. 27th Ave)

Please accept my apologies for the incorrect email previously sent. I was having technical difficulties and I'm not sure what happened to the main content. Please find the correct email below:

Planning Department and Councilmembers,

Please insert this zoning protest opposing the rezoning applied for in Case No. Z-77-22 (6844 S. 27th Ave) to change the designation from S-1 to R1-8 PRD in all packets, attachments, written communications provided to City staff, committee members, commission members and members of the City Council as part of the public record/ application for any planning or legislative meetings and/or hearings for this application/case.

Below are the reasons I strongly oppose this rezoning:

Inside the front cover of the Laveen Village Character plan it states:

"Steeped in natural beauty and AGRICULTURAL heritage, the Laveen Village has been long valued by farmers, equestrians, and those looking for solitude and mountain access."

Additionally, within the character plan are several other mentions that I find relevant to the grievance/appeal I am submitting to you today as follows:

Page 8: Plans:

- "Establish an APPROPRIATE and BALANCED housing mix that also encourages development that PROTECTS EXISTING residential LIFESTYLES and natural resources"

- "... Standards that encourage development that is both SYMPATHETIC and responds to the areas cultural, historical and AGRICULTURAL assets."

Page 10-11: Land Use:

- "PROTECT residential areas from concentrations of incompatible land use that could change their CHARACTER or destabilize land value."

- "Provide efficient emergency service to neighborhood residents."

Page 14-15: Design:

- "PRESERVE and protect the village character"

- "promote neighborhood identity... that REINFORCES the EXISTING landscaping and character of the area."

All throughout the brochure, it talks about PRESERVING EXISTING agriculture, the flavor, heritage & culture of the area. Each and every one of the excerpts listed above will be grossly and incompetently ignored if the rezoning of 6844 S. 27th Avenue (Ref: Z-77-22-8) is approved.

I was raised in south Phoenix and am a current & long-time resident (15 years) of the Laveen Village PUD that butts up to the western edge of the parcel in question. My home is only a few hundred feet from the property line in question and I am EXTREMELY, WHOLE HEATEDLY, & ADAMANTLY opposed to the rezoning of this parcel.

I have seen what the city planning committee & responsible parties have allowed developers to do to many of these smaller parcels near my community. Our beautiful Laveen "agriculture and farming heritage and culture" are under attack. I'm heartbroken that so many of these priceless pieces of our Laveen culture & heritage are being systematically erased!!

These smaller parcels of S1-zoned land are beautiful and disappearing at an incredible rate. We, as a community, have an obligation and a duty to PRESERVE these precious parcels - as stated above in the excerpts from the character plan itself - not cow tow to the lawyers of developers who want to see sardine-canned homes stuffed to the brim on any parcel they can get their hands on.

There is something to be said for listening to the residents of the area and there is so much opposition to this rezoning that I cannot fathom that the committee would do anything but stop it in its tracks.

However, if this rhetoric isn't sufficient, let me further outline multiple points as to why this rezoning goes against the very mission of how Laveen village is intended to be developed.

1. PRESERVE & PROTECT the EXISTING flavor & culture of the area:

Again, I've lived in this community for 15 years and my children have grown up walking the trails of our community seeing rabbits, squirrels, coyotes and birds, along with the farm animals of the nearby SMALL FARM/AGRICULTURAL properties, including horses, cows, goats, sheep, & donkeys. They love to feed them carrots and pet them by the fence. They are precious and entertaining. Not only that, but the 15 year old mesquite trees that line the entire edge of the fence line provides wonderful amounts of shade in the scorching summer heat. It's not only functional in that capacity, but also beautiful and NATURAL - again, something to be PRESERVED & PROTECTED.

This is the existing flavor of our area and it's lovely and wonderful. I would love for the council and the planning committee to do right by this area and keep our flavor intact. I want to be able to take my grandchildren to see these farms and animals in the future, but if you allow this parcel to be rezoned, you will be further destroying the natural beauty of this area.

I have always viewed South 27th avenue as an agricultural and farming area, because IT IS one, ALWAYS has been, but it won't continue to be if we continue to eliminate these S1 zoned parcels.

2. "Provide efficient emergency service to neighborhood residents."

If this rezoning is approved and the current tentative plan provided is completed, there is almost no capacity for fire trucks and emergency vehicles to adequately access homes if there are any cars parked on the street. This is not the mindful development that Laveen needs. This is an overdevelopment of a small parcel that is poorly designed and inadequate.

3. "Establish an APPROPRIATE and BALANCED housing mix that also encourages development that PROTECTS EXISTING residential LIFESTYLES and natural resources"

The current proposed development plan will NOT provide an appropriate or balanced housing mix, based on the current make-up of the surrounding homes. Directly to the north are several S1 zoned properties... To the south is the Harvest Groves community that only has 10 homes on similar acreage as the 6844 S. 27th Ave parcel. The Laveen Village community has a much lower density than the proposal. The lot sizes appear to be extremely small and I have concerns that too many homes in the small space will have a detrimental effect on property values nearby.

Additionally, my neighbors and I also believe there will be a detrimental effect to the traffic along 27th avenue.

My daughter attends Sun Valley Academy on the corner of Baseline Rd & 27th Ave and there are 2 other schools along 27th between Baseline and Southern. There is already a significant amount of traffic flowing through 27th and safety is a foremost concern.

4. One more thing I would like to address is my personal experience with the new home developments that have been built along 27th avenue in recent years. As mentioned previously, I have walked my dogs around my community EVERY DAY for 3 years and there are more and more residents from the gated communities along 27th avenue that are coming into our community to use our walking paths and as an access to the city park located on Vineyard, etc. I have seen more & more bulk trash dumping, littering and dog feces all around the section of my neighborhood that is closest to the new developments. I have personally seen them come from gated communities into our open areas to utilize our amenities, because the developers did not appropriately plan for open and shared spaces for the number of residents in the new gated communities that should have remained zoned S1 or similar in the first place. This may not be seen as a "significant" issue or reason to vote NO on the rezoning, but you must understand that it's the Laveen Village HOA that maintains these paths and common areas, greenbelts, etc. If they have to increase the HOA fees to be able to properly maintain our common areas, HUNDREDS of residents will be impacted by your decision to rezone these parcels, imposing an unfair additional financial burden to many families in these very tough economic times.

Rezoning to anything other than S1 is truly inappropriate for THIS parcel. There are so many other vacant parcels along 35th Ave that are more appropriate for this type of development. We need to understand as a community what "mindful development" looks like and stick to our values as a rural and agricultural community to continue to hold true to the Character Plan referenced in the beginning of this letter. We have an obligation to stay vigilant and attentive to the core values, history and heritage of Laveen Village. I am vehemently certain that if this rezoning is approved, it will be a detriment to OUR local community for myriad reasons that I don't even have the time to fully explain and explore in this single letter.

I am hopeful that I am thorough and thoughtful in my articulation of all the reasons why the rezoning of 6844 S. 27th Ave (Ref: Z-77-22-8) is NOT in the best interest of Laveen or the current & future residents in the immediate surrounding areas.

Proposal: I strongly oppose the application and seek to have this re-evaluated and kept at the current zoning, S1, based on all testimony submitted above.

Your time and attention to this matter are greatly appreciated. I am hopeful and optimistic that you and your fellow decision-makers will be able to understand the full impact of this decision and not take it lightly. I pray that you will not only hear, but truly listen to the residents of this area and do what is truly in all of our best interest and stand up for us - the people you work for and represent - as well as for the heritage of Laveen and vote responsibly & with integrity NO on this issue

Sincerely,
Stephanie Hoffman
2909 W. Maldonado Rd.
Phoenix, AZ 85041
Cell: 602-920-5708
Email: stephaniehoffman76@yahoo.com

P.S. Please note, we also have a signed petition with multiple signatures showing additional community opposition to the rezoning that we will submit during the council planning meeting scheduled for tomorrow, Monday September 11th 2023 at 6:30 p.m. at the Laveen education center.

Nayeli Sanchez Luna

From: Araceli De los Monteros <adelosmonteros@gmail.com>
Sent: Monday, September 11, 2023 11:40 AM
To: Nayeli Sanchez Luna; PDD Laveen VPC; Racelle Escolar; Council District 8 PCC; Mayor Gallego
Subject: Objection to Rezoning at 6844 S 27th Ave
Attachments: CHAOS PROJECT.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

To whom it may concern,

I'm writing to strongly opposed to the rezoning at the property located in 6844South 27th Avenue, Phoenix, AZ 85041. I live in 2806 W Harvest Groves Ln, Phoenix, AZ 85041 just immediately south of the property mentioned.

The fact that they want to build 33 houses and having a 2-way road on 27th Ave exactly in their exit, will increase possible collisions. Doing a template of the map (attached in this email) you can see more than 30 cars coming in and out of the development. But if we put 2 cars per house, and we add parents taking their kids to the **3 SCHOOLS** in the same avenue and additionally to the neighbors living in the area will cause a problematic situation.

The Bernand Black Elementary schools have 531 students aprox.
The Sun Valley Academy has 544 students max.
The Christian High School around 200 students.

Many of them take the bus to school, many of them walk and many of them are taking by car.

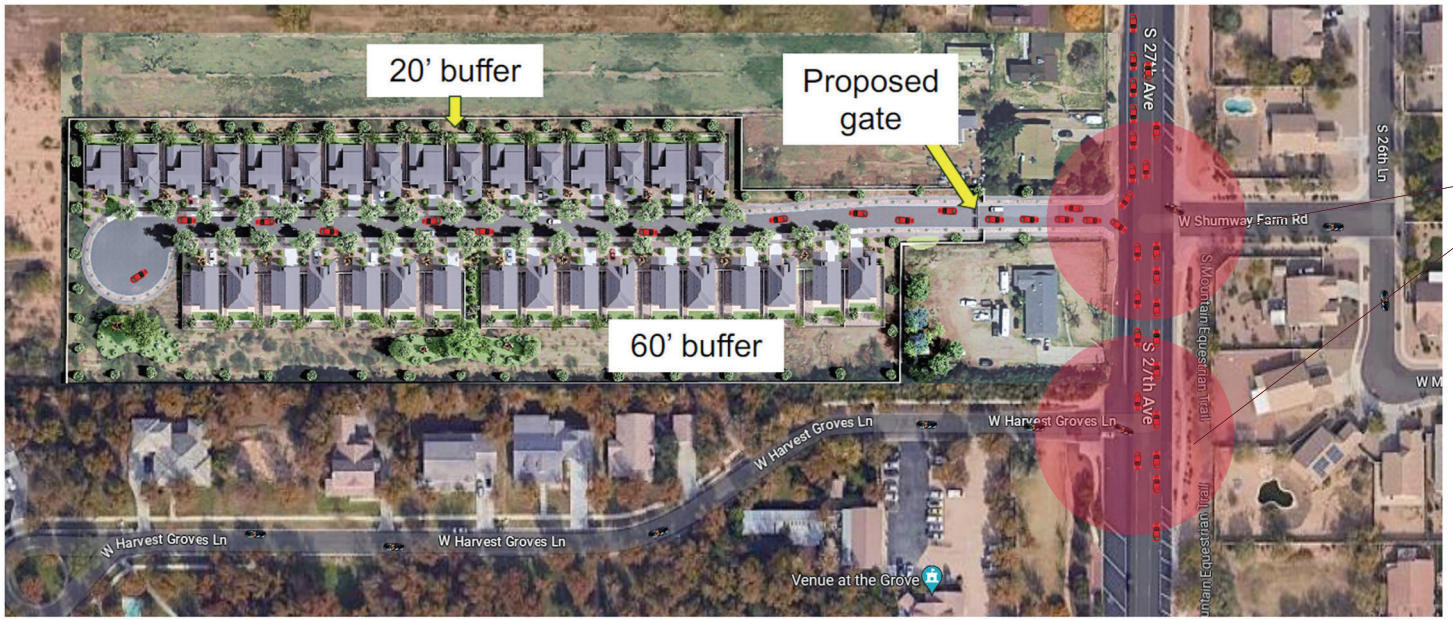
Other fact to take into consideration is the density of the development and concerns about emergencies.

A Fire truck is aprox 471/2 Feet long, 121/2 High tall, 100 inches wide and Engine: 33 Feet long, 111/2 High Tall, 100 Inches wide (which you can also see in the map). That together with cars in the street, trash cans and people it's just not feasible.

Please help us to reject the rezoning request. Thank you.

Araceli Espinosa de los Monteros
(480) 721-2555

AN AVERAGE DAY



Possible collision areas

EST. 2009
VENUE
AT THE
GROVE
Weddings & Events

September 11, 2023

Re: Rezoning application Z-77-22-8. 2nd Letter.

To Nayeli Sanchez Luna and the Laveen Village Planning Committee,

This is my second letter regarding this case as my first letter was sent on July 9, 2023 and there has been some slight changes. My name is Edward Olaya and I own 3 residential properties and 1 commercial property along 27th Avenue between Baseline Road and Southern Avenue equating to approximately 6 acres of land. Two of my properties, the commercial property (7010 South 27th Avenue) and one of the residential properties (6848 South 27th Avenue) are directly adjacent to the land that is requesting to be rezoned.

I am writing to express my **strong objection** to the density of rezoning application Z-77-22-8.

This parcel is currently zoned S1 which allows 1 dwelling per acre. The parcel is 7.8 acres allowing for the developer to build 7 homes. The developer is asking to build 33 homes, which is 4.7 times more than what is allowed. My request is reducing the number of homes to 3 times what is currently allowed which would be a maximum of 21 homes. I believe this is a very fair compromise to the developer and community as this would still be more in the developers favor. Below are my reasonings for requesting a lower density:

1. My neighbors and I purchased our properties because of the farm/acreage character. We are losing this character. The developer doesn't live in our community and they are wanting to build as many homes as possible for their benefit and leave.
2. This parcel is a flag lot with its only entrance going tightly between two residential properties. This will negatively impact both current homes due an increase in traffic noise.
3. I own Venue at the Grove, one of the top private wedding venues in all of Arizona. We have been in business for over 14 years. We loved this property as it sits on almost 3 acres and is surrounded by other acreage properties. With a denser project directly adjacent to us it is going to increase our chances of complaints. I hope the developer uses quality material as insulation will be important with homes being this close.
4. This is a one way in and one way out community. There isn't enough room for cars to park on both sides of the street and still give enough space for other cars to drive by. The future homeowners will have gatherings and there is no other place for them to park due to small lots. There will either be traffic jams or parking is going to flow outside of the gated community in other properties.
5. There isn't enough room for fire department, garbage trucks, delivery trucks to maneuver in such tight spaces with the street being as narrow as it is. Imagine cars parked on the road and these larger vehicles trying to get through this dead end.

The number of homes for the size of parcel is too high. This would generate a huge problem that can be avoided now. Again, I request that the density be reduced to a maximum of 21 homes. This will allow the developer to widen the lots to allow more parking thus reducing the number of vehicles on the street. It will reduce the noise to the two property owners and reduce the chances of multiple complaints from the wedding venue next door. It will allow the developer to build 3 times what is currently zoned for them to still generate a fair profit.

Thank you for your time,

Edward Olaya, Owner
Venue at the Grove
7010 South 27th Avenue
Phoenix, AZ 85041
602-799-9859

Nayeli Sanchez Luna

From: Ravi Arora <ravindararora@gmail.com>
Sent: Monday, September 11, 2023 10:27 AM
To: Nayeli Sanchez Luna; PDD Laveen VPC; Racelle Escolar; Council District 8 PCC; Mayor Gallego
Cc: Araceli De los Monteros
Subject: Objection to Rezoning at 6844 S. 27th Ave

Follow Up Flag: Follow up
Flag Status: Flagged

To whom it may concern,

We are writing to express our opposition to the rezoning of the property located at 6844 South 27th Avenue in Phoenix Arizona. I was on a 2806 West Harvest Groves Lane, Phoenix, Arizona 85041. This is in the neighborhood immediately south of the property in question.

The current plan proposed by the developer is problematic, dangerous, and will likely lower nearby property values. They are trying to fit 34 houses on 7.6 acres, with a single dead end one lane road providing access to all of the homes. They simply don't have sufficient space for the community they are proposing.

The proposed homes are small and tightly packed. The proximity to one another alone creates a fire hazard. Furthermore, the proposed street cannot accommodate any on-street parking and leave sufficient room for fire and garbage trucks to maneuver through the neighborhood if necessary. They have indicated that they will ban street parking but they have no plan on how to enforce this, so it will inevitably happen.

This new development will also greatly increase the flow of traffic on 27th Avenue which is already starting to become congested. We will also have to deal with increased noise and other nuisances from the overpacked community that will be immediately north of ours if they develop the property as planned.

We are asking that you reject the rezoning request that has been submitted for this property and demand that the developer submit a new plan with significantly lower density. We are not opposed to a development with up to 20 houses (single story so as to not block our view of downtown). That is double what we have in our neighborhood which is on the same size property. We think that is a reasonable compromise.

Sincerely,

Ravindar Arora and Araceli De Los Monteros

Nayeli Sanchez Luna

Subject: FW: Opposition to Z-77-22-8
Attachments: Zoning case Z-77-22.docx

From: Teresa Dickinson <hormonefairy@yahoo.com>
Sent: Monday, September 11, 2023 7:14 AM
To: Nayeli Sanchez Luna <nayeli.sanchez.luna@phoenix.gov>; PDD Laveen VPC <laveenvpc@phoenix.gov>; Racelle Escolar <racelle.escolar@phoenix.gov>; Council District 8 PCC <council.district.8@phoenix.gov>; Mayor Gallego <mayor.gallego@phoenix.gov>
Subject: Opposition to Z-77-22-8

To Nayeli Sanchez Luna and the Laveen Village Planning Committee,

I have lived at 7426 S 27th Ave for 6 years. I moved here from Central Phoenix, missing the Central Phoenix vibe but looking for land. I am also one of the owners of the Mesquite Meadows neighborhood/project Northwest of 27th Ave and Baseline. I am investing in the neighborhood, trying to create the neighborhood I want to live in. Our project is on 7.5 acres and consists of 16 homes. Most of the properties will be 1/3 acre lots. South Phoenix has all the makings of a great area; Beautiful mountain views, nearby wonderful hiking trails, and close commuting distance to downtown and the airport.

I am writing to express my **strong objection** of rezoning application Z-77-22 due to its high-density, the small street and two-lane entrance/exit onto 27th Ave. Laveen, Phoenix, and developers need to stop cramming in as much homes as possible. Developers need to start building quality neighborhoods and quit exploiting them. There should be no more that 2-3 homes per acre on this project. Homes should be at least 10 feet from each side property line. It is disturbing to see projects passed that have 5 foot setbacks from the side of the property lines. This is a fire hazard and is unnecessary. Also, who wants to hear neighbors cough, etc. Let's create nice quality neighborhoods.

Regarding the two-lane entrance/exit, there needs to be a left turn lane and right turn lane exiting the property. There should not be a back up of residents trying to leave the property waiting for a left turning resident. Traffic is quite significant on 27th Ave and it is likely that residents turning north will have to wait to turn safely. We do not need to unduly stress residents from the line building up behind them while they wait to turn north, possibly encouraging them to turn when it is not safe.

I do also feel that the road width is too small. The developers should have to have a wider road, even if it means they need to build less homes on the project to make it happen. Residents should be allowed to have street parking which would require a wider road. The only reason for the smaller road is to increase their profitability, at the expense of the residents. A fire fighter has told us that with the road this small, the firetrucks will hit side view mirrors, increasing the City's liability. Let's not create the problem, all for profit.

Building less congested neighborhoods will encourage happier residents, while enhancing the area and property values. We all know how important it is to have happy residents. Let's build it right from the start. Let's build a community that Laveen would be proud of.

Thank you for your time,
Teresa Dickinson
Concerned local resident

EST. 2009
VENUE AT THE GROVE
Weddings & Events

October 4, 2023

Re: Item #15 - Case # Z-77-22-8

Dear Planning Commission,

I am writing to express my **strong opposition** to the higher density request of application Z-77-22-8. My name is Edward Olaya and I am the owner of Venue at the Grove – 7010 South 27th Avenue. We are directly adjacent to the proposed project.

Venue at the Grove is a family-owned business that my wife and I started 14 years ago. We have built this wedding venue into one of the most sought out wedding venues in the valley. We host over 100 weddings a year for people all over the valley and other states. We are known for our open spaces, farm like atmosphere, and beautiful trees that make you feel like you escaped the city. Slowly we have seen farmland bought by developers and stuffed with as many homes as possible.

My concern with this density is how it will affect the longevity of our business. With a higher density we will have a higher probability of people complaining when we have events. We will also have a high probability of people from that community using our parking lot due to the small lot sizes and not sufficient street parking for their personal events. I know this to be true because it happened numerous times with one of our neighbors prior to me purchasing that property.

Also, as a business we generate over $150,000 a year in sales and property tax for the city. We employ 12 full-time employees and 30 part-time employees. We offer full time benefits with medical, dental, PTO, 401k company match, and profit sharing. If our sales drop due to higher density not only will the city be affected but the people who we employ as well.

The developer knew they purchased this property zoned for 1 dwelling per acre and wanted to take the chance to rezone for a higher density. I understand change in inevitable, I am requesting there be a compromise to allow the developer to gain a higher density then originally purchased and a balance to the neighbors who must live with the outcome on a day-to-day basis. My request is to approve an R1-18 with bonus to allow the developer to build more than 2x what is currently allowed.

Bottom line the number of homes proposed for the size of parcel is too high. This will have a negative ripple effect if allowed.

Thank you for your time,

Edward Olaya, Owner
Venue at the Grove
7010 South 27th Avenue
Phoenix, AZ 85041
602-799-9859

Racelle Escolar

From: Bridget Daley <thedaleys14@gmail.com>
Sent: Wednesday, October 4, 2023 12:47 PM
To: Racelle Escolar; Linda Abegg; Council District 8 PCC; Council District 7 PCC; Nayeli Sanchez Luna; PDD Planning Commission
Subject: Z-77-22-8 Objection Letter from Community
Attachments: 10.5 Commission Meeting for Laveen Ranch.pdf

Hello All,

On behalf of the community of neighbors objecting to case #15 at tomorrow's Planning Commission meeting, I wanted to summarize our concerns and objections in one place. We have dozens of opposition letters and over 50 signatures opposing the rezoning however we have come together in unity of what our objections are to make it easier to see our side of this. We went into this process attempting to keep the zoning at S-1, which is what most of the properties to the North and South of this land are currently zoned for, but we have compromised in our approach and recommending R1-18 to limit the zoning to 15 homes on these 7.8 acres.

Thank you for the consideration of the outpouring of community concern on this project. If you have any questions, please don't hesitate to reach out to me directly. We have four speakers tomorrow for the hearing that are immediate neighbors as well as potential other community members that signed up. We look forward to the conversation.

Sincerely,

Bridget Daley
(Neighbor at 6828 S 27th Ave to immediate north of property)
925-321-9720

10.5 Phoenix Planning Commission Meeting

Community concerns & opposition

Z-77-22-8

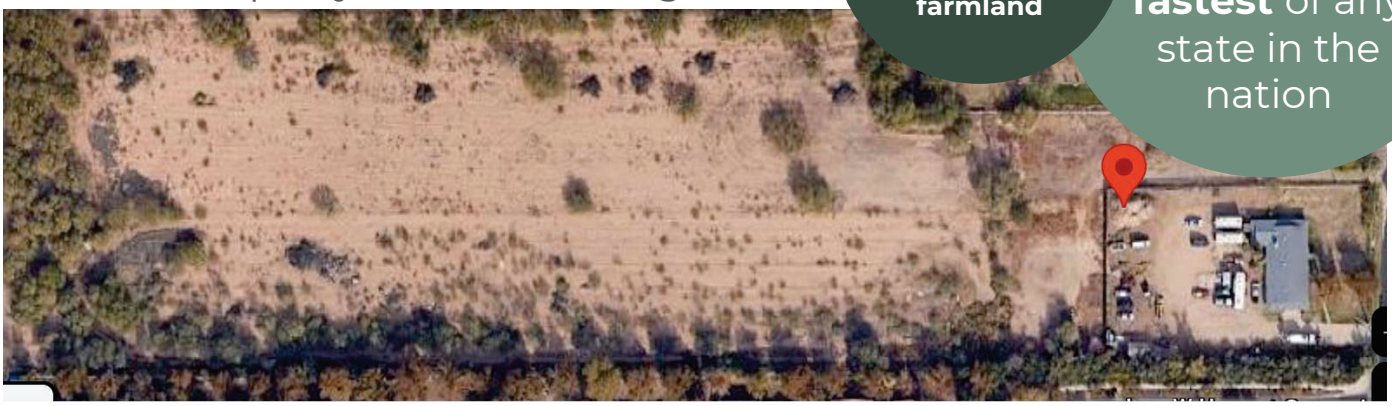
Bridget Daley

Farmland in **Maricopa is being lost** at a **higher rate** than anywhere else in the United States[1]

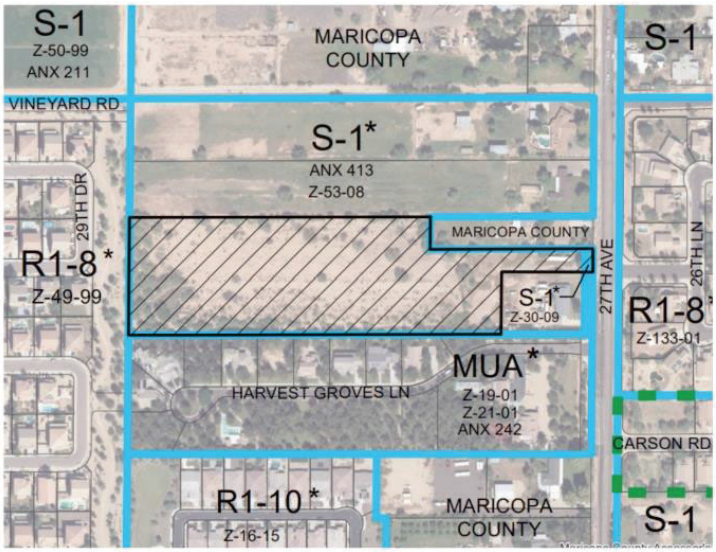
Maricopa County is projected to lose the **most farmland**

Arizona is **losing farmland** the **fastest** of any state in the nation

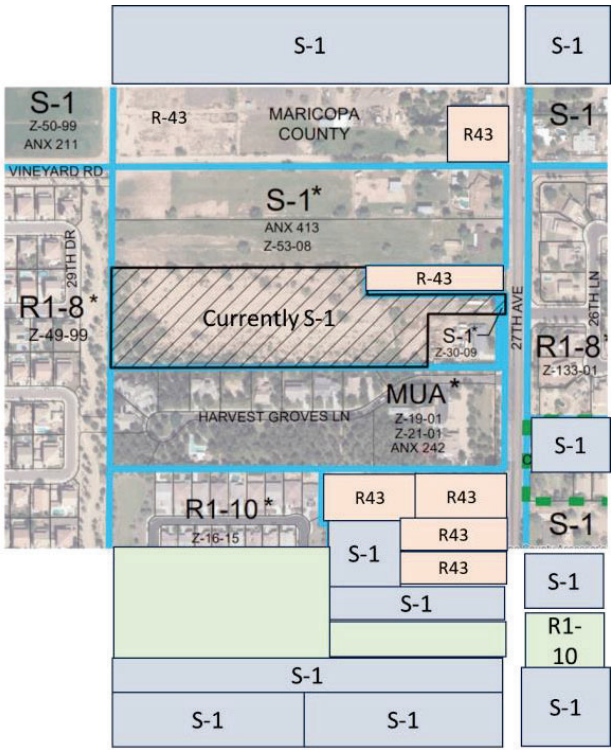
Current Property with S-1 Zoning



Proposed Property with R1-8 Zoning



Submitted in plans from Equity Holdings



Full view of surrounding properties: S-1 and Maricopa County's R43 which is similar with abundant agricultural space

Sources: 1) American Farmland Trust "Farms Under Threat 2040" report

Unified Neighborhood Opposition Letter to Z-77-22-8

On behalf of all neighbors with adjoining property to the north and south of the property at 6844 S 27th Ave, we strongly oppose this rezoning and in unity express our opposition. There were over a dozen opposition letters to this rezoning and petition with over 50 signatures to stop it. As a community we went to the Laveen Planning Committee with our joint recommendation to keep zoning as S-1 in order to preserve the agricultural integrity of the land and maintain the character of the surrounding areas as you see from page 3. This would still have the ability for the developer to create 8 larger ranch style homes.

However, after speaking with numerous members of the committee and the developer, we understand that given the current housing crisis in Phoenix, the need for housing extends beyond that. It is with that in mind, we are all recommending no more than R1-18 zoning to keep the lot to 15 homes (18 with bonus), which would still uphold some of the character of the area and appease some of our concerns. We have thousands of multi family and high density/cluster communities coming to Laveen currently. 15 , more expensive ranch style homes would uphold the integrity of this area and still provide alternative housing needs met that diversify this area to enhance the overall area with higher value properties. Thank you for the consideration of the outpouring of community concern on this project.

Community Concerns & Opposition to Rezoning to R1-8:

- **Density:** The 27-33 single family residences proposed on 7.8 acres is out of reason for the surrounding area. The rezoning ordinance if granted creates density much higher than the existing residential Ranch property and ranch uses immediately to the north and south of the lot. All surrounding homes on 27th Ave are larger lots that preserve the rich agriculture history of this area.
- **Traffic & Noise:** The Daley family to the North would share a wall with 16 homes in the proposed plan with Harvest Grove to the South and two, one acre residences with the remaining homes. There is a 250-foot stretch of roadway that is sandwiched between two residential homes that will need to be driven through before even getting into the proposed community of homes. Bedrooms are adjacent to this road and with 72 vehicles entering and exiting everyday, this is a large increase in traffic noise & disturbance. Harvest Grove and 6828 would share a wall with some two story and single story homes all bringing noise and traffic into our land and homes. We all moved to the Laveen area and this specific stretch of agriculturally rich homes to be away from noise, raise animals, live on land, etc. This is a completely disturbance to our current way of life and what the property was originally intended for and Laveen designed for.
- **Fire & Police Support**: 27-33 homes in close proximity to one another and surrounded by agricultural land could create a dangerous situation for all in the area. Our fire and police staffing in District 8 is already compromised with the new developments in our area and this will put immense stress on our resources to help people in need. Phoenix Fire Department is 44% below response time goal and response times for EMS is 83% lower than goal. The narrow one way in and out also presents issues for emergency vehicles and when damage is done to vehicles parked on the street, it is the tax payer's dollars that must pay for that.
- **Builder Experience:** The builder has not had experience with a build such as this. There is no track record of a community of homes not turned into rentals that are not high density units or just flipped rental properties.
- **Devalue Land:** For all reasons discussed, this is not a positive improvement or benefit to any of our homes along 27th Ave and would devalue our properties for perpetuity. We have thousands of multi family homes being developed in Laveeen – please keep our stretch of ag homes true to the intended use of these properties.

Community Asks:

We have relented on continuing to fight to keep zoning at S-1 as mentioned and as part of our request to rezone to no more than R1-8 with 15 homes built, these are the community requests we collectively agree on:

Community Requests in Rezoning:

- **R1-18 Rezoning:** At most allow for 15 homes to be build on these 7.8 acres of land.
    - This will lessen danger of fire that could spark onto our agricultural land to the north and south
    - Decrease amount of traffic and noise from the proposed 27-33 homes
    - Ensure this development does not turn into rental properties but rather families building their life in our community
    - With over 1000 multi-family homes going up in the surrounding area, this allows for diversity and higher value homes that would elevate, not devalue the surrounding properties.
- **One story homes:** To alleviate some of the noise and visual disturbance to neighbors, only allowing for one story, ranch style homes to be built.
- **Adding ample buffer & landscaping:** The two homes at the entrance of the Laveen Ranch gate will get headlights, noise and traffic consistently coming through. We ask that you protect their homes as much as possible by mandating tall hedging in addition to a 6 foot block wall. The same goes for the Daley Family and Harvest Groves to the north and south. A 6 foot buffer and some trees will not completely blockade the homes in both view and noise – adding a solid hedge would help with this.
- **Environmental Survey:** The 7.8 acres of land have for decades been utilized in agriculture and home to hawk nests, coyote dens and a plethora of animals. These animals will be displaced or killed with the build, so we request an environmental survey by third parties to make recommendations and help rehome these animals. Southwest Wildlife is one such organization that protects mammals and offers recommendations.
- **Evaluate Impact on Schools & Traffic:** The traffic report was done during summer break and we have four schools in close vicinity of this development off of 27th Ave - Bernard Black, Elementary, Arizona Lutheran Academy, Sunrise Preschool and Sun Valley Academy. The congestion is already growing with the new housing built in this area and we'd look to the Commission and Council to determine if the impact of this new development should require any further steps such as lowered speed limit along 27th Ave.

Steeped in **natural beauty** and **agricultural heritage**, Laveen Village has been long valued by **farmers**, **equestrians**, and those looking for **solitude** or easy mountain access.

PLANNING & DEVELOPMENT

PRESERVE SHAPE BUILD

Laveen and our community here on 27th Ave between Southern and Baseline is deeply rooted in agriculture. A pillar to the planning and development in this area is preservation. We ask that you consider the unique aspects of this particular piece of land and surrounding homes, and preserve these residential homes to be ranch style homes to blend in with surrounding area and lessen the impact the established neighbors will feel from this development.

Racelle Escolar

From: mcarroll8@q.com
Sent: Wednesday, October 4, 2023 2:28 PM
To: Racelle Escolar
Subject: Z-77-22-8

This parcel of land should not be rezoned to provide for 33-38 homes. We have many homes in our area that are being built right on top of each other so to speak. The existing zoning allows for 8 homes which is reasonable. Don't forget, there is a parcel of land to the south of this parcel that has been rezoned just recently allowing for 16 more homes.

The family to the north of this parcel is building a ranch on their parcel of land. This rezoning would of 33-38 homes would be too much for them, homes being too close and too tall.

Please, do not allow rezoning, 8 homes would be more appropriate for this parcel.

Mary Carroll
7304 S 29th Ln

City of Phoenix

Report

Agenda Date: 11/1/2023, **Item No.** 82

REQUEST TO CONTINUE (SEE ATTACHED MEMO) (CONTINUED FROM SEPT. 6, 2023) - Public Hearing - Amend City Code - Ordinance Adoption - Parking Reductions for Multifamily Developments - Z-TA-8-23-Y (Ordinance G-7161)

Request to hold a public hearing on a proposed text amendment Z-TA-8-23-Y and to request City Council approval per the Planning Commission recommendation which amends Chapter 2, Section 202 (Definitions) to add definitions for affordable housing, passenger loading space, passenger loading zone, and revise parking space, unreserved; amend Chapter 6, Section 608.J (Density Bonus For Low or Moderate Income Housing); amend Chapter 7, Sections 702.C (Parking Requirements) and Section 702.E (Modifications to Parking Requirements); and amend Chapter 13, Section 1307 (Parking Standards) to modify the parking requirements for multifamily, single-family attached, and affordable housing, and add requirements for passenger loading zones.

Summary

The intent of the proposed text amendment is to reduce parking requirements for multifamily developments. Related definitions have been revised and/or deleted, with new definitions provided as necessary; “passenger loading space” and “passenger loading zone” has been added for use with the Walkable Urban code, together with proposed development standards; and parking requirements have been reduced for multifamily developments as detailed in the Staff Report (**Attachment B**).

Applicant: City of Phoenix, Planning Commission
Representative: City of Phoenix, Planning and Development Department

Staff Recommendation: Approval of Z-TA-8-23-Y as shown in Exhibit A of the Staff Report (**Attachment B**).
VPC Info: Eleven of the 15 Village Planning Committees (VPCs) heard this item for information only throughout June, as reflected in **Attachments C and D**.
VPC Action: Fourteen VPCs considered the request. Four VPCs recommended approval, per the staff recommendation; two VPCs recommended approval, per the staff recommendation, with modifications; and nine VPCs recommended denial, as reflected in **Attachments C and E**.

PC Info: The Planning Commission heard this item on June 1, 2023, for information only (**Attachment F**).
PC Action: The Planning Commission heard this item on Aug. 3, 2023, and recommended approval, per the staff recommendation (in the Staff Report) with modifications, by a vote of 6-2, as reflected in **Attachment G**.

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

ATTACHMENT A

THIS IS A DRAFT COPY ONLY AND IS NOT AN OFFICIAL COPY OF THE FINAL, ADOPTED ORDINANCE

ORDINANCE G-

AN ORDINANCE AMENDING PORTIONS OF THE CODE OF THE CITY OF PHOENIX, ARIZONA, PART II, CHAPTER 41, THE ZONING ORDINANCE OF THE CITY OF PHOENIX BY AMENDING CHAPTER 2, SECTION 202 (DEFINITIONS) TO ADD DEFINITIONS FOR AFFORDABLE HOUSING, PASSENGER LOADING SPACE, PASSENGER LOADING ZONE, AND REVISE PARKING SPACE, UNRESERVED; AMEND CHAPTER 6, SECTION 608.J (DENSITY BONUS FOR LOW OR MODERATE INCOME HOUSING); AMEND CHAPTER 7, SECTIONS 702.C (PARKING REQUIREMENTS) AND SECTION 702.E (MODIFICATIONS TO PARKING REQUIREMENTS); AND AMEND CHAPTER 13, SECTION 1307 (PARKING STANDARDS) TO MODIFY THE PARKING REQUIREMENTS FOR MULTIFAMILY, SINGLE-FAMILY ATTACHED, AND AFFORDABLE HOUSING, AND ADD REQUIREMENTS FOR PASSENGER LOADING ZONES OF THE PHOENIX ZONING ORDINANCE TO MODIFY PARKING STANDARDS FOR AFFORDABLE HOUSING DEVELOPMENTS.

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF PHOENIX, as follows:

SECTION 1: That Chapter 2, Section 202 (Definitions), is amended to read as follows:

***

AFFORDABLE HOUSING: RESIDENTIAL OR MIXED-USE DEVELOPMENT PROVIDING HUD OR OTHER ASSISTED LOW- TO MODERATE-INCOME HOUSING, AS VERIFIED BY THE PHOENIX HOUSING DEPARTMENT; TYPICALLY INCLUDES DWELLING UNIT(S) COMMITTED FOR A MINIMUM TERM THROUGH COVENANTS OR RESTRICTIONS TO HOUSEHOLDS WITH INCOMES AT 80 PERCENT OR LESS OF THE AREA MEDIAN INCOME, AS DEFINED BY THE UNITED STATES DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT FOR THE CITY.

***

Parking Space, Unreserved: An unassigned parking space that is available to ~~both~~ residents, EMPLOYEES, and visitors TO THE PROPERTY. UNRESERVED PARKING SPACES WHICH COUNT TOWARD ANY REQUIRED PARKING MINIMUMS SHALL NOT BE USED FOR OFF-SITE OR COMMERCIAL PARKING USES.

FOR RESIDENTIAL DEVELOPMENTS, UNRESERVED SPACES MAY BE LOCATED BEHIND A VEHICULAR GATE IF A CALL BOX IS PROVIDED TO ALLOW VISITOR ENTRY BY RESIDENTS OF THE PROPERTY.

FOR NON-RESIDENTIAL DEVELOPMENTS, UNRESERVED SPACES MAY NOT BE LOCATED BEHIND A VEHICULAR GATE UNLESS THE GATE IS OPEN (OR WILL OPEN AUTOMATICALLY UPON APPROACH) DURING ALL STANDARD BUSINESS HOURS.

***

PASSENGER LOADING SPACE: A DESIGNATED SPACE FOR THE SHORT-TERM USE BY ONE VEHICLE TO STAND DURING PASSENGER PICK UP OR DROP OFF OF VISITORS, RESIDENTS, OR OCCUPANTS OF THE BUILDING OR USE; OR DURING DELIVERY OF GOODS TO INDIVIDUAL OCCUPANTS. A PASSENGER LOADING SPACE MAY NOT INCLUDE ANY DELIVERY OF GOODS OR SERVICE AREAS FOR COMMERCIAL USES, NOR ANY USE NOT CONSIDERED SHORT-TERM.

PASSENGER LOADING ZONE: AN AREA ADJACENT TO A PRIMARY ENTRY COMPRISED OF AT LEAST ONE PASSENGER LOADING SPACE, CONSTRUCTED IN TANDEM (WITH NO BARRIERS IN BETWEEN) FOR USE AS ONE CONTIGUOUS LOADING ZONE.

***

SECTION 2: That Chapter 6, Section 608.J (Density Bonus For Low or Moderate Income Housing), is amended to read as follows:

J. **~~Density Bonus~~ INCENTIVES For ~~Low or Moderate Income~~ AFFORDABLE Housing.** In order to overcome a demonstrated deficiency in the supply of housing for persons of low and moderate income, ~~density bonus~~ incentives are established to foster the provision of such housing. ~~The bonuses in this paragraph shall apply to the maximum density for any district and may be in addition to bonuses earned by the provision of additional open space.~~

1. **Applicability.** All development LOCATED WITHIN A ZONING DISTRICT SUBJECT TO THE PROVISIONS OF SECTION 608 providing ~~HUD or other assisted mixed income rental housing as approved by the Phoenix Housing and Urban Redevelopment Department~~ AFFORDABLE HOUSING AS DEFINED IN SECTION 202.

2. **Density bonus.**

   a. One additional ~~conventional~~ unit SHALL BE allowed for every two ~~low/moderate income~~ AFFORDABLE HOUSING units, provided that the overall project density does not exceed ten percent beyond that which would otherwise be allowed.

   b. ~~The~~ A DENSITY bonus~~es in this paragraph~~ AWARDED PER THIS SECTION shall apply to the maximum density for any district and may be in addition to A DENSITY bonus~~es~~ earned ~~by the provision of additional open space~~ PER THE PROVISIONS OF SECTION 608.I.2.

3. **Other requirements.** The total number of units within a project shall be as approved by the Department of Housing. ~~and Urban Development. Further, the location of any such units shall be consistent with the goals of the City of Phoenix Housing Assistance Allocation Plan.~~

SECTION 3: That Chapter 7, Section 702.E (Modifications to Parking Requirements), is amended to read as follows:

***

E. **Modifications to Parking Requirements.**

***

3. **Reductions.** Parking reductions are specified within the specific zoning districts. The listed zoning districts offer parking reductions:

   a. ~~*Downtown Core District:* No parking required. (Section 643)~~ *DOWNTOWN CODE: PER SUSTAINABILITY BONUS AWARDS.* (CHAPTER 12)

DRAFT

b. ~~*Warehouse District: No parking required. (Section 645)*~~ *WALKABLE URBAN (WU) CODE.* (CHAPTER 13)

***

9. ~~**Reductions for**~~ **Infill Development District.** THE INFILL DEVELOPMENT DISTRICT, AS SHOWN ON THE GENERAL PLAN, IS SUBJECT TO THE FOLLOWING PROVISIONS:

a. ~~Within the infill development district, as shown on the general plan for Phoenix, a development's on-street parking adjacent to and along the same side of a public, local or collector street may be counted toward parking requirements.~~ PARKING REDUCTIONS.

(1) THESE REDUCTIONS DO NOT APPLY TO PROPERTIES ZONED DOWNTOWN CODE OR WALKABLE URBAN CODE.

(2) NON-RESIDENTIAL USES SUBJECT TO THE PARKING REQUIREMENTS OF SECTION 702.C WITH NO OTHER PARKING REDUCTIONS MAY REDUCE THE AMOUNT OF REQUIRED PARKING BY 20%.

(3) MULTI-FAMILY USES SUBJECT TO THE PARKING REQUIREMENTS OF SECTION 702.C WITH NO OTHER PARKING REDUCTIONS MAY REDUCE THE AMOUNT OF REQUIRED PARKING BY 50%.

***

c. Use Permit Notice Procedure for ~~Infill~~ OFF-SITE Parking ~~Reductions~~. The following additional procedures shall be followed as part of the ~~infill parking reduction~~ use permit process (in addition to the procedures required by Section 307):

***

SECTION 4: That Chapter 13, Section 1307 (Walkable Urban Code, Parking Standards), is amended to read as follows:

DRAFT

Section 1307. Parking AND LOADING standards.

***

B. **Required Vehicular Parking.**

1. Vehicular parking must be provided for each use in accordance with Table 1307.1 and as follows:

   a. Minimum required vehicular parking is the sum of parking required for each use within a lot.

   ~~b. Accessory dwellings in T3 and T4 require one parking space per unit.~~

   ~~c.~~ B. Vehicular parking may be limited to a maximum number of spaces by parking districts where established.

   ~~d.~~ C. Other uses not identified on Table 1307.1 shall follow Section 702 standards.

***

Table 1307.1 Minimum Required Vehicular Parking

USE	MEASURE	T3	T4	T5 1—5 Stories	T5 6—10 Stories	T6
Residential, Single-Family DETACHED	per unit	2.0		n/a	n/a	n/a
~~Residential: Single-Family Attached and Multifamily~~	~~(1) 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.~~					

DRAFT

USE	MEASURE	T3	T4	T5 1—5 Stories	T5 6—10 Stories	T6
RESIDENTIAL, SINGLE-FAMILY ATTACHED	PER SECTION 608.F.6, IF DEVELOPING UNDER THE PROVISIONS OF 1303.A.1.A.; OTHERWISE PER SECTION 702.					
RESIDENTIAL, MULTI-FAMILY (2)	PER UNIT	N/A	0.65 A MINIMUM OF 30% OF THE REQUIRED SPACES SHALL REMAIN UNRESERVED.			
***						
Affordable Housing	per unit	0.85	0.75	0.5		0.5
***						

***

D. **Required SERVICE/GOODS Loading AREAS ~~and Service Bays~~.** THE FOLLOWING REQUIREMENTS APPLY TO SHORT-TERM LOADING AND UNLOADING OF SERVICE VEHICLES WITH MATERIALS, GOODS OR EQUIPMENT. PASSENGER LOADING ZONES ARE ADDRESSED IN SECTION 1307.I.

1. On-site SERVICE/GOODS loading shall be required for all development as follows:

***

E. **Off-Street Parking Location and Access.**

1. Parking must be set back from frontages according to Table 1303.2, except where parking is located underground. PASSENGER LOADING SPACES/ZONES ARE NOT SUBJECT TO THESE SETBACK REQUIREMENTS.

***

DRAFT

I. **PASSENGER LOADING.** THE FOLLOWING REQUIREMENTS APPLY TO PASSENGER LOADING SPACES AND ZONES ONLY. SERVICE/GOODS LOADING AREAS ARE ADDRESSED IN SECTION 1307.D.

1. **REQUIRED NUMBER OF SPACES.** PASSENGER LOADING SPACES SHALL BE PROVIDED AS FOLLOWS:

TABLE. 1307.3 REQUIRED PASSENGER LOADING SPACES

USE TYPE	***PASSENGER LOADING SPACES REQUIRED*** (2)
CULTURAL OR PUBLIC FACILITY	2
HOSPITAL	3
HOTEL OR MOTEL	3
MULTI-FAMILY RESIDENTIAL	1 PER 50 DWELLING UNITS (1)
PUBLIC ASSEMBLY	1 PER 50 REQUIRED PARKING SPACES (1)
ALL OTHER USES	1 PER 25,000 GROSS SF (1)

(1) OR PORTION THEREOF. NO SITE SHALL BE REQUIRED TO PROVIDE MORE THAN 10 PASSENGER LOADING SPACES.

(2) FOR MIXED USES, THE MINIMUM NUMBER OF REQUIRED SPACES SHALL BE THE SUM OF THE SPACES REQUIRED FOR THE INDIVIDUAL USES, ALTHOUGH ROUNDING UP SHALL OCCUR AT THE FINAL STEP OF THE CALCULATIONS. FOR EXAMPLE, A DEVELOPMENT WITH 70,000 GROSS SF OF OFFICE SPACE, PLUS 125 MULTI-FAMILY DWELLING UNITS, IS REQUIRED 1.4 SPACES (70,000 SF / 50,000 SF/SPACE), PLUS 1.25 SPACES (125 DU / 100 DU/SPACE), WHICH TOTALS 2.65 REQUIRED, OR 3 PASSENGER LOADING SPACES.

2. **DEVELOPMENT STANDARDS FOR PASSENGER LOADING ZONES.**

DRAFT

A. ACCESSIBLE PASSENGER LOADING SPACES.

(1) AT LEAST ONE ACCESSIBLE PASSENGER LOADING SPACE SHALL BE PROVIDED FOR EVERY 100 LINEAR FEET OF CONTIGUOUS PASSENGER LOADING ZONE. HOWEVER, EACH PHYSICALLY SEPARATE PASSENGER LOADING ZONE MUST ALSO HAVE AT LEAST ONE ACCESSIBLE PASSENGER LOADING SPACE.

(2) AN ACCESSIBLE PASSENGER LOADING SPACE SHALL BE A MINIMUM OF 96 INCHES WIDE AND A MINIMUM 23 FEET LONG.

(3) THE PEDESTRIAN ACCESS AISLE SERVING THE ACCESSIBLE LOADING ZONE SPACE SHALL EXTEND THE LENGTH OF THE SPACE AND SHALL BE A MINIMUM 60 INCHES WIDE.

(4) THE VEHICLE PULL-UP SPACE AND ACCESS AISLE MUST COMPLY WITH ADA REQUIREMENTS FOR GROUND AND FLOOR SURFACES AND CANNOT EXCEED A SLOPE OF 2%.

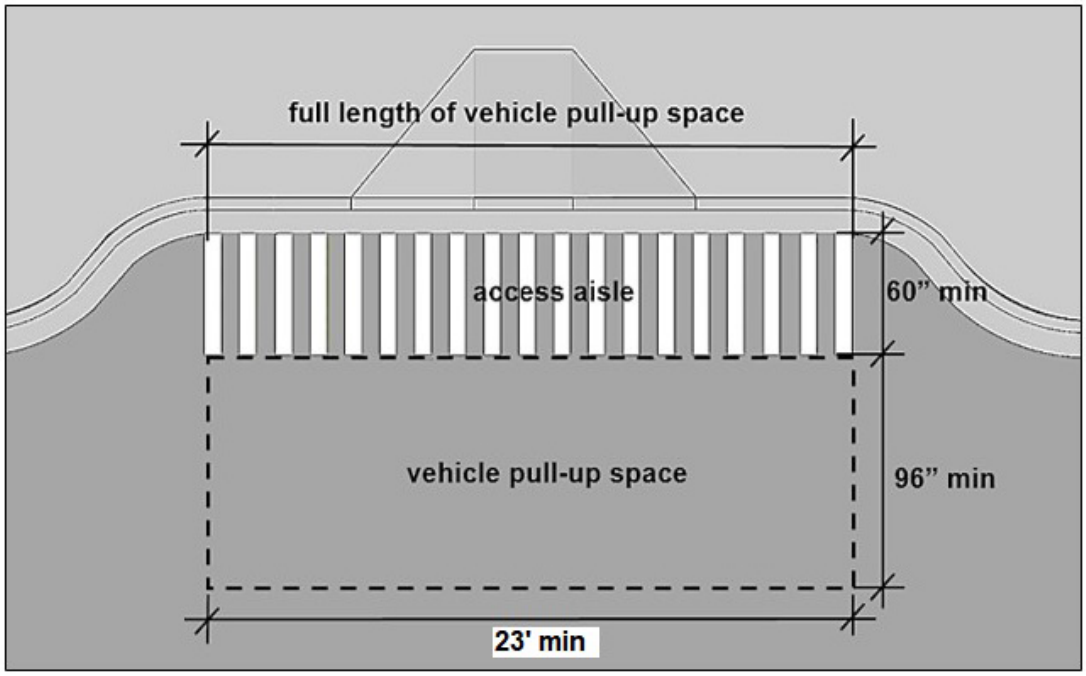
(5) CURB RAMPS CANNOT OVERLAP ACCESS AISLES OR VEHICLE PULL-UP SPACES.

(6) A VERTICAL CLEARANCE OF 14 FEET IS REQUIRED FOR EACH VEHICLE PULL-UP SPACE AND ACCESS AISLE, AND ALL ALONG ANY VEHICULAR ROUTE CONNECTING THEM TO A VEHICLE ENTRANCE AND EXIT, UNLESS OTHERWISE APPROVED FOR EMERGENCY/SERVICE VEHICLE ACCESS.

(7) THE PEDESTRIAN ACCESS AISLES SHALL NOT ENCROACH INTO A TRAVEL LANE.

DRAFT

DETAIL 1307.1. ACCESSIBLE PASSENGER LOADING SPACE



B. GENERAL REQUIREMENTS FOR PASSENGER LOADING ZONES.

(1) STANDARD PASSENGER LOADING SPACES, WHEN PROVIDED IN ADDITION TO THE MINIMUM REQUIRED ACCESSIBLE PASSENGER LOADING SPACE(S), SHALL BE CONSTRUCTED TO THE SAME STANDARDS AS AN ACCESSIBLE PASSENGER LOADING SPACE, BUT WITHOUT THE REQUIREMENT FOR AN ACCESS AISLE.

(2) A CONTIGUOUS PASSENGER LOADING ZONE MAY BE PROVIDED, WHICH SHALL CONSIST OF TWO (2) OR MORE LOADING ZONE SPACES PROVIDED IN TANDEM WITH NO BARRIERS SEPARATING SAID SPACES, THUS ENABLING VEHICLES TO MOVE FORWARD THROUGH MULTIPLE PASSENGER LOADING ZONE SPACES.

DRAFT

(3) PASSENGER LOADING ZONES SHALL BE PROVIDED WITHIN 50’ OF THE MAIN ENTRANCE OF THE USE OR STRUCTURE THEY ARE INTENDED TO SERVE, AS APPROVED BY PLANNING AND DEVELOPMENT DEPARTMENT STAFF.

(4) PASSENGER LOADING ZONES SHALL NOT ENCROACH WITHIN THE MINIMUM WIDTH OF ANY FIRE LANES OR DRIVE AISLES.

(5) PARKING AND/OR STANDING SHALL BE LIMITED TO 30 MINUTES WITHIN A PASSENGER LOADING ZONE, AND SIGNS SHALL BE INSTALLED AND MAINTAINED STATING THIS RESTRICTION, AS APPROVED BY PDD AND STREET TRANSPORTATION.

(6) A PASSENGER LOADING ZONE SHALL NOT BE LOCATED BEHIND ANY TYPE OF VEHICULAR GATE OR BARRIER, EXCEPT FOR NON-RESIDENTIAL USES, WHEN SUCH GATE OR BARRIER IS LEFT OPEN DURING ON-SITE BUSINESS HOURS.

(7) ON-STREET PASSENGER LOADING ZONES LOCATED IN THE PUBLIC RIGHT-OF-WAY ADJACENT TO THE PROPERTY MAY ONLY BE PROVIDED WHEN COMPLIANCE WITH ALL OF THE FOLLOWING IS DEMONSTRATED:

(A) APPROVAL FOR THE DESIGN OF THE PASSENGER LOADING ZONE HAS BEEN OBTAINED FROM THE STREET TRANSPORTATION DEPARTMENT.

(B) AN ENCROACHMENT PERMIT HAS BEEN OBTAINED FROM THE STREET TRANSPORTATION DEPARTMENT FOR ANY STRUCTURES REQUIRED AS PART OF THE PASSENGER LOADING ZONE (SHADE CANOPIES, SCREEN WALLS, SIGNS, ETC.).

DRAFT

(C) THE PASSENGER LOADING ZONE DOES NOT REDUCE OR PRECLUDE ANY REQUIRED STREETSCAPE OR FRONTAGE ELEMENTS, INCLUDING THE PROVISION OF REQUIRED STREET TREES AND SHADE.

(D) THE PASSENGER LOADING ZONE DOES NOT INTERRUPT A DESIGNATED BICYCLE LANE.

C. PASSENGER LOADING AREA DESIGN GUIDELINES.

(1) PASSENGER LOADING ZONES SHOULD BE LOCATED INTERNALLY TO THE BUILDING WHEN POSSIBLE.

(2) PASSENGER LOADING ZONES SHOULD HAVE PRIMARY ACCESS FROM A STREET, RATHER THAN AN ALLEY.

(3) PASSENGER LOADING ZONES SHOULD PROVIDE LANDSCAPED AND/OR STRUCTURAL SHADE FOR A MINIMUM OF 75% OF THE PASSENGER WAITING AREAS.

***

DRAFT

PASSED by the Council of the City of Phoenix this 6th day of September, 2023

_____
MAYOR

ATTEST:

_____City Clerk

APPROVED AS TO FORM:

_____City Attorney

REVIEWED BY:

_____City Manager

DRAFT

City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report
Zoning Ordinance Text Amendment
Z-TA-8-23-Y
June 30, 2023

Application No Z-TA-8-23-Y: Amend Chapter 2, Section 202 (Definitions) to add definitions for affordable housing, passenger loading space, passenger loading zone, and revise parking space, unreserved; amend Chapter 6, Section 608.J (Density Bonus For Low or Moderate Income Housing); amend Chapter 7, Sections 702.C (Parking Requirements) and Section 702.E (Modifications to Parking Requirements); and amend Chapter 13, Section 1307 (Parking Standards) to modify the parking requirements for multifamily, single-family attached, and affordable housing, and add requirements for passenger loading zones.

Staff recommendation: Staff recommends approval of Z-TA-8-23-Y as shown in the recommended text in Attachment A.

BACKGROUND
In 2020, City Council unanimously approved the Housing Phoenix Plan to create a stronger and more vibrant Phoenix through increased housing options for residents at all income levels and family sizes. The Plan's primary goal is to create or preserve 50,000 homes by 2030, and increase overall supply of market, workforce, and affordable housing to address the housing shortage in Phoenix. In order to implement this goal, nine policy initiatives were identified. Policy Initiative 5 is "Building Innovations and Cost Saving Practices". These proposed changes would address concerns that existing parking requirements are more than necessary, and contribute to the increasing costs of development, and in turn, increasing housing costs.

PURPOSE
The intent of the proposed text amendment is to reduce parking requirements for multi-family developments. Related definitions have been revised and/or deleted, with new definitions provided as necessary; "passenger loading space" and "passenger loading zone" has been added for use with the Walkable Urban code, together with proposed development standards; and parking requirements have been reduced for multi-family developments as further detailed below.

DESCRIPTION OF THE PROPOSED TEXT
The proposed text amendment primarily reduces parking requirement for multi-family development, but in varying degrees based primarily upon location and/or if the housing qualifies as "affordable" per definitions used by HUD and the City's Housing Department. It also introduces a requirement for multi-family developments zoned WU Code for Passenger Loading Zones, to provide staging zones for rideshare, food deliveries, and personal package deliveries.

1. City-wide multi-family parking requirements:

The proposed text modifies the standard multi-family parking requirement to more closely match parking demand identified for multi-family housing as published in the Institute of Transportation Engineers (ITE) Manual, 5th Edition, 2019. The demand is identified at 1.21 spaces per dwelling unit, for low rise (up to 2-story) development not located near rail transit, in a general urban/suburban area. The proposed City-wide standard requirement is proposed to be 1.25 spaces per dwelling unit, with 30% of parking to remain unreserved (not assigned for a particular unit or person).

Proposed: 100 dwelling units = 125 spaces, of which 38 must be unreserved.
Existing: 100 dwelling units = 150 spaces*, of which 50 must be unreserved.

**For 1- or 2-bedroom apartments. 1.3 required for studio and 2 spaces for 3-bedroom, but outside of DTC these are not provided in great numbers*

2. City-wide affordable housing parking reduction:

The proposed text modifies an existing provision in the zoning ordinance which provides a density bonus for affordable housing, to add a parking reduction for affordable housing. The reduction is proposed to be 50%, or 0.625 spaces per dwelling unit. This is supported by the demand identified for affordable housing as published in the ITE Manual, 5th Edition, 2019. The demand is identified at 0.53 spaces per dwelling unit, for affordable (income-limited) developments in a dense multi-use urban area.

Proposed: 100 dwelling units = 63 spaces, of which 19 must be unreserved.
Existing: 100 dwelling units = 150 spaces*, of which 50 must be unreserved.

**For 1- or 2-bedroom apartments. 1.3 required for studio and 2 spaces for 3-bedroom, but outside of DTC these are not provided in great numbers*

3. Infill Development District (IDD) parking reductions:

The same reduction proposed for City-wide affordable housing is also proposed for multi-family development within the Infill Development District (IDD). The reduction is proposed to be 50%, or 0.625 spaces per dwelling unit. This is supported by the demand identified for affordable housing as published in the ITE Manual, 5th Edition, 2019. The demand is identified at 0.58 spaces per dwelling unit, for low-rise developments in a dense multi-use urban area located within ½ mile of rail transit.

Proposed: 100 dwelling units = 63 spaces, of which 19 must be unreserved.
Existing: 100 dwelling units = 150 spaces*, of which 50 must be unreserved.

**only reduction currently available is to be able to count adjacent on-street parking.*

Non-Residential Reduction
A smaller reduction of 20% is also proposed for non-residential development, since the reduction was written in such a way to remove the existing "reduction" of allowing on-street parking spaces to count toward parking requirements. The on-street parking has conflicted with some proposed bike lanes. This proposed 20% reduction should meet or exceed the typical amount of on-street parking which could be counted toward on-site parking requirements.

4. Walkable Urban (WU) Code parking requirements:

The proposed text modifies the existing standard multi-family housing parking requirements to more closely match parking demand identified for dense multi-family housing as published in the ITE Manual, 5th Edition, 2019. The demand is identified at 0.71 spaces per dwelling unit, for mid-rise (3-10 story) developments in a dense multi-use urban area, within ½ mile of rail transit. The proposed multi-family parking requirement for development zoned WU Code is proposed to change from a 25% reduction from City-wide standards, to 0.5 spaces per dwelling unit, with 30% of parking to remain unreserved (not assigned for a particular unit or person).

Proposed: 100 dwelling units = 50 spaces, of which 15 must be unreserved.
Existing: 100 dwelling units = 113 spaces*, of which 38 must be unreserved.

**For 1- or 2-bedroom apartments. 1.3 required for studio and 2 spaces for 3-bedroom, but outside of DTC these are not provided in great numbers.*

5. Walkable Urban (WU) Code affordable housing parking requirements:

The proposed text modifies the existing affordable multi-family housing parking requirements to more closely match parking demand identified for dense affordable multi-family housing as published in the ITE Manual, 5th Edition, 2019. The demand is identified at 0.53 spaces per dwelling unit, for affordable (income-limited) developments in a dense multi-use urban area. The proposed affordable multi-family housing parking requirement for development zoned WU Code is proposed to change from a 0.5 spaces per dwelling unit to 0 spaces (no minimum required).

Proposed: 100 dwelling units = 0 spaces.
Existing: 100 dwelling units = 50 spaces, with no unreserved requirement.

6. Passenger Loading Zones within WU Code:

This text amendment also proposes a new requirement for passenger loading spaces/zones, which are pull-out areas for short-term waiting for rideshare vehicles, meal delivery vehicles, and package delivery vehicles (but not commercial docks or loading areas). Such services are frequently used by persons living in denser central urban environments to supplement transit and bicycle transportation. Such areas should be located on-site but may be located off-street if they do not reduce required landscaping and pedestrian amenities, and if approved by Street

Transportation. The proposed rates are adapted from standards adopted by the Town of Eloy, AZ and Chandler, AZ, with development standards provided in accordance with federal requirements:

USE TYPE	***PASSENGER LOADING SPACES REQUIRED*** [(2)]
CULTURAL OR PUBLIC FACILITY	2
HOSPITAL	3
HOTEL OR MOTEL	3
MULTI-FAMILY RESIDENTIAL	1 PER 50 DWELLING UNITS [(1)]
PUBLIC ASSEMBLY	1 PER 50 REQUIRED PARKING SPACES [(1)]

Conclusion:
The proposed changes to parking requirements, generally to reduce parking minimums for transit-oriented, multi-family, and affordable development, is supported by demand studies in the ITE Parking Generation Manual. The requirement for passenger loading zones in WU Code is to support the use of ancillary transportation services often used by persons utilizing transit or bicycle as a primary means of transportation.

Staff recommends approval of the changes to the Zoning Ordinance as proposed in Attachment A.

Writer
C. DePerro
6/30/2023

Attachments
A. Proposed Language

EXHIBIT A
Text Amendment Z-TA-8-23-Y:
Parking Reductions for Multifamily and Affordable Housing

Proposed Language:

Amend Chapter 2, Section 202 (Definitions) to add definitions for affordable housing, passenger loading space, passenger loading zone, and revise parking space, unreserved, as follows:

***

AFFORDABLE HOUSING: RESIDENTIAL OR MIXED-USE DEVELOPMENT PROVIDING HUD OR OTHER ASSISTED LOW- TO MODERATE-INCOME HOUSING, AS VERIFIED BY THE PHOENIX HOUSING DEPARTMENT; TYPICALLY INCLUDES DWELLING UNIT(S) COMMITTED FOR A MINIMUM TERM THROUGH COVENANTS OR RESTRICTIONS TO HOUSEHOLDS WITH INCOMES AT 80 PERCENT OR LESS OF THE AREA MEDIAN INCOME, AS DEFINED BY THE UNITED STATES DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT FOR THE CITY.

***

Parking Space, Unreserved: An unassigned parking space that is available to ~~both~~ residents, EMPLOYEES, and visitors TO THE PROPERTY. UNRESERVED PARKING SPACES WHICH COUNT TOWARD ANY REQUIRED PARKING MINIMUMS SHALL NOT BE USED FOR OFF-SITE OR COMMERCIAL PARKING USES.

FOR RESIDENTIAL DEVELOPMENTS, UNRESERVED SPACES MAY BE LOCATED BEHIND A VEHICULAR GATE IF A CALL BOX IS PROVIDED TO ALLOW VISITOR ENTRY BY RESIDENTS OF THE PROPERTY.

FOR NON-RESIDENTIAL DEVELOPMENTS, UNRESERVED SPACES MAY NOT BE LOCATED BEHIND A VEHICULAR GATE UNLESS THE GATE IS OPEN (OR WILL OPEN AUTOMATICALLY UPON APPROACH) DURING ALL STANDARD BUSINESS HOURS.

***

PASSENGER LOADING SPACE: A DESIGNATED SPACE FOR THE SHORT-TERM USE BY ONE VEHICLE TO STAND DURING PASSENGER PICK UP OR DROP OFF OF VISITORS, RESIDENTS, OR OCCUPANTS OF THE BUILDING OR USE; OR DURING DELIVERY OF GOODS TO INDIVIDUAL OCCUPANTS. A PASSENGER LOADING SPACE MAY NOT INCLUDE ANY DELIVERY OF GOODS OR SERVICE AREAS FOR COMMERCIAL USES, NOR ANY USE NOT CONSIDERED SHORT-TERM.

PASSENGER LOADING ZONE: AN AREA ADJACENT TO A PRIMARY ENTRY COMPRISED OF AT LEAST ONE PASSENGER LOADING SPACE, CONSTRUCTED IN TANDEM (WITH NO BARRIERS IN BETWEEN) FOR USE AS ONE CONTIGUOUS LOADING ZONE.

***

Amend Chapter 6, Section 608.J (Density Bonus For Low or Moderate Income Housing) to read as follows:

J. ~~**Density Bonus**~~ **INCENTIVES For ~~Low or Moderate Income~~ AFFORDABLE Housing.** In order to overcome a demonstrated deficiency in the supply of housing for persons of low and moderate income, ~~density bonus~~ incentives are established to foster the provision of such housing. ~~The bonuses in this paragraph shall apply to the maximum density for any district and may be in addition to bonuses earned by the provision of additional open space.~~

1. **Applicability.** All development LOCATED WITHIN A ZONING DISTRICT SUBJECT TO THE PROVISIONS OF SECTION 608 providing ~~HUD or other assisted mixed income rental housing as approved by the Phoenix Housing and Urban Redevelopment Department~~ AFFORDABLE HOUSING AS DEFINED IN SECTION 202.

2. **Density bonus.**

   a. One additional ~~conventional~~ unit SHALL BE allowed for every two ~~low/moderate income~~ AFFORDABLE HOUSING units, provided that the overall project density does not exceed ten percent beyond that which would otherwise be allowed.

   b. ~~The~~ A DENSITY bonus~~es in this paragraph~~ AWARDED PER THIS SECTION shall apply to the maximum density for any district and may be in addition to A DENSITY bonus~~es~~ earned ~~by the provision of additional open space~~ PER THE PROVISIONS OF SECTION 608.I.2.

3. **PARKING REDUCTION.**

   A. FOR EACH AFFORDABLE HOUSING UNIT, THE REQUIRED PARKING CALCULATION MAY BE REDUCED BY 50%.

B. A PARKING REDUCTION AWARDED PER THIS SECTION SHALL APPLY ONLY WHEN NO OTHER TYPE OF PARKING REDUCTION AUTHORIZED ELSEWHERE IN THE ZONING ORDINANCE HAS BEEN GRANTED.

~~3.~~ 4. **Other requirements.** The total number of units within a project shall be as approved by the Department of Housing. ~~and Urban Development. Further, the location of any such units shall be consistent with the goals of the City of Phoenix Housing Assistance Allocation Plan.~~

Amend Chapter 7, Section 702.C (Parking Requirements) to read as follows:

C. **Parking Requirements.** Off-street automobile parking space or area shall be provided according to the following table, except for large scale retail commercial uses (see Section 702.D). The parking ratios in the table identify the minimum level of parking required to serve that use and receive site plan approval.

Type of Land Use	Parking Requirements
***	

Type of Land Use	Parking Requirements
Dwelling Unit, Multi-Family	~~Total required parking~~ ~~1.3 spaces per efficiency unit and 1.5 spaces per 1 or 2 bedroom unit and 2 spaces per 3 or more bedroom unit, 1.0 space per unit of less than 600 square feet regardless of number of bedrooms~~ ~~When the required parking is reserved for residents, additional unreserved parking is required as follows: 0.3 spaces for each efficiency unit and 0.5 spaces per each 1 or 2 bedroom unit and 1.0 space per each 3 or more bedroom unit.~~ ~~Exception for unreserved parking: where minimum 18-foot driveways are provided for individual units, .25 space per each unit.~~ ~~Unreserved parking shall be distributed throughout the site.~~ ~~Note: Any unreserved parking spaces required by this section may be counted toward the total required parking count.~~ 1.25 SPACES PER DWELLING UNIT A MINIMUM OF 30% OF THE REQUIRED PARKING SPACES MUST REMAIN UNRESERVED.
Dwelling Unit, Single-Family Attached	~~1.3 spaces per efficiency unit and 1.5 spaces per 1 or 2 bedroom unit and 2 spaces per 3 or more bedroom unit, 1.0 space per unit of less than 600 square feet regardless of number of bedrooms~~ PER SECTION 608.F.6, IF DEVELOPING UNDER THE SINGLE-FAMILY INFILL DEVELOPMENT OPTION PER SECTIONS 614-618 2 SPACES PER UNIT IF NOT DEVELOPING UNDER THE SFI OPTION. THE REQUIRED SPACES FOR EACH DWELLING UNIT MUST BE PROVIDED ON THE SAME LOT. AN ADDITIONAL 0.25 UNRESERVED SPACE PER DWELLING UNIT MUST PER PROVIDED ELSEWHERE WITHIN THE DEVELOPMENT FOR VISITOR PARKING.
***	

Amend Chapter 7, Section 702.E (Modifications to Parking Requirements) to read as follows:

***

E. **Modifications to Parking Requirements.**

***

3. **Reductions.** Parking reductions are specified within the specific zoning districts. The listed zoning districts offer parking reductions:

   a. ~~*Downtown Core District:* No parking required. (Section 643)~~ *DOWNTOWN CODE: PER SUSTAINABILITY BONUS AWARDS.* (CHAPTER 12)

   b. ~~*Warehouse District: No parking required. (Section 645)*~~ *WALKABLE URBAN (WU) CODE.* (CHAPTER 13)

***

F. *INCENTIVES FOR AFFORDABLE HOUSING* (RESIDENTIAL DISTRICTS, SECTION 608.J)

***

9. ~~**Reductions for**~~ **Infill Development District.** THE INFILL DEVELOPMENT DISTRICT, AS SHOWN ON THE GENERAL PLAN, IS SUBJECT TO THE FOLLOWING PROVISIONS:

   a. ~~Within the infill development district, as shown on the general plan for Phoenix, a development's on-street parking adjacent to and along the same side of a public, local or collector street may be counted toward parking requirements.~~ PARKING REDUCTIONS.

      (1) THESE REDUCTIONS DO NOT APPLY TO PROPERTIES ZONED DOWNTOWN CODE OR WALKABLE URBAN CODE.

      (2) NON-RESIDENTIAL USES SUBJECT TO THE PARKING REQUIREMENTS OF SECTION 702.C WITH NO OTHER PARKING REDUCTIONS MAY REDUCE THE AMOUNT OF REQUIRED PARKING BY 20%.

      (3) MULTI-FAMILY USES SUBJECT TO THE PARKING REQUIREMENTS OF SECTION 702.C WITH NO OTHER PARKING REDUCTIONS MAY REDUCE THE AMOUNT OF REQUIRED PARKING BY 50%.

***

c. Use Permit Notice Procedure for ~~Infill~~ OFF-SITE Parking ~~Reductions~~. The following additional procedures shall be followed as part of the ~~infill parking reduction~~ use permit process (in addition to the procedures required by Section 307):

***

Amend Chapter 13, Section 1307 (Parking Standards) to modify the parking requirements for multi-family, single-family attached, and affordable housing, and add requirements for passenger loading zones to read as follows:

Chapter 13
WALKABLE URBAN (WU) CODE

***

Section 1307. Parking AND LOADING standards.

***

B. **Required Vehicular Parking.**

1. Vehicular parking must be provided for each use in accordance with Table 1307.1 and as follows:

a. Minimum required vehicular parking is the sum of parking required for each use within a lot.

~~b. Accessory dwellings in T3 and T4 require one parking space per unit.~~

~~c.~~ B. Vehicular parking may be limited to a maximum number of spaces by parking districts where established.

~~d.~~ C. Other uses not identified on Table 1307.1 shall follow Section 702 standards.

***

Table 1307.1 Minimum Required Vehicular Parking

USE	MEASURE	T3	T4	T5 1—5 Stories	T5 6—10 Stories	T6
Residential, Single-Family DETACHED	per unit	2.0		n/a	n/a	n/a
~~**Residential: Single-Family Attached and Multifamily**~~	~~(1) 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.~~					
RESIDENTIAL, SINGLE-FAMILY ATTACHED	PER SECTION 608.F.6, IF DEVELOPING UNDER THE PROVISIONS OF 1303.A.1.A.; OTHERWISE PER SECTION 702.					
RESIDENTIAL, MULTI-FAMILY (2)	PER UNIT	N/A	0.5 A MINIMUM OF 30% OF THE REQUIRED SPACES SHALL REMAIN UNRESERVED.			
***						
~~**Affordable Housing**~~	~~per unit~~	~~0.85~~	~~0.75~~	~~0.5~~		~~0.5~~
AFFORDABLE HOUSING	PER UNIT	0.75	NONE REQUIRED			
***						

***

D. **Required SERVICE/GOODS Loading AREAS ~~and Service Bays~~.** THE FOLLOWING REQUIREMENTS APPLY TO SHORT-TERM LOADING AND UNLOADING OF SERVICE VEHICLES WITH MATERIALS, GOODS OR EQUIPMENT. PASSENGER LOADING ZONES ARE ADDRESSED IN SECTION 1307.I.

1. On-site SERVICE/GOODS loading shall be required for all development as follows:

***

E. **Off-Street Parking Location and Access.**

1. Parking must be set back from frontages according to Table 1303.2, except where parking is located underground. PASSENGER LOADING SPACES/ZONES ARE NOT SUBJECT TO THESE SETBACK REQUIREMENTS.

***

I. **PASSENGER LOADING.** THE FOLLOWING REQUIREMENTS APPLY TO PASSENGER LOADING SPACES AND ZONES ONLY. SERVICE/GOODS LOADING AREAS ARE ADDRESSED IN SECTION 1307.D.

1. **REQUIRED NUMBER OF SPACES.** PASSENGER LOADING SPACES SHALL BE PROVIDED AS FOLLOWS:

TABLE. 1307.3 REQUIRED PASSENGER LOADING SPACES

USE TYPE	***PASSENGER LOADING SPACES REQUIRED*** (2)
CULTURAL OR PUBLIC FACILITY	2
HOSPITAL	3
HOTEL OR MOTEL	3
MULTI-FAMILY RESIDENTIAL	1 PER 50 DWELLING UNITS (1)
PUBLIC ASSEMBLY	1 PER 50 REQUIRED PARKING SPACES (1)
ALL OTHER USES	1 PER 25,000 GROSS SF (1)

(1) OR PORTION THEREOF. NO SITE SHALL BE REQUIRED TO PROVIDE MORE THAN 10 PASSENGER LOADING SPACES.

(2) FOR MIXED USES, THE MINIMUM NUMBER OF REQUIRED SPACES SHALL BE THE SUM OF THE SPACES REQUIRED FOR THE INDIVIDUAL USES, ALTHOUGH ROUNDING UP SHALL OCCUR AT THE FINAL STEP OF THE CALCULATIONS. FOR EXAMPLE, A DEVELOPMENT WITH 70,000 GROSS SF OF OFFICE SPACE, PLUS 125 MULTI-FAMILY DWELLING UNITS, IS REQUIRED 1.4 SPACES (70,000 SF / 50,000 SF/SPACE), PLUS 1.25 SPACES (125 DU / 100 DU/SPACE), WHICH TOTALS 2.65 REQUIRED, OR 3 PASSENGER LOADING SPACES.

2. **DEVELOPMENT STANDARDS FOR PASSENGER LOADING ZONES.**

A. ACCESSIBLE PASSENGER LOADING SPACES.

(1) AT LEAST ONE ACCESSIBLE PASSENGER LOADING SPACE SHALL BE PROVIDED FOR EVERY 100 LINEAR FEET OF CONTIGUOUS PASSENGER LOADING ZONE. HOWEVER, EACH PHYSICALLY SEPARATE PASSENGER LOADING ZONE MUST ALSO HAVE AT LEAST ONE ACCESSIBLE PASSENGER LOADING SPACE.

(2) AN ACCESSIBLE PASSENGER LOADING SPACE SHALL BE A MINIMUM OF 96 INCHES WIDE AND A MINIMUM 23 FEET LONG.

(3) THE PEDESTRIAN ACCESS AISLE SERVING THE ACCESSIBLE LOADING ZONE SPACE SHALL EXTEND THE LENGTH OF THE SPACE AND SHALL BE A MINIMUM 60 INCHES WIDE.

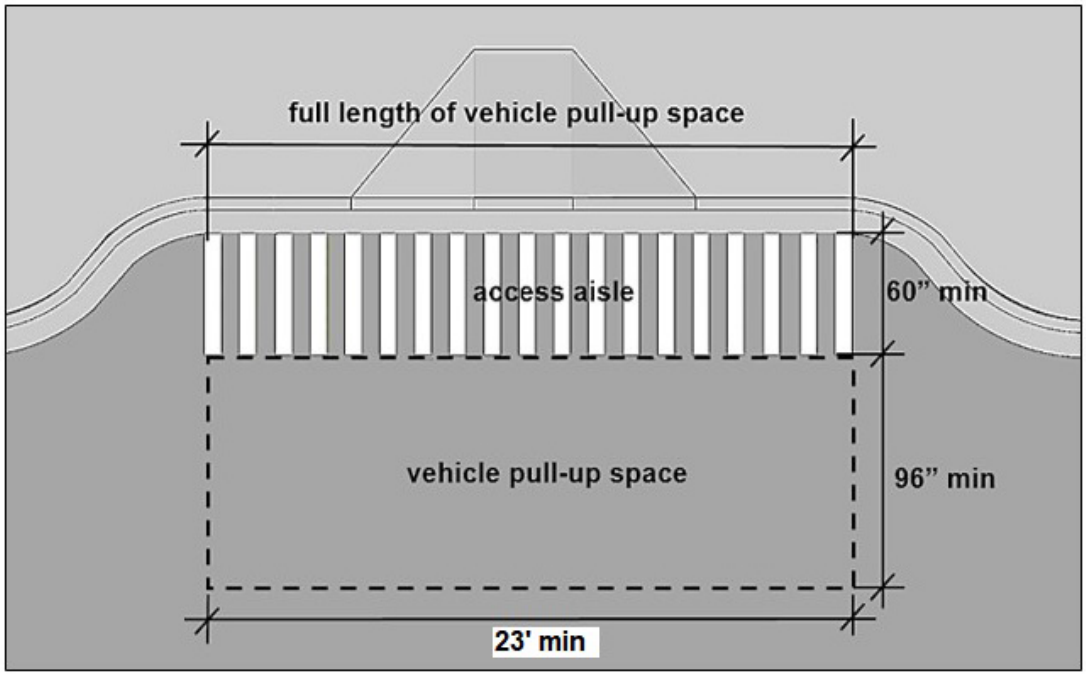
(4) THE VEHICLE PULL-UP SPACE AND ACCESS AISLE MUST COMPLY WITH ADA REQUIREMENTS FOR GROUND AND FLOOR SURFACES AND CANNOT EXCEED A SLOPE OF 2%.

(5) CURB RAMPS CANNOT OVERLAP ACCESS AISLES OR VEHICLE PULL-UP SPACES.

(6) A VERTICAL CLEARANCE OF 14 FEET IS REQUIRED FOR EACH VEHICLE PULL-UP SPACE AND ACCESS AISLE, AND ALL ALONG ANY VEHICULAR ROUTE CONNECTING THEM TO A VEHICLE ENTRANCE AND EXIT, UNLESS OTHERWISE APPROVED FOR EMERGENCY/SERVICE VEHICLE ACCESS.

(7) THE PEDESTRIAN ACCESS AISLES SHALL NOT ENCROACH INTO A TRAVEL LANE.

DETAIL 1307.1. ACCESSIBLE PASSENGER LOADING SPACE



B. GENERAL REQUIREMENTS FOR PASSENGER LOADING ZONES.

(1) STANDARD PASSENGER LOADING SPACES, WHEN PROVIDED IN ADDITION TO THE MINIMUM REQUIRED ACCESSIBLE PASSENGER LOADING SPACE(S), SHALL BE CONSTRUCTED TO THE SAME STANDARDS AS AN ACCESSIBLE PASSENGER LOADING SPACE, BUT WITHOUT THE REQUIREMENT FOR AN ACCESS AISLE.

(2) A CONTIGUOUS PASSENGER LOADING ZONE MAY BE PROVIDED, WHICH SHALL CONSIST OF TWO (2) OR MORE LOADING ZONE SPACES PROVIDED IN TANDEM WITH NO BARRIERS SEPARATING SAID SPACES, THUS ENABLING VEHICLES TO MOVE FORWARD THROUGH MULTIPLE PASSENGER LOADING ZONE SPACES.

(3) PASSENGER LOADING ZONES SHALL BE PROVIDED WITHIN 50’ OF THE MAIN ENTRANCE OF THE USE OR STRUCTURE THEY ARE INTENDED TO SERVE, AS APPROVED BY PLANNING AND DEVELOPMENT DEPARTMENT STAFF.

(4) PASSENGER LOADING ZONES SHALL NOT ENCROACH WITHIN THE MINIMUM WIDTH OF ANY FIRE LANES OR DRIVE AISLES.

(5) PARKING AND/OR STANDING SHALL BE LIMITED TO 30 MINUTES WITHIN A PASSENGER LOADING ZONE, AND SIGNS SHALL BE INSTALLED AND MAINTAINED STATING THIS RESTRICTION, AS APPROVED BY PDD AND STREET TRANSPORTATION.

(6) A PASSENGER LOADING ZONE SHALL NOT BE LOCATED BEHIND ANY TYPE OF VEHICULAR GATE OR BARRIER, EXCEPT FOR NON-RESIDENTIAL USES, WHEN SUCH GATE OR BARRIER IS LEFT OPEN DURING ON-SITE BUSINESS HOURS.

(7) ON-STREET PASSENGER LOADING ZONES LOCATED IN THE PUBLIC RIGHT-OF-WAY ADJACENT TO THE PROPERTY MAY ONLY BE PROVIDED WHEN COMPLIANCE WITH ALL OF THE FOLLOWING IS DEMONSTRATED:

(A) APPROVAL FOR THE DESIGN OF THE PASSENGER LOADING ZONE HAS BEEN OBTAINED FROM THE STREET TRANSPORTATION DEPARTMENT.

(B) AN ENCROACHMENT PERMIT HAS BEEN OBTAINED FROM THE STREET TRANSPORTATION DEPARTMENT FOR ANY STRUCTURES REQUIRED AS PART OF THE PASSENGER LOADING ZONE (SHADE CANOPIES, SCREEN WALLS, SIGNS, ETC.).

(C) THE PASSENGER LOADING ZONE DOES NOT REDUCE OR PRECLUDE ANY REQUIRED STREETSCAPE OR FRONTAGE ELEMENTS, INCLUDING THE PROVISION OF REQUIRED STREET TREES AND SHADE.

(D) THE PASSENGER LOADING ZONE DOES NOT INTERRUPT A DESIGNATED BICYCLE LANE.

C. PASSENGER LOADING AREA DESIGN GUIDELINES.

(1) PASSENGER LOADING ZONES SHOULD BE LOCATED INTERNALLY TO THE BUILDING WHEN POSSIBLE.

(2) PASSENGER LOADING ZONES SHOULD HAVE PRIMARY ACCESS FROM A STREET, RATHER THAN AN ALLEY.

(3) PASSENGER LOADING ZONES SHOULD PROVIDE LANDSCAPED AND/OR STRUCTURAL SHADE FOR A MINIMUM OF 75% OF THE PASSENGER WAITING AREAS.

***

ATTACHMENT C
Z-TA-8-23: Parking Reductions
Village Planning Committee Summary Results

Village	Information Only Date	Recommendation Date	Recommendations	Vote
Paradise Valley	6/5/2023	7/10/23	No Quorum	N/A
Encanto	~~6/5/2023~~	7/10/23	Approval, per the staff recommendation	12-1
Laveen	6/12/2023	7/10/23	Denial	8-0
Central City	6/12/2023	7/10/23	Approval, per the staff recommendation	10-4
Camelback East	6/6/2023	7/11/23	Approval, per the staff recommendation	14-1
Desert View	6/6/2023	7/11/23	Denial	9-0
Rio Vista	6/13/2023	7/11/23	Denial	3-2
South Mountain	6/13/2023	7/11/23	Denial	11-0
Maryvale	~~6/14/2023~~	7/12/23	Denial	7-2-1
Deer Valley	~~6/8/2023~~	7/13/23	Denial	5-4
North Gateway	6/8/2023	7/13/23	Denial	6-0
Estrella	6/20/2023	7/18/23	Denial	8-1
North Mountain	6/21/2023	7/19/23	Approval, per the staff recommendation with direction that staff and the city council to explore additional methods to help with the production of affordable housing	12-1-1
Ahwatukee Foothills	~~6/26/2023~~	7/24/23	Denial	6-2
Alhambra	6/27/2023	7/25/23	Approval, per the staff recommendation	9-6

Paradise Valley
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-TA-8-23-Y
INFORMATION ONLY

Date of VPC Meeting	June 5, 2023
Request	Amend Chapters 2, 6, 7 and 13 of the Phoenix Zoning Ordinance to reduce parking requirements for multifamily and affordable housing.

VPC DISCUSSION:

Mr. Zambrano shared the parking reductions proposed and displayed an image of a typical multifamily development with a lot of parking. Mr. Zambrano shared the current and proposed parking requirement for multifamily development City-wide, affordable multifamily development City-wide, multifamily development in the Infill Development District, market-rate multifamily development in the Walkable Urban (WU) Code, and affordable multifamily development in the WU Code. Mr. Zambrano displayed an example for each type of multifamily development of a 300-unit complex, having only 1- or 2-bedroom units, and shared what the difference in the parking requirement would be. Mr. Zambrano then discussed passenger loading zones, a new requirement proposed only for sites zoned WU Code. Mr. Zambrano concluded with the timeline for the text amendment.

Mr. Soronson asked if there are parking reductions proposed adjacent to transit. **Mr. Zambrano** responded that transit would be covered under the Infill Development District and the Walkable Urban Code.
Chair Popovic asked what the current parking requirement is for multifamily. **Mr. Zambrano** displayed the current requirement verbatim from the Phoenix Zoning Ordinance.

Roy Wise asked about the intent of this text amendment. **Mr. Zambrano** responded that current parking requirements are resulting in overparking. **Mr. Wise** stated that he believes the text amendment is trying to force more people to use transit.

Ms. Balderrama asked how the proposed parking requirement was calculated. **Mr. Zambrano** responded that the Traffic Services Division conducted a study that showed the actual parking demand is less than what the current parking requirements are. Mr. Zambrano added that part of the intent behind the text amendment is trying to encourage more transit use and acknowledging that not everyone may own a private vehicle and may rely on other modes of transportation.

Ms. Sepic asked if the proposed parking ratio would apply to four-bedroom units as well. **Mr. Zambrano** responded affirmatively, noting that the previous requirement was two parking spaces per three or more-bedroom unit.

Chair Popovic asked where the distance to a light rail station in the Walkable Urban Code is measured from. **Mr. Zambrano** responded that it is measured from the lot line.

Encanto
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-TA-8-23-Y
INFORMATION ONLY

Date of VPC Meeting	June 5, 2023
Request	Amend Chapters 2, 6, 7 and 13 of the Phoenix Zoning Ordinance to reduce parking requirements for multifamily and affordable housing.

VPC DISCUSSION:

No quorum.

STAFF COMMENTS REGARDING VPC RECOMMENDATION & STIPULATIONS:

No quorum.

Laveen
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-TA-8-23-Y
INFORMATION ONLY

Date of VPC Meeting	June 12, 2023
Request	Amend Chapters 2, 6, 7 and 13 of the Phoenix Zoning Ordinance to reduce parking requirements for multifamily and affordable housing.

VPC DISCUSSION:

Committee Member Rouse left during this item bringing quorum to eight.

Staff Presentation:

Mrs. Sanchez Luna provided an overview of the proposed text amendment. Mrs. Sanchez Luna noted that the proposed text amendment would allow for a reduction in parking for multifamily and affordable multifamily citywide. Ms. Sanchez Luna summarized other parking reductions. Mrs. Sanchez Luna presented examples of the proposed parking reductions. Mrs. Sanchez Luna concluded the presentation by noting the proposed hearing dates for the text amendment.

Questions from the Committee:

Mr. Nasser-Taylor asked if ADA parking would still be required. **Ms. Gomes** confirmed. **Mr. Nasser-Taylor** asked prompted this text amendment. **Ms. Gomes** noted that the text amendment has been in response to legislative and affordability movements. Ms. Gomes noted that the city analyzed affordability and that is why there were standards for infill development, the walkable urban code, and city wide. **Mr. Nasser-Taylor** noted that it would allow for more units because of the reduction in parking. **Ms. Gomes** noted that residents in affordable housing have less vehicles and that more units would drive down rental costs. Ms. Gomes noted that these would be minimum parking standards. **Mr. Nasser-Taylor** noted that Phoenix doesn't have an efficient public transportation system to support the parking reduction. Mr. Nasser-Taylor added that existing multifamily developments do not have enough parking. Mr. Nasser-Taylor asked if a study was conducted before presenting the new parking ratios. **Ms. Gomes** stated that the city utilized ITE data that focuses on traffic counts in order to create the proposal. **Ms. Perrera** asked what year the data was collected. **Ms. Gomes** stated that that information could be provided at a later date.

Ms. Perrera noted that the parking reduction made sense in infill development if amenities are in a walkable distance. Ms. Perrera noted that a citywide reduction was

not feasible. Ms. Perrera added that Laveen did not have sufficient public transit. Ms. Perrera noted that there should be a reduction in commercial parking rather than multifamily parking. Ms. Perrera added that she had concerns on data utilized.

Ms. Rouse voiced her agreement and stated that parking would spill onto the street.

Ms. Rubio-Raffin agreed that the city doesn't have the public transit infrastructure to support the reduction. Ms. Rubio-Raffin noted that the City of Tempe has an efficient public transit system. Ms. Rubio-Raffin added that the reduction could reduce the number of cars.

Ms. Jensen stated that more public transportation infrastructure would be required before a reduction could occur. Ms. Jensen asked how much overflow parking occurs in walkable urban code areas. **Ms. Gomes** noted that the department has been working to gather the data.

Mr. Chiarelli noted that apartments could start charging for parking which would affect housing affordability. Mr. Chiarelli asked what would make a housing project affordable. Mr. Chiarelli added that people that live in affordable housing still have vehicles.

Francisco Barraza noted that a reduction in vehicles per household would not be attainable. Mr. Barraza stated that downtown development discourages parking, but other parts of the city cannot accommodate the reduction. Mr. Barraza added that the proposed text amendment would benefit developers rather than individuals.

Chair Abegg stated that she hasn't seen a decrease in vehicles with less parking availability. Chair Abegg asked if existing projects could revise their site plan to reduce the parking. Chair Abegg asked about the outreach and noted that in-person meetings are less accessible for the community.

Vice Chair Hurd noted that she has seen multifamily projects with excessive parking but would discourage filling empty parking lots with more housing. Vice Chair Hurd noted that the data utilized needed to be evaluated. **Chair Abegg** noted that the reduction made sense in some overlay areas but not the entire city.

Ms. Gomes noted that staff has heard similar comments from northern villages. Ms. Gomes noted that if the text amendment is adopted, all current developments could utilize the parking reduction. Ms. Gomes noted that existing projects would have to be evaluated on a case by case basis. Ms. Gomes noted that information only items for text amendment allow the community to voice their initial concerns prior to recommendation. Ms. Gomes added that the information is available online and recommended the committee to promote any input. **Chair Abegg** noted that the in-person meetings are not accessible to the entire community. **Ms. Gomes** stated that the text amendments have been a respond to City Council requests and legislative movements. **Chair Abegg** reiterated that a virtual meeting would increase community input and accessibility. **Ms. Gomes** stated that not all facilities have the technical

capabilities to host hybrid meetings.

Mr. Chiarelli noted that South Mountain has not have quorum in several months. Mr. Chiarelli added that this prevents community input. Mr. Chiarelli asked what the city has done to ensure an active committee. **Chair Abegg** encouraged Committee Member Chiarelli to contact the City Council. **Ms. Gomes** voiced her agreement and confirmed that the City Council is addressing the issue.

Public Comment:

Mr. Hertel stated that ADA parking spaces will be utilized by non-ADA vehicles. Mr. Hertel added that an efficient public transportation system is required prior to a parking reduction. Mr. Hertel asked for the purpose behind the text amendment and if any data was collected to support the reduction in Laveen. Mr. Hertel added that this would result in modifications to existing approved site plans. Mr. Hertel voiced his opposition to the text amendment.

Committee Discussion:

None.

Central City
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-TA-8-23-Y
INFORMATION ONLY

Date of VPC Meeting	June 12, 2023
Request	Amend Chapters 2, 6, 7 and 13 of the Phoenix Zoning Ordinance to reduce parking requirements for multifamily and affordable housing.

VPC DISCUSSION:

No members of the public registered to speak on this item.

Anthony Grande, staff, provided a presentation regarding the proposed text amendment to reduce parking requirements for multifamily and affordable housing. He described the proposed citywide parking requirements for multifamily development and affordable multifamily development and further described the proposed parking requirements for the Infill Development District and in the Walkable Urban Code.

Committee Member Sherman stated that the pick-up/drop-off areas should be encouraged to be on-street to reduce the number of driveways.

Committee Member Olivas expressed concern about the proposal, citing an example of an affordable housing development with a low parking requirement where there is an issue with cars parking on the street.

Committee Member Dana Johnson asked for clarification regarding the on-street parking allowance in the infill district and expressed concern about the proposal from an equity perspective. **Mr. Grande** provided clarification that on-street parking would no longer count toward parking requirements in the infill district.

Committee Member Uss stated that parking is a barrier to providing affordable housing and that this proposal would open up more parcels for affordable housing development.

Committee Member Martinez agreed with the example raised by Ms. Olivas, noting that traffic situation around the development is problematic due to the reduced parking requirements.

Committee Member Gaughan stated that it is important to get families into housing units and that providing parking makes the units more expensive.

Committee Member Martinez noted that low-income people still own cars. **Ms. Uss** replied that the vehicle ownership rate is lower for low-income people.

Vice Chair O'Grady stated that it would be helpful to tour affordable developments with minimal parking, such as the Native American Connections buildings.

Committee Member Rachel Frazier Johnson asked that staff provide examples of affordable developments with lower parking requirements for the next meeting.

Chair Gonzales asked for clarification on how the proposal would affect the Downtown Code. **Mr. Grande** clarified that it would not change any requirements of the Downtown Code.

Committee Member Sonoskey asked about maximum parking requirements. **Mr. Grande** replied that there were only parking maximums in the Downtown Code, and this proposal would not change that.

Committee Member Olivas asked about congestion on narrow streets with street parking. **Mr. Grande** replied that the Street Transportation Department reviews any on-street parking to verify the street width is sufficient to handle the parked cars and the flow of traffic.

Camelback East
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-TA-8-23-Y
INFORMATION ONLY

Date of VPC Meeting	June 6, 2023
Request	Amend Chapters 2, 6, 7 and 13 of the Phoenix Zoning Ordinance to reduce parking requirements for multifamily and affordable housing

VPC DISCUSSION:

No member of the public registered to speak on this item.

STAFF PRESENTATION:

John Roanhorse, staff, provided a presentation the proposed text amendment to reduce parking, the scope, requirements and adjustments for multifamily development. Mr. Roanhorse discussed the current parking requirements, the proposal and the comparative reduction calculations for affordable housing, infill development, Walkable Urban Code areas and other site adjustments. Mr. Roanhorse displayed the changes that will include passenger loading zones pull up/drop off spaces for streetscapes. Mr. Roanhorse discussed the time frame for review for the at Villages, Planning Commission and City Council.

QUESTIONS FROM COMMITTEE:

Ms. Schmieder asked about the text amendment as a method of clarifying information and parking reduction is a significant change and why this being considered as a text amendment. Mr. Roanhorse responded that the text amendment is a method that allow the City to adjust an existing requirement. Ms. Schmieder stated that changing the parking requirements has big implications for neighborhoods and new development. **Mr. Roanhorse** responded that a text amendment is changes to
the text of the requirement.

PUBLIC COMMENTS:

None.

STAFF RESPONSE:

None.

COMMITTEE DISCUSSION:
None.

Desert View
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-TA-8-23-Y
INFORMATION ONLY

Date of VPC Meeting	June 6, 2023
Request	Amend Chapters 2, 6, 7 and 13 of the Phoenix Zoning Ordinance to reduce parking requirements for multifamily and affordable housing

VPC DISCUSSION:

No members of the public registered to speak on this item.

Anthony Grande, staff, provided a presentation regarding the proposed text amendment to reduce parking requirements for multifamily and affordable housing. He described the proposed citywide parking requirements for multifamily development and affordable multifamily development and further described the proposed parking requirements for the Infill Development District and in the Walkable Urban Code.

Committee Member Hankins asked about the impetus behind this proposal. **Mr. Grande** replied that there was interest from the city and stakeholders in reducing barriers to providing housing.

Vice Chair Lagrave asked if the proposal makes the assumption that people residing in affordable housing have lower vehicle usage. **Mr. Grande** replied that he didn't have any studies available on the question but will try to provide more information at the next meeting.

Committee Member Santoro asked if there were studies done that show apartment buildings with vacant parking spaces. **Mr. Grande** replied that he would follow up with more information at the next meeting.

Chair Bowser stated that multifamily housing has different users than single-family, which could impact the need for parking, adding that he would like to see a requirement for proximity to transit as part of the proposal.

Committee Member Kollar stated that parking in many apartment complexes can be very difficult and that he'd like to see studies showing the feasibility of the proposal.

Committee Member Younger asked if this amendment would only affect new construction. **Mr. Grande** replied that it was for new construction.

Committee Member Israel asked about the AMI levels included in the definition of affordable housing. **Mr. Grande** replied that there will be more information by the next meeting when there is proposed text.

Committee Member Reynolds stated that low-income families may have multiple people working and needing parking spaces, which could be an issue.

Committee Member Nowell stated that the proposal could increase demand on commercial parking lots nearby, potentially leading to issues in the future.

Committee Member Younger asked what the purpose of the proposal was. **Mr. Grande** replied that it would eliminate a barrier to providing additional housing.

Chair Bowser stated that there is a general need to reduce parking requirements across the city because the city is generally overparked, adding that he would like to see some studies to show the need for this specific proposal.

Committee Member Kollar stated that the 1.25 spaces per unit for multifamily housing seems low.

Committee Member Israel asked for clarification on the proposed citywide requirements for multifamily housing compared to proposed requirements related to transit-oriented areas in the central part of Phoenix. **Mr. Grande** provided clarification.

Village Planning Committee Meeting Summary
Z-TA-8-23-Y
INFORMATION ONLY

Date of VPC Meeting	June 13, 2023
Request	Amend Chapters 2, 6, 7 and 13 of the Phoenix Zoning Ordinance to reduce parking requirements for multifamily and affordable housing.

VPC DISCUSSION:

Mr. Zambrano shared the parking reductions proposed and displayed an image of a typical multifamily development with a lot of parking. Mr. Zambrano shared the current and proposed parking requirement for multifamily development City-wide, affordable multifamily development City-wide, multifamily development in the Infill Development District, market-rate multifamily development in the Walkable Urban (WU) Code, and affordable multifamily development in the WU Code. Mr. Zambrano displayed an example for each type of multifamily development of a 300-unit complex, having only 1- or 2-bedroom units, and shared what the difference in the parking requirement would be. Mr. Zambrano then discussed passenger loading zones, a new requirement proposed only for sites zoned WU Code. Mr. Zambrano concluded with the timeline for the text amendment.

Mr. Virgil stated that developers will try to fit more homes in a development by removing parking spaces. Mr. Virgil stated that there is never enough parking for visitors. Mr. Virgil stated that the City wants to push people out of their cars.

Mr. Sommacampagna asked about removing on-street parking in the Infill Development District. **Mr. Zambrano** responded that the Street Transportation Department has had issues with adding bike lanes in certain areas because developments are counting the on-street parking towards their minimum required parking spaces.

Mr. Virgil stated that the City does not want people to own cars.

Mr. Zambrano stated that part of the intent of the text amendment is trying to support multi-modal transportation.

Chair Lawrence stated that this would be a great idea if everything was within walking distance of the light rail.

Mr. Virgil stated that he would rather have too much parking than not enough. Mr. Virgil asked if handicap parking would be reduced as well. **Mr. Zambrano** responded that ADA parking requirements would still be the same. **Mr. Virgil** asked if the ideas for the text amendments are coming from California. **Mr. Zambrano** responded that they are trying to address a number of issues, including the housing shortage and affordability.

Vice Chair Perreira asked Mr. Zambrano could share his opinion on the text amendment. **Mr. Zambrano** responded that based on information he has heard, the current Phoenix Zoning Ordinance parking requirement requires more parking than what the actual market demand is for parking.

Mr. Virgil reiterated that he would rather have more parking than not enough.

Chair Lawrence stated that he would have to disagree with the parking requirement supplying more than the actual parking demand. Chair Lawrence asked if Mr. Zambrano has ever lived in apartment complex in Phoenix. **Mr. Zambrano** responded he has lived in apartment complex only in Tempe. **Chair Lawrence** asked if there was plenty of parking when coming home at 9:00 PM. **Mr. Zambrano** responded that he had a reserved parking space. **Chair Lawrence** stated that when the parking ratio is 0.5 spaces per dwelling unit, there are not enough reserved spaces for each unit. **Mr. Zambrano** responded that the 0.5 spaces per unit ratio is only for the Walkable Urban Code, which is typically along the light rail corridor. **Chair Lawrence** stated that he is okay with the proposal along the light rail, but that other apartment complexes he has been to have had parking issues. Chair Lawrence added that he has never driven into an apartment complex before that has had many empty parking spots or an empty space nearby the unit, which is under the current parking requirements.

Mr. Virgil stated that there is an apartment complex on Union Hills Drive and 35th Avenue where off-street parking is impossible to find in the complex and people park in the street, noting that their parking is under the current requirements.

South Mountain
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-TA-8-23-Y
INFORMATION ONLY

Date of VPC Meeting	June 13, 2023
Location	Amend Chapters 2, 6, 7 and 13 of the Phoenix Zoning Ordinance to reduce parking requirements for multifamily and affordable housing.

VPC DISCUSSION & RECOMMENDED STIPULATIONS:

No quorum.

STAFF COMMENTS REGARDING VPC RECOMMENDATION:

Committee member Ashley Hare left during the previous item, thus losing quorum.

Maryvale
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-TA-8-23-Y
INFORMATION ONLY

Date of VPC Meeting	June 14, 2023
Request	Amend Chapters 2, 6, 7 and 13 of the Phoenix Zoning Ordinance to reduce parking requirements for multifamily and affordable housing.

VPC DISCUSSION:

No quorum.

STAFF COMMENTS REGARDING VPC RECOMMENDATION & STIPULATIONS:

No quorum.

Deer Valley
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-TA-8-23-Y
INFORMATION ONLY

Date of VPC Meeting	June 8, 2023
Request	Amend Chapters 2, 6, 7 and 13 of the Phoenix Zoning Ordinance to reduce parking requirements for multifamily and affordable housing.

VPC DISCUSSION:

No quorum.

STAFF COMMENTS REGARDING VPC RECOMMENDATION & STIPULATIONS:

No quorum.

North Gateway
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-TA-8-23-Y
INFORMATION ONLY

Date of VPC Meeting	June 8, 2023
Request	Amend Chapters 2, 6, 7 and 13 of the Phoenix Zoning Ordinance to reduce parking requirements for multifamily and affordable housing.

VPC DISCUSSION:

Staff Presentation:
Mr. Zambrano shared the parking reductions proposed and displayed an image of a typical multifamily development with a lot of parking. Mr. Zambrano shared the current and proposed parking requirement for multifamily development City-wide, affordable multifamily development City-wide, multifamily development in the Infill Development District, market-rate multifamily development in the Walkable Urban (WU) Code, and affordable multifamily development in the WU Code. Mr. Zambrano displayed an example for each type of multifamily development of a 300-unit complex, having only 1- or 2-bedroom units, and shared what the difference in the parking requirement would be. Mr. Zambrano then discussed passenger loading zones, a new requirement proposed only for sites zoned WU Code. Mr. Zambrano concluded with the timeline for the text amendment.

Discussion:
None.

Estrella
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-TA-8-23-Y
INFORMATION ONLY

Date of VPC Meeting	June 20, 2023
Request	Amend Chapters 2, 6, 7 and 13 of the Phoenix Zoning Ordinance to reduce parking requirements for multifamily and affordable housing.

VPC DISCUSSION:

Staff Presentation:

Mrs. Sanchez Luna provided an overview of the proposed text amendment. Mrs. Sanchez Luna noted that the proposed text amendment would allow for a reduction in parking for multifamily and affordable multifamily citywide. Ms. Sanchez Luna summarized other parking reductions. Mrs. Sanchez Luna presented examples of the proposed parking reductions. Mrs. Sanchez Luna concluded the presentation by noting the proposed hearing dates for the text amendment.

Questions from the Committee:

Mr. Sanou and **Ms. Wallace** voiced their disagreement.

Chair Perez stated that the text amendment came from movement at the legislative level. Chair Perez voiced her disagreement on the proposed text amendment and provided an example on 67th Avenue and Broadway Road that would be able to reduce parking with the proposed text amendment. Chair Perez noted that all current projects could revise their site plan to reduce the number of parking.

Angelica Terrazas voiced her disagreement and stated that the reduction in parking would make living in the city inconvenient, negatively effecting the population.

Chair Perez stated that Estella did not have the infrastructure nor amenities to support the reduction. Chair Perez added that the reduction could work in certain areas of the city, but not the entire city nor Estrella.

Dan Rush stated multifamily development did not have enough parking. **Chair Perez** stated that if parking is unavailable, it could allow for alternative forms of transportation.

Ms. Wallace stated that Estrella did not have the public transportation infrastructure or street infrastructure to support the reduction. Ms. Wallace stated that the population

needed vehicles and parking spaces. Ms. Wallace reiterated her disagreement and opposition to the text amendment. **Chair Perez** noted that families have numerous vehicles that overcrowd garages and driveways. **Ms. Wallace** stated that parking garages could help reduce on street parking and overcrowded driveways.

Ms. Terrazas stated that single-family residences don't always have families that require one vehicle. Ms. Terrazas noted that numerous people share one house, requiring additional vehicles. Ms. Terrazas voiced her disagreement and added that the reduction was unpractical.

Ms. Wallace noted that a reduction in parking is only feasible to certain social groups who can afford the reduction.

Chair Perez asked staff about the input that they have received in the northern villages. **Ms. Escolar** noted that they have heard similar concerns and were opposed to the text amendment.

Ms. Terrazas asked for information regarding commercial parking reduction. Ms. Terrazas noted that a reduction in commercial parking would also have negative effects on the village. **Ms. Escolar** stated that the proposed text amendment would not reduce commercial parking.

Public Comment:

Ms. Groff stated that the proposed text amendment does not affect the parking maximum. Ms. Groff stated that the idea would be to allow the market demand to determine the number of parking. Ms. Groff noted that this could lead to shared parking between developments and parking adjusted to the market.

Committee Discussion:

Ms. Wallace stated that the reduction would allow for zero parking. **Mrs. Sanchez Luna** responded that the zero required parking would only be in the Walkable Urban Code and affordable housing projects.

Ms. Groff added that the lack of parking could reduce rental rates. **Mr. Sanou** disagreed.

Chair Perez noted that there could be additional revenue if there were rented parking garages. **Ms. Wallace** stated that the parking garages should be free in certain areas.

Ms. Wallace voiced her opposition for the proposed text amendment.

North Mountain
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-TA-8-23-Y
INFORMATION ONLY

Date of VPC Meeting	June 12, 2023
Request	Amend Chapters 2, 6, 7 and 13 of the Phoenix Zoning Ordinance to reduce parking requirements for multifamily and affordable housing.

VPC DISCUSSION:

Mr. Klimek shared the parking reductions proposed and displayed an image of a typical multifamily development with a lot of parking. He shared the current and proposed parking requirement for multifamily development City-wide, affordable multifamily development City-wide, multifamily development in the Infill Development District, market-rate multifamily development in the Walkable Urban (WU) Code, and affordable multifamily development in the WU Code. He displayed an example for each type of multifamily development of a 300-unit complex, having only 1- or 2-bedroom units, and shared what the difference in the parking requirement would be. He then discussed passenger loading zones, a new requirement proposed only for sites zoned WU Code and concluded with the timeline for the text amendment.

COMMITTEE MEMBER QUESTIONS

Committee Members Adams, Alauria, O'Hara and Vice Chair Fogelson expressed concern over the proposed parking reduction.

Committee Members O'Hara asked if 1.25 spaces per unit is a standard that comes from a national study or if it focuses on cities such as Phoenix. **Mr. Klimek** responded that the ITE study is national and shows 1.23 spaces per unit for suburban development and 1.2 spaces per unit for urban development. He added that the proposal also equates to 1 space per resident dwelling plus 0.25 guest spaces.

Committee Member Molfetta stated that the zoning district prescribes the number of dwelling units permitted on a site so less parking means more units can be constructed.

Committee Member Freeman stated that this provides greater flexibility, that the parking supply should be specific to the context, and that the current standard is high. He asked if this will limit the amount of parking that can be provided. **Mr. Klimek** responded that this reduces the number of spaces that are required but does not limit the amount of parking that can be provided.

Committee Members O'Hara asked Chair Jaramillo how the proposal was received by the Planning Commission. **Chair Jaramillo** responded that the proposal was well received, will support affordable housing, and he then cited cul-de-sac in Tempe as an example of an innovative community that would not be permitted in Phoenix.

Committee Members O'Hara stated that cul-de-sac is at a good location with plenty of students, good access to transit and ASU, and a responsible owner. He expressed concern that not all owners are responsible, and this could be used to create less desirable housing products. **Committee Members Krentz** stated he was involved in the cul-de-sac project and that half the residents are not affiliated with ASU.

Committee Member Sommacampagna asked if the parking reductions in the Infill Development District would be allowed by-right and if there were any parking reductions permitted in the area that require a use permit. **Mr. Klimek** responded that the parking reductions are by-right in the Infill Development Area and responded that he wasn't sure about the use permit areas.

Ahwatukee Foothills
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-TA-8-23-Y
INFORMATION ONLY

Date of VPC Meeting	June 26, 2023
Request	Amend Chapters 2, 6, 7 and 13 of the Phoenix Zoning Ordinance to reduce parking requirements for multifamily and affordable housing.

VPC DISCUSSION:

Meeting was canceled due to lack of quorum.

STAFF COMMENTS REGARDING VPC RECOMMENDATION & STIPULATIONS:

Meeting was canceled due to lack of quorum.

ATTACHMENT D

Alhambra
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-TA-8-23-Y
INFORMATION ONLY

Date of VPC Meeting	June 27, 2023
Request	Amend Chapters 2, 6, 7 and 13 of the Phoenix Zoning Ordinance to reduce parking requirements for multifamily and affordable housing.

VPC DISCUSSION & RECOMMENDED STIPULATIONS:

Two members of the public registered to speak on this item.

STAFF PRESENTATION

Samuel Rogers, staff, provided a presentation regarding the proposed text amendment to reduce parking requirements for multifamily and affordable housing. He described the proposed citywide parking requirements for multifamily development and affordable multifamily development and further described the proposed parking requirements for the Infill Development District and in the Walkable Urban Code.

QUESTIONS FROM THE COMMITTEE

Committee Member Adams asked how the parking reductions were determined. **Mr. Rogers** stated that he was not aware of how the reductions were determined, but he would provide the staff report.

Committee Member Keyser stated that surveys have shown that people want mass transit, but he expects innovation in autonomous vehicles, electric vehicles, or smart car technology to impact how people interact with cars. Committee Member Keyser stated that Phoenix could become walkable someday, but the City needs to implements linear cores. Committee Member Keyser stated that he is shy on this text amendment until we know the future automobile market trends.

Committee Member Solorio stated that parking minimums have been eliminated across the country in cities like Buffalo, Seattle, and Portland and in the City of Mesa's downtown form-based code. Committee Member Solorio explained that parking will be determined by the financier based on the product type, so luxury apartments will still provide parking and developments that serve specialty populations such as veterans,

the elderly, or individuals with severe mental illnesses will be able to provide less parking and thus more units.

Committee Member Fitzgerald encouraged everyone to read the text amendments very carefully and stated that there is no outreach to the people in neighborhoods.

PUBLIC COMMENTS

John Hathaway stated that there is a law of unintended consequences that is always present and stated that the increase in luxury apartments being built in Phoenix has caused the City to be ranked number one in the county for increasing housing rates at 32 percent. Mr. Hathaway stated that he understands the need for affordable housing, but there will be consequences and explained that places like Portland, Southern California, or Manhattan are not the same as Phoenix because car ownership is much higher in Phoenix.

Jackie Rich stated that she would like to see the research that supports the parking reduction and stated that the proposed text amendment would reduce parking requirements for luxury units to what is currently required for a studio unit. Ms. Rich stated that luxury unit residents will likely want amenities like electric vehicle charging rather than fewer parking spaces and explained people will not walk because the City of Phoenix is seeing around 100 days with temperatures over 100 degrees Fahrenheit and because Phoenix is ranked number six in most pedestrian fatalities. Ms. Rich stated that while some residents in affordable housing developments may not drive, some residents may have a medical condition that make it difficult to walk and those residents need easily accessible parking and explained more public transit needs to be available before this text amendments moves forward.

STAFF COMMENTS REGARDING VPC RECOMMENDATION

None.

Paradise Valley
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-TA-8-23-Y

Date of VPC Meeting	August 7, 2023
Request	Amend Chapters 2, 6, 7 and 13 of the Phoenix Zoning Ordinance to reduce parking requirements for multifamily and affordable housing.
VPC Recommendation	Approval, per staff recommendation, with modifications
VPC Vote	14-0

VPC DISCUSSION:

Staff Presentation:
Mr. Zambrano discussed the purpose of the parking reductions text amendment and potential benefits. Mr. Zambrano shared the parking reductions proposed and then shared the current and proposed parking requirement for multifamily development City-wide, affordable multifamily development City-wide, multifamily development in the Infill Development District, market-rate multifamily development in the Walkable Urban (WU) Code, and affordable multifamily development in the WU Code. Mr. Zambrano noted that the proposed parking ratio for multifamily development City-wide was based on an average of multifamily parking demand of 1.23 spaces per unit for suburban development and 1.2 spaces per unit for urban development, per the Institute of Transportation Engineers (ITE) Manual, which has decades-worth of data based on studies done in cities throughout the nation where cars were counted and resulted in these parking ratios based on the actual parking demand. Mr. Zambrano then discussed passenger loading zones, a new requirement proposed only for sites zoned WU Code. Mr. Zambrano concluded with the timeline for the text amendment, VPC results, Planning Commission results, and stated that staff recommends approval as listed in the staff report.

Questions from the Committee:
Ms. Sepic asked how the City defines affordable housing, noting that the term is often used politically. **Mr. Zambrano** responded that development would only qualify as affordable housing after being vetted through the various programs and meeting the criteria to be able to qualify as an affordable housing project. Mr. Zambrano added that the City would not accept a development as affordable housing just because the developer calls it affordable, and that it would need to go through the programs necessary to qualify it as an affordable housing project.

Chair Popovic stated that he works for the largest affordable housing developer in the country and the seventh largest market-rate housing developer in the country. Chair Popovic stated that parking is the most prohibitive, restrictive and costly element in housing development. Chair Popovic noted that the costs spent on building parking cannot be recuperated and it limits affordable housing developers on bringing their projects to fruition. Chair Popovic stated that his firm recently put in a bid for a Request for Proposals (RFP) in Tempe for affordable housing, which required over 435 parking spaces, costing over $15 million to build two parking structures, or $35,000 per parking stall, and the project died. Chair Popovic emphasized that parking increases costs for housing development and makes housing less affordable by requiring more parking.

Mr. Goodhue asked where people would park their cars. **Chair Popovic** responded that not many people living in true affordable housing projects own cars and the current parking requirements do not meet the actual parking demand of affordable housing.

Ms. Sepic stated that she is a multifamily operator and thinks it would be wrong to not reduce the parking requirements. Ms. Sepic stated that one of her clients that is building a high-rise building in Downtown Phoenix is still building in parking, despite having minimal parking requirements because it is located right along the light rail. Ms. Sepic added that based on her experience of operating Class C apartment buildings, most of the residents in the studio and one-bedroom units did not own vehicles. Ms. Sepic stated that most of the two-bedroom units had at least one vehicle and the three- and four-bedroom units that had anywhere from eight to 10 people living in it typically had two vehicles. Ms. Sepic noted that an average of about one-fourth of parking was unused for apartment complexes she operated. Ms. Sepic stated that she does believe there is room to adjust the parking ratios and that she does not believe they should be kept as high as they currently are.

Mr. Goodhue stated that he moved in 1990 from Seattle into an apartment nearby his current home and stayed there for a few months, and there was no one parking on the street. Mr. Goodhue noted that these parking ratios were based on what was required back in the 1980s and now the streets are covered with cars and are coming into the adjacent neighborhoods. Mr. Goodhue added that the City of Seattle requires no parking adjacent to their light rail and someone he knew opened up a business next to a brand-new apartment complex that had cars parked along the alley that were blocking the loading bay for the business. Mr. Goodhue agreed that parking ratios should be looked at to make sure they are realistic but disagreed with reducing the parking ratios to an extreme.

Chair Popovic agreed that the parking ratios should not be reduced to an extreme, noting that the parking ratios still do need to be reduced. Chair Popovic reiterated that many of the parking spaces for his affordable housing developments are unused. Chair Popovic shared the criteria in order to get the credits for affordable housing.

Mr. Goodhue agreed that parking for affordable housing should be reduced to meet their demand but expressed concerns with reducing parking for market-rate housing.

Chair Popovic reiterated the cost of building parking structures. **Vice Chair Anita Mortensen** asked if the parking spaces are used once the building is built. **Chair Popovic** responded that it depends, but most residents in market-rate studio and one-bedroom units do not use cars.

Ms. Sepic added that she knows two people her age that do not have a driver's license.

Chair Popovic agreed, noting that this lowers the parking ratio. Chair Popovic stated that the younger generation does not want cars.

Mr. Wise stated that he has lived in Arizona for a long time, and it is car-centric.

Ms. Sepic stated that rideshare is another way to get around.

Chair Popovic disagreed that Phoenix is car-centric, noting that it is changing.

Ms. Sepic agreed. Ms. Sepic stated that she is okay with the passenger loading zone requirement as proposed. Ms. Sepic added that she believes there should be a reduction to the parking ratios, but not to the extent as proposed. Ms. Sepic recommended there be 0.5 parking spaces required for each studio unit or one-bedroom unit, 1.25 parking spaces required for each two-bedroom unit, and 1.5 spaces required for each three- or more bedroom unit. Ms. Sepic recommended that the average parking ratio for market-rate housing be 1.75 spaces per unit.

Mr. Soronson asked for clarification that Ms. Sepic recommends the proposed 1.25 parking spaces per unit ratio is increased to 1.75 parking spaces per unit. **Ms. Sepic** responded affirmatively. **Mr. Soronson** asked why Ms. Sepic would recommend increasing the parking ratio to 1.75 when she just stated that she believes the parking ratios should be reduced.

Chair Popovic agreed, noting that the current parking ratio is 1.5 parking spaces per unit for one- and two-bedroom units.

Ms. Sepic stated that she believes the proposed parking ratio of 1.25 parking spaces per unit for market-rate housing needs to be increased. **Mr. Soronson** asked again why Ms. Sepic believes it should be increased when she had just stated that she believes the parking ratios need to be decreased. **Ms. Sepic** responded that 1.25 parking spaces per unit is still too low for market-rate housing.

Chair Popovic disagreed, noting that 1.75 parking spaces per unit is too high and is above the current requirement of 1.5 parking spaces per unit for one- and two-bedroom units.

Mr. Soronson concurred.

Ms. Sepic asked if the proposed parking ratio of 1.25 parking spaces per unit was the average of the current requirement. **Mr. Zambrano** responded that the parking ratio of

1.25 parking spaces per unit is the average of actual parking demands per the ITE Manual.

Mr. Goodhue stated that there was a similar discussion of parking reductions for a project within the Kierland Commons area which proposed 1.45 parking spaces per unit, noting that the parking ratio of 1.25 parking spaces per unit is even lower than what was approved in Kierland Commons. Mr. Goodhue recommended the parking ratio match what was approved in Kierland Commons.

Chair Popovic disagreed, noting that he believes the parking reduction for that project should have been more. Chair Popovic stated that from a developer's perspective, 1.25 parking spaces per unit is more than reasonable.

Ms. Sepic noted that 1.45 parking spaces per unit is a higher ratio than 1.25 parking spaces per unit.

Mr. Soronson agreed, noting that Ms. Sepic had previously stated that she recommended a parking ratio of 1.75 parking spaces per unit.

Chair Popovic concurred, noting that it would result in even more parking.

Ms. Sepic recommended that the parking ratios for affordable housing be lower than market-rate housing. Ms. Sepic noted that the current requirement for a studio unit is 1.3 parking spaces per unit, and most people that live in studio units do not even have a car.

Mr. Zambrano asked for clarification if Ms. Sepic wanted to keep the parking ratios broken out based on the number of units. **Ms. Sepic** responded affirmatively.

Mr. Goodhue asked if Ms. Sepic's proposed parking ratios are based on traffic engineering studies. **Ms. Sepic** responded that it is based on her experience of operating multiple apartment complexes that had studio, one-, two, three-, and four-bedroom units. Ms. Sepic reiterated that residents in studio and one-bedroom units did not have a car.

Chair Popovic agreed, noting that it is a trend that is being seen more often.

Ms. Hall asked if the proposed parking ratio was prepared by traffic engineers. **Mr. Zambrano** responded affirmatively, noting that it came from the ITE Manual.

Chair Popovic stated that he agreed with the proposed parking ratios per staff recommendation.

Ms. Hall stated that most multifamily projects in the Kierland Commons area opt for PUD zoning so they can reduce their parking requirements, noting that there is a way to get around it now rather than changing the Phoenix Zoning Ordinance.

Abram Bowman asked if the proposed parking ratio of 1.25 parking spaces per unit would simplify the process for developers rather than having the parking ratios broken out by unit. **Chair Popovic** responded that some projects have more studios than one-bedroom units and other projects do not have any studios and have all one- and two-bedroom units. Chair Popovic stated that the parking ratios do need to be broken out by unit.

Ms. Sepic concurred. Ms. Sepic added that more three- and four-bedroom units are needed for families, but they are more expensive to build. Ms. Sepic noted that Arizona is top five in refugee resettlement and most refugee families have a lot of children. Ms. Sepic reiterated that the type of housing product needed is three- and four-bedroom units. Ms. Sepic stated that the information of the parking ratios should have been put in a graph to better understand the proposal.

Chair Popovic agreed, noting that there are some individuals that may not fully understand what the parking ratios translate to.

Ms. Sepic concurred, noting that the proposed parking ratio of 1.25 parking spaces per unit for any type of unit and a 50% reduction of that for affordable housing was confusing.

Mr. Wise asked if the Committee's recommended modifications would get to the City Council if the Planning Commission has already recommended approval of this text amendment with their own modifications. **Mr. Zambrano** responded affirmatively, noting that the City Council members and Mayor would review the results and meeting minutes of the VPCs and the Planning Commission and would make their own decision based on that information collectively.

Ms. Sepic stated that if there was a generic parking ratio and an apartment complex was built with all three-bedroom units, 1.25 parking spaces per unit would not be enough parking.

Daniel Mazza asked if the developer would just build more parking in that scenario. **Chair Popovic** responded that they would not build more than required because of the cost associated with it.

Mr. Soronson asked if it costs $35,000 per parking stall for surface parking or structured parking. **Chair Popovic** responded that surface parking costs $30,000 per parking stall and $35,000 per parking stall for structured parking. Chair Popovic added that the cost could go up to $60,000 per parking stall for underground parking on the first level and goes up from there the further underground it goes. Chair Popovic stated that almost a third of real estate development costs are related to parking.

Mr. Wise expressed concerns with there being no parking left after the parking reductions, assuming people will still drive as much as they are now. **Chair Popovic** stated that from the data his firm is getting, the trend is to not own a car. **Mr. Wise** asked if someone could rent an apartment unit without a parking space. **Chair Popovic**

responded affirmatively. **Mr. Wise** asked what someone would do if they owned a car, and the apartment complex did not have a dedicated parking space for them. **Chair Popovic** responded that they would go somewhere else that did have parking available for them.

Mr. Soronson stated that there is a project being built with no parking in the City of Tempe along the light rail.

Mr. Goodhue stated that the City Council would probably focus on the Planning Commission's recommendation versus this Committee's recommendation. **Mr. Zambrano** responded that this information may be helpful to the City Council, since the City Council did direct staff to initiate this text amendment through the Housing Phoenix Plan that was adopted.

Public Comments:
None.

Staff Response:
None.

MOTION – Z-TA-8-23-Y:
Ms. Sepic motioned to recommend approval of Z-TA-8-23-Y, per the staff recommendation, with modifications. **Mr. Bowman** seconded the motion.

Modifications listed for clarity:

- *Market-Rate Housing City-wide*
  - *1 parking space per studio unit*
  - *1.5 parking spaces per 1- or 2-bedroom unit*
  - *2 spaces per 3- or more bedroom unit*
- *Affordable Housing City-wide*
  - *0.5 parking spaces per studio unit*
  - *1 parking space per 1- or 2-bedroom unit*
  - *2 parking spaces per 3- or more bedroom unit*

VOTE – Z-TA-8-23-Y:
14-0; motion to recommend approval of Z-TA-8-23-Y per the staff recommendation with modifications passes with Committee members Bowman, Bustamante, DeMoss, Goodhue, Hall, Mazza, Petersen, Schmidt, Sepic, Soronson, Ward, Wise, Mortensen, and Popovic in favor.

STAFF COMMENTS REGARDING VPC RECOMMENDATION:

None.

Encanto
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-TA-8-23-Y

Date of VPC Meeting	July 10, 2023
Request	Amend Chapters 2, 6, 7 and 13 of the Phoenix Zoning Ordinance to reduce parking requirements for multifamily and affordable housing
VPC Recommendation	Approval, per the staff recommendation
VPC Vote	12-1

VPC DISCUSSION & RECOMMENDED STIPULATIONS:

1 member of the public registered in support, wishing to speak.
1 member of the public registered in opposition wishing to speak.

STAFF PRESENTATION

Mr. Roanhorse, staff, provided a presentation on the proposed text amendment to reduce parking city wide for residential developments with inclusion of minimum requirements. Mr. Roanhorse discussed the current parking requirements, the proposal and the comparative reduction calculations for affordable housing, infill development, Walkable Urban Code areas and other site adjustments. Mr. Roanhorse displayed the changes that will include passenger loading zones pull up/drop off spaces for streetscapes. Mr. Roanhorse discussed affordable housing at the applicability for parking and demand adjustments that will be made. Mr. Roanhorse discussed the time frame for review for the at Villages, Planning Commission and City Council.

Mr. DePerro stated that the development of the text amendment was based on many years of trying to address parking for multifamily development with a nominal city-wide reduction and reductions for affordable and infill housing and the biggest reduction for the Walkable Urban Code. Mr. DePerro noted that the staggered approach for parking was possible. Mr. DePerro explained parking information was obtained from the Institute of Traffic Engineers (ITE) Parking Manual to determine parking demands and to make it meaningful and applicable to the city.

QUESTIONS FROM THE COMMITTEE

Committee Member Jewett asked if the parking demand we are seeing now is accurate or is there a margin for adjustment. **Mr. DePerro** responded that certain adjustments were made where the calculated demand was 1.23 spaces which was rounded up to 1.25 spaces to provide a measure of simplification.

Vice Chair Rodriguez asked what is expected in the future for single family or commercial developments and will parking requirements decrease overall. **Mr. DePerro** responded that there has been a focus on multifamily development and this is unlikely to change but for now Council is looking to reduce parking requirements Citywide.

Mr. Procaccini asked has there been any consideration for requiring parking maximums. **Mr. DePerro** responded that this exists in the Downtown Code but was not consider for this text amendment because there are different expectations downtown and there are no plans currently, but it may be applicable for the WU Code in the future. Mr. Proaccinni asked about the applicability for infill areas. Mr. DePerro responded it might be possible but it would depend if an infill area were rezoned to WU Code.

Chair Wagner asked about the applicability of 0 parking within the WU Code. **Mr. DePerro** responded that the City has invested funds on light rail and other transit methods and these are encouraged with reducing parking. Mr. DePerro mentioned that there is a difference between caps and minimums and it is ideal to have some flexibility.

PUBLIC COMMENT

Cory Kincaid introduced himself and mentioned his volunteer work with Perfect Phoenix and has been involved with parking issues. Mr. Kincaid expressed concern and has spoken with developers and understands the frustration with parking around the city. Mr. Kincaid noted the economics of parking and expressed support for the parking reduction text amendment.

Neal Haddad with the Neighborhood Coalition of Greater Phoenix introduced himself and expressed concerns with the parking reduction. Mr. Haddad stated in some areas of the city you need access to an automobile and you cannot impose reductions for the entire city. Mr. Haddad noted that in some villages the distance to stores is far and an automobile is necessary. Mr. Haddad stated that reducing parking to 0 does not make sense. Mr. Haddad stated that there is also an issue with providing outreach and getting information to the public and that the Village Planning Committees was not the best method. Mr. Haddad expressed that the text amendment was not presented in some Villages because there was no quorum so the information did not reach the public. Mr. Haddad stated that the proposed parking reduction will create a big problem all over the city.

Committee Member Kleinman commented that there are various meeting coordinated by the city and asked what type of outreach is expected to get more people involved. **Mr. Haddad** responded that the Planning and Development should include outreach to registered neighborhood groups through NSD to get information directly to the public. Mr. Haddad stated he works with a neighborhood group to disseminate information and noted that many meetings are not well attended and there has to be a way to get people involved.

STAFF RESPONSE

Mr. Roanhorse responded that there are many issues that have been discussed and that the City has taken great steps to provide information and has received and extensive volume of comments and these will be reviewed and considered.

Mr. DePerro noted there is an additional action regarding short term rentals that is not zoning related, the City Code is being amended to adopt the strictest regulations that the state will allow for licensing, and this may impact short term rentals and there is much more happening.

Mr. Cardenas asked for clarification on state requirements and taxation for short term rentals. **Mr. DePerro** stated this text amendment is zoning entitlement to allow an ADU on your property and talks about accessory uses. Mr. Cardenas asked if there is only one chance for review and will there be an opportunity to make changes in the future if there are unintended consequences. Mr. DePerro responded from the meeting tonight the recommendations will be reviewed and the amendment will go to the Planning Commission for further review and discussion and finally to the City Council for action.

MOTION:

Vice Chair Nicole Rodriguez made a motion to recommend approval of Z-TA-8-23-Y per the staff recommendation. **Committee Member Paul Benjamin** seconded the motion.

DISCUSSION:

Committee Member George noted a situation in Encanto Palmcroft where a developer wanted to develop vacant lot with reduced parking. Ms. George stated if the development did occur it would have been detrimental to the surrounding neighborhoods and there was extensive opposition. Ms. George expressed her concern and stated her opposition for the proposed text amendment.

Committee Member G. G. George made a substitute motion to deny Z-TA-8-23-Y.

Chair Wagner asked for a second to the substitute motion and no second motion was received and Chair Wagner stated the substitute motion failed. Chair Wagner stated the original motion for approval would be considered and asked the Committee for discussion and no discussion was noted.

VOTE:
12-1; motion to approve Z-TA-8-23-Y per the staff recommendation passes with Committee Members Benjamin, Cardenas, Doescher, Jewett, Kleinman, Mahrle, Picos, Procaccini, Searles, Tedhams, Vice Chair Rodriguez and Chair Wagner in support; with Committee Member George opposed.

Chair Wagner stated that the text amendment does not work for all of Phoenix but does work for Encanto Village and supports the proposal.

STAFF COMMENTS REGARDING VPC RECOMMENDATION & STIPULATIONS:

None.

Laveen
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-TA-8-23-Y

Date of VPC Meeting	July 10, 2023
Request	Amend Chapters 2, 6, 7 and 13 of the Phoenix Zoning Ordinance to reduce parking requirements for multifamily and affordable housing
VPC Recommendation	Denial
VPC Vote	8-0

VPC DISCUSSION:

Staff Presentation:

Tricia Gomes, acting Deputy Director of the Planning and Development Department, provided a presentation regarding the proposed text amendment to reduce parking requirements for multifamily and affordable housing. Ms. Gomes described the proposed citywide parking requirements for multifamily development and affordable multifamily development and further described the proposed parking requirements for the Infill Development District and in the Walkable Urban Code.

Questions from the Committee:

Rebecca Perrera asked if any research was done to determine the proposed parking ratio. **Ms. Gomes** stated that staff utilized ITE data. **Ms. Perrera** asked if it was for the entire country or were there categories. **Ms. Gomes** noted that there are three subcategories to evaluate the data. **Ms. Perrera** stated that Laveen needed parking and that there is not enough infrastructure to support the reduction. Ms. Perrera stated that she would like to see a reduction in commercial uses rather than residential. Ms. Perrera added that the proposed text amendment seems to treat people in affordable housing differently from other individuals.

Carlos Ortega asked how the parking reduction would benefit Laveen as it continues to grow. **Ms. Gomes** noted that the text amendment would apply city-wide and would make housing more affordable by reducing some requirements. Ms. Gomes added that the proposed changes are minimums and that some developments provide more than the required.

JoAnne Jensen stated that the proposed text amendment would treat individuals in affordable housing differently from market rate housing. **Ms. Gomes** asked for clarification. **Ms. Jensen** noted that the parking rate should be the same for affordable housing and market rate housing. Ms. Jensen stated that she would not support the text

amendment.

Francisco Barraza stated that the city has a large footprint and instead of having sufficient public transit or density, it continues to grow outward. Mr. Barraza stated that Laveen doesn't have enough public transit infrastructure to support the text amendment. **Ms. Gomes** added that affordable housing developments are typically located along transit options. Ms. Gomes noted that developers would look at the surrounding amenities.

Public Comment:

Dan Penton asked for clarification on-street parking and bike lanes. **Phil Hertel** agreed. **Ms. Gomes** stated that developers could utilize on-street parking as part of their required parking; however, current initiatives have promoted bicycle lanes. Ms. Gomes explained that the bicycle lanes replace on-street parking. Ms. Gomes added that the proposed reduction would remove the need for on-street parking by providing a reduction for on-site parking. **Mr. Penton** stated that there should be a reduction in vehicle lanes to provide bike lanes. Mr. Penton added that developers should provide additional bicycle parking since there is a reduction in auto parking. Mr. Penton added that the LCRD supports the Neighborhood Coalition of Greater Phoenix letter and that the reductions should be a village-by-village basis. Mr. Penton stated that public transit needed to be provided before a reduction was approved.

Phil Hertel asked if ADA parking spaces are considered reserved or unreserved. **Ms. Gomes** noted that ADA parking spaces are reserved. **Mr. Hertel** noted that enforcement would be an issue and Laveen doesn't have the public transit infrastructure to support the reduction. Mr. Hertel noted a multifamily development on 35th Avenue and Southern Road and asked if individuals from the development parked in the commercial uses, who would enforce the parking situation. **Ms. Gomes** stated that the proposed development is probably not affordable and would be at the 1.25 parking requirement. Ms. Gomes noted that the commercial development can enforce who parks in their parking lot.

Jack Purvis asked if the reduction would apply to existing or proposed developments. **Ms. Gomes** stated that it would be existing and new developments.

Committee Discussion:

Mr. Ortega asked the committee if they would support a standard parking reduction regardless of affordable or market rate. **Patrick Nasser-Taylor** stated that this would negatively impact individuals living in all multifamily developments.

Mr. Penton stated that the LCRD supports the Neighborhood Coalition of Greater Phoenix letter regarding the parking reduction and that there is a need for pedestrian-only zones.

Mr. Hertel stated that the committee could vote to recommend denial.

Motion:
Carlos Ortega motioned to recommend denial of Z-TA-8-23-Y. **Jennifer Rouse** seconded the motion.

Ms. Perrera asked staff to provide their input on the Neighborhood Coalition of Greater Phoenix recommendation. **Ms. Gomes** stated the City's recommendation would be approval, but the committee could still recommend a different parking ratio. Ms. Gomes noted that the passenger loading zones are meant for drop off services such as food or getting an Uber. Ms. Gomes noted that commercial loading areas are away from the street and that the passenger loading zones are not meant for commercial loading.

Vote:
8-0, motion to recommend denial of Z-TA-8-23-Y passed with Committee Members Barraza, Chiarelli, Jensen, Nasser-Taylor, Ortega, Perrera, Rouse, and Hurd in favor.

Staff Comments Regarding VPC Recommendation:

None.

Central City
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-TA-8-23-Y

Date of VPC Meeting	July 10, 2023
Request	Amend Chapters 2, 6, 7 and 13 of the Phoenix Zoning Ordinance to reduce parking requirements for multifamily and affordable housing
VPC Recommendation	Approval per the staff recommendation
VPC Vote	10-4

VPC DISCUSSION:

No members of the public registered to speak on this item.

STAFF PRESENTATION
Anthony Grande, staff, provided a presentation regarding the proposed text amendment to reduce parking requirements for multifamily and affordable housing. He described the proposed citywide parking requirements for multifamily development and affordable multifamily development and further described the proposed parking requirements for the Infill Development District and in the Walkable Urban Code.

QUESTIONS FROM COMMITTEE
Committee Member Gaughan stated that this proposal could create more resistance to affordable housing from neighbors concerned about traffic.

Committee Member Sherman stated that the streets belong to the public, anyone can park there, and streets can be safer with cars parked on the street.

Committee Member Dana Johnson stated that he doesn't support the reductions for affordable housing because he doesn't want to assume residents of affordable housing don't own cars, noting that vehicle ownership is still the way people are living in Phoenix.

Committee Member Uss stated that there are statistics from different organizations that show lower vehicle ownership rates for low-income people, further noting that parking requirements historically have been racially discriminatory.

Committee Member Olivas stated that parking is an issue in projects that have used reduced parking requirements, leading to people parking a long way from their units

and streets becoming parking lots.

Committee Member Starks asked for clarification on the amount of affordable housing that needs to be provided to use the lower rate. **Mr. Grande** replied that the reduced requirement would only apply to the affordable units.

Chair Gonzales stated that it can be challenging to get funding for projects with parking requirements that are lower than what's standard. **Mr. Grande** stated that he would discuss the issue with staff internally.

Committee Member Greenman asked whether the city explored the idea of removing permit requirements for on-street parking for historic neighborhoods. **Mr. Grande** replied that he wasn't aware of any conversations about that option.

Committee Member Martinez stated that she doesn't see a difference in vehicle ownership between affordable housing and market rate housing.

Committee Member Greenman asked whether these new requirements would apply to existing apartments or only new developments. **Mr. Grande** replied that if a developer were to add new units to a site and go through a new site plan review process, the proposed requirements would apply to the whole site.

Committee Member Sonoskey stated that developers should have more tools available to make this feasible and that more parking could be provided on-street if the city allowed head-in parking.

Committee Member Sherman asked about the Downtown Code. **Mr. Grande** replied that this proposal would not affect Downtown Code and that there is already a bonus points system for reducing parking downtown.

Committee Member Olivas expressed concern about the process used to approve the text amendment.

Committee Member Uss asked if the city is planning any further transportation studies related to this proposal. **Mr. Grande** replied that individual projects typically do traffic analysis and provide necessary improvements.

Committee Member Gaughan asked about whether parking is reviewed for individual development projects. **Mr. Grande** stated that the focus is on traffic generated for each use.

Committee Member Panetta asked if there are many variances looking for parking reductions and if this is approved, will there be more units constructed. **Mr. Grande** discussed the requirements of variances and noted that there are projects that don't reach their maximum potential due to an inability to provide enough parking.

Committee Member Sonoskey stated that changing the size of required parking stalls would also allow more room for parking in garages, which would reduce the amount of garage space developers need to build.

PUBLIC COMMENTS
None.

MOTION
Eva Olivas made a motion to recommend denial of Z-TA-8-23-Y. There was no second; therefore, the motion failed.

MOTION
Jeff Sherman made a motion to recommend approval of Z-TA-8-23-Y per the staff recommendation. **Ash Uss** seconded the motion for approval.

VOTE
10-4, Motion to recommend approval of Z-TA-8-23-Y per the staff recommendation passed, with Committee Members Burns, Burton, Gaughan, Greenman, Panetta, Sherman, Sonoskey, Starks, Uss, and Gonzales in favor; Committee Members Johnson, Lockhart, Martinez, and Olivas opposed.

STAFF COMMENTS REGARDING VPC RECOMMENDATION:

None.

Camelback East
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-TA-8-23-Y

Date of VPC Meeting	July 11, 2023
Request	Amend Chapters 2, 6, 7 and 13 of the Phoenix Zoning Ordinance to reduce parking requirements for multifamily and affordable housing
VPC Recommendation	Approval per the staff recommendation
VPC Vote	14-1

VPC DISCUSSION:

1 member of the public registered to speak on this item in opposition.

Chris DePerro, staff, provided a presentation on the proposed text amendment to reduce parking city wide for residential developments with inclusion of minimum requirements. Mr. DePerro discussed the current parking requirements, the proposal and the comparative reduction calculations for affordable housing, infill development, Walkable Urban Code areas and other site adjustments. Mr. DePerro displayed the changes that will include passenger loading zones pull up/drop off spaces for streetscapes. Mr. DePerro provided information on the Institute for Traffic Engineers (ITE) Parking Manual to determine suitable parking demands. Mr. DePerro discussed affordable housing at the applicability for parking and demand adjustments that will be made. Mr. DePerro discussed the time frame for review for the at Villages, Planning Commission and City Council.

QUESTIONS FROM THE COMMITTEE:

None.

PUBLIC COMMENTS:

Neal Haddad thanked the Committee for the opportunity to speak and stated he wanted to high light some of the points in the letter provided to the Committee. Mr. Haddad stated that some developers have had to deal with parking constraints, but the one size fits all is not an appropriate action for a City as large as Phoenix. Mr. Haddad stated that parking spaces calculations for multifamily development should only be based on proximity to public transportation options not on rental rates or affordable rates. Mr. Haddad noted the text amendment might be appropriate for the downtown area but is

not acceptable to areas outside the downtown areas and that visibility triangles should be maintained and part of the parking requirements.

STAFF RESPONSE:

Mr. DePerro responded that visibility triangles are required under City Code, and they are mentioned in the zoning ordinance when they are not covered by intersections. Nothing regarding visibility triangles has been changed**.**

COMMITTEE DISCUSSION:

None.

MOTION

Committee member Dawn Augusta motioned to recommend approval of Z-TA-8-23-Y per the staff recommendation. **Committee member Kitty Langmade** seconded the motion.

VOTE:

14-1; motion to approve Z-TA-8-23-Y per the staff recommendation passes with Committee members Abbott, Augusta, Baumer, Bayless, Beckerleg Thraen, Czerwinski, Eichelkraut, Grace, Langmade, Miller, O'Malley, Paceley, Wilenchik and Swart in favor and Committee member Schmieder in opposition.

Mr. Paceley stated the corridor center, high density, light rail are areas where we focus, and this could be perceived as negative but does support this amendment and votes yes.

STAFF COMMENTS REGARDING VPC RECOMMENDATION & STIPULATIONS:

Staff have no comments.

Village Planning Committee Meeting Summary
Z-TA-8-23-Y

Date of VPC Meeting	July 11, 2023
Request	Amend Chapters 2, 6, 7 and 13 of the Phoenix Zoning Ordinance to reduce parking requirements for multifamily and affordable housing
VPC Recommendation	Denial
VPC Vote	9-0

VPC DISCUSSION:

Two members of the public registered to speak on this item, in opposition.

STAFF PRESENTATION
Anthony Grande, staff, provided a presentation regarding the proposed text amendment to reduce parking requirements for multifamily and affordable housing. He described the proposed citywide parking requirements for multifamily development and affordable multifamily development and further described the proposed parking requirements for the Infill Development District and in the Walkable Urban Code.

QUESTIONS FROM COMMITTEE
Committee Member Nowell asked about the criteria for units to be considered affordable. **Mr. Grande** responded with the definition of affordable housing in the proposed text.

Vice Chair Lagrave expressed concern that funding for transit projects could run out at some point. **Mr. Grande** responded by highlighting the Transportation 2050 plan, which provides a funding source for transit projects for many years into the future.

Committee Member Israel asked about the applicability to single-family attached housing. **Mr. Grande** replied that the changes would apply to single-family attached developments.

Committee Member Kirkilas asked if ADA accessible parking spaces would be required for developments with no parking. **Mr. Grande** replied that it wouldn't because it is based on the number of spaces provided. **Chair Bowser** noted that the requirement is one accessible space per 25 parking spaces.

PUBLIC COMMENTS

Larry Whitesell introduced himself and noted that the NCGP recommends denial of the text amendment, noting that parking studies are not relevant to Phoenix where transit is lacking. However, he reviewed several recommended modifications if the proposal is approved.

Jackie Rich introduced herself and spoke about the lack of transit options in Phoenix, highlighting the amount of time it would take to travel to the VPC meeting by transit.

STAFF RESPONSE

Mr. Grande stated that residential developments require loading zones, separate from passenger drop off and pick up, further noting that the text amendment is targeting transit-rich sections of the city for the largest reductions, acknowledging that transit options are limited in many areas of the city.

COMMITTEE DISCUSSION

MOTION

Committee Member Rick Nowell made a motion to recommend denial of Z-TA-8-23-Y. **Committee Member Rick Powell** seconded the motion for denial.

Vice Chair Lagrave stated that Phoenix is not a walkable city, and he has concerns about where cars are going to park without enough off-street parking.

Committee Member Powell stated that the text amendment was being rushed and that the city should focus on WU Code and TOD areas for parking reductions, adding that reductions for affordable housing don't make sense.

Committee Member Israel stated that affordable housing has financing issues and that he would be in favor of affordable housing parking reductions.

Vice Chair Lagrave stated that there is no correlation between affordable housing and a reduced need for parking.

VOTE

9-0, motion to recommend denial of Z-TA-8-23-Y passed; Committee Members Barto, Israel, Kirkilas, Nowell, Powell, Reynolds, Santoro, Lagrave, and Bowser in favor.

STAFF COMMENTS REGARDING VPC RECOMMENDATION:

None.

Village Planning Committee Meeting Summary
Z-TA-8-23-Y

Date of VPC Meeting	July 11, 2023
Request	Amend Chapters 2, 6, 7 and 13 of the Phoenix Zoning Ordinance to reduce parking requirements for multifamily and affordable housing.
VPC Recommendation	Denial
VPC Vote	3-2

VPC DISCUSSION:

Staff Presentation:
Mr. Zambrano shared the parking reductions proposed and then shared the current and proposed parking requirement for multifamily development City-wide, affordable multifamily development City-wide, multifamily development in the Infill Development District, market-rate multifamily development in the Walkable Urban (WU) Code, and affordable multifamily development in the WU Code. Mr. Zambrano noted that the proposed parking ratio for multifamily development City-wide was based on an average of multifamily parking demand of 1.23 spaces per unit for suburban development and 1.2 spaces per unit for urban development, per the Institute of Transportation Engineers (ITE) Manual, which has data based on studies done in cities throughout the nation where cars were counted and resulted in these parking ratios based on the actual parking demand. Mr. Zambrano displayed an example for each type of multifamily development of a 100-unit complex, having only 1- or 2-bedroom units, and shared what the difference in the parking requirement would be. Mr. Zambrano then discussed passenger loading zones, a new requirement proposed only for sites zoned WU Code. Mr. Zambrano concluded with the timeline for the text amendment and stated that staff recommends approval as listed in the staff report.

Questions from the Committee:
Chair Lawrence asked for clarification that the current requirement is a minimum of 1.5 parking spaces per unit for 1- to 2-bedroom units and 2 parking spaces per unit for 3- or more bedroom units. **Mr. Zambrano** responded affirmatively. **Chair Lawrence** asked if the proposed parking ratio is for any number of bedrooms. **Mr. Zambrano** responded affirmatively.

Ms. Stockham added that the staff that wrote the proposed text amendment not only looked at the ITE Manual, which is a mega study of cities throughout the nation over several decades, but also conducted a study of City of Phoenix projects in terms of the actual amount of parking most projects provide, and parking variances requested.

Chair Lawrence stated that Phoenix is like no other city in the country. Chair Lawrence asked for clarification that the multifamily affordable housing example with the parking reduction would have 100 units with only 63 parking spaces and 19 unreserved spaces, noting that it is less than the number of units and that there would be no parking spaces for visitors if everyone in the apartment complex owned a vehicle. **Mr. Zambrano** responded that the parking ratio is a minimum standard, and that developers could still provide more parking than the minimum based on the demand of their clientele. **Chair Lawrence** responded that developers would not provide more than the minimum parking required because they would not have to provide it and they do not want to provide it. **Mr. Zambrano** responded that developers would know what their clientele parking demand is and will know what they will need to provide in order to have a successful project, which may be more than the minimum requirement.

Ms. Stockham added that she looked at a recent project that the Rio Vista VPC approved near the I-17 freeway and Jenny Lin Road, which had provided 25 percent more parking spaces that the minimum required.

Chair Lawrence agreed that people would not be inclined to rent at a certain apartment complex if they are not able to park their car there.

Mr. Virgil stated that the parking reduction text amendment would negatively impact apartment rentals as a result.

Mr. Holton asked what the typical dimensions are for a parking space. **Mr. Zambrano** responded that they are typically about eight feet wide and 19 feet long.

Mr. Virgil asked if the text amendment would change the minimum parking dimensions. **Mr. Zambrano** responded that it would not change those requirements, noting that parking dimensions are existing requirements in the Phoenix Zoning Ordinance. Mr. Zambrano added that the text amendment is only changing the minimum number of parking spaces required. **Mr. Virgil** stated that everyone that lives in the Rio Vista Village has a car, and that most households have two individuals that work in order to afford living there, so each household will typically have two cars. Mr. Virgil added that there is not any affordable housing in the Rio Vista Village. **Mr. Zambrano** responded that the idea of including affordable housing in the parking reduction text amendment was to encourage more affordable housing. **Mr. Virgil** responded that people would be overcrowded in an apartment complex with not enough parking. **Mr. Zambrano** responded that the idea behind the inclusion of affordable housing is that parking spaces take up a lot of land which makes projects more expensive because of all the land needing to be dedicated to parking. **Mr. Virgil** responded that it would make more sense in Downtown Phoenix since there is not a lot of room to build there, but it will not work in the Rio Vista Village.

Chair Lawrence added that there are parking garages in Downtown Phoenix. **Mr. Virgil** agreed, adding that there is a lack of public transit in their area.
Chair Lawrence added that people are not walking a few blocks in the extreme heat during Phoenix's summer to go somewhere.

Mr. Virgil stated that projects in Downtown Phoenix may need the extra space to build projects, but in the Rio Vista Village they do not, and people will need the extra parking in the Rio Vista Village. Mr. Virgil was unclear why the proposed parking reduction was City-wide.

Chair Lawrence added that he does not know anyone that lives in Phoenix that does not own a vehicle since there are other regional and recreational destinations that require a car to travel to them.

Ms. Stockham stated that she has two employees that do not have cars. **Chair Lawrence** asked if they lived in Downtown Phoenix. **Ms. Stockham** responded that one employee lives east of Downtown Phoenix and the other lives by Margaret T. Hance Park. **Chair Lawrence** asked if Ms. Stockham would agree that reduced parking is unusual for Arizona. **Ms. Stockham** responded that there are students that do not have cars and there is a trend of younger adults that do not want to own cars. **Chair Lawrence** stated that he would question the number of students without cars since Arizona State University (ASU) has a zoo of parking. **Ms. Stockham** responded that some students do not have cars because they live in Downtown Phoenix and that is where their classes are. **Chair Lawrence** disagreed with a 50 percent reduction for parking, noting that it would be less than one parking space per home.

Mr. Zambrano stated that the 50 percent parking reduction would not really impact the Rio Vista Village, because it is specific for the Walkable Urban (WU) Code which is typically adjacent to the light rail. **Chair Lawrence** asked for clarification that the parking ratio of 1.25 parking spaces per unit would be the parking ratio that would apply to their village. **Mr. Zambrano** responded affirmatively, noting that it would apply only for multifamily residential development, and not for single-family homes. **Chair Lawrence** asked for clarification that the difference for their village would be 1.5 parking spaces per unit for 1- and 2-bedroom units and 2 parking spaces per unit for 3- or more bedroom units versus 1.25 parking spaces per unit for any number of bedroom units. **Mr. Zambrano** responded affirmatively. **Chair Lawrence** stated that it would be challenging since their village has no other places to park, such as parking garages, and they do not have street parking. Chair Lawrence added that his HOA does not even allow street parking and if he has friends that come over, all the cars have to be jammed into his driveway, or parked on his RV side, which then results in a letter from the HOA for parking in a landscape area. Chair Lawrence added that his children used to live in an apartment complex and when visiting them, he could never find a parking space. Chair Lawrence stated that his son would have to park three blocks away because of the lack of parking spaces.

Ms. Stockham reiterated that the proposed parking ratios are a minimum and that the developer that came to the Rio Vista VPC a few months ago knew the area they were building in and provided 100 more parking spaces than the minimum required. Ms. Stockham reiterated that more than the minimum number of parking spaces could be provided, based on the area and the type of people a developer is serving. Ms. Stockham stated that she had also looked at an affordable housing project and a project next to the light rail within the Central City Village, which still provided between eight

percent to 12 percent more parking than the minimum required. **Chair Lawrence** asked what the reason is for reducing the parking minimums so much. **Ms. Stockham** responded that this text amendment stems from the Housing Phoenix Plan, and that the City Council directed staff to look at cost-saving ways to incentivize more housing construction. Ms. Stockham reiterated that parking is extremely expensive and that most of the time, a developer is burdened by so much parking requirement, that the first part of the design in a project is for parking. Ms. Stockham added that parking really limits development based on how much parking needs to be provided.

Mr. Virgil stated that the residential building would become larger in place of the removed parking spaces.

Chair Lawrence stated that a developer could also buy a smaller lot, which would cost less money, and they would be able to get more units on smaller lots, and that it is being set up to appear as if it costs less.

Mr. Scharboneau asked what the process would be if there is a developer that wants an exception to the minimum parking requirement. **Ms. Stockham** responded that one option would be a shared parking model, such as being located next to a parking garage, or one could apply for a variance to reduce the required parking and would have to prove that the lot has a hardship.

Chair Lawrence stated that if a developer chooses to provide less parking, they will have a hard time selling or leasing units when people find out they would not have a parking space. Chair Lawrence stated that it would hinder developers on the performance of their projects if they do not make good decisions.

Ms. Stockham added that most projects are funded with construction loans, and banks are usually conservative in the amount of money they will lend to developers and would likely not lend money to a developer that would want to build multifamily residential with less parking in an area that required more parking.

Mr. Holton asked what had been said regarding projects in the Rio Vista Village. **Ms. Stockham** responded that she was providing an example of a developer that was building a project within their village. **Mr. Holton** stated that people are coming to Phoenix for the space because they are tired of being in small spaces.

Chair Lawrence asked if the text amendment language was reviewed by the Law Department. **Ms. Stockham** responded affirmatively.

Mr. Virgil recommended looking at the City of Las Vegas because they have a similar type of development as Phoenix. Mr. Virgil asked if the City looked at parking for the City of Las Vegas. **Ms. Stockham** was not sure if Las Vegas was looked at.

Chair Lawrence stated that Phoenix's environment is pretty brutal to walk in. Chair Lawrence added that he believes a majority of people in Arizona have a vehicle. Chair Lawrence stated that he is in the construction industry, and each one of their workers

living within an affordable housing project would need a vehicle to get to a job site where construction is happening, which is not within walking distance.

Mr. Zambrano reiterated that the parking ratios came from the ITE Manual, which comes from professional traffic engineers that did a study of the actual parking demand.

Mr. Holton asked if handicap parking is incorporated in the text amendment. **Mr. Zambrano** responded that handicap parking requirements are existing standards that would remain and are not being changed. **Mr. Holton** asked about the handicap parking ratios. **Mr. Zambrano** responded that he is unsure of the exact parking ratios, but he believes it is based on the number of dwelling units.

Chair Lawrence stated that handicap parking would not be affected by this text amendment since it is federally regulated.

Mr. Holton stated that the overall message is a parking reduction, so all parking would be reduced.

Chair Lawrence asked for clarification that this text amendment is separate from handicap parking requirements. **Mr. Zambrano** responded affirmatively.

Mr. Scharboneau asked if it was ever considered to focus on specific areas, such as Downtown Phoenix, rather than City-wide. **Mr. Zambrano** responded that there are some existing parking reductions, such as allowing on-street parking to be counted towards the minimum required parking within the Infill Development District, and parking reductions within the WU Code, based on proximity to the light rail, or based on being located in Downtown Phoenix. Mr. Zambrano added that there are separate parts to the text amendment, including multifamily City-wide, affordable multifamily City-wide, the Infill Development District, and the Walkable Urban Code.

Chair Lawrence stated that the part of the text amendment that would affect the Rio Vista Village would be the multifamily parking reduction City-wide. Chair Lawrence asked for clarification that the Infill Development District does not come up to the Rio Vista Village. **Mr. Zambrano** responded affirmatively.

Ms. Stockham added that the Committee could vote to approve parts of the text amendment, such as the Infill Development District and the Walkable Urban Code, if they are okay with those parts of the text amendment but not okay with the other City-wide parts of the text amendment.

Mr. Virgil asked what the other VPC recommendations were. **Ms. Stockham** responded that the Central City VPC and Encanto VPC recommended approval and the Laveen VPC recommended denial.

Chair Lawrence stated that the City Council will look at the VPC recommendations and will make the ultimate decision.

Mr. Holton stated that the VPC should let the City Council see what they are standing for.

Mr. Sommacampagna asked about the boundary of the Infill Development District. **Mr. Zambrano** responded that anything within the boundary allows single-family attached (SFA) development by-right, whereas anything outside of the boundary within the grey area on the map allows single-family attached development subject to obtaining a use permit. Mr. Sommacampagna asked if a development is outside of the boundary within the grey area on the map, they would be able to obtain a use permit for SFA as well as have a 50 percent reduction in parking. **Mr. Zambrano** responded that they would not be able to get that parking reduction since that would be single-family development, and the proposed parking reductions are for multifamily development. **Mr. Sommacampagna** asked if townhomes such as duplexes, triplexes, and fourplexes, if condo platted, would not be allowed a parking reduction. **Mr. Zambrano** responded that a triplex and above would be considered multifamily. **Mr. Sommacampagna** asked for clarification that the proposed parking reductions do not affect SFA development.

Ms. Stockham responded that as she understands it, the text amendment would only allow the 50 percent parking reduction for multifamily development within the Infill Development District. Ms. Stockham added that the main intent of the map is to indicate if SFA development is allowed by-right or subject to a use permit, in addition to some other items related to development.

Mr. Holton asked what by-right meant. **Mr. Zambrano** responded that it means it is allowed without having to go through a special process to allow it. **Mr. Holton** stated that he wished to make a motion, noting that the parking reduction is not appropriate for the Rio Vista Village.

Mr. Virgil stated that Mr. Holton could recommend stipulations with his motion.

Mr. Zambrano stated that text amendments do not have stipulations, but they can be approved with direction, or that portions of the text amendment could be approved.

Chair Lawrence added that Mr. Holton could also make a motion to deny the entire text amendment.

Public Comments:
None.

Staff Response:
None.

MOTION – Z-TA-8-23-Y:
Mr. Holton motioned to recommend denial of Z-TA-8-23-Y. **Mr. Virgil** seconded the motion.

VOTE – Z-TA-8-23-Y:
3-2; motion to recommend denial of Z-TA-8-23-Y passes with Committee members Holton, Virgil, and Lawrence in favor and Committee members Scharboneau and Sommacampagna opposed.

STAFF COMMENTS REGARDING VPC RECOMMENDATION:

None.

South Mountain
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-TA-8-23-Y

Date of VPC Meeting	July 11, 2023
Location	Amend Chapters 2, 6, 7 and 13 of the Phoenix Zoning Ordinance to reduce parking requirements for multifamily and affordable housing.
VPC Recommendation	Denial
VPC Vote	11-0

VPC DISCUSSION & RECOMMENDED STIPULATIONS:

STAFF PRESENTATION

Samuel Rogers, staff, provided a presentation regarding the proposed text amendment to reduce parking requirements for multifamily and affordable housing. Mr. Rogers described the proposed citywide parking requirements for multifamily development and affordable multifamily development and further described the proposed parking requirements for the Infill Development District and in the Walkable Urban Code.

QUESTIONS FROM THE COMMITTEE

Committee Member Coleman asked how the new multifamily and affordable housing parking requirements are more simple than the previous requirements. **Mr. Rogers** stated that while the proposed parking requirements are more nuanced and individualized for different uses and locations throughout the City, the new language is a simple ratio rather than a formula with multiple variables. Committee Member Coleman asked if a five-bedroom unit would have the same parking requirement as a unit with less bedrooms. Mr. Rogers confirmed that the new parking calculation is based on the number of units not the number of bedrooms within units.

Chair Daniels stated that a 300-unit multifamily example had been provided during the info only item during the June meeting and asked if that slide was in the presentation. **Mr. Rogers** stated that the slide deck had been updated to use 100-unit multifamily examples.

Committee Member Viera stated that she is concerned about how the proposal will impact the underserved population, stated she would like to pause this discussion until a mobility plan is presented, and stated that the parking reductions assumes that public transportation is working for everyone.

Committee Member Shepard stated that people can't live in Phoenix without a car, stated that the proposal will cause problems, and stated that the proposal will benefit developers not the general public.

Chair Daniels stated that she had spoken to five developers who stated that they are not asking for a parking requirement reduction and that they provide more parking than required on multifamily developments because limited parking can cause safety and economic issues. Chair Daniels explained that she used to be a regional manager for apartment complexes and explained she had asked for the 300-unit multifamily example because apartments have 300-units on average. Chair Daniels stated that the federal standard occupancy is two people per bedroom and explained that a 300-unit apartment complex with a mix of studios, one-bedroom, two-bedroom, and three-bedroom units typically has 1,200 occupants. Chair Daniels explained that if half of the 1,200 occupants drive the proposal would not provide one parking space for everyone that drives. Chair Daniels stated that if the 300-unit apartment complex located at 19th Avenue and Southern had been built under the proposed parking reduction, the residents of the adjacent subdivision that had opposed the development would now have residents of the multifamily development parking within their subdivision due to a lack of available parking in the multifamily development. Chair Daniels stated she charged $25 a month for covered parking when she managed apartments in 1998 and explained that with the decrease in required parking she expects parking to run $100-$150 a month due to the small quantity of parking spaces. Chair Daniels explained that, per the Arizona Landlord Tenant Act, property management companies are required to provide safety for the residents and stated the parking reduction will cause dangerous situations for women who must park outside of their apartment community and walk from their cars to their apartments during the night. Chair Daniels stated that the proposal is social and economic racism because it affects the underserved and stated that the Arizona House bill that had included parking reductions for multifamily had failed. Chair Daniels stated that she supports parking reductions for commercial uses, but reducing multifamily parking requirements destroys people's safety and forces people pay extra to park within their apartment communities.

Committee Member Shepard asked where people with electric cars will park.

Committee Member Coleman stated that parking reductions within the downtown area already exist and stated he does not know how the parking reduction will work in places other than downtown. **Chair Daniels** stated that the South Central TOD Community Plan identifies areas where the Walkable Urban Code is supported in South Mountain. **Committee Member Viera** stated that a mobility plan is still needed.

Chair Daniels stated that parking has already been lost due to the light rail and bike lanes and now the parking reduction will eliminate even more of the already limited parking. Chair Daniels refuted a letter that stated an uncovered parking space costs a developer $10,000 and a covered parking space $35,000 to $55,000 and explained the actual cost is $2,000 to $2,500 for an uncovered parking space and $10,000 for a

covered parking space. Chair Daniels explained that apartments will charge what they can, stated that rents do not go down, and explained apartment rates are based on rates in the surrounding area.

Committee Member Alvarez stated that the parking reductions should not be citywide, but rather only areas near transit. **Chair Daniels** added she spent three hours a day on the bus and had to walk home in the dark when she took transit for three weeks due to issues with her vehicle. Committee Member Alvarez added that a 10 minute drive can be a 60 minute transit ride.

Committee Member Viera stated that this proposal is creating more disparity and mentioned that she and Committee Member Hare needed to leave earlier but this issue is too important to leave without a vote. **Chair Daniels** reminded members of the committee that meetings are until nine o'clock. **Committee Member Hare** stated she cannot keep paying a babysitter so she can attend a volunteer job. Chair Daniels reiterated that if quorum is lost a vote cannot be taken.

Committee Member Fatima Muhammad Roque stated that the parking reduction will increase danger for people who will have to walk, especially people of color.

PUBLIC COMMENT

Cory Kincaid stated that one own experience should not be projected on others and explained that 40% of Maricopa County residents do not have a car. Mr. Kincaid stated that he had met with five builders over the last month and when the land cost is incorporated into the calculation, structured parking costs more than $50,000 per stall. Mr. Kincaid explained that one studio apartment is equivalent in cost to five structured parking spaces and stated that the question is not how much rents will go down, but rather how much will rents go up. Mr. Kincaid reiterated that the proposal is for parking minimums not maximum and stated that developers will build what they need as a development with no parking cannot get financed. Mr. Kincaid added that a lot of jobs allow individuals to work remotely.

Committee Member Greathouse asked what the demographic are considered residents in regard to the 40% figure of those who do not own a car. **Mr. Kincaid** stated that the 40% was for the entirety of Maricopa County.

Committee Member Shepard stated that everyone subsidizes the light rail and the bus system whether people use it or not.

Chair Daniels stated that while some people are working remotely, not everyone has the luxury to work remotely, and the underserved population will be negatively impacted by the text amendment. Chair Daniels agreed that parking garage spaces are more expensive and stated that the committee has been pushing to get a text amendment to allow the Walkable Urban Code, which includes existing parking reductions, to be

utilized in the South Central TOD Community Plan area, so she is surprised the citywide parking reduction text amendment has been brought to the committee first.

Mr. Valencia explained that the text amendment to the Baseline Area Overlay District to allow for the Walkable Urban Code to be utilized will be maximized by the parking reduction text amendment and stated it is unfortunate the parking reduction came first, but he believed the parking reduction text amendment was also initiated first.

Chair Daniels stated she would like to have the Walkable Urban Code allowed in the South Central TOD area and in the meantime commercial parking should be reduced. Chair Daniels added that she thought this proposal would cause a fair housing discrimination lawsuit to be brought against the City.

Committee Member Jackson asked if the purpose of the parking reduction was to allow more units to be built. **Ms. Gomes** summarized the proposal, stated that affordable developments will not be able to get funding unless the project is near transit and in close to employment, spoke about the Infill Development District's transit availability, and spoke about the transit investment in locations where the Walkable Urban Code is allowed. Ms. Gomes reiterated that the proposal is for parking minimums, not maximum and explained that the organizations that provide funding will require different parking ratios depending on who is being served. Ms. Gomes explained that the parking reductions are based on ITE (Institute of Traffic Engineers) data, summarized how data is collected, and explained that the proposed citywide parking ratio requires more parking spaces than the ITE data would suggest **Chair Daniels** stated that in her time working with apartment complexes she has never seen a multifamily parking lot not full in the evening. Ms. Gomes reiterated that the ITE data are nighttime counts.

Committee Member Coleman asked if many variances had been requested to reduce parking requirements. **Ms. Gomes** stated that variances can be pursued to reduce parking requirements, but that adds time and costs more money.

Chair Daniels stated that a slum lord will build the minimum amount of parking to take advantage of the underserved communities and stated that people do not have the time use light rail as much as people expected.

Committee Member Greathouse stated that Mr. Kincaid made a great point that the parking reduction is for the minimum number of required parking spaces, not the maximum and stated that providing less parking will save a lot of money. **Chair Daniels** stated that the money saved will not translate into greater affordability of units.

Committee Member Viera stated that this is a food desert and walking a mile in 117-degree weather to get groceries will not be sustainable.

Chair Daniels reiterated that Arizona Senate Bill 1117, which included ADUs and a parking reduction, had failed.

Committee Member Jackson asked why the parking reduction is proposed. **Ms. Gomes** stated that the parking reduction drives down the cost to provide housing.

FLOOR/PUBLIC DISCUSSION CLOSED: MOTION, DISCUSSION, AND VOTE

MOTION
Committee Member Shepard made a motion to recommend denial of Z-TA-8-23-Y. **Committee Member Viera** seconded the motion.

VOTE
11-0, motion to recommend denial of Z-TA-8-23-Y passed with Committee Members Alvarez, Coleman, F. Daniels, Hare, Jackson, Roque, Shepard, Smith, Viera, Greathouse, and T. Daniels in favor and Committee Members and opposed.

STAFF COMMENTS REGARDING VPC RECOMMENDATION:

None.

Maryvale
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z- TA-8-23-Y

Date of VPC Meeting	July 12, 2023
Request	Amend Chapters 2, 6, 7 and 13 of the Phoenix Zoning Ordinance to reduce parking requirements for multifamily and affordable housing
VPC Recommendation	Denial
VPC Vote	7-2-1

VPC DISCUSSION:

Two members of the public registered to speak on this item.

Committee member Saundra Cole left the meeting during this item, bringing quorum to 10 members.

Staff Presentation:

Matteo Moric, staff, presented the proposed text amendment. Mr. Moric showed a comparison of current and proposed requirements as part of the text amendment for Citywide multifamily, affordable housing, Infill Development District, and Walkable Urban Code projects. Mr. Moric stated in the WU Code areas there would be required passenger loading zones for rideshare, personal deliveries, etc.

Questions from Committee:

Sandra Oviedo asked about commercial parking. **Sarah Stockham,** staff, replied that the only proposed changes were for multifamily projects.

Sandra Oviedo asked about the ADU's. **Ms. Stockham** mentioned the parking requirement reductions only applied to multifamily residential.

Melissa Acevedo asked why the text amendment was being proposed. **Ms. Stockham** said this was part of the City Council directive to find ways to address the housing shortages.

Public Comments:

Larry Whitesell with the Neighborhood Coalition of Greater Phoenix spoke on their position for the text amendment and identified items they found as problems with the amendment. Mr. Whitesell said Phoenix is unique and is very spread out and a plan to reduce parking for a city which does not have reliable public transportation will have problems. Mr. Whitesell had suggestions for improvements to the proposed text amendment. Mr. Whitesell expressed that it should not be based on the price of the units but only should be based on proximity to public transportation. Mr. Whitesell also believed the size of the unit should not be based on the parking calculations. Mr. Whitesell felt that 1.5 parking spaces is the standard calculation for a one or two bedroom and felt the infill development district should not be given a parking reduction but a density bonus. Mr. Whitesell stated the Walkable Urban Code parking requirement should never be zero and there always should be some parking. Mr. Whitesell said this does not accommodate ADA and people living in the Walkable Urban Code areas who have guests. Mr. Whitesell asked the committee to deny the text amendment entirely or amend per the recommendations he provided.

Jackie Rich said she agreed with Mr. Whitesell and gave an example of how long it would take to get to the community center by bicycle or bus versus by car.

Staff Response:

Sarah Stockham, staff, stated this is a reduction in the minimum requirements but would not mean a developer cannot provide more parking. Ms. Stockham added that affordable housing is based on HUD and to qualify applicants would need to be verified by the Housing Department.

Motion:

Chris Demarest made a motion to recommend denial of Z-TA-8-23-Y. **Ken Dubose** seconded the motion.

Vote:
7-2-1, Motion to recommend denial of Z-TA-8-23-Y passed, with Committee Members Acevedo, Battle, Demarest, DuBose, Fostino, Valenzuela, Chair Derie in favor; Committee Members Barba and Norgaard opposed, and Committee Member Oviedo abstained.

STAFF COMMENTS REGARDING VPC RECOMMENDATION:

None.

Deer Valley
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-TA-8-23-Y

Date of VPC Meeting	July 13, 2023
Request	Amend Chapters 2, 6, 7 and 13 of the Phoenix Zoning Ordinance to reduce parking requirements for multifamily and affordable housing
VPC Recommendation	Denial
VPC Vote	5-4

One member of the public registered to speak on this item, and one member of the public registered to speak on this item, in opposition.

VPC DISCUSSION:

STAFF PRESENTATION

Matteo Moric, staff, presented the proposed text amendment. Mr. Moric shared a comparison for current requirements and the proposed changes for citywide multifamily, affordable multifamily housing, Infill Development District, and Walkable Urban Code projects. Mr. Moric stated in the WU Code areas there would be required passenger loading zones for rideshare, personal deliveries, etc.

QUESTIONS FROM THE COMMITTEE

Trilese DiLeo asked what “affordable” units meant in the proposal.

Matteo Moric said the Housing Department would verify if a project was providing affordable units.

Al Field wanted to know if the information applied to only affordable housing units.

Matteo Moric said it would be for multifamily housing citywide.

Trilese DiLeo said there would be a reduction of parking in the affordable units.

Matteo Moric said the WU code properties were mostly along light rail and transit corridors.

Ricardo Romero said always what comes up the zoning projects is traffic or parking concerns. Mr. Romero said it's a changing world we live in.

Matteo Moric said the City looked at the requirements per the Institute of Traffic Engineers (ITE) and the city would require more parking than what that prescribes.

James Sutphen explained the City of Phoenix was over 500 square miles and wondered about areas like Metro Center and its impacts.

Gregory Freeman provided clarification that the text amendment would not allow development to lower their parking below the minimum requirement and developers could provide more, as there would be no caps.

Matteo Moric confirmed this was correct.

Trilese DiLeo said the developer would not be providing less than their required parking but would still look at market conditions to potentially provide more than what is required.

Al Field said this was another effort to create a 15 minute city. Mr. Field expressed that developers reduce the size of the parking and the number of parking spaces and felt this was an instance of the government's desire to move you into public transit.

Ozzie Virgil agreed with Al Field and was concerned the size of parking cannot even open the door of a vehicle. Mr. Virgil noted there was a parking problem at 35th Avenue and Union Hills where residents have a second vehicle and only one designated for it. Mr. Virgil indicated there were problems with on street parking. Mr. Virgil also expressed concerns that developers do what will make more money and would build more units with less parking. Mr. Virgil felt it was okay for downtown where there is more public transit. Mr. Virgil felt once you let this reduction happen you will not get it back.

Trilese DiLeo said she used to be the President of the HOA for the complex Ozzie Virgil was speaking of. Ms. DiLeo said it has ample parking but did not have driveways on the houses that were built. Ms. DiLeo added one thing developers want is to put more units on the property and this would be a more creative method to cut cost. Ms. DiLeo added that when you create a supply and demand problem you would have communities like LA and New York. If not like those communities she felt we would need to do something different.

PUBLIC COMMENTS

Sandy Grunow said she was co-chair of a neighborhood association. Ms. Grunow referenced a 2nd part of concerns for this text amendment. Ms. Grunow mentioned one size fits all is not appropriate for a city of 517 square miles and felt it should not be based on rental rates. Ms. Grunow noted that it might be appropriate for Downtown Code, Walkable Urban Code or transit-oriented districts but not city wide. Ms. Grunow

identified a concern with visibility triangles and expressed that base parking requirements should not be reduced lower than 1.5 spaces per unit. And Ms. Grunow stated she wanted infill development be given 10% density bonus vs. a parking reduction.

Jackie Rich stated some parts of the city are harder to get to than others and by driving it took 30 minutes to get to the meeting and that included a coffee stop. Ms. Rich added it would take two hours and it would have required being outside for at least one hour. Ms. Rich said the proposed text amendment assumes people can park on the street and that will not cause any problems. Ms. Rich added that the text amendment assumes fewer people need handicap parking and it would similarly reduce the number of handicap spaces, and it assumes lower income people need fewer cars than medium or higher end.

Sarah Stockham said the visibility triangles were regulated by the City Code and that would not be changed.

MOTION:
Trilese DiLeo motioned to recommend approval of Z-TA-8-23-Y per staff recommendation. **Gregory Freeman** seconded the motion.

VOTE:
4 – 5, motion to recommend approval of Z-TA-8-23-Y failed with Committee Members DiLeo, Freeman, Hoffman, and Kenney in favor. Field, Herber, Romero, Sutphen and Virgil opposed.

Al Field tagged onto what Jackie Rich said about waiting out in the heat. Mr. Field added the police department is overwhelmed by policing the bus stops. Mr. Field felt with the text amendment the city was trying to force people to eliminate cars and force public transportation on them was not a good idea.

Ricardo Romero believed the city is not prepared for this change in the transportation system.

Trilese DiLeo said there are people who do not have vehicles, and have an option to buy a vehicle and this option will provide greater flexibility to a developer. Ms. DiLeo said its more needed in an affordable housing unit versus a luxury apartment. Ms. DiLeo felt this would take people off the streets and have a snow ball effect and this is a small piece of it. Ms. DiLeo added that most zoning cases come with concerns of traffic and she said she did not understand why people were concerned with less cars.

Susan Herber spoke against the motion. Ms. Herber felt this was idealistic and not practical except for the affordable housing aspect.

Ozzie Virgil felt the reduction in parking would work in some areas and not others, there's no real fix-all and believed will realistically people would have to drive out here. Mr. Virgil could not believe it took like three hours to get to the airport on public transit from his area.

Gregory Freeman noted the parking reduction would not work for all. Mr. Freeman said there is a development in Tempe called the Cul-de-Sac which does not have parking and includes not only younger but older residents without cars. Mr. Freeman said he wanted the city to have the option.

Trilese DiLeo said it would be important to vote on a denial in order to get a recommendation.

MOTION
Ozzie Virgil motioned to recommend denial of Z-TA-8-23-Y. **James Sutphen** seconded the motion.

VOTE
5-4, motion to recommend denial of Z-TA-8-23-Y passes with Committee Members Field, Herber, Romero, Sutphen, and Virgil in favor. Committee Members DiLeo, Freeman, Hoffman, and Kenney opposed.

STAFF COMMENTS REGARDING VPC RECOMMENDATION:

None.

North Gateway
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-TA-8-23-Y

Date of VPC Meeting	July 13, 2023
Request	Amend Chapters 2, 6, 7 and 13 of the Phoenix Zoning Ordinance to reduce parking requirements for multifamily and affordable housing.
VPC Recommendation	Denial
VPC Vote	6-0

VPC DISCUSSION:

Two members of the public registered to speak on this item, in opposition.

Staff Presentation:
Christopher DePerro, staff, shared the parking reductions proposed, noting that the parking ratios were taken from the Institute of Transportation Engineers (ITE) Manual, which contains about three decades worth of actual parking counts for multifamily across North America. Mr. DePerro displayed an example of market-rate and affordable multifamily development City-wide of a 100-unit complex, having only 1- or 2-bedroom units, and shared what the difference in the parking requirement would be, noting that the requirement is a minimum and not a maximum. Mr. DePerro mentioned that many multifamily projects find out they are a few parking spaces short after going through Site Planning and accounting for open space, retention, and other required items that take up space on a site, and it would have been easier to get through the process if the parking requirement was a little bit less. Mr. DePerro added that affordable housing has either State or federal money and must qualify through all sorts of programs, commitments, covenants and other items. Mr. DePerro stated that there is a lot of vetting that goes on for affordable housing developments in order for them to qualify as an affordable housing development, such as proximity to light rail, and the parking reduction would be handled as the affordable housing program prescribes. Mr. DePerro then discussed passenger loading zones, a new requirement proposed only for sites zoned WU Code. Mr. DePerro concluded with the timeline for the text amendment.

Questions from Committee:
None.

Public Comments:
Jack Leonard, member with the Neighborhood Coalition of Greater Phoenix (NCGP), architect, and former member of the Camelback East Village Planning Committee (VPC) and Encanto VPC, stated that he does not think this text amendment was

thought out well enough. Mr. Leonard stated that he believes the existing parking requirements are realistic. Mr. Leonard stated that the proposed parking reductions are a drastic change. Mr. Leonard noted that there is about a half a mile between his home and the nearest bus stop near 16th Street and Northern Avenue, and his office is at 16th Street and Thomas Road, but it is too hot during the summer to make that half mile trip to the bus stop. Mr. Leonard stated that Phoenix is car-dependent and that there are certain areas in the City where parking can be reduced, but not the majority of the City. Mr. Leonard added that there are too many holes in the text amendment and would leave neighbors of multifamily developments suffering because of all the vehicles that will be parked in their neighborhood. Mr. Leonard stated that this text amendment should not be getting rushed through and it should be looked at more thoroughly.

Neal Haddad, member with NCGP, concurred that this text amendment is a drastic change. Mr. Haddad stated that six VPCs that have met so far have all denied this text amendment and they would ask the North Gateway VPC to do the same. Mr. Haddad concurred that this text amendment has not been thought out, and that parking reductions would be appropriate in the downtown area and urban core and corridor areas, but not City-wide. Mr. Haddad added that he does not believe it would be unfair for the City to reach out to certain neighborhood organizations, noting that people likely do not believe it is unfair that the members of the North Gateway VPC were appointed to the Committee. Mr. Haddad stated that people are appointed to many committees throughout the City, and that they are appointed because of their knowledge and because the elected officials know the committee members and know their community. Mr. Haddad added that citizens could have been appointed to a stakeholder group for this text amendment, noting that it was mentioned before that the City Council did reach out to certain stakeholders for their opinions and input. Mr. Haddad asked that the Committee deny this text amendment.

Staff Response to Public Comment:
None.

Discussion:
Chair Julie Read stated that the North Gateway VPC primarily deals with multifamily development, and that she is not supportive of this text amendment. Chair Read stated that if minimum parking spaces are reduced for multifamily, it would be detrimental to their area, because they do not have any mass transit and are not getting any mass transit anytime soon. Chair Read recommended that this text amendment be denied.

Jeff Johnson stated that he looked at the top zip codes for Phoenix that have the most cars and found that they are in the North Gateway Village. Mr. Johnson stated that Phoenix is tied for fourth for the top cities with the most cars. Mr. Johnson mentioned that a possible solution would be for developers to construct parking garages so there is less parking spread out over an area. Mr. Johnson stated that he is against this proposal.

Shannon Simon stated that she was curious why the text amendment was not written more like the WU Code to reflect the areas where it would be more appropriate to have

parking reductions. Ms. Simon stated that people need to have a car in the North Gateway Village and that she cannot support this text amendment.

Mr. DePerro stated that the direction came from the City Council to look at a nominal reduction City-wide and to tier the rest down based on areas they are located in.

MOTION – Z-TA-8-23-Y:
Vice Chair Michelle Ricart motioned to recommend denial of Z-TA-8-23-Y. **Mr. Johnson** seconded the motion.

VOTE – Z-TA-8-23-Y:
6-0; motion to recommend denial of Z-TA-8-23-Y passes with Committee members French, Johnson, Krieger, Simon, Ricart and Read in favor.

STAFF COMMENTS REGARDING VPC RECOMMENDATION:

None.

Estrella
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-TA-8-23-Y
REVISED

Date of VPC Meeting	July 18, 2023
Request	Amend Chapters 2, 6, 7 and 13 of the Phoenix Zoning Ordinance to reduce parking requirements for multifamily and affordable housing.
VPC Recommendation	Denial
VPC Vote	8-1

VPC DISCUSSION:

Four members of the public registered to speak on this item.

Staff Presentation:

Nayeli Sanchez Luna, staff, provided a presentation regarding the proposed text amendment to reduce parking requirements for multifamily and affordable housing. Ms. Gomes described the proposed citywide parking requirements for multifamily development and affordable multifamily development and further described the proposed parking requirements for the Infill Development District and in the Walkable Urban Code.

Questions from the Committee:

None.

Public Comment:

Dan Kcocke stated that Arizona State University had conducted a study that concluded that 10 percent of the entire city is utilized by parking. Mr. Kcocke noted that asphalt has contributed to the urban heat island effect within the city. Mr. Kcocke noted that the excessive parking requirements lead to higher construction costs for all development. Mr. Kcocke added that the current parking requirements impact the developer, renters, and the city. Mr. Kcocke stated that the hundred of miles of road construction led to higher costs to individuals and parking does not contribute to property taxes. Mr. Kcocke noted that renters are not represented in the committee and the parking reduction would be one piece of the large issue regarding infrastructure and housing affordability. Mr. Kcocke

stated that parking minimums were introduced in the development 70 years ago and added that the city has drastically changed since then. Mr. Kcocke concluded his comment by supporting the text amendment.

Jack Leonard stated that Phoenix is a vehicle driven society. Mr. Leonard noted that bus ridership has declined and that the hot weather does not help promote public transportation. Mr. Leonard added that flip developers do not care about affordability and will reduce their parking. Mr. Leonard noted that the current parking requirements are not complicated, and the different categories allow for reasonable parking. Mr. Leonard stated that the reduction in parking and an increase in density would not help alleviate sprawling. Mr. Leonard added that people renting in affordable housing developments still need parking. Mr. Leonard voiced his disagreement for the text amendment.

Neal Haddad voiced his agreement with Jack Leonard. Mr. Haddad added that Phoenix does not have the public transit capacity to support the reduction. Mr. Haddad noted that public transportation times are not efficient. Mr. Haddad stated that the reduction of parking would help increase housing affordability.

Leezah Sun noted that there have been some city and state initiatives to increase public infrastructure. Ms. Sun noted that in a high-density area, a reduction of parking could be beneficial. **Mr. Kcocke** noted that affordable housing needs to have high tax credits and that is achieved by being adjacent to public transit. Mr. Kcocke noted that car maintenance can negatively affect renters. Mr. Kcocke added that the reduction of parking can lead to more amenities being accessible.

Committee Discussion:

Chair Lisa Perez noted that there is only one affordable housing project in the Estrella Village. Chair Perez noted that there are no restaurants, amenities, bus shelters, or other forms of public transit in Estrella. Chair Perez stated that the blanket text amendment does not apply to all villages. Chair Perez added that a lot of items have not been considered to support the text amendment.

Parris Wallace stated that affordable housing developments should not be treated differently when compared to market rate developments. Ms. Wallace voiced her support for the text amendment. Ms. Wallace noted that a reduction in parking could lead to more open space and amenities. Ms. Wallace added that she supports more amenities and affordable rental rates in exchange for less parking.

Renee Dominguez stated that multiple children require more vehicles. Ms. Dominguez noted that some families do not let children walk in Estrella. **Ms. Wallace** added that her children walk in the neighborhood and if a family has one vehicle, then everyone would walk. **Ms. Dominguez** noted that the village doesn't have the amenities.

Dan Rush voiced his opposition to the text amendment. Mr. Rush stated that it was counterintuitive to suggest more housing in exchange for parking when most developments do not have enough parking.

Jennifer Ayala noted that she has lived in an affordable housing development and employment opportunities were not in close proximity to the development. Ms. Ayala

added that limiting parking would not help neighborhoods. Ms. Ayala stated that affordable housing developments did not have enough parking.

Ms. Wallace stated that the text amendment would not eliminate parking. Ms. Wallace added that the text amendment would make a difference for the future.

Kristine Morris stated that she was opposed to the text amendment. Ms. Morris added that it places environmental and social issues on the less fortunate.

Motion:
Dan Rush made a motion to recommend denial of Z-TA-8-23-Y. **Bill Barquin** seconded the motion.

Vote:
8-1, Motion to recommend denial of Z-TA-8-23-Y passed with Committee Members Ayala, Barquin, Dominguez, Morris, Rush, Sanou, Serrette, and Perez in favor and Committee Members Wallace in opposition.

Staff Comments Regarding VPC Recommendation:

None.

North Mountain
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-TA-8-23-Y

Date of VPC Meeting	July 19, 2023
Request	Amend Chapters 2, 6, 7 and 13 of the Phoenix Zoning Ordinance to reduce parking requirements for multifamily and affordable housing
VPC Recommendation	Approval per the staff recommendation with direction
VPC Vote	12-1-1

VPC DISCUSSION:

Four members of the public submitted speaker cards with all wishing to speak. Two indicated they are in favor, one opposed, and one in favor and opposition.

STAFF PRESENTATION

Mr. Klimek, staff, provided a presentation regarding the proposed text amendment to reduce parking requirements for multifamily and affordable housing. He described the proposed citywide parking requirements for multifamily development and affordable multifamily development and further described the proposed parking requirements for the Infill Development District and in the Walkable Urban Code. He presented the staff recommendation to approve the proposed text amendment.

QUESTIONS FROM COMMITTEE

Committee Member Larson asked for clarification regarding the guest and resident parking calculation. **Mr. Klimek** tried to clarify.

Committee Member Veidmark expressed concern over the prospect of an apartment complex with no parking.

Committee Member Matthews asked staff to confirm that a housing development without parking would be permitted today if an applicant sought a planned unit development. **Mr. Klimek** confirmed.

Committee Member O'Connor asked how the mixed-use reduction in the WU Code would be applied if this text amendment were approved. **Mr. Klimek** responded that the text amendment applies only to multifamily uses and that, in a mixed-use

development with commercial and multifamily, a blend of commercial and multifamily parking standards would be used to calculate the requirement. He added that he is not certain how the by-right reduction in WU Code mixed-use projects would interplay with this proposed amendment.

Committee Member Gore asked how parking deters investment in affordable housing and how the change would support housing construction. **Mr. Klimek** responded that parking is expensive to construct and occupies much of the total site area which thereby reduces the number of units that can be constructed on the site. By reducing costs and increasing available land area, more units may become viable.

PUBLIC COMMENTS

Ms. Sandy Grunow expressed concern that this reduction is inappropriate city-wide because there is limited public transit, that the proposed text amendment may impact visibility triangles at intersections which is a safety issue, and that it is unfair to base parking requirements on resident incomes. She added that developers will not provide more parking than required by code.

Ms. Jackie Rich expressed that parking reductions happen all the time and this text amendment is therefore not necessary, that there is not adequate transit, and that many individuals who reside in apartments will not give up their cars. She added that on street parking therefore infringes upon a pedestrian's ability to safely walk in an area without sidewalks and the proposed reduction for affordable housing feel punitive. She acknowledged that some reduction may be appropriate but stated that the requirement should never be allowed to "go to zero." She added that she would like more neighborhood engagement for text amendments and that the proposed text amendment would allow for developments to provide no ADA parking.

Ms. Nicole Rodriguez expressed support for the amendment, noted that it doesn't go far enough, and explained that both parking requirements and auto-oriented development patterns are costly to renters and builders. The parking requirements make housing less affordable and the also contribute to the urban heat island effect. She concluded by stating that the requirements were arbitrary when originally developed.

Mr. Dan Klocke introduced himself as an affordable housing developer and expressed his support for the amendment. He cited an ASU study which found that approximately 50 square miles of the city is paved which contributes to the urban heat island effect. Regarding the impact on affordability, he shared a hypothetical example to demonstrate how requiring additional parking beyond that which will be used adds cost to the developer and consumes land area which, together, can make an affordable housing project infeasible. He explained that many affordable housing projects are operating on negative profit margins and therefore require multiple financial sources to make the project work financially. He added that the additional land area required to

provide parking adds to the overall infrastructure cost and long-term maintenance burden which is the responsibility of the City of Phoenix. He concluded by stating that the VPC just voted 14-0 to allow Accessory Dwelling Units without any additional parking.

STAFF RESPONSE

Mr. Klimek thanked the audience for their comments. The proposed amendment includes minimums, rather than maximum, parking requirements which allows a developer to provide more parking than required if they desire; he added that he has seen developers provide more parking than the minimum for projects where they believe it will improve the marketability of their products. The proposed amendment is based on empirical data that is used broadly throughout the field of land use and transportation planning.

There is no way for staff to significantly reduce parking requirements administratively. Only two procedural pathways exist to reduce parking: 1) to propose a planned unit development with custom development standards and commit to the full 6 – 9 month rezoning process; and 2) to request a variance from the zoning ordinance through a public hearing process but he cautioned that this process requires that a Zoning Adjustment Hearing Officer determines there is a hardship related to the physical characteristics of the lot, and he noted this is uncommon for parking requests.

Regarding ADA parking requirements, he added that this proposed text amendment does not override ADA which is a federal law and that ADA compliant parking spaces will continue to be required.

FLOOR/PUBLIC DISCUSSION CLOSED: MOTION, DISCUSSION, AND VOTE.

Committee Member Matthews clarified that ADA requires a portion of all facilities provided to be accessible so a development that provides no parking would not be required to provide accessible spaces; however, if some parking is provided then a share of that would need to comply with ADA. **Mr. Klimek** agreed and apologized for the mistake.

Committee Member Matthews stated that he is in support of the request and that these are parking minimums, not maximums, so developers are free to provide more parking than required. He stated that most developers will not build projects with zero parking and that the possibility is being overblown. This will allow a greater variety of housing options such as more affordable units or car-free options that are currently restricted by existing parking requirements.

Committee Member Gore stated that 9 percent of the population being car-free is insignificant and should not drive the proposed text amendment which allows developments without any parking. He added that it would be helpful if the city could

forecast the impact of this amendment.

Committee Member O'Connor stated that he is not supportive of the request because Phoenix is not a walkable city and there are other programs, such as GPLETS, to support affordable housing construction.

Committee Member Perez stated that she is torn but expressed concern that reducing parking requirements would only have a limited impact on the housing crisis. She added that a different housing requirement for low-income populations feels punitive.

Committee Member Krentz stated that this text amendment would provide the opportunity to develop housing with fewer costs and design constraints mandated by the city. He added that the development community will respond to actual forecasted parking demands because it only makes business sense to develop something that will be marketable. At present, staff does not have flexibility to allow for innovation by the free market.

Committee Member O'Hara stated that he left the Information Only presentation in June as a "no" but reconsidered the proposal through the lens of Member Krentz and he indicated that he is now closer to a "yes." He stated that the market will respond to demand based on the context of a site.

Committee Member Matthews stated that 10 percent of households not having access to a car is not insignificant and that providing 10 percent of all developments as an affordable would far exceed the present construction pattern. The margins for affordable development are slim and often negative so any reduced cost or increased yield will have a direct and positive impact on affordable housing production. He stated that he lives in Moon Valley and frequently uses transit to get downtown and back; he cautioned his colleagues from assuming everyone is the same as them in their transportation preferences and socioeconomic needs. **Committee Member Gore** agreed that 9% is not trivial but stated that the city should also be building transportation infrastructure such as transit and bike lanes.

Committee Member Veidmark asked why staff is proposing that no parking be provided for affordable housing. **Mr. Klimek** responded that it is in response to many conversations with affordable housing developers regarding the narrow margins and empirical data showing that affordable housing generates a lower demand for parking than other types of housing. He added that the proposed amendment is intended to provide flexibility by removing a mandate but noted that these are minimum requirements rather than maximums.

Committee Member Sommacampagna stated that the presentation did not touch on rideshare which is increasingly augmenting public transportation and reducing the need for private automobiles. As an infill developer focused on missing middle housing, he

noted that parking is a costly burden and that GPLETs are not viable due to their complexity and cost. He expressed support for the proposal to promote more small-scale housing production which benefits most from parking reductions.

Committee Member Alauria noted the amendment makes sense but expressed concern that the proposal is not based on Phoenix data.

Committee Member Gore stated that just because there are not many pedestrian / transit commuters in Moon Valley it does not mean that they have the right amount of surface parking. He asked Member Krentz if there is a significant likelihood of 300-unit complexes providing zero parking and, conversely if it is more likely that small project would provide no parking if allowed. **Committee Member Krentz** agreed.

Chair Jaramillo shared that zero parking is being treated like the gold standard of what developers will ultimately provide but noted that this will be a minority of total projects. Affordable housing requires subsidies, and most will still provide some parking in response to the forecasted needs of the tenants. In 2022, only 16 LIHTC were issued in Arizona which is too little to meet demand; by reducing cost and space burdens, more affordable housing projects will become viable. He concluded by stating that this is not the solution to the housing crisis but is a part of a solution.

MOTION:

Committee Member O'Hara moved to approve the request per the staff recommendation. **Committee Member Matthews** seconded the motion.

FRIENDLY AMENDMENT:

Committee Member Perez proposed a friendly amendment to "direct staff and the city council to explore additional methods to help with the production of affordable housing.

Committee Member O'Hara and Committee Member Matthews both agreed to the friendly amendment. The motion was revised to include the friendly amendment.

DISCUSSION:

Committee Member Alauria stated that people will continue to use cars but that she wants to remove excessive parking.

Committee Member Matthews stated that this is a simple risk versus reward scenario and that the risk that both overblown and acceptable. The risk is that the city will see a problematic number of zero parking affordable housing complexes is unlikely but would mean that an abundance of much needed affordable housing projects are being constructed.

Committee Member O'Hara and **Committee Member Perez** thanked Member Krentz for the developer's perspective.

VOTE: 12-1-1, motion to approve Z-TA-8-23-Y per the staff recommendation with the direction provided by Committee Member O'Hara, passes with Committee Members, Gore, Krentz, Larson, Matthews, McBride, Molfetta, O'Hara, Perez, Sommacampagna, Veidmark, Whitney, and Chair Jaramillo in favor; O'Connor in opposition; and Alauria in abstention.

STAFF COMMENTS REGARDING VPC RECOMMENDATION:

None.

ATTACHMENT E

Ahwatukee Foothills
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-TA-8-23-Y

Date of VPC Meeting	July 24, 2023
Request	Amend Chapters 2, 6, 7 and 13 of the Phoenix Zoning Ordinance to reduce parking requirements for multifamily and affordable housing
VPC Recommendation	Denial
VPC Vote	6-2

VPC DISCUSSION:
5 members of the public registered to speak on this item, in support.
2 members of the public registered to speak on this item, in opposition.

Staff Presentation:
Matteo Moric, staff, presented the proposed text amendment. Mr. Moric shared a comparison for current requirements and the proposed changes for citywide multifamily, affordable multifamily housing, Infill Development District, and Walkable Urban Code projects. Mr. Moric stated in the WU Code areas there would be required passenger loading zones for rideshare, personal deliveries, etc.

Questions from Committee:
Vice Chair Fisher asked what data were being used to determine that people living in low income housing do not have cars. **Mr. Moric** said that there was no cap on parking but there was a minimum requirement, and developers could provide at least the minimum but more if they felt the market demand required it.

Toni Broberg asked why the city was doing this by reducing the number of parking spaces.

Vice Chair Fisher felt this text amendment was more about density than cost savings, and that we'd be building more rooftops. Mr. Fisher felt we are not building enough than is necessary. **Mr. Moric** said the Zoning Ordinance would still require development standards for items such as density, lot coverage, setbacks, etc.

Mr. Clifford Mager shared he had no confidence that developers would exceed minimum requirements if they could monetize more units.

Chair Gasparro said there is a desire to have sufficient parking as a developer.

Mike Maloney noted there were rules in place which were developed over time. Mr. Maloney asked where these new numbers are coming from. **Mr. Moric** said it was determined from the ITE manual and developments in Phoenix.

Ms. Broberg asked if staff researched other cities that have implemented parking reductions.

Elena Pritchette shared her experience that more and more cities in her travels are using alternative parking solutions such as automated garages.

Vice Chair Fisher referenced Proposition 400, stating he did not believe legislature would increase public transit to compensate for the reduction in the parking requirement.

Mr. Mager asked about if the new rules would apply to the development that was already permitted.

Mr. Fisher asked on clarity if the reduction would be citywide. **Mr. Moric** said the 1.25 spaces per unit would apply to citywide. Mr. Fisher said many places in the city were not designed for street overflow in parking.

Public Comments:
Mr. Dan Klocke said he had been working in affordable housing for many years, and 45% of Phoenicians are renters. Mr. Klocke noted that 8.4% or 47,000 households of Phoenix do not have cars, about 35% own one car, and almost half have one car or less. Mr. Klocke shared that the average one bedroom rental in Phoenix is $1300, and this would chip away at some of the issues we face with affordability. Mr. Klocke shared that 10% of the city is paved, and shared an example of an affordable housing project, and with this proposal, would save almost $500,000 in costs, which would also help develop smaller pieces of land for affordable housing.

Mr. Larry Whitesell stated he would like the committee to reject the proposal, but if they felt inclined to recommend approval the parking rate should be increased to 1.5 spaces and should be based on affordability.

Mr. Neal Haddad said he was with the Neighborhood Coalition of Greater Phoenix and stated there are two types of developers: those who buy, build and hold and those who flip properties. Mr. Haddad added that Phoenix is 517 square miles and is unique, so parking standards for other cities should not apply to Phoenix.

Mr. Ryan Boyd from the Urban Phoenix Project shared that this text amendment comes down to cost, there are those who do not have a choice on using a car or not, and that this would provide flexibility for new housing developments.

Ms. Nicole Rodriguez said she was in support of the text amendment, she came to Phoenix 20 years ago without a car and shared her experience with having limited vehicles for her family and using public transportation.

Ms. Abbey Tomich said she is unable to afford a vehicle and rides her bike instead during which time she sees all the extra parking spaces in apartments.

Mr. Derek Tomich said he rides his bike everywhere and he sees parking lots that are always empty which he felt was a waste of space and the parking surface increases the urban heating effect, and there is no thing such as free parking. Mr. Tomich added this would not add to cars on the street or increase street parking and there would almost never be zero parking even if the requirement was zero parking.

Mr. Mager requested for clarification if the excess parking he observed was for commercial or residential development. **Mr. Tomich** stated his observations were regarding residential.

Vice Chair Fisher asked Mr. Tomich if he could, would he buy a car. **Mr. Tomich** stated ideally he would not buy a car and felt if more people used public transit, the public transit system would get improved.

Staff Response:
None.

Discussion:
Vice Chair Fisher asked Dan Klocke if we have an affordable housing problem in Phoenix because we have too many cars or because affordable housing does not stay affordable. **Mr. Klocke** said we have massive affordable housing problem and we make decisions based on our smaller communities, and said this would chip away at the problem.

Vice Chair Fisher said he was having a hard time accepting that the affordable housing issue is a parking problem.

Ms. Broberg stated her concern the reduction of parking would add to the congestion on the streets which she further clarified as parking on the streets.

Ms. Broberg asked Chair Gasparro if the developer would reinvest any cost savings from not providing additional parking spaces. **Chair Gasparro** replied that with a reduction in parking requirements a smaller site could be developed, and this not only benefits the developer but also the City.

Mr. Mager asked if $5000 in cost savings from a parking reduction moved the needle. **Chair Gasparro** replied yes, those saving impact a project.

Suzanne Sharer said there already is a shortage on parking and developers would be the only ones benefiting and it is a backhanded way to force people to give up their cars. Ms. Sharer said to pay for extra parking in their complexes would be a burden on families.

Vice Chair Fisher felt it was a coupon for the developer, it is an incentive for more developer profit, and he could be supportive of this for affordable housing projects.

Ms. Broberg said it is going to incentivize people to live in different places based on what they value if they want additional parking and asked if this was part of the grand scheme of Housing Phoenix Plan.

Chair Gasparro mentioned this is just part of the solution for a bigger plan.

Mr. Mager felt there was a lack of empirical data.

Motion:
Vice Chair Darin Fisher motioned to recommend denial of Z-TA-8-23-Y. **Suzanne Sharer** seconded the motion.

Vote:
6-2, Motion to recommend denial of Z-TA-8-23-Y passed, with Committee Members Mager, Maloney, Meier, Pritchette, Sharer, Fisher in favor; and Broberg and Gasparro in opposition.

Motion No. 2 (Advisory)
Vice Chair Fisher made a second motion to provide direction to the Planning Commission and City Council that while he rejects the proposal as a whole, there are elements of the proposal he supports.

Vice Chair Fisher motioned to recommend approval of Z-TA-8-23-Y with modifications to remove the parking reduction for market-rate multifamily residential citywide, and approve the reduction for affordable housing projects, and sites within the Infill Development District and the Walkable Urban Code. **Toni Broberg** seconded the motion.

Vote No. 2 (Advisory)
6-2, advisory motion to recommend approval of Z-TA-8-23-y with modifications passes with committee members Broberg, Maloney, Meier, Sharer, Fisher and Gasparro in support; and Mager and Pritchette opposed.

STAFF COMMENTS REGARDING VPC RECOMMENDATION:

Staff has no comments.

Village Planning Committee Meeting Summary
Z-TA-8-23-Y

Date of VPC Meeting	July 25, 2023
Request	Amend Chapters 2, 6, 7 and 13 of the Phoenix Zoning Ordinance to reduce parking requirements for multifamily and affordable housing.
VPC Recommendation	**Approval, per the staff recommendation**
VPC Vote	**9-6**

VPC DISCUSSION & RECOMMENDED STIPULATIONS:

Eight members of the public register to speak on this item.

STAFF PRESENTATION

Samuel Rogers, staff, provided a presentation regarding the proposed text amendment to reduce parking requirements for multifamily and affordable housing. He described the proposed citywide parking requirements for multifamily development and affordable multifamily development and further described the proposed parking requirements for the Infill Development District and in the Walkable Urban Code.

QUESTIONS FROM THE COMMITTEE

Committee Member Shultz discussed the urbanization of Phoenix and stated that the text amendment makes sense in areas that have urbanized.

Committee Member Williams clarified that the reduction is for parking minimums not maximums and provides more flexibility. **Mr. Rogers** confirmed that the proposal is to reduce parking minimums not maximums and discussed how lenders require a minimum number of parking spaces for different types of developments.

Committee Member Harris asked how the required number of ADA parking spaces is affected by the parking reduction. **Mr. Rogers** stated that the number of required ADA parking spaces is based on the number of regular spaces provided.

Committee Camp stated that the reduction will help with the urban heat island effect, help promote walkability, and help with transit-oriented development.

Committee Member Malkoon asked if a minimum number of ADA parking spaces will be provided if there is no regular parking provided. **Ms. Stockham** stated that if no parking is provided ADA spaces will not be required, but most projects will not provide no parking.

Committee Member DeGraffenreid stated concerns about the low-income parking reduction being discriminatory.

Committee Member Smith stated that a car is needed for low-income individuals' economic mobility, stated it is unlikely that low-income people will use food delivery services, and stated that the proposal does not consider the people.

Committee Member Solorio explained that the text amendment allows flexibility to projects that serve specialty populations, discussed how lower parking minimums had enabled developments to be built in other jurisdictions, and explained the text amendment would eliminate the need for low-income developments to pursue parking variances.

Committee Member Adams stated that City is removing a restrictive number, spoke about dealing with ratios on her own professional projects, and stated that the parking reduction would allow the number of parking spaces to be determined on a case-by-case basis.

Committee Member Mulgado stated multifamily parking lots are full and most households living in multifamily developments have multiple cars.

Committee Member Fitzgerald discussed walking in extreme heat, discussed a low-income development that got variances for reduced parking and now rents parking at a nearby church, and stated that developers wont pay for parking if they do not have too.

Committee Member Malkoon stated that the proposal will be good for developer profits, spoke about his son who does not drive, spoke about his experience riding the light rail where he spoke to woman who had a 2.5 hour commute to and from work, and asked where visitors will park.

Committee Member Solorio stated that banks will not loan money to projects that do not provide any parking.

Committee Member Harris asked for clarification about where parking requirements are proposed to be reduced to 0 parking spaces per unit. **Committee Member Solorio** stated that parking requirements are proposed to be 0 parking spaces per unit in the WU Code and for affordable housing. **Mr. Rogers** clarified that affordable unit parking requirements are proposed to be reduced 50% citywide.

Committee Member Malkoon stated concerns about those struggling being taken advantage of. **Committee Member Solorio** that 25% of parking spaces are always open on projects he has worked on.

Committee Member DeGraffenreid stated that there are likely too many parking spaces, but the minimum should not be zero. Committee Member DeGraffenreid stated that he does not trust banks and builders to build parking, stated that cars can be necessary to commute to well-paying jobs, and stated it is not that hard for developments that serve special communities to get a variance.

Committee Member Keyser discussed other cities that have been successful with parking reductions, spoke about rising rents, spoke about the need for personal vehicles for those that are disabled, and spoke about the need for a parking study.

Committee Member Malkoon asked why luxury developments are not built for affordable units, stated more money for affordable units is needed, and stated there needs to be more public-government partnerships.

Committee Member Solorio stated that low-income developments have a fixed budget and revenue, explained that less parking means more amenities, and spoke about a failed variance.

PUBLIC COMMENTS

Sterling Sourk stated that potential residents will not move into a complex if there is no parking and clarified the difference between parking minimums and maximums.

Abby Tomich explained that she rides her bike everyday because she cannot afford a vehicle, explained that her mother rides the light rail to work everyday, stated that excess parking is being valued over more affordable housing, and stated the text amendment does not go far enough.

Derek Tomich explained that he rides his bike everywhere, explained that everywhere he goes he see empty parking lots that contribute to the urban heat island effect, stated 10% of Phoenix is parking lots, explained that parking is subsidized by the prices of goods and services, and reiterated that zero spaces required wont equate to zero spaces provided.

Nicole Rodriguez stated she is in support of the text amendment, discussed parking and heat, stated that the text amendment is the first step towards parking requirements that will match demand, stated the text amendment will facilitate infill developments, explained that parking can cost between $35,000 to $80,000 per stall, and explained the origins of parking requirements. Ms. Rodriguez explained that she came to Phoenix without a vehicle and her family now has one vehicle due to the medical costs from taking care of others.

Wes Ballu stated that there is too much parking in Phoenix, stated that the proposal will allow for flexibility, and stated this is the first step to making the City more walkable.

Dan Clocky stated that affordable housing is tax credit housing, stated that 87 parking spaces costs well over half a million, and stated that budgets are capped so more parking means less units.

Jackie Rich recounted a story told at the Estrella VPC were an individual who was utilizing affordable housing was grateful parking was provided at her apartment complex, explained reducing parking will not reduce the number of cars people own, and added that the future of light rail depends on state legislature.

Neil Haddad stated that questionable people that buy, build, and flip developments are why parking minimums are a thing, stated that Phoenix does not compare to other cities, discussed the urban heat island effect and buildings, stated Phoenix is a car city, explained that the state will not allow sales tax to be used for transit, and stated he would like to see the studies the parking reductions are based on.

Chair Bryck confirmed that he had received the NCGP letter on July 14.

FLOOR/PUBLIC DISCUSSION CLOSED: MOTION, DUSCUSSION, AND VOTE

MOTION

Committee Member Camp motioned to recommend approval of Z-TA-8-23-Y, per staff recommendation. **Committee Member Shultz** seconded the motion.

VOTE

9-6, motion to recommend approval of Z-TA-8-23-Y, per staff recommendation passes with Committee Members Adams, Camp, Ender, Harris, Sanchez, Shultz, Solorio, Williams, and Bryck in favor and Committee Members DeGraffenreid, Fitzgerald, Keyser, Malkoon, Mulgado, and Smith opposed.

STAFF COMMENTS REGARDING VPC RECOMMENDATION

None.

ATTACHMENT F

Phoenix, Arizona

June 1, 2023

The meeting of the Phoenix Planning Commission was called to order by Acting Chairman Emilio Gaynor at 6:06 p.m. in the Council Chambers, 200 West Jefferson Street, Phoenix, Arizona. Commissioners present participated in the meeting both in-person and virtually from a remote location.

Present:	Commissioner Emilio Gaynor, (Acting Chairman) Commissioner Ryan A. Boyd, (Acting Vice-Chairman) Commissioner Marcia Busching (Virtual) Commissioner Pete Gorraiz Commissioner Gabriel Jaramillo (Virtual) Commissioner Lachele Mangum Commissioner Lisa Perez Commissioner Shannon Simon
Absent:	Commissioner Nico Howard, Chairman
Also Present:	Ms. Racelle Escolar, Planner Principal Ms. Tricia Gomes, Deputy Director, PDD Mr. Greg Harmon, Planner I Ms. Vikki Cipolla-Murillo, Secretary III/Council Reporter

At the request of Acting Chairman Emilio Gaynor, Ms. Racelle Escolar, Staff Liaison, read the hybrid meeting introduction. She welcomed everyone to the Planning Commission Hearing and stated that all attendees who were participating virtually and requested to speak would remain muted until called on to speak. Speakers experiencing audio issues were asked to switch their audio connection to have WebEx call them. She stated that all individuals speaking virtually at the meeting tonight had contacted staff within the required timeframe prior to the start of the meeting. Those who did not contact staff, wishing to speak, were asked to contact her after the meeting to discuss the next steps and future opportunities to speak regarding any items on the agenda. She provided her contact information, via phone at 602-534-2864 and email at racelle.escolar@phoenix.gov, which was also listed on the bottom of the public meeting notice for the meeting. She asked those attending the meeting from the Council Chambers to complete a speaker card and provide it to one of the staff members.

***

Acting Chairman Gaynor asked Acting Vice-Chair Boyd to read the opening remarks.

***

Acting Chairman Gaynor asked the audience to follow the General Rules of Order for the meeting:

16. **INFORMATION ONLY: Z-TA-8-23-Y**: Presentation and discussion regarding a request to amend Chapters 2, 6, 7, and 13 of the Phoenix Zoning Ordinance to reduce parking requirements for multifamily and affordable housing.

Ms. Racelle Escolar stated that Item No. 16 is an information presentation regarding Z-TA-8-23-Y, a request to amend Chapters 2, 6, 7, and 13 of the Phoenix Zoning Ordinance to reduce parking requirements for multifamily and affordable housing.

Ms. Tricia Gomes, the Deputy Director, presented this item.

Ms. Gomes stated that **Z-TA-8-23-Y** encompasses parking reductions for affordable and multifamily housing, including parking reductions for multifamily developments (City-wide), reductions for affordable housing (City-wide), reductions for Infill Development District (IDD), and reductions for Walkable Urban (WU) Code.

Ms. Gomes stated that currently multifamily parking requirements (City-wide) are based on the number of bedrooms. The current requirement is 1.3 spaces per efficiency unit and 1.5 spaces per 1- or 2-bedroom unit; and 2 spaces per 3- or more bedroom unit, 1.0 space per unit of less than 600 square feet regardless of number of bedrooms. When the required parking is reserved for residents, additional unreserved parking is required as follows: 0.3 spaces for each efficiency unit and 0.5 spaces per each 1- or 2-bedroom unit; and 1.0 space per each 3- or more bedroom unit. It is somewhat long and complex. Staff is trying to reduce City-wide multifamily parking down to 1.25 spaces per dwelling unit, regardless of number of bedrooms. Of those spaces, a minimum 30% must remain “unreserved”, and would not be assigned to any one unit. Anyone could park there, whether they are a guest or another person living in the development. She provided an example for a 300-unit multifamily development, having only 1- or 2-bedroom units:

- Current Requirements: 450 total spaces @ 1.5 per dwelling units, 150 unreserved (part of total) @ 0.5 per dwelling unit.
- Proposed Requirements: 375 total spaces @ 1.25 per dwelling unit 113 unreserved (part of total) @ 30% of required.

Ms. Gomes stated that currently there is no differentiation for affordable multifamily housing (City-wide). It would be the same parking counts that were just discussed, per the number of bedrooms in that unit, proposing the same 1.25 calculation. Plus, for affordable housing, there is a 50% reduction, in addition. She provided an example for a 300-unit multifamily development, having only 1- or 2-bedroom units, all qualifying as “affordable housing”:

- Current Requirements: (same as City-wide) 450 total spaces @ 1.5 per dwelling unit and 150 unreserved (part of total @ 0.5 dwelling units.
- Proposed Requirements: (50% reduction) 188 total spaces @ 1.25 per dwelling unit x 50% and 57 unreserved (part of total) @ 30% of required.

Ms. Gomes stated, within the Infill Development District (IDD), currently you can only get a parking reduction for multifamily if you are counting on-street parking. That is for the distance of your project adjacent to the right-of-way. If there is 100 feet of frontage on your property, divide that by 22 feet due to parallel parking, and that is how many spaces you can count and how many can be reduced for on-street parking.

For the proposed requirement within the Infill Development District, there is a 50% reduction off that 1.25 parking calculation. This area typically falls along or near the transit areas, as well. She provided an example for a 300-unit multifamily development, having only 1- or 2-bedroom units. It is the same as the affordable housing.

- Proposed Requirements: 188 spaces, @ 1.25 per dwelling unit x 50%

Ms. Gomes stated, for the Walkable Urban Code, the current requirement in the Zoning Ordinance is 0.5 for market-rate housing per dwelling unit. You get an additional 25% reduction when you are within a quarter of a mile (1,320 feet) of the light-rail station, or you get 10% if you are greater than a quarter of a mile (1,320 feet) from the light-rail station.

The current multifamily parking requirement is with the 25 and 10 %. Staff is proposing a 0.5 spaces per dwelling unit parking requirement for those located within the Walkable Urban Code. Of those spaces, a minimum 30% must remain "unreserved", and not assigned to a particular unit or the leasing office. She provided an example for a 300-unit multifamily development, having only 1- or 2-bedroom units.

- Current Requirements: 338 total spaces @ the 1.5 % for a 1- to 2-bedroom vs. proposed text amendment
- Proposed Requirements: 150 total spaces @ 0.5 per dwelling unit
  45 unreserved (part of total) @ 30% of required

Ms. Gomes stated that for affordable housing, Walkable Urban Code does have provisions for affordable in the different transects. They are proposing 'no parking required within those transects', for affordable housing within the Walkable Urban Code. T3 is the only exception because it is very similar to a single-family development. Multifamily is not allowed in that transect. She provided an example for a 300-unit multifamily development, having only 1- or 2-bedroom units, all affordable. There are no parking requirements.

- Current Requirements: (T5 transect example)150 total spaces @ 0.5 per dwelling units and 0 unreserved (part of total) @ none required
- Proposed Requirements: (T5 transect example) 0 total spaces @ none required and 0 unreserved (part of total) @ none required

Ms. Gomes stated, in response to that and understanding that passenger loading zone requirements have been proposed in the Walkable Urban Code, people are going to be coming to their homes and developments in a variety of different ways, whether it is light-rail, ride-share, taxis, etc. The City wants to provide and ensure that there is an area for that drop-off and pick-up for pedestrians happening on the site.

Ms. Gomes stated that passenger loading zones are a new requirement for sites zoned WU Code only. They provide designated area(s) for ride-share, pick-up/drop-off, and personal delivery services (package delivery; meal delivery). Loading zones are encouraged to locate on site but may be located on the street when approved by the Street Transportation Department. This is difficult because there must be room in the right-of-way, depending on the type of street. They are looking for it to be provided onsite. Accessibility requirements apply per Federal ADA regulations. The proposal is one passenger loading zone per 50 dwelling units; so, depending on the number of units, there will be a larger space for a larger passenger loading zone. Ms. Gomes displayed an example of what that would look like. The minimum requirement is 23 feet for a parallel parking space to be able to pull in and backing out of the space. Lastly, she provided upcoming meeting dates:

- Planning Commission (information): June 2023
- Villages (information): June 2023
- Villages (action): July 2023
- Planning Commission (action): August 2023
- City Council Hearing: September 2023

Acting Chairman Gaynor asked if there were questions.

Commissioner Busching stated that there is a new movement going on to reduce parking spaces. She asked where the numbers came from and if there were comparisons done with other cities. She also asked if other cities have experiences with these numbers. She wanted some background and history behind the thinking of the numbers.

Ms. Gomes responded that staff derived at the 1.25 number in working with the Traffic Department and looking at ITE data on suburban and urban developments for a multifamily.

Commissioner Busching stated that she does not know what ITE is, and she does not know where all the other parking reductions are, other than the 1.25.

Ms. Gomes responded that staff derived the 1.25 number from the initial review with Traffic Department staff while looking at their manuel for typical demands for parking, for these types of developments. Staff's focus was to reduce the parking to one space per unit. The 0.25 is for visitors and leasing. That is how they derived the 1.25. They looked at demand and what they were trying to achieve, regarding the number of parking spaces per unit.

Ms. Gomes stated that the 50%, reduction within their Infill Development District today is an allowance that the developer can do. It is a 50% reduction, but it is only counting those spaces on-street. The Street Transportation Department is hearing a lot of push-back from communities to have on-street parking, which is resulting in no longer providing the space for bike lanes or creating conflicts for bike lanes. They looked at that. It is really to achieve two goals within the City: 1) to provide the bike lanes, and 2) to offset the parking reduction onsite for properties. By taking away or modifying those parking reductions for on-street, to allow for those bike lanes, it is providing that parking reduction onsite. That is where the 50% comes from.

Ms. Gomes stated that for affordable to zero, Walkable Urban Code, already had a significant parking reduction. They were directed by City Council to look at eliminating those parking requirements for affordable, because staff is trying to focus on the items that are creating additional costs and challenges for affordable developments.

Commissioner Busching thanked Ms. Gomes and said the information was very helpful.

Acting Vice-Chairman Boyd stated that he was quite excited to hear this. ITE stands for Institute of Transportation Engineers. He said it is not just the hippie bike people, these are the full-on professional, do-all-the-fun traffic, people. He wanted to add two important points of context. Firstly, these are the minimums. Developers can and likely will still go above those minimums, as we see in almost every project. This is just them not being penalized from a legal perspective, if you wanted to try to do something like a cul-de-sac in Tempe, zero parking for the units there. There are a few shared parking spots on their development. It would not be possible in Phoenix without some creative zoning. Secondly, there are, in fact, neighbors to the north. Prescott has one of these. Work-force housing has a different parking ratio that is lower than their normal parking ratio. Flagstaff has an incentive program for their affordable housing that includes the reduction of parking. These are not new concepts. They are in Arizona and have been in play before. He was excited to hear how this is going to go through. It will be interesting to see how this debate proceeds.

Commissioner Perez asked if this goes through the process and gets approved in September, if there would be a mad rush of all the cases that have been approved, asking for variances to reduce their parking. Right now, they would all be stipulated to certain parking spaces. She asked how that would work.

Ms. Gomes responded, if there are current stipulation requirements, whether it is in a rezoning case or other like that, they would still have to adhere to those requirements. If they got parking variances, there is a potential that the parking variance is mute, because the Ordinance could require less. Those were the two scenarios she could think of, now.

Commissioner Perez stated that they had required in the staff narrative that if it is reduced, it would just automatically get reduced with it. She asked if she was understanding correctly. She gave the example of building a multifamily with 200 required parking spaces. Under the new requirements, it would be less, theoretically. She asked if she would be stuck with the 200, or if it would be automatically less, or if she would have to get a variance to make it less.

Ms. Gomes respond that if this text amendment were to pass in September and go to Council in October, it would be effective. So, anyone developing, could utilize those requirements.

Acting Chairman Gaynor reminded the commissioners that this presentation was only informational at this time. There were no further questions.

No action was necessary.

***

ATTACHMENT G

REPORT OF PLANNING COMMISSION ACTION
August 3, 2023

ITEM NO: 17	
	DISTRICT NO.: Citywide
SUBJECT:	
Application #:	Z-TA-8-23-Y (Parking Reductions for Affordable Housing)
Proposal:	Amend Chapter 2, Section 202 (Definitions) to add definitions for affordable housing, passenger loading space, passenger loading zone, and revise parking space, unreserved; amend Chapter 6, Section 608.J (Density Bonus For Low or Moderate Income Housing); amend Chapter 7, Sections 702.C (Parking Requirements) and Section 702.E (Modifications to Parking Requirements); and amend Chapter 13, Section 1307 (Parking Standards) to modify the parking requirements for multifamily, single-family attached, and affordable housing, and add requirements for passenger loading zones of the Phoenix Zoning Ordinance to modify parking standards for affordable housing developments.
Applicant:	City of Phoenix, Planning Commission
Representative:	City of Phoenix, Planning and Development Department

ACTIONS:

Staff Recommendation: Approval, as shown in the recommended text in Attachment A of the Staff Report.

Village Planning Committee (VPC) Recommendation:
Ahwatukee Foothills 6/26/2023 Information only. Canceled (no quorum).
Ahwatukee Foothills 7/24/2023 Denial. Vote: 6-2.
Alhambra 6/27/2023 Information only.
Alhambra 7/25/2023 Approval, per the staff recommendation. Vote: 9-6.
Camelback East 6/6/2023 Information only.
Camelback East 7/11/2023 Approval, per the staff recommendation. Vote: 14-1.
Central City 6/12/2023 Information only.
Central City 7/10/2023 Approval, per the staff recommendation. Vote: 10-4.
Deer Valley 6/8/2023 Information only. No quorum.
Deer Valley 7/13/2023 Denial. Vote: 5-4.
Desert View 6/6/2023 Information only.
Desert View 7/11/2023 Denial. Vote: 9-0.
Encanto 6/5/2023 Information only. No quorum.
Encanto 7/10/2023 Approval, per the staff recommendation. Vote: 12-1.
Estrella 6/20/2023 Information only.
Estrella 7/18/2023 Denial. Vote: 8-1.
Laveen 6/12/2023 Information only.
Laveen 7/10/2023 Denial. Vote: 8-0.
Maryvale 6/14/2023 Information only. No quorum.
Maryvale 7/12/2023 Denial. Vote: 7-2-1.
North Gateway 6/8/2023 Information only.
North Gateway 7/13/2023 Denial. Vote: 6-0.

North Mountain 6/21/2023 Information only.
North Mountain 7/19/2023 Approval, per the staff recommendation with direction. Vote: 12-1-1.
Paradise Valley 6/5/2023 Information only.
Paradise Valley 7/10/2023 No quorum.
Paradise Valley 8/7/2023 Approval, per the staff recommendation with modifications. Vote: 14-0.
Rio Vista 6/13/2023 Information only.
Rio Vista 7/11/2023 Denial. Vote: 3-2.
South Mountain 6/13/2023 Information only.
South Mountain 7/11/2023 Denial. Vote: 11-0.

Planning Commission Recommendation: Approval, per the staff recommendation with modifications.

Motion Discussion:

Commissioner Boyd made a MOTION to approve Z-TA-8-23-Y, per the staff recommendation, with modifications to adjust the citywide components to apply to Alhambra, North Mountain, Encanto, Central City, and Camelback East villages, and with the adjustment of the WU Code amount up to 0.65 (spaces per dwelling unit).

There was no second on the motion, therefore the motion failed.

There was discussion about the motion and potentially other motions.

Commissioner Busching made a MOTION that the item be sent back to staff for further work with the notion that it would be brought back before the Planning Commission.

There was some discussion about what direction to provide, however there was no second on the motion.

Commissioner Busching made a MOTION to approve Z-TA-8-23-Y, per the staff recommendation, with modifications regarding the following sections as listed in the Staff Report:

- Section 1 (City wide multifamily parking requirements): Change from 1.25 spaces per dwelling unit to 1.50 spaces per dwelling unit.
- Section 2 (City wide affordable housing parking reduction): Delete proposed changes.
- Section 3 (Infill Development District parking reduction): Approve as proposed.
- Section 4 (Walkable Urban Code parking requirements): Change from 0.50 spaces per dwelling unit to 0.65 spaces per dwelling unit.
- Section 5 (Walkable Urban Code affordable housing parking requirements): Delete proposed changes.
- Section 6 (Passenger loading zones within Walkable Urban Code): Approve as proposed.

Commissioner Simon stated that she supported the motion except for the change to Section No. 1.

Commissioner Perez agreed.

Commissioner Simon offered a FRIENDLY AMENDMENT to eliminate changes to Section No. 1.

Mr. Christopher DePerro (staff) asked for clarification from Commissioner Simon. He asked if she was proposing to leave the existing Citywide requirement as is.

Commissioner Simon responded, yes.

Commissioner Busching stated that although she was reluctant to agree, because she supports staffs' desire to simplify this city wide parking requirements in order to move this forward, she would accept Commissioner Simon's amendment.

Commissioner Gaynor SECONDED the amended motion.

There was discussion and clarifications made about the motion on the floor.

Commissioner Jaramillo explained that he did not agree with removing any flexibility for affordable housing.

Motion details: Commissioner Busching made a MOTION to approve Z-TA-8-23-Y, per the staff recommendation, with modifications regarding the following sections as listed in the Staff Report:

- Section 1 (City wide multifamily parking requirements): Delete proposed changes.
- Section 2 (City wide affordable housing parking reduction): Delete proposed changes.
- Section 3 (Infill Development District parking reduction): Approve as proposed.
- Section 4 (Walkable Urban Code parking requirements): Change from 0.50 spaces per dwelling unit to 0.65 spaces per dwelling unit.
- Section 5 (Walkable Urban Code affordable housing parking requirements): Delete proposed changes.
- Section 6 (Passenger loading zones within Walkable Urban Code): Approve as proposed.

Maker: Busching
Second: Vice Chairman Gaynor
Vote: 6-2 (Boyd and Jaramillo)
Absent: Mangum
Opposition Present: Yes

Proposed Language (Planning Commission recommendation is highlighted for clarity):

Amend Chapter 2, Section 202 (Definitions) to add definitions for affordable housing, passenger loading space, passenger loading zone, and revise parking space, unreserved, as follows:

***

AFFORDABLE HOUSING: RESIDENTIAL OR MIXED-USE DEVELOPMENT PROVIDING HUD OR OTHER ASSISTED LOW- TO MODERATE-INCOME HOUSING, AS VERIFIED BY THE PHOENIX HOUSING DEPARTMENT; TYPICALLY INCLUDES DWELLING UNIT(S) COMMITTED FOR A MINIMUM TERM THROUGH COVENANTS OR RESTRICTIONS TO HOUSEHOLDS WITH INCOMES AT 80 PERCENT OR LESS OF THE AREA MEDIAN INCOME, AS DEFINED BY THE UNITED STATES DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT FOR THE CITY.

***

Parking Space, Unreserved: **An unassigned parking space that is available to ~~both~~ residents, EMPLOYEES, and visitors TO THE PROPERTY. UNRESERVED PARKING SPACES WHICH COUNT TOWARD ANY REQUIRED PARKING MINIMUMS SHALL NOT BE USED FOR OFF-SITE OR COMMERCIAL PARKING USES.**

FOR RESIDENTIAL DEVELOPMENTS, UNRESERVED SPACES MAY BE LOCATED BEHIND A VEHICULAR GATE IF A CALL BOX IS PROVIDED TO ALLOW VISITOR ENTRY BY RESIDENTS OF THE PROPERTY.

FOR NON-RESIDENTIAL DEVELOPMENTS, UNRESERVED SPACES MAY NOT BE LOCATED BEHIND A VEHICULAR GATE UNLESS THE GATE IS OPEN (OR WILL OPEN AUTOMATICALLY UPON APPROACH) DURING ALL STANDARD BUSINESS HOURS.

***

PASSENGER LOADING SPACE: **A DESIGNATED SPACE FOR THE SHORT-TERM USE BY ONE VEHICLE TO STAND DURING PASSENGER PICK UP OR DROP OFF OF VISITORS, RESIDENTS, OR OCCUPANTS OF THE BUILDING OR USE; OR DURING DELIVERY OF GOODS TO INDIVIDUAL OCCUPANTS. A PASSENGER LOADING SPACE MAY NOT INCLUDE ANY DELIVERY OF GOODS OR SERVICE AREAS FOR COMMERCIAL USES, NOR ANY USE NOT CONSIDERED SHORT-TERM.**

PASSENGER LOADING ZONE: **AN AREA ADJACENT TO A PRIMARY ENTRY COMPRISED OF AT LEAST ONE PASSENGER LOADING SPACE, CONSTRUCTED IN TANDEM (WITH NO BARRIERS IN BETWEEN) FOR USE AS ONE CONTIGUOUS LOADING ZONE.**

***

Amend Chapter 6, Section 608.J (Density Bonus For Low or Moderate Income Housing) to read as follows:

J. ~~**Density Bonus** **INCENTIVES For** **Low or Moderate Income**~~ **AFFORDABLE Housing.** In order to overcome a demonstrated deficiency in the supply of housing for persons of low and moderate income, ~~density bonus~~ incentives are established to foster the provision of such housing. ~~The bonuses in this paragraph shall apply to the maximum density for any district and may be in addition to bonuses earned by the provision of additional open space.~~

1. **Applicability.** All development LOCATED WITHIN A ZONING DISTRICT SUBJECT TO THE PROVISIONS OF SECTION 608 providing ~~HUD or other assisted mixed income rental housing as approved by the Phoenix Housing and Urban Redevelopment Department~~ AFFORDABLE HOUSING AS DEFINED IN SECTION 202.

2. **Density bonus.**

   a. One additional ~~conventional~~ unit SHALL BE allowed for every two ~~low/moderate income~~ AFFORDABLE HOUSING units, provided that the overall project density does not exceed ten percent beyond that which would otherwise be allowed.

   b. ~~The~~ A DENSITY bonus~~es in this paragraph~~ AWARDED PER THIS SECTION shall apply to the maximum density for any district and may be in addition to A DENSITY bonus~~es~~ earned ~~by the provision of additional open space~~ PER THE PROVISIONS OF SECTION 608.I.2.

~~**3. PARKING REDUCTION.**~~

~~**A. FOR EACH AFFORDABLE HOUSING UNIT, THE REQUIRED PARKING CALCULATION MAY BE REDUCED BY 50%.**~~

~~**B. A PARKING REDUCTION AWARDED PER THIS SECTION SHALL APPLY ONLY WHEN NO OTHER TYPE OF PARKING REDUCTION AUTHORIZED ELSEWHERE IN THE ZONING ORDINANCE HAS BEEN GRANTED.**~~

~~3.~~ 4. **Other requirements.** The total number of units within a project shall be as approved by the Department of Housing. ~~and Urban Development. Further, the location of any such units shall be consistent with the goals of the City of Phoenix Housing Assistance Allocation Plan.~~

***

Amend Chapter 7, Section 702.C (Parking Requirements) to read as follows:

C. **Parking Requirements.** Off-street automobile parking space or area shall be provided according to the following table, except for large scale retail commercial uses (see Section 702.D). The parking ratios in the table identify the minimum level of parking required to serve that use and receive site plan approval.

Type of Land Use	Parking Requirements
***	
Dwelling Unit, Multi-Family	**Total required parking** **1.3 spaces per efficiency unit and 1.5 spaces per 1 or 2 bedroom unit and 2 spaces per 3 or more bedroom unit, 1.0 space per unit of less than 600 square feet regardless of number of bedrooms** **When the required parking is reserved for residents, additional unreserved parking is required as follows: 0.3 spaces for each efficiency unit and 0.5 spaces per each 1 or 2 bedroom unit and 1.0 space per each 3 or more bedroom unit.** **Exception for unreserved parking: where minimum 18-foot driveways are provided for individual units, .25 space per each unit.** **Unreserved parking shall be distributed throughout the site.** **Note: Any unreserved parking spaces required by this section may be counted toward the total required parking count.** ~~**1.25 SPACES PER DWELLING UNIT**~~ ~~**A MINIMUM OF 30% OF THE REQUIRED PARKING SPACES MUST REMAIN UNRESERVED.**~~

Type of Land Use	Parking Requirements
Dwelling Unit, Single-Family Attached	~~1.3 spaces per efficiency unit and 1.5 spaces per 1 or 2 bedroom unit and 2 spaces per 3 or more bedroom unit, 1.0 space per unit of less than 600 square feet regardless of number of bedrooms~~ PER SECTION 608.F.6, IF DEVELOPING UNDER THE SINGLE-FAMILY INFILL DEVELOPMENT OPTION PER SECTIONS 614-618. 2 SPACES PER UNIT IF NOT DEVELOPING UNDER THE SFI OPTION. THE REQUIRED SPACES FOR EACH DWELLING UNIT MUST BE PROVIDED ON THE SAME LOT. AN ADDITIONAL 0.25 UNRESERVED SPACE PER DWELLING UNIT MUST PER PROVIDED ELSEWHERE WITHIN THE DEVELOPMENT FOR VISITOR PARKING.
***	

Amend Chapter 7, Section 702.E (Modifications to Parking Requirements) to read as follows:

E. **Modifications to Parking Requirements.**

***

3. **Reductions.** Parking reductions are specified within the specific zoning districts. The listed zoning districts offer parking reductions:

   a. ~~*Downtown Core District:* No parking required. (Section 643)~~ *DOWNTOWN CODE: PER SUSTAINABILITY BONUS AWARDS.* (CHAPTER 12)

   b. ~~*Warehouse District: No parking required. (Section 645)*~~ *WALKABLE URBAN (WU) CODE.* (CHAPTER 13)

***

~~**F. *INCENTIVES FOR AFFORDABLE HOUSING* (RESIDENTIAL DISTRICTS, SECTION 608.J)**~~

***

9. ~~**Reductions for**~~ **Infill Development District.** THE INFILL DEVELOPMENT DISTRICT, AS SHOWN ON THE GENERAL PLAN, IS SUBJECT TO THE FOLLOWING PROVISIONS:

a. ~~Within the infill development district, as shown on the general plan for Phoenix, a development's on-street parking adjacent to and along the same side of a public, local or collector street may be counted toward parking requirements.~~ PARKING REDUCTIONS.

(1) THESE REDUCTIONS DO NOT APPLY TO PROPERTIES ZONED DOWNTOWN CODE OR WALKABLE URBAN CODE.

(2) NON-RESIDENTIAL USES SUBJECT TO THE PARKING REQUIREMENTS OF SECTION 702.C WITH NO OTHER PARKING REDUCTIONS MAY REDUCE THE AMOUNT OF REQUIRED PARKING BY 20%.

(3) MULTI-FAMILY USES SUBJECT TO THE PARKING REQUIREMENTS OF SECTION 702.C WITH NO OTHER PARKING REDUCTIONS MAY REDUCE THE AMOUNT OF REQUIRED PARKING BY 50%.

***

c. Use Permit Notice Procedure for ~~Infill~~ OFF-SITE Parking ~~Reductions~~. The following additional procedures shall be followed as part of the ~~infill parking reduction~~ use permit process (in addition to the procedures required by Section 307):

***

Amend Chapter 13, Section 1307 (Parking Standards) to modify the parking requirements for multi-family, single-family attached, and affordable housing, and add requirements for passenger loading zones to read as follows:

Chapter 13
WALKABLE URBAN (WU) CODE

***

Section 1307. Parking AND LOADING standards.

***

B. **Required Vehicular Parking.**

1. Vehicular parking must be provided for each use in accordance with Table 1307.1 and as follows:

a. Minimum required vehicular parking is the sum of parking required for each use within a lot.

~~b. Accessory dwellings in T3 and T4 require one parking space per unit.~~

~~c.~~ B. Vehicular parking may be limited to a maximum number of spaces by parking districts where established.

~~d.~~ C. Other uses not identified on Table 1307.1 shall follow Section 702 standards.

***

Table 1307.1 Minimum Required Vehicular Parking

USE	MEASURE	T3	T4	T5 1—5 Stories	T5 6—10 Stories	T6
Residential, Single-Family DETACHED	per unit	2.0		n/a	n/a	n/a
~~Residential: Single-Family Attached and Multifamily~~	~~(1) 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.~~					
RESIDENTIAL, SINGLE-FAMILY ATTACHED	PER SECTION 608.F.6, IF DEVELOPING UNDER THE PROVISIONS OF 1303.A.1.A.; OTHERWISE PER SECTION 702.					
RESIDENTIAL, MULTI-FAMILY (2)	PER UNIT	N/A	**~~0.5~~ 0.65** A MINIMUM OF 30% OF THE REQUIRED SPACES SHALL REMAIN UNRESERVED.			
***						
Affordable Housing	**per unit**	**0.85**	**0.75**	**0.5**		**0.5**
~~AFFORDABLE HOUSING~~	**~~PER UNIT~~**	**~~0.75~~**	**~~NONE REQUIRED~~**			

USE	MEASURE	T3	T4	T5 1—5 Stories	T5 6—10 Stories	T6
***						

***

D. **Required SERVICE/GOODS Loading AREAS ~~and Service Bays~~.** THE FOLLOWING REQUIREMENTS APPLY TO SHORT-TERM LOADING AND UNLOADING OF SERVICE VEHICLES WITH MATERIALS, GOODS OR EQUIPMENT. PASSENGER LOADING ZONES ARE ADDRESSED IN SECTION 1307.I.

1. On-site SERVICE/GOODS loading shall be required for all development as follows:

***

E. **Off-Street Parking Location and Access.**

1. Parking must be set back from frontages according to Table 1303.2, except where parking is located underground. PASSENGER LOADING SPACES/ZONES ARE NOT SUBJECT TO THESE SETBACK REQUIREMENTS.

***

I. **PASSENGER LOADING.** THE FOLLOWING REQUIREMENTS APPLY TO PASSENGER LOADING SPACES AND ZONES ONLY. SERVICE/GOODS LOADING AREAS ARE ADDRESSED IN SECTION 1307.D.

1. **REQUIRED NUMBER OF SPACES.** PASSENGER LOADING SPACES SHALL BE PROVIDED AS FOLLOWS:

TABLE. 1307.3 REQUIRED PASSENGER LOADING SPACES

USE TYPE	***PASSENGER LOADING SPACES REQUIRED*** [2]
CULTURAL OR PUBLIC FACILITY	2
HOSPITAL	3
HOTEL OR MOTEL	3
MULTI-FAMILY RESIDENTIAL	1 PER 50 DWELLING UNITS [1]
PUBLIC ASSEMBLY	1 PER 50 REQUIRED PARKING SPACES [1]

ALL OTHER USES	1 PER 25,000 GROSS SF (1)

(1) OR PORTION THEREOF. NO SITE SHALL BE REQUIRED TO PROVIDE MORE THAN 10 PASSENGER LOADING SPACES.

(2) FOR MIXED USES, THE MINIMUM NUMBER OF REQUIRED SPACES SHALL BE THE SUM OF THE SPACES REQUIRED FOR THE INDIVIDUAL USES, ALTHOUGH ROUNDING UP SHALL OCCUR AT THE FINAL STEP OF THE CALCULATIONS. FOR EXAMPLE, A DEVELOPMENT WITH 70,000 GROSS SF OF OFFICE SPACE, PLUS 125 MULTI-FAMILY DWELLING UNITS, IS REQUIRED 1.4 SPACES (70,000 SF / 50,000 SF/SPACE), PLUS 1.25 SPACES (125 DU / 100 DU/SPACE), WHICH TOTALS 2.65 REQUIRED, OR 3 PASSENGER LOADING SPACES.

2. DEVELOPMENT STANDARDS FOR PASSENGER LOADING ZONES.

A. ACCESSIBLE PASSENGER LOADING SPACES.

(1) AT LEAST ONE ACCESSIBLE PASSENGER LOADING SPACE SHALL BE PROVIDED FOR EVERY 100 LINEAR FEET OF CONTIGUOUS PASSENGER LOADING ZONE. HOWEVER, EACH PHYSICALLY SEPARATE PASSENGER LOADING ZONE MUST ALSO HAVE AT LEAST ONE ACCESSIBLE PASSENGER LOADING SPACE.

(2) AN ACCESSIBLE PASSENGER LOADING SPACE SHALL BE A MINIMUM OF 96 INCHES WIDE AND A MINIMUM 23 FEET LONG.

(3) THE PEDESTRIAN ACCESS AISLE SERVING THE ACCESSIBLE LOADING ZONE SPACE SHALL EXTEND THE LENGTH OF THE SPACE AND SHALL BE A MINIMUM 60 INCHES WIDE.

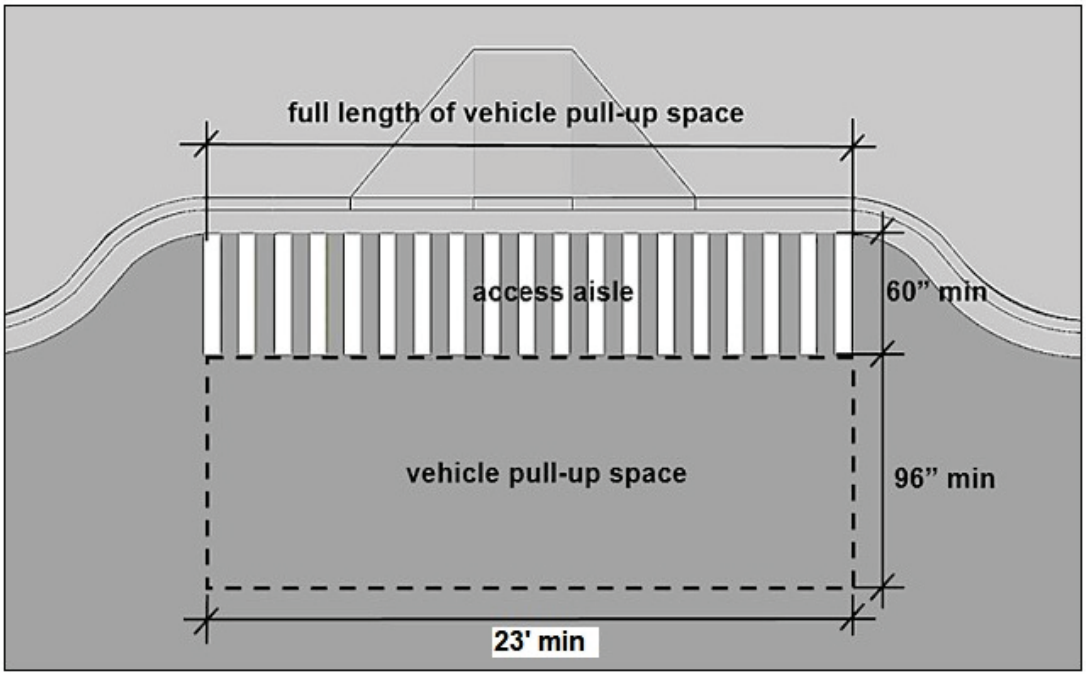
(4) THE VEHICLE PULL-UP SPACE AND ACCESS AISLE MUST COMPLY WITH ADA REQUIREMENTS FOR GROUND AND FLOOR SURFACES AND CANNOT EXCEED A SLOPE OF 2%.

(5) CURB RAMPS CANNOT OVERLAP ACCESS AISLES OR VEHICLE PULL-UP SPACES.

(6) A VERTICAL CLEARANCE OF 14 FEET IS REQUIRED FOR EACH VEHICLE PULL-UP SPACE AND ACCESS AISLE, AND ALL ALONG ANY VEHICULAR ROUTE CONNECTING THEM TO A VEHICLE ENTRANCE AND EXIT, UNLESS OTHERWISE APPROVED FOR EMERGENCY/SERVICE VEHICLE ACCESS.

(7) THE PEDESTRIAN ACCESS AISLES SHALL NOT ENCROACH INTO A TRAVEL LANE.

DETAIL 1307.1. ACCESSIBLE PASSENGER LOADING SPACE



B. GENERAL REQUIREMENTS FOR PASSENGER LOADING ZONES.

(1) STANDARD PASSENGER LOADING SPACES, WHEN PROVIDED IN ADDITION TO THE MINIMUM REQUIRED ACCESSIBLE PASSENGER LOADING SPACE(S), SHALL BE CONSTRUCTED TO THE SAME STANDARDS AS AN ACCESSIBLE PASSENGER LOADING SPACE, BUT WITHOUT THE REQUIREMENT FOR AN ACCESS AISLE.

(2) A CONTIGUOUS PASSENGER LOADING ZONE MAY BE PROVIDED, WHICH SHALL CONSIST OF TWO (2) OR MORE LOADING ZONE SPACES PROVIDED IN TANDEM WITH NO BARRIERS SEPARATING SAID SPACES, THUS ENABLING VEHICLES TO MOVE FORWARD THROUGH MULTIPLE PASSENGER LOADING ZONE SPACES.

(3) PASSENGER LOADING ZONES SHALL BE PROVIDED WITHIN 50’ OF THE MAIN ENTRANCE OF THE USE OR STRUCTURE THEY ARE INTENDED TO SERVE, AS APPROVED BY PLANNING AND DEVELOPMENT DEPARTMENT STAFF.

(4) PASSENGER LOADING ZONES SHALL NOT ENCROACH WITHIN THE MINIMUM WIDTH OF ANY FIRE LANES OR DRIVE AISLES.

(5) PARKING AND/OR STANDING SHALL BE LIMITED TO 30 MINUTES WITHIN A PASSENGER LOADING ZONE, AND SIGNS SHALL BE INSTALLED AND MAINTAINED STATING THIS RESTRICTION, AS APPROVED BY PDD AND STREET TRANSPORTATION.

(6) A PASSENGER LOADING ZONE SHALL NOT BE LOCATED BEHIND ANY TYPE OF VEHICULAR GATE OR BARRIER, EXCEPT FOR NON-RESIDENTIAL USES, WHEN SUCH GATE OR BARRIER IS LEFT OPEN DURING ON-SITE BUSINESS HOURS.

(7) ON-STREET PASSENGER LOADING ZONES LOCATED IN THE PUBLIC RIGHT-OF-WAY ADJACENT TO THE PROPERTY MAY ONLY BE PROVIDED WHEN COMPLIANCE WITH ALL OF THE FOLLOWING IS DEMONSTRATED:

(A) APPROVAL FOR THE DESIGN OF THE PASSENGER LOADING ZONE HAS BEEN OBTAINED FROM THE STREET TRANSPORTATION DEPARTMENT.

(B) AN ENCROACHMENT PERMIT HAS BEEN OBTAINED FROM THE STREET TRANSPORTATION DEPARTMENT FOR ANY STRUCTURES REQUIRED AS PART OF THE PASSENGER LOADING ZONE (SHADE CANOPIES, SCREEN WALLS, SIGNS, ETC.).

(C) THE PASSENGER LOADING ZONE DOES NOT REDUCE OR PRECLUDE ANY REQUIRED STREETSCAPE OR FRONTAGE ELEMENTS, INCLUDING THE PROVISION OF REQUIRED STREET TREES AND SHADE.

(D) THE PASSENGER LOADING ZONE DOES NOT INTERRUPT A DESIGNATED BICYCLE LANE.

C. PASSENGER LOADING AREA DESIGN GUIDELINES.

(1) PASSENGER LOADING ZONES SHOULD BE LOCATED INTERNALLY TO THE BUILDING WHEN POSSIBLE.

(2) PASSENGER LOADING ZONES SHOULD HAVE PRIMARY ACCESS FROM A STREET, RATHER THAN AN ALLEY.

(3) PASSENGER LOADING ZONES SHOULD PROVIDE LANDSCAPED AND/OR STRUCTURAL SHADE FOR A MINIMUM OF 75% OF THE PASSENGER WAITING AREAS.

***

This publication can be made available in alternate format upon request. Please contact Angie Holdsworth at (602) 329-5065, TTY use 7-1-1.

ATTACHMENT H

July 6, 2023

I am in full support of Z-TA-8-23-Y as it reflects the true parking need for multi-family housing versus the current zoning ordinance and supports City Council's desire to increase the amount of housing options and homes for our fellow Phoenicians. Too often we do not think of multifamily development as a place where we would live, but the reality is almost every one of us were renters at one point in our life. Furthermore, if we as a community want to provide places for our children to live that are more reasonably priced, we cannot continue to make it so costly and difficult to build apartments. These restrictions have led to the enormous rent increases we have experienced. As a parent with a daughter in an out of town masters program looking to possibly become a teacher, affordability of housing will guide her decision on whether to return to Phoenix or not. By reducing the required number of parking spaces, we will need smaller parcels of land to build the needed housing and reduce the overall cost of the project. Fewer parking spaces means less asphalt and heat island impact. More building and less parking increases property tax revenues to maintain our city. Smaller parking lots means shorter distances between places, reducing traffic and improving walkability.

I applaud the willingness to make these modifications and immediately look to the next step. All of the changes being suggested are critical. However, while it is wonderful to reduce parking requirements on multi-family land, the fact remains there is little to no land available which is actually zoned to build multi family housing and every re-zoning case typically takes 9 months, increases costs and ultimately sets us back from reaching our housing goals. This lack of opportunity drives correctly zoned land prices higher and higher off setting the great steps hopefully being taken at this meeting to build more housing. With that in mind I would implore this body in a future step to consider allowing commercially zoned land along arterials and collectors throughout our city, especially those with bus or light rail transit, to allow by right T:4:3 zoning and T:5:5 zoning in appropriate places, which will then actually give us land to build housing on.

Thank you for your consideration of this case and I hope for continued progress in the future.

Dan Klocke

Phoenician

Carnation Neighborhood

July 19, 2023

City of Phoenix Mayor and Council
200 W. Washington Street, 11th Floor
Phoenix, AZ 85003

RE: Neighborhood Leaders Support Amendments to Reduce Parking Restrictions

Dear Mayor Kate Gallego and Phoenix City Council:

On behalf of myself and the Carnation Association of Neighbors, I am writing in support of proposed Zoning Ordinance Text Amendment Z-TA-8-23-Y and request that you vote yes to approve this amendment to reduce the mandatory minimum parking requirements for multifamily, single-family, and affordable housing. The Carnation Neighborhood is located in the Melrose area of Phoenix between the Light Rail and 7th Avenue on the east and west and between Indian School and the Grand Canal on the north and south. Our neighborhood is a diverse mix of single family and multifamily homes. Many people have moved to our neighborhood in recent years because it is adjacent to major public transit stops, including the Light Rail, and walking distance to the wonderful businesses in the Melrose District. Just in the past decade, I have seen many people eschewing car use in favor of walking, biking, taking public transit or rideshares. This phenomenon will continue, especially if our City builds the infrastructure to support it. I am writing in support of the proposed text amendment because it will continue to make our community more bikeable and walkable, it reflects the reality that our residents have more transit options and will help reduce the cost of building housing in this City.

The historical and empirical evidence has made it clear that minimum parking requirements, especially around public transit nodes, have led to empty, unused parking lots that make our City less walkable, bikeable, and livable. Residents in the Carnation Neighborhood and all around our City are looking for policies that will encourage walkability and make it safe and easy for all of our families to walk and bike in our neighborhoods. The proposed Text Amendment Z-TA-8-23-Y is a very reasonable step in the right direction, and I encourage you to vote yes on the proposed text amendment as proposed. Thank you for your work to make housing more affordable and this City more walkable and transit friendly.

Sincerely,

Ed Hermes
President, Carnation Neighborhood Association
Carnationassociationaz@gmail.com
https://www.carnationassociationaz.com/
480-452-2062

BRINSHORE

1603 Orrington Avenue Suite 450 • Evanston, Illinois 60201 • Phone 847.562.9400 • Fax 847.562.9401 • www. brinshore.com

July 31, 2023

Phoenix City Council and
Phoenix Planning Commission

Re: Support of Text Amendment Z-TA-8-23-Y
Phoenix Scholar House, 2945 N. 18th Pl, Phoenix, AZ
Affordable Housing in Phoenix

To Whom it May Concern,

As developer of the Phoenix Scholar House, a proposed 56-unit mixed-income, multifamily community in Phoenix, we write in support of **Text Amendment Z-TA-8-23-Y** for right-sizing parking mandates.

The Phoenix Scholar House has been thoughtfully designed to include 56 rental units that will serve families making from 30% to 60% of the Area Median Income. While working closely with the City's Planning professionals, along with our local non-profit partner *Save the Family*, we will combine education and housing to lift families into self-sufficiency and permanently from public assistance.

Because affordable housing has long been a stated as a priority of the City of Phoenix Concept Plan, we support this Text Amendment's objective to refresh the outdated zoning codes, which, in effect, will continually price community members out of their neighborhoods and their city.

- Right-sizing parking mandates have become popular across the country. The May-June YouGov poll of Arizona voters found that 60% of Maricopa County residents support reducing parking mandates, so long as at least one parking space is provided per home.

Please vote YES on Z-TA-8-23-Y to align mandatory parking rations with the needs and budgets of everyday, hardworking residents of Phoenix.

Should you have any questions, or need any additional information, please do not hesitate to call me at (513) 603-0074 or by email at scottp@brinshore.com.

Respectfully submitted,

Scott Puffer
Senior Vice President
Brinshore Development, L.L.C.

save the family
FOUNDATION OF ARIZONA

July 31, 2023

Board of Directors
Rachel Pearson, President
Mike Garrison, Vice President
Phil Rees, Treasurer
Josie Woody, Secretary
Jennifer Anderson
Henry Avila
Dustin Cammack
Veronica De La O
Jolean Fleck
Syri Gerstner
Cindi Harper
Marvin Ruth
Mike Specht
Brett Young

Chief Executive Officer
Robyn Julien

Planning Commission Chairs and Members
c/o City of Phoenix, Planning and Development Department
200 West Washington Street, 2nd Floor
Phoenix, Arizona 85003

Re: Support of Text Amendment Z-TA-8-23-Y
Phoenix Scholar House, 2945 N. 18th Pl, Phoenix, AZ
Affordable Housing in Phoenix

To Whom it May Concern,

As a co-developer of the Phoenix Scholar House, a proposed 56-unit mixed-income, multifamily community in Phoenix, we write in support of **Text Amendment Z-TA-8-23-Y** for right-sizing parking mandates.

The Phoenix Scholar House has been thoughtfully designed to include 56 rental units that will serve families making from 30% to 60% of the Area Median Income. While working closely with the City's Planning professionals, along with our development partner, Brinshore Development we will combine education and housing to lift families into self-sufficiency and permanently from public assistance.

Because affordable housing has long been a stated as a priority of the City of Phoenix Concept Plan, we support this Text Amendment's objective to refresh the outdated zoning codes, which, in effect, will continually price community members out of their neighborhoods and their city.

- Right-sizing parking mandates have become popular across the country. The May-June YouGov poll of Arizona voters found that 60% of Maricopa County residents support reducing parking mandates, so long as at least one parking space is provided per home.

Please vote YES on Z-TA-8-23-Y to align mandatory parking rations with the needs and budgets of everyday, hardworking residents of Phoenix.

Should you have any questions, or need any additional information, please do not hesitate to call me at (480) 898-0228 or via email at Robyn.Julien@savethefamily.org.

Respectfully,

Robyn Julien
Save the Family Foundation of Arizona

Racelle Escolar

From: Krista Shepherd <Krista.Shepherd@multi.studio>
Sent: Tuesday, August 1, 2023 1:53 PM
To: PDD Planning Commission
Cc: Krista.Shepherd@multi.studio
Subject: August 3, 2023_Planning commission_SUPPORT FOR ITEMS 16 and 17

To whom it may concern:

I am writing to **support the following items** on the August 3, 2023 Planning Commission Agenda:

Item 16: Z-TA-5-23-Y (ADU's): This would positively allow for:

- incremental density/missing middle and affordable housing
- multi-generational housing
- property owner wealth building through rental opportunities
- aligns with the South Central TOD Community Vision and Plan approved by Mayor and City Council in 2022.

Item 17: Z-TA-8-23-Y (Parking reductions): This would positively allow for:

- greater utilization of transit systems
- allows for greater density to be built on small infill lots
- promotes development of small lots that could not be developed due high parking requires that cannot reasonably fit on site
- supports development of affordable housing
- aligns with the Walkable Urban Code
- aligns with transit-oriented plans including the South Central TOD Community Vision and Plan approved by Mayor and City Council in 2022.

Thank you.
Krista
Resident of District 6, Business location is District 7, Member of the 2025 Plan Phoenix Leadership Committee

Krista Shepherd AIA, LEED AP, NCARB
Principal

multistudio

o 602.650.7630 **c** 602.708.4588
Krista.Shepherd@multi.studio
w Multi.studio [multi.studio]

Racelle Escolar

From: Kelly Hatch <Kelly.Hatch@multi.studio>
Sent: Tuesday, August 1, 2023 2:05 PM
To: PDD Planning Commission
Subject: August 3, 2023_Planning commission_SUPPORT FOR ITEMS 16 and 17

To whom it may concern:

I am writing to **support the following items** on the August 3, 2023 Planning Commission Agenda:

Item 16: Z-TA-5-23-Y (ADU's): This would positively allow for:

- incremental density/missing middle and affordable housing
- multi-generational housing
- property owner wealth building through rental opportunities
- aligns with the South Central TOD Community Vision and Plan approved by Mayor and City Council in 2022.

Item 17: Z-TA-8-23-Y (Parking reductions): This would positively allow for:

- greater utilization of transit systems
- allows for greater density to be built on small infill lots
- promotes development of small lots that could not be developed due high parking requires that cannot reasonably fit on site
- supports development of affordable housing
- aligns with the Walkable Urban Code
- aligns with transit-oriented plans including the South Central TOD Community Vision and Plan approved by Mayor and City Council in 2022.

Kelly Hatch

Kelly Hatch NCIDQ
Senior Associate

multistudio

o 602.650.7635 **c** 425.218.5383
Kelly.Hatch@multi.studio
w Multi.studio [multi.studio]

Racelle Escolar

From: Mike Anglin <Mike.Anglin@multi.studio>
Sent: Tuesday, August 1, 2023 2:11 PM
To: PDD Planning Commission
Subject: Aug 3, 2023 - Planning Commission - SUPPORT FOR ITEMS 16 and 17

Importance: High

To whom it may concern:

I am writing to **support** the following items on the August 3, 2023 Planning Commission Agenda:

Item 16: Z-TA-5-23-Y (ADU's):
This would positively allow for:
- incremental density/missing middle and affordable housing
- multi-generational housing
- property owner wealth-building through rental opportunities
- aligns with the South Central TOD Community Vision and Plan approved by Mayor and City Council in 2022.

Item 17: Z-TA-8-23-Y (Parking reductions):
This would positively allow for:
- greater utilization of transit systems
- greater density to be built on small infill lots
- promoting development of small lots that could not be developed due high parking requirements that cannot reasonably fit on site
- supporting development of affordable housing
- alignment with the Walkable Urban Code
- alignment with transit-oriented plans including the South Central TOD Community Vision and Plan approved by Mayor and City Council in 2022.

Thank you.
Mike
Resident of District 5 and employee of business located in District 7

Mike Anglin RA, LEED AP
Senior Associate
he/him

multistudio

o 602.650.7614 **c** 520.664.4625
Mike.Anglin@multi.studio
w Multi.studio [multi.studio]

Racelle Escolar

From: Melissa Alexander <Melissa.Alexander@multi.studio>
Sent: Tuesday, August 1, 2023 2:29 PM
To: PDD Planning Commission
Subject: August 3, 2023_Planning commission_SUPPORT FOR ITEMS 16 and 17

To whom it may concern:

I am writing to **support the following items** on the August 3, 2023 Planning Commission Agenda:

Item 16: Z-TA-5-23-Y (ADU's): This would positively allow for:

- incremental density/missing middle and affordable housing
- multi-generational housing
- property owner wealth building through rental opportunities
- aligns with the South Central TOD Community Vision and Plan approved by Mayor and City Council in 2022.

Item 17: Z-TA-8-23-Y (Parking reductions): This would positively allow for:

- greater utilization of transit systems
- allows for greater density to be built on small infill lots
- promotes development of small lots that could not be developed due high parking requires that cannot reasonably fit on site
- supports development of affordable housing
- aligns with the Walkable Urban Code
- aligns with transit-oriented plans including the South Central TOD Community Vision and Plan approved by Mayor and City Council in 2022.

Thank you.
Melissa
Resident of District 6, Business location is District 7

Melissa Alexander NCIDQ, IIDA
Principal

multistudio

o 602.650.7627 **c** 602.748.5505
Melissa.Alexander@multi.studio
w Multi.studio [multi.studio]

RCVD 8/2/2023

AARP Arizona

7250 N. 16th Street, Suite 302 | Phoenix, AZ 85020
1-866-389-5649 | Fax: 602-256-2928 | TTY: 1-877-434-7598
aarp.org/az | azaarp@aarp.org | twitter: @AZ_AARP
facebook.com/aarparizona

AARP Arizona on City of Phoenix Text Amendments Z-TA-5-23-y and Z-TA-8-23-Y

AARP Arizona, on behalf of its almost 900,000 Arizona members is excited to support both text amendments as they will reduce and remove barriers to creating more housing that is affordable to all Phoenicians.

TA-5-23:

The City of Phoenix is in desperate need of more units that are affordable. As one of the largest cities in the nation, and growing, we must work to address these concerns. As our economy and population have grown, so too have the prices of rent. While we welcome the growth and prosperity to our city, we must ensure that city residents have access to stable housing. We've watched our population of unhoused grow dramatically over the last few years, especially amongst the 50+. In our heat, housing is a matter of life and death.

Accessible Dwelling Units (ADUs), also known as Casitas or Mother-in-Law Suites, are a great way to combat the over 150,000-unit shortage we have in the city. We also have evidence that these units, if allowed, will go to those most in need of them. A 2018 study in Vancouver found that 32% of the residents of ADUs had income that was less than 80% of the regional median income, and 16% had income that was less than half of the regional median income.

The average Social Security check in Arizona is roughly $1,550 per month, whereas the average rent in Phoenix is closer to $2,100 per month. People who moved to Arizona in years past are now being priced out leading to some of the difficulties we are currently seeing.

From another perspective, ADUs can also allow for older adults, who need care by family but can't afford living in a long-term care facility, to have a home to age in place. There are an estimated 800,000 unpaid family caregivers in Arizona and having more options to those needing care to be near those providing helps everyone.

TA-8-23:

Regarding the parking requirement changes, AARP policy actually recommends no on-site parking requirements. Parking requirements create additional barriers to ADU

creation because there is additional land needed and present additional costs. For instance, depending on the type of parking being built it can range between $2,500 and $15,000.

Interestingly, we do not require more parking for every additional bedroom created in a home, thus, AARP believes that ADUs should be treated similarly.

According to a recent AARP Arizona survey, 80% of respondents put increasing rent as one of the top concerns they had which could prevent them from aging in place. In the same survey, 90% of respondents said that Elected Leaders should make affordable housing a priority.

We are seeing everyone including stakeholders, elected officials, and residents all agree that housing is a major concern. These proposed changes would be a step in the right direction to allow Phoenix to grow without leaving people, especially older adults behind.

Sincerely,

Dana Marie Kennedy, MSW

State Director, AARP Arizona

August 2, 2023

Re: ADU and Parking Reform Items Before Your Commission

To Whom It May Concern:

As a Phoenix resident, father of two children, and someone who works in the development and construction industry, I urge the Phoenix Planning Commission to support text amendments Z-TA-5-23-Y (legalizing casitas) and Z-TA-8-23-Y (right-sizing parking mandates).

Our zoning code must keep pace with the needs of society. These needs are not static. Indeed, they are dynamic and always changing. If our zoning code is meant to serve our community and protect its best interests, then it too must remain dynamic and open to change. Because affordability metrics, long permitting times, and housing production numbers clearly indicate that the status quo is not keeping up. This reality demands action.

I am proud to see our city step up to the plate and show leadership by taking a serious look at zoning reform. Both text amendments before you are critical.

Backyard units give people options, especially for multi-generational families or those who need more space but cannot move due to an existing job or today's much higher interest rates. These same units were once legal in some of our most beloved historic neighborhoods–just take a look around Coronado, for example. It is time we re-legalize what was once a common sense way to gently grow and incrementally expand a family's use of their hard-won property.

PLEASE VOTE YES on Z-TA-5-23-Y to legalize casitas!

Relaxed parking minimums are equally valuable. There is a long and proven literature covering the many ways high parking ratios negatively impact our communities, but that's not even the most important point. Simply put, these requirements driven significant cost, and those costs transfer all the way down to the monthly rent paid by everyday people. Reducing parking ratios is not a giveaway to well capitalized developers. Instead, it is a leg up to our neighbors, many of whom rent either out of necessity or by choice. We need to do everything we can to encourage efficient use of infill land while reducing the cost to construct infill housing.

PLEASE VOTE YES on Z-TA-8-23-Y to align mandatory parking ratios with today's needs!

Thank you,
Lucas Lindsey

Racelle Escolar

From: Lorenzo Perez <lorenzo@venueprojects.com>
Sent: Wednesday, August 2, 2023 10:37 PM
To: Racelle Escolar
Cc: Joshua Bednarek
Subject: FW: Planning Commission - Discussion on Reduced Parking Minimums (Multifamily Development Projects)

Dear Planning Commission,

I'm submitting this email to acknowledge and support the efforts undertaken by the Planning and Development Department to proactively evaluate and propose reducing required Parking Minimums for Multifamily Residential Development projects in the City of Phoenix.

It's no secret that we as a nation are significantly underhoused, especially with affordable and attainable housing. Travel the state or country and witness the impact in large amounts of under and unsheltered individuals. Several factors contribute to this reality, some of which are dated development policies that don't keep up with the times, fail to consider different contexts in the built environment nor account for evolving market demand conditions. It's encouraging to see Phoenix take proactive measures to find solutions to help facilitate new approaches to encouraging the development of more diverse cost efficient housing. Time is money for developers and having policies in place that reduce or eliminate the need to pursue time and cost intensive parking reduction variances helps get projects to market faster at less cost. This is fundamental for establishing affordability as development costs ultimately get passed onto the user/consumer. City governments are in the unique position to lead efforts such as this to streamline and simplify the development process.

As a developer, owner and operator of mixed use projects, particularly infill and adaptive reuse projects, I'm proud to see the City of Phoenix leading this effort and taking proactive action to find workable solutions, soliciting input from people/firms that develop projects.

As a practitioner in this space, I offer the P&D department and Planning Commission a few points to consider as they reflect on and continue to work through this process ….

1. I encourage the commission to PRIORITIZE HOUSING PEOPLE OVER PARKING CARS. It is a community and economic development priority that effects every citizen's quality of life. If we don't have an adequate supply of diverse residential options to house all levels of the workforce, especially the most vulnerable in high value service roles such as firemen, police officers, nurses, office clerks, teachers, retailers, service workers, construction workers, tradesman, laborers, grocery store clerks, etc, what kind of city and local economy will we have?
2. Consider that not all households are the same. Small household formations of 1-2 people are one of the fastest and largest growing market sectors in the US that cover all ages of adults. Not all residents can afford cars or choose not to own one and instead take advantage of transit and rideshare. Developing policy that addresses the needs of a varied and diverse housing base is critical. This study and proposal is a significant step in that direction.
3. Having to dedicate less land for parking opens up more space to add diverse housing options and reduce housing development cost. Increased housing supply delivered faster, at less cost, translates to more available affordable housing options. Parking is expensive to construct, to maintain and significantly hinders the ability to develop urban / suburban sites.

4. Requiring less parking reduces the potential to have overparked and underutilized sites that often become attractive nuisances for illicit activity and become costly burdens to maintain and service during operation, negatively contributing to a property's appeal and ongoing affordability.
5. Offering parking reduction incentives to encourage affordable housing is a good idea to attract more affordable/attainable and attractive development.
6. Encouraging property owners to work together and develop shared parking strategies is something that should be examined. We've had success with our commercial infill projects working with neighbors to use adjacent or nearby underutilized parking assets to help provide overflow parking for our retail / dining projects. Office and retail properties are great complimentary evening parking solutions for residential.
7. Less surface parking is a sensitive development sustainability approach to reducing heat island effect from large exposed parking fields.
8. We are blessed in Phoenix to have large right of way streets. Consider leveraging this existing asset to provide additional on street parking as an option for multifamily development. Owners and developers would likely entertain paying a reasonable and proportionate fee to help contribute to the ongoing maintenance of the streets in exchange for this option in lieu of overinvesting into parking that may or may not get used. In many cases across the city, we have enough space to accommodate on street parking while maintaining adequate traffic flow. Many cities across the world utilize on-street parking as an asset to free up land for more housing. Phoenix could benefit from this paradigm shift to help generate revenue to assist with the maintenance of streets while simultaneously helping to incentivize more housing.

Thank you for the opportunity to voice some thoughts on this issue and for taking this important step to build a more livable city.

Respectfully,

Lorenzo Perez
602.689.0194 Cell
lorenzo@venueprojects.com

HBACA

Home Builders Association of Central Arizona

August 3, 2023

Sent via email

City of Phoenix Planning Commission
200 W Jefferson St
Phoenix AZ 85003

RE: August 3, 2023 Planning Commission Meeting Agenda Items 16 and 17 (ADUs and Parking Minimums)

Dear Phoenix Planning Commission:

On behalf of the Home Builders Association of Central Arizona ("HBACA"), we write in support of the proposed zoning ordinance text amendments related to Accessory Dwelling Units[1] ("ADUs") and parking minimums[2] on the August 3 Planning Commission meeting under agenda items 16 and 17. The City of Phoenix and the State of Arizona are facing a housing supply and affordability crisis.[3] The City itself has set a goal of creating or preserving 50,000 homes by 2030.[4] **These two text amendments are a necessary first step in achieving that goal and we respectfully request you vote "yes" on both text amendments.**

Legalizing ADUs are an increasingly popular way to increase housing supply around the country. "Accessory Dwelling Units (ADUs) provide one option for increasing housing supply without noticeably changing neighborhood aesthetics, since ADUs are typically secondary units that discretely share a lot with a primary residence."[5] While ADUs are helpful in increasing housing supply it is important that these ordinances are drafted in a way that results in ADUs being constructed. "But getting the rules right is important: in many cases, cities adopt excessively strict rules surrounding ADUs, resulting in few units being built."[6]

As these ordinances have been adopted and implemented around the country there are several key recommendations for making ADUs feasible to build[7]:

- No owner occupier requirement
- No parking requirement for the ADU
- Approve ADUs by-right/ministerially
- Allow attached and detached ADUs
- Allow reasonably sized ADUs

---

[1] Z-TA-5-23-Y

[2] Z-TA-8-23-Y

[3] See e.g., *Why experts say Arizona housing crisis is a 'growing cancer'* (available at https://azbigmedia.com/real-estate/why-experts-say-arizona-housing-crisis-is-a-growing-cancer/).

[4] Phoenix.gov/housing

[5] Vanessa Brown Calder and Jordan Gygi, *The Promising Results of Accessory Dwelling Unit Reform*, Cato at Liberty Blog (June 28, 2023) (available at https://www.cato.org/blog/results-accessory-dwelling-unit-reform-so-far).

[6] M. Nolan Gray, *Arbitrary Lines: How Zoning Broke the American City and How to Fix It*, 113 (Island Press 2022).

[7] See *The Promising Results of Accessory Dwelling Unit Reform*.

It appears that the proposed text amendment covers most of these. We are concerned about an owner occupier requirement as this requirement tends to reduce the value add of an ADU to a property's appraisal and makes financing for ADU construction more difficult. We are also concerned that the City's lot coverage regulations will hinder the ability of some homeowners to add an ADU despite the increase in lot coverage proposed in the text amendment. The City's current setback requirements are sufficient to regulate the buildable area on a lot. Therefore, the city should remove any owner occupier requirement and the general lot coverage limitations.

Although it is not within the purview of this text amendment, the HBACA is concerned about the implementation of this ordinance amendment. Our members are experiencing very long plan review, permitting, and approval times in the City. Our concern is that this problem is going to get worse with an influx of new applications to build ADUs. The City should consider how it is going to go about reviewing and approving these applications so as to not elongate an already cumbersome process.

The HBACA also supports the parking minimum reform text amendment. While this amendment will only affect a few of our members, these reforms will help reduce housing costs. Moreover, it is a recognition that the market is better at determining these needs than municipal planners.

> As far as off-street parking goes, developers – not planners – have both the right incentives and local knowledge needed to determine how much off-street parking is necessary. After all, if a developer builds too much parking, they waste money, while if they build too little, they may have trouble selling or leasing out the space. Eliminating minimum parking requirements merely gives developers the flexibility needed to adjust the amount of parking to local conditions, perhaps building more in suburban areas and less in more urban areas.[8]

The HBACA and our members are very appreciative of the City's work on increasing the supply of housing. However, there is still much work that needs to be done. We are looking forward to working with the City on future reforms such as addressing the missing middle (duplexes, triplexes), reducing minimum lot sizes, and reforming design review regulations. In addition, we are looking forward to procedural reforms to expedite the plan review, permitting, and approval processes. After all the value of these text amendments is significantly diminished if our members cannot actually get these additional units constructed in a timely fashion.

Very truly yours,

Jackson Moll
Chief Executive Officer
Home Builders Association of Central Arizona
Registered Lobbyist with the City of Phoenix

Cc: Josh Bednarek, Director City of Phoenix Planning and Development

[8] *Arbitrary Lines* at 114.

August 3rd, 2023

City of Phoenix Planning Commission,

As community organizations led by and serving Phoenix families and community leaders, we urge the Planning Commission at the City of Phoenix to support text amendments Z-TA-5-23-Y (legalizing casitas) and Z-TA-8-23-Y (right-sizing parking mandates). **These proposals will help make housing more affordable and attainable across our city, increase access to jobs and amenities, and save Phoenicians money when we desperately need it.**

Housing is a basic human need and we believe that any hard-working Phoenician should be able to find safe, stable housing they can afford. We also recognize that our outdated zoning codes present a huge barrier to affordable and attainable housing. **Our city policymakers have an obligation to act, to ensure no hard-working Phoenician is priced out of their community**.

The two proposals before the Planning Commission and City Council would provide modest, but important improvements to affordability and livability in Phoenix. They will create a pathway for our city to stay a place Phoenicians can afford to live, work, and raise families, while maintaining the visual character and livability of our neighborhoods.

Legalize casitas to expand affordable housing options

Vote YES on Z-TA-5-23-Y to legalize casitas, vital to any affordable housing strategy.

Casitas are among the most naturally affordable forms of housing.

- A new market-rate casita **rents for 75% less** than a new single-family home.[1]
- Multiple studies have found the average casita is **affordable at between 60% and 80% of area median income.**

Casitas provide opportunity to people of all ages.

- Casitas **enable seniors to age in place** by providing ongoing rental income without needing to move off their property.[2]
- Casitas **enable multigenerational living on a single parcel**, particularly useful for families who want to live in multigenerational arrangements.[3]

Legalizing casitas is popular. A YouGov poll of Arizona voters in May-June of this year found that **73% of Maricopa County residents support allowing owners of single-family houses to build and rent out casitas on their property, vs. only 18% opposition**.[4]

[1] https://www.sightline.org/2021/08/01/we-ran-the-rent-numbers-on-portlands-7-newly-legal-home-options/
[2] https://www.aarp.org/home-family/your-home/info-2020/accessory-dwelling-unit.html
[3] https://accessorydwellings.org/2016/01/22/adu-multigenerational-families/
[4] https://drive.google.com/file/d/1BrOgBvXl9v1q7Z_fFm-tC7uE5fV9FuTF/view?usp=sharing

Right-size parking mandates to bring down housing costs

Vote YES on Z-TA-8-23-Y to align mandatory parking ratios with the needs and budgets of everyday, hardworking Phoenicians.

Study after study shows parking mandates make housing more expensive.

- Multiple independent, nonpartisan analyses of parking mandates found that on-site parking adds 15% - 17% to the cost of rent.[5] [6]
- Another study showed that during peak periods 37% of urban residential parking spaces are unoccupied.[7]

Relaxing parking mandates enables more homes to be built more quickly.

- Studies of cities that repealed parking mandates in the last ten years found that 60% to 70% of new homes built there would not have been legal under prior mandates.[8]

Right-sizing parking mandates are popular. The May-June YouGov poll of Arizona voters found that **60% of Maricopa County residents support reducing parking mandates, so long as at least one parking space is provided per home, vs. only 22% opposition**.

Phoenicians support bold action to build more affordable housing

With Phoenix facing a shortage of over 163,000 homes, the working residents of our city are done waiting for action.[9] The May-June YouGov poll of Arizona voters found that **55% of Maricopa County residents believe "building more affordable housing" is important.**

The time to act is now. Phoenix's working families need you to vote YES on text amendments Z-TA-5-23-Y and Z-TA-8-23-Y.

Signed,

Urban Phoenix Project
Arizona State Senator Anna Hernandez
Arizona State Representative Analise Ortiz
American Institute of Architects
AIA Phoenix Metro
A Permanent Voice Foundation

[5] https://www.sightline.org/research_item/who-pays-for-parking/
[6] https://www.tandfonline.com/doi/full/10.1080/10511482.2016.1205647
[7] https://www.seattletimes.com/seattle-news/data/seattles-car-population-has-finally-peaked/
[8] https://www.sightline.org/2023/04/13/parking-reform-legalized-most-of-the-new-homes-in-buffalo-and-seattle/
[9] https://www.phoenixnewtimes.com/news/phoenix-draft-homeless-plan-hopes-portal-advocates-community-gallego-11478370

Carbon Vudu LLC
Carnation Association of Neighbors
CHISPA AZ
Fuerte AZ
Merge Architectural Group
Phoenix Spokes People
RAIL CDC
SoPho Convening
Trees Matter
Unemployed Workers United

Racelle Escolar

From: pearce@carbon-vudu.us
Sent: Thursday, August 3, 2023 8:07 AM
To: PDD Planning Commission
Subject: ADU Support and less parking

Yes I support the ADU program and less parking c.

Pearce | 602.430.3451 **©2023 OWNERSHIP OF SERVICE** -- All reports, plans, specifications, computer documents, field data, notes and information prepared by **CARBON VUDU LLC** and their consultants shall remain the property thereto. **CARBON VUDU LLC** shall retain all common law, statutory and other reserved rights, including the copyright thereto.

Racelle Escolar

From: Dudzik Smith, Katherine <Katherine.DudzikSmith@hdrinc.com>
Sent: Thursday, August 3, 2023 8:58 AM
To: PDD Planning Commission
Subject: Support for Z-TA-5-23-Y and Z-TA-8-23-Y

Hello,

I am writing in support of the Zoning text amendments suggested by the City of Phoenix staff to allow ADUs and reduction of parking minimums. Both of these measures will help with the affordable housing crisis that the Phoenix metro area is experiencing and thus help the homelessness situation. Both of these measures help with creating a stronger community by allowing more diverse development. Please adopt these zoning text amendments.

Thank you,
Katherine

Katherine Dudzik Smith, AIA, NOMA, LEED AP, NCARB
Senior Design Architect

HDR
20 East Thomas Road, Suite 2500
Phoenix, AZ 85012
D 602.474.7812 **M** 480.239.6291
Katherine.DudzikSmith@hdrinc.com

hdrinc.com/follow-us [hdrinc.com]

RCVD 6/27/2023

COMMENTS BEFORE ALHAMBRA VILLAGE PLANNING COMMITTEE ON CITY OF PHOENIX TEXT AMENDMENTS PERTAINING TO REDUCTIONS IN PARKING, ACCESSORY DWELLING UNITS, AND MOBILE HOME PARKS

Please include these comments as provided in the minutes for the AVPC.

(1) Process for Formulating, Reviewing, and Approving the proposed Text Amendments

The process for public involvement to comment on these proposed text amendments is unacceptable. There was an effort to include stakeholders in at least one of the amendments (for mobile homes – unknown for the others), but neighbors, neighborhood associations, mobile home residents and related organizations, and affordable housing advocates were not considered to be stakeholders - only those groups who would stand to benefit financially from any changes were included. As far as I can tell, none of these text amendments included any resident input whatsoever in their formulation – despite the fact that residents are the ones who would be most impacted by them.

There has been very little publicity about any of these proposed changes in order to garner public input – nothing on the City of Phoenix website, in the water bill, in Councilmembers' or Mayor's newsletters, nothing in the newspaper or any other publication. The only residents who will even know this is happening are those who monitor VPC agendas (you can probably count all of them on one hand) and those who somehow stumbled into this information because they knew someone who knew someone (which is how I found out). The VPC agendas don't provide any information about the proposed amendments or even much of a description. There are no links or details - so the only way to learn about the amendments is to attend the meeting and wait through a lot of the agenda, and then to attend another meeting when the VPC votes on it.

This "opportunity" for the public to comment may be called public review or public involvement, but it is neither. It is an obligatory gesture towards the persons who would be most impacted by these provisions, not a

meaningful conduit to achieve understanding and obtain thoughtful public comments.

(2) Accessory Dwelling Units:

I believe the intention of this text amendment is to increase the supply of attainable if not affordable housing in single family residential zones. It attempts to achieve this by allowing by right additional construction in single family zones for structures that have a separate entrance, are one-story and fit within the setbacks of the current zoning.

There are many reasons for a homeowner to want an accessory dwelling unit on their property as allowed by this proposed text amendment and the vast majority have nothing to do with creating affordable or attainable housing that would be rented to a stranger. From what I can tell in the text amendment, an accessory dwelling unit could be used as a home office; as a guest house for visitors, for one's family members (parents, in-laws, teens, siblings, grandparents, etc.), etc.; as a short-term rental; for storage; a gardening center; an art studio; an exercise studio; for parties; among others.

It takes a special type of person to be willing to let a stranger live long-term practically on top of them and to be their landlord. I hypothesize that most homeowners aren't that type of person, either because they value their privacy or because they don't want to be a landlord.

However, investors are those types of people. They want to be landlords, they aren't concerned about privacy lost, security issues, noise, traffic, a proliferation of cars on the street, etc. For them it is a business model in which they are remote from the impacts of their revenue generator. Allowing accessory dwelling units by right will be a shot in the arm for investors who would be allowed to knock down a house and build two houses on the same lot, one a little smaller, and rent them both. Essentially the result would be duplexes that aren't necessarily physically connected. If not duplexes, then flag lots.

Accessory dwelling units also would be appealing to investors who would buy up homes, build an accessory dwelling unit and use both as short-term

rentals. It sounds ideal as a party house set up – great for investors and problematic for neighbors.

This Amendment also (as far as I can tell) doesn't address the potential impact on historic districts. Would a historic home with a modern accessory dwelling unit lose its historic status? Would there be provisions to protect against that?

Finally, ADUs are not a direct solution for the current housing shortage. There is no guarantee that an ADU would be used as long-term housing; if it is, there is no guarantee that it would be affordably priced. Many studio and one-bedroom apartments are expensive—size alone is not an indicator of rent that would be charged.

At a minimum, (1) short term rentals should be regulated so they don't cause problems for the neighbors and this text amendment should not be passed without those regulations in place; (2) historic neighborhoods should be protected from degradation from ADUs; (3) there should be some provisions to deter investors from buying up homes and converting them to rentals (which drives up the cost of all housing); (4) the proposed text amendment needs to be evaluated in terms of its likely impact on the housing supply. If it won't make a meaningful contribution to the housing supply, then it should be reconsidered in that light.

(3) Reduction in Required Parking:

The proposed reduction in affordable and multi-family parking (1.25 parking spaces per unit) would mean fewer parking places per unit are provided than is currently required for any apartment units of any size, including studios (which are 1.3 parking spaces/unit). It is unclear why this is being considered. Is it because existing parking lots and garages for apartments are largely empty? Are there statistics showing that the number of vehicles per apartment unit is declining and that is the justification? It would be useful to see and analyze these statistics.

This proposed reduction would apply to luxury apartments as well as more affordable apartments-- everywhere, not simply near light rail. Does this mean that affluent people have gotten rid of their vehicles to ride buses and

bicycles and walk to their destinations? Given the increasing amount of traffic in Phoenix, I would be surprised if that were the case.

The 1.25 parking spaces/unit is a maximum number of parking spaces under the proposed text amendments. In affordable housing located anywhere, for all multi-family units in infill areas and near light rail, those numbers decline by a minimum of 40% and a maximum of 100% for affordable housing in areas subject to the Walkable Urban Code.

These reductions in parking spaces either assume that everyone is taking alternative transit and walking or that there is sufficient street parking for thevehicles for which there is reduced or no on-site parking provided. These vehicles would be parking on the same residential streets that now also have extra vehicles on them from ADUs, for which no additional parking spaces have been required.

Essentially, this would create the same reality faced by people in major midwestern and eastern metropolises where parking spaces are in short supply. In those cities, finding a parking space is a daily grind, and people have to walk blocks from their vehicle to their home, carrying groceries, pets, children, packages, etc. Key differences between Phoenix and those cities are: (1) Phoenix is a city largely without sidewalks, so there would be more pedestrians walking in residential streets that are narrowed from cars parked on both sides of the street, while facing increased traffic from drivers looking for someplace to park; and (2) Phoenix typically has almost 100 days of triple digit temperatures. Unlike most midwestern and eastern cities, Phoenix does not have mass transit that makes it easy to get around the city and doesn't have the weather, traffic, or infrastructure that makes it safe to bicycle or even walk year around. If I didn't have a car to drive to this meeting from my house at about 3rd Street and Bethany Home Road, it would have taken me 52 minutes – including 24 minutes of walking and 28 minutes on the bus—assuming that the buses were on time. Driving, it took 10 minutes and I daresay I arrived smelling fresher.

Reducing parking for affordable housing to zero ignores the many persons in affordable housing who have disabilities and cannot walk very far. Parking blocks from their apartment is not an option for those with

health or mobility problems, nor is walking several blocks to get on a bus or rapid transit. They need onsite parking.

This proposed reduction of parking spaces would only work if coupled with a plan to help people to travel in Phoenix without cars. This text amendment alone does not achieve this. Otherwise, it appears the only ones who would benefit from this text amendment would be apartment developers and their shareholders who could increase the number their apartment units without having to pay for adequate parking. There is no provision to require them to pass their cost savings on to their tenants in reduced rents or to compensate the neighbors for the traffic and safety problems and inconvenience created by the additional vehicles parked on the street.

Additionally, this text amendment does not address providing charging stations for electric vehicles in multifamily housing. Surely this would be the time and place to address this.

(4) Mobile Homes: I am not clear whether the AVPC is addressing the mobile home text amendments as they aren't on this agenda. I would hope that there would be a presentation on this as the text amendments are complex. Or did I miss the presentation?

Thank you for this opportunity to share our neighborhood association's concerns.

Jackie Rich
President, Murphy Trail Estates Neighborhood Association
June 27, 2023

FROM : Robert Maynard

SUBJECT : Parking space

MESSAGE : I just read where the city council will vote to reduce parking spaces for apartments in various parts of the city. I am very much against this. Parking is an issue around this city all the time. Look around any school and the residential neighborhoods where the neighborhood,is inundated with students, and parents cars. Try finding a parking spot in uptown plaza on the weekends and holidays.
Overall it is a very bad idea. It would have been a good idea if done in the 60s or early 70s but not now.

Thank you for your public service on the council,
Robert Maynard
524 W. Why Worry Lane
Phoenix, 85021

Email : maynard198@cox.net

AREA : 602

PHONE : 9976640

ADDRESS : 524 W. Why Worry Lane

CITY : PHOENIX

STATE : AZ

ZIP : 85021

Submission ID: 53d14aade3b24416acf98b1c660f80cb

Form Submission On : 7/18/2023 12:24:07 PM

Referer: https://phoenix.gov/district3/contact-district-3

This is Not Spam - This message is sent on behalf of the City of Phoenix.
Please handle appropriately.

1 August 2023

Chair and Commissioners
Planning Commission
c/o City of Phoenix, Planning and Development Department
200 W. Washington Street, 2nd Floor
Phoenix, Arizona 85003

RE: TA-5-23 (ADUs); TA-8-23 (Affordable and Multi-Family Housing parking reductions)

Mr. Chairman and Commissioners:

Attached with this letter is a correspondence the Neighborhood Coalition (NCGP) sent to all Village Planning Committees (VPCs) in July regarding the subject text amendments.

NCGP representatives presented on the subject at ten of the 15 VPCs.

Planning and Development submitted to you an addendum to the ADU text amendment. While we appreciate the effort to improve the TA, the changes have yet to be aired so we wish for a more fulsome public discussion before embracing the changes suggested.

We continue to stand by our recommendations—amending the ADU TA to improve the clarity of its impact on historic preservation districts, special planning districts and overlays, and HOAs and CC&Rs. We also think managing short term rentals (STRs) deserves a greater inspection.

We also believe that the proposed parking reductions to affordable and multifamily housing projects warrant substantial amendments to be considered viable on a citywide basis. Indeed, nine of the 15 VPCs voted to deny the reduced parking text amendment as presented to you.

Please consider the recommendations NCGP has offered you for both TAs.

Respectfully,

Neighborhood Coalition of Greater Phoenix members and friends

att.

11 July 2023

Chair and Committee Members
Desert View Village Planning Committee
c/o City of Phoenix, Planning and Development Department
200 W. Washington Street, 2nd Floor
Phoenix, Arizona 85003

RE: TA-5-23 (ADUs); TA-8-23 (Affordable and Multi-Family Housing parking reductions)

Chair and Committee members:

The Neighborhood Coalition of Greater Phoenix is registered with the Corporation Commission of the State of Arizona and has continuously been a member in good standing since 1984. Our members are from neighborhoods across the City of Phoenix.

Background
We understand that our nation is facing a housing shortage and that Arizona and Phoenix have not been spared from this shortage. NCGP members believe it falls upon all of us to help provide relief and a sustainable path forward.

In that spirit, members of the NCGP working group gathered to review and discuss the proposed subject text amendments the City has anticipated to address our housing shortage.

2023 Arizona Legislative Session
This year's session saw several housing bills make their way through the Legislature without success. Indeed, NCGP, its members and our partners across the Valley and the state were active in seeking 'no' votes from elected representatives. Ultimately, the bills were either voted down decisively, on a bipartisan basis, or they failed to make their way to the floor of either Chamber.[1]

[1] Senate bill SB1117 was denied in the Senate on a bipartisan vote, failing 20 to 9 in March. The bill was then broken into 3 separate bills: HB1161, HB1163 and SB2536. On the final day of voting in June, SB2536 was defeated on a bipartisan basis, 19-10. HB1161 and HB1163 failed to get a vote on the House floor, ending the bill sponsor's push for so-called 'zoning reform.'

We provide this information to let VPC members know that all the text amendments coming through committees in the last several months--and now this month—can claim origins from the bills at the state legislature that we are intimately familiar with.

Z-TA-5-23 (Accessory Dwelling Units or ADUs)

Many of us think that ADUs can have a positive impact on the housing supply in our city. Yet, we believe that there are several elements of the proposed TA that require additional scrutiny. These are our comments and suggestions.

I. Historic Preservation and other Special Planning/Overlay Districts:

We have great concern that the TA as presented will create confusion and contention between this ordinance and the ordinances that govern properties of historic significance. Z-TA-5-23-Y must state that for historic properties, Chapter 8 of the Zoning Ordinance takes precedence over the design review standards for ADUs. Specifically, the proposed language states:

> "(c) DWELLING UNITS ON LOTS ZONED OR DESIGNATED HP ARE EXEMPT FROM THE PROVISIONS OF SECTION 8.5, SO LONG AS THE PLANS ARE REVIEWED AND APPROVED THROUGH HISTORIC PRESERVATION PRIOR TO ISSUANCE OF ANY BUILDING PERMITS."

The phrase "so long as..." is imprecise and doesn't make it clear that ADUs in historic districts MUST be reviewed by the HP Office. The proposed language is subject to misinterpretation that a project may EITHER be approved by the HP Office OR incorporate the Design Guidelines of Section 8.5 of the TA.

To make it clear that ADUs in historic districts must have HP approval, we suggest the following language:

> "Dwelling units within a historic district and/or with HP or HP-L zoning overlay are subject to review by the City of Phoenix Historic Preservation Office pursuant to Article 8 of the Zoning Ordinance. In the event the provisions of Section 8.5 herein, or other ordinance or regulations are inconsistent with Article 8 of the Zoning Ordinance (Historic Preservation), Article 8 shall have precedence."

We also believe the proposed TA Section 702.F.1(b) (Special Parking Standards), likewise does not make it clear that HP approval is REQUIRED for the addition of parking to the front of a historic property (widening of driveways and curb cuts, etc.), and the language should be strengthened. The proposed language states:

> "Spaces in excess of those required for single family and duplex residential uses may be located in the required front yard. However, all parking and maneuvering areas within the required front yard shall not exceed forty-five percent (45%) 50% OF THE AREA OF THE REQUIRED FRONT YARD, EXCEPT THAT A DRIVEWAY SHALL NOTBE REQUIRED TO BE LESS THAN 18’ IN WIDTH UNLESS OTHERWISE STIPULATED BY HISTORIC PRESERVATION.”

We think stronger language is needed to ensure that Historic Preservation regulation takes precedence over the ADU ordinance by deleting, "Unless otherwise stipulated by Historic Preservation", and adding the following sentence:

> "Any and all changes to driveways, parking and maneuvering areas within a historic district and/or with HP or HP-L zoning overlay are subject to review by the City of Phoenix Historic Preservation Office pursuant to Article 8 of the Zoning Ordinance. In the event the provisions of Section 702.F.1 herein, or other ordinance or regulations are inconsistent with Article 8 of the Zoning Ordinance (Historic Preservation), Article 8 shall have precedence."

Third, the proposed amendment Section 706.A.3.b (Accessory Dwelling Units (ADU)) is also worded in such a way that makes HP approval seem optional.

The proposed language states:

> "b. A DETACHED ADU, WHEN VISIBLE FROM ADJACENT STREETS, SHALL BE CONSTRUCTED WITH SIMILAR AND/OR COMPLEMENTARY MATERIALS, DESIGN, AND COLOR(S) AS THE PRIMARY DWELLING UNIT, OR AS MAY BE APPROVED BY HISTORIC PRESERVATION FOR HP ZONED OR DESIGNATED PROPERTIES. (P)"

Instead of using the imprecise phrase, "or as may be approved", the language should be strengthened as follows to make it clear HP approval is REQUIRED for historic properties:

Delete the phrase "or as may be approved by Historic Preservation..." and add the following sentence:

> “A detached ADU within a historic district and/or with HP or HP-L zoning overlay is subject to review by the City of Phoenix Historic Preservation Office pursuant to Article 8 of the Zoning Ordinance. In the event the provisions of Chapter 7, Section 706.A.3.b herein, or other ordinance or regulations are inconsistent with Article 8 of the Zoning Ordinance (Historic Preservation), Article 8 shall take precedence."

II. Parking for ADUs

We agree that the amount of the front yard that can be allowed for parking needs to increase from 45% to 50% for parcels that are approved for an Additional Dwelling Unit. We also know, based on experience, that on-street parking will become more frequent.

To ensure that property owners in proximity to a property with an ADU is not inconvenienced or that use of their property is not diminished, on-street parking should be regulated. Please note that homes subject to Historic Preservation, Special Zoning and Overlay Districts are still subject to whatever specific regulation(s) applies to those properties per the first consideration in this position statement.

Combining on-site and on-street parking concerns, the regulation should read:

> "A minimum of 1 parking space shall be available either on-site with adherence to Section 720.F.1 as amended to 50% of the front yard, or on-street parking that must only be in front of the subject property unless the property is a corner lot and side-street parking is possible."

Consideration should also be given to adding language to ensure visibility triangles are maintained.

III. Short Term Rental

We appreciate the addition of the paragraph in the revised TA requiring a Restrictive Covenant but do not feel it is strong enough to meet the City's goal of increasing affordable housing supply for permanent residents. As currently worded, the Restrictive Covenant will preclude investors who own residential property from applying for an ADU, but it does not prevent an owner-occupied property from renting an ADU on a short-term basis. The consequence will have a negative impact on affordable housing for first time renters (e.g., college-aged adults), and temporary workers (e.g., traveling nurses), among others.

The Restrictive Covenant paragraph should be revised to add the regulation that ADUs, if rented, must be for a term of no less than thirty (30) days. The current City of Flagstaff ordinance states:

> (a)The property owner, which includes title holders and contract purchasers, shall occupy either the primary dwelling unit or the ADU as their principal residence, unless the primary dwelling unit and ADU are allowed to be separately leased or rented in accordance with subsection G of this Section.
>
> (b)The primary dwelling unit or the ADU that is not occupied by the property owner that is rented or leased shall be for a period of no less than 30 days.

IV. Homeowners' Associations/ CCRs

The proposed TA does not address coordination with Homeowners' Associations or Covenants, Conditions and Restrictions. By law, these contracts must be honored in addition to municipal codes and ordinances. This TA should state that applicants for ADUs must comply with HOA and Covenants, Conditions and Restrictions in addition to the provisions of the ordinance.

Z- TA-8-23 (Affordable and Multi-Family Housing parking reductions)
We understand the desire to relieve what developers perceive as parking 'constraints.' We generally believe, however, that a 'one size fits all' approach to parking reductions does not reflect a thoughtful approach for a city of 517 square miles.

Any reduction in the current parking space calculations for multi-family housing, in any district and any price category, will put the burden of parking on public streets throughout the city. Therefore, any revisions to the current ordinance need careful consideration.

We believe this TA is being rushed through the approval process without such diligence. With the goal of working together to find suitable solutions, we make observations and propose revisions to the current ordinance as follows:

I. Parking space calculations for multi-family developments should only be based on proximity to currently available transportation options. They should never be based on the rental rates of the units (I.e., luxury, affordable, market rate, low-income/subsidized). It is discriminatory to believe that people who live in lower-priced housing do not have or do not want personal vehicles.

II. Because of the cost of apartment rentals, more units of every size are being shared by two or more people, oftentimes housemates rather than couples. Expecting that no occupant will have a car, even in TODs and WU code areas, is not based on empirical data.

III. Reducing the on-site parking requirements for multi-family housing might be appropriate for residents living in the Downtown Core, Transit Oriented and WU Code districts, yet it is not acceptable to residents living outside of those districts.

Phoenix is the second largest city by area in the United States. Because of the lack of convenient, reliable public transportation in every Phoenix Village outside of downtown and within walking distance of light rail, residents depend on personal vehicles to go to work, to the grocery, and to the entertainment venues clustered in downtown.

Those residents who do not live downtown will also need parking to continue enjoying all that downtown has to offer. If all the street parking is taken by downtown residents, commuting patrons will be deterred from attending events.

IV. Include a requirement that visibility triangles must be maintained.

A. Reducing on-site parking to encourage more density with potentially small front and side setbacks could lead to encroachment on the visibility triangle that is a necessity to ensure safety.

V. City-wide Multi-family Parking Requirement

A. <u>The base parking space requirement should be 1.5 spaces per dwelling unit</u>.

i. This simplifies the calculation instead of calculation based on size of DU
ii. Maintains the current requirement as the most frequently built size of unit (1-2 bdrm)
iii. Averages the current requirements (1.25/efficiency; 1.5/1-2 bdrm; 2/3 bdrm)

iv. It should not be less than the current efficiency DU requirement

VI. Citywide Affordable housing Parking Reduction

A. Delete this provision because it does not consider proximity to alternative to personal vehicle modes of transportation.

VII. Infill Development District Parking Reduction

A. Delete the calculations entirely

B. Use 10% bonus density incentive

VII. Walkable Urban (WU) Code affordable housing parking requirements

A. Required parking should never be "zero"

B. Parking for handicapped residents should always be required and maintained

C. It should not be expected that residents living in affordable housing in the areas of the WU Code will not have personal vehicles

D. It should not be expected that residents living in affordable housing in the areas of the WU Code will never have a guest with a personal vehicle

IX. Passenger Loading Zones within WU Code

A. Also require parking of service vehicles (e.g., repair technicians) that require more time than the other stated examples

B. Also require parking for renter move-in/move-out vehicles that require more time than the other stated examples

Process: Lack of neighborhood outreach

In a June 1, 2023, staff report to the City of Phoenix Planning Commission, PDD staff wrote:

> *Staff obtained input from various stakeholders and held four meetings to review and request additional input on the proposed text amendment. Stakeholders included individuals from the following organizations:*
> • *Manufactured Housing Communities of Arizona (MHCA)*
> • *Manufactured Housing Industry of Arizona (MHIA)*
> • *Arizona Department of Housing Board of Manufactured Housing Member*
> • *Affordable Housing/Private Developers*
> • *Arizona State University, Real Estate Development*

While we understand that staff feels the need to reach out to industry representatives to understand their position, so, too does staff need to reach out to citizens and neighborhoods to understand the issues of the vast swaths of residents who will be impacted by these proposed sweeping changes to our housing stock.

Does the City of Phoenix think that simply vetting these proposals—changes that can have a vast impact on the existing population—should only be presented to VPCs?

Clearly, some VPCs took issue with the speed and confusion of the proposals of the initial two text amendments when they were presented. It appears six of 15 VPCs did not meet quorum on the first go-around; yet another VPC did not meet quorum last night.

We ask: How can vast changes to the entire city be vetted by, perhaps, 150 people or less?

Next steps: Approve our recommended amendments
We have pored over these proposals to identify the gaps and looked ahead to stave off unintended consequences. We've shared those with you here. Simply approving what's been presented in your packet would be to ignore the serious concerns we've presented without rectifying those issues.

The Neighborhood Coalition looks to make these TAs the strongest and most applicable they can be. We would be disappointed if members simply approved the proposals "as is" because we don't want to see this opportunity squandered for the sake of speed, with all of us missing out on something that can truly help our city now and in the future.

Respectfully,

Neighborhood Coalition of Greater Phoenix (NCGP)
Neal Haddad, President, NCGP; Arcadia Osborn Neighborhood Association
B. Paul Barnes, Vice President, NCGP; AZ APA Distinguished Citizen Planner; former CEVPC chair
Mary Crozier, President, North Central Phoenix Homeowners Association
Sandy Grunow, Co-Chair, Mid-Century Modern Neighborhood Association
Dave Jackson, President, Rancho Ventura Neighborhood Association
Jack Leonard, architect, AIA, NCARB, LEED AP; 2015 General Plan update committee;
former Camelback East and Encanto Village Planning Committees
Michael Phillips, President, Arcadia Camelback Neighborhood Association
Jackie Rich, President, Murphy Trail Estates Neighborhood Association
Larry Whitesell, Co-Chair, The Peak Neighborhood Association

Racelle Escolar

From: jvrich@gmail.com
Sent: Tuesday, August 1, 2023 5:46 PM
To: PDD Planning Commission
Subject: Comments on Agenda Items 16 and 7 (Z-TA-5-23-Y and Z-TA-8-23-Y)

Dear Planning Commissioners,
I am writing this email to urge you to take your time in considering the proposed complex text amendments pertaining to Accessory Dwelling Units and Reduced Parking Requirements. Do not rush into a decision before you are comfortable that what you are acting on will not come back and bite you and the city of Phoenix at a later date.

These two text amendments will have a big impact on Phoenix and Phoenicians. They sprung from the Planning Department, were sent to the Village Planning Committees for their recommendations (all of whom are Council appointees), now you, also Council appointees, are considering them, and then finally, the Council will act on them. The public's opportunity to provide input was neither publicized or solicited. No neighborhood stakeholders were included in their development. While there were articles in the AZ Republic about the Accessory Dwelling Unit amendment as early as July 3, the first article on the parking reduction text amendment was on July 19, when all but 3 VPCs had already met and made recommendations. It is also worth mentioning that the agendas for the VPCs did not identify Z-TA-8-23-Y as reducing required parking although they identified the other amendment as allowing ADUs. Instead the agenda listed all the sections that needed to be changed so that someone looking at it would have no idea what that text amendment was actually about.

The only members of the public who have participated in the VPC meetings are people who serve on a different VPC, work for an industry that would benefit from these amendments, or neighbors and neighborhood groups who accidentally found out about the amendments. I have been to five VPC meetings, each of which lasted for as long as 3.5 hours, just to be able to speak for 2 minutes max on each text amendment. (Note, some VPCs allowed more time for members of the public to speak - just not the ones I attended.) At the meetings I attended, I was not allowed to ask questions. Following public comments, staff often offered a rebuttal to what members of the public said, and after that the public was ignored - no opportunity for any of us to answer questions that came up or to respond to incorrect information. It was frustrating.

I have other concerns about the VPC meetings. The packets that were sent to the VPC members online were well in excess of 200 pages. Some packets weren't sent out until after 3:30 pm the day of the meeting; some VPC members never received a packet; other VPC members received packets but didn't read them (perhaps because of lack of time or because of the length). There was a questionable email conversation about the text amendments that all VPC members were part of and which was potentially in violation of the Open Meeting Law that was referred to at a VPC meeting by several VPC members. Several of the VPCs did not have a quorum in June and so learned about the text amendments for the first time in July when they were expected to vote on them.

Some of the Planning Commission members are essentially in the same position as those VPC members who had the least amount of time to learn about the text amendments. They are hearing staff's presentation about these complex text amendments on the same night they are expected to vote on them. Your consideration of the text amendments will be late in the night after considering 13 other cases. How many hundreds of pages were in your packet? The text amendments alone are a lot of information to digest in an evening.

These text amendments are too important and consequential to be rushed through and there is no compelling reason to do so. I urge you to take your time and give these text amendments the time and attention that they deserve.

Thank you,

Jackie Rich
Murphy Trail Estates Neighborhood Association

Racelle Escolar

From: jvrich@gmail.com
Sent: Tuesday, August 1, 2023 5:55 PM
To: PDD Planning Commission
Subject: Comments on Agenda item 17: Z-TA-8-23-Y

Dear Planning Commissioners,
I am writing with regards to Z-TA-8-23-Y concerning reductions in parking requirements for multifamily housing.

First of all, I find it surprising that in Z-TA-5-23-Y, which would allow Accessory Dwelling Units, one covered parking space per dwelling unit is required, while for multi-family housing according to this text amendment, it is acceptable to have .5 parking spaces per unit or even zero.

The proposed reductions in required parking spaces may work in some parts of town where light rail is nearby, where stores and services are nearby, and in seasons when the temperatures are moderate. However, it is difficult to imagine that residents living in parts of the city like Laveen, Desert View, Estrella Mountain, Ahwahtukee, in neighborhoods that are miles from light rail or convenient, reliable bus service will benefit from the proposed reduced parking requirements. Taking away required parking will not reduce vehicle ownership. It will mean that apartment residents must park in the streets and walk to and from their cars. On street parking is less convenient, less safe, less secure than parking in an apartment complex.

It is also difficult to imagine that living within a quarter mile of the light rail would allow people who live in affordable housing to go entirely without cars and justify zero required parking. A quarter mile is a long way to walk in extreme heat even for young people in good health. It would be more arduous for everyone else, particularly people who are disabled with mobility problems. There is a reason that ADA parking spaces are the ones that are closest to entrances to stores and offices - persons with mobility issues can't move very far - certainly not a quarter of a mile to get on light rail.

In addition, there are very few grocery and other retail stores, doctors' offices, and other services that are located along the light rail. Relying on Light Rail also can limit where one can work, as some jobs require the mobile flexibility that, at this time, only a car can provide.

It has been argued by affordable housing providers that people living in affordable housing don't have cars and their parking lots are half empty. That isn't true, which you can check out by looking at street view on Google maps. Itt has been argued that developers will provide more parking than the requirement if that is in the best interest of their prospective tenants. My experience as a neighbor engaged in land use decisions for more than 20 years, is 9 out of 10 developers will meet the minimum requirements and not go beyond them in order to maximize their profits. Only the rare developer cares about creating a quality development that benefits the tenants and the neighborhood.

Thanks to the recently adopted Prop 400 that will be going on the ballot in November, there is no funding allocated to expanding the light rail system. So in our best case scenario and Proposition 400 is passed, the light rail will not, in the foreseeable future, serve the communities on the edge of Phoenix. If this is all the light rail there will be, do the proposed reductions in parking requirements in this text amendment still make sense?

Thank you,

Jackie Rich
Murphy Trail Estates Neighborhood Association

City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

To: Alan Stephenson
Deputy City Manager

Date: August 30, 2023

From: Joshua Bednarek
Planning and Development Director

Subject: CONTINUANCE OF ITEM 70 ON THE SEPTEMBER 6, 2023, FORMAL AGENDA - PUBLIC HEARING - AMEND CITY CODE - ORDINANCE ADOPTION - PARKING REDUCTIONS FOR MULTIFAMILY DEVELOPMENTS - Z-TA-8-23-Y (ORDINANCE G-7161)

Item 70, Z-TA-8-23-Y is a request to amend Chapter 2, Section 202 (Definitions) to add definitions for affordable housing, passenger loading space, passenger loading zone, and revise parking space, unreserved; amend Chapter 6, Section 608.J (Density Bonus For Low or Moderate Income Housing); amend Chapter 7, Sections 702.C (Parking Requirements) and Section 702.E (Modifications to Parking Requirements); and amend Chapter 13, Section 1307 (Parking Standards) to modify the parking requirements for multifamily, single-family attached, and affordable housing, and add requirements for passenger loading zones.

The Planning and Development Department requests the text amendment be continued to the November 1, 2023, City Council Formal meeting to allow it to be heard by the City Council, Transportation, Infrastructure and Planning (TIP) Subcommittee on October 18, 2023, before returning to City Council Formal.

Approved:
Alan Stephenson, Deputy City Manager

City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

To: Alan Stephenson
Deputy City Manager

Date: October 25, 2023

From: Joshua Bednarek
Planning and Development Director

Subject: CONTINUANCE OF ITEM 82 ON THE NOVEMBER 1, 2023, FORMAL AGENDA - PUBLIC HEARING - AMEND CITY CODE - ORDINANCE ADOPTION - PARKING REDUCTIONS FOR MULTIFAMILY DEVELOPMENTS - Z-TA-8-23-Y (ORDINANCE G-7161)

Item 82, Z-TA-8-23-Y is a request to amend Chapter 2, Section 202 (Definitions) to add definitions for affordable housing, passenger loading space, passenger loading zone, and revise parking space, unreserved; amend Chapter 6, Section 608.J (Density Bonus For Low or Moderate Income Housing); amend Chapter 7, Sections 702.C (Parking Requirements) and Section 702.E (Modifications to Parking Requirements); and amend Chapter 13, Section 1307 (Parking Standards) to modify the parking requirements for multifamily, single-family attached, and affordable housing, and add requirements for passenger loading zones.

Staff provided an overview of the text amendment to the City Council Transportation Infrastructure and Planning (TIP) Subcommittee on October 18, 2023. Staff also provided the Subcommittee a summary of the feedback and recommendations received during the public review process. In response to the feedback and recommendations staff presented several changes to the text amendment language for the Subcommittee's consideration. Changes included modifications to the proposed parking standards for multi-family development citywide, an adjustment to the parking standard for properties with Walkable Urban Code zoning and the introduction of new reduction provisions for projects serving special needs populations.

The Subcommittee recommended approval of the proposed changes to the text amendment by a 3-1 vote and directed staff to meet with all City Council members to the discuss the changes prior to the text amendment returning to the City Council Formal meeting for action. In order to provide sufficient time to engage with each of the City Councilmembers, finalize language for the proposed text changes and meeting notice requirements, staff requests the text amendment be continued to the January 24, 2024, City Council Formal meeting.

Approved:

Alan Stephenson, Deputy City Manager